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May 12, 2021

Cambridge Planning Board  
344 Broadway  
Cambridge, MA 02139

RE: Case No. PB-369  
Location - 600 Massachusetts Avenue, Cambridge, MA

Dear Sir or Madam:

I am the attorney representing the petitioner in the above-captioned matter. An initial public hearing was held on December 8, 2020. The following is a compilation of comments from Planning Board members at the initial hearing and my client's response to same.

DENSITY

I wish to address a number of Board member comments suggesting the project should be more ambitious, larger and provide more housing. There are two specific obstacles/constraints to building a bigger/denser project on this site.

The first constraint is the City of Cambridge Zoning Ordinance itself and how it applies to the site. Within the Ordinance there are two pertinent provisions which adversely affect one's ability to build denser and larger.

1. The Floor Area Ratio is limited to a maximum of 4.0 with a Special Permit and prior to affordable bonuses and possible basement exemption. In fact, the architect has calculated a theoretical maximum with a 'clear-cut' site of approximately 4.99 including all bonuses and a basement exemption (this is presented in the Zoning Compliance Narrative pages 12-14). However, this is impractical as it would eliminate the historic brick building and does not take into account the need for light and air at residences. In the architect's opinion, a 4.5 FAR is theoretically possible including the bonuses and without the basement exemption. Without the basement exemption and after the allowance for bonus, the project is currently FAR 4.41. We

conclude from this that very little additional FAR is available that could be applied in a realistic manner to the site under the current zoning bylaw.

2. The second Ordinance provision that would restrict a larger development is the height requirement. In this instance the Zoning Ordinance allows up to 80 feet by special permit. As proposed, the building is approximately 70 feet. An additional 10 feet in height to the proposed structure would not add significant density and would not provide sufficient height for a seventh story, as it would be impractical given the typical floor to ceiling requirements. The first-floor height is regulated and the residential floor levels have already been reduced to stay under 70 feet. Any habitable height over 70 feet triggers the high-rise building code and this would represent an enormous cost to the project that could not be justified by an additional 10 feet of height.

We certainly understand the Planning Board's preference for greater density but to achieve same would require a significant zoning change by the City Council such as what was done with the Mass and Mail project down Massachusetts Avenue.

The second constraint to building a denser structure that would fill in across all of the Mas Ave frontage is that the present occupants of the premises (i.e. Chipotle and Supreme Liquors) are under long-term leases entitling them to quiet enjoyment of their premises. Building a major structure above these occupants would at least require removing the existing roof mechanicals and otherwise disrupting their rights under the existing leases, if not outright requiring them to vacate. It should be noted that the proposed new structure is above vacant space not presenting similar issues. The architect has designed the proposed building with consideration given for a future addition parallel with Massachusetts Avenue. If the presently occupied retail spaces became vacant, and the City of Cambridge permitted demolition of that portion of the structure, my client would certainly consider building on such a cleared site provided the then existing zoning permitted same.

#### PARKING

A number of Planning Board members raised concerns regarding the lack of parking for the proposal. After the December 8, 2020 hearing, discussions on these concerns were pursued with the

Traffic, Parking and Transportation Department (hereinafter "TPT"). TPT officials requested that the applicant reach out to nearby garage operators as to the availability and willingness of the garage operator to rent any available spaces to occupants of the proposed structure. Specifically, TPT officials asked the petitioner to inquire at the commercial garage located at 55 Franklin Street, which is approximately three blocks away from the site. The petitioner did contact this garage operator and the garage operator advised that up to 15 parking spaces could be available in the garage for occupants of the new proposed structure at the customary monthly parking fee. See attached correspondence from ABM Parking Services to Joseph E. Barr.

After the initial hearing, the petitioner requested an updated parking analysis from their traffic and parking consultant VHB Consultants. An updated residential parking needs analysis was performed, submitted to TPT, underscoring that there is sufficient available parking spaces in the area during both peak traffic hours as well as throughout the day to serve all residents, employees and patrons that are expected to need parking in close proximity to the project. See attached. I also underscore TPT's reference in its memo of December 2, 2020 of their support for the parking waiver request as the proposal is in line with overall transportation policies of the City strongly supporting the promotion of sustainable transportation and discouraging car ownership.

Since the initial hearing, the petitioner also reached out to TPT officials regarding the legal basis for requesting a so-called mitigation cash payment in conjunction with my client's request for a waiver of the parking requirement and compliance with the 90% build-out rule under the Zoning Ordinance. I discussed this matter at length directly with Joseph Barr and I followed up with him regarding my client's position on this issue. See attached correspondence from me to Joseph Barr dated February 25, 2021. Mr. Barr and I spoke further on this matter and he agreed to forward my correspondence to the City Solicitor's office for an opinion. The opinion has not yet been received.

At the initial hearing certain Board members asked my client to research the actual parking experience in other residential developments in the immediate Central Square area. Specifically, reference was made to the residential development at 10 Essex Street. I requested certain information from TPT in

this regard specifically how many residential parking permits had been issued to that site. I also requested the number of vehicles registered at that site. I have not yet received information as a result of these requests as TPT is concerned as to whether such information is a public record or not.

Finally, at the initial hearing, one Board member raised the question of whether the Board could make the specific findings under the Ordinance to support a waiver of the parking requirement. The pertinent section of the Ordinance is Article 20.304.6.3(b). Under further Subparagraph (i) of the aforementioned section, the criteria to support the waiver is either development less than 90% permitted on the lot or a cash contribution. As shown in the Zoning Compliance Narrative, the total development on the site is less than 90% of the maximum permitted. Under further Subparagraph (ii) criteria for the granting of a parking waiver is recited as follows: "The subject lot is sufficiently small in size as to contribute to a development pattern of diverse, small scale, new structures, and the retention of existing structures (for lots exceeding 10,000 square feet a specific finding shall be made that this objective has been met)." The proposed development with its residential use provides a pattern of diversity along Massachusetts Avenue where commercial uses are presently dominant. The small-scale aspect of the development is evidenced by the proposal being less than 90% of the permissible FAR. All of the existing structures are being retained.

Further Subparagraph (iii) states: "The Planning Board shall specifically find that exemptions from parking and loading requirements will result in a building design that is more appropriate to its location and the fabric of its neighborhood and that it is in conformance with the objectives and criteria contained in Central Square Development Guidelines." Given the location of the building's proximity to public transportation, a building design encompassing residential use is quite appropriate. The fabric of the neighborhood is enhanced by the building design in that mixed uses, including most particularly, community-oriented art uses such as the Tae Kwon Do operation are preserved. Furthermore, the Central Square Development Guidelines (1989) cite as goals affordable housing opportunities, preservation of historic structures, maintaining an active street scape both during the day and evening (which residential use will promote), and retail uses along

Massachusetts Avenue. These goals are all met by the instant proposal.

The remaining subsections (iv) and (v) are inapplicable. I hope the above addresses any concern as to whether the appropriate findings can be made for a parking waiver.

MBTA STAIRWELL RELOCATION

Since the initial hearing, there has also been discussion with TPT officials regarding the vision of relocating in the future the Central Square subway station stairwell to the interior of my client's property. My client has agreed to relocate the proposed storm water tank within his development such that the presence of the storm water tank would not impede this relocation vision. The location of the storm water tank should not now pose an issue.

HOUSING

The initial hearing was dominated by discussions of design, density, and parking. I need to emphasize the fact that NINE AFFORDABLE UNITS are included within this proposal. I cannot think of a development in the City which better addresses the overwhelming need for affordable housing coupled with transit orientation. This proposal embraces the goal of the recently revised Zoning Ordinance for Central Square to encourage transit-oriented residential use.

COMMUNITY OUTREACH

The applicant's community outreach is well documented within the application. It is noteworthy that there is no opposition at all on the record related to the specifics of this proposal.

Sincerely,



Kevin P. Crane

KPC/jg  
Enclosures

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February 25, 2021

Traffic, Parking & Transportation  
Attn: Joseph E. Barr, Director  
344 Broadway, Suite 102  
Cambridge, MA 02139

RE: 600 Massachusetts Avenue  
Cambridge, MA  
Planning Board Case No. PB-369

Dear Joe:

Now that the Planning Board hearing was held on December 8, 2020 for 600 Massachusetts Avenue (Planning Board Docket No. PB-369), we need to further discuss the various issues within your jurisdiction.

