

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	47 Major Amendment
Address:	150 CambridgePark Drive (consisting of to be subdivided portions of 150 and 180R CambridgePark Drive)
Zoning:	Office 2A, Alewife Overlay District 6, Flood Plain Overlay District
Applicant:	The McKinnon Company on behalf of BRE/CPD LLC
Owner:	BRE/CPD LLC
Application Date:	February 21, 2013
Date of Planning Board Public Hearing:	April 9, 2013, May 7, 2013, May 21, 2013 and June 11, 2013
Date of Planning Board Decision:	June 11, 2013
Date of Filing Planning Board Decision:	June 27, 2013

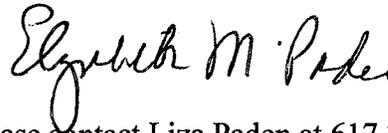
Application: Major Amendment: (1) to allow subdivision of portions of 150 and 180R CambridgePark Drive to create the proposed 130 CambridgePark Drive property (as shown on the subdivision plan submitted with the Application); (2) to reduce required parking to permit the proposed shared parking arrangements pursuant to Section 6.35 of the Ordinance; (3) to permit a common driveway located partially on 130 CambridgePark Drive and partially on the amended 150 CambridgePark Drive and 180R CambridgePark Drive parcels, pursuant to Section 6.43.6 of the Ordinance; (4) to permit on-grade open parking spaces and driveways within five feet of side and rear property lines pursuant to Section 6.44.1 of the Ordinance; (5) for a Project Review Special Permit in connection with the construction of a new six-story and approximately 456-car parking structure (the "Parking Structure") pursuant to Section 19.20 of the Ordinance; (6) to permit construction of the Parking Structure in the Flood Plain Overlay District pursuant to Section 20.70 of the Ordinance; (7) to allow an increased FAR of approximately 2.0 at 150 CambridgePark Drive pursuant to Section 20.95.1 and Section 20.95.11 of the Ordinance; (8) to reduce the otherwise applicable yard requirements pursuant to

Section 20.95.34 of the Ordinance; (9) to permit additional pooled parking pursuant to Section 20.97.2 of the Ordinance; and (10) to exclude the Parking Structure from applicable Floor Area Ratio limitations pursuant to Section 20.97.3 (and Section 5.25.42) of the Ordinance (collectively, the “Project”).

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:



For further information concerning this decision, please contact Liza Paden at 617 349 4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

Application, Summary, Dimensional Form, Ownership Certificate, Project Narrative, Sewer Narrative, Water Narrative, Noise Narrative, Flood Plan Documentation, LEED Narrative Checklist, Neighborhood Outreach, Site Maps, Survey, Existing Photos, Proposed Site Plan, Floor Plans, Elevations, Perspective Renderings, Landscape Plans, Shadow Studies, Lot Subdivision Plan, Tree Study, Open Space Plans

Other Documents

Email from Stephanie Groll to Liza Paden, dated May 20, 2013
130 Cambridgepark Drive Criteria List
130 Cambridgepark Drive Special Permits Needed and Criteria
Letter to Hugh Russell, from Richard McKinnon, dated May 2, 2013
Letter from Jennifer Letourneau, Director, Cambridge Conservation Commission, dated March 12, 2013
Massachusetts Department of Environmental Protection, WPA Form 5 – Order of Conditions
Memo to Brian Murphy, Assistant City Manager for Community Development, from Owen O’Riordan, City Engineer, dated April 9, 2013
Memo to Jennifer Letourneau, Director, Cambridge Conservation Commission, from Owen O’Riordan, City Engineer, dated February 25, 2013
Memo to Cambridge Planning Board, from Sue E. Clippinger, Director, Cambridge Traffic, Parking, and Transportation Department, dated April 9, 2013
Letter to Richard McKinnon, The McKinnon Company, from David Hall, Cambridgepark Drive Limited Partnership, dated May 16, 2013
Letter to the Cambridge Planning Board, from Cambridge Systematics Inc., dated May 17, 2013
Email to Liza Paden, from Hugh Russell, dated May 8, 2013
Open Space Calculations, dated April 8, 2013
Plan of Land, dated April 8, 2013
Article 20.70, Flood Plain Overlay District, of the Cambridge Zoning Ordinance
Memo to Meghan Miller, Vanasse, Hangen, Brustlin, Inc. from Sue Clippinger, dated March 8, 2013
Email to Michael Brandon, from Richard McKinnon, dated March 22, 2013
Email to Liza Paden, from Kevin Renna, dated March 26, 2013
Email to Liza Paden, from Adam Shulman, dated March 11, 2013
Legal Notice of Public Hearing, dated March 21, 2013

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 Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. General Criteria for Issuance of a Special Permit (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.

With the requested Major Amendment to PB#47, the Project will meet the requirements of the Ordinance.

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

The Project is expected to have minimal impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character.

(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.

The proposed subdivision, Parking Structure construction and changes to the access drives will not adversely affect the continued operation or future development of adjacent uses.

(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.

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. The Project will replace an existing surface parking lot with a parking structure that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts.

(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.

