



To: Planning Board

From: CDD Staff

Date: April 30, 2025

Re: Special Permit **PB-408, 36-64 Whittemore Ave (Jerry's Pond Improvements)**

Overview

Submission Type:	Special Permit Application
Applicant:	IQHQ-Alewif LLC
Zoning District(s):	Special District 3, Parkway Overlay District, Flood Plain Overlay District
Proposal Summary:	Improve the area around Jerry's Pond with pedestrian paths, boardwalks, pavilion, and landscaping as part of mitigation and public benefits for the special permit project Alewife Park (PB-387).
Special Permits Requested:	Modification of Bicycle Parking Requirements (6.108); Flood Plain Overlay District (20.70)
Other City Permits Needed:	Order of Conditions granted by Conservation Commission in 2024
Planning Board Action:	Grant or deny requested special permits.
Memo Contents:	CDD Zoning Report & Urban Design Report
Other Staff Reports:	Department of Public Works (DPW), in separate documents.

Melissa Peters | Acting Assistant City Manager for Community Development
Sandra Clarke | Chief of Administration & Operations

Zoning Section	Required Planning Board Findings (Summary - see appendix for zoning text excerpts)
Floodplain Special Permit (Section 20.70)	<ul style="list-style-type: none"> • 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. • Displacement of water retention capacity at one location shall be replaced in equal volume at another location. • 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 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. • Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives. • Applicant has provided required certification and supporting documentation.
Modification of Bicycle Parking Requirements Special Permit (Section 6.108)	<ul style="list-style-type: none"> • Where an alternative design or layout of Bicycle Parking Spaces is proposed, the Planning Board shall determine that such design or layout shall be durable and convenient for the users whom it is intended to serve. • Where modifications to the location or quantity of bicycle parking is proposed, the Planning Board shall determine that the Bicycle Parking Plan will satisfactorily serve the needs of all expected users.
General Special Permit Criteria (Section 10.43)	<p>Special permits will be normally granted if the zoning requirements are met, unless it is found not to be in the public interest due to one of the criteria enumerated in Section 10.43:</p> <ul style="list-style-type: none"> (a) It appears that requirements of this Ordinance cannot or will not be met, or (b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or (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 (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 (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 (f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

Zoning & Development Staff Report

Area Planning and Zoning

Site Context

- Neighborhood/Area: Alewife / Rindge Avenue
- Development Patterns: Evolving industrial area, historically used for clay mining, chemical manufacturing, and by-product dumping, located next to an established residential neighborhood to the east and new laboratory and multi-family buildings to the west. The immediate project area is transitioning to a laboratory and office campus with the construction of the IQHQ project to the north.
- Nearby Features: The Alewife Brook Reservation and Little River are located approximately a half-mile to the northwest of the project area. Several multi-use paths pass near the project area including the Alewife Linear Park, Alewife Greenway, Minuteman Bike Path, and Fitchburg Cutoff. Several recreation fields and a state-owned public swimming pool are located adjacent to the project area to the east. The nearest transit is the Red Line at Alewife Station, with an entrance located directly north of the project area.



