



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## NOTICE OF DECISION

Case Number:	314
Address:	35 Cambridgepark Drive
Zoning:	Office O-2A / Alewife Overlay District (AOD-6)
Applicant:	TDC Development Group, LLC 125 High Street 21 <sup>st</sup> Floor, Boston, MA 02110
Owner:	DIV 35 CPD, LLC c/o The Davis Cos., 125 High Street, Boston, MA 02110
Application Date:	July 1, 2016
Date of Planning Board Public Hearing:	August 2, 2016
Date of Planning Board Decision:	November 22, 2016
Date of Filing Planning Board Decision:	December 12, 2016

**Application:** Request for special permits pursuant to Section 20.95 to increase FAR and to waive yard requirements in the Alewife Overlay Districts, Section 20.73 for building construction in Flood Plain Overlay District to add two floors above the existing three-story building in the Office O-2A District for technical office use, increasing the Gross Floor Area by 47,179 square feet to a total of 184,814 square feet, including a small retail area of 7,500 square feet in the first floor, landscape improvements, a reduction in existing off-street parking spaces to a total of 331 and minor modifications to the attached garage building.

**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: Swaathi Joseph

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application submitted on 7/1/2016, containing, inter alia, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Floodplain Impact Summary, and Project Narrative and a plan set titled 35 Cambridge Park Drive Special Permit Graphic Submission, prepared by SGA dated 7/15/2016.
2. Revised plan set titled 35 Cambridge Park Drive Special Permit Graphic Submission, prepared by SGA dated 7/26/2016.
3. Transportation Study prepared by VHB dated 10/26/2016.
4. Special Permit Supplement materials submitted on 11/8/2016, including Cover Letter, Project Narrative, updated Dimensional Form and revised plan set titled 35 Cambridge Park Drive Special Permit Supplemental Graphic Submission, prepared by SGA dated 11/8/2016.

### City of Cambridge Documents

5. Memorandum to the Planning Board from Community Development Department staff, dated 7/26/2016
6. Memorandum to the Planning Board from Department of Public Works staff, dated 7/27/2016
7. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 7/27/2016
8. Memorandum to the Planning Board from Department of Public Works staff, dated 11/8/2016
9. Memorandum to the Planning Board from Community Development Department staff, dated 11/16/2016
10. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 11/17/2016

### Other Documents

11. Email communication to the Planning Board from Michael Brandon, dated 8/2/2016
12. Email communication to the Planning Board from Carol O'Hare, dated 8/2/2016
13. Email communication to the Planning Board from Michael Leuchtenburg, dated 8/2/2016
14. Letter to the Planning Board from Cambridge Pedestrian Committees, dated 11/18/2016
15. Email communication to the Planning Board from Douglas Brown on behalf of Fresh Pond Residents Alliance, dated 11/22/2016

## APPLICATION SUMMARY

The Applicant proposes to demolish portions of the existing three-story non-residential building in order to construct two additional floors above for technical office use for research and development, and to include a small retail use in the first floor. The project also includes minor modification of the attached parking garage, addition of two loading bays and handicap parking spaces at the ground level, addition of 58 long-term bicycle spaces and 18 short-term bicycle spaces, relocation of the outdoor mechanical and electrical equipment, and improvements to landscaped areas along Steel Place and Cambridgepark Drive accessible to the building occupants and the general public. The base zoning is Office-2A and the parcel is located within an Alewife Overlay District (AOD-6) as well as the Flood Plain Overlay District. The requested special permits are discussed in detail in the Findings below.

## 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 Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Special Permits to increase FAR and waive yard requirements in Alewife Overlay Districts (Section 20.95)

The Board finds that the proposal meets the criteria for issuance of special permits authorized by the provisions of the Alewife Overlay Districts. The Board finds that the proposal advances the General Purpose and the specific requirements of Section 20.90, as set forth below.

