



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## NOTICE OF DECISION

Case Number:	292
Address:	88 (formerly 180R) Cambridgepark Drive
Zoning:	Office 2A / Alewife Overlay District 6 / Flood Plain Overlay District / Parkway Overlay District / Medical Marijuana District 1
Applicant:	The McKinnon Company on behalf of Owner 1 Leighton St Unit #1905, Cambridge, MA 02141
Owner:	BRE/CPD LLC 345 Park Avenue, New York, NY 10154
Application Date:	May 21, 2014
Date of Planning Board Public Hearing:	July 8, 2014
Date of Planning Board Decision:	October 7, 2014
Date of Filing Planning Board Decision:	November 20, 2014
Application:	Construction of a residential building with ground-floor retail spaces and structured parking to serve residential and adjacent commercial uses on the site of an existing surface parking lot, requesting special permits pursuant to the following Sections of the Zoning Ordinance: Divergence from requirements of the Parkway Overlay District (20.63.7); Flood Plain Special Permit (20.70); increased Floor Area Ratio (20.95.1) and height (20.95.2), waiver of yard requirements (20.95.34), pooled parking (20.97.2) and waiver of Gross Floor Area provisions for parking facilities (20.97.3, with reference to 5.25.42) in the Alewife Overlay Districts; reduction of required parking (6.35.1); common driveway (6.43.6); modification of setbacks for on grade parking facilities (6.44.1); Project Review Special Permit (19.20).
Decision:	GRANTED, with Conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts JCR 11/20/14.

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application, dated 5/21/14, Volume 1, cover letter dated 6/18/14, dimensional form, Ownership Certificate, Narrative in support of 125, 150, and 180R CambridgePark Drive, Flood Plain Report by BSC Group, dated 12/20/13, LEED Narrative for 180R CambridgePark Drive, and Parking Analysis, filed with the City Clerk's Office on 6/19/14
2. Special Permit Application dated 5/21/14, Volume 2, containing site plan, elevations, floor plans, and Pedestrian Bridge Options
3. Order of Conditions from Massachusetts Dept of Environmental Protection, issued 12/16/13
4. Submittal dated 8/12/14
5. Revised dimensional form dated 8/18/14
6. Revised submittal dated 9/30/14
7. Landscape plan – Trees, dated 8/15/14
8. Vanasse Hangen Brustlin, INC, memo dated 8/13/14

### City of Cambridge Documents

9. Memo to the Planning Board from CDD staff, dated 8/13/14
10. Memorandum to the Planning Board from Susan E. Clippinger, dated 10/3/14
11. Extension to October 31, 2014
12. Extension November 21, 2014

### Other Documents

13. Email to the Planning Board from Chantal Eide, dated 5/8/14
14. Letter to the Planning Board from Catharine M Hornby, Cambridge Bike Committee and Deborah Galef, Pedestrian Committee, dated 6/28/14
15. Letter to the Planning Board from Jan Devereux, et al Fresh Pond Residents Alliance, dated 7/7/14
16. Submittal from Mike Nagaharo, dated 7/8/14

17. Submittal from Steve Kaiser, dated 7/8/14
18. Email to the Planning Board from Ellen Mass, dated 7/8/14
19. Email to the Planning Board from Carol O'Hare, dated 7/8/14
20. Email to the Planning Board from Quinton Zondervan, dated 7/8/14
21. Summary of comments dated 7/14/14
22. Copy of letter to Paul Filtzer, Senior Manager, Equity Office Properties, from Nicholas A. Meyer, Locations Manager/Boston, Zipcar, dated 8/12/14
23. Letter to Liza Paden, CDD, from Jasper White, Managing Partner, Summer Shack Restaurants, dated 8/18/14
24. Letter to the Planning Board from Jan Devereux, et al Fresh Pond Residents Alliance, dated 8/19/14
25. Letter to the Planning Board from Alan Vail, Deputy General Counsel, Vecna, dated 8/19/14
26. Letter to the Planning Board and CDD staff from Jan Devereux, et al Fresh Pond Residents Alliance, dated 10/7/14

## **APPLICATION SUMMARY**

The initial application was to develop an existing 571-space surface parking lot (serving adjacent office buildings at 100, 125 and 150 Cambridgepark Drive) in order to construct a residential building with a total of 378 residential units, one small retail space at the ground floor, and above-grade structured parking accommodating a total of 791 parking spaces on-site, which would be used to serve the new residential units as well as to continue serving adjacent office uses. The building would have a variety of heights reaching a maximum of 105 feet. This initial proposal, in addition to a Project Review Special Permit and approval of construction in a Flood Plain, required special permits for increased Floor Area Ratio (FAR) and height, relief from base zoning yard requirements and relief from specific requirements in the Parkway Overlay District, and a modification of various parking requirements to authorize a reduced minimum quantity of spaces, sharing of spaces by different uses, pooling into a consolidated facility, exemption from Gross Floor Area calculations and modification of setback requirements. The requested special permits are discussed in detail in the Findings below.

After hearing comment at the initial Planning Board public hearing and engaging in discussions with members of the public, the Applicant presented a significantly revised proposal to the Planning Board on August 19, 2014. The size of the building was reduced to include 254 total

dwelling units and 668 parking spaces, with a maximum height of 70 feet for residential portions of the building and 80 feet for the garage portion. Additional non-residential space was added at the ground floor, which could be used for retail or community uses that would benefit the neighborhood. Additional design modifications were later made prior to approval by the Planning Board. The revised proposal continues to seek the special permits requested in the initial Application, although it appears that the revised proposal does not exceed the FAR limitations of the base zoning district.

## FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

### 1. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

*10.43 Criteria. Special permits will normally be granted where specific provisions of this 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:*

*(a) It appears that requirements of this Ordinance cannot or will not be met, or ...*

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

*(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...*

Traffic impacts are discussed further in the Project Review Special Permit section of these Findings. The proposed residential use, which is supported by the planning and zoning for the area, is not anticipated to cause particular congestion or hazard.

*(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...*

Residential use is encouraged by City plans for the area and the Zoning Ordinance, and will not adversely affect adjacent uses that exist or are anticipated in the future.

- (d) 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, or ...*

The proposed uses will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

- (e) 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, and ...*

As noted, the proposed residential use is encouraged by City plans for the area and the Zoning Ordinance.

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

The urban design objectives are discussed further in the Project Review Special Permit section of these Findings.

## **2. Project Review Special Permit (Section 19.20)**

*(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.*

*(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.*

*The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall*

*be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.*

A Traffic Impact Study (TIS) was prepared by the Applicant's transportation consultant, Vanasse Hangen Brustlin, Inc. (VHB), and certified complete and reliable by the Traffic, Parking and Transportation Department (TPT) on May 8, 2014. TPT provided comments and recommended mitigation measures in a memo from Susan Clippinger dated July 8, 2014. When the proposal was amended to reduce its overall size, VHB prepared a memo amending the results of the TIS, which TPT reviewed and commented on in a memo dated October 3, 2014. It was noted that the TIS studied impacts of the proposed 88 Cambridgepark Drive project in the context of cumulative impacts anticipated from other permitted but unbuilt projects in the Alewife area.

According to the TIS and commentary provided by TPT, the most noticeable change in traffic resulting from the project will be added peak hour trips on Cambridgepark Drive west of its intersection with the Alewife Access Road. The only exceedences identified by the TIS are a reduction in Level of Service (LOS) at the intersection of Alewife Brook Parkway and Rindge Avenue from LOS D to LOS E during the A.M. peak hour, as well as the existing lack of pedestrian and bicycle facilities at several other intersections in the vicinity of the project. No indicators for traffic on residential streets are exceeded because there are no residential streets in the area of the project. The Board acknowledges that the operation of intersections at the confluence of Alewife Brook Parkway, Route 2, Cambridgepark Drive and Rindge Avenue already perform poorly during peak hours and will not be significantly improved or worsened by the proposed project.

The mitigation measures proposed by TPT (referenced in the memos dated July 8, 2014 and October 3, 2014) and agreed to by the Applicant are extensive and forward-thinking, seeking to enhance the transit-oriented nature of the project and the area. Parking ratios are significantly reduced and Transportation Demand Management (TDM) measures will be enacted for both residents and office users of the proposed parking garage. The Applicant will contribute to the larger area by installing a public bicycle-sharing station, joining and supporting a newly formed Transportation Management Association (TMA) in the Alewife area, designing and constructing improvements to bicycle and pedestrian facilities on Cambridgepark Drive, and contributing to fund future efforts to establish a pedestrian/bicycle railroad crossing and commuter rail station.

Therefore, after consideration of the traffic impacts indicated in the TIS and mitigation measures proposed for the project, the Planning Board finds that the project will have no substantial adverse impact on city traffic.

*(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to*

*nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.*

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

*(19.31) New projects should be responsive to the existing or anticipated pattern of development.*

The anticipated pattern of the development in the area is established in the Concord-Alewife Plan and Concord-Alewife Design Guidelines, which support additional housing development to complement existing office uses at a density that takes advantage of proximity to transit. Conformance with the Concord-Alewife Plan and Guidelines are further discussed in these Findings. The scale of development, which was reduced through the course of project review, is similar to other existing or permitted buildings in the area. The siting and orientation of the building is consistent with existing streetscape patterns in the area. There are no historic buildings affected.

*(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.*

The project makes great efforts to create a pedestrian and bicycle friendly ground floor on the northern façade of the building through the establishment of an internal street condition, including retail and residential amenity spaces along the length of the building, which mitigates the impact of flood plain requirements that discourage the inclusion of residential units at the ground level. Entries are oriented toward anticipated routes of pedestrian and bicycle movement and transparency is maximized on the ground floor, which results in an active street edge. The project further addresses the urban design objectives of the Concord-Alewife Plan, further addressed in these Findings, through site design that accommodates pedestrian and bicycle movement throughout the area. A pedestrian/bicycle pathway connecting the project to Cambridgepark Place is proposed, subject to the Applicant's obtaining required easement rights from the Massachusetts Bay Transportation Authority (MBTA), which will connect the site more directly to the Alewife MBTA station.

*(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.*

The project site is neighbored by existing and permitted residential buildings of a similar scale, as well as an active railroad line to the south. The project's mechanical systems and services will not adversely impact those adjacent uses. Standards for stormwater and flood hazard mitigation that are applicable to the Concord-Alewife area will be met, as discussed further in these Findings. Throughout the review process, significant improvements have been made to the treatment of façades and landscaping to make them

more attractive to passersby, and the exact treatments will be subject to final review by City staff.

*(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.*

Traffic impacts have been discussed previously in these Findings. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable in the Concord-Alewife area, along with Flood Plain requirements, which are discussed further in these Findings. Open space permeability will increase as a result of the development, which will assist to minimize stormwater run-off from the site. There are no anticipated impacts on water supply. The project will meet the Green Building Requirements set forth in the Zoning Ordinance.