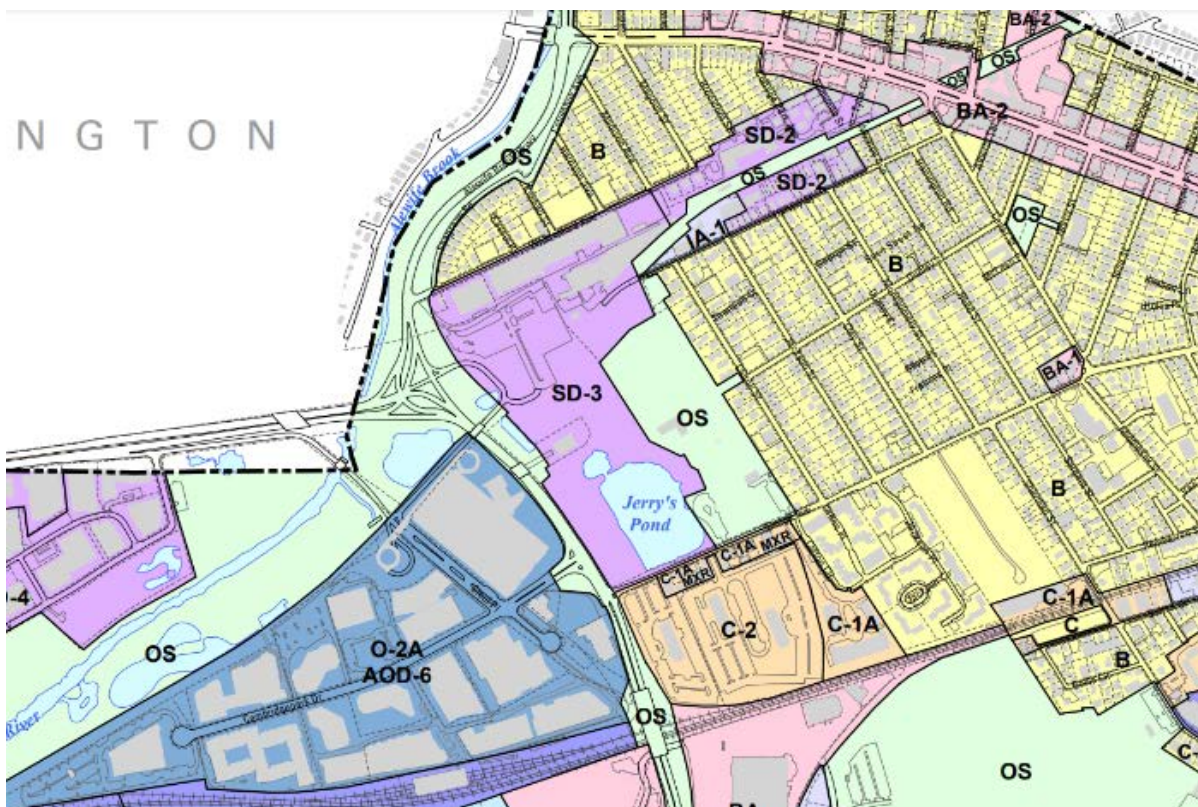
Aerial Context Map showing Jerry's Pond. Source: Google Maps.

Site Zoning

General description: Special District 3 was adopted to permit a modest level of residential and nonresidential development while protecting regulated wetlands where they occur, maintaining flood storage capacity, and limiting stormwater runoff onto property located outside the district. The zoning anticipates large-scale site planning across multiple lots and thus sets district-wide standards. The IQHQ project (PB-387) used all but 47,000 square feet of the allowable development rights in the district and included a commitment to record a conservation easement that would restrict development on this site.

Portions of the site are also in the Flood Plain Overlay District by being within FEMA Flood Hazard Zones.

	Zoning District
District(s):	Special District 3, Flood Plain Overlay District
Allowed Uses:	Residential, office and laboratory, institutional, retail and consumer establishments
Max. Building Height	55 feet for non-residential uses 75 feet/ 6 stories for residential uses
Max. FAR/GFA	Max GFA of 782,500 square feet in the district
Required Setbacks	50 feet on Rindge Ave and Open Space Districts 25 feet on Alewife Brook Parkway and Whittemore Ave
Required Open Space	20%



