



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2020 NOV 23 PM 2:05
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	359
Address:	75-109 Smith Place
Zoning:	Office 1/ Industry B-2 / Alewife Overlay Districts (AOD-1, AOD-3)
Applicant:	The Davis Companies 125 High Street, Boston, MA
Owner:	Quad 75 Smith Place, LLC 109 Smith Place, Cambridge, MA Quad 109 Smith Place, LLC 109 Smith Place, Cambridge, MA
Application Date:	January 2, 2020
Date of Planning Board Public Hearing:	February 25, 2020; continued to August 25, 2020
Date of Planning Board Decision:	August 25, 2020
Date of Filing Planning Board Decision:	November 23, 2020

Application: Project Review Special Permit (Section 19.20) and Special Permits to increase FAR (Section 20.95.1), increase building height (Section 20.95.2.6), waive yard requirements (Section 20.95.34) in the Alewife Overlay Districts, to construct a new 3-story building principally for technical office use, with below grade parking for 124 cars, surface parking for 30 cars, 50 long-term bicycle parking spaces, 10 short-term bicycle parking spaces, and 2 loading bays, with a total gross floor area of 144,175 square feet.

Decision: GRANTED, with Conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. 75-109 Smith Place Special Permit Application, dated 12/16/2019, containing, *inter alia*, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificates, Community Outreach Summary, Project Narrative, Infrastructure Narratives, Noise Mitigation Narrative, Sustainable Design Narrative, Noise Mitigation Narrative, Transportation Impact Study, and Tree Study, and 75-109 Smith Place Volume 2 R1 containing plan set prepared by Jacobs, dated 12/16/2019.
2. Presentation slides shown to the Planning Board on 2/25/2020.
3. Supplement to Special Permit Application dated 5/22/2020, including responses to questions from the Planning Board, revised narrative materials and 75-109 Smith Place Volume 2 R2 containing revised plan set prepared by Jacobs, dated 5/22/2020.
4. Presentation slides shown to the Planning Board on 8/25/2020.

City of Cambridge Documents

5. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 2/12/2020.
6. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 2/19/2020.
7. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP&T) Department, dated 2/19/2020.
8. Memorandum to the Planning Board from CDD staff, dated 8/18/2020.
9. Memorandum to the Planning Board from Joseph E. Barr, Director, TP&T Department, dated 8/24/2020.

Other Documents

10. Letter to the Planning Board from Ann Stewart and Ann Tennis, dated 2/20/2020.
11. Letter to the Planning Board from Doug Brown, dated 2/25/2020.

SUMMARY OF APPLICATION

The project is proposed to be located in multiple zoning districts, Office 1 (O-1) zoning district which is modified by Alewife Overlay District 3 (AOD-3) and Industry B-2 (IB-2) zoning district which is modified by Alewife Overlay District 1 (AOD-1). The proposal is to construct a new building for technical office for research and development uses, below grade parking for 124 cars and surface parking for 30 cars, 50 long-term bicycle parking spaces, 10 short-term bicycle parking spaces, and 2 loading bays. The new three-story building will have 144,175 square feet of gross floor area (GFA).

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Project Review Special Permit (Section 19.20)

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

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

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

be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Applicant submitted a Transportation Impact Study for the proposed project to the Cambridge Traffic, Parking and Transportation Department (TP&T), which was certified as complete and reliable on October 21, 2019, as indicated in a memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated February 19, 2020.

The Transportation Impact Study identified nineteen instances where the Special Permit Transportation Criteria cited above were exceeded while adding additional vehicle trips to the area roadways in the peak traffic flow direction. Fourteen instances for pedestrian delay criteria were triggered at three street intersections. One exceedance for pedestrian facility criteria adjacent to the project site was triggered by absence of sidewalk. Four exceedances for bicycle facility criteria were triggered on parts of two streets.

