

Fifteen Wilson

(aka 40 Smith Place / 45 & 55 Wilson Road)

Cambridge, MA

Volume 01: Special Permit Application

March 30, 2022

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INTRODUCTION

This is an application by Quad 40 Smith Place, LLC for a Special Permit to authorize the construction of an approximately 280,046 sf building containing a technical office use and potential future retail on the ground floor at 40 Smith Place / 45 Wilson Road (*aka Fifteen Wilson throughout the rest of this application*). Fifteen Wilson will provide parking for 323 vehicles in a below grade parking facility (including *50 spaces to accommodate parking from parcels 10 Wilson Road, 15 Wilson Road, and 26 Smith Place*) below grade. The site currently contains a 63,500 sf of warehouse/office building with surface parking for 149 vehicles. The existing buildings will be demolished to allow for the construction of the proposed building. The subject property is located in both the Quadrangle Southeast (AOD 4) section of the Alewife Overlay District and the Office 1 District.

The applicant is seeking a Project Review Special Permit pursuant to Section 19.20 and, pursuant to the provisions of the Alewife Overlay District, a Special Permit for the following: additional height, front yard setback requirements, Retail Business and Consumer Service Establishment Use for a restaurant, and due to the creation of a public multi-use path pursuant to Section 20.93.2, the Applicant is also seeking a Flood Plain Special Permit pursuant to the provisions of Section 20.70.

As set forth in the plans and related materials contained in this application, the project has been designed in accordance with the objectives, criteria and guidelines set forth in the Concord-Alewife Plan and the Envision Alewife Plan.

The following City Departments have received the application for review and approvals

- Traffic, Parking and Transportation
- Department of Public Works
- Cambridge Tree Arborist
- Cambridge Water Department
- Cambridge LEED Specialist

PROJECT TEAM

APPLICANT / DEVELOPER

The Davis Companies, on behalf of
Quad 40 Smith Place, LLC
125 High Street
Boston, MA 02110
617-225-0311

ARCHITECT

Jacobs
120 Saint James Ave
Boston, MA 02116
617.242.9222

MEP/FP ENGINEER

ARUP
60 State St
Boston, MA 02109
617.864.2987

STRUCTURAL ENGINEER

McNamara Salvia
160 Federal Street
Boston, MA 0211
617.737.0040

CIVIL ENGINEER

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

LANDSCAPE ARCHITECT

BSC Group
803 Summer St
Boston, MA 02127

LEGAL

James Rafferty, Esq.
Adams & Rafferty
907 Massachusetts Avenue
Cambridge, MA 02139
617.492.4900

TRANSPORTATION ENGINEER

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

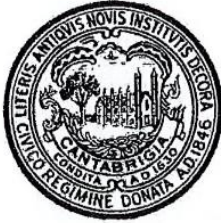
ACOUSTICAL CONSULTANT

Acentech
327 F Boston Post Road
Sudbury, MA 01776
978.443.7871

SUSTAINABILITY CONSULTANT

Jacobs
120 Saint James Ave
Boston, MA 02116
617.242.9222

SPECIAL PERMIT APPLICATION FORM



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

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

Location of Premises: 40 Smith Place (aka 55 Wilson Road) and 45 Wilson Road
Zoning District: O-1/AOD-4
Applicant Name: The Davis Companies, 125 High Street, Boston, MA
Applicant Address: c/o James Rafferty, 907 Massachusetts Ave, Cambridge MA 02139
Contact Information: c/o 617.492.4100 jrafferty@adamsrafferty.com
Telephone # Email Address Fax #

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

19.20	Project Review Special Permit
20.94.1	Additional Permitted Uses
20.95.1.1; 20.95.1.3	FAR in excess of 1.25 for non-residential use
20.95.34	Reduction of Yard Requirements (Front and Side Yard)
20.95.2.4	Height in excess of 35'
Section 20.70	Flood Plain Special Permit

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

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

Signature of Applicant: Michael A. Cantalupa
Michael A. Cantalupa, Authorized Signer

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

Date _____ Signature of CDD Staff _____

OWNERSHIP CERTIFICATE

OWNERSHIP CERTIFICATE

Project Address: 15 Wilson Road

Application Date: 02/01/22

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

I hereby authorize the following Applicant: QUAD 40 Smith Place, LLC

at the following address: c/o The Davis Companies, 125 High Street, Suite 2111, Boston, MA 02110

to apply for a special permit for:

on premises located at: 40 Smith Place (aka 55 Wilson Road)

for which the record title stands in the name of: QUAD 40 SMITH PLACE, LLC

whose address is: 2001 ROSS AVE., SUITE 3400 DALLAS, TX 75201

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 70890 Page: 25

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

Book: _____ Page: _____


Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)
Michael A. Cantalupa, Authorized Signer

To be completed by Notary Public:

Commonwealth of Massachusetts, County of _____

The above named _____ personally appeared before me,

on the month, day and year _____ and made oath that the above statement is true.

Notary: _____

My Commission expires: _____

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

OWNERSHIP CERTIFICATE continued

OWNERSHIP CERTIFICATE

Project Address: 15 Wilson Road

Application Date: 02/01/22

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

I hereby authorize the following Applicant: QUAD 40 Smith Place, LLC

at the following address: c/o The Davis Companies, 125 High Street, Suite 2111, Boston, MA 02110

to apply for a special permit for:

on premises located at: 45 Wilson Road

for which the record title stands in the name of: QUAD 40 Smith Place, LLC

whose address is: 2001 ROSS AVE. SUITE 3400 DALLAS, TX 75201

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 70890 Page: 25

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

Book: _____ Page: _____


Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)
Michael A. Cantalupa, Authorized Signer

To be completed by Notary Public:

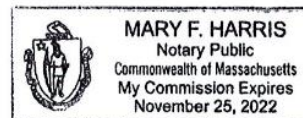
Commonwealth of Massachusetts, County of Suffolk

The above named Michael A. Cantalupa personally appeared before me,

on the month, day and year March 16, 2022 and made oath that the above statement is true.

