

CITY OF CAMBRIDGE, MASSACHUSETTS

**PLANNING BOARD**

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2018 OCT -3 PM 1:24  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

**NOTICE OF DECISION**

Case Number:	338
Address:	36-54 CambridgePark Drive
Zoning:	Office O-2A / Alewife Overlay District (AOD-6)
Owner and Applicant:	Hanover R.S. Limited Partnership c/o The McKinnon Company 2 Seaport Lane, 11 <sup>th</sup> Floor Boston, MA 02210 - Applicant  Properties at Cambridge Park, LLL - Owner 88 Cambridge Park Limited Partnership - Owner
Application Date:	June 20, 2018
Date of Planning Board Public Hearing:	July 10, 2018; continued to August 28, 2018
Date of Planning Board Decision:	August 28, 2018
Date of Filing Planning Board Decision:	October 3, 2018

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 increase FAR (Section 20.95.1), building height (Section 20.95.2.6), to waive yard requirements (Section 20.95.34), and to allow retail uses (Section 20.94.1) in Alewife Overlay District, Special Permit to reduce parking (Section 6.35.1), Special Permit to exceed allowed curb cut width (Section 6.43.5), Special permit for common driveway (Section 6.43.6) and Special Permits for Transfer of Development Rights (TDR) to increase GFA (Section 21.40) and dwelling unit density (Section 20.95.4); to construct a new 8-story building with commercial space in the first floor, 294 residential units on six floors, two levels of structured parking for 179 cars, 328 long-term bicycle parking spaces, 38 short-term bicycle parking spaces, and 1 loading bay, with total gross floor area of 321,683 square feet including 6,992 square feet of retail area and 123,000 square feet of allowed Gross Floor Area (GFA) transferred from 88 CambridgePark Drive (PB-292).

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.

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. 50 CambridgePark Drive Residences Special Permit Application Volume I A, dated 6/11/2018, containing, *inter alia*, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificates, Community Outreach Summary, Project Narrative, Infrastructure Narratives, Flood Report, LEED Narrative, and Acoustical Narrative; Volume I B, dated 6/11/2018, containing, *inter alia*, Order of Conditions and Transportation Impact Study; and plan set titled 50 CambridgePark Drive Residences Volume II, prepared by Cube 3 Studio and dated 6/11/2018.
2. Presentation slides shown to Planning Board on 7/10/2018.
3. Supplement to Special Permit Application dated 8/1/2018, including responses to questions from the Planning Board and plan set titled Volume II Revised dated 8/6/2018.
4. Presentation slides shown to Planning Board on 8/28/2018.

### City of Cambridge Documents

5. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 7/5/2018.
6. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP&T) Department, dated 7/2/2018.
7. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 7/5/2018.
8. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 8/21/2018.
9. Memorandum to the Planning Board from CDD staff, dated 8/22/2018.
10. Memorandum to the Planning Board from Joseph E. Barr, Director, TP&T Department, dated 8/22/2018.

### Other Documents

11. Letter to the Planning Board from Councilor Timothy J. Toomey, dated 7/10/2018.
12. Letter to the Planning Board from Mayor Marc C. McGovern, dated 7/10/2018.
13. Email communication from Ellen Mass, Friends of Alewife Reservation to the Planning Board, dated 4/26/2018.
14. Email communication from Alice Heller to the Planning Board, dated 7/10/2018.
15. Email communication from Kathy Watkins to the Planning Board, dated 7/10/2018.
16. Email communication from Ellen Mass, Friends of Alewife Reservation to the Planning Board, dated 7/23/2018.
17. Email communication from Molly Upton to the Planning Board, dated 8/15/2018.
18. Email communication from Doris M. Kelly to the Planning Board, dated 8/23/2018.
19. Email communication from Michael Brandon to the Planning Board, dated 8/28/2018.

## SUMMARY OF APPLICATION

The project is proposed to be located in the Office-2A (O-2A) zoning district as well as in Alewife Overlay District 6 (AOD-6). The proposal is to demolish the three existing buildings on a site consisting of four parcels on CambridgePark Drive, to construct a new 8-story building with commercial space in the first floor, 294 residential units on six floors, two levels of structured parking for 179 cars, 328 long-term bicycle parking spaces, 38 short-term bicycle parking spaces, and 1 loading bay. The proposal also includes improvements to the existing private roadway, including the addition of 9 parking spaces and construction of a small plaza and play area over the shared boundary with 88 CambridgePark Drive. The project proposes to transfer 123,000 square feet of allowed Gross Floor Area (GFA) from 88 CambridgePark Drive, which the Board had previously approved (PB-292). The Conservation Commission completed its review and issued an Order of Conditions dated 4/27/2018 for compliance with the Massachusetts Wetlands Protection Act.

## 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) [sic] 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 May 30, 2018, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated July 2, 2018.

The Transportation Impact Study identified fourteen instances where the Special Permit Transportation Criteria cited above were exceeded. Thirteen instances resulted from the existing pedestrian level of service at intersections including CambridgePark Drive at Steel Place, Alewife Brook Parkway at Rindge Avenue, Alewife Brook Parkway at Route 2/16 and Steel Place at Alewife Station Access Road. The only vehicular exceedance is at 100 CambridgePark Drive driveway due to additional vehicles accessing the site. The Applicant has proposed improvements to the sidewalk on CambridgePark Drive along with closing the exiting curb cuts.

TP&T submitted a set of recommended mitigation measures in its memo dated August 22, 2018, (revised August 29, 2018) which were agreed to by the Applicant and are incorporated in this Decision. Overall, the proposed mitigation would support improvements to pedestrian and bicycle connections throughout the area, support the public bicycle sharing system (BlueBikes) 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 to improve pedestrian, bicycle, and vehicular access and egress along CambridgePark Drive.

*(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 areas and stormwater retention. The other uses in the district, which were recently developed, include office 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. The siting and orientation of the building is consistent with existing streetscape patterns in the area and creates a more urban presence along CambridgePark Drive while providing opportunities for connections to the uses and pedestrian/bicycle network around the site. The creation of an architectural streetwall at a scale appropriate to the width of the street also responds to development patterns in the neighborhood.

