

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	279
Address:	130 CambridgePark Drive (consisting of to-be-subdivided portions of 150 and 180R 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 21, 2013
Date of Planning Board Public Hearing:	April 9, 2013, May 7, 2013, May 21, 2013 and June 11, 2013
Date of Planning Board Decision:	June 11, 2013
Date of Filing Planning Board Decision:	June 27, 2013

Application: Proposal is for a new multifamily building containing 220 units of rental housing to replace an existing surface parking lot. The 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

Application, Summary, Dimensional Form, Ownership Certificate, Project Narrative, Sewer Narrative, Water Narrative, Noise Narrative, Flood Plan 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 Plan, Tree Study, Open Space Plans

Other Documents

Email from Stephanie Groll to Liza Paden, dated May 20, 2013
130 Cambridgepark Drive Criteria List
130 Cambridgepark Drive Special Permits Needed and Criteria
Letter to Hugh Russell, from Richard McKinnon, dated May 2, 2013
Letter from Jennifer Letourneau, Director, Cambridge Conservation Commission, dated March 12, 2013
Massachusetts Department of Environmental Protection, WPA Form 5 – Order of Conditions
Memo to Brian Murphy, Assistant City Manager for Community Development, from Owen O’Riordan, City Engineer, dated April 9, 2013
Memo to Jennifer Letourneau, Director, Cambridge Conservation Commission, from Owen O’Riordan, City Engineer, dated February 25, 2013
Memo to Cambridge Planning Board, from Sue E. Clippinger, Director, Cambridge Traffic, Parking, and Transportation Department, dated April 9, 2013
Letter to Richard McKinnon, The McKinnon Company, from David Hall, Cambridgepark Drive Limited Partnership, dated May 16, 2013
Letter to the Cambridge Planning Board, from Cambridge Systematics Inc., dated May 17, 2013
Email to Liza Paden, from Hugh Russell, dated May 8, 2013
Open Space Calculations, dated April 8, 2013
Plan of Land, dated April 8, 2013
Article 20.70, Flood Plain Overlay District, of the Cambridge Zoning Ordinance
Memo to Meghan Miller, Vanasse, Hangen, Brustlin, Inc. from Sue Clippinger, dated March 8, 2013
Email to Michael Brandon, from Richard McKinnon, dated March 22, 2013
Email to Liza Paden, from Kevin Renna, dated March 26, 2013
Email to Liza Paden, from Adam Shulman, dated March 11, 2013
Legal Notice of Public Hearing, dated March 21, 2013

APPLICATION SUMMARY

On February 21, 2013, the Applicant submitted an application for: (i) Planning Board special permits for a six-story multifamily residential building containing 220 units of rental housing (the “Project”) on an approximately 102,000 square foot site (the “Site”) located on a portion of the existing 150 CambridgePark Drive property and a portion of the existing 180R CambridgePark Drive property; (ii) amendments to existing Planning Board special permit #47, 150 CambridgePark Drive for a six-story and approximately 456-car parking structure (the “Parking Structure”) on another portion of the existing 150 CambridgePark Drive property; and

(iii) amendments to existing Planning Board special permit #26, 125 CambridgePark Drive in connection with the foregoing. All findings and conditions in this Decision apply to the application for special permits for the new multifamily residential building on the Site. The Project will have up to 220 vehicular parking spaces, to be provided partially on the Site (approximately 120 parking spaces) and partially within the Parking Structure (up to 100 parking spaces, approximately 29 dedicated and 71 shared) and 231 bicycle parking spaces. The Parking Structure's design provides an opportunity for a pedestrian and bicycle bridge landing that will help facilitate the future construction of a pedestrian and bicycle bridge across the railroad right of way connecting the Concord Alewife Quadrangle and Triangle Districts. Access to and egress from the Project will be provided through two shared access drives, one of which is located in part on the 150 CambridgePark Drive parcel and in part on the 160 CambridgePark Drive parcel and the other of which is located partially on 130 CambridgePark Drive and partially on the amended 150 CambridgePark Drive and 180R CambridgePark Drive parcels, in each case pursuant to the terms of recorded easement agreements. A new drive, with associated hardscape and landscape improvements, on the north side of the Site will connect those two access drives. Per the plans submitted by the Applicant, 130 CambridgePark Drive and 180R CambridgePark Drive will have a right of access over the new drive and a portion of the new drive will be a private way open to public use (thereby providing 130 CambridgePark Drive and 180R CambridgePark Drive with the required street frontage).