The Applicant has proposed improvements to the sidewalk on Smith Place along with creating a separate bicycle path, which improves bicycle and pedestrian access to the site as well as improving the overall bicycle and pedestrian network connectivity for the area. The building is sited to allow for the future implementation of elevated sidewalk.

TP&T submitted a set of recommended mitigation measures in its memo dated August 24, 2020, which were agreed to by the Applicant and are incorporated in this Decision. Overall, the proposed mitigation would support improvements to pedestrian and bicycle connections throughout the area, support the public bicycle sharing system (BlueBikes), transportation improvements in Alewife area, provide transportation amenities to future tenants of the project to reduce the need for auto trips, and implement a program of transportation demand management (TDM) measures to further reduce the auto trips generated by the project. The proposal is also subject to the Cambridge Parking and Transportation Demand Management (PTDM) Ordinance and received final approval for its PTDM Plan on April 20, 2020.

Therefore, the Board finds that the proposed project will not have a substantial adverse impact on city traffic within the study area, considering that the Applicant will undertake transportation improvements as recommended by TP&T to improve pedestrian, bicycle, and vehicular access and egress along Cambridgepark Drive.

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

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

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

The proposed project aligns with the goals identified for the area in the Alewife District Plan and would increase permeable areas and stormwater retention. The project's overall massing and scale fit within the surrounding context and are further enhanced by the improvements to the streetscape and landscape treatment. The siting and orientation of the building are consistent with the streetscape patterns envisioned for the area and create a more urban presence along Smith Place while providing opportunities for connections to the uses and pedestrian/bicycle network around the site. The creation of an architectural streetwall at a scale appropriate to the width of the street also responds to the future street network plans and flood resilience objectives identified in the Alewife District Plan.

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

The project enhances the pedestrian and bicycle activity in the immediate area with lobby area and a courtyard entrance along Smith Place. Entries are oriented toward anticipated routes of pedestrian and bicycle movement, and ground floor transparency is maximized to enhance the pedestrian environment. Throughout the review process, significant attention was given to the treatment of façades and landscape areas to make them more attractive to passersby. A range of plantings provide landscaping that enhances the visual and environmental quality of the area for pedestrians. Exterior (short-term) and interior (long-term) bicycle parking are also provided per zoning requirements.

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

In adhering to the applicable stormwater management standards, the proposed project mitigates the impacts of development on water storage and improves upon the existing impervious parking lot. In addition, the proposed building height and scale are compatible with surrounding uses and will not cause excessive shadow. Mechanical equipment and vehicular access/egress areas are sited and shielded such that they will not adversely impact the surrounding buildings. Rooftop equipment is sited and screened to mitigate visual impacts. Outdoor lighting will be designed to provide safety while minimizing light impacts on the neighborhood. The exact rooftop mechanical screening, façade material treatments and landscape features will be subject to ongoing review by City staff. Trash and other service functions are housed internally and serviced through the private driveway. The Applicant has located the project's electrical equipment in an unobtrusive location behind the building with appropriate screening. Additional trees and greenery were added to the site design during the review process to promote shade and cooling.

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

Traffic impacts have been discussed previously in these Findings. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable as per City of Cambridge Wastewater and Stormwater Drainage Use Regulations. DPW has provided comment to the Planning Board in a memorandum dated February 12, 2020 indicating that the project is expected to meet all DPW standards and that the Applicant will finalize a Site Action Plan to promote resiliency from environmental risks with approval from DPW prior to issuance of a building permit. The Applicant has also consulted with the Cambridge Water Department and has proposed improvements to ensure that water service can be provided to the site without adverse impacts on the municipal water system. The project is designed to include water-conserving plumbing features. The project will be required to meet the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance and the project is designed to meet a “Gold” level standard using the LEED BD+C: Core and Shell v4 Rating System.

