88 Cambridgepark Drive

Submittal for Planning Board Review

The McKinnon Company *on behalf of* BRE/CPD, LLC // Cambridge, MA // 12 August 2014

ARROWSTREET

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August 12, 2014

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

Dear Hugh and Members of the Board,

Thank you for the direction given us at the end of our first hearing. We met with CCDD, DPW & DTT&P staff to divide tasks into theirs and ours. Following this Letter are the responses to the questions asked of us. Simply stated the big takeaways from the hearing were these:

- The Project is too big, dense, bulky and tall.
- The net new parking number could be driven down even further.

Other issues: design circulation, public spaces and more were discussed and are addressed in this document. Here in this letter, let me address the 2 issues mentioned above.

- We have reduced the unit count by 124, from 378 down to 254. We have reduced the height of the building from10 stories down to six. The GFA of the Project is now close to 160,000 SF less than zoning allows. The density has been reduced by one third.
- We propose a series of steps, taken together that will reduce our net new parking number from 220, in the prior Proposal, down to: as low as 97 when 88 CambridgePark Drive opens, and a NET NEW ZERO number within 10 years of the opening of the Project.

Some of these steps are very aggressive, but we feel traffic and parking are key issues and finding ways to confront these is a big part of our assignment. Further, we have decided not to play a back and forth game with our neighbors or the Board. We were asked, very clearly, to reduce the size of our Project in a number of ways. We decided to find a way to do just that, and do it with a very large cut that we hope you will feel is significant and responds to the spirit of the Hearing.

Thank you,

Richard McKinnon,
Developer
On behalf of BRE/CPD LLC

This introduction presents a series of Questions raised at the Planning Board hearing on July 8, 2014, followed by the applicant's response to each such question. As outlined in more detail below, since that July 8th hearing, the project has been through a substantial design review with the City staff, and there are significant revisions to the proposal. For example, Question 7 below addresses changes to the project's density, massing and design. Later Questions 16 through 19 address the project's reduced parking, updated Transportation Management Association commitments and other transportation-related changes.

1. WHAT IS THE LONG-TERM VISION FOR SITE AND APPLICANT'S LAND HOLDINGS?

The long-term vision for the site is one of a complementary mix of residential and office uses which over time grow more vibrant as 88 CambridgePark Drive and adjacent parcels are redeveloped and connections between the Triangle and the Quadrangle across the intervening rail lines are built and activated. The five predominantly residential parcels, consisting of 88 CambridgePark Drive plus 30, 130, 160 and 165 CambridgePark Drive, will transform this area from an essentially office-dominated, 9-5 district to a 24-7 active mixed use district with excellent transit access and a gradually growing retail and amenity mix. At least two more potential development sites are adjacent to 88 CambridgePark Drive and provide further opportunity for the future growth of desired retail and neighborhood street ambience, which will be substantially reinforced by potential connections to the Quadrangle and a potential new commuter rail station in the Triangle

The urban design of 130 and 88 CambridgePark Drive actively support "nodes", "paths", "landmarks", to use Kevin Lynch's terms, in the Triangle. The revised project proposal strongly orients 88 CambridgePark Drive's design to make a node possible at the east end of 88 CambridgePark Drive; the west end has a node between 88 and 130 CambridgePark Drive, with a potential "landmark" possible if the future ped/bike bridge were to terminate in an elevator/stair tower between 88 and 130 CambridgePark Drive as has been suggested. The ped/bike bridge landing ramp(s) can potentially reinforce either node, or even both. The new roadway on the north of 88 CambridgePark Drive with the revised alignment of 88E CambridgePark Drive is a path which has been designed with street-front qualities: sidewalks, parallel parking, drop-offs, plazas, community space, potential retail, playgrounds for younger and older children, and other amenities such as pergolas, fire-pits, outdoor ping-pong, dog-walks, and places to rest or interact with others. All these are intended for use by the general public.

2: CREATE A MODEL (PHYSICAL OR VIRTUAL) THAT CAN BE VIEWED FROM MORE ANGLES

A Site and Context model at 1" = 60' is being prepared that will show the Triangle with its recently approved residential projects and 88 CambridgePark Drive as now proposed. We will have it ready on August 19th, at the hearing.

3: FURTHER DEVELOP, REFINE LIST OF PUBLIC BENEFITS

The following infrastructure improvements are anticipated to be funded in connection with the project:

a. $200,000. Potential purchase (under negotiation) from the MBTA of a pedestrian/bike easement connecting 88 CambridgePark Drive to Cambridge Park Place
b. $1,500,000. Replace 6' drainage pipe
c. $400,000. Design and construct 130' raised bike lane on CambridgePark Drive. Provide design concepts for reconstruction of CambridgePark Drive between and including Alewife Brook Parkway and Alewife Access Road/CambridgePark Place.
d. $ TBD Land value. 12' width of land the length of the whole site to accommodate pedestrian/bicycle bridge landing and ramps.
e. $ TBD. New roads, pedestrian paths, bicycle paths and landscaping.
f. $300,000. Contribution to potential new commuter rail station.

4. CONSIDER ALTERNATIVES TO DESIGN GROUND FLOOR SPACE TO BE CONVERTED TO RETAIL, OFFICE OR OTHER SERVICE USE, AND;
5. IDENTIFY KEY POINTS OF ACTIVITY ON THE SITE BASED ON THE PROPOSED BUILDING AND SURROUNDING USES.

Space has been added and reconfigured in all three buildings (88E, 88W and the garage) to increase the amount of potential retail and community amenity space. There is also a considerable amount of bicycle parking and amenity space, which will remain important, but alternatively could become retail – if demand were strong enough to justify this and alternative appropriate bicycle parking and amenity space were created.

Four locations along the site are shown as "public community space" or "amenity/future retail space"; see the plans (Sheet 10). These spaces face onto the plaza between 130 and 88 CambridgePark Drive, the new roadway along the north and east side of 88W and the north side of the garage. Two of these spaces (in the residential buildings) will be designed to accommodate light cooking by ventilating to the exterior at either 10' above grade or the rooftop.

6. PROVIDE A CHART WITH UNIT SIZE BREAKDOWN; PROJECT NUMBER OF CHILDREN WHO MIGHT BE RESIDENTS

See chart on Sheet 15 for unit size breakdown. While we found no data to help us predict reliably how many children on average will live at 88CPD, the best indicator might be the information which Equity Residential recently provided to the applicant regarding the number of children at 30 CambridgePark Drive. Extrapolating from the experience at 30 CambridgePark Drive and making some adjustment for the differences in the unit mix, the expectation at this time is that approximately 30 children ages 0-5 and 10 children of school age will reside at 88 CambridgePark Drive.

7. DISCUSS DESIGN ALTERNATIVES RE: HEIGHT, MASSING AND CONFIGURATION

The massing has been revised significantly. The major change is that the design of 88E is proposed to be six stories rather than ten and to remain under 70' in height. This makes possible the use of wood-frame construction. There is a reduction in the number of units by 124. In some ways, it is unfortunate that the economics of building above 70', because of the Massachusetts building code, causes an increase in basic structural cost, but a corollary is that if one cannot develop to 105', the shift down to 70' permits a less expensive construction system than an intermediate height between 70' and 105', maintaining the project's viability despite the loss of a third of the units. Although we saw architectural interest and qualities in the original design with a greater mix of heights, we understand that many will consider fewer units and less height and shadows more beneficial. Because this Project has 3 different buildings, architectural distinction and variety can still be expressed. Further, the system need not change the exterior of the Project. It certainly allows for design and materials of the highest quality.

8. SHOW SHADOW STUDIES; NOTE WHERE MECHANICAL EQUIPMENT IS LOCATED

Shadow studies are included in the submittal. These studies at generally accepted key hours of the day at different times of year, show a modest shadow impact that for the most part avoids shading the south-facing second level open space of 30 CambridgePark Drive. Mechanical equipment in these residential buildings of this scale is typically low roof-top systems located centrally on the roof that do not increase shadows at grade. (Office buildings have taller roof-top systems; if the project had maintained the originally-proposed 110' height there would have been larger roof-top systems, which are not anticipated in this redesign.) To avoid a monotonous 70' height, the project redesign includes angled roof parapets which give the appearance of taller sections without exceeding the 70' height as defined in the City's zoning ordinance.

9. CREATE MORE RENDERINGS; DISCUSS PEDESTRIAN EXPERIENCE

We have prepared a series of renderings to show the character of the pedestrian experience along the new roadways, which are proposed to be located south of the existing residential building at 30 CambridgePark Drive and the existing buildings owned by Vecna at 32, 34, and 36 CambridgePark Drive. That series includes:

a. View "130 CambridgePark Drive Looking East", (Sheet 22)
b. View "130/88 Plaza and View to East" (beyond it the Garage at 88 and a bit of 88E CambridgePark Drive), (Sheet 23)
c. View "88W Looking East", (Sheet 24)
d. View "Community Space in Ground Floor of Garage", (Sheet 25)
e. View "East Plaza Looking East", (Sheet 26)
f. View "East Plaza Looking West", (Sheet 27)
g. View "From CambridgePark Place", (Sheet 28)
h. View "From Alwife Brook Parkway", (Sheet 29)

This series aims to convey a sense of the activities along the street in open spaces and in community spaces or potential future retail spaces.