The Project will advance the intent and purpose of Alewife Overlay District 6, 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; 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 replace an existing surface parking lot with a parking structure that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. The Project has been designed to provide compensatory flood storage per the Massachusetts Wetland Protection Act. The design of the Project, and in particular, its potential impact of the flood plain, has been reviewed and approved by the Cambridge Conservation Commission, which voted to approve the Project's Order of Conditions on February 25, 2013 (the "Order of Conditions").

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

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

2. 20.75 Criteria for Flood Plain Overlay District Special Permit

Pursuant to Section 20.75 of the Ordinance, the Planning Board shall grant a Major Amendment to Special Permit #47 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.*

In order to minimize the volume of ground-level structures placed within the limits of the floodplain, the Parking Structure will be constructed above the existing 100-year flood plain elevation resulting in a slight increase in the site's available flood storage. 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 proposed flood water retention system will be located underneath the Parking Structure and provides 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 Parking Structure's flood water retention system has been designed and will be located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The flood water retention system will be located underneath the Parking Structure, and maintain a safe environment for the occupants of the site 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.*

With the requested Major Amendment to PB#47, the Project will comply with all applicable provisions of the Office 2-A District, the Alewife Overlay District 6 and the Flood Plain Overlay District. As evidenced by 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, Cambridge Growth Policy. In particular, the Project will replace an existing surface parking lot with a parking structure that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts.

- 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 all flooding up to

and including 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.

3. 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 replace an existing surface parking lot with a parking structure that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District’s Quadrangle and Triangle Districts. Moreover, the Major Amendment will enable, in part, development of a project which will replace an existing surface parking lot with a residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings. The residential building will create a new street with associated hardscape and landscape improvements, 220 residential units and an active bicycle storage area located at the ground floor, together reinforcing the pedestrian nature of the street edge. Close proximity to the Alewife MBTA station, area parks and trails, and retail shopping will help facilitate walking, biking and transit use and minimize negative impacts on surrounding neighborhoods.

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

The Parking Structure is set at a height (as defined in the Ordinance) of approximately 61 feet and 2 inches, well below the height of 85 feet that could be allowed. The Parking Structure is screened from adjacent buildings and streets with a series of colorful fins that create a dynamic, three-dimensional façade from both the pedestrian and vehicular approaches.

(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 Parking Structure facilitates eliminating existing surface parking and enables 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 Parking Structure is screened from adjacent buildings and streets with a series of colorful fins that create a dynamic, three-dimensional façade from both the pedestrian and vehicular approaches.

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

An overview of the Project's LEED compliance is contained in the LEED Narrative and LEED Checklist submitted with this Application.

(f) 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.

(g) 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 Parking Structure will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. Close proximity to Alewife MBTA station, area parks and trails, and retail shopping will help facilitate walking, biking and transit use.

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

The Project will facilitate the creation of a new neighborhood street and improve the access drive to the existing surface parking areas.

(i) Screen service areas from CambridgePark Drive.

No changes are proposed to the existing office building at 150 CambridgePark Drive.

(j) 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.

The Project is located within the Flood Plain and no below grade parking is proposed. The Parking Structure is screened from adjacent buildings and streets with a series of colorful fins that create a dynamic, three-dimensional façade from both the pedestrian and vehicular approaches.

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

The Project will feature street lighting along the new neighborhood street and safety illumination on other Parking Structure facades. Additional lighting around the Parking Structure will enhance the nighttime streetscape and building appearance. The lighting is 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 Major Amendment will enable, in part, development of a project that will introduce 220 additional residential units in close proximity to transit and surrounding commercial uses, thereby facilitating walking, biking and transit use and helping to minimize negative traffic impacts on the neighborhood. There will be shared parking opportunities, resulting in an increase of only 149 parking spaces even with the addition of those 220 residential units. The Parking Structure provides an opportunity 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.

(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.

The Project's compensatory flood storage will be located underneath the Parking Structure and has been designed to ensure that there will be no decrease in the site's flood storage capacity.

(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 is not located adjacent to the Highlands neighborhood and will not significantly impact that area.

(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 Parking Structure provides an opportunity 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.

(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 Major Amendment will enable, in part, the development of a project that will add 220 additional residential dwelling units to the housing inventory of the City.

(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 replace an existing surface parking lot with a parking structure that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. Moreover, the Major Amendment will enable, in part, development of a project which will replace an existing surface parking lot with a residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings. The residential building will create a new street with associated hardscape and landscape improvements, 220 residential units and an active bicycle storage area located at the ground floor, together reinforcing the pedestrian nature of the street edge.

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 provides an opportunity 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 Existing Property 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.

The requested yard reductions provide flexibility to enable the adjacent residential development at 130 CambridgePark Drive. The proposed location of the access drives allows for optimal screening of the Parking Structure.

(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.

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 facilitate a logical pattern of buildings, streets, parks and open space, and enhances the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan. The Parking Structure provides an opportunity 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.

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

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

The Parking Structure provides an opportunity 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 Major Amendment will enable, in part, the development of a project that will replace an existing surface parking lot with a 220-unit residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings.

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

There will be a shared parking facility, allowing the creation of 220 new units of rental housing at 130 CambridgePark Drive, while resulting in an increase of only 149 parking spaces.