*20.92 General Purpose. It is the purpose of this Section 20.90 to augment existing base district zoning regulations to respond to the unique problems and pressures for change in the Alewife area. The regulations contained in this Section 20.90 provide for more careful public scrutiny of future development proposals and provide an opportunity to shape the form and character of that development in ways that will benefit both individual property owners and the general interests of the larger commercial and residential neighborhood as a whole.*

*These regulations are intended to harness the opportunities presented with the redevelopment of private property in ways that will:*

- 1. 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 proposal will retain its current allowed use, and contribute to the overall mix of uses with the addition of retail space. The site layout has been rearranged to reinforce pedestrian movement along the sidewalks of Cambridgepark Drive and Steel Place, and provides a new landscaped area to enhance pedestrian and bicycle enjoyment of the urban environment. The proposal includes improvements to the pedestrian realm and the building includes facilities to support and encourage bicycle use. In addition, the Applicant performed a traffic study that was reviewed by the Traffic, Parking and Transportation Department, which found that the impact of the project on vehicular traffic in the area will be negligible.

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

The proposal will meet applicable flood retention requirements, as well as the City's stormwater management standards for the zoning district. The Cambridge Department of Public Works (DPW) has reviewed the Application Documents and indicated to the Planning Board that the project is expected to meet the City's requirements, and will be subject to further review by DPW.

- 3. 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 proposal is sited at a substantial distance from the Highlands neighborhood and will have minimal impacts.

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

The project will make financial contributions to transportation improvements and implement streetscape improvements to enhance pedestrian movement to the T station and Alewife Reservation along Cambridgepark Drive and Steel Place.

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

The proposal includes landscape improvements within the site and the addition of retail use at the ground floor level, which will enhance the neighborhood appeal to a variety of users.

- 6. Create an identity and sense of place for the Alewife Districts that parallels the development of the historic urban centers that characterize much of Cambridge.*

The proposal is designed and oriented in a way to enhance the streetscape, respond to its neighbors, and relate to other recent mixed use projects in the “Triangle” subdistrict in height and massing. The proposal will not only improve the streetscape and character of the area, but also create an urban green space, which provides benefits to the building occupants and to the general public.

The proposal is consistent with the scale of development authorized in the district, as set forth below.

*20.95.1 Maximum Floor Area Ratio. The maximum ratio of floor area to the lot area may be increased as set forth below, after the issuance of a special permit from the Planning Board.*

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*5. Triangle District: 1.75 for non-residential uses; 2.0 for residential uses.*

The proposed project will have a total floor area ratio of 1.75, which is the maximum total floor area ratio allowed for non-residential use on this property.

*20.95.34 Waiver of Yard Requirements. The yard requirements of the applicable base or Overlay districts may be reduced or waived as set forth below:*

*1. Side and rear yard requirements of any applicable base zoning district may be waived, subject to the minimum requirements of Section 20.95.31 above, and front yards may be reduced to a minimum of fifteen (15) feet after the issuance of a special permit from the Planning Board. . . .*

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- 3. The Planning Board shall consider the following in making its findings:*
- a. The objectives of the Concord-Alewife Plan continue to be met.*
  - 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.*
  - 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.*

Retention of the footprint of the existing building is triggering the requirement for the waiver of yard requirements. The stormwater report indicates that the project will meet all applicable stormwater management standards of the zoning district and reduce the stormwater runoff with the increase in permeable area. The proposed retail use at the corner of Cambridgepark Drive and Steel Place, and the site improvements including streetscape improvements, urban plaza, and green open space will enhance the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan. The Board finds that the project is generally consistent with the objectives of the Concord-Alewife Plan and the Concord-Alewife Design

Guidelines, in particular those for the “Triangle” area in which the project is located, as set forth below.

*Concord-Alewife Plan Goals for Triangle:*

- *Encourage more transit-oriented development. Allow higher density and height to take advantage of proximity to Alewife Station.*

Located right across from Alewife Station, the project promotes transit-oriented development.

- *Continue to allow commercial development to be focused in this area, while also encouraging housing close to the T station.*

The proposed retail use in the ground floor, within walking distance from the T station, will cater to local residents as well as commuters.

- *Create a pleasant, walkable connection between Alewife Reservation and Fresh Pond Reservation consistent with the Alewife Reservation Master Plan and the Fresh Pond Master Plan.*

The site is within close proximity of Alewife Reservation, and proposes landscape improvements along the sidewalks that support and enhance connections between the open space resources in the area.

