

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2012 DEC 4 PM 12 07

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS
NOTICE OF DECISION
272

Case Number:

Address:

165 Cambridgepark Drive

Zoning:

Office 2A, Alewife Overlay District 6

Applicant:

Hines Interest Limited Partnership

Owner:

J&M Realty Trust

Application Date:

August 15, 2012

Date of Planning Board Public Hearing:

September 11, 2012

Date of Planning Board Decision:

October 30, 2012

Date of Filing Planning Board Decision:

December 4, 2012

Application: Proposal is to construct a new residential building containing 244 multifamily dwelling units. Applicant seeks Special permits pursuant to Section 19.20 – Project Review, 20.95.34 – Waiver of yard requirements, Section 20.97.3 – Parking gross floor area waiver, Section 20.70 – Flood Plain Overlay District and Section 6.35.1 – reduction of the required 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

Application, Summary, Survey, Proposed Site Plan, Floor Plans, Elevations, Landscape Plan, Photographs, Ownership Certificate, Dimensional Form, Project Narrative, LEED affidavit, Transportation Impact Study (TIS), Trip Generation Summary, Transportation Impact Study Summary Sheet, Transportation Impact Study Planning Board Criteria Performance Summary,

Other Documents

- Letter to Brian Murphy, Assistant City Manager for Community Development, from Owen O’Riordan City Engineer, dated October 30, 2012
- Memo to the Planning Board, from Sue Clippinger, Director, Traffic Parking and Transportation Department, dated October 30, 2012
- Letter to Sue Clippinger, from James Rafferty, Adams and Rafferty Attorneys at Law, dated October 15, 2012
- Letter to James Dunlop, Hines Inc., from Jennifer Wright, Director, Conservation Commission, dated September 20, 2012
- Massachusetts Department of Environmental Protection, WPA Form 5 – Order of Conditions
- Memo to the Planning Board, from Sue Clippinger, dated September 11, 2012
- Email to Liza Paden, from David Lefcourt, City Arborist, dated July 24, 2012
- Letter to Scott Thorton, Vanasse and Associates, from Sue Clippinger, dated August 20, 2012
- Letter to Sue Clippinger, from Scott Thorton, dated August 14, 2012
- Letter to Scott Thorton, from Sue Clippinger, dated June 21, 2012

APPLICATION SUMMARY

On August 15, 2012 an application was submitted for Special Permits to construct a 280,000 square foot residential building with 244 dwelling units, 232 automobile parking spaces and 244 bicycle parking spaces at 165 Cambridgepark Drive. Automobile parking in the proposed project will be located in an at-grade garage below the residential uses. The proposed structure will be six stories and up to 69’ 11” in height and will replace an existing warehouse and industrial use on the site. A revised plan was submitted on October 30, 2012 which included changes to the layout and design of the parking facility and a reduction in the amount of automobile parking to 215 spaces, three of which will be designated for a car share service.

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:

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 relief granted by this Special Permit, the requirements of the Zoning Ordinance will be met.

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

The proposed residential project will replace a warehouse and industrial use. Introducing residential uses in this location is consistent with the goals of the Concord Alewife Planning Study. The future residential traffic patterns will likely run counter to the existing commercial traffic patterns and will not create additional traffic congestion in the area. Vehicular access to the site will be from Cambridgepark Drive. Two separate at-grade garages containing parking for 215 vehicles and 244 bicycles will be located beneath the residences and screened from view from the street. The project is within walking distance of the Alewife MBTA station, and in proximity to pedestrian and bicycle amenities associated with Alewife Reservation.

(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 currently bounded by the Alewife Reservation and Fitchburg Cutoff Bicycle Path to the north, existing office buildings to the east, and an R&D building to the west. A Special Permit was recently issued for a new multifamily residential development across the street from the project. The proposed residential use will further enhance the mixed use nature of Cambridgepark Drive, allow for increased street and pedestrian activity, is consistent with the goals of Alewife Overlay District 6, and will not adversely impact the existing adjacent commercial uses.

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

No general nuisance or hazard will be created.