Notary: 

My Commission expires: November 25, 2022



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

FEE SCHEDULE

FEE SCHEDULE

Project Address: 40 Smith Pl / 45/55 Wilson Rd **Application Date:** 3/16/2022

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

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

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF):	280,046	× \$0.10 =	280,046
Flood Plain Special Permit	Enter \$1,000.00 if applicable:		
Other Special Permit	Enter \$150.00 if no other fee is applicable:		
TOTAL SPECIAL PERMIT FEE	Enter Larger of the Above Amounts: \$28,004.60		

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

DIMENSIONAL FORM

	Existing	Allowed or Required (Max/min)	Proposed
Lot Area (sq ft) Parcel 1	120,746 sf	Min 5,000 sf	167,031 (1)
Lot Width (ft) Parcel 1	235'	50'	220' (1)
Lot Area (sq ft) Parcel 6	46,285 sf	Min 5,000 sf	Combined in above
Lot Width (ft) Parcel 6	203'	50'	Combined in above
Total Gross Floor Area (sq ft) (3)	63,500 sf	250,546 sf	280,046 sf
*Development Bonus – Area of Public Use for the Multi-Use Path		44,206 sf	
Residential Base	N.A.	N.A.	N.A.
Non-Residential Base	N.A.	N.A.	N.A.
Inclusionary Housing Bonus	N.A.	N.A.	N.A.
Total Floor Area Ratio	.35	1.5	1.58
Residential Base	N.A.	N.A.	N.A.
Non-Residential Bas	N.A.	N.A.	N.A.
Inclusionary Housing Bonus	N.A.	N.A.	N.A.
Total Dwelling units	0	0	0
Base units	N.A.	N.A.	N.A.
Inclusionary Bonus Units	N.A.	N.A.	N.A.
Base Lot Area / Unit (sq ft)	N.A.	N.A.	N.A.
Total Lot Area / Unit (sq ft)	N.A.	N.A.	N.A.
Building Heights(s) (ft)	24'+	70'(2)	69'-7"
Front Yard Setback (ft)	8.7'	15'	25'
Front Yard Setback (ft)	1.7'	15'	25'-1"
Rear Yard Setback (ft)	VARIES	15'	VARIES
Open Space (% of lot area)	18.9%	15% or 25%*	22%
Private Open Space (sf)	0	N.A.	0
Permeable Open Space (sf)	31,751 sf	25,055 sf (or) 41,758 sf	36,820 sf
Other Open Space	0	N.A.	0
Off-Street Parking Spaces <i>(includes below)</i>	149	238/477	323 (4)
<i>Deeded from 10 Wilson</i>			40
<i>Deeded from 26 Smith</i>			10
Bicycle Parking Spaces	0	74/15	88/20
Loading Bays	0	3	4

- (1) Parcel 1 and Parcel 6 are to be combined in 1 total parcel
- (2) Total height of building is increased in the Alewife Overlay district. Base zoning allows for 35'
- (3) Total SF includes both existing buildings
- (4) All parking spaces are provided below grade
- (*) Zoning 20.96.1, DPW Stormwater Management Standards to be met for lower threshold



EARLY COMMUNITY ENGAGEMENT MEETING

VIRTUAL OPEN HOUSE

Wednesday, February 16, 2022 @ 6:00PM

You are invited to attend a virtual Open House hosted by The Davis Companies to learn about their proposal to construct a new 280,000 SF 4-story office and laboratory building at 40 Smith Place / 45 Wilson Road.

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

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

Members of the public can participate or view the meeting remotely using the Zoom Webinar link:

<https://www.zoom.us/> and click on "join a meeting" in the upper right

Meeting ID: 937 0484 9482

Passcode: 394633

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

Early Community Engagement

Summary

In accordance with Section 5 of the Rules of the Cambridge Planning Board, The Davis Companies, hosted an Early Community Engagement meeting to share their plans for 15 Wilson Road with abutters and area residents. The meeting was hosted virtually via zoom on Wednesday, February 16 at 6:00pm. Invitations were mailed two weeks prior to the event. After consultation with the Community Development Department, invitations were sent to property owners along Smith Place including HRI and Winn management from the Finch Building at 675 Concord Avenue. The Cambridge Highlands Neighborhood Association and the Fresh Pond Residents Alliance were also notified. Attached is a complete list of invitees. Copies of the invitation and list of invitees are attached hereto.

Present at the Community Meeting were representatives of The Davis Companies, the project architect, Brian Cook of Jacobs, and local land use counsel. The meeting began with a welcome and introduction by Jim Rafferty of Adams & Rafferty. Chris Chandor, Senior Vice President of The Davis Companies, detailed the project specifics and the upcoming permitting process. Brian Cook, the Project Architect, described the project and shared copies of the proposed plans. At the conclusion of the presentation, questions and comments were solicited from those in attendance.

There were many favorable comments about the design of the building and the proposed site plan, especially for the multi-modal path and the proposed restaurant use. Questions from attendees focused on the size of the building, traffic impacts, and snow maintenance and whether any variances were being sought.

