



50 CambridgePark Drive Residences

Cambridge, MA / Special Permit Application: Volume I A / June 11, 2018



Developer



HANOVER
COMPANY

on behalf of

Owner



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Project Team

Applicant / Developer The McKinnon Company
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Tel. 617.354.4363

Owner Hanover Company
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Boston, MA 02210
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Civil Engineer BSC Group
803 Summer Street
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Tel 617.896.4300

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99 High Street 10th Floor
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Geotechnical Engineer Haley & Aldrich, Inc.
465 Medford Street
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Boston, MA 02129
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307 Seventh Avenue, Suite 1701
New York, NY 10001
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HANOVER COMPANY



Mr. Ted Cohen, Chairman
and Members of the Cambridge Planning Board

June 11, 2018

RE: **50 CambridgePark Drive Residences (the "Project")**
APPLICATION FOR SPECIAL PERMIT

Dear Chairman Cohen and Members of the Board,

This, Hanover Company's fourth residential project on CambridgePark Drive, brings us, our neighbors and the City to a point of reflection, continued challenge, and unique opportunity.

While excited by the fact that virtually every parcel in the Alewife Triangle (the "Triangle") has recently or will soon be re-imagined and thoughtfully re-developed, we reflect on what was before -- desolate parking lots in an unmitigated flood plain serving a tired, single-use office park. The vibrant, mixed-use neighborhood that is emerging is testament to the vision, cooperation and good work of all involved.

But challenge lies in certain stubborn facts. While no longer unmitigated due to superb building engineering, flood waters threaten the area and concerns persist about the susceptibility of residents and businesses in their path. Good things come with thriving residential and corporate demand, but severe congestion from through-traffic on antiquated roadways is stifling, and tight housing markets challenge affordability. And gathering places for food, entertainment or even a coffee still elude us in an otherwise thriving area. If there's a culprit beyond what we can't control or readily fix, it may be the fact that disparate owners proposing one project at a time, each however well received, leaves both developers and City lacking in opportunities to imbue cohesion, resiliency and dynamic placemaking into the fabric of a new neighborhood.

No single project or owner can meet these challenges alone, but with the committed cooperation of our neighbors and the City we believe we can rise to the challenge and contribute solutions in ways that have not presented themselves prior. That's the unique opportunity.

To this end, Mr. Chairman and Members of the Board, we are pleased to submit this application to develop 50 CambridgePark Drive on behalf of our entire development team. We hope our application, together with the proceedings that follow, are both responsive to the ordinance and discerning as to the points above, with specific initiatives further detailed as follows:

Emergency Resiliency and Preparedness: The design of the Project seeks to mitigate the risks of emergency events, such as flooding and excessive heat, prioritizing resiliency and resident safety. Residential units are situated at the second story and above (and set at elevations above the 2070 100-year flood plain) and engineered flood storage chambers sit beneath the ground floor parking. Exterior areas are planned to provide shaded gathering spaces and other refuge from heat exposure. Beyond design, we also outline the *Triangle Preparedness and Resiliency Initiative*, a programmatic effort to increase safety for the thousands of residents and workers in the Triangle emphasizing social cohesion as the key to success. The goal is to enhance emergency planning and preparedness first by working together as neighbors, and then by working as a neighborhood together with the City. The consolidation

of ownership in the Triangle at this moment in time offers a real and unprecedented opportunity for progress here.

Inclusionary Housing: This is the first major housing development to go under contract in Cambridge since the overhaul of the Inclusionary Housing Ordinance. It stands counter to those proclaiming the ordinance would destroy housing starts. Inclusionary requirements increased from 11.5% to 20% with an emphasis on family-sized units. The Project meets the ordinance as a 20% affordable housing project and delivers numerous 2 and 3-bedroom units and amenities suitable for families, delivering on an acute need in the community. Once complete our 60 new affordable units will bring the Triangle to a total of 225 affordable units (where only 36 existed before the opening of Hanover's first project in 2014!).

Transit-Oriented Development: The Project is truly a transit-oriented development, located a short and convenient walk from the Alewife MBTA Station. We embrace the City's focus on bicycle and multi-modal transportation and provide bicycle parking at a rate double that provided for automobiles. Similar projects attract residents eschewing the automobile and relying on public transit and biking, and we expect the same here. This expectation is supported by our peak hour trip generation data, indicating a manageable 41 AM and 46 PM new auto trips from the Project (net of existing). We will seek to mitigate new trip impact in collaboration with the Traffic, Parking & Transportation department.

A New Street for a New Neighborhood: Through the cooperation of four neighboring owners (by amended easement agreements), the Project features an upgraded access drive (replacing the existing driveway) connecting CambridgePark Drive along the western side of the Project to Hanover's 130 and 88 CPD communities to the rear. This street enhances circulation and connectivity and enables: (i) no new curb cuts on CambridgePark drive, (ii) no separate and duplicative long driveway for the Project, (iii) a new 12' wide multi modal pedestrian and bike path adjacent to the street, and (iv) placemaking opportunities for people to gather, play, shop, and dine along both sides of the new street. Though remaining private, the new street will function much like a public street and has been designed to City specifications.

We close first by thanking our neighbors in the Triangle, the communities of North Cambridge and Fresh Pond, and City staff, led by Community Development Department, all whose extensive collaboration have led to a far superior Project than we first imagined.

And lastly, we note that this accord among four major abutters sharing the new street is emblematic of the unique opportunity that presents itself in conjunction with this Project. It begins with a street, but can grow and evolve to include placemaking, joint programming, social cohesion, preparedness and resiliency and all manner of other collaborative initiatives for a better place along CambridgePark Drive.

Sincerely,

Hanover Company



David S. Hall
Development Partner

The McKinnon Company



Richard McKinnon
President



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Location of Premises:	36-54 CambridgePark Drive		
Zoning District:	Office 2-A; Alewife Overlay District 6		
Applicant Name:	The McKinnon Company for Hanover Company R.S. Limited Partnership		
Applicant Address:	2 Seaport Lane, 11th Floor, Boston, MA 02210		
Contact Information:	617-354-4363	mckinnoncompany@comcast.net	
	Telephone #	Email Address	Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

Construction in Flood Plain Overlay District (Sec. 20.70); Floor Area Ratio (Sec. 20.95.1 and 21.40); Exclusion of Parking from Gross Floor Area (Sec. 20.97.3 and 5.25.42); Receipt of Transfer Development Rights (Sec. 21.13); General Retail and Restaurant Use (Sec. 20.94.1); Building Height of up to 85 ft. (Sec. 20.95.2(6)); Reduced Number of Parking Spaces (Sec. 6.35 and 10.45); Common Driveway (Sec. 6.43.6); Curb Cut in excess of 30 ft. (Sec. 6.43.5); Project Review (Sec. 19.20 and 19.30); Waiver of Yard Requirements (Sec. 20.95.34(1)); Amendment to Site Plan approved as part of Case No. 292 (180R/88 CambridgePark Drive); To allow additional dwelling units on lot (Sec. 20.95.4).

List all submitted materials (include document titles and volume numbers where applicable) below.

Volume I: Dimensional Form; Ownership Certificate (Current Site Owner - Vecna); Ownership Certificate (88 CambridgePark Drive); Fee Schedule; Special Permit Application Narrative; Sewer Service Infrastructure Narrative; Water Service Infrastructure Narrative; Climate Change and Resiliency Narrative; Neighborhood Climate Change and Resiliency Narrative; Site Plan and Open Space Plan; Flood Storage Mitigation Certification; Flood Report; LEED Narrative; LEED Project Checklist; Summary of Community Outreach; and Acoustical Narrative. Volume II: Appendix.

