

CITY OF CAMBRIDGE, MASSACHUSETTS  
**PLANNING BOARD**

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

**NOTICE OF DECISION**

Case No: PB#236  
Address: 160/180 CambridgePark Drive  
Applicant: Archon Group, L.P., c/o Richard D. Casner, Director, 99 High Street, 28<sup>th</sup> floor, Boston, MA 02110  
Owner: W2007 CPD Realty II, L.L.C, W2007 CPR Realty III, L.L.C c/o Archon Group, 99 High Street, Boston MA 02110  
Zoning District: Office 2-A  
Date of Application: August 13, 2008  
Date of Public Hearing: September 23, 2008  
Date of Planning Board Decision: October 21, 2008  
Date of Filing the Planning Board Decision: December 1, 2008

2008 DEC - 1 P 3:39  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

Application: Proposal is for two new office and/or R&D buildings with a new parking garage to replace the existing surface parking. This requires a Project Review Special Permit (Section 19.20); Flood Plain Overlay Special Permit (Section 20.70); Alewife Overlay District Special Permit (Section 20/90) for the maximum floor area ratio, permitted height, waiver of the yard requirements and waiver of the gross floor area provision for parking facilities.

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 of the above reference 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 contact Liza Paden at 617 349 4647 or [lpaden@cambridema.gov](mailto:lpaden@cambridema.gov).

## **Documents Submitted**

1. Special Permit application containing the project summary, narrative, ownership certificate, certificates of receipt of plans and the appendixes containing the site plans, elevations, of various scales by Elkus/Manfredi Architects, dated August 11, 2008.
2. Traffic Impact Study for 150/180 CambridgePark Drive, by VHB/Vanasse Hangen Brustlin, Inc., August 4, 2008.
3. Map of the Notification Panel locations, dated 8/11/08.
4. Copy of letter to David Black, Vanasse Hangen Brustlin, Inc. from Susan Clippinger, Director of Traffic, Parking and Transportation, dated 7/3/08, outlining required correction to the TIS.
5. Copy of letter to David Black, Vanasse Hangen Brustlin, Inc. from Susan Clippinger, Director of Traffic, Parking and Transportation, dated 8/7/08, certifying the TIS.
6. Memo to the Cambridge Planning Board from the Cambridge Bicycle and Pedestrian Committees, dated 9/15/08.
7. Letter to the Planning Board Chair Bill Tibbs, from Stephen Kaiser, dated 9/18/08, with a copy of PB#17.
8. Memo to the Planning Board from Susan Clippinger, TP&T, dated 9/19/08, containing general comments, and suggested recommendations.
9. Letter to the Planning Board from Stephen H. Kaiser, dated 9/22/08.
10. Memo to the Planning Board from Roger Boothe, Community Development staff, dated 9/19/08.
11. Alewife Traffic Issues, by Will Brownsberger, dated June 21, 2008.
12. Memo to the William Tibbs, Planning Board Chair, from Owen O'Riordan, City Engineer, DPW, dated 9/22/08,
13. Project Background submitted by applicant at the 9/23/08 meeting on parking
14. Photographs of various dates submitted at the 9/23/08 meeting by Elsie Fiore.
15. Letter to the Planning Board from Robert M. Dickey, Managing Director, Jones Lang LaSalle for Archon Group, dated 10/3/08, with updated drawings. Drawings are dated 10/3/08

16. Memo to the Planning Board from Owen O’Riordon, City Engineer, dated 10/7/08.
17. Copy of letter to Susan Clippinger, Director of TP&T, dated 10/7/08, from Richard D. Casner, Director of Archon Group.
18. Letter to the Planning Board from Mike Raiter, et al, submitted on 10/14/08.

## **FINDINGS**

Based on its review of the Application Documents, (and the Findings set forth therein), other documents submitted, testimony taken at the public hearing and submitted in written form to the Board, and review and consideration of the relevant special permit criteria, the Planning Board makes the following findings:

### **1. General Special Permit Criteria (Section 10.43)**

*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.*

The Planning Board finds that the requested special permits should be granted, as the project authorized will not be a detriment to the public interest because:

#### ***a. The requirements of the Ordinance can be met.***

The project is designed to comply with the requirements of the Alewife Overlay District 6 and the Office -2A base zoning district. The project is consistent with the citywide urban design objectives and meets the requirements of the Flood Plain Overlay District, the Alewife Overlay District 6, and the Project Review Special Permit. With the granting of this Special Permit, the project will meet the Ordinance requirements.