*(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 with retail uses along CambridgePark Drive. Entries are oriented toward anticipated routes of pedestrian and bicycle movement, and ground floor transparency is maximized to enhance the pedestrian environment. The project incorporates convenient pedestrian and bicycle connections to 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 project will convert what is currently an auto-oriented set of parallel driveways into a single shared private roadway that will function as part of a more urban street grid facilitating pedestrian and bicycle movement through the district. The outdoor seating areas, and a range of plantings provide an expanded pedestrian experience. The proposed design provides landscaping that enhances the visual and environmental quality of the area for pedestrians. Exterior (short-term) and interior (long-term) bicycle parking are 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 the proposed project mitigates the adverse impacts of the existing impervious parking lot. 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 give the building a finer grain

scale. 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 shared private driveway. The Applicant has located the project's electrical equipment in an unobtrusive location behind the building with appropriate screening. In accordance with the City's sustainability goals, the roof is designed to accommodate future installation of solar panels. Additional trees and greenery were added to the site design during the review process.

*(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 July 5, 2018 and August 21, 2018 indicating that the project is expected to meet all DPW standards and that the Applicant will finalize a Site Action Plan to promote resiliency from environmental risks with approval from DPW. Open space permeability will increase as a result of the development, which will assist in minimizing stormwater runoff 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. . . .*

The area in which the project is proposed has an evolving urban character that has been anticipated by Cambridge's planning efforts, including the Concord-Alewife Planning Study (2016) and current Envision Cambridge comprehensive plan. The existing site is more auto-oriented due to its extensive paved area and surface parking. The proposed project better reinforces the pattern of more recent adjacent residential and commercial development in the neighborhood 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 CambridgePark Drive.

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

The project consists of a mixed-use development with a range of residential unit types, including at least eighteen 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 is within close proximity of the Alewife Reservation and proposes landscape improvements along the sidewalks of CambridgePark Drive as well as the shared private roadway, improving the appearance and amenity of streetscape edges. Elevated courtyards and raised decks provide additional open space amenity for the residents. A play area for children along with a small plaza will offer added benefit for the residents of the area.

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 report provided by BSC Group dated February 7, 2018 and revised through May 17, 2018 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 flood water 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. Communications from DPW dated July 5, 2018 and August 21, 2018 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 set forth in the City's 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, 179 off-street parking spaces in a two-level garage and 9 new spaces along the private roadway, for a mixed-use project with 294 dwelling units and ground floor retail space, subject to Planning Board review and approval and is discussed further in these Findings. A communication from DPW dated August 21, 2018 indicates how the proposed development will have the ability to meet the 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 and reduction of impervious surface.

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 123-282) dated April 27, 2018 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 Permits to increase FAR, increase building height and waive yard requirements in Alewife Overlay Districts (Section 20.95)

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

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

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

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

The proposal will contribute to the overall mix of uses with the addition of residential units and retail space. The site layout has been rearranged to reinforce pedestrian movement along the sidewalks of CambridgePark Drive and provides new landscaped areas at the north-west and south-west corners to enhance pedestrian and bicycle enjoyment of the urban environment. The proposal includes improvements to the pedestrian realm and the building includes facilities to support and encourage bicycle use. In addition, the Applicant performed a traffic study that was reviewed by TP&T, which found that the impact of the project on vehicular traffic in the area will be negligible.

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

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

3. *Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood while introducing new amenities and services that will benefit the residents of that neighborhood;*

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

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

The project will make financial contributions to transportation improvements and implement streetscape improvements to enhance pedestrian movement to the T station both along Cambridgepark Drive and via the shared private driveway to 88 CambridgePark Drive.

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

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

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

The proposal is designed and oriented in a way to enhance the streetscape, respond to its neighbors, and relate to other recent mixed-use projects in the "Triangle" subdistrict in height and massing. The proposal will not only improve the streetscape and character of the area, but also create a small plaza and play area, which provide benefits to the building occupants and to the general public.

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

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

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

The proposed project will have a total floor area ratio (FAR) of 3.95, which includes additional density allowed by the transfer of development rights from 88 CambridgePark Drive and the inclusionary housing bonus. Appropriately discounting that additional density, the project's FAR for residential base is 1.86 and FAR for non-residential base is 0.09, which are within the ordinance's allowed FAR allocations.

*20.95.2 Maximum Permitted Height. The maximum height for any building may be increased as set forth below, after the issuance of a special permit from the Planning Board:*

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6. *Triangle District: 85 feet for all uses. However, these heights are modified further as set forth below:*

*(a) For residential uses the height may be increased to 105 feet provided the building floorplate above 85 feet is limited to 10,000 square feet or less and those portions of buildings above 85 feet are separated by at least 50 feet.*

*(b) Residential GFA transferred into this District pursuant to the TDR provisions of Section 21.40, may be located in portions of buildings up to 125 feet in height provided the floorplate above 105 feet does not exceed 6,000 square feet and portions of buildings greater than 105 feet in height are separated by at least 50 feet.*

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The maximum building height allowable by special permit for residential use on this property is 85 feet. The proposed residential project will have a building height of no more than 85 feet.

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

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

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3. *The Planning Board shall consider the following in making its findings:*

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

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

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

The proposed footprint of the building is triggering the requirement for the waiver of yard requirements with reduced site setbacks. However, the stormwater report indicates that the project will meet all applicable stormwater management standards of the zoning district and reduce the stormwater runoff with the increase in permeable area. The proposed retail use along CambridgePark Drive and the site improvements including streetscape improvements, urban plaza, and play area will enhance the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan. The Board finds that the project is generally consistent with the objectives of the Concord-Alewife Plan and the Concord-Alewife Design Guidelines, in particular those for the “Triangle” area in which the project is located, as set forth below.

*Concord-Alewife Plan Goals for Triangle:*

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

Located close to Alewife Station, the project promotes transit-oriented development.

