

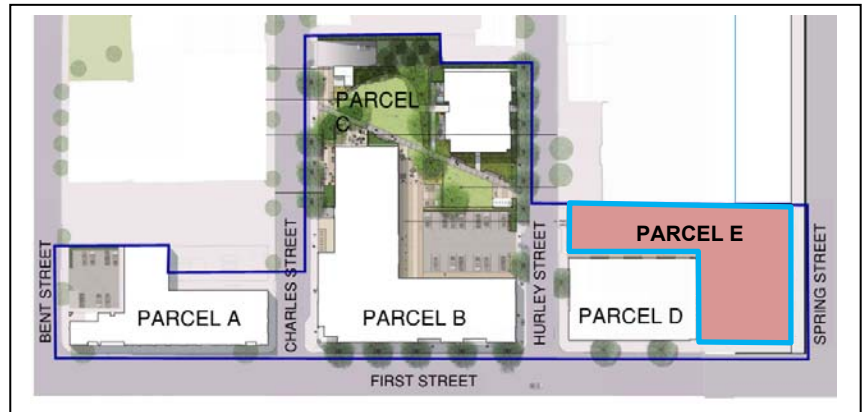


# 75 FIRST STREET - PUD 231A APPLICATION FOR AMENDMENT #7 (MAJOR)

URBAN SPACES

APPLICANT Urban Spaces, LLC

ARCHITECT DMS DESIGN LLC



11/30/22

# INTRODUCTION

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# INTRODUCTION

PUD / Special Permit #231A, permitted in 2010, allowed for the construction of 3 buildings across the development parcel, two of which were ultimately constructed: 159 First Street, a residential building containing 115 dwelling units with ground floor retail and 65 Bent Street, a 108k sf commercial building. The PUD was amended in 2015 (Major Amendment 3) to significantly expand the development parcel and permit the construction of four additional buildings, a five-story office building with ground floor retail on First Street (“Parcel A”), a six-story residential building containing 118 dwelling units and ground floor retail on First Street (“Parcel B”), a four-story residential building containing 18 dwelling units (“Parcel C”) and a single-story retail building fronting on First Street (“Parcel D”). The PUD has executed an affordable housing covenant, providing 45 affordable dwelling units to the City’s supply across the development parcel. The PUD was further amended in 2017 (Minor Amendment 4) to allow for an increase in the permitted GFA of the Parcel D, the ground floor retail building, from 7,750 sf to 9,800 sf. The Amendment also sought to reduce the surface level parking lot from 24 spaces to 11. Most recently, the PUD was amended in 2018 (Minor Amendment 5) to allow for an expansion of the below grade parking garage across Parcels B and C from 1 level to 2, and to convert 3,151 square feet of retail use in Parcel A from retail to office use.

This is an application to amend PUD / Special Permit #231A to authorize the construction of a six-story addition to the existing single story retail building at 75 First St., containing 90 dwelling units, 20% of the net dwelling unit floor area of which will be dedicated to affordable dwelling units (“Parcel E”). Applicant is also seeking a Project Review Special Permit pursuant to the provisions of Section 19.30. The proposed addition will continue the creation of a pedestrian friendly, mixed-use corridor envisioned for First Street in the Eastern Cambridge Planning Study (ECaPS).

Contained within this submission is the Amended Development Proposal that includes all of the written and graphic information specified in Section 12.34.3 and Section 19.30. As demonstrated in the application, the revised Development Proposal has been crafted by closely following the ECaPS plan which encourages a mix of uses in the PUD 4B District with a “substantial component of housing”.

This application also includes a Traffic Impact Study (TIS) prepared by Vanasse & Associates, Inc. certified by the Traffic Transportation and Parking Department. An executive summary is contained in this submittal. The complete study with all relevant appendices has been filed separately with the Planning Board staff.

Included in this application are the Green Building Narrative and the Storm Water Control and Management Report.

The Application currently complies with the long and short term bicycle parking requirements of Section 6 of the Zoning Ordinance. In the event that we are unable to arrive at a solution with Eversource to utilize portions of the electrical vault for short term storage, we are seeking a conditional Special Permit to allow for a reduction of the required spaces

# CHRONOLOGY

# CHRONOLOGY

2010...PUD 231A

2012...Amendment 1 (Minor)

Modify dwelling unit mix layout, location of bicycle parking, quantity of vehicular parking, and designation of open space

2013...Amendment 2 (Major)

Increase the number of accessory parking spaces for office use and, correspondingly, decrease the accessory parking spaces for residential uses

2016...Amendment 3 (Major)

Expansion of Development Parcel to include Parcels A, B, C and D

2017...Amendment 4 (Minor)

Increase the permitted retail gross floor area in Parcel D. Decrease the permitted number of parking spaces

2018...Amendment 5 (Minor)

Alter design of parking garage beneath Parcels B and C and convert 3,151 sf of retail gross floor area to office use in ground floor of Parcel A

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## **APPLICATION FORMS**

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CITY OF CAMBRIDGE, MASSACHUSETTS  
**P L A N N I N G   B O A R D**  
 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:** 85 First Street; 107-119 First Street; 121-139 First Street; 159 First Street; 65 Bent Street; 29 Charles Street; 14-26 Hurley Street; 75 First Street

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**Zoning District:** Business A/PUD-4B

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**Applicant Name:** First Street - US, LLC

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**Applicant Address:** 111 First Street, Cambridge MA

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**Contact Information:** c/o (617) 492-4100                      jrafferty@adamsrafferty.com    (617) 492-3131

	Telephone #	Email Address	Fax #
Additional Contact	617-388-0370	jhirsch@urbanspacesllc.com	

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.*

10.40 Special Permit  
 12.37.3 PUD Major Amendment  
 19.20 Project Review Special Permit

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

Project Description, Development Proposal as required by Sec. 12.34.3; Ownership Certificates; Site Plans, Floor Plans; Elevations; Photographs; Traffic Impact Study (TIS)

**Signature of Applicant:**  Jeff Hirsch      10/28/22

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 \_\_\_\_\_

	<b>EXISTING</b> *per PUD SP 231A minor amendment #5 10/3/18	<b>Proposed - Parcel E (75 First St.)</b>	<b>PROPOSED</b>	<b>Allowable</b>	
Lot Area (SF)	182,663	9,749	<b>192,412</b>	<b>none</b>	
Lot Width (SF)	N/A	200	N/A	none	
Total Gross Floor Area (SF)	438,251	84,298	<b>522,549</b>	<b>532,760</b>	
Residential Base	217,028	80,698	<b>297,726</b>	<b>409,815</b>	
Non-Residential Base	193,691	3,600	<b>197,291</b>	<b>204,917</b>	
Inclusionary Housing Bonus	27,505	Included above	<b>27,505</b>	<b>122,944</b>	
Total Floor Area Ratio	2.148	8.65	<b>2.72</b>	<b>2.76</b>	
Residential Base	1	2.98	<b>1.69</b>	<b>2.13</b>	
Non-Residential Base	1	0.37	<b>1.03</b>	<b>1.05</b>	
Inclusionary Housing Bonus	0	Included above	<b>included above</b>	<b>122,944</b>	
Total Dwelling Units	251	90	<b>341</b>	<b>555</b>	
Base Units	206	75**	<b>281</b>	<b>427</b>	
Inclusionary Bonus Units	45	15**	<b>60</b>	<b>45 + 20% of res GFA</b>	
Base Lot Area / Unit (SF)	761	130	<b>685</b>	<b>450</b>	
Total Lot Area / Unit (SF)	593	108	<b>564</b>	<b>346</b>	
Building Height(s) (ft)	varies	65'-0"	<b>varies</b>	<b>65'-0"</b>	
Front Yard setback (ft)	varies	0	<b>varies</b>	<b>no minimum</b>	
Side Yard Setback (ft)	varies	0	<b>varies</b>	<b>no minimum</b>	
Side Yard Setback (ft)	varies	0	<b>varies</b>	<b>no minimum</b>	
Rear Yard Setback (ft)	varies	0	<b>varies</b>	<b>no minimum</b>	
Open Space (% of Lot Area)	23%	26%	<b>23%</b>	<b>20%</b>	
Private Open Space	41,210	2,500	<b>43,710</b>	<b>38,482</b>	
Permeable Open Space	14,640	0	<b>14,640</b>		
Other Open Space (specify)		0			
Off-Street Parking Spaces	342	0	<b>342</b>		
Long-Term Bicycle Parking	266	94	<b>360</b>	<b>293</b>	
Short-Term Bicycle Parking	53	9	<b>62</b>	<b>40</b>	
Loading Bays	3	0	<b>3</b>	<b>3</b>	

