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# CITY OF CAMBRIDGE

Community Development Department

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To: Planning Board  
From: Community Development Department (CDD) Staff  
Date: November 25, 2020  
Re: **2072 Massachusetts Ave – Staff Report**

**IRAM FAROOQ**  
*Assistant City Manager for  
Community Development*

**SANDRA CLARKE**  
*Deputy Director  
Chief of Administration*

**KHALIL MOGASSABI**  
*Deputy Director  
Chief of Planning*

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Submission Type: Comprehensive Permit Application

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Applicant: CC HRE 2072 Mass Ave Tenant LLC

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Zoning District(s): Business A-2; Residence B, Mass Ave Overlay District (MAOD)

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Proposal Summary: New construction of a multifamily residential building with 49 Affordable Dwelling Units, a corner non-residential storefront space, 5 accessory parking spaces and 51 long-term bicycle parking spaces.

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Permits Requested: Comprehensive Permit (M.G.L. Chapter 40B)

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Planning Board Advisory report/recommendation to the Board of Zoning  
Action: Appeal (BZA).

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Memo Contents: Review of area planning and zoning, comments on proposal addressing planning, zoning, and urban design.

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Other Staff Reports: Traffic, Parking and Transportation Dept. (TP+T), Department of Public Works (DPW), in separate documents.

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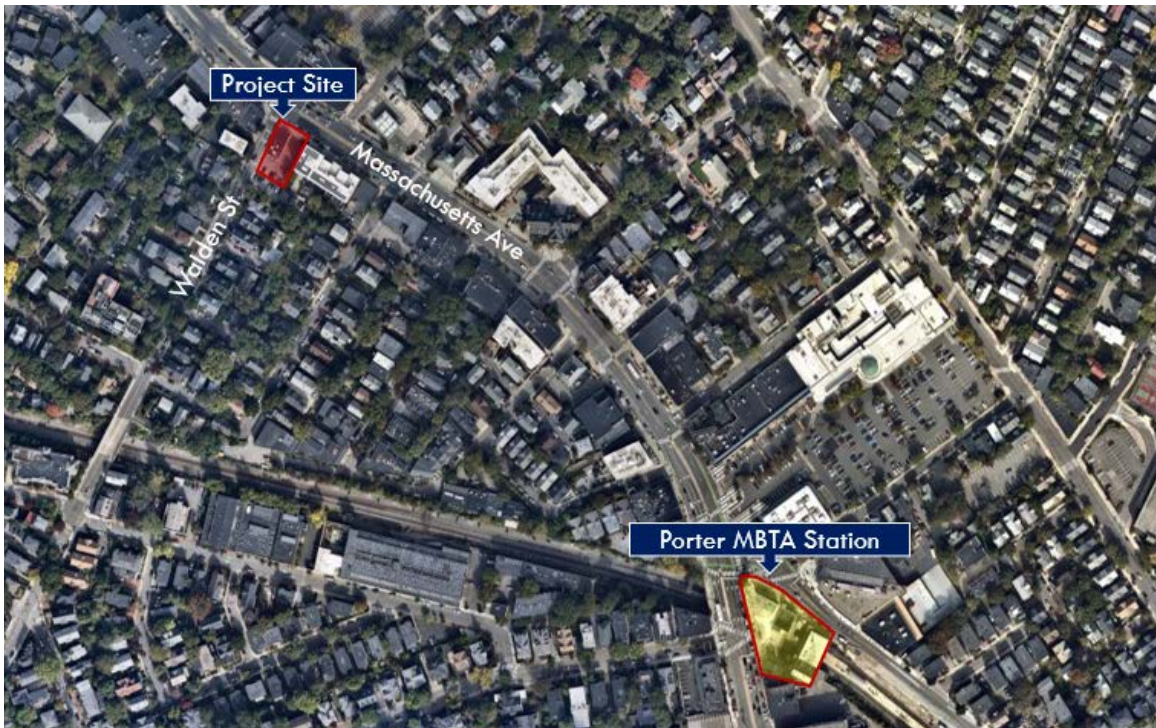
## Introduction

### Area Planning and Zoning

#### *Site Context*

The site is located in the Porter Square area, approximately ¼ mile northwest of the Porter MBTA station. Development in this area is of mixed scales and intensities, with taller (4-7 stories), more dense commercial development directly along the Mass Ave frontage, and a transition to lower scale, primarily residential areas moving away from Mass Ave in either direction.

