



The Residences at 130 Cambridge Park Drive
Supplement to Special Permit Application

The McKinnon Company *on behalf of* BRE/CPD, LLC // Cambridge, MA // 16 May 2013



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May 16, 2013

Hugh Russell
Chairman
And Members of the Planning Board
Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Project / No. / File 130 CambridgePark Drive / 13002

Subject Supplement to Special Permit Application

Dear Hugh and Members of the Planning Board;

I would like to thank the members of this Board for scheduling our return on May 21, 2013. At that point we will be ready to answer any questions posed by our responses in this Supplemental.

I would like to also thank Liza, Taha and Jeff for seeing Jim and me shortly after the hearing. This let us compare our question lists to ensure that this booklet addresses the right issues.

I hope this format is simple to use. It is, I think preferable to two books, one 8.5 x 11, the other 11 x 17/ It is also easier than an 8.5 x 11 book with 11 x 17 fold outs.

All of us look forward to our return this coming Tuesday evening.

Sincerely,

The McKinnon Company

Richard McKinnon
Developer, on behalf of BRE/CPD, LLC.

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QUESTION 1

Please speak to the question of providing context for the granting of the Special Permits. Specifically, the mechanism for granting a Special Permit versus the base, as of right zoning. Also, could you explain the way the Project provides a context for granting relief by the way it conforms to the stated goals and purposes of the Alewife 6 Overlay District and the Concord Alewife Plan?

ANSWER

All of the zoning relief requested can be granted by special permit. Some of the requested special permits would be required for almost any project on the site, including special permits required due to the project's location in the Flood Plain Overlay District and for Project Review in connection with the construction of more than 50,000 square feet of Gross Floor Area. Other of the requested special permits allow for reductions in the project's impacts, including special permits to allow the proposed shared parking arrangement and the new shared driveway. The remaining special permits are required in connection with the project's Floor Area Ratio and yard requirements.

In reviewing special permit applications for the Alewife Overlay District, the Planning Board is guided by Section 20.90 of the Zoning Ordinance and by the objectives, criteria, and guidelines of the Concord-Alewife Plan.

The stated goal of Section 20.90 is to harness the opportunities presented with the redevelopment of private property in ways that will, among other things:

- Introduce a significant component of residential living to enhance the area's appeal for all persons who come to work, shop as well as live within the various Alewife districts.

The project will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings.

- Integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the various Alewife districts and beyond.

The project will offer open space amenities along the newly created neighborhood street and at the residential building's northeast corner, as well as three private courtyards and a swimming pool area open to the residents, thereby providing more open space and

outdoor recreational facilities to residents of Cambridge. The project will also improve pedestrian and bicycle connections to other areas of Cambridge through the creation of a new neighborhood street and a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Quadrangle and Triangle districts.

- Encourage development, mix of uses, etc. that facilitate and encourage walking, biking and transit use and reduce the growth of auto trips in the area.

The project will replace an existing surface parking lot with a parking garage, a residential building and a new neighborhood street, and will introduce 220 units of residential housing, with the creation of only 149 new parking spaces. The parking structure includes a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Quadrangle and Triangle districts.

- 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 has been designed to provide compensatory flood storage per the Massachusetts Wetland Protection Act, and the project's potential impact of the flood plain has been approved by the Cambridge Conservation Commission. Moreover, the project's compensatory flood storage is located underneath the residential building and the parking structure, thereby creating a safe, healthful and pleasing environment for the occupants of the project and abutters.

- 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 restore areas that are currently paved to active and more appropriate urban uses, by replacing the existing surface parking lot with a parking garage and a residential development conforming to best practices for mitigation of impacts and preservation of the natural environment. The project will create an identity and sense of place that parallels the development of the historic urban centers that characterize much of Cambridge.

- 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 will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on nearby residential neighborhoods.

The Concord-Alewife Plan objectives, criteria and guidelines, for the Alewife Triangle district and more generally, include the following:

- Encourage development that responds to transit proximity by allowing higher densities closer to Alewife Station.

The project benefits from excellent pedestrian/bicycle access to Alewife Station, and is consistent with zoning regulations for the site adopted in response to the Concord-Alewife Plan.

- Encourage development of additional housing close to Alewife Station while continuing to support commercial development.

The project will introduce additional residential living, convenient for employees of (and sharing parking with) the surrounding office buildings.

- Reduce auto mode share by employing measures such as: (i) improving access to transit; (ii) designing a walkable and bike-friendly community; (iii) improving the pedestrian environment; (iv) balancing provision of parking with transportation-demand management goals.

The site benefits from excellent pedestrian/bicycle access to Alewife Station, which the project will improve with the creation of a new neighborhood street and extensive on-grade landscaping, as well as a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian and bicycle bridge connecting the Alewife Quadrangle and Triangle districts. The project will employ a combination of architectural and site design measures to turn a quite unfriendly area into a very pedestrian friendly area. Finally, the project will continue to implement the previously approved creative shared parking arrangement between office and residential users that allows for the construction of approximately 220 units of residential housing, with the creation of only 149 new parking spaces.

- Consolidate existing surface parking into a structure as part of overall site improvements.

The project will eliminate existing surface parking lots, and all of the project's parking spaces (with the exception of four temporary parking spots) will be located in parking structures.

- Vary the design of individual buildings to create an architecturally diverse district.

The project's design incorporates varied setbacks, thereby creating a rhythm along the new neighborhood street, eliminates existing surface parking and utilizes material changes and diverse rooflines to reduce the scale of the residential building and the parking structure. The residential building's and the parking structure's heights are set off from the greater heights of the adjacent office buildings. The parking structure is screened from adjacent buildings and streets with a series of colorful fins that create a dynamic, three-dimensional façade from both the pedestrian and vehicular approaches.

- Street-level facades should include active uses such as frequent residential entrances (with setbacks for stoops and porches) and commercial lobbies and front entrances.

