

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: 249 Third Street

Zoning District: IA-1/ECHO

Applicant Name: Equity Residential

Applicant Address: 1500 Massachusetts Avenue, N.W. Washington, D.C. 20005

Contact Information: 202 971 7087      rboales@eqr.com

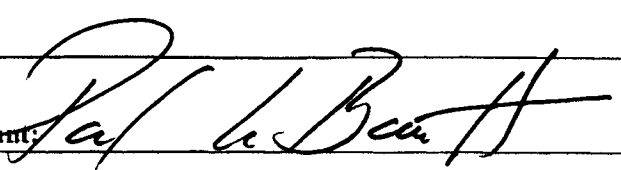
Telephone #                      Email Address                      Fax #

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.*

- Project Review Special Permit pursuant to Ordinance Section 19.20
- Provision of required parking off-site pursuant to Ordinance Section 6.22.2
- Reduction in required number of parking spaces pursuant to Ordinance Section 6.35.1
- Permission for side yard setback of 10' pursuant to Ordinance Section 5.34.2(b)

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

Project Narrative; Plans/Drawings; Appendix

Signature of Applicant: 

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

Date

Signature of CDD Staff

**DIMENSIONAL FORM**

**Project Address:** 249 Third Street

**Application Date:** June 17, 2015

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	26,918 sf	5,000 sf (min)	26,918 sf (ex)	
Lot Width (ft)	217.65 ft	50 ft (min)	217.65 ft (ex)	
Total Gross Floor Area (sq ft)	n/a	87,484 sf [i]	71,897 sf	
Residential Base	n/a	67,295 sf (max)	54,121 sf	
Non-Residential Base	n/a	33,657 sf (max)	1,540 sf (retail)	
Inclusionary Housing Bonus	n/a	20,189 sf (max)	16,256 sf	
Total Floor Area Ratio	n/a	3.25 (max) [i]	2.67	
Residential Base	n/a	2.50 (max) [ii]	2.01	
Non-Residential Base	n/a	1.25 (max)	0.06	
Inclusionary Housing Bonus	n/a	0.30 (max)	0.60	
Total Dwelling Units	n/a	115 (max)	84	
Base Units	n/a	89	84	
Inclusionary Bonus Units	n/a	26	0 [iii]	
Base Lot Area / Unit (sq ft)	n/a	300 (max) [ii]	320.45 sf/u	
Total Lot Area / Unit (sq ft)	n/a	300 (max) [ii]	320.45 sf/u	
Building Height(s) (ft)	n/a	45 ft & 55 ft [iv]	45 ft & 55 ft	
Front Yard Setback (ft)	n/a	0 ft / 4 ft [v]	0 ft / 6 ft [vi]	
Side Yard Setback (ft)	n/a	10 ft [vii]	10.2 ft	
Side Yard Setback (ft)	n/a	10 ft [vii]	10.2 ft	
Rear Yard Setback (ft)	n/a	n/a [viii]	n/a [viii]	
Open Space (% of Lot Area)	20.7%	NONE [ix]	20.3%	
Private Open Space	0 sf	--	750 sf [x]	
Permeable Open Space	5,571 sf	--	4,708 sf	
Other Open Space (Specify)	0 sf	--	0 sf	
Off-Street Parking Spaces	78	84 [xi]	2 [xii]	
Long-Term Bicycle Parking	0	89 [xiii]	89	
Short-Term Bicycle Parking	0	10 [xiv]	11	
Loading Bays	0	n/a	n/a	

*Use space below and/or attached pages for additional notes:*

See footnotes on next page

FOOTNOTES:

- [i] Per Section 11.203.2.b.i of City of Cambridge Zoning Ordinance
- [ii] Per Section 20.43 of City of Cambridge Zoning Ordinance
- [iii] Inclusionary requirements to be determined during Building Permit stage
- [iv] Per Section 13.54 (4) of City of Cambridge Zoning Ordinance
- [v] Per Section 13.53.4 (1) of City of Cambridge Zoning Ordinance
- [vi] 6-foot setback from northerly right-of-way line of Rogers Street proposed  
No setback from westerly right-of-way line of Third Street proposed  
1-foot setback from southerly right-of-way line of Bent Street proposed
- [vii] Minimum side yard setback per section 5.34, Table 5-4 of City of Cambridge Zoning Ordinance.  
Reduction of side yard setback to 10 feet is being sought by Special Permit
- [viii] Lot has frontage to streets on three of four sides with fourth side designated as a side lot line per Section 5.24.3 of City of Cambridge Zoning Ordinance and therefore has no rear yard nor rear yard setback
- [ix] No open space requirement for IA-1 District or ECHO Overlay District
- [x] Denotes area of private patio at roof level
- [xi] 84 residential; retail spaces waived under Small Business provision in Section 6.32.1 of City of Cambridge Zoning Ordinance (required retail spaces =  $3 < 4$ )
- [xii] 2 spaces proposed on site; remainder of parking to be provided in off-site parking facility
- [xiii] Per Section 6.107.2 of City of Cambridge Zoning Ordinance:  
Long-term bicycle parking (residential) = 1 per unit for first 20 units + 1.05 per unit thereafter  
=  $20 + (1.05 \times 64) = 87.2 = 88$  spaces  
Long-term bicycle parking (retail) = 0.1 per 1,000 s.f.  
=  $0.1 \times (1,540 / 1,000) = 0.1540 = 1$  space  
Total long-term parking required =  $88 + 1$   
= 89 spaces
- [xiv] Per Section 6.107.3 of City of Cambridge Zoning Ordinance:  
Short-term bicycle parking (residential) = 0.1 per dwelling unit  
=  $0.1 \times 84 = 8.4 = 9$  spaces  
Short-term bicycle parking (retail) = 0.6 per 1,000 s.f.  
=  $0.6 \times (1,540 / 1,000) = 0.92 = 1$  space  
Total short-term parking required =  $9 + 1$   
= 10 spaces

OWNERSHIP CERTIFICATE

Project Address: 249 Third Street

Application Date: 6/25/15

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

I hereby authorize the following Applicant: Equity Residential

at the following address: \_\_\_\_\_

to apply for a special permit for: see cover page

on premises located at: 249 Third Street, Cambridge, MA

for which the record title stands in the name of: ASN Kendall Square LLC  
whose address is: c/o Equity Residential, Two North Riverside Plaza, Suite 400, Chicago, IL 60606

by a deed duly recorded in the: 200500264129 46575 268  
Registry of Deeds of County: 200900207705 Book: 53735 Page: 180

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

~~Signature of Land Owner~~ Paul Barrett

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 Barrett personally appeared before me,

on the month, day and year June 18, 2015 and made oath that the above statement is true.

Notary: Stephanie M. Ross

My Commission expires: October 15, 2021



STEPHANIE M. ROSS  
Notary Public  
Commonwealth of Massachusetts  
My Commission Expires  
October 15, 2021

**FEE SCHEDULE**

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**Project Address:** 249 Third Street

**Application Date:** June 25, 2015

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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): 71,897      × \$0.10 = 7189.70

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Flood Plain Special Permit      Enter \$1,000.00 if applicable: n/a

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

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**TOTAL SPECIAL PERMIT FEE**      **Enter Larger of the Above Amounts: 7189.70**

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## 249 Third Street Project Narrative

### I. Project Overview

Equity Residential (the “Applicant” or “Equity”) is proposing to construct an 84-unit residential development (the “Project”) on a 26,918 square foot lot at 249 Third Street (the “Property”). The Property, which is bounded by Third, Rogers, and Bent Streets, is currently developed with an approximately 77-space open air, paved parking lot, which will be replaced in its entirety by the project. There will be approximately 1,500 square feet of retail on the corner of Third and Rogers Streets.

The footprint of the building will be approximately 19,000 square feet. The portion of the building closest to Rogers Street will be five stories (55 feet), stepping down to four stories (45 feet) along Bent Street, as the Property lies within two different height zones under the East Cambridge Housing Overlay (ECHO) District. The Project will feature a roof deck for use by residents, as well as landscaped resident amenity space to the rear of the building. The design objectives of the Project are to create a strong edge for the new Rogers Street Park, to reclaim the neighborhood residential scale, particularly along Bent Street, and to connect the Foundry Works to the Rogers Street Park and the rest of the community.

Parking for the Project will be provided at a ratio of 0.7 spaces per unit (59 spaces), consistent with the demand at the garages serving Equity’s other residential developments in Kendall Square. The Project will contain no on-site parking; rather, resident parking will be provided in the existing below-grade garage at 195 Binney Street (located directly across Rogers Street from the Project), which is owned and managed by Equity. Equity also owns Third Square Apartments, located at 285/303 Third Street -- less than 300 feet from 195 Binney Street -- whose garage has sufficient capacity to easily accommodate any excess demand from 195 Binney Street that may arise after the Project is occupied. A memorandum summarizing the relationship between the three properties and the zoning relief being sought for each is attached at Tab A.

The Applicant is requesting the following special permits from the Planning Board in connection with the Project:

- Project Review Special Permit pursuant to Ordinance Section 19.20
- Provision of required parking off-site pursuant to Ordinance Section 6.22.2
- Reduction in required number of parking spaces pursuant to Ordinance Section 6.35.1
- Permission for side yard setback of 10’ pursuant to Ordinance Section 5.34.2(b)

## II. Compliance with Zoning

The Project is located within the IA-1 District and within the East Cambridge Housing Overlay (ECHO) District. As set forth on the Dimensional Form, the Project will comply with all use and dimensional requirements of the underlying zoning (where applicable) and the ECHO District, with the exception of the right side yard setback, for which relief will be sought from the Planning Board as permitted under Ordinance Section 5.34.2(b).

The Project will comply with the intent of the ECHO zoning as articulated in Section 20.41 of the Ordinance, in that it will extend the existing residential neighborhood by creating 84 units of new housing on what is currently a surface parking lot. Moreover, the Project is generally consistent with the policy objectives set forth in the Eastern Cambridge Plan and the guidance provided in the Eastern Cambridge Design Guidelines.<sup>1</sup>

No variances from the Board of Zoning Appeal are required.

## III. Compliance with General Special Permit Criteria (Section 10.43)

Pursuant to Ordinance Section 10.43, 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 of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

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

With the requested special permits, the Project will meet all requirements of the Ordinance.

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

As set forth in the Traffic Impact Statement ("TIS"), the Executive Summary of which is submitted with this application (see Appendix, Tab C)<sup>2</sup>, the Project is expected to have little impact on traffic in the area that would cause congestion, hazard, or substantial change in neighborhood character. In particular, according to the TIS:

- The Project is expected to generate only approximately 14 vehicle trips during the morning peak hour and 21 vehicle trips during the evening peak hour. This corresponds to an increase of approximately one vehicle trip every 4 minutes on the adjacent roadway network during peak periods as a result of the Project.

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<sup>1</sup> A discussion of the Project's compliance with the East Cambridge Design Guidelines is attached hereto at Tab B.

<sup>2</sup> The full TIS was certified by the Traffic, Parking and Transportation Department on January 22, 2015.

- The intersection capacity analyses conducted at each study intersection indicated that Project-generated traffic is not expected to have any significant impacts on intersection and roadway operations.
- The Project will have little impact on nearby residential streets, with volumes changing less than 1%.
- The existing crash rate at the intersections studied is below the MassDOT District 6 average.

(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.*

The Project site is surrounded by several residential uses and immediately adjacent to the newly created Rogers Street Park. It is also adjacent to the Foundry Works, the future use of which is currently under discussion by the City. The addition of a new multifamily residential building is wholly consistent with the character of the neighborhood and anticipated by the ECHO District zoning. Moreover, the Project's frontage on Third Street will create a strong edge for the Rogers Street Park and create a needed link between the Foundry Works and the park. The Project is also consistent with the goals of the ECHO District zoning which include the creation of additional housing and the conversion of lots devoted to non-residential uses to residential 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.*

There will be no general nuisance or hazard created by the Project. The Project will replace a surface parking lot with high quality housing that will contribute to the vibrancy of the neighborhood and will activate the Third Street edge of the Rogers Street Park. Moreover, as part of the ECHO District, the Project site has been identified as a location suitable for additional residential development.

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

The Project is consistent with the both intent and the requirements of the ECHO District and base zoning, in that it adds housing to a site where new residential use is not only permitted, but specifically encouraged and incentivized. Moreover, only side yard dimensional relief is required. When completed, the Project will add high quality housing to the neighborhood consistent with smart growth principles. It will capitalize



on excess capacity in other existing garages owned by the Applicant, so that no new parking will be created as a result of the Project. It will provide open space amenities, including a private roof deck and a private landscaped courtyard.

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

As set forth below, the Project is consistent with the Urban Design Objectives of Section 19.30.

#### IV. Compliance with Criteria Specific to Special Permits Being Sought

##### **A. Section 19.20 - Project Review Special Permit**

In granting a Project Review Special Permit under Section 19.20 of the Ordinance, the Planning Board is required to make the following findings:

*(1) The project is consistent with the urban design objectives of the City.*

As described below, the Project confirms with the CityWide Urban Design Objectives set forth in Section 19.30 of the Ordinance.

*(2) The project does not impose substantial adverse impacts on city traffic.*

The TIS concludes that the Project will have minimal impacts on the surrounding roadways and intersections. The crash rate at each of the study intersections is below the MassDOT District 6 average and the Project is not anticipated to exacerbate any existing safety conditions.

