



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2017 MAY -3 AM 10:40  
CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

## NOTICE OF DECISION

Case Number: 326

Address: 195 & 211 Concord Turnpike

Zoning: Special District 4A (SD-4A) / Flood Plain Overlay District / Parkway Overlay District

Applicant: CPC-T Holdings LLC dba Criterion Development Partners  
14160 No. Dallas Parkway, Suite 750, Dallas, TX 75254

Owner: CAM 195 Concord Turnpike LLC, 195 Concord Turnpike, Cambridge, MA 02140;  
DAM 195 Concord Turnpike LLC, 195 Concord Turnpike, Cambridge, MA 02140;  
CAM Cambridge Ventures II, LLC, 73 Brayton Point Rd., Westport, MA 02790;  
DAM Cambridge Ventures II, LLC, 47 Swan Rd., Winchester, MA 01890

Application Date: February 1, 2017

Date of Planning Board Public Hearing: February 21, 2017 continued to April 4, 2017

Date of Planning Board Decision: April 4, 2017

Date of Filing Planning Board Decision: May 3, 2017

Application: Project Review Special Permit (Section 19.20), Special Permits for building construction (Section 20.70) and for waiver of ground floor area for parking facilities (Section 5.25.42) in Flood Plain Overlay District, Special Permits to alter green area open space in the front yard (Section 20.64.1.2), to increase the height of the fence (Section 20.65), to site open grade parking areas in front of the building (Section 20.66.2), and to locate mechanical equipment in the front yard (Section 20.67) in Parkway Overlay District, Special Permit to reduce parking (Section 6.35.1), Special Permit to exceed allowed curb cut width (Section 6.43.5), and Special permits to exceed building height (Section 17.42.3) and to reduce yard requirements (Section 17.42.2) in Special District 4A; to construct a multi-family residential development in two buildings with total gross floor area of 324,440 square feet containing 320 residential units, 239 off-street parking spaces accommodated at the basement and ground levels, 336 long-term bicycle spaces, 38 short term bicycle spaces, and landscaped areas accessible to the building residents and general public.

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 1/20/2017, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Project Narrative, Order of Conditions issued by Cambridge Conservation Commission, Flood Certification Report prepared by BSC group dated 1/17/2017, Traffic Impact Study prepared by Vanasse & Associates, Inc. dated January 2017, Tree Study prepared by BSC group dated 10/31/2016, Shadow Study prepared by Icon Architecture, and plan set titled The Residences at Alewife Station, prepared by Icon Architecture, dated 1/17/2017.
2. Presentation slides shown to Planning Board on 2/21/2017.
3. Supplement to Special Permit Application dated 3/21/2017, including revised plan set titled The Residences at Alewife Station, prepared by Icon Architecture, dated 1/17/2017 and revised through 3/21/2017.
4. Presentation slides shown to Planning Board on 4/4/2017.

### City of Cambridge Documents

5. Memorandum to the Planning Board from Department of Public Works staff, dated 2/15/2017.
6. Memorandum to the Planning Board from Community Development Department staff, dated 2/16/2017.
7. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 2/16/2017.
8. Memorandum to the Planning Board from Department of Public Works staff, dated 3/28/2017.
9. Memorandum to the Planning Board from Community Development Department staff, dated 3/30/2017.
10. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 3/30/2017.

### Other Documents

11. Letter to the Planning Board from Stephen Kaiser, dated 2/16/2017.
12. Letter to the Planning Board from Alexander M. Taylor, dated 2/21/2017.
13. Letter to the Planning Board from John Attanucci, dated 2/21/2017.
14. Letter to the Planning Board from Fresh Pond Residents Alliance, dated 3/4/2017.
15. Letter to the Planning Board from Cambridge Bicycle Committee, dated 3/15/2017.

16. Letter to the Planning Board from Kiyam Zayed, dated 3/19/2017.
17. Letter to the Planning Board from Cambridge Pedestrian Committee, dated 4/3/2017.
18. Letter to the Planning Board from Fresh Pond Residents Alliance, dated 4/4/2017.
19. Letter to the Planning Board from Cambridge Committee on Public Planting, undated.

## APPLICATION SUMMARY

The Applicant proposes to demolish two existing buildings to construct a multi-family residential development in two buildings with a total of 320 dwelling units, including 239 off-street parking spaces accommodated at the basement and ground levels (further reduced from an initial proposal of 243 spaces due to the elimination of some surface spaces), 336 long-term bicycle spaces, 38 short term bicycle spaces, and landscaped areas accessible to the building residents and general public. The site is located in the Special District-4A (SD-4A) zoning district and the Flood Plain Overlay District and partially in the Parkway Overlay District. The Conservation Commission granted an Order of Conditions in approval of this project. 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. Project Review Special Permit (Section 19.20)

*(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.*

*(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.*

*The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be*

*deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.*

The Applicant submitted a Transportation Impact Study for the proposed project to the Cambridge Traffic, Parking and Transportation Department (TP&T), which was certified as complete and reliable on January 12, 2017, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated February 16, 2017.

The Transportation Impact Study identified fifteen instances where the Special Permit Transportation Criteria cited above were exceeded. Four instances resulted from the existing pedestrian level of service at intersections including Alewife Brook Parkway at Alewife Station, Massachusetts Avenue at Alewife Brook Parkway, Alewife Access Ramps at Steel Place, and Lake Street at Route 2 west bound ramps, and the project will not change those existing conditions. The project triggered the bicycle criteria as there is no bicycle facility on Route 2. The Applicant has proposed improvements to the sidewalk on Concord Turnpike, subject to the approval of the Massachusetts Department of Transportation, and to create a pedestrian and bicycle connection to the Discovery Park site contingent on agreement with the abutting property owner.