10. DISCUSS DESIGN ALTERNATIVES

The design for 88E maintains the principle of predominantly south facing courtyards because of the beneficial microclimate this orientation creates. The major revision is the reconfiguration of the eastern end to align the building massing with a potential future "extended" CambridgePark Place. This change in alignment sets up a potentially beneficial future open space configuration for this part of the Triangle. With the likely future redevelopment of adjacent parcels and a potential future commuter rail station, this orientation and the design of the ground floor to accommodate future retail uses anticipates and supports urban design for an important potential node/plaza/connection in this highly significant location within the Triangle.

This project redesign also compresses the building footprint to maximize open space (see further comments at Q14 below) which creates an urban street-front condition for the north facade. All spaces on the new roadway are parallel parking spaces. The design continues to treat the three buildings as distinct architecturally rather than as a single project. The garage ground floor has been changed to create a community amenity space that could also become a future retail space.

The massing and architectural design for the 88W residential building continues as it was originally presented, with a modified ground floor. We feel its smaller size is a positive attribute Also, the location of the garage between 88E and 88W is better from and esthetic and urban design perspective than if it were shifted east. Its design is distinctive. Two changes have been made at the ground floor: the potential future retail has shifted to more directly face the plaza between 88 and 130 CambridgePark Drive, and entrance to the parking into the garage from that plaza has been eliminated. This makes the node more pedestrian and bike friendly. All cars will enter from either the driveway to the main garage, from which the approximately 20 spaces in 88W are readily accessed, or from the driveway entry to 88E at the east end of that building.

11. REFINE CIRCULATION PLAN; IDENTIFY WHERE THE KEY PED/BIKE ROUTES WILL BE

Pedestrian and bicycle routes for the site are shown in the accompanying drawings (Sheets 20 and 21). Major highlights include:

For pedestrians: Maximizing standard configurations for sidewalks/pedestrian circulation, there will be a sidewalk along the south side of the new roadway and a permeable path along the north side of the new roadway. The west end of the site will have a sidewalk facing the 130 CambridgePark Drive plaza, and the east end will have a sidewalk accommodating connections to landscape amenities in the southeast corner and complementing/facing a potential future plaza terminus for CambridgePark Place. Both the east and west ends accommodate pedestrian and bike connections to the potential ramp(s) for a future bridge connecting over the rail lines to the Quadrangle.

For bikes: A full complement of circulation accommodations for bicyclists is provided. Since there is a low traffic volume on the new roadway street, the new roadway anticipates bicycle travel in the drive lanes. Bicycle travel is accommodated at both the east and west ends of the site, again sharing the use of streets and plaza which will have low vehicular traffic volume.

For both pedestrians and bikes: An easement is under negotiation with the MBTA that would provide a pedestrian and bike connection from the northeast corner of 88 CambridgePark Drive to the existing terminus circle at CambridgePark Place.

12. CLARIFY BUILDING DESIGN VIS-A-VIS POTENTIAL BRIDGE RAMP LANDING SITES

Based on a detailed discussion with City staff, the site design has been modified to create an open space 12' wide running along the south edge of 88 CambridgePark Drive for the full length of the site. This has been accomplished by using a smaller footprint for the building. (See Sheet 10) Such an open space would allow a ramp for bikes and pedestrians to land either at the west end or towards the east end of the site, or potentially in both locations.

A proposal will be included to allow a shift of that open space to the north if the future plans for the crossing to the Quadrangle settle on a different bridge and ramping location option before construction begins on 88 CambridgePark Drive. However, the City staff has indicated that this south side 12' wide linear open space was the preferred configuration for accommodating a ramp, despite the incremental reduction in open space on the north side of the site. As noted underQ14 below, , there is still sufficient open space on the site, even with the reduced width of 88E due to the 12' wide linear open space just for the ramp, to accommodate multiple open space amenities on the north side of the site (including a two-age-group playground area).

13. IDENTIFY CONNECTIONS WITH PED/BIKE NETWORKS IN CIRCULATION PLAN

Pedestrian/bike accommodations on the site link on the west side to CambridgePark Drive from the plaza between 88 and 130 CambridgePark Drive, and on the east side (potentially) to CambridgePark Place. From these points there is access to the City's extended bicycle and pedestrian networks. Also, improvements in pedestrian and bike circulation along CambridgePark Drive will be funded in connection with the project.

14. FIND OPPORTUNITIES TO CREATE MORE OPEN SPACE AT GROUND LEVEL; PROVIDE CLEAR CALCULATIONS OF AMOUNTS REQUIRED AND PROVIDED, AND;
15. CONSIDER DESIGN OF GROUND LEVEL OPEN SPACE AND WAYS TO IMPROVE, PROGRAM AND ACTIVATE.

The amount of open space, including permeable open space and publicly beneficial open space has increased. For example, permeable open space is 27.6%. The total of permeable and publicly beneficial open space is now at 34.7%. The footprint of the building has been reduced from +/- 98,300 to 91,800 sf. This is a reduction of 6,500 SF.

Also important, the range of elements to program and activate the open space has been increased. A summary of the currently proposed open space and related pedestrian-friendly elements along a walk from west to east includes:

a. The plaza between 88 and 130 CambridgePark Drive (to be built largely as part of 130 CambridgePark Drive, but the eastern edge of which will be completed as part of 88 CambridgePark Drive); potentially this plaza will have a future bridge landing stair/elevator,
b. An amenity/potential retail space on the ground floor of 88W facing that plaza,
c. A potential ramp landing point (SW corner of the plaza area) for the pedestrian and bicycle bridge connecting the Triangle and the Quadrangle,
d. Moving westward along the new roadway: a courtyard sitting area along the south-side sidewalk (where there was formerly perpendicular parking),
e. Along the garage frontage: a significant community/future potential retail space on the first floor,
f. Moving to the ground floor at 88E: two amenity/potential retail spaces (approximately 1,700 sf and 1,500 sf) plus a bike cafe; multiple residential entries also activate the sidewalk.
g. On the north side of the new roadway a neighborhood playground with separate areas designed for two age groups and a seating area in the center to overlook them. The playground is laid out with age-specific play equipment, safety zones for the equipment and a fence for ease of parental supervision and child safeguarding.
h. The vehicle turn-around is designed as a paved plaza with pedestrian-friendly paving. At the east edge of the plaza is a raised, widened pedestrian and bicycle-friendly crossing which easy access to the potential ped/bike connector heading up to CambridgePark Place.
i. Rounding the northeast corner is the above-mentioned bike cafe and amenity/potential future retail space.
j. Added to create a positive use and terminus at the east end of the site is an area for a dog walk and an area for neighborhood gathering, with a pergola for sun-shading, fire-pits, seating and an outdoor ping-pong table. These uses will activate this end of the site and will make the potential connection to a ramp arriving from the Quadrangle bridge a more pleasant area. If/when there is development on adjacent parcels along CambridgePark Place and/or there is a future commuter rail stop, these areas could either complement the larger urban design or be adjusted to become part of a destination plaza in this area of the Triangle. This location has enormous potential from a circulation point of view and is quite visible from the Alewife Brook parkway bridge as it crosses the rail lines.
k. A note regarding the condition along the south edge of 30 CambridgePark Drive: We have looked at that edge, which is currently very low-priority for all parties. However, it does have some potential. We propose to remove the existing chain link fence and install a much nicer looking one, and we will, with 30 CambridgePark Drive's approval and coordination, provide a re-grading and landscaping of that area.

16. PROVIDE BACKUP INFORMATION ON PARKING UTILIZATION TO EXPLAIN RATIOS

Of the 191 residential parking spaces (as few as 97 of which will be net new parking spaces) now proposed for the 88 CambridgePark Drive (CPD) project, 115 spaces (60% of such 191 spaces) will be dedicated to the residential users and 76 spaces (40% of such 191 spaces) will be shared with nearby office users. Up to 18 of those dedicated spaces could be provided on another parcel within the Triangle, if 88 CPD is successful in securing required permits and entitlements for such spaces, resulting in as low as 51% of the 191 residential parking spaces being available on-site for daytime parking by 88 CPD residents. We are in negotiation with 30 CPD to use these 18 dedicated spaces. Parking ratios for the 100, 125, and 150 CambridgePark Drive office buildings will remain unchanged, but the proportion of parking spaces shared by 88 CPD will increase from 30.4% to 39.8%, as requested.

17. CONSIDER STRATEGIES TO REDUCE PARKING OVER TIME, AND; 18. CONSIDER MORE CARE SHARING SPACES.

We have considered a number of ways to provide the flexibility required to minimize the amount of net new parking upon the opening of 88 CPD, and then to reduce parking further over time beyond that. When 88 CPD opens, we expect to have reduced the net new parking number from 220, as previously proposed, down to as low as 97. Our plan further calls for providing the flexibility to bring the net new parking spaces associated with 88 CPD down to zero, as soon as 10 years after the opening of the Project.

In order to achieve these goals, we ask the Planning Board to consider two requests that are unusual:

a. We propose that the Planning Board allow 88 CPD to lease up to 18 spaces from our neighbors at 30 CPD, or elsewhere within the Triangle, if 88 CPD is successful in securing required permits and entitlements for such spaces. This would allow for the provision of spaces without building them, thus reducing the bulk of the garage. DTT&P has good questions that we take seriously. That said, it is a goal we wish to pursue.

b. GETTING TO ZERO, over time. The other 97 net new spaces to be provided upon the opening of 88 CPD are required to achieve the proposed 0.75 parking spaces per residential unit. However, recent trends suggest that office parking demand will continue to decrease over time and we have committed to take measures to encourage transit use and to continue to take a leadership role in the development of an Alewife TMA that will serve as a lobby for transit measures, including a Commuter Rail Station in the Triangle. We of course will continuously find ways to encourage the use of a TMA, Zip Cars, bikes, walking, and various other forms of transportation as they become available over time. We know they will, as the explosion of Uber has shown. However, the key decision is this: the Planning Board could allow, upon the office and/or residential users establishing that some or all of the 97 net new spaces are no longer required (or can be located elsewhere within the Triangle) and upon securing required permits and entitlements, such users to surrender up to such 97 spaces and to convert them into MBTA commuter parking spaces. We look forward to discussing the procedural challenges with the Board and DTT&P. We think that NET ZERO parking is such an important milestone that it is well worth whatever challenges this approach may present.