The residential building has been programmed to orient its most active uses along the new neighborhood street to animate the

streetscape and activate the district. 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 residential building also introduces five residential units with private entries at the ground floor to further enhance the streetscape. The residential building's parking area is virtually entirely concealed behind the amenities and residential units at the ground level to eliminate the visual impact of such parking along the new neighborhood street. The street level façades have been designed to provide a pedestrian friendly scale, through the use of material change and building setbacks. The parking structure eliminates existing surface parking and includes a pedestrian and bicycle bridge landing that will enable the future construction of a pedestrian/bicycle bridge connecting the Alewife Quadrangle and Triangle districts.

- 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 special permit application.

- Locate new development to preserve right-of-way for future crossing of the railroad tracks to connect the Alewife Triangle and Quadrangle districts.

The project will create a pedestrian and bicycle bridge landing, enabling the future construction of a pedestrian bridge connecting the Alewife Quadrangle and Triangle districts.

- Provide pedestrian links that strengthen physical connections to Alewife Reservation, and strengthen bicycle and pedestrian links to adjacent areas.

The project will create a new neighborhood street and extensive on-grade landscaping, as well as a pedestrian and bicycle bridge landing, enabling the future construction of a pedestrian bridge connecting the Alewife Overlay District's Quadrangle and Triangle District.

QUESTION 2

Please illustrate and discuss the surrounding environmental context with an overview Open Space site plan of the Triangle and the adjacent Special Districts 4 & 4A.

ANSWER

The new residents who will be moving to Cambridgepark Drive at 130, 160 and 165 will have easy access to open space that is substantial and unique within a City. This area of the Alewife and North Cambridge is and will be comprised of a mix of multifamily residences and commercial office space. The project has specifically been designed to not increase the impervious area on-site and will create additional open space in the elevated courtyards of the buildings. While the courtyards will not function to recharge groundwater, there will be a slower discharge of precipitation (evapotranspiration, slowed release to the stormwater management system) and reduction in the existing stormwater discharge rates. Multifamily residences on Cambridgepark includes the following the following:

- 160 Cambridgepark Drive - Project Area= 4.2 acres, 15.5% Open Space
- 165 Cambridgepark Drive - Project Area=2.7 acres, 24% Open Space
- 130 Cambridgepark Drive - Project Area=2.9, 16.2% Open Space
- 30 Cambridgepark Drive (Archstone) - Project Area=3.3 acres, 18% Open Space

This area has the added benefit of 80+ acres of open space in the immediate area of the Little River. This includes the City's new Stormwater Wetland located in the rear of 165 and 125 Cambridgepark Drive. This urban wetland area will create approximately 1,600 linear feet of new trails and boardwalks along with overlook areas, and an amphitheatre for the benefit of the area. More importantly, the stormwater wetland will function to improve the quality of the storm water discharged to the Little River. The proposed project has been designed specifically to assist in improving stormwater flow in this section of the watershed, by reducing peak flow rates, treating proposed stormwater discharge to achieve MassDEP stormwater standards, contributing to groundwater baseflow (through increased recharge capacity) and maintaining a more steady release of stormwater toward the Little River thereby contributing to less flashy water level within the river itself.

The maps on the following three pages compare the relationship of open space between the existing (pre-residential development) condition and the final proposed condition. We included Cambridge Discovery Park within this open space and pedestrian network since this area is closely related to the residential development at Cambridgepark Drive.