#### ***b. Traffic Generated will not cause congestion, hazard, or change the character of the established neighborhood.***

The project will not cause a change in the neighborhood character at CambridgePark Drive. The project will generate additional vehicle trips that will result in increases in the delay and queuing at intersections within the Traffic Impact Study area and will cause 21 exceedences of traffic impact criteria. However, the Board recognizes that the congestion problems at the evening commuter hours are caused principally by traffic passing through the city from points outside the city; this development will not dramatically alter that condition. However, as recommended by

the Traffic, Parking, and Transportation Department in its review of the project, measures within the control of the Permittee will be implemented that will result in small but significant positive improvements in the immediate CambridgePark Drive neighborhood: limiting the parking supply and thereby limiting the single occupancy vehicles being added to the streets, improvements to the existing roadway infrastructure to make it more efficient at commuting hours, and encouraging the increased use of non-vehicle transportation modes.

***c. The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use.***

The continued operation of the adjacent uses, office, research and development and industrial, will only be marginally adversely affected by the introduction of new office or R&D workers to the Triangle district. Those adjacent uses will, however, benefit significantly, along with the city as a whole, from the significant upgrade in the urban environment at the project site: replacing of the existing paved open parking spaces with green and permeable rain gardens, a more urban and active street frontage along CambridgePark Drive, and the introduction of measures that will encourage more efficient modes of transportation.

***d. No nuisance or hazard will be created to the detriment of the health, safety and or welfare of the occupants or citizens of Cambridge.***

The project has been designed to comply with all health, safety and noise standards as required by applicable rules and regulations. The project will comply with all state and federal requirements with regard to the 100-year flood plain that impacts the site.

***e. For other reasons, the proposed use would not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this Ordinance for the following reasons:***

The project is in compliance with the provisions of the newly enacted Concord Alewife Overlay Districts and advances several of the high priority improvements outlined in the Plan. The office or R&D use is consistent with the other similar uses in the Triangle and the Overlay District. The replacement of the surface parking lot with a parking structure that complies with Stormwater Best Management Practices and the creation of the Rain Garden will actually improve the overall environment.

***f. The proposed use is consistent with the Urban Design Objectives set forth in Section 19.30.***

The proposal has been designed to be in compliance with the Citywide Urban Design Objectives:

*(1) 19.31: New project should be responsive to the existing or the anticipated pattern of development.*

The project has been designed to create a more urban landscape out of the existing expanse of asphalt by creating office blocks that are oriented to the street at CambridgePark Drive in a typical Cambridge urban pattern, while being surrounded by an acre of green space. The design has wide sidewalks, active ground floor uses to the extent permitted while addressing the requirements of the 100 year flood plain, paths through and around the site in a green, permeable landscape as well as better access for non-vehicle modes of movement. The building facades provide a good sense of space, scale and contrast in a built environment that currently lacks coherence.

*(2) 19.32: Development should be pedestrian and bicycle-friendly, with positive relationship to its surroundings.*

The project is adjacent to the existing Minuteman Trail and future Belmont Path bicycle trail, as well as within a 5 minute walk to the Alewife MBTA Station, which serves both the Red Line and numerous bus routes. It is an excellent location to promote transportation modes that do not rely on single occupancy vehicles.

The design creates pedestrian friendly sidewalks along the site edge with CambridgePark Drive and through the site. The new construction will provide a better sense of place, a more ordered environment, and a more comfortable opportunity for both pedestrians and bicyclists to move about.

Indoor bicycle facilities have been located so as to be convenient for users and in ample supply for the building occupants, thus encouraging bicycle commuting.

The Permittee will advance prospects for the creation of a pedestrian/bicycle bridge connecting the Triangle and Quadrangle over the railroad rights of way in the future.

