



88 Cambridgepark Drive

Submittal for Planning Board Review

The McKinnon Company *on behalf of* BRE/CPD, LLC // Cambridge, MA // 30 September 2014



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September 30, 2014

Hugh Russell,
Chairman
And Members of the Planning Board
344 Broadway St.
City Hall Annex
Cambridge, Ma 02139

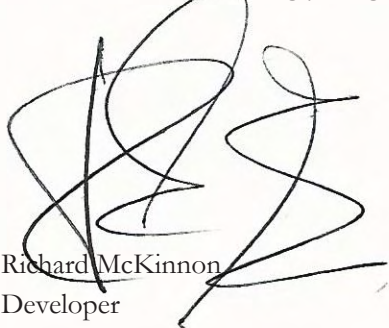
On behalf of our entire team, I would like to thank The Board for all of the time, thought and suggestions given to this Project. Thanks as well for agreeing to see us once again on the evening of October 7th.

Since our August hearing, we have met with CCDD staff to review Planning Board ideas as well as their own. In preparing the second supplement to our original application, we have been mindful as well of the August 19th 2014 comments submitted to the Board by the Fresh Pond Residents Alliance. We hope to meet with some of their members and neighbors again next week.

As you know, we have reached broad agreements with the Traffic Department on this project and our earlier ones on Cambridge Park Drive. There is still one open issue that we yet hope to resolve.

In general, our decision to reduce the height, density and bulk of the Project by a third has been very well received. That said, there are still other issues which the Board and others have asked us to address. We hope this document does that. In particular, we have worked very hard at making sure that the pedestrian walk along the sidewalks in front of our three buildings is anything but relentless or monotonous. Arrowstreet has been especially focused on that subject.

We look forward to seeing you again,



Richard McKinnon
Developer
On behalf of BRE/CPD LLC

COMMENTS RAISED BY THE PLANNING BOARD STAFF

S = Staff Comment/Question
B = Board Comment/Question

Responses in Black

S1 Site plan is diagrammatic; needs review and approval of detailed plan. Show adjacent buildings and uses. Activity area at the southeast corner needs work and could be a nasty location. The Northeast corner receives some sun and should be enhanced. Can the play area benefit more from adjacent development – light and air? *(Refer to Page 10 of the August 12 Planning Board submittal)*

We have further developed the site plan to achieve greater amenities and improve the relationships among open spaces, the street, and the adjacent uses. More detail is provided, including dimensions on the site plan and enlarged plans.

S2 Garage is out of scale with adjacent blocks. Why is the tower 3 stories higher than residential? Is there a raised false parapet? *(Refer to Page 12 and 36 of the August 12 Planning Board submittal)*

We have proposed a new architectural treatment of the garage, which has reduced elevator height and eliminates the raised parapet. We keep the number of spaces and the height. We are looking at an architectural treatment of the north elevation which creates a more vibrant ground floor and a lighter, more colorful treatment of the upper level.

S3 Overhang next to Garage. Review huge overhang next to garage – it will create darkness on the street. *(Refer to Page 13 of the August 12 Planning Board submittal)*

We have eliminated the overhang at this location as part of a new ground-floor-only connection between the Garage and the East Building. Above the ground floor there is a separation for light and air of 20 feet and above. The ground level connection provides weather-protected connection for the residents; it also avoids and narrow at-grade space which would be hard to use beneficially, but at the level of the second floor it is quite viable as open space for residents of the building.

S4A Is sidewalk in front of retail space large enough for café tables. *(Refer to Page 23 of the August 12 Planning Board submittal)*

Yes, we have shown the locations of proposed cafe tables in plan and in the renderings. We have provided dimensions which are appropriate for cafe seating.

S4B Need to look at imposing aspect of garage façade – break heavy raised cornice?

We have addressed this in the architectural design; see also note under Comment S-2 above.

S4C Does the plaza space change if open space on left becomes a big building.

We have added in the area context plan and the rendering an approximate massing and location for a new building on this (40-74 CPD) site; we do think it can help to define a good urban corner of the Plaza between 130 and 88 CPD; possibly it can be a location for future retail.