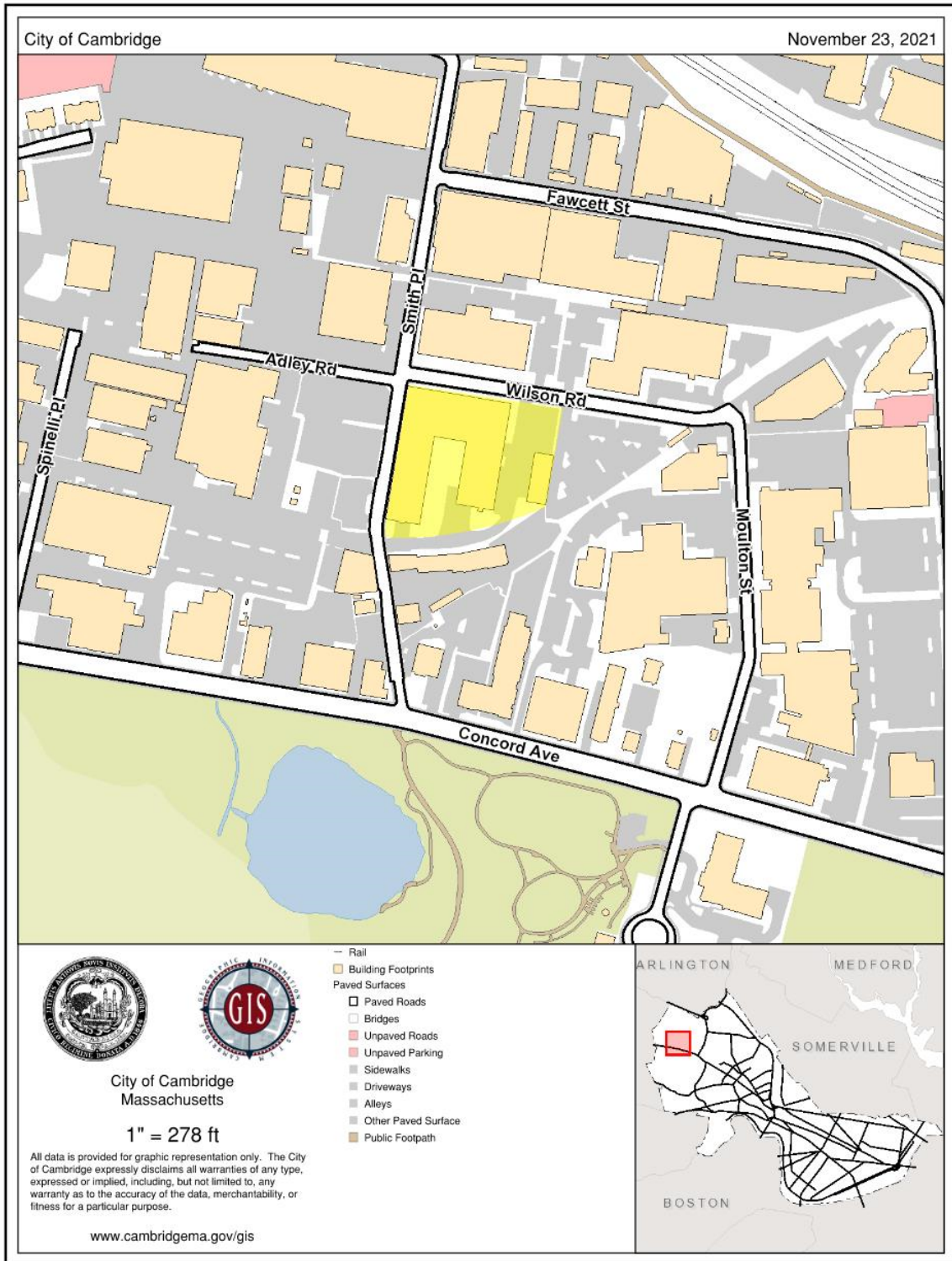
Approved Early Community Engagement Invitation List

ABUTTERS

1. JOLLY GREEN GIANT, LLC.
100 SMITH PL
CAMBRIDGE, MA 02139
2. ART ROCKS LLC,
C/O BAY MANAGEMENT CORP.
990 WASHINGTON STREET
DEDHAM, MA 02026
3. BELAM REALTY LLC,
15 WARD ST
SOMERVILLE, MA 02143
4. BMR-FRESH POND RESEARCH PARK LLC,
C/O RYAN LLC
P.O. BOX 847
CARLSBAD, CA 92018
5. JACKIVICZ, ANTHONY T.
CHARLES J JACKIVICZ
NELLIE F. CAREY
PO BOX 569
MATTAPOISETT, MA 02739
6. ALALAO, AYMAN
655 CONCORD AVE UNIT #702
CAMBRIDGE, MA 02138
7. AMARE, WONDOWSEN KEDIST
AWLACHEW
651R CONCORD AVE UNIT 1
CAMBRIDGE, MA 02139
8. ARONOVITZ, DANIEL S.
655 CONCORD AVENUE, UNIT 205
CAMBRIDGE, MA 02138
9. BENATTIA, CHERIF & ISMA BENATTIA
655 CONCORD AVE, #701
CAMBRIDGE, MA 02138
10. CHUANG, KEVIN SHUN-CHIEH
655 CONCORD AVE., #505
CAMBRIDGE, MA 02138
11. FO GUANG BUDDHIST TEMPLE
711 CONCORD AVE
CAMBRIDGE, MA 02138
12. HAN, KYUNG-HEE, TRUSTEE THE LIGHT
AND SALT TRUST
655 CONCORD AVE., #301
CAMBRIDGE, MA 02138
13. HUANG, SHAW-GUANG & PHOEBE PHONG
CHAN
655 CONCORD AVE. UNIT#302
CAMBRIDGE, MA 02138
14. KALAMBI NANDKISHORE M & MRUDULA
N. ANUSHRI NANDKISHORE KALAMBI
655 CONCORD AVE
UNIT 201
CAMBRIDGE, MA 02138
15. KARAMIANS, VAROUJAN AND JANET
KARAMIANS
655 CONCORD AVE., #204
CAMBRIDGE, MA 02138
16. KIM, OK & YOO SANG CHOI
651R CONCORD AVE #2
CAMBRIDGE, MA 02138
17. LEE, DAVID Y. & TINA S. LEE
655 CONCORD AVE., UNIT #601
CAMBRIDGE, MA 02138
18. LIM CHIN GIAW SIA CHANG LING
655 CONCORD AVE
UNIT 603
CAMBRIDGE, MA 02138
19. LIN, LEU-FEN HOU & EE-YENN ELAINE
LIN
10 STEWART PL UNIT #6BW
WHITE PLAINS, NY 10603
20. LOU, SHAN & OLIVER HOLMES
655 CONCORD AVE., #504
CAMBRIDGE, MA 02138
21. LU, HONGLI
55 MATTHEW LANE
WALTHAM, MA 02452