**DIMENSIONAL FORM**

Project Address:

First Street PUD #231A Major Amendment - Aggregate Dimensional Form  
 Minor Amendment - Parcel E Mixed Use Multi-Family  
 Application Date: 7/26/2022

	Parcel A (121 First, 131-137 First, 139 First)	Parcel B (107 First, 119 First, 18 Hurley)	Parcel C (29 Charles)	Parcel D (85 First)	65 Bent (PUD 231A)	159 First (PUD 231A)	EXISTING *per PUD SP 231A minor amendment #5 10/3/13	Proposed - Parcel E (75 First St.)	PROPOSED	Allowable	PERMITTED
Lot Area (SF)	16,473	39,989	20,005	16,250	59,958	29,978	182,663	9,749	192,412	none	
Lot Width (SF)	199	200		125	200	200	N/A	200	N/A	none	
Total Gross Floor Area (SF)	56,691	117,260	19,900	9,800	108,600	126,000	438,251	84,298	522,549	532,760	
Residential Base	0	74,928	19,900	0	0	122,200	217,028	80,698	297,726	409,815	
Non-Residential Base	56,691	14,800	0	9,800	108,600	3,800	193,661	3,600	197,291	204,917	
Inclusionary Housing Bonus	0		27,505	0		included above	27,505	included above	27,505	122,944	
Total Floor Area Ratio	3.10	2.26	0.92	0.6	1.81	4.20	2.148	8.65	2.72	2.76	
Residential Base	0	2	0.92	0	0	4	1	2.98	1.69	2.13	
Non-Residential Base	3	0.24	0	0.6	2	0.13	1	0.37	1.03	1.05	
Inclusionary Housing Bonus	0		0.45	0	0	included above	0	included above	included above	122,944	
Total Dwelling Units	n/a	118	18	n/a	0	115	251	90	341	555	
Base Units	n/a	91	15	n/a	0	100	206	75**	281	427	
Inclusionary Bonus Units	n/a	27	3	n/a	0	15	45	15**	60	45 + 20% of res GEA	
Base Lot Area / Unit (SF)	n/a	761		n/a	n/a	1,019	761	130	685	450	
Total Lot Area / Unit (SF)	n/a	593		n/a	n/a	886	593	108	564	346	
Building Heights (ft)	65'-0"	65'-0"	45'-0"	26'-0"	45'-0"	65'-0"	varies	65'-0"	varies	65'-0"	
Front Yard setback (ft)	0	2'-0"	9'-0"	2'-0"	4'	1'-9"	varies	0	varies	no minimum	
Side Yard Setback (ft)	0	18'-0" (on Charles street)	0	1'-0"	2'	5'	varies	0	varies	no minimum	
Side Yard Setback (ft)	0	0	10'-0"	0	2'	5'	varies	0	varies	no minimum	
Rear Yard Setback (ft)	0	2'-0"	126'-0"	50'-0"	45'	2'	varies	0	varies	no minimum	
Open Space (% of Lot Area)	1.90%		33%	1.90%	5.30%	4.00%	23%	26%	23%	20%	
Private Open Space	329		21,215	348	11,297	8,021	41,210	2,500	43,710	38,482	
Permeable Open Space	329		13,647	348		316	14,640	0	14,640		
Other Open Space (specify)								0			
Off-Street Parking Spaces	8	23	142	11	94	64	342	0	342		
Long-Term Bicycle Parking	*16 located on Parcel C		159	1	28	78	266	94	360	293	
Short-Term Bicycle Parking	9		30	6		8	53	9	62	40	
Loading Bays	0	1	0	0	2	0	3	0	3	3	

**CITY OF CAMBRIDGE, MA**

**PLANNING BOARD**

**SPECIAL PERMIT APPLICATION**

\* Parcel resides within Industry A1 zone. All other parcel without asterisk reside within Business A

\*\* Pending Inclusionary Housing conveyance

**OWNERSHIP CERTIFICATE**

**Project Address:**

**Application Date:**

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

I hereby authorize the following Applicant: US Parcel E, LLC  
at the following address: 55 Bent St. Cambridge MA 0214  
to apply for a special permit for: PUD Special Permit  
on premises located at: 75 First St. Cambridge MA  
for which the record title stands in the name of: US Parcel E, LLC  
whose address is: 55 Bent St. Cambridge MA 0214

by a deed duly recorded in the:

Registry of Deeds of County: S. Middlesex Book: 69367 Page: 562

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

Book: Page:



Paul Ognibene

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

To be completed by Notary Public:

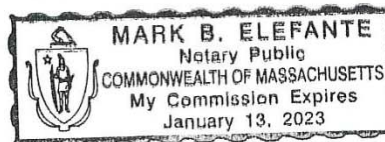
Commonwealth of Massachusetts, County of Suffolk

The above named Paul M. Ognibene personally appeared before me,

on the month, day and year September 27, 2022 and made oath that the above statement is true.

Notary: 

My Commission expires: \_\_\_\_\_



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

**OWNERSHIP CERTIFICATE**

**Project Address:**

**Application Date:**

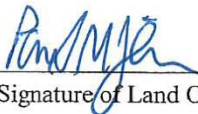
This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: US Parcel D-2, LLC  
at the following address: 55 Bent St. Cambridge MA 0214  
to apply for a special permit for: PUD Special Permit  
on premises located at: 85 First St. Cambridge MA  
for which the record title stands in the name of: US Parcel D-2, LLC  
whose address is: 55 Bent St. Cambridge MA 0214

by a deed duly recorded in the:

Registry of Deeds of County: S. Middlesex Book: 73439 Page: 32

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



Paul Ognibene

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

To be completed by Notary Public:

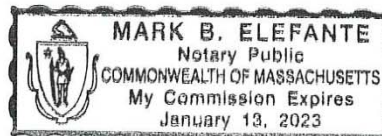
Commonwealth of Massachusetts, County of Suffolk

The above named Paul M. Ognibene personally appeared before me,

on the month, day and year 27<sup>th</sup> of September 2020 and made oath that the above statement is true.