Signature of Applicant: 

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

Date

Signature of CDD Staff

DIMENSIONAL FORM

Project Address: 50 CambridgePark Drive

Application Date: 6/11/18

	Existing ¹	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	79,321	5,000 sf (min)	79,321 sq ft	
Residential Lot Area (sq ft)	NA	NA	73,727 sq ft ²	
Lot Width (ft)	232	50 ft	232 ft	
Total Gross Floor Area (sq ft)	NA	198,683 sf	318,777 sf	
Residential Base	NA	147,455 sf	147,455 sf	
Non-Residential Base	NA	6,992	6,992 sf	
Inclusionary Housing Bonus	NA	44,236 sf	44,236 sf	
Transfer of Development Rights	NA	NA	128,000 sf ³	
Total Floor Area Ratio	NA	1.25/2	4.02	
Residential Base	NA	2	1.86	
Non-Residential Base	NA	1.25	0.09	
Inclusionary Housing Bonus	NA	0.6	0.56	
Transfer of Development Rights	NA	NA	1.51	
Total Dwelling Units	NA	171 units	299 units	
Base Units	NA	132.2 units	132.2 units	
Inclusionary Bonus Units	NA	39.7 units	39.7 units	
Transfer of Development Rights	NA	NA units	128 units ³	
Base Lot Area / Unit (sq ft)	NA	600 sq ft	600 sq ft	
Total Lot Area / Unit (sq ft)	NA	464 sq ft	265 sq ft	
Building Height(s) (ft)	NA	85'	84'-11"	
Front (North)Yard Setback (ft)	NA	(H+L)/4= 64'	44'-4"	
Front (West)Yard Setback (ft)	NA	(H+L)/4= 99'	42'-7"	
Side (South)Yard Setback (ft)	NA	(H+L)/5= 52'	12'-0"	
Side (East)Yard Setback (ft)	NA	(H+L)/5= 88'	7'-0"	
Open Space (% of Lot Area)	NA	15 %	24 %	
Private Open Space	NA	NA	18 %	
Permeable Open Space	NA	25 %	21 %	
Other Open Space (Specify)	NA	NA	NA	
Off-Street Parking Spaces	NA	313 ⁴	187	
Long-Term Bicycle Parking	NA	314	328	
Short-Term Bicycle Parking	NA	37	38	
Loading Bays	NA	0	1	

Use space below and/or attached pages for additional notes:

1. Existing improvements to be demolished as part of this project.
2. Residential Lot Area = Proposed Lot Area - (Retail SF / 1.25)
3. See following page for TDR calculations.
4. Combined residential and retail

Dimensional Form (continued)

Project Address: 50 CambridgePark Drive

Application Date: 6/11/18

88 Cambridge Park Drive				
Total GFA	Allowed	Actual	Available	Notes
	453,689	294,000 sf	159,689 sf	

	Available Development Rights	Transfer of Development Rights	Excess Development Rights after TDR	Notes
50 CambridgePark Drive	-128,000 sf	128,000 sf	0	Proposed acquisition of 128,000 sf of TDR from 88 CPD results in additional 128 units at 50 CPD
88 CambridgePark Drive	159,689 sf	-128,000 sf	31,689 sf	
Total			31,669 sf	

OWNERSHIP CERTIFICATE

Project Address: 36,50, & 54 CambridgePark Drive

Application Date: June 11, 2018

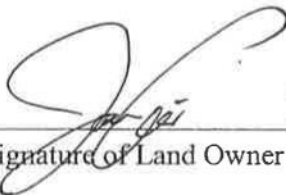
This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: The McKinnon Co. for Hanover R.S. Limited Partnership
at the following address: 2 Seaport Lane, 11th Floor, Boston, MA ~~02186~~
to apply for a special permit for: See Attached. 02210
on premises located at: 36,50, & 54 CambridgePark Drive
for which the record title stands in the name of: Properties at Cambridge Park, LLC
whose address is: 36 Cambridgepark Drive, Cambridge, MA 02140

by a deed duly recorded in the:

Registry of Deeds of County: See Attached Book: _____ Page: _____

OR Registry District of the Land Court, Certificate No.: _____ Book: _____ Page: _____


James Camire Associate General Counsel Vecna Technologies
Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named James Camire personally appeared before me,
on the month, day and year 6/5/18 and made oath that the above statement is true.

Notary: Joanie S. O'Connor

My Commission expires: 11/9/18



36, 50, 54 CambridgePark Drive Ownership Certificate
Attachment

To apply for a special permit for: The Owner authorizes the Applicant to apply for a special permit for a building comprised of approximately 299 residential units, 7,000 square feet of retail/restaurant space, and 187 vehicular parking spaces. We note that the application also includes an amendment to the special permit for 88 Cambridgepark Drive.

Recording Information

- 36 CambridgePark Drive: deed recorded in the Middlesex South Registry of Deeds (the “Registry”) at Book 45900, Page 319.
- 50 CambridgePark Drive: deed recorded in the Registry at Book 58695, Page 445.
- 54 CambridgePark Drive: deed recorded in the Registry at Book 58587, Page 205.

OWNERSHIP CERTIFICATE

Project Address: 88 CambridgePark Drive

Application Date: June 11, 2018

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: The McKinnon Co. for 88 Cambridge Park Limited Partnership
at the following address: 2 Seaport Lane, 11th Floor, Boston, MA 02210
to apply for a special permit for: See Attached.
on premises located at: 88 CambridgePark Drive
for which the record title stands in the name of: 88 Cambridge Park Limited Partnership
whose address is: 5847 San Felipe, Suite 3600, Houston, TX 77057

by a deed duly recorded in the:

Registry of Deeds of County: Southern Middlesex Book: 66255 Page: 105

OR Registry District of the Land Court,
Certificate No.: _____ Book: _____ Page: _____

88 CAMBRIDGE PARK LIMITED PARTNERSHIP
By: 88 CP G.P. LLC, its general partner

Kathy K. Binford

Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

**KATHY K. BINFORD
VICE PRESIDENT**

To be completed by Notary Public:

STATE OF TEXAS

~~Commonwealth of Massachusetts~~, County of Harris

The above named Kathy K. Binford personally appeared before me,

on the month, day and year June 5, 2018 and made oath that the above statement is true.

Notary: _____

Tracy Boone

My Commission expires: _____

02-20-2021



CITY OF CAMBRIDGE, MA • PLANNING BOARD • SPECIAL PERMIT APPLICATION

88 CambridgePark Drive Ownership Certificate
Attachment

To apply for a special permit for: The Owner authorizes the Applicant to apply for a special permit for the donation of Transfer Development Rights and an amendment to the site plan approved as part of the special permit for 88 CambridgePark Drive (Case No. 292) in connection with (i) the construction of a playground area, and (ii) the installation of a bike-share station, in both cases over the shared boundary of the 36, 50, and 54 CambridgePark Drive and the 88 CambridgePark Drive.