(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 proposed project is in compliance with the provisions of Alewife Overlay District 6, and helps to advance the goals of the Concord Alewife Planning Study.

(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

Project Review Special Permit (19.20)

The Board finds that the proposed project is consistent with the Transportation Impact Criteria set forth in Section 19.20, as described below:

(19.25.1) No substantial adverse impact on City Traffic.

The TIS, reviewed and certified by the Traffic, Parking and Transportation Department on August 20, 2012, indicates that the project triggers 9 Planning Board exceedences including vehicle level of service criteria at Alewife Brook Parkway at Rindge Avenue in the AM peak hour, and eight pedestrian level of service criteria are triggered at the intersections of Alewife Brook Parkway and Cambridgepark Drive, Alewife Station Access Road/ Route 2 ramp. The intersections in the Alewife area are heavily congested today in the peak hour. Effective transportation demand management measures and encouraging non-automobile travel, especially during peak hours, as described in the memos dated October 30, 2012 and September 11, 2012, from the City Traffic, Parking and Transportation Department and included by reference as conditions of this Special Permit, is appropriate mitigation to reduce the project's traffic impact.

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

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

The area surrounding the project consists largely of industrial and office buildings. The proposed project's height will range from approximately 47' up to 70', which is below the height of 105' allowed in Alewife Overlay District 6. The building will be set back 15' from Cambridgepark Drive and approximately 40' to 50' at the entry courtyard.

The proposed residential use will further enhance the mixed use nature of Cambridgepark Drive, and allow for increased street and pedestrian activity. The building edge along Cambridgepark Drive will enhance the streetscape and include landscaping, balcony areas overlooking the street, active building support and amenity spaces such as a leasing office, reception area, cyber café, and a two story transparent lobby area containing seating areas, and building support spaces. The parking will be located below the residences and screened from view from Cambridgepark Drive.

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

The introduction of additional residential uses and associated ground floor spaces facing Cambridgepark Drive will activate and enhance the pedestrian experience on Cambridgepark Drive as well as the along the adjacent reservation.

The parking spaces will be located in an at-grade garage and below the residential uses. The portion of the garage facing the street will be screened from view by the entry lobby, bicycle storage, and landscaping.

The ground floor will include a leasing office, reception area, cyber café, and a two story transparent lobby area containing seating areas, and building support spaces. The building lobby

is designed to be mostly transparent and allow a visual connection from Cambridgepark Drive through the building and to Alewife Reservation.

The building is designed to encourage pedestrian access along the street edge in front of the building. The building entrance is setback more than 40' from the street and is fronted by a courtyard with permeable paving and landscaped areas, with direct pedestrian access to the Alewife MBTA station within walking distance.

The building will feature direct bicycle access to the Fitchburg Cutoff Bike Path. There will be enclosed storage space for 244 bicycles in the parking garage in four separate bike storage areas. Additional visitor bike storage spaces will be provided adjacent to the main lobby entrance.

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

Mechanical equipment that will be located on the roof will be positioned away from the edge of the building and out of the sight line from the street. Each residential unit's HVAC system is comprised of individual mechanical equipment located within each unit, with low profile rooftop condensing units located at the center of the building roof away from the street and adjacent open spaces. Other mechanical equipment will be located in enclosed spaces out of view in the at-grade parking facility.

Trash and recycling access will be provided for residents throughout the building and will be directed to a central location in the garage area, and will not be visible to or impact neighbors or residents.

The loading dock will be located off of the access driveway and be hidden from view from Cambridgepark Drive. The loading dock will serve as the trash pickup location and also for resident move-ins in order to keep traffic off of Cambridgepark Drive.

The drainage design and stormwater management plan address the quality and rate of stormwater runoff from the site and conform to the standards outlined by the Massachusetts Department of Environmental Protection Stormwater Policy and the City of Cambridge Department of Public Works Concord Alewife Stormwater Management Guidelines.

The project will increase the permeable area on the existing mostly impervious site and will include an at-grade landscaped courtyard, an elevated courtyard with landscaping, a permeable emergency access drive and landscaped areas along the perimeter of the building.