- *Create public access to the Alewife Reservation from Cambridgepark Drive.*

The proposed site improvements associated with this project will enhance the pedestrian connection from Alewife Station to Cambridgepark Drive and Steel Place, both of which lead to the public access into the Alewife Reservation.

- *Reduce auto mode share within the Triangle.*

The project improves access to the T station with streetscape and landscape improvements that enhance the pedestrian environment. The proposed transportation mitigation measures will reduce vehicle trip generation and encourage walking, bicycle use and transit use.

- *Improve bicycle and pedestrian connections among the Minuteman Trail, Belmont Path, Linear Park, and a future pathway along the Watertown rail line.*

The proposed site and streetscape improvements will enhance bicycle and pedestrian connections to the trails in the area.

- *Improve signage and enhance access to the multiuse trail from Alewife Station.*

The proposed building façade enhancements and landscape treatments will improve signage and access to the multiuse trail.

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

The project does not include residential development, but will continue to support the commercial development in the area.

*Concord-Alewife Design Guidelines – Areawide:*

- *Break up large blocks into smaller blocks, of sizes similar to those in surrounding Cambridge neighborhoods, . . .*

The proposal retains, and reduces somewhat, the footprint of the existing building on the site, and thus does not increase the perceived block size and improves the existing condition.

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

The proposed building expansion takes cues from nearby development, but incorporates façade treatments with a different visual character on each side of the building. The façades are designed to provide scale and texture with a variety of materials being used to create visual interest, accentuate changes in massing, and emphasize the more public aspects of the building.

- *Street level facades should include active uses such as frequent residential entrances; . . . neighborhood-serving retail . . . ; services for the public or for commercial offices . . . ; and community spaces. . . .*

The street level façades include a largely transparent retail area with multiple entrances, and a landscaped area meant to be enjoyed by the building occupants and the larger public.

- *Encourage awnings/canopies to provide shelter and enliven ground-floor façades.*

The front access includes a canopied entrance leading to the main lobby.

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

The project is designed to meet the city's stormwater management standards.

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- *Use site design that preserves future rights-of-way identified in the Circulation Concept Plan.*

The proposed expansion will not conflict with the Circulation Concept Plan.

- *Improve existing streets to meet City standards, including streetscape improvements.*

The sidewalk and street edge along Cambridgepark Drive and Steel Place will be improved as part of the project.

- *Strengthen bicycle and pedestrian links to adjacent areas. . . .*  
The project will enhance the bicycle and pedestrian friendly character of Cambridgepark Drive and Steel Place through streetscape improvements including wide sidewalks, street furnishings, locating an active retail use at the corner, and providing bicycle parking and landscape improvements along the street frontage.
- *Screen service areas from major streets.*  
Building services will mainly be accommodated within the building and above the roof and screened sufficiently from street view.
- *Parking below grade is preferred. If above-grade parking is to be provided, design it so it is not visible from . . . public streets, or from pathways. Line above-ground structured parking with active uses. . .*  
The existing garage structure will have façade improvements to obscure visual access to the interior that will enhance the pedestrian experience along Steel Place.
- *Design and locate lighting and signage to support the district's pedestrian-friendly quality.*  
Signage will be minimal and will be located and designed to be visible to pedestrians at the street level. Exterior lighting on the site will be pedestrian-scaled.
- *Use site design to minimize shadows on other buildings or on public streets, open spaces, parks, and plazas.*  
The proposed arrangement of massing for the additional floors above the existing building will not result in excessive shadow impacts on neighboring buildings and spaces.

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*Concord-Alewife Design Guidelines – Triangle:*

- *Create a pedestrian-friendly environment along Cambridgepark Drive.*  
The elimination of the curb cut on Cambridgepark Drive results in site layout improvements and enhanced pedestrian amenity. The project includes a wide sidewalk and retail area with outdoor seating along Cambridgepark Drive that will improve the pedestrian environment. The ground floor has been designed with the pedestrian in mind, and includes extensive glazing, a fine grain of storefronts with individual entrances, and use of warm, inviting materials.
- *Provide small setbacks (5' to 15') from the right-of-way for café seating, benches, or small open spaces.*



The fifteen foot setback along Cambridgepark Drive has portions of the ground plane designated for outdoor dining associated with the retail use. In addition, benches are located along the sidewalks for public use.