*(3) 19.33: The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.*

The project site is currently a bleak expanse of asphalt paving and parked cars. It will be replaced with occupied office and/or R&D buildings surrounded by permeable green area that will benefit existing and new commercial and residential users of the neighborhood. The site plan takes into account the need to better manage stormwater runoff through the creation of extensive rain gardens that have a beneficial southern exposure. The project will help CambridgePark Drive evolve into a more typical Cambridge urban district where people are encouraged to walk along city streets and private pathways.

This project design mitigates many environmental impacts: the mechanical equipment will be designed to be well organized visually and to reduce the impact of noise from that equipment. Parking and loading will be accessed from secondary drives rather than from Cambridge Park

Drive, loading areas will be fully enclosed, and much of the existing surface parking will be consolidated into a parking structure that makes it possible to develop extensive green areas at the ground level.

*(4) 19.34: Projects should not overburden the city infrastructure services, including neighborhood roads, city water supply system and sewer system.*

The development will not overburden the City infrastructure and is being designed as a sustainable development. The project goal is to meet the LEED silver rating.

The development is in conformance with the City of Cambridge Stormwater Management Regulations, and the Post-Development 25-year design storm has been mitigated through the use of underground recharge structures, rain gardens, low impact development techniques and Stormwater Best Management Practices to a Pre-Development 2-year storm level.

The proposed Transportation Demand Management Plan to be implemented will reduce the added impacts of new vehicle trips by keeping the number of single occupancy vehicle trips to a minimum. Clearly, the street intersections at Alewife Brook Parkway are now overburdened. But, as indicated above, that is the result of vehicles passing through Cambridge and can be ameliorated only through larger-scaled regional solutions. This project is substantially reducing the impact of those traffic and commuting patterns that are within its ability to affect.

*(5) 19.35: New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.*

CambridgePark Drive contains a mixture of older industrial uses and newer office and research and development companies. The built pattern is disorganized and dominated visually by surface parking lots. This development will replace some of those existing open parking lots with well designed office and/or R&D buildings and open space that will contribute to the enlivening of the area.

*(6) 19.36: Expansion of the inventory of housing in the city is encouraged.*

The proposed development does not contain housing but is subject to the Incentive Housing Ordinance and will contribute the required payment to the Affordable Housing Trust.

*(7) 19.37: Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.*

The site development creates about one acre of rain gardens from the existing paved open parking lots, making a significant improvement to the management of stormwater runoff while adding to the inventory of open space in the neighborhood.

## **2. Conformance to the Project Review Criteria of Section 19.25.**

### ***a. Traffic Impact Findings required in Section 19.25.1***

Based on the results of the Traffic Study and the mitigation measures to be required as a condition of this Permit, the Planning Board finds that the project will have no substantial adverse impact on City traffic within the study area, as detailed in the memorandum to the Planning Board from Susan Clippinger, dated September 19, 2008. The Board does recognize that the intersections at Alewife Brook Parkway are well beyond capacity but that congestion is not primarily the result of development authorized in Cambridge and is only amenable to amelioration through regional improvements beyond the scope of this project. Within the realm of actions that this project can effect, useful physical improvements will be made to the transportation infrastructure in the area and policies will be implemented that offer the likelihood of significant improvement in the transportation habits of current and future users of CambridgePark Drive.

### ***b. Urban Design Findings required in Section 19.25.2 (reference to Section 19.30 – Citywide Urban Design Objectives)***

The project conforms to the urban design objectives of the City in Section 19.30 as set forth in Finding #2 above.

## **3. Conformance to the Criteria for the Flood Plain Overlay District - Section 20.70**

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 10.40. The Planning Board makes that finding.

The Conservation Commission held a public hearing on October 20, 2008 and voted to grant an Order of Conditions on the approval of the proposed work within a 100 year flood plan and designated wetlands, as authorized under the Wetland Protection Act of 1982 of the Commonwealth of Massachusetts. It is customary for the Planning Board to rely on the Commission to certify the technical accuracy of the detailed calculations necessary to comply with state and federal flood plain requirements.

To a substantial extent, the purpose of this Flood Plain Special Permit issued by the Planning Board is to ensure that the physical alternations to the environment necessary to meet flood storage requirements are consistent with the urban design objectives of the city.

***a. 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.***

The site is located in the Special Flood Hazard Area (Zone A5) as indicated on the 1982 Flood Insurance Rate Map (1982); it is not located within the regulated Floodway for Alewife Brook.