22. MA, TINGTING CHAO ZHOU
655 CONCORD AVE UNIT 202
CAMBRIDGE, MA 02138
23. MIN, LAN & XIAOSHENG MU
655 CONCORD AVE., #203
CAMBRIDGE, MA 02138
24. OW, YONG KAI
3843 UNION RD. STE15
MSC#255
CHEEKTOWAGA, NY 14225
25. PAN, XI
651 CONCORD AVE. UNIT 5
CAMBRIDGE, MA 02139
26. PRASANNA, PRAVEEN R.M. & KAREN
SUM, TRUSTEES
651-655 CONCORD AVE., #651/4
CAMBRIDGE, MA 02138
27. ROHR, NEIL PATRICIA HNATIUK
655 CONCORD AVE UNIT 602
CAMBRIDGE, MA 02138
28. SAGHBINI, JEAN-CLAUDE
655 CONCORD AVE., UNIT #503
CAMBRIDGE, MA 02138
29. SHAD CAPITAL HOLDINGS, LLC C/O
CAMRAN SHAHIDI, MEMBER
1643 CAMBRIDGE STREET, #46
CAMBRIDGE, MA 02138
30. SHAO, MIN & YING CHEN C/O PHILIP
TSENG
63 WHEELLOCK ROAD
WALTHAM, MA 02453
31. HOMEOWNERS REHAB, INC
280 FRANKLIN STREET
CAMBRIDGE, MA 02139
Attn: Peter Daly
32. MICHAEL COSGROVE, REGIONAL VP
WINGATE COMPANIES
100 WELLS AVE
NEWTON, MA 02459
33. SHI, WEI & JUAN YANG
13510 SE 59TH STREET
BELLEVUE, WA 98006
34. STURM, IVANA
655 CONCORD AVE., #305
CAMBRIDGE, MA 02138
35. SULLIVAN, JEANNE M.
651-655 CONCORD AVE
CAMBRIDGE, MA 02138
36. SUN, LU & JING ZHANG
655 CONCORD AVE, #502
CAMBRIDGE, MA 02138
37. SUNG, FENG-CHI
655 CONCORD AVE., UNIT# 604
CAMBRIDGE, MA 02138
38. HRI CONCORD HIGHLANDS LLC.
C/O HOMEOWNERS REHAB, INC.
P.O. BOX 3608
OAK BROOK, IL 60522-3608
39. MSJ-BK LLC
C/O RYAN
P.O. BOX 460189
HOUSTON, TX 77056
40. ARA REALTY CORP.
26 SMITH PL
CAMBRIDGE, MA 02138
41. 1CPI/KING 733 CONCORD OWNER, LLC
100 PENNSYLVANIA AVE, NW
WASHINGTON, DC 20004
42. DMP BURLINGTON CONCORD, LLC, &
DMP CAUSCA, LLC
C/O MARCUS PARTNERS
260 FRANKLIN ST
BOSTON, MA 02110
43. CAMBRIDGE HIGHLANDS, LLC
C/O TRINITY PROPERTY MGMT
P.O. BOX 380212
CAMBRIDGE, MA 02238

ABUTTERS MAP



NARRATIVES

I. PROJECT DESCRIPTION

The site consists of two adjoining parcels on the southern side of Wilson Road at Smith Place with a combined lot area of 167,031 sf. Presently, there is an office building and small warehouse on the site, totaling 58,696 sf of gross floor area. Both buildings will be demolished. The project involves the construction of a 280,046 sf four story building that will accommodate a technical office use for research and development. (Sec 4.34.f)

A two level below-garage will be constructed beneath the building that will accommodate 323 motor vehicles. Loading for the building will occur through a loading dock located in the rear of the building on the southern elevation, accessed from Smith Place.

Short term parking for 20 bicycles will be split between and located near the entries of the building with 88 long term bicycle parking spaces located in a bicycle room on the ground floor with direct access to the exterior. The site will be enhanced with landscaping and open space, along with a public amenity of a multi-use path.

The building elevation and site organization have been informed by consultation with Community Development and DPW staff in accordance with the Envision Alewife recommendations for flood protection in the Alewife Quadrangle.

II. COMPLIANCE WITH ZONING

15 Wilson Road is sited in the Office 1 Zoning District (O- 1) as well as in the Alewife Overlay Zoning District (AOD 4 and the Flood Plain Overlay District, the requirements of which are set forth in Sections 20.90 and 20.70, respectively. Office and Laboratory uses are permitted as of right and the Project complies with the dimensional restrictions of the Overlay District. Pursuant to the Land Use threshold of Section 19.23, a Project Review Special Permit is required.

Based on the below, the Applicant respectfully requests the Planning Board grant the following Special Permits in favor of the Project:

- i. Special Permit under Section 19.20 for a Project Review Special Permit consistent with the Design Objections of Section 19.30;
- ii. Special Permit under Section 20.95.1 to permit a base Floor Area Ratio ("FAR") for the Property of 1.58 for general office, technical office for research laboratory, retail and consumer service establishment uses; Special Permit under Section 20.95.2.4 to permit the Proposed Building to have a maximum height of up to seventy (70) feet;

- iii. Special Permit under Section 20.95.34 to permit a side-yard setback of __ (__) feet for the Proposed Building along its easterly building face;
- iv. Special Permit under Section 20.95.34 to permit a front yard setback of fifteen (15) feet for the Proposed Building along Cambridgepark Drive; and
- v. Special Permit under Section 20.73 Flood Plain Overlay Special Permit, authorizing the implementation of earth-movement, landscaping and construction on the Property as the same is situated entirely within the Flood Plain Overlay.
- vi. Special Permit under 20.95.11 to allow for an additional 44,206 sf of gross floor area with the conveyance of an easement to the City to allow for the construction of a multi-use path.