The first issue is the request for a so-called mitigation payment as a recognition of the impact the project might have on surrounding parking supply. We start with Section 20.304.6.3(B) of the Zoning Ordinance. This relatively new section of the Ordinance is explicit that uses in the Central Square Overlay District SHALL (*my emphasis*) be exempt from the parking and loading requirements provided that the use is contained in a new structure and that the total development authorized on the site is reduced to 90% of the maximum permitted on the lot. The proposed 600 Massachusetts Avenue project is a new structure and is less than 90% of the maximum permitted on the lot. The Ordinance is also explicit that an alternative to reducing the development on the lot to secure the parking exemption is a cash contribution to the Central Square Improvement Fund. Accordingly, the Ordinance provides two different scenarios for a development to qualify for the parking exemption. My client has opted for the less than 90% development option. If my client knew that his proposal would be subject to cash payment requests despite the clear language of the Ordinance, he probably would have proposed building out to 100% of floor area ratio (FAR). As I have previously commented, the cash payment request is nothing more than an end run around the explicit language of the Zoning Ordinance. Imposing a cash payment in this instance is without any authority and ignores the intent of the City Council as expressed in the words of the Ordinance.

Furthermore, the amount requested is totally out of line with other surrounding projects. Particularly I note to you that on the Mass & Main Project the developer's special permit was only conditioned upon a \$60,000.00 contribution to the City towards transit improvements in Central Square. See attached. It seems as if commercial development standards are being applied to this residential project which will provide nine affordable housing units. Such cash payments only make building housing harder and I believe it is the City's number one priority to build additional housing and particularly affordable housing at transit oriented sites.

On the request for relief from the parking requirements, the proposal should stand on its own merits. As a substantive policy matter, I refer to your memo dated December 2, 2020 (see attached) where at the bottom of Page 1 you state that the TP&T supports a parking waiver request for various reasons including the significant challenges of constructing parking under the existing building. Also, you state that the proposal is in line with overall transportation policies of the City strongly supporting the promotion of sustainable transportation and discouraging car ownership. As I have previously noted in the Special Permit narrative, demand for on-site parking will be minimal given that the Central Square T Station is right in front of the building, numerous bus lines traverse the front and rear of the building, and the traffic and parking analysis submitted by VHB Consultants concluded that there are sufficient available parking spaces in the area during both peak traffic hours as well as throughout the day to serve all residents, employees and patrons that are expected to need parking in close proximity to the project. See also attached updated residential parking needs from VHB.

As for the vision of relocating the Central Square subway station stairwell to the interior of my client's property, please be advised that my client will relocate the proposed storm water tank such that it would not impede this vision. If this relocation is pursued by various stakeholders, my client reserves his right to be compensated for any reduction of space within his building but in any event the location of the storm water tank should not pose an issue.

As for the TDM measures, my client is willing to agree to same.

Please contact me after you have been able to review the above.

Sincerely,



Kevin P. Crane

KPC/jg  
Enclosures



April 2, 2021

City of Cambridge  
Traffic, Parking and Transportation Dept.  
Attn: Joseph E. Barr, Director  
344 Broadway  
Cambridge, MA 02139

RE: 600 Massachusetts Avenue, Cambridge, MA  
Planning Board Case No. PB-369

Dear Mr. Barr:

Please be advised that ABM Parking Services, Inc. is the licensed operator of the commercial parking garage located at 55 Franklin Street, Cambridge, Massachusetts. The garage has a capacity of 950 cars.

Representatives of Cifrino Mass Ave Realty, LLC have inquired as to the availability of parking spaces within the garage. It is my understanding that Cifrino Mass Ave Realty, LLC has applied to the Cambridge Planning Board to construct 46 residential units at 600 Massachusetts Avenue, Cambridge, Massachusetts and their inquiry is in conjunction with such application as it relates to future tenants' desires for a garage parking space.

Please be advised that up to 15 parking spaces in our garage could be available to occupants of the new proposed structure and we would be willing to rent same on a monthly basis directly to the tenant at our customary monthly parking fee.

If you have any further question regarding the above, please do not hesitate to contact me.

Sincerely,

***Sam Baliamoune***

Facility Manager

[Sam.baliamoune@abm.com](mailto:Sam.baliamoune@abm.com)


617.374.7540 | ABM Parking Services



14 May 2021

Cambridge Planning Board  
344 Broadway  
Cambridge MA 02139

Re: PB Case No. 369; 600 Mass Ave

From: Peter Quinn AIA  
Architect of Record 

Please find below our responses to comments made by Planning Board members and CCD Staff that were directed at the design team and not otherwise addressed in Attorney Kevin Crane's letter to the Board.

**A. Façade Design Questions and Concerns**

Note – following consultation and critique kindly provided by CCD Staff, we have made multiple adjustments to all facades.

**Mass Ave**

Overall, we have refined the design of the front façade, giving better articulation to the materials and the façade surfaces, and provided separate entries on the ground floor. All masonry materials are now full-bed brick or cast stone.

1. Consideration could be given to refining the proportions of the façade's openings and the expressive character of its wall surface.  
**Response: The windows were resized and relocated.**
2. Further study, the proportions of the vertically grouped second, third, and fourth floor windows.  
**Response: The windows were resized and relocated.**
3. Consider also grouping the right-hand side windows on the second, third, and fourth floors into a bay window-like expression, similar to that of the façade's left hand and middle bays.  
**Response: The right-hand side windows were grouped in a bay like manner by recessing the brick around them and changing the color of the brick slightly.**
4. On the first-floor façade, consideration could be given to further refinements, such as the delineation of the upper edge of the grey tile wall surface, the design of the storefront mullion system, and the design of the canopy at the residential/retail entrance.

**Response: The first-floor elevation was completely redesigned. The storefront mullions align with the upper from window separation.**

5. Further consideration could be given to the fifth floor’s materials and articulation, including potential adjustments to the arrangement of openings, the development of the wall surface, and the form and projection of the proposed metal cornice at the sixth floor.

**Response: The fifth-floor windows are now surrounded by a lighter red colored brick, which gives the sense of greater depth of a different material.**

6. While the sixth-floor façade facing Massachusetts Avenue will be stepped back from the typical face of wall below, it will be visible obliquely from street level. Increased articulation or three-dimensional relief could be considered, in addition to its color, joint patterns, and details.

**Response: The sixth floor has been further developed, the color was lightened, the joint patters were adjusted, and canopies over the doors were added to provide shade to the interior.**

### Side Façades

Changes have been made to correct color, proportion and alignment

7. The proposed lap siding on the side façades is atypical in the Central Square context; a cladding material with a more substantial appearance would be preferable, but not essential.

**Response: The proposed material is flat metal cladding. Please refer to the material sheets for more information about the metal cladding material.**

8. Consideration could be given to more consistently aligning the heads and sills of the windows and balcony openings on the building’s side façade

**Response: all window heads and balcony openings have been aligned.**

9. Consider removing the roofs over the sixth-floor balconies to break up the mass of the sixth floor and to give it a more active and articulate roofline.

**Response: After studying this suggestion, this was done to one of the sixth-floor decks on the West side where it most effectively broke the mass and created an interesting roof line.**

### Green St Façade

The brickwork now has clearer definition as a pier system around openings. Separate entries have been created for the commercial users. Commercial glazing now grouped in a way to provide a better counterweight to the large utility door.

10. The grey siding appears to be quite dark on the renderings, consideration could be given to using the lighter colored siding proposed on the west side façade visible from Massachusetts Avenue

**Response: The base color of the whole building was lightened.**

11. Consideration could be given to raising the heads of the windows and reducing the amount of spandrel between them

**Response: All the sill heights of the building were raised.**

12. Consideration could be given to articulating the Green Street façade as distinct from the building's side elevations.

**Response: The first floor already articulates the existing character of the building as a former one-story façade and this wraps into the forecourt. We believe it would be contradictory to also differentiate the façade on the upper floors from their sides.**

13. More direct pedestrian access to the proposed first floor retail space on Green Street could be considered.

**Response: A new entrance to the Green St retail space has been added and the TKD entry is a new dedicated entrance just inside the forecourt.**

14. The possibility of adding sidewalk trees both on Massachusetts Avenue and on Green Street should be investigated in coordination with city staff. The south courtyard, lined by the reconstructed brick wall, will add visual interest to Green Street; plantings could be considered to further enrich it.

