



The Residences at 180 CambridgePark Drive

Volume 1: Special Permit Application

The McKinnon Company *on behalf of* BRE/CPD, LLC // Cambridge, MA // 21 May 2014



ARROW STREET

Architecture

Urban Design

Planning

Graphics and Interiors

goulston&storr
counsellors at law
thinkresults

 **BSC GROUP**

 *Vanasse Hangen Brustlin, Inc.*

CBA | Landscape Architects LLC

PAGE NOT USED

TABLE OF CONTENTS

| | |
|--|-------|
| Project Team | 4 |
| Introduction | 5-6 |
| Cover Sheet | 7 |
| Dimensional Forms | 8 |
| Ownership Certificate | 10 |
| Fee Schedule | 11 |
| Project Description | 12-13 |
| Zoning Relief Sought | 13-14 |
| Zoning Requirements for Granting Requested Relief | 14-43 |
| Conclusion | 44 |
| Sewer Service Infrastructure Narrative | 45-46 |
| Water Service Infrastructure Narrative | 47 |
| Existing Conditions Plan & Subdivision Concept Plan | 48-49 |
| Site Plan and Open Space Plan | 50-51 |
| Flood Storage Mitigation Certification | 52 |
| Flood Plan Documentation | 53-74 |
| LEED Narrative | 76-81 |
| LEED Project Checklist | 82-85 |
| Parking Analysis | 86-87 |
| Summary of Community Outreach | 88 |
| Appendix | |
| Certification of Receipt of Plans: Traffic Study | 89 |
| Certification of Receipt of Plans: Public Works | 90 |
| Certification of Receipt of Plans: Tree Study | 91 |
| Certification of Receipt of Plans: Water Department | 92 |
| Certification of Receipt of Plans: Cambridge LEED Specialist | 93 |

PROJECT TEAM

APPLICANT / DEVELOPER

The McKinnon Company on behalf of BRE/CPD, LLC
1 Leighton Street, #1905
Cambridge, MA 02141
phone: 617.354.4363

ARCHITECT

Arrowstreet
10 Post Office Square, Suite 700N
Boston, MA 02109
phone: 617.623.5555

LEGAL

Goulston & Storrs
400 Atlantic Avenue
Boston, MA 02110
phone: 617-482-1776

CIVIL ENGINEER

BSC Group
15 Elkins Street
Boston, MA 02127
phone: 617-728-7777

TRANSPORTATION ENGINEER

Vanasse Hangen Brustlin, Inc.
99 High Street, 10th floor
Boston, MA 02110
phone: 617.728.7777

LANDSCAPE ARCHITECT

CBA Landscape Architects LLC
24 Thornkike Street
Cambridge, MA 02141
phone: 617.945.9760

STRUCTURAL ENGINEER

McNamara/Salvia
160 Federal Street, 5th floor
Boston, MA 02110
phone: 617.737.0040



May 20, 2014

Hugh Russell
Chairman
Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Dear Hugh and Members of the Planning Board,

I am pleased to submit this Application for your review of our Project at 180R CambridgePark Drive. This is the third site in the Alewife 6 Overlay District that I have developed for Blackstone/Equity Office Properties. In each case we have turned acres of asphalt, surface parking lots into housing. To replace that parking, we now have two well-designed garages set off from the public way.

Several weeks back, I watched Charlie Rose interview one of my favorite people, Bill Murray. He said he learned one great acting lesson that also served him well in life. It is this: when you wring everything out of a performance (or you work) that is not needed or false, you are left with something genuine.

I had a great English teacher at Cambridge High and Latin School, Mr. Tom Burns. He believed in précis writing. He would have us read a long article, several thousand words. Then he gave a challenge. Describe it in 250 words.....100.....50.....25.

In that spirit, this Project is an example of 4 central planning principles that are important to Cambridge. They endure because they have value. First, we encourage housing, including affordable housing. In the interest of providing more affordable housing for Cambridge families, this project is stepping forward on its own. We will provide ten affordable 3BR units here, where we know there is genuine need. Next, we believe that most large Projects should be located away from traditional, residential neighborhoods. We have rezoned large tracts of former industrial land, like the Triangle for this type of development. Next again, we encourage these buildings to

be located where there is great access to the T. That is the most reliable way we have of reducing our dependence on cars. Certainly 180R qualifies here. Finally, we should find other ways to get people out of their cars. We, as promised in the 130 CPD process, have helped to initiate the newly formed Alewife Business Association. Further, working with them, the City and our neighbors, we are funding a study to help create a real Alewife TMA. There is momentum and we will stay with it. I believe in our Project. It makes manifest each of these goals.

We look forward to presenting it to the Planning Board at our Public Hearing.

Best,

A handwritten signature in black ink, appearing to read 'Richard McKinnon', written over the word 'Best,'.

Richard McKinnon
Developer
On behalf of
BRE/CPD, LLC



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Location of Premises: 180R CambridgePark Drive
Zoning District: Office 2A, Alewife Overlay District 6 & Flood Plain Overlay District
Applicant Name: The McKinnon Company on Behalf of BRE/CPD LLC
Applicant Address: 1 Leighton Street Unit #1905, Cambridge, MA 02141
Contact Information: 617.354.4362 mckinnoncompany@comcast.net 617.354.6811
Telephone # Email Address Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

List all submitted materials (include document titles and volume numbers where applicable) below.

Signature of Applicant:



For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

Date

Signature of CDD Staff

DIMENSIONAL FORM

Project Address: 180R CAMBRIDGEPARK DRIVE

Application Date: 05.21.14

| | Existing | Allowed or Required (max/min) | Proposed | Permitted |
|--------------------------------|------------|-------------------------------|------------------|-----------|
| Lot Area (sq ft) | 174,496 sf | 5,000 sf (min.) | 174,496 sf | |
| Lot Width (ft) | | 50 ft | | |
| Total Gross Floor Area (sq ft) | 453,689 | 453,689 | 401,768 | |
| Residential Base | N/A | 348,992 sf | 348,992 sf | |
| Non-Residential Base | N/A | N/A | N/A | |
| Inclusionary Housing Bonus | N/A | 104,697 sf | 52,776 sf | |
| Total Floor Area Ratio | N/A | 2.6 | 2.3 | |
| Residential Base | N/A | 2.0 | 2.0 | |
| Non-Residential Base | N/A | N/A | N/A | |
| Inclusionary Housing Bonus | N/A | .6 | .3 | |
| Total Dwelling Units | N/A | 378 | 378 | |
| Base Units | N/A | 290 | 290 | |
| Inclusionary Bonus Units | N/A | 88 | 88 | |
| Base Lot Area / Unit (sq ft) | N/A | 602 | 602 | |
| Total Lot Area / Unit (sq ft) | N/A | 462 | 462 | |
| Building Height(s) (ft) | N/A | 85'/105' | 69'-11" to 105' | |
| Front Yard Setback (ft) | N/A | 15' | +/- 15' | |
| Side Yard Setback (ft) | N/A | - | +/- 1'-0" (west) | |
| Side Yard Setback (ft) | N/A | - | +/- 32.8' (east) | |
| Rear Yard Setback (ft) | N/A | - | +/- 21.8' | |
| Open Space (% of Lot Area) | N/A | 15% | 17.3% | |
| Private Open Space | N/A | N/A | N/A | |
| Permeable Open Space | N/A | 25% | 25% | |
| Other Open Space (Specify) | N/A | N/A | N/A | |
| Off-Street Parking Spaces | N/A | 1 per 1 d.u. | 791 | |
| Long-Term Bicycle Parking | N/A | 1 per 2 d.u. | 395 | |
| Short-Term Bicycle Parking | N/A | N/A | 38 | |
| Loading Bays | N/A | N/A | N/A | |

Use space below and/or attached pages for additional notes:

Approximately 220 parking spaces dedicated to 180R CambridgePark Drive, approximately 475 parking spaces dedicated to 100, 125 and/or 150 CambridgePark Drive and approximately 96 parking spaces shared between a combination of those properties

PAGE NOT USED

OWNERSHIP CERTIFICATE

Project Address: 180R CambridgePark Drive

Application Date: 05.21.14

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: The McKinnon Company

at the following address: One Leighton St., Unit 1905, Cambridge, MA 02141

to apply for special permits for: A building composed of 378 residential units and 791 above-grade parking garage at 180 R CambridgePark Drive, and associated amendments to existing special permits for 125 CambridgePark Drive (PB# 26) and 150 CambridgePark Drive (PB# 47)

on premises located at: Portions of 125, 150, and 180R CambridgePark Drive

for which the record title stands in the name of: BRE/CPD LLC

whose address is: 345 Park Avenue, New York, NY 10154

by a deed duly recorded in the:

Registry of Deeds of County:

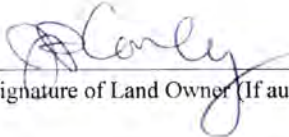
Book: 57080

Page: 451

OR Registry District of the Land Court,
Certificate No.:

Book:

Page:


Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

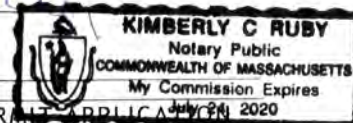
Commonwealth of Massachusetts, County of Suffolk

The above named John F. Conley personally appeared before me,

on the month, day and year May 19, 2014 and made oath that the above statement is true.

Notary: 

My Commission expires: July 24, 2020



CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

FEE SCHEDULE

Project Address: 180 R CambridgePark Drive

Application Date: 05.21.14

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

| | | | |
|---|---|------------|-------------|
| New or Substantially Rehabilitated Gross Floor Area (SF): | 663,430 | × \$0.10 = | \$66,343.00 |
| Flood Plain Special Permit | Enter \$1,000.00 if applicable: | | |
| Other Special Permit | Enter \$150.00 if no other fee is applicable: | | |
| TOTAL SPECIAL PERMIT FEE | Enter Larger of the Above Amounts: | | \$66,343.00 |

125, 150 and 180R CambridgePark Drive

Narrative in Support of Special Permit Application

I. PROJECT DESCRIPTION

The McKinnon Company (the “Applicant”), as developer on behalf of BRE/CPD LLC, a Delaware limited liability company (the “BRE/CPD”), proposes to construct a new multifamily residential building with two residential components and approximately 791 spaces of structured parking (the “Parking Structure”) on an approximately 175,000 square foot site (the “Site”) commonly known as 180R CambridgePark Drive, and to make certain site improvements in connection with the foregoing. The Parking Structure is designed to incorporate a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge across the railroad right of way connecting the Alewife Overlay District’s Quadrangle and Triangle Districts. The Site is in the Office 2-A District and the Alewife Overlay District 6 and the Medical Marijuana District 1, and partially in the Flood Plain Overlay District and the Parkway Overlay District. The Site is currently improved by a surface parking lot, serving the existing buildings at 100, 125 and 150 CambridgePark Drive pursuant to the terms of various recorded special permits and easement agreements. BRE/CPD is the current owner of 125, 150 and 180R CambridgePark Drive (the “Existing Property”).

The existing 125 CambridgePark Drive improvements were constructed pursuant to Special Permit PB #26, filed with the City Clerk on September 15, 1982, and recorded with the Middlesex County South Registry of Deeds (the “Registry”) on January 9, 2009, at Book 14759, Page 134 (as amended, the “Existing 125 CPD Special Permit”). The Existing 125 CPD Special Permit was most recently amended by the Planning Board in a decision filed with the City Clerk on June 27, 2013, to reduce parking requirements to permit shared parking arrangements in connection with the development of 130 CambridgePark Drive. The existing 150 CambridgePark Drive improvements were constructed pursuant to Special Permit PB #47, filed with the City Clerk on February 19, 1985, and recorded with the Registry on January 9, 2009, at Book 16125, Page 209 (as amended, the “Existing 150 CPD Special Permit”). The Existing 150 CPD Special Permit was most recently amended by the Planning Board in a decision filed with the City Clerk on June 27, 2013, in connection with the development of 130 CambridgePark Drive to (among other things) create the existing 130, 150 and 180R CambridgePark Drive parcels, permit the construction of a parking structure on 150 CambridgePark Drive and reduce parking requirements to permit shared parking arrangements.

The Applicant proposes to construct a first class, multifamily building (the “Residential Building”) at the Site, containing approximately 378 units of rental housing in an approximately 320-unit, 10-story eastern component (the “East Component”) and an approximately 58-unit, 6-story western component (the “West Component”). The Residential Building also includes a clubhouse, pool and various outdoor recreational areas for use by residents. The East Component, the Parking Structure and the West Component are all attached and form a single building. The Residential Building, together with the Parking Structure and the related site improvements are referred to collectively in this Application as the “Project.” The Project will provide a variety of unit types. Approximately 65% of the units will be one bedroom plus den units, two-bedroom units, two-bedroom plus den units or three-bedroom units. The remainder of the units will be studios, with a limited number of micro units. Approximately 395 bicycle

parking spaces will be provided in three areas distributed within the ground-floor of the Residential Building. In addition, short-term/visitor bicycle racks for approximately 38 bicycles, 6 short-term spaces outside of the West Component and 32 spaces outside of the East Component. The Project will include approximately 791 vehicle parking spaces, including approximately 102 at-grade parking spaces beneath the East Component, approximately 20 at-grade parking spaces beneath the West Component, approximately 8 at-grade parking spaces outside of the Residential Building and approximately 661 parking spaces in a 9-story parking structure positioned between the two residential components. Of the 791 spaces total, approximately 316 will be available for use by the Residential Building (approximately 220 dedicated parking spaces, 130 of which will be located under and outside the Residential Building and the balance of 90 will be located in the 9-story parking structure, and approximately 96 parking spaces in the parking structure on a shared basis with the existing office buildings), with the remaining approximately 571 parking spaces in the 9-story parking structure serving the existing office buildings at 100, 125 and 150 CambridgePark Drive pursuant to the terms of various special permits and easement agreements as described in more detail below.