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

The parking facilities serving 150 CambridgePark Drive will be located on site as well as on 160 and 180R CambridgePark Drive. The Parking Structure will serve 150 CambridgePark Drive as well as the surrounding office and residential buildings, which are in close proximity.

(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 structure, and will enable, in part, the development of a project that will replace an existing surface parking lot with a 220-unit residential development. The Parking Structure provides an opportunity 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.

(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 Parking Structure will provide visual and acoustical screening between the railroad tracks and the rest of the area, and main entrances for the Parking Structure is emphasized through the use of color and form, which creates a visual cue for pedestrians and vehicles approaching the site from CambridgePark Drive. The Parking Structure is screened from adjacent buildings and streets with a series of colorful fins that create a dynamic, three-dimensional façade from both the pedestrian and vehicular approaches.

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

The Parking Structure 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.

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.

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."

The proposed shared parking arrangement will meet legal obligations under existing easement agreements.

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 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 subdivision of 150 and 180R CambridgePark Drive, 125, 150 and 180R CambridgePark Drive will contain 1,206 parking spaces, and the residential building at 130 CambridgePark Drive will contain approximately 120 parking spaces (including four exterior parking spaces). The residential building at 130 CambridgePark Drive will have a right to use approximately 100 parking spaces in the Parking Structure, the residential building at 160 CambridgePark Drive will have a right to use 100 parking spaces on 150 CambridgePark Drive during nights and weekends, and 200 CambridgePark Drive will have a right to use 40 parking spaces in the Parking Structure, all pursuant to recorded easement agreements. 150 vehicular parking spaces at 160 CambridgePark Drive will continue to be shared with the existing office buildings at 125, 150 and 200 CambridgePark Drive, pursuant to recorded easement agreements.

- 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.*

Residential and commercial uses typically have peak user demands at different times. The 220 vehicular parking spaces required for the residential units at 130 CambridgePark Drive under the Ordinance is less than the parking required for the existing office buildings. The proposed shared parking will involve less than 75% of the residential building's 220 parking spaces and allows for sufficient parking for the properties served under the proposed plan.

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

There is no change to the existing office building or its use.

- 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 arrangement will meet legal obligations under existing easement agreements, while providing adequate parking for the residential building at 130 CambridgePark Drive. The Property is located within the Flood Plain Overlay District and no below grade parking is proposed. The above grade Parking Structure provides increased opportunities for permeable green spaces on the site. In order to minimize the volume of ground-level structures placed within the limits of the floodplain, the Parking Structure will be constructed above the existing 100-year flood plain elevation resulting in a slight increase in the site's available flood storage.

- 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 project at 130 CambridgePark Drive, which is partially enabled by this Major Amendment, includes affordable housing units.

- 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 submitted with the Project's Transportation Impact Study ("TIS").

4. 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.

Upon the recording of a subdivision plan substantially as shown on the subdivision plan submitted with the Application, the Applicant shall also cause to be duly recorded with the Middlesex County Registry of Deeds an easement agreement between 130, 150 and 180R CambridgePark Drive that establishes mutual easements in and obligations to maintain the new neighborhood street (including the common access to CambridgePark Drive). Evidence of the recording of such easement agreement will be provided to the Cambridge Community Development Department. An easement granting rights to 150 and 180R CambridgePark Drive (which will flow to 130 CambridgePark Drive) in the access drive located between 150 and 160 CambridgePark Drive was recorded with the Southern Middlesex County Registry of Deeds on October 17, 2012, at Book 60269, Page 145.

5. 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.

The proposed common driveway, as well as the Parking Structure, will be located within five (5) feet of the side or rear property lines of the site. The site is located entirely, or almost entirely, within the Flood Plain, which constrains underground parking uses. The proposed vehicular parking spaces and access drives are designed to comply with the Ordinance's minimum design criteria for parking facilities. The portions of the drives and parking spaces located within five (5) feet of side or rear property lines primarily abut an active train track or other property of BRE/CPD, and are appropriately screened.

6. Project Review Special Permit (19.20)

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

(19.25.1) No substantial adverse impact on City Traffic.

As described in the TIS, the Project is expected to have minimal impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character. The TIS indicates that the project is expected to have 9 exceedences of Planning Board Criteria. The Parking Structure will replace existing surface parking and will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts.

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

The proposed heights and setbacks of the Parking Structure are complementary to the surrounding buildings and similar to other residential uses within the Triangle District. The Parking Structure's moderate height of approximately 61 feet and 2 inches is allowed as-of-right at 150 CambridgePark Drive and well below the 85-foot height permitted by special permit. The Parking Structure will replace existing surface parking and will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts.

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

The Parking Structure will replace existing surface parking and will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's

Quadrangle and Triangle Districts. Due to the existing dimensional restraints, governing the depth of the site, it is not feasible to eliminate the parking spaces within the ground level of the Parking Structure, but those spaces will be screened from the pedestrian sidewalk through a low stone wall. In addition, the Parking Structure is screened from adjacent buildings and streets with a series of colorful fins that create a dynamic, three-dimensional façade from both the pedestrian and vehicular approaches.