*(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.*

The project is located in an area undergoing significant redevelopment and transformation. The project supports the principles embodied in the Concord-Alewife Plan and Guidelines by contributing to a mixed-use area, with housing to complement adjacent office uses, as well as retail and small recreational open spaces at the ground floor to contribute to the sense of place in the neighborhood. There are no historic buildings or resources affected.

*(19.36) Expansion of the inventory of housing in the city is encouraged.*

The project will contribute two hundred fifty-four (254) housing units, including affordable units as required by the Inclusionary Housing provisions of the Zoning Ordinance and three-bedroom units to accommodate larger-sized households including families with children.

*(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.*

The project will provide a series of small interconnected open spaces along the length of the site, including passive-use seating areas, an active children's playground, and a dog area oriented along key pedestrian and bicycle routes through the site.

### 3. Special Permits Related to Parking (Article 6.000)

*6.35.1 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. 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 reduction in parking is consistent with the City's goals to discourage driving and encourage other modes of transportation, particularly in areas that are served by public transit. The plan to accommodate new resident parking and replace existing office parking in a shared, structured parking facility continues a strategy that has been implemented on other sites along Cambridgepark Drive, and has resulted in an overall reduction in the number of parking spaces dedicated to office users in the area, further helping to mitigate traffic concerns and promote greater use of alternative transportation in the future.

While the number of dedicated and shared parking spaces will achieve an overall residential parking ratio of about 0.73 space per dwelling unit, which is a ratio generally supported by the City for locations well served by rapid transit, the Board heard some concern from TPT regarding the especially low ratio of spaces that will be dedicated to residents for day-long parking. Residents who use shared parking spaces would have to move their cars during the day regardless of whether they actually need to drive on a given day. The Board acknowledges that complications with current parking obligations make it difficult to dedicate more spaces for day-long resident parking; however, the Board supports Conditions, as set forth further in this Special Permit Decision, to encourage the project, over time, to achieve a dedicated day-long resident parking ratio of approximately 0.5 space per dwelling unit.

In any case, because there is no on-street parking available to residents, and that all existing and permitted residential development in the area also has off-street parking, the Board finds that there will be no impact on availability of parking for other residents and no other adverse impacts on the neighborhood. The Board also finds that the reduction in parking will be reasonable in light of the considerations set forth below.

*... 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) 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 reduction in parking is reasonable given the proximity of the project to the Alewife MBTA station, and possibly a future commuter rail station, which is discussed elsewhere in this Special Permit Decision. There will also be six (6) carsharing spaces provided on the site.

- (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 garage at the Alewife MBTA station is available, but that garage is dedicated to commuter parking and there is little daytime availability. It is not expected that the reduction in parking will result in significant additional demand for use of the MBTA garage.

- (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.*

No more than forty percent (40%) of the required parking spaces for the residential use will be provided as shared spaces.

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

The reduction in parking anticipates a less auto-dependent future for the area, and the low parking supply will help discourage auto usage among residents, given that few other parking alternatives will be available.

- (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 reduction in parking is preferable because it reduces the size of the structured parking facility, which positively impacts the urban design of the area.

- (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 project will provide affordable units pursuant to the Inclusionary Housing requirements in the Zoning Ordinance.

6.43.6 *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 most reasonable vehicular access route to the site is by way of a driveway shared with 130 Cambridgepark Drive, a site that the Planning Board has previously also permitted for residential development. That driveway will be designed to function as a multi-use street for pedestrian, bicycle and vehicular circulation consistent with the Concord-Alewife Plan. The Board finds it appropriate to grant the special permit to allow the common driveway as proposed, with reference to the general Findings set forth in this Special Permit Decision, the easement requirements and other requirements set forth in the Zoning Ordinance, and Section 10.45 of the Zoning Ordinance which allows the Planning Board to grant special permits otherwise within the purview of the Board of Zoning Appeal for projects that are subject to Planning Board review.

*6.44.1 Setbacks for on grade open parking facilities shall be provided as follows:*

- (a) No on grade open parking space shall be located within ten (10) feet of that portion of a building wall containing windows of habitable or occupiable rooms at basement or first story. However, on grade open parking spaces serving one, two, or three family dwellings may be located within five (5) feet of that portion of such building wall.*
- (b) Except for one, two, or three family dwellings existing at the time of the effective date of this Ordinance or amendment thereto, no on grade open parking space or driveway shall be located within five (5) feet of any side or rear property line.*
- (c) No on grade open parking space shall be located within a required front yard setback*
- (d) The area between the required parking setback line and the building or lot line shall be landscaped and maintained in accordance with the requirements of Subsection 6.48.*
- (e) No on grade open parking shall be allowed in a Residence C-2A district within one hundred and twenty five (125) feet of a Residence A-1, A-2, B, C, C-1, C-2, or C-2B District.*
- (f) In an Industry C district, no parking lot shall be located within fifty (50) feet of a residential district or within twenty five (25) feet of an open space district, a park or public recreation area or the right of way of a designated parkway.*
- (g) The Board of Zoning Appeal may grant a special permit to allow for modification of the requirements in 6.44.1 (a) or (b) if site specific factors favor such modification.*

The Board finds that parking facilities and driveways have been designed in accordance with area site planning guidelines, which encourage pedestrian, bicycle and vehicular circulation to function in a manner comparable to public streets, although in this case vehicular access routes are considered driveways and not streets. The circulation system is also designed in accordance with emergency access standards requiring emergency vehicle to access all sides of the building. The proximity of parking and driveways to property lines will have no substantial impact on adjacent uses given the proposed site plan. Therefore, the Board finds

that site-specific factors favor a modification to the requirements of Section 6.44.1(b) to authorize the proposed site plan.