Vehicular ingress to and egress from the Project will be provided primarily through a shared access drive, located on the 130 CambridgePark Drive, 150 CambridgePark Drive and 180R CambridgePark Drive parcels, pursuant to the terms of a recorded easement agreement. 180R CambridgePark Drive will have a right of access over the shared access drive and, per the recorded subdivision plan included in the Application materials, a portion of the shared access drive will be a private way open to public use (thereby providing 180R CambridgePark Drive with the required street frontage).

Located less than a quarter mile from the Alewife MBTA station, the Project's pedestrian and bicycle friendly design and extensive Transportation Demand Management program will encourage residents to utilize public transportation. Moreover, the Site is located in close proximity to the Alewife Reservation, and has ready access to the extensive bicycle and pedestrian trails in Cambridge, Arlington, and Watertown. These amenities offer residents diverse commuting and recreational options.

The Project will continue to implement the previously approved creative shared parking arrangement between office and residential users which the Applicant employed at 130 and 160 CambridgePark Drive. This approach will enable the construction of a new residential building and the elimination of an existing surface parking area containing 571 spaces currently used by 100 CambridgePark Drive, 125 CambridgePark Drive and 150 CambridgePark Drive. In order to reduce the number of parking spaces created in connection with the Residential Building, the Residential Building will have a right to use approximately 96 spaces on a shared basis with those office users, pursuant to a recorded easement agreement. Upon completion of the Project, there will be a total of 791 parking spaces on the Site. Accordingly, the Project will create 378 new units of rental housing, but will create only 220 net new parking spaces.

II. ZONING RELIEF SOUGHT

Multifamily dwellings, and the Project's proposed accessory uses, are allowed as-of-right at the Site. The Project's compliance with the Ordinance's dimensional requirements is summarized in the Dimensional Forms submitted with this Application. The Applicant is requesting amendments to the Existing 125 CPD Special Permit and the Existing 150 CPD Special Permit, along with new special permits in connection with the Project (collectively, the "Special Permits"), to include the following relief under the Ordinance:

- Special Permit under Section 20.63.7 of the Ordinance for divergence from the Parkway Overlay District standards set out in Section 20.60 of the Ordinance.
- Special Permit under Section 20.70 of the Ordinance for construction in the Flood Plain Overlay District.
- Special Permit under Section 20.95.1 of the Ordinance, to allow an increased base Floor Area Ratio (“FAR”) to approximately 2.0 at the Site.
- Special Permit under Section 20.95.34 of the Ordinance, to reduce the applicable front, side and rear yard requirements.
- Special Permit under Section 20.97.2 of the Ordinance, to permit the new pooled parking arrangements between the Site and 100, 125 and 150 CambridgePark Drive.
- Special Permit under Section 20.97.3 (and Section 5.25.42) of the Ordinance, to exclude the Project’s at-grade parking facilities and the Parking Structure from applicable Floor Area Ratio limitations.
- Special Permit under Section 6.35 of the Ordinance, to reduce the Project’s required amount of parking to permit the proposed shared parking arrangements.
- Special Permit under Section 6.43.6 of the Ordinance, to permit the common driveway located on the 130 CambridgePark Drive, 150 CambridgePark Drive and 180R CambridgePark Drive parcels.
- Special Permit under Section 6.44.1 of the Ordinance, to permit on grade open parking spaces and driveways within five (5) feet of side and rear property lines.
- Project Review Special Permit under Section 19.20 of the Ordinance for construction of more than 50,000 square feet of new Gross Floor Area.

III. ZONING REQUIREMENTS FOR GRANTING REQUESTED RELIEF

The provisions of the Ordinance set forth below apply to the requested Special Permits. Application of each provision to the Project follows the provision in italics.

A. 10.43 Generally Applicable Criteria for Approval of a Special Permit

Pursuant to Section 10.43 of the Ordinance, Special Permits will normally be granted where specific provisions of the Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

- 1) It appears that requirements of this Ordinance cannot or will not be met.

With the requested Special Permits, the Project will meet all requirements of the Ordinance.

- 2) Traffic generated or patterns of access or egress would cause congestion, hazard or substantial change in established neighborhood character.

The Applicant has completed a detailed analysis of the traffic and transportation impacts associated with the Project as presented in the Transportation Impact Study (the “TIS”) prepared by Vanasse Hangen Brustlin, Inc. and submitted to the City of Cambridge Traffic, Parking and Transportation (“TP&T”) Department for review in January. The TIS includes an analysis of the existing and future vehicular traffic, bicycle and pedestrian volumes, defines site access requirements, identifies specific improvements on the Site, analyzes shared parking opportunities, and presents a detailed Transportation Demand Management (“TDM”) program to reduce the Residential Building’s vehicle dependency.

The TIS was prepared in accordance with the City’s guidelines for TIS and responds to the TP&T Department scoping determination. The TIS was certified by the TP&T Department on May 8, 2014. The TIS as submitted indicates that the Project is expected to have limited impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character.

- 3) The continued operation of or the development of adjacent uses as permitted in the Ordinance would be adversely affected by the nature of the proposed use.

The Project will not adversely affect the continued operation or future development of adjacent uses. The Site is surrounded on the west, north and east by existing commercial and multifamily residential uses that are also located within the Alewife Overlay District 6, and the Site abuts railroad tracks to the south (within the Industry B-1 District and the Alewife Overlay District 2). The Project will complement the existing adjacent uses by providing convenient residential housing for employees of the surrounding office buildings. Moreover, adding additional residential use to the mix of commercial and residential uses in the area will both forward the Alewife Overlay District 6’s stated intent of introducing a significant component of residential living to enhance the area’s appeal (thereby enhancing the district’s vibrancy and adding to the general security of the area) and provide opportunities to increase recreational use of the Alewife Reservation. Also, the Project will enable creation of a pedestrian and bicycle bridge garage landing for the future construction of a pedestrian/bicycle bridge across the railroad right of way connecting the Alewife Overlay District’s Quadrangle and Triangle Districts. The bridge will significantly reduce vehicle trips to the Quadrangle District by providing easy access to the Red Line at Alewife Station.

