



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

2020 MAY 13 AM 9:06
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Case Number:	354
Address:	87-101 Cambridgepark Drive (also known as 97 Cambridgepark Drive)
Zoning:	Office O-2A / Alewife Overlay District (AOD-6)
Applicant:	HCP/King 101 CPD LLC c/o Adams & Rafferty 907 Massachusetts Avenue, Cambridge, MA
Owner:	HCP/King 87 CPD LLC 200 Cambridgepark Drive, Cambridge, MA
Application Date:	October 8, 2019
Date of Planning Board Public Hearing:	December 17, 2019; continued to March 10, 2020
Date of Planning Board Decision:	March 10, 2020
Date of Filing Planning Board Decision:	May 13, 2020
Application:	Project Review Special Permit (Section 19.20), Special Permit for building construction in Flood Plain Overlay District (Section 20.70), and Special Permits to increase FAR (Section 20.95.1), increase building height (Section 20.95.2.6), waive yard requirements (Section 20.95.34), and allow retail uses (Section 20.94.1) in the Alewife Overlay Districts, to construct a new 5-story building principally for general and technical office use, with below grade parking for 241 cars, surface parking for 7 cars, 48 long-term bicycle parking spaces, 22 short-term bicycle parking spaces, and 2 loading bays, with a total gross floor area of 141,834 square feet including 2,745 square feet for retail uses at the ground floor.
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. 87-101 Cambridgepark Drive Special Permit Application, dated 10/4/2019, containing, *inter alia*, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificates, Community Outreach Summary, Project Narrative, Infrastructure Narratives, Flood Report, Sustainable Design Narrative, Noise Mitigation Narrative, Transportation Impact Study, and Tree Study, and 101 Cambridgepark Drive Volume 2 containing plan set prepared by Dimella Shaffer Architects, dated 6/28/2019 and revised through 10/4/2019.
2. Presentation slides shown to the Planning Board on 12/17/2019.
3. Supplement to Special Permit Application dated 2/11/2020, including responses to questions from the Planning Board, revised narrative materials, revised tree study and revised plan set prepared by Dimella Shaffer Architects, dated 6/28/2019 and revised through 2/11/2020.
4. Presentation slides shown to the Planning Board on 3/10/2020.

City of Cambridge Documents

6. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 11/26/2019.
7. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP&T) Department, dated 11/27/2019.
8. Memorandum to the Planning Board from Joseph E. Barr, Director, TP&T Department, dated 2/25/2020.
9. Memorandum to the Planning Board from CDD staff, dated 3/4/2020.

Other Documents

10. Letter to the Planning Board from Doug Brown, dated 3/10/2020.

SUMMARY OF APPLICATION

The project is proposed to be located in the Office-2A (O-2A) zoning district which is modified by Alewife Overlay District 6 (AOD-6). The existing two-story office and laboratory building with a gross floor area (GFA) of 63,851 square feet is proposed to be retained for its present use. The proposal is to construct a new building for general office and technical office for research and development uses along with retail and consumer service establishment uses in the first floor, below grade parking for 241 cars and surface parking for 7 cars, 48 long-term bicycle parking spaces, 22 short-term bicycle parking spaces, and 2 loading bays. The new five-story building will have 141,834 square feet of GFA. The proposal would also create a multi-use pedestrian/bicycle path along the eastern side of the parcel to connect to the existing Fitchburg Path to the north. The Conservation Commission completed its review on 1/27/2020 and issued an Order of Conditions for the project on 97 Cambridgepark Drive (filed on 3/26/2020) in 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 September 11, 2019, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated November 27, 2019.

The Transportation Impact Study identified eighteen instances where the Special Permit Transportation Criteria cited above were exceeded while adding additional vehicle trips to the area roadways in the peak traffic flow direction. Fifteen instances resulted from the existing pedestrian level of service at nine intersections. Two vehicular exceedances are due to vehicle queues during the peak hours at the Cambridgepark Drive and Steel Place intersection and at the Alewife Brook Parkway and Rindge Avenue intersection.

The Applicant has proposed improvements to the sidewalk on Cambridgepark Drive along with closing an existing curb cut and creating a connection to the Fitchburg Cutoff multi-use path, which improves bicycle and pedestrian access to the site as well as improving the overall bicycle and pedestrian network connectivity for the area. The location of the site in the vicinity of the MBTA Alewife Red Line Station makes it a transit-oriented project offering convenient access to multiple transit options.