The Project site is within a short walking distance to both the Kendall Square and Lechmere MBTA stations. It is also within walking and biking distance to a number of employers.

The intersection capacity analysis indicates that the Project will generate a modest number of new vehicle trips, and that such trips can easily be accommodated by the existing transportation infrastructure, with minimal impacts to no impacts on traffic operations.

A comprehensive Transportation Demand Management (TDM) plan is being proposed to limit the number of vehicle trips that will be generated by the Project. These measures are expected to reduce the already minimal impacts on traffic impacts at all study intersections.

##### **B. Conformance with Citywide Urban Design Objectives (Section 19.30)**

**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 Project site is bisected by two different height zones under the ECHO District zoning. Thus, the portion of the Project closest to Rogers Street is 55 feet, stepping down to 45 feet toward the Bent Street side of the Project. Buildings in proximity to the Project site range from 75' to 138'; thus, at a maximum height of 55 feet, the Project will provide a suitable transition toward Rogers Street Park and the residential neighborhood north of Bent Street.

The Project corners engage the Property line, and the middle sections of the building provide a setback for stoops and gardens along both Third Street and Rogers Street. A 10-foot wide side yard is designed along the property line with The Foundry Works building. However, the L-shape of the Project allows a wide landscaped courtyard to the rear of the building, increasing the open space and buffer between the Project and The Foundry Works, while creating open space amenity areas for Project residents.

*(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.*

Within the ECHO and IA-1 Districts, no front yard is required. The Project's corner elements will be built to the front property line, consistent with these requirements, enabling the creation of a strong edge for Rogers Street Park. Along Third Street and Bent Streets, the Project façade sits back from the sidewalk, providing individual stoop entries to residential units, which will restore the neighborhood residential scale of that street.

*(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 Project will provide approximately 1,500 square feet of retail space on the corner of Third and Rogers Streets.

*(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 historic structures on or abutting the Project site.

**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 is 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 Project will enhance pedestrian activity in the immediate area. The main building entry will be on Third Street, facing Rogers Street Park. In addition, several ground floor units along Third Street and Bent Street are designed as townhouse style apartments and will have individual stoop entries from the back of the sidewalk. Approximately 1,500 square feet of retail will be provided on the corner of Third and Rogers Streets. The Applicant expects that the retail use will serve residents of the Project and other nearby residential developments, as well as visitors to the Park.

*(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 Project will replace an open air parking lot with an attractive residential building. There will be no on-site parking associated with the Project.

*(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 retail and lobby spaces on the ground floor will be largely transparent. Ground floor residential units will have windows, as appropriate.

*(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 main entrance to the building will be located on Third Street, almost directly across from the entrance to Rogers Street Park. The retail space will be located on the corner of Rogers Street and Third Street, with the entrance to such space proximate to the existing crosswalk across Rogers 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 paid to providing safe access to the facilities from the outside.*

As set forth in the TIS, pedestrian conditions in the study area are generally good, with sidewalks provided along all roadways and crosswalks at all intersections. The Project is proposing to construct a new sidewalk on the north side of Rogers Street, where there currently is no sidewalk.

The Project will provide an approximately 1,800 square foot room dedicated to resident bicycle storage with direct access via the rear courtyard. The resident bike lounge will include tools and work stations for resident convenience. Bicycle racks will be also provided outside of the retail space to accommodate the short-term bike storage needs of visiting customers and in the rear courtyard to accommodate residents' visitors.

*(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.*

The Project complies with policy objective 19.32.

**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.*

*(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.*

*(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.*

*(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.*

*(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.*

The Project has been designed so that rooftop mechanicals are screened and buffered by rooftop design elements, including the rooftop deck, rendering them nearly invisible, particularly from Rogers Street Park.

*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 Project will include an approximately 473 square foot trash storage room located immediately adjacent to the rear service area so that building trash can be securely contained and easily accessed for trash collection. Accordingly, there will be few noise, odor or visual impacts to neighbors from Project trash.

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

All Project loading will occur in dedicated loading space at the rear of the building, well within the site. Extensive planting and landscaping will create a visual buffer between the loading area and the neighboring Foundry Works building to the rear of the Project site. The loading area will be accessed through a new driveway off Rogers Street. The loading design will ensure that there are minimal, if any, impacts on neighbors.

*(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 most recent City of Cambridge Wastewater and Stormwater Drainage Use Regulations and the MassDEP Stormwater Management Policy for a redevelopment project. Roof runoff from the Project will be captured in an internal roof drainage collection system, and ground surface runoff will be collected in a series of catch basins and landscape area drains. Surface runoff from paved parking and driveway surfaces will be treated on site through the implementation of stormwater pre-treatment Best Management Practices (BMPs) such as deep-sump hooded catch basins and proprietary hydrodynamic separation units. The treated surface runoff and the roof runoff will then be combined to discharge to the municipal stormwater conveyance system located in Rogers Street. The on-site soil properties will be analyzed for suitability of underground infiltration. The project will incorporate an on-site stormwater management system designed to retain the volumetric difference of the 25-year post-development peak rate of runoff relative to the 2-year pre-development peak rate of runoff per the City of Cambridge Wastewater and Stormwater Management Guidance.

*(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 Property, which is currently developed with a paved surface parking lot, is approximately 80% impervious. The Project will include a new at-grade landscaped rear yard and plantings along the property line between the Project and The Foundry Works. The exterior common area at the rear of the building will consist of both Green Area and Permeable Open Space, consisting of a permeable patio system, a private roof-level deck, and landscape areas. While the Project results in an approximate 750 square foot reduction in Green Area Open Space, it will provide approximately 45 square feet more overall open space than the existing condition. Combined with the stormwater management design, sufficient measures are implemented for peak stormwater runoff volumes.

*(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.*

With a maximum height of 55 feet, the Project is not expected to cast significant shadow. Morning shadows will cast on the rear courtyard; afternoon shadows will fall on Third Street, and mid-day shadowing will fall on the rear courtyard and Bent Street. A shadow study is attached at Tab D.

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

The existing site is relatively flat, therefore the Project has no retaining walls and minimal changes in grade. The ground-floor residential units will be raised 21 inches above the adjacent existing sidewalk grade, and concrete stairways and entry stoops will be constructed at each unit's entrance from Third and Bent Streets.

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

The scale and façade of the Project are consistent with the residential scale of the neighborhood, residences on Bent Street, and the Lofts at Kendall Square (195 Binney Street) located across Rogers Street from the Project. The Project site is a corner lot, directly abutted by streets on three sides; accordingly, a majority of the windows look out directly on the street, rather than onto other residential properties. To the rear, the Project abuts The Foundry Works, which is not a residential property. The narrowest side yard dimension is 10 feet, and this area will be landscaped to afford privacy for the residents of those units whose windows look into the side yard.

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

Project lighting will be designed to minimize glare or spill-over to adjacent properties, while providing adequate light levels for security. Pedestrian lighting along the front and sides of the building will increase safety, while enhancing the visual landscape in the evenings. Individual unit entry stoops along the street will have lights.

*(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.*

A tree survey plan was submitted to the City of Cambridge Arborist on January 13, 2015. There are currently eight (8) trees totaling approximately 16 inches of DBH in the parking lot that is

currently on the Project site, none of which are defined as significant. The Project will remove these trees, and six new trees, totaling 21 inches DBH, will be planted on the Property. The Tree Study and Certification of Receipt of Plans by the City Arborist are included in the Appendix at Tab E.

***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 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.*

The Project's stormwater management system will be designed to incorporate best management practices and is subject to review and approval by the Department of Public Works. Water-conserving plumbing fixtures will be used in keeping with industry standards, and as required to meet LEED standards. All necessary permits will be sought from the City.

*(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 sanitary sewage from the Project will be collected and discharged into the existing sewer main on Rogers Street. The Applicant and its design team are working with the Cambridge Department of Public Works to coordinate the new sanitary connections and locations. Detailed information regarding the Project's water infrastructure is set forth in the Water Service Infrastructure Narrative, below.

*(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 designed to minimize any negative impact on the environment and its performance will be measured using the Leadership in Energy and Environmental Design (LEED) standards. A description of the sustainable design approach for the project is contained in the LEED Narrative and LEED Checklist submitted with this Application (see Appendix, Tab F). Mechanical systems will be individualized for the residential units, encouraging bill-paying



residents to conserve resources. High-efficiency systems will be used throughout, minimizing impact on the water, electrical, and gas service.

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

The Project will provide new residential activity along public streetscapes and will activate the edge of the new Rogers Street Park. The Project will complement the nearby existing and planned commercial and retail uses. By introducing an additional residential use, employees of buildings in Kendall Square will have a convenient option of a walking commute, while also giving surrounding retailers and services in the neighborhood additional foot traffic. The Project will also create additional residential opportunities in close proximity to public transportation.

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

When completed, the Project will provide 84 new residential units, including 10 affordable housing units in an area of Cambridge that the City has targeted for residential development. A variety of unit types are provided, including studios, one-, two-, and three-bedroom units.

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

The Project enhances and expands open space amenities in the neighborhood. By replacing the existing surface parking lot with a residential building, the Project creates a strong edge to the new Rogers Street Park and better connects The Foundry Works site to the park. The addition of 84 new residences and approximately 1,500 square feet of retail space will activate Third Street along Rogers Street Park, thereby enhancing the experience of visitors to the park. The Project also will provide approximately 4,900 square feet of landscaped open space on all sides of the building and adjacent to Third, Bent, and Rogers Streets.

**B. Section 6.22.2 – Provision of Required Parking Offsite**

*Pursuant to Section 10.45 of the Ordinance, the Planning Board may grant a special permit for off site accessory parking not allowed in Subsection 6.22.1(a) provided that convenient and safe access from the parking facility to the use being served is provided in accordance with the following conditions: (a) No off site accessory parking facility may be located on a lot which has a more restrictive zoning classification than the lot on which the use being served is located; (b) Off site accessory parking facilities shall be located within four hundred (400) feet of the lot being served for residential uses and within one thousand (1000) feet of the lot for other uses.*

The Applicant is proposing that all parking for the Project will be provided in the existing below grade garage at 195 Binney Street (the Lofts at Kendall Square), which is located 30 feet from the Project site and is also owned by Equity Residential. The 195 Binney Street building has 186 units and 194 parking spaces, for a parking supply ratio of 1.04 spaces per unit. As set forth in the TIS, utilization at the 195 Binney garage is currently at only 0.58, leaving ample capacity for Project parking. Due to the proximity of the two properties, residents of the Project will have safe and convenient access to the 195 Binney garage. Residents of 249 Third Street will be provided a key fob that will provide access to the underground parking at 195 Binney Street. Both properties are located within the IA-1 zoning district.

### **C. Section 6.35.1 - Reduction in required number of parking spaces**

The Applicant is proposing to provide Project parking at a ratio of 0.7 spaces per unit, rather than the 1.0 ratio required in the IA-1 district. Parking demand at the garages at 195 Binney Street and 285/303 Third Street, which are also owned by the Applicant, indicates that this is an appropriate parking ratio for the Project.

As set forth in the TIS, the built parking ratio at 195 Binney Street is 1.04 spaces per unit; the ratio at 285/303 Third Street is 1.09 spaces per unit. Analysis of leasing data indicates that residents of 195 Binney are leasing parking spaces at rate of 0.56 spaces per unit, while 285/303 Third Street residents are leasing spaces at a ratio of .52 spaces per unit. As noted in the TIS, both garages are generally underutilized: the 195 Binney Street garage averages 30-40% occupancy, while the 285/303 Third Street garage has an average occupancy of only 49%. This translates to approximately 313 empty parking spaces within the garages in the Applicant's Kendall Square apartment communities.

In order to more accurately reflect parking demand at its three properties in the Kendall Square neighborhood, the Applicant is seeking special permits to reduce the required parking ratio for all three properties to 0.7 spaces per unit. (Separate permit applications are being filed for 195 Binney Street and 285/303 Third Street.) All parking for the Project (56 spaces) will be provided in the 195 Binney Street garage, located approximately 30 feet from the Project site. To the extent there is demand, the Applicant will reassign a portion of the 195 Binney Street residents (including those who currently park in the surface parking lot on the Project site) to park in the 285/303 Third Street garage, which is approximately 282 feet from 195 Binney Street. Following the realignment of parking spaces and the adjustment of the ratio across the portfolio, there will still be approximately 120 unused spaces in the 285/303 Third Street garage. *See also Tab A.*

The 195 Binney and 285/303 Third Street garages were permitted, designed, and built to accommodate a total of 710 spaces. As demonstrated in the TIS, this is more than sufficient

capacity for the parking demand for all three Equity Residential projects on the Third Street corridor. Reallocation of resident parking spaces among the properties and reduction of the ratio to reflect actual parking demand will not cause excessive congestion or endanger public safety. Given that the parking in the 195 Binney and 285/303 Third garages is dedicated to use by Equity residents,<sup>3</sup> the reduction in required spaces will not substantially reduce parking available for other uses or otherwise adversely impact the neighborhood. Because the Project is well-served by public transportation and within walking distance to Kendall Square, the reduction in cars associated with the Project will lessen traffic impacts and provide positive environmental benefits to the neighborhood.

V. Noise Mitigation (Chapter 8.16 Noise Control)

The mechanical rooftop units are designed as individual condenser units located on structured frame enclosed with a low vertical barrier to assist in reducing the noise levels from the units. The current design for all rooftop equipment will meet or exceed the noise standards stated in Ordinance Section 8.16, Table 8.16.060E.