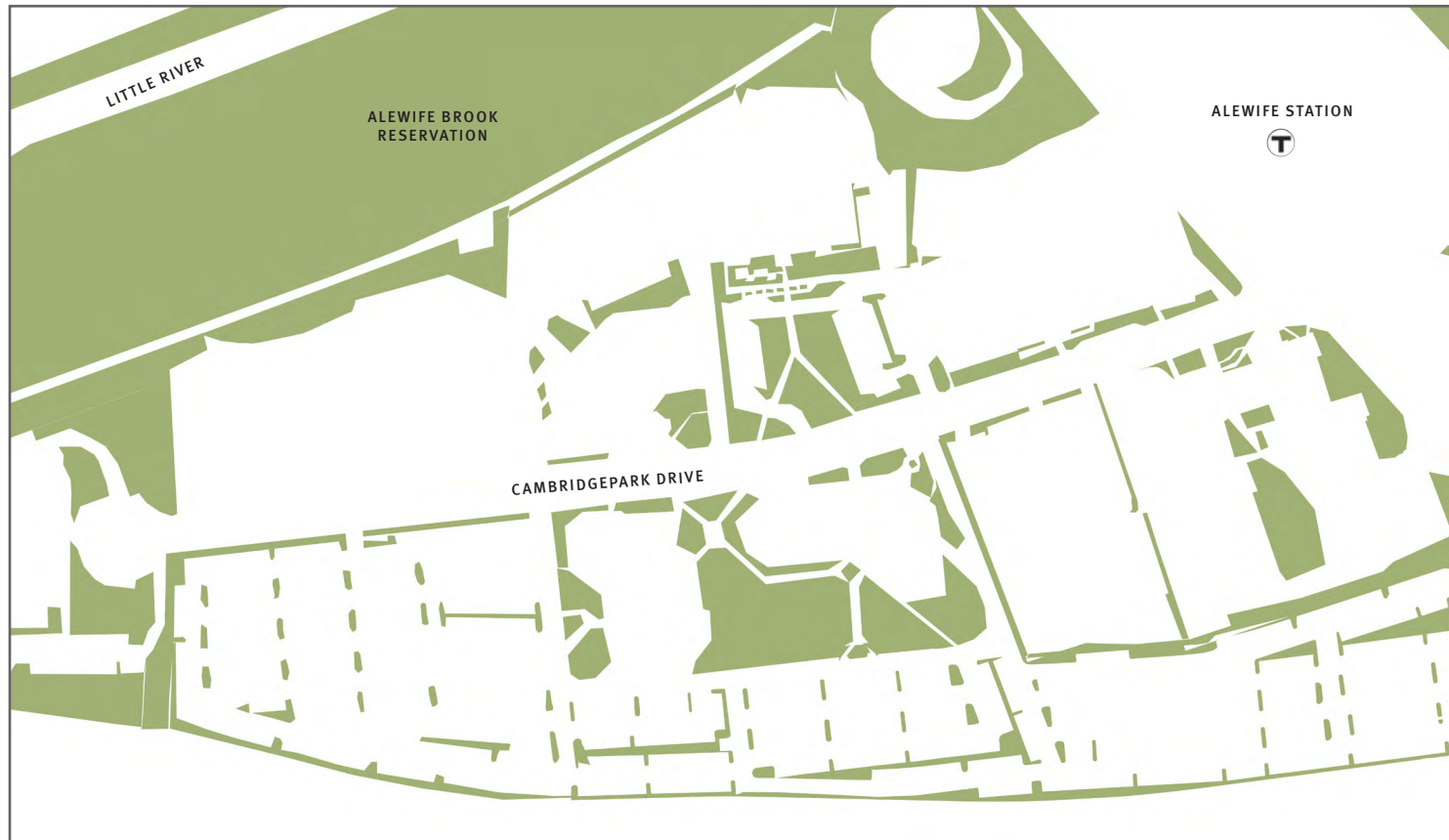


Figure-Ground Plan of Existing Open Space

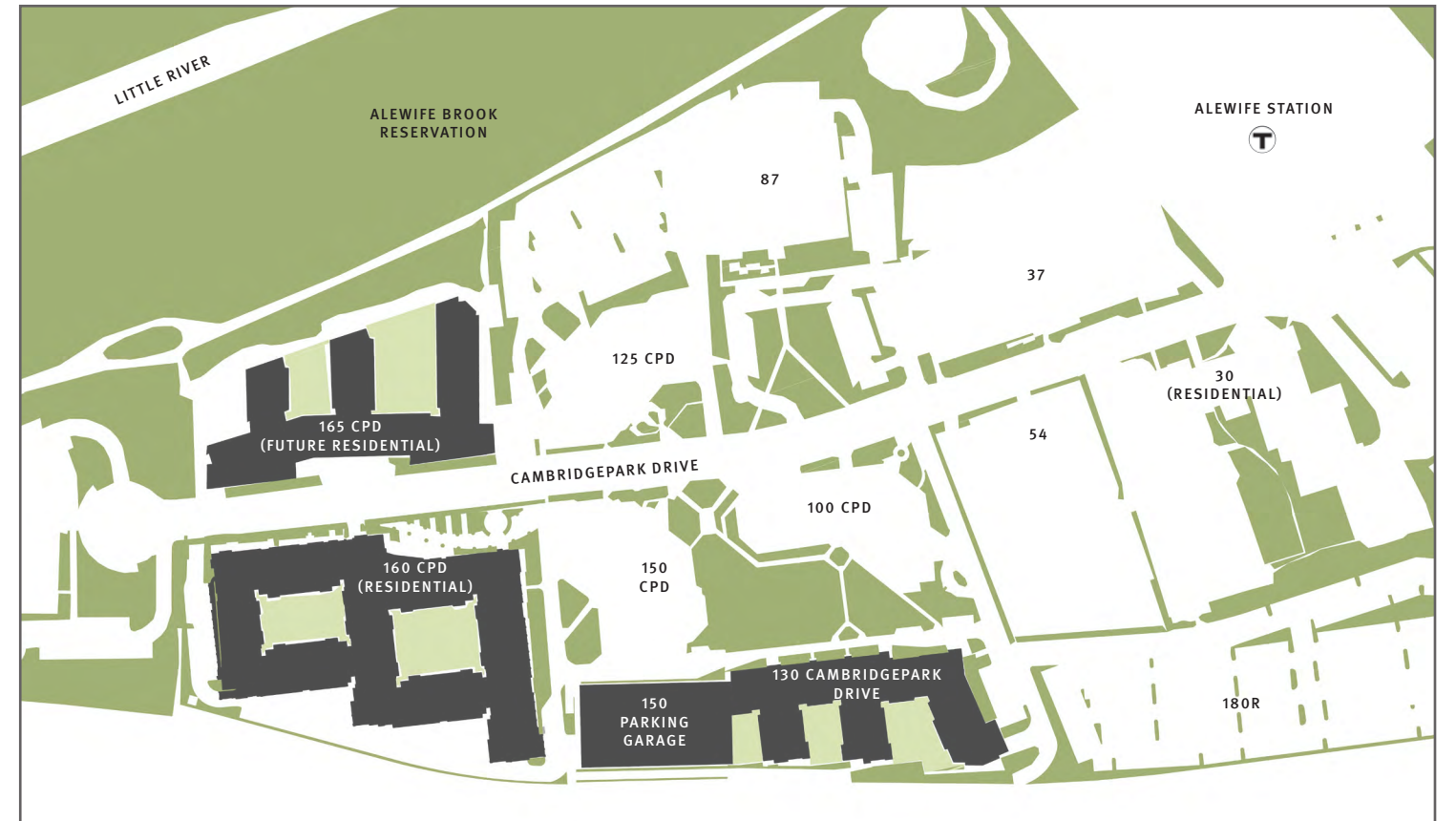


Figure-Ground Plan of Future Built-Out Open Space

- GROUND LEVEL OPEN SPACE
- ELEVATED OPEN SPACE ASSOCIATED WITH RESIDENTIAL PROPERTIES

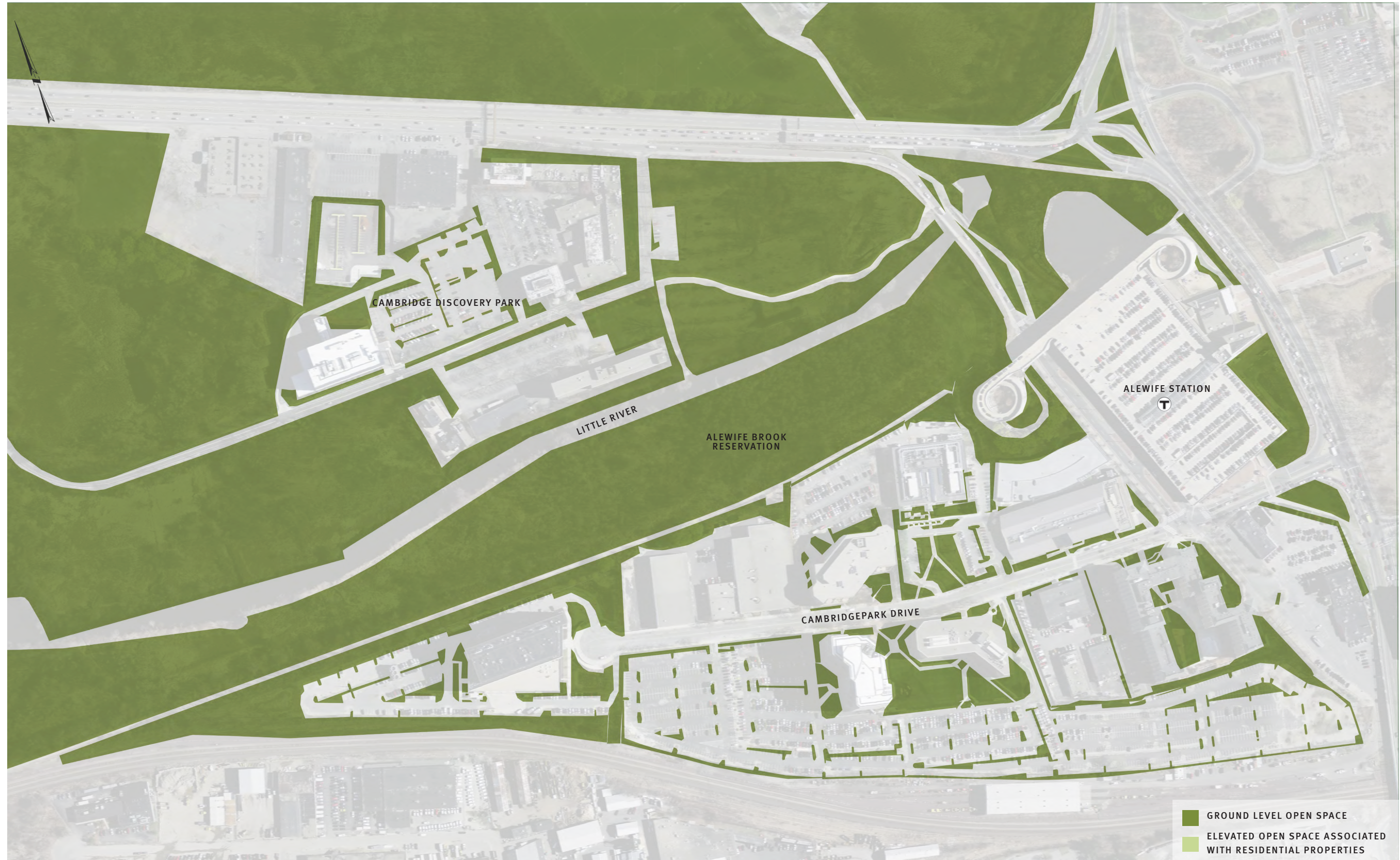


Figure-Ground of Existing Open Space (Pre-Residential Development)



Figure-Ground of Future Built-Out Open Space

QUESTION 3

How does the Development tread lightly on the site?

ANSWER The project, in accordance with the issued Order of Conditions from the Conservation Commission, has been designed to be sensitive to the Alewife area and provide environmental improvements to the site as follows:

- The impervious area on site has been reduced. This is accomplished with landscape areas and the use of impervious pavement in the rear access drive. This reduction will increase on-site ground infiltration of stormwater, thus reducing the volume of stormwater runoff from the site.
- The site has been designed to reduce the peak stormwater runoff flows. This is accomplished by using stormwater detention tanks located under the garage and residential building. The project is also exploring the potential for reuse of the captured stormwater for on-site irrigation. The detention tanks are designed to release captured stormwater slowly to reduce the “flashiness” of the floodplain. The slower release will aid in recharge of stormwater, maintenance of the baseflow of the Little River, as well as maintenance of a more sustained and less flashy surface water contribution to the River.
- The site’s landscape design incorporates the use of shade trees to line the new private street. These trees will help reduce heat island effect of the pavement by provide shade cover over the new street. The additional trees will also contribute to a slightly more natural stormwater cycle by allowing precipitation to filter through vegetation as opposed to running, untreated, directly off the existing parking areas and into the city’s stormwater system.