III. COMPLIANCE WITH SECTION 10.43 SPECIAL PERMIT GENERAL CRITERIA

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

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

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

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

A Transportation Impact Study (the "TIS") prepared by Vanasse, Hangen Brustlin, Inc. and certified by the City of Cambridge Traffic, Parking and Transportation ("TPT") Department finds that traffic generated in connection with the Project will not cause congestion, hazard or a substantial change in the established neighborhood character.

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

Adjacent uses will not be adversely affected. Three of the immediately adjacent buildings are other lab/office uses to north of the project and have similar operational requirements. The building directly to the south is a warehouse, to the west is a surface parking lot, and to the east is another lab campus, all of which will not be affected by the operation of this proposed use.

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

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

- (e) *For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.*
- (f) The project will enhance, rather than impair, the goals of the Alewife Overlay District, as well as the adjoining districts, with the addition of the first stretch of a multi-use path that is a key component to the Envision Alewife Plan. With this multi-use path also comes additional new permeable open space and landscaping details. Moreover, the proposed retail use will bring much-needed vitality to the District. The project is fully consistent with the intent and purpose of the Zoning Ordinance.
- (g) *The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.*

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

IV. COMPLIANCE WITH URBAN DESIGN OBJECTIVES, SECTIONS 19.31 THROUGH 19.37

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

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

The Fifteen Wilson Road Building does not abut a residential zoning district. Other buildings along Wilson Road or Smith Place have industrial or storage uses of varying heights and massing. The height and massing of Fifteen Wilson Road responds to the 10 Wilson Road as well as 101 Smith Place projects.

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

The Project design recalls and respects the contextual setbacks and heights of the surrounding buildings that establish the streetscape on Wilson Road and Smith Place. The project maintains a consistent height of 69'-7" above grade.

The lot to the south is a warehouse/office building with an existing building height of approximately 25'. The lot to the north of the project parcel is a 55' tall 3 story building with no setbacks or articulation. The existing buildings to the southeast, on Wilson Road are similar

laboratory/office buildings of single story and about 15-18' in height, with no discernable architectural articulation.

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

The building is designed for office and research lab uses with the flexibility for ground floor retail or office amenity uses to create an active streetscape.

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

Fifteen Wilson Road replaces older buildings of no historical significance. The Executive Director of the Cambridge Historical Commission has determined that the existing building is not significant.

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

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

Both Wilson Road and Smith Place are publicly facing streets, the entirety of the ground floor of the project fronting these streets are designed to be an active facade and will include program such as active tenant lobbies or workspaces opening onto and activating the ground floor, possible retail or restaurant tenants that would also activate the street. The main entrance to the building, has been designed to be inviting and recedes from the street with a setback into the building on the first floor, creating a place to wait or congregate. The lobby areas also extend to the exterior to create a presence on the street.

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

The Fifteen Wilson Road project includes a new two level below grade parking garage; therefore, it does not face a public park and only interacts with a publicly accessible pathway at the garage entrance by means of permitted curb cuts. The proposed design also eliminates existing surface parking within the site limits.

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

The facades of the Ground Floor fronting the Wilson Road and Smith Place sidewalks are greater than 30% transparent.

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

Fifteen Wilson Road will include two main building entries. The primary entrance is located on Wilson Road, within walking distance of public transit and for employees and visitors who arrive as pedestrians. An additional building entrance is in the rear of the building, with direct pedestrian access from the public multi-use path.

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

The Fifteen Wilson site is located a few blocks from Concord Ave, within close walking and cycling distance to surrounding residential neighborhoods, retail, restaurants, and other services. The Project includes a total of 108 new bicycle storage spaces. For the office/lab tenants, 88 spaces are located inside the building in a secure bicycle storage room adjacent to lockers and changing rooms with three showers. In addition, for building visitors, 20 short term bicycle spaces are provided near building entrances (10 spaces at each main entrance). In addition, the proponent will be adding an additional BlueBike station in coordination with the city departments.

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

Alternative means of serving these objectives are not necessary.

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

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

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

Most of the building's mechanical equipment, including chillers, boilers, and elevator machine rooms, are located inside the enclosed one-story roof top penthouse, which provides both visual and acoustical buffering from any adjacent buildings. Emergency and stand-by power generators, cooling towers are located on the roof in an outdoor well that is integrated into the penthouse design, shielded behind a screen wall. Primary exhaust fans, which need access to free flow of air, are located within an open well of the penthouse behind the screen wall. Any additional or supplemental equipment that needs to be provided to meet tenant requirements will be located either within the penthouse or exterior mechanical well or will be arranged in such a way on the upper penthouse roof, so that it will be shielded from view by the building geometry and building parapet.

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

The massing design and cladding materials of the penthouse and roof-top screen walls are carefully composed to integrate with the building massing while stepping back from the street walls to minimize the perception of the building height. The intent of the color is to be as light as possible to not create an overwhelming mass at the top of the building.

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

The placement of mechanical equipment at Fifteen Wilson Road has been thoughtfully considered. All mechanical, electrical, and plumbing equipment are located within the building, either on the ground floor or within the penthouse. There are accommodations made for future tenant bulk gas tanks; these are located to minimize its impact on any public street, with the primary points of access located on private property. In a similar manner, all direct access back

of house spaces have been clustered together and are located on the rear elevation of the building, not visible to the public road and exhibit direct access from the loading apron or drive aisle.

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

Only exhaust stacks and chimneys, which must functionally extend higher, rise above the penthouse, and screen walls. The major building exhaust fans are architecturally organized in relation to the building and penthouse massing. Other smaller exhaust fans and chimneys will be located close to the middle of the penthouse roof where they will generally be visually screened from view from the street and sidewalks below.

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

See (d) above.

