

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

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

Location of Premises: 75-109 Smith Place

Zoning District: IB-2/AOD 1 and O-1/AOD 3

Applicant Name: The Davis Companies, 125 High Street, Boston, MA

Applicant Address: 907 Massachusetts Avenue, Cambridge MA 02139

Contact Information: c/o 617.492.4100 jrafferty@adamsrafferty.com

Telephone # Email Address Fax #

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

19.20	Project Review Special Permit
20.95.1.1; 20.95.1.3	FAR in excess of 1.25 for non-residential use
20.95.34	Reduction of Yard Requirements (Front and Side Yard)
20.95.2.1; 20.95.2.3	Height in excess of 35'

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

Project Narrative; Dimensional Form; Ownership Certificate; Supporting Statement; Photographs; Survey; Site Plan; Building Elevations; Floor Plans; Landscape Plan; Sustainable Design Summary

Signature of Applicant:

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

Date

Signature of CDD Staff



75/109 SMITH PLACE

Cambridge, MA

Volume 01 R1: Special Permit Application

December 16, 2019

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I. INTRODUCTION

This is an application by The Davis Companies for a Special Permit to authorize the construction of an approximately 142,000 sf building containing a technical office use at 75-109 Smith Place with parking for 151 vehicles. The site currently contains an existing 24,000 sf warehouse and a 17,000sf office building with surface parking for 156 vehicles. Both existing buildings will be demolished to allow for the construction of the proposed building. The subject property is located in both the Quadrangle Northwest (AOD 1) and Quadrangle Southwest (AOD 3) sections of the Alewife Overlay District.

The applicant is seeking a Project Review Special Permit pursuant to Article 19.20 and, pursuant to the provisions of the Alewife Overlay District, a Special Permit Additional FAR (Section 20.95.1), increased height (Section 20.95.2) and reduced setbacks (Section 20.95.34).

As set forth in the plans and related materials contained in this application, the project has been designed in accordance with the objectives, criteria and guidelines set forth in the Concord-Alewife Plan. The applicant also addresses the project's consistency with the Envision Alewife District Plan.

Included with this application is a Traffic Impact Study (TIS) certified as complete by the Transportation, Parking and Traffic Department (TP&T).

II. PROJECT TEAM

APPLICANT / DEVELOPER

The Davis Companies, on behalf of
QUAD 75 Smith Place, LLC
QUAD 109 Smith Place, LLC
125 High Street
Boston, MA 02110
617-225-0311

ARCHITECT

Jacobs
120 Saint James Ave
Boston, MA 02116
617.242.9222

MEP/FP ENGINEER

AHA Consulting Engineers
24 Hartwell Avenue
Lexington, MA 02121
781.372.3000

STRUCTURAL ENGINEER

McNamara Salvia
160 Federal Street
Boston, MA 0211
617.737.0040

CIVIL ENGINEER

VHB / Vanasse Hangen Brustlin
99 High street, 10th Floor
Boston, MA 02110
617.492.7777

LEGAL

James Rafferty, Esq.
Adams & Rafferty
907 Bishop Allen Drive
Cambridge, MA 02139
617.492.4900

TRANSPORTATION ENGINEER

VHB / Vanasse Hangen Brustlin
99 High Street, 10th Floor
Boston, MA 02110
617.728.7777

ACOUSTICAL CONSULTANT

Acentech
327 F Boston Post Road
Sudbury, MA 01776
978.443.7871

SUSTAINABILITY CONSULTANT

Jacobs
120 Saint James Ave
Boston, MA 02116
617.242.9222

III. SPECIAL PERMIT APPLICATION FORM



CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

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Contact Information:	c/o 617.492.4100	jrafferty@adamsrafferty.com	
	Telephone #	Email Address	Fax #

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--

Signature of Applicant:

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

Date	Signature of CDD Staff

IV. OWNERSHIP CERTIFICATE

OWNERSHIP CERTIFICATE

Project Address: 75-109 Smith Place

Application Date:

V.

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

I hereby authorize the following Applicant: The Davis Companies

at the following address: 125 High Street

to apply for a special permit for:

on premises located at: 109 Smith Place

for which the record title stands in the name of: Quad 109 Smith Place, LLC

whose address is: 109 Smith Place, Cambridge MA

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 72766 Page: 526

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

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

Brian Fallon
Authorized Signatory

To be completed by Notary Public:

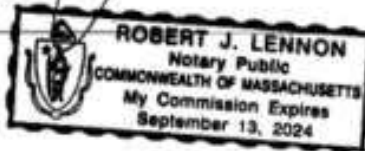
Commonwealth of Massachusetts, County of Suffolk

The above named Brian Fallon personally appeared before me,

on the month, day and year 10-10-2019 and made oath that the above statement is true.

Notary: _____

My Commission expires: _____



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

IV. OWNERSHIP CERTIFICATE

OWNERSHIP CERTIFICATE

Project Address: 75-109 Smith Place Application Date:

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

I hereby authorize the following Applicant: The Davis Companies
at the following address: 125 High Street
to apply for a special permit for:
on premises located at: 75 Smith Place
for which the record title stands in the name of: Quad 75 Smith Place, LLC
whose address is: 109 Smith Place, Cambridge MA

by a deed duly recorded in the:
Registry of Deeds of County: Middlesex Book: 70890 Page: 13
OR Registry District of the Land Court, Certificate No.: Book: Page:

[Handwritten signature of Brian Fallon]

Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)
Brian Fallon
Authorized Signatory

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Suffolk

The above named Brian Fallon personally appeared before me,
on the month, day and year 10-10-2019 and made oath that the above statement is true.

Notary: [Handwritten signature of Robert J. Lennon]

My Commission expires:
[Notary Seal: ROBERT J. LENNON, Notary Public, COMMONWEALTH OF MASSACHUSETTS, My Commission Expires September 13, 2024]

V. FEE SCHEDULE

FEE SCHEDULE

Project Address:

Application Date:

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

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

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): 142,153 × \$0.10 = 14,215.00

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

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

TOTAL SPECIAL PERMIT FEE Enter Larger of the Above Amounts: 14,215.00

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

VI. DIMENSIONAL FORM

	Existing	Allowed or Required (Max/min)	Proposed
Lot Area (sq ft) Parcel 1	60,036 sf	Min 5,000 sf	113,246 (1)
Lot Width (ft) Parcel 1	235'	50'	220' (1)
Lot Area (sq ft) Parcel 6	53,210 sf	Min 5,000 sf	Combined in above
Lot Width (ft) Parcel 6	203'	50'	Combined in above
Total Gross Floor Area (sq ft) (3)	32,670 sf	169,869 sf	142,153 sf
Residential Base	N.A.	N.A.	N.A.
Non-Residential Base	N.A.	N.A.	N.A.
Inclusionary Housing Bonus	N.A.	N.A.	N.A.
Total Floor Area Ratio	.29	1.5	1.26
Residential Base	N.A.	N.A.	N.A.
Non-Residential Bas	N.A.	N.A.	N.A.
Inclusionary Housing Bonus	N.A.	N.A.	N.A.
Total Dwelling units	0	0	0
Base units	N.A.	N.A.	N.A.
Inclusionary Bonus Units	N.A.	N.A.	N.A.
Base Lot Area / Unit (sq ft)	N.A.	N.A.	N.A.
Total Lot Area / Unit (sq ft)	N.A.	N.A.	N.A.
Building Heights(s) (ft)	15- 30'	55' (2)	52'-9"
Front Yard Setback (ft)	6.8 - 29.9'	15'	25'-9"
Side Yard Setback - Side (ft)	15'	15'	46'-9"
Side Yard Setback - Side (ft)	61'	15'	40'-9""
Rear Yard Setback (ft)	41'	15'	53'-9"
Open Space (% of lot area)	1%	15%	29%
Private Open Space (sf)	0	N.A	0
Permeable Open Space (sf)	.08%	25%	29%
Other Open Space	0	N.A	0
Off-Street Parking Spaces	156	136/270	151
Bicycle Parking Spaces	0	32/9	50/10
Loading Bays	0	2	2

- (1) Parcel 1 and Parcel 6 are to be combined in 1 total parcel
- (2) Total height of building is increased in the Alewife Overlay district. Base zoning allows for 35'
- (3) Total SF includes both existing buildings

VII PROJECT NARRATIVE

The site consists of two adjoining parcels on the western side of Smith Place starting at Adley Road (a private way) with a combined lot area of 113,246 sf. The lots were previously identified at 109 Smith Place and 115 Smith Place. The entire combined lot will now be known as 109 Smith Place. Presently, there is a warehouse and three-story vacant office building on the site, totaling 32,670 sf of gross floor area. Both buildings will be demolished. The project involves the construction of a 142,153 sf three story building that will accommodate a technical office use for research and development. (Sec 4.34.f)

A single-story garage will be constructed beneath the building that will accommodate 115 motor vehicles. There will be an additional 36 parking spaces in a surface lot behind the building. Loading for the building will occur through a loading dock located in the rear of the building.

Short term parking for 10 bicycles will be located near the entry of the building with 50 long term bicycle parking spaces located in a bicycle room on the ground floor with direct access to the exterior. The site will be enhanced with landscaping and open space.

The building elevation and site organization have been informed by consultation with Community Development and DPW staff in accordance with the Envision Alewife recommendations for flood protection in the Alewife Quadrangle. Per FEMA flood map panel 25017C0419E, dated June 4, 2010, the Site is located outside of Zone AE, or the 1.0% annual chance of flooding and located within Zone X, or area of 0.2% annual chance of flooding. Please see Figure 4.

In addition, the project will be designed in accordance with DPW requirements, the Project proposes to be resilient to the 2070 10-year storm event flooding elevation. For the Site, the 2070 10-year storm event flooding elevation is 22.20 Cambridge City Base (CCB). The 2070 100-year storm event flooding elevation is 22.40 CCB. Seeing as the elevations are relatively close, the Project aims to be resilient to the 100-year storm event flooding elevation beyond the DPW requirement. The elevations are as provided by DPW.

The finished floor of the building is proposed at 22.50 CCB. Electrical site equipment is sited on the North side of the building where elevations can be maintained above 22.40 CCB.

VIII. CRITERIA FOR SPECIAL PERMIT

Section 10.43 of the Ordinance contains criteria concerning the granting of a special permit. Set forth below are the instructions as set forth in Section 10.43, together with a narrative response that describes why none of the conditions that might be regarded as cause for denial of a special permit applies in the case of the Project.