So, with these initiatives and the following:

- Reducing the number of units by 124.
- Reducing total ratio on that reduced number from 0.84 to 0.75.
- Reducing the percentage of on-site residential parking spaces available for daytime parking by 88 CDP residents to as low as 51%.
- Increasing our shared parking by nearly a third to just under 40%.

We now, with this new submission, have charted a path to reduce new spaces from 220 to 97 upon Project opening, then, on to NET NEW ZERO over time.

19. PROVIDE MORE INFO ABOUT TMA IMPACT, RED LINE STUDY

The establishment of a Transportation Management Association (TMA) for the Concord-Alewife area is a key component of changing the auto-oriented environment that exists today, consistent with the goals of the Concord Alewife Planning Study. As part of mitigation commitments on previous Cambridgepark Drive residential projects, the applicant has already committed to execute a feasibility study for the formation of such a TMA, and has executed a contract with a transportation engineering consultant to perform the study. The scope of the study, which is already in progress, was reviewed by City staff, and a report is expected in the fall.

The TMA can build upon existing shuttle operations and TMA-related initiatives in the area, and it could include activities such as the following:

a. Become an important constituent that works to bring transportation improvements, such as improvements to the Red Line and expanding commuter rail service by adding an Alewife station to the Fitchburg Line, which is more likely now with so many new residents coming.
b. Create a well-coordinated flexible-hour scheduling program among all the Alewife companies to reduce peak-hour traffic.
c. Facilitate businesses working together to improve transportation options.
d. Create funding sources for transportation programs and services.
e. Explore parking management opportunities.
f. Support Hubway regional bikeshare.
g. Develop support for/advocacy of the Alewife bicycle/pedestrian bridge over the MBTA railroad tracks.

The study will assemble critical transportation data for the area to better understand the mobility needs of users, document transportation challenges and how they will change over time, and define the elements that need to be in place for a TMA to be successful. Specific to the Red Line, the study will provide information necessary for a much broader study of the Red Line itself (and not just Alewife), and will report issues surrounding Alewife Station being the end of the line. It will also identify discrepancies between the results of the Red Line capacity analyses and the way that riders experience commuting in reality due to system deficiencies. In addition to documenting present day status, the study will explore prospects for improvement, and identify potential strategies and specific Red Line operational improvement options. We will consult with the community and City staff as we proceed.

20. DESCRIBE FINDINGS OF STORMWATER ENGINEERING REPORT; EXPLAIN HYDROLOGY OF SITE.

The findings of the Engineering Reports reviewed as part of the approved Order of Conditions finds that the Project has been designed to exceed the regulatory requirements for working within the FEMA floodplain. The project will increase the available flood storage on site. This is accomplished by constructing portions of the residential building above grade such that at-grade flood storage is maintained and slightly increased under portions of the building. As proposed, the site will provide an additional 96 cubic yards of available flood storage onsite, a 4.5% increase over the existing conditions. The flood storage area will be provided under the proposed building which is accessed in the rear of the building, south side by the commuter rail tracks, through vertical openings along base of the building.

In addition to being designed to exceed the regulatory requirements the site has also been designed to respond to potential climate change, including the increase in the number and intensity of storms. The Project has coordinated with the City Department of Public Works and has responded to their input regarding climate change preparation. The first floor elevation of the building has been designed to be 18.7 inches above the 100 year floodplain elevation in anticipation of the higher flooding elevations that might be reached due to changes in precipitation and flooding associated with hurricanes. Additionally, all residential dwelling units will be located on the second floor at more than 10 feet above the 100 year flood elevation and more than 6-feet above the 500 year flood elevation.

Anticipation of more frequent, smaller storms is also reflected in the site design. The project will provide an onsite, water-tight, sanitary sewer holding tank to collect building sanitary sewer flow during flooding events that cause the City's combined sewer to overflow (CSO) to the Alewife. Only after the CSO event passes will the project's sanitary sewer be released to the City sewer. A reduction in the existing site stormwater runoff rate and volume for smaller storms and CSO event storms will be accomplished with the reduction in impervious surfaces. A separate underground stormwater detention tank will be provided as part of the site's stormwater management system in the rear of the site under the proposed access drive to store and slowly release the site-collected rainfall runoff to the City drain located on site, which will be replaced as part of the project. By collecting, treating, and slowly releasing the site's stormwater, there will be less impact to the downstream City drainage infrastructure and to the Alewife area, which is an improvement over the existing conditions. The proposed stormwater management will reduce the peak stormwater runoff flow rates and volumes from existing levels.

21. DISCUSS PROPOSED VEGETATION AND CONSIDER INCREASED OPTIONS.

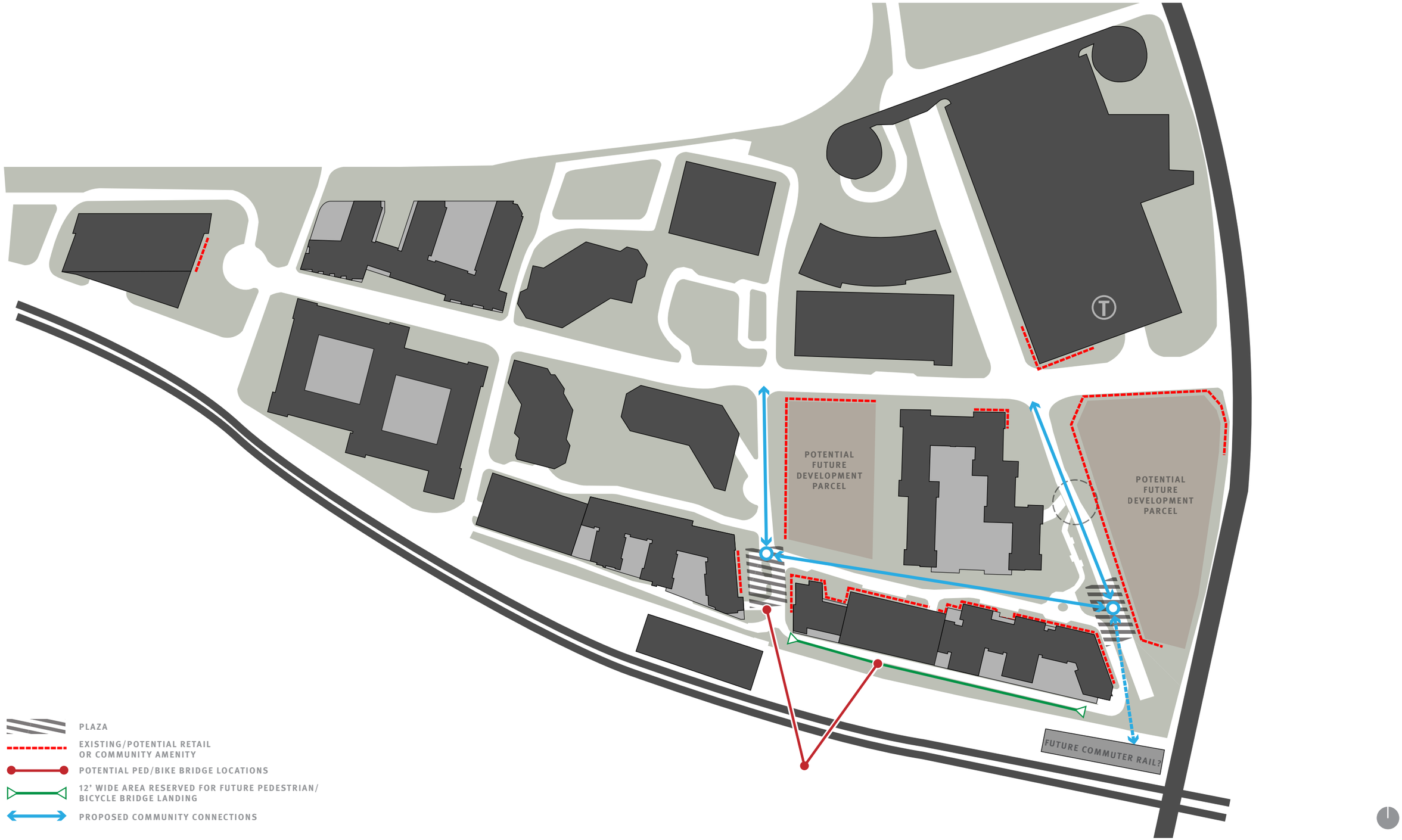
The applicant will provide a revised plant materials proposal by August 19. It will include increasing the caliper of the trees, as requested.