**Response: We don't believe this can be physically done on Green St. The sidewalk is relatively narrow and there are major utilities in the road and sidewalk bed.**

15. Widths and clearances in the bicycle storage room and on the route to it should be checked, and the provision of extra wide doors along the route should be considered.

**Response: All clearances are checked and we believe the route will comply.**

## **B. Building Plan Concerns**

16. Make sure the equipment over the chipotle roof does not disturb the future residents in front of it.

**Response: We are proposing a mechanical equipment screen wall, and planters in front of the decks at the second floor to minimize the noise and to keep the equipment secured.**

17. Look at expanding the solar-ready part of the roof.

**Response: We have expanded the solar-ready area to the maximum area available.**

18. Provide greater clarity about accessible route through building as well as building security, especially on the ground floor.

**Response: The route through the building is completely accessible. The separation of ground floor residential and public spaces is now clearer with new doors.**

### C. Sustainability Suggestions and Concerns

Suggestions were made by the City's Sustainability Office to further enhance the Project's Green aspects. The responses below are from the Project's LEED consultant, Jon Jensen of McGrann Associates

19. Additional points for Rainwater Management credit in Sustainable Sites category.

**Response:** These points will be sought if the municipal requirements align with the LEED for Homes credit requirements of 95th or 98th percentile storm managed on-site.

20. Additional points for Indoor Water Use credit in Water Efficiency category.

**Response:** These points would be available if the project were to commit to moving from a 1.75 gpm showerhead to a 1.5 gpm model and from a 1.28 gpf toilet to a 1.1 gpf or lower toilet. The project team can commit to evaluating options in both categories as the interior design progresses, judging them on aesthetic alignment with the building, first cost, reliability, effectiveness, efficiency and savings with regard to this owner paid water cost.

21. Additional points for Efficient Hot Water Distribution System credit in Energy and Atmosphere category.

**Response:** There is no question that this credit will be met for the vast majority of the fixtures in the building. In order to take the credit, 100% of units must meet the requirement for 100% of their DHW plumbing runs. The only runs that could make this difficult are located within 2 and 3 bedroom units, which due to their larger floor plate, will naturally have longer runs from their single tank, when compared to a studio or 1 bedroom unit. Now that the locations for the water heaters are proposed, initial analysis reveals that the two most difficult units will be unit 607's run to the master bathroom currently at 34 feet in plan view, and unit 304's run to the kitchen @ 32 feet in plan view. The plumbing engineer will evaluate the impact of strategies such as home-run piping, smaller diameter pipes serving uses like lavatory and kitchen faucets, and providing detailed plumbing layouts on expanded unit plumbing plans where some runs will require specific approaches to reach the performance requirements of this credit. When vertical runs are included, the longest run in the

building would need to come in under 43 feet to be confident in taking these points. Even if they are not pursued on the final checklist, the review will yield some benefits to the actual building, by focusing the team on DHW run minimization.

22. Additional points for Environmentally Preferable Products credit in Materials and Resources category.

**Response:** Additional points will be added in EPP credit if cavity insulation is finalized as fiberglass batts or blown cellulose. The credit remains a maybe at this point to avoid having to subtract points from the primary total if mineral wool insulation is specified for other superior characteristics including durability, thermal performance, off gassing and embodied carbon that may not be accurately captured by this LEED credit. Regarding drywall, the specifications will require providers to report on both origin and recycled content, such that higher performing products from an environmental perspective can be selected when the other characteristics of availability, performance and price are also aligned with the team's expectation. This serves to continue to signal the market that these criteria are important to construction teams, while protecting this team from an unforeseen delay if the only available drywall for delivery when needed does not meet the specifications for local and/or recycled content. This is a critical turning point in construction from rough to finish. If the team encounters delays due to drywall procurement, this can have a net result of damage to thermal envelope components and unintended moisture migration. Risking these outcomes is not worth the benefit of making these mandatory requirements for LEED if we trust the Rating System's weighting which put each of these measures at 0.5 points.

23. Additional points in Indoor Environmental Quality category

**Response:** The approach to Indoor Environmental Quality currently includes 3.5 maybe points. Enhanced whole house ventilation offers up 2 points but the threshold set by LEED for those points is very tight, especially when viewed through the lens of smaller multifamily units. All air flows must be within 100-110% of design values. Typical flow rates for smaller units will be 30 CFM, meaning a final result of 34 CFM would fail the building. As someone who does commissioning, I would be congratulating the team for the achievement associated with that particular (failing) result.

Walk off mats will be included, however in order to take the 0.5 point, the vestibule would need an extension. The team feels as though the walk off mat will reduce the building's contamination load, even if slightly shorter than the 10' minimum, but will consider the extension nonetheless.

Similarly, a preoccupancy flush is a good idea, but can run into scheduling challenges, and is likely to remain a maybe credit to be pursued pending timing and weather.

The final, and most likely of the IEQ credits to be pursued pertains to flooring. A 0.5 point is available if all the flooring meets SCS FloorScore. The selection of LVT meeting FloorScore is tremendous, and the design team will continue to be mindful of the FloorScore label as a desirable feature when selecting the final product.

#### 24. Additional points for Regional Priority credits

**Response:** The project is earning **4 out of maximum of 4** Regional Priority credits. If the request targets a symbolic achievement of the 5<sup>th</sup> or 6<sup>th</sup> *available* RP credits which would be unable to yield actual RP points:

Rainwater management is discussed above.

Total water use would be earned, if the project were to switch from prescriptive to performance paths in WE.

In Balancing of heating and cooling systems, the project is currently earning 2 of the available 3 points, while the RP threshold sits at 3 points. To earn that final point, the team would need to pay for the third-party verifier to confirm the flow from each heating and cooling register in each unit is within 20% or 25 CFM of design. MaGrann Associates advises against this credit because most face adjustable grilles are designed for the occupant to make adjustments to suit their own comfort, rather than the design. We would advocate for 100% contractor provided balancing reports as part of their HVAC start up process.

#### 25. Installation of solar array is not currently proposed, but staff recommends pursuing this as a possibility.

**Response:** We have allocated more space for the possibility of more solar panels on the roof of the building.

**DIMENSIONAL FORM**

**Project Address:**

**Application Date:**

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)			93,263-GSF/79,203-GSF	
Residential Base			35,990	
Non-Residential Base			46,476	
Inclusionary Housing Bonus			10,797	
Total Floor Area Ratio				4.39
Residential Base			1.69	
Non-Residential Base			2.19	
Inclusionary Housing Bonus			0.51	
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)				
Front Yard Setback (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces		48		
Long-Term Bicycle Parking				
Short-Term Bicycle Parking				
Loading Bays				

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

**Special Permit Application  
600 Massachusetts Ave in Central Square, Cambridge  
A Mixed-Use Development**

**Project Narrative**

Prepared by Peter Quinn Architects LLC, Law Offices of Kevin Crane,  
and Design Consultants Engineering Co.

Revised ~~30 September 2020~~ **18 May 2021, incl Green Roof Section, p. 21**

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- Part 6 – Conclusion

**PART 1 – GENERAL**

**A. General Description of Site**

The Applicant proposes to construct a mixed-use development at the heart of Central Square. The footprint of the proposed building is limited to portion of a 21,262-SF parcel all of which is currently covered by buildings of one to four stories. The remainder of the site is occupied by on-going retail operations and the four-story brick commercial structure that is currently undergoing a by-right renovation for office use.

The lot has two frontages, one is along Massachusetts Avenue (100.1-ft) and the other on Green Street (126.3-ft).

As listed in the Application, the project is within the Central Square Overlay District with a base zoning district of Business B. Other district dimensional criteria are controlled by the Res-C-3 District regulations for the residential component of the building.

The existing occupants include the Supreme Liquor Store, a Chipotle restaurant, and on Green Street a Tae Kwon Do martial arts facility. There is also vacant retail space on Massachusetts Avenue which was previously occupied by a Sleepy's Mattress store. It is anticipated during



the construction process that the Tae Kwon Do use will be relocated to the renovated Bakery Building and when the building is completed, the Tae Kwon Do operation will move to the new basement space, which will be outfitted for their use.

## B. Project and Building Description

The Applicant proposes to demolish a portion of the existing building from Mass Ave through to Green St and to construct forty-six (46) residential dwelling units on five stories (floors two through six) within that space. Below the residential levels on the first floor and basement are related residential amenities, building entries and retail/commercial spaces. The existing retail/commercial spaces that is not otherwise demolished will remain largely unchanged. The total square footage of the finished building, both new and existing, will be approx. ~~93,263~~ 93,824-GSF without a Basement GFA Waiver and approx. ~~79,203~~ 79,196-GSF with a Basement GFA Waiver.