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

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

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

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

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

The proposed site improvements associated with this project will enhance the pedestrian connection from Alewife Station along CambridgePark Drive, which lead to the public access into the Alewife Reservation.

- *Reduce auto mode share within the Triangle.*

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

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

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

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

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

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

The project promotes residential development close to Alewife Station in addition to supporting the commercial development in the area with ground-floor retail.

*Concord-Alewife Design Guidelines – Areawide:*

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

The proposal reduces the impervious footprint of the existing land use on the site with building massing comparable to the neighboring developments. Enhancements to the private roadway network will create a stronger urban block pattern within the area.

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

The proposed development takes cues from nearby developments, but incorporates façade treatments with a different visual character on each side of the building. The façades are designed to provide scale and texture with a variety of materials being used to create visual interest. The varied setbacks along the streets create interesting streetscape experiences and the upper level setbacks reduce the scale of the building volume.

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

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

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

The retail storefronts have canopies to create a vibrant presence along CambridgePark Drive.

- *Design residential buildings with individual units and front doors facing streets, including row-house units on the lower levels of multifamily residences*

Due to the location in the Flood Plain residential units are not located at street level. However, the retail space creates a vibrant presence along CambridgePark Drive, and

active uses, such as bicycle storage rooms and building entrances, have been designed and located to animate the ground floor along the private roadways.

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

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

- *Compliance with Leadership in Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards is encouraged.*

The project incorporates sustainable building strategies to achieve a LEED Gold standard (exceeding the required of LEED Silver level) and meet the requirements of the stretch code.

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

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

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

The sidewalk and street edge along CambridgePark Drive and shared private roadway will be improved as part of the project.

- *Strengthen bicycle and pedestrian links to adjacent areas. . . .*

The project will enhance the bicycle and pedestrian friendly character of CambridgePark Drive through streetscape improvements including wide sidewalks, street furnishings, locating an active retail use at street level, and providing bicycle parking and landscape improvements along the street frontage.

- *Screen service areas from major streets.*

Building services will mainly be accommodated within the building and above the roof and screened sufficiently from street view. The loading dock and service areas are accessed via the shared private roadway and not visible from CambridgePark Drive.

- *Parking below grade is preferred. If above-grade parking is to be provided, design it so it is not visible from . . . public streets, or from pathways. Line above-ground structured parking with active uses. . .*

Some above-grade parking is proposed, but will be substantially screened by buildings and landscaping. Most above-grade parking will be buffered from CambridgePark Drive by active retail space, lobby space, entrances, and landscaped areas.

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

Signage will be minimal and will be located and designed to be visible to pedestrians at the street level. Exterior lighting on the site will be pedestrian-scaled for safe and comfortable use of the outdoor spaces.

- *Use site design to minimize shadows on other buildings or on public streets, open spaces, parks, and plazas.*

The shadow studies show that the proposed arrangement of massing on the site will not result in excessive shadow impacts on neighboring buildings and spaces.

- *Design residential development to include a range of units of various sizes and with various numbers of bedrooms, including three or more bedrooms, with the overall goal of providing dwelling units for families with school age children.*

The project includes a range of residential units with various numbers of bedrooms, including two- and three-bedroom units to accommodate families with children.

*Concord-Alewife Design Guidelines – Triangle:*

- *Create a pedestrian-friendly environment along Cambridgepark Drive.*

The elimination of two curb cuts on CambridgePark Drive results in site layout improvements and enhanced pedestrian amenity. The project includes a wide sidewalk and retail area with outdoor seating along CambridgePark Drive that will improve the pedestrian environment. The ground floor has been designed with the pedestrian in mind, and includes extensive glazing, storefronts with multiple entrances, and use of an appealing mix of materials.

- *Provide small setbacks (5' to 15') from the right-of-way for café seating, benches, or small open spaces.*

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

- *Screen service areas from CambridgePark Drive.*

Service areas are not located along CambridgePark Drive. Loading and mechanical services are appropriately screened and located along secondary streets.

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

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

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

The proposed building is less than 85 feet in height.



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

The proposed future crossing to connect the Triangle and Quadrangle would be located on the same side of CambridgePark Drive, and the proposed streetscape improvements along the shared private roadway will preserve future rights-of-way and enhance the connection to future non-vehicular crossing over the railroad tracks between the Triangle and the Quadrangle.

5. Special Permits to modify permitted uses in base Office District in Alewife Overlay Districts (Section 20.94.1)

*20.94 Modifications to Permitted Uses*

*20.94.1 Additional Permitted Uses. In any base office or industrial district 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 unless the limitations are specifically waived by the Planning Board upon its finding that the purposes set forth in Section 20.92 above have been met:*

- 1. No individual establishment may exceed 10,000 square feet in area.*
- 2. The retail use shall be located on the first floor or basement of the building in which it is located.*
- 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.*

Retail use of 6,992 square feet is proposed to be on the first floor of the building and is less than 10,000 square feet in area. The total gross floor area for retail uses amounts to approximately 2%, which is less than 10% of the total gross floor area of the building. The proposed retail uses are consistent with the planning goals for the district, support the existing residential and office uses in the area, and activate the street façade on CambridgePark Drive. Further, it will complement the recently permitted ground-floor retail uses on the same street.

6. 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 and bus service, as well as connections to multiple bike paths provides 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 179 off-street parking spaces for 294 residential units to be accommodated in a two-level garage and 9 new spaces along the private roadway. 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 August 22, 2018, TP&T expressed support for the requested reduction in required parking to a proposed ratio of approximately 0.64 spaces per unit, which is consistent with the observed peak parking demand in the adjacent similar residential development. The Applicant has also committed to provide carsharing spaces and transit subsidies, which will further encourage residents to become less dependent on personal car ownership. Moreover, additional public on-street parking will be added on the shared private roadway. 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:*

- a. 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 MBTA bus route stop serving Cambridge and surrounding towns.

- b. 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 provide an alternative for residents, though it may be an option for visitors on a short-term basis.

- c. 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.