Project Address: 88 CAMBRIDGEPARK DRIVE **Application Date:** August 12, 2014

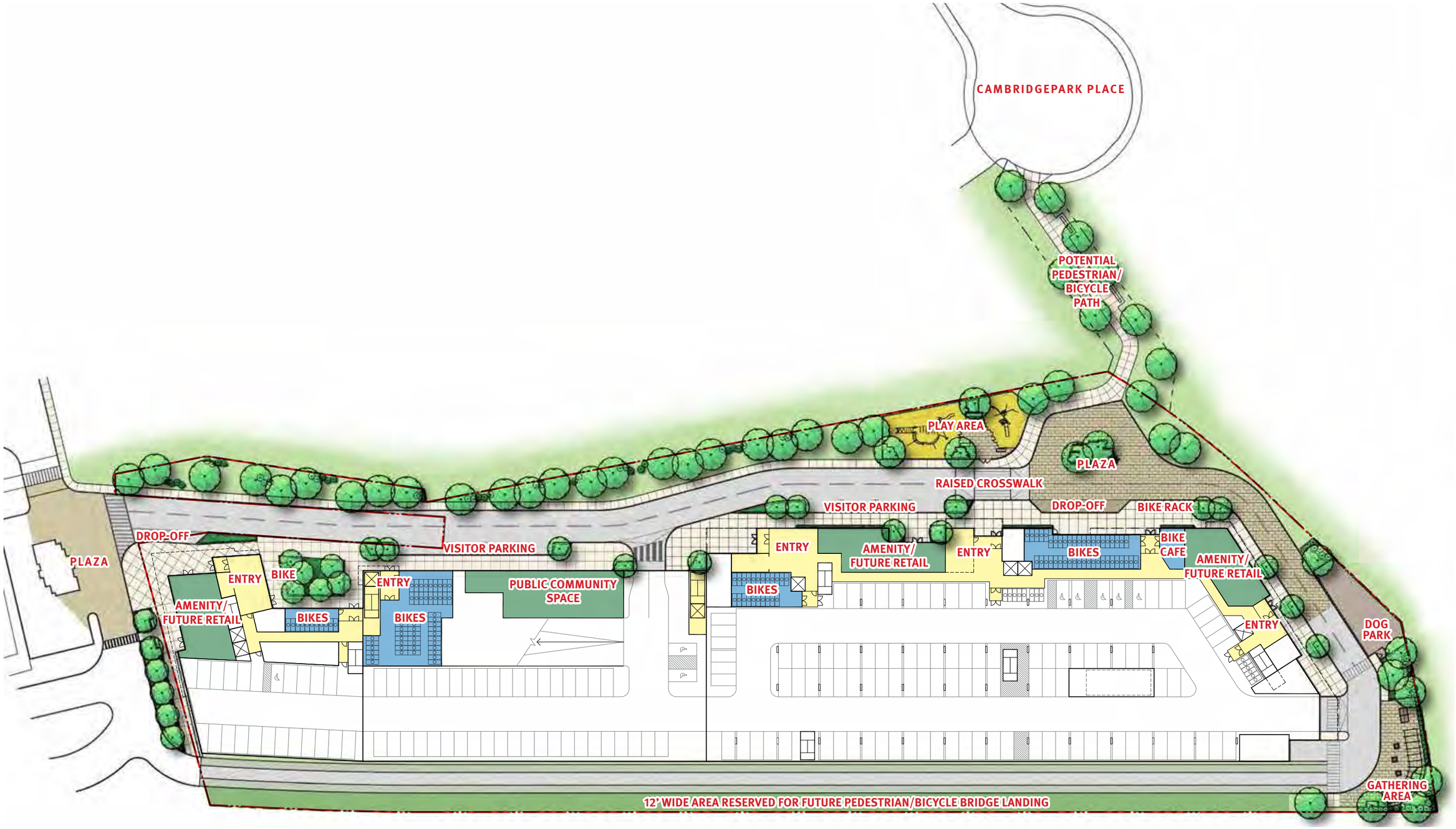
	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	174,496 sf	5,000 sf (min.)	174,496 sf	
Lot Width (ft)	>50 ft.	>50 ft.	>50 ft.	
Total Gross Floor Area (sq ft)	453,689 sf	453,689 sf	294,000 sf	
Residential Base	N/A	348,992 sf	294,000 sf	
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Housing Bonus	N/A	104,697 sf	0 sf	
Total Floor Area Ratio	N/A	2.6	1.7	
Residential Base	N/A	2.0	1.7	
Non-Residential Base	N/A	N/A	N/A	
Inclusionary Housing Bonus	N/A	0.6	0.0	
Total Dwelling Units	N/A	378	254	
Base Units	N/A	290	196	
Inclusionary Bonus Units	N/A	88	58	
Base Lot Area / Unit (sq ft)	N/A	600 sf	900 sf	
Total Lot Area / Unit (sq ft)	N/A	462 sf	687 sf	
Building Height(s) (ft)	N/A	85 ft/125 ft	70 ft	
Front Yard Setback (ft)	N/A	15 ft	15 ft	
Side Yard Setback (ft)	N/A	---	per plans	
Side Yard Setback (ft)	N/A	---	per plans	
Rear Yard Setback (ft)	N/A	---	per plans	
Open Space (% of Lot Area)	N/A	N/A	34.7%	
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	N/A	25%	27.6%	
Other Open Space (Specify)	N/A	N/A	N/A	
Off-Street Parking Spaces	N/A	1 per d.u.	686	
Long-Term Bicycle Parking	N/A	1.05 per d.u.	267	
Short-Term Bicycle Parking	N/A	0.1 per d.u.	25	
Loading Bays	N/A	N/A	N/A	

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

Approximately 115 parking spaces dedicated to 88 CambridgePark Drive (up to 18 of which may be provided on another parcel within the Alewife Overlay District's Triangle District), approximately 495 parking spaces dedicated to 100, 125 and/or 150 CambridgePark Drive and approximately 76 parking spaces shared among a combination of 88, 100, 125 and 150 CambridgePark Drive.


T
POTENTIAL FUTURE DEVELOPMENT PARCEL
POTENTIAL FUTURE DEVELOPMENT PARCEL
FUTURE COMMUTER RAIL?
PLAZA
EXISTING/POTENTIAL RETAIL OR COMMUNITY AMENITY
POTENTIAL PED/BIKE BRIDGE LOCATIONS
12' WIDE AREA RESERVED FOR FUTURE PEDESTRIAN/ BICYCLE BRIDGE LANDING
PROPOSED COMMUNITY CONNECTIONS


ALEWIFE BROOK RESERVATION
200
165
FUTURE RESIDENTIAL
125
87
35
ALEWIFE STATION
160
150
100
CAMBRIDGE PARK DRIVE
54
30
130
FUTURE RESIDENTIAL
88
PROJECT SITE


CAMBRIDGEPARK PLACE
POTENTIAL PEDESTRIAN/ BICYCLE PATH
PLAY AREA
PLAZA
RAISED CROSSWALK
VISITOR PARKING
DROP-OFF
BIKE RACK
DROP-OFF
VISITOR PARKING
ENTRY
AMENITY/ FUTURE RETAIL
ENTRY
BIKES
BIKE CAFE
AMENITY/ FUTURE RETAIL
PLAZA
ENTRY
BIKE
ENTRY
AMENITY/ FUTURE RETAIL
BIKES
BIKES
PUBLIC COMMUNITY SPACE
BIKES
ENTRY
DOG PARK
12' WIDE AREA RESERVED FOR FUTURE PEDESTRIAN/BICYCLE BRIDGE LANDING
GATHERING AREA
COMMUNITY AMENITY
BICYCLE PARKING AND AMENITY
RESIDENT AMENITY

180R CAMBRIDGE PARK DRIVE
TOTAL PROPOSED OPEN SPACE CALCULATIONS

SCALE: 1" = 80'