***b. 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 site grading has been designed to compensate equal volume at the same elevation for any existing flood storage that will be displaced by the proposed buildings and landscaping. Since the project is designed to fully compensate flood storage on it, the project will not impair the ability of the Special Flood Hazard Area to convey, store, and/or discharge flood waters.

The site will increase the available flood storage by diverting rooftop runoff to underground recharge chambers, which will store stormwater and allow it to slowly infiltrate into the ground after flood waters recede. The storage provided by the underground recharge chambers is in addition to the compensatory flood storage provided by the site re-grading.

***c. 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 stormwater retention storage structures will be below grade and will not cause a nuisance, hazard or detriment to the occupants of the site or abutters. Elaborate rain gardens that will be visual and recreational amenities for users of CambridgePark Drive buildings are an integral aspect of the systems proposed to address flooding and stormwater concerns at the site.

***d. The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, State Inland Wetland Act, and any other applicable laws.***

The proposed use of office and/or research and development and accessory parking complies with the underlying Office 2A District and the Alewife Overlay District 6 and will be designed and constructed in compliance with the Massachusetts's State Building Code 7<sup>th</sup> edition.

Further, the development's site design complies with the following federal, state, and local regulations: FEMA 44 CFR 60.3; MA Wetlands Protection Act 310 CMR 10.00.

***e. Applicants for development in the Alewife Revitalization area shall be familiar with the Alewife Urban Design Study Phase II, April 1979, and shall demonstrate how their plan meets the spirit and intent of such study, particularly "Appendix One, District Development Policies", in conjunction with the requirements of this Section 11.70 Flood Plain Overlay District.***



The project addresses and meets the intent of the "Concord-Alewife Plan" adopted by City Council on June 26, 2006, by mitigating stormwater and sewer, increasing the permeability of the site, and implementing Low Impact Development Impact principles as outlined in Section 4 of the application.

*f. The requirement of Section 20.74(3) has been met. [3. 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;]*

The project is not located within the regulatory Floodway for the Alewife Brook.

***g. Conservation Commission Comment***

The Cambridge Conservation Commission reviewed the development proposal at a public hearing on the Notice of Intent on October 20, 2008. The Commission voted to issue an Order of Conditions at that meeting.

**4. Conformance with the criteria for issuance of a Special Permit within the Alewife Overlay Districts, Section 20.93.2.**

In issuing a special permit for any relief within the Alewife Overlay Districts, the special permit granting authority is to be guided by the purposes of the Overlay Districts (Section 20.92), the objectives and design guidelines for development contained in the *Concord Alewife Plan*, November 2005, and the general standards for issuance of a special permit (Section 10.43). The project is located within the Triangle District.

***a. Purposes of the Alewife Overlay Districts***

*(1) Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use;*

The project will greatly advance the convenience and ease of walking and bicycling in the Triangle District, including to the Red Line subway stop.

*(2) 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;*

Significant improvement in all these areas will be achieved.

*(3). Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood;*

The project is well removed from the Cambridge Highlands neighborhood.

*(4). Integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts.*

The project will provide key easements that will facilitate an eventual connection between the Triangle and the Quadrangle for pedestrians and bicyclists.

*(5). 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;*

No residential units will be created.

*(6) 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.*

This project advances the goal of creating a more Cambridge-like urban setting from what is now a disparate assemblage of buildings, which at their best have a suburban character.

***b. Consistency with the Goals for the Triangle in the Concord - Alewife Plan***

The goals of the Triangle District are to encourage a mixed use district that creates an environment friendly to pedestrians and bicyclists and encourages transit use as a significant mode of travel to and from the District. Enhanced connections to recreational and commuter bicycle paths and open space amenities are encouraged.

With the addition of two new office and/or R&D buildings, the project expands the cluster of research oriented office uses in the Triangle. The building and site design, however, begin to establish a more urban character in the District with buildings that directly face onto CambridgePark Drive, encircled by a network of vehicular pathways that begin to establish a more typical city-like pattern of streets and blocks that serve all modes of travel. The extensive paved parking lots are significantly reduced and are replaced with open space amenities that serve a dual purpose as a stormwater management system. The project will introduce new management policies that will discourage use of the single occupancy automobile to get to the neighborhood and encourage use of transit. Future easements will facilitate a pedestrian/bicycle connection to the Quadrangle.