- d. *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 public transit or other modes of commuting.

- e. *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 prioritizes pedestrian, bicycle, and transit amenities and prevents the need to build additional parking on the site, which positively impacts the urban design of the area.

- f. *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 would impact the environmental quality as it would potentially reduce the amount of open space on the project site or require additional above-grade parking.

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

The proposed project seeks approval for expansion of the width of the existing curb cut for the shared private roadway on CambridgePark Drive in order to eliminate two other curb cuts on CambridgePark Drive. 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 August 22, 2018, TP&T noted that the location of the shared private roadway is reasonable and supported the approval for the special permit to exceed the existing curb cut width as it minimizes the number of curb cuts for the project site. Therefore, the Board finds that the larger curb cut for this proposed development meets the applicable criteria.

8. Special Permit for Common Driveway (Section 6.43.6)

The vehicular access into the proposed project is via a shared driveway, which has been established by a recorded existing easement agreement between the property owners of 130 CambridgePark Drive, 150 CambridgePark Drive, and 88 CambridgePark Drive.

*6.43.6 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.*

Various streetscape improvements have been proposed to this common driveway for this project to improve the public realm and the driveway will connect to a potential future non-vehicular crossing over the railroad tracks to the “Quadrangle” subdistrict. The Applicant has committed to amending the existing easement for the shared driveway to preserve mutual easements and obligations to maintain the shared driveway, including the extension to CambridgePark Drive, and permit the widening of the driveway as shown in the plans. Therefore, the Board approves the request for the special permit for a common driveway.

9. Special Permits to Transfer GFA under Transfer of Development Rights (TDR) and increase dwelling unit density for additional GFA under TDR in Alewife Overlay Districts

123,000 square feet of GFA is proposed to be transferred to this proposed project from the adjacent approved project at 88 CambridgePark Drive, which is in construction. Such transfer of development rights between a Donating Lot and a Receiving Lot is allowed by special permit pursuant to Sections 21.13 and 21.40. Both lots are located in the same Overlay District. The Donating Lot is being improved in accordance with Special Permit PB-292 for 88 CambridgePark Drive and the amount of transferred GFA, 123,000 square feet, is in excess of the GFA required for the improvements on the Donating Lot and does not require any demolition.

*21.41 It is the intent of this Section 21.40*

- (i) to reduce the density of development adjacent to the existing residential neighborhood of the Cambridge Highlands;*
- (ii) to 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;*
- (iii) to 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;*
- (iv) to make additional land surface available for better stormwater management and increased permeability; and*
- (v) to encourage a more attractive pattern of new buildings consistent with the urban design objectives set forth in the Concord-Alewife Plan.*

The proposed project will not impact the existing residential neighborhood of the Cambridge Highlands as both properties are within the Triangle and outside of the Cambridge Highlands. The project is within walking distance from the Alewife MBTA station with convenient access to the existing bike path to Alewife Reservation and other Alewife Overlay Districts. The proposed project will replace the existing non-residential development with a mixed-use development that better supports the citywide planning goal of adding to the housing supply as well as the area-specific goals of transitioning from auto-oriented uses and sites dominated by paved parking into more compact, pedestrian/bicycle-oriented mixed-use development with improved open space and infrastructure to better manage flood water and other environmental impacts. The proposed project will improve circulation patterns by enhancing shared private roadways and will create new open space amenities within the spaces between buildings. The proposed project complements the surrounding new developments in the area and is consistent with the urban design objectives of the Concord-Alewife Plan as discussed in detail above in the Project Review Special Permit and Dimensional waiver sections. Therefore, the Board finds that the transfer of development rights for this proposed development meets the applicable criteria.

*20.95.4 Dwelling Unit Density. In any instance where the required Minimum Lot Area Per Dwelling Unit in any base district is greater than 600 square feet the Planning Board may issue a special permit to reduce the required Minimum Lot Area Per Dwelling Unit to 600 square feet.*

*In any instance where additional Gross Floor Area is permitted on a lot as provided for in Section 20.95.11, or Transfer of Development Rights, Section 21.40, the Planning Board may allow additional dwelling units on the lot at the rate of one dwelling unit for each 1,000 square feet of additional Gross Floor Area.*

The proposed transferred 123,000 square feet of GFA will create 123 additional residential units in the proposed project and will meet this requirement for transfer of development rights. Further, it also increases the number of affordable residential units because the entire

project will comply with the recently amended Inclusionary Housing provisions of the Zoning Ordinance.

#### 10. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

*10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:*

*(b) 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.

*(c) 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.

*(d) 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 retail and residential uses conform to the set of allowed uses in the district and will not adversely impact the operation or development of adjacent uses, which are predominantly residential and office.

*(e) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...*

The proposed uses will not result in any nuisance or hazard. The development will be required to conform to all applicable health and safety codes as well as measures recommended by DPW to mitigate area-specific risks of future flooding.

*(f) 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 ...*

As discussed earlier in these Findings, the proposed uses and development are consistent with the character of this evolving, mixed-use district. The neighborhood is witnessing a rise in residential use including a variety of multifamily dwellings, which are allowed in the district and supported with retail use in the ground floor activating the streetscape.

*(g) 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 the Project Review Special Permit and Dimensional waiver sections of the 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, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board specifically include all revisions and modifications in the plan set titled 50 CambridgePark Drive Residences Volume II Revised, prepared by Cube 3 Studio, dated August 6, 2018. 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. Each of the below items shall be specifically subject to CDD review and approval of the final design details through the continuing design review process set forth above. The outstanding design issues contained in the CDD Staff Memo dated August 22, 2018 shall be considered in the review of such details, provided that the final plans shall remain in substantial conformance with the plans hereby approved by the Planning Board:
  - a. The final design of the proposed play area and of the building entrance to the bicycle parking room on the eastern side.
  - b. The final design of the shared private roadway, including sidewalk, street trees, tree pits, parking, bicycle parking, access and egress, which shall also be reviewed and approved by Traffic, Parking and Transportation (TP&T) Department staff and Department of Public Works (DPW) staff.
  - c. The landscape details, including plantings, pavers, planters, benches, fences, exterior lighting, etc., and including refinements to the landscape treatment in the northwest corner and west side of the site.
  - d. All external lighting, to be reviewed for general conformance with technical guidelines recommended in the proposed Cambridge Outdoor Lighting Ordinance, with consideration given to minimizing light trespass by the design of façade lighting and tree up-lighting, and the use of timers.