The project site is located directly across Mass Ave from the five-story Henderson Carriage building, and adjacent to the 6-story 2050 Mass Ave residential development. The project site is currently improved with a one-story commercial building and parking lot, with driveway access off of both Walden Street and Mass Ave. the current building is sited directly on the corner of Mass Ave & Walden, with minimal setback from either street.



#### *Site Zoning*

The site is located primarily in the Business A-2 (BA-2) zoning district and the Massachusetts Avenue Overlay District (MAOD), with a small portion at the rear located in the Residence B zoning district.



The BA-2 district is a low-to-moderate density mixed-use and commercial district, which permits development at a maximum floor area ratio (FAR) of 1.0 and height of 35' for nonresidential uses, and maximum FAR of 1.75 and height of 45' for residential uses.

The Residence B district is a single- and two-family residential district that allows for development up to a maximum FAR of 0.5 and a maximum height of 35', with a requirement for a minimum of 40% private open space to lot area.

The MAOD augments the BA-2 district for the purpose of protecting and enhancing the retail character along Mass Ave, encouraging good building design and an active pedestrian streetscape, and ensuring new development is of a scale and context that is responsive to the existing character of the neighborhood. Within the district, new development is required to contain non-residential ground floor uses fronting Mass Ave in the BA-2 base zoning areas of the MAOD, with minimum average depths of 40', minimum linear frontage of 75% of the total building frontage, and a minimum ground story height of 15'. These specific dimensions may be modified by special permit from the Planning Board. To provide dimensional flexibility for a new mixed-use building with ground-story non-residential use, the FAR for the project as a whole may be 1.75, the maximum height may be increased to 50 feet, and some other dimensional requirements are waived.

### ***Area Planning Studies***

A report containing [North Massachusetts Avenue Design Guidelines](#) was published in 1986, around the time the MAOD was established. That study articulated the following overall goals for the area:

1. Maintain a sense of diversity in use and physical character along the Avenue.
2. Encourage any new development to be compatible in scale and character with abutting residential neighborhoods.
3. Improve pedestrian environment. Encourage active uses at the ground level and physical improvements to the streetscape.

4. Set forth general architectural guidelines for both infill and larger scale development.
5. Encourage the retention of existing historic structures.

The [Envision Cambridge](#) (2019) comprehensive plan identified Mass Ave as a Major Mixed-Use Corridor, and noted that it contains underutilized sites which could be opportunities for redevelopment into more dense mixed-use development.

The following Housing, Mobility & Urban Form goals and strategies relate to the proposed project:

- Increase overall housing production
- Encourage affordable housing production for low, moderate and middle-income households
- Expand resources for affordable housing production and preservation
- Expand access to sustainable transportation choices and the physical reach of sustainable transportation infrastructure
- Increase density near transit nodes while accommodating the unique character of our squares and areas along the corridors
- Encourage activity on the ground floors of new buildings, particularly along mixed-use corridors

## **Planning and Zoning Comments**

### ***Overall***

The current site, a 1-story, single-tenant commercial building with a large accompanying surface parking area, represents a past pattern of automobile-centric urban planning and development principles. Recent planning and zoning efforts point to a different kind of land use and development pattern in which commercial corridors provide opportunities for more dense mixed-use development that allows for safe and convenient multi-modal access to transit, jobs, and proximate community resources.