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 2.1 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, 180R and 200 CambridgePark Drive.
- Special Permit under Section 20.97.3 (and Section 5.25.42) of the Ordinance, to exclude the Project's at-grade parking facility from applicable FAR 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 the new common driveway located partially on 130 CambridgePark Drive and partially on the amended 150 CambridgePark Drive and 180R CambridgePark Drive parcels.
- 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 will replace an existing surface parking lot with a new residential building, access to and egress from the Project will be provided through two shared access drives. A new drive, with associated hardscape and landscape improvements, on the north side of the Site will connect those two access drives. The Project will feature shared parking opportunities and adopt the Transportation Demand Management measures identified in the Transportation Impact Study (“TIS”) submitted with the application, in order to minimize the amount of traffic passing through nearby arterial and neighborhood streets.

(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 residential and commercial uses, and abuts railroad tracks to the south. The Project will not adversely affect the continued operation or future development of adjacent uses. The Project will provide new 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 a potential future increase in passive 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 help to enhance the vibrancy of the district, and the new parking structure will help facilitate the future construction of a pedestrian and bicycle bridge connecting the Concord Alewife area Quadrangle and Triangle Districts.

- (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, and introduce additional residential units in close proximity to transit and surrounding commercial uses.

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 development 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, which voted to approve the Project's Order of Conditions on February 25, 2013 (the "Order of Conditions").

- (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 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 help encourage non-automobile mobility by improving the pedestrian and bicycle environment. At-grade parking and service areas will be screened from public streets. The Project will also 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, potential reuse of stormwater for irrigation, and increased groundwater infiltration. There will be open space amenities along the newly created street and at the residential building’s northeast corner, as well as in the three private courtyards and 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 help activate the street edge of the residential building through the placement of key building support spaces and residential living areas.

The bicycle storage areas will be located along the newly created street and feature large glass areas and a bicycle common area, which can be used for bicycle repair and informal gathering. On the second through sixth levels, the residential building is organized around three courtyard spaces that provide a variety of outdoor amenities to residents, such as a swimming pool and children’s play area. The primary building entry is located at the intersection of the access road and new drive, which will feature landscaped areas and public seating areas. Five residential units will be located at the ground floor which will further promote the pedestrian nature of the street. The Project also anticipates the future increased use of the nearby Alewife Reservation trail system. The parking structure will provide an opportunity for a pedestrian and bicycle bridge landing as part of a pedestrian bridge over the adjacent railroad right of way. The Project will also benefit from direct pedestrian and bicycle access to Alewife MBTA station.

- 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 Site is surrounded on the west, north and east by existing residential and commercial uses, and abuts railroad tracks to the south. 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 create a new drive with associated hardscape and landscape improvements, 220 residential units and an active bicycle storage area located at the ground floor, together reinforcing the pedestrian nature of the street edge.

(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 below the height of 105 feet allowed. The Project’s design incorporates varied setbacks along the new neighborhood street, eliminates existing surface parking and utilizes material changes and diverse roof lines to reduce the scale of the residential building.

(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, cafès; 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 locate active uses along the street in order to help animate the streetscape. These uses include the main entry lobby, leasing office, bicycle storage area and lounge at the ground level, as well as the clubhouse amenity area on the first residential floor. The project also introduces five residential units with individual private entries at the ground floor to further enhance the streetscape. The residential building’s 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 the new neighborhood street. 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's ground level entrance is marked with a canopy, to create a presence for the lobby at the street level. This canopy also helps make the residential building, and associated activity, more visible from CambridgePark Drive and elsewhere in the Triangle District.

(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 five residential units that front the new neighborhood street will complement the streetscape with direct entries and landscaping. The residential building's parking area will be almost entirely concealed at the ground level to eliminate the visual impact of such parking along the new neighborhood street, and create a more pedestrian-friendly environment.

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

The residential building will seek Silver certification under the Energy Star Home program, the US Green Building Standard and LEED for Homes Mid-rise. 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, to the extent practical, porous pavement to 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 is designed to incorporate the construction of a pedestrian and bicycle bridge landing that will help facilitate the future construction of a pedestrian and bicycle bridge over the railroad right of way. Close proximity to the Alewife MBTA station, area parks and trails, and retail shopping will also help facilitate walking, biking and transit use.

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

The Project will create a new publicly accessible street and improve the access drive to existing surface parking areas. In addition to the streetscape improvements on Site, the Project will include improvements to the access drive which connects CambridgePark Drive to the main entrance of the residential building.

(j) Screen service areas from CambridgePark Drive.

The residential building's service areas will not be visible 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 residential building's parking facility will be located on the ground-level and screened from view from the street by the entry lobby, leasing offices, five 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 the new neighborhood street and safety illumination on all other building facades. Additional lighting around the residential building's entrance and residential units 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 Parking Structure provides an opportunity for a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Overlay District's Quadrangle and Triangle Districts. 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 an increase of only 149 parking spaces even with the addition of 220 residential units.

(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 residential 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 on-grade landscaping and building features along the new neighborhood street will enhance the area. The Parking Structure will provide an opportunity for a pedestrian and bicycle bridge landing that will help facilitate the future construction of a pedestrian and bicycle bridge over the railroad right of way.