TP&T submitted a set of recommended mitigation measures in its memo dated February 16, 2017, which were agreed to by the Applicant to the extent reflected in this Decision and the Applicant's submissions. Following comment from the Planning Board, the Applicant proposed additional mitigation measures that were endorsed by TP&T in its memo dated March 30, 2017. Overall, the proposed mitigation would support improvements to pedestrian and bicycle connections throughout the area, support the public bicycle sharing system (Hubway) and carsharing services, study potential measures to improve bus and other transit service in the area, provide transportation amenities to future residents of the project to reduce the need for auto trips, and implement a program of transportation demand management (TDM) measures to further limit the growth of auto trips generated by the project.

Therefore, the Board finds that the proposed project will not have a substantial adverse impact on city traffic within the study area, considering that the Applicant will undertake transportation improvements as recommended by TP&T and that the Applicant will continue to coordinate with the Massachusetts Department of Transportation on matters related to pedestrian, bicycle, and vehicular access and egress along Concord Turnpike.

*(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.*

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

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

The proposed project is one of the few remaining underdeveloped parcels in a district that was zoned to enable a transition from low-scale uses dominated by surface parking to higher-density mixed-use development that would increase permeable area and stormwater retention. The largest use in the area is the Alewife Brook Reservation, a state-owned conservation land, which the zoning in the area is intended to protect and enhance. The proposed project will not impact the reservation and will provide a vegetated buffer adjacent to the building where it abuts the reservation. The other uses in the district, which were recently developed, include office, hotel, and multi-family residential. The proposed development will add housing units that will contribute to the mix of uses in the area and align with the city's overall growth policies. The project's overall massing and scale fit within the surrounding context and are further enhanced by the improvements to the streetscape and landscape treatment of the yards. The siting and orientation of the building is consistent with existing streetscape patterns in the area and creates a more urban presence along Concord Turnpike while providing opportunities for usable open space and connections to the uses and pedestrian/bicycle network to the south of the site.

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

The project enhances the pedestrian and bicycle activity in the immediate area. Entries are oriented toward anticipated routes of pedestrian and bicycle movement. The project incorporates convenient pedestrian and bicycle connections to the adjacent Discovery Park property (subject to agreement with the abutting property owner), which in turn provides pedestrian and bicycle connections to the Alewife Reservation and Alewife MBTA station, which will be an attractive commuting option for future residents of the building. This connection also leads to several bikeways and pedestrian amenities that serve the Alewife district. The front yard landscape, outdoor seating areas, and a range of plantings provide an expanded pedestrian experience. The proposed design provides open space and landscaping that enhance the visual and environmental quality of the area for pedestrians. Exterior (short-term) and interior (long-term) bicycle parking is also provided per zoning requirements.

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

In adhering to the requirements of the Flood Plain Overlay District, and providing a vegetated buffer adjacent to protected wetlands, the proposed project mitigates the potential adverse impact of a development adjacent to an environmentally sensitive area. Throughout the review process, significant attention was given to the treatment of

façades and landscape areas to make them more attractive to passersby, and to respond to the finer grain scale of the neighborhood. In addition, the proposed building height and scale are compatible with surrounding uses. Mechanical equipment and vehicular access/egress areas are sited and shielded such that they will not adversely impact the surrounding buildings. Outdoor lighting will be designed to provide safety while minimizing light impacts on the neighborhood. The exact façade material treatments and landscape features will be subject to ongoing review by City staff. Trash and other service functions are housed internally and serviced through the driveway that provides internal circulation within the site. The Applicant has located the project's electrical equipment in as unobtrusive a location as possible and with appropriate screening, but within the front yard setback, which requires and has received Planning Board approval (discussed further below in these Findings). In accordance with the City's sustainability goals, the roof is designed to accommodate future installation of solar panels.

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

Traffic impacts have been discussed previously in these Findings. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable as per City of Cambridge Wastewater and Stormwater Drainage Use Regulations. DPW has provided comment to the Planning Board in memoranda dated February 15, 2017 and March 28, 2017 indicating that the project is expected to meet all DPW standards and recommending additional measures to mitigate and manage flood risk, which have been agreed to by the Applicant. Open space permeability will increase as a result of the development, which will assist in minimizing stormwater run-off from the site. The Applicant has also consulted with the Cambridge Water Department and has proposed improvements to ensure that water service can be provided to the site without adverse impacts on the municipal water system. The project is designed to include water-conserving plumbing features. The project will meet the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance.

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

Historically, the area in which the project is proposed has an urban character that is largely inconsistent with Cambridge's citywide development goals. Existing uses are auto-oriented due to their location along Concord Turnpike (State Route 2), with extensive paved area and surface parking. The existing pattern of development is not friendly to pedestrians or bicyclists and not sensitive to its adjacency to a sensitive open space. The proposed project better reinforces the pattern of more recent adjacent residential and commercial development in the neighborhood, which is more sensitive to the adjacent reservation, and aims to encourage pedestrian and bicycle travel with direct pathway connections to the Alewife MBTA station and other existing and planned amenities in the area. The new building's design and use will be harmonious with surrounding buildings along Concord Turnpike.