TP&T submitted a set of recommended mitigation measures in its memo dated February 24, 2020, 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), transportation improvements in Alewife area, provide transportation amenities to future tenants of the project to reduce the need for auto trips, and implement a program of transportation demand management (TDM) measures to further reduce the auto trips generated by the project. The proposal is also subject to the Cambridge Parking and Transportation Demand Management (PTDM) Ordinance and received final approval for its PTDM Plan on January 14, 2020.

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 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 retail frontage that will contribute to the evolving mix of uses along Cambridgepark Drive. 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 are consistent with existing streetscape patterns in the area and create 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. 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. The project incorporates convenient pedestrian and bicycle connections to Alewife MBTA station, which will be an attractive commuting option for future occupants of the building. This connection also leads to several bikeways and pedestrian amenities that serve the Alewife district. The project will create a multi-use pedestrian/bicycle path along the eastern side of the parcel to connect to the existing Fitchburg Path to the north 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 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 and applicable stormwater management standards, the proposed project mitigates the impacts of development on water storage and improves upon the existing impervious parking lot. In addition, the proposed building height and scale are compatible with surrounding uses and will not cause excessive shadow. Mechanical equipment and vehicular access/egress areas are sited and shielded such that they will not adversely impact the surrounding buildings. Rooftop equipment is sited and screened to mitigate visual impacts. Outdoor lighting will be designed to provide safety while minimizing light impacts on the neighborhood. The exact rooftop mechanical screening, 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 rooftop mechanical screening is designed with high solar reflectance to mitigate the urban heat island effect. Additional trees and greenery were added to the site design during the review process to promote shade and cooling.

(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 a memorandum dated November 26, 2019 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 prior to issuance of a building permit. 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 be required to meet the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance and the project is designed to meet a "Gold" level standard using the LEED BD+C: Core and Shell v4 Rating System.

(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 Plan (2005) and the recent Alewife District Plan (2019) completed as part of the Envision Cambridge comprehensive planning process. The existing site has a more auto-oriented pattern of a building set back behind an extensive surface parking lot. The proposed project better reinforces the pattern of more recent adjacent residential and commercial development in the neighborhood as well as the City's planning objectives by setting the building closer

to the street and encouraging pedestrian and bicycle travel with direct pathway connections to the Alewife MBTA station and other existing and planned amenities in the area. The design also accounts for evolving City standards for flood risk mitigation by incorporating measures to protect from projected 2070 flood levels, including the elevation of building ground floors. 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 does not include residential development, but the retail use included in the project will support the growing residential use in the area.

(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 improving the appearance and amenity of streetscape edges. The proposed multi-use path will connect to the Fitchburg Path and improve access to the Alewife Reservation. A landscaped outdoor deck and performance spaces proposed between the buildings will provide additional open space amenities for the occupants of existing and new buildings on the site.

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 Highpoint Engineering dated October 4, 2019 and revised report dated January 22, 2020 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 per FEMA standards. The proposed project will provide flood water retention in the form of compensatory flood storage on the site, including storage in the outdoor plaza area between the buildings. 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 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. A communication from the City Engineer dated November 26, 2019 indicates that the proposed development will have the ability to meet all requirements associated with being located in the Flood Plain and will also provide 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 issued an Order of Conditions on March 26, 2020 approving the project as proposed in compliance with the Massachusetts Wetlands Protection Act, 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 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. In reviewing these criteria the Board was informed by the Concord-Alewife Plan, completed in 2005, which preceded the enactment of the Alewife Overlay Districts, as well as the Alewife District Plan, completed in 2019, which updates the Concord-Alewife Plan for this area.

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 office and retail space. The site layout has been rearranged to place most parking below grade, reduce the overall ratio of parking to development on the site, and reinforce pedestrian movement along the sidewalks of Cambridgepark Drive by incorporating pedestrian-oriented entrances, a ground-floor retail space, and new landscaped areas. The proposal includes improvements to the pedestrian realm and the building includes facilities to support and encourage bicycle use, as noted further above in these Findings. In addition, the Applicant performed a traffic study that was reviewed by TP&T and has agreed to recommended mitigation for transportation impacts as noted further above in these Findings.

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 requirements and recommended standards relating to flooding and water management, including the City's stormwater management standards for the zoning district, the requirements of the Flood Plain Overlay District and Wetlands Protection Act, and flood hazard mitigation measures based on 2070 projections from the City's Climate Change Vulnerability Assessment. 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 will enhance the area's pedestrian/bicycle network by creating a connection from Cambridgepark Drive to the Fitchburg Cutoff Path.