- The project will provide treatment of the stormwater meeting the requirements of the Massachusetts Stormwater Policy.
- The project has been designed to provide an additional 429 cubic yards of available flood storage capacity.

In addition to the stormwater design, the project will be designed to LEED silver level. The diagram on the following page visually highlights the sustainable features of the project.



INFILL LOCATION

- Project is situated on an “infill” lot where at least 75% of perimeter immediately borders previously developed land.
- Proposed building will replace a surface parking lot and is located within an existing development with ready access to infrastructure and utilities



ACCESS TO OPEN SPACE & RESOURCES

- Building is located within 1/2 mile of Alewife Reservation
- Building is located within 1/4 mile of seven basic community resources and 1/2 mile within 11 basic community resources



WASTE MANAGEMENT

- Project team will investigate local options for recycling and reusing construction waste.
- Project team will seek to reduce or divert construction waste from landfills and incinerators to a level below industry norm.



ENVIRONMENTALLY PREFERABLE PRODUCTS

- Only FSC Certified Tropical Wood products
- Building materials that are FSC-certified, use recycled content, have low emissions, and locally produced will be specified as much as possible



ALTERNATIVE TRANSPORTATION

- Close proximity to Alewife MBTA station
- Bike storage provided for over 45% of residents, far exceeding LEED's 15% requirement
- Project utilizes an innovative shared parking system with nearby office buildings, reducing the area devoted to cars.



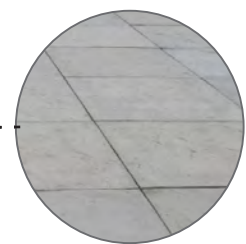
SURFACE WATER MANAGEMENT

- 100% of site drainage will be collected, detained, and treated through use of on-site underground stormwater tanks and water quality units.