The proposed project is a building with eight (8) stories (about 90' in height) and 57,395 square feet of Gross Floor Area, of which 54,425 square feet will be dedicated to a residential use with 49 affordable housing units, and 2,970 square feet will be dedicated to commercial ground floor uses at the corner of Mass Ave. and Walden. The units would be about 29% one-bedrooms, 42% two-bedrooms, and 29% three-bedrooms, which is a higher percentage of two-bedroom and three-bedroom units than usual for new multifamily buildings. Five parking spaces will be provided in a ground-story garage, three of which are disabled-accessible and two of which would be used for short-term pick-up and drop-off. 51 long-term bicycle parking spaces are proposed in a below-grade garage per zoning requirements.

The project is proposed to meet Passive House (PHIUS+) standards, which is one of the paths to comply with the City's Green Building Requirements in Section 22.20 of the Zoning Ordinance. PHIUS+ is an aggressive standard focused on energy efficiency and resilience, and is supported by staff. The Applicant has submitted its initial-stage documentation to CDD in order to certify that it is on track to meet the required standards.

Overall, the proposed project is more in alignment with recent planning principles than the existing condition. The Applicant is proposing a taller, mixed-use building sited along the Mass Ave frontage that is suited to modes of transportation such as walking, bicycling, and public transit, with minimal on-site

parking. Such a proposal aligns with the aforementioned City planning goals by adding housing units near transit, increasing development density along major commercial corridors, and increasing the number of affordable housing units throughout the City. While the project is better aligned to City goals than the current site improvements, it will require zoning relief in several areas.

### ***Design Revisions***

At the time of this memo, the Applicant presented a possible design change to the proposed development, in which the massing of the structure would change. Under this new design, the portion of the structure fronting Mass Ave would contain nine (9) stories, and then transition down to six (6) stories as it progresses towards Walden Street. The footprint of the building would not be altered, and the overall number of proposed residential units would remain the same.

Such a change may not affect the project's alignment with area planning goals and strategies, as outlined above. However, the relief that may be required, such as height and gross floor area, may change. CDD will review any revised proposal more thoroughly as more details are available.

### ***Requested Relief***

- **Use.** While the BA-2 and MAOD districts permit multifamily housing, the Residence B district does not. The Applicant is seeking relief for the small portion of the southern edge of the site which is zoned Residence B. The Applicant is also seeking relief for the retail space, which may be used for catering or a commercial kitchen, which is classified as an industrial use and prohibited in the BA-2 district.
- **Height and Density.** The Applicant is seeking relief for additional height and density exceeding the limitations in the base zoning districts. As previously noted, buildings along this section of Mass Ave have a wide range of heights, densities, and types. At 8 or 9 stories, this building would exceed the 5 or 6 story height of immediately adjacent buildings and would match the heights of a few residential buildings further north along Mass Ave.
- **Setbacks.** The Residence B district establishes minimum front yard setbacks of 15' and side yard setbacks of 7.5' on each side, and a sum of 20' for both sides. In the BA-2 district, the minimum front yard setback is 5', and the minimum side yard setback is a sum of 10' for both side yards, although a side setback may be waived where it is possible to directly abut a neighboring building with an existing zero-side-yard condition. The Applicant is seeking relief for both front and side yard setbacks in these districts. A 3-to-4-foot front yard is proposed at the ground floor to provide additional sidewalk with and to accommodate street improvements along Walden Street (as discussed in the accompanying TP+T memo), and the building is proposed with zero side yards to abut the adjacent building along Mass Ave to the east and the City parking lot to the south.
- **Open Space.** In the Residence B district, the minimum private open space to lot area is 40%. This open space area must be accessible to all occupants of the building (except for balcony areas), and at least 50% of the open space shall be provided at the ground level. Further, areas designated as private open space must have a minimum width and length of 15', except for balconies, and not contain a slope greater than 10%. At least 50% of the required open space shall be Permeable Open



Space. The Applicant is seeking relief for both the total open space required, and the minimum length and width requirements of said open space. A green roof is proposed and potentially usable terraces (in the revised design).