VI. Summary of Community Outreach

The Proponent presented the Project to the East Cambridge Planning Team (“ECPT”) on February 25, 2015. At that meeting, the ECPT suggested certain design modifications to the Project and requested additional information regarding the proposal. The Proponent returned to the ECPT on April 22, 2015 and received a favorable response to the Project as revised.

In November 2014, the Proponent contacted the Neighborhood Association of East Cambridge to schedule a time to meet and present the Project. On December 19, 2014 the Proponent provided a copy of Project materials to Abigail Lewis-Bowen. Throughout the winter and early spring of 2015, the Proponent made multiple requests for a meeting date with the Neighborhood Association of East Cambridge, but did not receive a response.

VII. LEED Narrative

The Project will achieve compliance with Cambridge Stretch Code by being “LEED Silver” under the LEED for Mid-Rise building rating system.

Major sustainable design elements of the overall project include:

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<sup>3</sup> In 2014 Equity Residential entered into a short-term agreement with Alexandria Development to lease 200 parking spaces in the 285/303 Third Street garage while Alexandria completes its development at 50-60 Binney Street. The lease expires in 2017, after which time there will be no further third-party parking in the garage. This short-term arrangement is reflected in Minor Amendment #7 to PB#189, approved by the Planning Board on August 5, 2014.

- Redevelopment of a currently Parking Lot. The Project is in an urban area, close to regional and local public transportation. The new residential building will be located within .1 miles to public transportation on the MBTA's Red Line at Kendall Square, and .7 miles from the Green Line. Numerous bus lines are nearby, encouraging minimal vehicle use.
- The Project will embody urban principles encouraging public transportation and pedestrian activity. The use of cars at this site is expected to be minimal in comparison to the public transportation and pedestrian trips. Other transportation related characteristics include:
  - Only 2 on-site parking spaces for the entire project.
  - Covered bicycle parking will be included for residents. Visitor bicycle parking will be adjacent to the primary building entrance.
  - Mechanical Systems:
    - No CFCs or HCFCs will be used in cooling equipment.
    - The Project will seek to save energy across systems with energy efficient equipment and appropriate insulation.
    - High efficiency lighting with occupancy sensors will be incorporated where suitable.
  - ◆ Residential Units:
    - Energy Star appliances, lighting and low-flow fixtures will be integrated into residential units.
    - Operable and high-quality insulated glass will allow residents to control air movement within the units.

The Project's LEED Checklist, further analysis of LEED credits, and accompanying affidavit are included at Tab F of the Appendix.

#### VIII. Sewer Service Infrastructure Narrative

The sanitary sewage from the Project will be collected and discharged into the existing sewer main on Rogers Street. The Applicant and its design team are working with the Cambridge Department of Public Works to coordinate the new sanitary connections and locations. The Project Property is currently occupied by a paved parking lot and is the former site of an

industrial building constructed in 1965 which was demolished to construct the current parking lot.

Based on City of Cambridge Wastewater and Stormwater Drainage Use Regulations, 314 CMR 7.00 – The Commonwealth’s Sewer System Extension and Connection Permit Program, and 310 CMR 15.000 – State Environmental Code (Title 5), the proposed building and uses will generate approximately 10,760 gallons per day (GPD) as demonstrated in Table 1. The threshold for a MassDEP Sewer Connection Permit is 50,000 GPD and therefore is not required.

**Table 1. – Proposed Sanitary Sewer Design Flows**

USE	FLR AREA (RETAIL)	UNITS (RES)	RATE – RESID. (GPD/BEDR)*	RATE - RETAIL (GPD/SF)*	GPD PER USE
RETAIL	1,540 SF	N/A	--	50 GPD/KSF	200 (MIN)
STUDIO	--	28	110	--	3,080
1 BEDROOM	--	42	110	--	4,620
1 BEDROOM LOFT	--	4	110	--	440
2 BEDROOM	--	8	110	--	1,760
3 BEDROOM LOFT	--	2	110	--	660
				TOTAL	10,760 GPD
*314 CMR 7.00: SEWER SYSTEM EXTENSION AND CONNECTION PERMIT PROGRAM					

The City’s inflow/infiltration (I/I) mitigation requirements do not apply to this Project because it does not require a Sewer Connection Permit and it is not located within a City area where mitigation is required.

The proposed stormwater management system will be designed to comply with the most recent City of Cambridge Wastewater and Stormwater Drainage Use Regulations and the MassDEP Stormwater Management Policy for a redevelopment project. Roof runoff from the Project will be captured in a roof drainage collection system, and ground surface runoff will be collected in a series of catch basins and landscape area drains. Surface runoff from paved parking and driveway surfaces will be treated on site through the implementation of stormwater pre-treatment Best Management Practices (BMPs) such as deep-sump hooded catch basins and proprietary hydrodynamic separation units. The treated surface runoff and the roof runoff will then be combined to discharge to the municipal stormwater conveyance system located in the adjacent roadways. The on-site soil properties will be analyzed for suitability of underground infiltration. The project will incorporate an on-site stormwater management system designed to retain the volumetric difference of the 25-year post-

development peak rate of runoff relative to the 2-year pre-development peak rate of runoff per the City of Cambridge Wastewater and Stormwater Management Guidance.

A Stormwater and Wastewater Infrastructure Permit (SWIP) for stormwater and wastewater discharges is required under Article 1, Section 8 (a) of the City of Cambridge Wastewater and Stormwater Drainage Use Regulations and shall be issued by the City of Cambridge Department of Public Works.

**IX. Water Service Infrastructure Narrative**

The domestic water estimate for the Project is based on the projected approximate daily wastewater flow. Per 314 CMR 7.00, wastewater flow for multi-family residential and retail is based on bedroom count and floor area, respectively. Assuming a 1.1 usage and loss factor on the design flows summarized in Table 1 to account for consumption not resulting in direct wastewater discharge, the approximate water demand is 1.1 x 10,760 gallons per day (GPD) or 11,836 GPD.

**Table 1. – Proposed Sanitary Sewer Design Flows**

USE	FLR AREA (RETAIL)	UNITS (RES)	RATE – RESID. (GPD/BEDR)*	RATE - RETAIL (GPD/SF)*	GPD PER USE
RETAIL	1,540 SF	N/A	--	50 GPD/KSF	200 (MIN)
STUDIO	--	28	110	--	3,080
1 BEDROOM	--	42	110	--	4,620
1 BEDROOM LOFT	--	4	110	--	440
2 BEDROOM	--	8	110	--	1,760
3 BEDROOM LOFT	--	2	110	--	660
				TOTAL	10,760 GPD
*314 CMR 7.00: SEWER SYSTEM EXTENSION AND CONNECTION PERMIT PROGRAM					

Per the request of the City of Cambridge Water Department and prior to the installation of any water connections in Rogers Street, the Applicant has agreed to replace said existing main in parallel, from its junction with the existing 12-inch water main in Third Street to a point just beyond the projected west property boundary of the project site, with appropriate valves to establish all water connections to said main as necessary for the Project. Additionally, the Applicant has agreed that the existing abandoned water services extending to the Project site will be discontinued at the respective water mains in Bent, Third, and Rogers Streets. Existing services 2 inches or smaller in diameter will be clipped at the location of corporation to such services into each main. Existing services 4 inches or larger in diameter will be “discontinued,” such that in each case the existing anchor tees with attached valves will be cut out and replaced

with a section of pipe matching the size of the main and coupled at each end of new section with solid sleeve couplings. All required discontinuances of service will require a shutdown of the corresponding water main and all logistical measures associated with the shutdown, including but not limited to notification of affected water users and coordination with the Cambridge Water Department. Expenses associated with water main improvements, “clipping” and “discontinuation” of abandoned water services, and testing and field observation shall be borne by the Applicant.

Based on record survey plans and utility infrastructure information from the City’s online GIS database, and per Article 3 Section 3 of the Cambridge Water Department Construction Standards for buildings of fifty or more units, domestic water service to the site is to be provided by a new primary domestic service line from the above referenced new 8-inch water main in Rogers Street and a new redundant domestic service line will be tapped from a newly installed section of 12-inch water main in Third Street. A new primary fire service line will also be connected to the new section of 12-inch water main in Third Street. The new domestic service laterals will be equipped with separate meters with an internal cross connection. Hydrant flow tests will be completed, with expenses borne by the Applicant, prior to completion of final design to verify adequate flow and pressure for the proposed building’s sprinkler system. Additionally, the need of a redundant fire supply service and the requirement for a fire service pump to boost pressure in the fire suppression system will also be analyzed. In the event that a redundant fire service is required for the project based on sprinkler system analysis, said service shall extend from the new 8-inch main in Rogers Street.

The foregoing narrative and associated plans have been provided to the City of Cambridge Water Department. A copy of the Certification of Receipt is attached at Tab H.

## **APPENDIX**

- Tab A: Memorandum regarding Proposed Parking Reallocation
- Tab B: Narrative regarding Compliance with Eastern Cambridge Design Guidelines
- Tab C: Executive Summary of Traffic Impact Study and Certification by Traffic, Parking, and Transportation Department
- Tab D: Shadow Study
- Tab E: Tree Study and Certification of Receipt of Plans by City Arborist
- Tab F: Expanded LEED Narrative, Checklist, and Affidavit and Certification for Receipt of Plans by LEED Specialist
- Tab G: Flood Plain Documentation
- Tab H: Certification of Receipt of Plans by Cambridge Water Department





**MEMORANDUM**

TO: City of Cambridge Planning Board

FROM: Equity Residential

DATE: June 17, 2015

RE: Overview of Zoning Relief Requested for 249 Third Street, 195 Binney Street and 303 Third Street

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Equity Residential (“Equity”) proposes to construct an 84-unit multifamily residential development at 249 Third Street (the “Proposed Project”). The Proposed Project will contain no on-site parking; rather, all resident parking – provided at a ratio of 0.7 – is proposed to be located in the existing below-grade garage at 195 Binney Street, another Equity-owned property located directly across Rogers Street from the Proposed Project site. Equity also owns Third Square Apartments, located at 285/303 Third Street – less than 300 feet from 195 Binney Street – whose garage has sufficient capacity to easily accommodate any excess parking demand from 195 Binney Street that may arise after the Proposed Project is occupied. In essence, what is contemplated is a “waterfall” scenario, whereby vehicles from 249 Third Street are parked at 195 Binney Street and, to the extent necessary, vehicles from 195 Binney Street are parked at 285/303 Third Street.

To enable this arrangement, Equity is seeking a series of special permits and/or modifications to existing permits for each of the three properties which it requests that the Planning Board evaluate as an integrated undertaking. A list of the requested relief is set forth below.

<b>249 Third Street</b>	
<b><u>Relief Sought</u></b>	<b><u>Purpose of Relief</u></b>
Project Review Special Permit pursuant to Ordinance Section 19.20	Required for construction of Proposed Project, which exceeds 50,000 square feet.
Provision of required parking off-site pursuant to Ordinance Section 6.22.2	This relief will permit all Proposed Project parking spaces to be located within existing parking facilities at 195 Binney Street.
Reduction in required number of parking spaces pursuant to Ordinance Section 6.35.1	This relief will reduce the required parking ratio from 1.0 spaces per unit to 0.7 space per unit.
Permission for side yard setback of 10’ pursuant to Ordinance Section 5.34.2(b)	

<b>195 Binney Street</b>	
<b><u>Relief Sought</u></b>	<b><u>Purpose of Relief</u></b>
Reduction in required number of parking spaces pursuant to Ordinance Section 6.35.1	This relief will reduce the required parking ratio for the existing residential development at 195 Binney from 1.04 to 0.7 in order to reflect the actual current usage of the garage and to create parking capacity for vehicles associated with the Proposed Project.
Provision of required parking off-site pursuant to Ordinance Section 6.22.2	This relief will allow any excess demand at 195 Binney Street resulting from the addition of vehicles from the Proposed Project to be accommodated at the below-grade garage at 285/303 Third Street, which is located approximately 290 feet away.
<b>303 Third Street</b>	
<b><u>Relief Sought</u></b>	<b><u>Purpose of Relief</u></b>
Reduction in required number of parking spaces pursuant to Ordinance Section 6.35.1	This relief will reduce the required parking ratio for the existing residential development at 303 Third Street from 1.09 to 0.7 in order to reflect the actual current usage of the garage and to create additional parking capacity for vehicles from 195 Binney Street once spaces associated with the Proposed Project are added to that garage.
Modification to PB#189	A modification to the existing PUD-KS Special Permit is needed to permanently reduce the parking ratio for the below-grade garage to 0.7 and to allow residents of 195 Binney Street to park in the 285/303 Third Street garage.



## 249 Third Street - Eastern Cambridge Design Guidelines Narrative

### A. INTRODUCTION

Per the Eastern Cambridge Planning Study (October 2001), the Project is located within a “Transition Area”. The design therefore reflects the goals set forth in the Eastern Cambridge Design Guidelines for Transition Areas. Most significantly, the Project repurposes an existing surface parking lot into multifamily residential use. Consistent with Eastern Cambridge Housing Overlay (ECHO) zoning, it creates a transition in scale by stepping down in height from 55 feet to 45 feet toward the residential zone. The Project also will include the construction of a new sidewalk to improve the safety of pedestrian access to the adjacent Foundry Works building from Third Street. Moreover, in recognition of its location at a the transition point between the existing residential neighborhood and the more industrial area of Eastern Cambridge, the Project will create entry stoops along Third Street and Bent Street to underscore its residential character and to reinforce its connection to the neighborhood.