FEE SCHEDULE

Project Address: 50 CambridgePark Drive

Application Date: June 11, 2018

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): 318,777 × \$0.10 = \$31,877.70

Flood Plain Special Permit Enter \$1,000.00 if applicable: N/A

Other Special Permit Enter \$150.00 if no other fee is applicable: N/A

TOTAL SPECIAL PERMIT FEE Enter Larger of the Above Amounts: \$31,877.70

Project Narrative



**50 and 180R CambridgePark Drive
Narrative in Support of Special Permit Application**

I. PROJECT DESCRIPTION

Hanover R.S. Limited Partnership, a Delaware limited partnership (the “**Applicant**”), is proposing to purchase from VECNA Technologies, Inc., a Delaware corporation, the approximately 79,321 square foot lot located at 36-54 CambridgePark Drive (the “**Site**”) and construct thereon a first class, 8-story, mixed-use building containing (i) approximately 6,992 square feet (“**SF**”) of ground floor retail fronting on CambridgePark Drive (the “**Retail Component**”); (ii) two levels of structured parking containing spaces for bicycles and automobiles (the “**Parking Component**”); (iii) six stories containing up to approximately 299 residential apartment units, a swimming pool and two upper-level courtyards for use by residents (the “**Residential Component**”), and (iv) certain site improvements (the “**Site Improvements**”) designed to increase useable open space at the Site and improve the pedestrian experience, including the construction of a children’s play area over the shared boundary of the Site and the property commonly known as 88 CambridgePark Drive (the “**88 CPD Property**”). In addition, the Applicant proposes to widen and upgrade the existing private roadway abutting the Site to the west (the “**Shared Driveway**”) owned by 130 CPD Apartments Limited Partnership and PPF OFF 150 Cambridge Park Drive, LLC to facilitate vehicular access to the Parking Component directly from the Shared Driveway (the “**Shared Driveway Component**”). To facilitate the above, the applicant proposes to demolish the existing three low-rise office buildings on the Site.

The Retail Component, the Parking Component, the Residential Component, the Site Improvements and the Shared Driveway are referred to collectively in this Application as the “**Project.**” All of the affected property is located in the Office 2-A District, the Alewife Overlay District 6 and the Flood Plain Overlay District.

The Residential Component will provide a variety of unit types. Approximately 72% of the units will be studio and one-bedroom units, and approximately 28% will be two-bedroom and three-bedroom units. The Parking Component will contain approximately 187 automobile parking spaces and approximately 328 long-term bicycle parking spaces, with bicycle racks for 38 short-term parking spaces also provided on the Site. Vehicular access to and egress from the Project will be provided through a single entrance/exit on the Shared Driveway, with loading access provided through an adjacent but separated lane. This will allow access to the Project while eliminating both existing curb cuts onto CambridgePark Drive.

In order to facilitate the construction of the Project and the desired number of residential units within the Residential Component, the Applicant proposes to acquire up to approximately 128,000 SF of Transfer Development Rights from 88 Cambridge Park Limited Partnership as the owner of the 88 CPD Property, which Transfer Development Rights are excess to that which is required to complete construction approved for the 88 CPD Property.

The existing improvements on the Site were constructed in part pursuant to special permit PB #86, filed with the City Clerk on January 27, 1989, a notice of which was recorded in the Middlesex South District Registry of Deeds (the “**Registry**”) at Book 19679, Page 327. This special permit allowed the construction within the flood plain of an enclosure over the loading

dock of one of the buildings. The portion of the Site Improvements located on the 88 CPD Property require an amendment to the site plan approved as part of special permit Case No. 292 for the 88 CPD Property, filed with the City Clerk on November 20, 2014 and recorded with the Registry at Book 65062, Page 468 (the “**88 CPD Special Permit**”).

The Project will introduce additional residential uses to the Alewife Overlay District, including much-needed affordable housing units, and together with the Retail Component will further the transformation of this area into a vibrant 24/7 Cambridge neighborhood. Moreover, the Project's pedestrian and bicycle friendly design and extensive Transportation Demand Management program will encourage residents to utilize public transportation. Residents are expected to take advantage of the Project's close proximity to the Alewife Reservation and the extensive bicycle and pedestrian trails in Cambridge, Arlington, and Watertown.

The Project has been designed in accordance with the provisions of the Wetlands Protection Act and the City's Floodplain Zoning Ordinance for land subject to flooding. In response to the City of Cambridge Climate Change Vulnerability Assessment initial recommendations, the Project has been designed for anticipated flooding events and flood elevations associated with the Vulnerability Assessment's model for the Year 2070. Additionally, the Project has been designed with regards to the City of Cambridge Climate Change Vulnerability Assessment recommendations for the following: Prepared Community, Adapted Buildings, Resilient Infrastructure, and Resilient Ecosystems.

II. ZONING RELIEF SOUGHT

Multifamily dwellings are allowed as-of-right at the Site. General retail and restaurant uses are permitted by special permit as discussed below. The Project's compliance with the Ordinance's dimensional requirements is summarized in the Dimensional Forms submitted with this Application. The Applicant is requesting an amendment to the 88 CPD Special Permit and a new special permit in connection with the Residential Project (collectively, the “**Special Permits**”), to include the following relief under the Ordinance in connection with the Project:

- Special Permit under Section 20.70 of the Ordinance for construction in the Flood Plain Overlay District.
- Special Permit under Section 20.95.1 of the Ordinance to allow a Floor Area Ratio (“**FAR**”) of approximately 4.02 at the Site, as permitted by the Relaxation of Dimensional Requirement for Inclusionary Housing Projects under Section 11.203.5 and the Transfer of Development Rights (TDR) in Alewife Overlay Districts 1-6 under Section 21.40.
- Special Permit under Section 20.97.3 (Alewife Overlay District) and Section 5.25.42 (Development Standards) of the Ordinance to exclude the Parking Component from the Gross Floor Area of the Project.
- Special Permit under Section 21.13 of the Ordinance (Transfer Development Rights) to permit a transfer of Gross Floor Area from the 88 CPD Property to the Project.

- Special Permit under Section 20.94.1 of the Ordinance to allow for general retail and restaurant use.
- Special Permit under Section 20.95.2(6) of the Ordinance to allow for a maximum building height of up to 85 feet.
- Special Permit under Sections 6.35 and 10.45 of the Ordinance, to reduce the Project's required amount of vehicular parking to permit 187 vehicular parking spaces.
- Special Permit under Section 6.43.6 of the Ordinance to permit the Project to utilize the Shared Driveway located partially on 130 CambridgePark Drive and partially on 150 CambridgePark Drive. (We note that, in connection with the proposed widening and upgrade of the Shared Driveway, the Applicant is proposing certain sidewalk improvements on the 100 CambridgePark Drive property. Final plans are subject to approval by the owner of the 100 CambridgePark Drive and will require an amendment to an existing easement agreement.)
- Special Permit under Section 6.43.5 of the Ordinance to allow for a curb cut in excess of 30 feet in width.
- Project Review Special Permit under Section 19.20 of the Ordinance for construction of more than 50,000 SF of new Gross Floor Area. Urban Design Review under Section 19.30 of the Ordinance is a component of Project Review for new development in the City.
- Amendment to the site plan approved as part of the 88 CPD Special Permit in connection with (i) the construction of a children's play area, and (ii) the installation of a bike-share station, in both cases over the shared boundary of the Site and the 88 CPD Property.
- Special Permits under Section 20.95.34(1) to reduce the minimum front yard setbacks along CambridgePark Drive and the Shared Driveway, and to waive the minimum side yard setbacks along the east and south boundaries of the Site.
- Section 5.32 of the Ordinance requires a minimum lot area of 600 SF per dwelling unit in the Office 2-A District. The number of dwelling units otherwise permitted by Section 5.32 may be increased by thirty percent (30%) for Inclusionary Housing Projects. Additionally, under Section 20.95.4 of the Ordinance, in any instance where additional Gross Floor Area is permitted on a lot as a Transfer of Development Rights, the Planning Board may allow additional dwelling units on the lot at the rate of one dwelling unit for each 1,000 SF of transferred Gross Floor Area. Accordingly, as detailed in the Dimensional Form, the 299 dwelling units proposed at the Project will be in compliance with the Ordinance so long as the TDR special permit is granted.