(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 220 additional residential dwelling units to the housing inventory of the City, convenient for employees of (and sharing parking with) the surrounding office buildings. The Project will be at a scale similar to that found in other areas of Cambridge, and will complement the surrounding residential and office buildings.

(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 locate active uses along the new drive, and includes five residential units with individual private entries at the ground floor to

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 the street and facilitate pedestrian scaled street level façades. The access drives around the perimeter of the Site will further 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 site plan for the project is appropriate and 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. The Project will create a pedestrian-friendly environment along a new drive and provide setbacks for open spaces and to screen service and parking areas. The residential building is designed with public amenity spaces, such as a bike commons area, at the ground floor.

4) *In granting a special permit under Section 20.97.2 and 20.97.3 of the Ordinance, 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 residential building's parking area will be screened at the ground level to minimize visual impacts, and create a more pedestrian-friendly environment. The Parking Structure will provide an opportunity for a pedestrian and bicycle bridge landing that will help facilitate the future construction of a pedestrian and bicycle bridge connecting the Concord Alewife Quadrangle and Triangle Districts.

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

The Project will introduce 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, allowing the creation of 220 new units of rental housing, while resulting in an increase of only 149 parking spaces. The Project's Transportation Demand Management program 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. The Parking Structure will provide an opportunity for a pedestrian and bicycle bridge landing that will help facilitate the future construction of a pedestrian and bicycle bridge connecting the Concord Alewife Quadrangle and Triangle Districts.

(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. The residential building occupants will also have access to approximately 100 automobile parking spaces in the parking structure of which approximately 29 are dedicated spaces and 71 spaces are shared with office users.

(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 and create a pedestrian-friendly environment along a new drive through a combination of architectural and site design measures and setbacks for open spaces and to screen service and parking areas.

The residential building's parking facility and service areas will be screened from view from the street by the entry lobby, leasing offices, five first-floor residential units, bicycle storage facilities and landscaping. The Parking Structure will provide an opportunity for a pedestrian and bicycle bridge landing that will help facilitate the future construction of a pedestrian and bicycle bridge over the railroad right of way.

(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 residential and 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 allowed. The residential building's massing and

scale are minimized through varied façade heights and the placement of considerable emphasis on the design of the entry corner, which is visible from CambridgePark Drive. The Residential Building's main entrance is emphasized through the use of color and form, which creates a visual cue for pedestrians and vehicles approaching the Site from CambridgePark Drive.

(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.

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 220 new units of rental housing in close proximity to the Alewife MBTA station, with at least 231 bicycle parking spaces. The proposed parking arrangement for the Project, which includes shared and dedicated vehicle spaces, 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. After subdivision to create the Site, the remaining portions of 125, 150 and 180R

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."

CambridgePark Drive will contain 1,326 parking spaces, and the residential building will contain approximately 120 parking spaces. The residential building will have a right to use approximately 100 parking spaces in the Parking Structure, pursuant to a recorded easement agreement.

- 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.*

Residential and commercial uses typically have peak user demands at different times. The 220 vehicular parking spaces required for the residential units under the Ordinance is less than the parking required for the existing office buildings. The proposed shared parking will involve less than 75% of the residential building's 220 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 Project's proximity to public transportation, retail and commercial uses will likely make it attractive to residents who 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 220 new units of rental housing in close proximity to the Alewife MBTA station, with 231 bicycle parking spaces. The proposed parking arrangement for the Project, which includes shared and dedicated vehicle spaces, 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 residential building's parking facility will be located on the ground-level and hidden from view by the entry lobby, leasing offices, five 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 provisions of Section 11.200 of the Ordinance.

- 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 in the form of the 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 180R CambridgePark Drive that establishes mutual easements in and obligations to maintain the new neighborhood street (including the common access to CambridgePark Drive). Evidence of the recording of such easement agreement will be provided to the Cambridge Community Development Department. An easement granting rights to 150 and 180R CambridgePark Drive (which will flow to 130 CambridgePark Drive) in the access drive located between 150 and 160 CambridgePark Drive was recorded with the Southern Middlesex County Registry of Deeds on October 17, 2012, at Book 60269, Page 145.

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 new drive, the fire lane/access drive surrounding the site, as well as various parking spaces, will be located within five (5) feet of the Site's property lines. 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 property lines primarily abut 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.

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 is within walking distance of the Alewife MBTA station, and in proximity to pedestrian and bicycle amenities associated with Alewife Reservation. The Transportation Impact Study (TIS) indicates that the project is expected to have 9 exceedences of Planning Board Criteria. The Project will feature shared parking opportunities and adopt the Transportation Demand Management measures identified in the TIS submitted with the application, in order to minimize the amount of traffic passing through nearby arterial and neighborhood streets.