### B. BUILT FORM

#### 1. Street-Level Uses and Design

##### a. *Residential Blocks*

The Project consists of new development on a residential block. It will create a consistent residential edge on all sides, with small setbacks for stoops and front gardens. A number of the first floor units will have individual front doors facing the street on Bent and Third Streets. There are no blank walls facing any streets or pedestrian walkways. There will be approximately 1,500 square feet of retail located on the corner of Rogers and Third Street.

#### 2. Building Height and Orientation

##### a. *Neighborhood Streets*

The Project is located on so-called “Neighborhood Streets”, as defined in the Guidelines. Consistent with ECHO zoning, the portion of the building closest to Rogers Street will be five stories (55 feet), stepping down to four stories (45 feet) along Bent Street. The Project will include a roof deck for residents, and several units will have metal French balcony railings. At grade, the building will provide a consistent residential edge, with projecting bays, small, five-foot setbacks for stoops, and front gardens. A number of the

first floor units will have individual front doors facing the street on Bent and Third Streets. The new open space located to the west of the building provides south and west facing daylight to maximize sun exposure.

b. *Park Edges*

The Project is across Third Street from the new Rogers Street Park. According to the Guidelines, the height of the principal façade of buildings surrounding the park should not exceed one-third (1/3) the width of the park. The park frontage is 212 feet; one third of which is 69 feet. The maximum height of the principal façade of the building is 55 feet, stepping down to 45 feet. This step-down minimizes shadows on the park in the late afternoon. The façade along the park includes townhome style residential units with stoops and entrances, the main entrance for the Project, and a retail corner at Rogers and Third Streets.

c. *Other Streets*

The closest buildings to the Project are the Kendall Lofts (40 feet tall) and the Foundry Works Building (34 feet tall). The façade along Rogers Street provides a material change from brick veneer to metal shingle at an elevation to align with Kendall Lofts roof line. The building cornice along Bent Street approximately aligns with the peak of the Foundry Building. The Project creates a consistent residential edge, with small five (5) foot setbacks for stoops and front gardens. A number of the first floor units will have individual front doors facing Bent Street. The loading area and service access is accessed from Rogers Street.

**3. Scale and Massing**

- a. The project is developing an existing block parcel; no alterations will be made to the current block size. The Proponent is proposing a new pedestrian crossing at Third and Rogers Street to improve pedestrian access in and around the Project.
- b. To avoid continuous massing, the building is defined by projecting corner elements with a continuous setback that includes projecting bays and stoops. The materials vary between brick veneer and metal shingle to provide a residential feel. The bays are a two-story element clad in metal shingle. Many of the windows are treated with metal French balcony railings.
- c. To reflect the rhythm and residential character of the neighborhood north of Bent Street, the Project features townhouse bay elements along Third and Bent Streets. These bays are 11 feet wide and 23 feet high.

- d. The building's architectural components will be clearly expressed, with a precast concrete base, a brick veneer middle, and a metal shingle top with solid and trellis forms as a cornice.
- e. The building varies in height along the Third Street elevation. The fifth story steps back from the Third Street façade eight feet. The cornice detailing is varied from a trellis design at the recessed façade portion to a solid design to distinguish the corners.
- f. The corners of the building are emphasized through use of a metal shingle to create a vertical element to book end the massing.
- g. With a height of 55 feet at its highest point, the building is not a tall building or tower.

#### **4. Architectural Character**

- a. *Residential*
  - i. To avoid creation of a flat façade, the building provides a number of ground floor bays and stoops, stepped projections, balconies and a projecting cornice.
  - ii. To increase safety as well as enhance the resident living experience, the building maximizes the windows facing public streets. In addition, the retail corner at Third and Rogers Street will be predominantly glass.

#### **5. Environmental Guidelines**

- a. The building has been designed to be LEED Silver Certifiable. Additionally, it will feature high efficiency systems for both the overall building and the individual units.
- b. The rooftop equipment will meet or exceed all requirements of applicable City of Cambridge ordinances. It will be screened and buffered by rooftop design elements which will help reduce its noise impacts on the neighborhood.

#### **6. Parking**

- a. The Project will provide only two parking spaces on site, for handicapped use and for short term visitors or service calls. Parking accessory to the residential use will be provided below grade at the Applicant's property at 195 Binney Street, located directly across Rogers Street from the Project site. The two onsite spaces will be located at the rear of the property; a continuous fence will

be located along the property line such that the parking will not be visible from the Foundry Building.

- b. The small parking area to the rear of the building will be accessed off of Rogers Street. In connection with the Project, the Applicant will construct a new sidewalk along Rogers Street from Third Street to the Foundry Building.
- c. Not applicable.
- d. Not applicable.
- e. The lighting design for the parking and loading area will enhance safety while minimizing light spillover onto adjacent properties.

## **C. PUBLIC REALM**

### **1. Open Space**

#### *a. Public Open Space*

Although the Project does not provide any public open space, it has been designed to be mindful to existing nearby public open spaces. The Project creates a strong edge for the new Rogers Street Park and will provide a new sidewalk to improve the connection from the Park to the Foundry Building. Additionally, the Project will create a landscaped courtyard adjacent to the side yard of the Foundry Building which will create an experience of continuous open space along Rogers and Bent Streets. These features are consistent with the Guidelines' goals for Transition Areas and Neighborhoods.

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

The Project will create new semi-private open spaces, with small five (5) foot setbacks for stoops and front gardens. A number of the first floor units will have individual front doors facing the street on Bent and Third Streets. The open space located to the west of the building provides south and west facing daylight.

### **2. Streets and Sidewalks**

- a. The Project will support active pedestrian uses and reinforce the character of the neighborhood by providing pedestrian friendly lighting and attractive front entry areas on the ground floor of both the residential and retail components. The existing street trees along Bent and Third Streets will be retained. A new pedestrian crossing at Third and Rogers Street will connect the Rogers Street Park to the Project and the Foundry Building.
- b. Not applicable.



- c. New streets are not being proposed.
- d. Although no new streets are proposed in connection with the Project, pedestrian friendly lighting will be added to the existing sidewalk at Rogers Street. Sidewalk light bollards are being proposed at the back side of the sidewalk along Rogers Street.
- e. Consistent with the goal of the Cambridge Pedestrian Plan to make walking safer, easier, and more attractive, the Project will provide a new crosswalk between Third and Rogers Street. Two bicycle racks will be provided on the site, as shown on the Site Plan.

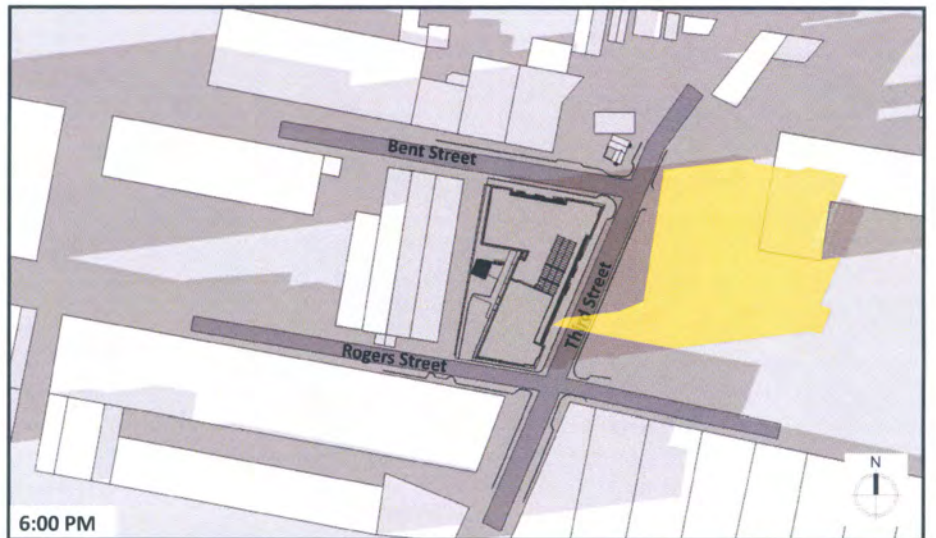
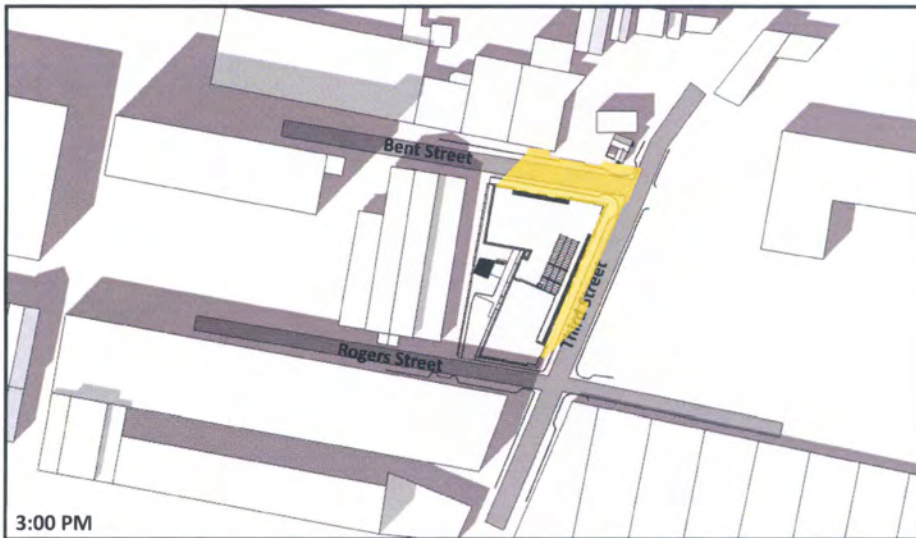
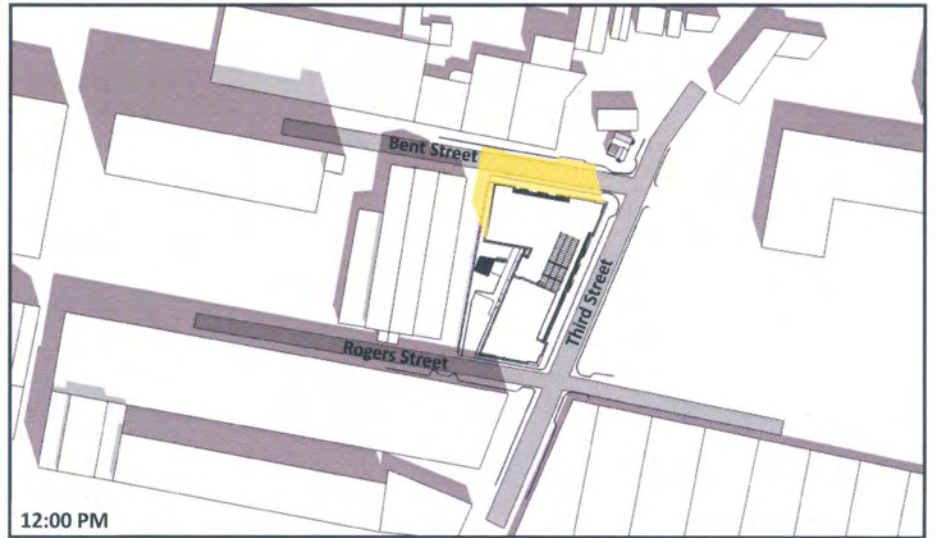
**3. Connections**