Notary: 

My Commission expires: \_\_\_\_\_



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

**FEE SCHEDULE**

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**Project Address:**

**Application Date:**

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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**

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New or Substantially Rehabilitated Gross Floor Area (SF):	84,298	× \$0.10 =	\$8,429.80
Flood Plain Special Permit	Enter \$1,000.00 if applicable:		
Other Special Permit	Enter \$150.00 if no other fee is applicable:		
<b>TOTAL SPECIAL PERMIT FEE</b>	<b>Enter Larger of the Above Amounts: \$8,429.80</b>		

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## **PROJECT NARRATIVE**

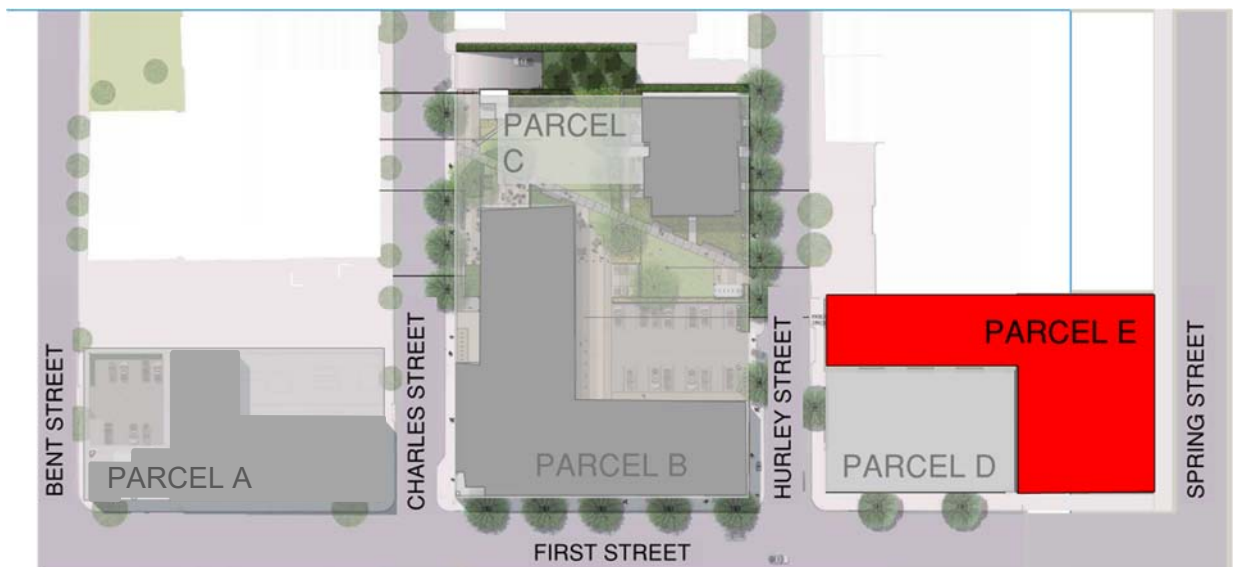
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## A. DEVELOPMENT PARCELS

### Parcel E – 75 First Street (83,850 sf)

Located at the corner of First Street and Spring Street, this parcel presently contains a single story building containing three retail spaces and a Post Office. Existing buildings on parcel E will be razed and replaced with a 90-unit multifamily dwelling. The building will contain 3,600 square feet of ground floor commercial space along the First Street edge. The site will be combined with the property at 85 First St, referred to as Parcel D. The proposed development for Parcel E will extend the building over the existing surface parking spaces at Parcel D. Parcel D's 10 parking spaces, accessible from Hurley St. will remain. The principal residential entry for Parcel E will be located on Spring Street.



## **B. DEVELOPMENT CONCEPT**

### **Planning Objective**

The proposed addition is responsive to the goals of the ECAPS Planning Study of the Eastern Cambridge Planning Study (ECaPS) and the PUD 4B guidelines:

- Providing significant housing

### **Character of Development**

Existing established transportation infrastructure, including the MBTA's Red Line Kendall station and Green Line Lechmere station, walkways, bike lanes, and shuttle services provides convenient access to the site for residents, office workers, and commercial patrons.

The proposed addition will provide much needed housing in the area. The expanding life science companies in Kendall Square are anticipated to create approximately 15,000 new jobs over the next few years. It is estimated that 13- 18% of employees choose to live within walking distance of their workplace, which would translate into a demand for 2,500 new housing units in greater Eastern Cambridge.

**C. DEVELOPMENT SCHEDULE**

Parcel E will follow the proposed schedule below

In summary, estimated time frames for the project are:

Entitlement / Special Permit	May 2022 → March. 2022
Permitting	June. 2023 → Oct. 2023
Construction	Nov. 2023 → May. 2025
C of O	May. 2025

**D. DEVELOPMENT OWNERSHIP**

The recently constructed 75 First St is owned directly by US Parcel D-2, LLC. The proposed development site at 75 First St. is owned by US Parcel E, LLC.

Listed below is the current ownership structure of each of the parcels:

<b>Parcel</b>	<b>Address</b>	<b>Owner</b>	<b>Control</b>	<b>Lot Size (SF)</b>
D	85 First	US Parcel D-2, LLC	Direct Ownership	16,250

## **E. DEVELOPMENT FINANCING**

The Applicant has funded 100% of all pre-development costs, including master planning, development management, architectural design, engineering, legal, and other related expenses. To further develop the property, the Applicant will utilize a combination of debt and equity capital. Total construction cost for the Development Proposal, not including acquisition, is currently estimated at between \$45,000,000 and \$50,000,000

## **F. DEVELOPMENT INFRASTRUCTURE**

Please refer to **Appendix A** for the *Preliminary Stormwater Drainage, Water and Sewer Impact Statement*.

## **G. DEVELOPMENT IMPACTS**

A detailed analysis of the development impacts is set forth in the following:

- **Appendix A** - *Preliminary Stormwater Drainage, Water and Sewer Impact Statement*, prepared by Bohler Engineering
- **Appendix B** - *Transportation Impact Study*, prepared by Vanasse and Associates, Inc....
- **Appendix C** - *LEED Narrative and Checklist*, prepared by CLEARResults...

**1) DEVELOPMENT DATA**

1. *Parcel size:* 16,250 sf (Parcel D) & 9,749 (Parcel E)
2. *Proposed lot coverage of structure:* 24,725 (90%)
3. *Project bulk:*
  - A. *Total floor area of Parcel E structure (with structure on Parcel D) in the PUD:*  
84,298 GFA  
Gross floor area as defined by Article 2.000 of the Ordinance  
see attached diagrammatic summary of GFA calculations
  - B. *Floor area ratio*  
8.65 FAR, (Parcel E Only)  
Total Proposed FAR for PUD / SP – 2.72 .
4. *Project height:*
  - A. *Parcel E residential building:* 65 feet
  - B. *Greatest vertical distance between lowest elevation at the perimeter and the tallest structural element:*
5. *Total amount of usable open space:*  
Parcel E – 2,500 / 26%  
Total Proposed Open Space for PUD / SP - 43,710 / 23%
6. *Total number of dwelling units by number of bedrooms:*

**Project Overview**

	Parcels D & E
Studio	8
One-bedroom	70
Two-bedroom	10
Three-bedroom	<u>2</u>
Total	90

7. *Projected rent levels for each type of use in the development :*

Residential	\$4.50 - \$6.10 psf
Commercial	\$55 - \$75 psf

8. *Approximate gross residential densities:*

The total Development area for Parcels D and E is 25,999 sf. Note that only a portion of Parcel D is being used in the proposed development. The residential building proposed for Parcel E is 90 units and is situated on 26,182 sf of land, representing 2.95 dwelling units per 1,000 sf of land area.