The primary entrance for the residential units will be located at the ground floor along Massachusetts Avenue, where there is immediate access to the Red Line and main bus routes. The secondary residential entry, the retail service entry and the main entrance to the renovated office spaces are located on Green St. Residents and employees will be able to traverse the building from one end to the other by an internal corridor that connects Mass Ave and Green St.

The site's Green St. existing frontage (approx. 126' +/-) will be greatly improved by new floor to ceiling windows at the commercial uses and a private courtyard which would serve as a building forecourt linking the new proposed development, the renovated commercial brick building, and the ground floor commercial uses. The addition of glazing, entries and the forecourt will certainly improve the streetscape on Green St.

The residential portion of the project is approx. ~~46,787~~ 49,436-GSF, including basement residential areas. It will include a range of unit types and sizes including studio, 1-, 2-, and 3-bedroom units. Below is the current estimated unit mix however, the unit sizes and mix will be subject to change based on final internal layout.

Unit Type	Number	Percentage	Size range (Net square feet)
Studios	13	28%	486-619
1 Bedroom	17	38%	532-925
2 Bedroom	14	30%	754-1,143
3 Bedroom	2	4%	1,180-1,423
<b>Total</b>	46	100%	

Of the proposed 46 units, approximately nine (9) would be provided as inclusionary units per the Zoning By-law regulations (the criteria are based on a formula that will be addressed at the appropriate time).

The Applicant requests a parking requirement Waiver and a parking fee Waiver which is allowed by Special Permit subject to criteria detailed in Article 20. A discussion of this request follows in the next section of this Narrative.

The residents and commercial users will be provided a total of 60 long term bicycle parking spaces, located in a basement storeroom and accessible via an elevator. This meets the required number of spaces. The storage room includes a bike repair area as well as the required storage for tandem and cargo bikes. For short term bicycle parking, the Applicant proposes to provide a payment-in-lieu for the required short-term bicycle parking spaces that are not able to be provided on the site.

The residential amenities include a living room type lobby area at grade, fitness room in the basement, and residential storage area in basement. The bike storage room includes a work and repair area. Of the 46 units, 26 have private balconies or roof terraces.

The exterior of the building at Mass Ave is designed to be a fitting image for a major Avenue building, providing both generous storefront glazing and properly scaled residential windows above the street line. The sixth-floor steps back to reduce the massing at the street line, thereby approximating the height of the nearby Barron Building.

The Green St façade presents a reconstructed one-story brick façade and cornice with a strong contemporary building behind it. The new building window pattern and scaling presents a dialog with the adjoining restored brick building, linked by the forecourt entry area.

The exterior materials are described in detail in the drawings.

The new construction will be designed to meet the LEED GOLD requirements per the By-Law. A narrative and required certifications are included with this Application.

## **PART 2 - SUMMARY OF SPECIAL PERMIT AND WAIVER REQUESTS and RESPONSES FOR THE PROJECT**

As listed in the Application, the Applicant is requesting the following relief under the Ordinance in connection with the project. Please note that a detailed Zoning Analysis is provided in the Application for further clarification on zoning compliance.

Below are the project specific Special Permit and Waiver requests with a brief response in *italics*. Listed in order.

### **1. Definitions: Gross Floor Area Exclusions for Basement, #16 Special Permit**

From Article 2 Definitions

...Gross Floor Area shall not include: ...

(16) Any basement or cellar living space in any other type of structure with the issuance of a special permit. In granting such a special permit, the permit granting authority may approved the exemption of any portion of Gross Floor Area (GFA) located in a basement

or cellar from the calculation of GFA, provided the permit granting authority finds that the uses occupying such exempted GFA support the character of the neighborhood or district in which the applicable lot is located.

*Response – Special relief is requested to exempt floor area for basement uses, pursuant to Section 2.000-Definitions Subparagraph 16. Under this provision of the Ordinance, a Special Permit exempting basement gross floor area is permitted provided the uses occupying the basement support the character of the neighborhood or district in which the lot is located. It is anticipated that the Tae Kwon Do operation presently occupying the first floor of the premises towards Green Street will relocate to the basement area of the new structure. Accordingly, by maintaining this popular use at the site, the character of the neighborhood will be supported and maintained. A portion of the basement space will also be used for a resident’s fitness room complementing the residential use of the building in support of the expanding residential character of the neighborhood. The liquor store has back-of-house operations and retail storage as well. Both of these uses would continue approx. as they are now. Other proposed basement use will consist of mechanical, electrical, and storage which are all uses consistent with the character of the neighborhood and district and will have no negative impacts upon the neighborhood.*

## 2. 19.20 Project Review Special Permit

As noted in Article 20.300, The Central Square Overlay District shall be considered an area of special planning concern.

Development proposals listed in Subsection 19.42 and 19.43, shall be subject to the Development Consultation Procedures specified in Article 19.000 except that any Large Project Review (new buildings of two thousand (2,000) square feet or more shall be conducted by the Central Square Advisory Committee using procedures as specified in Subsection 20.304.1 of this Section 20.300.

*Response – The proposed new construction and proposed Gross Floor Area is over 50,000-GSF thereby requiring an Article 19.20 Project Review Special Permit pursuant to Section 19.23. Special Permit pursuant to Ordinance section 10.43, generally applicable Special Permit criteria. These general criteria for Special Permits are discussed in the Part 4, below.*

## 3. 19.30 Citywide Urban Design Objectives

*Response – The project is required to address the City’s Urban Design Objectives. These objectives are discussed in Part 5, below.*

## 4. 20.300 Central Square Overlay District

Criteria for Development Consultation Review and Review of Applications for Special Permits and Variances.

In reviewing applications for variances, special permits or development consultation reviews the permit or special permit granting authority or the Central Square Advisory Committee shall be guided by the objectives and criteria contained in the publication “*Central Square Action Plan*”, City of Cambridge, November 1987, and “*Central Square Development Guidelines*”, July 1989, in addition to the requirements of 20-62 Section 10.30 - Variances, 10.40 - Special Permits, and Subsection 20.305 of this Section 20.300. These guidelines are also intended to assist in shaping any contemplated physical change within the Central Square Overlay District.

*Response – The project is required to address the Central Square Overlay District Objectives. These objectives are discussed in Part 3, below.*

#### 5. 20.304.2.2 Building Height Limitation Special Permit

Special Permit for Additional Height. Additional height may be permitted as follows:

- (a) The maximum allowable height in the Central Square Overlay District may be increased up to eighty (80) feet upon issuance of a Special Permit by the Planning Board provided that those portions in excess of sixty (60) feet are set back from the street line at least ten (10) feet and that those portions are also set back from one or more forty-five degree (45°) bulk control planes beginning sixty (60) feet above any streetline in the district and rising over one or more lots at a forty-five degree (45°) angle.

*Response – The project plans show that the building meets the above requirements and conditions, including 80-ft height, 10-ft setback (above 60-ft), and bulk control planes as described above. The building height will be set at approximately 70.2-ft from average grade to the highest point of the roofing material. This height is consistent with other buildings in the immediate vicinity and is needed to achieve the mixed-use goals of the project, including providing a significant number of inclusionary units.*

#### 6. 20.304.3.4 Special Permit for Additional FAR for Residential Uses [in the Central Sq Overlay]

Additional FAR for Residential Uses. Upon issuance of a special permit, the Planning Board may increase the allowed FAR on any lot or portion of a lot located within the Business B (BB) portion of the Central Square Overlay District to a total FAR of 4.00 for all non-residential and residential uses combined, notwithstanding the Rules for Calculation of Permitted Gross Floor Area on a Lot as set forth in Section 5.30.12, provided that the maximum FAR permitted for non-residential uses on a lot shall not exceed the limitation on non-residential FAR applicable in the base zoning district and that the proposed FAR of all non-residential uses on the lot shall not exceed the proposed FAR of all residential uses on the lot.

*Response - Refer to Part 2, Section c).2.a and b in the attached Zoning Analysis. Summary: [excerpt from the Zoning Narrative follows]*

- a. Does the Project meet the requirement that the non-residential area does not exceed what is allowed in the base zoning district?