- 4) Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.

The Project will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the Project or the citizens of the City. To the contrary,

the Project will replace an existing surface parking lot with a new residential building that will enhance the vibrancy of the Alewife Overlay District 6, and enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The Project is consistent with the City's broader health, safety and welfare goals as set forth in Section 19.30 (Citywide Urban Design Objective) of the Ordinance to foster development which is responsive to the existing or anticipated pattern of development, is designed for pedestrian and bicycle access, mitigates adverse environmental impacts upon its neighbors, expands the inventory of housing in the City and provides open space amenities.

- 5) For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.

The Project will not impair the integrity of any of the districts in which it is located or any adjoining district, nor will the Project derogate from the intent and purpose of the Ordinance. The construction of the Project will enhance and further the purposes of the districts in which it is located and all adjoining districts. When completed, the Project will replace an existing surface parking lot with a thoughtfully designed and landscaped first class, residential building that is in compliance with the requirements of the Alewife Overlay Districts and the Flood Plain Overlay District and current best engineering practices. The Medical Marijuana Overlay District's standards are irrelevant to the Project.

Alewife Overlay District 6 and the adjoining Alewife Overlay District 2 –

As discussed in more detail below, the intent of the Alewife Overlay Districts is to encourage development that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips; preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of stormwater; minimize the negative impact of new development on adjacent residential neighborhoods while introducing new amenities and services that will benefit the residents of such neighborhoods; integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts and beyond; introduce a significant component of residential living to enhance the area's appeal; and create an identity and sense of place that parallels the development of the historic urban centers that characterize much of Cambridge.

The Project will go a long way towards meeting the intent of the Alewife Overlay Districts. In particular, the Project will introduce additional residential living convenient for employees of (and sharing parking with) the surrounding office buildings, is located within easy walking distance of the Alewife MBTA Station and will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The foregoing will facilitate walking, biking and transit use, reduce the growth of auto trips and minimizing negative impacts on the neighborhood. Moreover, the Project will adopt the Transportation Demand Management measures identified in the TIS, further minimizing the amount of traffic

passing through nearby arterial and neighborhood streets. In addition, the Project will take advantage of shared parking opportunities, resulting in an increase of only 220 parking spaces even with the addition of 378 residential units. The Project will also restore areas that are currently paved to active and more appropriate uses. It will replace the existing surface parking lot with a residential redevelopment conforming to best practices for mitigation of impacts and preservation of the natural environment. As outlined below in more detail, the Project also furthers the District's intent of maintaining flood storage capacity.

Flood Plain Overlay District –

The purpose of the Flood Plain Overlay District is to protect the health, safety, and general welfare, to protect human life and property from the hazards of periodic flooding, to preserve the natural flood control characteristics and the flood storage capacity of the flood plain, to preserve and maintain the ground water recharge areas within the Flood Plain, and to ensure the appropriate design and location of flood water retention systems and their relationship to other surrounding development. The Project falls within the 100-year floodplain of the Little River, which is located north of the Site, across CambridgePark Drive. The Project will conform to the intent and purpose of the Flood Plain Overlay District. The Project has been designed to provide compensatory flood storage per the Massachusetts Wetland Protection Act. The design of the Project, in particular its potential impact of the Flood Plain, has previously been reviewed by the Cambridge Conservation Commission, which voted to approve the Project's Order of Conditions on December 16, 2013 (the "Order of Conditions"). More detail regarding the Project's conformance with the intent of the Flood Plain Overlay District is provided below.

- 6) The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

As described in detail below, the Project is consistent with the Urban Design Objectives set forth in Section 19.30.

B. Section 20.63 Criteria for Parkway Overlay District Special Permit

Pursuant to Section 20.63.7 of the Ordinance, the Planning Board may allow divergence from the Parkway Overlay District development standards specified in Section 20.60, by issuance of a Special Permit from the Planning Board as specified in Subsection 10.45 upon a determination that the development proposed will better serve the objectives of Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied. Those objectives include creating unified identifiable images of designated areas, enhancing public safety by reducing visual confusion and haphazard development and encouraging development which will protect and enhance the use and enjoyment of public open space resources. In reviewing applications for any special permit in the Parkway Overlay District, the Planning Board is to consider compliance with the requirements specified in Section 20.60, the recommendations made in the Cambridge Community Development Department's 1979 report entitled *Alewife Revitalization* and the criteria specified in Section 10.43.

The easternmost portion of the Site, including a small portion of the 10-story East Component and the eastern plaza/pool area, falls within the Parkway Overlay District. Given that the Site has no frontage directly onto Alewife Brook Parkway (and is instead separated from Alewife Brook Parkway by an access drive to the adjacent MBTA property) and is substantially below the existing grade of Alewife Brook Parkway adjacent to the Site, it is difficult to apply the Parkway Overlay District's regulations and guidelines to the Residential Building. However, the affected portion of the East Component exceeds the maximum heights of 55 feet and 85 feet permitted under Section 20.64.2, and is inconsistent with the façade requirements of Section 20.64.3 and, potentially, the fencing requirements of Section 20.65. The Site has no front yard in the Parkway Overlay District and the Project includes no on grade open parking area for ten or more cars in the Parkway Overlay District. Accordingly, the provisions of Section 20.64.1 and 20.66.3-4 are inapplicable, whereas the Project complies with Section 20.67's mechanical equipment and refuse storage area requirements, to the extent applicable. In any event, the Residential Building will better serve the objectives of Section 20.60 than if the Parkway Overlay District standards were followed, by furthering the creation of a new mixed use neighborhood and replacing an existing surface parking lot with a new residential building on a site that (as noted above) has no frontage onto and is below the adjacent grade of Alewife Brook Parkway. Moreover, the Residential Building will reduce haphazard development and enhance the use and enjoyment of public open space resources and, per the explanation above, satisfies the criteria specified in Section 10.43. Also, the Residential Building is generally consistent with the Cambridge Community Development Department's 1979 Alewife Revitalization report, to the extent applicable, which proposed a substantial development on the Site without frontage directly onto Alewife Brook Parkway as well as a connection between the Alewife Overlay District's Quadrangle and Triangle Districts. Finally, it seems clear that this Project is more properly a part of the Alewife Overlay District 6.

