

only #15

Traffic/FAR Amendments

1. Add, at the end of Section 13.71, the following:

According to the traffic studies conducted in the course of the planning effort which preceded adoption of this Section 13.70, the North Point Residence, Office, and Business District will be able to accommodate an additional 1,500,000 square feet of private office development or the equivalent, in view of the need for an at-grade pedestrian crossing across Monsignor O'Brien Highway at East Street. According to these traffic studies, elimination of the at-grade pedestrian crossing at East Street would permit private development within the North Point Residence, Office, and Business District to reach 2,000,000 square feet of private office development or the equivalent; however, at this time that crossing is viewed as a necessity for reasons of public safety. Further traffic studies should be undertaken in future years and creative solutions to these traffic constraints should be explored in order to permit the Planning Board to review development proposals under this Section 13.70 on the basis of accurate and up-to-date traffic analyses. In reviewing development proposals under this Section 13.70 approaching the 1,500,000 square-foot threshold identified above (as that figure may increase or decrease in the course of future traffic studies and relevant improvements to Monsignor O'Brien Highway and other nearby roads and transit facilities), the Planning Board should be mindful of the traffic constraints affecting the area and should limit commercial development to the extent necessary to avoid unacceptable traffic congestion.

2. Add, at the end of Section 13.741, the following:

In the case of any development proposal providing for a floor area ratio in excess of 1.0, the Planning Board may in its discretion require the proponent to submit an analysis of existing traffic conditions and the traffic conditions anticipated following completion of the development proposed by such proponent. In evaluating such a development proposal, the Planning Board shall:

- (a) give consideration to such traffic analysis, including any deterioration in or amelioration of existing traffic conditions reasonably anticipated as a result of roadway and transit improvements or other factors; and
- (b) also consider the extent to which such development proposal observes the design guidelines for the North Point Residence, Office, and Business District established under the September 1988 North Point Policy Plan, as they may be amended from time to time.

VV
/g/a



City of Cambridge

15.

IN CITY COUNCIL

October 3, 1988

COUNCILLOR GRAHAM
COUNCILLOR RUSSELL

ORDERED: That the petition submitted by Guilford Transportation Industries, et al to rezone the area known as "North Point" in East Cambridge be amended as follows:

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In City Council October 3, 1988.
Adopted by the affirmative vote of 9 members.
Attest:- John E. Flynn, Deputy City Clerk.

A true copy;

ATTEST:-


John E. Flynn, Deputy City Clerk.