Special permits will normally be granted where specific provisions of the Ordinance are met, except when particulars of the location or use, not generally true of the district or 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 the requirements of the Ordinance cannot or will not be met.

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

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

The applicant has completed a detailed analysis of the traffic impacts associated with the Project, as set forth in the Transportation Impact Study (the "TIS") prepared by Vanasse, Hangen Brustlin, Inc. and certified by the City of Cambridge Traffic, Parking and Transportation ("TPT") Department as having been prepared in accordance with the City's guidelines for TIS. The TIS finds that traffic generated in connection with the Project will not cause congestion, hazard or a substantial change in the established 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.

Adjacent uses will not be adversely affected. The warehouse directly adjacent to the north and the parking lot to the south across Adley Road will not be affected by the construction and operation of a Technical Office and Laboratory at this site.

(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.

The Project will not create any nuisance or hazard to the detriment of the health, safety or welfare of the occupants of the Project or the citizens of Cambridge. The office and research lab uses this project includes are all well understood and well-regulated in the City of Cambridge.

(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.

The project will enhance, rather than impair, the goals of the Alewife Overlay District, as well as the adjoining districts, with the addition of new permeable open space and landscaping details which will bring much-needed vitality to Smith Place. The project is fully consistent with the intent and purpose of the Zoning Ordinance.

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

This Project is fully consistent with, and will significantly advance the implementation of, the Urban Design Objectives set forth in Section 19.30, as evidenced by the narrative discussion provided in Section V of this application.

a. COMPLIANCE WITH SECTION 29.93.2 (ALEWIFE OVERLAY DISTRICT)

COMPLIANCE WITH THE GOALS OF THE CONCORD ALEWIFE PLAN

The proposed project achieves several of the goals of the Concord-Alewife Plan for the Quadrangle District (AOD-1 and AOD-3)

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

The Proposed Building is within walking distance to the Alewife Station.

(b) *GOALS: Continue to allow commercial development to be focused in this area, while also encouraging housing close to the T station.*

There is not a housing component as part of the project.

(c) *GOALS: Improve bicycle and pedestrian connection among the Minuteman Trail, Belmont Path, Linear Park, and a future pathway along the Watertown Rail Line.*

Bicycle lanes will be constructed on Smith Place that will improve bicycle access to the site.

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

The landscape plan provides for street furniture along the front of the property.

(e) *GOALS: Screen service areas.*

The loading and trash operations for the building will occur within an enclosed loading bay that will not be visible from Smith Place.

(f) *GOALS: Create building height / façade setbacks between 85 feet and 105 feet.*

The proposed building is 55 feet.

COMPLIANCE WITH THE GUIDELINES OF THE CONCORD ALEWIFE PLAN

The proposed project complies with several of the areawide guidelines of the Concord Alewife Plan and the guidelines for the Quadrangle District

(g) *GUIDELINE: Site design should preserve future rights of way identified in the Circulation Concept Plan*

The siting of the building and the parking have been laid out in a manner intended to accommodate the future conversion of Adley Road (presently a Private Way) into an extension of Wilson Road, thus allowing for an eventual connection to Spinelli Place.

(h) *GUIDELINE: Screen service areas from major streets*

The loading bay for the building has been located in the rear of the building and will not be visible from Smith Place.

- (i) *GUIDELINE: Parking below grade is preferred. On grade parking should not be visible from public streets.*

The vast majority of the parking (115 spaces) will be located in a parking garage below the building. The remaining surface parking (36 spaces) has been located behind the building.

- (j) *GUIDELINE: Streetscape and other improvements should be employed to define Wilson Road as part of a major east-west connection through the Quadrangle*

The petitioner has collaborated with CDD and DPW staff to site the building in a manner that will allow for a well organized intersection at Smith Place and Wilson Road. The petitioner also intends to create landscape improvements along Wilson Road in front of other properties it owns on the street that will enhance pedestrian circulation.

- (k) *GUIDELINE: Create building height/façade setbacks between 85' and 105'*

The building will be three stories high with a height of approximately 53 feet.

- (l) *GUIDELINE: Use streetscape and other improvements to define Smith Place and Spinelli Place as major north-south entries into the Quadrangle*

The applicant has paid considerable attention to the public way along Smith Place. Particular focus has been given to allow for a future raised sidewalk that is consistent with the Envision Alewife Recommendations for the Quadrangle. Similarly, the building has been located in such a way to allow for the widening of Smith Place in front of the building to allow for the introduction of bicycle lanes in both directions.

b. 20.95.34.3 WAIVER OF YARD REQUIREMENTS

The yard requirements of the applicable base or Overlay districts may be reduced or waived as set forth below. The Planning Board shall consider the following in making its findings:

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

The project directly supports the goals of the Concord-Alewife Plan by creating an enhanced pedestrian and bicycle environment. The project will greatly enhance pedestrian and bicycle access by the creation of bicycle lanes in a newly constructed segment of Smith Place adjacent to the site.

- 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.*

The proposed stormwater management system has been designed to comply with the most recent City of Cambridge Wastewater and Stormwater Drainage Use Regulations, Concord-Alewife Area Stormwater

Management Guidelines, and the MassDEP Stormwater Management Policy.

- 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 front setback will allow for a better opportunity to achieve the public realm recommendations in the Envision Alewife Plan for the Quadrangle, including raised sidewalks and the introduction of bicycle lanes on both sides of Smith Place.

c. URBAN DESIGN NARRATIVE, SECTIONS 19.31 THROUGH 19.37

Section 19.31: New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

- (1) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.*

The 75/109 Smith Place Building is not adjacent or proximate to a residential zoning district. Other buildings along Smith Place have industrial or storage uses of varying heights and massing. The height and massing of 75/109 Smith Place responds to the 10 Wilson Road project creating the beginning of a comprehensive QUAD masterplan. Both buildings are 3 stories of similar height.

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

The Project design recalls and respects the contextual setbacks and heights of the surrounding buildings that establish the streetscape on Smith Place. The project maintains a consistent height of 52'-9" above grade, similar to that of the building across the street at 10 Wilson Road.

The lot to the south is a parking lot with no built structures. The lot to the north of the project parcel is a 30-35' tall 2 story building with no setbacks or articulation. The existing building to the south-east, on Smith Place is another 30-35' 2 story building with no discernable architectural articulation.

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

The building is designed for office and research lab uses.

- (4) Where relevant, historical contexts are respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.*

75/109 Smith Place replaces older buildings of no historical significance. The existing context is industrial where 75/109 Smith Place intends to improve the existing context.

19.32: Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. Indicators include:

- (1) *Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways. In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.*

The only publicly facing street is Smith Place, the entirety of the ground floor of the project fronting this street will remain active tenant lobbies or workspaces opening onto Smith Place. The main entrance to the building, has been designed to be inviting and recedes from the street with a setback into the building on the first floor, creating a place to wait or congregate. The lobby areas also extend to the exterior to create a presence on the street.

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

The 75/109 Smith Place project includes a new below grade parking garage, to limit the amount of on grade parking. Additionally, there is a small on-grade surface parking lot, located in the rear of the building and is careful not to extend beyond the edges of the new building. It does not face a public park and only interacts with a publicly accessible pathway by means of permitted curb cuts. The proposed design reduces the parking from the existing conditions that the project is replacing.

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

The facades of the Ground Floor fronting the Smith Place sidewalks are greater than 50% transparent.

- (4) *Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stops and transit stations is encouraged; siting*

buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged.

75/109 Smith Place includes two building entrances. The primary entrance is located on Smith Place, convenient to public transit and for employees and visitors who arrive as pedestrians. An additional building entrance is located in the rear of the building, with direct cross-walk access from the on-grade parking lot.

- (5) *Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have, secure storage facilities conveniently located on-site and out of the weather. If bicycle parking is provided in a garage, special attention must be aid to providing safe access to the facilities from the outside.*

The 75/109 Smith Place site is located a few blocks Concord Ave, within close walking and cycling distance to surrounding residential neighborhoods, retail, restaurants, and other services. The Project includes a total of 60 new bicycle storage spaces. For the office/lab tenants, 50 spaces are located inside the building in a secure bicycle storage room adjacent to lockers and changing rooms with three showers. In addition, for building visitors, 10 short term bicycle spaces are provided in close proximity to building entrances.

- (6) *Alternate means of serving this policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.*

Alternative means of serving these objectives are not necessary.

Section 19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:

- (1) *Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:*

- (a) *Reasonable attempts have been made to avoid exposing rooftop mechanical equipment to public view from city streets. Among the techniques that might be considered are the inclusion of screens or a parapet around the roof of the building to shield low ducts and other equipment on the roof from view.*

Most of the building's mechanical equipment, including chillers, boilers, air handler units and elevator machine rooms, are located inside the enclosed one-story penthouse, which provides both visual and acoustical buffering from any adjacent buildings. Cooling towers, emergency

and stand-by power generators, primary exhaust fans and energy recovery units are located on the roof in an outdoor well that is shielded behind a screen wall. . Any additional or supplemental equipment that needs to be provided to meet tenant requirements will be located directly in front of the penthouse on the lower roof, being shielded from view by the building geometry and building parapet.

(b) Treatment of the mechanical equipment (including design and massing of screening devices as well as exposed mechanical elements) that relates well to the overall design, massing, scale and character of the building.

The massing design and cladding materials of the penthouse and roof-top screen walls are carefully composed to integrate with the building massing while stepping back from the street walls to minimize the perception of the building height.

(c) Placement of mechanical equipment at locations on the site other than on the rooftop (such as in the basement), which reduces the bulk of elements located on the roof; however, at-grade locations external to the building should not be viewed as desirable alternatives.

75/109 Smith Place includes an exterior electrical transformer pad on the west side (rear) of the building, accessed by the on-grade parking lot. The transformer is shielded from public view a variety of elements. Being located at the rear of the building, the view from the public way, Smith Place is blocked by the building, additionally the transformer pad is screened by both a architectural screen and landscaping buffer. The electrical area has unobstructed access as required by the electrical utility company. It is located so as to minimize its impact on any public street, with the primary points of access located on private property. In a similar manner, the water room entrance is located behind the fire pump room, both of which are located on the on the rear elevation of the building, not visible to the public road and exhibit direct access from the adjacent parking lot.