9. *Total area of each type of use in the development and percentage of total gross floor area of the development:*

	GFA	% of Total
Residential	80,698	95%
Commercial	<u>3,600</u>	5 %
Total	84,298	100.00%

10. *Number of parking spaces to be provided (by use):*

Parking will be provided within the newly constructed garage under Parcels B and C.

11. *Total length of streets to be conveyed to the City:*

None

12. *Total length of streets to be held as private ways within the development:*

None

13. *Total length by type of other public works to be conveyed to the City:*

None

14. *Number and types of public facilities:*

None

15. *Estimated number of people coming to the development daily by type of use:*

Per the requirements of Cambridge's Zoning Ordinance, the Applicant engaged a professional transportation engineer, Vanasse & Associates, to project the volume of transportation activity that the proposed development will generate. Please refer to the *Transportation Impact Study*.

16. *Estimated traffic volume generated by type of use:*

Please refer to the *Transportation Impact Study*.

17. *Estimate of the average amount of money to be spent daily at the site:*

The commercial activity on the Development Parcel will take place in the 3,600 square feet commercial space proposed for the ground floor of the building on Parcel E.

18. *Estimated total energy consumption and cost per month and per square foot:*

Energy related studies have been performed by Conservation Services Group, Inc. and Integrated Eco Strategy. Please see LEED Narrative and Checklist at Appendix C.

19. *Were alternate energy sources investigated such as district heating and cooling? What were your findings?*

The Applicant is exploring the use of photovoltaics as an alternative energy sources.

20. *Prepare and submit graphic information concerning the proposed development:*

See Graphics Package attach



## Conformance with the Eastern Cambridge Design Guidelines

### A. GOALS

THE PROJECT FALLS IN TO A TRANSITION AREA WHERE THE GOALS ARE AS FOLLOWS

1. *Goal: Encourage new residential development and conversions of existing buildings to residential use but allow existing commercial uses to remain.*

The Development Proposal combines the creation of substantial new housing and commercial uses for the full length of the parcel along First Street.

The proposed addition is primarily residential, with approximately ninety percent of the total proposed floor area dedicated to residential use, with a total of 90 dwelling units.

2. *Goal: Use finely graduated heights to create transitions in scale from Kendall Square to residential neighborhoods.*

The existing building on Parcel D has heights of 18'-6" and 27'-0" at selected areas. Parcel E has a proposed height of 65'-0". The Parcel E will wrap around portions of Parcel D and create several different height transitions.

3. *Goal: Create better pedestrian and bicycle connections between residential neighborhoods, Kendall Square, Central Square, and the Charles River.*

The Development Proposal contributes positively to two major ECAPS goals 1) A pedestrian friendly commercial corridor along First Street, and 2) Enhanced pedestrian connections from the Charles River to the neighborhood. The continuous retail frontage proposed along First Street creates a lively and continuous pedestrian friendly street for nearly the entire length of First Street. Also, the recessed building at the street level will enhance the sidewalk experience.

## **B. BUILT FORM**

AS A MIXED-USE BLOCK (SPRING AND HURLEY), THE PROPOSAL IS REVIEWED IN THIS SECTION UNDER BOTH THE GUIDELINES FOR MIXED USE BLOCKS AND COMMERCIAL BLOCKS.

### *1. GUIDELINES FOR STREET LEVEL USES AND DESIGN, MIXED USE BLOCKS:*

- i Street-level Uses and Design. New development on mixed-use blocks should be consistent with the following principles:*

*Street-level facades should include active uses such as: – Residential entrances, Shops, restaurants, and cafes, Services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers, etc., Community spaces, such as exhibition or meeting space, Art exhibition space/display windows, Commercial lobbies and front doors*

The proposal contains street level facades consisting of commercial entry and residential common areas exclusively. The residential building (Parcel E) has its main entrance on Spring Street. The residential common areas and lobby provide visual interest along both Spring Street and Hurley Street.

- ii Office/ R&D uses are discouraged from occupying extensive ground-floor frontage. Where these uses do occur, they should occupy no more than 200 to 250 feet of continuous frontage along public streets.*

At the proposed mixed-use building at 75 First Street (Parcel D & E) only the lobby area (less than 20 linear feet) occupies the First Floor. The balance of the first floor is given over to commercial uses, including the existing retail at Parcel D.

- iii Major entrances should be located on public streets, and at or near corners wherever possible. Entrances should relate well to crosswalks and pathways that lead to bus stops and transit stations.*

The residential lobby (Parcel E) is located on Spring Street . This side location allows for continuous Commercial space along First St and potentially at the corner of First St. and Spring St.

- ii. *Transparent materials and interior lighting should be used to maximize visibility of street level uses. Ground floor facades should be at least 30 to 50 percent transparent surface to permit a clear view from the sidewalk to the interior space of the building.*

The project meets and exceeds the transparency recommendations the full length of First Street and in the residential lobby on Spring Street.

- ii. *Blank walls should be avoided along all streets and pedestrian walkways.*

The proposed addition consists of active facades on both First and Spring Street frontages and has avoided blank walls facing the sidewalks.

*New development on retail blocks should be consistent with the following principles:*

- i. *At least 75 percent of the street frontage should be occupied by Commercial uses, including cafes and restaurants.*

More than 75% of the ground floor of the buildings in the Development Parcel along First Street in the proposal contains Commercial uses.

- ii. *Major entrances should be located on public streets, and on corners wherever possible. Entrances should relate to crosswalks and pathways that lead to bus stops and transit stations.*

The entrance to the proposed addition is located on Spring Street.

**2. GUIDELINES FOR BUILDING HEIGHT AND ORIENTATION:**

**1. Guidelines regarding major public streets (First Street)**

- i. Set back any portion of the building above 65 feet by at least 10 feet from the principal facade.*

Like the buildings located on Parcels A and B, the proposed addition does not exceed 65'-0" in height.

- ii. For retail and office uses, build to the lot line or provide small setbacks (5 to 15 feet) from the right-of-way for café seating, benches, or small open spaces. Setbacks used exclusively for ornamental landscaping are not permitted but may be allowed to accommodate street furniture, street trees, or generous sidewalks. Awnings and canopies are encouraged to provide shelter and enliven the ground floor facade.*

Not Applicable

- iii. For residential uses, provide small setbacks (5 to 10 feet) for stoops, porches, and front gardens.*

The residential portion of the building along Spring (Parcel E) is setback 13'-5" from Spring Street which allows space for a main entry and projecting Juliet balconies above. The building is set back 12'-0" from First Street.

- iv. Driveway turnaround and vehicle drop-off facilities are strongly discouraged along public streets.*

The project proposes to eliminate the existing curb cuts along First St and Spring St.

Short term retail parking that is essential for the retail viability will remain active in the Parcel D parking lot. Upon completion of 75 First St., the location and quantity of parking spaces in Parcel D will remain the same. This location continues to shield these uses from view from First Street, and consolidates the loading, trash removal and parking to have the least possible impact on the sidewalks and the overall development.