The project site is bordered by a 6-story office building, a 7-story life science building and Alewife Brook Reservation. A shadow analysis indicates that shadows from the new 6-story building will not have a significant impact on the use and enjoyment of adjacent open spaces.

A Special Permit has been issued for a multi-family residential building across the street from the project at 160 Cambridgepark Drive. Building elements including the composition of windows and balconies along the street edge, wall treatment, and ground treatment are designed to be in harmony with both the existing adjacent commercial uses and planned nearby residential use while also supporting an architecturally diverse district.

The project is designed to provide the required lighting necessary for safety, adequate night vision and comfort while minimizing light pollution. There will be supplemental accent and safety lighting along pedestrian access points and along the perimeter of the building.

A tree survey plan was submitted to the City of Cambridge City Arborist on June 28th, 2012. The project will remove existing trees, which combined, total 177" Diameter at Breast Height (DBH) and plant new trees which combined total approximately 184" DBH.

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

The proposed project will include an underground detention basin to temporarily store runoff before it is released at a controlled, reduced rate. The elevated courtyard will also provide additional stormwater flow rate attenuation by containing stormwater and allowing it to slowly percolate through the soil before being collected by sub-drains and discharged from the site. Runoff from the courtyard area at the main building entrance will drain into a bioretention area where it will be filtered before it is discharged from the site. The stormwater management system is designed so that the project's peak rate of runoff for the 25-year storm (5.7" of rainfall) is less than the peak rate of runoff generated by the existing site during the 2-year storm (3.3" of rainfall). The building will include the installation of water-conserving low flow plumbing fixtures and aerators that will reduce the water demand of each bathroom unit. The building systems are designed to meet the stretch code and LEED standards.

The project will incorporate a wastewater system equipped with a storage tank to allow wastewater to be temporarily stored on-site in order to avoid discharging to the City system during periods of peak flow. Prior to construction, the developer will coordinate with the Water Department to determine if the project will necessitate upgrading portions of the main or other mitigation measures.

The project is designed to minimize any negative impacts on the environment and its performance will be measured using the Leadership in Energy and Environmental Design (LEED) standards.

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

The introduction of residential activity will help contribute to the tradition of mixed uses throughout the City of Cambridge. The residential use will also complement the existing commercial and retail uses, by providing both housing opportunities and the potential for additional business activity.

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

The project will provide 244 new residential units in an area of Cambridge that the City has targeted for future residential development. A variety of unit types will be provided including studios, one-bedroom, two-bedroom, and three-bedroom units.

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

The introduction of additional residential uses and associated ground floor spaces will help activate the adjacent reservation, and there will be direct bicycle access to the Fitchburg Cutoff Bike Path from the site. The building lobby is designed to be mostly transparent and allow a visual connection from Cambridgepark Drive through the building and to Alewife Reservation.

The vegetated courtyard spaces and a pool area will provide outdoor recreational areas for the residents with visual connections to the reservation. Landscaping at the entrance court and along the front yard of the building will enhance Cambridgepark Drive by providing a landscaped buffer along the building while creating an active pedestrian court at the building entrance. The plantings along the front entry court will consist of perennials and seasonally planted annuals and are designed to provide seasonal color, while vines along the building face will provide additional texture. There will also be shade trees and a series of flowering shrubs and perennials at the front entry and along the public sidewalk.

20.95.34 Waiver of yard requirements

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:

The Planning Board finds that the following criteria are met in approving the requested waiver of yard requirements:

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

The project will redevelop an existing industrial/warehouse site into a 244 unit multi-family residential property, similar in scale to residential buildings found in the area and is consistent with the goals of the Concord-Alewife Plan; encouraging more transit oriented development, encouraging housing close to the T station, and improving bicycle and pedestrian access to the Alewife Brook Reservation and existing bike and pedestrian trail networks.

(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 will significantly reduce the site's mostly impervious ground cover and includes several stormwater best management practices (BMPs) which will reduce the rates of stormwater runoff from the site as well as improve runoff water quality.

