



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2012 JUL 11 PM 1 09

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:

270

Address:

160 CambridgePark Drive (consisting of to-be-subdivided portions of 150 and 180 CambridgePark Drive)

Zoning:

Office-2A, Alewife Overlay District 6 and Flood Plain Overlay District

Applicant:

The McKinnon Company on Behalf of BRE/CPD LLC

Owner:

BRE/CPD LLC

Application Date:

February 27, 2012

Date of Planning Board Public Hearing:

March 20, 2012, April 3, 2012, May 15, 2012, June 5, 2012 and June 19, 2012

Date of Planning Board Decision:

June 19, 2012

Date of Filing Planning Board Decision:

July 11, 2012

Application: Proposal is for a new multifamily building containing 398 units of rental housing to replace an existing surface parking lot. Applicant is seeking Special Permits pursuant to Sections 5.25.42 – Floor Area Ratio and Floodplain, 6.35 – Parking Requirements, 6.43.6 – Common Driveways, 6.44.1 – Parking Space and Driveway Requirements, 19.20 – Project Review Special Permit, 20.70 – Flood Plain Overlay District, 20.95 – Alewife Overlay District 6 Floor Area Ratio and Yard Requirements and 20.97 – Alewife Overlay District 6 Floor Area Ratio and Pooled Parking.

Decision:

GRANTED with conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board:

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

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

- Special Permit application, cover sheet, dimensional forms, ownership certificate, fee schedule, project narrative, sewer water noise narrative, flood plain documentation, LEED narrative checklist, neighborhood outreach, site maps, survey, existing photos, proposed site plan, floor plans, elevations, perspective renderings, landscape plans, shadow studies, lot subdivision plans, tree study, open space plans
- Letter to Richard McKinnon, The McKinnon Company, from Sean Gildea, dated June 15, 2012
- Planning Board Notice of Decision #28 – Major Amendment, dated November 3, 1983
- Planning Board Notice of Decision #26 – Minor Amendment, dated April 3, 1984
- Planning Board Notice of Decision #47, dated February 19, 1985
- Memo to the Planning Board, from Deborah S. Horwitz, Goulston and Storrs, dated June 18, 2012
- Memo to the Planning Board, from David Biancavilla, BSC Group, dated June 15, 2012
- Memo to the Planning Board, from Owen O’Riordan, City Engineer, dated March 20, 2012
- Massachusetts Department of Environmental Protection, WPA Form 5 – Order of Conditions, dated May 15, 2012
- Memo to the Jennifer Wright, Conservation Commission, from Owen O’Riordan, City Engineer, dated February 13, 2012
- Memo to David Black, Vanasse Hangen Brustlin, Inc., from Sue Clippinger, Director, Traffic Parking and Transportation, dated March 14, 2012
- Memo to the Planning Board, from Sue Clippinger, dated May 15, 2012
- Memo to the Planning Board, from Brian O’Connor, Cube 3 Studio LLC, dated June 18, 2012
- Special Permit Supplement, dated May 8, 2012
- Notice of Extension of Time, dated June 7, 2012
- Memo to the City Clerk, from Lester Barber, dated September 27, 1982
- Notice of Decision, Planning Board Case #26, dated September 15, 1982
- Memo to the Planning Board, from the Cambridge Bicycle Committee, dated March 19, 2012
- Memo to the Planning Board, from Richard McKinnon, dated March 20, 2012
- Memo to the Planning Board, from CDD Staff, dated March 20, 2012
- Memo from Jennifer Wright, Director, Conservation Commission, dated March 20, 2012
- Memo to Brian Murphy, Assistant City Manager for Community Development, from Owen O’Riordan, dated March 20, 2012
- Memo to the Planning Board, from Deborah S. Horwitz, Goulston and Storrs, dated March 19, 2012
- Memo to David Black, from Sue Clippinger, dated March 14, 2012
- Email to Leslie Fanger, from David Lefcourt, City Arborist, dated February 22, 2012
- Email to David Lefcourt, from Leslie Fanger, dated February 17, 2012
- Memo to David Black, from Sue Clippinger, dated January 23, 2012
- Memo to Owen O’Riordan, from Richard McKinnon, dated December 12, 2011

- Memo to Richard McKinnon, from Owen O’Riordan, dated December 9, 2011
- Email to Jennifer Wright, from Richard McKinnon, dated February 10, 2012
- Planning Board Special Permit #270 Special Permits and Criteria Chart
- Draft Planning Board Notice of Decision, Case #270
- Planning Board #270, sign in sheet, June 5, 2012
- Planning Board #270, sign in sheet, April 3, 2012

Other Documents

- Email to Liza Paden, from Ellen Mass, dated June 19, 2012
- Site photographs
- Interchange with Alewife Brook Parkway - Relocated Route 2 – Scheme A
- Letter to the Planning Board, from Stephen Kaiser, dated March 30, 2012
- Email to Brian Murphy from Dominick Ianno, dated March 20, 2012
- Email to Liza Paden from Helen Lozoraitis, dated March 19, 2012
- Policy statement of Mystic River Watershed Association regarding Silver Maple Forest, dated March 9, 2012
- Letter to Mayor Henrietta Davis, from Begabati Lannihan, dated March 20, 2012
- Letter to the Planning Board, from Mebs Murji, Pfizer, Inc., dated March 13, 2012

APPLICATION SUMMARY

On February 27, 2012, an application was submitted for: (i) Planning Board special permits for a six-story, multifamily residential building containing 398 units of rental housing (the “Project”) at 160 CambridgePark Drive, which consists of to-be-subdivided portions of 150 and 180 CambridgePark Drive (the “Site”); and (ii) amendments to existing Planning Board special permit #26, 125 CambridgePark Drive, and existing Planning Board special permit #47, 150 CambridgePark Drive. All findings and conditions in this Decision apply to the application for special permits for the new multifamily residential building on the Site. Parking for the project will be provided on the site and will include approximately 398 vehicular parking spaces and 398 bicycle parking spaces. Access to and egress from the new residential building will be provided through two entrance driveways on CambridgePark Drive, as well a shared access drive located partially on the remaining 150 CambridgePark Drive property pursuant to the terms of a recorded easement agreement. Stormwater management improvements to the existing parking lots on 150, 180 and 180R CambridgePark Drive will be undertaken in connection with the project.