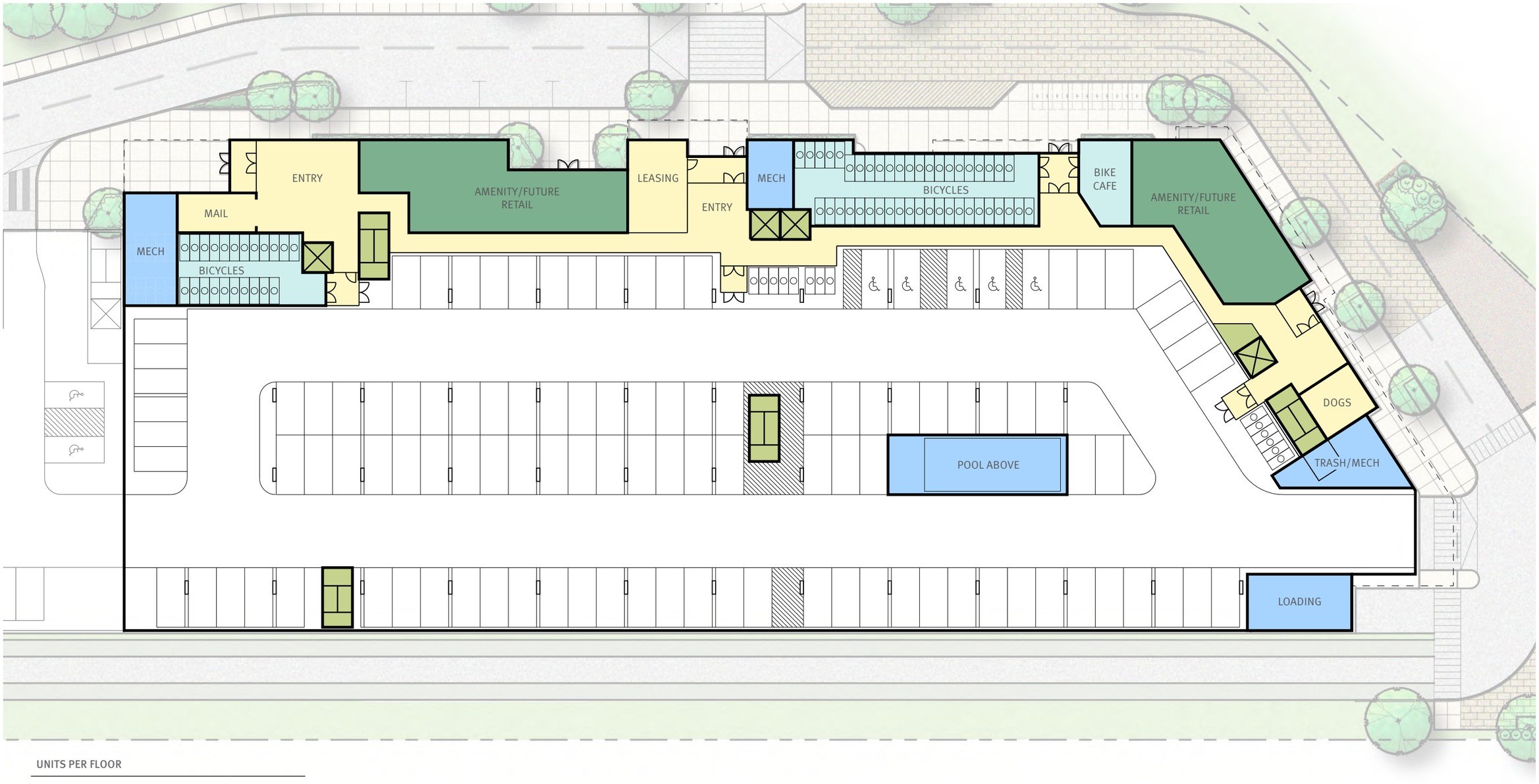
0 40 80 160 FEET

OPEN SPACE KEY 180R CPD:	OPEN SPACE CALCULATIONS:			
PERMEABLE ASPHALT/UNIT PAVERS (18,120 SF) UNIT PAVERS (2,600 SF) PERMEABLE LANDSCAPE AREA (27,500 SF) PUBLICLY BENEFICIAL AREA (12,350 SF)		EXISTING	PROPOSED	% OF TOTAL LOT AREA
	TOTAL PERMEABLE OPEN SPACE	29,161 S.F.	48,220 S.F.	27.6%
	TOTAL OPEN SPACE	NA	60,570 S.F.	34.7%

LOT AREA = 174,496 S.F.

REQUIRED PERMEABLE OPEN SPACE: 25% OF 174,496 S.F. = 43,624 S.F. (MAY BE REDUCED TO 15% WITH LETTER FROM CITY ENGINEER)
REQUIRED TOTAL OPEN SPACE: 15% OF 174,496 S.F. = 26,200 S.F.

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

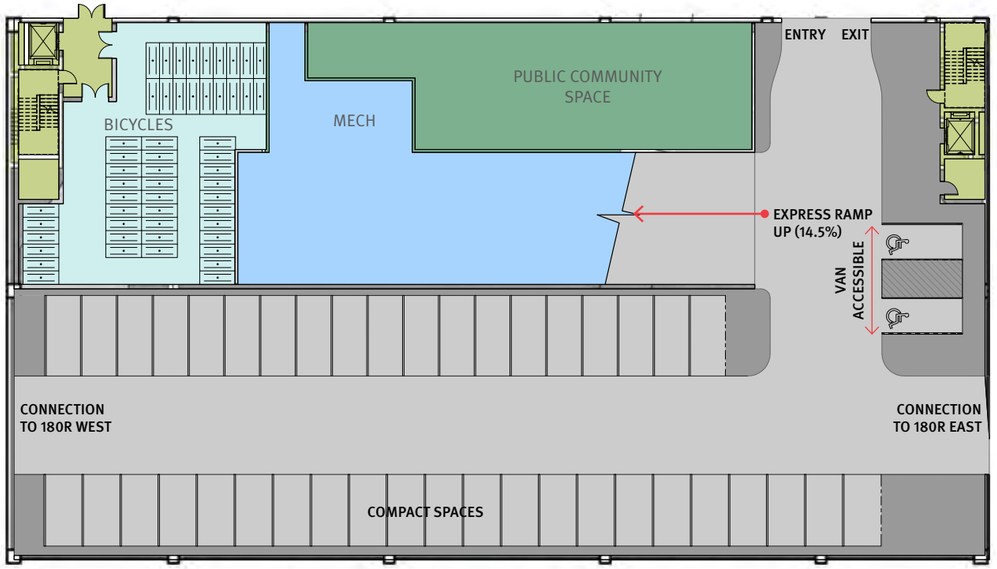


UNITS PER FLOOR	
2	38
3	42
4	42
5	42
6	32
TOTAL UNITS	196

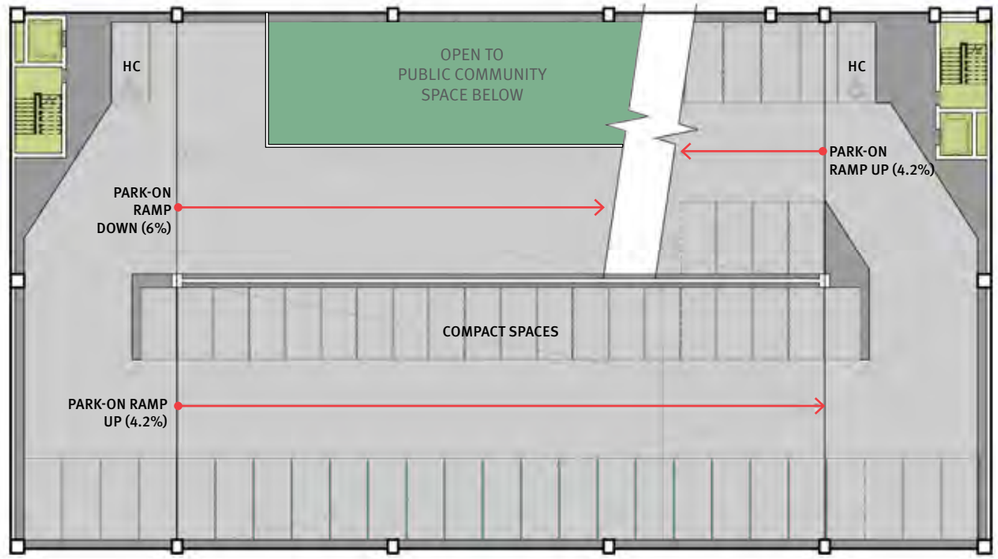
	UNIT TYPE	QUANTITY
	STUDIO (ST)	13
	ONE BEDROOM (1BR)	12
	TWO BEDROOM (2BR)	11
	THREE BEDROOM (3BR)	2
	TOTAL 2ND FLOOR	**38**

UNIT TYPE	QUANTITY
STUDIO (ST)	12
ONE BEDROOM (1BR)	18
TWO BEDROOM (2BR)	10
THREE BEDROOM (3BR)	2
TOTAL 3RD - 5TH FLOOR	42

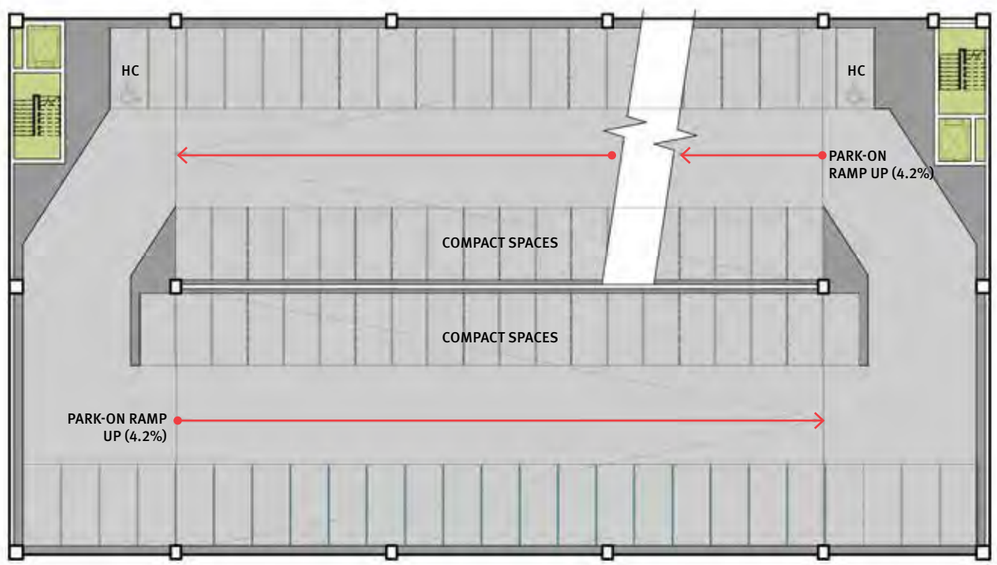
UNIT TYPE	QUANTITY
STUDIO (ST)	9
ONE BEDROOM (1BR)	9
TWO BEDROOM (2BR)	12
THREE BEDROOM (3BR)	2
TOTAL 6TH FLOOR	32