Zoning Map

Development Plans and Guidelines

- [Special District 3](#). The zoning for this district was adopted in 1999 (Ordinance #1212). According to Section 17.31 of the Zoning Ordinance, the intent of SD-3 is “to permit a modest level of residential and nonresidential development in the District consistent with the public interest in protecting regulated wetlands where they occur within the district; maintaining flood storage capacity in the district consistent with federal regulations; minimizing the amount of additional traffic passing through congested intersections on arterial streets, and on local, neighborhood streets, that could provide access to the district; limiting stormwater runoff onto property located outside the district ensuring adequate visual buffers and screening of buildings and parking facilities from adjacent public parks and recreation facilities; minimizing the disturbance of existing soil within the district to limit dispersal and exposure to possible harmful residual substances in the soil; and in enhancing the parkway character of the Parkway Overlay District.”
- [Envision Cambridge](#) (2019). This comprehensive plan establishes city-wide planning goals and recommendations. Envision Cambridge calls for a balanced mix of development types that are sensitive to their context while still advancing the City’s goals in providing affordable housing, environmental resilience, cohesive urban form, and community wellbeing. It advocates for providing both commercial and residential development, as well as preserving and expanding the city’s open space network. Envision Cambridge designates this area as one of several “Evolving Mixed-Use Areas,” meaning that it should continue to accommodate the bulk of the city’s growth and change. The plan encourages new development to take advantage of transit proximity and transform areas currently characterized by surface parking lots, automobile-oriented uses, and obsolete commercial buildings.
- [Alewife District Plan](#) (2019). This area-specific component of Envision Cambridge sets a vision for the entire Alewife area, which includes five subdistricts. Overall, the plan seeks to encourage sustainable, resilient, mixed-use development that increases the connectivity of the district. This site is located in the Whittemore Avenue subdistrict, which has the following goals:
 - Encourage commercial use along Alewife Brook Parkway.
 - Encourage mid-density residential development adjacent to the existing residential neighborhood.
 - Incentivize development to invest in open space improvements in and around Jerry’s Pond.
 - Create new multi-use path connections from Whittemore Avenue and the Linear Park to the Alewife MBTA station.

Current Proposal

Overview

As a condition of approval for the IQHQ Project at 36-64 Whittemore Ave, the applicant proposes to improve the natural area around the water feature called “Jerry’s Pond”, located on the southern part of the large lot that makes up the overall IQHQ project area. The IQHQ project was approved with a Project Review Special Permit (PB-387) in August of 2022 and includes several laboratory buildings that will make up the campus called Alewife Park.

Today, the approximately nine-acre “urban wild” includes Jerry’s Pond with surrounding vegetation, fenced off so that only private access is allowed. The current proposal requires a special permit due to its location in the floodplain and must provide public access as a condition of PB-387. The proposal will therefore provide public access around Jerry’s Pond, meet the criteria of the Flood Plain Overlay District special permit by increasing the capacity of the flood plain on-site, and protect sensitive environmental areas on the lot.

The publicly accessible parts of the site will include boardwalks that bring people close to Jerry’s Pond through pathways around and above the pond and viewing stations. Within the boardwalks, there will be benches and lighting. There will also be pathways for pedestrians and cyclists to facilitate transportation around the site, connecting to the boardwalks, recreational fields to the east of the site, Rindge Ave, and Alewife Brook Parkway. Additionally, there will be an open-air, roofed “Ecological Pavilion” (or “EcoPavilion”) designed for educational programming and community gatherings, with a focus on local youth. It will include an outdoor grill.

The applicant provided documentation that the proposed project meets the criteria for development in the flood plan and states that the project will increase flood capacity by 4,300 cubic feet. Part of the proposal is to locate boardwalks, fences, and gates that designate areas that are publicly accessible while protecting environmentally sensitive parts of the site and those that are designated for compensatory flood storage.

This is a somewhat unusual case for the Planning Board because it does not seek approval for new development, but for open space improvements that were committed to as part of a development project that the Board has already approved. The criteria for approval under the Flood Plain Overlay District have already been reviewed by the Department of Public Works and the Conservation Commission. The main consideration for the Board is whether the proposal is generally consistent with the planning objectives for the area.

Proposed Uses and Dimensions

The Application proposes the following uses on the site:

Proposed Uses	Location/Size	Allowed/Special Permit?
Private open space	407,421 square feet	Yes – for flood water management

Out of 407,421 square feet of lot area, 392,920 square feet will be permeable open space, and 44,795 square feet will be publicly accessible. This far exceeds the minimum open space requirements of the SD-3 district. No buildings are proposed on the site except for one unenclosed structure called the “EcoPavilion” which is recorded in the application as having 600 square feet of Gross Floor Area. This may need to be reviewed further at the building permit stage, but remains well within the dimensional limitations of the district.

Proposed Parking, Bicycle Parking, and Loading

The Application is not proposing any parking or loading for vehicles, which is not required. The applicant proposes 18 short-term bicycle parking spaces.