4. Flood Plain Special Permit (Section 20.70)

*20.75 Criteria. 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 all of the following criteria in addition to other criteria specified in Section 10.43:*

- 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.*
- 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.*
- 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.*
- 4. The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, 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.*
- 6. The requirement of Section 20.74(3) has been met. [Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that such encroachment of the floodway as specified above in Subsection 20.73 shall not result in any increase in flood levels during the occurrence of the 100-year flood]*

The Application materials include a Flood Report, certified by David Biancavilla, P.E. with BSC Group, Inc., demonstrating that the project will comply with the specific requirements set forth in Section 20.70 of the Zoning Ordinance as well as the provisions

of the Wetlands Protection Act, pursuant to which the proposal has received an Order of Conditions granted by the Cambridge Conservation Commission on December 16, 2013, and submitted with the Application. The City Engineer submitted a memo dated August 12, 2014, discussing the specific Flood Plain requirements applicable to this project, along with other flood mitigation, stormwater and sewer management standards applicable to the project and generally throughout the Concord-Alewife area. The design of infrastructure systems will be subject to ongoing review by the Department of Public Works (DPW).

Based on the reports provided in the Application materials and by the City Engineer, with reference to other Findings in this Special Permit Decision relating to conformance with the Concord-Alewife Plan and other established City plans and policies, and reiterating the Finding that the project will cause no nuisance, hazard or other detriment to occupants or neighbors of the site, the Planning Board finds that the proposal meets the criteria set forth in Section 20.75 of the Zoning Ordinance.

5. Special Permits in the Alewife Overlay Districts (Section 20.90)

*20.93.2 Criteria for Development Consultation Review and Review of Applications for Special Permits and Variances.*

*In reviewing applications for variances, special permits or development consultation reviews the permit or special permit granting authority shall be guided by the objectives, criteria, and guidelines contained in the publication Concord-Alewife Plan in addition to the requirements of Sections 10.30 (Variances) and 10.40 (Special Permits) and this 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.*

The Board finds that the project complies with the Concord-Alewife Plan and Design Guidelines, and particularly those applicable to the Triangle Subdistrict, in the following ways:

- The site plan establishes a “block” of the scale contemplated in the Concord-Alewife Plan, and provides pedestrian and bicycle circulation around the site connecting to adjacent pedestrian and bicycle routes in order to contribute to an overall circulation grid through the district.
- Although the site is proposed to include one long, connected structure of a fairly uniform height, significant efforts have been made through the design review process to vary the architecture of different components of the building, using breaks in plane, bays and balconies, some breaks in height, and variations in materials to provide the character of a multi-part composition. In addition, a 20’ separation between the

parking garage and the eastern most building, above the ground floor, is to be provided, which assists to reduce the perceived scale of the development.

- The street-level façades are constrained by flood mitigation considerations that discourage residential units at the ground floor; however, the façades are designed and programmed to accommodate active retail and community uses, with awnings, transparent glass and signage intended to contribute to a pedestrian-friendly street frontage.
- The project will comply with the Department of Public Works (DPW) stormwater management standards for the area, incorporating engineering features to detain or retain stormwater and sewage from the project. The site will conform to the permeable area requirements of the district set forth in the Zoning Ordinance, and will conform to the Green Building Requirements set forth in the Zoning Ordinance.
- The building has been set forward to accommodate space for a future landing to a pedestrian/bicycle crossing of the adjacent railroad line, which is a Priority Infrastructure project identified in the Concord-Alewife Plan. The project will also provide necessary easements and make other contributions to support the advancement of such a crossing, which will be incorporated as Conditions of this Special Permit Decision.
- The site layout and circulation plan is designed to support pedestrian and bicycle connections to the site and throughout the area.
- Above-grade structured parking is provided as it is the practical alternative given flood mitigation requirements. However, it has been designed with active uses at the ground floor and screening elements such as greenery and decorative features. Service areas are also internal to the building and screened from adjacent uses.
- Given that the height of the building is lower than would otherwise be allowed in the district, and not higher than adjacent buildings, the project will minimize shadow impacts on adjacent uses and open spaces to the greatest extent possible given site constraints and other planning priorities.
- The residential building will have a mix of unit types, with three-bedroom units included.
- Landscaped setbacks and small open spaces are provided along the length of the building, particularly along the main driveway that functions as a pedestrian/bicycle route, which will provide for café seating, small seating areas and active use spaces including a playground and dog area.

In addition to these general Findings, the Board makes the following Findings related to the specific modifications being sought in the Alewife Overlay Districts.

*20.95.1 Maximum Floor Area Ratio. The maximum ratio of floor area to the lot area may be increased as set forth below, after the issuance of a special permit from the Planning Board.*

*5. Triangle District: 1.75 for non-residential uses; 2.0 for residential uses.*

The FAR of the project will be less than the 2.0 limit for residential uses. In fact, given the reduction in size of the project, the FAR will more likely conform to the limitations of the base zoning district. Nonetheless, given that the special permit is requested, the Planning Board finds that the project meets the applicable criteria in the event that the project, as proposed, is deemed to require a special permit pursuant to Section 20.95.1.