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

The area in which the project is proposed has an evolving urban character that has been anticipated by Cambridge’s planning efforts, including the Concord-Alewife Plan (2005) and the recent Alewife District Plan (2019) completed as part of the Envision Cambridge comprehensive planning process. The existing site has a more auto-oriented pattern of an extensive surface parking lot. The proposed project better reinforces the pattern of more recent residential and commercial development in the neighborhood as well as the City’s planning objectives by setting the building in anticipation of the street pattern envisioned by the Alewife District Plan. The design also accounts for evolving City standards for flood risk mitigation by incorporating measures to protect from projected 2070 flood levels, including the elevation of building ground floors. The new building’s design and use will be harmonious with surrounding buildings along Smith Place while anticipating future redevelopment plans.

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

The project does not include residential development.

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

The project is within close proximity of the Fresh Pond Reservation and proposes landscape improvements along the sidewalks of Smith Place as well as improving the appearance and amenity of streetscape edges. A landscaped courtyard in front of the

building and the landscaped patio areas behind the building will provide additional open space amenities for the occupants of the building on the site.

2. Special Permits to increase FAR, increase building height and waive yard requirements in Alewife Overlay Districts (Section 20.95)

The Board finds that the proposal meets the criteria for issuance of special permits authorized by the provisions of the Alewife Overlay Districts. The Board finds that the proposal advances the General Purpose and the specific requirements of Section 20.90, as set forth below. In reviewing these criteria the Board was informed by the Concord-Alewife Plan, completed in 2005, which preceded the enactment of the Alewife Overlay Districts, as well as the Alewife District Plan, completed in 2019, which updates the Concord-Alewife Plan for this area.

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

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

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

The proposal will contribute to the overall mix of uses with the addition of office and commercial laboratory space. The site layout has been rearranged to place most parking below grade, reduce the overall ratio of parking to development on the site, and reinforce pedestrian movement along the sidewalks of Smith Place by incorporating a pedestrian-oriented entrance and landscaped areas. The proposal includes improvements to the pedestrian realm with a new sidewalk and separated bicycle facility, and the building includes facilities to support and encourage bicycle use, as noted further above in these Findings. In addition, the Applicant performed a traffic study that was reviewed by TP&T and has agreed to recommended mitigation for transportation impacts as noted further above in these Findings.

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

The proposal will meet applicable requirements and recommended standards relating to flooding and water management, including the City's stormwater management standards for the zoning district and flood hazard mitigation measures based on 2070 projections from the City's Climate Change Vulnerability Assessment. The DPW has reviewed the Application Documents and indicated to the Planning Board that the project is expected to meet the City's requirements and will be subject to further review by DPW.

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

The proposal is separated from the Highlands neighborhood and will have minimal visual or transportation impacts.

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

The project will make financial contributions to transportation improvements and implement streetscape improvements to enhance pedestrian and bicycle movement along Smith Place in the vicinity of Fresh Pond Reservation.

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

The proposal does not include residential or retail uses, but includes landscape improvements within the site, which will enhance the neighborhood appeal to a variety of users.

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

The proposal is designed and oriented in a way to enhance the streetscape, respond to its neighbors, and relate to the recent projects in the subdistricts in height and massing. The proposal will improve the urban character of the area by creating a stronger street frontage, as well as creating defined open spaces that will provide benefits to the building occupants.

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

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

1. *Quadrangle Northwest District: 1.5 for all uses*

3. *Quadrangle Southwest and Quadrangle Southeast Districts: 1.5 for non-residential uses; 2.0 for residential uses.*

The proposed project will have a total floor area ratio (FAR) of 1.27, which is within the maximum FAR allowable by special permit.

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

1. *Quadrangle Northwest District: 55 feet for non-residential uses.*

3. *Quadrangle Southwest District: 55 feet for non-residential uses.*

The maximum building height allowable by special permit for non-residential use on this property is 55 feet. The proposed non-residential project will have a building height of no more than 53 feet.