The Applicant requested the following relief in connection with the project:

- Special Permit under Section 20.70 of the Ordinance for construction in the Flood Plain Overlay District.
- Special Permit under Section 20.95.1 of the Ordinance, to allow an increased floor area ratio (“FAR”) of approximately 2.38 at the Site.
- Special Permit under Section 20.95.34 of the Ordinance, to reduce the front, side and rear yard requirements otherwise applicable in the Office 2-A District.

- Special Permit under Section 20.97.2 of the Ordinance, to permit the new pooled parking arrangements between the site and 100, 125, 150, 180, 180R and 200 CambridgePark Drive.
- Special Permit under Section 20.97.3 (and Section 5.25.42) of the Ordinance, to exclude the residential building's at-grade parking facility from applicable floor area ratio limitations.
- Special Permit under Section 6.35 of the Ordinance, to reduce the project's required amount of parking to permit the proposed shared parking arrangements.
- Special Permit under Section 6.43.6 of the Ordinance, to permit a common driveway located partially on the site and partially on the 150 CambridgePark Drive parcel.
- Special Permit under Section 6.44.1 of the Ordinance, to permit on-grade open parking spaces and driveways within five (5) feet of side and rear property lines.
- Project Review Special Permit under Section 19.20 of the Ordinance for construction of more than 50,000 square feet of new gross floor area.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met.

With the requested special permits the project will meet the requirements of the Ordinance.

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

The project is expected to have minimal impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character. It is also noted that the traffic generated by the project is anticipated to be less than that associated with the office/research and development project on 150, 180 and 180R CambridgePark Drive for which entitlements currently exist under a previously granted special permit.

- (c) *the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use.*

The site is located in Alewife Overlay District 6, surrounded on the west, north and east by existing commercial uses, and abuts railroad tracks to the south. The project will not adversely affect the continued operation or future development of adjacent uses, rather the project provides opportunities to complement the existing adjacent uses by providing nearby residential housing. Adding residential uses to the area is also consistent with the goals of Alewife Overlay District 6 to introduce a significant component of residential living to enhance the area's appeal, vibrancy and security as well as to provide opportunities to increase recreational use of the nearby Alewife Reservation.

- (d) *nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.*

The project will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the project or the citizens of the City. The project will replace an existing surface parking lot with a new residential building that will enhance the vibrancy of the Alewife Overlay District 6.

- (e) *for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.*

The project will advance the intent and purpose of Alewife Overlay District 6, to encourage development that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips; preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of stormwater; minimize the negative impact of new development on adjacent residential neighborhoods while introducing new amenities and services that will benefit the residents of such neighborhoods; integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts and beyond; introduce a significant component of residential living to enhance the area's appeal; and create an identity and sense of place that parallels the development of the historic urban centers that characterize much of Cambridge.

The project will introduce additional residential units in close proximity to transit and surrounding commercial uses, thereby facilitating walking, biking and transit use and helping to minimize negative traffic impacts on the neighborhood. The project will also adopt the Transportation Demand Management measures identified in the TIS, in order to minimize the

amount of traffic passing through nearby arterial and neighborhood streets. There will be shared parking opportunities, resulting in a net reduction in the number of existing registered parking spaces and a reduction in the existing parking ratios of the existing office buildings at 125 and 150 CambridgePark Drive.

The site falls within the 100-year floodplain of the Little River, and the Flood Plain Overlay District. Areas on the site that are currently paved will be replaced with a residential redevelopment that conforms to best practices for mitigation of impacts and preservation of the natural environment. The project has been designed to provide compensatory flood storage per the Massachusetts Wetland Protection Act. The design of the project, and in particular, its potential impact of the flood plain, has been reviewed and approved by the Cambridge Conservation Commission.

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

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

2. 20.75 Criteria for Flood Plain Overlay District Special Permit

Pursuant to Section 20.75 of the Ordinance, the Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met the following criteria in addition to other criteria specified in Section 10.40:

- 1) *No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these special flood hazard areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.*

In order to minimize the volume of ground-level structures placed within the limits of the floodplain, the residential building (and associated at-grade parking) will be constructed above the existing 100-year flood plain elevation resulting in a slight increase in the site's available flood storage. The Cambridge Conservation Commission has determined that the project will not impair the ability of the applicable flood hazard areas to carry and discharge flood waters.

- 2) *Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.*

The proposed flood water retention system will be located underneath the residential building and provides compensatory flood storage on a foot-by-foot incremental elevation basis allowing flood waters to flow and recede to the Little River in an unrestricted manner. Accordingly, the displacement of existing water retention capacity on the site will be

replaced with equal water retention capacity as part of the project and as approved by the Conservation Commission.

- 3) *All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.*

The project's flood water retention system has been designed and will be located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The flood water retention system will be located underneath the residential building, and maintain a safe environment for the occupants of the project and abutters. Additionally, measures have been incorporated into the flood water retention system's design to allow for periodic cleaning and maintenance.

- 4) *The proposed use shall comply in all respects with the provisions of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.*

Upon issuance of the special permits, the project will comply with all applicable provisions of the Office 2-A District, the Alewife Overlay District 6 and the Flood Plain Overlay District. As evidenced by the Cambridge Conservation Commission's February 13, 2012 approval of the project's amended Order of Conditions (the "Order of Conditions"), the project complies with the Wetlands Protection Act. The project also will comply with the State Building Code and any other applicable laws.

- 5) *Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 – Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 – Flood Plain Overlay District and Section 20.90 – Alewife Overlay Districts 1-6.*

The Project is consistent with the aims of the Concord-Alewife Plan, A Report of the Concord Alewife Planning Study and the relevant policy statements of Towards a Sustainable Future, Cambridge Growth Policy.