- e. The proposed siting and screening of the transformer and switch gear within the southeast corner of the site, which shall be improved to be more visually appealing.
  - f. Selection of all exterior materials, colors, and façade details, especially the ground floor details, material transitions and reveals, and glass specifications including ground floor glazing, upper floor glazing, and any glass or other balcony railings.
4. 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 incorporating all colors and materials 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.
  5. The Permittee shall comply with the recommended mitigation measures set forth in the memorandum issued by Joseph E. Barr, Director of TP&T, dated 8/22/2018 with a revision dated 8/29/2018 to correct a typographical error identified at the public hearing, which is attached to this Decision as Appendix II, and made a part hereof.
  6. All flood protection measures, final stormwater management plan, providing mitigation to meet the City Standards for the 2030 projected storm-events, and mitigation requirements for stormwater inflow and infiltration from the sewer system shall be reviewed and approved by DPW.
  7. The Permittee shall prepare a final 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, which shall be reviewed and approved by DPW and the Cambridge Fire Department prior to issuance of a building permit. The Site Action Plan shall meet the following minimum requirements:
    - 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. The plans required by subsections b.-j. hereof, inclusive, shall be operational immediately upon occupancy of the building.
    - 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.
    - c. The Action Plan shall include a resident notification/evacuation plan.
    - d. The Action Plan shall provide information, guidance, and resources to assist residents sheltering in place, such as a disaster supply kit.
    - 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.
    - f. The Action Plan shall detail an operations plan for all proposed flood protection barriers on site to reduce flooding risks.

- 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.
  - h. The Action Plan shall address elevator operation and heated community space in each building in the event of loss of power.
  - i. The Action Plan shall identify appropriate public spaces in each building to locate key emergency medical supplies and other emergency response supplies.
  - j. The Action Plan shall include a notification protocol to be utilized in the event of a flooding or other natural disaster.
  - 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 facilitate future flood control protection measures to protect the structures from flooding in the projected 2070 10-year storm event.
8. As set forth in the Application Documents, the Permittee shall lead a Triangle Preparedness and Resiliency Initiative in conjunction with neighboring property owners and the City. The Permittee shall sponsor a yearly meeting between stakeholders and City Staff for 3 years (2019, 2020 and 2021) to ensure that the initiative becomes established and can be an effective tool in protecting the neighborhood into the future.
9. 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 TP&T and DPW 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 said Section 18.20, a plan for site remediation in accordance with applicable local, state and federal requirements. All work to take place in the public right of way shall be reviewed and potential impacts to existing public shade trees shall be identified and coordinated early in the design process with the City Arborist. Such a program shall also include, in addition to the specific items required by Section 18.20, a community outreach program including, at a minimum, the following elements:
- a. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
  - b. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
  - c. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the number of dwelling units and amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
10. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

11. 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.

Voting in the affirmative to GRANT the Special Permit were Planning Board Members Louis J. Bacci, Jr., Steven Cohen, H Theodore Cohen, Hugh Russell, Catherine Preston Connolly, Tom Sieniewicz, and Associate Member Corinne Espinoza, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in black ink, appearing to read "H Theodore Cohen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

H Theodore Cohen, Chair.

A copy of this decision PB #338 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 has been filed on October 3, 2018 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:  
\_\_\_\_\_ no appeal has been filed; or

\_\_\_\_\_ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: \_\_\_\_\_, City Clerk

Appeal has been dismissed or denied.

Date: \_\_\_\_\_, City Clerk

**Appendix I: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	79,321	5,000 min	No Change	No Change
Lot Width (ft)	232	50	No Change	
Total GFA (sq ft)	39,332	198,683	321,683 <sup>1</sup>	321,683 <sup>1</sup>
Residential Base	0	158,642	147,455	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	39,332	138,811	6,992	
Inclusionary Bonus	N/A	47,592	44,236	
Total FAR	0.49	1.75/2	3.95 <sup>1</sup>	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	2	1.86	
Non-Residential Base	0.49	1.75	0.09	
Inclusionary Bonus	N/A	0.6	0.56	
Total Dwelling Units	0	171	294 <sup>2</sup>	294 <sup>2</sup>
Base Units	N/A	132	132	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	39	39	
Base Lot Area / Unit (sq ft)	N/A	600	600	
Total Lot Area / Unit (sq ft)	N/A	463	269	
Height (ft)	N/A	85	84.9	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	N/A	64; 99 <sup>3</sup>	15; 27 <sup>4</sup>	
Side Setback (ft)	N/A	52; 88 <sup>3</sup>	9; 7 <sup>4</sup>	
Rear Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	0	15%	25%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	15%	25%	
Permeable Open Space	0	25%	22%	
Off-Street Parking Spaces	0	308 <sup>5</sup>	179 <sup>6</sup>	Consistent with Application Documents, PTDM and other applicable requirements
Long-Term Bicycle Parking	0	308	328	
Short-Term Bicycle Parking	0	37	38	
Loading Bays	0	0	1	

<sup>1</sup> Includes 123,000 sq. ft. from 88 CambridgePark Drive via Transfer of Development Rights.

<sup>2</sup> Includes 123 additional units from 123,000 from 88 CambridgePark Drive via Transfer of Development Rights.

<sup>3</sup> Minimum front and side yard setback in O-2A zone, which are greater than the proposed setbacks.

<sup>4</sup> With Planning Board Special Permit to waive side yard requirements and to reduce front yards to a minimum of 15 feet per Section 20.95.34.1

<sup>5</sup> Combined residential and retail parking requirements.