C. Section 20.75 Criteria for Flood Plain Overlay District Special Permit

Pursuant to Section 20.75 of the Ordinance, the Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met the following criteria in addition to other criteria specified in Section 10.40:

- 1) No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these special flood hazard areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 25017C0419E dated June 4, 2010, the Site is located in Flood Zone AE.

In order to minimize the volume of ground-level structures placed within the limits of the Flood Plain, the Project will be constructed above the existing 100-year flood plain elevation. As such, the Project will result in a slight increase in the Site's available flood storage. As evidenced by the Cambridge Conservation Commission's approval of the

Project, the Cambridge Conservation Commission has determined that the Project will not impair the ability of the applicable flood hazard areas to carry and discharge flood waters.

- 2) Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.

The existing and proposed conditions of the Site were analyzed on a foot-by-foot incremental elevation basis, in accordance with the Massachusetts Department of Environmental Protection performance standards for work within a Bordering Land Subject to Flooding (BLSF). The Project's certified Flood Report, submitted in connection with the approved Order of Conditions, encloses graphics detailing the available flood storage at each foot interval and a tabular summary of the same. The proposed flood water retention system is located underneath the proposed building, providing compensatory flood storage on a foot-by-foot incremental elevation basis allowing flood waters to flow and recede to the Little River in an unrestricted manner. Accordingly, the displacement of existing water retention capacity on the Site will be replaced with equal water retention capacity as part of the Project and as approved by the Conservation Commission.

- 3) All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.

The Project's flood water retention system has been designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the Site or abutters. The flood water retention system is located underneath the building, and creates a safe, healthful and pleasing environment for the occupants of the Project and abutters. Additionally, measures have been incorporated into the flood water retention system's design to allow for periodic cleaning and maintenance.

- 4) The proposed use shall comply in all respects with the provisions of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.

Upon issuance of the Special Permits, the Project will comply with applicable provisions of the Office 2-A District, the Alewife Overlay District 6, the Flood Plain Overlay District and the Parkway Overlay District. As evidenced by the Cambridge Conservation Commission's approval of the Order of Conditions, the Project complies with the Wetlands Protection Act. The Project also will comply with the State Building Code and any other applicable laws.

- 5) Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. *Concord-Alewife Plan*, A

Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 – Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 – Flood Plain Overlay District and Section 20.90 – Alewife Overlay Districts 1-6.

The Project is consistent with the aims of the Concord-Alewife Plan, A Report of the Concord Alewife Planning Study and the relevant policy statements of Towards a Sustainable Future. As set forth in the Concord-Alewife Design Area-wide Guidelines and Towards a Sustainable Future: List of Policy Statements, the Project will encourage non-automobile mobility by being located within very easy walking distance of the Alewife MBTA Station and by creating a pleasant and safe pedestrian and bicycle environment. The Project anticipates the use of the nearby Alewife Reservation trail system and in the wider transportation context, the Project will enable creation of a pedestrian and bicycle bridge landing for the potential future construction of a pedestrian bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The Project also benefits from excellent pedestrian/bicycle access to Alewife MBTA station, thereby reducing vehicular trips to and from the Residential Building.

The Project will also seek to utilize Low Impact Development (LID) principles in building and site design in addition to meeting the City, State, and Federal stormwater requirements. Some of the LID techniques used include the use of native plantings, potential reuse of the stormwater for irrigation, and increased groundwater infiltration. The Project will offer open space amenities along the newly created neighborhood street and at the Residential Building's northwest and northeast corners, as well a series of private courtyards on the second, eighth, and ninth floors and a swimming pool area open to the residents, thereby providing more open space and outdoor recreational facilities.

The Project has been designed to provide vibrancy at the street level with the placement of active public amenity spaces on the ground floor. In particular, the Project seeks to activate the street edge for the length of the building along the newly created neighborhood street through the thoughtful placement of key building support spaces such as building lobbies. The Residential Building's bicycle storage areas front directly on the newly created neighborhood street and activate that street with large glass areas. At-grade parking and service areas are screened from public streets either through their orientation (for the loading areas) or through a series of planted green screens, which will create a vertical landscape across the façade of the Parking Structure.

On the second through tenth levels, the East Component is organized around intimate courtyard spaces that provide a variety of outdoor amenities to residents, such as a swimming pool, outdoor dining and gathering areas and green roofs. A modest roof farm for use by residents is also being investigated.

- 6) The requirement of Section 20.74(3) has been met (i.e., Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that

any encroachment of the floodway shall not result in any increase in flood levels during the occurrence of the 100-year flood).

The Project's compensatory flood storage has been designed to provide for no decrease in the Site's floodwater storage capacity. This analysis has been performed for a 100-year flood event, pursuant to the certified Flood Report prepared by the BSC Group, which was reviewed and approved by the Cambridge Conservation Commission in connection with the Order of Conditions.

D. Section 20.93.2 Criteria for Approval of an Alewife Overlay District Special Permit

In reviewing applications for Alewife Overlay District special permits, the Planning Board shall be guided by the objectives, criteria, and guidelines contained in the publication Concord-Alewife Plan in addition to the requirements of Section 10.40 (Special Permits) and Section 20.90. These guidelines are also intended to assist in shaping any contemplated physical change within the Alewife Overlay Districts. With respect to consistency with the Concord-Alewife Plan, special emphasis shall be placed on preservation of key rights-of-way for infrastructure projects as indicated in the Priority Infrastructure Plan.

- 1) The Concord-Alewife objectives, criteria and guidelines, generally and for the "Triangle District" (in which the Site is located), include the following:
 - (a) Break large blocks into smaller blocks, of sizes similar to those in surrounding Cambridge neighborhoods, to improve circulation and to be compatible with surrounding neighborhoods.

The Project will transform an existing surface parking lot into three buildings, completing this portion of the Triangle District. Consistent with the Concord Alewife Plan, an internal street will connect this disconnected block back to the surrounding urban context and the proposed urban plaza designed as part of 130 CambridgePark Drive. This new "street", with associated hardscape and landscape improvements, will be activated by residential lobbies, approximately 378 residences, amenities and bicycle parking, together reinforcing the pedestrian nature of the street edge and creating a pleasant, walkable pedestrian experience.

The proposed residential redevelopment is of a scale similar to that found in the Triangle as well as other areas of Cambridge, and has been designed to appear as three different buildings that complement the surrounding buildings. The nearby residential buildings include the existing, 9-story, 30 CambridgePark Drive with 311 units, 160 CambridgePark Drive with 398 units and currently under construction, the proposed 130 CambridgePark Drive with 213 units, 165 CambridgePark Drive with 224 units and currently under construction, the proposed 70 Fawcett Street with 429 units, the existing 37 Wheeler Street with 72 units, the Concord-Wheeler (603 Concord Avenue) mixed-use project with 61 units and currently under construction, the proposed 615 Concord Avenue mixed use project with 50 units and the existing 223 Concord Turnpike with 228 units.