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

the Project significantly improves the appearance of the Site by replacing an existing surface parking lot with a thoughtfully designed and landscaped first class, residential building and a parking structure. The Project will implement stormwater Best Management Practices and other measures to minimize runoff and improve water quality in accordance with the Massachusetts Stormwater Handbook for both water quality and quantity. Stormwater quality requirements are anticipated to be achieved with the use of deep sump and hooded catchbasins and water quality units. Additionally, the Project has been designed in accordance with the Alewife Area Stormwater Management Guidelines, May 2006. As such, the Project provides detention of the difference between the 2-year 24-hour pre-construction runoff and the post-construction 25-year 24-hour runoff. This is anticipated to be accomplished with a pre-cast underground detention system designed to promote groundwater recharge and reduce peak stormwater flow rates exiting the Site. As described above, the stormwater management design for the Project has been approved by the Cambridge Conservation Commission in connection with the Order of Conditions. The Project's Tree Study and Plans were submitted to the City of Cambridge Arborist on February 18, 2013, and indicates that new trees will be planted on Site in connection with the Project to replace the required caliper inches of trees lost. The new tree plantings will provide greater variation and density of trees on site.

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

The Project's stormwater management system has been designed to incorporate best management practices and has been approved by the Cambridge Conservation Commission.

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

The Project will replace an existing surface parking lot with structured parking, and will complement the surrounding office buildings and residential and commercial uses.

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

The Project will facilitate the construction of 220 additional residential dwelling units at 130 CambridgePark Drive (including affordable units in compliance with the Ordinance).

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

New landscaping will enhance the new neighborhood street.

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 Major Amendment to Special Permit #47 subject to the following conditions and limitations:

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated February 21, 2013, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above; the Special Permit decision filed February 19, 1985; and the Major Amendment filed on July 11, 2012. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD), with particular focus on the Parking Structure's screening. 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.
3. The project shall be subject to and conform for the commitments and requirements outlined in the original Special Permit decision filed February 19, 1985, except as specifically modified by the July 11, 2012 Major Amendment and/or this Major Amendment.
4. The project shall be subject to and conform for the commitments and requirements outlined in the Memorandum re: "130 CambridgePark Drive," dated April 9, 2013, from Susan E. Clippinger, Director of the Traffic, Parking and Transportation Department, to the Planning Board, to the extent the same relates to the Parking Structure and the potential pedestrian/bicycle bridge landing.
5. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H. Russell, P. Winters, H Cohen, S. Winter and S. Cohen, and Associate Member C. Preston Connolly, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair

A copy of this decision Major Amendment to PB#47, 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 June 27, 2013, by Elizabeth M Paden, 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

City of Cambridge, MA • Planning Board Decision
 PB # 47 – Major Amendment – 150 CambridgePark Drive

Project Address: 150 CambridgePark Drive*

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	201,496 sq ft	5,000 sq ft	125,089 sq ft	125,089 sq ft
Lot Width (ft)	249 +/- ft	50 ft	249 +/- ft	249 +/- ft
Total Gross Floor Area (sq ft)	250,000 sq ft	250,000 sq ft	250,000 sq ft	250,000 sq ft
Residential Base	N/A	N/A	N/A	
Non-Residential Base	250,000 sq ft	250,000 sq ft	250,000 sq ft	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	1.24	2.0	1.99	2.0 non residential
Residential Base	N/A	N/A	N/A	
Non-Residential Base	1.24	2.0	1.99	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A	N/A	N/A	N/A
Building Height(s) (ft)	132 ft (Variance)	85 ft	132 ft	As shown on plans
Front Yard Setback (ft)	15.1 +/- ft	55 +/- ft	15.1 +/- ft	
Side Yard Setback –right (ft)	29.9 +/- ft	54 +/- ft	2.2 +/- ft	
Side Yard Setback –left (ft)	53.36 +/- ft	54 +/- ft	0.0 +/- ft	
Rear Yard Setback (ft)	176.2 +/- ft	55 +/- ft	20.2 +/- ft	
Open Space (% of Lot Area)	23.2 +/- %	15%	23.2 +/- %	23.2 +/- % N/A 23.8 +/- %
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	23.2 +/- %	25%	23.2 +/- %	
Other Open Space (Specify)	N/A	N/A	N/A	N/A
Off-Street Parking Spaces	515	313 to 625	515	515**
Bicycle Parking Spaces	N/A	N/A	N/A	N/A
Loading Bays	2	2	2	2

*Includes parking on 180R Cambridge Park Drive.

**Up to 150 spaces on 160 CambridgePark Drive can be used by 125 and 150 CambridgePark Drive (approximately 80 spaces) and by 200 CambridgePark Drive (approximately 70 spaces). Up to 40 spaces on 150 CambridgePark Drive can be used by 200 Cambridge Park Drive. Up to 100 parking spaces (approximately 29 dedicated and 71 shared) on 150 CambridgePark Drive can be used by 130 CambridgePark Drive. An additional 200 spaces may be maintained on 150/180R CambridgePark Drive for use by 125 CambridgePark Drive and an additional 323 spaces may be maintained on 150/180R CambridgePark Drive for use by 100 CambridgePark Drive. See April 9, 2013 TPTD Letter.



