



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2022 AUG 16 AM 11:23  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

## NOTICE OF DECISION

Case Number:	387
Address:	36-64 Whittamore Avenue (Alewife Park)
Zoning:	Special District 2/ Special District 3/ Parkway Overlay District/ Flood Plain Overlay District/Residence B
Applicant:	IQHQ-Alewife LLC 201 Washington Street, Suite 3920 Boston MA 02108
Owner:	IQHQ-Alewife LLC 674 Via de La Valle, Suite 206 Solana Beach, CA 92075
Application Date:	January 12, 2022
Date of Planning Board Public Hearing:	March 1, 2022; May 10, 2022
Date of Planning Board Decision:	May 10, 2022
Date of Filing Planning Board Decision:	August 16, 2022
Application:	Project Review Special Permit (Section 19.20) and Flood Plain Overlay District Special Permit (Section 20.73) to renovate 2 existing buildings, demolish 5 existing buildings, construct 3 new buildings, and construct a 358-vehicle above grade parking garage, totaling around 735,500 square feet Gross Floor Area for office, laboratory, and retail use.
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 Swaathi Joseph at 617-349-4668, or [sjoseph@cambridgema.gov](mailto:sjoseph@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application submitted on 1/12/2022 containing Volume I – Narrative dated 12/27/2021, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificates, Project Narrative, Community Outreach Summary, Noise Mitigation Narrative, and Infrastructure Narratives; Volume II – Graphic Material dated 12/27/2021, containing plan set titled 36-64 Whittemore Ave prepared by VHB; and Volume III – Appendices dated 12/27/2021, containing, Green Building reports, Transportation Impact Study, Escrow Funds, Commitments, Flood Storage Data, and Tree Study.
2. Revised Flood Storage Data submitted on 2/16/2022.
3. Presentation slides shown to the Planning Board on 3/1/2022.
4. Supplemental Narrative dated 4/8/2022 containing responses to the Comments from the Board, additional project information, and Revised Graphic Material dated 4/8/2022, containing plan set titled 36-64 Whittemore Ave prepared by VHB.
5. Presentation slides shown to the Planning Board on 5/10/2022.

### City of Cambridge Documents

6. Memo to the Planning Board from Katherine F. Watkins, City Engineer, dated 2/22/2022.
7. Memo to the Planning Board from Joseph E. Barr, Director of Traffic, Parking and Transportation (TP+T), dated 2/2/2022.
8. Memo to the Planning Board from Community Development Department (CDD) Staff, dated 2/23/2022.
9. Memo to the Planning Board from CDD staff, dated 5/4/2022.
10. Memorandum to the Planning Board from Joseph E. Barr, Director, TP+T, dated 5/5/2022.

### Other Documents

11. Email communication to the Planning Board from Carol Agate, dated 2/9/2022.
12. Email communication to the Planning Board from Elizabeth Paden, dated 2/25/2022.
13. Letter to the Planning Board from Carl Nagy-Koechlin, dated 2/28/2022.
14. Email communication to the Planning Board from Stephen H. Kaiser, dated 2/28/2022.
15. Letter to the Planning Board from Friends of Jerry's Pond Leadership Team, dated 2/28/2022.
16. Email communication to the Planning Board from Joel Nogie, dated 2/28/2022.
17. Letter to the Planning Board from Renata Pomponi, dated 2/28/2022.
18. Email communication to the Planning Board from Steven Nutter, dated 3/1/2022.
19. Letter to the Planning Board from Wes Edwards, dated 3/1/2022.
20. Email communication to the Planning Board from Joel Nogie, dated 5/9/2022.
21. Notice of Extension of Time to July 30, 2022, dated 5/19/2022.

## **APPLICATION SUMMARY**

The proposal is to redevelop the site by renovating two existing buildings, demolishing five existing buildings, constructing three new buildings, and constructing an above-grade parking garage. All development will be concentrated on the northern part of the site, south of Whittemore Avenue. Existing surface parking lots north and south of Whittemore Avenue will be retained. The four-acre natural habitat to the south of the site and the Jerry's Pond area will be designated as "Covenant Areas" that will prohibit future construction of buildings and grant some public access.