The Residential Building will enliven CambridgePark Drive by introducing additional residences, convenient for employees of (and sharing parking with) the surrounding office buildings. Close proximity to Alewife Station, area parks and trails, and retail shopping facilitates walking, biking and transit use and minimizes negative impacts on surrounding neighborhoods. The Project's parking replaces an existing surface parking lot with a building that contributes to a more pedestrian friendly development. The Parking Structure has been designed with 9 levels and is screened from adjacent buildings and streets by its placement between the West Component and the East Component and through the use of landscape and architectural screening.

(b) Vary the design of individual buildings to create an architecturally diverse district and create building height/façade setbacks between 85' and 105'.

Various elements of the Building range in height (as defined in the Ordinance) of approximately 69 feet and 11 inches, to 85 feet to 105 feet. The Project's design incorporates varied setbacks, thereby creating a rhythm along the new neighborhood street, eliminates existing surface parking and utilizes material changes and diverse roof lines to reduce the scale of the Project. The heights are set off from the greater heights of the adjacent office buildings. Dividing the Project into three architecturally distinct components enhances the architectural diversity of the neighborhood and helps support a more interesting pedestrian experience. The 70-foot tall West Component is along the western edge of the Site to relate to the proposed 130 CambridgePark Drive projects and both reinforces a view corridor from CambridgePark Drive and completes an urban plaza, designed as part of 130 CambridgePark Drive. The height of the East Component varies from 85 feet to 105 feet along the new neighborhood street and complements the scale of 30 CambridgePark Drive. The East Component steps down, through a series of south facing terraces and courtyards, creating a varied and dynamic building massing from the southern approach of Alewife Brook Parkway.

(c) Street-level facades should include active uses such as frequent residential entrances, with setbacks for stoops and porches; neighborhood-serving retail including shops, restaurants, cafés; services for the public or for commercial offices such as fitness centers, cafeterias, day care centers; community spaces such as exhibition or meeting spaces; and commercial lobbies and front entrances. Provide small setbacks (5' to 15') from the right-of-way for café seating, benches, or small open spaces.

The Project has been programmed to orient its most active uses along the new neighborhood street to animate the streetscape and activate the district. These uses include the main entry lobbies, residential amenity spaces, leasing office and bicycle storage areas at the ground level, as well as the residential amenity areas on the upper floors. The Project's parking area is virtually entirely concealed behind ground floor amenities and a series of landscaped screens at the ground level to eliminate the visual impact of such parking along the new neighborhood street. The street level façades have been designed to provide a pedestrian friendly scale, through the use of material change and building setbacks across the length of the Project. The three Project components are setback from each other to create a diverse neighborhood streetscape, reinforced with landscaped areas and hardscaped gathering areas. The Parking Structure facilitates

eliminating existing surface parking and includes spaces for a potential pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian/bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. (d) Encourage awnings/canopies to provide shelter and enliven ground-floor façades.

The Project's ground level entrances are marked with canopies, to create a presence for the Project lobbies at the street level. These canopies also help make the Residential Building, and associated activity, more visible from the CambridgePark Drive approach.

(e) Design residential buildings with individual units and front doors facing the street, including row-house units on the lower levels of multifamily residences. Create a pedestrian-friendly environment along CambridgePark Drive.

After multiple discussions with the City staff, including the City Engineer, it was determined that ground level residential units should not be located at the street level. This is due to the Site context, as the units would face directly into the parking garage wall of 30 CambridgePark Drive. Instead, the Residential Building's lobby, bike storage and amenity spaces are located at ground level to activate the streetscape and create a pedestrian-friendly environment.

(f) Encourage sustainable and green building design and site planning.

The West Component will seek Silver certification under LEED for Homes Mid-rise and the East Component will seek Silver certification under LEED for New Construction. An overview of the Project's LEED compliance is contained in the LEED Narrative and LEED Checklist submitted with this Application.

(g) Use low-impact-development principles in building and site design as a way to meet city, state, and federal stormwater requirements.

The Project incorporates Low Impact Development (LID) design features into the overall stormwater management design of the Site, including, to the extent practical, porous pavement to promote ground water infiltration and reduce site runoff rates. As described above, the stormwater management design for the Project has been approved by the Cambridge Conservation Commission pursuant to the Order of Conditions.

(h) Use site design that preserves future rights-of-way identified in the Circulation Concept Plan. Locate new development to preserve right-of-way for future crossing of the railroad tracks to connect the Triangle and Quadrangle. Provide pedestrian links that strengthen physical connections to Alewife Reservation, consistent with its master plan. Strengthen bicycle and pedestrian links to adjacent areas. Provide links that strengthen physical and visual connections to open space resources.

The Project is consistent with the Circulation Concept Plan, in that it includes a space for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. Because of the Site location, the Project presents no opportunity for

additional pedestrian or bicycle links to Alewife Reservation or other adjacent areas, but will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings, and the Alewife MBTA Station, thereby facilitating walking, biking and transit use. A residential building will likely increase recreational use, adding to the security, and increasing appreciation of the Alewife Reservation.

- (i) Improve existing streets to meet City standards, including streetscape improvements.

The Project will create a new neighborhood street with various associated streetscape and landscaping improvements, as shown on the plans submitted with this Application.

- (j) Screen service areas from CambridgePark Drive.

The Residential Building's service areas will not be visible from CambridgePark Drive, as shown on the plans submitted with this Application.

- (k) Parking below grade is preferred. If above grade parking is to be provided, design it so it is not visible from nearby residential neighborhoods, from public streets, or from pathways. Line above-ground structured parking with active uses (shops, cafés, lobbies) along important public ways; use parking structures to provide visual and acoustical screening between the railroad tracks and the rest of the area.

Below grade parking is not possible at the Site, because of the Site's location within the Flood Plain. The Residential Building's ground-level parking facility will be hidden from view by the entry lobbies, residential amenities, leasing office, bicycle storage facilities and accompanying landscaping measures. The Parking Structure complies with the requirements for an open parking structure, which requires careful location of the openings along the sides and rear of the Residential Building. The Residential Building will provide visual and acoustical screening between the railroad tracks and the rest of the area, and will incorporate a place for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts.

- (l) Design and locate lighting and signage to support the district's pedestrian-friendly quality.