S5 Residential Corner just beyond [east of] Community space. Can end elevation of residential beyond be livened up - dull gray color, flat plane, no domestic features, yet very prominent from “street”? *(Refer to Page 25 of the August 12 Planning Board submittal)*

We have further developed the design for that corner, recognizing its prominence, and this has been incorporated in the perspectives.

S6 East End facade and view towards Parkway Bridge. East Plaza looking east. What does it look like with Parkway Bridge? The “green stripe” façade is relatively flat. How much woodland is on site? Will it become another dense development screened by 3 trees? *(Refer to Page 26 of the August 12 Planning Board submittal)*

We have added balconies and other architectural treatments (including colors) to provide added interest and great 3-dimensional relief. We are revising the renderings to reflect the presence of the bridge; we do expect trees on our site and the abutting land to provide some screening in the near term. In the longer term there may be a wholly new relationship to a future plaza and buildings.

S7 How much of first floor activity will be visible behind glass? – at the Hanover project the dim interior illumination meant that all activity on the inside was invisible during the daylight walk, which did not make much of a contribution to street life. *(Refer to Page 27 of the August 12 Planning Board submittal)*

Because the bike rooms only need a minimal artificial light level especially during the day, they will tend to look dark from outside during the day. Some feature lighting on bikes near the window and the incorporation of day-light-reflecting elements just inside the space will help. Similar approaches to ground floor spaces other than bike rooms will also be beneficial.

S8 Flatness of facade seen from CambridgePark Circle and adjacent Future Development. There’s a need to relieve the flatness of the green stripe façade. Open space on left could become Summer Shack building, or contribute to the east plaza. It’s probably good for this project to suggest opportunities for future projects. *(Refer to Page 28 of the August 12 Planning Board submittal.)*

We have enhanced the design of this portion of the facade, as noted under comment S6 above. On diagrammatic plans showing near-by existing and some possible future buildings, we have indicated the potential for a Plaza and future retail development which could face this corner of 88 in the future.

S9 Review the vertical striated fiber cement panels - inappropriate industrial character compared to horizontal siding or larger panels. *(Refer to Page 35 of the August 12 Planning Board submittal.)*

We have removed the vertical striated fiber cement panels. We have refined the design with additional balconies, architectural treatment and expanded color palettes to provide features we believe will bring a greater sense of place and residential and potential future retail uses.

COMMENTS RAISED BY THE PLANNING BOARD MEMBERS

B1 Creating sense of place is critical.

We agree and are addressing this in several respects:

- a. The architectural treatment of the eastern residential building has been refined to give it a sense of more intimate and domestic scale, defined by a clearer distinction in architectural vocabulary and greater contrast in the color palette. We have increased the number and prominence of balconies to give a greater appearance of residential life/activity.
- b. At the ground floor frontage and along both sides of the street we have increased opportunities for sidewalk activities, and seating, including cafe seating.
- c. We have reviewed the opportunities for community and retail space with a retail advisor who confirms the potential for service-oriented tenants, particularly at key corner locations but also advises looking at the larger Triangle to assess the most viable potential locations overall.

B2 Concerns about scale and footprint of building, including the unrelenting length of the building. Consider breaking up building into separate structures.

Below, we list a number of steps that we have taken to deal with these important issues. Before getting to those it may help to get a bit of context. Fully separating the 3 buildings actually creates 2 problems. First, recall that residents, not just office workers, will use the garage between 88E and 88W. It does place a hardship on those residents as a permanent part of their daily lives. They would have to leave the garage after parking, go outdoors and only then go into their respective apartment buildings. Regardless of weather, kids in tow, bundles etc. Second, for the residents who park under the apartments in the small residential building, we would force them to enter and exit the parking field in places we collectively have decided not to have garage access. We do not want them to exit to the South where the pedestrian/bicycle bridge ramps could go. Further, we have intentionally eliminated the West garage door at the Board’s request. As you recall, we want a quiet zone between 88W and 130 CPD, especially given its potential as a landing for the pedestrian bike bridge in that zone. The North side of the residences wrap the new café and have one lobby entry, thus eliminating there as a garage door space. These are very real problems have not discouraged us but have led to our architects finding other solutions. We will not accept a pedestrian experience along our 3 buildings that feels relentless, boring or monotonous.