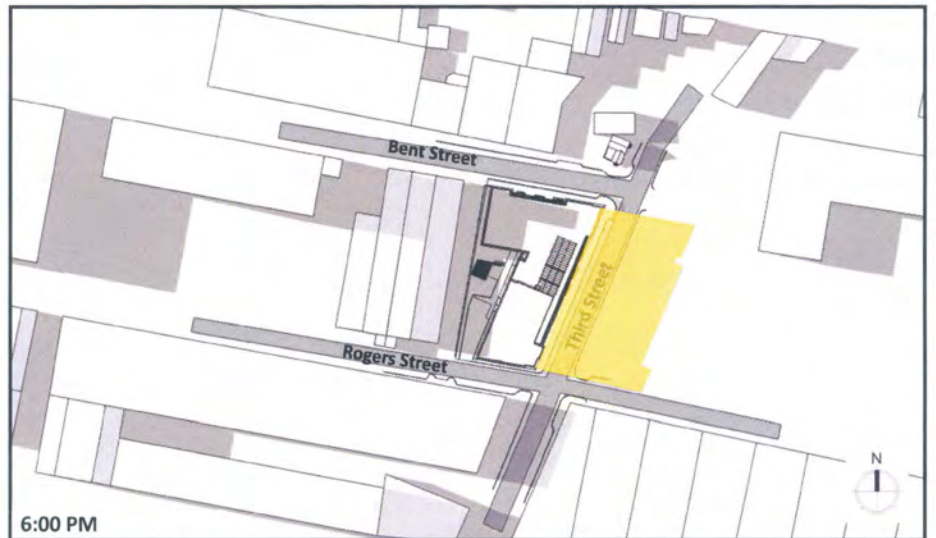
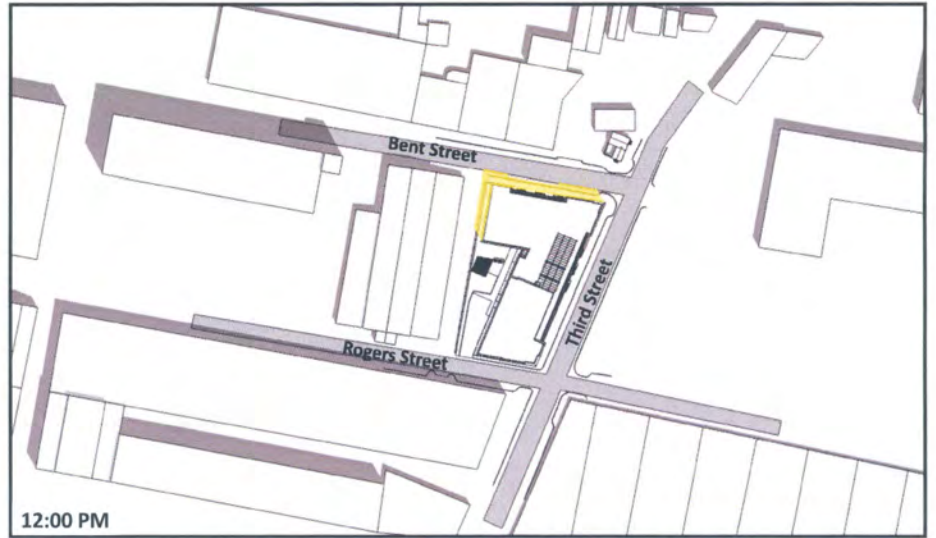
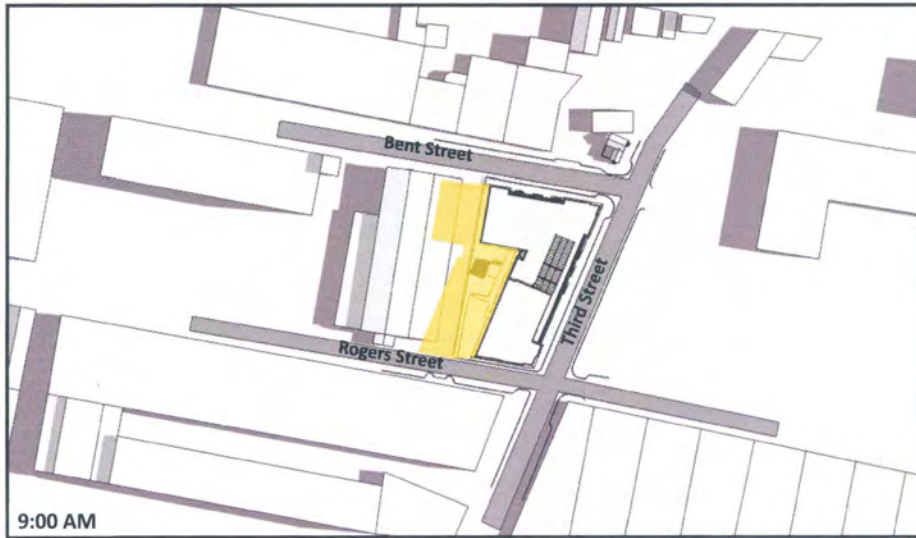
- a. Not applicable.
- b. The Project will construct a new sidewalk along Rogers Street to provide better access to the Foundry Building from Third Street and Rogers Park.
- c. Not applicable.

**4. Transportation**

- a. Not applicable.
- b. The Project will provide a new pedestrian crossing at Third and Rogers Street.
- c. Bicycle/other non-motorized vehicles
  - i. Not applicable.
  - ii. The Project will include 89 sheltered bicycle racks as indicated on the First Floor Plan.
  - iii. Two bicycle racks to support the Project's retail space are being provided along Third Street as indicated on the Site Plan.

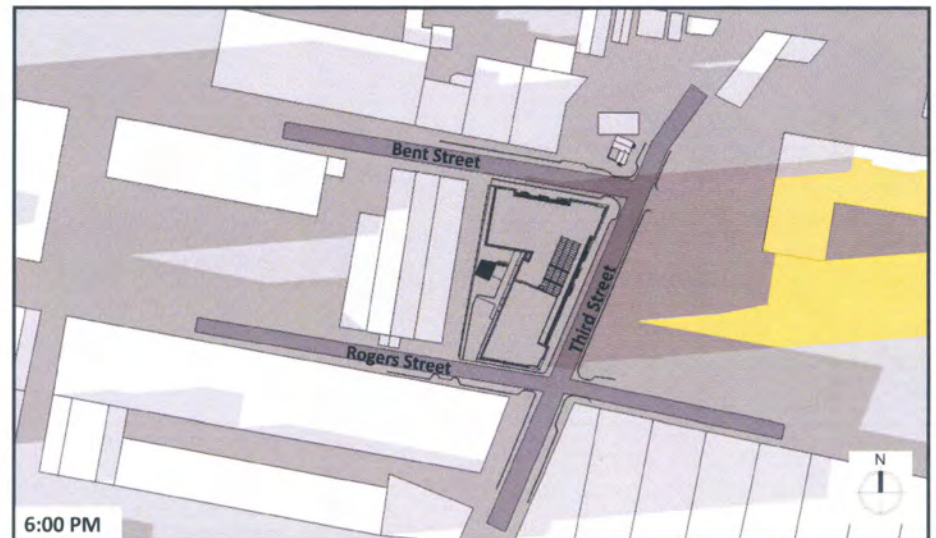
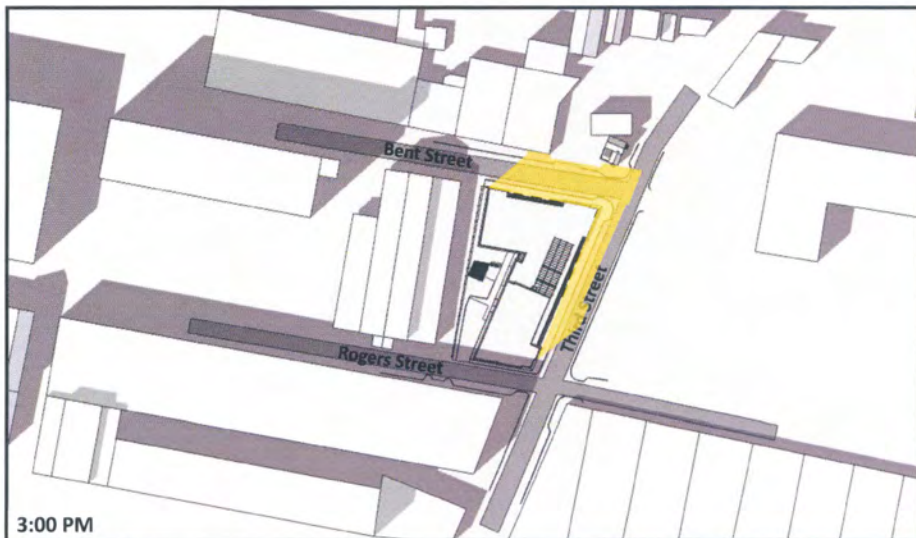
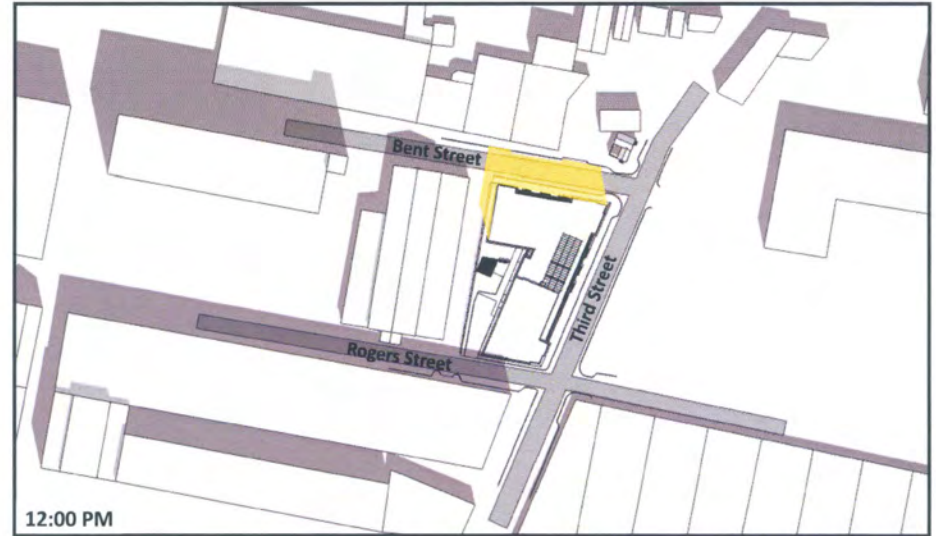
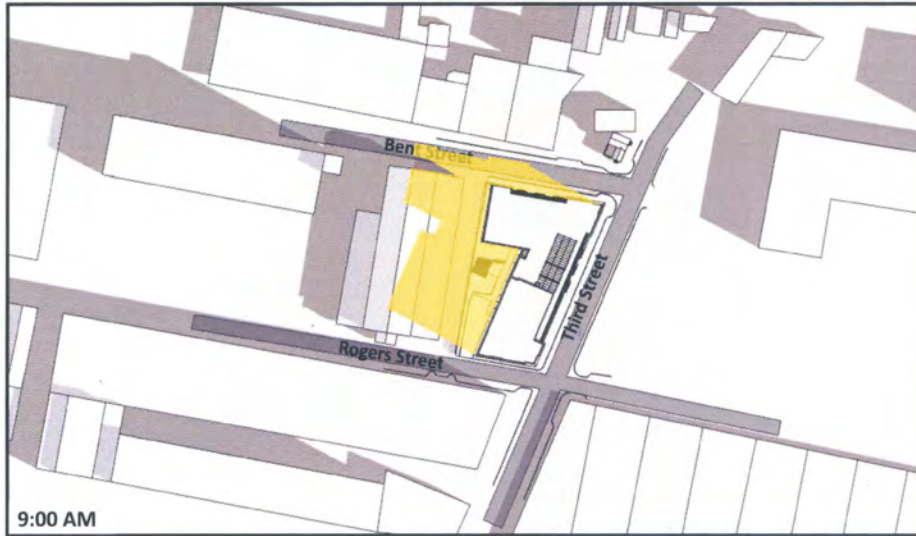


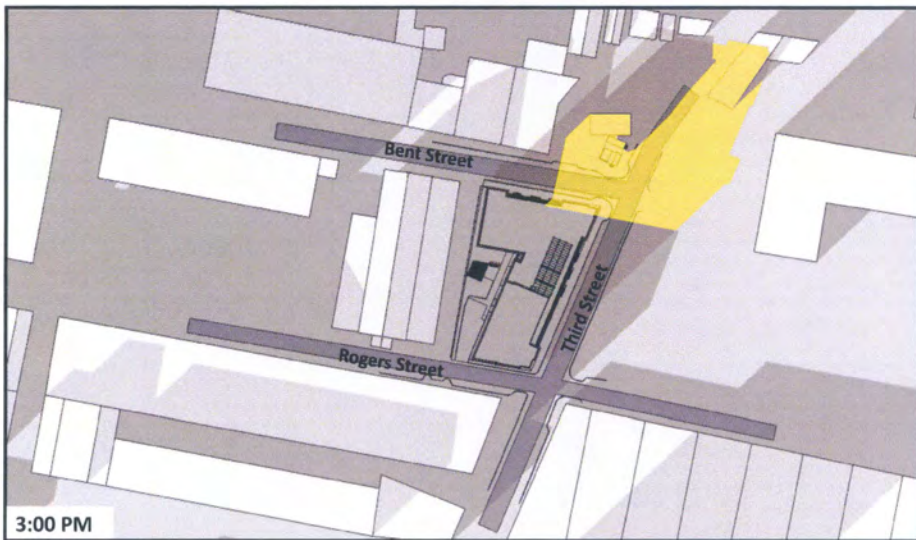
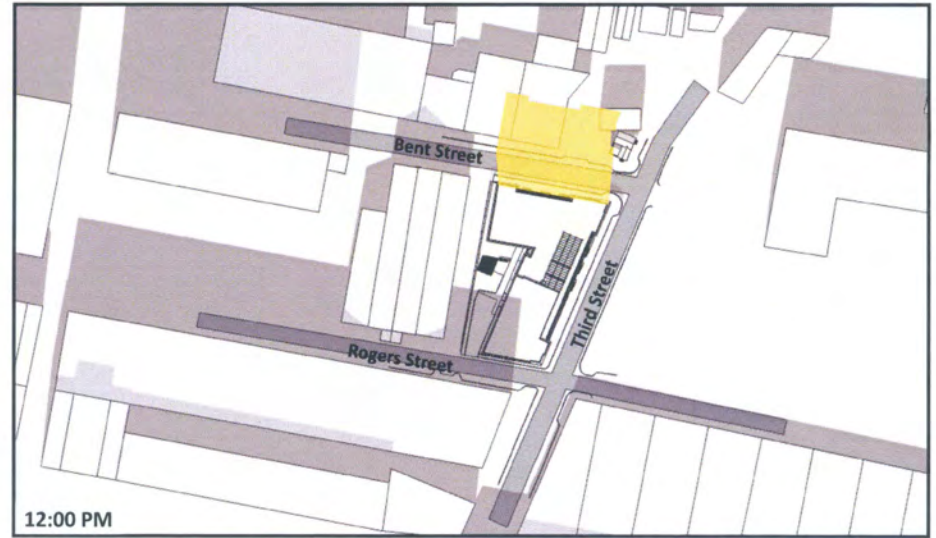




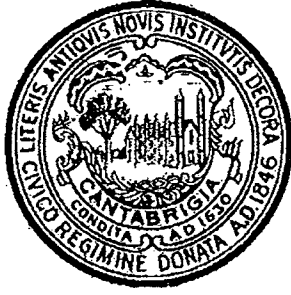
Sun Study - June 21 (Summer Solstice)











CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TREE ARBORIST

City Department/Office: City of Cambridge Tree Arborist

Project Address: 249 Third Street, Cambridge, MA 02142

Applicant Name: Equity Residential

For the purpose of fulfilling the requirements of Section 4.26, 19.20 or 11.10 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a MultiFamily, Project Review or Townhouse Special Permit for the above referenced development project: a Tree Study which shall include (a) Tree Survey, (b) Tree Protection Plan and if applicable, (c) Mitigation Plan, twenty one days before the Special Permit application to Community Development.