Design of outdoor lighting will feature street lighting along the new neighborhood street and safety illumination on all other building facades. There will also be feature lighting around the Residential Building's entrances and amenity spaces to enhance the nighttime streetscape and building appearance. The lighting will be designed to minimize light spilling onto adjacent properties.

- 2) The regulations contained in Section 20.90 are intended to harness the opportunities presented with the redevelopment of private property in ways that will:

- (a) Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use and reduce the growth of auto

trips in an area already burdened with regional vehicular traffic passing through to other destinations in the metropolitan region.

The Project will replace an existing surface parking lot with a residential redevelopment of a scale similar to that found in other areas of Cambridge, and will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings and the Alewife MBTA Station, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on surrounding neighborhoods. The Residential Building includes an area for pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. As described in this Application, the Project represents an opportunity to create a true mixed use area in the District with only a modest increase in the existing number of parking spaces which encourages the desired type of development.

(b) Preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of stormwater in ways that add to the quality and visual appeal of the built environment as well as to the quality of the water itself.

As discussed in more detail above, the Project's compensatory flood storage has been designed to ensure no decrease in the Site's flood storage capacity, and is located underneath the Residential Building and the Parking Structure (thereby creating a safe, healthful and pleasing environment for the occupants of the Project and abutters).

(c) Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood while introducing new amenities and services that will benefit the residents of that neighborhood.

The Project will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings and the Alewife MBTA Station. This will facilitate walking, biking and transit use and reduce the growth of auto trips and minimize negative impacts on nearby residential neighborhoods.

(d) Integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts and beyond to the Cambridge Highlands, North Cambridge and Neighborhood Nine neighborhoods and the Fresh Pond Reservation.

The Project enhances and expands open space amenities in the City. The outdoor courtyard spaces, roof garden and pool area will provide outdoor recreation areas for the residents. The on-grade landscaping and new neighborhood street will enhance the area. Residents will be able to take advantage of pedestrian and bicycle connections to other areas of Cambridge as well to Arlington and Watertown.

(e) Introduce a significant component of residential living and support retail services to enhance the area's appeal for all persons who come to work, shop as well as live within the Districts.

The Project will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings and the Alewife MBTA Station.

(f) Create an identity and sense of place for the Alewife Districts that parallels the development of the historic urban centers that characterize much of Cambridge.

The Project will restore areas that are currently paved to active and more appropriate urban uses. It will replace the existing surface parking lot with a parking garage and a residential redevelopment conforming to best practices for mitigation of impacts and preservation of the natural environment. The Project will create an identity and sense of place that seeks to parallel the development of the historic urban centers that characterize much of Cambridge.

- 3) The Planning Board may grant a special permit under Section 20.95.11 of the Ordinance to increase the Project's FAR by 0.25 where the proposed development incorporates structural elements into a building's design that includes or would permit future construction of a pedestrian connection across the railroad right of way between the Quadrangle Northeast District and the Triangle District, as well as the conveyance (in a form acceptable to the City) of the necessary fee or easement property interests in land that would permit access to such a connection, all in a manner and to an extent determined to be sufficient to significantly advance the objectives of the Concord-Alewife Plan.

The design of the Parking Structure includes an area for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts, which significantly advances the objectives of the Concord-Alewife Plan. The Applicant will grant easement rights to the City that permit the City to tie a pedestrian and bicycle bridge into the Parking Structure, and for users of that bridge to pass through the Parking Structure and the Site to and from CambridgePark Drive.

- 4) In granting a special permit under Section 20.95.34 of the Ordinance to reduce the yard requirements otherwise applicable in the Office 2-A District, the Planning Board shall consider the following:

(a) The objectives of the Concord-Alewife Plan continue to be met.

As discussed in more detail above, the Project forwards the objectives of the Concord-Alewife Plan. In particular, the requested yard reductions provide necessary design flexibility that allows the Project to concentrate active uses along the new neighborhood street (thereby animating the streetscape and activating the district) and facilitates street level façades that provide a pedestrian friendly scale. Moreover, the location of access drives around the perimeter of the Site allows for better screening of the Project's service and parking areas.

(b) The stormwater management objectives for the area continue to be met both on the site and as the site may be a part of a larger system for managing stormwater runoff.

As evidenced by the Cambridge Conservation Commission's approval of the Order of Conditions, the Project's stormwater management system has been designed in accordance with the Concord-Alewife Plan and reduces the rate of stormwater discharge from the Site.

(c) The reduction or waiver of yard requirements provides for more efficient development of land; encourages or facilitates a more logical pattern of buildings, streets, parks and open space; or enhances the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan.

The requested yard reductions provide for more efficient development of the Site, facilitate a more logical pattern of buildings, streets, parks and open space, and enhance the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan. In particular, the Project will create a pedestrian-friendly environment along a new neighborhood street and provides setbacks from that neighborhood street for open spaces and to screen service and parking areas. Moreover, the Residential Building has been designed to provide vibrancy at the street level with the placement of public amenity spaces at the ground floor such as a bike storage areas.

5) In granting a special permit under Section 20.97.2 and 20.97.3 of the Ordinance, to permit pooled parking, the Planning Board shall consider the following:

(a) The facility advances the objective of the Concord-Alewife Plan.

As discussed in more detail above, the Project advances the objectives of the Concord-Alewife Plan. In particular, the shared parking arrangement allows the introduction of 378 new residential units that will enliven CambridgePark Drive by introducing additional residences (convenient for employees of the surrounding office buildings and the Alewife MBTA Station) with an increase of only 220 parking spaces, and the Parking Structure includes an area for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The Project's close proximity to Alewife Station, area parks and trails, and retail shopping facilitates walking, biking and transit use and minimizes negative impacts on surrounding neighborhoods.

(b) A shared facility is established that aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile.

The Project will create 378 new units of rental housing, while resulting in an increase of only 220 parking spaces, which is made possible only by the Project's shared parking with the surrounding office buildings, close proximity to the Alewife MBTA station and 395 (433 with visitor spaces) bicycle parking spaces. A Transportation Demand Management program is planned that includes potential car sharing opportunities, joining a local transportation management association, designating a Transportation Coordinator, providing transit information, providing a coupon for an MBTA pass for new residents and charging for parking separately from apartment rent. Moreover, the

Project includes an area for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The Project will also introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on surrounding neighborhoods.

(c) The facility is appropriately located to serve the development it serves.

The Project's parking facilities will be located primarily under the Residential Building and in a Parking Structure which will also be used by the existing office buildings at 100, 125 and 150 CambridgePark Drive. They are all in close proximity to the Site.