LANDSCAPING

- No Invasive Plants
- Only drought-tolerant, native vegetation used in landscaping.
- Conventional turf minimized and will make up less than 20% of plantings.



REDUCE LOCAL HEAT ISLAND EFFECTS

- Light-colored, high albedo materials will be used on at least 75% of the roof & maximized on the ground level.



QUESTION 4

There is no area wide TMA at Alewife . The Developer stated at the public hearing that VHB had been engaged to take some initial steps that might lead to one. The Board would like to hear more from VHB as to the nature of the work they will be doing.

ANSWER

The TMA study being performed by VHB will explore the feasibility of, and potential members/stakeholders, of a TMA in the Concord-Alewife area, and will facilitate a dialogue with participants and City of Cambridge staff. The goal of the effort is to lay a foundation for the establishment of a potential TMA specifically tuned to the unique transportation needs of businesses, commuters and residents in the “Triangle” and the “Quadrangle”.

A new TMA could unify and build upon the individual PTDM Plans and TDM plans already in place, and optimize the mutual benefits for its members. VHB has already contacted the Charles River TMA, and anticipates reaching out to other stakeholders, including owners who already facilitate TMA initiatives in the area. External stakeholders will be included, such as the Route 128 Business Council to explore potential synergies such as taking advantage of its existing commuter shuttle service from Alewife Station.

VHB will work closely with the PTDM coordinator Stephanie Groll, Sue Clippinger in TP&T and Suzanne Razmussen in CDD, to ensure consistency with the Concord-Alewife Plan goals.

QUESTION 5

Traffic congestion is an issue at Alewife. Can this one project do anything that can help with this more general problem?

ANSWER The 130 Cambridgepark Drive project will make a significant contribution to the City's on-going efforts to address traffic congestion in the area, by satisfying the goals and objectives of the Concord – Alewife Plan. Recognizing that the traffic congestion is largely a regional issue that the City cannot control, the Plan seeks to limit SOV trips by encouraging mixed-use development, reducing parking ratios, supporting transit and implementing effective TDM strategies. In this regard, the project will:

- maintain the significant reduction in office parking ratios
- minimize the number of parking spaces needed to support the project through the implementation of shared parking
- contribute funding for the City's feasibility study for the proposed pedestrian/bicycle bridge
- provide a future landing place for the bridge should this location be selected
- pro-actively explore the potential for a Concord-Alewife TMA
- implement a TDM program in accordance with the City's requirements

The project will be another key component of the City's goals to reduce the auto-oriented nature of the Cambridgepark Drive area, and limit new vehicular traffic compared to conditions that would have otherwise prevailed under previous zoning.

In addition, the project will contribute funding for traffic cameras at Cambridgepark Drive/ Alewife Access Road to facilitate adjustment of signal operations.

QUESTION 6

How will Shared Parking be managed? Will parking be charged separately from apartment rent? Where will visitors park?

ANSWER The proponent applauds the City of Cambridge for taking the lead in seeking the benefits associated with shared parking arrangements, which will limit the construction of new parking spaces but ensure that parking is available for users who have different needs in time. The proposed shared parking for the 130 Cambridgepark Drive project is based on studies of office and residential parking demand during the day compared to nighttime in collaboration with TP&T staff. Equity Office Properties, the owners of the Office Buildings at 125 and 150 Cambridgepark Drive and the surface parking to the East, is uniquely positioned to implement this approach by virtue of the fact that they control both existing office parking and the planned new residential parking.

Management of parking, including shared parking, will be stipulated in the TDM plan for the project. The proponent has already committed to a package of supporting TDM initiatives requested by TP&T, including charging for parking separately from rent. The proportion of shared parking spaces has been determined based on actual demand, and it is not anticipated that it will result in any management issues. Garage access will be controlled, and all spaces under the 130 Cambridgepark Drive podium will be assigned as residential parking. In addition to 4 visitor spaces outside the front lobby, visitors will be able to access the garage, most likely through the use of Visitor permits as currently used under the City's on-street residential parking program.

QUESTION 7

There are no three-bedroom units in the Submitted Plans. Discuss.

ANSWER The decision on the 3BR units was based on The McKinnon Company's experience at One Leighton Street at NorthPoint. The 3BR units were by far the most difficult to lease. That said, it appears the Planning Board would like us to reconsider. We will encourage the future housing owner to make a change in the unit layout to allow for a full stack of 3 BR units. If we are successful, we ask that the Planning Board include in the Notice of Decision the right to make this change.

QUESTION 8

The Planning Board wants the Developer to make a binding commitment to provide a landing on this property or others under their control. Will this be a condition of the Special Permits, if granted? Explain the extent of discussions and agreements with the Departments as to the landing of the bridge at this garage, should the City elect this as their preferred location.

ANSWER We apologize for not having more copies of Sue Clippinger's Memorandum to the Cambridge Planning Board, dated April 9th, 2013 at the May 7th hearing. The answers to these questions can be found therein at Section 3, on pages 2 and 3. In fact, the commitment is binding upon us at the garage as well as other locations under the control of BRE/CPD LLC and/or the future housing owner. The discussions on the bridge have resulted in a condition within the Memorandum that is quite substantial and comprehensive. It involved DTT&P as well as CCDD. On our side we needed the efforts of Goulston, VHB and BSC. The condition also lays out a set of standards that we are to meet should the City use the garage or elect to use another one of our locations. We have included all of Section 3 from Sue Clippinger's memo on the following page of this document.

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.

- 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.
- 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.
- Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
- Be required to join a Transportation Management Association (TMA) when one is established in the area in the future.
- 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
- 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.
- 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.

QUESTION 9

Please provide more detail on the street level entrances for the residential units. Could you speak to what appears to be a lack of domesticity in the design?

ANSWER

We have refined the north facing façade design to create a more active street edge along New Street and introduce a more domestic, or residential quality, to this façade. Our main design change was to add four bay windows above the ground level unit entrances. These bay windows frame the living rooms of the units above and, with wider expanses of windows, create more engagement between residents of the upper floors with the street below. Small canopies cantilever out at the bottom of each bay, to identify the ground level unit entrances from the pedestrian approach.