(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 the adjacent office buildings.

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

The ground floor of the residential building will provide active residential uses including five residential units with direct sidewalk access. The ground-level parking facility will be screened from street view by the entry lobby, leasing offices, the first-floor residential units, bicycle storage facilities and landscaping.

The architectural treatment of the ground floor facing the new drive will be approximately 35% glass, which consists of a portion of the enclosed entry vestibule, adjacent leasing office and bicycle storage space.

The Project will include enclosed, on-site parking for 231 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 residential 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 new drive. Trash and recycling storage and handling will be contained within the residential 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 system designed to promote groundwater recharge and reduce peak stormwater flow rates exiting the Site. The stormwater management design for the Project has been approved by the Cambridge Conservation Commission in connection with the Order of Conditions.

The Project's Tree Study and Plans were submitted to the City of Cambridge Arborist on February 18, 2013, and indicate that new trees will be planted on Site in connection with the Project to replace the required caliper inches of trees lost. The new tree plantings will provide greater variation and density of trees on Site.

(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 not require a Sewer Connection Permit from the Massachusetts Department of Environmental Protection. However, the Project will be required to reduce stormwater inflow and infiltration (I/I) at a 4:1 ratio (121,880 gallons) from the existing City of Cambridge Sewer System. The Applicant will continue to work 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 provide approximately 8-hours of storage with a safety factor, which equates to a 15,240 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 residential and commercial uses.

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

The Project will add 220 additional residential dwelling units to the housing inventory of the City. A range of unit types will be provided, of which approximately 38% is anticipated 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 also enhance the new drive.

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.

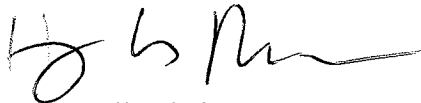
1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated February 21, 2013, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above; provided, however, that the ground 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; (ii) the scale and content of the hardscape areas and planting materials along the new neighborhood street; (iii) and design of the interior bicycle storage and repair areas, as such design relates to activation of the street edge. The Applicant shall also investigate the feasibility of including 3-bedroom units as part of the Project. 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: "130 CambridgePark Drive," dated April 9, 2013, from Susan E. Clippinger, Director of the Traffic, Parking and Transportation Department, to the Planning Board.
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, P. Winters, H Cohen, S. Winter and S. Cohen, and Associate Member C. Preston Connolly, 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 #279 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 June 27, 2013, by Elizabeth M. Paden, 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: 130 CambridgePark Drive

	Allowed/Required	Existing	Proposed	Granted
Total FAR	2.6	N/A	2.1	2.1
Residential	2.0	N/A	2.0	2.0
Non-Residential				
Inclusionary Bonus	0.6	N/A	0.1	0.1
Total GFA in Sq. Ft.	265,233sqft	N/A	231,321sqft	231,321sqft
Residential	204,026sqft	N/A	204,026sqft	204,026sqft
Non-Residential				
Inclusionary Bonus	61,207sqft	N/A	9,295sqft	9,295sqft
Max. Height	85ft/105ft	N/A	69ft 11in	69ft 11in
Range of heights				
Lot Size	5,000sqft	N/A	102,013sqft	102,013sqft
Lot area/du	464sqft	N/A	464sqft	464sqft
Total Dwelling Units	220	N/A	220	220
Base units	170	N/A	170	170
Inclusionary units	50	N/A	50	50
Min. Lot Width	50ft	N/A	163.15ft	163.15ft
Min. Yard Setbacks				
Front	64ft	N/A	51.8ft	As shown on plans
Side, Left	79.5ft	N/A	5.4ft	As shown on plans
Side, Right	95.2ft	N/A	21.8ft	As shown on plans
Rear	51.5ft	N/A	0.0ft	As shown on plans
Total % Open Space	15%	N/A	26.3%	As shown on plans
Usable				
Permeable	25%	N/A	17.3%	As shown on plans
Off Street Parking	1 per D.U.	N/A	220	220*
Min #				
Max #				
Handicapped				
Bicycle Spaces	1.05 per 1 D.U.	N/A	231	231
Loading Bays	N/A	N/A	N/A	NA

*Approximately 120 off street parking spaces to be provided on site. The Planning Board approves a reduction in parking pursuant to Section 6.35.1 specifically to allow approximately 100 parking spaces (approximately 29 dedicated and 71 shared) serving 130 CambridgePark Drive to be located at 150 CambridgePark Drive. See April 9, 2013 TPTD Letter.