The project will encourage non-automobile mobility by creating a pleasant and safe pedestrian and bicycle environment, and will screen at-grade parking and service areas from public streets. The project will also seek to utilize Low Impact Development ("LID") principles in building and site design in addition to meeting the City, State, and Federal stormwater requirements. Some of the LID techniques to be used include the use of native plantings, a rain garden, and increased groundwater infiltration. The project will offer open

space amenities in the form of a large urban plaza along CambridgePark Drive, as well as two private courtyards and a swimming pool area open to the residents.

The proposed residential building is designed to provide vibrancy at the street level with public amenities located on the ground floor. In particular, the project is designed to activate the street edge for the length of the residential building along CambridgePark Drive through the placement of key building support spaces and residential living areas.

The plaza will provide an active public space for pedestrians and bicyclists, and will feature large glass areas, bicycle repair stands, and informal seating and gathering areas. On the second level, the clubhouse will provide a visible presence on the plaza. The primary building entry will be located at the inside corner of the plaza, and the landscaped open space area will provide shade, and public seating areas. Four residential units will be located at the ground floor on CambridgePark Drive with direct sidewalk access. The project will benefit from pedestrian and bicycle access to the Alewife MBTA station as well as the nearby Alewife Reservation trail system.

- 6) *The requirement of Section 20.74(3) has been met (i.e., Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that any encroachment of the floodway shall not result in any increase in flood levels during the occurrence of the 100-year flood).*

The project's compensatory flood storage has been designed to provide for no decrease in the site's floodwater storage capacity. This analysis has been performed for all flooding up to and including a 100-year flood event, pursuant to the certified Flood Report prepared by the BSC Group, which was reviewed and approved by the Cambridge Conservation Commission in connection with the Order of Conditions.

3. Section 20.93.2 Criteria for Approval of an Alewife Overlay District Special Permit

In reviewing applications for Alewife Overlay District special permits, the Planning Board shall be guided by the objectives, criteria, and guidelines contained in the publication Concord-Alewife Plan in addition to the requirements of Section 10.40 (Special Permits) and Section 20.90. These guidelines are also intended to assist in shaping any contemplated physical change within the Alewife Overlay Districts. With respect to consistency with the Concord-Alewife Plan, special emphasis shall be placed on preservation of key rights-of-way for infrastructure projects as indicated in the Priority Infrastructure Plan.

- 1) *The Concord-Alewife objectives, criteria and guidelines, generally and for the "Triangle District" (in which the Site is located), include the following:*

(a) Break large blocks into smaller blocks, of sizes similar to those in surrounding Cambridge neighborhoods, to improve circulation and to be compatible with surrounding neighborhoods.

The project will replace an existing surface parking lot with a residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings. The residential building will break the block into two primary sections with staggered distances from the street, multiple entries, and varied façade treatments. The activated mixed-use street edge will enhance the pedestrian experience along CambridgePark Drive. Close proximity to the Alewife MBTA station, area parks and trails, and retail shopping will help facilitate walking, biking and transit use and minimize negative impacts on surrounding neighborhoods.

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

The residential building will have a height (as defined in the Ordinance) of approximately 70 feet, which is well below the height of 105' that could be allowed. The design incorporates varied setbacks, material changes and diverse roof lines to reduce the scale of the residential building. The large urban plaza will also help to diversify the building architecturally.

(c) Street-level facades should include active uses such as frequent residential entrances, with setbacks for stoops and porches; neighborhood-serving retail including shops, restaurants, cafés; services for the public or for commercial offices such as fitness centers, cafeterias, day care centers; community spaces such as exhibition or meeting spaces; and commercial lobbies and front entrances. Provide small setbacks (5' to 15') from the right-of-way for café seating, benches, or small open spaces.

The residential building has been programmed to situate its most active uses along CambridgePark Drive in order to help animate the streetscape. These uses include the main entry lobby, leasing office, bicycle storage and lounge at the ground level, as well as the clubhouse amenity area on the first residential floor. The project also introduces four residential units with individual private entries at the ground floor to further enhance the streetscape. The parking area will also be virtually entirely concealed behind the amenities and residential units at the ground level to eliminate the visual impact of parking along CambridgePark Drive. The street level façades have been designed to provide a pedestrian friendly scale, through the use of material changes and building setbacks.

(d) Encourage awnings/canopies to provide shelter and enliven ground-floor façades.

The residential building will feature a series of large canopies and awnings along CambridgePark Drive including a large curving canopy at the main entry vestibule to enhance the pedestrian experience and activate the streetscape, as well as identify the main building entry. Smaller, canopies will be located at the residential entries and secondary building entries. The plaza will feature shallow canopies above the storefront windows at the leasing and bicycle storage areas to mimic a retail component.

(e) Design residential buildings with individual units and front doors facing street, including row-house units on the lower levels of multifamily residences. Create a pedestrian-friendly environment along CambridgePark Drive.

The four residential units that front CambridgePark Drive will complement the streetscape with direct entries, landscaping and private terraces. The parking area will be virtually entirely concealed at the ground level to eliminate the visual impact of such parking along CambridgePark Drive, and create a more pedestrian-friendly environment.

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

The residential building will seek certification under the Energy Star Home program, the US Green Building Standard and LEED-Homes. An overview of the Project's LEED compliance is contained in the LEED Narrative and LEED Checklist submitted with the Application.

(g) Use low-impact-development principles in building and site design as a way to meet city, state, and federal stormwater requirements.

The project is designed to incorporate Low Impact Development (LID) design features into the overall stormwater management design of the site, including, a natural landscape stormwater bio-retention/rain garden area to provide improved stormwater quality, and promote ground water infiltration and reduce site runoff rates. As described above, the stormwater management design for the project has been approved by the Cambridge Conservation Commission pursuant to the Order of Conditions.

(h) Use site design that preserves future rights-of-way identified in the Circulation Concept Plan. Locate new development to preserve right-of-way for future crossing of the railroad tracks to connect the Triangle and Quadrangle. Provide pedestrian links that strengthen physical connections to Alewife Reservation, consistent with its master plan. Strengthen bicycle and pedestrian links to adjacent areas. Provide links that strengthen physical and visual connections to open space resources.