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director
Date: April 9, 2013
Re: 130 Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at #130 Cambridgepark Drive by The McKinnon Company, Developer on behalf of BRE/CPD, LLC. The Project proposes 220 residential apartment units (approximately 213,300 s.f.) supported by 220 parking spaces (149 dedicated parking spaces and 71 shared parking spaces). The Project proposes 120 ground level parking spaces on the #130 Cambridgepark Drive parcel and an abutting 6-story 456-space parking garage on the #150 Cambridgepark Drive parcel to replace approximately 427 existing surface parking spaces. The Proponent currently proposes 231 long-term bicycle parking spaces and 22 outdoor short-term bicycle spaces. We certified the TIS as complete and reliable on March 8, 2013.

The proposed Project will generate a total of:

- 734 daily vehicle trips including, 56 AM and 68 PM peak hour vehicle trips,
- 582 daily transit trips (45 AM Peak/54 PM peak hour transit trips),
- 112 daily pedestrian trips (9 AM/11 PM peak hour transit trips) and
- 54 daily bicycle trips 4 AM/5 PM peak hour bicycle trips).

The full TIS summary is attached. Below are our comments and recommendations for this Project:

1. Planning Board Exceedences

The Project triggers 9 Planning Board exceedences including the vehicle level of service criteria at Cambridgepark Drive at Alewife Station Access Road in the PM peak hour and Alewife Brook Parkway at Rindge Avenue in the AM peak hour. The Project triggers seven pedestrian level of service criteria at the intersections of Alewife Brook Parkway and Rindge Avenue and Alewife Station Access Road/Route 2 ramp.

The intersections in the Alewife area are heavily congested today in the peak hour. Residents of the proposed Project will experience significant queuing during peak hours. MassDot is advancing a traffic operation and safety improvement project for the Rt. 2/16 intersection from 25% to 75% stage which is a positive step forward to help address some of the traffic safety and congestion issues. The project will include lane geometry and signal timing adjustments including, improved signal coordination with Alewife Brook Parkway at Rindge Avenue and Cambridgepark Drive. The improvements are expected to be implemented by MassDot in 2016.

- To help mitigate the Planning Board Special Permit exceedences we recommend the Proponent contribute \$50K to the city prior to the Projects first Building Permit for traffic cameras at the Cambridgepark Drive/Alewife Access Road intersection to allow us to adjust signal operations to meet needs and try to minimize the hours when the intersection is at gridlock.

2. Parking

The Project proposes to:

- Eliminate a 427 space surface parking lot which serves #100, #125, #150, #200 Cambridgepark Drive.
- Build a 456 space garage at #150 Cambridgepark Drive and a residential building with 120 residential parking spaces at #130 Cambridgepark Drive. For a total of 149 net new spaces.
- Residents in the new building will have 149 spaces (120 spaces at #130 Cambridgepark Drive and 29 spaces at the #150 garage).
- Residents will also share 71 spaces (for use by residents during non-peak office demand periods) in #150 garage with the office parkers (#100, #125, #150).

Exhibit A attached shows our detailed parking recommendations including the physical location of spaces and who can and cannot use the spaces.

3. Pedestrian – Bicycle Bridge

A bicycle/pedestrian bridge across the railroad tracks was identified in the Concord Alewife Planning Study, completed in 2006, as a high priority facility for improving connections between the Concord area Triangle and Quadrangle. The bridge would provide a benefit to residents at 130 Cambridgepark Drive by providing a connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility.

A bridge feasibility/design study will begin this spring with contributions by 160 and 165 Cambridgepark Drive pursuant to their Planning Board Special Permits.

- We recommend that prior to the issuance of the building permit for the 130 Cambridgepark Drive project the Proponent should contribute \$90,000 toward the feasibility/design study of the bridge.

We appreciate the Proponent's commitment to ensuring and allowing a landing connection between the bicycle/pedestrian bridge and their proposed parking garage on the 150 Cambridgepark Drive parcel. In order for the Proponent to design and build their parking garage now which can accommodate a potential bridge landing connection in the future we recommend the following conceptual performance criteria for the parking garage:

- The elevator should be located on the outside of the parking garage in order to facilitate a bridge connection to the elevator. It appears that this change may lose 4+/- spaces in the garage which could be recovered elsewhere in the garage by adjusting the striping and layout, at #180R CPD or another area under their control.
- The garage should be designed so it would not require major changes to the garage, its façade or landscaping if the bridge is brought in adjacent to the west facade of the garage to connect to the elevator and garage (including bushes should be planted instead of trees at potential bridge landing sites. The fins on the west side of the garage will conflict with the bridge).
- The Proponent should grant an easement for bridge supports on the west side of the garage in the areas on either side of the garage entry if the bridge is brought in and connected to the elevator on the west side of the garage.
- Bicyclist and pedestrians should have direct access from the bridge to the garage elevator.
- The elevator should be visible to and accessible to the public 24 hours a day, 7 days a week, meet all accessibility standards, be able to support two elevator doors (to the garage and to the bridge), and include security features such as video surveillance and designated building staff to respond to emergencies.
- Pedestrians and bicyclists to/from the bridge should be permitted to utilize the garage ramps and stairs.
- There should be dedicated bicycle passage at parking garage doors or access gates.
- The Proponent should 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 the bridge to pass through the parking structure and Property to and from Cambridgepark Drive.