<sup>6</sup> In addition to 179 spaces in the garage, 9 spaces will be created on the shared private roadway.




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

[www.cambridgema.gov/traffic](http://www.cambridgema.gov/traffic)

Joseph E. Barr, Director  
Brooke McKenna, Assistant Director for Street Management  
Stephanie McAuliffe, Assistant Director for Parking Management

Phone: 617-349-4700  
Fax: 617-349-4747

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Joseph E. Barr, Director   
**Date:** Augusts 22, 2018 (Revised August 29, 2018)  
**Re:** 50 Cambridgepark Drive Residences (PB#338)

The Traffic, Parking and Transportation Department (TP&T) has been working with the Hanover Company Limited Partnership on their proposed 50 Cambridgepark Drive Residences project and has reviewed their Supplemental Special Permit Application materials dated August 1, 2018.

Following the Hanover Company's initial Planning Board Special Permit Application, the proposed 50 Cambridgepark Drive project has changed from 299 housing units to 294 units. As initially proposed, the project still proposes 6,992 square feet of ground floor retail space, 328 long-term bicycle parking spaces and 38 short-term bicycle parking spaces. The project proposes 179 parking spaces in a two-level garage and 9 parking spaces on a shared driveway off Cambridgepark Drive.

TP&T certified the project's Transportation Impact Study (TIS) as complete and reliable on May 30, 2018 and we provided our initial comments to the Planning Board in a memo dated July 2, 2018. TP&T believes the reduction of 5 residential housing units will not cause any substantial changes to the findings in the certified TIS, which estimated that the project will generate the following trips:

- 602 daily vehicle trips including, 63\* AM and 65\* PM peak hour vehicle trips,
- 926 daily transit trips (101 AM / 105 PM Peak hour transit trips),
- 634 daily pedestrian trips (57 AM / 54 PM Peak hour transit trips), and,
- 122 daily bicycle trips (13 AM / 13 PM Peak hour bicycle trips).

\* Does not include elimination of existing site trips, which results in 45 AM and 47 PM net new vehicle trips.

TP&T summarized the TIS in our July 2, 2018 memo to the Planning Board. The project exceeded the planning board special permit transportation criteria in 14 instances. All exceedances were from pedestrian level of service (PLOS) delays at intersections. The TIS provided a comprehensive review of vehicle, bicycle, pedestrian, and transit travel, and evaluated the project's traffic impacts, including the cumulative traffic impacts with other area development projects. The TIS evaluated and acknowledged the existing traffic congestion that occurs in the Alewife area during peak hours (which is largely due to regional peak hour through traffic on Alewife Brook Parkway and traffic generated by the MBTA's Alewife park-and-ride garage.



TP&T offers the Planning Board members the following comments on the updated 50 Cambridgepark Drive project.

### **1.0 General Comments.**

City staff and Hanover share similar goals of making the Alewife Triangle district into a more vibrant, mixed use, sustainable, and transit-oriented neighborhood. To accomplish this requires a reduction in vehicle trips by shifting to other modes, especially during peak commuting hours, supporting and promoting transit, bicycle and walking, improving safety at intersections and streets for all modes, improving pedestrian and bicycle connections and amenities, and actively managing parking supply to reduce auto demand (e.g. Transportation Demand Management measures (TDM) to incentivize non-single occupancy vehicle travel). TP&T's recommended transportation mitigation program—described later in this memo is intended to minimize the project's traffic impact and help support the goals of the Alewife Triangle district.

### **2.0 Site Plan and Access.**

Prior to the initial planning board hearing, TP&T worked with the Hanover Company and their project team on various cross-section designs for the shared driveway. This area is effectively a street rather than a driveway, and serves access functions for people using all modes, as well as loading and delivery access. It also is a key route connecting people to and from the Belmont path and the future bicycle/pedestrian bridge.

In the original proposal, one option had a striped bike lane adjacent to parked cars, but TP&T was concerned with that option because people driving cars, especially ridehail vehicles and delivery trucks, are likely to double park or stop in the bike lane, which unfortunately is a proven challenge. This is unsafe and doubly so because it's a private street and the City cannot enforce standard regulations. TP&T preferred a separated bicycle facility, such as a cycle track, but was willing to accept not having separated bicycle lanes if the sidewalk was wide enough and designed to be safe for people to share a walking and bicycling environment.

With no separated bicycle facility, people traveling by bicycle could use the shared driveway which should include "sharrows" or shared lane markings. However, people using bicycles must also be permitted on the sidewalk, which should have design treatments to separate any pedestrian plaza space and/or sidewalk dining from clear space for pedestrians and bicyclist through movements. National guidelines, such as the National Association of City Transportation Officials (NACTO) recommends shared-use paths be a minimum of 12 feet wide and the preferred width of 16 feet plus 2 to 4-foot buffers or vegetated separation. The initial project site plan included 12-foot sidewalk clear width along the project side of the shared driveway but has been reduced to 10 feet in the current plan in order to allow for more landscaping as discussed at the July 10 Planning Board hearing. TP&T supports additional landscaping too but notes that the narrower sidewalks will increase the likelihood of conflicts between pedestrians and bicyclists.

TP&T supports the vehicle and truck loading and service access from the shared driveway off Cambridgepark Drive because it will enable the existing curb cuts on Cambridgepark Drive to be closed. It would also be beneficial to create specific drop-off/pick-up spaces for ridehail vehicles; these should be prioritized over other short-term parking spaces.

The location of the curb cuts on the shared driveway and the widths appear appropriate and TP&T will also review them in more detail as the project moves forward as part of the building permit review process.