The project will create a shared access drive between the Site and the existing 150 CambridgePark Drive building, consistent with the Circulation Concept Plan. Potential future development on the site could incorporate a railroad track crossing to connect the Triangle and Quadrangle. Close proximity to Alewife MBTA station, area parks and trails, and retail shopping will help facilitate walking, biking and transit use.

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

The project will improve existing streets to meet City standards as required and improve the streetscape by providing on-grade landscaping and an entry plaza to the residential building along CambridgePark Drive.

(j) Screen service areas from CambridgePark Drive.

The residential building's service areas will be screened from CambridgePark Drive as shown on the plans submitted with the Application.

(k) Parking below grade is preferred. If above grade parking is to be provided, design it so it is not visible from nearby residential neighborhoods, from public streets, or from pathways. Line above-ground structured parking with active uses (shops, cafés, lobbies) along important public ways; use parking structures to provide visual and acoustical screening between the railroad tracks and the rest of the area.

The project is located within the Flood Plain and no below grade parking is proposed. The parking facility will be located on the ground-level and hidden from view from Cambridgepark Drive by the entry lobby, leasing offices, clubhouse fitness center, four first-floor residential units, bicycle storage facilities and landscaping.

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

The project will feature street lighting along CambridgePark Drive and safety illumination on all other building facades. Additional lighting around the building entrance, residential units, and as part of bollards within the plaza area will enhance the nighttime streetscape and building appearance. The lighting is designed to minimize light spilling onto adjacent properties.

2) The regulations contained in Section 20.90 are intended to harness the opportunities presented with the redevelopment of private property in ways that will:

(a) Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips in an area already burdened with regional vehicular traffic passing through to other destinations in the metropolitan region.

The project will introduce additional residential units in close proximity to transit and surrounding commercial uses, thereby facilitating walking, biking and transit use and helping to minimize negative traffic impacts on the neighborhood. The project will also adopt the Transportation Demand Management measures identified in the TIS, in order to minimize the amount of traffic passing through nearby arterial and neighborhood streets. There will be shared parking opportunities, resulting in a net reduction in the number of existing registered parking spaces and a reduction in the existing parking ratios of the existing office buildings at 125 and 150 CambridgePark Drive.

(b) Preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of stormwater in ways that add to the quality and visual appeal of the built environment as well as to the quality of the water itself.

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

(c) Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood while introducing new amenities and services that will benefit the residents of that neighborhood.

The project is not located adjacent to the Highlands neighborhood and will not significantly impact that area. The project's close proximity to Alewife MBTA station, area parks and trails, and retail shopping will help facilitate walking, biking and transit use and minimize negative impacts on surrounding areas.

(d) Integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts and beyond to the Cambridge Highlands, North Cambridge and Neighborhood Nine neighborhoods and the Fresh Pond Reservation.

The project's close proximity to Alewife MBTA station, area parks and trails, and retail shopping will help facilitate walking, biking and transit use as well as pedestrian and bicycle connections to surrounding neighborhoods. The project will improve existing streets to meet City standards as required and improve the adjacent streetscape by providing on-grade landscaping and an entry plaza to the building along CambridgePark Drive. There will also be a shared access drive between the site and the existing 150 CambridgePark Drive building. The project is designed so that potential future development on the site could incorporate a railroad track crossing to connect the Triangle and Quadrangle.

(e) Introduce a significant component of residential living and support retail services to enhance the area's appeal for all persons who come to work, shop as well as live within the Districts.

The project will add 398 additional residential dwelling units to the housing inventory of the City. A range of unit types will be provided, of which approximately 26% will be two-bedroom units. The development will be a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings and commercial uses.

(f) Create an identity and sense of place for the Alewife Districts that parallels the development of the historic urban centers that characterize much of Cambridge.

The project will replace an existing surface parking lot with a residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings. The residential building has been programmed to situate its most active uses along CambridgePark Drive. The project also introduces four residential units with individual private entries at the ground floor to further enhance the streetscape. The street level façades have been designed to provide a pedestrian friendly scale, through the use of material changes and building setbacks.

3) *In granting a special permit under Section 20.95.34 of the Ordinance to reduce the yard requirements otherwise applicable in the Office 2-A District, the Planning Board shall consider the following:*

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

The requested yard reductions provide design flexibility to locate active uses along CambridgePark Drive and facilitate street level façades that promote a pedestrian friendly scale.

The proposed location of the access drives around the perimeter of the site allow for optimal screening of the residential building's service and parking areas.

(b) The stormwater management objectives for the area continue to be met both on the site and as the site may be a part of a larger system for managing stormwater runoff.

The project's stormwater management system has been designed in accordance with the Concord-Alewife Plan and reduces the rate of stormwater discharge from the Site.

(c) The reduction or waiver of yard requirements provides for more efficient development of land; encourages or facilitates a more logical pattern of buildings, streets, parks and open space; or enhances the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan.

The requested yard reductions provide for appropriate development of the site, will facilitate a logical pattern of buildings, streets, parks and open space, and will enhance the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan. CambridgePark Drive is currently dominated by larger scale commercial structures. The residential building will break the block into two primary sections with staggered distances from the street, multiple entries, and varied façade treatments. The activated mixed-use street edge will enhance the pedestrian experience along CambridgePark Drive and provide setbacks from the right-of-way for open spaces as well as screen service and parking areas from the street.

4) In granting a special permit under Section 20.97.2 and 20.97.3 of the Ordinance, to permit pooled parking, the Planning Board shall consider the following:

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

The project will replace an existing surface parking lot with a residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings. The parking area will be virtually entirely concealed at the ground level to eliminate the visual impact of such parking along CambridgePark Drive, and create a more pedestrian-friendly environment.

(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 proposed project will introduce additional residential units in close proximity to transit and surrounding commercial uses, thereby facilitating walking, biking and transit use and helping to minimize negative traffic impacts on the neighborhood. There will be a shared parking facility, resulting in a net reduction in the number of existing registered parking spaces and a reduction in the existing parking ratios of the office buildings at 125 and 150 CambridgePark Drive.

The traffic generated by the proposed project is anticipated to be less than that associated with the office/research and development project on 150, 180 and 180R CambridgePark Drive for which entitlements currently exist under a previously granted special permit. The Transportation

Demand Management program for the project includes potential car sharing opportunities, joining a local transportation management association, designating a Transportation Coordinator, providing transit information, providing new residents with a coupon for an MBTA pass, and charging a separate fee for parking.