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 a retail space at the ground floor level, with the potential for additional retail space to be added in the future, 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 the recent projects in the "Triangle" subdistrict in height and massing. The proposal will improve the urban character of the area by creating a stronger street frontage, as well as creating defined plazas and programmed open spaces that will provide benefits to the building occupants and the broader 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.*

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 1.55, which is within the maximum FAR allowable by special permit.

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:

6. *Triangle District: 85 feet for all uses.*

The maximum building height allowable by special permit for non-residential use on this property is 85 feet. The proposed non-residential project will have a building height of no more than 82 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. . . .*

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 requires a waiver of the “formula” yard requirements applicable under base zoning. The stormwater report and communication from the DPW indicate that the project will meet all applicable stormwater management standards. The proposed setbacks are landscaped appropriately, with vehicular access limited to one side of the building, and support a pattern of development that 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 proposal is for general and technical office use and contains retail space on the ground floor to provide services to local residents as well as office workers and commuters accessing the nearby MBTA station.

- *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 project proposes a multi-use path that connects Cambridgepark Drive to the Fitchburg Cutoff Path, which provides access to the Alewife Reservation, along an alignment that may connect to a future pedestrian/bicycle crossing of the MBTA railroad to the south that would provide a more direct connection to Fresh Pond Reservation. The Applicant has also agreed to make a financial contribution toward the design and construction of a railroad crossing as required in the Conditions of this Special Permit Decision.

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

The proposal will create a connection to the Alewife Reservation from Cambridgepark Drive as described above.

- *Reduce auto mode share within the Triangle.*

The project improves access to the Alewife T station with a multi-use path connecting to Fitchburg Path as well as streetscape and landscape improvements that enhance the pedestrian environment. The proposed transportation mitigation measures and PTDM requirements will reduce vehicle trip generation and encourage walking, bicycle use and transit use. The overall ratio of automobile parking to development on the site will be reduced.

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

The proposed multi-use path along with 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 multi-use path connection and landscape treatments will improve access to the multi-use trail.

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

The project located close to Alewife Station does not include residential development, but supports the commercial and residential 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 replaces the existing surface parking on the site with a building footprint comparable to that of neighboring developments. The vehicular drive, with a parallel public pedestrian/bicycle connection, aligns with a similar condition on the opposite side of Cambridgepark Drive to create a pattern more resembling an urban street intersection. Enhancements to the streetscape 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 curved façade facing Cambridgepark Drive frames Cambridgepark Drive with modulations reducing 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. In addition to the designated retail area, the western portion of the first floor is designed with direct entry and doors in the front façade to allow possible conversion to retail use in the future.

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

The retail storefront is recommended to 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*

The project does not include residential development.

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

The project is designed to implement Low Impact Development stormwater best management practices (BMPs) and meet the requirements of the Massachusetts DEP

Stormwater Management Policy and the City of Cambridge Department of Public Works Concord-Alewife Stormwater Management Guidelines.

- *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 per the City's Green Building Requirements and meet the requirements of the Stretch Energy Code.

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

The proposed project will create a new pedestrian/bicycle connection in a desired location and will not otherwise conflict with the Circulation Concept Plan.

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

The sidewalk and street edge along Cambridgepark Drive will be improved as part of the project and will be subject to detailed review by City staff.

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

The proposed multi-use path connecting Cambridgepark Drive to the Fitchburg Cutoff Path will improve the Alewife Triangle's bicycle and pedestrian connectivity. The project will enhance the bicycle- and pedestrian-friendly character of Cambridgepark Drive through streetscape improvements including wide sidewalks, street furnishings, a separated bicycle track, 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 with mechanical equipment located 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. . .*

Most parking is proposed to be below grade. Some above-grade parking is proposed, but will be substantially screened by landscaping.

- *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, and will be subject to detailed review by City staff.

- *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 does not include residential development.

Concord-Alewife Design Guidelines – Triangle:

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

The elimination of a curb cut on Cambridgepark Drive results in site layout improvements and enhanced pedestrian amenities. 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, which is required by zoning, has portions of the ground plane designated for outdoor use associated with the retail use. In addition, site wall benches bordering the planter beds along the sidewalks are recommended 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 the driveway toward the back of the building.

- *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. The multi-use path will provide a new connection to 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 other side of Cambridgepark Drive, and the proposed multi-use path will enhance the connection to future non-vehicular crossing over the railroad tracks between the Triangle and the Quadrangle. The project will include a financial contribution toward future design and construction of a future railroad crossing as required in the Conditions of this Special Permit Decision.

4. 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.*

A retail space of 2,745 square feet is proposed 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 less than 10% of the total gross floor area of the building. An additional space on the first floor is designated for possible future retail, which is supported by the Planning Board. 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, they will complement the recently-permitted, ground-floor retail uses on the same street.