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

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

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

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

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

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

The proposed footprint of the building requires a waiver of the “formula” yard requirements applicable under base zoning. Specifically, the building setbacks have been aligned with the block patterns anticipated in the Alewife District Plan. The stormwater report and communication from the DPW indicate that the project will meet all applicable stormwater management standards. The proposed setbacks are landscaped appropriately, with vehicular access limited to one side of the building, and support a pattern of development that is

generally consistent with the objectives of the Concord-Alewife Plan and the Concord-Alewife Design Guidelines, in particular those for this area in which the project is located, as set forth below.

Concord-Alewife Plan Goals for Quadrangle:

- *Encourage creation of housing along Concord Avenue.*
The site is not along Concord Avenue.
- *Introduce neighborhood-focused retail to form a mixed-use core near the Alewife Brook Parkway edge of the Quadrangle.*
The possibility of retail use was discussed, but as the project site is not along a major road, it was not seen to be an ideal location for retail.
- *Continue to allow light industrial uses closer to the railroad tracks.*
The site is roughly between Concord Avenue and the railroad tracks, and near other recently built commercial projects, and is proposing to continue commercial use.
- *Create appropriate transitions between the Highlands and nonresidential uses in the Quadrangle by introducing a green buffer and allowing lower densities and heights near the Highlands.*
The project site is fairly distant from the Highlands neighborhood.
- *Create a public space that serves a stormwater function as well as being an open space resource.*
Though the project site is too small to incorporate a major public space, it will include a landscaped open space that will provide the required permeable surface for the lot as well as a shared amenity for building occupants.
- *Increase the amount of permeable surface in the Quadrangle as the area redevelops.*
The proposal meets the permeable area requirements by providing a landscaped patio space and landscaped front, side and rear yards.
- *Encourage future development to respond to stormwater goals for the area.*
The proposal meets the city's stormwater management standards for the area and takes into consideration the latest information available through the city's Climate Change Vulnerability Assessment.
- *Create a hierarchy of boulevards, avenues, streets, and pathways.*
The project site is too small to accommodate new streets and pathways, but is designed to provide an attractive, pedestrian-friendly and bicycle-friendly edge to future road and

path improvements envisioned by the Concord-Alewife Plan and the Alewife District Plan.

- *Enhance the character of Concord Avenue by improving its streetscape.*

The project is not located directly on Concord Avenue.

- *Design new public spaces and places that support a range of community-focused activities.*

The site is too small for a major public space, but does provide a small landscaped courtyard along the streets that can be enjoyed by the public.

- *Improve traffic circulation within the Quadrangle by enhancing existing roads and adding new ones—without creating a direct vehicular connection to the Highlands.*

The project site is too small to accommodate new roads, but is designed to provide an attractive, pedestrian-friendly and bicycle-friendly edge to future road and path improvements envisioned by the Concord-Alewife Plan and the Alewife District Plan as well as improving the streetscape along Smith Place.

- *Improve the streetscape within the Quadrangle to enhance the pedestrian and bicycle environment. Strengthen pedestrian/bicycle access to Alewife Station to improve connections to transit and to the Minuteman Path and Linear Park.*

The proposal will improve the streetscape along Smith Place with improved sidewalks, street trees and a more pedestrian friendly edge.

- *Improve the pedestrian environment along Concord Avenue and provide safe crossings.*

The project is not located directly along Concord Avenue.

- *Continue to encourage residential use along Concord Avenue.*

Though the site is not along Concord Avenue.

- *Encourage housing development within the Quadrangle, particularly close to the Highlands.*

The project does not include residential development.

Concord-Alewife Design Guidelines – Areawide:

- *Break up large blocks into smaller blocks, of sizes similar to those in surrounding Cambridge neighborhoods, to improve circulation and be compatible with surrounding neighborhoods.*

The site is too small to break into smaller blocks, but provision is made for alignment with the future street network plans and flood resilience objectives.

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

The project takes cues from nearby recent commercial development, but incorporates architectural styles with a different visual character. The façades are designed to provide scale and texture with a variety of materials.