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

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

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

The building loading dock is fully enclosed and is in the rear of the building on the south elevation. The loading dock is accessed from the on-grade loading apron accessed off Smith Place. Furthermore, the required truck maneuvering area to access the loading dock is also accommodated within the limits of the site.

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

The proposed stormwater management system will be designed to comply with the City of Cambridge standards and the MA DEP Stormwater Management Policy for new construction projects. This includes the management of stormwater for the difference between the 2-year 24-hour pre-construction runoff hydrograph and the post-construction 25-year 24-hour runoff hydrograph. The final design will incorporate facilities to reduce phosphorus on-site by 65 percent compared to the existing conditions, in compliance with DPW standards.

Refer to Infrastructure X. STORMWATER MANAGEMENT for more information.

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

The open space at Fifteen Wilson Road is designed with a combination of hardscape and green landscape materials, providing visual amenity as well as an active seating area. Refer to Infrastructure X. STORMWATER MANAGEMENT for more information.

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

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

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

The approximate 3.8-acre Fifteen Wilson Road site is predominantly flat ranging from elevations 20.0 CCB to 21.0 CCB with isolated low points on the western portion of the site. The site has a gentle slope in the northeasterly direction sloping from elevation 21.0 CCB to elevation 17.5 CCB, a different of approximately 3.5-feet. The ground floor of the building is situated above the City's projected flood elevation for the year 2070 100-year storm event elevation of 23.35 CCB. Due to this small elevation change to meet the City's resiliency requirements, small retaining walls may be necessary along the frontage of Smith Place and Wilson Road to make up this grade change.

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

There are no adjacent residential uses all immediate neighboring structures are laboratory/office, industrial/storage in use. Although there are no immediate abutting residential districts or residential properties, Fifteen Wilson will have lighting controls that turn off/down interior lighting at city required times, as well as to be compliant for LEED requirements.

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

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

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

The predominantly paved proposed development site currently has a total of twenty-six (26) trees. Of these, twelve (12) fall into the “significant” tree category being over 6” DBH caliper. Eleven (11) of these significant trees are non-native hybrid Bradford Pears (*Pyrus calleryana* ‘Bradford’) located in the existing parking islands. Once widely planted, the Bradford Pear is problematic in the northeast due to its susceptibility to snow damaged and considered an invasive in southern states. One (1) significant tree is the invasive Tree of Heaven (*Ailanthus altissima*). Fourteen (14) of these trees are less than 6” DBH caliper and are not considered significant. The Tree Mitigation Plan narrative outlines the proposed tree additions which exceed the city’s tree caliper requirements.

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

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

Water efficient plumbing fixtures will reduce domestic water consumption by at least 25% below the LEED water-use baseline. Plant selection and an efficient irrigation system will reduce potable water used for irrigation by at least 50% from a mid-summer baseline. Stormwater will be captured on site and designed to meet City of Cambridge design standards. Building roof area will be captured within the garage footprint, with the anticipation of stormwater re-use for irrigation and cooling tower makeup demands. The proposed stormwater re-use tank will overflow into the proposed stormwater swale located at the northeast corner of the site, designed to promote groundwater recharge and provide a minimum of 65-percent phosphorus reduction on site. The remainder of the site will provide stormwater detention designed to mitigate peak rates entering the City’s stormwater collection system. Refer to Infrastructure X. STORMWATER MANAGEMENT for more information.

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

The existing water service and sanitary waste capacities in the vicinity of Fifteen Wilson Road are adequate for the building’s requirements, based on meetings held with Cambridge DPW on December 6, 2021 and January 25, 2022. Please see the Water and Sewer Service narratives provided in Section VIII and Section IX of this application narrative for further information.

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

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

The Fifteen Wilson Road building is planned to achieve LEED Gold Certification. See attached LEED Narrative and Scorecard for additional information.

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

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

Fifteen Wilson Road does not contain an educational or institutional use.

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

Not Applicable

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

Not Applicable

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

Not Applicable

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

The design of Fifteen Wilson, allows and supports appropriately scaled ground floor activities including light manufacturing/retail/or startup R&D type companies. Trucking and loading will be typical to a speculative lab/office core/shell project. It is intended for typical lab/office or light manufacturing/retail type deliveries, within typical delivery hours.

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

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

No housing is incorporated within this project or parcel.

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

No housing is incorporated within this project or parcel.

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

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

Fifteen Wilson will both enhance and expand public open space and potential associated amenities. Along both Wilson Road and Smith Place, this project will widen the existing sidewalks to include the City required buffers, bike lane, tree zone, sidewalk and elevated sidewalks as defined in the Envision Alewife Plan. The project will be constructing the first portion of the Envision Alewife Plan proposed multi-use path. This project will construct the length of the multi-use path that connects Smith Place with Wilson Road. In addition, the project is being designed to support a retail/food tenant on the eastern end of the building, with adjacent exterior dining/event space, allowing for a continuous feeling of connection between public and private spaces. The path network that connects to the public multi-use path allows for the public pedestrian to meander up and into the site, giving access to the retail for multiple approach directions.

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

Fifteen Wilson is greatly enhancing and expanding the pedestrian and bicycle networks in the area with this development. In addition to what is noted in Section 19.37.1 (above), the project will include 88 long term, and 20 short term bike parking spaces as well as a new BlueBike rack at the north end of the multi-use path.

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

As mentioned in #1 of this section, the Fifteen Wilson project will construct the length of the multi-use path that connects Smith Place with Wilson Road. Along this path the project is being designed to support a retail/food tenant on the eastern end of the building, with adjacent exterior dining/event space, allowing for a continuous feeling of connection between public and private spaces. The path network that connects to the public multi-use path allows for the public pedestrian to meander up and into the site, giving access to the retail for multiple approach directions.