The total development will amount to approximately 735,500 square feet of Gross Floor Area (GFA) and will be used predominantly for office and laboratory uses, with some retail use. Building heights will range from 48 feet to 52 feet. The project will provide up to 609 parking spaces, including 358 spaces in the above-grade parking garage and 251 spaces in surface lots. It will also provide 140 long-term bicycle parking spaces, 44 short-term bicycle parking spaces, and eight loading bays.

## 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)

The Planning Board finds that the project conforms to the criteria for approval of a Project Review Special Permit, as set forth below:

*19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) 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. In areas where the Planning Board determines that area-specific traffic guidelines have been established in the Ordinance, the Board recognizes written agreements between project proponents and the City dealing with transportation mitigation strategies.*

*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 completed a Transportation Impact Study (TIS), which was certified as complete and reliable by TP+T on June 8, 2021. The Board received memoranda from TP+T dated February 22, 2022 and May 5, 2022 commenting on the findings of the TIS, other project considerations related to traffic and transportation, and recommended planning,

design, and mitigation strategies. The Board discussed such material with TP+T staff at its public hearings and references such material in making these Findings.

The TIS indicated that the Project triggered 26 Planning Board Special Permit Transportation Exceedances. Based on the TIS, TP+T recommended a comprehensive package of mitigation and monitoring requirements, developed in coordination with the Applicant and included in its memo dated May 5, 2022.

Based on the information provided, the Board finds that the extensive set of transportation mitigation and monitoring measures appropriately counterbalance the anticipated transportation impacts as presented in the TIS, and therefore finds that there will be no substantial adverse impact on city traffic within the study area.

*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, which also reference plans and guidelines established by the City for particular areas, such as Alewife.

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

The site is former industrial land, and now contains commercial office and research buildings and surface parking surrounded by urban wilds. To the north and east of the site are neat blocks of mostly single- and two-family residential buildings with some three-family houses and multifamily apartment buildings scattered throughout. Two prominent open space and recreation areas – the Alewife Linear Path and Russell Field – abut the site.

The site is located predominantly in Special District 3, whose stated intent is “to permit a modest level of residential and nonresidential development in the District consistent with the public interest in protecting regulated wetlands where they occur within the district; maintaining flood storage capacity in the district consistent with federal regulations; minimizing the amount of additional traffic passing through congested intersections on arterial streets, and on local, neighborhood streets, that could provide access to the district; limiting stormwater runoff onto property located outside the district ensuring adequate visual buffers and screening of buildings and parking facilities from adjacent public parks and recreation facilities; minimizing the disturbance of existing soil within the district to limit dispersal and exposure to possible harmful residual substances in the soil; and in enhancing the parkway character of the Parkway Overlay District.

The project creates a more permeable group of buildings, reduces impervious paved area, offers ground floor public active uses, and provides greater access to natural areas while

protecting their value as habitat. In addition, the proposal makes numerous commitments for public benefits both on- and off-site.

The project consists of a compact group of renovated and new three-story laboratory/office buildings along the south side of Whittemore Avenue, organized around a central east/west Promenade that connects to the Linear Park's multiuse path. The building massing and façade design frames and enriches public spaces and relates to nearby buildings.

South of the building group, two undeveloped areas are established as public benefits: a 4-acre natural habitat area north of the Massachusetts Bay Transportation Authority (MBTA) headhouse and Russell Field, and the area around Jerry's Pond, where extensive improvements will enable public access and improve pedestrian and bicycle movement. The 4-acre area will be improved to accommodate stormwater, much of it will become a meadow, but numerous new trees will be planted. The landscape design reinforces public spaces and offers beauty and environmental benefits.

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

The proposed development will provide more connections through and to the site. Notably, the project will improve an existing connection to the MBTA headhouse and will create new connections to Whittemore Avenue and Linear Park for pedestrians and bicyclists. In addition to providing separate facilities for pedestrians and bicyclists, the project includes a service road interior to the site that has been designed for shared use by vehicles and bicyclists. Sidewalks are provided on both sides of the service road.