*20.95.2 Maximum Permitted Height. The maximum height for any building may be increased as set forth below, after the issuance of a special permit from the Planning Board:*

*6. Triangle District: 85 feet for all uses. However, these heights are modified further as set forth below:*

- (a) For residential uses the height may be increased to 105 feet provided the building floorplate above 85 feet is limited to 10,000 square feet or less and those portions of buildings above 85 feet are separated by at least 50 feet.*
- (b) Residential GFA transferred into this District pursuant to the TDR provisions of Section 21.40, may be located in portions of buildings up to 125 feet in height provided the floorplate above 105 feet does not exceed 6,000 square feet and portions of buildings greater than 105 feet in height are separated by at least 50 feet.*

The height of the building will be less than eighty-five (85) feet, and for most of the building's length will be less than seventy (70) feet, with only the central garage portion exceeding that height.

*20.95.34 Waiver of Yard Requirements. The yard requirements of the applicable base or Overlay districts may be reduced or waived as set forth below.*

- 1. Side and rear yard requirements of any applicable base zoning district may be waived, subject to the minimum requirements of Section 20.95.31 above, and front yards may be reduced to a minimum of fifteen (15) feet after the issuance of a special permit from the Planning Board (and in the Parkway Overlay District after making the findings required of the Planning Board in Section 20.63.7).*
- 2. In the Shopping Center and Triangle Districts, the front yard requirements of the Parkway Overlay District, Section 20.64.1, and the front yard requirements of the applicable base district and this Section 20.95.3 may be waived entirely by special permit from the Planning Board for any portion of a lot where the roadbed of the abutting*

*Alewife Brook Parkway is at least six feet above the grade of the lot at the front property line.*

3. *The Planning Board shall consider the following in making its findings:*
  - a. *The objectives of the Concord-Alewife Plan continue to be met.*
  - 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.*
  - 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 shape of the lot is unusual, given that it does not have direct frontage onto Cambridgepark Drive and must be accessed by way of a common driveway. Nonetheless, the site design is efficient and logical and meets the intent of the Concord-Alewife Plan, situating the building at an appropriate distance from surrounding buildings to create an urban scale, and providing space for landscaped, attractive pedestrian/bicycle circulation routes along all sides of the building. Designing the building to comply with the formula yard requirements of the base district would likely result in a “tower in a park” design that is not consistent with the desired urban scale. Given that the front yard requirement of fifteen (15) feet continues to be met, and with reference to Findings set forth below with regard to the Parkway Overlay District, the Board finds that the project, as designed, meets the criteria for approval of a waiver of yard requirements.

*20.97.2 Pooled Parking. In order to provide the flexibility to advance the policy objectives of the Concord-Alewife Plan through the creation of more pedestrian friendly development throughout the area, to permit greater permeable land surface to be established, to facilitate environments with greater landscaping and green area including parks and recreation areas, to more efficiently use the supply of parking available in a district where greater use of non-auto forms of transportation are encouraged and less land area devoted to parking use is desired, the Planning Board may, by special permit, allow accessory parking serving one or more lots to be located in whole or in part in pooled parking facilities, or a public parking facility, located anywhere within the Alewife Overlay Districts, notwithstanding the limitations set forth in Section 6.22.1. In granting such a special permit the Planning Board shall consider the following:*

- 1. The facility advances the objective of the Concord-Alewife Plan.*
- 2. A shared facility is established that aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile.*
- 3. The facility is appropriately located to serve the development it serves.*
- 4. The facility is well designed, does not diminish the pedestrian-friendly quality the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan.*



As noted earlier in these Findings, the plan to accommodate new resident parking and replace existing office parking in a shared, structured parking facility continues a strategy that has been implemented on other sites along Cambridgepark Drive, and has resulted in an overall reduction in the number of parking spaces dedicated to office users in the area, further helping to mitigate traffic concerns and promote greater use of alternative transportation in the future. The current proposal continues to be consistent with the overall objectives of the Concord-Alewife Plan. Transportation Demand Management measures shall be incorporated as Conditions of this Special Permit Decision. The parking structure is situated to be convenient to all uses that it is proposed to serve but is screened by residential uses on two sides to minimize the visual impact of a parking structure on adjacent uses. The Applicant has made continued efforts to improve the design of the parking structure according to feedback from the Board and City staff, and has screened the parking with active use spaces at the ground level. Final design details will be subject to continuing staff review. Therefore, the Board finds that the proposed pooled parking arrangement meets the criteria set forth in Section 20.97.2.

*20.97.3 Waiver of Gross Floor Area Provisions for Parking Facilities – Section 5.25. Because of the unique factors related to flooding and groundwater management in Alewife, the importance of maintaining a high level of permeability, and the difficulty of constructing large areas of building below grade, the Planning Board may by special permit exempt the Gross Floor Area contained in any above ground structured parking facility from the FAR limitations established in this Section 20.90 and any applicable base zoning (such special permit shall supercede the provisions of Section 5.25.42 for any lot within the Alewife Overlay Districts). In granting such a special permit the Planning Board shall consider the following:*

- 1. The facility advances the objective of the Concord-Alewife Plan.*
- 2. A shared facility is established that aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile.*
- 3. The facility is well designed, does not diminish the pedestrian –friendly quality the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan*
- 4. 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.*
- 5. The extent to which the construction of an above grade parking structure facilitates the creation of at grade soil permeability.*

With reference to Findings made earlier, and acknowledging that the parking structure reduces the need to provide surface parking (which currently occupies the entire site) and therefore increases the permeable area on the site, the Board finds that the proposed parking structure meets the criteria set forth in Section 20.97.3 and is eligible to be exempt from Gross Floor Area limitations.