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: April 9, 2013
Re: 130 Cambridgepark Drive

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for The Residences at #130 Cambridgepark Drive by The McKinnon Company, Developer on behalf of BRE/CPD, LLC. The Project proposes 220 residential apartment units (approximately 213,300 s.f.) supported by 220 parking spaces (149 dedicated parking spaces and 71 shared parking spaces). The Project proposes 120 ground level parking spaces on the #130 Cambridgepark Drive parcel and an abutting 6-story 456-space parking garage on the #150 Cambridgepark Drive parcel to replace approximately 427 existing surface parking spaces. The Proponent currently proposes 231 long-term bicycle parking spaces and 22 outdoor short-term bicycle spaces. We certified the TIS as complete and reliable on March 8, 2013.

The proposed Project will generate a total of:

- 734 daily vehicle trips including, 56 AM and 68 PM peak hour vehicle trips,
- 582 daily transit trips (45 AM Peak/54 PM peak hour transit trips),
- 112 daily pedestrian trips (9 AM/11 PM peak hour transit trips) and
- 54 daily bicycle trips 4 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 Cambridgepark Drive at Alewife Station Access Road in the PM peak hour and Alewife Brook Parkway at Rindge Avenue in the AM peak hour. The Project triggers seven pedestrian level of service criteria at the intersections of Alewife Brook Parkway and Rindge Avenue and Alewife Station Access Road/Route 2 ramp.

The intersections in the Alewife area are heavily congested today in the peak hour. Residents of the proposed Project will experience significant queuing during peak hours. MassDot is advancing a traffic operation and safety improvement project for the Rt. 2/16 intersection from 25% to 75% stage which is a positive step forward to help address some of the traffic safety and congestion issues. The project will include lane geometry and signal timing adjustments including, improved signal coordination with Alewife Brook Parkway at Rindge Avenue and Cambridgepark Drive. The improvements are expected to be implemented by MassDot in 2016.

- To help mitigate the Planning Board Special Permit exceedences we recommend the Proponent contribute \$50K to the city prior to the Projects first Building Permit for traffic cameras at the Cambridgepark Drive/Alewife Access Road intersection to allow us to adjust signal operations to meet needs and try to minimize the hours when the intersection is at gridlock.

2. Parking

The Project proposes to:

- Eliminate a 427 space surface parking lot which serves #100, #125, #150, #200 Cambridgepark Drive.
- Build a 456 space garage at #150 Cambridgepark Drive and a residential building with 120 residential parking spaces at #130 Cambridgepark Drive. For a total of 149 net new spaces.
- Residents in the new building will have 149 spaces (120 spaces at #130 Cambridgepark Drive and 29 spaces at the #150 garage).
- Residents will also share 71 spaces (for use by residents during non-peak office demand periods) in #150 garage with the office parkers (#100, #125, #150).

Exhibit A attached shows our detailed parking recommendations including the physical location of spaces and who can and cannot use the spaces.

3. Pedestrian – Bicycle Bridge

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 Concord area Triangle and Quadrangle. The bridge would provide a benefit to residents at 130 Cambridgepark Drive by providing a connection to the Fresh Pond shops, Reservoir and Concord Avenue bicycle facility.

A bridge feasibility/design study will begin this spring with contributions by 160 and 165 Cambridgepark Drive pursuant to their Planning Board Special Permits.

- We recommend that prior to the issuance of the building permit for the 130 Cambridgepark Drive project the Proponent should contribute \$90,000 toward the feasibility/design study of the bridge.

We appreciate the Proponent's commitment to ensuring and allowing a landing connection between the bicycle/pedestrian bridge and their proposed parking garage on the 150 Cambridgepark Drive parcel. In order for the Proponent to design and build their parking garage now which can accommodate a potential bridge landing connection in the future we recommend the following conceptual performance criteria for the parking garage:

- The elevator should be located on the outside of the parking garage in order to facilitate a bridge connection to the elevator. It appears that this change may lose 4+/- spaces in the garage which could be recovered elsewhere in the garage by adjusting the striping and layout, at #180R CPD or another area under their control.
- The garage should be designed so it would not require major changes to the garage, its façade or landscaping if the bridge is brought in adjacent to the west facade of the garage to connect to the elevator and garage (including bushes should be planted instead of trees at potential bridge landing sites. The fins on the west side of the garage will conflict with the bridge).
- The Proponent should grant an easement for bridge supports on the west side of the garage in the areas on either side of the garage entry if the bridge is brought in and connected to the elevator on the west side of the garage.
- Bicyclist and pedestrians should have direct access from the bridge to the garage elevator.
- The elevator should be visible to and accessible to the public 24 hours a day, 7 days a week, meet all accessibility standards, be able to support two elevator doors (to the garage and to the bridge), and include security features such as video surveillance and designated building staff to respond to emergencies.
- Pedestrians and bicyclists to/from the bridge should be permitted to utilize the garage ramps and stairs.
- There should be dedicated bicycle passage at parking garage doors or access gates.
- The Proponent should grant easement rights to the City that permit the City to tie a pedestrian and bicycle bridge into the parking structure, and for users of the bridge to pass through the parking structure and Property to and from Cambridgepark Drive.