- *Screen service areas from CambridgePark Drive.*

Service areas are not located along Cambridgepark Drive. Loading and mechanical services are appropriately screened from Steel Place as well.

- *Provide pedestrian links that strengthen physical connections to Alewife Reservation, consistent with its master plan.*

The wide sidewalks along Cambridgepark Drive, bordered with landscaped areas, will connect to the existing sidewalk that leads to the Alewife Reservation.

- *Create building height/façade setbacks between 85' and 105'.*

The proposed building is less than 85 feet in height.

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

The proposed future crossing to connect the Triangle and Quadrangle would be located on the opposite side of Cambridgepark Drive, and thus the project will not affect future rights-of-way.

## 2. Special Permit for building construction in Flood Plain Overlay District (Section 20.70)

*20.75 Criteria. The Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met all of the following criteria in addition to other criteria specified in Section 10.43:*

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.*
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.*
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.*

4. *The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, 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.*
6. *The requirement of Section 20.74(3) has been met.*

The flood zone certification provided by VHB dated June 16, 2016 records that the project, partially located within the FEMA high hazard flood zone, will provide additional flood compensation volume below the flood elevation with the proposed reduction in building footprint and increase in permeable area. Hence the project will not result in any increase in flood levels during the occurrence of the 100-year flood. A communication from the Department of Public Works (DPW) dated November 8, 2016 indicates that the proposed development will have the ability to meet all requirements associated with being located in the Flood Plain and will provide necessary flood plain mitigation to address flood level impacts and building resiliency associated with increased flood elevations presented in the November 2015 Climate Change Vulnerability Assessment. The project will be subject to ongoing technical review by DPW. Based on these reports, the Board finds that the proposal meets the criteria set forth in Section 20.75.

3. General Criteria for Issuance of a Special Permit (Section 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, or ...*

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

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

The proposed expansion of the existing building is not anticipated to cause particular congestion or hazard. A communication from the Traffic, Parking and Transportation Department dated November 17, 2016 indicates that the project is expected to have only a minor vehicle traffic impact in the neighborhood.

- (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, or ...*

The proposal does not alter the primary use, which is an allowed use in this district, and hence will not adversely affect adjacent uses that exist or are anticipated in the future. The proposed project will activate the streetscape with retail use and landscape improvements at the ground level.

- (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, or ...*

The proposed uses will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

- (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, and ...*

The proposed use is encouraged by City plans for the area and the Zoning Ordinance. The neighborhood has a mix of residential and non-residential uses, and the proposed expansion would fit this existing and anticipated pattern of development.

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

The proposal is not inconsistent with the citywide urban design objectives. Moreover it is consistent with the Concord-Alewife Design Guidelines, which expand upon the citywide objectives as they are applied to this particular area, all as set forth above in these Findings. The urban design objectives are supported in the proposal with an improved streetscape appearance, an active ground floor use, consistency with the pattern of development in the area, minimal environmental impacts on abutters, including well-designed, screened and setback rooftop mechanicals, and minimal impact on City infrastructure.

## DECISION

Based on a review of the Application Documents, testimony given at the public hearings, 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 and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are those dated November 8, 2016. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. The Permittee shall address the following design comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details:
  - a. Review of building façade designs, particularly the west elevation, to further study the transition and relationship between the two different façade treatments, and promote better visual harmony.
  - b. Selection of all exterior materials, colors, and details.
  - c. Screening treatment of the service area and garage.
  - d. The landscape details, particularly associated with plantings and hardscape design and materials.
  - e. The final design of sidewalk, curb cut, parking, bicycle parking, access and egress, all of which are also to be reviewed and approved by Traffic, Parking and Transportation Department (TP&T) staff.
  - f. The final stormwater management plan shall be reviewed and approved by Department of Public Works (DPW) staff.
4. The Board approves the retail space, as shown in the approved Application Documents, to be occupied by uses listed in Section 4.35 of the Zoning Ordinance. Retail uses that will be open at least one day of the weekend are strongly recommended to be included when choosing tenants. The building shall be designed and constructed to incorporate ventilation requirements associated with food use for the retail space.