(d) Tall elements, such as chimneys and air exhaust stacks, which are typically carried above screening devices for functioning reasons, are carefully designed as features of the building, thus creating interest on the skyline.

Only exhaust stacks and chimneys, which must functionally extend higher, rise above the penthouse and screen walls. The major building exhaust fans are architecturally organized in relation to the building and penthouse massing. Other smaller exhaust fans and chimneys will be located close to the middle of the penthouse roof where they will generally be visually screened from view from the street and sidewalks below. There is a reserved future tenant area on the lower roof, directly adjacent to the mechanical penthouse, where fans located in this zone, due to the building massing and the setback of the penthouse, would be visually screen by the building parapet from view from public streets.

(e) All aspects of the mechanical equipment have been designed with attention to their visual impact on adjacent areas, particularly with regard to residential neighborhoods and views and vistas.

See (d) above.

(2) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.

The building compactor/dumpster will be located within the building. The compactor serving office and R&D uses is in the loading dock, which is accessed from the rear on-grade parking lot.

(3) Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.

The building loading dock is fully enclosed and is located in the rear of the building on the west elevation. The loading dock is accessed from the on-grade parking lot. Furthermore, the required truck maneuvering area to access the loading dock is also handled solely within the on-grade parking lot to the rear of the building.

(4) Stormwater Best Management Practices and other measures to minimize runoff and improve water quality are implemented.

The Project is currently designed to comply with DPW Wastewater and Stormwater Management Guidance, including retention/detention of the difference between the 2-year 24-hour pre-construction runoff hydrograph and the post-construction 25-year 24-hour runoff hydrograph. The Project proposed to achieve this goal with the use of subsurface detention systems. Please refer to the attached Schematic Design plans.

Rainfall volumes used for this analysis were based on the National Oceanic and Atmospheric Administration (NOAA) Atlas Type III, 24-hour storm event for Boston (Station – Boston Logan International Airport). Runoff coefficients for the existing and proposed conditions were determined using NRCS Technical Release 55 (TR-55) methodology as provided in HydroCAD. The HydroCAD model is based on the NRCS Technical Release 20 (TR20) Model for Project Formulation Hydrology. Please refer to the attached HydroCAD Computations. Results are summarized below in Tables 1 & 2.

Table 1
Peak Discharge Rates (cfs*)

<i>Design Point</i>	<i>2-year</i>	<i>10-year</i>	<i>25-year</i>	<i>100-year</i>
Design Point: Fawcett Street				
Existing	8.40	13.52	16.72	21.60
Proposed	3.24	5.59	7.20	21.11

Table 2
Stormwater Volume Analysis (af)

<i>Design Point</i>	<i>2-year</i>	<i>10-year</i>	<i>25-year</i>	<i>100-year</i>
Design Point: Fawcett Street				
Existing	0.61	1.00	1.25	1.62
Proposed	0.53	0.91	1.15	1.52

The Project increases pervious area over the existing condition, resulting in a reduced overall runoff volume. Additionally, the Project proposes structural water quality units that will achieve recommended removal rates of Phosphorus, Total Suspended Solids and other pollutants. The Project proposes phosphorus removal of 64.8% by reducing impervious area and utilizing structural BMPs. Due to limitations caused by poor soils and maximum removal rates offered by structural BMPs, the project team is achieving the maximum phosphorus removal practicable.

(5) Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of stormwater runoff compared to pre-development conditions.

The open space at 75/109 Smith Place is designed with a combination of hardscape and green landscape materials, providing visual. Refer to (4) above for additional information.

6) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar Energy System as defined in Section 22.60 of this Zoning Ordinance.

As demonstrated by the shadow studies included in Volume 2 of this application, shadows cast by 75/109 Smith Place will generally fall onto Smith Place, and in the cooler months onto buildings located across the street.

(7) Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines.

The 75/109 Smith Place site has a very gentle slope from north (25') to south (20.5'), a difference of approximately 5'. The ground floor of the building is situated at the midpoint of

the slope at 22.5' above the city datum. Modification to the existing grade are minor, no structural retaining walls are required.

- (8) *Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.*

There are no adjacent residential uses, all immediate neighboring structures are industrial/storage in use.

- (9) *Outdoor lighting is designed to provide minimum lighting and necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.*

Outdoor lighting on the sidewalks and open spaces will be designed to provide adequate safety, night vision, and comfort, while minimizing light pollution.

- (10) *The creation of a Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.*

No important trees are currently on the 75/109 Smith Place site. The Project will include new street trees along Smith Place and Adley Street and new trees in the open space around the side and rear of the building.

19.34: Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. Indicators include:

- (1) *The building and site improvements are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.*

Water efficient plumbing fixtures will reduce domestic water consumption by at least 30% below the LEED water-use baseline. Plant selection and an efficient irrigation system will reduce potable water used for irrigation by at least 50% from a mid-summer baseline. Stormwater will be captured and temporarily detained on site, and then directed to two underground filtration systems that will provide a 64.8% reduction in phosphorus, before being released to the city stormwater system. See 19.33.5 above for further information.

- (2) *The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.*

The existing water service and sanitary waste capacities in the vicinity of 75/109 Smith Place are adequate for the building's requirements. Please see the Water and Sewer Service narratives provided in Section VI and Section VII of this application narrative for further information.

- (3) *Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a*

building specifically. The buildings are sited on the lot to allow construction on adjacent lots to do the same. Compliance with Leadership in Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards is encouraged.

The 75/109 Smith Place building is planned to achieve LEED Gold Certification. See attached LEED Narrative and Scorecard for additional information.

19.35: New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include:

- (1) *New educational institutional construction that is focused within the existing campuses.*

75/109 Smith Place does not contain an educational or institutional use.

- (2) *Where institutional construction occurs in commercial areas, retail, consumer service enterprises, and other uses that are accessible to the general public are provided at the ground (or lower) floors of buildings. Where such uses are not suitable for programmatic reasons, institutional uses that encourage active pedestrian traffic to and from the site.*

Not Applicable

- 3) *In large, multiple-building non-institutional developments, a mix of uses, including publicly accessible retail activity, is provided where such uses are permitted and where the mix of uses extends the period of time the area remains active throughout the day.*

Not Applicable

- (4) *Historic structures and environments are preserved.*

- (5) *Preservation or provision of facilities for start-up companies and appropriately scaled manufacturing activities that provide a wide diversity of employment paths for Cambridge residents as a component of the development; however, activities heavily dependent on trucking for supply and distribution are not encouraged.*

The applicant has met with staff at the Historic Commission who have advised that neither of the existing structures are considered significant and thus a public hearing pursuant to the demolition delay ordinance will not be necessary.

19.36: Expansion of the inventory of housing in the city is encouraged. Indicators include:

- (1) *Housing is a component of any large, multiple building commercial development. Where such development abuts residential zoning districts substantially developed to low-scale residential uses, placement of housing within the development such that it acts as a transition/buffer between uses within and without the development.*

No housing is incorporated within this project or parcel.

- (2) *Where housing is constructed, providing affordable units exceeding that mandated by the Ordinance. Targeting larger family-sized middle income units is encouraged.*

No housing is incorporated within this project or parcel.

19.37: Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:

- (1) *On large-parcel commercial developments, publicly beneficial open space is provided.*

Portions of the site will be incorporated into the creation of a wider public sidewalk

- (2) *Open space facilities are designed to enhance or expand existing facilities or to expand networks of pedestrian and bicycle movement within the vicinity of the development.*

75/109 Smith Place will itself provide or enhance several kinds of open space, including:

- a) An enhanced pedestrian experience for Smith Place, which is a public way that will be improved to allow accessible sidewalks and improved road conditions in front of the project parcel and tying into the surrounding neighborhood.

- (3) *A wider range of open space activities than presently found in the abutting area is provided.*

See #2 above

IX. CONSISTENCY WITH THE VISION AND GOALS FOR THE QUADRANGLE SUBDISTRICT OF THE ALEWIFE DISTRICT PLAN

Quadrangle Goals

- (a) *Create a "Main Street" on Wilson Road with active ground floor uses, including show-rooms or retail spaces for light industrial uses.*

The applicant strongly agrees with the idea of Wilson Road becoming the civic center of this subdistrict. It is anticipated that pedestrians, bicyclists, and vehicles approaching the project from the east on Concord Avenue will turn right at the signalized intersection at Moulton Street and then turn left on to Wilson Road. The applicant owns several buildings along Wilson Road and is in the process of creating green space with seating and a retail café in its building at 10 Wilson Road.

- (b) *Create a connected network of streets and pathways*

The applicant has committed to allow for the future connections and improvements of the street and pathway network. The siting of the building allows for the continuation and realignments of both Wilson Road and Fawcett Street, as well as the widening of Smith Place. In addition, the applicant has sited the building to allow for the continuation of Wilson Road across Smith Place and thus, transforming Adley Road from a private way to a public street.

- (c) *Encourage a variety of housing types including townhouses and live-work units*

The project does not include any housing

- (d) *Maintain the stability and character of the Cambridge Highlands neighborhood*
The project is not directly adjacent to the Cambridge Highlands neighborhood and has no negative impact to its character.
- (e) *Encourage small-scale neighborhood supporting retail on Concord Avenue and Smith Place.*
The applicant has designed the project to allow for ground floor retail along Smith Place and continues to investigate the current survivability of retail at this time.

X. CONSISTENCY WITH THE RECOMMENDATIONS OF THE ALEWIFE DISTRICT PLAN

Land Use Recommendations

Quadrangle

- (a) *Direct low-to mid-density housing in the southwest corner of the Quadrangle adjacent to Cambridge Highlands*
The project is not adjacent to the Cambridge Highlands and does not include housing
- (b) *Create a green buffer on the western edge of the Quadrangle to buffer Cambridge Highlands from light industrial uses*
The project is not adjacent to the Cambridge Highlands
- (c) *Create a “Main Street” along Wilson Road as the civic center of the light industrial area to accommodate active ground floor uses, including showrooms for fabrication spaces*
The project has paid close attention to the future ability for Wilson Road to become a “Main Street.” The applicant has sited the building to allow for the continuation of Wilson Road in the future without modification to their building.
- (d) *Locate small scale neighborhood retail on Concord Avenue and Smith Place*
The applicant has designed the project to allow for ground floor retail along Smith Place and continues to investigate the current survivability of retail at this time. Future installation of retail on the ground floor is being evaluated.