- a. We have created a 20’+ light and air separation between the East Residential Building and the Garage. This is shown as a separation above the ground floor in order to provide a desired connection at grade for people and cars. This open space also works better as a building-residents’ open space at level two than at ground level as public open space, while letting virtually as much daylight through.

- b. We have architecturally accentuated several shifts in massing to reduce the apparent length of sections of building and to give building elements their own identity. In response to comments, we have more clearly created a two-part identity on the north side of the east building: providing a difference in look & feel for the eastern-most half from the westernmost half of that building.
- c. We have refined the landscape and site design to create improved and more frequent gathering and activity locations along the north side.
- d. We are in communication with the ownership of 30 CambridgePark Drive to reach the best possible landscape conditions along the shared property line.
- e. Based on its location in relationship to the RR tracks, 88 CPD, like 130 CPD, forms a defined and constructive urban edge to this section of the Triangle. At the two locations where there are connections to CambridgePark Drive we have oriented and designed our buildings to reinforce potential plazas and future connections to the pedestrian/bicycle bridge or Commuter RR station. (Also, gaps between the buildings would not create desirable views.)

B3 Create visual interest to make the building more lively.

We have addressed this point with increased use of balconies, more contrast in colors, and (at the garage) by the use of lighter and more colorful design elements. See also multiple responses above.

B4 Need to see more details on materials, colors and finishes.

We will provide sample colors and materials to the Planning Board meeting.

B5 West end is more attractive and interesting. East end is gray and dull - needs more color.

We have addressed through additional architectural interest; see responses above at S-6, S-8, and B-1.

B6 Concern about the feasibility of retail and suggest retail specialist to ensure success.

The team has involved the Dartmouth Company as specialists in Retail Leasing and Planning. See also response at B-1(c) above.

B7 Provision of awnings and canopies to get to retail.

We have included additional awnings.

B8 Questions about building in flood zone.

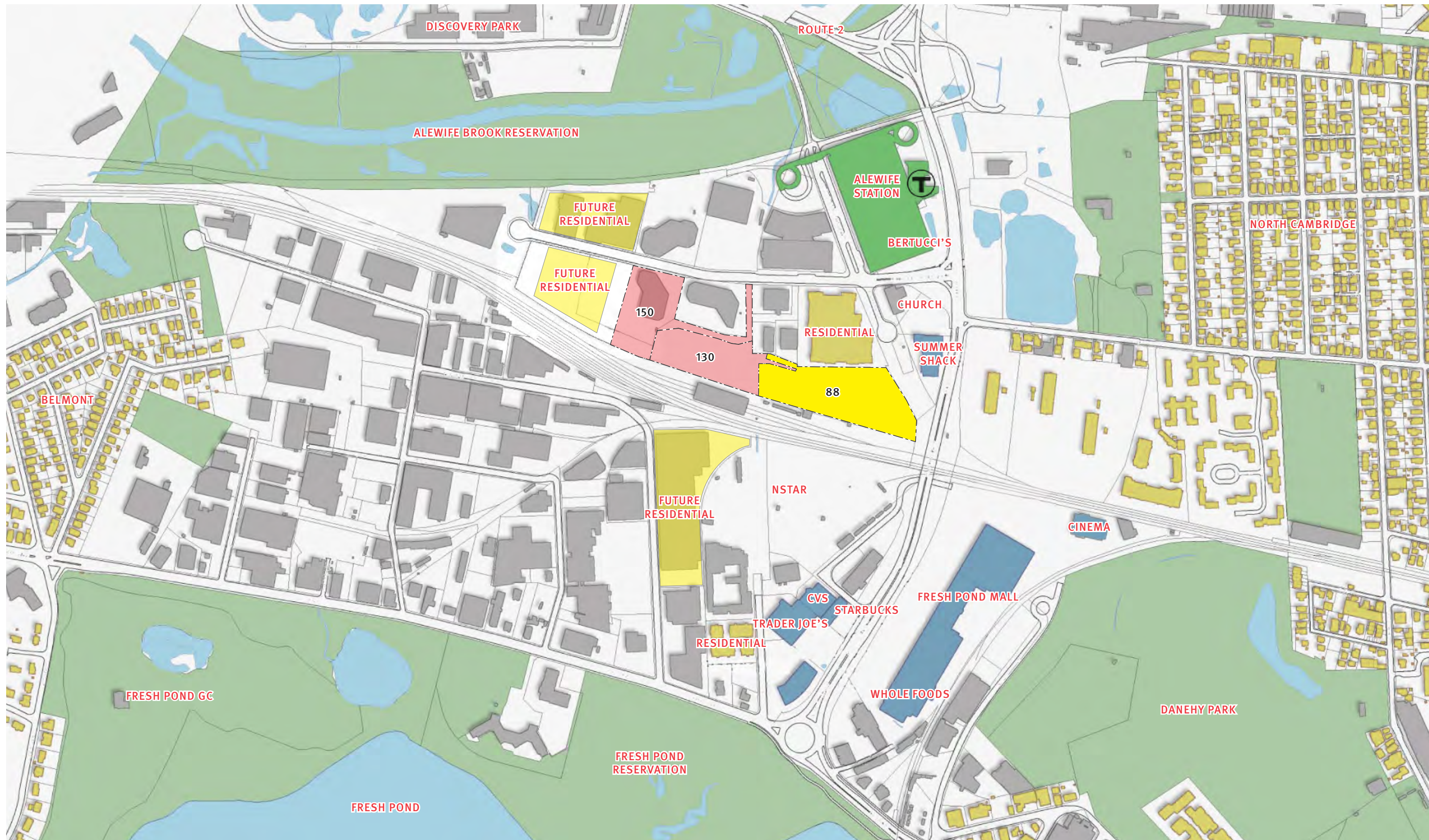
The buildings ground floor elevations have been raised an additional 1.5’ above the 100-year flood plain elevation. We do not propose residential space at the ground floor. We have reviewed the possibility of constructing parking below the ground, but this places automobiles and potentially people at serious risk; it would also cost so much more as to make the project in-feasible. Provisions are included for Storm and Sanitary storage on-site to mitigate flood impacts. We have also addressed this issue in a series of other discussions and responses. A more detailed memorandum from the Civil Engineer (BSC) will be forthcoming.