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

- Building mechanical systems will be located at roof level in enclosed mechanical penthouses or screened with enclosures to hide the equipment and contain the noise generated. Site located electrical equipment is proposed on the south side of the perimeter loop drive, next to the parking garage. Noise from all mechanical equipment will be calculated and sound attenuating measures will be incorporated if appropriate.
- Stormwater Management was reviewed and approved through the Conservation Commission process. While the State Standards differ from City requirements, the Applicant is aware of the City requirement and the Project is anticipated to meet the Standards of the Stormwater Control Permit, which will be certified before a building permit is issued.
- Given the distance to residences north of the development, shadow impacts will be limited.
- The perimeters of the parking lots on Whittemore are landscaped with low plantings and canopy trees.
- 50% of the lot area will be open space, with 45% of lot area being permeable open space (385,500 square feet) and 5% of lot area being permeable pavers (42,000 square feet).

- The building scale and wall treatment of Building 1, which is adjacent to a residential property, will not change.
- Exterior lighting will be designed to minimize light trespass. Tenant fit-out criteria will include shades and occupancy sensors to control light trespass from building interiors. Light trespass from the Garage will be controlled by fixture selection and occupancy sensors.
- The project will comply with the Tree Protection Ordinance. A Tree Study has been certified by the City Arborist.

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

- Stormwater Management was reviewed and approved through the Conservation Commission process. While the State Standards differ from City requirements, the Applicant is aware of the City requirement and the Project is anticipated to meet the Standards of the Stormwater Control Permit, which will be certified before a building permit is issued.
- The project will result in an estimated sewer flow generation of approximately 87,900 ± gallons per day, at full build out, which is an increase of 59,200 ± gallons per day over the existing generation of the site. This increase will trigger the requirement for the project to remove four times the net increase in flow of Infiltration and/or inflow (I/I) from the sewer system. The City is working with the Applicant to establish mitigation for the added flows.
- All new and existing buildings will be built to the LEED Gold standard.

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

The project will contain mostly office and laboratory uses; however, it will include approximately 3,500 square feet of retail that will be publicly accessible. There are no identified or designated historic structures on the site. The uses do not heavily depend on trucking for supply and distribution. There are no educational institutional uses proposed.

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

The project does not include a residential component. In lieu of providing housing, the applicant will make a contribution to the Cambridge Affordable Housing Trust per the requirements of Section 11.200 of the Zoning Ordinance.

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

50% of the lot area will be open space, with 45% of lot area being permeable open space (385,500 square feet) and 5% of lot area being permeable pavers (42,000 square feet). Part of this open space includes a four-acre wooded/natural area that enhances the parklike feeling of the Russell Field area, offers habitat to wildlife, and screens the site's existing buildings from

view from the south. The project also includes a Central Plaza and Promenade that provide seating and space for temporary events.

2. Flood Plain Overlay District Special Permit (Section 20.73)

*20.75 Criteria. The Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met all of the following criteria in addition to other criteria specified in Section 10.43:*

- 1. No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these Special Flood Hazard Areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.*
- 2. Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.*
- 3. All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.*
- 4. The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.*
- 5. Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 - Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 - Flood Plain Overlay District and Section 20.90 – Alewife Overlay Districts 1-6.*
- 6. The requirement of Section 20.74(3) has been met.*

The proposed project will comply with the land use plans and policy objectives of the districts in which it is located, as well as the general land use policies of the City of Cambridge, as set forth in these findings. It will also comply with the applicable provisions of the Cambridge Zoning Ordinance, as set forth in these Findings, and the State Building Code.

A communication from the City Engineer dated February 22, 2022 indicates that the proposed development will have the ability to meet all requirements associated with being



located in the Flood Plain and will also provide mitigation to address flood level impacts and building resiliency associated with increased flood elevations set forth in the City's November 2015 Climate Change Vulnerability Assessment. The Applicant has committed to establishing the finished floor elevation of each new structure and all critical infrastructure to above the 2070-100-year event, as mapped by the current published City FloodViewer. Further, the Department of Public Works (DPW) has recommended measures, to which the Applicant has agreed to the extent reflected in this Decision and the Applicant's submissions, to further anticipate and mitigate potential flood risks to the project.

The Conservation Commission issued an Order of Conditions on February 11, 2022 approving the project as proposed in compliance with the Massachusetts Wetlands Protection Act, confirming that the project will not impair the ability of the applicable flood hazard areas to carry and discharge flood waters. Proposed compensatory storage established as part of this approved work shall serve at the baseline/existing condition for any future work in the Flood Plain.