Urban Form Recommendations

Areawide Recommendations

- (e) *Define streets and public spaces by orientating and configuring buildings to create urban blocks with a continuous street edge*
The building location is situated in such a way to allow for the future continuation of Wilson Road and Fawcett Street, with appropriate setbacks to comply with the current Alewife Overlay District requirements.
- (f) *Break down the bulk of buildings by limiting the length of facades*
The applicant has designed the building in such a way to create 3 volumetric expressions to aid in the breakdown of the length of the façade along Smith Place.

- (g) *Break large blocks into a system of small blocks to improve pedestrian, bicycle and vehicular circulation*
75/109 Smith Place is not a large block and does not require further break down.
- (h) *Use site design to preserve, improve, and create the rights-of-way identified in this plan*
The rights of way identified in the Alewife District Plan does not affect this project site.
- (i) *Locate entrances on primary streets and loading areas on secondary streets and alleys*
The applicant has designed the building with the main entrance on Smith Place and has located the loading dock on the rear of the building accessed solely through the use of their site.
- (j) *Minimize intrusion of vehicle entries, driveways, and utilities on the public realm*
The applicant has designed the project parcel to have only 1 compliant curb cut for entry and exit into/from the site for all vehicle types.
- (k) *Consolidate parking, loading, service roads, and fire lanes*
All parking, loading, service roads, and fire lanes have been consolidated within the rear of the site.
- (l) *Eliminate on-site surface parking to the greatest extent possible. Any above grade parking on private property should be hidden from public view and wrapped with active uses where they meet the public street.*
The applicant has reduced parking to the minimum viable parking count for the project, the majority is located below the building, the remaining that wouldn't fit below the full footprint of the building is located on site, tucked behind the building and will be hidden behind a landscape buffer.

Built Form

- (a) *Frame and define public space with street-wall facades*
The project complies with the Alewife Overlay District required setbacks.
- (b) *Articulate facades and break down the massing of tall buildings to reduce their visual bulk*
The applicant has designed the building in such a way to create 3 volumetric expressions to aid in the breakdown of the length of the façade along Smith Place.
- (c) *Use high quality, durable, and sustainable materials*
The applicant has selected materials that are highly durable and sustainable. Those materials consist of cementitious panels, and aluminum panels.

(d) *Promote energy efficiency in building design and infrastructure*

The project will be LEED Gold Certified.

(e) *Require new development to prepare for future flooding and extreme heat*

The building elevation and site organization have been informed by consultation with Community Development and DPW staff in accordance with the Envision Alewife recommendations for flood protection in the Alewife Quadrangle. Per FEMA flood map panel 25017C0419E, dated June 4, 2010, the Site is located outside of Zone AE, or the 1.0% annual chance of flooding and located within Zone X, or area of 0.2% annual chance of flooding. Please see Figure 4.

(f) *Elevate first floors to protect buildings from the 2070 10-yr sea-level rise plus storm surge (SLR/SS) food elevation and recover from the 2070 100-yr SLR/SS food elevation; allow only non-conditioned uses and parking below the elevated first floor.*

The project will be designed In accordance with DPW requirements, the Project proposes to be resilient to the 2070 10-year storm event flooding elevation. For the Site, the 2070 10-year storm event flooding elevation is 22.20 Cambridge City Base (CCB). The 2070 100-year storm event flooding elevation is 22.40 CCB. Seeing as the elevations are relatively close, the Project aims to be resilient to the 100-year storm event flooding elevation beyond the DPW requirement. The elevations are as provided by DPW.

The finished floor of the building is proposed at 22.50 CCB. Electrical site equipment is sited on the North side of the building where elevations can be maintained above 22.40 CCB.

Open Space

Areawide Recommendations

(a) *Design streets to accommodate all modes of transportation*

The applicant has sited the building to allow for the widening of Smith Place, the extension of Wilson Road and Fawcett Street and the re-alignment of the Wilson/Smith intersection. This siting of the building allows for compliance with the Alewife District Plan ROW widths of 91' on Smith Place and 90' on Wilson and Fawcett. This ROW width provides the appropriate dimension for the Elevated Walkway with Grade-Separated Bicycle Lane as suggested by the Alewife District Plan.

(b) *Plant continuous shade trees along streets and within and around service areas, parking lots and other paved areas.*

The applicant has designed the site plan to include shade trees along Smith Place and throughout the site, concentrated around the impervious paving area and loading area.

(c) *Maximize permeable surfaces on portions of parcels not occupied by buildings*

The applicant has maximized the amount of permeable space on the site per the Alewife District Plan.

Quadrangle

(a) Elevate first occupiable floors

The applicant had designed the project to have a raised first floor to the elevation of 22.5 as agreed to by DPW.

(b) Design light industrial buildings with double height ground floors for fabrication space and appropriate floor plate depths on the upper floors to accommodate commercial uses, such as office and research and development.

The applicant had designed the first floor to be 18' in height to allow for fabrication space, and has provided sufficient floor plate depth on the upper levels to allow for a variety of office or laboratory uses.

Mobility Recommendations

Street Design

(a) Locate street trees along the curb edge to buffer pedestrian space from travel lanes.

The applicant is providing street trees along Smith Place to act as a buffer for pedestrians from the travel lanes.

(b) Add Bluebike Stations within a 2.5-minute walk to buildings in pace with development.

The applicant is providing a Bluebike station across the street from the 75/109 Project in coordination with CDD.

Parking and Transportation Demand Management (PTDM)

(a) Require new commercial building owners to provide enhanced PTDM, including charging market-rate parking to end users.

Although the Project is not constructing any net new parking spaces (the supply will be below the number of registered parking spaces), the Proponent has completed an enhanced PTDM plan, which is under review by the PTDM Officer. At this time market rate parking fee in the area is free. As market conditions change with the build out of the district, parking fees will be reassessed.

Quadrangle

(a) Improve the bicycle and pedestrian network by adding sidewalks, high visibility cross-walks, and bicycle facilities to all new and proposed streets.

The applicant has sited the building to allow for the widening of Smith Place, the extension of Wilson Road and Fawcett Street and the re-alignment of the Wilson/Smith intersection. This siting of the building allows for compliance with the Alewife District Plan ROW widths of 91' on Smith Place and 90' on Wilson and Fawcett. This ROW width provides the appropriate dimension for the Elevated Walkway with Grade-Separated Bicycle Lane as suggested by the Alewife District Plan.

**Adaptive Buildings
Quadrangle**

- (a) *Build/protect to the 2070 10-yr flood elevation, but no greater than 4 feet above the adjacent sidewalk, for the first occupiable floor.
The project will be designed in accordance with DPW requirements, the Project proposes to be resilient to the 2070 10-year storm event flooding elevation. For the Site, the 2070 10-year storm event flooding elevation is 22.20 Cambridge City Base (CCB). The 2070 100-year storm event flooding elevation is 22.40 CCB. Seeing as the elevations are relatively close, the Project aims to be resilient to the 100-year storm event flooding elevation beyond the DPW requirement. The elevations are as provided by DPW.*

The finished floor of the building is proposed at 22.50 CCB. Electrical site equipment is sited on the North side of the building where elevations can be maintained above 22.40 CCB.

- (b) *Upon redevelopment, encourage private property owners to construct elevated walkways on select streets, which include at least one means of ADA compliant access plus one additional access point per 200 feet of street frontage.
Upon future implementation of the Boardwalk it will be designed to be compliant*

Elevated Walkways

- (a) *One of the primary reasons for zoning reform in Alewife is the necessity to balance flood resilience standards with street activation and district walkability. This plan proposes the use of an elevated walkway to mitigate the negative impacts on the streetscape associated with elevating occupiable floors. Conditions for a publicly accessible elevated walkway are as follows:
The applicant has sited the building in a way to allow for the future implementation of an elevated side walk at the elevation of 22.5’.*
- (b) *Locate at level of building’s first occupiable floor. Elevated walkways should be 12 feet wide. Access should be provided where elevated walkways meet parcel boundaries, plus additional stairs and accessible ramps required at a maximum of every 200 feet. Stairs and ramps are to be within the 12-foot width. An artistic rendering shows the grade-separated bicycle lane with elevated walkways within the Quadrangle.
The applicant has sited the building in such a way to allow for the prescribed widths and requirements of the elevated sidewalk upon future implementation.*
- (c) *Maintain a 5-foot minimum pedestrian passage zone.
The applicant has sited the building in such a way to allow for the prescribed widths and requirements of the elevated sidewalk upon future implementation.*

(d) Where an elevated walkway exists on an adjacent site, align walking surfaces or provide smooth transition.

The applicant has sited the building in such a way to allow for the prescribed widths and requirements of the elevated sidewalk upon future implementation.

(e) Provide a 12-foot wide architectural canopy over elevated walkways with at least 12 feet clear headroom.

The applicant has sited the building in such a way to allow for the prescribed widths and requirements of the elevated sidewalk upon future implementation.

XI. SEWER SERVICE INFRASTRUCTURE NARRATIVE

The sanitary sewage from the Project will be collected and discharged into existing sewer mains on Smith Place. The Applicant and its design team are working with the City to coordinate the new sanitary connections and locations.

The project will generate more wastewater flow than the businesses that currently operate in the two (2) separate buildings that make up the project site. Based on 314 CMR7.00, the Commonwealth’s Sewer System Extension and Connection Permit Program, the proposed building and uses will generate approximately 20,538 gallons per day (GPD) as shown in the table provided on the following page. The existing buildings and uses generate approximately 2,000 GPD, which is a net increase of 18,538 GPD. The threshold for a MA DEP Sewer Connection permit is 50,000 GPD, so no state permit is required. The local threshold for I/I mitigation in the Alewife Overly District is 15,000 GPD.

	Unit Area (SF)	DEP Category	Rate* (GPD)	Total GPDs
Existing Warehouse	24,056 or 48 persons	Warehouse	15 GPD/person	720
Existing Office	17,072	Office	75 GPD/KSF	1,280
				2,000
	Unit Area (SF)	DEP Category	Rate (GPD)	Totals GPDs
Proposed Office	62,889	Office	35	4,717
Proposed Lab	79,109	Lab**	35	15,822
			New Flow	20,538
			Existing Sewer Flow	2,000
			Net New Sewer Flow	18,538
			Proposed Water Demand	22,592
<p>* 314 CMR7.00 Sewer System Extension and Connection Permit Program **Extrapolated lab use rate based upon similar City of Cambridge Projects ***Water Demand is based on 110% of total new sewer flow</p>				

The City's inflow/infiltration (I/I) mitigation requirements apply to this Project because it is located within either of the areas Alewife Overlay District, where mitigation is required after 15,000 GPD of net new sewer discharges.