5. The Permittee shall conduct a local area Origin and Destination study, as approved by the TP&T. The study shall focus on providing information about traffic flows in the area to guide the development of additional traffic mitigation measures. The cap of the study will be \$15,000. The scope of the study shall be approved by TP&T prior to the issuance of any Building Permit and the study completed 60 days from approval of the scope or as mutually agreed upon by the Permittee and TP&T if there are unforeseen or reasonable delays in completing the study.
6. Prior to the issuance of the Building Permit, the Permittee shall contribute \$100,000 to the City towards physical improvements or studies/analysis supporting transportation in the Cambridgepark Drive area. The City will determine the specific use of the funds, which may include, but not be limited to, the following:
  - a. Advancing the design and/or implementation of recommendations from the Cambridgepark Drive conceptual design study to be completed as special permit mitigation for the 88 Cambridgepark Drive project (PB#292).
  - b. Redesign of Steel Place, such as roadway cross-section modifications (i.e. remove median etc.).
  - c. Contributions toward the Alewife Pedestrian/Bicycle Bridge and commuter rail feasibility study and design.
  - d. Contributions toward Hubway bikeshare system in the Alewife Area.
7. The Permittee shall be required to implement a Transportation Demand Management (TDM) program for the site, including the following measures:
  - a. Charge all employees market rate monthly parking fees. The market rate parking fee should be consistent with rates charged in the Alewife area, tied to employee parking fees charged at Cambridge Discovery Park and 200 Cambridgepark Drive. The parking fee may be billed directly to employee's thorough payroll deduction, but there should be a line item indicating the parking fee to remind employees that the parking fee could be removed or reduced if they commute to work by transit, walking, bicycling or carpooling.
  - b. Membership in Alewife TMA, including free access for all employees to use shuttle buses operated by the TMA. Provide emergency ride home and ride-matching benefits to all employees through the Alewife TMA or other provider acceptable to TP&T.
  - c. Provide 60% MBTA Link Pass (or equivalent) transit subsidies to all employees.
  - d. Provide real time transit screens in office lobby to include information on local buses and shuttles, MBTA Red Line subway, and Hubway bikeshare system.

- e. Designate a Transportation Coordinator for the site with responsibility for:
  - i. Aggressively promoting and marketing non-single occupancy vehicle (SOV) modes of transportation to employees.
  - ii. Overseeing the marking and promotion of transportation options such as posting information on the Project's web site, social media, and property newsletters.
  - iii. Responding to individual requests for information.
  - iv. Performing transportation surveys.
  - v. Coordinating with Alewife TMA.
  - vi. Providing up to date information to all new employees through a New Employee Packet.
- f. Provide Hubway corporate membership (minimum Gold level) paid by employer for all employees that choose to become Hubway members.
- g. Require corporate membership paid by the employer to allow all employees to use carshare vehicles for work related trips during the day instead of needing to drive private vehicles to work.
- h. Provide electric vehicle plug-in stations in the garage for no less than 6 electric vehicles. As demand dictates, additional electric vehicle charging stations may be increased to satisfy demand.
- i. Dedicate a minimum of 5 carpool/vanpool parking spaces to be located at preferred locations in the parking garage (i.e. close to building entrances). As demand dictates, carpool/vanpool spaces should be adjusted based upon demand and utilization.
- j. Update existing bicycle parking to meet City standards (i.e. City bicycle zoning regulations).
- k. Provide air pumps and other bike tools such as a bicycle repair station.
- l. Consider providing lender bike for employees to use during the day for errands.
- m. Provide validated parking for retail/restaurant patrons on evenings and weekends. The Permittee will develop retail and restaurant parking rate structure that will provide validated parking for customers. Patrons submitting non-validated manual or electronic parking tickets will be charged the market rate for parking with no

discount. Rates shall be reviewed and adjusted as needed annually on January 1 in coordination with the TP&T Department with the goal of encouraging non-automobile modes while also supporting a vibrant active retail environment.