III. ZONING REQUIREMENTS FOR GRANTING REQUESTED RELIEF

The provisions of the Ordinance set forth below apply to the requested Special Permits. Application of each provision to the Project follows each provision in italics.

A. 10.43 Generally Applicable Criteria for Approval of a Special Permit

Pursuant to Section 10.43 of the Ordinance, Special Permits will normally be granted where specific provisions of the 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:

- 1) It appears that requirements of this Ordinance cannot or will not be met.

With the requested Special Permits, the Project will meet all requirements of the Ordinance.

- 2) Traffic generated or patterns of access or egress would cause congestion, hazard or substantial change in established neighborhood character.

The Applicant has completed a detailed analysis of the traffic impacts associated with the Project as evidenced in the Transportation Impact Study (the "TIS") prepared by Vanasse Hangen Brustlin, Inc. and submitted to the City of Cambridge Traffic, Parking and Transportation ("TP&T") Department on May 18, 2018. The TIS includes an analysis of the existing and future vehicular traffic, bicycle and pedestrian volumes, defines site access requirements, identifies specific improvements on the Site, and presents a detailed Transportation Demand Management ("TDM") program to reduce the Residential Component's vehicle dependency.

The TIS, certified by TP&T on May 30, 2018, was prepared in accordance with the City's guidelines for TIS and responds to the TP&T scoping determination. A copy of the TIS is included in the Appendix.

The TIS indicates that the Project is expected to have minimal impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character.

- 3) The continued operation of or the development of adjacent uses as permitted in the Ordinance would be adversely affected by the nature of the proposed use.

The Project will not adversely affect the continued operation or future development of adjacent uses. The Site fronts on CambridgePark Drive and is surrounded by new buildings on its other three sides. The Project will complement the existing adjacent uses by providing convenient residential housing for employees of the nearby office buildings. Moreover, adding additional residential use to the mix of commercial and residential uses in the area will both forward the Alewife Overlay District 6's stated intent of introducing a significant component of residential living to enhance the area's appeal (thereby enhancing the district's

vibrancy and adding to the general security of the area) and provide opportunities to increase recreational use of the Alewife Reservation.

- 4) Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.

The Project will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the Project or the citizens of the City. To the contrary, the Project will provide new residential units and retail that will enhance the vibrancy of the Alewife Overlay District 6. The Project is consistent with the City's broader health, safety and welfare goals as set forth in Section 19.30 (Citywide Urban Design Objective) of the Ordinance to foster development which is responsive to the existing or anticipated pattern of development, is designed for pedestrian and bicycle access, mitigates adverse environmental impacts upon its neighbors, expands the inventory of housing in the City and provides open space amenities.

- 5) For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.

The Project will not impair the integrity of any of the districts in which it is located or any adjoining district, nor will the Project derogate from the intent and purpose of the Ordinance. The construction of the Project will enhance and further the purposes of the district in which it is located and all adjoining districts. When completed, the Project will replace three office buildings and accessory surface parking lot with a thoughtfully designed and landscaped first class, mixed-use building that is in compliance with the requirements of the Alewife Overlay Districts and the Flood Plain Overlay District.

Alewife Overlay District 6 and the adjoining Alewife Overlay District 2 –

As discussed in more detail below, the intent of the Alewife Overlay Districts is to encourage development that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips; preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of storm water; minimize the negative impact of new development on adjacent residential neighborhoods while introducing new amenities and services that will benefit the residents of such neighborhoods; 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; introduce a significant component of residential living to enhance the area's appeal; and create an identity and sense of place that parallels

the development of the historic urban centers that characterize much of Cambridge.

As discussed in more detail below, the Project will meet the intent of the Alewife Overlay Districts. In particular, the Project will introduce additional residential living convenient for employees in the surrounding office buildings and introduce much-needed street-level retail uses, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on the neighborhood. Moreover, the Project will adopt the Transportation Demand Management measures identified in the TIS, thereby minimizing the amount of traffic passing through nearby arterial and neighborhood streets. The Project will also help to activate the area by replacing the existing office buildings and surface parking lot with a mixed-use development and associated amenities conforming to best practices for mitigation of impacts and preservation of the natural environment. As outlined below in more detail the Project also furthers the Districts' intent of maintaining flood storage capacity.

Flood Plain Overlay District —

The purpose of the Flood Plain Overlay District is to protect the health, safety, and general welfare, to protect human life and property from the hazards of periodic flooding, to preserve the natural flood control characteristics and the flood storage capacity of the flood plain, to preserve and maintain the ground water recharge areas within the Flood Plain, and to ensure the appropriate design and location of flood water retention systems and their relationship to other surrounding development. The Project falls within the 100-year floodplain of the Little River, which is located north of the Site, across CambridgePark Drive. The Project will conform to the intent and purpose of the Flood Plain Overlay District. The Project has been designed to provide compensatory flood storage per the Massachusetts Wetlands Protection Act. The design of the Project, in particular its potential impact on the Flood Plain, has previously been reviewed by the Cambridge Conservation Commission, which voted to approve the Project's Order of Conditions by unanimous vote on March 12, 2018 (the "Order of Conditions"). A copy of the Order of Conditions is included in the Appendix. More detail regarding the Project's conformance with the intent of the Flood Plain Overlay District is provided below.

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

As described in detail below, the Project is consistent with the Urban Design Objectives set forth in Section 19.30.

B. 20.75 Criteria for Flood Plain Overlay District Special Permit

Pursuant to Section 20.75 of the Ordinance, the Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met the following criteria in addition to other criteria specified in Section 10.40:

- 1) No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these special flood hazard areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 25017C0419E dated June 4, 2010, the Site is located in Flood Zone AE.

In order to maximize the resiliency of the Project, all residential units will be located on the second story and above, and the residential lobby and amenity area will be set at the 2070 100-year projected flood elevation. The Project will also provide flood storage capacity beneath the first floor of the proposed building, resulting in an increase in the Site's available flood storage. As evidenced by the Cambridge Conservation Commission's unanimous approval of the Project, the Cambridge Conservation Commission has determined that the Project will not impair the ability of the applicable flood hazard areas to carry and discharge flood water.

- 2) Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.

The existing and proposed conditions of the Site were analyzed on a foot-by-foot incremental elevation basis, in accordance with the Massachusetts Department of Environmental Protection performance standards for work within a Bordering Land Subject to Flooding (BLSF). The Project's certified Flood Report, submitted in connection with the Order of Conditions, encloses graphics detailing the available flood storage at each foot interval and a tabular summary of the same. The proposed flood water retention system is located underneath the proposed building providing compensatory flood storage on a foot-by-foot incremental elevation basis allowing flood waters to flow and recede to the Little River in a similar manner as today. Accordingly, the displacement of existing water retention capacity on the Existing Property will be replaced with equal water retention capacity as part of the Project and as approved by the Conservation Commission.

- 3) All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.