### **3.0 Automobile Parking.**

The current project proposes 179 parking spaces inside the garage and 9 spaces along the shared driveway. TP&T believes the total number of parking spaces is reasonable for this project at this location, and as stated in our July 2, 2018 Planning Board memo, TP&T supports the Applicant's request for a Planning Board Special Permit reduction of minimum off-street parking spaces. TP&T believes that when automobile parking supply is limited but carefully monitored and managed by the property owner or property manager, it provides the following benefits:

- When parking is charged separately from rent it helps residents recognize the costs of owning a vehicle and consider not owning one or more vehicles.
- Too many parking spaces encourages vehicle ownership and may shift a person who may use sustainable modes of travel, such as transit, walking or bicycling, to driving. Limiting the parking spaces can minimize this mode shift.
- A minimum number of parking spaces reduces new vehicle trips and lessen the project's traffic impacts.
- The costs of constructing parking spaces is expensive, so building less parking may reduce the cost of housing.
- Lastly, the proposed parking supply (0.64 spaces per unit) is similar to the observed parking demands at other multi-unit apartment buildings on Cambridgepark Drive.

### **4.0 Bicycle Parking.**

As stated in TP&T's July 2, 2018 Planning Board memo, the Project will meet the number of zoning required bicycle parking space by providing 328 long-term and 38 short-term bicycle parking spaces. All short-term bicycle parking spaces will be located on the Project's property.

The projects will raise the existing bicycle lane on Cambridgepark Drive along the project frontage to be level with the sidewalk, therefore connecting and providing a separated bicycle facility (i.e. cycle track) between the shared driveway and Steel Place on the southside of Cambridgepark Drive. This work aligns with the City's Vision Zero goals and sustainable mobility goals.

In the Applicant's supplemental materials for Question 3 page 11, they stated that they have committed to provide a new Blue Bikes station adjacent to the southern edge of the Site. For clarification, the Blue Bikes station at the southern edge of the site was a special permit condition for the 88 Cambridgepark Drive project. The 50 Cambridgepark Drive project will slightly relocate the station to fit an Active Playground Area. The 50 Cambridgepark Drive project, however, will be contributing \$50,000 to the City toward another Blue Bikes station in the area with a location to be determined by the City for their small PTDM plan. The Hanover Company has also agreed as part of their transportation mitigation program to contribute an additional \$50,000 to the City toward state of good repair funds for the Blue Bikes system.

### **5.0 Transit.**

The MBTA's Alewife parking garage has been in the news lately due to falling concrete and emergency repairs. City staff have been working closely with the MBTA to get updates. Emergency repairs have been ongoing for a few weeks during nighttimes and weekends and a \$5.7 million contract for repairs will start in September to repair beams, patch concrete decks, re-caulk deck joints, and cleaning and flushing the drainage system. The \$5.7 million is part of the \$14.3 million programmed in the Capital Investment Plan (CIP). City staff will continue to work with the MBTA on longer term planning, including potentially bus priority treatments for buses going to/leaving the Alewife Station.

**6.0 Transportation Mitigation.**

TP&T has worked productively with the Hanover Company and we have agreed on a transportation mitigation program for the project so that it will create no more vehicle trips than estimated in the TIS and mitigates the project vehicle trips it will generate. The transportation infrastructure and Transportation Demand Management Measures (TDM) agreed to are described in the table below and are needed to minimize the project’s traffic impacts and create a safe, connected and sustainable project.

**50 Cambridgepark Drive Project – Transportation Mitigation Program**

Mitigation	Phasing/Completion
<p>Extend the raised separated bicycle lane on the eastbound side of Cambridgepark Drive from the limits of work to be built by the 88 Cambridgepark Drive project (from approximately the driveway to 30 Cambridgepark Drive to the intersection of Cambridgepark Drive and the private roadway between 50 and 100 Cambridgepark Drive). The Permittee shall also be required to maintain the raised bicycle lane free of snow or debris unless and until the Department of Public Works (DPW) relieves the Permittee of such obligation explicitly in writing. TP&amp;T and DPW shall approve all final construction plans.</p>	<p>Prior to issuance of first Occupancy Permit</p>
<p>The Permittee, in cooperation with four neighboring owners, will upgrade the shared access drive connecting Cambridgepark Drive along the western side of the Project to Hanover’s 130 and 88 Cambridgepark Drive communities in the rear. Vehicle and loading access to the 50 Cambridgepark Drive building will occur off this private shared street, which will enable the existing curb cuts on Cambridgepark Drive to be closed. The street shall be designed for approximately 11’ foot travel lanes, parking on the project side of the street, landscaping/open space, and sidewalks that will be safe for people to walk and bike on (e.g. it should be explicitly permitted for cyclists to use the sidewalk if they wish to).</p>	<p>Final design, including street and sidewalk design, materials, landscaping and green space, utilities, and signage shall be approved by the city prior to the issuance of the first Building Permit. Construction should be completed or substantially completed prior the issuance of the first Occupancy Permit.</p>
<p>Contribute \$150,000 towards the planning, design, and/or installation of improved transportation connections in the Alewife area. Potential improvements to be studied, designed, or built could include, the reconfiguration of Steel Place, improving bicycle, pedestrian, and shuttle access across the MBTA rail line, and/or other enhancements that improve transportation connections in the Alewife Area.</p>	<p>Prior to issuance of the first Building Permit.</p>
<p>In addition to the Project’s small PTDM plan commitment to make a one-time \$50,000 contribution for a Blue Bikes bikesharing station in the Alewife area the Project shall provide an additional \$50,000 one-time payment to the City to fund state of good repair and capital maintenance to repair or replace Blue Bikes stations due to normal wear and tear of the Blue Bikes system. The Blue Bikes bikesharing system provide a sustainable mode of public transportation for residents and their guests, and retail employees and patrons. In summary, the Permittee shall provide a total of \$100,000 one-time contribution (\$50,000 toward a new Blue Bikes system from their small PTDM plan and \$50,000 to the City toward state of good repair funds to replace or repair equipment.</p>	<p>Payment of \$50,000 shall be made to the City prior to the issuance of the first Certificate of Occupancy.</p> <p>(Note, the \$50,000 for the small PTDM plan is due as required in the small PTDM plan).</p>