V. SECTION 20.93.2 CRITERIA FOR SPECIAL PERMIT

V.1. COMPLIANCE WITH SECTION 20.93.2 (Alewife Overlay District)

V1.1.1 COMPLIANCE WITH THE GOALS OF THE CONCORD ALEWIFE PLAN

The proposed project achieves several of the areawide goals of the Concord Alewife Plan and the goals for the Quadrangle District

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

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

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

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

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

The project will improve bicycle and pedestrian connection on both Wilson Road and Smith Place. This project will widen the existing sidewalks to include the city required buffers, bike lane, tree zone, sidewalk and foundation/retaining walls for the future elevated sidewalks as defined in the Envision Alewife Plan. The project will be constructing the first portion of the Envision Alewife Plan proposed multi-use path. This project will construct the length of the multi-use path that connects Smith Place with Wilson Road. In addition, the project is being designed to support a retail/food tenant on the eastern end of the building, with adjacent exterior dining/event space, allowing for a continuous feeling of connection between public and private spaces. The path network that connects to the public multi-use path allows for the public pedestrian to meander up and into the site, giving access to the retail for multiple approach directions.

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

The landscape plan provides for street furniture, café seating or small areas of open space.

(e) *GOAL: Screen service areas*

The loading bay for the building has been located on the rear façade (southern façade) of the building and will be screened from Smith Place with landscaping.

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

The proposed building is 69'-7".

(g) *GOAL: Increase the amount of permeable surface*

The redeveloped lot will increase in permeable open space from 18% to 22%.

(h) *GOAL: Respond to Stormwater goals*

The project is being designed to comply with the DPW Stormwater Management Plan Guidelines for the Concord-Alewife Area.

(i) *GOAL: Enhance Pedestrian and Bicycle Environment*

The applicant will be constructing the first portion of the Alewife District Plan's Multi-Use Path, that is intended to connect the future railroad crossing pedestrian bridge to the Fresh Pond path network.

Additionally, the project will be reconstructing the portion of Wilson Road and Smith Place in front of its project and providing for a widened public way to accommodate bicycle lanes in both directions.

(j) *GOAL: Consolidate surface parking into structured parking*

The project is being designed to contain all required parking within a below grade structured parking garage.

V.1.2. COMPLIANCE WITH THE GUIDELINES OF THE CONCORD ALEWIFE PLAN

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

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

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

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

The loading bay for the building has been located on the rear façade (southern façade) of the building and will be screened from Smith Place with landscaping.

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

All parking (323) spaces are below grade. No on grade parking is being proposed.

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

The petitioner has collaborated with CDD and DPW staff to site the building in a manner that will allow for a well-organized intersection at Smith Place and Wilson Road. In addition to the intersection, the project intends to improve the existing Wilson Road frontage to meet the City's future roadway sections, including improvements to the pedestrian sidewalk, installation of a new raised cycle track, and the installation of new street trees along the proposed building frontage.

The petitioner also intends to create landscape improvements along Wilson Road in front of other properties it owns on the street that will enhance pedestrian circulation.

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

The building will be four stories high with a height of approximately 70 feet.

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

The applicant has paid considerable attention to the public way along Smith Place. Particular focus has been given to realigning the street to match the preferred city section creating space for a raised sidewalk that is consistent with the Envision Alewife Recommendations for the Quadrangle. Similarly, a widening of Smith Place in front of the building is proposed to allow for the introduction of bicycle lanes in both directions. Additionally, the creation of the first leg of the multiuse path that will connect to Smith Place and begin the Envision Alewife Plan to provide access to a future pedestrian bridge.

V.2. COMPLIANCE WITH SECTION 20.94.1 ADDITIONAL PERMITTED USES

The Alewife Overlay District allows all uses listed in Section 4.35 - Retail Business and Consumer Service Establishments – In any base office or industrial district with the issuance of a special permit from the Planning Board, if the use is not otherwise allowed as of right. Restaurants in the Office 1 Zoning District require a Special Permit. Given that, we are seeking a Special Permit under the regulations of 20.94.1 to allow for the use. Per 20.94.1, these uses are subject to the following restrictions:

- (a) *1. No individual establishment may exceed 10,000 square feet in area.*
The restaurant use as shown is 9,725sf in total GFA devoted to retail use.
- (b) *2. The retail use shall be located on the first floor or basement of the building in which it is located.*
The restaurant is located on the first floor of the building.
- (c) *3. The total Gross floor Area devoted to retail uses may not exceed 10% of the Gross Floor Area of the buildings constructed or authorized on the lot.*
The restaurant does not exceed 10% of the Gross Floor Area of 10 Wilson Road.
 $(9,725 \text{ sf GFA devoted to retail}) / (280,046 \text{ sf total building GFA}) =$
Retail is **3.47%** of the overall building GFA

V.3. COMPLIANCE WITH SECTION 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. In order to comply with the Envision Alewife Plan, construction of elevated walkways are within the property boundary and within the base zoning setback. The planning Board shall consider the following in making its findings.

- (a) *The objectives of the Concord-Alewife Plan continue to be met.*
The project directly supports the goals of the Concord-Alewife Plan by creating an enhanced pedestrian and bicycle environment. The project will greatly enhance pedestrian and bicycle access by the creating of bicycle lanes in a newly constructed segment of Wilson Road and Smith Place, as well as the first leg in the multi-use path along the existing railroad spur easement. The project will also be adding another BlueBike station at the northern end of the multi-use path segment.

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

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

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

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

V.3. COMPLIANCE WITH SECTION 20.70 FLOOD PLAIN

Based on a review of the Federal Emergency Management Agency (FEMA) maps and current topographic information, a portion of the Project Site is located within the limits of the Special Flood Hazard Area designated as Zone AE according to the Middlesex County Flood Insurance Rate Map (#25017C0419E dated June 4, 2010) issued by FEMA. This flood elevation is defined by FEMA as elevation +7.0' NAVD88 datum (+18.66' CCB datum). This narrative serves to summarize the anticipated impact on the floodplain, as identified in the City of Cambridge Zoning Article 20.70 – Floodplain Overlay District.