	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.	>50 ft.	>50 ft.	
Total Gross Floor Area (sq ft)	453,689 sf	453,689 sf	294,000 sf	
Residential Base	N/A	348,992 sf	294,000 sf	
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Housing Bonus	N/A	104,697 sf	0 sf	
Total Floor Area Ratio	N/A	2.6	1.7	
Residential Base	N/A	2.0	1.7	
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Housing Bonus	N/A	0.6	0.0	
Total Dwelling Units	N/A	378	254	
Base Units	N/A	290	196	
Inclusionary Bonus Units	N/A	88	58	
Base Lot Area / Unit (sq ft)	N/A	600 sf	900 sf	
Total Lot Area / Unit (sq ft)	N/A	462 sf	687 sf	
Building Height(s) (ft)	N/A	85 ft/125 ft	80 ft	
Front Yard Setback (ft)	N/A	15 ft	15 ft	
Side Yard Setback (ft)	N/A	---	per plans	
Side Yard Setback (ft)	N/A	---	per plans	
Rear Yard Setback (ft)	N/A	---	per plans	
Open Space (% of Lot Area)	N/A	N/A	34.7%	
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	N/A	25%	27.6%	
Other Open Space (Specify)	N/A	N/A	N/A	
Off-Street Parking Spaces	N/A	1 per d.u.	668	
Long-Term Bicycle Parking	N/A	1.05 per d.u.	270	
Short-Term Bicycle Parking	N/A	0.1 per d.u.	42	
Loading Bays	N/A	N/A	N/A	