*c. Consistency with the Concord Alewife Area-wide and Triangle Design Guidelines*

*(1) Large blocks should be broken into smaller blocks to improve circulation and be compatible with the surrounding neighborhoods.*

160/180 Cambridge Park Drive will transform the existing surface parking lot into two buildings and a parking garage of a scale that is found in other areas of Cambridge. The circulation pattern will create a pedestrian and bicycle friendly city block system along CambridgePark Drive and throughout the development.

*(2) The design of individual buildings should vary to create an architecturally diverse district.*

The project has important architectural elements that create rhythm and variety along the Cambridge Park Drive streetscape; most importantly the proposed buildings address the street forcefully and directly in the typical city-street pattern. The use of large areas of north facing glass adds a contemporary feel to the streetscape. The fenestrations are varied to provide diversity and individual character to the two buildings.

*(3) Create building height/façade setbacks between 85 and 105 feet.*

The buildings are planned to be 85 feet maximum height, so there will not be any setback over the 85 foot height.

*(4) Provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches or small open spaces.*

The ground floor of 160 Cambridge Park Drive is set back in front of the lobby to create an open loggia. Along which will be a sheltered low-slope ramp and a planting and seat wall area set back 20 feet from the curb. An adjacent paved sidewalk area, set back an additional 10 feet, provides convenient outdoor bicycle storage and open to the rain garden that separates 160 and 180 Cambridge Park Drive. Within the limitations of the requirements for building in a 100 year flood plain, active building functions will be located at grade to the extent possible, including a possible cafeteria/food service activity

*(5) Street level facades should include active uses.*

The first floor building lobbies will be oriented to the street and will have high glass-to-solid ratios, lending a transparency to the facades that will enliven the streetscape and promote pedestrian activity.

*(6) Create a pedestrian friendly environment along Cambridge Park Drive.*

The two new buildings will enliven the street by extending the building street wall between 150 and 200 CambridgePark Drive. The proposed buildings are organized to promote pedestrian

activity through a network of sidewalks, landscaped features, visual permeability through the site, and a through building lobby connection at 160 CambridgePark Drive.

*(7) Encourage awnings and canopies to provide shelter and enliven ground floor facades.*

160 CambridgePark Drive is set back along the sidewalk with an open loggia that is directly adjacent to the floor to ceiling glass façade of the active lobby and meeting room spaces. 180 CambridgePark Drive will have a canopy that projects over the sidewalk and marks the lobby entry fronting CambridgePark Drive.

*(8) Utilize low-impact development principles in building and site design.*

The project actively employs such principles.

*(9) Use site design that preserves right of way for a future railroad track crossing identified in the Circulation Concept Plan.*

The Permittee has agreed to provide appropriate easements to the City to accommodate a pedestrian bridge landing on its site, and access thereto from CambridgePark Drive that will accommodate bicycles as well as persons with disabilities.

*(10) Improve existing streets to meet City standards, including streetscape improvement.*

Proposed streetscape improvements along the approximately 500 feet of CambridgePark Drive frontage include new wide sidewalks, street furniture and street trees.

*(11) Screen services from CambridgePark Drive.*

Access to the parking and loading facilities will be from secondary drives leading from CambridgePark Drive, consistent with the existing development patterns. Loading areas will be enclosed, and will satisfy the day-to-day servicing of the buildings.

*(12) Above grade parking should be designed so it is not visible from nearby residential neighborhoods, from public streets, or from pathways; line above-ground parking with active uses along important public ways; use parking structures to visually and acoustically screen the rest of the area from the railroad tracks.*

The parking garage is located adjacent to the railroad right of way well removed from CambridgePark Drive and not close to existing residential development. It is carefully designed to present a pleasant view where it will be highly visible, and will be low enough to be screened by trees and other landscaping where the garage might be viewed across the railroad tracks from the Quadrangle.

*(13) Design and locate lighting and signage in support of the district's pedestrian friendly quality.*

Street and exterior building lighting and the signage program will be developed to reinforce the pedestrian character being created on this site, with simple and clear signs and shielded lighting that is in keeping with sustainable goals.