- *Street level facades should include active uses such as frequent residential entrances, with setbacks for stoops and porches; neighborhood-serving retail including shops, restaurants, cafes; services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers; community spaces such as exhibition or meeting spaces; and commercial lobbies and front entrances.*

The street level façade includes a largely transparent lobby and a landscaped courtyard meant to be enjoyed by tenants and the larger public.

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

The front entrance includes a transparent canopy in the courtyard leading to the main lobby.

- *Design residential buildings with individual units and front doors facing street, including row house units on the lower levels of multi-family residences.*

The project does not include residential development.

- *Utilize low impact development principles in building and site design as a way to meet City, State, and Federal stormwater requirements...*

The project is designed to implement the City of Cambridge Department of Public Works Concord-Alewife Stormwater Management Guidelines.

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

The project incorporates sustainable building strategies to achieve a LEED Gold standard per the City's Green Building Requirements and meet the requirements of the Stretch Energy Code.

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

The proposal acknowledges the future street envisioned in the Concord-Alewife Plan and the Alewife District Plan by setting the building back with provisions for future raised walkways and accommodating a future westward extension of Fawcett Street in place of a driveway.

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

The sidewalk and street edge along Smith Place will be improved as part of the project.

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

The project will enhance the bicycle and pedestrian friendly character of Smith Place through street improvements, orienting building entrances along Smith Place, a separated bicycle track, and providing a bicycle parking facility and landscape improvements along the street frontage.

- *Screen service areas from major streets.*

Building services will mainly be accommodated within the building, with the exception of an electrical transformer that is required to be accessible from the street but will be screened by the building. The mechanical equipment located above the roof will be screened sufficiently from street view. The loading dock and service areas are accessed via the shared private roadway and not visible from Smith Place.

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

Most parking is provided below-grade. Some above-grade parking is proposed, but will be behind the building. Aside from the proposed vehicular access point, most above-grade parking will be buffered from Smith Place by the building.

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

Signage will be minimal and will be located and designed to be visible to pedestrians at the street level. Exterior lighting on the site will be pedestrian-scaled for safe and comfortable use of the outdoor spaces, and will be subject to detailed review by City staff. Light trespass from interior lights will be controlled.

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

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

- *Design residential development to include a range of units of various sizes and with various numbers of bedrooms...*

The project does not include residential development.

Concord-Alewife Design Guidelines – Quadrangle:

- *Use streetscape and other improvements to define Wilson Road as part of a major east-west connection through the Quadrangle.*

The southern façade of the building is set back from the property line 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.

- *Create an open-space system characterized by parks and green spaces of varying scales and uses.*

The site is too small for a major public space, but does provide a small courtyard along the streetscape that can be enjoyed by the public.

- *Use pooled resources to create a new central public open space in the Quadrangle that incorporates stormwater management.*

The site is too small for a major public space, but does provide a small courtyard along the streetscape that can be enjoyed by the public and the landscaped patio in the rear serves the function of permeable open space.

- *Locate active uses around the future open space to create a safe and active environment throughout the day and evening.*

The particular location of the site is currently not considered ideal for retail use. The building is designed to allow for ground floor retail along Smith Place if retail uses is viable in future.

- *Provide pedestrian links to strengthen physical connections to the shopping center.*

The site does not link to the shopping center area, but is aligned with future roadway connections that could eventually connect to that area.

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

The proposed building is less than 55 feet in height.

- *Use streetscape and other improvements to define Smith Place and Spinelli Place as major north-south entries into the Quadrangle, and to establish Concord Avenue as a major gateway.*

The project is set back from the property line and the eastern façade is designed to allow streetscape improvements associated with the anticipated widening of Smith Place to accommodate improved sidewalks and bicycle facilities.

- *Provide pedestrian links to strengthen connections to Fresh Pond Reservation, consistent with the Fresh Pond Master Plan.*

The project will implement improvements to pedestrian access along Smith Place, which will provide an enhanced connection to Fresh Pond Reservation.

