



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

NOTICE OF DECISION

Case No: PB#154 - IPOP

Address: 30 Cambridgepark Drive

Zoning: Office 2

Owners/Applicants: Cambridgepark LLC c/o Gwendolen Noyes, Oaktree Design/Development, 129 Mt. Auburn Street, Cambridge, Mass.

2000 JAN 14 11 00

Application Date: September 7, 1999

Public Hearing: October 19, 1999, continued to November 9, 1999, and closed on that date.

Planning Board Decision: November 9, 1999

Date of Filing Decision: January 14, 2000

Application: Planning Overlay Special Permit (Section 11.500) for a 366,350 square feet, 311 unit multifamily dwelling.

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 the 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 Office of the Community Development Department and the City Clerk.

Authorized Representative to the Planning Board:

For further information concerning this decision, please call Liza Paden at 349-4647, TTY: 349-4621, email lpaden@ci.cambridge.ma.us.

Special Permit #154
30 Cambridgepark Drive IPOP

Application

1. Special Permit application, "CambridgePark Place", submitted by CambridgePark Place LLC; with ownership certificate, dimensional form, photographs, charts, diagrams and supporting statement dated July 9, 1999; certified complete and filed with the City Clerk on September 7, 1999; copy of check for application fee, dated August 5, 1999.
2. "ALTA/ACSM Land Title Survey for CambridgePark Co., LLC, 30 CambridgePark Drive"; prepared by Commonwealth Engineers and Consultants, Inc.; dated 4/29/99.
3. Plans entitled "Proposed Apartment Building, CambridgePark Drive, Cambridge, Massachusetts" by Steffian Bradley Associates, Inc., for Oaktree Design/Development; dated July 7, 1999; various scales; sheets SP 1, SKA 1-12.
4. "Traffic Impact Assessment/IPOP Analysis, Proposed Residential Development, Cambridge, Mass."; prepared for CambridgePark Place, LLC; prepared by Vanasse and Associates, Inc.; dated August, 1999
5. "Traffic Impact Assessment/IPOP Analysis, Technical Appendix, Proposed Residential Development, Cambridge, Mass."; prepared for CambridgePark Place, LLC; prepared by Vanasse and Associates, Inc.; stamped date of August 10, 1999.

Other Documents Submitted

1. Plans entitled "Proposed Apartment Building, CambridgePark Drive, Cambridge, Massachusetts, Design Development" by Steffian Bradley Associates, Inc., for Oaktree Design/Development; dated September 8, 1999; various scales; sheets SKA 2-8.
2. Letter to S. Clippinger from Giles Ham, dated August 10, 1999, re: submittal of traffic study.
3. Memo to Planning Board from Jeffrey Katz, dated September 8, 1999, re: comments on project.
4. Letter to Giles Ham from S. Clippinger, dated September 13, 1999, re: certification of traffic study.

5. Memo to the Planning Board from Gerald W. Oldach, Cambridge Chamber of Commerce, dated September 14, 1999, re: comments on project.
6. Memo to the Planning Board from S. Clippinger, dated September 16, 1999, re: IPOP traffic issues.
7. Memo to the Planning Board from S. Kaiser, dated September 17, 1999, re: Testimony on case #154, IPOP traffic.
8. Memo to the Planning Board from S. Kaiser, dated September 21, 1999, re: Supplemental testimony on case #154, IPOP traffic.
9. Memo to the Planning Board from S. Clippinger, dated October 8, 1999, re: Joint review of traffic issues at Alewife.
10. Memo to S. Clippinger from S. Kaiser, re: Planning Board report on Alewife issues, dated October 14, 1999.
11. Memo to the Planning Board from Philip Dowds, dated October 19, 1999
12. Memo to the Planning Board from S. Kaiser, re: Memo of Points of Agreement and Disagreement at Alewife, dated October 20, 1999.

Findings

After review of the application documents, testimony presented at the public hearing and subsequent information provided by the applicant, staff of the City of Cambridge and the general public, the Planning Board makes the following findings.

1. Conformance to the requirements of the Planning Overlay Special Permit, Section 11.500 of the Zoning ordinance.

a. Submittal of Required Documents

All requirements of Section 11.511 have been met with the submittal of a complete application, including a certified traffic study. No variances will be required and the Multifamily Special Permit required in an Office 2 district is being simultaneously considered by the Planning Board. An application for a Flood Plain Special Permit will be considered by the Planning Board after the Cambridge Conservation Commission has substantially reviewed

the technical details of the proposed compensatory storage mechanism.

b. Finding of no substantial adverse impact on city traffic.