The existing site, covered almost entirely by either building area or pavement, is over 96% impervious. The project will include an at-grade landscaped courtyard, a permeable emergency access drive and landscaped areas along all four sides of the site's perimeter. In aggregate, these site features will result in an over 20,000 square foot increase in the site's permeable ground cover.

The drainage design and stormwater management plan address both the quality and flow rates of stormwater runoff from the site and conforms to the standards outlined by the Massachusetts Department of Environmental Protection Stormwater Management Policy and the City of Cambridge Department of Public Works Concord-Alewife Stormwater Management Guidelines.

(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 building will be set back from the property line 15 feet. The two portions of the building that flank the entry courtyard will feature glazed windows, bicycle storage, a landscaped buffer, elevator and stair entry doors, overhead resident balconies, and overlooking units with large windows. The front entry will be set further back with ornamental landscaping and climbing vines, pedestrian walkways and seating areas, additional visitor bicycle parking, and a expansive two-story glazed entrance lobby, which visually connects Cambridgepark Drive to the Alewife Brook Reservation.

The building will feature varied setbacks and building heights along the street edge, and on the north side of the building facing the Reservation. The building's massing will be varied and the colors and fenestrations of the façade will be designed to reinforce the pedestrian experience and help the building integrate with its surroundings.

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:

The Planning Board finds that the following criteria are met, as set forth in detail below:

- 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.*

According to the FEMA Flood Insurance Rate Map, Community Panel 25017C0419E (effective June 4, 2010), portions of the site fall within Zone AE, a “special flood hazard area subject to inundation by the 1% annual chance flood with base flood elevations determined”. A review of the Alewife Brook/Little River Flood Profile published in the June 4, 2010 Flood Insurance Study prepared by FEMA, indicates that the elevation of the 100-year floodplain is 6.8 feet (North American Vertical Datum 1988, NAVD 88).

Site grading has been designed so that there is no net loss in the site's capacity to store floodwaters and subsequently no increase in 100-year flood depth. Under existing conditions, the site provides storage for the 100-year flood from the site's lowest ground elevation (17.28 feet) to the 100-year flood elevation (18.46 feet). At each one-foot elevation increment, the proposed site conditions will provide as much flood storage capacity as existing conditions.

- 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.*

Compensatory storage will be provided through site grading. On a “per foot” basis there is a slight increase in compensatory storage as a result of the project. A large underground detention

basin will temporarily store runoff and release it at a controlled, reduced rate. A landscaped elevated courtyard will provide additional stormwater flow rate attenuation by containing up to 3.5" of stormwater above the courtyard surface, allowing the water to slowly percolate through the soil medium before being collected by subdrains and discharged from the site. Runoff from the proposed entry courtyard area at the main building entrance is to drain into a bioretention area which will filter runoff before it is discharged from the site. The stormwater management system has been designed so that the project's peak rate of runoff for the 25-year storm (5.7" of rainfall) is less than the peak rate of runoff generated by the existing site during the 2-year storm (3.3" of rainfall).

- 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 will include a large underground detention basin along the northerly and easterly perimeter of the site to temporarily store runoff and release it at a controlled, reduced rate. A landscaped elevated courtyard will provide additional stormwater flow rate attenuation above the courtyard surface. Runoff from the proposed entry courtyard area at the main building entrance will drain into a bioretention area before it is discharged from the site.

- 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.*

The project is designed to comply with provisions of the zoning district, the State Building Code, Wetlands Protection Act, and other applicable laws. The drainage design and stormwater management plan address both the quality and flow rates of stormwater runoff from the site and conforms to the standards outlined by the Massachusetts Department of Environmental Protection Stormwater Management Policy and the City of Cambridge Department of Public Works Concord-Alewife Stormwater Management Guidelines.

- 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 Board finds that the project meets the spirit and intent of both area specific and citywide land use plans and policy objectives. The Project redevelops an existing industrial/warehouse site into a 244 unit multi-family residential property, similar in scale to residential buildings found in the area and is consistent with the goals of the Concord-Alewife Plan; encouraging more transit oriented development, encouraging housing close to the T station, and improving bicycle and pedestrian access to the Alewife Brook Reservation and existing bike and pedestrian trail networks.