6. Divergence from Parkway Overlay District Requirements (Section 20.63.7)

*20.63.7 The development standards specified in this Section 20.60 shall apply to all development within the Parkway Overlay District not exempted by subsections 20.63.2, 20.63.3, and 20.63.4. Divergence from these standards may be allowed only by issuance of a special permit from the Planning Board as specified in Subsection 10.45. The Board may grant such a permit upon its determination that the development proposed will better serve the objectives of this Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.*

The site becomes subject to the Parkway Overlay District requirements because a portion at the eastern end of the site is within about one hundred seventy-five (175) feet of an elevated section of Alewife Brook Parkway, but no part of the site abuts the parkway. The intent of the Parkway Overlay District requirements are intended to contribute to a park-like, open space character along the parkways. In this case, the Board finds that it does not make sense to apply the strict requirements, which include 25-foot landscaped front yards and building step-backs at upper heights, given that the site does not abut the parkway and that the parkway in its nearest section is already set above-grade. However, the project meets the intent of the requirements by distancing the building adequately from the parkway and providing landscaped open space at the ground floor. As previously noted in these Findings, the project adheres to the Concord-Alewife Plan and Design Guidelines, which are most relevant to the site. Therefore the Board finds that the project as it is designed meets the applicable standard for granting a general waiver from the Parkway Overlay District requirements.

## DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Revised Application Documents dated September 30, 2014, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above, and the additional Conditions of this Special Permit Decision. Appendix I summarizes the dimensional features of the project as approved.
2. In accordance with Condition #1 above, the Planning Board authorizes the spaces identified on page 10 of the plans dated September 30, 2014 and labeled as “Retail,” “Public Community Space” and “Amenity / Future Retail” to be occupied by any Retail or Consumer Service use listed in Section 4.35 of the Zoning Ordinance or any other non-residential use providing services or amenities to the general public and permitted in the zoning district as-of-right or by special permit. Spaces identified as “Amenity / Future Retail” are also authorized to be used for amenities that are accessory to residential uses so long as a future conversion to retail or other non-residential use is not physically precluded. The Community Development Department shall certify that any use proposed to occupy any such aforementioned space is in conformance with this Special Permit Decision prior to issuance of a Certificate of Occupancy for a use occupying that space.
3. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD’s administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment. At a minimum, the following specific elements of the design shall be subject to review and approval by CDD prior to issuance of a Building Permit:
  - a. Ground-floor spaces intended for future retail, to ensure that best efforts are being made to accommodate viable local retailers.
  - b. Open spaces at the ground level, to explore opportunities for greater activation.
  - c. Final landscaping plans.
  - d. Façade treatment on the structured parking portion of the building.
  - e. Final selection of materials and colors on building façades.
4. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

5. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.
6. A total of six hundred sixty-eight (668) on-site parking spaces are authorized to serve the residential uses at 88 Cambridgepark Drive and to serve office uses at 100 Cambridgepark Drive, 125 Cambridgepark Drive and 150 Cambridgepark Drive, subject to the following limitations (parking allocation, location and sharing is summarized in Appendix II):
  - a. No less than ninety-one (91) spaces shall serve residential uses at all times and shall be available to residents of 88 Cambridgepark Drive for day-long and week-long parking.
  - b. No more than five hundred seventy-one (571) spaces shall serve office uses, subject to the additional requirement set forth in paragraph (c) below. Of those spaces, no less than ninety-four (94) spaces shall be available for resident parking during nights and weekends.
  - c. Of the five hundred seventy-one (571) spaces referenced above, sixteen (16) spaces shall be authorized for daytime use of office tenants subject to an annual payment of one thousand two hundred fifty dollars (\$1,250) per space per year to be made by the Permittee to the Alewife Transportation Management Association (TMA) or such other TMA that may be established to serve the area in the future. Proof of such payment shall be provided to the Traffic, Parking and Transportation Department (TPT) prior to issuance of a Certificate of Occupancy for any new parking facilities and each year thereafter. If all or a portion of the aforementioned (16) spaces become available for residential use during the day and are registered as such with TPT, then upon certification by TPT, no future payments shall be required for the portion of those sixteen (16) spaces that are dedicated for resident parking and not available to office use. Any such change in use of the parking spaces shall be at the option of the Permittee.
  - d. Six (6) spaces shall be dedicated for car-sharing use.
7. The Permittee shall be subject to additional requirements to mitigate transportation impacts, as recommended in communications from Susan Clippinger, Director of Traffic Parking and Transportation and set forth below:
  - a. The Permittee shall produce design concepts for reconstruction of Cambridgepark Drive between and including its intersections with Alewife Brook Parkway and Alewife Access Road/Cambridgepark Place. Some design options may include removing the median, removing the right turn slip lane at Cambridgepark Drive/Alewife Brook Parkway, relocating the mid-block pedestrian crossing and changes to the triangle parcel at Alewife Brook Parkway. The goals are to reduce queuing of eastbound Cambridgepark Drive vehicles at Alewife Brook Parkway from adversely impacting the Alewife Access Road intersection, and reducing vehicle,

pedestrian and bicycle conflicts. The concept plan(s) shall be completed and submitted to TPT and CDD, and TPT and CDD shall certify that this requirement has been met prior to issuance of the final Certificate of Occupancy for development authorized by this Special Permit.