- v. Locate loading docks on side streets or service alleys, and away from residential areas.*

Parcel E does not have a loading dock, but will have access to the loading area at Parcel D

- vi. In use, design, and entry, orient buildings towards corners.*

The main residential entrance is located along Spring Street, approx. 69 ft. from the building corner on First and Spring Street. This allows for a more private and residential feel to the entrance.

### **3. GUIDELINES FOR SCALE AND MASSING**

- a. For new development sites, the block size should be similar to the existing East Cambridge blocks. An attempt should be made to reduce the distance that pedestrians have to walk to a crosswalk in order to safely cross the street.*

The development does not alter existing block sizes along First Street.

- b. Buildings should avoid continuous massing longer than 100 feet facing residential streets and 200 feet facing mixed-use and retail streets. If massing extends beyond this length, it should be made permeable and visibly articulated as several smaller masses using different materials or colors, vertical breaks, bays, or other architectural elements.*

Parcel E has approx. 73 ft fronting on to First St. and 128 ft fronting on to Spring St. Both facades are relatively short and articulated to break up the building mass into pedestrian level scale.

- c. In addition to the above limits, buildings should reflect a rhythm and variation appropriate to the urban context. For example, this can be achieved by expressing bay widths of 16 to 25 feet along residential streets and 25 to 50 feet along mixed-use and retail streets.*

The proposed buildings use a variety of materials, height changes and fenestration changes to create a varied streetscape. The residential addition at 75 First Street (Parcel E) creates a bay rhythm consistent with the other First Street buildings in the Development Parcel

- d. Buildings should have a clearly expressed base, middle, and top. This may be achieved through changes in material, fenestration, architectural detailing, or other elements.*

The residential addition at 75 First (Parcel E) has a defined base that is largely glazed reflecting the retail uses on First Street and common areas of the housing on Spring St. The First Street top is differentiated using texture changes and window detailing. At Spring St., the material of the sixth-floor shifts to create a distinctive top.

- e *Use variations in height and architectural elements such as parapets, cornices and other details to create interesting and varied rooflines and to clearly express the tops of buildings.*

As discussed above the silhouette of each of the buildings is characterized by a variation in massing specific to place.

- f *Emphasize corners using taller elements such as towers, turrets, and bays*

The articulation of the L-shape of the residential addition (Parcel E) creates a distinctive element at the corner.

- g *Taller buildings should be articulated to avoid a monolithic appearance: Taller buildings should be point towers instead of slabs, and should have smaller floor plates instead of larger floor plates.*

The proposed addition is heavily articulated and do not exceed 65' in height.

#### **4. GUIDELINES REGARDING ARCHITECTURAL CHARACTER**

- a. *Residential Guidelines*

- i *Create varied architecture and avoid flat facades by using bays, balconies, porches, stoops, and other projecting elements.*

The breaking of the residential structures into L-shaped buildings naturally creates a varied architecture

Along First Street, the façade of the residential addition (Parcel E) is broken down in depth, which articulates the façade into a bay rhythm. The upper floors use glazed openings, balconies, and material / color changes to vary the facades and compliment the existing building design at 85 First St.

- ii *Maximize the number of windows facing public streets to increase safety.*

As previously discussed, most of the first-floor residential facades facing Spring Street are lobby areas and are glazed providing excellent visibility to the streets and open spaces. The building has rich but generous fenestration at the upper floor units.

*b. Commercial Guidelines*

- i. Create varied architecture and avoid flat facades by using recessed or projected entryways, bays, canopies, awnings, and other architectural elements.*

Recessed entries are employed to vary the sidewalk experience along the length of First Street

- ii. Vary the architecture of individual buildings to create architecturally diverse districts.*

As discussed above, the buildings character is differentiated and dictated by the differing street adjacencies and the character of the streets. The residential addition is paneled with punched windows. As the upper stories vary though, the consistent glazed facades that form a vibrant commercial base are maintained.

- iii. Where buildings are set back at upper stories, lower roofs may be used as balconies, balustrades, and gardens.*

The retail building at Parcel D will have a green roof terrace that will be accessible from the residential building.

**5. Environmental Guidelines**

- a. Design buildings to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building. Buildings on a lot should be sited 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.*

Refer to LEED Narrative at Appendix C

- b. Rooftop mechanical equipment should be sited and shielded to protect neighboring uses from noise impacts.*

Roof top equipment will be screened and set back to prevent being visible from the street.

## 6. *Parking Design Guidelines*

- a. *While underground parking is preferable everywhere, if above ground parking is to be built it should be designed so as not to be visible from public streets or pathways.*

Residential parking will be accommodated in the underground parking structure under Parcel B and C. An analysis of parking demand in similar multi-family buildings along First Street and the surrounding area suggests demand for that facility to be less than .4 spaces per dwelling unit, resulting in a surplus supply of 47 spaces. Those spaces can adequately address parking demand from the proposed residential addition.

All curb cuts on First Street have been eliminated.

- b. *All parking garages must provide direct pedestrian access to the street.*

Pedestrians will have direct access from the underground parking garage to both residential buildings. A head house located in the proposed open space will allow office tenants using the parking garage to have direct access to the sidewalk on Charles Street.

- c. *The primary pedestrian exit/access to all garages serving non-residential uses should be to the street or a public area.*

As described above, the residential building tenants will have direct access from the underground parking to Charles Street.

- d. *Design and locate lighting fixtures in surface parking lots and garages to enhance safety while minimizing light spillover onto adjacent properties.*

The lighting will be designed to the appropriate standards and baffled to avoid spillover.



## ***C. PUBLIC REALM***

### ***1. Guidelines for Open Space***

#### *a. Public Open Space*

- i. The provision of open space of diverse sizes and use is encouraged to enhance the public environment in the study area.*

See below

- ii. The provision of interconnected series of open spaces is encouraged to provide connections to neighborhoods and to encourage pedestrian movement.*

The proposed project is not required to have Public Open Space per se, but in meeting the required private open space requirements, the applicant has taken into account the guidelines that call for diverse sizes of open space that enhance the public environment.

The project proposes replacing an existing roof structure at 85 First St (Parcel D), with a publicly accessible green open space built over the roof structure

#### *b. Semi-private open space*

- i. For residential development, create semi-private open spaces (e.g., front and rear yards, porches, stoops, and patios) that create a transition from public sidewalks and courts to private interior spaces*

Not applicable.

### ***2. Guidelines for Streets and Sidewalks***

#### *a. Character*

- i. Use streetscape elements such as trees, benches, signage, and lighting to support active pedestrian uses and reinforce the character and identity of each district.*

At the existing streets the applicant will work with the city arborist and the DPW to add street trees to the existing sidewalks around the development parcel.

- ii. *Design streets to encourage pedestrian and cycle activity, and to control vehicle speed in residential areas.*

The residential building along First Street will be set back from the property line by 1 1/2', resulting in a wider sidewalk and enhanced pedestrian experience. The addition of Commercial the full length of First Street will be a major improvement to the pedestrian experience.

- b. *Views: Guideline*

Not Applicable

- c. *New Streets: Guideline*

Not Applicable

- d. *In the design of new streets, pathways, and parks, provide pedestrian scale lighting to enhance pedestrian safety.*

Not applicable.