We will work with the Proponent on the final parking garage design during the Building Permit process.

Because the bicycle/pedestrian bridge feasibility/design study has not been completed the final bridge location may or may not connect to the parking garage. The City's intent is to ensure that a bridge landing and ramps on other parcels such as #180R is available if needed and that no building preclude options for those landings. The Proponent should be obligated to provide the necessary square footage needed for a bridge landing and ramps (very roughly up to 10,000 square feet and subject to change) on the #180R parcel. If 180R parcel is used it would require relocation or elimination of parking spaces to accommodate the bridge landing and ramps. The City will make its best efforts to minimize any parking impacts of a bridge landing and ramps. The Proponent, Owner of the housing site or both should grant easements to the City when and as necessary for public access between the bridge and Cambridgepark Drive.

The Proponent, including the proposed residential housing parcel owner, shall work cooperatively with the City during preliminary studies, design-development, permitting and construction to help bring the project to completion.

4. Bicycle Conditions

We recommend that the project provide 231 indoor bicycle parking spaces for residents and 22 short-term bicycle spaces at the building entrance for visitors.

5. Transportation Demand Management (TDM) Measures

We recommend that the Project be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation including transit, bicycling and walking over single occupancy vehicles.

- a. Make available at least two carshare parking spaces in the #150 Garage for a vehicle-sharing company. Carshare vehicles will be available for use by the general public as well as the residents.
- b. Provide an MBTA Bike Charlie Card, with the value of a combined bus/subway pass (currently set at \$70, but subject to MBTA fare increases) to each adult member of a new household at the time the household moves in, and may be limited to two Charlie Cards.
- c. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- d. Be required to join a Transportation Management Association (TMA) when one is established in the area in the future.
- e. Parking should be charged separately from the rent. The Permittee shall provide the summary of on-site parking fees to the TP&T. The Permittee or any subsequent owner shall provide written update to TP&T whenever the fees are changed.
- f. Establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. 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 at the Cambridge Community Development office).
 - Bicycle parking.
 - Ride-matching.
 - Carsharing.
 - Other pertinent transportation information.
- 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 alternatives 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 and property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.

130 Cambridgepark Drive

- 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 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.
- k. The BRE/CPD and TC for the #130 CPD residential building shall implement an annual transportation monitoring program to include: Parking access cards issued for locations and users, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and user, Resident and employee mode splits, and auto/bicycle ownership. Data should be collected through resident and employee surveys/questionnaires, and through observed and mechanical counts. Data should also be coordinated/combined with the monitoring program for #160 CPD.
All surveys and counts shall be designed and conducted in a manner approved by CDD and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the #130 CPD building 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 1st and February 29th, the monitoring should 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 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.

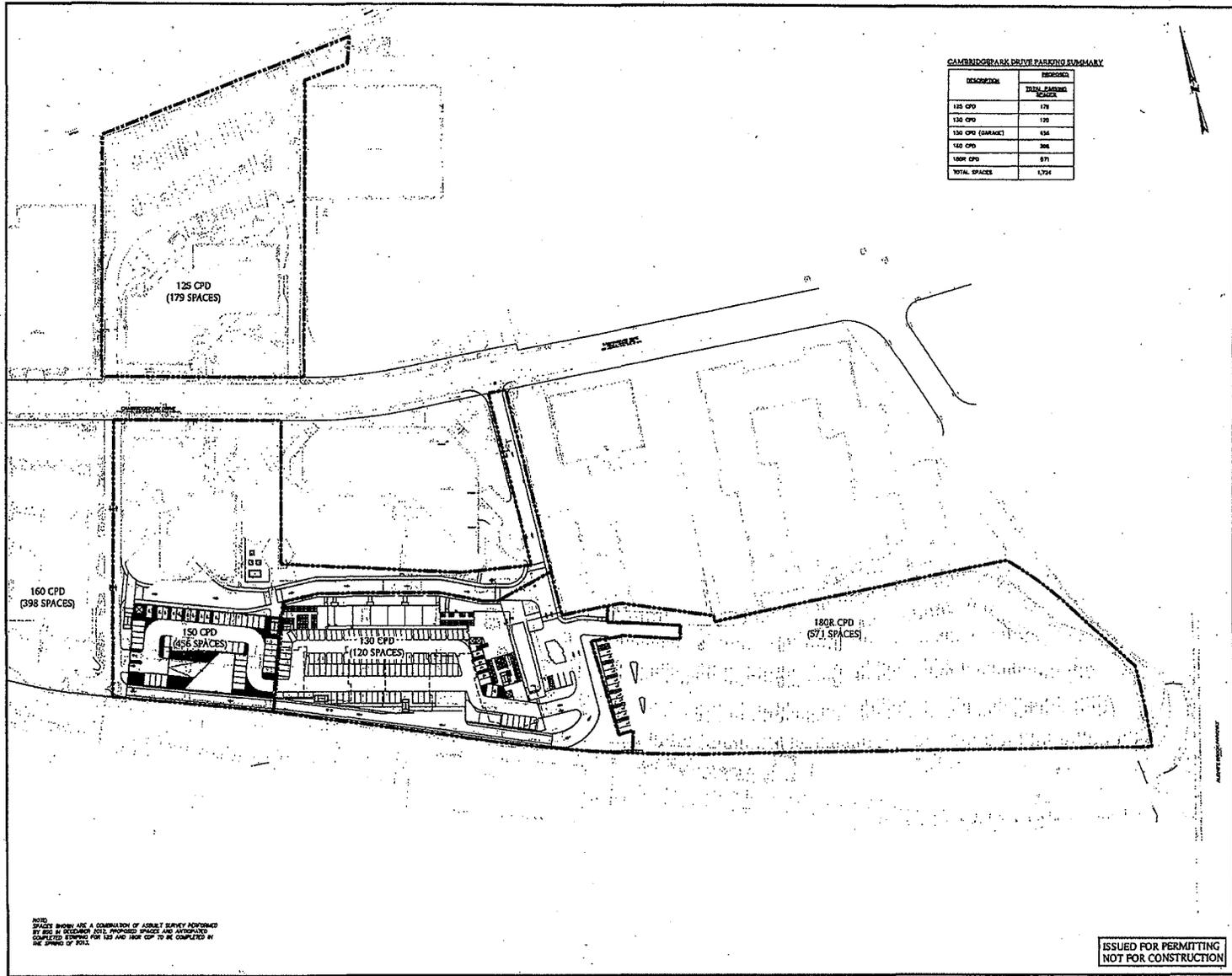
Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT, Paul Filtzer, Equity Office; Rich McKinnon, The McKinnon Company.