The current 100-year flood elevation is +18.66' Cambridge City Base (CCB) datum. This elevation has been depicted within the Project Site existing conditions plans based upon a field survey performed by VHB from September 2018 to January 2019. The 100-year flood elevation limit based on field-measured elevations is generally consistent with the limits shown on the FEMA mapping. For the purposes of this narrative, impacts are measured based on the surveyed current 100-year flood elevation of +18.66' CCB.

As indicated below with Table 2 below, the Project is currently proposing a net increase of flood storage in the final condition on a foot-by-foot within the Project Site and adjacent City right-of-way (ROW). The final compensatory flood storage calculation has been submitted to the Cambridge Conservation Commission as part of the Notice of Intent (NOI) for the Project, which is depicted in Table 2 below.

Table 2 Preliminary Compensatory Flood Storage Volumes

Elevation Range (CCB)	Existing Condition (CF)	Proposed Condition (CF)	Delta (SF)
18.66 – 17.66	251	340	(+) 89
17.66 – 16.66	18	39	(+) 21
16.66 – 15.66	0	0	0
Total	269	379	(+) 110

The proposed site grading will be designed to mitigate impacts to the existing flood storage volume, while providing resiliency to the Cambridge 2070 flood elevations.

The Project has prepared the Notice of Intent (NOI) document, which has been submitted to the Cambridge Conservation Commission on February 9, 2022. The Project received comments to this NOI filing during the Conservation Commission meeting held on February 28, 2022; which have been addressed in a resubmission package dated March 4, 2022. The Project has since received approval during the Conservation Commission meeting held on March 14, 2022. The Conservation Commission will be issuing a forthcoming Order of Conditions for the Project based on the approval granted during this meeting.

As proposed, the Project is consistent with the requirements of the City of Cambridge Zoning Article 20.70 - Floodplain Overlay District. Below are provided responses to Criteria (20.75) set forth within Section 20.70 Floodplain Overlay District.

- (a) 1. *No filling or other encroachment shall be allowed in Zone AE 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.*

As depicted within Table 2 above, the project anticipates providing an additional 110 cubic feet of flood storage on the project site.

- (b) 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.*

The project anticipates meeting the Cambridge Department of Public Works design guideline of reducing the proposed 24-hour 25-year storm event hydrograph, to the pre-existing 24-hour 2-year storm event hydrograph.

- (c) 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.*

The project anticipates stormwater management and compensatory flood storage areas to be located within the proposed open space on the project site. The project anticipates screening of landscape features to promote stormwater management.

- (d) 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.*

The project does not propose a new building structure within the limits of the existing FEMA Floodplain. The scope of work proposed within the FEMA Floodplain anticipates meeting all applicable requirements.

- (e) 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.*

The applicant is aware of such City objective and anticipates meeting the requirements set forth.

(f) *6. The requirement of Section 20.74(3) has been met.*

The Conservation Commission has approved the Project during the meeting held on March 14, 2022. Certification has been provided by the Civil Engineer to the Conservation Commission that the Project does not result in any increase in flood levels during the occurrence of the 100-year flood.

VI. GREEN ROOFS – ORDINANCE NO. 2020-25

The proposed project complies with the Green Roof Ordinance requirement where at least 80% of the roof area, after removal of excluded day one mechanical areas per 22.35.2.a.4. Areas for future tenant mechanical equipment has been included within the calculation. Areas that were excluded from the calculation are: Day 1 mechanical equipment, roof safety area around the edge of the roof of 6', and green roof maintenance areas. The roof slopes are minimum 1/4" per foot for flat roofs, there are no roof slopes that prohibit installation of the sedum as described below.

BUILDING GREEN ROOF

The proposed green roof system at 40 Wilson will be an Extensive system which will have a shallow lightweight profile of approximately 4". These green roof systems feature plants well adapted to roof conditions of sun, wind and drought and feature Sedum species, herbs, and grasses. After establishment of the vegetation, the maintenance is limited to one or two inspections a year.

GARAGE ENTRY GREEN ROOF

The garage entry green roof system will be primarily an Extensive system similar in characteristics to the building green roof but may incorporate portions of an Intensive system able to support native pollinator friendly perennials and grasses. This area would require seasonal maintenance.

VII. ADDITIONAL FAR FOR PUBLIC IMPROVEMENTS – 20.95.11

The Planning Board, in its review of any Special Permit application, may grant additional FAR above that permitted in the Alewife Overlay District where the proposed development incorporates or provides conveyance of fee or easement property interests to the City of Cambridge to permit the future construction of pedestrian paths.

In this instance, the additional FAR shall be equal to the FAR otherwise permitted on the lot as-of-right or by special permit but shall be applied only to that portion of the lot for which a fee or easement interest is to be conveyed.

The easement area is the existing railroad easement, totaling 29,470sf. Per 20.95.11 this area for being conveyed to the City for Public Use allows this area to be additional FAR at 1.5. The calculation is as follows; (29,470 sf RR Easement) (1.5 FAR) = 44,206 sf of additional available GFA.

VIII. ENVISION ALEWIFE ELEVATED WALKWAYS

The Envision Alewife Plan, as well as the City of Cambridge preferred street section, makes the recommendation/requirement to have a 12' wide elevated walkway directly adjacent to the city standard sidewalk. During conversations and workshops with CDD Staff, it was suggested that instead of having a fully concrete elevated walkway, that the proponent consider other design options to accomplish the recommendation.

The Fifteen Wilson Rd. project has proposed to build the full extent of the foundation wall for the future elevated walkway condition, while using it Day 1 as a retaining wall to help with the grade change required between the City sidewalk elevation and the raised first floor due to the 2070 100-yr flood levels. The proponent, along Wilson Rd, is also building the elevated walkway to connect the main entry with the eastern retail space. Along this section of elevated walkway, and as shown in Vol 2 of this submission, are planters with landscaping, alcoves for seating and bistro tables, as well as a walking path.

IX. CONCLUSION

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