The project will significantly reduce the site's impervious ground cover and includes several stormwater best management practices (BMPs) which will reduce the rates of stormwater runoff from the site as well as improve runoff water quality.

- 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).*

As per the memo dated, October 30, 2012 from the City Engineer; stormwater storage requirements will be achieved by a reduction in the overall impervious area of the site, the incorporation of a landscaped roof that detains water during the course of a storm event and the incorporation of an underground stormwater detention system that further reduces the peak discharge rate during the storm event.

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 Planning Board finds that the criteria for approval of the requested reduction in parking are met, as set forth in detail below:

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 project proposes 215 automobile parking spaces at a rate of 0.88 spaces per unit, which is sufficient to meet the anticipated parking needs of the project. The applicant performed a parking survey of the overnight demand and utilization of the parking garage at the nearby multifamily building at 30 Cambridgepark Drive and found a parking utilization rate there of 0.72 spaces per occupied unit.

The project site is within walking distance of, and provides direct pedestrian access to the Alewife MBTA station. There are seven MBTA bus routes that serve Alewife Station. In addition, there are two shuttle buses that also stop at the station serving companies along the Route 2 / Route 128 corridor and to the Discovery Park campus on Acorn Park Drive.

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."

- 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 project site is located within 500 yards of the Alewife MBTA parking garage, which has a capacity of over 2,700 automobile parking spaces. The project will also include 3 dedicated car share spaces.

- 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 project does not propose to share automobile parking spaces. The project proposes 215 automobile parking spaces at a rate of 0.88 spaces per unit, which is sufficient to meet the anticipated parking needs of the project. The project's location near the Alewife Red Line station and the Fitchburg Cutoff and other area bike paths is expected to encourage alternative transportation modes by residents.

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

There are no age or occupancy restrictions associated with project.

- 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 include 215 parking spaces, which will be located within an at-grade parking facility located below the residential building. The portion of the garage facing the street will not be visible, with bicycle storage and the entry lobby occupying most of the south face along the street. The parking facility is set back and is fronted by a landscaped buffer to further reinforce the pedestrian nature of the street edge. The arrangement of the parking facilities will allow the project to maintain a courtyard system and negate the need for parking spaces outside of the building footprint.

- 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 project will include affordable units in accordance with Cambridge Inclusionary Housing requirements.

- 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 conducted to determine future parking demand consistent with vehicle-trip generation assumptions and modal split assumptions for project traffic.

Parking gross floor area waiver (20.97.3)

The Planning Board finds that the criteria for approval of the requested waiver of gross floor area for parking facilities are met as set forth in detail below:

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

The Project will redevelop an existing industrial/warehouse site into a 244 unit multifamily residential property, similar in scale to residential buildings found in the area and is consistent with the goals of the Concord-Alewife Plan; encouraging more transit oriented development, encouraging housing close to the T station, and improving bicycle and pedestrian access to the Alewife Brook Reservation and existing bike and pedestrian trail networks.

- 2) *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 include 3 dedicated car share spaces. Several transportation demand management measures will also be implemented as per the memos dated October 30, 2012 and September 11, 2012, from the City Traffic, Parking and Transportation Department and included by reference as conditions of this Special Permit.

- 3) *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 include 215 parking spaces, which will be located within an at-grade parking facility located below the residential building. The arrangement of the parking facilities will allow the project to maintain a courtyard system and negate the need for parking spaces outside of the building footprint.

The portion of the garage facing the street will not be visible, with bicycle storage and the entry lobby occupying most of the south face along the street. The parking facility is set back and is fronted by a landscaped buffer to further reinforce the pedestrian nature of the street edge.

- 4) *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 building will feature varied setbacks and building heights along the street edge, and on the north side of the building facing the Reservation. The building's massing will be varied and the colors and fenestrations of the façade will be designed to reinforce the pedestrian experience and help the building integrate with its surroundings.

Building elements including the composition of windows and balconies along the street edge, wall treatment, and ground treatment are designed to be in harmony with both the existing

adjacent commercial uses and planned nearby residential use while also supporting an architecturally diverse district.