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

The project consists of residential development with a range of unit types, including three-bedroom units, as encouraged in the planning for the area as well as citywide planning objectives. The project will provide permanently affordable housing units in compliance with the Inclusionary Housing requirements of the Zoning Ordinance.

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

The project enhances the streetscape along Concord Turnpike with landscaped open space, improving the appearance and amenity of streetscape edges. It also complements the nearby Alewife Reservation, a major open space conservation area, with the addition of vegetated open space, a wet pond, a rain garden, and pedestrian/bicycle pathways at the rear of the buildings. Elevated courtyards and raised decks provide additional open space amenity for the residents, and the new pathways will enhance connections to recreational open space pathways throughout the area. A play area for children will be an added benefit for the residents as there are no public playgrounds in the immediate vicinity.

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 BSC Group dated January 17, 2017 details how compensatory flood storage will be provided to offset any increase in flood levels for events up to and including a 100-year flood. The proposed project will provide flood water retention in the form of compensatory flood storage on the site, including storage under the building. The flood water retention on the site will provide compensatory flood storage on a foot-by-foot incremental elevation basis, allowing flood waters to flow and recede unrestricted. Thereby, the displacement of existing water retention capacity on the site will be replaced with flood water retention capacity on site. The design will allow floodwater from a 100-year event to flow beneath and around the building without entering the garage or lobby area.

The proposed project will comply with the land use plans and policy objectives of the districts in which it is located, as well as the general land use policies of the City of Cambridge, as set forth in these Findings. The proposed project is not located within the Concord-Alewife Study Area, and the specific regulations of the Alewife Overlay Districts do not apply. Communications from DPW dated February 15, 2017 and March 28, 2017 indicate 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. Furthermore, DPW has recommended measures, to which the Applicant has agreed to the extent reflected in this Decision and the Applicant's submissions, to further anticipate and mitigate potential flood risks to the project.

The proposed project will comply with applicable provisions of the Cambridge Zoning Ordinance, as set forth in these Findings, and will comply with the State Building Code. The Conservation Commission granted an Order of Conditions approving the project as proposed and confirming that the project will not impair the ability of the applicable flood hazard areas to carry and discharge flood waters. Based on these reports, the Board finds that the proposal meets the criteria set forth in Section 20.75.

3. Special Permit to waive Ground Floor Area for parking facilities in Flood Plain Overlay District (Section 5.25.42)

*5.25.42 Criteria. Where an above ground parking facility in a structure is proposed to be constructed (a) in the 100-year flood plain, identified as the Zone A flood hazard area (See*

*Section 11.70), or as determined by credible evidence and calculations from a registered professional engineer or (b) on a contaminated site that is listed by the Massachusetts Department of Environmental Protection under the Massachusetts Contingency Plan (310 CMR 40.00) with a Release Tracking Number and has been tier classified, the Planning Board may grant a special permit to waive the limitations of this Section 5.25 so that the parking facility is not subject to the requirements in this Ordinance as to Floor Area Ratio provided only the minimum number of parking spaces required for the uses on the site are provided. In granting such a special permit, the Planning Board shall find the following:*

- 1. Where in a flood hazard area, the construction of a parking facility underground is (a) not technically feasible due to the requirements of the Massachusetts Wetlands Protection Act (M.G.L. ch. 131, s.40), (b) would require construction that would violate requirements or limitations of the Massachusetts Wetlands Protection Act, (c) would, in the view of the Cambridge Conservation Commission, seriously compromise the wetlands protection objectives of the Massachusetts Wetlands Protection Act, and (d) would result in costs of construction that are significantly greater than would otherwise be typical for the location were it not in a flood hazard area;*

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- 3. The above ground facility is designed so as to reduce its actual or perceived bulk through, among other possible techniques, limiting the number of parking spaces it contains, placement of portions of the facility below grade where feasible, or its location relative to actively occupied portions of the construction. Construction above grade is discouraged that would increase the amount of impervious area on the lot.*

According to the Application Documents, the proposed project includes an above-ground parking facility to be constructed entirely within Flood Zone AE as detailed in the Federal Emergency Management Agency Flood Insurance Rate Map Number 25017C0419E dated June 4, 2010. The project proposes establishing less parking than the required minimum for the proposed uses, specifically, 239 parking spaces for a residential project with 320 dwelling units, which is subject to Planning Board review and approval and is discussed further in these Findings. A communication from DPW dated February 15, 2017 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 Conservation Commission granted an Order of Conditions approving the project upon identifying the project as an overall improvement to the site and an area with sufficient flood storage compensation, reduction of impervious surface, and creation of open space.

According to the Application Documents, the construction of an underground parking facility would be infeasible given the existing site topography, the requirement to provide compensatory flood storage, and the requirements of the Massachusetts Wetlands Protection Act. The Cambridge Conservation Commission has approved the project as proposed in the Order of Conditions (DEP File Number 123-266) dated November 23, 2016 and recorded on December 6, 2016, and included in the Application Documents.

The Board finds that the design of the parking facility is appropriately integrated into the design of the overall building, with appropriate façade design, planted areas to provide screening, and active building entrances at the ground level to mitigate the appearance of an at-grade parking structure. The building is otherwise consistent with the height limitations in the district, subject to Planning Board approval, and therefore the proposed parking does not adversely affect the overall building scale. Based on these reports and findings, the Board finds that the proposal meets the criteria set forth in Section 5.25.42 to allow an exemption of above-grade parking from GFA calculations.