Calculation – refer to Table 2.C.1 above and Sheet Z-3 for supporting graphics and summaries:

- The allowable non-residential GFA in BB per ZBL Table 5.1 is FAR 2.75 X Lot Area of 21,262-SF = 58,471-GSF
- Non-residential GFA without Basement Area Waiver = ~~46,476-GSF~~ 44,388
- Non-residential GFA with Basement Area Waiver = ~~33,320-GSF~~ 32,427

Conclusion – yes, in both cases, the standard is met.

- b. Does the Project meet the requirement in Article 20.304.3.4 to allow a FAR of 4.0 provided that at least 50% of the project is Residential?

Calculation – refer to Sheet Z-3 for supporting graphics and table. :

- Without the Basement Exemption, the ratio is <sup>47.3%</sup> 49.8% commercial and 50.2% Residential. <sup>52.7%</sup>  $(\overset{44,388}{46,476} \text{ Comm} / \overset{93,824}{93,263} \text{ Tot}) + (\overset{46,787}{46,787} \text{ Res} / \overset{93,824}{93,263} \text{ Tot}) = 100\%$ . In this case the GFA is ~~4.39~~ 4.41
- With the Basement Waiver granted, the Ratio of Commercial Use to Residential Use is <sup>41%</sup> 42% commercial and 58% Residential with the Inclusionary Incentives applied. <sup>59%</sup>  $(\overset{32,427}{33,320} \text{ Comm} / \overset{79,196}{79,203} \text{ Tot}) + (\overset{45,883}{45,883} \text{ Res} / \overset{79,196}{79,203} \text{ Tot}) = 100\%$ . In this case the GFA is ~~3.73~~ 3.72

Conclusion - yes, both with or without the Basement Waiver, compliance is shown below.

#### 7. 20.304.3.5 FAR Exemption for Residential Balconies [and Terraces]

FAR exemption for Residential Balconies. In the Business B district only, notwithstanding any other provision of this Zoning Ordinance, the Gross Floor Area of balconies, porches, stoops, or mezzanines on any floor of a structure that are accessory to residential uses and not exceeding six (6) feet in depth measured back from the adjacent wall plane of a building shall be exempted from the calculation of Gross Floor Area permitted on the applicable lot. Also, terraces that are created by stepping back the upper floors of a building, provided that they are open to the sky and a minimum of eight (8) feet in depth measured from the façade of the story beneath, shall be exempted from the calculation of Gross Floor Area permitted on the lot.

*Response – The project plans show that the project does qualify for this Exemption. The building’s balconies do not exceed 6-ft in depth and the terraces a minimum of 8-ft in depth.*

#### 8. 20.304.4 Waiver of Setback and Open Space Requirements, Special Permit

20.304.4.1 Waiver of Setback, Special Permit

**Yard Setbacks.** Upon issuance of a special permit from the Planning Board, the yard requirements of a base zoning district may be waived except where such yard abuts a lot, but not a public way, outside the Overlay District. However, in waiving or reducing a front yard setback, the Planning Board shall take into account the width of the adjacent public sidewalk and may limit the reduction of the setback in order to provide additional sidewalk width within the front yard setback where appropriate, taking into account applicable City standards and expected pedestrian traffic on the street.

*Response – The applicable front yard setback for residential use at Mass Ave is 23.3-ft and 26.0-ft at Green St. The East side yard setback of 43.2-ft. Given that the existing building has no front yard setback nor do all adjacent and neighboring buildings, any front yard setback would be inconsistent with urban design goal of maintaining façade alignments. Any side yard setback requirement would also be inconsistent with such goals, creating very substantial interruptions to the streetscape.*

20.304.4.2 Waiver of Open Space Requirements, Special Permit

**Private Open Space.** Open Space shall be provided as required in the Base Zoning District, however the Planning Board may allow, by Special Permit, the reduction of required Open Space, and permit such Open Space to be located at levels other than at grade if the applicant can demonstrate that the urban design objectives as set forth in the Central Square Overlay District can be met.

*Response – The commercial use of the new structure does not impose any Private Open Space requirement. It should be noted that the existing building does not provide any Open Space.*

*The residential portion requires ten percent Private Open Space. The Project provides balconies, roof decks and shared Open Space at the Green Street forecourt with a total area of approximately 3,442-sf or 16.2% of the lot area.*

*As a matter of formal definition, not all of the proposed Open Space qualifies as Private Open Space. The POS requires dimensional minimums that are not universally met with the Open Space provided. Therefore, the Applicant requests that the Open Space requirement be waived as defined and allow the Open Space as provided to be allowed.*

## 9. 20.304.6 Parking and Loading Requirements

20.304.6.3 Waiver of Parking and Loading Requirements, Special Permit

**Waiver of Parking and Loading Requirements.** Uses in the Central Square Overlay District which meet the following requirements shall be exempt from the parking and loading requirements as specified in Section 6.36 - Schedule of Parking and Loading Requirements and the minimum requirements set forth in Paragraph 2 above.

(a) The use is contained within a structure or portion of a structure in existence on or before June 1, 1940 or if constructed later is identified as a National Register or contributing building; or

*Response – The parts of the structure that are not otherwise demolished were constructed prior to 1940.*

(b) The use is contained in a new structure or new addition to a structure identified in (1.) above, after the issuance of a special permit by the Planning Board provided:

- (i) The total development authorized on the site is reduced to ninety (90) percent of the maximum permitted on the lot; or a cash contribution is made to the Central Square Improvement Fund to be established by the City of Cambridge in an amount equal to fifty (50) percent of the cost of construction of the parking spaces not provided, said contribution to be used by the City of Cambridge for one or more of the following improvements in the Central Square Overlay District:

*Response – The proposed development qualifies for the Waiver. A project is required to have no more than 90% of the maximum permitted on the lot. In this case, the maximum permitted on the lot is calculated to be approx. 4.99 FAR with Incl Incentives and granting of Special Permits and Waiver equivalent to this Application. This simulation is demonstrated in the Zoning Narrative Part 2, Section C.3.b, including a diagrammatic graphic.*

*With a Basement GFA Waiver, the proposed Project's FAR is ~~3.73~~ 3.72, which is 75% of the maximum permitted on the lot. Without a Basement GFA Waiver, the Project's FAR is ~~4.39~~ 4.41, likewise is less than the maximum permitted at the lot at 88%.*

- (1) Provision of public parking, preferably for short term users;
- (2) Programming, events, and infrastructure that contribute to the Cultural District established in Central Square;
- (3) Improvements to public parks, or restoration of historic structures, monuments and other features owned by the City of Cambridge or other public agency or a nonprofit organization;
- (4) Improvements to public pedestrian and bicycle facilities such as sidewalks, crosswalks, dedicated cycling paths and bicycle parking.

The Central Square Advisory Committee shall receive and make comments on any proposal for the expenditure of such cash contributions. The funds shall not be used for ordinary maintenance activities normally undertaken by the City of Cambridge. The value of the cash contribution shall be determined by the Community Development Department assuming equivalent structured parking spaces and using generally accepted cost estimation methods customarily used by architects and engineers or using actual construction costs for comparable contemporary parking construction in Cambridge.

*Response – (1) through (4) are not applicable.*

*Please note: City officials, particularly the Traffic Dept., has requested the petitioner to evaluate a possible future relocation of the Central Square subway station stairway within the confines of this project. The petitioner is willing to discuss with all stake holders such a vision. However, it is noted that a very large concrete storm water storage tank will be located in the project's basement which is a required element for the storm water system. There is no other suitable location for this utility connection as it is immediately adjacent out to storm water drainage connection below Massachusetts Avenue and the*

~~other end of the building is occupied with electrical rooms. Such a relocation of~~ *The location of the proposed Storm Water Storage Tank has been changed to the Green St Forecourt so as to not affect a future* MBTA entrance ~~would also adversely affect the primary retail location within the new building.~~

- (ii) The subject lot is sufficiently small in size as to contribute to a development pattern of diverse, small scale, new structures and the retention of existing structures (for lots exceeding 10,000 square feet a specific finding shall be made that this objective has been met).

*Response – The subject lot’s area is 21,262-sf; however, the footprint of the proposed new structure is 10,049-sf. The lot is covered entirely by existing structures. There is no available land for off-street parking and the new structure, combined with the existing structures, will again totally cover the lot.*

- (iii) The Planning Board shall specifically find that an exemption from parking and loading requirements will result in a building design that is more appropriate to its location and the fabric of its neighborhood and that it is in conformance with the objectives and criteria contained in Central Square Development Guidelines.