The proposed project will further enhance the mixed use nature of Cambridgepark Drive, allow for increased street and pedestrian activity, is consistent with the goals of Alewife Overlay District 6, and will not adversely impact existing adjacent commercial uses.

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

The parking spaces will be located in an at-grade garage and below the residential uses. The portion of the garage facing the street will be screened from view by the entry lobby, bicycle storage, and landscaping.

The existing site, covered almost entirely by either building area or pavement, is over 96% impervious. The project includes an at-grade landscaped courtyard, a permeable emergency access drive and landscaped areas along all four sides of the site's perimeter. In aggregate, these site features result in an over 20,000 square foot increase in the site's permeable ground cover.

The drainage design and stormwater management plan address both the quality and flow rates of stormwater runoff from the site.

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.

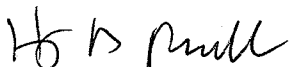
1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated October 23, 2012 and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above to the extent otherwise permitted 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). 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 the commitments and requirements outlined in the memorandum re: "165 Cambridgepark Drive", dated September 11, 2012 from Susan E. Clippinger, Director of the Traffic, Parking and Transportation Department to the Planning Board, attached to this Decision, and also subject to the commitments and requirements outlined in the memorandum re: "165 Cambridgepark Drive", dated October 30, 2012 from

Susan E. Clippinger, Director of the Traffic, Parking and Transportation Department to the Planning Board, attached to this Decision. Prior to issuance of a Building Permit for development authorized by this Special Permit, the Community Development Department shall approve final selection of bicycle racks or stackers to ensure that they meet the City's standards for accessibility and convenience of bicycle parking.

4. The project is subject to the Cambridge Conservation Commission Order of Conditions DEP File # 125-245, as outlined in the memorandum dated September 20, 2012, from Jennifer Wright, Director, Conservation Commission to James Dunlop, Hines, attached to this decision.
5. Prior to construction, the Permittee will coordinate with the Water Department to determine if the project will necessitate upgrading portions of the water main or other mitigation measures. The Water Department shall certify that this condition has been met prior to issuance of a Building Permit for development authorized by this Special Permit.
6. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
7. 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. Anninger, T. Cohen, P. Winters, S. Winter, and W. Tibbs, 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 #272 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, 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 # 272

Address: 165 Cambridgepark Drive

	Allowed/Required	Existing	Proposed	Granted
Total FAR	2.6		2.35	2.35
Residential	2.0	NA	2.0	2.0
Non-Residential				
Inclusionary Bonus	0.6	NA	0.35	0.35
Total GFA in Sq. Ft.	310,112 sf	75,585 sf	280,000 sf	280,000 sf
Residential				
Non-Residential				
Inclusionary Bonus	71,564 sf	NA	41,452 sf	41,452 sf
Max. Height	105'	34'	69'11"	69'11"
Range of heights	85'-105'			
Lot Size	5,000 sf	119,274 sf	119,274	119,274
Lot area/du	600 sf	NA	634 sf	634 sf
Total Dwelling Units	258	0	244	244
Base units	198	NA	188	188
Inclusionary bonus	60	NA	56	56
Min. Lot Width	50'	503.6'	503.6'	503.6
Min. Yard Setbacks				
Front	15'	0	15'	As shown on plans
Side, Left	0*	63'	25'	As shown on plans
Side, Right	0*	14'	25'	As shown on plans
Rear	0*	6'	20'	As shown on plans
Total % Open Space	15%	5%	24%	As shown on plans
permeable	25%	5%	34%	As shown on plans
Off Street Parking		38	215	215
Min ratio	1 per D.U.		0.88 per D.U. [†]	
Bicycle Spaces	1 per 2 D.U.	0	244	244
Loading Bays		6	1	1

* The Planning Board approves a waiver of side and rear yard requirements pursuant to Section 20.95.34

† The Planning Board approves a reduction in parking pursuant to Section 6.35.1



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
Date: October 30, 2012
Re: 165 Cambridgepark Drive