4. Special Permit to alter the required Green Area Open Space in front yard in Parkway Overlay District (Section 20.63.7)

*20.63.7 The development standards specified in this Section 20.60 shall apply to all development within the Parkway Overlay District not exempted by subsections 20.63.2, 20.63.3, and 20.63.4. Divergence from these standards may be allowed only by issuance of a special permit from the Planning Board as specified in Subsection 10.45. The Board may grant such a permit upon its determination that the development proposed will better serve the objective of this Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.*

*20.62 It is the purpose of this Section 11.60 [sic] to augment base zoning regulations in designated areas in order to create unified identifiable images of designated areas, to enhance public safety by reducing visual confusion and haphazard development, to encourage development which will protect and enhance the use and enjoyments of public open space resources.....*

The proposed project diverges from the requirements for front yards set forth in Section 20.64.1 of the Zoning Ordinance, specifically because space within the front yard setback is proposed to be used for some driveway access and surface parking as well as a mechanical equipment pad to serve utility functions, and not solely for green area open space with limited vehicular access and egress as required in 20.64.1. Due to site constraints related to flood plain characteristics and access requirements by the utility provider, the front yard along Concord Turnpike is the only feasible location for electrical equipment. Despite being located in the front yard, the Applicant proposes to attractively screen the equipment with additional landscaping to mitigate its visual impact. Locating the equipment internally to the site may not be feasible, or could require additional vehicular access that would otherwise detract from the objectives of the overlay district. The wider driveways for access, egress, and circulation are meant to provide for improved traffic operation as the site is located off of a state highway (Route 2) and subject to review and approval by MassDOT.

Given that the site has its main frontage and only public access along Route 2, the project is designed in a manner that appropriately meets the objectives of the district as it will protect the open space character along the roadway and will serve as a visual gateway to the city along a major thoroughfare. The proposed front yard treatment aligns with adjacent residential development in the area to create a consistent street edge, and will be designed to

optimize safety for pedestrians, bicycles and motorists. Moreover, the provisions of the base zoning district (Special District 4A) enable developments of this type. Hence, the Board finds that the proposed design, in the context of this site, better serves the Parkway Overlay District objectives of Section 20.60 while also promoting consistency with the base zoning.

5. Special Permit to increase fence height in the Parkway Overlay District (Section 20.65)

*20.63.7 ... The Board may grant such a permit upon its determination that the development proposed will better serve the objective of this Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.*

*20.65 Fences. In order to maintain a feeling of openness, to facilitate pedestrian enjoyment and use, and to maximize scenic views, fences along the front and side lot lines shall comply with the following standards:*

- 1. No fence along a front or side lot line and within twenty-five (25) feet of a public right of way shall be more than four (4) feet in height from the curb level of the street or more than thirty (30) percent opaque.*
- 2. Chainlink and wire fences are prohibited.*

The proposed project diverges from the requirements for Fences set forth in Section 20.65.1 of the Zoning Ordinance, because of screening requirements for mechanical equipment as per Section 20.67.1. The electrical equipment, located in the front yard as discussed above in these Findings, is proposed to be screened with a six-foot tall wooden fence planted with vines and shrubs around it. The Board finds that the proposed fence treatment will not impair the pedestrian experience along Concord Turnpike since it will not occupy significant frontage and is meant to shield an otherwise unattractive set of equipment. The site has extensive lot frontage with a vegetated landscape buffer for most of its length. Therefore, with consideration to the Findings above regarding the siting of electrical equipment, the Board finds that the proposed fencing better meets the objectives of the overlay district.

6. Special Permit to site on grade open parking area in front of the building in Parkway Overlay District (Section 20.66.2)

*20.63.7 ... The Board may grant such a permit upon its determination that the development proposed will better serve the objective of this Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.*

*20.66.2 Siting of Parking Areas. Parking areas, whether accessory or nonaccessory, shall not be located in the front yard required for any lot in the district. Enclosed parking facilities are encouraged. On grade, open area parking areas shall be located behind the building or buildings served or arranged in such a way as to minimize their visibility from public ways.*

The proposed project diverges from the requirements for siting of parking areas set forth in Section 20.65.1 of the Zoning Ordinance as nine unenclosed parking spaces are proposed in front of one of the buildings. The reason for the parking is to provide some parking spaces near to the building and immediately accessible to vehicles upon entering from the highway. Those spaces are not located within the required front yard setback, being set back over twenty-five (25) feet from the street, and are proposed to be screened with a combination of raised planting beds and a low wood fence with an integral arbor feature. The vast majority of parking spaces are enclosed in the building, and some additional on-grade parking is located internally to the site. Importantly, parking is not located on the south side of the site in order to prioritize open space where pedestrians and bicyclists are more likely to be accessing the buildings.

As a result of the proposed location and screening of surface parking at the front of the site, the Board finds that the parking area will not have a negative visual impact on the Concord Turnpike frontage of the site. Considering this screening and taking into account other site planning considerations, the Board finds that the proposed parking arrangement better serves the objectives of the district given the particular conditions of the site.