*Response – The project’s design is consistent with the placement and fabric of similar buildings in the neighborhood. Providing parking with its associated ramp would substantially affect the ground floor neighborhood characteristics including (applicable to both facades):*

- Uninterrupted façade line
- Ground floor retail with >50% glazed openings
- Zero lot-line building placement
- Uninterrupted curb and sidewalk line
- Little or no on-site parking
- No designated loading dock

*The current project design will allow for the development to preserve the existing historic structure without modifications, and for construction of a modern addition consistent with urban design principles. A requirement for onsite parking or loading facilities would render this project unfeasible, due to the existing structure and the requirement to construct the foundation to the new addition. It should also be noted that demand for onsite parking will be minimal given that the Central Square T Station is right in front of the building, a substantial municipal parking garage is behind the building, and the traffic analysis submitted by VHB Consultants also performed included a parking analysis which concluded that there are sufficient available parking spaces in the area during both peak traffic hours as well as throughout the day to serve all residents, employees and patrons that are expected to need parking in close proximity to the project.*

Regarding a Parking Analysis: Under Article 6.35.31 of the Ordinance, a parking analysis shall be submitted where it is specifically required by any provision of this Zoning Ordinance. A special permit granting authority may also request that elements of a parking analysis be provided when considering a project that proposes a deviation from parking requirements specified in the Zoning Ordinance or an increase in development density above the maximum allowed as of right under base zoning regulations. There is



*no specific provision in the Zoning Ordinance requiring submission of a parking analysis relative to this project. Although the special permit granting authority (i.e. the Planning Board) has not specifically requested a parking analysis, the traffic impact statement by VHB Consultants does address parking demand for the project.*

*The approved TIS scoping letter from the Traffic, Parking and Transportation Department (TTT) dated May 20, 2019 specifically requested that the TIS include a parking analysis. Under the TIS, on-street parking within a quarter mile of the project site was inventoried. See Page 18 and Figure 1.C.1 on page 83 of the TIS. The inventory noted that most of the on-street parking surrounding the study area was resident permit parking with areas of metered parking along Massachusetts Avenue, Bishop Allen Drive, and various other nearby locations. The report also references the various transit service areas within the study area including the MBTA Redline and numerous bus routes.*

*Once the parking inventory numbers were available, a curbside parking utilization study was performed by VHB within the TIS. See Pages 27 and 28 of the TIS. Based on this study, the parking analysis concluded that the on-street parking availability was sufficient within the study area during both peak traffic hours as well as throughout the day to serve all residents, employees, and patrons that are expected to need parking in close proximity to the project. This analysis considered both active vehicle uses during typical commutes as well as residential vehicle owners whose vehicles will need parking availability in the neighborhood. See Pages 43 and 44 of the TIS.*

*Responses to the Central Square Development Guidelines are provided in Part 3, below.*

- (iv) No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and “

*Response – The historic aspects of the existing buildings are being preserved. The Cambridge Historical Commission has issued an approval of the submitted design.*

- (v) No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.

*Response – There has been no building demolished or altered as described herein.*

#### **10. 10.43 General Criteria for the Granting of a Special Permit**

As may be applicable to the Application, these criteria are addressed under Part 4 hereof.

### **PART 3 – CENTRAL SQUARE DESIGN OBJECTIVES and RESPONSE**

Article 20.305 describes the Objectives pertinent to approval of projects in Central Square.

*Standards for Issuance of Special Permits.* In addition to the general standards for the issuance of a special permit found in Section 10.40 of the Zoning Ordinance, the special permit granting authority shall in addition make the following findings:

1. The proposed development is consistent with the goals and objectives of the Central Square Action Plan:

- a) • Encourage responsible and orderly development;  
*Response – The proposed development is part of a two-phase redevelopment of the site. Phase 1 is underway already and is a by-right renovation and restoration of the four-story brick warehouse on Green St. With the necessary approvals for the new six-story building, the development will be able to proceed in a responsible and orderly way.*
  - b) • Strengthen the retail base to more completely serve the needs of the neighborhoods;  
*Response – The proposed development will add retail and/or commercial space on Green St and substantial area of the new basement will be added to the neighborhood available commercial base.*
  - c) • Preserve the Square's cultural diversity;  
*Response – The proposed development will provide needed rental housing which will serve to anchor a resident population in the heart of the Square.*
  - d) • Create active people-oriented spaces;  
*Response – The proposed development by its design will encourage the mixing of residents, commercial and retail users in common spaces. It is hoped that the retail tenants selected for the new areas contribute to this.*
  - e) • Improve the physical, and visual environment;  
*Response – The Applicant proposes to provide a well-conceived building fully integrated with the rest of the lot's structures and with the neighborhood. Additionally, the project will enhance the Green St streetscape with a new commercial façade and a landscaped forecourt.*
  - f) • Provide retail establishments that serve people of diverse economic and social groups who live in the surrounding neighborhoods;  
*Response – The Applicant expects that the commercial and residential tenants in the building will continue to serve the local community.*
  - g) • Encourage the development of new mixed income housing; and  
*Response – The proposed development provides a variety of housing, both affordable and market-rate.*
  - h) • Promote compatible retail adjacent to residential uses.  
*Response – The proposed development directly provides retail uses adjacent to the proposed residential uses. Furthermore, the mix of commercial spaces will offer live-work opportunities for tenants within the same site.*
2. The building and site designs are consistent with "Urban Design Plan for Central Square" as outlined in the "Central Square Action Plan" and the "Central Square Development Guidelines";  
*Response – The proposed development does meet those Guidelines and Plans as applicable to the project.*
  3. The building and site designs adequately screen the parking provided and are sensitive to the contributing buildings in the vicinity;

*Response – Not applicable as no parking is provided*

4. No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and

*Response – There has been no building demolished or altered as described herein.*

5. No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.

*Response – There has been no building demolished or altered as described herein.*

#### **PART 4 - GENERAL SPECIAL PERMIT CRITERIA and RESPONSE**

The provisions of the Ordinance set forth below apply to the requested Special Permits for the project in general. Response to each provision as it related to the Project follows the provision.

##### **A. Generally Applicable Criteria for Approval of a Special Permit**

Pursuant to section 10.43 of the Ordinance, Special Permits will normally be granted where provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public good because:

- a) It appears that requirements of this Ordinance cannot or will not be met

*Response – With the requested Special Permits and Waivers and Exceptions, the Project will meet all requirements of the Ordinance.*

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

*Response – An extensive Traffic Study was provided, reviewed and Certified by the City Traffic and Parking Department. The TID and Certification Letter is attached to this Narrative.*

- 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.

*Response – The Project will not adversely affect continued operation or future development of adjacent uses and will further the mixed-use character of the neighborhood. The design is mindful to not disturb the many business proximate to the site. The uses proposed are consistent with the neighborhood and include the continuation of the current commercial uses.*

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

*Response – The Project will not create any nuisance or hazard to the detriment of the health, safety and or welfare of the occupants of the Project nor the citizens of the City. The manner in which the building is to be used and occupied is consistent with similar mixed-use buildings in the neighborhood.*

*This Project is consistent with Cambridge’s goals of health, safety and welfare as set forth in Section 19.30 (Citywide Urban Design Objectives) of the Ordinance as addressed in Part 5 of this Narrative.*

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

*Response – The Project will not impair the integrity of the district in which it is located or any adjoining district. The Project will not derogate from the intent and purpose of the Ordinance as the proposed residential use is allowed in this district and the project requires no additional relief beside the requested Special Permits, Waivers and Exceptions. When complete, the Project will add diverse housing and expanded commercial area to the district consistent with Central Sq Overlay Guidelines and its stated goals (see Part 3 of this Narrative).*

*The project will encourage public mobility by providing ample bike storage and easy transit and pedestrian access.*

*The exterior façade uses a variety of colors and materials, substantially adding to an architecturally diverse neighborhood.*

## Part 5 - 19.30 CITYWIDE URBAN DESIGN CRITERIA and RESPONSES

The Project is consistent with the urban design objectives of the city as set forth in Section 19.30 of the Ordinance.

1. Pursuant to Section 19.31 of the Ordinance, new projects should be responsive to the existing or anticipated pattern of development. Indicators include:
  - a) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.