Special Permits

- Flood Plain Overlay District: The special permit is required because part of the site is located with Zone AE of the floodplain. Please refer to City Engineer and Conservation Commission reports.
- Modification of Requirements for Bicycle Parking: The applicant is seeking a special permit because there is some question of interpretation around how much bicycle parking would be required for this proposal. For open-air uses per [Section 6.107.4](#) of the Zoning Ordinance, bicycle parking is required at a specified ratio per 3,000 square feet of land area rather than per 1,000 square feet of Gross Floor Area. Since much of the site is being used for flood water management, it is difficult to determine the area that the requirement should be based on. Assuming 44,795 square feet that is publicly accessible and 18 bicycle parking spaces as proposed, the proposed ratio is around 1.2. There is no specified requirement for a privately-owned open space, but for a civic or religious use (like a public park) the required ratio would be 0.08 (long-term) plus 0.50 (short-term), or a combined total of 0.58 which is allowable in this case. Therefore, the project is likely to comply, but because further determinations might be needed it may be helpful for the Planning Board to approve the proposed bicycle parking under its special permit granting authority to avoid future doubt. Otherwise, if the proposal were deemed not to comply, it would have to return to the Planning Board for another special permit.

Advisory Review & Non-Zoning Requirements

The applicant participated in several meetings with City staff from multiple agencies through two review processes – approval from the Conservation Commission and application for the requested special permits. The Conservation Commission approval process included extensive engagement with DPW as well as a public hearing preceding approval. The Conservation Commission approved the proposal in early 2024 and issued an Order of Conditions on March 18, 2024. Please review the DPW memo for more information on this process.

In applying for the requested special permits, the applicant met with CDD staff several times and received and responded to feedback on zoning compliance, urban design, landscape design, and streetscape and pathway design through the standard application process that also includes review by DPW.

Community Engagement

The applicant has engaged with the community in various ways including public meetings, focused meetings with Friends of Jerry's Pond, the Alewife Study Group, Green Cambridge, and Mass Audubon, as well as the public review process with the Conservation Commission. The applicant accounts for approximately 200 meetings with community members since 2021 in their application. They also have a website at iqhqcommunityprocess.com.

Special Permit Conditions

If the Board decides to grant the special permit, the following list summarizes the general categories of conditions recommended for this development based on the requested special permits:

1. **Approved Development:** Authorized development would need to conform with the submitted application materials. An Approved Dimensional Form would be attached as an Appendix.
2. **Permitted Uses:** The special permit would authorize only the open space uses as proposed. In the future, uses that are allowed by zoning but not authorized by the special permit would require Planning Board approval, and uses that are limited by the Zoning Ordinance (e.g., requiring a separate special permit from the Planning Board or BZA) would need to seek the necessary relief.
3. **Design Review:** CDD staff would review and approve design details at the construction documents phase, prior to issuance of a building permit where one might be required, to certify that the plans conform to the Planning Board's approval. Board members may cite specific areas of focus for detailed review, based on the Urban Design Report and Board discussion.
4. **Transportation and Infrastructure:** Work being done on City property would be subject to review and approval by appropriate City departments, including DPW, Transportation and CDD. The special permit would approve the proposed amount of bicycle parking as shown in the application documents, subject to further detailed staff review of bicycle parking location and design, in the event that it is found not to comply with the normal requirements of Section 6.100 of the Zoning Ordinance.
5. **Flood Management:** Requirements related to flood management, including the Order of Conditions issued by the Conservation Commission and any other conditions recommended in the memo from DPW, would be made conditions of the special permit.
6. **Public Benefits:** The special permit would reference the commitments offered by the developer and agreed to by the Planning Board, with reference to the conditions of PB-387. The proposed areas of public access would be incorporated into the conditions, subject to certification by the appropriate City staff. Staff would recommend a condition for ongoing coordination with the Community Planning + Design Division of CDD on public communication and management of the publicly accessible space. Specifically, signage should include an 'Open to All' logo, hours of access, and name and contact information for the property owner or manager, subject to review by CDD to ensure it is welcoming, visible, readable, and consistent with City standards for privately owned open spaces that are accessible to the public.