  
\_\_\_\_\_  
Signature of City Department/Office Representative

1-16-15  
~~1-13-15~~  
\_\_\_\_\_  
Date





January 9, 2015

Mr. David Lefcourt,  
ISA Certified Municipal Specialist, MCA, MCL  
City Arborist/Tree Warden, City of Cambridge DPW  
147 Hampshire Street  
Cambridge, MA 02139

Re: Tree Study Submission  
Multi-Family Residential Project  
249 Third Street, Cambridge, MA

Dear Mr. Lefcourt,

On behalf of our client, Equity Residential, we are pleased to submit to you this letter and the enclosed exhibit plans in compliance with the Tree Study submission requirements as required by applications for a Project Review Multifamily Housing Special Permit.

We have reviewed an existing conditions survey prepared for the project (see Figure 1 enclosed) and have determined that there are no Significant Trees (those that exceed 8" DBH) on the premises. We also note that there are nine (9) existing trees within the Right of Way adjacent to the project on Bent Street, Rogers Street and Third Street combined.

This project does not propose to remove existing trees within any Right of Way (see Figure 2) but does propose to remove all of the existing trees on the project premises. While there are no Significant Trees being removed, we note that future landscaping designs plan on improving the overall tree canopy by incorporating approximately 6 new trees, totaling 21 inches of DBH.

Please do not hesitate to contact me directly should you have any questions concerns or require additional information regarding this submission. My direct line is (781) 770-0970 or you may email me at [mfabbiano@highpointeng.com](mailto:mfabbiano@highpointeng.com).

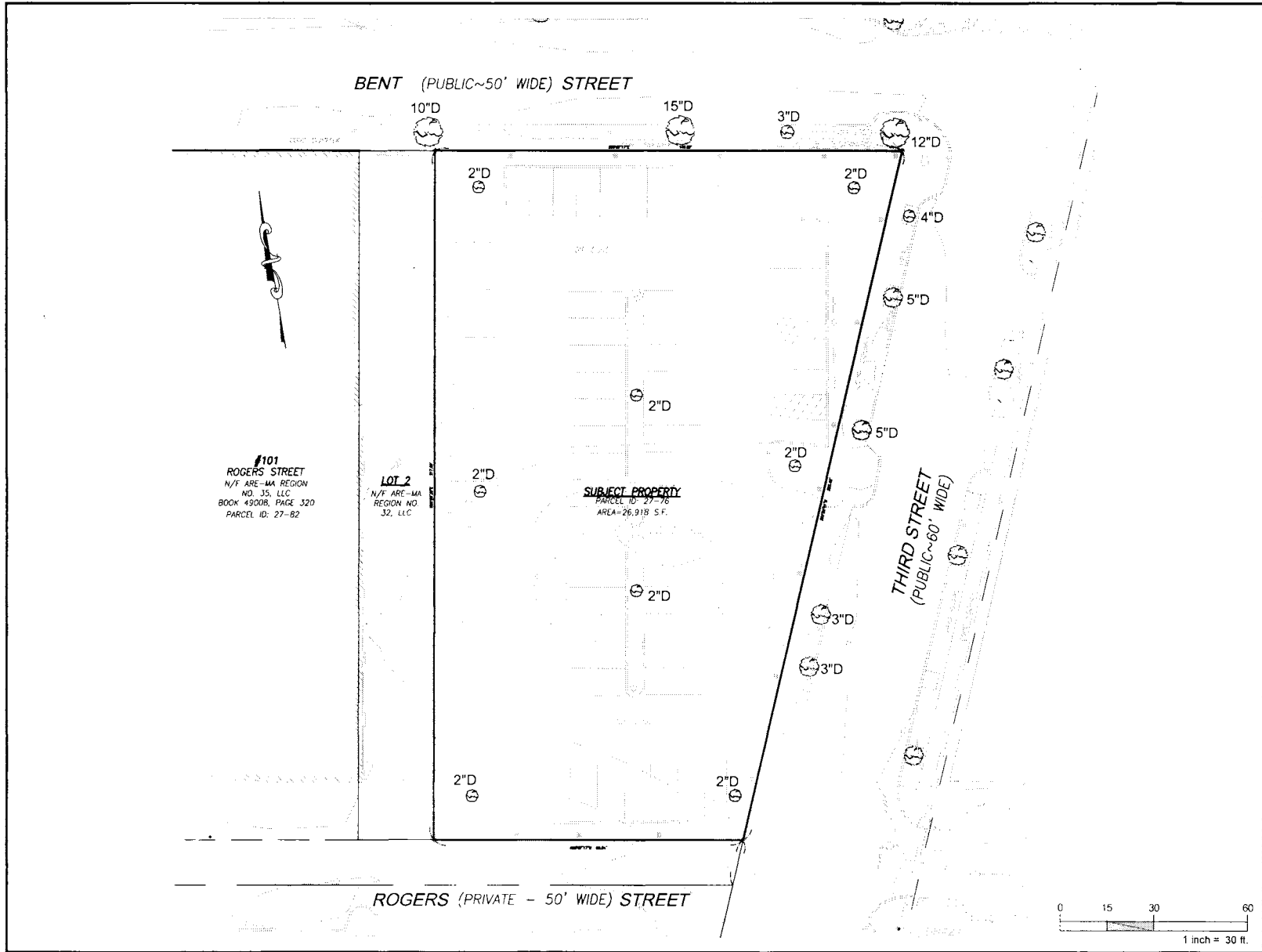
Best regards,  
HIGHPOINT ENGINEERING, Inc.

A handwritten signature in black ink that reads "M. Fabbiano". The signature is fluid and cursive.

Michael Fabbiano  
Vice President, Managing Principal

Enclosures

Cc: David Stockless, ICON Architecture  
James Heroux, Copley Wolff Design Group  
Andrew Copelotti, Equity Residential  
Paul Barrett, Equity Residential



**HIGHPOINT ENGINEERING INC.**  
 CANTON CORPORATE PLACE  
 45 DAN ROAD, SUITE 140  
 CANTON, MA 02021  
 t 781.770.0970  
 e mfabblano@highpointeng.com  
 www.highpointeng.com

**MULTI-FAMILY BUILDING**

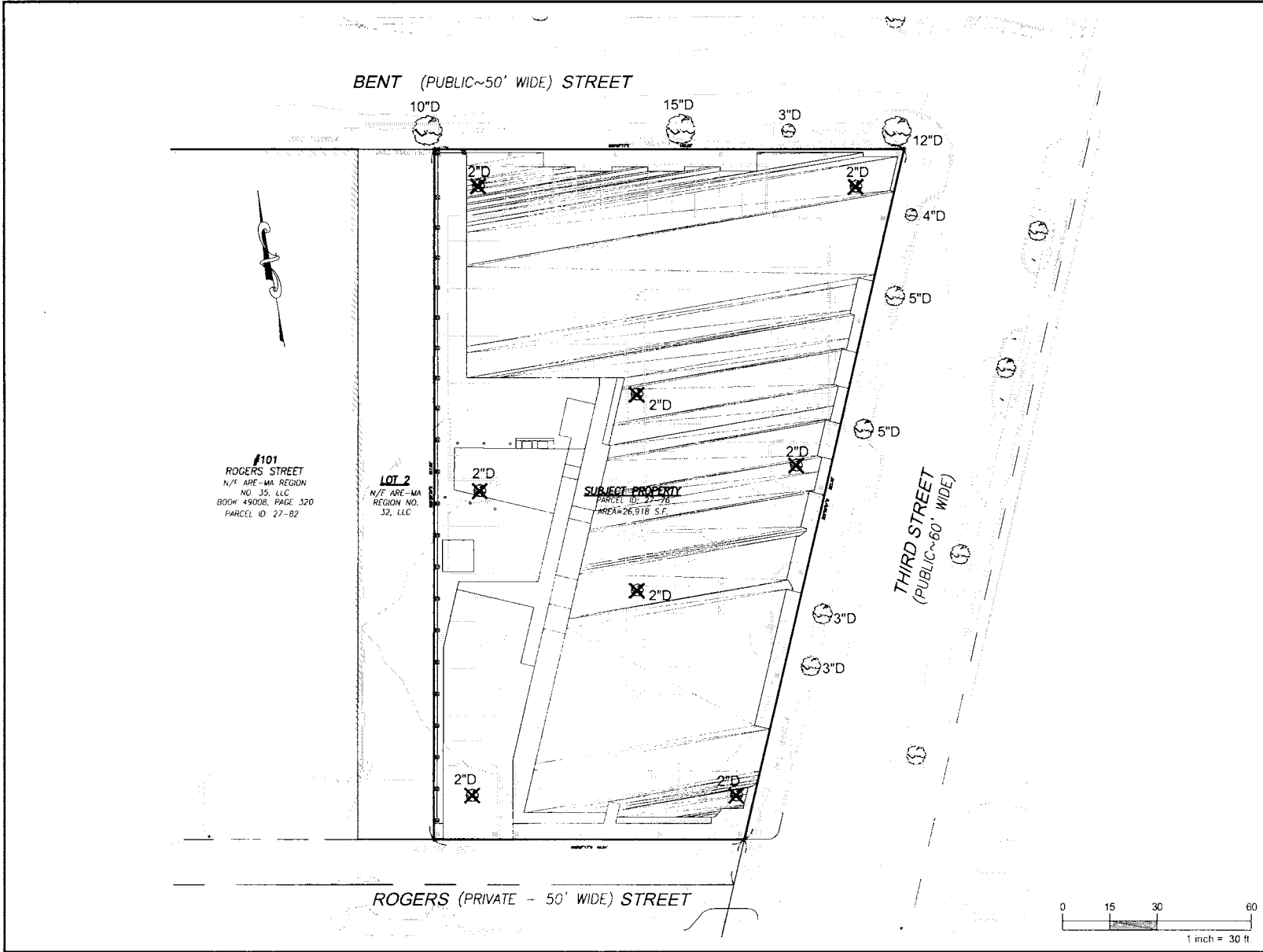
**249 THIRD STREET  
 CAMBRIDGE, MA 02142**

**OWNER/APPLICANT: EQUITY RESIDENTIAL**

ISSUE DATE:  
**01/09/2015**  
 PROJECT NUMBER:  
**14027**

SHEET TITLE:  
**TREE STUDY -  
 EXISTING TREE  
 LOCATION PLAN**

SHEET NUMBER:  
**TR-1**



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MULTI-FAMILY BUILDING

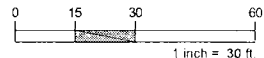
249 THIRD STREET  
 CAMBRIDGE, MA 02142

OWNER/APPLICANT: EQUITY RESIDENTIAL

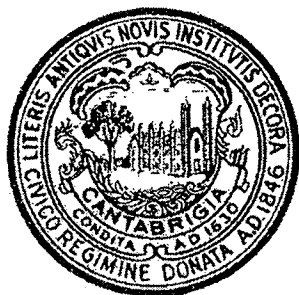
ISSUE DATE:  
 01/09/2015  
 PROJECT NUMBER:  
 14027

SHEET TITLE:  
 TREE STUDY -  
 TREE REMOVAL  
 PLAN

SHEET NUMBER:  
**TR-2**







CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE LEED SPECIALIST

City Department/Office:

Project Address:

*139 Third Street*

Applicant Name:

For the purpose of fulfilling the requirements of Section 22.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) completed LEED Project Checklist for the appropriate LEED building standard, accompanying narrative and affidavit. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

*Flaine Thorne*

Signature of City Department/Office Representative

*1-16-2015*

Date

The Project will achieve compliance with Cambridge Stretch Code by being “LEED Certifiable” under the LEED for Mid-Rise building rating system.

Major sustainable design elements of the overall project include:

- Redevelopment of a currently Parking Lot. The Project is in an urban area, close to regional and local public transportation. The new residential building will be located within .1 miles to public transportation on the MBTA’s red line at Kendall Square, and .7 miles from the Green Line. Numerous bus lines are nearby, encouraging minimal vehicle use.
- The Project will embody urban principles encouraging public transportation and pedestrian activity. The use of cars at this site is expected to be minimal in comparison to the public transportation and pedestrian trips. Other transportation related characteristics include:
  - Only 2 parking spaces for the entire project.
  - Covered bicycle parking will be included for residents. Visitor bicycle parking will be adjacent to the primary building entrance.
  - Mechanical Systems:
    - No CFCs or HCFCs will be used in cooling equipment.
    - The Project will seek to save energy across systems with energy efficient equipment and appropriate insulation.
    - High efficiency lighting with occupancy sensors will be incorporated where suitable.
- ◆ Residential Units:
  - Energy Star appliances, lighting and low-flow fixtures will be integrated into residential units.
  - Operable and high-quality insulated glass will allow residents to control air movement within the units.