(d) The facility is well designed, does not diminish the pedestrian-friendly quality of the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan.

The Project will replace an existing surface parking lot with a parking garage and a residential redevelopment that will enliven the Alewife Overlay District and introduce additional residential living, thereby facilitating walking, biking and transit use. The Residential Building's parking facility and service areas will be hidden from view by the entry lobbies, residential amenity spaces, leasing offices, bicycle storage facilities and accompanying landscaping measures. The Parking Structure includes an area for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. As described throughout this Application, far from diminishing the existing pedestrian friendly quality of the area around it, the Project will employ a combination of architectural and site design measures to turn a quite un-friendly asphalt parking lot into a very pedestrian friendly area.

(e) The additional bulk of building above grade is well designed and does not have an unreasonably negative impact on its abutters or the public realm.

The Residential Building has been designed in accordance with the Concord-Alewife Design Guidelines as it relates to building mass and scale. It will not have a negative impact on their abutters or the public realm. The Residential Building's massing and scale are minimized through varied façade heights and the placement of considerable emphasis on the design of the entry corner, which is visible from CambridgePark Drive. The main entrances for both pedestrians and vehicles are emphasized through the use of color and form, which creates a visual cue for pedestrians and vehicles approaching the Site from CambridgePark Drive. These visual cues continue, down the length of the new connecting street, with building entries marked through the use of canopies, color and form. The structured garage has been located away from the courtyard of 30 CambridgePark Drive and is screened, so as to minimize any visual impacts on these existing residences.

(f) The extent to which the construction of an above grade parking structure facilitates the creation of at grade soil permeability.

The Residential Building's parking needs are satisfied through above grade parking under the Residential Building and the Parking Structure, which will replace existing surface parking, thereby increasing the opportunity for permeable green spaces on the Site. The green spaces provided allow for natural runoff infiltration.

E. 6.35 Criteria for Approval of Special Permit for Reduction of Required Parking

Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals.¹ A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units.

The proposed pooled/shared parking arrangement will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood. In fact, the proposed pooled/shared parking arrangement will provide positive benefits to the users of the lot and the neighborhood. Specifically, the proposed pooled/shared parking arrangement allows the Existing Property to fulfill its legal obligations under existing easement agreements, and to provide adequate parking for the Residential Building, while minimizing the Residential Building's scale and maximizing the Site's green space, all without the use of an underground parking facility (which is not technically feasible given the existing site topography and the applicable Flood Plain Overlay District requirements). Moreover, the Project will create 378 new units of rental housing, while resulting in an increase of only 220 parking spaces, which is made possible by the Residential Building's shared parking with the surrounding office buildings, close proximity to the Alewife MBTA Station, 433 bicycle parking spaces (395 long-term and 38 short-term)) and Transportation Demand Management program. Finally, the Parking Structure includes a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The Project will also introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on surrounding neighborhoods.

In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

¹ Per Section 10.45 of the Ordinance, any "application requiring a special permit from the Planning Board that contains elements requiring a special permit from the Board of Zoning Appeal may be allowed by the Planning Board within the scope of the Planning Board special permit and shall not require a separate application to the Board of Zoning Appeal."

- 1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.

The Site is located less than a quarter mile from the Alewife MBTA Station.

- 2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.

The proposed shared parking arrangement will adequately serve the relevant residential and office uses. After construction of the Residential Building, 125 and 150 CambridgePark Drive will contain 635 parking spaces, and the Site will contain 791 parking spaces (including exterior parking spaces). The Residential Building will have a right to use approximately 96 parking spaces in the Parking Structure, pursuant to a recorded easement agreement. The availability of shared parking in the Parking Structure provides adequate “contingency” parking if it is needed during the busiest times for residential parking.

- 3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.

The relevant residential and commercial uses have peak user demands at different times. The Residential Building’s 378 residential units require 378 parking spaces under the Ordinance, far less than the parking required in connection with the existing office buildings at 100, 125 and 150 CambridgePark Drive. The proposed shared parking will involve only approximately 96 parking spaces in the Parking Structure, which represents less than 75% of the Residential Building’s 378 required parking spaces (but, nevertheless, allows the construction of 378 residential units with the creation of only 220 new parking spaces).

- 4) Age or other occupancy restrictions which are likely to result in a lower level of auto usage.

The Residential Building’s residential occupants will be separately charged for parking rights, which will encourage the use of public transportation.

- 5) Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.

The proposed shared parking allows the Existing Property to fulfill its legal obligations under existing easement agreements, and to provide adequate parking for the Residential Building’s 378 residential units as well as the required shared parking for the existing office buildings at 100, 125 and 150 CambridgePark Drive. It does this while minimizing

the Residential Building's scale and maximizing the Site's green space, all without the use of an underground parking facility (which is not technically feasible given the existing site topography and the applicable Flood Plain Overlay District requirements). As discussed elsewhere in this Application, the Project is consistent with the City's urban design objectives as set forth in Section 19.30 of the Zoning Ordinance.

- 6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.

The Residential Building will provide affordable housing as required under the Ordinance, and will employ the increased FAR and dwelling unit density provisions of Section 11.200 of the Ordinance. The proposed shared parking will decrease the Project's cost associated with the Residential Building's parking requirements, thereby facilitating the provision of affordable housing.

- 7) For a project seeking a reduction in required off-street parking for residential uses, a Parking Analysis shall be required as part of the Special Permit Application as set forth in Section 6.35.3.

A Parking Analysis was included in the TIS.

F. 6.43.6 Criteria for Approval of Special Permit Regarding Common Driveways

The Board of Zoning Appeal may grant a special permit authorizing owners of adjacent properties to establish common driveways under mutual easements but such special permit shall not become effective until an appropriate easement has been duly recorded at the Middlesex County Registry of Deeds.

The Applicant will cause to be duly recorded with the Middlesex South County Registry of Deeds an easement agreement between the Site, 130 CambridgePark Drive and 150 CambridgePark Drive that establishes mutual easements in and obligations to maintain the new neighborhood street, including its extension to CambridgePark Drive. Evidence of the recording of such easement agreement will be provided to the Cambridge Community Development Department. An easement granting rights in the access drive located between 150 and 160 CambridgePark Drive was recorded with the Middlesex South County Registry of Deeds on October 17, 2012, at Book 60269, Page 145.

G. 6.44.1 Criteria for Approval of Special Permit Modifying Side/Rear Property Line Requirements

Under Section 6.44.1(b), no on grade open parking space or driveway shall be located within five (5) feet of any side or rear property line. The Board of Zoning Appeal may grant a special permit to allow for modification of the requirements in 6.44.1(b) if site specific factors favor such modification.