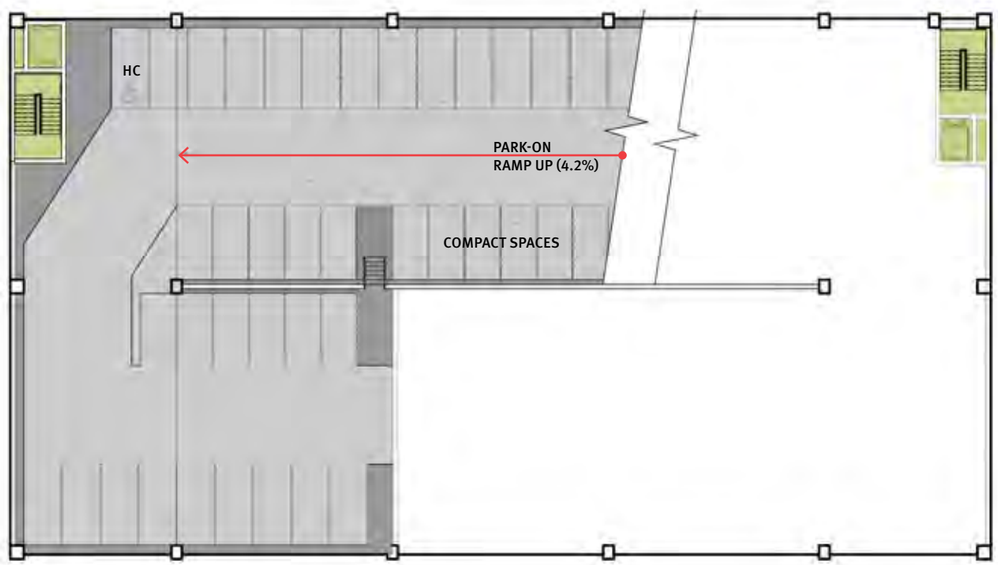
GROUND FLOOR //



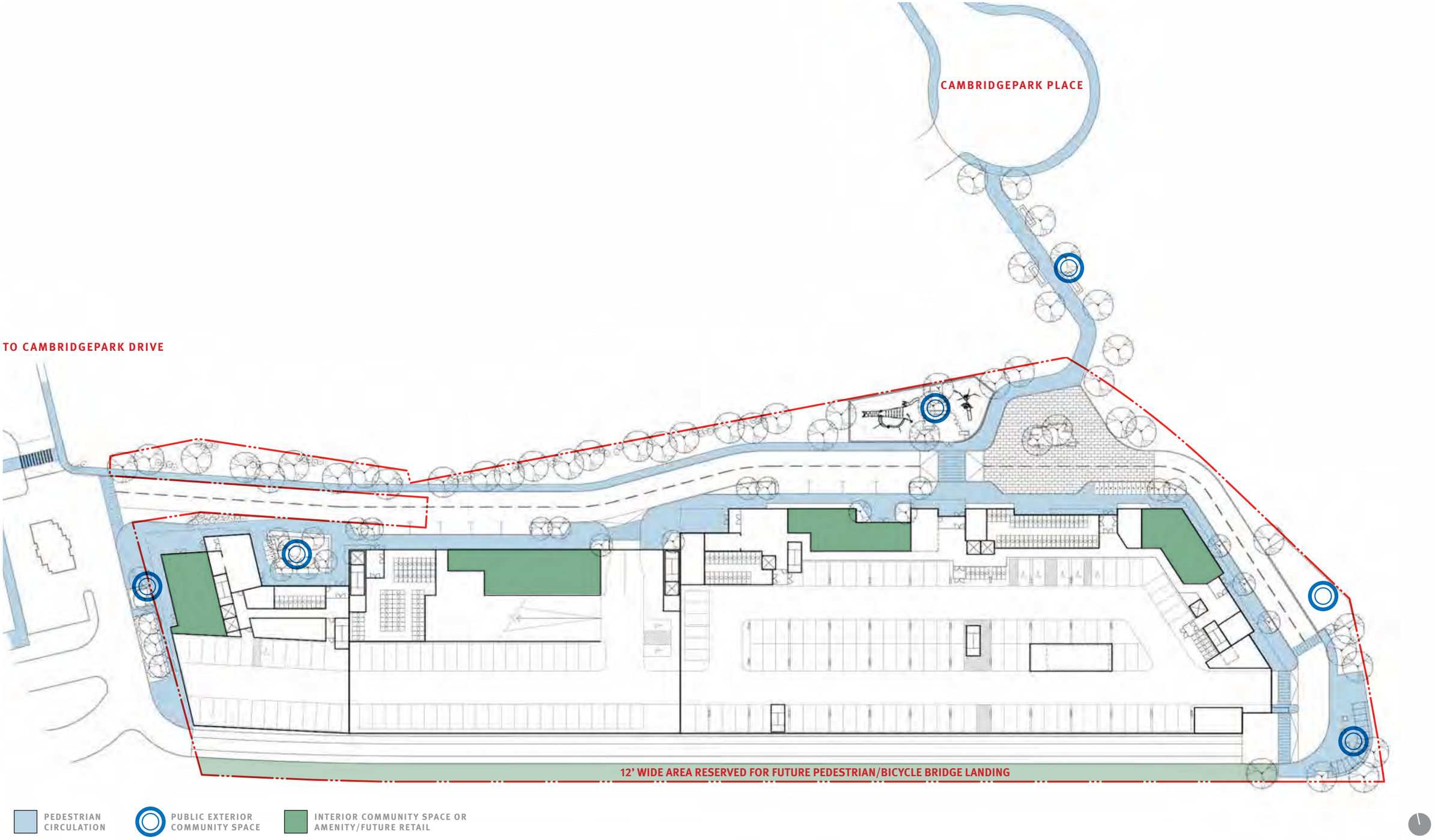
2ND FLOOR //

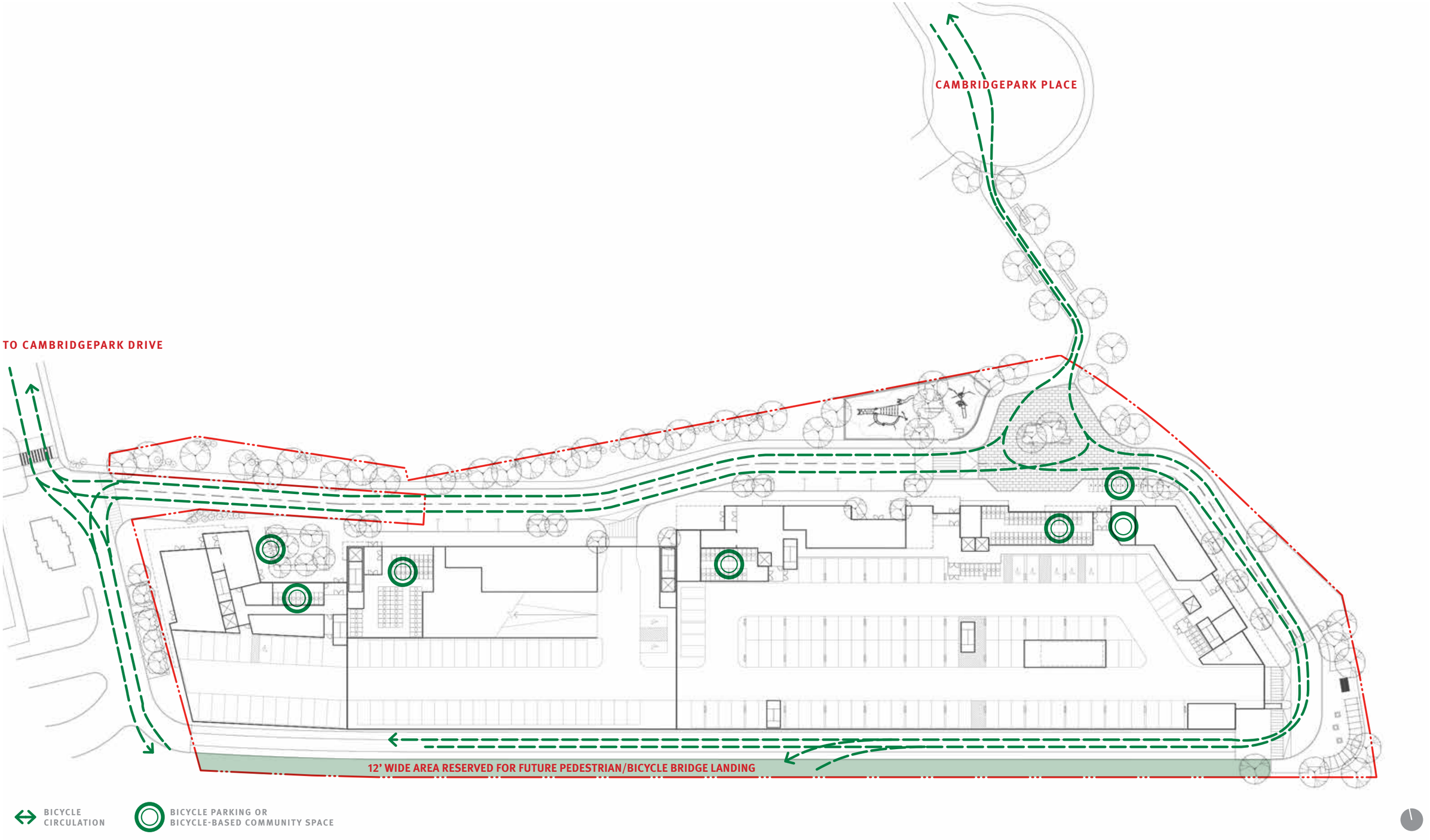


3RD - 7TH FLOOR //



ROOF PLAN //

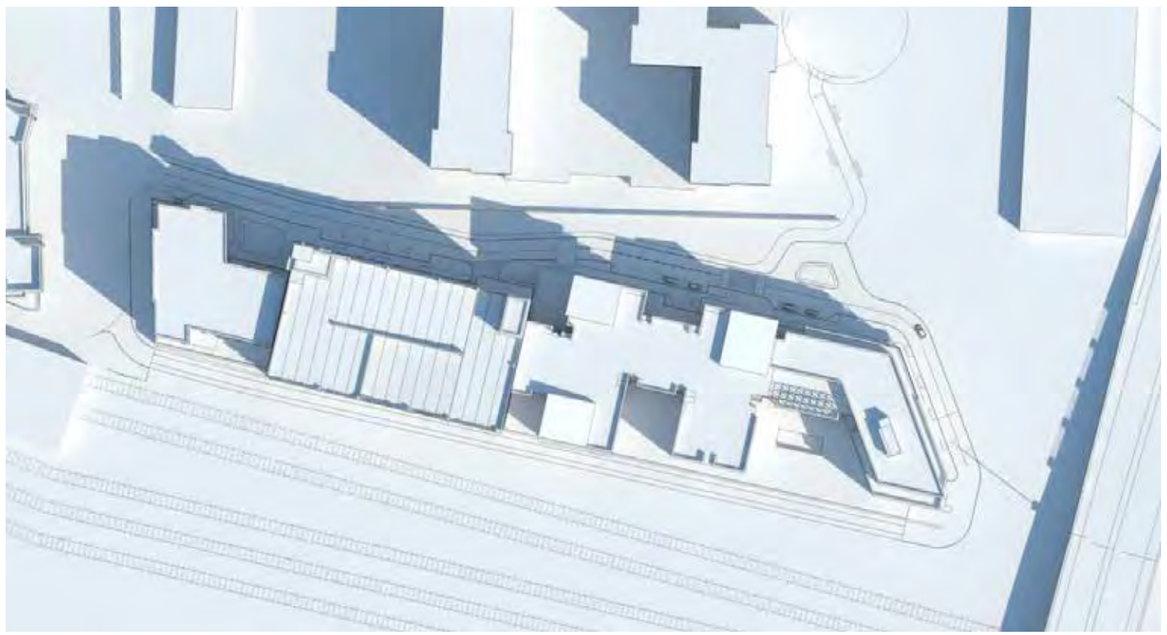

CAMBRIDGEPARK PLACE
TO CAMBRIDGEPARK DRIVE
12' WIDE AREA RESERVED FOR FUTURE PEDESTRIAN/BICYCLE BRIDGE LANDING
PEDESTRIAN CIRCULATION
PUBLIC EXTERIOR COMMUNITY SPACE
INTERIOR COMMUNITY SPACE OR AMENITY/FUTURE RETAIL


CAMBRIDGEPARK PLACE
TO CAMBRIDGEPARK DRIVE
12' WIDE AREA RESERVED FOR FUTURE PEDESTRIAN/BICYCLE BRIDGE LANDING
BICYCLE CIRCULATION
BICYCLE PARKING OR BICYCLE-BASED COMMUNITY SPACE