- e. *Refer to the Cambridge Pedestrian Plan and Cambridge Bicycle Plan for additional guidance on creating a safe and pleasant environment for pedestrians and bicyclists and for guidance on sidewalk widths and street trees:*

The applicant will work with the DPW and City Arborist to establish new sidewalk scope and materials, and to determine new street tree locations.

### **3. Connections**

- a. *Provide safe pedestrian and bicycle connections to future regional pathways (Grand Junction Railroad, North Point path)*

Closing of multiple curb cuts along First Street positively contributes to increased bicycle safety on the newly installed First Street bike path.

- b. *Provide strong pedestrian, bicycle and visual connections to the Charles River and public parks through view corridors, signage, and or art installations*

The development will continue to allow for strong pedestrian, bicycle and visual connections to the Charles River and parks.

- c. *Provide safe pedestrian and bicycle connections to existing and new bus and transit*

The development will continue to allow for safe pedestrian and bicycle connections to existing and new transit

#### **4. *Transportation***

- a. *Transit*

Not applicable

- b. *Pedestrian*

- i. *Provide pedestrian crossings/phases at all major intersections.*

The applicant will work with DPW and Traffic and Parking to establish appropriate crossings at impacted junctions.

- c. *Bicycle / other non-motorized vehicles*

- i. *Provide bicycle lanes on major streets.*

First Street has an established bike lane. The applicant will work with DPW on any changes necessitated by curb cut closings.

- ii. *Provide sheltered bicycle racks in all new commercial and multi-family residential buildings.*

The development provides a central secure bicycle storage facility for residential users, in the below grade storage.

- iii. *Provide bicycle racks along streets in retail areas.*

The Bicycle Parking Plan indicates short term bike parking on the side streets for retail uses.

**Conformance with Parking Quantity Requirements (Section 6.31.a)**

**A) *Developers building more than 4 units of housing and/or Projects subject to Article 19 (Project Review Special Permit) shall provide a written report as part of the public record and permitting process detailing the number of proposed parking and loading spaces, and how that number was determined, including any surveys, parking demand studies or other research that was conducted.***

Residential parking for 75 First St. (Parcel E) will be accommodated in the existing underground parking structure at 21 Charles St. This structure has 142 parking spaces of which 102 are currently dedicated to the residents at 21 Charles St. (Parcel B) and 22 Hurley St. (Parcel C). An analysis of parking demand in similar multi-family buildings along First Street and the surrounding area suggests demand for that facility to be less than .4 spaces per dwelling unit, resulting in a surplus supply of 47 spaces for the Parcel B & C garage. The applicant proposes to use these surplus spaces for 75 First St., which will adequately address parking demand from the proposed residential addition. The analysis shown below was conducted by the applicant with direct queries to the property management companies for the selected buildings. Results were confirmed to be accurate and consistent by traffic and parking consultant Vanasse and Associates. Note that in the analysis of the surrounding area residential parking garages, only 36 spaces are required for the 90 residential units at 75 First St., thus still having a surplus of 11 spaces for parcels B, C, and E.

**75 First St Cambridge MA  
Parking Analysis**

9/19/2022

Residential Building	Total Residential Units	Residential Unit Occupancy %	Total Parking Spaces	Parking Spaces Occupied	Surplus Parking Spaces	Parking Occupancy Ratio
<b>Actual</b>						
33 Rogers (Axiom)	115	99.2%	64	51	13	0.45
50 Rogers (Prism)	136	97.8%	102	54	48	0.41
270 Third (Vivo)	91	96.7%	76	34	42	0.39
	<b>342</b>	<b>98.0%</b>	<b>242</b>	<b>139</b>	<b>103</b>	<b>0.41</b>
<b>Pro-Forma</b>						
21 Charles (Parcel B- Flats on First)	118	98.0%				
22 Hurley (Parcel C- Flats on First)	18	98.0%				
	<b>136</b>	<b>98.0%</b>	<b>102</b>	<b>55</b>	<b>47</b>	<b>0.41</b>
75 First (Parcel E)	90	98.0%	0	36	-36	0.41
	<b>226</b>	<b>98.0%</b>	<b>102</b>	<b>91</b>	<b>11</b>	<b>0.41</b>
<b>TOTAL</b>	<b>568</b>	<b>98.0%</b>	<b>344</b>	<b>230</b>	<b>114</b>	<b>0.41</b>

Short term retail parking that is essential for the retail viability will remain active in the 85 First St. (Parcel D) parking lot. Upon completion of 75 First St., the location and quantity of parking spaces in Parcel D will remain the same – 10 parking spaces, 1 HC parking space, and 1 loading area. This location continues to shield these uses from view from First Street, and consolidates the loading, trash removal and parking to have the least possible impact on the sidewalks and the overall development.

## Conformance with Section 10.43 Special Permit Criteria

*Granting the Special Permit requested would not be a detriment to the public interest because:*

***B) Requirements of the Ordinance can or will be met for the following reason:***

The proposed development satisfies the requirements of the PUD 4B Zoning District set forth in Section 13.50 and is consistent with the Urban Design Objectives enumerated in Section 19.30.

***C) Traffic generated or pattern of access or egress would not cause congestion hazard, or substantial change in established neighborhood character or the following reasons:***

The proposal is consistent with the anticipated character of the area as reflected in the Eastern Cambridge Planning Study and the Eastern Cambridge Design Guidelines. As demonstrated by the Traffic Impact Study prepared for the project, the development will not result in substantial adverse impact on traffic within the area.

***D) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use for the following reasons:***

The introduction of additional residential, and Commercial uses in the district is compatible with surrounding uses.

***E) Nuisance of hazard would not be created to the detriment of the health, safety and/or welfare of the occupants of the proposed use or the citizens of the City for the following reasons:***

The proposed Development will comply with all applicable health, safety, and building code requirements. The proposed Development will also comply with the Cambridge Municipal Noise Ordinance.

***F) For other reasons. the proposed use would not impair the integrity of the district Compliance with the Criteria for Special Permit Being Sought or purpose of this Ordinance for the following reasons:***

The proposed development is fully consistent with the intent and purpose of the PUD 4-B District zoning requirements and the Eastern Cambridge Design Guidelines.

***G) The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30:***

As described more fully in the application, the proposed development is consistent with those objectives.

***C. Modification of Bicycle Parking Requirements***

**6.108 Modification of Bicycle Parking Requirements**

Section 13.57.3 of the Ordinance provides that the parking requirements for the PUD 4-B District may be satisfied anywhere in the Development Parcel, notwithstanding anything to the contrary contained in Article

6.000. Accordingly, the below grade bicycle storage located beneath Parcels E will serve all of the residential tenants of the project

The bicycle storage facility will be inviting, well maintained, and provide areas for bicycle maintenance and repairs. As required by Section 6.108.2, a Bicycle Parking Plan is included in this application the Graphics Package.

***D. Transportation Impact Study***

**Section 19.24.2 – Transportation Impact Study (TIS) – Certification and Executive Summary**

See attached

## Urban Design Objectives Section 19.30

The Development Proposal complies with the policy objectives of the Eastern Cambridge Planning Study and Design Guidelines and the dimensional requirements of the PUD-4B district. The Plan will result in mixed use residential, retail and office / commercial uses, that will contribute positively to the current mixed-use environment. The Development Proposal is designed to be consistent with the urban design objectives set forth in Section 19.30 of the Ordinance. This section focuses on reviewing compliance with the Article 19 City wide Urban Design Objectives.