Exhibit A

Post #130 Cambridgepark Drive Project

Parking space allocation, location, and sharing

Address	#125	#130	#150 Garage	#180 R	#160	#100	Total
	Existing	New Residential Bulding	New Garage	Revised Surface Lot	Permitted Residential Building	Existing	
Parking Facility Type	Dedicated non-residential	Dedicated residential	Shared	Dedicated non-residential	Shared	None (No on-site spaces)	
Physical Number of Spaces Located on Parcel	179	120	456	571	398	0	1724
Allocation of spaces	179 Dedicated to #125	120 spaces dedicated to Residents at #130.	29 spaces dedicated to Residents at #130. 387 spaces for #100, #125, #150 and 71 spaces shared with #130 residents (during any non-peak office demand periods) 40 spaces for #200.	571 spaces for non-residential use only for #125, #100, #150.	248 spaces dedicated to #160 residents. 80 spaces shared with #150 and 70 spaces shared with #200.	0	1724
Conditions	Maximum 179 spaces for #125	Minimum and Maximum 120 spaces for #130.	Maximum 200 spaces for #125. Maximum 323 spaces for #100. Maximum 435 spaces for #150.		Minimum 248 spaces for #160. Maximum 80 spaces for #150. Maximum 70 spaces for #200.	N/A	Max. 1,724
			Maximum 40 spaces for #200				
			Minimum 29 spaces for #130				



CAMBRIDGEPARK DRIVE PARKING SUMMARY

DESCRIPTION	REMARKS
125 CPD	179
130 CPD	120
150 CPD (GARAGE)	456
160 CPD	398
180R CPD	571
TOTAL SPACES	1,724

NOTE: SPACES SHOWN ARE A COMBINATION OF ASBESTY SURVEY ADJUSTED BY 800 IN. (STANDARD 201) SPACING SPACES AND APPROXIMATE COMPLETED DRAWING FOR 125 AND 180R CPD TO BE COMPLETED BY THE OWNER OF THIS SITE.

DAVID P. BANCHALLA DATE
PROFESSIONAL ENGINEER

130
CAMBRIDGEPARK
DRIVE RESIDENCES
150 AND 180R
CAMBRIDGEPARK DRIVE
IN
CAMBRIDGE
MASSACHUSETTS
(MIDDLESEX COUNTY)
PARKING EXHIBIT
JANUARY 24, 2013

NO.	DATE	DESCRIPTION
1	01/24/13	ISSUED

THE MCKENNEY COMPANY
1 LEIGHTON ST., UNIT 1903
CAMBRIDGE, MA 02141

DESIGNED BY
BRE/OPD, LLC
C/O COUNTY OFFICE
150 BLANCKEN STREET
17TH FLOOR
DOSTON, MA 02110

BSC GROUP
15 Essex Street
Boston, Massachusetts
02117 617 896 4300

© 2013 BRE Group, Inc.
SCALE: 1" = 50'
FIELD: 1/2" = 100'
FILE: 231700V03/231700-01
SHEET 1 of 1

ISSUED FOR PERMITTING
NOT FOR CONSTRUCTION

CITY OF CAMBRIDGE **Planning Board Criteria Performance Summary**
Special Permit Transportation Impact Study (TIS)