The Cambridge Traffic, Parking and Transportation Department has been working with Hines Interests Limited Partnership on the proposed 244 unit residential Project located at 165 Cambridgepark Drive. We have the following comments:

- The current revised project proposes a slight reduction in parking from 0.95 to 0.87 spaces per unit. The reduction allows the Project to maintain the court yard green space and eliminates parking spaces from outside the building, which the Planning Board raised as a concern. The proponent surveyed the nearby multifamily building at 30 Cambridgepark Drive and found the peak weekday parking occupancy at 3:45 a.m. was 0.72 spaces per unit, therefore the proposed 0.87 parking spaces per unit will be sufficient to meet the projects needs.
- To help reduce auto ownership and parking demand, we recommend three (3) parking spaces be made available for car sharing vehicles. Car sharing vehicles will be an amenity to residents by providing an alternative to owning a car or a second car. The car sharing vehicles should be located in the three parking spaces outside the building and accessible to the public.
- We worked with the Proponent on evaluating vehicle access, including the number of curb cuts needed and we support the current proposed plan (October 30, 2012). A key improvement was elimination of 12 parking spaces along the Fire Lane/Access Road which will reduce the vehicle/pedestrian conflicts at the curb cut.
- We worked with the Proponent and Fire Department and support the proposed 18-foot wide Fire Lane/Access Road including, 10-foot wide paved roadway with 4-foot grass pave material on each side. We believe the design accomplished two key goals, 1.) Modified the Fire Lane design to look less like a road and fit into the landscape better, and 2.) Meet the Fire Department requirements.
- We support the straighter connection between the Project's indoor bicycle parking spaces and the City's public access path which connects with the Fitchburg cut-off path.
- We recommend the final selection of bicycle racks and stackers be approved by the City prior to the issuance of their first Building Permit. Lastly, we continue to recommend that the project implement transportation demand management measures and contribute to the pedestrian-bicycle bridge design as discussed in our September 11, 2012 Planning Board comment letter.

Cc: Brian Murphy, Susan Glazer, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, CDD; Adam Shulman, TPT; James Rafferty, Adams & Rafferty, Giles Ham, VAI; David Perry, Hines.



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MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director
Date: September 11, 2012
Re: 165 Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at 165 Cambridgepark Drive by Hines, Inc. The Project proposed 230 residential apartment units supported by 230 parking spaces. We certified the TIS as complete and reliable on June 21, 2012.

Subsequently, on August 14, 2012, the Project proposed a change from 230 units to 244 units and provided an updated TIS analysis. The updated TIS analysis found there were no additional Planning Board Special Permit criteria exceedences from the original TIS. We certified the updated TIS analysis as complete and accurate on August 20, 2012.

The proposed Project (with the updated 244 units) will generate a total of:
800 daily vehicle trips including, 61 AM and 75 PM peak hour vehicle trips,
638 daily transit trips (49 AM Peak/60 PM Peak hour transit trips),
132 daily pedestrian trips (10 AM/13 PM Peak hour transit trips) and
60 daily bicycle trips 5 AM/5 PM Peak hour bicycle trips).

The full TIS summary is attached. Below are our comments and recommendations for this Project:

1. Planning Board Exceedences

The Project triggers 9 Planning Board exceedences including the vehicle level of service criteria at Alewife Brook Parkway at Rindge Avenue in the AM peak hour, and eight pedestrian level of service criteria are triggered at the intersections of Alewife Brook Parkway and Cambridgepark Drive, Alewife Station Access Road/Route 2 ramp. All the intersections triggered are controlled by the State Department of Conservation and Recreation (DCR).

The intersections in the Alewife area are heavily congested today in the peak hour and residents of the proposed Project will experience significant queuing in the peak hours. We believe the best mitigation to reduce Project's traffic impacts in an already congested area is by implementing effective transportation demand management measures and encouraging non-automobile travel, especially during the peak hours.