Based on these reports, the Board finds that the proposal meets the criteria set forth in Section 20.75.

3. General Criteria for Issuance of a Special Permit (Section 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 ...*

Transportation impacts have been carefully assessed as described above in these Findings. No changes to patterns of access or egress are anticipated that would cause substantial adverse impact.

*(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 development is consistent with the zoning requirements for the area and will not adversely impact the operation or development of adjacent uses.

*(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 development will not cause nuisance or hazard and will be conducted in accordance with all applicable health and safety requirements.

*(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 ...*

The proposed uses are fully consistent with the anticipated development of the district as established in the stated purpose and specific requirements of Special District 3.

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

The proposed development is consistent with the Citywide Urban Design Objectives, as set forth further above in these Findings.

## DECISION

Based on a review of the Application Documents, testimony given at the public hearing, 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, except as modified by the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are Revised Graphic Material dated 4/8/2022, containing plan set titled 36-64 Whittemore Ave prepared by VHB. The approved development consists of two renovated buildings, three new principal use buildings, and one accessory parking garage as depicted in the Application Documents (the “Project”). Appendix I summarizes the dimensional features of the Project as approved.
2. The Planning Board approves the uses as described and depicted in the Application Documents, which includes Office and Laboratory uses listed in Section 4.34 and Retail or Consumer Service Establishments listed in Sections 4.35 and 4.36, as permitted in the zoning district. A minimum of 3,500 square feet shall be dedicated to such Retail or Consumer Service Establishments, which may be located in the ground story of any building on the site. Any other use or a decrease in the amount of retail use provided shall require approval from the Planning Board.
3. The Permittee has proposed a subdivision of the parcel into separate lots and has proposed that a restrictive covenant or other legal mechanism acceptable to the City would be executed to limit development rights on the non-developed lot in order to ensure ongoing compliance with the Special District 3 (SD-3) zoning requirements, which limit the total Gross Floor Area (GFA) in the district. The Permittee has also represented that the project includes new bicycle and pedestrian paths, and pedestrian improvements along Jerry’s Pond, all of which will be accessible to the public and are described in the Application Materials, and which will be guaranteed by a restrictive covenant or other legal mechanism. Such a mechanism shall be provided to the City Solicitor for review and approval, and no building permit for the first new building to be constructed shall be issued until the City of Cambridge certifies in writing that such legal mechanism is approved and until the Permittee provides evidence that the legal mechanism has been executed and recorded at the Registry of Deeds, if applicable.
4. The project shall be subject to continuing design review by the Community Development Department (“CDD”). Before issuance of each Building Permit for the Project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD’s administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.

5. The Permittee shall address the following comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details prior to issuance of a Building Permit, as applicable:
  - a. Facades and exterior details of the laboratory/office buildings and the parking garage, including the profile of curtainwall cover plates, and the design of ground floor facades.
  - b. Height and bulk of penthouses.
  - c. Steepness and width of steps and layout of ramps up to raised entries. Review of landscape layout, materials, and details.
  - d. Signage areas on the building facades.
  - e. Architectural and site lighting, control of light trespass from building interiors.
  - f. Tree species, caliper, and locations, including the provision of curbside street trees.
  - g. Layout of long-term bicycle storage rooms and routes to them.
  - h. The number, layout, and location of short-term bicycle parking spaces.
  - i. The design and locations of bollards and gates at the site's entrances and driveways.
6. Through the continuing design review process set forth above, the Permittee shall submit the design of the plaza at the MBTA headhouse to CDD for review. In the event that approval is not granted by the MBTA for the design depicted in the Application Documents, a comparable alternative plan shall also be submitted to the Board as a Design Update.
7. Prior to the final selection of colors and textures for façade materials of each building, the Permittee shall erect a mock-up(s) of an exterior wall section, including joints in the panel systems, details at corners, curtainwall systems, window mullions, glass specifications, and rooftop screening elements, 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. The mock-up's design and location shall be coordinated with CDD staff prior to construction.
8. Landscape improvements shall be made to the surface parking lots north of Whittemore Avenue before the Certificate of Occupancy is issued for Building 2. Trees shall be planted along Whittemore Avenue before the Certificate of Occupancy is issued for Building 3. The central plaza and promenade shall be constructed prior to the Certificate of Occupancy for Building 5. Before issuance of any Certificate of Occupancy, CDD staff may approve an alternate timeline for some improvements due to practical constraints – for example, final plantings may be completed at a seasonally appropriate time, so long as the earthwork and paving is substantially complete.
9. The approved number of parking spaces is 609. The number of parking spaces may be further reduced, consistent with applicable zoning requirements at the time, without requiring an amendment to this Special Permit. However, the number of parking spaces may not be increased unless the Planning Board grants an amendment to this Special Permit.
10. The Permittee shall make a good faith effort to reduce the amount of parking to achieve a parking ratio of 0.80 spaces per 1,000 square feet of technical office uses for research and development as soon as possible as demand warrants, while working to minimize negative parking impacts on neighborhood streets. To achieve this goal, the Permittee shall be required to do the following:

- a. Two (2) years after the date of issuance of the first building occupancy permit, the Permittee shall conduct a parking use evaluation. The scope for evaluation shall be approved by TP+T and CDD and will include items such as average and peak number of parking spaces used, employee surveys on how they commute to work, and where employees park if they drive to work. The Permittee shall continue biennial parking demand monitoring until a 0.80 parking ratio is achieved.
  - b. Five (5) years after the date of issuance of the final building occupancy permit, the Permittee shall sufficiently reduce parking supply to achieve a 0.95 parking ratio. The Permittee shall also submit a reuse plan to CDD within 18 months for surplus surface lots to be converted into housing or community-serving uses.
  - c. Ten (10) years after the date of the issuance of the final building occupancy permit, the Permittee shall sufficiently reduce parking supply to achieve a 0.90 parking ratio. The Permittee shall also submit a reuse plan to CDD within 18 months for surplus surface lots to be converted into housing or community-serving uses.
  - d. If data from the biennial parking utilization study shows that the parking demands are lower than supply by a reasonable amount and there is limited on-street residential parking impacts, the Permittee shall be obligated to reduce the parking supply to as low as a 0.80 parking ratio.
11. The Permittee shall comply with the following transportation mitigation measures, which are described in the TP+T memo dated May 5, 2022:
- a. Infrastructure improvements
    - i. Within one year of the issuance of the first Building Permit for the Project, the Permittee shall commence a feasibility study for the construction of a bus-only lane along the Alewife Access Road (Loop Road) after vehicles exit the arched tunnel under Alewife Brook Parkway. Should the bus-only lane be determined to be feasible by the City, the Massachusetts Department of Transportation (“MassDOT”), MBTA, the Massachusetts Department of Conservation and Recreation (“DCR”), and the Cambridge Conservation Commission, the Permittee shall develop 100% design plans for review by the relevant agencies, and then construct those improvements within five years (or sooner) of the Project’s first Certificate of Occupancy or another timeline if reasonably necessary due to conditions outside the control of the Permittee and as approved by the City and MassDOT. These improvements shall also include any necessary intersection changes at the Alewife Access Road/Rt. 2/16.
    - ii. Within one year of the issuance of the first Building Permit for the Project, the Permittee shall commence a feasibility study for the widening of the arched tunnel under Alewife Brook Parkway to accommodate safer bicycle facilities connecting from the Minuteman Bikeway to the Project site. The Permittee shall provide 100% design plans for review by the City, MassDOT, MBTA, DCR, and Cambridge Conservation Commission. The Permittee shall not be responsible for construction.
    - iii. Prior to the issuance of the first Building Permit, the Permittee shall make a payment to the City to fund a 33-dock public bikeshare station (Bluebikes or its successor) on the Project site. The station shall be located as per the project plans, unless an alternative location is approved by the City. The Permittee shall be responsible for securing a siting/licensing agreement if the station is sited on their property prior to a Certificate of Occupancy.