The Planning Board identified five criteria that would assist in determining whether a project should be found to cause substantial adverse traffic impact: (1) project vehicle trip generation, (2) traffic generated on residential streets, (3) effect on level of service at identified intersections, (4) length of traffic queues at identified intersections, and (5) nearby locations with a high incidence of accidents. For criteria (1), (2) and (4), which are indicators of potentially adverse traffic impacts directly related to the project, the project is within acceptable limits specified by the Board. With respect to criterion (3), the intersection at Cambridgepark Drive and the MBTA access driveway through which most traffic from the project will pass, fails the criterion at the AM and PM peak hours. Mitigation in the form of activation of a light at the intersection and coordination of its operation with the MDC signal at Alewife Brook Parkway will adequately address the failure.

With respect to criterion (5), which is an indicator of existing conditions unrelated to the project, four locations have been identified as having unfavorable accident histories. All are along the high volume Alewife Brook Parkway.

The Board finds that anticipated non-conformance with its threshold criteria does not make it likely the project will have a substantial adverse traffic impact. Therefore, the Board concludes that the project will have no substantial adverse impact on city traffic with the implementation of the mitigation measures imposed by the Board as conditions of this Decision.

c. Conformance with Enumerated Growth Policies

The Planning Board further finds that the project is consistent with the growth policies enumerated in Section 11.500.

(1) Policy 13: Pace of development, maintenance of the tax base, adjustment to changing economic conditions, consistent with urban design plans, disruption of neighborhoods, overburden infrastructure.

In the Growth Policy document and Alewife specific urban design plans, formerly or evolving industrial areas have been identified as appropriate locations for construction of housing, particularly at a scale not possible or desirable in established residential neighborhoods. Planned for a former industrial site located immediately adjacent to the Red Line "T" station, this housing proposal is at a particularly favorable location for housing and it is at a density that will provide greater assurance that it will succeed in an environment that is as yet not particularly supportive of residential use.

The development will pay taxes at a rate greater than the currently vacant lot and it will not overburden basic infrastructure services.

Residential construction will preclude development of the site for office uses, which even at lesser densities would have far greater impact on traffic.

(2) Policy 27: Affordable housing and neighborhood character.

This development will introduce housing use into the district for the first time: as such it will be changing the character of a district that until now has been exclusively commercial and industrial in nature. As indicated above, it is at a scale sufficient to establish that use for the first time and will provide the foothold for additional housing to follow and succeed in the future. As required by Section 11.200, 15% of the units will be affordable.

(3) Policy 39: Minimize impacts on abutting neighborhoods.

Well-removed from established residential neighborhoods in Cambridge and Belmont, the only impact likely to be felt would be the impact of the traffic generated by the development on nearby congested streets. As indicated elsewhere in this decision, the housing use mitigates those impacts substantially and the development's location next to the "T" and within walking distance of residential services suggests negative traffic impacts will be reduced to a minimum.

(4) Policy 66: Open space facilities.

The development will substantially cover the lot and will not provide a large publicly accessible open space facility. However, the periphery of the lot will be landscaped in a fashion that will enhance the public environment and a substantial courtyard open space will provide amenities to the prospective residents. The MDC Alewife Reservation is nearby. Opportunities for enhancing public access to that facility may be possible in the future; the proponents of this project may be able to assist in taking advantage of those opportunities.

2. Conformance to the general criteria for the issuance of special permits contained in Section 10.40 of the Zoning Ordinance:.

A special permit will normally be granted unless the specifics of the proposal would cause the granting of the special permit to be a detriment to the public interest because of the particulars of the location or use, not generally true of the district or of the uses permitted in it.

a. The requirements of the Ordinance cannot be met.

All special permits to which this proposal is subject have been applied for; with their issuance all requirements of the Ordinance will be met.

b. Traffic generated or patterns of access and egress will cause congestion, hazard, or substantial change in established neighborhood character.

Section 11.500 of the Ordinance establishes a higher standard for traffic impact than is required here. As proposed and with the mitigation measures set forth below as conditions of this permit, no substantial change in neighborhood character will result nor will it result in congestion or hazard. As the Planning Board reviews the development under the companion Multifamily and Flood Plain Special Permits, which review is forthcoming, existing and proposed amenities and infrastructure supportive of pedestrian movement will be scrutinized carefully to encourage maximum pedestrian activity in lieu of the use of automobiles for trips to and from this development.

c. The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance will be adversely affected by the nature of the proposed use.

The development will permit continued operation of adjacent commercial activities without hindrance and will introduce a resident population in an area now inactive for many hours overnight; the project will enhance the quality of the environment for all occupants and activities currently found in the district or likely to be introduced in the future due to the presence of a resident population that will likely support many accessory services also useful to office tenants and will introduce an element of safety by having a substantial number of people active long after the office tenants have left for the day.

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.

No nuisance or hazard will be created.

e. For other reasons, the proposed use would impair the integrity of the district or the adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.

The proposed development will not impair the integrity of the Office 2 District, the nearby Open Space District, or the adjoining Industry B-2 District, or otherwise derogate from the intent and purpose of the Zoning Ordinance.