MassDot is designing traffic operation and safety improvements at the Alewife Brook Parkway and Route 2 intersection which will include lane geometry and signal timing adjustments, including signal timing adjustments at Alewife Brook Parkway at Rindge Avenue and Cambridgepark Drive. The design is currently at 25%. We recommend the Proponent evaluate the proposed MassDot changes, identify any signal changes at Alewife Brook Parkway and Rindge that may be beneficial to vehicle or pedestrian operations, and determine if the Project's planning board triggers can be mitigated. The Special Permit for the 160 Cambridgepark Drive residential project located across the street from this Project has a similar Planning Board Special Permit condition to evaluate their

165 Cambridgepark Drive

planning board exceedences with the Rt. 2/16 changes. The Project's traffic consultant should work jointly with the 165 Cambridgepark Drive traffic consultant to evaluate the Rt. 2/16 changes with both projects, including planning board exceedences and report their findings and recommendations to TP&T. We will work with them on the scope of work. The work should be completed prior to the first Building Occupancy permit for whichever Project comes first.

2. Site Plan

We have the following comments on the proposed site plan:

- 1) To improve the pedestrian conditions on Cambridgepark Drive, instead of 4 curb cuts, we recommend the Project evaluate providing vehicle access to the parking garages from the Access Road which would reduce the number of curb cuts of Cambridgepark Drive.
- 2) We recommend the Fire Lane/Access Road around the site be downgraded from looking like a road to fit more into being part of the landscape but still meet the Fire Department requires for an 18 foot Fire Lane that can support the outriggers for ladder trucks. We will work with the Proponent on the design which must be approved by the City prior to the issuance of the Building Permit. The Access Road will also be used for access between the bicycle parking areas and the Fitchburg cut-off path and connections to the Fitchburg cut-off path should be paved and cleared of snow and ice when necessary.
- 3) The site plan shows a proposed path on the project site that connects to a public access path. The public access path is owned by the City and connects Cambridgepark Drive to the Fitchburg cut-off path. It is currently under construction as part of the Cambridgepark Drive Area Drainage Improvements and Stormwater Wetland Project. A connection from the Project site to the City's public access path should be provided and the design approved by DPW and TP&T.
- 4) The ground level site plan (i.e. parking layout plan) shows building columns in parking spaces. Parking spaces must have clear space meeting minimum zoning widths. We will work with them on their final building permit set plans.

3. Parking

The Project proposes 232 parking spaces or 0.95 parking space per unit located in two garages at the ground floor of the building and is seeking a reduction of required parking per Section 6.35.1. We support the parking reduction because we believe 232 parking spaces will meet the Project's parking needs for the following reasons:

- 1.) The Project is located near the Alewife MBTA Station.
- 2.) The TIS estimated a parking demand of 0.88 spaces/unit based on 2000 Census tract data, and the proposed 0.95 parking ratio is consistent with our findings that residential buildings near transit have less than one vehicle per unit.
- 3.) The 30 Cambridgepark Drive residential Project (312 units) had 173 vehicles registered in 2010 with the Registry of Motor Vehicles or 0.55 vehicles per unit.
- 4.) There will be 28 affordable units which tend to have lower car ownership than market rate units.

We recommend the Project manage the parking spaces in the most efficient and flexible way to accommodate all the building's parking needs on-site including visitor parking.

4. Pedestrian - Bicycle Bridge

As the Planning Board knows, a bicycle/pedestrian bridge across the railroad tracks 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 station area. The bridge would provide a benefit to residents at 165 Cambridgepark Drive by providing a connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility. We recommend that prior to the Project's first Building Permit the Proponent should contribute \$100,000 to the design of the bridge.

5. Bicycle Conditions

We support the proposed 244 indoor bicycle parking spaces for residents (1 bicycle space per unit) and 18 short-term bicycle spaces at the building entrance for visitors. We also recommend 2 short-term bicycle racks in the courtyard area near the main back entrance to the building. We will work with them on the location as part of their building permit process.

6. Transportation Demand Management (TDM) Measures

We recommend that the Project be required to implement the following TDM measures to encourage residents to choose non-single occupancy vehicle (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 \$70, 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.
- 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

165 Cambridgepark Drive

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 \$70, 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.

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