- **Parking & Loading.** The BA-2 district requires a minimum of one parking space per dwelling unit for multifamily development. Article 6.000 contains standards for off-street parking spaces, including a minimum aisle width of 22' and driveways designed so as to provide a clear view to the driver of any car existing from the proposed development, or traffic on the street and of pedestrians. The Applicant is seeking relief from these standards, but has been engaged with TP+T in reviewing the parking proposal.
- **Project Review.** As is typical for projects seeking a Comprehensive Permit, the proposal seeks a waiver from any Planning Board Special Permits which may be triggered by Article 19 – Project Review. The Planning Board's advisory review is intended to inform the BZA of issues that may be relevant to the urban design review of the project.
- **Massachusetts Avenue Overlay District.** As mentioned above, the MAOD provides additional design requirements for projects with frontage directly on Mass Ave. The proposal contains a corner retail space with a significant amount of total frontage and an appropriate ground-story height, but the frontage along Mass Ave. is less than 75% of the total building frontage along Mass Ave. The Applicant is seeking relief from all applicable requirements of the MAOD that may be required. Under normal circumstances, most MAOD design standards may be modified or waived by special permit from the Planning Board if the goals of the district are otherwise being met.

### Urban Design Comments

The project team has had several meetings with urban design staff to review and discuss the proposal. Staff strongly supports the design approach taken with this project. Its high-quality architecture and sensitive urban design will contribute to the character of the neighborhood while serving Cambridge's urgent need for affordable housing.

The project's overall massing and façade strategy is appropriate: the tall white metal-clad cubic volume at the corner of Mass Avenue and Walden Street - the building's second to eighth floors - relates to the scale of the nearby buildings along Mass Avenue; a slightly lower volume at the eastern portion of its Mass Avenue frontage is clad in horizontal grey siding and creates a transition in scale to the adjoining Cambridge Housing Authority building; a similar lower volume, also clad with grey siding, wraps around the south side of the building and faces the residential neighborhood along Walden Street. These volumes float above the building's first floor facades, which are clad in well-detailed masonry, and which incorporate a significant amount of transparent glazing.

While the proposed building is taller than the Henderson Carriage Factory building on the opposite side of Mass Ave, its scale and the orderly design of its facades seem compatible with it. Indeed, by restoring the portion of the Mass Avenue streetwall that was lost when the four-floor Odd Fellows building that previously occupied the site burned in 1968, it helps give spatial coherence to the street. Due to its location at the bend in Mass Avenue, the building will be a visual target for those entering Cambridge, and together with the Henderson building, will create a sense of entry to Porter Square.

The building facades are elegantly designed. The variations in the joints of the white volume's vertically grained metal cladding system will enliven the regular arrangement of its large windows. The window to wall ratios are pleasing, and the windows themselves are well proportioned and detailed. The scale of the windows and their gridded arrangement relate well to the façade of the Henderson Carriage Building immediately across Mass Ave. The use of brick bond patterns in the first-floor façade, and the joint patterns of the aluminum cladding, enrich the façade and add interest to the pedestrian realm. Staff anticipates that the facades will get even better as materials and details are further developed.

The plan of the ground floor has undergone careful study in collaboration with staff. Changes included relocating the residential entrance from Walden Street to Mass Ave following recommendations of neighborhood groups. Staff thanks the applicant for collaborating with the city on the proposed widening of Walden Street to a full 30' curb to curb dimension in order to achieve standard lane widths and ameliorate the existing difficult traffic conditions, and for also slightly widening the sidewalk along Walden Street. (See the separate memo from TP+T and the Sustainable Transportation section below for more detail.) To achieve these, the ground floor of the building has been moved approximately 4 feet inside of the property line, and an easement has been created granting the widened sidewalk to the City. Staff worked with the applicant to minimize the amount by which the building's upper floors overhang the easement while also maintaining the desired number of residential units.

The proposed green roof, rooftop solar, and stormwater management system, proposed as part of the project's PHIUS strategy, are all welcome features.

On the ground floor, the project incorporates a retail/community use space and a resident amenity space, both with glazed street facades that will help activate the adjoining street. Consideration could be given to giving the retail space at the building's northwest corner a somewhat broader frontage on Mass Avenue by narrowing the residential entrance. The possibility of adding more street trees on the Mass Avenue frontage (in coordination with city staff) could be considered.