We will work with the Proponent on the final parking garage design during the Building Permit process.

Because the bicycle/pedestrian bridge feasibility/design study has not been completed the final bridge location may or may not connect to the parking garage. The City's intent is to ensure that a bridge landing and ramps on other parcels such as #180R is available if needed and that no building preclude options for those landings. 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) on the #180R parcel. If 180R parcel is used it would require relocation or elimination of parking spaces to accommodate the bridge landing and ramps. The City will make its best efforts to minimize any parking impacts of a bridge landing and ramps. The Proponent, Owner of the housing site or both should grant easements to the City when and as necessary for public access between the bridge and Cambridgepark 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 the project provide 231 indoor bicycle parking spaces for residents and 22 short-term bicycle spaces at the building entrance for visitors.

5. Transportation Demand Management (TDM) Measures

We recommend that the Project be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation including transit, bicycling and walking over single occupancy vehicles.

- a. Make available at least two carshare parking spaces in the #150 Garage for a vehicle-sharing company. Carshare 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. Be required to join a Transportation Management Association (TMA) 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.
 - 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.
 - Carsharing.
 - 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.

130 Cambridgepark Drive

- h. 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.
- i. 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.
- j. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.
- k. The BRE/CPD and TC for the #130 CPD residential building shall implement an annual transportation monitoring program to include: Parking access cards issued for locations and users, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and user, Resident and employee mode splits, and auto/bicycle ownership. Data should be collected through resident and employee surveys/questionnaires, and through observed and mechanical counts. Data should also be coordinated/combined with the monitoring program for #160 CPD.
All surveys and counts shall be designed and conducted in a manner approved by CDD and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the #130 CPD 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.

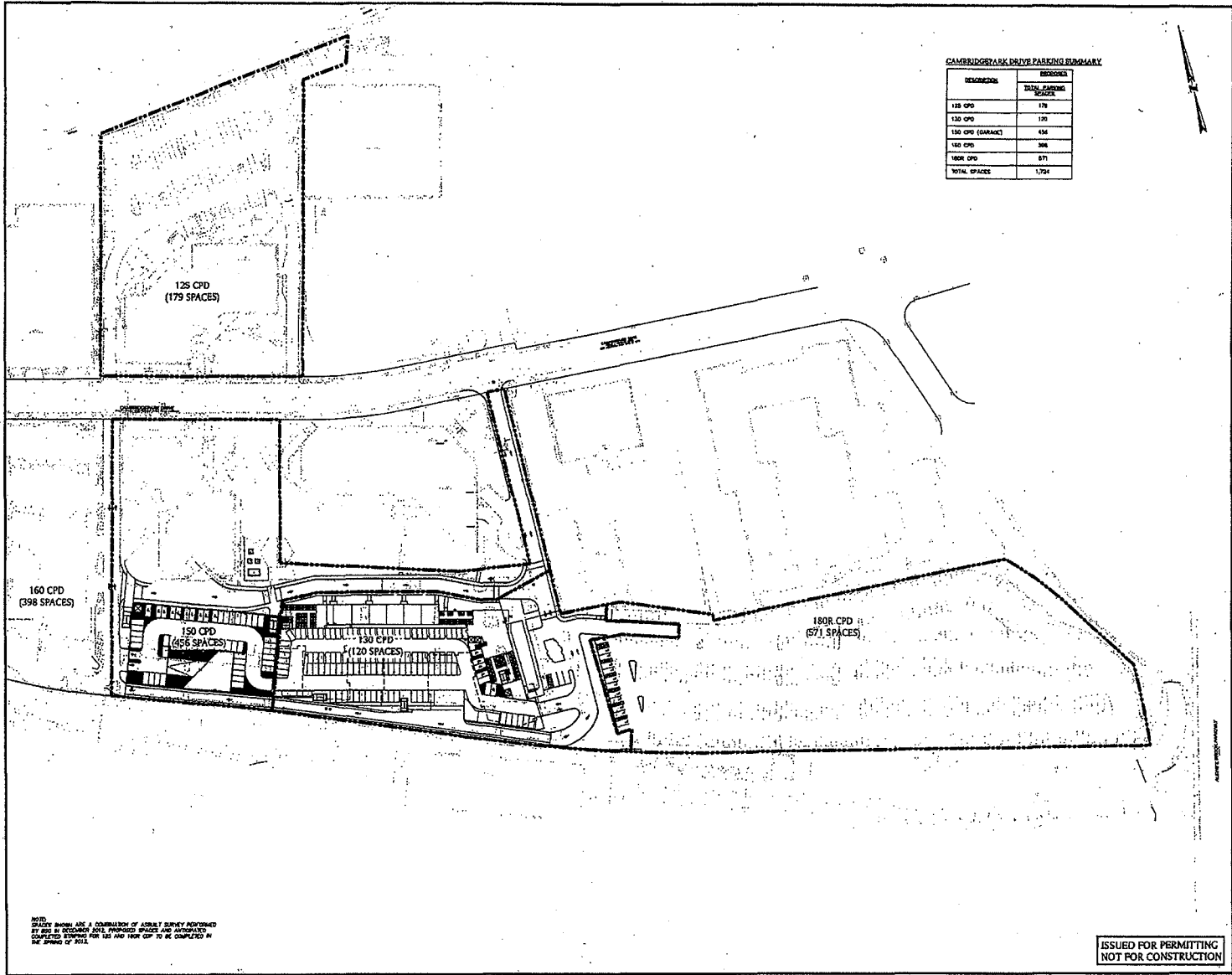
Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT, Paul Filtzer, Equity Office; Rich McKinnon, The McKinnon Company.