We created two new renderings to illustrate this pedestrian streetscape and the small “front yards” associated with each ground level apartment. These yards are informally defined with small gabion walls, natural plantings of grasses and wildflowers, and intimate patio areas, shared between neighbors.



Street level perspective looking down New Street

Canopy at street level entrances
Shared “front yard”



Streetscape perspective looking west down New Street

QUESTION 10

The renderings give a sense of sameness along the north facing facade on New Street. Can you address this?

ANSWER We added vertical bay windows over each street level entrance to counteract the horizontality of the facade and activate the streetscape with a series of more intimately scaled elements. Each bay window would be clad with the signature red accent color, creating visual interest from distant vehicular and pedestrian approaches. At the top floor, the units above the bay windows would have a small balcony looking out over the street. We have also adjusted some of the facade colors to lighter tone, to create more contrast between differing planes of the building.



Elevation of Revised North Facade



Revised View from North East

QUESTION 11

Would you explore a variation on your banners, perhaps some variety in the shape and/or color?
Also, a sample of the fabric and some discussion as to the wear and tear over time would be useful.

ANSWER

The banner design, as currently proposed in the Special Permit Application and shown on this page, was designed to appear as a continuous, translucent surface across the garage, adding a splash of color to the north and west facing facades and emphasizing the pedestrian and vehicular entrances. Each banner was designed as a slightly different shape; by making slight adjustments to the geometry of these banners across the length of the facade, we are able to imply a sense of movement across the northern facade which is read in a diagonal line and subtly cast shadows. Mounting the banners perpendicular to the facade also allows us to create a more three-dimensional facade and a more engaging streetscape. On the west facade, facing 160 Cambridgepark Drive, we designed the garage banners to be mounted parallel to the facade, to screen the garage from the more frontal view of the residential units across the street. Changing the banner orientation on the west side also helps us emphasize the main vehicular entrance into the garage.

The lime or chartreuse green color was selected to create a contrast with the garage materials and to evoke nature. Like the red corner of the 130 Residences, the brightness of the green helps draw the eye in from the more distant approach of Cambridgepark Drive.

We have had preliminary discussions with a signage manufacturer regarding the type of material, mounting system and durability. The banner material is proposed as a perforated vinyl mesh, with seatbelt webbing along the perimeter with reinforced corners. The banners would be connected to a heavy-duty stainless steel cable frame, stretched tightly and then laced to the frame with a cable rope. The lifespan of the mesh is typically 5-years and, since the majority of these banners are mounted on the north side of the building, we anticipate the color will last longer than if they had a southern facing exposure. We are working on securing a sample to bring to the upcoming Planning Board Meeting for your review.

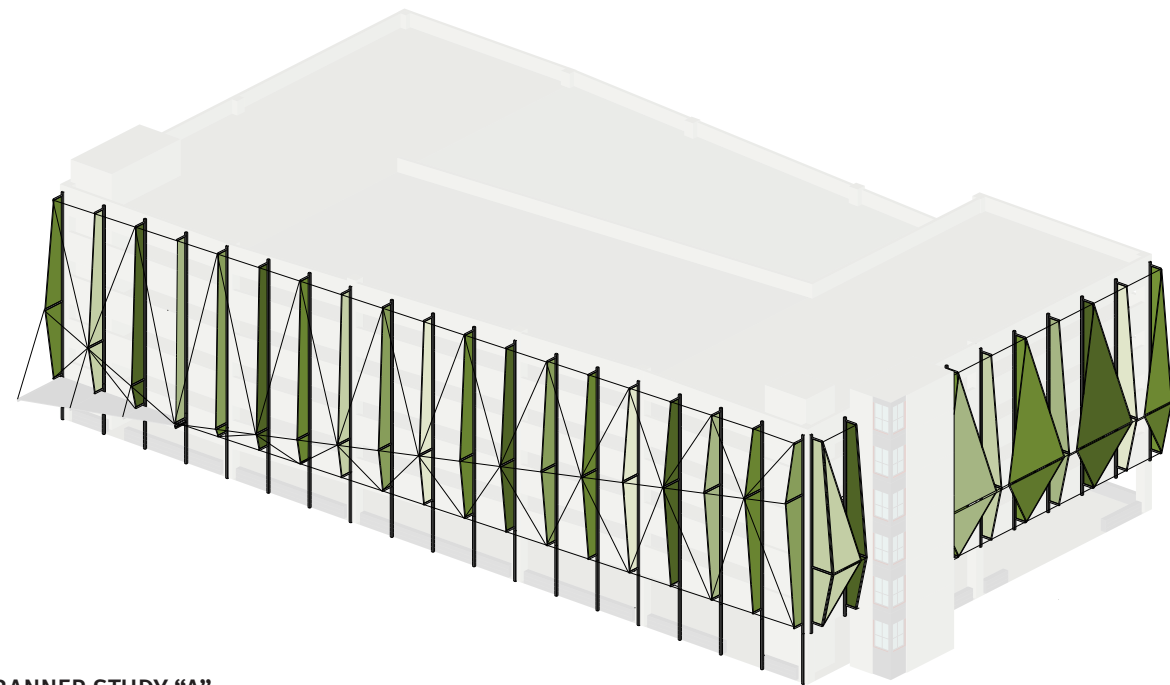
We have explored two other design options from the original banner design which are illustrated on the following page. Option A, creates a greater variety of the banner shapes along New Street and adjusted the banner shapes on the west facing facade. Different shades of green are proposed across the facade to further differentiate between banners. In Option B we are proposing rectangular fins to screen the garage.

After creating these additional studies, our preference would be to move forward with Option A, which utilizes different shades of greens and a wider variety of banner shapes. We propose to work with City design staff on the banners and will also review more detailed color and material selections with them as we develop the design. Some additional points worth noting: 1) The garage lighting will be selected and designed so as to respect our neighbors. and 2) The sidewalls of the garage will be high enough to prevent headlights from bothering our neighbors as parkers wind their way up into the garage.