The recently proposed possible change to the massing: adding a floor to the white metal-clad north facing volume on Mass Ave, and shortening the grey siding clad rear volume at the south side of the building by two floors, seems a positive change. It would further strengthen the white volume's scenographic role at the bend of Mass Ave and also reduce the building's height as it faces the residential neighborhood to the south, while maintaining the same number of residential units.

Staff appreciates the project's significant contribution to Cambridge's affordable housing, including its provision of family units; its responsiveness to urban design considerations; and its high architectural quality. Accordingly, Community Planning staff supports the proposal for being consistent with the city's planning and urban design goals, either in the case of the scheme shown in the application or in the case of the recently proposed alternative plan.

### **Sustainable Transportation**

Following discussion with staff and feedback from neighbors, the Applicant has agreed to implement changes to the configuration of Walden Street and the abutting sidewalk that will improve access and safety for all users, including drivers as well as people walking and bicycling, by providing additional width along that edge. The TP+T memo elaborates on the benefits of this change in greater depth.

The proposed removal of the driveway access on Mass Ave is of particular benefit for the safety and comfort of all users. Mass Ave supports the highest number of people walking and bicycling in Cambridge, as well as those using buses; turning vehicle conflicts at driveways for people on foot and on bicycle are a significant source of conflict. The design of this building, with the primary orientation on Mass Ave, is also ideal in terms of being pedestrian-oriented.

### **Continuing Review**

Staff are appreciative of the project team's efforts to shape this proposal, and look forward to continued collaboration as the project moves forward. Staff are confident that design details such as colors and materials can be addressed through continuing review at the staff level.

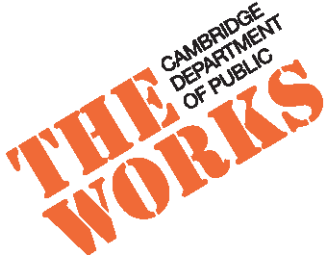
Other topics that could be considered as the project develops include:

- The materials and colors of penthouse enclosures and screening and the potential visibility of the rooftop solar PV panels.
- Changes to the adjoining city sidewalks, including potential trees, coordination regarding underground utilities, and the requirements for the bus stop.
- Materials and design of the soffit of the overhanging second floor.
- Exterior lighting, if any is proposed.



**19.30 Citywide Urban Design Objectives [SUMMARIZED]**

Objective	Indicators
New projects should be responsive to the existing or anticipated pattern of development.	<ul style="list-style-type: none"> <li>• Transition to lower-scale neighborhoods</li> <li>• Consistency with established streetscape</li> <li>• Compatibility with adjacent uses</li> <li>• Consideration of nearby historic buildings</li> </ul>
Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.	<ul style="list-style-type: none"> <li>• Inhabited ground floor spaces</li> <li>• Discouraged ground-floor parking</li> <li>• Windows on ground floor</li> <li>• Orienting entries to pedestrian pathways</li> <li>• Safe and convenient bicycle and pedestrian access</li> </ul>
The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.	<ul style="list-style-type: none"> <li>• Location/impact of mechanical equipment</li> <li>• Location/impact of loading and trash handling</li> <li>• Stormwater management</li> <li>• Shadow impacts</li> <li>• Retaining walls, if provided</li> <li>• Building scale and wall treatment</li> <li>• Outdoor lighting</li> <li>• Tree protection (requires plan approved by City Arborist)</li> </ul>
Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.	<ul style="list-style-type: none"> <li>• Water-conserving plumbing, stormwater management</li> <li>• Capacity/condition of water and wastewater service</li> <li>• Efficient design (LEED standards)</li> </ul>
New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.	<ul style="list-style-type: none"> <li>• Institutional use focused on existing campuses</li> <li>• Mixed-use development (including retail) encouraged where allowed</li> <li>• Preservation of historic structures and environment</li> <li>• Provision of space for start-up companies, manufacturing activities</li> </ul>
Expansion of the inventory of housing in the city is encouraged.	<ul style="list-style-type: none"> <li>• Housing as a component of large, multi-building development</li> <li>• Affordable units exceeding zoning requirements, targeting units for middle-income families</li> </ul>
Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.	<ul style="list-style-type: none"> <li>• Publicly beneficial open space provided in large-parcel commercial development</li> <li>• Enhance/expand existing open space, complement existing pedestrian/bicycle networks</li> <li>• Provide wider range of activities</li> </ul>