The Project's flood water retention system has been designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the Project or abutters. The flood water retention system is located underneath the proposed building, and creates a safe, healthful and pleasing environment for the occupants of the Project and abutters. Additionally, measures have been incorporated into the flood water retention system's design to allow for periodic cleaning and maintenance.

- 4) The proposed use shall comply in all respects with the provisions of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.

Upon issuance of the Special Permits, the Project will comply with all applicable provisions of the Office 2-A District, the Alewife Overlay District 6 and the Flood Plain Overlay District. As evidenced by the Cambridge Conservation Commission's unanimous approval of the Order of Conditions, the Project complies with the Wetlands Protection Act. The Project also will comply with the State Building Code and any other applicable laws.

- 5) Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Draft Cambridge Climate Change Preparedness and Resilience, CCPR – Alewife Preparedness Plan; Section 19.30 — Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 —Flood Plain Overlay District and Section 20.90 - Alewife Overlay Districts 1-6.

The Project is consistent with the aims of the Concord-Alewife Plan, A Report of the Concord Alewife Planning Study and the relevant policy statements of Towards a Sustainable Future. As set forth in the Concord-Alewife Design Area wide Guidelines and Towards a Sustainable Future: List of Policy Statements, the Project will encourage non-automobile mobility by creating a pleasant and safe pedestrian and bicycle environment, and will screen at-grade parking and service areas from public streets. The Project will also seek to utilize Low Impact Development (LID) principles in building and site design in addition to meeting the City, State, and Federal storm water requirements. Some of

the LID techniques used include the use of native plantings and increased groundwater infiltration. The Project will offer open space amenities along the perimeter of the Site, including a new children's play area /recreation area at the rear of the Site, as well as two private courtyards and a swimming pool area open to the residents, thereby providing more open space and outdoor recreational facilities to residents of Cambridge. The Project has been designed to provide vibrancy at the street level with the placement of public amenity spaces on the ground floor. In particular, the Project seeks to activate the street edge for the length of the Project along both CambridgePark Drive and the Shared Driveway through the thoughtful placement retail storefronts and open space. The Project also benefits from excellent pedestrian/ bicycle access to Alewife MBTA station, thereby reducing vehicular trips to and from the Project.

- 6) The requirement of Section 20.74(3) has been met (i.e., Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that any encroachment of the floodway shall not result in any increase in flood levels during the occurrence of the 100-year flood).

The Project's compensatory flood storage has been designed to provide for no decrease in the Site's floodwater storage capacity. This analysis has been performed for all flooding up to and including a 100-year flood event, pursuant to the certified Flood Report prepared by the BSC Group, which was reviewed and approved by the Cambridge Conservation Commission in connection with the Order of Conditions.

C. Section 20.93.2 Criteria for Approval of an Alewife Overlay District Special Permit

In reviewing applications for Alewife Overlay District special permits, the Planning Board shall be guided by the objectives, criteria, and guidelines contained in the Concord-Alewife Plan in addition to the requirements of Section 10.40 (Special Permits) and Section 20.90. These guidelines are also intended to assist in shaping any contemplated physical change within the Alewife Overlay Districts. With respect to consistency with the Concord-Alewife Plan, special emphasis shall be placed on preservation of key rights-of-way for infrastructure projects as indicated in the Priority Infrastructure Plan.

- 1) The Concord-Alewife objectives, criteria and guidelines, generally and for the "Triangle District" (in which the Site is located), include the following
 - (a) Break large blocks into smaller blocks, of sizes similar to those in surrounding Cambridge neighborhoods, to improve circulation and to be compatible with surrounding neighborhoods.

The Project will replace three existing office buildings and a surface parking lot with a mixed-use redevelopment of a scale similar to that found in other areas of Cambridge, and will complement the surrounding buildings. The nearby residential buildings include the existing 30 CambridgePark Drive with 311 units, 160 CambridgePark Drive with 398 units (the Windsor at Cambridge Park), 165 CambridgePark Drive with 224 units (Fuse Cambridge), and 88 CambridgePark Drive (formerly known as 180R CambridgePark Drive) with 254 units. The Project will enliven CambridgePark Drive by introducing new retail and additional residences convenient for employees in the surrounding office buildings. The Project enjoys close proximity to Alewife Station, area parks and trails, and retail shopping facilitates walking, biking and transit use and minimizes negative impacts on surrounding neighborhoods. The Project will create new hardscape and landscape improvements, up to approximately 299 residential units, ground floor retail uses and an active bicycle storage area located at the ground floor, together reinforcing the pedestrian nature of the street edge. This vibrant, active street edge will create a pleasant, walkable pedestrian experience. The Parking Component consolidates the existing surface parking into a compact area that contributes to a more pedestrian friendly development.

- (b) Vary the design of individual buildings to create an architecturally diverse district and create building height/facade setbacks between 85' and 105'.

The Project is set at a height (as defined in the Ordinance) of approximately 84' - 11", well below the height of 105 feet that could be allowed by special permit. The Project's design incorporates varied setbacks, thereby creating a rhythm along CambridgePark Drive and the Shared Driveway, eliminates existing surface parking, and utilizes material changes and diverse upper-level setbacks to reduce the scale of the Project.

- (c) Street-level facades should include active uses such as frequent residential entrances, with setbacks for stoops and porches; neighborhood-serving retail including shops, restaurants, cafés; services for the public or for commercial offices such as fitness centers, cafeterias, day care centers; community spaces such as exhibition or meeting spaces; and commercial lobbies and front entrances. Provide small setbacks (5' to 15') from the right-of-way for café seating, benches, or small open spaces.

The Project has been programmed to orient its most active uses along CambridgePark Drive and the Shared Driveway to animate the streetscape and activate the district. These uses include retail uses, leasing office, bicycle storage area, and children's play area at the ground level. The Parking Component is virtually entirely concealed behind the amenities and retail spaces at the ground level to eliminate the

visual impact of such parking. The street level facades have been designed to provide a pedestrian-friendly scale, through the use of material change and building setbacks. Due to the Project's location in the floodplain, there will be no residential stoops, porches or unit entrances located at street level.

- (d) Encourage awnings/canopies to provide shelter and enliven ground-floor facades.

The retail storefronts are marked with canopies to create a presence for the Project at the street level. These canopies also helps make the retail uses, and associated activity, more visible from CambridgePark Drive.

- (e) Design residential buildings with individual units and front doors facing street, including row-house units on the lower levels of multifamily residences. Create a pedestrian-friendly environment along CambridgePark Drive.

Due to the Projects location in the Flood Plain, residential units are not located on the ground floor.

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

The Project will seek to be Silver certifiable under the Energy Star Home program, the US Green Building Standard and LEED for Homes Mid-rise. An overview of the Project's LEED compliance is contained in the LEED Narrative and LEED Checklist submitted with this Application.

- (g) Use low-impact-development principles in building and site design as a way to meet city, state, and federal stormwater requirements.

The Project incorporates Low Impact Development (LID) design features into the overall stormwater management design of the Site and reduces site runoff rates. As described above, the storm water management design for the Project has been approved by the Cambridge Conservation Commission pursuant to the Order of Conditions.

- (h) Use site design that preserves future rights-of-way identified in the Circulation Concept Plan. Locate new development to preserve right-of-way for future crossing of the railroad tracks to connect the Triangle and Quadrangle. Provide pedestrian links that strengthen physical connections to Alewife Reservation, consistent with its master plan. Strengthen bicycle and pedestrian links to adjacent areas. Provide links that strengthen physical and visual connections to open space resources.