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

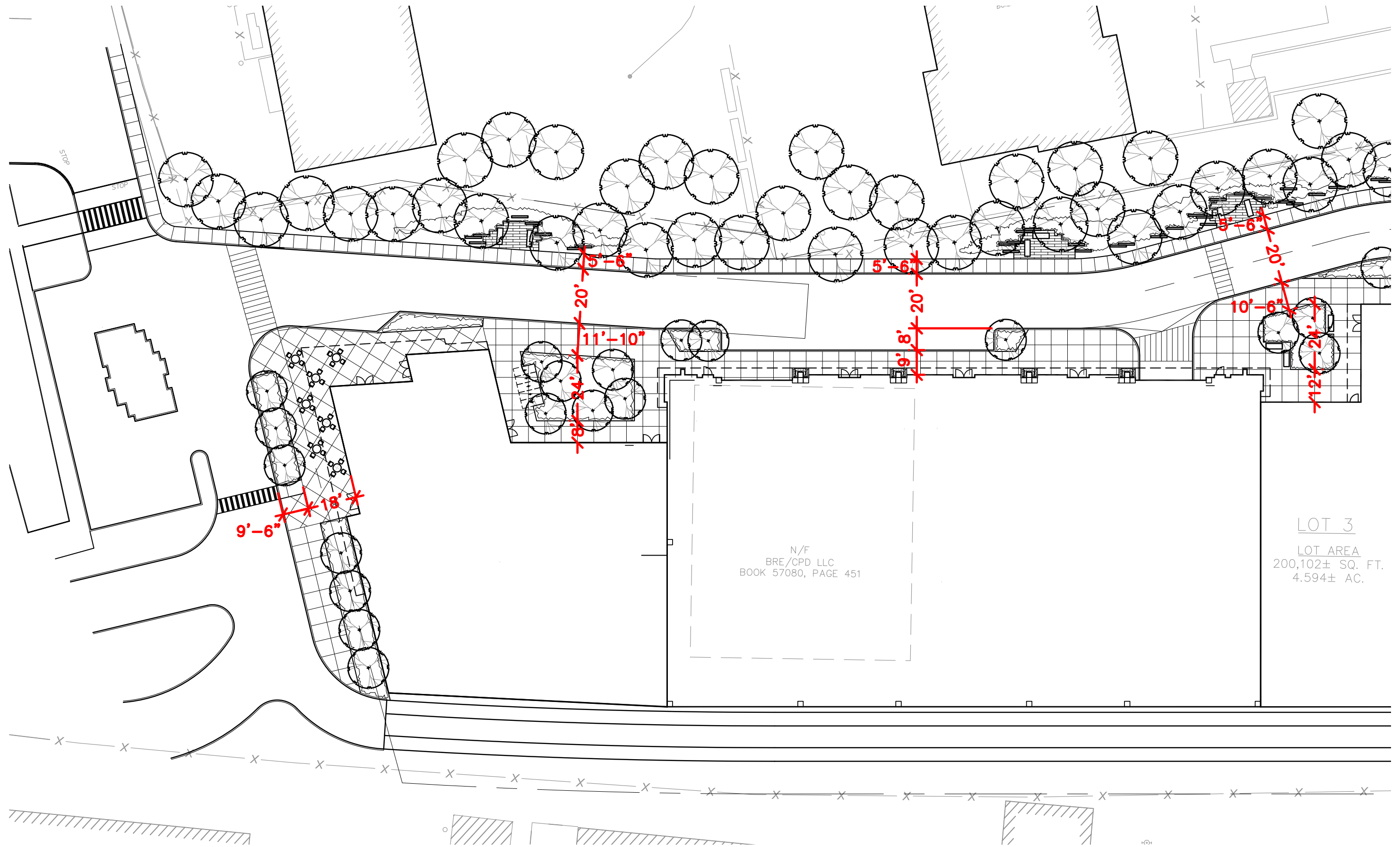
Approximately 130 parking spaces dedicated to 88 CambridgePark Drive, 6 parking spaces available on 88CPD for car sharing vehicles, approximately 446 parking spaces dedicated to 100, 125 and/or 150CPD, and approximately 86 spaces shared among a combination of 88, 100, 125, and 150CPD.