- *Strengthen streetscape and other improvements to define Concord Avenue.*

The site is not located along Concord Avenue.

- *Site new development to allow for a future above-grade crossing between the Triangle and the Quadrangle.*

The project is not located where it would directly accommodate or impede such future above-grade crossing, but since the site would benefit from such a connection, the project will make a financial contribution to support further study and design work for that connection.

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

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

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

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

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

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

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

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

The proposed technical office for research and development uses conform to the set of allowed uses in the district and will not adversely impact the operation or development of adjacent uses, which are predominantly office and storage.

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

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

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

As discussed earlier in these Findings, the proposed uses and development are consistent with the character of this evolving, mixed-use district. There are other general and technical office buildings in the district activating the streetscape with landscaped areas.

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

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

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board specifically include all revisions and modifications in the plan set titled 75-109 Smith Place Volume 2 R2 containing revised plan set prepared by Jacobs, dated 5/22/2020. Appendix I summarizes the dimensional features of the project as approved. The following modifications to the approved development plan are hereby authorized:
 - a. This Special Permit Decision does not authorize any increase in the number of off-street parking spaces hereby approved; however, the number of off-street parking spaces may be reduced, to the extent permissible by zoning, without requiring an amendment to this Special Permit Decision, subject to written approval by the Director of Traffic, Parking, and Transportation (TP&T) upon determining that the development otherwise remains in conformance with the Conditions of this Special Permit Decision, including but not limited to the continuing design review process set forth below and the provisions of its Parking and Transportation Demand Management (PTDM) Plan. Furthermore, the total number of off-street parking spaces shall be reduced to 144 spaces upon the completion and opening of a publicly-accessible pedestrian and bicycle connection across the railroad tracks to Cambridgepark Drive.
 - b. This special permit approves the “Day One Plan” depicted in the supplemental Application Documents dated 5/22/2020, which retains the existing curb line along Smith Place and includes a raised cycle track with an extra two feet width for future relocation of the curb line to accomplish the City’s preferred street section for Future Alewife Site Plan. The Planning Board has reviewed and hereby approves the portion of the lot to be dedicated for public use as an extension of Smith Place, in accordance with the “Day One – Subdivision Plan” contained in the Application Documents dated 5/22/2020 and the provisions of Section 20.99 of the Zoning Ordinance, subject to review and acceptance of an easement by the City.
 - c. The future improvements depicted in the “Future Alewife Plan – Site Plan” contained in the Application Documents dated 5/22/2020 are hereby approved and shall not require an amendment to this Special Permit Decision, but shall remain subject to continuing detailed review by City staff. Furthermore, the Permittee shall commit to implement such improvements on its property, provided that they are permitted by

- zoning, and provided that abutting property owners or other controlling entities commit to implementing the necessary corresponding improvements to adjacent land or utilities not controlled by the Permittee. This shall include commitment to fund the potential future movement of the curb line and possibly the undergrounding of the overhead wires in the future, commitments to work with abutting property owners and the City to make necessary changes in the future to realize the Future Alewife Site Plan, and avoid adding a future site driveway with a new curb cut on Adley Road.
2. The project shall be subject to continuing design review by CDD. Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
 3. Each of the below items shall be specifically subject to CDD review and approval of the final design details through the continuing design review process set forth above. The outstanding design issues contained in the CDD Staff Memo dated August 18, 2020 shall be considered in the review of such details, provided that the final plans shall remain in substantial conformance with the plans hereby approved by the Planning Board:
 - a. All external lighting, to be reviewed for general conformance with technical guidelines recommended in the proposed Cambridge Outdoor Lighting Ordinance, with consideration given to minimizing light trespass by the design of façade lighting and tree up-lighting, and the use of timers.
 - b. Consideration should be given to minimizing light trespass from the building interior by the use of blinds, timers, or other means.
 - c. Access and egress routes for pedestrians, bicycles, and vehicles for future construction of elements in the "Future Alewife Site Plan" condition, including the elevated walkways, which shall be reviewed and approved by TP&T and Department of Public Works (DPW).
 - d. The final location, design, and installation of the Public Bicycle Sharing (Bluebikes) Station shall be reviewed and approved by DPW, CDD, and TP&T.
 - e. Selection of all exterior materials, colors, and façade details, including joints in the panel systems, details at corners, glazing, spandrel glass, window mullions, penthouse screening, roofing system, etc.
 - f. The final design and details of the mechanical penthouse.
 - g. The design and extent of the retaining wall that forms the outer edge of the future elevated walkway.
 - h. The design of the bicycle and pedestrian pathway connection from Smith Place to the rear of the site, which shall include signage for both bicyclists and trucks to avoid conflicts in