Because of the Site location, the Project presents no opportunity for additional pedestrian or bicycle links to Alewife Reservation or other adjacent areas, but will introduce additional residential uses and new

retail uses, convenient for employees in the surrounding office buildings, thereby facilitating walking, biking and transit use, and likely increasing recreational use, adding to the security, and increasing appreciation of the Alewife Reservation.

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

Subject to the final abutter approvals referenced above, the Project will widen and add on-street parking to the east side of the Shared Driveway, which driveway will serve as the primary means of vehicular access to the Project. In addition to the streetscape improvements on site, the Project proposes several landscaping improvements, including new trees and plantings along the Shared Driveway and in the vicinity of the main entrance to create a more pleasant walking experience for everyone in the neighborhood.

- (j) Screen service areas from CambridgePark Drive.

The Project's service areas will not be visible from CambridgePark Drive, as shown on the plans submitted with this Application.

- (k) Parking below grade is preferred. If above grade parking is to be provided, design it so it is not visible from nearby residential neighborhoods, from public streets, or from pathways. Line above-ground structured parking with active uses (shops, cafés, lobbies) along important public ways; use parking structures to provide visual and acoustical screening between the railroad tracks and the rest of the area.

Below grade parking is not possible at the Site because of its location within the Flood Plain. The Parking Component will be hidden from view by the façades of the Building along CambridgePark Drive (which include active retail uses) and the Shared Driveway. The Parking Component complies with the requirements for a parking structure.

- (l) Design and locate lighting and signage to support the district's pedestrian-friendly quality.

Design of outdoor lighting will feature street lighting along CambridgePark Drive and the Shared Driveway, and safety illumination on all other building facades. There will also be feature lighting around the residential entrance to enhance the nighttime streetscape and building appearance. The lighting will be designed to minimize light spilling onto adjacent properties.

- 2) The regulations contained in Section 20.90 are intended to harness the opportunities presented with the redevelopment of private property in ways that will:

(a) Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips in an area already burdened with regional vehicular traffic passing through to other destinations in the metropolitan region.

The Project will replace existing office buildings and a surface parking lot with a mixed-use development of a scale similar to that found in other areas of Cambridge, and will introduce additional residential living and new retail convenient for employees in the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on surrounding neighborhoods. As described in this Application, the Project represents an opportunity to create a true mixed use area in the District with substitution of a less traffic-intensive use.

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

As discussed in more detail above, the Project's compensatory flood storage has been designed to ensure no decrease in the Site's flood storage capacity, and is located underneath the proposed building (thereby creating a safe, healthful and pleasing environment for the occupants of the Project and abutters).

(c) Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood while introducing new amenities and services that will benefit the residents of that neighborhood.

The Project will introduce additional residential living and new retail convenient for employees in the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on nearby residential neighborhoods.

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

The Project enhances and expands open space amenities in the City. The outdoor courtyard spaces and pool area will provide outdoor recreation areas for the residents, and the on-grade landscaping will enhance the area. Residents will be able to take advantage of pedestrian and bicycle

connections to other areas of Cambridge as well to Arlington and Watertown.

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

The Project will introduce additional residential living and new retail convenient for employees in the surrounding office buildings.

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

The Project will restore areas that are currently paved to active and more appropriate urban uses. It will replace the existing surface parking lot with a mixed-use redevelopment conforming to best practices for mitigation of impacts and preservation of the natural environment. The Project will create an identity and sense of place that seeks to parallel the development of the historic urban centers that characterize much of Cambridge.

- 3) The maximum ratio of floor area to the lot area for residential uses may be increased to 2.0 under Section 20.95.1 of the Ordinance after the issuance of a special permit from the Planning Board.

As discussed above, the Applicant satisfies the criteria for issuance of a special permit in the Alewife Overlay District and therefore qualifies for an increase in residential FAR to 2.0 under Section 20.95.1 of the Ordinance. Additionally, the Applicant qualifies for additional residential floor area pursuant to (i) Relaxation of Dimensional Requirement for Inclusionary Housing Projects under Section 11.203.5 of the Ordinance and (ii) the Transfer of Development Rights (TDR) in Alewife Overlay Districts 1-6 under Section 21.40 of the Ordinance, each discussed herein.

- 4) In granting a special permit under Section 20.95.34 of the Ordinance to reduce the yard requirements otherwise applicable in the Office 2-A District, the Planning Board shall consider the following:

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

As discussed in more detail above, the Project forwards the objectives of the Concord-Alewife Plan. In particular, the requested relief provides necessary design flexibility that allows the Project to concentrate active uses along the CambridgePark Drive (thereby animating the streetscape and activating the district) and facilitates street level facades that provide a pedestrian friendly scale. Moreover, the location of access drives

around the perimeter of the Site allows for better screening of the Project's service and parking areas.

(b) The stormwater management objectives for the area continue to be met both on the site and as the site may be a part of a larger system for managing stormwater runoff.

As evidenced by the Cambridge Conservation Commission's approval of the Order of Conditions, the Project's stormwater management system has been designed in accordance with the Concord-Alewife Plan and reduces the rate of stormwater discharge from the Site.

(c) The reduction or waiver of yard requirements provides for more efficient development of land; encourages or facilitates a more logical pattern of buildings, streets, parks and open space; or enhances the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan.

The requested yard reductions provide for more efficient development of the Site, facilitate a more logical pattern of buildings, streets and open space, and enhance the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan. In particular, the Project will create a pedestrian-friendly environment along both CambridgePark Drive and the Shared Driveway by engaging and activating the street level with new retail space and multiple pedestrian entrances to the Project. The Project provides sufficient setbacks to create open spaces, including the new children's play area at the rear of the Site, and to adequately screen service and parking areas from the abutting streets.

The Applicant will work with the City to choose appropriate materials for hardscape areas within the yards facing CambridgePark Drive and the Shared Driveway, in compliance with the open space requirements set forth in Section 20.95.32(1) of the Ordinance.

5) In granting a special permit under 20.97.3 (Waiver of GFA for Parking Facilities) of the Ordinance the Planning Board shall consider the following:

(a) The facility advances the objective of the Concord-Alewife Plan.

As discussed in more detail above, the Project advances the objectives of the Concord-Alewife Plan. In particular, the requested relief provides necessary design flexibility that allows the Project to concentrate active uses along CambridgePark Drive (thereby animating the streetscape and activating the district) and facilitates street level facades that provide a pedestrian friendly scale. Moreover, the location of access drives around

the perimeter of the Site allows for better screening of the Project's service and parking areas.

(b) The facility is well designed, does not diminish the pedestrian—friendly quality of the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan.

The Project will replace an existing surface parking lot and outdated structures with a mixed-use development. This will enliven CambridgePark Drive and introduce additional residential living and new retail uses, thereby facilitating walking, biking and transit use. The Parking Component and service areas will be hidden from view by the facade and accompanying landscaping measures. As described throughout this Application, far from diminishing the existing pedestrian friendly quality of the area around it, the Project will employ a combination of architectural and site design measures to turn an unfriendly streetscape into a very pedestrian friendly area.

(c) The additional bulk of building above grade is well designed and does not have an unreasonably negative impact on its abutters or the public realm.

The Project has been designed in accordance with the Concord-Alewife Design Guidelines as it relates to building mass and scale and will not have a negative impact on their abutters or the public realm. The Project's massing and scale are minimized through varied materials and upper-level setbacks. The main entrances for both the Residential Component and retail storefronts are emphasized through the use of color and form, which creates a visual cue for pedestrians and vehicles approaching the Site from CambridgePark Drive.