Decision

Based on a review of the application documents, comments made at the public hearing and other comments received by the Board, and based on the above findings the Planning Board **GRANTS** the requested Planning Overlay Special Permit, Section 11.500, subject to the following conditions and limitations.

1. All use, building construction, and site plan development shall be in general conformance with the plans and application documents submitted to the Planning Board as referenced above and dated July 7, 1999 and revised plans dated September 8, 1999 as they may be modified in response to further Planning Board review of the project under the Multifamily and Flood Plain Special Permits, Section 4.26,

which review has yet to be completed. Appendix I summarizes the dimensional features of the project as approved.

2. The project shall continue to undergo design review with the staff of the Community Development Department (CDD). The CDD shall certify to the Inspectional Services Department that all conditions of this permit have been met before issuance of the first building permit for this development.

3. In order to ensure that this development over the long term continues to comply with the standards for the issuance of this Section 11.500 special permit, the following be required: (a) The permittee shall pay for the cost of acquisition and installation of all additional equipment necessary (as determined by the Traffic, Parking and Transportation Department) to make the traffic light at the intersection of Cambridgepark Drive and the MBTA access driveway fully operational, which payment shall be made prior to issuance of the first occupancy permit for the project; (b) the Permittee shall provide such technical assistance as is determined to be necessary by the Traffic, Parking and Transportation Department to determine the best timing and phasing of the activated light at Cambridgepark Drive and the MBTA access drive, in coordination with possibly altered timing and phasing of MDC-controlled lights at the intersections of Alewife Brook Parkway with Rindge Avenue and Cambridgepark Drive; and (c) the permittee shall support the city in any negotiations with the MDC with regard to the operation of its traffic lights along Alewife Brook Parkway.

4. Unless otherwise indicated in this decision, any payment or action required to be made to satisfy Conditions #3 above shall be made to the City of Cambridge or undertaken by the permittee before issuance of any Certificate of Occupancy for construction authorized by this Decision by the Superintendent of Buildings, unless the Community Development Department informs the Superintendent in writing that alternate arrangements for payment at a subsequent date have been made.

Voting in the affirmative to **GRANT** the Special Permit were P. Winters, associate member appointed by the Chair to act in place of an absent member, T. Anninger, H. Russell, W. Tibbs, F. Darwin, L Brown and B. Shaw, constituting more than the two thirds of the members of the Board necessary to grant a special permit.

For the Planning Board,

Handwritten signature of Florrie Darwin in cursive script, with the initials 'FMD' written at the end.

Florrie Darwin, Chair

A copy of this decision #154 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 January 14, 2000, by Elizabeth M. Paden, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have likewise been filed with the City Clerk on such date.

Twenty (20) days have elapsed since the filing of this decision.

No appeal has been filed.

DATE:

City Clerk
City of Cambridge

Appendix I

PB#154 - 30 CambridgePark Drive

	Allowed/Required⁽¹⁾	Existing	Proposed	Inclusionary	Granted
		Vacant Lot			
FAR	2.0		2.55	2.6	2.55
Floor Area	373,664 S.F.		366,350 S. F.		366,350 S. F.
Max Height	85 feet		83 feet		83 feet
Max Angle above cornice line	N/A		N/A		N/A
Min Lot Size	5,000 S.F.		143,717 S.F.		143,717 S. F.
Min Lot area/du	600 S. F.		462 S. F.		
Max # du	239 units		311	36+36	311
Min Lot Width			1.		
Min Yard Setbacks					
Front north	99.46 feet				
Front east	105.38 feet				
Side west	84.30 feet				
Side south	79.97 feet				
Ratio Usuable O.S.	(15%) 21,558 S.F.				(18%) 29,095 S.F.
Off Street Parking					
Min #	311		345		35
Max #					
Handicapped	8		8		8
Bicycle spaces	156		156		156
Loading Bays	0		1		1

1. see attached off sheet for calculations.

Setback Calculations			
Front Elevation (North)			
Single Plane Setback			
$\frac{\text{Height} + \text{Length}}{4}$	=	$\frac{83 \text{ ft} + 314.83}{4}$	= 99.46 ft.
Setback Product (Single Plane)			
$\text{Height} \times \text{Length} \times \text{Front Yard Setback}$	=	$83 \text{ ft} \times 314.83 \times 99.46$	= 2,598,912.99
Setback Product (Various Planes)			
	Plane N.1	$83 \text{ ft} \times 62.00 \times 62.83$	= 323,323.18
	Plane N.2	$66 \text{ ft} \times 100.83 \times 67.67$	= 450,328.96
	Plane N.3	$66 \text{ ft} \times 2.00 \times 91.00$	= 12,012.00
	Plane N.4	$66 \text{ ft} \times 60.00 \times 62.83$	= 248,806.80
	Plane N.5	$83 \text{ ft} \times 29.00 \times 167.50$	= 403,172.50
	Plane N.6	$83 \text{ ft} \times 59.00 \times 285.00$	= 1,297,705.00
	Plane N.7	$17 \text{ ft} \times 33.00 \times 193.00$	= 108,273.00
	Plane N.8	$83 \text{ ft} \times 2.00 \times 295.00$	= 48,970.00
	Total		= 2,892,691.44