North Facade: Shape of banners changes across the length of the facade. Banners are mounted perpendicular to address the more oblique pedestrian approaches

West Facade: banners mounted parallel to garage facade

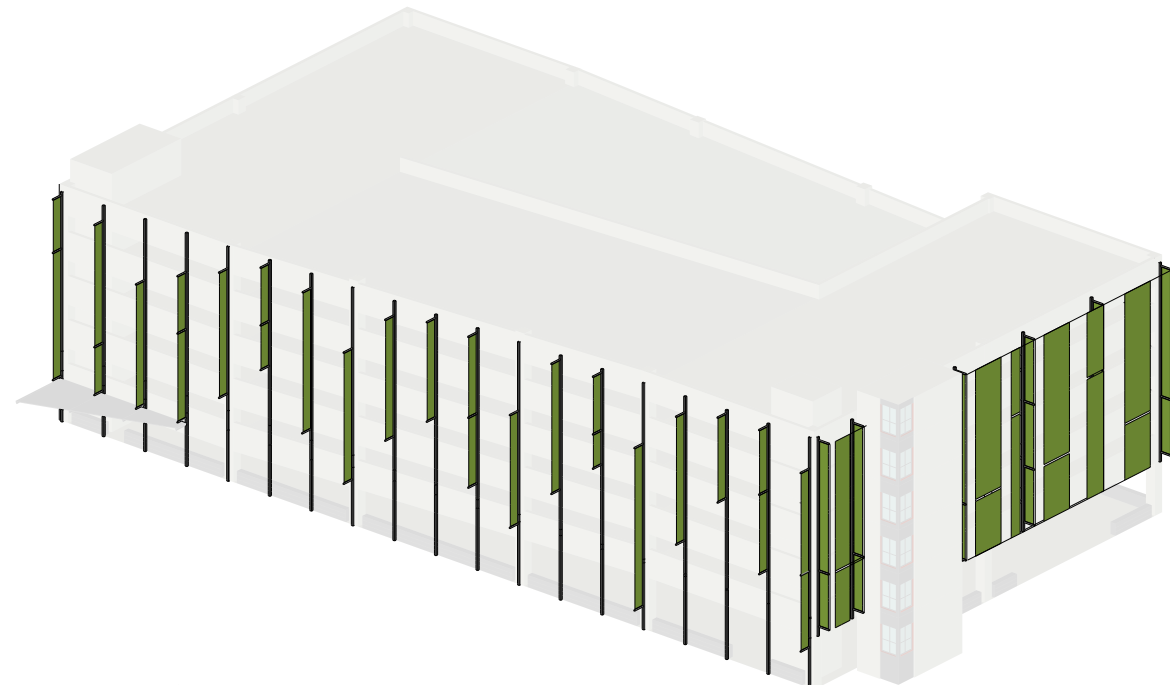


BANNER STUDY "A"

Additional banner shapes and the introduction of varying shades of green create a more dynamic interplay of movement and light across the facades.



Banner Study "A" (preferred option)



BANNER STUDY "B"

Banners are changed to rectangular fins, of various widths & heights, to animate the facade



Banner Study "B"



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

Susan E. Clippinger, Director
 Brad Gerratt, Deputy Director

www.cambridgema.gov/traffic

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.

130 Cambridgepark Drive

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 the that project provide 231 indoor bicycle parking spaces for residents and 22 short-term bicycle spaces at the building entrance for visors.

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.

- 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.

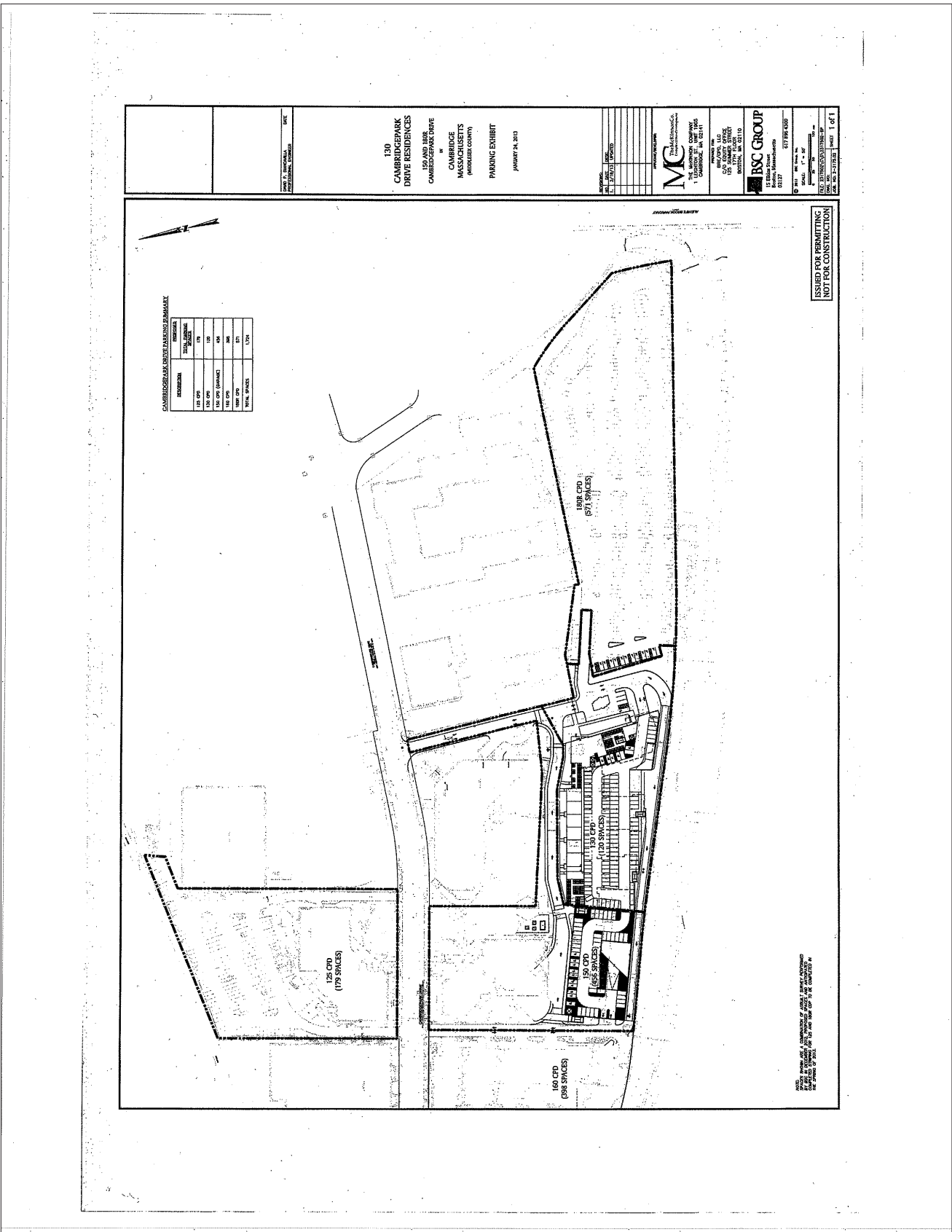
Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT, Paul Filtzer, Equity Office; Rich McKinnon, The McKinnon Company.