City of Cambridge  
Department of Public Works

Owen O'Riordan, Commissioner

147 Hampshire Street  
Cambridge, MA 02139  
theworks@cambridgema.gov

Voice: 617 349 4800  
TDD: 617 499 9924

**November 19, 2020**

TO: Zoning Board of Appeals  
  
FROM: Katherine F. Watkins, PE  
City Engineer

**RE: 2072 Massachusetts Ave: Comprehensive Permit Application**

We are in receipt of the 2072 Massachusetts Ave Comprehensive Permit Application, dated November 10<sup>th</sup>, 2020.

The DPW supports the project and acknowledges and applauds the level of effort on the Applicants part to work with City Departments in advance of the submission to present a comprehensive plan for the project.

The Applicant and their consultant team have demonstrated a general understanding our Department's requirements for development projects and have indicated a willingness to work with the DPW to meet the requirements and to address our concerns. With the understanding that the project will be subject to a thorough and complete engineering review at the time of the Building Permit Application, we anticipate continuing to work with the Applicant . Items discussed with the Applicant related to our purview, are summarized below.

**Stormwater Management:**

The development will be required to obtain a Stormwater Control Permit prior to the issuance of a Building Permit which will include a detailed review of the proposed stormwater management system. As part of our discussions with the Applicant, they have advanced their civil site plan and stormwater management system design to level that has demonstrated that the project will meet the standards and requirements of the Permit related to stormwater quality and quantity.

**Climate Change / Resiliency:**

The Applicant has been provided relevant information from the 2015 *Climate Change Vulnerability Assessment*, and provided discussion in their Passive House Net Zero Narrative addressing the concerns outlined in the report. While flooding associated with increased short duration/high intensity rain events is always possible, the parcel is not identified in the model as one with flooding elevations associated with future projected rain events.

The Applicant has also engaged tree professionals to review the single existing significant tree that is located on the parcel. The proposal is for the tree to remain and be protected. The Report along with the Applicants early attention to this issue will give the tree the best opportunity remain viable. The DPW will review the Building Permit plans to confirm that the final plans are meeting the commitments of the proposal.

**Public Right of Way:**

The DPW, in conjunction with other City Departments, supports the Applicants proposal for the changes to the Walden Street cross section to establish more appropriate lane widths. To support the additional curb to curb width for the travel lanes, the structure has been set back into the property establishing a sidewalk that will reside in both the public Right-of-Way and on the project Parcel. The DPW has informed the Applicant, and they have acknowledged in their application, that an easement will need to be granted to the City for the full width of the sidewalk to the face of the structure. A stipulation of the agreement will be that the Applicant will be responsible for keeping the full width free and clear of any obstructions, including but not limited to snow, ice, signage and/or planters.

DPW will review and evaluate all proposed work and impacts in the public right of way, as the design is developed. Connections to both public and private utilities as well as all proposed disruption in the public right of way shall be reviewed as part of the Building Permit and construction permit processes.

**Comprehensive Permit Waiver Requests:**

We have reviewed the Applications list of permit and waiver requests and have a few comments noted below:

- Item Number 2 under the waivers requested from the Municipal Code give the impression that the Applicant is looking for relief from obtaining Excavation Permits from the DPW for work in the Right of Way. The DPW **does not** support this waiver being granted. Excavation permits, obtained by the projects Site Contractor, grant permission to the project to work in the public right of way, but also allows the DPW to review and inspect the work, coordinate the work with the public and other work in the vicinity and most importantly, be in compliance with State regulations related to trench excavation and safety.