7. Special Permit to locate mechanical equipment in the front yard in Parkway Overlay District (Section 20.67)

*20.63.7 ... The Board may grant such a permit upon its determination that the development proposed will better serve the objective of this Section 20.60 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.*

*20.67 Mechanical Equipment and Refuse Storage Areas.*

- 1. No refuse storage areas nor mechanical equipment areas shall be located in a front yard within the district. Such areas shall be screened from view from street and parking areas, residential districts, open space areas, and designated parkways by a six (6) foot high durable nonliving barrier (or earth berm) planted with at least one shrub or vine for each ten (10) feet of barrier towards the abutting property.*
- 2. Mechanical equipment on the roof of any building shall be permanently screened from view from the ground or other buildings in the area.*

The proposed project diverges from the requirements for siting Mechanical Equipment set forth in Section 20.67.1 of the Zoning Ordinance owing to the proposed location of the electrical equipment in the front yard in front of one of the buildings, which is discussed earlier in these Findings. The electrical equipment, which has to be located along Concord Turnpike owing to the flood plain site characteristics and requirements for accessibility by the utility provider, is proposed to be screened with a six feet tall wooden fence with vines and planted with shrubs around it. As discussed earlier in these Findings, the Board finds that the fence and row of trees on both sides of the equipment area will sufficiently screen the

equipment from Concord Turnpike, and that considering the conditions of the site, the proposed design approach better serves the objectives of the overlay district.

8. Special Permit for reduction of required parking (Section 6.35.1)

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

The proposed project seeks approval to reduce the required amount of accessory parking. The basis for the requested reduction is that the location of the site near the MBTA Alewife Station, as well as connections to multiple bike paths including Minuteman Commuter Bikeway, offer good access to alternative transportation modes. The current proposal to reduce parking for the proposed development is consistent with the city-wide goals to discourage driving and encourage other modes of transportation, and serves to reduce auto trip generation and thereby mitigate potential traffic impacts, as discussed earlier in these Findings. The project is seeking approval for 239 parking spaces (reduced slightly from an initial proposal of 243 in response to Planning Board comments) for 320 residential units, with all parking to be accommodated above-grade, 200 spaces in garages and 39 surface spaces. Such relief is allowed by special permit pursuant to Section 6.35.1 and Section 10.45, which allows the Planning Board to grant special permits otherwise within the purview of the Board of Zoning Appeal for projects that are also subject to Planning Board special permit approval.

In its memo dated February 16, 2017, TP&T expressed support for the requested reduction in required parking as the proposed parking ratio of approximately 0.75 spaces per unit is consistent with the observed peak parking demand in the adjacent residential development, which is comparable to the proposed project. The Applicant has also committed to provide carsharing spaces, transit and Hubway membership subsidies, and access to shuttle services, to the extent reflected in this Decision and the Applicant's submissions, which will further encourage residents to become less dependent on personal car ownership. Moreover, there is no public on-street parking in the area that could be impacted. Hence, the Board finds that there will be minimum impact on availability of parking and no other adverse impacts on the neighborhood. The Board also finds that the reduction in parking will be reasonable in light of the considerations set forth below.

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

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

The project is within an area served by the MBTA Alewife Red Line Station and multiple MBTA bus route stops serving Cambridge and surrounding towns.

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

The MBTA Alewife Station parking garage is the closest public parking facility, which is not expected to be an alternative, though it may be an option for visitors on a short-term basis.

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

Shared use of off street parking spaces serving other uses has not been proposed; however, carsharing services will be made available.

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

No such restrictions exist; however, the reduction in parking anticipates a less auto-dependent future for the area as the Applicant has shown that residents in this particular area tend to prefer transit or other modes of commuting.

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

The reduction in parking is preferable because it promotes efficient use of the existing transit options and prevents the need to build additional parking on the site, which positively impacts the urban design of the area.

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

The project includes affordable housing utilizing the increased FAR and dwelling unit density provisions. Providing parking compliant with zoning requirements will impact the environmental quality as the site is located on a flood plain with limited opportunities for below grade parking.

9. Special Permit to exceed allowed curb cut width (Section 6.43.5)

The proposed project seeks approval for two curb cuts with width slightly larger than 30 feet along Route 2. The maximum allowed curb cut width is 30 feet per zoning regulations. Such relief is allowed by special permit in Section 6.43.5 and Section 10.45 of the Zoning Ordinance.

*6.43.5 The Board of Zoning Appeal may grant a special permit modifying the provisions of this subsections 6.43 in accordance with the following conditions: . . .*

*(b) The maximum curb cut width specified in paragraphs 6.43.3 (a) and 6.43.3 (b) may be modified if the Board determines that an increased curb cut width would facilitate traffic and safety.*

In its memo dated February 16, 2017, TP&T noted that the proposed driveways with separate entry and exit are reasonable. The wider driveways for access and egress ensure better traffic safety as the site is located off of Route 2 and subject to review and approval by MassDOT. Therefore, the Board finds that the larger curb cut for this proposed development meets the applicable criteria.