The proposed storm water management system has been designed to comply with the City of Cambridge standards and the MA DEP Stormwater Management Policy for a new construction project. The stormwater from the project will be collected on the roof of the building and catch basins and landscape drains. The stormwater collected will be detained in two subsurface systems. These systems temporarily detain a portion of the stormwater to reduce the peak rate of stormwater to the City's stormwater system. In addition to the detention, the stormwater. The detention systems consists of pre-cast concrete chambers located under site parking areas.

XII. WATER SERVICE INFRASTRUCTURE NARRATIVE

The domestic water estimate for the Project is based on the projected approximate daily wastewater flow for the project. Per 314 CMR7.00, wastewater flow for office and lab is based on area (square feet). As shown in Table XX above the approximate demand for water is 22,592 gallons per day (GPD). The existing buildings use approximately 2,200 GPD, which is a net increase of 20,392 GPD of water demand.

Water will be supplied to the proposed building via a new 8-inch looped service. The project proposes to connect to the existing 10-inch water main on the east side of Smith Place with a 10" by 10" by 8" tee and 8-inch gate valve. The project also proposes to connect to the existing 8-inch water main in Adley Road with an 8" by 8" by 8" tee and 8-inch gate valve to create the looped service through the project site. In the project site, the project proposes two (2) six-inch fire protection services to the building with 6-inch gate valves and two (2) 6-inch domestic services to the building with 6-inch gate valves. The 8-inch service loop will be furnished with three (3) 8-inch isolation gate valves. Prior to construction hydrant flow tests will be completed to verify adequate flow and pressure for the building's sprinkler system.

XIII. NOISE MITIGATION NARATIVE

75/109 Smith Place will be designed to meet two separate sets of noise mitigation criteria: the Cambridge Noise Control Ordinance, and the separate (and generally more stringent) requirement applicable in the Alewife Overlay district as set forth in Section 20.94.2 of the Zoning Ordinance, which requires that *"Any noise, vibration or flashing shall not be normally perceptible without instruments at a distance of one hundred (100) feet from the premises"*. To address these standards, sound emanating from the Project's mechanical equipment will be managed and minimized by adopting the best available and feasible practices regarding the location and sizing of equipment, selecting appropriate equipment, and implementing sound attenuation measures as needed to meet the requirements identified above.

Most of the building mechanical equipment, including air handling units, chillers, boilers and emergency or stand by generators, will be located inside an enclosed mechanical penthouse. The cooling towers,

which must be outdoors and do require access to air flow, have been intentionally located on the rear side of the building, in a location with the furthest distance to an adjacent property of commercial use. Exhaust fans, which also require access to free air flow in order to ensure proper disbursement, will be located in similar fashion to the chillers and will be fitted with appropriate noise attenuators. Other sorts of mitigation strategies, such as baffles and non-line-of-site air flow design, will be employed as necessary to ensure compliance.

XIV. LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED) NARRATIVE

Introduction

LEED Certification Overview 75/109 Smith Place, a core and shell construction project, will be registered with the U.S. Green Building Council under the LEED v4 Building Design + Construction for Core & Shell projects, and is targeting LEED Gold Certification.

The team is reviewing the building’s performance potential under the new LEED V4 rating system. The below narrative documents a preliminary analysis of the LEED V4 prerequisites and credits and identifies which the building would pursue to reach a target of LEED Gold Certification under the new rating system.

I, Emily Reese Moody, LEED AP BD+C, have reviewed the project in conjunction with the design team members, and together, we developed the narrative and supporting documentation provided herein. I confirm that the project shows sufficient potential to reach a minimum of Gold level certification with at least 62 verifiable points and an additional 5 likely points as required under Article 22.20 of the Cambridge Zoning Ordinance (see Appendix A for our preliminary LEED scorecard). This shall be accomplished through various qualities attributed to both the project context, as well as its design merits and client initiatives. Please see my current LEED AP certificate at the end of this document (Appendix B).

LEED Certification Narrative

Prerequisite or Credit

Status summary

Integrative Design

IDc1
Integrative Process

During these preliminary design phases the team is studying site conditions, basic envelope attributes, energy-related systems, and water-related systems to identify potential synergies across disciplines and building systems. These studies are being used to inform the Owner’s project requirements and the design documents.

Location and Transportation

<p>LTc2 Sensitive Land Protection</p>	<p>The 101 Smith project site is not located on prime farmland, not parkland, not on previously undeveloped land, not designated as habitat for endangered species, and not in proximity to wetlands or water bodies. The project site is in a previously developed light industrial area surrounded by other similar properties. <i>See Appendix C for a site map identifying the 75/109 Smith Place property in its existing state.</i></p>
<p>LTc3 High Priority Site</p>	<p>The project is located in an area considered to be a 2019 Difficult to Develop Area (DDA) per the Housing and Urban Development website: https://www.huduser.gov/portal/sadda/sadda_qct.html, thus qualifying for Option 2 for two points. <i>See Appendix D for a site map identifying the 75/109 Smith Place property as a DDA.</i></p>
<p>LTc4 Surrounding Density and Diverse Uses</p>	<p>The 75/109 Smith Place site is in a dense urban Cambridge neighborhood, was previously developed, is adjacent to residential areas, and is close to many basic services, all connected with pedestrian and bicycle access. The project is pursuing at least four points under both Options 1 and 2. <i>See Appendix E for a site map identifying the densities and diverse uses of the area.</i></p>
<p>LTc5 Access to Quality Transit</p>	<p>75/109 Smith Place is 0.20 miles from the Concord Avenue opposite Smith Place MBTA bus stop, and is served by buses 74 and 78. The two bus lines provide 72 stops per weekday, and 53 stops per weekend. Under v4.1 updated requirements, the project is eligible for 1 point. <i>See Appendix F for a site map identifying the qualifying transit options and frequency.</i></p>
<p>LTc6 Bicycle Facilities</p>	<p>The project is located adjacent to an existing bicycle network via shared streets, which connects many diverse uses as well as multiple public transportation routes. The project will provide numerous bicycle racks for short- and long-term storage both inside and outside of the project building for occupants' and visitors' use. Additionally, the building shall contain adequate shower and changing facilities for its regular occupants.</p> <p>A secure bicycle storage room inside the building on the ground floor will provide 50 secure bicycle rack spaces for full-time building occupants. Locker/changing rooms, with a total of four showers, are immediately adjacent to the bicycle storage room.</p> <p>Also provided within the LEED Project boundary is a total of 10 outdoor secure bicycle racks. <i>See Appendix G for a site plan identifying the locations of both the indoor and outdoor bicycle parking areas.</i></p>

LTc8
Green Vehicles

Per v4.1 updated requirements, 2% of all spaces will include charging stations and will be designated for use by plug-in electric vehicles only.

Sustainable Sites

SSp1
Construction Activity
Pollution Prevention

A project-specific erosion and sedimentation control plan will be created and monitored with the objective of preventing loss of soil during construction, sedimentation of storm sewers, and pollution of the air with dust and particulate matter. The contractor shall be required to document compliance with the ESC throughout the construction process.

SSc1
Site Assessment

A site assessment including topography, hydrology, climate, vegetation, soils, human uses, and human health effects is being performed and will inform the design of the project as appropriate. The team will document findings via the Site Assessment Worksheet provided by USGBC.

SSc2
Site Development –
Protect or Restore
Habitat

The project site does not have enough qualifying outdoor green space to pursue Option 1, therefore, The Davis Companies shall seek compliance under Option 2 to provide financial support equivalent to at least \$0.40 per square foot for the total site area of the project. The land trust selected shall meet the US requirement to be accredited by the Land Trust Alliance.

SSc3
Open Space

The project will provide a minimum of 30% of open space within the site area. A minimum of 25% of that outdoor space will be vegetated. The outdoor space will be physically accessible and includes pedestrian-oriented paving with physical site elements that accommodate outdoor social activities.

SSc5
Heat Island Reduction

The solar reflectance index on the light-colored and reflective low low-sloped roofing, which will cover more than 75% of the overall building roof surface, will exceed an initial SRI of 82 and a 3-year SRI of 64. In addition, pedestrian-oriented site hardscape—as well as some parking areas—shall have high reflectivity values, the weighted average of which will allow the project to earn the two points associated with this credit under Option 1.

SSc6
Light Pollution
Reduction

Input power to all nonemergency interior light fixtures will be reduced by at least 50% between 11PM and 5AM (with the exception of an allowable 30-minute override). Exterior lighting power densities will be below the ASSI/ASHRAE/IESNA Standard 90.1-2007 for Lighting Zone 4 (high-activity commercial districts in major metropolitan areas) considering allowable light trespass on the three sides of the site abutting public ways.

SSc7
Tenant Design and
Construction Guidelines

Tenant design and construction guidelines will be issued to all building tenants to educate tenants about implementing sustainable design and construction features in their tenant improvement fit-out. These guidelines will encourage building tenants to earn LEED ID+C v4 Certification for their interior fit-out.

Water Efficiency

WEp1 / c1
Outdoor Water Use
Reduction

Plant selection and an efficient irrigation system will reduce the potable water used for irrigation by at least 100% from a calculated midsummer baseline case as delineated under Option 2 for Reduced Irrigation. This approach allows for irrigation if needed, provided from non-potable sources

WEp2 / c2
Indoor Water Use
Reduction

Water-efficient plumbing fixtures will reduce domestic water use by at least 40% below the LEED water use baseline, shown through the usage-based calculations (Compliance Path 2).

- All toilets will utilize 1.1 gpf low flush valves
- All urinals will utilize 0.125 gpf ultra low flow flush valves
- All lavatories will utilize 0.35 gpm with metering tempering faucets
- All showers will utilize 1.5 gpm low flow shower heads

Once occupancy levels and fixture counts are finalized, a Water use calculation will be performed to confirm a 40% reduction below baseline in indoor water use for 4 LEED points in addition to a Regional Priority point.