(d) The extent to which the construction of an above grade parking structure facilitates the creation of at-grade soil permeability.

The Project's parking needs are satisfied through the Parking Component, which will replace existing surface parking, thereby increasing the opportunity for permeable green spaces on the Site. The green spaces provided allow for natural runoff infiltration.

D. Section 21.13 Criteria for Special Permit for Transfer of Development Rights (TDR)

In granting a special permit under 21.13 of the Ordinance for the transfer of GFA from a Donating Lot to a Receiving Lot the Planning Board shall consider the following:

- 1) The location of all Donating Lots and all Receiving Lots.

Both the Donating Lot and the Receiving Lot are located in Alewife Overlay District 6. The Donating Lot is located at 88 CambridgePark Drive (formerly known as 180R CambridgePark Drive) and the Receiving Lot is located at the Site.

- 2) Enumeration of the GFA to be transferred, GFA to be retained on the Donating Lot, and the total GFA to be accommodated on the Receiving Lot; the calculations by which the proposed GFA on all sites has been determined.

Approximately 128,000 SF of GFA are to be transferred and accommodated on the Receiving Lot. Calculations with respect to both the Donating Lot and the Receiving Lot are shown on the Dimensional Form.

- 3) Schematic development plans showing the proposed development on both the Donating and the Receiving lots.

Development plans for the Project are included in the Appendix. Development Plans for the 88 CPD Property were approved in connection with the issuance of the 88 CPD Special Permit.

- 4) A narrative describing the plan's compliance with all requirements of this Section 21.10 and the specific Transfer of Development Rights provisions of other applicable sections of the Zoning Ordinance, consistency with any applicable design guidelines and area plan, and with the Citywide Urban Design Objectives, Section 19.30.

Approximately 128,000 SF of GFA are to be transferred from the Donating Lot to the Receiving Lot. The Donating Lot is being improved in accordance with the 88 CPD Special Permit and the amount of GFA to be transferred is in excess of the GFA required for such improvements. The Donating Lot will transfer residential GFA to the Receiving Lot, and the Receiving Lot will use such GFA for the Residential Component in accordance with Sections 21.43.1(3) and 21.43.3(3) of the Ordinance. The Donating Lot and the Receiving Lot are within the same Overlay District, and therefore the restrictions in Section 21.43.4 of the Ordinance applicable to transfers between Lots in different Overlay Districts do not apply.

The proposed transfer of development rights from the Donating Lot to the Receiving Lot will further the purposes of Section 21.40 of the Ordinance with respect to transfers of development rights within the Alewife Overlay District, as follows:

- (i) reduce the density of development adjacent to the existing residential neighborhood of the Cambridge Highlands

The Project will be located outside of the Cambridge Highlands neighborhood and within the Triangle.

(ii) encourage greater development density closer to public transit and to facilitate infrastructure improvements that will make those transit services more widely available in the Alewife Overlay Districts

The Project is in close proximity to the Alewife MBTA station and will provide 366 bicycle parking spaces as part of its Transportation Demand Management program.

(iii) facilitate a more orderly development pattern within the Alewife Overlay Districts, including increasing the opportunities for installation of new circulation pathways for pedestrian, bicycles and vehicles; creation of new public or private open space facilities; and development of new pedestrian connections from the Quadrangle to the Triangle

The Project will re-develop an infill parcel with an appropriately-scaled mixed-use building. It will introduce additional residential living and retail space convenient for employees in the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on surrounding neighborhoods.

(iv) make additional land surface available for better stormwater management and increased permeability

The Project incorporates Low Impact Development (LID) design features into the overall stormwater management design of the Site and reduces site runoff rates. As described above, the storm water management design for the Project has been approved by the Cambridge Conservation Commission pursuant to the Order of Conditions.

(v) encourage a more attractive pattern of new buildings consistent with the urban design objectives set forth in the Concord-Alewife Plan

The height and setbacks of the Project are complementary to the surrounding buildings and similar to those of the other residential buildings within the Triangle District. The Project will replace an existing surface parking lot and outdated structures with a mixed-use development. This will enliven CambridgePark Drive and introduce additional residential living and retail uses, thereby facilitating walking, biking and transit use. The Parking Component and service areas will be hidden from view by the facade and accompanying landscaping measures.

As described below, the Project conforms to the Citywide Urban Design Objectives set forth in Section 19.30 of the Ordinance.

- 5) The schedule by which necessary demolition will take place and authorized construction will commence and be completed. Where it is proposed to occupy transferred GFA before a Donating Lot has been brought into compliance with the requirements of the special permit, the legal instruments proposed by which the requirements applicable to it will be met.

The Donating Lot is under construction pursuant to the 88 CPD Special Permit and does not need to utilize the GFA proposed to be transferred.

- 6) The status of leaseholds for tenants in any GFA on a Donating Lot in structures that are required to be demolished or converted to residential uses, and the mechanisms by which those leaseholds will be terminated and the site brought into compliance with the requirements of the special permit.

The Donating Lot is under construction pursuant to the 88 CPD Special Permit and does not need to utilize the GFA proposed to be transferred. Accordingly, no demolition of the improvements on the 88 CPD Property is required or contemplated.

E. 20.94.1 Criteria for Approval of Special Permit for General Retail and Restaurant use.

All uses listed in Section 4.35 - Retail Business and Consumer Service Establishments shall be permitted by special permit from the Planning Board (if not otherwise allowed as of right in the district), subject to the following limitations:

1. No individual establishment may exceed 10,000 SF in area.

The proposed retail/restaurant uses do not meet or exceed 10,000 SF in area. The proposed retail uses measure approximately 6,992. See Section III.C. above regarding Criteria for Approval of an Alewife Overlay District Special Permit.

2. The retail use shall be located on the first floor or basement of the building in which it is located.

The proposed retail/restaurant uses are located on the ground floor.

3. The total Gross Floor Area devoted to retail uses may not exceed 10% of the Gross Floor Area of the buildings constructed or authorized on the lot.

The total Gross Floor Area devoted to proposed retail/restaurant uses does not exceed 10%. The total GFA devoted to the proposed retail/restaurant uses is approximately 2% (6,992 SF / 318,777 SF).

F. 20.95.2 Criteria for Approval of Special Permit for Increased Maximum Permitted Height

The maximum height for any building may be increased to 85 feet for all uses in Triangle District after the issuance of a special permit from the Planning Board.

The Project is located in the Triangle District of Alewife Overlay District 6. See Section III.C. above regarding Criteria for Approval of an Alewife Overlay District Special Permit.

G. 6.35 Criteria for Approval of Special Permit for Reduction of Required Parking

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 parking supply will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood. Specifically, the proposed Parking Component provides adequate parking for the Residential Component, while minimizing the Project's scale and maximizing the Site's green space, all without the use of an underground parking facility (which is not technically feasible given the existing site topography and the applicable Flood Plain Overlay District requirements). Moreover, the Project will create up to approximately 299 new units of rental housing and approximately 6,992 SF of retail use while resulting in an increase of only 108 parking spaces above the 68 existing registered surface spaces (please note the ALTA survey plan shows 79 spaces on the site). This is made possible by the Project's close proximity to the Alewife MBTA station, the availability of on-street bicycle accommodations and connections to off-road paths, the provision of 366 bicycle parking spaces, and the Project's Transportation Demand Management program. Finally, the Project will introduce additional residential living and new retail space convenient for employees in the surrounding office buildings, thereby facilitating walking, biking and transit use and reducing the growth of auto trips and minimizing negative impacts on surrounding neighborhoods.