**5. Conformance to Criteria for Waiver of Yard Requirements - Section 20.95.34.**

The Planning Board shall consider the following in making its findings:

***a. The objectives of the Concord-Alewife Plan continue to be met.***

The proposal meets the objectives of the Alewife Overlay District as outlined in the Findings above.

***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 development is in conformance with the City of Cambridge Stormwater Management Regulations, and the Post-Development 25-year design storm has been mitigated through the use of underground recharge structures, rain gardens, low impact development techniques and Stormwater Best Management Practices to a Pre-Development 2 year storm level.

***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 waiver of the side yard requirements results in a more compact development design along the CambridgePark Drive, pedestrian friendly access into the site, and a large continuous open space for the rain garden.

Waiver of the rear yard setback for the location of the parking structure creates a visual and acoustical screen of the MBTA rail tracks and allows the possibility of the bridge crossing being incorporated into the garage.

**6. Conformance to Criteria for Pooled parking and Waiver of Gross Floor Area Provisions**  
**- Section 20.97.3**

The Planning Board finds that the parking facility serves well the objectives of the Overlay District as set forth below:

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

The consolidation of surface parking into a structure makes possible the development of large permeable areas on site and the development of a mechanism for filtering stormwater runoff which is now typically collecting on asphalt paving and running unfiltered to adjacent water bodies. The open space will also serve as an amenity to residents and tenants.

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

The project will introduce new transportation demand management techniques to encourage office and/or R&D tenants to use public or other forms of non- single occupancy vehicle transportation to the site. The program will also affect tenants in buildings owned by others, as there are leases to those buildings for use of the existing parking supply; therefore the project has the opportunity to make significant headway in encouraging alternate modes of travel by existing tenants in the Triangle, in addition to shaping from the beginning the transportation behavior of those who will occupy the new buildings.

***c. The facility is well designed, does not diminish the pedestrian-friendly quality the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan***

The garage is well designed, of moderate size, and well located to function as a buffer between the office and/or R&D buildings and the active railroad line, and frees up large areas of asphalt for conversion to more attractive development in the form of buildings, pedestrian pathways and permeable green areas.

***d. 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 garage is well designed, well sited to minimize its impact on pedestrian activity in the District, and positively sited to at least partially screen the activity occurring within the railroad right of way.

*e. The extent to which the construction of an above grade parking structure facilitates the creation of at grade soil permeability.*

As indicated many times above, the consolidation of surface parking in a garage allows for a dramatic increase in green permeable area on the site.

**DECISION**

Based on a review of the application documents, written submissions, comments made at the public hearing, and based on the above findings, the Planning Board GRANTS the requested special permits for Project Review Special Permit (Section 19.20), Flood Plain Special Permit (Section 20.70), Alewife Overlay District Special Permit (Section 20.90) to waive the maximum Floor Area Ratio to be 1.52 (Section 20.95.1), Maximum Height to be 85 feet (Section 20.95.2), Waiver of the Yard Requirements (Section 20.95.34) and the Waiver of Gross Floor Area Provision for Parking Facilities (Section 20.97.3) subject to the following conditions and limitations:

1. All use, building construction, and site plan development shall be in substantial conformance with the revised plans and application documents submitted to the Planning Board dated August 11, 2008 and revised plans dated October 3, 2008, and referenced above. The authorized dimensional standards for the project are summarized in Appendix I.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of the Building Permit for the project, the 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 permit.
3. The project shall be subject to and conform to the commitments and requirements outlined in the memo dated September 19, 2008 from Susan Clippinger, Director of the Traffic, Parking and Transportation Department, to the Planning Board and the memo dated October 3, 2008 from Richard D. Casner, Director, of the Archon Group to Susan Clippinger.

With respect to bicycle Facility Improvements for CambridgePark Drive, currently vehicles form two eastbound lanes and block the eastbound bicycle lane on CambridgePark Drive approaching the Alewife Access Road during the pm peak. The goal is to maintain bicycle lanes on CambridgePark Drive and to also provide sufficient vehicle capacity so the pm peak vehicle demand does not use the bicycle lane for the queue from the signal at CambridgePark Drive and the MBTA Access Road [CambridgePark Place].