WEp3 / c4
Building – Level Water
Metering & Water
Metering

Permanent water meters will be installed which will measure the total potable water use for the building and its associated grounds. The client shall share data with USGBC as required. Permanent water meters will be installed to monitor water subsystems in the building in addition to the whole building potable water use. Examples of these subsystems include irrigation, indoor plumbing fixtures, domestic hot water, and reclaimed water, as applicable in the final design.

WEc3
Cooling Tower Water
Use

A potable water analysis will be conducted to measure concentrations of undesirable elements which cause corrosion, scale, and microbes. The cooling tower cycles will be limited to avoid exceeding any filtration levels of these elements.

Energy and Atmosphere

EAp1 / c1
Fundamental
Commissioning
And Verification &
Enhanced
Commissioning

A third-party Commissioning Agent (CxA) will be engaged before the end of the design development phase, and will review and comment on the project Owner's Project Requirements (OPR), Basis of Design, draft Design Development & Construction Documents. Additionally, he/she will develop and implement a Commissioning Plan for the building HVAC, plumbing, lighting systems and envelope, review construction submittals, and then issue a summary Commissioning Report. Finally, the CxA will participate in training for the building operational staff.

In addition to the Fundamental scope listed above, the CxA will verify the following for mechanical, electrical, plumbing, energy systems, and building envelope; these tasks shall be included in the OPR and BOD:

- Review contractor submittals.
- Verify Inclusion of systems manuals and operator training requirements in the construction documents
- Verify systems manual updates and delivery
- Verify operator and occupant training delivery and effectiveness
- Verify seasonal testing
- Review building operations 10 months after substantial completion.
- Develop an on-going commissioning plan

At this time, the project is planning to pursue Option 1, Path 1 and Option 2, but is not planning to pursue the Monitoring-Based commissioning point under Option 1, Path 2.

In addition to the activities above, the project will also pursue Path 2 for Envelope Commissioning in accordance with ASHRAE Guideline 0-2005 and the National Institute of Building Sciences (NIBS) Guideline 3-2012, Exterior Enclosure Technical Requirements for the Commissioning Process, as they relate to energy, water, indoor environmental quality, and durability.

EAp2 / c2
Minimum Energy
Performance &
Optimize Energy
Performance

An energy model (calculated according to the building performance method described in Appendix G of ANSI/ASHRAE/IESNA Standard 90.1-2010) will describe how an energy-efficient building envelope and base building mechanical systems will reduce the building design performance rating by at least 11% below the baseline building performance rating under Option 1 for Whole-Building Energy Simulation.

- Preliminary whole building energy simulation has been performed that confirms at least a 13% reduction in energy use for 6 LEED points. Simulation reports from the energy model will be provided confirming reduction

EAp3 / c3
Building-Level Energy
Metering & Advanced
Energy Metering

Permanently installed meters will measure total building energy consumption. The client shall share data with USGBC as required. Additionally, the project will install meters for all whole-building energy sources as well as any individual energy end uses that represent 10% or more of the total annual consumption of the building. Tenant spaces will be capable of independently metering energy consumption for all systems dedicated to their space. The meters will meet all criteria required for core and shell projects.

EAp4 / c6
Fundamental
Refrigerant
Management &
Enhanced Refrigerant
Management

Building refrigerants will be selected to minimize the emission of compounds that contribute to ozone depletion and global climate change. Building refrigerants will not exceed maximum threshold allowances for contributions to ozone depletion and global warming potential. Our core and shell project will likely not include all HVAC associated with anticipated work by the tenant; if the core/shell design team plans to include those systems to achieve the credit, we will provide appropriate supporting documentation from the tenant sales or lease agreement. It is anticipated that our systems will not exceed the credit threshold limits.

EAc7
Green Power and
Carbon Offsets

The Davis Companies has committed to engage in a contract to purchase an equivalent of 100% of the building's energy from green power, carbon offsets, or renewable energy certificates for a minimum of five years. The purchase amount shall be calculated from the building's total energy use as delineated in EAc2.

**Materials and
Resources**

MRp1
Storage and Collection
of
Recyclables

A Recycling Staging Room at the building loading dock will support a building-wide recycling program for paper, corrugated cardboard, glass, plastic, and metal. A zone for the safe collection, storage, and disposal of batteries, mercury-containing lamps, and electronic waste will also be provided. *See Appendix G for a site plan identifying the location of the recycling staging room at the building loading dock.*

MRp2 / c5
Construction and
Demolition

A construction and demolition waste management plan will be developed prior to the start of construction which will identify at least five materials targeted for diversion, whether these materials will be separated or

Waste Management Planning (and execution)

comingled, and will approximate a percentage of the overall project waste that these will represent. In pursuit of Option 1 of the credit, at least 75% of the construction and demolition debris and a minimum of four material streams will be diverted from landfill and incineration facilities and redirected instead for recycling to the manufacturing process and reusable materials to appropriate sites.

MRc2, 3, & 4
Building Product Disclosure and Optimization (BPDO): Environmental Product Declarations, Sourcing of Raw Materials, and Material Ingredients

The design team shall proactively seek and track materials and products that comprehensively address these three MR credits during the design phase. Priority will be given to those items that comprise a high percentage of the project's overall material cost, and those that can demonstrate achievement across multiple credit requirements, including those associated with EQc2 for Low-Emitting Materials. By performing the early product identification work, the design team shall enable the contractor to meet the requirements of these three credits as part of the project's integrative team. The project will likely utilize the v4.1 credit updates for all three BPDO credits.

Indoor Environmental Quality

IEQp1
Minimum Indoor Air Quality Performance

Building HVAC systems will meet the minimum requirements of Sections 4 through 7 of ASHRAE Standard 62.1-2010 - Ventilation for Acceptable Indoor Air Quality, based on anticipated future tenant requirements.

IEQp2
Environmental Tobacco Smoke (ETS) Control

Smoking will be prohibited inside the building and within 25 feet of the entire building perimeter. *See Appendix G for a site plan identifying the locations of signage indicating prohibited smoking inside and outside the building.*

IEQc1
Enhanced Indoor Air Quality Strategies

To promote a healthy indoor air quality, permanent entryway systems or appropriate roll-up mats will be installed at all regularly used building entrances; any room with hazardous gases or chemicals will be negatively pressured to contain such elements. MERV 13 or higher filters will be provided in all ventilation systems providing outdoor air to occupied spaces. The project is pursuing both Options 1 and 2.

IEQc2
Low-Emitting Materials

Similar to the MR BPDO credits, the design team shall proactively seek and track products that comply with the low-emitting requirements during the design phase. By performing the early product identification work, the design team shall enable the contractor to meet the requirements of this credit to the greatest extent possible as part of the project's integrative team. The project will utilize the lower compliance thresholds allowed through the v4.1 credit updates for this credit.

IEQc3
Construction IAQ
Management
Plan

An indoor air quality plan during construction will require the builder to follow industry best-practices such as SMACNA IAQ Guidelines for Occupied Buildings Under Construction, protecting absorptive materials stored on site from moisture damage, and replacing air-handling equipment media prior to occupancy.

IEQc4
Daylight

The project will provide manual glare-control for all regularly occupied spaces, and shall also pursue compliance through either Option 1 or 2. A preliminary evaluation confirmed possible compliance based on the current design; a detailed daylight analysis shall be performed during the next design phase to determine compliance.

IEQc5
Quality Views

The design of the building envelope and floor plan will allow tenants to design their fit-out with a direct line of sight to the outdoors in at least 75% of all regularly occupied areas. The project shall develop a speculative tenant test fit to show compliance and determine the final percentage of space that meets requirements.

Innovation

IDc1.1 – 1.5

The project will target all five points available in this category by pursuing and combination of Innovation and Pilot Credits recognized by USGBC. Some targeted strategies may have to be replaced with alternates throughout the project. The strategies listed below are currently being considered:

- Innovation: [Green Building Education](#) – Public education focusing on green building strategies and solutions will be provided by providing a self-guided tour of the building’s spaces to bring attention to sustainable strategies as well as developing a case study of the building’s LEED journey to inform occupants, visitors, and general public of the building’s sustainable attributes.
- Innovation: [Purchasing – Lamps](#) – The based building lighting shall be selected to focus on low- or no mercury-containing lamps. A purchasing plan will be implemented for both indoor and outdoor fixtures.
- Pilot: [Design for Enhanced Resilience](#) – The project team is integrating many of the strategies outlined in this Pilot credit, and is determining compliance with the requirements as written. The team intends to pursue the strategy in the interest of a more resilient building from both the owner’s and tenant’s perspectives. The project team is also reviewing [Assessment and Planning for](#)

[Resilience](#), and [Passive Survivability and Back-up Power During Disruptions](#) as additional potential strategies for inclusion.

- Pilot: [Bird Collision Deterrence](#) – To reduce bird injuries and mortality from in-flight collisions with buildings, the project team is evaluating the design criteria associated with this Pilot credit. The team feels that the current design complies with the criteria and will likely pursue this strategy for an ID point. Design aspects that are contributing to compliance include specific window-to-wall ratio considerations and glazing surface attributes. Building height ratios are also being evaluated.
- Pilot: [Daylight](#) or [Quality Views in Non-Regularly Occupied Spaces](#) – To better connect building occupants and visitors with the outdoors, the project team is evaluating design possibilities outlined in these two Pilot credit strategies. Currently, almost all of the building’s likely non-regularly occupied spaces are in the building’s core; this may render the project as ineligible for these two strategies. Still, the designers are incorporating the suggested criteria as able and will advise on compliance as the design develops further.

IDc2
LEED Accredited
Professional
**Regional Priority
Credits**
RPC1.1 – 1.4

The project team includes several LEED Accredited Professionals and will be able to document this credit without issue.

The project currently anticipates potentially earning two, potentially three of the four available points for the Regional Priority category:

- High Priority Site – The required threshold is two points; the project should be able to earn this credit through documenting the site either as a brownfield or as a DDA as described in the credit narrative above.
- Indoor Water Use Reduction – The required threshold is four points for earning 40% indoor water use reduction. The project currently anticipates being able to earn three points (35%) for this credit but feels it is unlikely they will be able to earn the required fourth point. The team is tracking progress as described in the credit narrative above.
- Optimize Energy Performance – The required threshold is eight points for earning 17% energy use reduction. The project currently anticipates being able to earn six points (13%) for this credit but

feels it is unlikely they will be able to earn the required two additional points. The team is tracking progress as described in the credit narrative above.