Exhibit A

Post #130 Cambridgepark Drive Project
 Parking space allocation, location, and sharing

Address	#125 Existing	#130 New Residential Building	#150 Garage New Garage	#180 R Revised Surface Lot	#160 Permitted Residential Building	#100 Existing	Total
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. Maximum 323 spaces for #100. Maximum 435 spaces for #150.	Minimum 248 spaces for #160. Maximum 80 spaces for #150. Maximum 70 spaces for #200.	N/A		Max. 1,724

Maximum 40 spaces for #200
 Minimum 29 spaces for #130



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

CITY OF CAMBRIDGE Planning Board Criteria Performance Summary
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
3. Alewife Brook Pkwy / Rindge Ave	SBR	0	0	N	0	0	N
	WBL	7	7	N	5	5	N
	WBR	8	8	N	1	2	N
	NBT	19	23	N	48	48	N
4. Cambridgepark Drive / Alewife Station Access Road	SBT	30	33	N	43	43	N
	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
5. Alewife Station Access Road/Rt 2 Ramp	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
5. Alewife Station Access Road/Rt 2 Ramp	East	B	B	N	E	E	Y

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



April 9, 2013

From: Owen O' Riordan, City Engineer

To: Brian Murphy, Assistant City Manager for Community Development

Re: Residences 130 Cambridge Park Drive, 150 and 180R Cambridge Park Drive

Dear Brian,

The Engineering Department at the Department of Public Works has reviewed that proposed development referenced above specific to both flood plain compensatory storage and compliance with the Concord/Alewife zoning by law flood management requirements

The proposed development is located at 150 and 180 R Cambridge Park Drive and is within the 100 year flood plain for the Alewife Brook as last determined by FEMA in 2010. It is outside the floodway associated with such. It is also within the area defined by the Concord/Alewife zoning district. The buildings consist of a 200+ unit apartment complex with an adjacent 440+/- space multi story garage. The mitigation strategy associated with the project in addressing compensatory flood volume issues is similar to that associated with the 160 Cambridge Park Drive property where flood waters were allowed flow underneath the buildings. The Engineering Department examined the project with the following questions in mind;


- (1) Was the building built above the 100 year flood plain?
- (2) Was adequate compensatory storage provided for the project and was it provided on a per foot basis as prescribed by the Wetland Act?
- (3) Was unrestricted access provided to the flood waters such that no temporal adverse condition would manifest itself during a significant storm event?
- (4) Is the storage system provided maintainable, such that it continues to provide the volume and access to flood flows?
- (5) Does the site adequately manage stormwater runoff on site such that during a post construction rainfall event equivalent to the 25 year 24 hour storm the runoff from the site is less than or equal to the pre development 2 year 24 hour storm event runoff.

The flood report provided by the BSC group indicates that the building will be built with first floor elevations for the garage and apartment complex at 19.5 Cambridge City Datum. This elevation is one foot above the 100 year flood plain as established in 2010. The flood report further indicates that in the two 'one foot increments' impacted by the building on flood storage, that excess storage is provided in each increment totaling in the aggregate 429 cubic feet of excess storage.

In response to question (3), the BSC group were asked to revise the layout of the structural members under the garage after the project was initially reviewed by the Engineering Department. While the department recognizes that flood water at this location has very little velocity during a flood event (indeed the velocity is minimal within the floodway within this reach of the river), we were concerned that flood flows were unreasonably restricted given that the stems of the north/south tee beams supporting the floor of the garage, extended vertically, from the top to the bottom of the storage system under the floor of the garage. Furthermore we were concerned that the light wall which is located along the east/west axis of the garage restricted south to north flows. As a result of a redesign by BSC, the building floors were lifted by 6 inches and this vertical clearance was then used to further enhance the east/west drainage. With regard to south/north drainage the light wall now incorporates openings six feet in length which adequately meets the need for access in this direction. Finally, we are informed by the designer that manholes and opening will be installed throughout the garage and that such will allow for proper hosing of the compensatory drainage system after each significant rainfall event.

Finally, in response to question (5) because the project is within the Concord/Alewife zoning district additional flood mitigation measures are also required of the proponent prior to pre-building permits being issued by the Department of Public Works. Through a reduction in impervious surface on site and the incorporation of additional subterranean storage systems the post development runoff for the twenty five year twenty four hour storm event will be less than the predevelopment runoff for the two year twenty four hour storm event. Similarly the post development peak flow rate associated with the 100 year event will be substantially less than that associated with the predevelopment condition. Finally, all sanitary discharge associated with this building will be mitigated by requiring the development to include sanitary storage such that no additional combined sewer overflows (CSOs) occur or that the volume associated with CSO discharges is not increased.

If there are any additional questions with regard to the above, please don't hesitate to contact me,

Sincerely,

Owen O' Riordan PE,
City Engineer

cc: James Wilcox, Liza Paden