the rear of the building by the loading docks and bicycle parking areas, subject to review and approval by TP&T.

4. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section incorporating all colors and materials on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD.
5. The Permittee shall comply with the PTDM Plan approved on April 20, 2020 and reduce off-street parking over time as stipulated in Condition #1a. of this Special Permit decision.
6. The Permittee shall comply with the recommended mitigation measures set forth in the memorandum issued by Joseph E. Barr, Director of TP&T, dated August 24, 2020:
 - a. The Permittee shall provide a one-time contribution to the City of \$5 per square foot of Gross Floor Area of new construction, to be determined at the time of issuance of a building permit, toward the development of the planned Alewife Pedestrian Bicycle Bridge that the City has studied that would come off of Fawcett Street to connect the Quadrangle and Triangle to improve access within the district, or other major public improvements to transportation infrastructure in the larger Alewife area to be determined by the City, prior to issuance of a Building Permit.
 - b. The Permittee shall commit to a one-time contribution to the City of \$10 per square foot of Gross Floor Area of new construction through a binding Letter of Commitment (or other City-approved mechanism) linked to this Special Permit, toward the development of the planned Alewife Pedestrian Bicycle Bridge or other transportation improvements in Alewife area to be determined by the City, prior to the commencement of construction of the bridge over the commuter rail tracks. The Letter of Commitment (or other City-approved mechanism) shall be completed prior to issuance of a building permit as approved by TP&T.
 - c. The Permittee shall provide \$140,000 to the City toward planning, design and/or installation of transportation improvements in the Alewife District such as a new traffic signal at Concord Ave/Smith Place, upgrading the pedestrian crossing beacon at Concord Ave/Spinelli Pl into a red rapid flashing beacon, and/or comparable improvements to mitigate the immediate transportation impacts of the project to be determined by the City, prior to issuance of a Building Permit.
 - d. The Permittee shall reconstruct Smith Place, Adley Road, and Fawcett Street along the site's frontage to align with the City's future cross-section plan for Smith Place as indicated in the Alewife District Plan and/or as approved by the City to mitigate transportation impacts of the project. The Permittee shall construct and maintain (i.e. free of snow, ice and debris and maintenance of pavement condition) the separated bicycle lanes along the property frontage. The final design shall be approved by the City prior to