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

The residential building's parking facility will be located primarily under the residential building. There will also be 100 vehicular parking spaces available for the residential building on a nearby portion of the amended 150 CambridgePark Drive parcel. Approximately seventy (70) spaces on the site will continue to be available to 200 CambridgePark Drive and approximately eighty (80) spaces on the site will be shared with the adjacent office buildings at 125 and 150 CambridgePark Drive, for a combined total of up to 150 spaces on the site shared with the adjacent office buildings.

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

The project will replace an existing surface parking lot with a residential development that will enliven CambridgePark Drive, introduce additional residential living, and promote walking, biking and transit use. The residential building's parking facility and service areas will be screened from view from the street by the entry lobby, leasing offices, clubhouse fitness center, four first-floor one-bedroom residential units, bicycle storage facilities and landscaping. The project will introduce a combination of architectural and site design measures to create a more pedestrian friendly area.

(e) The additional bulk of building above grade is well designed and does not have an unreasonably negative impact on its abutters or the public realm.

The site is surrounded by existing commercial uses, and abuts railroad tracks to the south. The residential building has been designed in accordance with the Concord-Alewife Design Guidelines as it relates to building mass and scale and will not have a negative impact on its abutters or the public realm.

The residential building will have a height (as defined in the Ordinance) of approximately 70 feet, which is well below the height of 105 feet that could be allowed. The design incorporates varied setbacks, material changes and diverse roof lines to reduce the scale of the residential building.

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

The majority of the residential building's vehicular parking requirements will be satisfied through above grade facilities under the residential building, allowing for an increased opportunity for permeable green spaces on the site. The green spaces will be used for natural

runoff infiltration and the creation of a bioretention/rain garden on the east side of the residential building.

4. 6.35 Criteria for Approval of Special Permit for Reduction of Required Parking

Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals.¹ A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units.

The project will create 398 new units of rental housing in close proximity to the Alewife MBTA station, with at least 398 bicycle parking spaces. The proposed shared parking arrangement will meet legal obligations under existing easement agreements, while providing adequate parking for the residential building.

In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

- 1) *The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The site is located less than a quarter mile from the Alewife MBTA station.

- 2) *The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

The proposed shared parking arrangement will adequately serve the relevant residential and office uses. The remaining portions of 125, 150, 180, and 180R CambridgePark Drive will contain 1,195 vehicular parking spaces, and the residential building's parking facility will contain 398 vehicular parking spaces.

One hundred and fifty (150) vehicular parking spaces on the residential building site will continue to be shared with the existing office buildings at 125, 150 and 200 CambridgePark Drive, pursuant to recorded easement agreements.

The occupants of the residential building will also have access to 100 parking spaces on 150 CambridgePark Drive during nights and weekends, pursuant to a recorded easement agreement.

¹ Per Section 10.45 of the Ordinance, any "application requiring a special permit from the Planning Board that contains elements requiring a special permit from the Board of Zoning Appeal may be allowed by the Planning Board within the scope of the Planning Board special permit and shall not require a separate application to the Board of Zoning Appeal."

- 3) *Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

The residential and commercial uses typically have peak user demands at different times. The 398 vehicular parking spaces required for the residential units under the Ordinance is less than the parking required for the existing office buildings at 125, 150 and 200 CambridgePark Drive. The proposed shared parking will involve less than 75% of the residential building's 398 parking spaces and allows for sufficient parking for the project under the proposed plan.

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

The proposed project's proximity to public transportation, retail and commercial uses will likely make it attractive to residents that do not own automobiles.

- 5) *Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

The project will create 398 new units of rental housing in close proximity to the Alewife MBTA station, with 398 bicycle parking spaces. The proposed shared parking arrangement will meet legal obligations under existing easement agreements, while providing adequate parking for the residential building. The project is located within the Flood Plain Overlay District and no below grade parking is proposed. The parking facility will be located on the ground-level and hidden from view by the entry lobby, leasing offices, clubhouse fitness center, four first-floor residential units, bicycle storage facilities and landscaping. The above grade parking facilities provide increased opportunities for permeable green spaces on the site. In order to minimize the volume of ground-level structures placed within the limits of the floodplain, the residential building (and associated at-grade parking) will be constructed above the existing 100-year flood plain elevation resulting in a slight increase in the site's available flood storage

- 6) *The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*

The residential building will provide affordable housing as required under the Ordinance, and will employ the increased FAR and dwelling unit density provisions of Section 11.200 of the Ordinance. The proposed shared parking will decrease the project's cost associated with the

residential building's parking requirements, thereby facilitating the provision of affordable housing.

- 7) *For a project seeking a reduction in required off-street parking for residential uses, a Parking Analysis shall be required as part of the Special Permit Application as set forth in Section 6.35.3.*

A Parking Analysis was submitted with the TIS.

5. 6.43.6 Criteria for Approval of Special Permit Regarding Common Driveways

The Board of Zoning Appeal may grant a special permit authorizing owners of adjacent properties to establish common driveways under mutual easements but such special permit shall not become effective until an appropriate easement has been duly recorded at the Middlesex County Registry of Deeds.

Upon the recording of a subdivision plan substantially as shown on the Lot Subdivision Plan submitted with the Application, the Applicant shall also cause to be duly recorded with the Middlesex County Registry of Deeds an easement agreement between the site and the remainder of 150 and 180 CambridgePark Drive that establishes mutual easements in and obligations to maintain the common driveway. Evidence of the recording of such easement agreement will be provided to the Cambridge Community Development Department.

6. 6.44.1 Criteria for Approval of Special Permit Modifying Side/Rear Property Line Requirements

Under Section 6.44.1(b), no on grade open parking space or driveway shall be located within five (5) feet of any side or rear property line. The Board of Zoning Appeal may grant a special permit to allow for modification of the requirements in 6.44.1(b) if site specific factors favor such modification.