### **LEED for Homes (Midrise) Checklist and description of targeted Credits**

The project will achieve compliance by being “LEED Certifiable” under the LEED for Homes (Mid Rise) building rating system. The LEED checklist will continue to be revised and developed as the project moves through the design stages. The project, as currently envisioned, may achieve LEED Silver certifiability, with 57 expected credit points. The following sections describe the elements incorporated into the LEED Checklist.

**INNOVATION AND DESIGN PROCESS (ID)**

**4 points expected**

ID Prereq 1.1 **Preliminary Rating** The LEED certification threshold set for this project is Silver.

ID Prereq 1.2 **Energy Expertise in MID-RISE** The design team will include expertise in energy for Mid-Rise construction.

ID 1.3 **Professional Credentialed with Respect to LEED for Homes** A LEED for Homes Accredited Professional will be part of the project team (1 pt)

ID 1.4 **Design Charrette** A design charrette will be held with the design and development teams to review LEED goals and responsibilities (1 pt)

ID 1.5 **Building Orientation for Solar Design** This Credit will not be met.

ID 1.6 **Trades Training for MID-RISE** The design team will discuss with the construction team trades training for mid-rise construction. (1 pt).

ID Prereqs 2.1 and 2.2 **Durability Planning and Durability Management** Durability strategies will be developed, recorded in the checklist and implemented. The builder shall have a quality management process in place.

ID 2.3 **Third-Party Durability Management Verification** The development team will explore the possibility of third party durability management verification (0 pts).

**LOCATION & LINKAGES (LL)**

**6 points expected**

LL 2 **Site Selection** The project site does not meet the requirements of this section. The site is not currently in a 100 year flood plain, however, it is in an area that may be delineated as an AE Coastal Flood Zone, according to preliminary FEMA maps, dated November, 2013. The site is within 100 feet of water including wetlands. As such, the team does not include points for Site Selection. The site is not a habitat for threatened or endangered species. The land was not public parkland prior to acquisition. The soils are not prime, unique or of state significance (0 pts).

LL 3.1 **Preferred Locations: Edge Development** Seventy-five percent of the site perimeter immediately borders previously developed land. Industrial, Residential across on Bent Street to the northern edge, residential buildings across Roger Street to the South, and multi family and Rogers Park across Third Street to the east, as well as the Foundry Building to the West. (1 pt).

LL 4 **Existing Infrastructure** Existing water service and sewer lines immediately surround the site. City utilities are located in Third Street. (1 pt).

LL 5.1 **Basic Community Resources for MID-RISE** The site is within 1/2 mile of at fourteen basic community services: The nearby Kendall Square is the primary shopping district in the area. (3 pts).

**LL 6 Access to Open Space** The site is located within 1/8 mile of Rogers Park, which is a large 4 acre park on Third Street. The park offers significant area for passive enjoyment or flexible activity, as well as future designated active areas for play area (1 pt).

**SUSTAINABLE SITES (SS)**

**13 points expected**

**SS Site Stewardship** PreReq 1 Erosion control measures in compliance with this prerequisite will be implemented.

**SS 1.2. Minimize Disturbed Area of Site for MID-RISE** The project will achieve a density greater than 40 units per acre. (1 pt.) Buildable Site Area above MHW = 26,918 SF; 0.62 ac, results in 135 DU/ac

**SS 2.2 Basic Landscaping Design** The project will use drought-tolerant turf located away from densely shaded areas, on less than 25% slope, with compacted construction soil tilled to at 6 inches in depth. (1pt.)

**SS 2.3 Limit Conventional Turf for MID-RISE** The design team may limit the percentage of designed landscape that is turf to no more than 40% of the total soft-scape (0 pt.)

**SS 3.2 Reduce Roof Heat Island Effects for MID-RISE** It is anticipated that 100% of the roofing will be comprised of high albedo materials. (1 pt.)

**SS 5 Nontoxic Pest Control** The project will strive to meet four of the non-toxic pest controls described in this section, including maintaining exterior wood 12" above soil. (1/2 point each, maximum 2 pts.)

**SS 6.3 Very High Density for MID-RISE** The project meets the requirement for Very High Density for Mid-Rise. Buildable Site Area above MHW = 26,918 SF; 0.62 ac, results in 135 DU/ac. (4 pts.)

**SS 7.1 Public Transit** The project is three-tenths of a mile walk to the MBTA Kendall Station on the Red Line and bus stops with regional access. These transit services provide more than 60 rides per weekday (2 pts).

**SS 7.2 Bicycle Storage** The project will provide 89 bicycle storage spaces which will be in excess of the 15% of the building occupants. The proponent will provide one bike parking space for each residential unit, as required by the Bicycle Parking Guidelines- City of Cambridge.(1 pt.)

**SS 7.3 Parking Capacity / Low-Emitting and Fuel-Efficient Vehicles** Parking density has been sized not to exceed the minimum zoning requirements. The project will provide less than .7 parking space per dwelling unit. The team is exploring the possibility of including low-emitting or fuel-efficient vehicles. One option would provide alternative fueling stations for 3% of the total vehicle parking capacity (4 stations). Another option would offer a discounted parking rate for preferred parking for low-emitting/fuel efficient vehicles. (1 pt.)

**WATER EFFICIENCY (WE)**

**4 points expected**



**WE 1 Water Reuse for MID-RISE** The project will investigate Rainwater, Graywater and Recycled water systems for viability. (0 pts.)

**WE 2.1 High-Efficiency Irrigation System for MID-RISE** The design team will work to create a high efficiency irrigation system for the proposed landscaping (0 pts.)

or

**WE 2.2 Reduce Overall Irrigation Demand by at Least 45% for MID-RISE** The design team will study the opportunity of reducing overall irrigation demand by at least 45% for mid-rise (maximum 2 points, as specified in Table 12. 0 pts.)

**WE 3.1 High-Efficiency Fixtures and Fittings** It is the intent of this project to install high efficiency fixtures and fittings including lavatory faucets with average flows less than or equal to 2.00 gpm, showers with flows less than or equal to 2.00 gpm per stall, and water closets with flow rates less than or equal to 1.30 gpf. (1 point each, maximum 3 pts) (2-3 pts.)

**WE 3.3 Water Efficient Appliances for MIDRISE** The project will include water-efficient clothes washers and ENERGY STAR labeled dishwashers that use 6.0 or less gallons per cycle. (2 pts.)

#### **ENERGY AND ATMOSPHERE (EA)**

**10 points expected**

**EA Prereq 1.1 Minimum Energy Performance for MID-RISE** The project's intent is to minimize energy performance for Mid-Rise per the requirements of this section.

**EA Prereq 1.2 Testing and Verification for MID-RISE** The proponent will verify implementation of testing and verification of for Mid-Rise, likely EPA MHFR Testing and Verification Protocols.

**EA 1.3 Optimize Energy Performance** The project will strive to optimize energy performance for mid-rise construction and realize energy cost savings of 21% compared with ASHRAE 90.1 2007 (8 pts.)

**EA 7.1 Water Heating** The team will strive to design and implement an Efficient Hot Water Distribution System (0 pts.)

**EA 7.2 Pipe Insulation** The team will include R4 insulation on all domestic hot water piping (1 pt.)

**EA Prereq 11 Residential Refrigerant Charge Test** The project will provide documentation of proper refrigerant charge of the building air conditioning systems.

**EA 11.1 Residential Refrigerant Management** It is the intent of this project to use non-HCFC refrigerants. (1 pt.)

#### **MATERIALS AND RESOURCES (MR)**

**8.5 points expected**

**MR Prereq 1 Framing Order Waste Factor Limit** It is the intent of this project to limit the overall estimated waste factor to 10% or less.

**MR 1.2 Detailed Framing Documents** Detailed framing documents will be created for use on the job site. (1 pt.)

**MR 1.3: Detailed Cut List and Lumber Order** The construction team will create a detailed cut list and lumber order. (1 pt.)

**MR 1.5: Off-Site Fabrication** It is anticipated that panelized construction, requiring off-site fabrication will be utilized for this project. (4 pts.)

**MR Prereq 2.1: FSC Certified Tropical Wood** It is the intent of this project to install no tropical wood, to install FSC certified wood products and to provide suppliers with a notice of preference for FSC products and to request the country of manufacture for each product.

**MR 2.2: Environmentally Preferable Products** Use of environmentally preferred products including masonry siding, and cellulose building insulation are a priority. Use of Low emission products including paints, adhesives and sealants are also a priority (2.0 -3.5 pts.).

**MR Prereq 3.1: Construction Waste Management Planning** The construction team shall institute a Construction Waste Management Plan, including investigation of local options for waste diversion and documentation of diversion rate for construction waste.

**MR 3.2 Construction Waste Reduction** The construction team shall strive to reduce construction waste to a level below the industry norm. (3 pts.)

### **INDOOR ENVIRONMENTAL QUALITY (EQ)**

#### **9.5 points expected**

**IEQ Prereq 2 Basic Combustion Venting Measures** The team will implement Basic Combustion Venting Measures for Mid-Rise Construction.

**IEQ Prereq 4.1 Basic Outdoor Air Ventilation for Mid-Rise** The project will meet basic outdoor ventilation for Mid-Rise for Midrise.

**IEQ 4.3 Third-Party Performance Testing for MID-RISE** The development team will explore the possibility of 3<sup>rd</sup> party performance testing for the flow rate of ventilation to each unit (0 pt.)

**IEQ Prereq 5.1 Basic Local Exhaust** It is the intent of this project to meet all the requirements for Basic Local Exhaust.

**IEQ 5.2 Enhanced Local Exhaust** It is the intent of this project to achieve enhanced local exhaust through the installation of a continuously operating exhaust fan at each bathroom (1 pt.)

**IEQ 5.3 Third Party Performance Testing** The development team intends to incorporate 3<sup>rd</sup> party performance testing of each exhaust air flow rate (1 pt.)

IEQ Prereq 6.1 **Room-by-Room Load Calculations** Room by room design load calculations will be performed. System will be installed per calculations.

IEQ 6.2 **Return Air Flow** Ducted HVAC systems are anticipated. It is the intent of this project to install return air openings of 1 sq. in. per cfm of supply (1 pt.)

IEQ 6.3 **Third Party Performance Test** The development team will explore 3<sup>rd</sup> party performance testing of supply air flow rate in each room. (2 pts.)

IEQ Prereq 7.1 **Good Filters** it is the intent of this project to install air filters with a minimum efficiency rating of equal or greater than MERV 8.

IEQ 8.1 **Indoor Contaminant Control During Construction** The team will seal all permanent ducts and vents to minimize contaminants during construction. (1 pt.)

IEQ 8.3 **Preoccupancy Flush** The team will explore the possibility of conducting a pre-occupancy flush when all phases of construction are completed, prior to occupancy. (0 pt.)

IEQ Prereq 9.1 **Radon-Resistant Construction in High-Risk Areas** Suffolk County is a low-risk zone.

IEQ 10.2 **Minimize Pollutants from Garage for MID-RISE** It is the intent of this project to tightly seal shared surfaces between garage and conditioned spaces to minimize pollutants into the mid-rise. (2 pts.)

IEQ 11.1 **Environmental Tobacco Smoke Reduction for MID-RISE** It is the intent of this project to prohibit smoking in common areas, exterior areas on the property that are within 25' from entries, air intakes and windows and to communicate these prohibitions through lease agreements, CC&Rs and signage. (0.5 pts.)

### **AWARENESS & EDUCATION**

**3 points expected**

AE Prereq 1.1 **Basic Operations Training** Basic operations training will take place and will include provision of operations and training manuals to home occupants and a one hour walkthrough of the home with the occupants.

AE 1.2 **Enhanced Training** The construction team will provide 2 hours of training for occupants in addition to the training provided in AE prereq 1.1 (1 pt.)

AE 1.3 **Public Awareness** The team will promote general public awareness about LEED for Homes by carrying out the following activities: Conduct an open house for the public lasting at least 4 hours, publish a website with at least 2 pages of detailed information and display LEED for Homes signage on the exterior of the buildings (1 pt.)

**AE 2 Education of Building Manager** The construction team will provide the building manager with an operations and training manual. The team may have the construction team provide a one hour walkthrough for the building manager of the building prior to occupancy. (1 pt.)

AFFIDAVIT

LEED DESIGN

To the City of Cambridge Planning Department:

Re: LEED Silver

I certify that to the best of my knowledge, information and belief, the plans and computations in the checklist accompanying the attached application concerning the proposal at 249 Third Street are in accordance with LEED for Homes Midrise, qualifying for Silver Certifiability as currently designed.

Nancy Ludwig  
 NAME  
81985  
 LEED registration no.  
ICON architecture, inc  
 COMPANY  
101 Summer Street, Boston  
 ADDRESS  
617.451.3333  
 PHONE

January 12, 2015

Then personally appeared the above-named \_\_\_\_\_ and made oath that the above statement is true.