10. Special Permit to increase building height in Special District 4A (Section 17.42.3)

*17.42.3 Maximum Height. The maximum height in the Districts shall be sixty (60) feet except that it may be increased to eight-five (85) feet for nonresidential uses and ninety (90) for residential uses, by special permit from the Planning Board. The special permit shall be granted where the applicant demonstrates to the satisfaction of the Board that the additional height will better serve the objectives of this Section 17.40 to increase the amount of open space in the district and to limit the extent to which building and other hard surfaces cover the ground.*

The Board finds that an increase to a maximum height of 69 feet, as illustrated in the Application Documents, will not result in any detriment to the project or to abutting uses. The proposed height is not substantially greater than the as-of-right limit and is consistent with other development in the area, contributing to a more cohesive urban character. The project includes various open spaces throughout the site including a landscaped front yard setback (consistent with the Parkway Overlay District objectives), more park-like spaces to the south serving pedestrians and bicyclists near building entrances, and raised courtyards and decks to provide open space for building residents. The project is designed in accordance with the citywide urban design objectives, as discussed earlier in these Findings. Therefore,



the Board finds that the proposed project, as designed, serves the objectives of Section 17.40 by increasing the amount of open space and minimizing the amount of impervious surfaces on the lot, as well as other applicable objectives.

11. Special Permit to reduce yard requirements in Special District 4A (Section 17.42.2)

*17.42.2 Yard Requirements. The minimum yards required in the Districts may be waived by the Planning Board by Special Permit. In no case, however, shall the front yard required in the Parkway Overlay District, Section 11.60 [sic], be waived.*

*20.64.1 Front Yards. Front yards should be of sufficient size and appropriately landscaped so as to increase public safety and to positively contribute to the visual and environmental quality of the district. Therefore the following standards shall apply:*

*1. The minimum front yard setback for the principal front wall for any structure shall be twenty-five (25) feet measured from the street line...*

The Board finds that it is appropriate to grant the requested waiver of yard setback requirements, as set forth below.

The required yard setbacks in Special District 4A are the same as the requirements of the Office 2 District, which calculates the required yard setbacks by formula depending on the height and façade length of a given side of the building. The project proposes a minimum 25-foot front yard setback, 10-foot west and east side yard setbacks, and 21-foot rear yard setback per the plans submitted with the Application Documents, which are less than the yard setbacks that would be required by the application of the base district formula but consistent with the minimum numerical setbacks required by the district.

As discussed earlier in these Findings, the Board has found the proposed design to be consistent with the intent of Special District 4A, the Parkway Overlay District, and the citywide urban design objectives, with consideration to the particular conditions of the site. The project will provide adequate flood water retention, as described further above in these Findings, and will not have an adverse impact on abutters. The proposed front yard conforms to the minimum 25-foot setback requirement in the Parkway Overlay District. Therefore, the Board finds it is appropriate to allow a waiver of the formula yard requirements in favor of the yard setbacks as proposed.

12. 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 ...*

As discussed earlier in these Findings, based on a review of the certified Transportation Impact Study and with consideration of the proposed mitigation and other applicable requirements, the traffic generated will not create any new congestion, hazard, or change in neighborhood character. Patterns of access and egress have been designed in consultation with TP&T and are subject to the approval of the Massachusetts Department of Transportation.

*(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 proposed residential use conforms to the allowed uses in this district, and hence will not adversely affect adjacent uses that exist or are anticipated in the future. The proposed project will be compatible with the use and scale of surrounding lots, will improve the streetscape with landscape improvements, and will minimize impacts on adjacent protected open space.

*(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 housing use 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 zoning for the district is specifically intended to facilitate a transition to more compact, mixed-use development with a reduction in surface parking and enhanced landscaping near sensitive environmental areas. The proposed multifamily dwellings, which are allowed in the district, will complement nearby residential uses and supplement adjacent hotel and office development to enhance the overall mix of uses. Therefore, the proposed residential development fits this existing and anticipated pattern of development in addition to enhancing the integrity of the district.

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

The Board finds the project to be consistent with the citywide urban design objectives, as set forth above in these Findings.

## 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 by the Applicant, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are those dated 1/17/2017 with revisions through 3/21/2017. 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 floor plans to ensure accurate correlation with changes shown in the elevations.
  - b. Review of all proposed public realm, open space and streetscape improvements, including a more specific landscaping plan identifying plant species.
  - c. Review of final selection of landscape materials and outdoor furniture.
  - d. Review of site design details, including play area, screening of the at-grade parking area, electrical equipment and utilities, final sidewalk and pathway locations and design treatments.
  - e. Review of all exterior materials, colors, and details.
  - f. Review and refinement of first floor façade treatments, particularly where visible from publicly accessible areas.
  - g. Review of parking, bicycle parking, access and egress by the Traffic, Parking and Transportation Department (TP&T).
  - h. Review and approval by the City of the final design of the pedestrian and bicycle connection to Discovery Park including location, width, pavement material, lighting, and maintenance, and evidence of an easement or other legal means of providing pedestrian and bicycle access to the abutting Discovery Park site, to include a