The proposed common driveway, the fire lane/access drive surrounding the site, as well as various parking spaces, will be located within five (5) feet of the side or rear property lines of the site. The site is located entirely within the Flood Plain, which constrains underground parking uses. The proposed vehicular parking spaces and access drives are designed to comply with the Ordinance's minimum design criteria for parking facilities. The portions of the drives and parking spaces located within five (5) feet of side or rear property lines primarily about the access drive for 200 CambridgePark Drive, an active train track or other property of BRE/CPD, and are appropriately screened.

7. Project Review Special Permit (19.20)

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

(19.25.1) No substantial adverse impact on City Traffic.

As described in the TIS, the project is expected to have minimal impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character. The TIS indicates that the project is expected to have 9 exceedences of Planning Board Criteria out of 89 data entries. The traffic generated by the project will be significantly less than that associated with the office/research and development project on 150, 180 and 180R CambridgePark Drive for which entitlements currently exist under Planning Board special permit #236

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

The proposed heights and setbacks of the residential building are complementary to the surrounding buildings and similar to other residential uses within the Triangle District. The height will be lower than adjacent buildings. The residential building will have a minimum 15' setback from CambridgePark Drive and a 50' setback within the urban plaza and is distinct from the surrounding office buildings in terms of character and design.

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

The ground floor of the residential building will include active residential uses including an urban plaza which will provide an active public space for pedestrians and bicyclists. Residential units with direct sidewalk access will also be located at the ground floor on CambridgePark Drive, further reinforcing the pedestrian nature of the street. The ground-level parking facility will be screened from street view by the entry lobby, leasing offices, clubhouse fitness center, the first-floor residential units, bicycle storage facilities and landscaping.

The architectural treatment of the ground floor facing CambridgePark Drive will be approximately 40% glass, which consists of the enclosed entry vestibule, adjacent leasing office, bicycle storage and lounge space. The building setbacks along CambridgePark Drive will facilitate widened sidewalks along the adjacent street.

The project will include enclosed, on-site parking for 398 bicycles. The bicycle storage facilities will be separate from the automobile parking area and have safe, direct access to the outside. A bicycle pump and repair facility will also be provided for resident use. Additionally, several outdoor racks will be located near the entries to the building to accommodate short-term bicycle parking.

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

Mechanical equipment will be located on the roof of the new building and will be located out of sight lines to the maximum extent possible. Each unit's HVAC functions will be provided by mechanical equipment which will be located within the units with the exception of the low-profile rooftop air-conditioning units which will be located in the center of the residential building wings, and out of view from the street. Trash and recycling storage and handling will

be contained within the building to avoid noise, odor, and visual impacts on the neighbors and residents. Lighting is designed to provide the minimum lighting necessary to ensure adequate safety, night vision and comfort as well as to minimize light pollution.

The project will implement stormwater Best Management Practices and other measures to minimize runoff and improve water quality in accordance with the Massachusetts Stormwater Handbook for both water quality and quantity. Stormwater quality requirements are anticipated to be achieved with the use of an onsite bioretention area, deep sump and hooded catchbasins and water quality units. Additionally, the Project has been designed in accordance with the Alewife Area Stormwater Management Guidelines, May 2006. The project will provide detention/infiltration of the difference between the 2-year 24-hour pre-construction runoff and the post-construction 25-year 24-hour runoff. This is anticipated to be accomplished with a pre-cast underground detention/infiltration system designed to promote groundwater recharge and reduce peak stormwater flow rates exiting the Site. In addition, stormwater management improvements will be made to the remaining surface parking lots. The stormwater management design for the project has been approved by the Cambridge Conservation Commission in connection with the Order of Conditions.

As part of the project a total of 43 trees deemed to be significant will be removed. One hundred seventeen (117) new trees will be planted in connection with the project and will provide greater variation and density of trees.

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

The project's stormwater management system has been designed to incorporate best management practices and has been approved by the Cambridge Conservation Commission. Water-conserving plumbing fixtures will be installed in each residence, and potable water will be submetered so that residents can be aware of their own usage.

The project will require a Sewer Connection Permit from the Massachusetts Department of Environmental Protection. Additionally, the project will be required to reduce stormwater inflow and infiltration (I/I) at a 4:1 ratio (220,440 gallons) from the existing City of Cambridge Sewer System. The Applicant is working with the City's Department of Public Works to identify existing I/I issues in the vicinity of the site that can be corrected in connection with the project to meet the 4:1 reduction requirement.

The residential building's required on-site storage tank will be located under the front plaza area along CambridgePark Drive, and provide approximately 8-hours of storage with a safety factor, which equates to a 27,600 gallon tank. This system will be connected to the City's remote monitoring system that will activate when the Combined Sewer Overflow pump activates at the pumping station. When the peak subsides, the wastewater will be released by the City. In the event of an unusually long storm event in which the tank capacity is exceeded, the system is also equipped with an overflow.

The Cambridge Department of Public Works has indicated that the City's existing sanitary system has the capacity to handle the Project's sewerage discharge, and will be required to remove I/I, as described above, at a ratio of 4 gallons of I/I for every 1 gallon of project sanitary flow.

The Cambridge Department of Public Works has indicated that the existing water supply system has the capacity to handle the project's proposed domestic and fire protection services. Flow tests with the Cambridge Department of Public Works will be performed to confirm the system capacity.

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

The project will replace an existing surface parking lot with a residential development of a scale similar to that found in other areas of Cambridge, and will complement the surrounding office buildings and commercial uses.

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

The project will add 398 additional residential dwelling units to the housing inventory of the City. A range of unit types will be provided, of which approximately 26% will be two-bedroom units. The project will also include affordable units in compliance with the Ordinance.

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

The outdoor courtyard spaces and pool area will provide new outdoor recreational areas for residents. New landscaping will enhance CambridgePark Drive. The large urban plaza at the street edge will provide more attractive, useful and accessible open space than is currently available along CambridgePark Drive. The plaza has been designed to support the anticipated bicycle traffic generated by the project, and includes seating and access to bicycle storage areas.

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, and the above Findings, the Planning Board hereby **GRANTS** the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated February 27, 2012, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above; provided, however, that the ground floor areas of the residential building may be used for retail and/or commercial use (such as a bicycle repair operation or a café), to the extent

otherwise permitted under the Ordinance. Appendix I summarizes the dimensional features of the project as approved.