- b. The Permittee shall design and construct a replacement of the existing bicycle lane with a raised protected bicycle lane on Cambridgepark Drive at the eastbound approach to Cambridgepark Place/Alewife Access Road. The Cambridge Department of Public Works (DPW) has produced preliminary design plans for the raised bicycle lane, which is approximately one hundred thirty (130) feet long and extends from the driveway at 30 Cambridgepark Drive to Alewife Brook Parkway. The intent of raising the existing bicycle lane is to mitigate the ongoing occurrence of vehicles blocking the bicycle lane during the evening peak hour. The Permittee shall also be required to maintain the raised bicycle lane free of snow or debris unless and until DPW relieves the Permittee of such obligation explicitly and in writing. TPT, DPW and CDD shall approve all final construction plans and, prior to issuance of the final Certificate of Occupancy for development authorized by this Special Permit, shall certify that construction has proceeded to an adequate extent to ensure that this requirement will be met.
  - c. The Permittee shall contribute a total of two hundred thirty thousand dollars (\$230,000) to the City of Cambridge, a portion of which shall be used to fund the entire purchase and installation of the largest-sized public bicycle-sharing station at a location within the Alewife Triangle subdistrict, and the balance of which shall be retained by the City to fund the planning, design and construction of a pedestrian/bicycle crossing of the adjacent Fitchburg Railroad and an MBTA commuter rail station platform serving the Alewife Triangle subdistrict. The public bicycle-sharing station location will be determined by the City of Cambridge in consultation with the Permittee. Any minor modifications to landscaping that may be required to provide a safe and accessible location shall be authorized by approval of the Community Development Department. The required funding contribution shall be received by the City prior to issuance of a Building Permit for development authorized by this Special Permit.
8. The Permittee shall be required to implement the following Transportation Demand Management (TDM) measures to encourage residents to choose preferred modes of transportation including transit, bicycling and walking over single occupancy vehicles. Compliance with these requirements shall be certified by TPT prior to issuance of any Certificate of Occupancy for residential uses authorized by this Special Permit.
- a. To establish the habit of using mass transit, offer an MBTA Charlie Card valued at the cost of a bus/subway pass (currently set at \$75, subject to fare increases) sold at 50% subsidy for twelve consecutive months to each adult member of each household residing at 88 Cambridgepark Drive, up to two members per household. The

Permittee must advertise this program to building residents a minimum of once every three months to ensure that residents are aware of this benefit.

- b. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- c. Join the Alewife Transportation Management Association (TMA) or other TMA if such is established to serve the area in the future.
- d. Charge parking fees separately from the residential rent, in order to remind tenants how much they pay for parking. The Permittee shall provide the summary of on-site parking fees to TPT. The Permittee shall provide a written update to TPT whenever the fees are changed.
- e. Establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents, employees and visitors, to make available information on non-driving options. The center will feature information on:
  - Available pedestrian and bicycle facilities in the vicinity of the Project site.
  - MBTA maps, schedules, and fares.
  - Area shuttle map and schedule, if one exists.
  - "Getting Around in Cambridge" map (available from the Cambridge Community Development Department, 344 Broadway).
  - Location of bicycle parking.
  - Hubway regional bikeshare system
  - Carsharing
  - Ride-matching.
  - Other pertinent transportation information.
- f. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip.
- g. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
  - Posting information in a prominent location in the building and on the Project's website, social media, and property newsletters.
  - Responding to individual requests for information in person and via phone and email.
  - Performing annual transportation surveys.
- h. The TC will compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available and any building manager programs to support the use of these options.

- i. The TC will be on-site during a minimum of 2 hours per week and will be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
  - j. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.
9. The Permittee shall implement an annual transportation monitoring program to include: Number of parking access cards issued for which locations and user type, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and use type, resident and employee mode splits, and auto/bicycle ownership. Data shall be collected through resident and employee surveys/questionnaires, and through observed and mechanical counts. Data shall be coordinated or combined with monitoring programs for 130 and 160 Cambridgepark Drive. All surveys and counts shall be designed and conducted in a manner approved by CDD, and shall be approved prior to issuance of any Certificate of Occupancy for development authorized by this Special Permit. Monitoring and surveying shall begin when the occupancy of 88 Cambridgepark Drive has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to the City no later than June 30.
10. If the City of Cambridge or some other public agency designates a site on the property of 88 Cambridgepark Drive as the location for a landing to a public pedestrian/bicycle crossing of the adjacent Fitchburg Railroad line, or to a future MBTA commuter rail station, then the Permittee shall, as applicable, grant any required easements to the City or other public agency to construct such landings and ramp supports, provided that such construction would not cause any substantive change in the development authorized by this Special Permit. The Permittee shall also grant any necessary easements to provide for unencumbered public pedestrian and bicycle passage from the crossing or rail station to Cambridgepark Drive and/or Cambridgepark Place. This Condition shall apply if the landing site is located on the undeveloped portion of the lot or if the connection is designated to land within the parking structure at 88 Cambridgepark Drive, in which case public access through the parking structure by means of clear walkways, an elevator and/or ramps meeting all applicable state and federal accessibility requirements shall be guaranteed by legal instrument satisfactory to the City of Cambridge.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H Theodore Cohen, Steve Cohen, Hugh Russell, Tom Sieniewicz, Steven Winter and Pamela Winters, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in black ink, appearing to read 'H Russell', with a stylized flourish at the end.

Hugh Russell, Chair.