Appendix - Zoning Text Excerpts

Special Permit for Flood Plain Overlay District

Section 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 Sections 20.90 and 20.1100, as applicable.
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).

Special Permit for Modification of Bicycle Parking Requirements

Section 6.108.3 Findings and Approval. Upon granting a special permit to modify any requirements of this Section [6.100](#), the Planning Board shall make a general determination that the proposal is consistent with the purpose of this Section [6.100](#) and that the Bicycle Parking Plan proposes a quantity, design and arrangement of bicycle parking that will serve bicycle users in a way that is sufficiently comparable, given the circumstances of the specific project, to the bicycle parking that would be required under the regulations of this Section [6.100](#). The Planning Board shall also make specific determinations applicable to the modifications being sought as set forth below:

- a. Where an alternative design or layout of Bicycle Parking Spaces is proposed, the Planning Board shall determine that such design or layout shall be durable and convenient for the users whom it is intended to serve. Where new technologies are proposed, the Board may require that the Applicant demonstrate such technologies for review by City staff.
- b. Where modifications to the location or quantity of bicycle parking is proposed, the Planning Board shall determine that the Bicycle Parking Plan will satisfactorily serve the needs of all expected users, based on quantitative and/or qualitative evidence provided by the Applicant. Such a modification may be appropriate for a campus master plan or other large development site within which bicycle parking is planned comprehensively across an area instead of on a specific site-by-site basis.

General Criteria for Issuance of a Special Permit

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
- (b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or
- (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
- (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
- (g) 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
- (h) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

19.30 Citywide Urban Design Objectives [SUMMARIZED]

Objective	Indicators
New projects should be responsive to the existing or anticipated pattern of development.	<ul style="list-style-type: none"> • Transition to lower-scale neighborhoods • Consistency with established streetscape • Compatibility with adjacent uses • Consideration of nearby historic buildings
Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.	<ul style="list-style-type: none"> • Inhabited ground floor spaces • Discouraged ground-floor parking • Windows on ground floor • Orienting entries to pedestrian pathways • Safe and convenient bicycle and pedestrian access
The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.	<ul style="list-style-type: none"> • Location/impact of mechanical equipment • Location/impact of loading and trash handling • Stormwater management • Shadow impacts • Retaining walls, if provided • Building scale and wall treatment • Outdoor lighting • Tree protection (requires plan approved by City Arborist)
Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.	<ul style="list-style-type: none"> • Water-conserving plumbing, stormwater management • Capacity/condition of water and wastewater service • Efficient design (LEED standards)
New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.	<ul style="list-style-type: none"> • Institutional use focused on existing campuses • Mixed-use development (including retail) encouraged where allowed • Preservation of historic structures and environment • Provision of space for start-up companies, manufacturing activities
Expansion of the inventory of housing in the city is encouraged.	<ul style="list-style-type: none"> • Housing as a component of large, multi-building development • Affordable units exceeding zoning requirements, targeting units for middle-income families
Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.	<ul style="list-style-type: none"> • Publicly beneficial open space provided in large-parcel commercial development • Enhance/expand existing open space, complement existing pedestrian/bicycle networks • Provide wider range of activities

Urban Design Staff Report

Urban Design Comments

The Project Site:

The approximately nine-acre Jerry's Pond project site lies between Rindge Avenue, Alewife Brook Parkway, and the public recreational area that includes Russell, Comeau, and Samp recreational fields. The area is served by the Linear Park Multi-use Trail, which runs by the north and east sides of the project site. The Alewife MBTA Station's east headhouse is immediately to the north of the project site. The Station's main entrance and Parking Garage is close by, accessed via an underpass under Alewife Brook Parkway. Just to the east of the project site is a public parking lot and bus stop that serves the recreational fields.

Nearby resident populations include those of the Rindge Towers area immediately south of Rindge Avenue, the Harvey Street / Dudley Street neighborhood to the east of the recreational fields, and the multifamily residential and office/laboratory buildings of the "Alewife Triangle" area on the west side of the Alewife Brook Parkway.