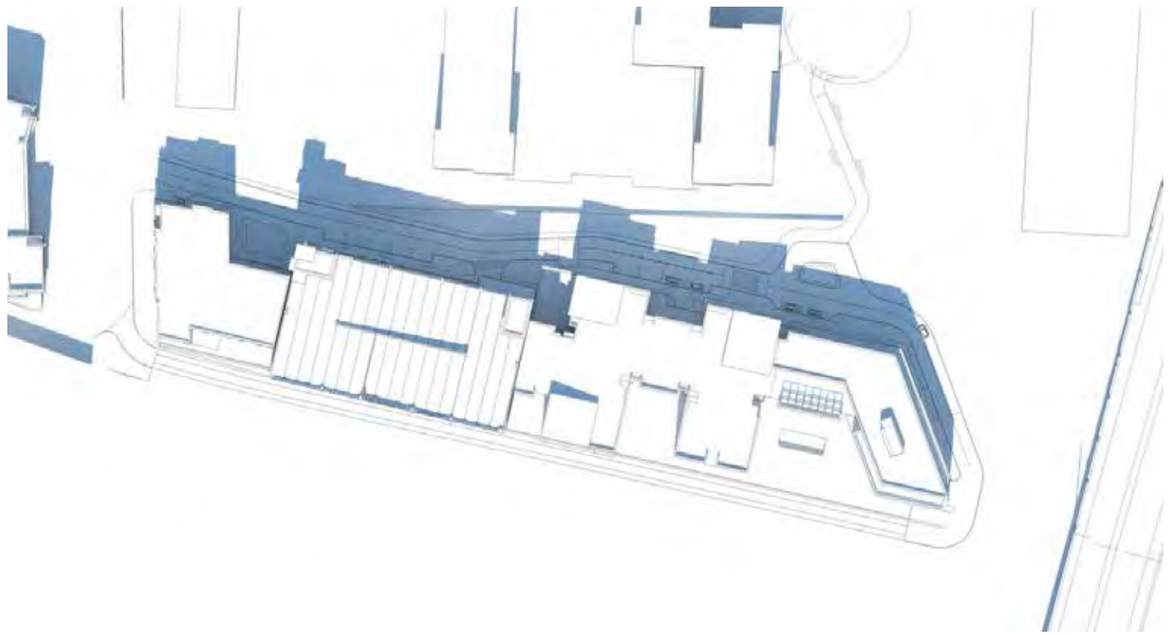

Triangle
Community
Association


88 cambridgepark drive

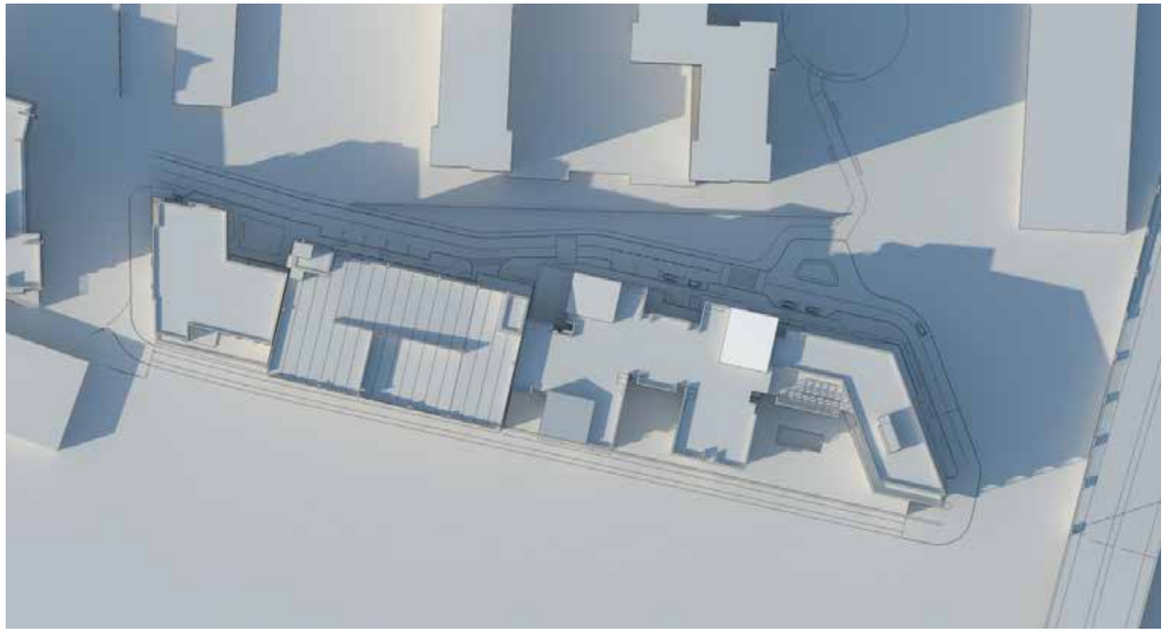

88w cambridgepark drive



MARCH 21, 9AM



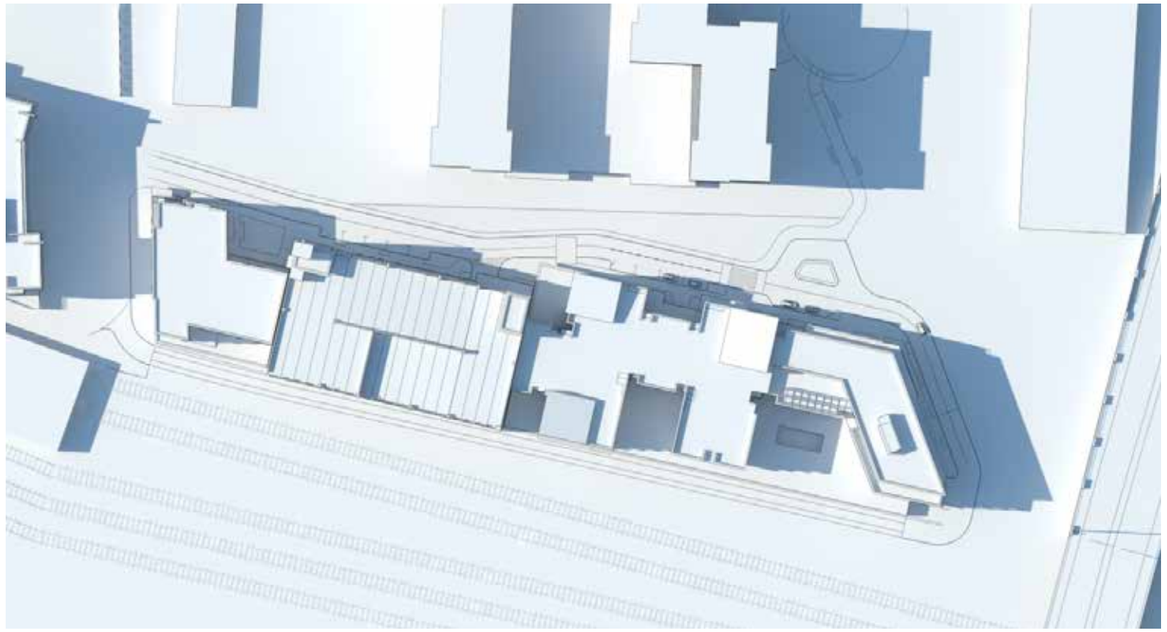
MARCH 21, 12PM



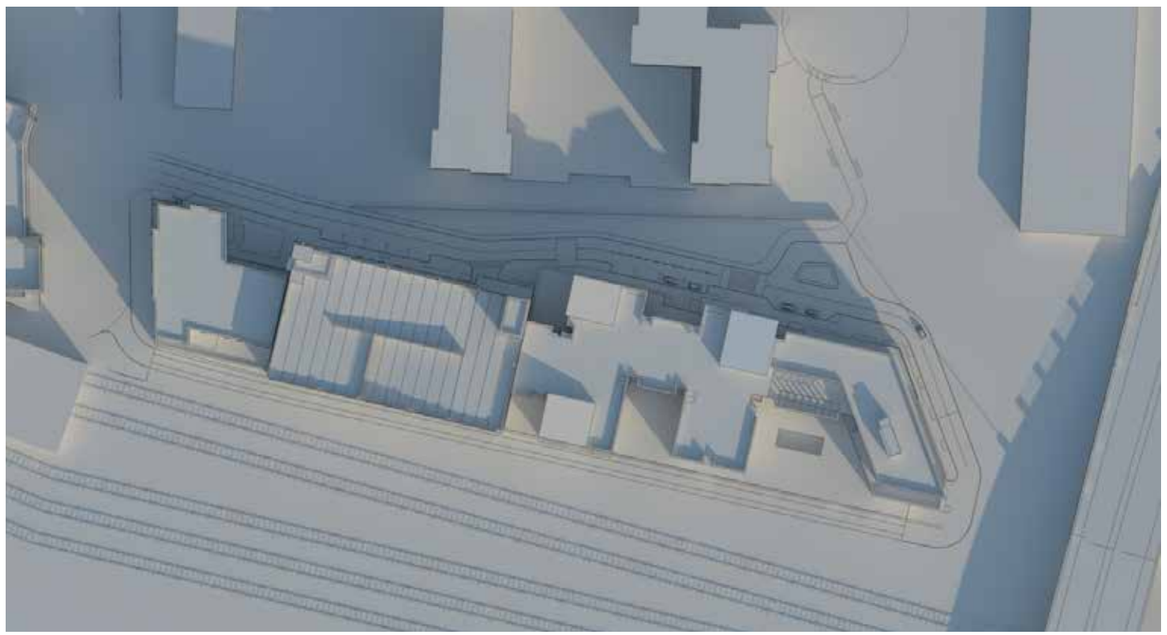
MARCH 21, 4PM

JUNE 21, 9AM

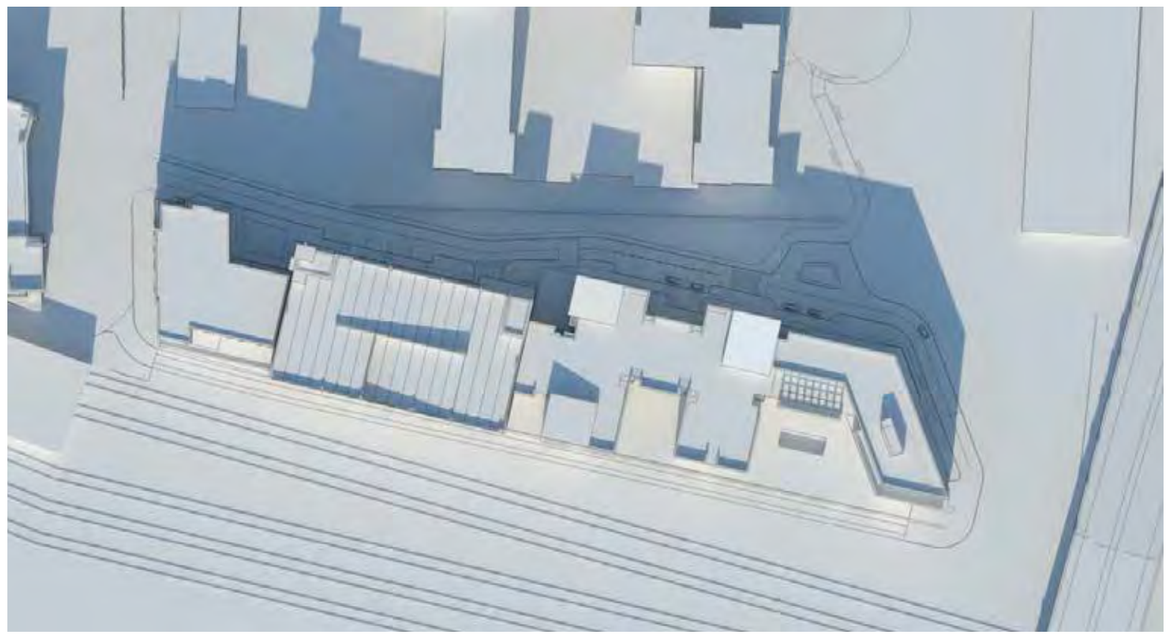
JUNE 21, 12PM



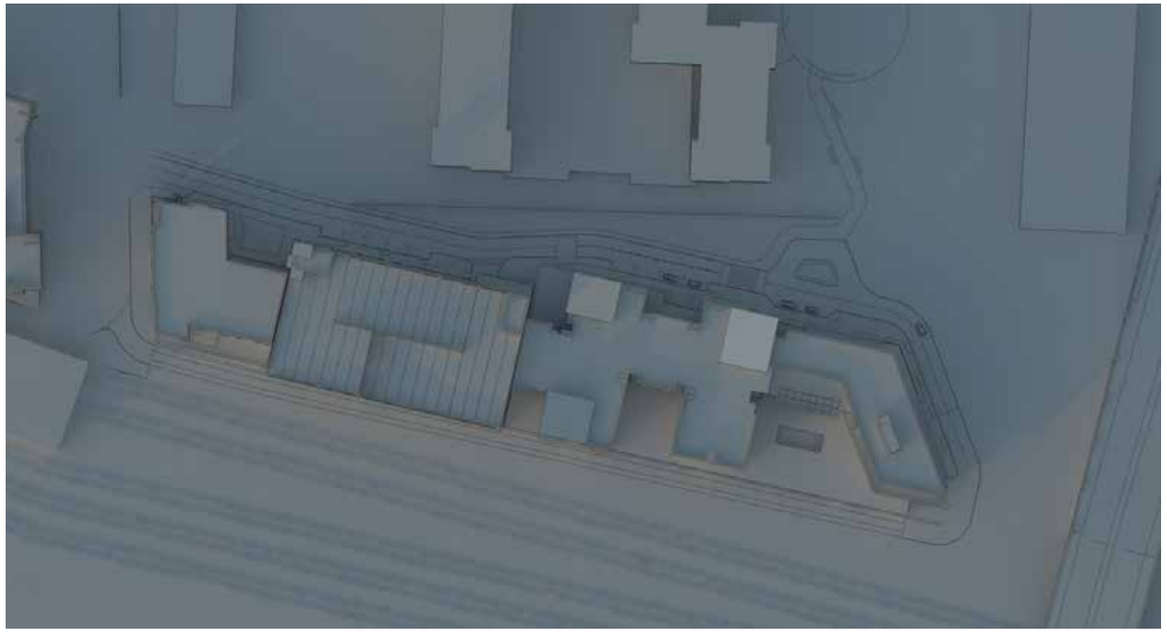
JUNE 21, 4PM



DECEMBER 22, 9AM



DECEMBER 22, 12PM



DECEMBER 22, 4PM

NORTH ELEVATION

AERIAL FROM NORTHWEST

SOUTH ELEVATION

AERIAL FROM SOUTHWEST

EAST ELEVATION


BRICK
VINYL WINDOW SYSTEM W/ OPERABLE SASH
FIBER -CEMENT SIDING
METAL PANEL
ALUMINUM WINDOW SYSTEM W/ DOORS
FIBER CEMENT PANEL
ALUMINUM WINDOW SYSTEM W/ OPERABLE SASH
FIBER CEMENT PANEL
VINYL WINDOW SYSTEM W/ DOOR & BALCONY
FIBER CEMENT PANEL
METAL PANEL
BRICK
ALUMINUM WINDOW SYSTEM W/ DOORS

NORTH ELEVATION

SOUTH ELEVATION

AERIAL FROM NORTHWEST

AERIAL FROM SOUTHEAST


PRE-CAST CONCRETE
BRICK-FACED
PRE-CAST CONCRETE
PRE-CAST CONCRETE
ALUMINUM WINDOW
VEGETATED GREEN SCREEN
ALUMINUM WINDOW SYSTEM W/
DOORS
PRE-CAST CONCRETE
RIBBED METAL SIDING
ALUMINUM WINDOW SYSTEM
ALUMINUM PANEL SYSTEM
ALUMINUM WINDOW SYSTEM W/
DOORS