8. The Permittee shall provide to the TP&T a transportation monitoring report once a year for the first three years of occupancy, and then once a year every five years thereafter. The transportation monitoring report shall include hourly in and out driveway counts for a typical week, survey of site employee mode shares (i.e. how they commute to work by origin), survey response rate, and daily and peak hour automobile and bicycle parking occupancy. All surveys and counts shall be designed and conducted in a manner approved by CDD and TP&T before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the project 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.
9. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
10. 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. CDD shall certify that the applicable requirements are met prior to issuance of a building permit, and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.
11. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section for the building and the garage on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD.

Voting in the affirmative to approve the requested special permits were Planning Board Members Louis Bacci, Jr., Catherine Preston Connolly, H Theodore Cohen, Steven Cohen, and Hugh Russell, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in cursive script, appearing to read "H Theodore Cohen".

H Theodore Cohen, Chair.

A copy of this decision PB #314 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 December 12, 2016, by Swaathi Joseph, 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: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	106,095	5,000	No Change	No Change
Lot Width (ft)	>50	50	No Change	No Change
Total GFA (sq ft)	137,635	185,666	184,814	184,814
Residential Base	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	137,635	185,666	184,814	
Inclusionary Bonus	N/A	N/A	N/A	
Total FAR	1.3	1.75	1.74	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	N/A	N/A	
Non-Residential Base	1.3	1.75	1.74	
Inclusionary Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A	N/A	N/A	0
Base Units	N/A	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Height (ft)	51	85	69	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	17; 0	(H+L)/4 <sup>1</sup>	51; 16 <sup>2</sup>	
Side Setback (ft)	5; 53	(H+L)/5 <sup>1</sup>	0; 9 <sup>2</sup>	
Rear Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	10	15	22	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	10	25	17	
Off-Street Parking Spaces	351	177	331	331
Long-Term Bicycle Parking	20	55	58	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	14	18	
Loading Bays	1	2	2	

<sup>1</sup> Minimum front and side yard setback in O-2A zone, which are greater than the proposed setbacks.

<sup>2</sup> With Planning Board Special Permit to waive side yard requirements and to reduce front yards to a minimum of 15 feet per Section 20.95.34.1



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## Notice of Extension of Time

Case No: PB#314  
Address: 35 CambridgePark Drive  
Applicant/Owner: TDC Development Group LLC  
Application Date: July 1, 2016  
Public Hearing Date: August 2, 2016

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CITY OF CAMBRIDGE  
PLANNING BOARD

Application: Special Permit application to modify the existing office building with partial demolition and construction of additional floor area pursuant to Sections 6.43.5(b) Curb Width, 8.22.2.a Alteration of a pre-existing nonconforming use, 20.95.1.5 - 1.75 Floor Area Ratio for non-residential use, 20.95.34 Waiver of Yard Requirements, 2-0.73 Flood Plain Overlay District and 2-.96.3 Reduction of Open Space and Permeable Area.

At the Public Hearing on October 18, 2016, the Planning Board voted to agree to an extension of time for the deliberation and decision on the above case until November 30, 2016 as outlined on the attached letter from James J. Rafferty, authorized representative for the application, dated 10/7/16.

Authorized Representative to the Planning Board

For further information, please contact Liza Paden at 617/ 349-4647 or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## Notice of Extension of Time

Case No: 314

Address: 35 CambridgePark Drive

Applicant/Owner: TDC Development Group, LLC

Application Date: July 1, 2016

Public Hearing Dates: August 2, 2016 and November 22, 2016

Application: Special Permit to renovate the existing technical office building by constructing a two-story addition, relocating the loading area, and creating open space through landscaping and site improvement pursuant to Section 6.43.5(b) Curb Cut width, 8.22.2a Alteration of a pre-existing nonconforming use, 20.95.1.5 – 1.75 Floor Area Ratio for non-residential use, 20.95.34 Waiver of Yard Requirements, 20.73 Flood Plain Overlay District, 20.93.1 and 20.96.3 Reduction of Open Space and Permeable Area.

At the public meeting of November 22, 2016, the Planning Board voted to agree to an extension of time for filing the final decision on the above case until **December 14, 2016** as discussed at the meeting.

Authorize: Representative to the Planning Board

For further information, please contact Liza Paden at 617 354 5640 or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

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