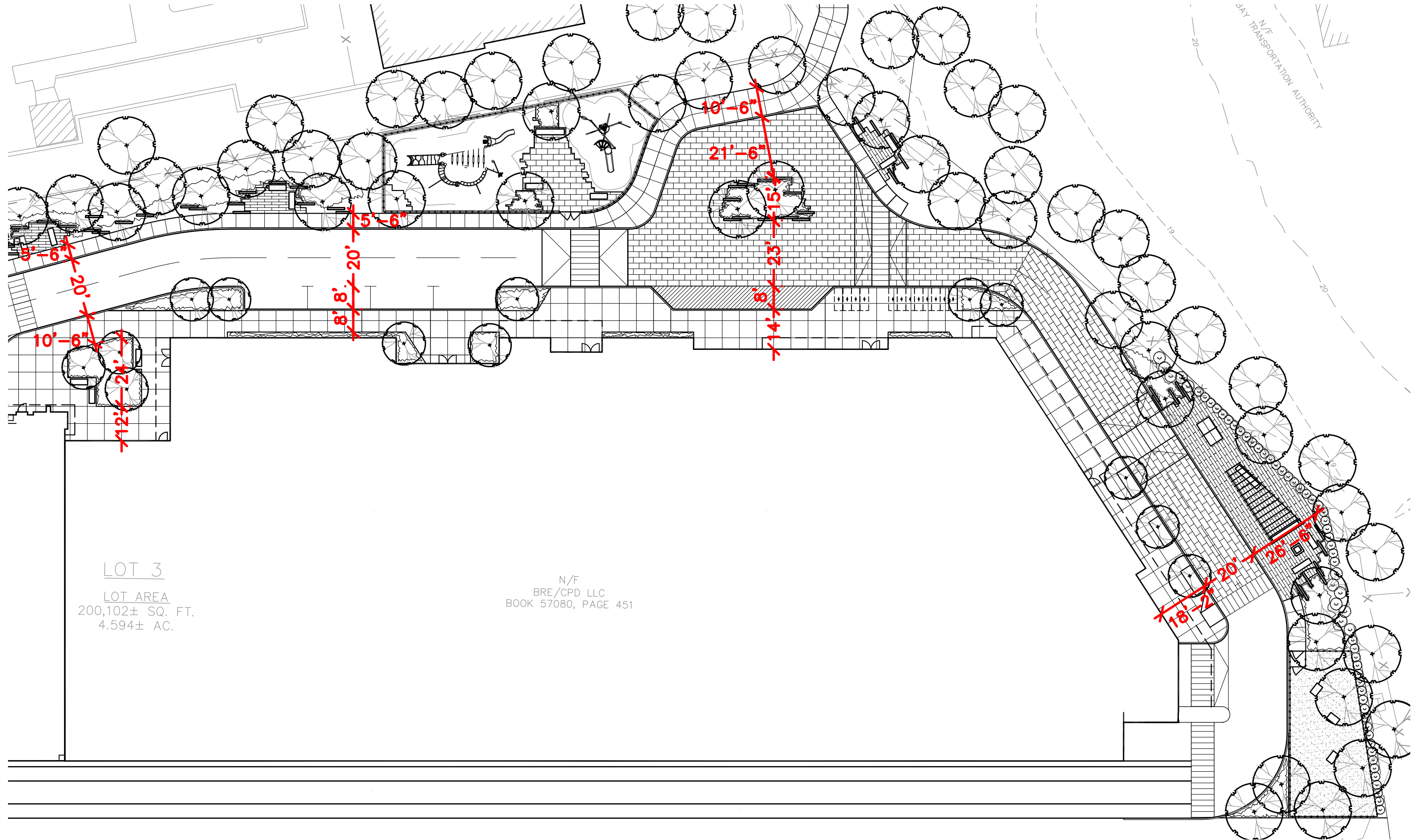


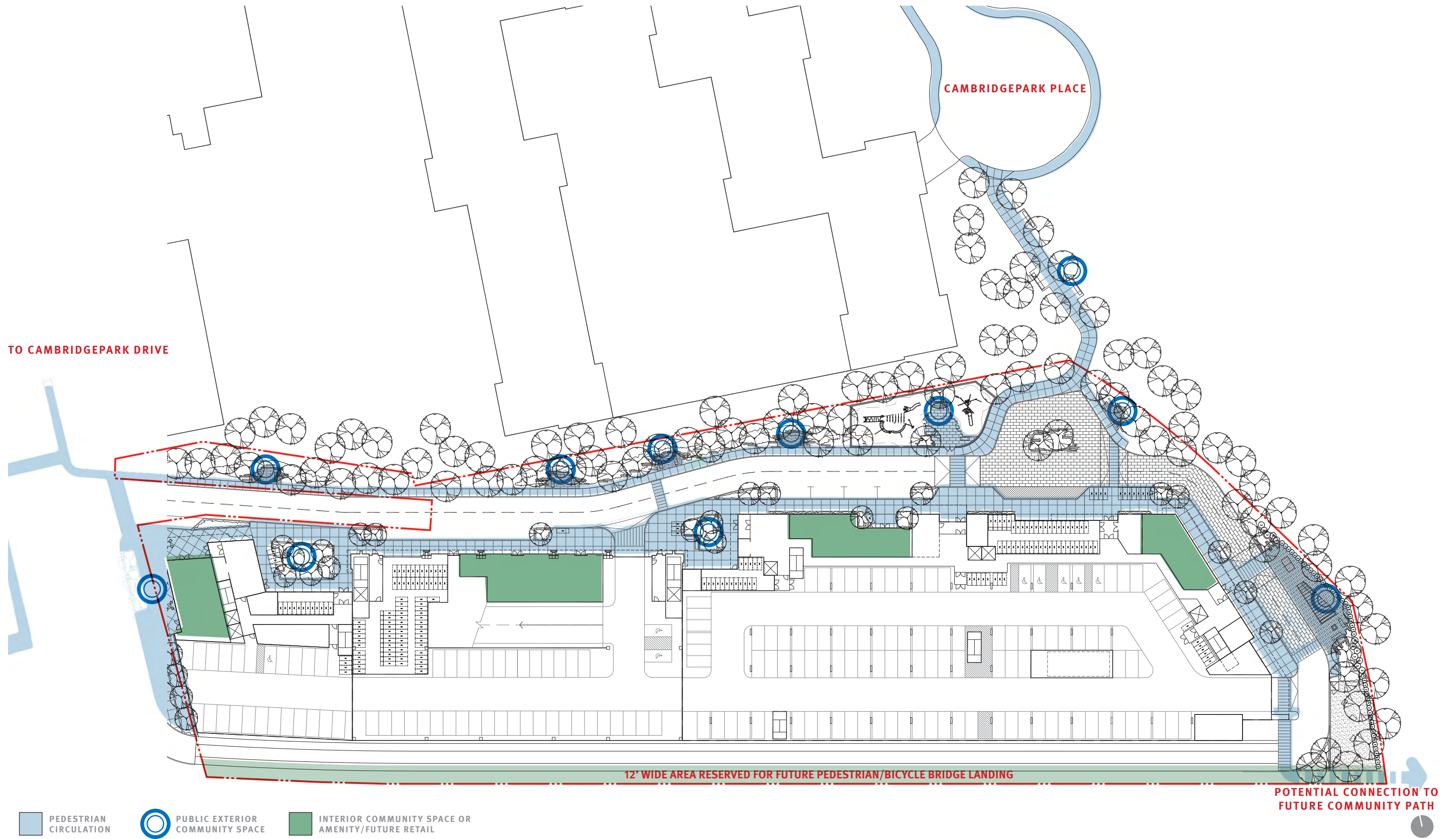


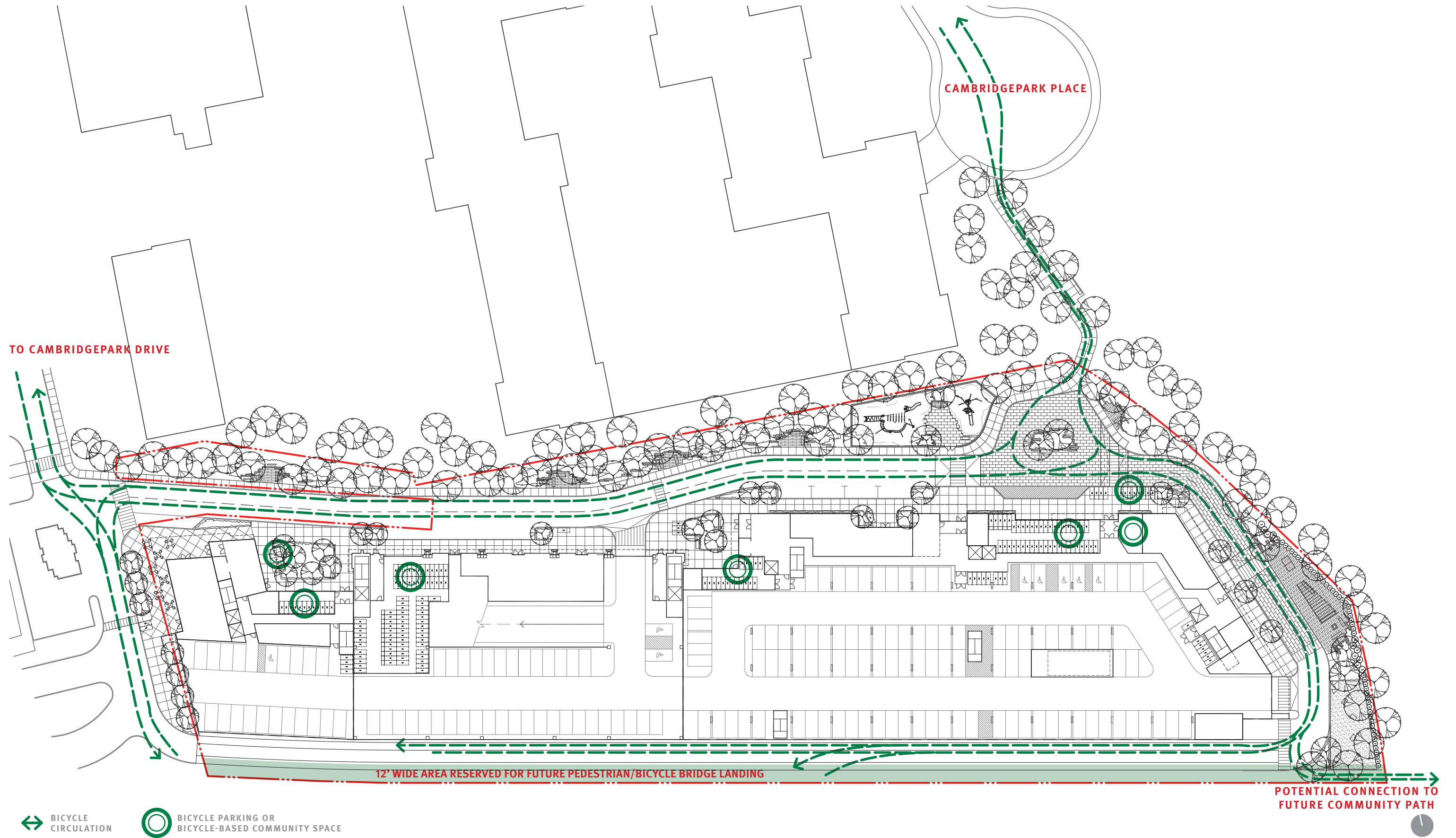






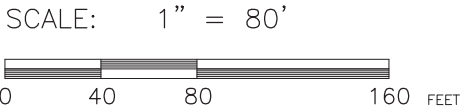


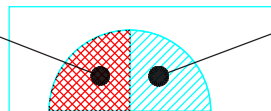






88 CAMBRIDGE PARK DRIVE
TOTAL PROPOSED OPEN SPACE CALCULATIONS



OPEN SPACE KEY 180R CPD:		OPEN SPACE CALCULATIONS:			
PERMEABLE ASPHALT/UNIT PAVERS (18,380 SF)			EXISTING	PROPOSED	% OF TOTAL LOT AREA
UNIT PAVERS (4,505 SF)		TOTAL PERMEABLE OPEN SPACE	29,161 S.F.	48,770 S.F.	27.9%
		TOTAL OPEN SPACE	NA	61,630 S.F.	35.3%
LOT AREA = 174,496 S.F.					
REQUIRED PERMEABLE OPEN SPACE: 25% OF 174,496 S.F. = 43,624 S.F. (MAY BE REDUCED TO 15% WITH LETTER FROM CITY ENGINEER)					
REQUIRED TOTAL OPEN SPACE: 15% OF 174,496 S.F. = 26,200 S.F.					

ZONING ORDINANCE SECTION 20.96 AT GRADE OPEN SPACE: EACH LOT SHALL BE REQUIRED TO PROVIDE OPEN SPACE LOCATED AT GRADE IN THE QUANTITIES SET FORTH BELOW (ABOVE). THAT OPEN SPACE MAY BE ANY COMBINATION OF GREEN AREA, PERMEABLE, PUBLICLY BENEFICIAL, OR PRIVATE OPEN SPACE AS DEFINED IN ARTICLE 2.000.