Exhibit A

Post #130 Cambridgepark Drive Project

Parking space allocation, location, and sharing

Address	#125	#130	#150 Garage	#180 R	#160	#100	Total
	Existing	New Residential Bulding	New Garage	Revised Surface Lot	Permitted Residential Building	Existing	
Parking Facility Type	Dedicated non-residential	Dedicated residential	Shared	Dedicated non-residential	Shared	None (No on-site spaces)	
Physical Number of Spaces Located on Parcel	179	120	456	571	398	0	1724
Allocation of spaces	179 Dedicated to #125	120 spaces dedicated to Residents at #130.	29 spaces dedicated to Residents at #130. 387 spaces for #100, #125, #150 and 71 spaces shared with #130 residents (during any non-peak office demand periods) 40 spaces for #200.	571 spaces for non-residential use only for #125, #100, #150.	248 spaces dedicated to #160 residents. 80 spaces shared with #150 and 70 spaces shared with #200.	0	1724
Conditions	Maximum 179 spaces for #125	Minimum and Maximum 120 spaces for #130.	Maximum 200 spaces for #125.	Minimum 248 spaces for #160.	N/A	Max. 1,724	
			Maximum 323 spaces for #100.				Maximum 80 spaces for #150.
			Maximum 435 spaces for #150.				Maximum 70 spaces for #200.
			Maximum 40 spaces for #200				
			Minimum 29 spaces for #130				



CAMBRIDGEPARK DRIVE PARKING SUMMARY

RESIDENCE	RESIDENCE TOTAL PARKING SPACES
125 CPD	179
130 CPD	120
150 CPD (GARAGE)	456
160 CPD	398
180R CPD	571
TOTAL SPACES	1724

NOTE: SPACES SHOWN ARE A COMBINATION OF ASBESTY SURVEY MONITORED BY DEP. IN ORDER TO MEET FINISHED SPACES AND ARE SUBJECT TO COMPLETION FOR 125 AND 180R CPD TO BE COMPLETED IN THE SPRING OF 2011.

DAVID P. BUCARELLA DATE
PROFESSIONAL ENGINEER

130
CAMBRIDGEPARK
DRIVE RESIDENCES
150 AND 180R
CAMBRIDGEPARK DRIVE
IN
CAMBRIDGE
MASSACHUSETTS
(MIDDLESEX COUNTY)
PARKING EXHIBIT
JANUARY 24, 2013

DATE	FILE
12/18/13	130P010

THE MCKENNA COMPANY
1 LEONARD ST., UNIT 1903
CAMBRIDGE, MA 02141
BRIDGE/FIR
BRE/CPD, LLC
C/O COUNTY OFFICE
125 SUMNER STREET
17TH FLOOR
BOSTON, MA 02110

BSC GROUP
15 Eddes Street
Boston, Massachusetts
02127 617 896 4300

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SCALE: 1" = 30'
FIELD SURVEY/CPD/175R-1P
DATE: 01/24/13 SHEET 1 of 1

ISSUED FOR PERMITTING
NOT FOR CONSTRUCTION

CITY OF CAMBRIDGE **Planning Board Criteria Performance Summary**
Special Permit Transportation Impact Study (TIS)

Planning Board Permit Number: _____

Project Name: 130 Cambridgepark Drive

Total Data Entries = 89

Total Number of Criteria Exceedences = 9

1. Project Vehicle Trip Generation

Intersection	Build	
Weekday Daily	734	N
AM Peak	56	N
PM Peak	68	N

2. Level of Service (LOS)

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(a) Alewife Brook Pkwy/Rte 2 (north ramp)	F	F	N	F	F	N
1(b) Alewife Brook Pkwy/Rte 2	F	F	N	F	F	N
1(c) Alewife Brook Pkwy/Rte 2 (south ramp)	B	B	N	B	B	N
1(d) Alewife Brook Pkwy/Alewife Station Access Rd	C	C	N	C	C	N
2. Alewife Brook Pkwy/Cambridgepark Dr	C	C	N	F	F	N
3. Alewife Brook Pkwy/Rindge Ave	D	E	Y	F	F	N
4. Cambridgepark Dr/Alewife Station Access Rd	C	C	N	D	D	Y
5. Alewife Station Access Road/Route 2 Ramp (unsignalized, critical movement)	F	F	N	F	F	N