- iv. Prior to the issuance of the first Certificate of Occupancy, the Permittee shall complete the reconstruction of the driveway apron on Rindge Avenue to better accommodate MBTA buses turning off Rindge Avenue into the Comeau Park parking lot without having an abrupt bump. The final design shall be approved by DPW.
- v. Prior to the issuance of the first Certificate of Occupancy, the Permittee shall enter into a maintenance agreement with DPW to provide and maintain publicly accessible sidewalks and paths, including performance of crack repairs and snow and ice removal.
- vi. Prior to the issuance of the first Certificate of Occupancy or by a later date as approved by TP+T, the Permittee shall work with the city to improve and reconstruct the end of Harvey Street west of Clifton Street to improve safety for pedestrians and bicyclists that access the Project site.
- vii. If requested by TP+T, prior to the issuance of a final Certificate of Occupancy for the last new building to be constructed or by a later date as approved by TP+T, the Permittee shall fund the design and construction of the signalization of the Steel Place/Alewife Access Road intersection, including transit priority treatment and Miovision traffic equipment or similar traffic control equipment approved by TP+T.
- viii. The Permittee shall participate with the City on the ongoing Linear Park re-design and reconstruction project, including evaluating alternative proposed pedestrian paths and bicycle or multi-modal paths from those shown in the Revised conceptual graphics materials (Overall Site Circulation Plan, sheet 5.6B) to identify a more direct pedestrian and bicycle connection between the Linear Park and the MBTA headhouse, designed in such a way as to minimize impact on habitat and hydrology (for example, a more direct connection in the vicinity of the community garden area). The Permittee shall construct the final design recommended by the City as a result of that process, with construction completed before the issuance of a final Certificate of Occupancy for the last new building to be constructed.
- ix. The Permittee shall install Electric Vehicle Service Equipment (EVSE) in 25% of the total number of spaces (based on 609 total spaces), or one dual-head Level 2 charger for every two vehicles to be served, whichever number is greater. The remaining 75% of spaces should be EV-ready, meaning that wiring/conduit and electrical panel/transformer capacity is installed to support the future installation of additional charging stations at those remaining parking spaces. No less than five years after the issuance of a final Certificate of Occupancy, the Permittee shall present a plan for review by TP+T and CDD to make the surface parking lots on the north side of Whittemore Avenue EV-ready, excluding any lots/spaces that are identified for reuse for a purpose other than parking. The plan shall include information about the expected electrical demand and electrical capacity needs associated with the future installation of charging stations serving all spaces.
- x. If MassDOT builds two-way bike/pedestrian paths through the arched tunnel under Alewife Brook Parkway, the Permittee shall build connecting bike/pedestrian paths on its property to provide a more direct connection between the Linear Path to the east with the Fitchburg Bypass path to the west, and with the Minuteman Path to the north.

b. Transportation Demand Management (TDM)

- i. Charge employees 100% market rate parking fee while working to mitigate the potential impacts of Cambridge residents parking on nearby streets. Employees should have options to pay parking fees only for the days they drive to work, to provide flexibility to employees that do not drive to work every day and commute by sustainable modes other days (such as taking transit). The pay-by-day element of the program may be modified by the Permittee from time to time as approved by TP+T and CDD. TP+T and CDD should approve the details of the parking fee program prior to issuance of the first Occupancy Permit.
  - ii. Permanently reserve and post signs that designate 5% of parking spaces for carpool/vanpool parking.
  - iii. Provide carpool/vanpool parking at discounted rate.
  - iv. Provide employees 100% transit pass subsidies, up to the federal fringe tax benefit.
  - v. Allow pre-tax purchase for all federal fringe benefit categories.
  - vi. Provide Gold-level Bluebikes corporate membership to employees.
  - vii. Provide showers/lockers to employees.
  - viii. Provide at least one publicly available bicycle repair tool stand with pump.
  - ix. Provide electric outlets in bike parking rooms for charging small electric devices such as e-bikes and e-scooters.
  - x. Designate an on-site Transportation Coordinator to promote walking, biking, taking the bus, train, or shuttle, and carpooling to employees, including posting information on the Project's website and newsletters, coordinating with the Alewife TMA, providing up to date information to all employees, and responding to individual requests for information. Post information about pedestrian and bicycle facilities near the project; MBTA maps, schedules, and fares; "Getting Around in Cambridge" maps; carsharing/ride-matching programs; Bluebikes system. Alternatively, the Project can provide real-time transportation information by hanging a screen at building lobbies or locations accessible to all employees and visitors.
  - xi. Become a member of the Alewife TMA, to offer ride-matching services and emergency ride home program for all employees who commute by walk, bike, bus, train, shuttle, or carpool.
  - xii. Hold an annual transportation event day.
  - xiii. Provide annual transportation monitoring reports to CDD and TP+T using a form and format as approved by CDD. The monitoring program should include an employee mode share and preference survey and parking/driveway counts for cars and bikes. The annual transportation monitoring reports may be combined in a study with the biennial parking demand monitoring. The details of the monitoring program and schedule shall be approved by TP+T and CDD prior to the issuance of the first Occupancy Permit and may be adjusted as mutually agreed between the City and Permittee.
  - xiv. Tenants will work with the Office of Workforce Development (OWD) to hire Cambridge residents.
12. Prior to the final Certificate of Occupancy for the last new building to be constructed, the Permittee shall provide a report to CDD that demonstrates compliance with the various commitments and voluntary community benefits, as described in Appendix E: Escrow Funds and Appendix G: Commitments of the Application Documents.