XV. TREE STUDY

There is no Significant trees on the site. The City Arborist was informed of this fact and visited the site on September 23rd, 2019 and confirmed in an email to the applicant and Liza Paden that there are “no existing trees on site over 8” in width, no mitigation is required.”

XVI. TRANSPORTATION IMPACT STUDY

On behalf of the applicant, VHB / prepared a Transportation Impact Study (“TIS”) for the Project, which was submitted to the Cambridge Department of Traffic, Parking & Transportation (TP&T) on September 27, 2019. VHB developed the TIS in accordance to the City of Cambridge’s Guidelines for Traffic Impact Study for land development projects, the TIS scoping letter from TP&T dated March 15, 2019, and responds to TP&T’s requests for clarification, corrections, and information detailed in its May 31, 2019, letter.

As described in the TIS, the Project is expected to have minimal impacts on traffic and will not cause congestion, hazard or substantial change to the established neighborhood character. The TIS indicated that the Project is expected to have 19 exceedances of Planning Board criteria out of 115 data entries. All exceedances pertain to existing pedestrian delay and presence (absence) of pedestrian and bicycle infrastructure. The Project’s impacts do not exceed any of the criteria under Project Vehicle Trip Generation, Vehicular LOS, Traffic on Residential Streets, nor Lane Queues at Signalized Intersections.

XVII. Early Community Engagement Summary

In accordance with Section 5 of the Rules of the Cambridge Planning Board, The Davis Companies, hosted an Early Community Engagement meeting to share their plans with area residents. A meeting was hosted at 75 Smith Place on Wednesday, June 20 at 6:00pm. Invitations were mailed two weeks prior to the event. Copies of the invitation are attached hereto.

After consultation with the Community Development Department, invitations were sent to property owners along Smith Place. The Cambridge Highlands Neighborhood Association and the Fresh Pond Residents Alliance were also notified. Attached is a complete list of invitees.

Present at the Community Meeting were representatives of The Davis Companies, the project architect, and local land use counsel. The meeting began with a welcome and introduction by Chris Chandor, Senior Vice President of The Davis Companies. The development team described the project to the attendees and shared copies of the proposed plans. At the conclusion of the presentation, questions and comments were solicited from those in attendance.

Six members of the public attended, including Ann Tennis, President of the Cambridge Highlands Neighborhood Association. Questions from attendees focused on the size of the building and the use of the building. There was considerable discussion about future development in the Quadrangle District, including a rumored rezoning petition by an abutting landowner and a potential pedestrian footbridge over the commuter rail tracks. No modifications were made to the design based on comments made at the meeting.



EARLY COMMUNITY ENGAGEMENT MEETING

OPEN HOUSE

Thursday June 20, 2019

7:00PM

You are invited to attend an Open House at 75 Smith Place hosted by The Davis Companies to learn about their proposal to construct a new 107,000 sf office and laboratory building at 75-109 Smith Place.

In addition to representatives from The Davis Companies, the project architect will be in attendance to present the proposed plans for this building and answer questions.

This proposal will require a Special Permit from the Cambridge Planning Board and approval from the Cambridge Conservation Commission.

For additional information, please contact Chris Chandor at (617) 451-1300.

Approved Early Community Engagement Invitation List

ABUTTERS

1. TRUE, NANCY M., TRUSTEE
C/O CCF ASVRF 45-61 MOONEY LLC,
185 DARTMOUTH ST
BOSTON, MA 02110
2. Neighborhood Organizations
See List Below
3. SHANNON, TIMOTHY L. TRUSTEE
ARSENAL WAY REALTY TRUST
150 PRIDES CROSSING
SUDBURY, MA 01776
4. SMITH PLACE LLC
12 BLANCHARD RD
CAMBRIDGE, MA 02138
5. DIV FRESH POND 40 SMITH PLACE, LLC.
C/O DIV FRESH POND 40 SMITH PLACE, LLC.
2001 ROSS AVE., SUITE 3400
DALLAS, TX 75201
6. DIV FRESH POND 10 WILSON, LLC
C/O QUAD 10 WILSON RD, LLC
2001 ROSS AVENUE STE #3400
DALLAS, TX 75201
7. ATINA MANAGEMENT CORPORATION
41 RUTLAND ST.
WATERTOWN, MA 02472-2107
8. BASILE, JOSEPH
9 BLAIR PL
CAMBRIDGE, MA 02140
9. BJC, LLC,
24 TANAGER ST.
ARLINGTON, MA 02476-5755
10. CACCAVARO, RONALD TRU OF CCC REAL
ESTATE NOMINEE TR &
CITY OF CAMBRIDGE TAX TITLE
11. EURO-TECH AUTO BODY, INC.
53 SMITH PLACE
CAMBRIDGE, MA 02138
12. WEST CAMBRIDGE SCIENCE PARK, LLC
38 PEQUOSSETTE RD
BELMONT, MA 02478
13. CAMBRIDGE HIGHLANDS, LLC
C/O TRINITY PROPERTY MGMT
P.O. BOX 380212
CAMBRIDGE, MA 02238
14. DMP BURLINGTON CONCORD, LLC &
DMP CAUSCAN, LLC
C/O MARCUS PARTNERS
260 FRANKLIN ST
BOSTON, MA 02110
15. JOLLY GREEN GIANT, LLC.
100 SMITH PL
CAMBRIDGE, MA 02139
16. G.A.B. CROSSROADS, INC.
C/O GAYLE FERRARO
5 HAWKTREE DR
WESTWOOD, MA 02090s
17. HASSEY, EDWARD J.
110 EAST ST
CARLISLE, MA 01741-1105
18. KELLY LAND TRUST, INC
48 BRIGHT RD
BELMONT, MA 02478
19. MASTRANGELO AND SONS, LLC
67 SMITH PL., #14
CAMBRIDGE, MA 02138
20. MELLY'S LLC.,
67 SMITH PL. UNIT#11
CAMBRIDGE, MA 02138

67 SMITH PLAVE. #3
CAMBRIDGE, MA 02138

- | | |
|--|---|
| 21. CAFASSO, MARTIN C.
98 HAMMOND ST.
CAMBRIDGE, MA 02138 | 26. MESSINA, STEPHEN J. & LYNDA A.
MESSINA, TRUSTEES OF
40 LONGFELLOW RD
WATERTOWN, MA 02474 |
| 22. CFCR REALTY, LLC,
67 SMITH PL. UNIT#9
CAMBRIDGE, MA 02138 | 27. NILAN, MARK
41 STANDISH RD.
WATERTOWN, MA 02472-3378 |
| 23. GURDAL, M. IHSAN & VALERIE GURDAL
TRUSTEE OF SMITH PLACE UNIT13A
REALTY TRS &
CITY OF CAMBRIDGE TAX TITLE
67 SMITH PL 13A
CAMBRIDGE, MA 02138 | 28. PRIDHAM, LLC.
6 YORK RD.
BELMONT, MA 02478-2849 |
| 24. HARRIS, JASON & GREGORY LOMBARDI
67 SMITH PLACE UNIT 12
CAMBRIDGE, MA 02138 | 29. RICCI BROS., INC.
67 SMITH PLACE. #8
CAMBRIDGE, MA 02138 |
| 25. HARRY & LILI LLC
67 SMITH PLACE, 12-A
CAMBRIDGE, MA 02138 | 30. SHANNON, TIMOTHY L, & JENNIFER
ANGELL
150 PRIDES CROSSING RD
SUDBURY, MA 01776 |

NEIGHBORHOOD ORGANIZATIONS:

Cambridge Highlands – Neighborhood 12

Cambridge Highlands Neighborhood Association

71 Griswold Street
Cambridge, MA 02138

c/o Ann Tennis
jatennis@comcast.net
(617) 515-2722

West Cambridge – Neighborhood 10

Fresh Pond Residents Alliance

<http://freshpondresidents.org>

c/o
Doug Brown, co-Chair
Douglas_p_brown@yahoo.com

Allison Field-Juma, co-Chair
fieldjuma@gmail.com

XVIII. CONCLUSION

75/109 Smith Place furthers the objectives of the Zoning Ordinance and applicable Alewife Overlay Planning studies, including the recently completed Envision Alewife study. Accordingly, the Applicant respectfully requests that the Planning Board find that the Project satisfies all applicable requirements of the Ordinance and grants the requested Special Permits.

Appendix A – Preliminary LEED Project Scorecard



LEED v4 for BD+C: Core & Shell Project Checklist

Project Name: 101 Smith Place
Date: 12.5.19

Y	N		
1	0	Credit	Integrative Process

11	9	Location and Transportation	20
0	0	Credit 1	LEED for Neighborhood Development Location
2	0	Credit 2	Sensitive Land Protection
2	1	Credit 3	High Priority Site
4	2	Credit 4	Surrounding Density and Diverse Uses
1	5	Credit 5	Access to Quality Transit
1	0	Credit 6	Bicycle Facilities
0	1	Credit 7	Reduced Parking Footprint
1	0	Credit 8	Green Vehicles

7	4	Sustainable Sites	11
Y		Prereq 1	Construction Activity Pollution Prevention
1	0	Credit 1	Site Assessment
1	1	Credit 2	Site Development - Protect or Restore Habitat
1	0	Credit 3	Open Space
0	3	Credit 4	Rainwater Management
2	0	Credit 5	Heat Island Reduction
1	0	Credit 6	Light Pollution Reduction
1	0	Credit 7	Tenant Design and Construction Guidelines

8	3	Water Efficiency	11
Y		Prereq 1	Outdoor Water Use Reduction
Y		Prereq 2	Indoor Water Use Reduction
Y		Prereq 3	Building-Level Water Metering
2	0	Credit 1	Outdoor Water Use Reduction
4	2	Credit 2	Indoor Water Use Reduction
1	1	Credit 3	Cooling Tower Water Use
1	0	Credit 4	Water Metering

15	18	Energy and Atmosphere	33
Y		Prereq 1	Fundamental Commissioning and Verification
Y		Prereq 2	Minimum Energy Performance
Y		Prereq 3	Building-Level Energy Metering
Y		Prereq 4	Fundamental Refrigerant Management
5	1	Credit 1	Enhanced Commissioning
6	12	Credit 2	Optimize Energy Performance
1	0	Credit 3	Advanced Energy Metering
0	2	Credit 4	Demand Response
0	3	Credit 5	Renewable Energy Production
1	0	Credit 6	Enhanced Refrigerant Management
2	0	Credit 7	Green Power and Carbon Offsets

5	9	Materials and Resources	14
Y		Prereq 1	Storage and Collection of Recyclables
Y		Prereq 2	Construction and Demolition Waste Management Planning
0	6	Credit 1	Building Life-Cycle Impact Reduction
1	1	Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarations
1	1	Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials
1	1	Credit 4	Building Product Disclosure and Optimization - Material Ingredients
2	0	Credit 5	Construction and Demolition Waste Management

7	3	Indoor Environmental Quality	10
Y		Prereq 1	Minimum Indoor Air Quality Performance
Y		Prereq 2	Environmental Tobacco Smoke Control
2	0	Credit 1	Enhanced Indoor Air Quality Strategies
1	2	Credit 2	Low-Emitting Materials
1	0	Credit 3	Construction Indoor Air Quality Management Plan
2	1	Credit 4	Daylight
1	0	Credit 5	Quality Views

6	0	Innovation	6
5	0	Credit 1	Innovation
1	0	Credit 2	LEED Accredited Professional

2	2	Regional Priority	4
0	1	Credit 1	Regional Priority: LTc3 High Priority Site
1	0	Credit 2	Regional Priority: Wec2 Indoor Water Use Reduction
1	0	Credit 3	Regional Priority: Specific Credit
0	1	Credit 4	Regional Priority: Specific Credit

62	48	TOTALS	Possible Points:	110
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NOTES:
Checklist is for informational purposes only and is subject to change throughout the design and construction phases.