One possible way to accomplish this goal is to widen CambridgePark Drive, where required, from the MBTA Access Road heading west to the cul-de-sac to a 38' minimum by shifting the curb line on one side. The proponent will, working with the City, design and build

the changes needed to shift the curb line approximately 2'-4' to accommodate the new design and install the pavement markings on the current road configuration that accommodate a minimum of three 10' travel lanes and two bike lanes. The bike lanes would preferably be 5' wide but not less than 4', depending on ability to reduce sidewalk widths. The City is willing to consider other options that may be proposed by the proponent in lieu of the widening of the road to meet the bicycle accommodations goal on CambridgePark Drive.

4. The project shall conform to the Stormwater Best Management Practices as outlined in the letter from the Department of Public Works dated September 22, 2008.

5. The project shall conform to the Order of Conditions as voted at the Conservation Commission Hearing of October 20, 2008.

6. The final landscape plan for the project shall be reviewed and approved by the Community Development Department before the issuance of building permit.

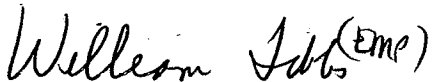
7. All authorized development shall conform to the requirements of the City of Cambridge "Noise Control Ordinance", Chapter 8.16 of the Cambridge Municipal Code.

8. The conditions and requirements of the PTDM Ordinance - Final Decision #F-44 shall be made a condition of this special permit.

9. The project shall conform to the Incentive Zoning Ordinance, Section 11.200, and make a total contribution of \$1,455,202 ( $337,800 - 2,500 \text{ GFA} \times \$4.34$  [or amount as adjusted CPI Housing Index]) at the time of the first Occupancy Permit for each individual building. This contribution shall be allocated based on the Occupancy Permit for each building.

Voting in the affirmative to GRANT the Special Permits were: W. Tibbs, P. Winters, T. Cohen, T. Anninger, S. Winter, H. Russell, constituting at least two thirds of the membership of the Board.

For the Planning Board,



William Tibbs, Chair

A copy of this decision, PB#236, 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 of such filing with 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 December 1, 2008, by Elizabeth M. Paden, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been likewise filed with the City Clerk on such date.

Twenty days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk

City of Cambridge

## Appendix I – Dimensional Form

**Special Permit #236**

**Address: 160/180 CambridgePark Drive**

	<b>Allowed/Required</b>	<b>Existing</b>	<b>Proposed</b>	<b>Granted</b>
<b>Total FAR</b>				
<b>Non-Residential</b>	1.75	.64	1.52 <sup>1</sup>	1.52 <sup>1</sup>
<b>Total GFA in Sq. Ft.</b>	673,940 SF	245,756 SF	583,556 SF	583,556 SF
<b>Max. Height</b>	85 feet	135 feet	85 feet	85 feet
<b>Lot Size</b>	5,000 SF	385,109 SF	385, 109 SF	385, 109 SF
<b>Min. Lot Width</b>	50 feet	776 feet	776 feet	776 feet
<b>Min. Yard Setbacks</b>				
<b>front</b>	25 feet <sup>3</sup>	25 feet	25 feet	25 feet
<b>Side, left</b>	57 feet	558 feet	31 feet	31 feet
<b>Side, right</b>	44 feet	68 feet	68 feet	68 feet
<b>Rear</b>	118 feet	177 feet	10 feet	10 feet
<b>Total % Open Space</b>	15%	26%	30%	30%
<b>Useable/Other</b>	NA/25%	/24%	/26%	/26%
<b>Off Street Parking</b>				
<b>Min</b>	1/1050 SF			
<b>Max</b>	1/525 SF	871	1515 <sup>2</sup>	1515 <sup>2</sup>
<b>Handicapped</b>	20 + 1/100 spaces over 1,000 SF	17	26	26
<b>Bicycle Spaces</b>	1/10 cars = 152	85	152	152
<b>Loading Bays</b>	2 per building	2	6	6

1. Excludes 152 CambridgePark Drive (garage structure) and ground floor parking area at 160 CambridgePark Drive and 180 CambridgePark Drive, GFA waiver
2. 1 per 525 SF = 644 spaces (for proposed 337,800 GFA) + 871 existing = 1515 maximum spaces.
3. 15 feet minimum by waiver.