5. 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:

(a) It appears that requirements of this Ordinance cannot or will not be met, or ...

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

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

As discussed earlier in these Findings, based on a review of the certified Transportation Impact Study and with consideration of the proposed mitigation and other applicable requirements, the traffic generated will not create any new congestion, hazard, or change in neighborhood character.

(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...

The proposed retail, general office and technical office for research and development 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, office, and retail.

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

The proposed uses will not 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.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

As discussed earlier in these Findings, the proposed uses and development are consistent with the character of this evolving, mixed-use district. There are other general and technical office buildings in the district as well as residential uses that are supported with retail use in the ground floor activating the streetscape.

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

As set forth above in these Findings, the Board finds the project to be consistent with the citywide urban design objectives as well as urban planning and design objectives for the Alewife area.

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 101 Cambridgepark Drive Volume B, prepared by Dimella Shaffer, dated 6/28/2019 and revised through 2/11/2020. Appendix I summarizes the dimensional features of the project as approved. The following modifications to the approved development plan are hereby authorized:
 - a. Provided that applicable zoning requirements are met, the number of authorized off-street parking spaces may be reduced by written approval of the Director of Traffic, Parking, and Transportation, without requiring an amendment to this Special Permit Decision, upon making a determination that the development otherwise remains in conformance with the Conditions of this Special Permit Decision and the provisions of its Parking and Transportation Demand Management (PTDM) Plan. This Special Permit Decision does not authorize any increase in the number of off-street parking spaces hereby approved.
 - b. The space of approximately 2,745 square feet on the first floor designated as “Retail Tenant” in the Application Documents shall be occupied by Retail Business and Consumer Service Establishments as listed in Section 4.35 of the Zoning Ordinance. In addition, any other space on the first floor of the building may be occupied by Retail Business and Consumer Service Establishments in the future without requiring an amendment to this Special Permit Decision, subject to certification by the Community Development Department (CDD) that the development otherwise remains in conformance with the Conditions of this Special Permit Decision, including but not limited to the continuing design review process set forth below.
2. The project shall be subject to continuing design review by 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 March 4, 2020 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 access/egress and ventilation systems for the retail space(s), with consideration given to improving the convenience and universal accessibility of entrances and flexibility to accommodate a range of retail uses.
 - b. 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.
 - c. Access and egress routes for pedestrians, bicycles, and vehicles, which shall also be reviewed and approved by Traffic, Parking and Transportation (TP&T) Department staff and Department of Public Works (DPW) staff.
 - d. The final design of the multi-use path connection, and raised protected bicycle lane adjacent to the site on Cambridgepark Drive subject to approval by the MBTA and Conservation Commission, and changes to the curb cuts and sidewalk, all of which shall be reviewed and approved by DPW, CDD, and TP&T.
 - e. 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 and upper floor glazing.
 - f. The final design and details of the mechanical penthouse, which shall be improved to be more visually appealing with reduced massing.
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 Parking and Transportation Demand Management (PTDM) Plan approved on January 14, 2020 and reduce off-street parking over time as stipulated in the PTDM Plan, consistent with Condition #1a. of this Special Permit decision.
 6. The Permittee shall comply with the recommended mitigation measures set forth in the memorandum issued by Joseph E. Barr, Director of TP&T, dated February 24, 2020:
 - a. The Permittee shall provide a one-time contribution to the City of \$5 per square foot of Gross Floor Area of new construction, to be determined at the time of issuance of a building permit, toward the development of the planned Alewife Pedestrian Bicycle Bridge to connect the Quadrangle and Triangle to improve access within the district, or other major public improvements to transportation infrastructure in the larger Alewife area to be determined by the City, prior to issuance of a Building Permit.