13. This Special Permit shall be conditioned on continued compliance with the Order of Conditions issued by the Conservation Commission in December 2021, or as it may be amended if necessary to reflect any revisions approved by the special permit.
14. At the time of application for a building permit, the Permittee shall provide confirmation to the Department of Public Works (DPW) that the building permit plans are in conformance with the submitted Tree Plan and/or the current Tree Ordinance. DPW shall certify that the necessary information has been provided before issuance of a building permit.
15. All plantings proposed in the public right-of-way shall be in accordance with the Tree Planting Standards and the Urban Forestry Master Plan, subject to approval by DPW.
16. 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.
  - 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.
    - 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.
17. 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.
18. The Project shall be subject to the applicable Incentive Zoning requirements set forth in Section 11.202 of the Cambridge Zoning Ordinance. The applicable Housing Contribution shall be calculated at the time of issuance of a Building Permit and the Housing Contribution shall be made prior to issuance of a Certificate of Occupancy for each building.
19. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).



Voting in the affirmative to grant the requested Special Permits were Planning Board Members Louis Bacci, Jr., H Theodore Cohen, Steven Cohen, Catherine Preston Connolly, and Hugh Russell, constituting at least two thirds of the members of the Board.

For the Planning Board,

A handwritten signature in cursive script that reads "Catherine Preston Connolly".

Catherine Preston Connolly, Chair

A copy of this decision PB-387 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 August 16, 2022 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

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

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

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

Appeal has been dismissed or denied.

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

**Appendix I: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	853,776	20,000	853,776	No Change
Lot Width (ft)	961	100	961	No Change
Total GFA (sq ft)	382,000	1,017,250	735,500	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	782,500	0	
Non-Residential Base	382,000	782,500	735,000	
Inclusionary Bonus	0	234,750	0	
Total FAR	0.50	N/A	0.94	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	N/A	0	
Non-Residential Base	0.50	N/A	0.94	
Inclusionary Bonus	0	N/A	0	
Total Dwelling Units	0	443	0	Consistent with Application Documents and applicable zoning requirements
Base Units	0	341	0	
Inclusionary Bonus Units	0	102	0	
Base Lot Area / Unit (sq ft)	0	2,500	0	
Total Lot Area / Unit (sq ft)	0	1,927	0	
Height (ft)	52.5 max.	55	52 max.	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	21, 0	25	21, 0, 25.50	
Side Setback (ft)	237	64.58	242.50, 93.50, 92.50, 62.33	
Side Setback (ft)	26.42	25, 50	26.42, 102.25	
Rear Setback (ft)	225, 306	50	116.83	
Open Space (% of Lot Area)	46%	20%	50%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	46%	N/A	0%	
Publicly Beneficial Open Space (% of Lot Area)	0%	N/A	50%	
Permeable Open Space (sq ft)	364,826	N/A	385,500	
Off-Street Parking Spaces	722	1,000 max.	609 max. <sup>1</sup>	Consistent with Application Documents and applicable zoning requirements
Long-Term Bicycle Parking	0	140	140	
Short-Term Bicycle Parking	40	44	44	
Loading Bays	6	5	8	

<sup>1</sup> See conditions 8 and 9 of this Decision.