Setback Calculations			
Front Elevation (East)			
Single Plane Setback			
$\frac{\text{Height} + \text{Length}}{4}$	=	$\frac{83 \text{ ft} + 338.50}{4}$	= 106.38 ft.
Setback Product (Single Plane)			
$\text{Height} \times \text{Length} \times \text{Front Yard Setback}$	=	$83 \text{ ft} \times 338.50 \times 106.38$	= 2,960,663.31
Setback Product (Various Planes)			
	Plane E.1	$66 \text{ ft} \times 28.17 \times 79.00$	= 146,878.38
	Plane E.2	$66 \text{ ft} \times 78.50 \times 98.00$	= 494,802.00
	Plane E.3	$83 \text{ ft} \times 97.50 \times 104.5$	= 846,666.25
	Plane E.4	$83 \text{ ft} \times 30.00 \times 72.00$	= 179,280.00
	Plane E.5	$83 \text{ ft} \times 103.67 \times 97.00$	= 834,647.17
	Plane E.6	$83 \text{ ft} \times 2.67 \times 155.00$	= 34,349.65
	Plane E.7	$17 \text{ ft} \times 104.67 \times 255.83$	= 465,221.34
	Total		= 2,990,844.69

Setback Calculations			
Side Elevation (West)			
Single Plane Setback			
$\frac{\text{Height} + \text{Length}}{5}$	=	$\frac{83 \text{ ft} + 338.50}{5}$	= 84.30 ft
Setback Product (Single Plane)			
$\text{Height} \times \text{Length} \times \text{Front Yard Setback}$	=	$83 \text{ ft} \times 338.50 \times 84.30$	= 2,368,460.66
Setback Product (Various Planes)			
	Plane W.1	$83 \text{ ft} \times 130.17 \times 56.33$	= 608,696.62
	Plane W.2	$83 \text{ ft} \times 52.67 \times 54.33$	= 237,609.67
	Plane W.3	$66 \text{ ft} \times 153.00 \times 74.83$	= 760,684.34
	Plane W.4	$66 \text{ ft} \times 2.67 \times 111.17$	= 19,690.38
	Plane W.5	$17 \text{ ft} \times 23.00 \times 250.17$	= 97,816.47
	Plane W.6	$17 \text{ ft} \times 30.00 \times 252.17$	= 128,606.70
	Plane W.7	$17 \text{ ft} \times 70.17 \times 311.17$	= 371,191.68
	Plane W.8	$17 \text{ ft} \times 29.83 \times 309.17$	= 166,783.20
	Total		= 2,370,677.76

Setback Calculations			
Side Elevation (South)			
Single Plane Setback			
$\frac{\text{Height} + \text{Length}}{5}$	=	$\frac{83 \text{ ft} + 316.83}{5}$	= 79.97 ft
Setback Product (Single Plane)			
$\text{Height} \times \text{Length} \times \text{Front Yard Setback}$	=	$83 \text{ ft} \times 316.83 \times 79.97$	= 2,102,867.11
Setback Product (Various Planes)			
	Plane S.1	$83 \text{ ft} \times 20.00 \times 178.17$	= 295,762.20
	Plane S.2	$66 \text{ ft} \times 38.83 \times 25.17$	= 61,182.73
	Plane S.3	$66 \text{ ft} \times 27.17 \times 22.50$	= 40,347.46
	Plane S.4	$12 \text{ ft} \times 168.83 \times 25.17$	= 50,993.41
	Plane S.5	$83 \text{ ft} \times 27.17 \times 22.50$	= 50,739.98
	Plane S.6	$83 \text{ ft} \times 36.83 \times 25.17$	= 76,941.92
	Plane S.7	$17 \text{ ft} \times 44.00 \times 178.17$	= 133,271.16
	Plane S.8	$44 \text{ ft} \times 80.83 \times 294.17$	= 1,046,221.49
	Plane S.9	$10 \text{ ft} \times 80.83 \times 280.17$	= 226,461.41
	Plane S.10	$54 \text{ ft} \times 29.00 \times 203.67$	= 318,947.22
	Plane S.11	$54 \text{ ft} \times 2.00 \times 152.67$	= 16,488.36
	Plane S.12	$54 \text{ ft} \times 57.00 \times 122.67$	= 377,578.26
	Total		= 2,694,936.69