*Response – No residential zoning district abuts the project site with the exception of lots across Green St, which have the zoning designation of RES-C3. This is the same default district as residential projects in the subject site’s BB designation. The proposed building height is designed in accordance with the Central Square Overlay section 20.304.2 and the required upper level step backs are shown in the project Drawings.*

- b) 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 and heights in relationship to public streets.

*Response – The building is consistent with the streetscape continuing the commercial character at the ground floor, and the residential character at the upper floors. The neighboring properties are retail, office spaces and residential multifamily uses. The proposed development will promote a diversity of usage of the property. The Applicant has provided an Urban Design Study which substantiates this.*

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

*Response – The project proposes two new retail spaces located at the ground floor both with ample street frontage and over 50% of the ground level façade is glazed. Additionally, the project is directly across Green St is the 237 Franklin St tower which provides elderly housing. There are multiple examples of nearby mid- and low-rise mixed-use (commercial and residential) buildings.*

- d) Where relevant, historical context are respected e.g. special consideration should be given to buildings or buildings that are preferably preserved on adjacent to the Site.

*Response – As indicated in the Urban Design Study provided, the facades are designed to be well integrated in the historical context of Central Square, with particular attention paid to alignment, window proportion and sizing,*

*The Cambridge Historical Commission gave approval for demolishing part of the existing Mass Ave Façade in order to allow the new façade to reach the sidewalk. The existing brick work located at Green St façade will be rebuilt as part of the project once major construction has been completed.*

2. Pursuant to Section 19.32 of the Ordinance, development should be pedestrian and bicycle-friendly, with a positive relationship to its surrounding. Indicators include
- (a) 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 services 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 prominent aspect of the relevant building facades. Where a mix of activities are accommodated in the building, the more active uses are encouraged facing public street, parks and pathways.

In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented towards 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 structure is located, and (c) compatible with the principal use for which the building is designed.

*Response – The ground floor will contain uses associated with a mixed-use project including retail, commercial and residential multifamily spaces. For residents this includes a lobby, amenities, elevator access to units and to bicycle parking. Additionally, residents will have access to storage spaces and a fitness area both located at the basement of the project.*

*The commercial spaces are designed to be flexible in order to attract a variety of business and to attract pedestrian activity on both Mass Ave and Green St sides. Entries face Mass Ave or, in the case of Green Street, are accessed via an open forecourt.*

*All proposed uses are expected to be permitted in the BB district and are expected to be compatible and consistent with the existing uses.*

- (b) 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.

*Response – A Special Permit has been requested such that no parking is to be provided per article 20.304.6.*

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

*Response – As indicated in the Project Drawings, the architectural treatment of the ground floor is consistent with these goals on both Mass Ave and Green St.*

- (d) Entries to buildings are located so as to ensure safe pedestrian movement across street, encourage walking as 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 stop 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.

*Response – Retail and residential entrances directly lead to Mass Ave sidewalks which in turn lead to two cross walks, and Public transit access. The office space entrance has a private lobby and entry leading directly to Green Street. For residents, both Mass Ave and Green St can be reached from the residential lobby.*

- (e) 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.

*Response – Pedestrians and bicyclists can access the site safely on ADA-compliant paths and sidewalks along the streets and within the site. Secured, covered bicycle parking is provided in the basement of the property, accessed via an oversized elevator. Ramps to bicycle parking are sloped gently to allow safe, easy access.*

- (f) 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.

*Response – The Project complies with the policy objective 19.32 without alternative means.*

- 3) Pursuant to Section 19.33 of the Ordinance, the building and site design should mitigate adverse environmental impacts of the development upon its neighbors. Indicators include:

- a) 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 impacts and enhance the overall appearance of the equipment should be taken into account.

*Response – The required mechanical equipment will be screened from the public view or otherwise set back from the roof edge in compliance with the cut-off requirement indicated in the Overlay. This will serve to provide acoustic buffering and visual screening.*

- b) 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.

*Response – The trash/recycling storage and handling for the Project is contained within the building to avoid noise, odor and visual impacts to the extent possible. Trash and recycling chutes are provided at each level for building users. The chutes lead to a basement compactor room with adequate storage. Retail tenants will continue to store their own trash on premises or otherwise use the common facilities. Trash and recycling will be brought to the scheduled loading via a freight lift connecting basement to the forecourt and then directly to Green Street.*

- c) Loading Docks that are located and designed to minimize impacts (visual and operational) on neighbors.

*Response – There are no loading dock(s) for the building.*

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

**Response – Stormwater Management Description** provided by Design Consultants Inc.

*This project will be required to submit a Stormwater Management Permit to the Cambridge Department of Public Works Engineering Department for review. As part of this process the project is required to reduce impact to the City's drainage infrastructure. The proposed drainage system will be required to provide up to a 40% reduction of the rate in which the stormwater flow leaves the property and into the City's drainage system. As such the project will reduce the demand on the drainage system in Massachusetts Avenue and the downstream drainage system. The stormwater runoff directed to the city drain is from roof area only which the Massachusetts Department of Environmental Protection considers to be clean not requiring any water quality treatment. With that we do not have any water quality issues with this project.*

*A technical description of the Stormwater Management System provided by Design Consultants. Inc follows.*

*The project will conform to the Cambridge Stormwater Control Permit requirements. As such the design will collect stormwater from the new roof where additional stories are added to the structure. The total new roof area associated with the project is 9,083 Square Feet. The remaining 11,915 square feet of roof area not impacted from the construction is not proposed to be included due to location of existing roof leaders in these areas ability to be re-routed to the stormwater control tank. This project presents a unique problem with no available space for subsurface tank outside the building requiring a tank to located in the building basement. The tank will need to be a custom-made tank assembled in the basement set on the basement floor. The tank will most likely be constructed of steel, fiberglass, or plastic material. We recommend connecting the outlet from the tank into the Massachusetts Avenue 24" drain directly in front of the building. If in good condition, the existing 8" drain service connection located along the front wall of the foundation will be reused for the connection to the 24" drain. This existing drainage service will be video inspected to confirm condition and connection location is the 24" drain located under the sidewalk in Massachusetts Avenue. The total impacted roof area of 9,083 square feet will require a 980 cubic foot tank (20'L x 7'W x 7'H) to control the 25-year storm event. The tank is sized to reduce the 25-year storm event runoff rate from 1.2 cubic feet per second down to the 2-year storm event rate of 0.62 cubic feet per second. We have provided a conceptual design sketch for the proposed stormwater tank to be located in the basement area.*

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

*Response – Not applicable as no Green Area Open Space is provided.*

f) 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 System as defined in Section 22.60 of the Ordinance.

*Response – A Shadow Study is included in the Drawing Set. The shadows are primarily cast over Mass Ave and have minimal impact on nearby buildings or any open space. No known Registered Solar Sys is affected by the proposed building. See provided Shadow Study.*

- g) Changes to the grade across the lot are designed in ways to minimize the need for structural retaining walls close to the property line.

*Response – not applicable to the site*

- h) Building Scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.

*Response – The Project presents a residential scale in the residential parts of the building. Window sizing and types and façade materials are scaled to a typical large multifamily project. Many examples of similar treatment can be found in the neighborhood. This is substantiated in the Urban Design Study provided in the drawing set.*

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

*Response – Exterior architectural lighting will be designed to shield lamps from view and will be Dark-Sky compliant.*

- j) The creation of 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.

*Response – Not applicable. The site is covered with existing structures and paved surfaces containing no trees within the property boundaries.*

- 4) Pursuant to Section 19.34 of the Ordinance, projects should not overburden the City infrastructure services, including roads, city water supply system and sewer system.

- a) 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.

*Response – As described above, the Project's stormwater management system has been designed to incorporate best management practices and has been reviewed 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 where applicable.*

- b) 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.