Appendix B – Current LEED AP BD+C Certificate



Appendix C – Existing Project Site



Appendix D – Project Site in a Difficult to Develop Area (DDA)

OFFICE OF POLICY DEVELOPMENT AND RESEARCH (PD&R)

ABOUT PD&R RESEARCH & PUBLICATIONS DATA SETS INITIATIVES

2018 and 2019 Small DDAs & QCTs

75 smith place, cambridge, ma Go Select a State Select a County Go

Map Options : Clear | Reset | Full Screen

QCT Legend: Tract Outline LIHTC Project 2019 Qualified Census Tracts

SADDA Legend (%): FMR Boundary SADDA Boundary 2019 Small DDA

Hide the overview

The 2019 Qualified Census Tracts (QCTs) and Difficult Development Areas (DDAs) are effective January 1, 2019. The 2019 designations use data from the 2010 Decennial census and three releases of 5-year tabulations from the American Community Survey (ACS): 2010-2014; 2011-2015; and 2012-2016. The designation methodology is explained in the federal Register notice published October 22, 2018.

Map Options
 13 Current Zoom Level
 Show Difficult Development Areas (Zoom 7+)
 Color QCT Qualified Tracts (Zoom 7+)
 Show Tracts Outline (Zoom 11+)
 Show FMR Outlines (Zoom 4+)
 Show LIHTC Projects (Zoom 11+)

[Click here for full screen map](#)

Select Year
 2019
 2018

Map: Report a map error

Appendix E – Surrounding Density and Diverse Uses Information



101 Smith Location: Surrounding Density and Diverse Uses						
	Category					
Use Type	Food Retail	Community-serving retail	Services	Civic and Community Facilities	Community Anchor Uses	Total
Number of Uses	1	2	2	2	1	8

(Grocery) Formaggio Kitchen Annex - 67 Smith Pl #13a, Cambridge, MA 02138	(Other Retail) A Street Frames - 755 Concord Ave, Cambridge, MA 02138	(Restaurant) Iggy's Bread - 130 Fawcett St, Cambridge, MA 02138	(Gym) Central Rock Gym - Cambridge - 127 Smith Pl, Cambridge, MA 02138	(Adult Care) Sancta Maria Nursing Facility - 799 Concord Ave, Cambridge, MA 02138	(Education) Fayerweather Street School - 765 Concord Ave, Cambridge, MA 02138	(Housing) Atmark Cambridge - 80 Fawcett St, Cambridge, MA 02138
	(Other Retail) Longleaf Lumber, Inc - 115 Fawcett St, Cambridge, MA 02138	(Restaurant) Burger King - 679 Concord Ave, Cambridge, MA 02138	(Gym) Beyond Fitness Pilates Studio - 725 Concord Ave, Cambridge, MA 02138	(Government Office) Social Security Administration - 10 Fawcett St, Cambridge, MA 02138	(Medical) CareWell Urgent Care - 603 Concord Ave, Cambridge, MA 02138	
				(Worship) Fo Guang Buddhist Temple - 711 Concord Ave, Cambridge, MA 02138	(Park) Rafferty Park - 68 Griswold St, Cambridge, MA 02138	
				(Park) Maher Park - 650 Concord Ave, Cambridge, MA 02138	(Medical) Inhale MD - 777 Concord Ave #104, Cambridge, MA 02138	

Map Tag	Service / Facility	Location	Walking Distance from 101 Smith	Service Type
A	Central Rock Gym	127 Smith Pl, Cambridge, MA 02138	0.08mi	Services - Gym
B	Formaggio Kitchen Annex	67 Smith Pl #13a, Cambridge, MA 02138	0.10mi	Food Retail - Grocery with produce section
C	Iggy's Bread	130 Fawcett St, Cambridge, MA 02138	0.17mi	Services - Restaurant
D	Rafferty Park	68 Griswold St, Cambridge, MA 02138	0.43mi	Civic and Community - Park
E	Burger King	679 Concord Ave, Cambridge, MA 02138	0.22mi	Services - Restaurant
F	Fo Guang Buddhist Temple	711 Concord Ave, Cambridge, MA 02138	0.21mi	Civic and Community - Worship
G	William G Maher Park	650 Concord Ave, Cambridge, MA 02138	0.23mi	Civic and Community - Park
H	Social Security Administration	10 Fawcett St, Cambridge, MA 02138	0.42mi	Civic and Community - Government Office
I	CareWell Urgent Care	603 Concord Ave, Cambridge, MA 02138	0.49mi	Civic and Community - Medical Clinic
J	Sancta Maria Nursing Facility	799 Concord Ave, Cambridge, MA 02138	0.49mi	Civic and Community - Adult Care
K	Fayerweather Street School	765 Concord Ave, Cambridge, MA 02138	0.34mi	Civic and Community - Education
L	Beyond Fitness Pilates Studio	725 Concord Ave, Cambridge, MA 02138	0.24mi	Services - Exercise Studio
M	Longleaf Lumber, Inc	115 Fawcett St, Cambridge, MA 02138	0.31mi	Community-Serving Retail - Other Retail
N	A Street Frames	755 Concord Ave, Cambridge, MA 02138	0.32mi	Community-Serving Retail - Other Retail
O	Inhale MD	777 Concord Ave #104, Cambridge, MA 02138	0.43mi	Civic and Community - Medical Clinic
P	Atmark Cambridge	80 Fawcett St, Cambridge, MA 02138	0.43mi	Community Anchor Uses - Housing

(Jacobs) Boston Location: Surrounding Density and Diverse Uses		
BUILDING	Address	Total Built Area
1	15 Mooney St, Cambridge, MA 02138	35,151
2	45 Mooney St, Cambridge, MA 02138	23,000
3	50 Mooney St, Cambridge, MA 02138	16,320
4	61 Mooney St, Cambridge, MA 02138	19,739
5	67 Mooney St, Cambridge, MA 02138	5,680
6	127 Smith Pl, Cambridge, MA 02138	84,308
7	160 Fawcett St, Cambridge, MA 02138	22,832
8	180A Fawcett St, Cambridge, MA 02138	4,200
9	170 Fawcett St, Cambridge, MA 02138	18,100
10	130 Fawcett St, Cambridge, MA 02138	33,426
11	200 Cambridgepark Dr, Cambridge, MA 02138	218,250
12	160 Cambridgepark Dr, Cambridge, MA 02138	479,953
13	125 Fawcett St, Cambridge, MA 02138	43,694
14	155 Fawcett St, Cambridge, MA 02138	37,086
15	100 Smith Pl, Cambridge, MA 02138	46,666
16	67 SMITH PL, Cambridge, MA 02138	56,656
17	67R SMITH PL, Cambridge, MA 02138	4,500
18	767 CONCORD AVE, Cambridge, MA 02138	20,210
19	763 CONCORD AVE, Cambridge, MA 02138	20,020
20	57 SMITH PL, Cambridge, MA 02138	13,572
21	10 WILSON RD, Cambridge, MA 02138	76,359
22	53 SMITH PL, Cambridge, MA 02138	6,642
23	40 SMITH PL, Cambridge, MA 02138	36,405
24	68 MOULTON ST, Cambridge, MA 02138	25,536
25	77 FAWCETT ST, Cambridge, MA 02138	34,482
26	36 MOULTON ST, Cambridge, MA 02138	64,426
27	59 MOULTON ST, Cambridge, MA 02138	17,870
28	45 MOULTON ST, Cambridge, MA 02138	52,339
29	55 WILSON RD, Cambridge, MA 02138	63,500
30	26 SMITH PL, Cambridge, MA 02138	11,834
31	665 CONCORD AVE, Cambridge, MA 02138	15,250
32	165 CAMBRIDGEPARK DR, Cambridge, MA 02138	303,954
33	150 CAMBRIDGEPARK DR, Cambridge, MA 02138	270,080
34	125 CAMBRIDGEPARK DR, Cambridge, MA 02138	218,825
35	150 CAMBRIDGEPARK DR, Cambridge, MA 02138	270,080
36	100 CAMBRIDGEPARK DR, Cambridge, MA 02138	145,839
37	130 CAMBRIDGEPARK DR, Cambridge, MA 02138	224,115
38	80-90 FAWCETT ST, Cambridge, MA 02138	610,763
39	24 SPINELLI PL, Cambridge, MA 02138	44,048
40	799 CONCORD AVE, Cambridge, MA 02138	161,348
41	31R SMITH PL, Cambridge, MA 02138	48,996
	Total	3,906,054.00
	min. square footage required to meet 22,000sf/per acre	3,780,500.51
	Total Buildable Land in 1/4 mile raduis of site	7,485,391.00
		50.5051%

Information listed was obtained from Property assessment FY2016 Boston Government: <https://www.cambridgema.gov/propertydatabase>

Appendix F – Nearby Alternative Transportation Information



Appendix G – LEED Boundary & Site Plan