- b. The Permittee shall provide \$140,000 to the City toward planning, design and/or installation of transportation improvements in the Alewife District such as advancing the redesign of Cambridgepark Drive between Steel Place and Alewife Brook Parkway/Rindge Avenue, or comparable improvements to mitigate the immediate transportation impacts of the project to be determined by the City, prior to issuance of a Building Permit.
 - c. The Permittee shall replace the existing bicycle lane in front of the site with a raised protected bicycle facility with approval subject to TP&T, CDD, and DPW review. The new bicycle track shall be maintained free of snow, ice and debris by the Permittee. The final design of the bicycle track shall be approved by the City prior to issuance of a Building Permit. The Permittee shall complete construction of the bicycle track prior to issuance of a Certificate of Occupancy.
 - d. The Permittee shall fund and install a public bicycle sharing station (Bluebikes or a successor program) as per the approved PTDM Plan in the location approved by the City prior to the issuance of a Certificate of Occupancy.
7. The Permittee shall construct and maintain (i.e. free of snow, ice and debris and maintenance of pavement condition) the multi-use path connection option titled “Base Multi-Use Path Connection” through the MBTA property pursuant to approval by the Conservation Commission and any other required permits. In the event that such connection cannot be constructed for reasons that are outside of the control of the Permittee, CDD may approve an alternative option only after making a determination that all reasonable efforts have been made to secure approval for the preferred connection through MBTA property.
 8. All flood protection measures, final stormwater management plan, and mitigation requirements for stormwater inflow and infiltration from the sewer system shall be reviewed and approved by DPW.
 9. 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 building occupants, which shall be reviewed and approved by DPW and the Cambridge Fire Department prior to issuance of a building permit and shall be operational immediately upon occupancy of the building. 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. The reviews shall be reviewed by DPW and the Fire Department.
 - b. The Action Plan shall include a notification regarding flooding risks that shall be included in the leases to ensure building tenants and occupants are informed of the flood risk.

- c. The Action Plan shall include a building user notification/evacuation plan.
 - d. The Action Plan shall provide information, guidance, and resources to assist occupants sheltering in place, such as a disaster supply kit.
 - e. The Action Plan shall detail an operations plan for flood protection measures.
 - f. The Action Plan shall develop the operation of the fire detection and suppression systems to ensure that they remain operable during flood events or loss of power.
 - g. The Action Plan shall address elevator operation and heated gathering spaces in each building in the event of loss of power.
 - h. The Action Plan shall identify appropriate public spaces in each building to locate key emergency medical supplies and other emergency response supplies.
 - i. The Action Plan shall include a notification protocol to be utilized in the event of a flooding or other natural disaster.
 - j. The Action Plan shall detail future adaptation measures that can be implemented at the site to reduce flooding risks.
10. The Permittee shall participate in the Triangle Preparedness and Resiliency Initiative in conjunction with neighboring property owners and the City.
11. 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. A plan for site remediation in accordance with applicable local, state and federal requirements;
 - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
 - c. A community outreach program including, at a minimum, the following elements:
 - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
 - ii. 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
 - iii. 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 amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.

12. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
13. 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.
14. The project shall conform to the Incentive Zoning requirements set forth in Section 11.202 of the Zoning Ordinance.

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, Mary Flynn, and Tom Sieniewicz, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Representative to the Planning Board, authorized by Catherine Preston Connolly, Chair.

A copy of this decision PB #354 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 May 13, 2020 with the Office of the City Clerk, by Liza Paden, 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)	132,745	5,000 min	No Change	No Change
Lot Width (ft)	316.52	50	No Change	No Change
Total GFA (sq ft)	63,851	232,304	205,685 ¹	205,685 ¹
Residential Base	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	63,851	232,304	205,685	
Inclusionary Bonus	0	N/A	0	
Total FAR	0.48	1.75/2	1.55 ²	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	N/A	0	
Non-Residential Base	0.48	1.75	1.55 ²	
Inclusionary Bonus	0	N/A	0	
Total Dwelling Units	0	N/A	0	0
Base Units	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	0	N/A	0	
Base Lot Area / Unit (sq ft)	0	N/A	0	
Total Lot Area / Unit (sq ft)	0	N/A	0	
Height (ft)	28.1	85	84.9	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	229	65.8 ³	15.1 ⁴	
Side Setback (ft)	47.5 / 0.3	52.7 / 52.7 ³	47.5 / 0.3 ⁴	
Rear Setback (ft)	3.1	15	3.1	
Open Space (% of Lot Area)	36.2%	15%	37.5%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	28.5%	25%	25.4%	
Off-Street Parking Spaces	111	198 – 393	248 ⁵	Consistent with Application Documents, PTDM and other applicable requirements
Long-Term Bicycle Parking	0	47	64 ⁶	
Short-Term Bicycle Parking	6	15	28 ⁷	
Loading Bays	1	3	3 ⁸	

¹ Includes 141,834 sq. ft. from the new building plus the existing GFA on the site.

² Includes 1.07 FAR from the new building plus the existing FAR on the site.

³ Minimum front and side yard setbacks in O-2A base zoning district.

⁴ 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.

⁵ 137 spaces for the new building plus replacement of spaces for the existing building.

⁶ 48 spaces for the new building plus spaces for the existing building.

⁷ 22 spaces for the new building plus spaces for the existing building.

⁸ 2 bays for the new building plus bay for the existing building.