- maintenance agreement addressing matters including but not limited to snow and ice clearance in winter, all of which are contingent upon agreement by the abutting property owner.
- i. Review of stormwater management by the Department of Public Works (DPW).
4. The following transportation impact mitigation measures shall be completed prior to issuance of a building permit for the uses authorized by this special permit:
    - a. Contribute \$25,000 to the City toward funding a public bicycle sharing station as part of the regional bicycle sharing system in the Alewife area. The final location of the station will be determined by the City and will provide another mobility option for residents, visitors, and retail employees and patrons.
    - b. Contribute \$25,000 to the City toward a study of a dedicated bus/HOV lane or queue lane for the Route 2 access ramp into the Alewife Station at Steel Place.
    - c. Contribute \$75,000 to the City toward furthering the feasibility study and design for the Alewife bicycle and pedestrian bridge and commuter rail station. The amount is based on the number of units and contributions by other development projects in the Alewife area with a 50% reduction in the amount since the development will not be located in Alewife Quadrangle or Triangle areas.
  5. The following transportation impact mitigation measures shall be completed prior to issuance of a certificate of occupancy for the uses authorized by this special permit:
    - a. Pave the multiuse pathway between Discovery Park and the Alewife MBTA station, subject to approvals by others as needed, including the state Department of Conservation and Recreation (DCR) and the Cambridge Conservation Commission. In the event that necessary approvals to pave this path are not granted, the Permittee shall contribute \$75,000 to the City to benefit transportation conditions in the Alewife area, to be used in a manner determined by the City.
    - b. Relocate the MBTA's variable message sign, transformer and communication cable located in the sidewalk along the site frontage, as requested by MassDOT and subject to all applicable government approvals.
    - c. Demolish the existing MBTA bus shelter located just east of the site and restoration of the area, as requested by MassDOT and subject to all applicable government approvals.
  6. The Permittee shall be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation, including transit, bicycling and walking over traveling by single-occupancy vehicles:
    - a. Provide at least two carsharing parking spaces on-site, if desired by a local carsharing organization. Carsharing vehicles shall be available for use by the general public as well as the residents.
    - b. To establish the habit of using mass transit, offer each adult member of each household (up to 2) upon move-in a Charlie Card valued at the cost of 50% of a

- Monthly MBTA LinkPass (currently \$84.50/month, but subject to fare increases) for 3 consecutive months. This requirement renews each time a new household moves in to incentivize new households to use public transit.
- c. Join the Alewife Transportation Management Association (TMA) to provide benefits to residents including, but not limited to, access to shuttle buses to/from the Alewife MBTA station, such as provided by the Alewife TMA or a comparable shuttle service such as the Route 128 Business Council, Vox on Two shuttle, and Discovery Park shuttle. Joining the existing Vox on Two shuttle bus that currently provides peak-hour round trip service to Alewife Station may be ideal since it is already operational. The shuttle service shall also be provided for residents to the nearby local area shopping centers free of charge with stops that include both the Alewife Brook Parkway Shopping Center and Fresh Pond Mall with a minimum of two round trips per week. Based on the demand observed through resident requests, ridership, and the transportation monitoring and reporting program, the service frequency may be increased in the future.
  - d. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip and/or post materials at 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:
    - i. Available pedestrian and bicycle facilities in the vicinity of the Project site.
    - ii. MBTA maps, schedules, and fares.
    - iii. Area shuttle map and schedule, if one exists.
    - iv. “Getting Around in Cambridge” map (available at the Cambridge Community Development Department office).
    - v. Location of bicycle parking.
    - vi. Hubway regional bikeshare system
    - vii. Carsharing/Ride-matching programs.
    - viii. Other pertinent transportation information.
  - e. Designate a transportation coordinator (TC) for the site to manage the TDM program and coordinate with the TMA. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
    - i. Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
    - ii. Overseeing the monitoring and reporting requirements of the monitoring program.
    - iii. Being on-site during a minimum of 2 hours per week and responding to individual requests for information in person and via phone and email. Email and phone information for the TC will be posted in the transportation information center.

- iv. Participating in any TC trainings offered by the City of Cambridge or local TMA.
  - v. Compiling and distributing 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. New Resident Packets will also contain information about the Charlie Card offer at a 50% discount of a monthly LinkPass for three months to each adult member of a new household.
  - f. Provide a minimum of 1 electric vehicle charging station serving two designated parking spaces.
  - g. Provide 20 complimentary bikes for residents to use.
  - h. Provide bike repair areas, including air pumps and other bike repair tools, in the bicycle storage areas.
  - i. Consider providing automatic power assist doors to enter/exit the bicycle room for the convenience of the bicyclists, to be reviewed by TP&T through the continuing design review of bicycle parking areas.
  - j. Do not charge residents additional fees for bicycle parking.
  - k. Charge fees for automobile parking separately from the rent to remind residents of the cost of owning a vehicle.
7. The Permittee shall implement a monitoring program to include annual monitoring of mode split, counts of parking space utilization, and auto ownership. All surveys and counts shall be designed and conducted in a manner approved by CDD 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 1<sup>st</sup> and February 29<sup>th</sup>, the monitoring should take place during the months of September or October and be reported to the City no later than November 30<sup>th</sup>. If the certificate of occupancy is issued between March 1<sup>st</sup> and August 31<sup>st</sup>, monitoring should take place during the months of April or May and be reported to the City no later than June 30<sup>th</sup>.
8. The Permittee shall meet the following standards for building design in order to mitigate flood risk, subject to continuing review and approval by DPW:
- a. The first floor elevation shall be approximately one foot above the anticipated 2030 100-year flood elevation, as shown the approved plans.
  - b. All residential units shall be located on the second floor and higher, significantly above the 2070 1% flood elevation.
  - c. All areas of the buildings located below 2070 1% flood elevation shall be designed to recover from the 2070 1% flood event. The building materials shall maximize the use of non-porous materials and shall be mold and mildew resistant.