Having worked closely with the Applicant and their design team, the work that they are proposing is generally acceptable. A properly certified site contractor will not have any issue obtaining an excavation permit for this work.

- We would respectfully request that the Applicant confirm if any of the modifications to the curb along Walden Street will alter the curb cut. If so, the Applicant may want to ask that the Comprehensive Permit include approval of this modification.

In summary, as related to the interests of the DPW the proposal will result in improved conditions over the current conditions of the site. We look forward to working with the Applicant and other City Departments on this project. Please feel free to contact me with any questions or concerns related to the comments or information provided above.

Sincerely,



Katherine F. Watkins, P.E.  
City Engineer



# CITY OF CAMBRIDGE

# TRAFFIC, PARKING, + TRANSPORTATION

## MEMORANDUM

**To:** Cambridge Planning Board and Cambridge Board of Zoning Appeal (BZA)  
**From:** Joseph E. Barr, Director  
**Date:** November 20, 2020  
**Subject:** 2072 Massachusetts Avenue Comprehensive Permit Application

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The Cambridge Traffic, Parking, and Transportation Department (TP+T) has been working with Sean Hope and Jason Korb on the proposed affordable housing project at 2072 Massachusetts Avenue submitted for CC HRE 2072 Mass Ave Tenant LLC, an affiliate of Capstone Communities LLC and Hope Real Estate Enterprise LLC).

The Project proposes to construct 49 affordable housing rental apartments and first floor retail space for community use at the corner of Massachusetts Avenue and Walden Street. The site is currently occupied by a 1,860 sf Darul Kabab restaurant and was known as the Kentucky Fried Chicken site for many years. The Project proposes three accessible on-site parking spaces, two on-site short-term drop-off/pick-up parking spaces, and 51 long-term bicycle parking spaces located on the lower floor of the building (48 regular and 3 tandem bike spaces) accessible from an elevator.

Mr. Hope and Mr. Korb has been working very cooperatively with TP+T on the Project. TP+T has reviewed the Comprehensive Permit Application and would like to provide the Cambridge Planning Board and Board of Zoning Appeal (BZA) the following comments on the Project:

- TP+T strongly supports this Project. We are particular very supportive of the plan to accommodate three ten-foot wide travel lanes on Walden Street, which we have worked closely on with this developer. This will make the Massachusetts Avenue/Walden Street intersection more functional and safer for traffic moving through the intersection. We believe the change will make the intersection operate more efficiently and more safely by reducing vehicle queuing, it will better fit large vehicles and trucks, and it will create a more comfortable condition for bicyclists.
- At the approach to Massachusetts Avenue, Walden Street is currently 26'8" wide curb to curb, which is substandard for a three-lane intersection approach with a northbound left-turn lane and right-turn lane, and one southbound receiving lane. Typically, TP+T supports narrowing streets for traffic calming measures, not widening streets. However, in this case we believe the modification will help make the intersection dimensions "just right". If intersection lanes are too narrow (which is the current condition), then the intersection will not function well, causing safety issues and traffic impacts (e.g., unnecessary queuing of vehicles because they cannot fit in narrow lanes or do not line-up efficiently at the red light). The condition

causes delay when the light turns green in order for vehicles to proceed through the intersection. TP+T believes that the proposed plan will be beneficial, and it is the right time to make the adjustment as part of the 2072 Massachusetts Avenue site being redeveloped.