Planning Board Permit Number: _____

Project Name: 130 Cambridgepark Drive

Total Data Entries = 89

Total Number of Criteria Exceedences = 9

1. Project Vehicle Trip Generation

Intersection	Build	
Weekday Daily	734	N
AM Peak	56	N
PM Peak	68	N

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(a) Alewife Brook Pkwy/Rte 2 (north ramp)	F	F	N	F	F	N
1(b) Alewife Brook Pkwy/Rte 2	F	F	N	F	F	N
1(c) Alewife Brook Pkwy/Rte 2 (south ramp)	B	B	N	B	B	N
1(d) Alewife Brook Pkwy/Alewife Station Access Rd	C	C	N	C	C	N
2. Alewife Brook Pkwy/Cambridgepark Dr	C	C	N	F	F	N
3. Alewife Brook Pkwy/Rindge Ave	D	E	Y	F	F	N
4. Cambridgepark Dr/Alewife Station Access Rd	C	C	N	D	D	Y
5. Alewife Station Access Road/Route 2 Ramp (unsignalized, critical movement)	F	F	N	F	F	N

3. Traffic on Residential Streets

There are no Residential Streets in the Study Area

CITY OF CAMBRIDGE

Planning Board Criteria Performance Summary

Special Permit Transportation Impact Study (TIS)

4. Lane Queue (for signalized intersections, critical lane)

Intersection	Approach	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criterion?	Existing	Build	Exceeds Criterion?
1(a) Alewife Brook Pkwy / Route 2 (north ramp)	SWR	15	15	N	14	14	N
	WBT	58	58	N	34	34	N
1(b) Alewife Brook Pkwy / Route 2	EBL	7	7	N	11	11	N
	WBR	6	6	N	20	20	N
	SBT-1	4	4	N	6	6	N
	NWT	28	28	N	47	47	N
1(c) Alewife Brook Pkwy / Route 2 (south ramp)	SBT-2	0	0	N	2	2	N
	SER	6	6	N	6	6	N
1(d) Alewife Brook Pkwy / Alewife Station Access Rd	WBT	4	4	N	20	20	N
	WBR	0	0	N	2	2	N
	NBT	2	2	N	4	4	N
2. Alewife Brook Pkwy / Cambridgepark Drive	EBL	8	10	N	21	22	N
	NBL	4	5	N	2	4	N
	NBT	5	5	N	32	32	N
	SBT	17	18	N	28	28	N
	SBR	0	0	N	0	0	N
3. Alewife Brook Pkwy / Rindge Ave	WBL	7	7	N	5	5	N
	WBR	8	8	N	1	2	N
	NBT	19	23	N	48	48	N
	SBT	30	33	N	43	43	N
4. Cambridgepark Drive / Alewife Station Access Road	EBT	1	2	N	6	7	N
	WBT	4	4	N	2	2	N
	WBR	0	0	N	0	0	N
	NBT	0	0	N	0	0	N
	SBL	7	7	N	9	9	N
	SBT	4	4	N	8	8	N

5. Pedestrian and Bicycle Facilities

Intersection	Crosswalk	AM Peak			PM Peak		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(d) Alewife Brook Pkwy/Alewife Station Access Road	east	B	B	N	C	C	N
3. Alewife Brook Pkwy / Rindge Avenue	east	E	E	Y	E	E	Y
	south	E	E	Y	E	E	Y
4. Cambridgepark Drive / Alewife Station Access Road	east	D	D	N	D	D	N
	west	B	B	N	C	C	N
	north	D	D	N	C	C	N
	south	C	C	N	C	C	N
5. Alewife Station Access Road/Rt 2 Ramp	North	F	F	Y	E	E	Y
	East	B	B	N	E	E	Y

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Planning Board Permit Number: _____

PROJECT NAME:

Address: 130 Cambridgepark Drive

Owner/Developer Name: BRE/CPD, LLC
 Contact Person: John F. Conley
 Contact Address: Equity Office
 125 Summer Street
 Boston, MA 02110
 Contact Phone: 617-425-7601

SIZE:

ITE sq. ft.: 213,321 SF/220 units
 Zoning sq. ft.: 213,321 SF
 Land Use Type: Residential

PARKING:

(Parcels 125, 160, 150 & 180R Cambridgepark Drive)
 Existing Registered Parking Spaces: 1,575 Use: Commercial/Residential
 New Parking Spaces: 1,724 Use: Commercial/Residential
 Net Increase Parking Spaces: 149 Use: Residential
 Date of Parking Registration Approval: N/A

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour	Saturday Peak (retail only)
Total Trips	1,482	114	138	-
Vehicle	734	56	68	-
Transit	582	45	54	-
Pedestrian	112	9	11	-
Bicycle	54	4	5	-

MODE SPLIT (PERSON TRIPS): Vehicle (SOV): 42.8 % Bicycle: 3.4 %
 Rideshare (HOV): 8.3 % Pedestrian: 7.1 %
 Transit: 36.8 % Work at Home: 1.6 %

TRANSPORTATION CONSULTANT:

Company Name: Vanasse Hangen Brustlin, Inc.
 Contact Name: David Black / Meghan (Miller) Houdlette P.E.
 Phone: 617.728.7777

Date of Building Permit Approval: _____ N/A