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

#### **Design Approach**

The new parcel added to the Development Proposal primarily face First Street, but also have frontage on Spring Street. The development proposal contains two overarching design principles; 1) to reinforce and strengthen the emergence of First Street as a vibrant retail street through the consistent introduction of viable first floor retail along all First Street facades; and 2) to carefully calibrate the building massing and location of green open space to establish much better transitions to the established lower density in the East Cambridge residential neighborhood.

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

The Development Proposal for Parcel E rises to 65' in height, and contrasts to the existing 1 story commercial / retail building on Parcel D. Both parcels are several hundred feet from Second Street which constitutes the start of the residential district in East Cambridge. The abutting buildings to the east of Parcels D and E are 2 story and thus help create a transition between the Cambridge Side Galleria, the proposed 6 story building at Parcels E and D, and the residential district east of Second St.

*(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 proposed building is designed and located to respect the character of the streetscapes and adjacent uses. Planning for the area is targeted at reinforcing First Street as a retail street, so the proposed building at parcel E on First is designed with retail space that directly abuts the sidewalk.

(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.*

At the side streets of Spring and Hurley, setbacks are introduced and building massing broken down. All the residential entries are located on the side streets that lead to the neighborhood, with an entirely residential building along Spring St. closest to Second Street and the neighborhood.

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

There are no historically significant buildings in the Development Proposal.



## Section 19.32 Development should be pedestrian and bicycle friendly, with a positive relationship to its surroundings

(1) *Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.*

*In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.*

The residential structures on the side streets are designed to activate the street and open space. The 75 First Building (Parcel E) has ground level entries facing both Spring Street and the existing open space.

The Parcel E facade along First Street prioritizes activating the street and is almost entirely glazed at the ground floor and contains Commercial entries

(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.*

No new parking spaces will be created to accommodate the demand from the residential addition.

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

The standards for glazing in the Eastern Cambridge Planning Study exceed the citywide guidelines. As reviewed in the prior section, the project exceeds the required standard.

(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.*

The residential entry is located on Spring Street.

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

Bicycle storage is provided for the residents of the building.

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

**1. Mechanical equipment**

Special attention has been given to the massing and location of building elements in order to minimize acoustic and visual impacts upon neighbors. The project is being designed to meet the requirements of the Cambridge Noise Ordinance. A visually integrated acoustic and visual barrier will be designed for Parcel E's roof and mechanical equipment.

**2 & 3. Trash and Loading**

Parcel E does not have a loading dock, but will have access to the loading area at Parcel D.

Trash will be accessed and collected in the loading area for Parcel D. This allows the loading and trash collection to be far removed from the street. Separate enclosed trash areas will be maintained for commercial and residential uses.

**4 & 5. Stormwater Best Management Practices and Landscaped Areas Run-off**

See Preliminary Stormwater Drainage, Water and Sewer Impact Statement at Appendix A for further details.

**6. Shadow Impacts**

The project's buildings are located and designed to minimize shadow impacts on neighboring properties. At Parcel E most of the building sets back from the narrower Hurley Street. Care has been taken to reduce the scale of the building as it approaches the side streets. There are no registered PV installations affected by the proposed buildings.

**7. Changes in Grade**

There are no significant grade changes within the Development Parcel.

**8. Building Scale Impact on Residential Neighbors**

The building is located in a commercial area and has limited impact on the residential neighborhoods west of Second St.

## **9. Outdoor Lighting**

The site lighting will be designed according to applicable minimum standards while avoiding light spillage into residential windows through fixture selection and baffling.

## **10. Tree protection**

Parcel E does not contain any trees on the site. Parcel D has a single tree that will be protected during the project construction

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

*(1) The building and site design 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.*

See Preliminary Stormwater Drainage, Water and Sewer Impact Statement at Appendix A

*(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 applicant and its consultants have met with the Cambridge Water Department and DPW to discuss plans to provide water service.

See Preliminary Stormwater Drainage, Water and Sewer Impact Statement at Appendix A

*(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 project will be planned, designed, and constructed to be eligible to achieve at least the level Gold using the applicable LEED Rating System of the United States Green Building Council. A preliminary LEED checklist for all buildings can be found in Appendix C, and a checklist will be completed for each additional building when final Design Review is sought for those buildings.

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

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

Not applicable.

*(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.*

The incorporation of a mix of residential and Commercial uses, above continuous retail and office uses along First Street, is a key component of the Development Proposal.

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

There are no historic structures on the site.

*(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.*

Not applicable.

**Section 19.36 Expansion of the inventory of housing in the City is encouraged**

*(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.*

The Development Proposal contains additional 90 dwelling units. The building density (75 First Street) is located adjacent to the existing residential structure and the East Cambridge Neighborhood.

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

The project will create approximately 80,000 square feet of new residential development representing 90 residential units and will comply with the City's Inclusionary Housing requirements. A range of unit types is proposed to accommodate varying household sizes.

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

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

Parcel E will make use of the roof of Parcel D for an outdoor roof deck / partial green roof. Parcel E is part of the overall SP / PUD 231 which incorporates nearly half an acre of publicly accessible open space

*(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.*

The proposed building is designed to enhance the adjacent existing facility.

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

Not Applicable



## Early Community Engagement Summary

In accordance with Section 5 of the Rules of the Cambridge Planning Board, the applicant, hosted an Early Community Engagement meeting to share their plans for 75 First Street with abutters and area residents. The applicant first coordinated with the East Cambridge Planning Team (“ECPT”) to inform them of the project and to schedule a time to share their plans with the ECPT membership. The applicant, along with their legal counsel, James Rafferty and the project architects, Daniel Skolski and John Pears, appearance at a regularly scheduled meeting of the ECPT on Wednesday, April 13 to present the project, solicit comments and answer any questions the ECPT members might have. The response was generally positive with questions pertaining to the number of units in the building and the number of parking spaces.

Following that meeting, the Applicant scheduled an Early Community Engagement meeting to reach other members of the Community. The meeting was hosted virtually via zoom on Wednesday, May 11 at 6:30pm. After consultation with the Community Development Department, invitations were sent to proximate abutters, the East Cambridge Planning Team and the East Cambridge Business Association. 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 Urban Spaces, the project architects, Daniel Skolski and John Pears, and local land use counsel. There were no attendees.

The applicant has been in contact with the One First Street Condominium Association and plans to make a presentation to them in the near future.

## EARLY COMMUNITY ENGAGEMENT MEETING

### OPEN HOUSE

Wednesday, May 11, 2022  
6:30PM

You are invited to attend an Open House hosted by Urban Spaces to learn about their proposal to construct a new residential building with ground floor retail at 75 First Street.

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

This proposal will require an amendment to PUD 231A from the Cambridge Planning Board. The applicant is also filing an amendment to allow for a bank use in Building A of the PUD.