2. The project shall be subject to continuing design review by the Community Development Department (CDD), with particular focus on: (i) the main entry to the residential building and the associated design elements of the residential building's center tower along CambridgePark Drive; (ii) the scale and content of the hardscape areas and planting materials within the urban plaza; (iii) design of the interior bicycle storage and repair areas, as such design relates to activation of the street edge; and (iv) treatment of and materials used on the east and west building edges, as informed by the context of each such building edge. Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. The project shall be subject to and conform for the commitments and requirements outlined in the Memorandum re: "The Residences at 160 CambridgePark Drive," dated May 15, 2012, from Susan E. Clippinger, Director of the Traffic, Parking and Transportation Department, to the Planning Board, attached to this Decision. As set forth in the memorandum, the Community Development Department shall approve the final selection of bicycle racks or stackers to ensure that they meet the City's standards for accessibility and convenience of bicycle parking.
4. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
5. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.

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

For the Planning Board,


Hugh Russell, Chair

A copy of this decision #270 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 July 11, 2012, by Taha Jennings, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

Appendix I – Dimensional Form

Special Permit # 270

Address: 160 CambridgePark Drive

	Allowed/Required	Existing	Proposed	Granted
Total FAR	2.6	N/A	2.4	2.4
Residential	2.0	N/A	2.0	2.0
Non-Residential				
Inclusionary Bonus	0.6	N/A	0.4	0.4
Total GFA in Sq. Ft.	477,370sqft	N/A	445,000sqft	445,000sqft
Residential	367,208sqft	N/A	367,208sqft	367,208sqft
Non-Residential				
Inclusionary Bonus	110,162sqft	N/A	77,792sqft	77,792sqft
Max. Height	85ft/105ft	N/A	69ft 11in	69ft 11in
Range of heights				
Lot Size	5,000sqft	N/A	183,604sqft	183,604sqft
Lot area/du	461sqft	N/A	461sqft	461sqft
Total Dwelling Units	398	N/A	398	398
Base units	306	N/A	306	306
Inclusionary units	92	N/A	92	92
Min. Lot Width	50ft	N/A	527.5ft	527.5ft
Min. Yard Setbacks				
Front	131ft	N/A	15ft	As shown on plans
Side, Left	57ft	N/A	35.6ft	As shown on plans
Side, Right	75ft	N/A	38.6ft	As shown on plans
Rear	132ft	N/A	26.6ft	As shown on plans
Total % Open Space Usable	15%	N/A	15.5%	As shown on plans
Permeable	25%	N/A	8.4%	As shown on plans
Off Street Parking	1 per D.U.	N/A	398	398*
Min #				
Max #				
Handicapped				
Bicycle Spaces	1 per 2 D.U.	N/A	398	398
Loading Bays		N/A	N/A	NA

*The Planning Board approves a reduction in parking pursuant to Section 6.35.1 specifically to allow up to 150 approved parking spaces to be shared with commercial uses at 125 and 150 Cambridgepark Drive (approx. 80) and 200 Cambridgepark Drive (approx. 70). See TPTD letter dated May 15, 2012.



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

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

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

MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director *SEC*
Date: May 15, 2012
Re: The Residences at 160 Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at 160 Cambridgepark Drive by BRE/CPD, LLC (an Equity Office affiliate). The project proposes 398 residential apartment units (approximately 441,000 s.f.) supported by 398 parking spaces. The project proposes 204 long-term indoor bicycle parking spaces and 10 outdoor short-term bicycle spaces. We certified the TIS as complete and reliable on March 14, 2012.

The project will generate a total of:

1,324 daily vehicle trips including, 101 AM and 123 PM peak hour vehicle trips,
1,052 daily transit trips (81 AM Peak/98 PM Peak hour transit trips),
202 daily pedestrian trips (15 AM/15 PM Peak hour transit trips) and
98 daily bicycle trips (7 AM/9 PM Peak hour bicycle trips).

The study indicated that the Planning Board Special Permit Transportation Criteria were exceeded in 9 instances (the full TIS summary is attached). Below are our comments and recommendations for this project:

1. Planning Board Exceedences

The project triggers the vehicle level of service criteria at Cambridgepark Drive at Alewife Station Access Road in the PM peak hour and Alewife Brook Parkway at Rindge Avenue in the AM peak hour. All these intersections are heavily congested today in the peak hours. Residents of the proposed project will experience significant queuing in the peak hours. The best mitigation to reduce the project's traffic impacts in an already congested area is by controlling parking so that there is enough to meet parking demand but not too much so non-auto users' switch to driving, and implementing effective transportation demand management measures, such as parking fees.

Seven (7) pedestrian level of service criteria are triggered under existing conditions at the intersections of Alewife Brook Parkway at Rindge Avenue and Alewife Station Access Road/Route 2 ramp. Both intersections are controlled by DCR. MassDot is designing traffic operation and safety improvements at the intersection of Alewife Brook Parkway and Route 2 which will include lane geometry and signal timing adjustments. To help mitigate the project's planning board exceedences, the Proponent should take the proposed MassDot changes and evaluate Alewife Brook Parkway at Cambridgepark Drive and Rindge Avenue to identify any signal changes that may be beneficial to vehicle or pedestrian operations with the Rt.2/16 proposed changes, and determine if the planning board triggers can be mitigated.

The Residences at 160 Cambridgepark Drive

2. Parking

Since at least the 1980s, the City has been recommending a reduction in parking ratios to reduce traffic congestion in the area. The parking ratio proposed initially for Cambridgepark Phase I was about 3.0 spaces per 1,000 square feet which was more than maximum zoning permitted. The developer took an FAR penalty to obtain that much parking. Currently, out of about 1,623 total parking spaces registered to the Proponent, the peak utilization today is approximately 569 spaces. Not all buildings are fully occupied. We have been encouraging the Proponent to reduce their non-residential parking ratios to be more consistent with demand.