A copy of this decision PB #292 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on November 20, 2014, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge



### Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	174,496	5,000	No Change	No Change
Lot Width (ft)	> 50	50	No Change	No Change
Total GFA (sq ft)	N/A	453,689	294,000	294,000
Residential Base	N/A	348,992	See below <sup>1</sup>	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	N/A	N/A	See below <sup>1</sup>	
Inclusionary Bonus	N/A	104,697	See below <sup>1</sup>	
Total FAR	N/A	2.6	1.7	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	2.0	See below <sup>1</sup>	
Non-Residential Base	N/A	N/A	See below <sup>1</sup>	
Inclusionary Bonus	N/A	0.6	See below <sup>1</sup>	
Total Dwelling Units	N/A	378	254	254
Base Units	N/A	290	196	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	88	58	
Base Lot Area / Unit (sq ft)	N/A	600	900	
Total Lot Area / Unit (sq ft)	N/A	462	687	
Height (ft)	N/A	85/125 max	80 <sup>2</sup>	Consistent with Application Documents and applicable zoning requirements
Front Setback (ft)	N/A	15 <sup>3</sup>	15 <sup>3</sup>	
Side Setback (ft)	N/A	None <sup>3</sup>	Per plans <sup>3</sup>	
Side Setback (ft)	N/A	None <sup>3</sup>	Per plans <sup>3</sup>	
Rear Setback (ft)	N/A	None <sup>3</sup>	Per plans <sup>3</sup>	
Open Space (% of Lot Area)	N/A	15% min	35.3%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	Per plans	
Permeable Open Space	N/A	25% min	27.9%	
Off-Street Parking Spaces	571	254	668 <sup>4</sup>	668 <sup>4</sup>
Long-Term Bicycle Parking	N/A	270	270	Consistent with Application Documents, PTDM and other applicable requirements
Short-Term Bicycle Parking	N/A	42	42	
Loading Bays	N/A	N/A	N/A	

<sup>1</sup> Development shall conform with plans dated September 30, 2014. GFA dedicated to residential and non-residential uses and inclusionary housing will be calculated at the time of Building Permit application.

<sup>2</sup> Increased height in the Alewife Overlay District granted pursuant to Section 20.95.2.

<sup>3</sup> Waiver of yard requirements in the Alewife Overlay District granted pursuant to Section 20.95.34.

<sup>4</sup> Pooled parking approved to serve 88, 100, 125 and 150 Cambridgepark Drive per the limitations set forth in Condition #6 of this Special Permit Decision and Appendix II summarizing parking allocation, location and sharing.

**Appendix II Summary of Parking Space Allocation, Location and Sharing (Updated November 18, 2014)**

**88 Cambridgepark Drive Project (Special Permits PB #292, Amendment #4 to PB #26 and Amendment #3 to PB #47)**

Parking Facility Address	#125 Cambridgepark Drive (CPD)	#130 Cambridgepark Drive (CPD)	#150 Cambridgepark Drive (CPD)	#88 Cambridgepark Drive (CPD)	#160 Cambridgepark Drive (CPD)	#100 Cambridgepark Drive (CPD)	Total
	Existing Office Site	Permitted Residential Building	Permitted Garage attached to 130 CPD	Permitted Residential Building and Garage	Completed Residential Building	Existing Office Site	
Parking Facility Type	Dedicated non-residential	Dedicated residential	Shared	Dedicated residential, dedicated office and shared	Shared	None (No on-site spaces)	
Physical Number of Spaces Located on Parcel	179	117	456	668	398	0	1818
Allocation of spaces	179 spaces dedicated to #125 CPD office.	117 spaces dedicated to #130 CPD residents.	29 spaces dedicated to #130 CPD residents. 387 spaces for #100, #125 and #150 CPD office and 67 spaces shared with #130 CPD residents during non-peak office demand periods; 40 spaces for #200 CPD office.	91 spaces dedicated to #88 CPD residents. 571 spaces for #100, #125 and #150 CPD office and 94 spaces shared with #88 CPD residents during non-peak office demand periods; min. 6 car share spaces.	248 spaces dedicated to #160 CPD residents. 80 spaces shared with #150 CPD office and 70 spaces shared with #200 CPD office.	0	
Applicable Special Permits	PB #26 and amendments	PB #279; PB #47 Amendment #2	PB #279; PB #47 Amendment #2	PB #292; PB #47 Amendment #3	PB #270; PB #47 Amendment #1	PB #82	
Conditions	N/A	Minimum and maximum 117 spaces for #130 CPD residents.	Maximum 200 spaces for #125 CPD office.	Minimum 91 for #88 CPD residents.	Minimum 248 spaces for #160 CPD residents.	N/A	Max. 1,818 spaces
			Maximum 323 spaces for #100 CPD office.	Maximum 571 for #100, #125 and #150 CPD office.	Maximum 80 spaces for #150 CPD office.		
			Maximum 435 spaces for #150 CPD office.	Minimum 6 car share spaces	Maximum 70 spaces for #200 CPD office.		
			Maximum 40 spaces for #200 CPD office.				
			Minimum 29 spaces for #130 CPD residents.				
Dwelling Units	None	213 units	None	254 units	398 units	None	865 units
Parking Spaces Dedicated to Residential Use	N/A	146 (117 on site, 29 at #150 CPD Garage)	N/A	91	248	N/A	485
Shared Spaces (available to residents on evenings and weekends)	N/A	67	N/A	94	150	N/A	311
Overall Residential Parking Ratio	N/A	0.69 space/unit dedicated; 1.0 space/unit dedicated + shared	N/A	0.36 space/unit dedicated; 0.73 space/unit dedicated + shared	0.62 space/unit dedicated; 1.0 space/unit dedicated + shared	N/A	0.56 space/unit dedicated; 0.92 space/unit dedicated + shared