- Along with the adjustment to Walden Street, the Walden Street sidewalk adjacent to the Project will also be widened (from approximately 6.5 feet to 7.2 feet). This will be accomplished by setting back the first floor of the building from the property line to maintain an acceptable sidewalk width. Furthermore, in order to maintain the number and size of the affordable housing units, which is a key goal for the City, there will be a slight overhang of the building above the sidewalk, but the Applicant will provide a sidewalk easement. The site plan was carefully developed and reviewed by City Departments, including the Community Development Department, TP+T, and DPW. TP+T and the other departments believe that the plan is well balanced and is an approach that we support. The final details or adjustments will be reviewed by the City as part of the Building Permit process, including any underground utilities.
- TP+T believes that the Project's traffic impacts will be minimal, especially considering that the previous use of the site was a fast food restaurant use which generates more vehicle trips than the proposed Project.
- TP+T believes that the proposed location for the curb cut on Walden Street is the preferred location for various reasons. It allows vehicles to enter or exit the site to either direction on Walden Street or Massachusetts Avenue by using the Massachusetts Ave./Walden Street traffic signal. A curb cut on Massachusetts Avenue would only allow a right turn in or out (providing fewer options) and it would create a conflict with a bus stop and any existing or future bicycle or bus facilities on Massachusetts Avenue. Massachusetts Avenue currently carries the highest volumes of people walking and bicycling in the city, and conflicts with turning vehicles and people on foot and bicycles present safety problems. Eliminating this conflict provides a significant safety benefit. Even though the site has an existing curb cut on both Walden Street and Massachusetts Avenue, eliminating the curb cut on Massachusetts Avenue and consolidating to one curb cut off Walden Street is TP+T's strongly preferred design. Furthermore, TP+T does not believe that three accessible parking spaces and two drop-off/pick-up spaces will cause a significant impact or safety concern. As part of the Building Permit process, TP+T will work with the Applicant and DPW to make sure that the curb cut and parking spaces are properly designed.
- The Comprehensive Permit included a Parking and Traffic Assessment by Vanasse & Associates Inc. which TP+T believes was acceptable for this Project, although we have not formally reviewed or approved that assessment. The Project is located near public transportation including the Porter Square MBTA Red Line Station (located a 5 to 10 minute walk from the site) and the MBTA Bus Routes #77 and #83, including a bus shelter in front of the site (which will need to be temporarily relocated during construction of the Project). There is also a Bluebikes Station located directly across the street and carshare spaces nearby. Given the availability of the various nearby transportation services, and the findings of the Parking and Traffic Assessment, TP+T believes that the Project will not have a substantial traffic or parking impact. Data from other affordable housing projects in Cambridge have shown low

automobile ownership in affordable housing buildings compared to other uses, such as office, research and development projects or market rate housing projects.

- To mitigate the Project's traffic and parking impacts, the Project proposes a package of Transportation Demand Management (TDM) measures including the following items:
  - Designate an on-site employee as the site's Transportation Coordinator to oversee marketing and promoting of transportation options at the site.
  - Provide new residents transportation information packets with information on getting around Cambridge sustainably.
  - Install a real-time transit display screen in the lobby to make it simpler for residents, visitors and employees to access real-time transit and Bluebikes availability information in the area. The screens will also post other useful information such as carpool/vanpools to supermarkets, etc.
  - Subsidize 100% of the cost of an MBTA T pass for employees (building property management/maintenance staff) or \$240 annual reimbursement for bike maintenance for employees who choose to commute by bike.
  - Organize orientation sessions with residents to teach biking rules, safe biking measures, basic maintenance and repairs and help identify bike routes to various locations.
  - Provide a bicycle repair station on-site.
  - Annually, upon initial move-in and lease renewal, residents will be offered the choice of: (1) annual Bluebikes membership (including one-time discount helmet through Bluebikes), (2) \$90 credit for ride share services, (3) 1-month adult MBTA Monthly LinkPass, and/or (4) 3-month Student or Senior Monthly LinkPass. This will be provided per resident (not per household) on an annual basis.
- TP+T expects that when repaving the sidewalks as part of the Project construction, the Applicant and their construction contractors, in coordination and as approved by the City, will remove the curb extension at the northwest corner of the Massachusetts Ave./Walden Street intersection. That curb extension is not needed at the signalized intersection and its removal will provide the City with more flexibility for that intersection in the future for bus or bicycle facility designs. TP+T and DPW will work with the Applicant on this item.
- Finally, overall TP+T supports the Project and the Applicant's application for a Comprehensive Permit.