- d. All interior building mechanical rooms shall be water proofed to resist damage due to potential inundation during more significant flooding events.
  - e. The Permittee shall coordinate with the electrical utility provider to evaluate options for elevating or waterproofing the exterior site electrical infrastructure.
  - f. All residential units shall have operable windows.
9. The Permittee shall develop a site Action Plan to allow for future building adaptation to flooding risks associated with climate change, with an emphasis on providing safety and comfort to the residents. The plan shall be reviewed and approved by DPW and the Cambridge Fire Department prior to issuance of a building permit through the continuing review process.
- a. The Action Plan shall be reviewed by the Permittee and property management team every five years through 2070 to confirm the effectiveness of existing adaptation measures and the need for additional measures. These reviews shall be documented and submitted to DPW and the Fire Department.
  - b. The Action Plan shall include a notification regarding flooding risks that shall be included in the leases to ensure residents are informed of the flood risk. This plan shall be operational immediately upon occupancy of the building.
  - c. The Action Plan shall include a resident notification / evacuation plan. This plan shall be operational immediately upon occupancy of the building.
  - d. The Action Plan shall provide information, guidance, and resources to assist residents sheltering in place, such as a disaster supply kit. This plan shall be operational immediately upon occupancy of the building.
  - e. The Action Plan shall identify emergency evacuation meeting points on an elevated courtyard in each building and develop evacuation routes for residents and access points for the Fire Department. This plan shall be operational immediately upon occupancy of the building.
  - f. The Action Plan shall detail an operations plan for sand bags / inflatable barriers on site to reduce flooding risks. This plan shall be operational immediately upon occupancy of the building.
  - g. The Action Plan shall address the operation of the fire detection and suppression systems to ensure that they remain operable during flood events or loss of power. This plan shall be operational immediately upon occupancy of the building.
  - h. The Action Plan shall address elevator operation and heated community space in each building in the event of loss of power. This plan shall be operational immediately upon occupancy of the building.
  - i. The Action Plan shall identify appropriate public spaces in each building to locate key emergency medical supplies and other emergency response supplies. This plan shall be operational immediately upon occupancy of the building.



- j. The Action Plan shall include a notification protocol to be utilized in the event of a flooding or other natural disaster. This plan shall be operational immediately upon occupancy of the building.
  - k. The Action Plan shall detail future adaptation measures that can be implemented at the site to reduce flooding risks.
  - l. The Action Plan shall detail the design of the entrances to the parking garages to facilitate future flood control gate installation to protect the garages from flooding in the future.
10. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by the DPW and the Cambridge Public Health Department prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by Section 18.20, a plan for site remediation in accordance with applicable local, state and federal requirements.
  11. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
  12. 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.
  13. 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, including rooftop screening elements, 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., Steven Cohen, Catherine Preston Connolly, Tom Sieniewicz, Hugh Russell, and Associate Members Ahmed Nur and Thacher Tiffany, appointed by the Vice Chair to act on this case, 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 that reads "Catherine Preston Connolly". The signature is written in black ink and is positioned above the printed name of the signatory.

Catherine Preston Connolly, Vice Chair.

A copy of this decision PB-326 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 May 3, 2017, 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)	166,468	5,000	No Change	No Change
Lot Width (ft)	592.73	50	No Change	No Change
<b>Total GFA (sq ft)</b>	<b>71,374</b>	<b>324,612</b>	<b>324,440</b>	<b>324,440</b>
Residential Base	n/a	249,702	249,702	Consistent with Application Documents
Non-Residential Base	71,374	189,774	n/a	
Inclusionary Bonus	n/a	74,910	74,738	
<b>Total FAR</b>	<b>0.43</b>	<b>1.95</b>	<b>1.95</b>	Consistent with Application Documents
Residential Base	n/a	1.5	1.5	
Non-Residential Base	0.43	1.14	n/a	
Inclusionary Bonus	n/a	0.45	0.45	
<b>Total Dwelling Units</b>	<b>0</b>	<b>361</b>	<b>320</b>	<b>320</b>
Base Units	n/a	277	246	Consistent with Application Documents
Inclusionary Bonus Units	n/a	84	74	
Base Lot Area / Unit (sq ft)	n/a	600	600	
Total Lot Area / Unit (sq ft)	n/a	461	520	
Height (ft)	n/a	55/85 <sup>1</sup> & 90 <sup>2</sup>	55/69 & 69	Consistent with Application Documents
Front Setbacks (ft)	n/a	(H+L)/4 <sup>3</sup> ; min 25	25 <sup>4</sup>	
Side Setback (ft)	n/a	(H+L)/5 <sup>3</sup>	10 <sup>4</sup>	
Side Setback (ft)	n/a	(H+L)/5 <sup>3</sup>	10 <sup>4</sup>	
Rear Setback (ft)	n/a	(H+L)/4 <sup>3</sup> ; min 20	21 <sup>4</sup>	
Open Space (% of Lot Area)	n/a	15	> 47	Consistent with Application Documents
Private Open Space	n/a	15	> 15	
Permeable Open Space	n/a	n/a	> 29	
<b>Off-Street Parking Spaces</b>	<b>n/a</b>	<b>320</b>	<b>239</b>	<b>239</b>
Long-Term Bicycle Parking	n/a	335	336	Consistent with Application Documents
Short-Term Bicycle Parking	n/a	32	38	
Loading Bays	n/a	n/a	0	

<sup>1</sup> In Parkway Overlay District as per Section 20.64.2.

<sup>2</sup> For residential uses exceeding 60 feet in SD 4A with Planning Board Special Permit as per Section 17.42.3.

<sup>3</sup> Minimum yard setback in Office 2 zone, which is greater than the proposed setbacks.

<sup>4</sup> With Planning Board Special Permit to waive yard requirements as per Section 17.42.2.