The proposed project at #160 is requesting 398 parking spaces of which 150 will be shared with day time commuters. The residential building is being built on a site which currently is a surface parking lot with approximately 532 employee parking spaces. Approximately 104 employee spaces will be relocated, re-stripped and approximately 498 of the employee spaces will be eliminated which will result in an employee parking ratio reduction which helps the City achieve its goal of reducing the commuter parking ratio. Because the project site will be subdivided into a new lot and because there are existing parking registrations and complications for the various parcels, below are our parking recommendations:

Parcel/Address	Land Use/SF	Current Registered Parking Spaces	Proposed Recommendation
#160 CPD	Proposed 398 Residential Units	N/A. Proposed Residential Project	398 total parking spaces (248 resident only spaces & 150 shared spaces and no more than 70 shared spaces may be used by #200 Cambridgepark Drive (CPD)).
#150 CPD	Office/250,000 SF	742 spaces (3.0 ratio)	435 spaces on-site at #150 CPD plus 80 spaces located at #160 CPD, equals 515 total spaces allocated to #150 CPD (2.06 ratio). Plus, option to add 40 additional spaces to #150 CPD site to be used only by #200 CPD and only after #200 CPD uses up 70 shared spaces at #160 CPD.
#125 CPD	Office/184,000 SF	558 spaces (3.0 ratio)	379 spaces (168 spaces on-site at #125 CPD and 211 spaces located at #150 or 180R CPD (2.06 ratio).
#100 CPD	Office/130,000 SF	323 spaces (2.48 ratio)	323 total parking spaces. No change to parking registration. Spaces are located on parcels #150 or #180R CPD. (2.48 ratio).

3. Pedestrian – Bicycle Bridge

The site of the residential project, along with the parking lots on parcels #150 and #180R to the east along the Fitchburg railroad line is part of an area that has been identified as a potential landing area for a bicycle/pedestrian bridge across the railroad that would connect the Alewife Triangle and Quadrangle. The bridge was identified in the Concord Alewife Planning Study, completed in 2006, as a high priority facility for improving connections between the area and the Alewife transit station. The bridge would provide a benefit to residents by providing a direct connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility. We recommend the following:

- a. Prior to the project's first Building Permit, the Proponent should contribute \$175,000 to the feasibility/design study of the bridge.
- b. Because the bicycle/pedestrian bridge feasibility study and design has not been completed, the final bridge location may or may not encumber land on #160 and/or #150/#180R Cambridgepark Drive. The City's intent is not to preclude a bridge landing and ramps on #160 CPD if needed.

The Residences at 160 Cambridgepark Drive

The Proponent should be obligated to provide the necessary square footage needed for a bridge landing and ramps (very roughly up to 10,000 square feet and subject to change) either wholly on #150, #180R parcel, or partially on both #160 and #150/#180R. If the #160 parcel is used, it would include up to 7,000 square feet within 22 feet along the rear property line along the rail-right-of-way. The remaining 3,000 sq ft would be provided on the adjacent #150/#180R parcel. This could relocate up to approximately 42 parking spaces along the back of the 160 Cambridgepark Drive project adjacent to property line and rail-right-of-way. The City will make its best efforts to minimize the impacts on #160 Cambridgepark Drive, and to make it possible to allow vehicle parking under the bridge structure where possible, without adding costs to the structure. The Proponent, Owner of the housing site or both should provide easements when and as necessary for public access between the bridge and Cambridge Park Drive.

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

4. Bicycle Conditions

We recommend that one bicycle per unit be required. The final selection of bicycle racks or stackers should be approved by the City. We also recommend at least 20 short-term visitor bicycle spaces at locations approved by City staff.

5. Transportation Demand Management (TDM) Measures

We recommend that the project be required to implement the following TDM measures to encourage residents to choose non-SOV modes of transportation:

- a. Provide at least two car-sharing parking spaces on-site for a vehicle-sharing company. Car-share vehicles will be available for use by the general public as well as the residents.
- b. Provide an MBTA Bike Charlie Card, with the value of a combined bus/subway pass (currently set at \$59, but subject to MBTA fare increases) to each adult member of a new household at the time the household moves in, and may be limited to two Charlie Cards.
- c. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- d. Become a member of a Transportation Management Association (TMA) if or when one is established in the area in the future.
- e. Parking should be charged separately from the rent. The Permittee shall provide the summary of on-site parking fees to the TP&T. The Permittee or any subsequent owner shall provide written update to TP&T whenever the fees are changed
- f. Establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - Available pedestrian and bicycle facilities in the vicinity of the project site. Include clear information about the connection for bicycles between the project and the bike paths such as, multi-use path to Alewife Station, Minuteman, Linear Park, Belmont path and Fresh Pond path.
 - MBTA maps, schedules, and fares.
 - Area shuttle map and schedule, if one exists.
 - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
 - Bicycle parking.
 - Ride-matching.
 - Car-sharing.
 - Other pertinent transportation information.

The Residences at 160 Cambridgepark Drive

- g. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation alternatives to all residents at the site in a variety of ways:
- Posting information in a prominent location in the building and on the project's website and property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.
- h. The TC shall implement a monitoring program to include: annual monitoring of mode split, counts of auto and bicycle parking space utilization and auto/bicycle ownership. All surveys and counts shall be designed and conducted in a manner approved by CDD. Approval of the form of any survey instrument or monitoring method is required before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the building has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30.
- i. In addition, the TC will compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available and any building manager programs to support the use of these options. As discussed above, packets will also contain a Charlie Card with the value of a combined bus/subway pass (currently set at \$59, but that is subject to MBTA fare increases) for each adult member of a new household (may be limited to two Charlie Cards).
- j. The TC will be on-site during a minimum of 2 hours per week and will be available to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
- k. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA and will oversee any City of Cambridge monitoring and reporting requirements.
- l. Provide parking monitoring data to document the daytime residential parking utilization and day-time non-residential utilization to monitor the shared parking program. The program should begin upon 50% occupancy of the building. Data should be provided to the City for at least 5 years following full occupancy. Prior to the First Building Permit, the Proponent should have an approved program with the City.

Cc: Brian Murphy, Susan Glazer, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; John Conley, BRE/CPD, LLC.