Nancy Ludwig

Before me, Stephanie Ross

My Commission expires October 15, 2021



STEPHANIE M. ROSS  
 Notary Public  
 Commonwealth of Massachusetts  
 My Commission Expires  
 October 15, 2021

# LEED for Homes Mid-rise Simplified Project Checklist

for Homes

Builder Name:	TBD
Project Team Leader (if different):	Kendra Halliwell, ICON architecture, inc
Home Address (Street/City/State):	249 Third Street, Cambridge,

**Project Description:**

Building type: **Mid-rise multi-family**      # of stories: **5**  
 # of units: **84**      Avg. Home Size Adjustment: **-8.5**

**Adjusted Certification Thresholds**

Certified: **36.5**      Gold: **66.5**  
 Silver: **51.5**      Platinum: **81.5**

<b>Project Point Total</b>		<b>Final Credit Category Total Points</b>			
Prelim: 3 + 10 maybe pts	Final: 57	ID: 3	SS: 13	EA: 10	EQ: 9.5
<b>Certification Level</b>		LL: 6	WE: 4	MR: 8.5	AE: 3
Prelim: Not Certified	Final: Silver				

date last updated :  
 last updated by :

		Max Pts	Project Points		
			Preliminary	Maybe	Final
<b>Innovation and Design Process (ID)</b> (No Minimum Points Required)		Max	Y/Pts	Maybe	No
					Y/Pts
<b>1. Integrated Project Planning</b>	1.1 Preliminary Rating	Prereq	Y/Pts		Y
	1.2 Energy Expertise for MID-RISE	Prereq	Y/Pts		Y
	1.3 Professional Credentialed with Respect to LEED for Homes	1	1	0	1
	1.4 Design Charrette	1	1	0	1
	1.5 Building Orientation for Solar Design	1	0	0	0
	1.6 Trades Training for MID-RISE	1	1	0	1
<b>2. Durability Management Process</b>	2.1 Durability Planning	Prereq			Y
	2.2 Durability Management	Prereq			Y
	2.3 Third-Party Durability Management Verification	3	0	3	0
<b>3. Innovative or Regional Design</b>	3.1 Innovation #1 _____	1	0	0	0
	3.2 Innovation #2 _____	1	0	0	0
	3.3 Innovation #3 _____	1	0	0	0
	3.4 Innovation #4 _____	1	0	0	0
<i>Sub-Total for ID Category:</i>		<b>11</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Location and Linkages (LL)</b> (No Minimum Points Required)		OR	Max	Y/Pts	Maybe
					No
					Y/Pts
<b>1. LEED ND</b>	1 LEED for Neighborhood Development	LL2-6	10	0	0
<b>2. Site Selection</b>	2 Site Selection		2	0	0
<b>3. Preferred Locations</b>	3.1 Edge Development		1	0	0
	3.2 Infill	LL 3.1	2	0	0
	3.3 Brownfield Redevelopment for MID-RISE		1	0	0
<b>4. Infrastructure</b>	4 Existing Infrastructure		1	0	0
<b>5. Community Resources/ Transit</b>	5.1 Basic Community Resources for MID-RISE		1	0	0
	5.2 Extensive Community Resources for MID-RISE	LL 5.1, 5.3	2	0	0
	5.3 Outstanding Community Resources for MID-RISE	LL 5.1, 5.2	3	0	0
<b>6. Access to Open Space</b>	6 Access to Open Space		1	0	0
<i>Sub-Total for LL Category:</i>		<b>10</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Sustainable Sites (SS)</b> (Minimum of 5 SS Points Required)		OR	Max	Y/Pts	Maybe
					No
					Y/Pts
<b>1. Site Stewardship</b>	1.1 Erosion Controls During Construction	Prerequisite			Y
	1.2 Minimize Disturbed Area of Site for MID-RISE	1	0	0	1
<b>2. Landscaping</b>	2.1 No Invasive Plants	Prerequisite			Y
	2.2 Basic Landscape Design	SS 2.5	1	0	0
	2.3 Limit Conventional Turf for MID-RISE	SS 2.5	2	0	0
	2.4 Drought Tolerant Plants for MID-RISE	SS 2.5	1	0	0
	2.5 Reduce Overall Irrigation Demand by at Least 20% for MID-RISE		3	0	0
<b>3. Local Heat Island Effects</b>	3.1 Reduce Site Heat Island Effects for MID-RISE		1	0	0
	3.2 Reduce Roof Heat Island Effects for MID-RISE		1	0	0
<b>4. Surface Water Management</b>	4.1 Permeable Lot for MID-RISE		2	0	0
	4.2 Permanent Erosion Controls		1	0	0
	4.3 Stormwater Quality Control for MID-RISE		2	0	0
<b>5. Nontoxic Pest Control</b>	5 Pest Control Alternatives		2	0	0
<b>6. Compact Development</b>	6.1 Moderate Density for MID-RISE		2	0	0
	6.2 High Density for MID-RISE	SS 6.1, 6.3	3	0	0
	6.3 Very High Density for MID-RISE	SS 6.1, 6.2	4	0	0
<b>7. Alternative Transportation</b>	7.1 Public Transit for MID-RISE		2	0	0
	7.2 Bicycle Storage for MID-RISE		1	0	0
	7.3 Parking Capacity/Low-Emitting Vehicles for MID-RISE		1	0	0
<i>Sub-Total for SS Category:</i>		<b>22</b>	<b>0</b>	<b>0</b>	<b>13</b>



## LEED for Homes Mid-rise Pilot Simplified Project Checklist (continued)

				Max	Project Points				
				Pts	Preliminary Final				
				Max	Y/Pts	Maybe	No	Y/Pts	
<b>Water Efficiency (WE)</b>		(Minimum of 3 WE Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Water Reuse	☞ 1	Water Reuse for MID-RISE			5	0	1	0	
2. Irrigation System	☞ 2.1	High Efficiency Irrigation System for MID-RISE		WE 2.2	2	0	2	0	
	☞ 2.2	Reduce Overall Irrigation Demand by at Least 45% for MID-RISE			2	0	0.5	0	
3. Indoor Water Use	3.1	High-Efficiency Fixtures and Fittings			3	0	0	2	
	3.2	Very High Efficiency Fixtures and Fittings			6	0	0	0	
	3.3	Water Efficient Appliances for MID-RISE			2	0	0	2	
<i>Sub-Total for WE Category:</i>					<b>15</b>	<b>0</b>	<b>3</b>	<b>4</b>	
<b>Energy and Atmosphere (EA)</b>		(Minimum of 0 EA Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Optimize Energy Performance	1.1	Minimum Energy Performance for MID-RISE		Prereq					Y
	1.2	Testing and Verification for MID-RISE		Prereq					Y
	1.3	Optimize Energy Performance for MID-RISE			34	0	0	8	
7. Water Heating	☞ 7.1	Efficient Hot Water Distribution			2	0	2	0	
	7.2	Pipe Insulation			1	0	0	1	
11. Residential Refrigerant Management	11.1	Refrigerant Charge Test		Prereq					Y
	11.2	Appropriate HVAC Refrigerants			1	0	0	1	
<i>Sub-Total for EA Category:</i>					<b>38</b>	<b>0</b>	<b>2</b>	<b>10</b>	
<b>Materials and Resources (MR)</b>		(Minimum of 2 MR Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Material-Efficient Framing	1.1	Framing Order Waste Factor Limit		Prereq					Y
	1.2	Detailed Framing Documents		MR 1.5	1	0	0	1	
	1.3	Detailed Cut List and Lumber Order		MR 1.5	1	0	0	1	
	1.4	Framing Efficiencies		MR 1.5	3	0	0	0	
	1.5	Off-site Fabrication			4	0	0	4	
2. Environmentally Preferable Products	☞ 2.1	FSC Certified Tropical Wood		Prereq					Y
	☞ 2.2	Environmentally Preferable Products			8	0	0	2	
3. Waste Management	3.1	Construction Waste Management Planning		Prereq					Y
	3.2	Construction Waste Reduction			3	0	0	2.5	
<i>Sub-Total for MR Category:</i>					<b>16</b>	<b>0</b>	<b>0</b>	<b>8.5</b>	
<b>Indoor Environmental Quality (EQ)</b>		(Minimum of 6 EQ Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
2. Combustion Venting	2	Basic Combustion Venting Measures		Prereq					Y
3. Moisture Control	3	Moisture Load Control			1	0	0	0	
4. Outdoor Air Ventilation	☞ 4.1	Basic Outdoor Air Ventilation for MID-RISE		Prereq					Y
	4.2	Enhanced Outdoor Air Ventilation for MID-RISE			2	0	0	0	
	4.3	Third-Party Performance Testing for MID-RISE			1	0	1	0	
5. Local Exhaust	☞ 5.1	Basic Local Exhaust		Prerequisite					Y
	5.2	Enhanced Local Exhaust			1	0	0	1	
	5.3	Third-Party Performance Testing			1	0	0	1	
6. Distribution of Space Heating and Cooling	☞ 6.1	Room-by-Room Load Calculations		Prereq					Y
	6.2	Return Air Flow / Room by Room Controls			1	0	0	1	
	6.3	Third-Party Performance Test / Multiple Zones			2	0	0	2	
7. Air Filtering	7.1	Good Filters		Prereq					Y
	7.2	Better Filters		EQ 7.3	1	0	0	0	
	7.3	Best Filters			2	0	0	0	
8. Contaminant Control	☞ 8.1	Indoor Contaminant Control during Construction			1	0	0	1	
	8.2	Indoor Contaminant Control for MID-RISE			2	0	0	0	
	☞ 8.3	Preoccupancy Flush			1	0	1	0	
9. Radon Protection	☞ 9.1	Radon-Resistant Construction in High-Risk Areas		Prereq					N/A
	☞ 9.2	Radon-Resistant Construction in Moderate-Risk Areas			1	0	0	0	
10. Garage Pollutant Protection	10.1	No HVAC in Garage for MID-RISE		Prereq					Y
	10.2	Minimize Pollutants from Garage for MID-RISE		EQ 10.3	2	0	0	0	
	10.3	Detached Garage or No Garage for MID-RISE			3	0	0	3	
11. ETS Control	11	Environmental Tobacco Smoke Reduction for MID-RISE			1	0	0	0.5	
12. Compartmentalization of Units	12.1	Compartmentalization of Units		Prereq					Y
	12.2	Enhanced Compartmentalization of Units			1	0	0	0	
<i>Sub-Total for EQ Category:</i>					<b>21</b>	<b>0</b>	<b>2</b>	<b>9.5</b>	
<b>Awareness and Education (AE)</b>		(Minimum of 0 AE Points Required)		OR	Max	Y/Pts	Maybe	No	Y/Pts
1. Education of the Homeowner or Tenant	☞ 1.1	Basic Operations Training		Prereq					Y
	☞ 1.2	Enhanced Training			1	0	0	1	
	1.3	Public Awareness			1	0	0	1	
2. Education of Building Manager	☞ 2	Education of Building Manager			1	0	0	1	
<i>Sub-Total for AE Category:</i>					<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	







## Memorandum | Flood Zone Determination

249 Third Street, Cambridge, MA

January 9, 2015

Ms. Jennifer Letourneau,  
Department Director  
City of Cambridge Conservation Commission  
344 Broadway  
Cambridge, MA 02139

Re: Flood Zone Determination  
249 Third Street, Cambridge, MA

Dear Ms. Letourneau,

On behalf of our client, Equity Residential, we are pleased to submit to you this letter and the enclosed FEMA flood plain documentation exhibit plan as required by applications for a Project Review Multifamily Housing Special Permit for the above mentioned address.

We have reviewed available Flood Insurance Rate Map information for Middlesex County and have determined that the project is not located within a flood plain and therefore does not require a Special Permit for development in a flood plain pursuant to Sections 20.70 and 5.25.42 of the City of Cambridge Zoning Ordinance.

Please do not hesitate to contact me directly should you have any questions concerns or require additional information regarding this submission. My direct line is (781) 770-0970 or you may email me at [mfabbiano@highpointeng.com](mailto:mfabbiano@highpointeng.com).

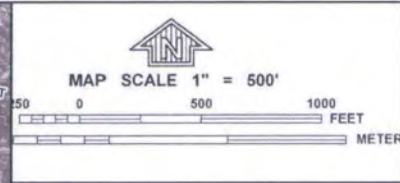
Best regards,  
HIGHPOINT ENGINEERING, Inc.

A handwritten signature in black ink that reads "M. Fabbiano". The signature is written in a cursive, flowing style.

Michael Fabbiano  
Vice President, Managing Principal

### Enclosures

Cc: David Stockless, ICON Architecture  
James Heroux, Copley Wolff Design Group  
Andrew Copelotti, Equity Residential  
Paul Barrett, Equity Residential



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0577E

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 MIDDLESEX COUNTY,  
 MASSACHUSETTS  
 (ALL JURISDICTIONS)

PANEL 577 OF 656  
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
CAMBRIDGE, CITY OF	250174	0577	E
SOMERVILLE, CITY OF	250214	0537	E

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER  
25017C0577E

EFFECTIVE DATE  
JUNE 4, 2010

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)

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MULTI-FAMILY BUILDING

249 THIRD STREET  
 CAMBRIDGE, MA 02142

OWNER/APPLICANT: EQUITY RESIDENTIAL

ISSUE DATE:  
01/09/2015

PROJECT NUMBER:  
14027

SHEET TITLE:  
**FEMA FLOOD  
 ZONE EXHIBIT**

SHEET NUMBER:  
**FZ-1**





CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE WATER DEPARTMENT

City Department/Office: Cambridge Water Department - Engineering

Project Address: 249 Third Street, Cambridge, MA

Applicant Name: Equity Residential

For the purpose of fulfilling the requirements of Section 19.20 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative and (b) small format application plans at 11" x 17" or the equivalent. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

6/19/15

6/19/15

Signature of City Department/Office Representative

Date