Despite the significant local population and the multitude of paths and transportation options, Jerry's Pond has long been inaccessible to the public. It is secured from pedestrian intrusion by a tall chain link fence around its entire perimeter and hidden from the nearby public paths on its north, west, and east sides by the dense woods and underbrush within the fence. On its south side, along busy Rindge Avenue's narrow and unshaded sidewalk, the prominent fence creates a desolate sense of abandonment.

While in recent years Jerry's Pond has been an under-appreciated feature of the Cambridge landscape, it is of interest as a symbol of Cambridge's industrial past: it was originally created as a clay pit for the local brick manufacturing industry. From the late 19th century to the mid 20th century, it was a popular recreational spot - a place to swim and enjoy nature.

The IQHQ project:

As a public benefit associated with their "Alewife Park" project along Whittemore Avenue (PB-387), the applicant—IQHQ—proposes to transform Jerry's Pond and the wooded area around it into a significant asset for the Cambridge community, reconnecting the Pond and the wooded area around it to the Cambridge Community while preserving its value as an urban wild. The project will satisfy the requirements of the Flood Plain Overlay District, including increasing the storage capacity of the floodplain within the site.

The proposed design includes accessible boardwalks along the Pond's north, east, and south sides, elevated slightly above the water level, and provided with benches and widened areas for sitting and viewing. The wildlife habitat areas adjoining the pond, which include a Great Blue Heron nesting site,

will be protected by continuous railings along the boardwalks and perimeter fencing. Two floating wetland islands are proposed at the southern edge of the pond. While the boardwalk along Rindge Avenue will be open to the public both day and night, the eastern and northern portions of the boardwalk will be gated and closed at night. Along the north side of Rindge Avenue, the project will provide a wider sidewalk, complete with street trees, and a ramp connecting to the south boardwalk. A new on-grade path along the west side of the site will run from the existing path near the intersection of Rindge Avenue and Alewife Brook Parkway toward the underpass. Its meandering route is designed to improve connectivity while minimizing removal of existing trees. The project includes an “Eco Pavilion”, available for public gatherings and educational events. It will have an electric grill for community use by reservation. Its design will be further developed in collaboration with Mass Audubon. Picnic areas will be provided in widened areas of the Boardwalk in the woods on the east side of the Pond, and a “Communal Garden” will be created nearby, on the north side of the Linear Park’s Multiuse Trail. The project proposes the removal of only 6 trees greater than 6” DBH, and the addition of 51 new trees.

The project has benefited from extensive community input and numerous meetings with city staff.

Urban Design Comments:

- The city-owned parking lot on the east side of the pond is an important point of arrival to the Pond and recreation field area for people coming by car, bicycle, bus, or on foot. The existing tall chain link fence between the pond and the parking area seems to present an unduly exclusionary face to the public. Consideration could be given to coordinating with the city to create an inviting route to the boardwalk in this location.
- As depicted in the renderings, the gates at the entrances to the controlled portions of the boardwalks are constructed out of chain link fence materials. Consideration could be given to instead relating their design to the boardwalk’s wooden railing system.
- Consideration should be given to adjusting the design of the ramp from the Multiuse Path up to the elevated Communal Garden to fit more gracefully on the garden’s south slope.
- Consideration could be given to giving the floating wetlands at the south side of the Pond more naturalistic shapes and to making them different in shape from each other.
- The project site, as a whole, is a publicly beneficial open space and is proposed to stay private. Consideration should be given to include welcoming, visible, readable signage identifying that it is open to the public with helpful information for the public.

Continuing Review

The following are additional recommendations for ongoing design review by staff if the Board decides to grant the special permit:

- The design and features of the EcoPavilion.
- The design of the boardwalk, including railings, gates, benches, and other furniture.
- The design of the ramp that runs up the southern slope of the Communal Garden.
- Educational and wayfinding signage.

- The design and location of signage communicating that Jerry's Pond is open to the public, its hours of access and how the public can reserve the outdoor grill.
- The possibility for an additional entrance to the boardwalk from the parking lot on its east side.
- Collaboration with city staff on aspects of the project affecting publicly owned areas, including both sides of Rindge Avenue.
- The details and dimensions of bicycle parking.
- The design of lighting to minimize impacts on natural areas while maintaining safety.
- The system for sign-up to use the EcoPavilion.