Mitigation	Phasing/Completion
<b>Residential Transportation Demand Management Measures (TDM).</b>	Prior to the issuance of the first Occupancy Permit, the project should commit to implementing the TDM measures described below and demonstrate exactly how they will be implemented.
For apartment units, to establish the habit of using mass transit, when a new household moves in, the property owner will advertise and offer to pay 50% of a monthly MBTA bus/subway Charlie Card at the current rate for 3 (three) consecutive months to each adult member of each household (up to 2 per household). The new tenant resident would need to pay the other 50% of the monthly Charlie Card each month for the <del>three</del> six months, if they want to participate in this program. The benefit will be administered through the MBTA Corporate Pass Program and will end after three months for the household and begin anew upon unit turnover. The purpose of the program is to incentivize new households to use public transit.	Ongoing after issuance of the first Occupancy Permit.
Offer each adult member of each household (up to 2) upon move-in a 1-year Gold-Level Blue Bikes membership. This benefit will end after one year for the household and begins anew upon unit turnover.	Ongoing after issuance of the first Occupancy Permit.
Join the Alewife Transportation Management Association (TMA) to provide benefits to residents.	Prior to issuance of first Occupancy Permit and ongoing.
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 in building lobbies including information on: <ul style="list-style-type: none"> <li>o Available pedestrian and bicycle facilities in the vicinity of the site</li> <li>o MBTA maps, schedules, and fares</li> <li>o Area shuttle map and schedule, if one exists</li> <li>o "Getting Around in Cambridge" map and other CitySmart materials (available at the Cambridge Community Development office)</li> <li>o Location of bicycle parking</li> <li>o Blue Bikes regional bikeshare system</li> <li>o Carsharing</li> <li>o Ride-matching</li> <li>o Other pertinent transportation information</li> </ul>	Ongoing after issuance of the first Occupancy Permit.

Mitigation	Phasing/Completion
<p>Designate a Transportation Coordinator (TC) for the site to manage the TDM programs including compiling and distributing New Resident Packet about transportation options in the area. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:</p> <ul style="list-style-type: none"> <li>○ Posting sustainable transportation information in a prominent location in the building and on the Project's website, social media, and property newsletters.</li> <li>○ Responding to individual requests for information in person and via phone and email.</li> <li>○ Conducting annual transportation surveys.</li> </ul> <p>Require that the TC will be on-site during a minimum of 2 hours per week and will be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.</p>	<p>Ongoing after issuance of the first Occupancy Permit</p>
<p>Make available minimum of up to 2 publicly available carsharing parking spaces for a vehicle-sharing company on the project site. As demand dictates, additional carsharing vehicles should be added over time. For the simplest access to the carsharing parking spaces for residents, visitors and other carsharing members in the area, designate carshare spaces in one or more of the private on-street parking spaces.</p>	<p>Ongoing after issuance of the first Occupancy Permit</p>
<p>Provide a minimum of three (3) total Level 2 DC fast charge electric vehicle (EV) charging stations (six total charging heads):</p> <ul style="list-style-type: none"> <li>○ Minimum of (1) EV charging station located outside on the private way serving two private on-street parking spaces, and,</li> <li>○ Minimum of two (2) EV charging stations located inside the garage serving 4 spaces.</li> </ul>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Provide bike repair areas, including air pumps and other bike repair tools, in the bicycle storage areas.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Do not charge residents additional fees for bicycle parking.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>Charge fees for automobile parking separately from the rent to remind residents of the cost of owning a vehicle. The Permittee shall provide the summary of on-site parking fees to the TP&amp;T and CDD.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p>The Transportation Coordinator will manage building resident's parking, which will be rented on a first-come first-served basis, loading, prospective tenant's parking, and resident's visitor, which will be within the garage and at the private on-street spaces.</p>	<p>Ongoing after issuance of the first Occupancy Permit.</p>
<p><b>Retail Employees Transportation Demand Management Measures (TDM).</b></p>	<p>Prior to the issuance of the first Occupancy Permit, the project should demonstrate that the TDM measures will be implemented and how.</p>

50 Cambridgepark Drive Residences

Mitigation	Phasing/Completion
The retail/restaurant space property owner(s) will designate a Transportation Coordinator (TC) to manage and promote sustainable transportation options to the retail/restaurant employees and patrons. The TC will provide information to new employees about all available transportation options (e.g. new employee transportation information packet), post in a break room sustainable transportation information, such as carsharing/carpool ride-matching, and oversee marketing and promotion of transportation options on the sites website, such as directions via public transportation.	Ongoing after issuance of the first Occupancy Permit
Offer a program to incentivize patrons to use public transit, walk or bicycle to the restaurant/retail establishment by offering a discount for people who arrive this way.	Ongoing after issuance of the first Occupancy Permit
Provide information on the website aimed at patrons for directions to the site by walking, bicycling, and public transit.	Ongoing after issuance of the first Occupancy Permit
For any retail/restaurant space over 2,000 square feet, the retail/restaurant space property owner shall offer (or require in their retail space Leases that the Lessee will offer) to their full-time employees a 50% subsidy of a MBTA monthly subway/bus Charlie Card, to be administered through the MBTA Corporate Pass Program.	Ongoing after issuance of the first Occupancy Permit
For any retail space over 2,000 square feet, the retail space property owner shall offer (or require in their retail space Leases that the Lessee will offer) to their full-time employees an Annual Gold Level Blue Bikes bikeshare membership administered through the Blue Bikes Corporate Program by the employer.	Ongoing after issuance of the first Occupancy Permit
Provide air pump and other bike tools in the retail staff bicycle storage areas.	Ongoing after issuance of the first Occupancy Permit
For any retail space over 2,000 square feet, the retail space property owner shall be a member of the Alewife TMA for employees to benefit from programs such as emergency ride home and ride mathing programs.	Ongoing after issuance of the first Occupancy Permit
<b>Transportation Monitoring.</b>	
Transportation Monitoring. The Permittee shall implement a transportation monitoring program as approved by the City to include monitoring of mode split, counts of auto and bike parking space utilization, and auto ownership.	Transportation monitoring program to be every year for the 1 <sup>st</sup> 5 years and then every three (3) years afterwards if the city deems the report quality acceptable.