- issuance of a Building Permit. The Permittee shall complete construction of Day One Plan prior to issuance of a Certificate of Occupancy.
- e. The Permittee shall fund and install a 23-dock public bicycle sharing station (Bluebikes or a successor program) as per the approved PTDM Plan in the location approved by the City prior to the issuance of a Building Permit.
7. All tree plantings shall be in full compliance with the City's standards current at the time of plantings and in full accordance of recommendations of the Urban Forestry Master Plan. The Permittee shall submit a planting plan locating new street trees in accordance with City standards for clearance for all modes of travel for review and approval by TP&T and DPW as part of Building Permit review.
 8. All flood protection measures, final stormwater management plan, and mitigation requirements for stormwater inflow and infiltration from the sewer system shall be reviewed and approved by DPW.
 9. The Permittee shall prepare a final Site Action Plan to allow for future building adaptation to flooding risks associated with climate change, with an emphasis on providing safety and comfort to building occupants, which shall be reviewed and approved by DPW and the Cambridge Fire Department prior to issuance of a building permit and shall be operational immediately upon occupancy of the building. The Site Action Plan shall meet the following minimum requirements:
 - a. The Action Plan shall be reviewed by the Permittee and property management team every five years through 2070 to confirm the effectiveness of existing adaptation measures and the need for additional measures. The reviews shall be reviewed by DPW and the Fire Department.
 - b. The Action Plan shall include a notification regarding flooding risks that shall be included in the leases to ensure building tenants and occupants are informed of the flood risk. This plan shall be operational immediately upon occupancy of the building.
 - c. The Action Plan shall include a building user notification/evacuation plan. This plan shall be operational immediately upon occupancy of the building.
 - d. The Action Plan shall provide information, guidance, and resources to assist occupants sheltering in place, such as a disaster supply kit. This plan shall be operational immediately upon occupancy of the building.
 - e. The Action Plan shall detail an operations plan for flood protection measures. This plan shall be operational immediately upon occupancy of the building.
 - f. The Action Plan shall develop the operation of the fire detection and suppression systems to ensure that they remain operable during flood events or loss of power. This plan shall be operational immediately upon occupancy of the building.

- g. The Action Plan shall address elevator operation and heated and cooled gathering spaces in each building in the event of loss of power. This plan shall be operational immediately upon occupancy of the building.
 - h. The Action Plan shall identify appropriate public spaces in each building to locate key emergency medical supplies and other emergency response supplies. This plan shall be operational immediately upon occupancy of the building.
 - i. The Action Plan shall include a notification protocol to be utilized in the event of a flooding or other natural disaster. This plan shall be operational immediately upon occupancy of the building.
10. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by TP&T and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by said Section 18.20:
- a. A plan for site remediation in accordance with applicable local, state and federal requirements;
 - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
 - c. A community outreach program including, at a minimum, the following elements:
 - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
 - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
 - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
11. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
12. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a building permit, and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.

13. The project shall conform to the Incentive Zoning requirements set forth in Section 11.202 of the Zoning Ordinance.

Voting in the affirmative to GRANT the Special Permit were Planning Board Members Louis J. Bacci, Jr., H Theodore Cohen, Catherine Preston Connolly, Mary Flynn, Hugh Russell, and Tom Sieniewicz, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



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

A copy of this decision PB #359 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision has been filed on November 23, 2020 with the Office of the City Clerk, by Liza Paden, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or
_____ an appeal has been filed within such twenty days.

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

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	113,246	5,000 min	No Change	No Change
Lot Width (ft)	220	50	No Change	No Change
Total GFA (sq ft)	32,670	169,869	144,175	144,175
Residential Base	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	32,670	169,869	144,175	
Inclusionary Bonus	0	N/A	0	
Total FAR	0.29	1.5	1.27	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	N/A	0	
Non-Residential Base	0.29	1.5	1.27	
Inclusionary Bonus	0	N/A	0	
Total Dwelling Units	0	N/A	0	0
Base Units	0	N/A	0	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	0	N/A	0	
Base Lot Area / Unit (sq ft)	0	N/A	0	
Total Lot Area / Unit (sq ft)	0	N/A	0	
Height (ft)	15-30	55	52.75	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	6.8-29.9	15	25.75	
Side Setback (ft)	15/61	15	46.75/40.75	
Rear Setback (ft)	41	15	51.75	
Open Space (% of Lot Area)	1%	15%	29%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	0.08%	25%	29%	
Off-Street Parking Spaces	156	136/270	154	Consistent with Application Documents, PTDM and other applicable requirements
Long-Term Bicycle Parking	0	32	50	
Short-Term Bicycle Parking	0	9	10	
Loading Bays	0	2	2	