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

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

The Site is located within an approximately 700-foot walking distance of the Alewife MBTA station.

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

N/A.

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

The Project is an Inclusionary Project under the Ordinance. It is likely that, given the Site's proximity to public transportation, the building will be very attractive to residents of the Affordable Units who may wish not to own automobiles.

- 4) 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 proposed parking allows the Project to provide adequate parking for the Project's up to approximately 299 residential units and approximately 6,992 SF of retail space while minimizing the Project's scale and maximizing the Site's green space, all without the use of an underground parking facility (which is not technically feasible given the existing site topography and the applicable Flood Plain Overlay District requirements). As discussed elsewhere in this Application, the Project is consistent with the City's urban design objectives as set forth in Section 19.30 of the Zoning Ordinance.

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

The Project will provide affordable housing as required under the Ordinance, and will utilize the increased FAR and dwelling unit density provisions of Section 11.200 of the Ordinance.

- 6) For a project seeking a reduction in required off-street parking for residential uses, a Parking Analysis shall be required as part of the Special Permit Application as set forth in Section 6.35.3.

A Parking Analysis is provided in the TIS.

H. 6.43.6 Criteria for Approval of Special Permit Regarding Common Driveways

The Board of Zoning Appeal may grant a special permit authorizing owners of adjacent properties to establish common driveways under mutual easements but such special permit shall not become effective until an appropriate easement has been duly recorded at the Middlesex County Registry of Deeds.

The Applicant will cause to be duly recorded with the Registry an amendment to the existing easement agreement among the owners of 130 CPD, 150 CPD and 88 CPD recorded in Book 64646, Page 355 that will preserve mutual easements in and obligations to maintain the Shared Driveway, including its extension to CambridgePark Drive, and permit the widening of the Shared Driveway as shown on the Plans. Evidence of the recording of such easement amendment will be provided to the Cambridge Community Development Department.

I. Special Permit under Section 6.43.5 of the Ordinance to allow for a curb cut in excess of 30 feet in width.

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.

As noted above, the TIS includes an analysis of the existing and future vehicular traffic, bicycle and pedestrian volumes, defines site access requirements, identifies specific improvements on the Site, and presents a detailed TDM program to reduce the Project's vehicle dependency. The proposed curb cut of the Shared Driveway will permit the elimination of two existing curb cuts on CambridgePark Drive.

J. 19.25 Project Review Special Permit

In granting a Project Review Special Permit under Section 19.20 of the Ordinance, the Planning Board is required to make the following findings:

- 1) The Project will have no substantial adverse impact on city traffic within the study area as analyzed in the required traffic study.

As described in the Project's TIS, the Project is expected to have minimal impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character. The addition of the relatively limited new Project vehicle trips will be off-set partially by the

elimination to existing vehicle trips at the Project site. Further, the new Project vehicle trips will be added to the roadway network in the opposite direction of the dominant morning peak inbound and evening peak outbound commuter trips at Cambridgepark Drive.

The TIS confirms that the Project will not exceed any Planning Board Criteria for Vehicle Trip Generation, Vehicular LOS, Traffic on Residential Streets, Lane Queues or Pedestrian and Bicycle Facilities. Although a number of exceedances of Planning Board Criteria for Pedestrian Delay at intersections are identified by the TIS, these are at locations where existing pedestrian level of service PLOS E or F prevails due to signal phasing, and the same PLOS grade is maintained with the Project.

The exception is at the 100 Cambridgepark Drive driveway on Cambridgepark Drive where existing peak hour PLOS A or B prevail, which will change to PLOS B during one peak hour with the Project. However, this PLOS B, which still represents good pedestrian conditions, is off-set by the elimination of the two existing site curb-cuts and their crosswalks on Cambridgepark Drive. Further, this is a location where the new Shared Driveway and its intersection with Cambridgepark Drive will be significantly improved by the Project compared to existing conditions.

- 2) The Project is consistent with the urban design objectives of the city as set forth in Section 19.30 of the Ordinance.

As described below, the Project conforms to the Citywide Urban Design Objectives set forth in Section 19.30 of the Ordinance.

K. 19.30 Citywide Urban Design Objectives

- 1) Pursuant to Section 19.31 of the Ordinance, new projects should be responsive to the existing or anticipated pattern of development. Indicators include:
 - (a) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.

The height and setbacks of the Project are complementary to the surrounding buildings and similar to those of the other residential buildings within the Triangle District. The nearest residential uses are 30 CambridgePark Drive which contains approximately 311 units and 88 CambridgePark Drive which will contain approximately 254 units. The Project's moderate height of approximately 84 feet eleven inches is allowed by special permit and well below the 105-foot height that could be allowed by special permit.

(b) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.

The Project will activate the street edge for the entire length of the building along CambridgePark Drive with retail uses. A consistent street wall is maintained along CambridgePark Drive wide sidewalks that accommodate pedestrians, street trees, lighting, site furnishings, landscaping and space for outdoor dining. The Shared Driveway is treated as a complete street and is an extension of the urban street network. The sidewalks on the Shared Driveway are at a neighborhood scale and setbacks accommodate street trees, benches and other amenities to enhance the pedestrian experience. Lively program elements such as the main entry lobby, residential amenity spaces, leasing office and bicycle storage areas are located at the ground level. A two story base defined by a material change contributes to the pedestrian scale and further changes in materials, plane and vertical articulation on the upper floors create a sense of rhythm in the building along the Shared Driveway. Open space amenities including a plaza and children's play area are provided on the south side of the Site and contribute to the urban plaza that is part of 88 and 130 Cambridge Park Drive.

(c) In mixed-use projects, uses are to be located carefully to respect the context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use, etc.

The Project has been programmed to orient its most active retail uses along CambridgePark Drive to animate the streetscape and activate the district. The Residential Component provides convenient residential housing for employees of the nearby office buildings and the Parking Component and service areas will be hidden from view by the facade and accompanying landscaping measures.

(d) Where relevant, historical context is respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.

There are no neighboring historic buildings or buildings that are preferably preserved on or adjacent to the Site.

2) Pursuant to Section 19.32 of the Ordinance, development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. Indicators include:

(a) Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively

inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.

The ground floor of the Project will include active retail uses. The retail storefronts will create a focal point from the CambridgePark Drive approach and anchor the pedestrian activity envisioned for the Site. The Parking Component will be hidden from view by the Residential Component, retail uses, and accompanying landscaping measures.

In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.

The ground floor of the Project will be occupied by uses that are permitted at the Site (either by right or by Special Permit) that are consistent with the neighboring environment and that are compatible with the principal residential use. Such ground floor uses include a residential lobby, retail spaces, a leasing office, and bicycle storage.

(b) Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways.

The Project is designed with an enclosed, on-grade parking facility because the Site is located within the Flood Plain Overlay District. The Parking Component is designed to minimize the visibility of the parking area from the street. No surface parking spaces are provided in the front of the Project, although nine new on-street parking spaces are proposed along the Shared Driveway. A Small Project Parking and Transportation Demand Management Plan Approval was issued on May 31, 2018 with respect to these nine spaces.

(c) Ground floors should be generally 25-50% transparent. The greatest amounts of glass would be expected for retail uses with lesser amounts for office, institutional or residential use.