For additional information, please contact Jeff Hirsch at [jhirsch@urbanspacesllc.com](mailto:jhirsch@urbanspacesllc.com) or by phone at 617.868.5558 ext. 112

The meeting will be conducted virtually via Zoom. Log-in information is below:

Join Zoom Meeting

<https://us02web.zoom.us/j/87198919273?pwd=L3R1Zy91VFFsQk5janF1TFoyaldOZz09>

Meeting ID: 871 9891 9273

Passcode: 698916

One tap mobile

+19292056099,,87198919273#,,,,\*698916# US (New York)

## Abutters List

	CAMBRIDGE CITY OF COMM. DEV. 57 INMAN ST CAMBRIDGE, MA 02139
	GKA REALTY, LLC P.O. BOX 341 WINCHESTER, MA 01890
	DAVENPORT OWNER (DE) LLC, C/O OXFORD PROPERTIES GROUP 125 SUMMER ST. 12TH FL BOSTON, MA 02110
	NW CAMBRIDGE PROPERTY OWNER LLC, C/O NORTHWOOD INVESTORS LLC, 1819 WAZEE ST. 2ND FL.OOR DENVER, CO 80202
	KARP, STEPHEN R., STEPHEN C. PLUMERI & WILLIAM H. MCCABE, JR. C/O NEW ENGLAND DEVELOPMENT 75 PARK PLAZA BOSTON, MA 02116
	CAMBRIDGESIDE PARTNERS LLC C/O NEW ENGLAND DEVELOPMENT 75 PARK PLAZA ATTN: ACCOUNTING DEPT BOSTON, MA 02116
	ARE-MA REGION NO.55 EXCHANGE HOLDING LLC PO BOX 847 CARLSBAD, CA 92018
	See attached
	See attached
	LMP GP HOLDINGS LLC C/O LEGGAT MCCALL HOLDINGS PROP LLC 10 POST OFFICE SQ BOSTON, MA 02109

66 HURLEY LLC  
30 BOW ST  
SOMERVILLE, MA 02143

BERG, ALYCIA K.  
62 HURLEY ST. UNIT#1  
CAMBRIDGE, MA 02141

BRUGMAN, MARJOLEIN S.  
36 LOPEZ AVE.  
CAMBRIDGE, MA 02141

CARD ANDREW HILL III & RACHEL  
PETERS  
131-137 SECOND ST  
UNIT 137  
CAMBRIDGE, MA 02141

DONTCHOS, BRIAN N.  
131-137 SECOND ST, UNIT 135  
CAMBRIDGE, MA 02141

FAIRHALL, AMY & ADAM FAIRHALL  
17 SECOND ST  
CAMBRIDGE, MA 02141

FERREIRA PAUL J & ASHLEY P FERREIRA  
105 SECOND ST  
CAMBRIDGE, MA 02141

GIESTA, LAUDALINA P. & ELIDIA SOUSA  
A LIFE ESTATE  
113 SECOND ST  
CAMBRIDGE, MA 02141

GRABCZEWSKI, KAROL & HILDA E.  
RAMON  
62 HURLEY ST, UNIT #62-2  
CAMBRIDGE, MA 02141

KAVALCHUK, VIKTORIYA  
131-137 SECOND ST, UNIT 133  
CAMBRIDGE, MA 02141

LOGAN, TIMOTHY DANIEL & ERIN LOGAN  
121 SECOND ST  
CAMBRIDGE, MA 02141

MAGARIAN, JAMES N. ZSOFIA  
MAGARIAN  
131-137 SECOND ST, UNIT 131  
CAMBRIDGE, MA 02141

ONG, TIAN JING  
64 HURLEY ST., #1  
CAMBRIDGE, MA 02141

PEDERSEN ERICA RAYOLA  
119 SECOND ST  
UNIT 119  
CAMBRIDGE, MA 02141

THE CITY OF CAMBRIDGE  
OFFICE OF THE TREASURER  
795 MASSACHUSETTS AVE.  
CAMBRIDGE, MA 02139

TRUSHEIM MATTHEW E & CORINNE F  
ENGELBERT  
42 LOPEZ AVE  
CAMBRIDGE, MA 02140

TSENG, RAYMOND M., TRS THE  
RAYMOND TSENG INHERITANCE  
PROTECTION TR  
191A 8TH ST

WONG, ELLEN C/O OXFORD STREET  
REALTY INC  
1644 MASSACHUSETTS AVE  
CAMBRIDGE, MA 02138

WU YANYU REN JIAN  
62-64 HURLEY ST  
UNIT 64-2  
CAMBRIDGE, MA 02141

YANGBINGSHA USA LLC  
3 SARAH JANE COURT  
ACTON, MA 01720

ZAFF, GREGORY H. & SONJA CANTU  
115 SECOND ST  
CAMBRIDGE, MA 02141

93 SECOND ST LLC,  
228 PARK AVE S PMB 35567  
NEW YORK, NY 10003-1502

ANDALIS, ALEXIS A.  
95 SECOND STREET, UNIT #5  
CAMBRIDGE, MA 02141

ANNAcone, ANGELO L. & MARION J.  
ANNAcone TRS. OF ANNAcone REALTY  
TRUST  
2 HENRY ST  
MEDFORD, MA 02155

AOXOMOXOA LLC  
320 WASHINGTON ST #3FF  
BROOKLINE, MA 02445

BALASUBRAMNIAM, ARUN SOUMYA  
GANAPATHY  
57 HURLEY ST, UNIT 1  
CAMBRIDGE, MA 02141

BARR, JEFFREY D. & JODY L. BARR, TRS.  
OF A. S. B. REALTY TRUST  
324 MAIN ST  
ASHLAND, MA 01721

DOU, MINGZHI & QI TU  
57 HURLEY ST, UNIT 3  
CAMBRIDGE, MA 02141

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
675 MASSACHUSETTS AVE  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
675 MASSACHUSETTS AVE.  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
362 GREEN ST., 3RD FLOOR  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
362 GREEN ST., 3RD FLOOR  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
675 MASSACHUSETTS AVE  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
362 GREEN ST., 3RD FLOOR  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
362 GREEN ST., 3RD FLOOR  
CAMBRIDGE, MA 02139

ESSEX STREET MANAGEMENT, INC. C/O  
CAMBRIDGE HOUSING AUTHORITY  
675 MASSACHUSETTS AVE.  
CAMBRIDGE, MA 02139

HUANG, ELLEN  
30 SPRING ST., #1  
CAMBRIDGE, MA 02141

JAMPOL, RUSSELL PAUL  
38 SPRING ST., #5  
CAMBRIDGE, MA 02141

KLEE JUSTIN & DANIELLE KLEE  
34 SPRING ST  
CAMBRIDGE, MA 02141

LI XINWEI & QINYAN LIU  
95 SECOND ST  
UNIT 4  
CAMBRIDGE, MA 02141

LIN, ALICE  
32 SPRING ST. UNIT #2  
CAMBRIDGE, MA 02141

LIN, JUNG-ERH  
36 SPRING ST., #4  
CAMBRIDGE, MA 02141

LIU, CHRISTINA Y. WILLIAM H.  
CHAMBERS  
57 HURLEY ST, UNIT 2  
CAMBRIDGE, MA 02141

LIU, RUNZE  
97 SECOND ST., #6  
CAMBRIDGE, MA 02141

TANTONGSIRISAK, HARIN  
95 SECOND STREET, UNIT #1  
CAMBRIDGE, MA 02141

TUYO, MICHAEL M. & OLUKEMI A. TUYO  
16 LOPEZ AVE.  
CAMBRIDGE, MA 02141

VELOSO, ARTUR BOTELHO  
97 SECOND ST., #2  
CAMBRIDGE, MA 02141

YALA, NADIA , TRUSTEE  
38 LAKESHIDE DR  
S. BARRINGTON, IL 60010