3. Traffic on Residential Streets

There are no Residential Streets in the Study Area

Special Permit Transportation Impact Study (TIS)

4. Lane Queue (for signalized intersections, critical lane)

Intersection	Approach	AM Peak Hour			PM Peak Hour		
		Existing	Build	Exceeds Criterion?	Existing	Build	Exceeds Criterion?
1(a) Alewife Brook Pkwy / Route 2 (north ramp)	SWR	15	15	N	14	14	N
	WBT	58	58	N	34	34	N
1(b) Alewife Brook Pkwy / Route 2	EBL	7	7	N	11	11	N
	WBR	6	6	N	20	20	N
	SBT-1	4	4	N	6	6	N
	NWT	28	28	N	47	47	N
1(c) Alewife Brook Pkwy / Route 2 (south ramp)	SBT-2	0	0	N	2	2	N
	SER	6	6	N	6	6	N
1(d) Alewife Brook Pkwy / Alewife Station Access Rd	WBT	4	4	N	20	20	N
	WBR	0	0	N	2	2	N
	NBT	2	2	N	4	4	N
2. Alewife Brook Pkwy / Cambridgepark Drive	EBL	8	10	N	21	22	N
	NBL	4	5	N	2	4	N
	NBT	5	5	N	32	32	N
	SBT	17	18	N	28	28	N
	SBR	0	0	N	0	0	N
3. Alewife Brook Pkwy / Rindge Ave	WBL	7	7	N	5	5	N
	WBR	8	8	N	1	2	N
	NBT	19	23	N	48	48	N
	SBT	30	33	N	43	43	N
4. Cambridgepark Drive / Alewife Station Access Road	EBT	1	2	N	6	7	N
	WBT	4	4	N	2	2	N
	WBR	0	0	N	0	0	N
	NBT	0	0	N	0	0	N
	SBL	7	7	N	9	9	N
	SBT	4	4	N	8	8	N

5. Pedestrian and Bicycle Facilities

Intersection	Crosswalk	AM Peak			PM Peak		
		Existing	Build	Exceeds Criterion	Existing	Build	Exceeds Criterion
1(d) Alewife Brook Pkwy/Alewife Station Access Road	east	B	B	N	C	C	N
3. Alewife Brook Pkwy / Rindge Avenue	east	E	E	Y	E	E	Y
	south	E	E	Y	E	E	Y
4. Cambridgepark Drive / Alewife Station Access Road	east	D	D	N	D	D	N
	west	B	B	N	C	C	N
	north	D	D	N	C	C	N
5. Alewife Station Access Road/Rt 2 Ramp	south	C	C	N	C	C	N
	North	F	F	Y	E	E	Y
	East	B	B	N	E	E	Y

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Planning Board Permit Number: _____

PROJECT NAME:

Address: 130 Cambridgepark Drive

Owner/Developer Name: BRE/CPD, LLC
 Contact Person: John F. Conley
 Contact Address: Equity Office
 125 Summer Street
 Boston, MA 02110
 Contact Phone: 617-425-7601

SIZE:

ITE sq. ft.: 213,321 SF/220 units
 Zoning sq. ft.: 213,321 SF
 Land Use Type: Residential

PARKING:

(Parcels 125, 160, 150 & 180R Cambridgepark Drive)
 Existing Registered Parking Spaces: 1,575 Use: Commercial/Residential
 New Parking Spaces: 1,724 Use: Commercial/Residential
 Net Increase Parking Spaces: 149 Use: Residential
 Date of Parking Registration Approval: N/A

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour	Saturday Peak (retail only)
Total Trips	1,482	114	138	-
Vehicle	734	56	68	-
Transit	582	45	54	-
Pedestrian	112	9	11	-
Bicycle	54	4	5	-

MODE SPLIT (PERSON TRIPS): Vehicle (SOV): 42.8 % Bicycle: 3.4 %
 Rideshare (HOV): 8.3 % Pedestrian: 7.1 %
 Transit: 36.8 % Work at Home: 1.6 %

TRANSPORTATION CONSULTANT:

Company Name: Vanasse Hangen Brustlin, Inc.
 Contact Name: David Black / Meghan (Miller) Houdlette P.E.
 Phone: 617.728.7777

Date of Building Permit Approval: _____ N/A