*Response - Sanitary Sewer Service Infrastructure Description provided by Design Consultants Inc. The total new sewer flow based upon 310 CMR 315 flow of 110 -gpd per bedroom will be 7,040 gallons per day with a total of 64 new bedrooms. This flow is at least double that of what is the actual sewer demand to the City's sewer system. Currently a portion of the building roof drains are connected to the sanitary sewer system. The project will remove these stormwater connections from flowing into the sanitary sewer system. By removing the stormwater flow from the City sewer infrastructure will more than compensate for the added sewer flow from the proposed residences.*

*By way of comparison, by removing just 4,800 square feet of roof area from the sanitary sewer system. The project will be removing 7,000 gallons over a 24-hour period for the more common 1-year storm event. This removed flow is about double the new flow generated by the project.*

*Response – Water Service – Domestic and Fire Description provided by Design Consultants Inc.*

*The water services will be upgraded with a new 8" cement lined ductile iron for fire suppression and 4" cement lined ductile iron for potable water. The project proposed 46 new residential units with a total of 64 bedrooms. Based upon 310 CMR 15 flows for residential use of 110 gallons per day per bedroom the calculated new flow is 7,040 gallon per day. The actual water demand is about half of this with an expected added water use of 3,410 gallons per day. Some of this new flow will be offset by providing new low flow plumbing fixtures on the renovations taking place on the ground level. There is an extensive network of water mains surrounding the property. The building will be connected to a 20-inch water main. This 20-inch main provided ample water flow and can easily handle the new water demand without compromising any of the surrounding buildings.*

*Design and installation will follow the City of Cambridge standard specifications, details and procedures.*

- c) 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 of adjacent lot to do the same. Compliance with the Leadership Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards are encouraged.

*Response – The proposed new building will meet the standard for LEED-GOLD NC. A narrative, certification and preliminary assessment is attached to this Application.*

5) Pursuant to Section 19.35 of the Ordinance, new construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include

a) New Educational institutional construction that is focused with the existing campuses.

*Response – Not applicable to the Project.*

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

*Response – Not applicable to the Project.*

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

*Response - The proposed Project expands the existing retail and commercial offerings associated with the site, including opportunities for a diverse number of commercial and retail users. It is expected the site will remain active throughout the day and into the evening on a regular basis.*

d) Historic structures and environments are preserved.

*Response – The Applicant received Demolition Approval to remove part of the front façade of the existing building. The one-story portion of the Green St Façade will be rebuilt in part of its length within the overall scope of construction. It is not possible to build the site out without removal of this façade. Note that the four-story brick building has been carefully preserved under an on-going by-right building permit.*

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

*Response – Not applicable to the Project.*

6) Pursuant to Section 19.36 of the Ordinance, expansion of the inventory of housing in the City is encouraged. Indicators include

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

*Response – The Project site does abut the residential district Res C-3 across Green St. This district has similar densities and building height for residential projects as allowed on the Project site. As mentioned elsewhere in this Narrative, the project is directly across Green St is the 237 Franklin St tower which provides elderly housing.*

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

*Response – The Project includes adding forty-six (46) residential dwelling units to the housing inventory of the City. A range of unit types are provided including Studios, One-, Two- and Three Bedroom units. The Project will include diverse affordable housing in compliance with the Ordinance.*

- 7) Pursuant to Section 19.37 of the Ordinance, enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:

- a) On large-parcel commercial development, publicly beneficial open space is provided.

*Response – Not applicable to the Project.*

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

*Response – Not applicable to the Project.*

- c) A wider range of open space activities than presently found abutting area is provided.

*Response – Not applicable to the Project.*

## **Part 6 - 22.30 GREEN ROOFS**

22.31 Purpose. The purpose of this Section is to remove potential impediments to the development of green roof systems on new and existing buildings by clarifying that such systems should not count against a building's Gross Floor Area, and by providing for limited access and enjoyment of green roofs by occupants of a building, and to require new buildings of substantial size to include vegetation and/or solar energy roofing systems on much or most of the available roof area.

### **22.33 Floor Area Exemptions for Green Roof Area.**

22.33.1 Spaces meeting the definition of Green Roof Area, which are to be accessed only for maintenance purposes and are not intended to be used by building occupants or others, shall be exempt from the calculation of Gross Floor Area of a building.

*Response – The exempt areas are graphically indicated on Sheet A1.7a*

22.33.2 Spaces meeting the definition of Green Roof Area, which are intended to be accessed for use by occupants of the building or others, and which are located above the third floor of the building, may be exempted from the calculation of Gross Floor Area of a building only after the granting of a special permit by the Planning Board. The proponent seeking such a special permit must demonstrate that the Green Roof Area is designed such that the vegetation will withstand the foot traffic associated with its anticipated use. The Planning Board shall also consider the potential visual, noise and privacy impacts of the anticipated use on neighbors. Unless such a special permit is granted, any Green Roof Area located above the third floor of a building that is intended to be accessed for use by building occupants or others shall be counted as Gross Floor Area.

*Response – Not applicable to the Project*

#### **22.34 Floor Area Exemptions for Patios or Decks Adjacent to Green Roof Area.**

22.34.1 In non-residential zoning districts and in Residence C-1A, C-2, C-2A, C-2B, C-3, C-3A, and C3B zoning districts, where a rooftop surface above the third floor includes Green Roof Area, adjacent open-air outdoor space intended for use by building occupants or other persons that does not meet the definition of Green Roof Area, such as a patio or deck, shall be exempted from the calculation of Gross Floor Area of the building, provided that the total space exempted in such a manner shall not exceed fifteen percent (15%) of the amount of Green Roof Area on the building and that all such usable outdoor space shall be set back at least ten (10) feet from all outer roof edges.

*Response – Not applicable to the Project*

22.34.2 In residential zoning districts not listed in Section 22.34.1 above, where a rooftop surface above the third floor includes Green Roof Area, adjacent open-air outdoor space intended for use by building occupants or other persons that does not meet the definition of Green Roof Area, such as a patio or deck, may be exempted from the calculation of Gross Floor Area of the building only after the granting of a special permit by the Planning Board. The total space exempted in such a manner shall not exceed fifteen percent (15%) of the amount of Green Roof Area on the building and all such usable outdoor space shall be set back at least ten (10) feet from all outer roof edges. In granting the special permit, the Planning Board shall consider the location and orientation of the patio or deck in relation to adjacent properties and potential visual, noise and privacy impacts of the anticipated use on abutters.

*Response – Not applicable to the Project*

#### **22.35 Green Roofs Requirement**

22.35.1 Applicability. This Section 22.35, et. seq., shall apply to any new building or structure of twentyfive thousand (25,000) gross square feet or more, except it shall not apply to affordable housing buildings that either are developed under the Affordable Housing Overlay (AHO) as defined in Section 11.207 or have a majority of their units permanently reserved for households at or below 100% of AMI.

*Response - The project falls under the criteria that requires compliance with the GREEN ROOFS section of the ordinance. Analysis of the rooftop layout has been performed, and the project aims to comply by adding a Solar Energy System for the required area. See Plans and Illustrations Submission Sheet A1.7a for a detailed graphical description of compliance.*

22.35.2 Requirement. (a) At least 80% of the roof area of the building as measured in plan view, excluding those portions of the roof listed below, shall be devoted to Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems.

1. Areas having a slope greater than 3 in 12 or twenty-five percent (25%).
2. Areas designed and managed for use by building occupants or the general public.
3. Vehicular parking decks.
4. Chimneys, water towers, air conditioning equipment, elevator bulkheads, skylights, ventilators and other necessary features appurtenant to buildings which are usually carried above roofs and are not used for human occupancy, in addition to conduit, visual and acoustical screening, access routes for maintenance and service, and other areas that must be clear of obstruction to comply with applicable building and safety codes.

*Response – See Plans and Illustrations Submission page A1.7a for a detailed graphical description of compliance*

(b) In the case of non-residential or mixed-use buildings in which at least half of the Gross Floor Area is devoted to one or more of the non-residential uses listed below (with reference to the Table of Use Regulations, Section 4.30 of this Zoning Ordinance), excluding any municipal buildings, at least 80% of the roof area of the building as measured in plan view, excluding those portions of the roof listed above, shall be devoted to Green Roof Area or Biosolar Green Roof Area:

1. Transportation, Communication & Utility Uses (Section 4.32);
2. Educational Purposes (Section 4.33-b.);
3. Noncommercial Research Facilities (Section 4.33-c.);
4. Other Institutional Uses (Section 4.33-h.);
5. Office and Laboratory Use (Section 4.34);
6. Retail Business and Consumer Service Establishments (Section 4.35);
7. Open Air or Drive In Retail & Service (Section 4.36);
8. Light Industry, Wholesale Business and Storage (Section 4.37); or
9. Heavy Industry (Section 4.38).

*Response – Not applicable to the Project*

22.35.3 Exemption. The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and

incorporation of Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.

*Response – Not applicable to the Project*

22.35.4 Effective Date. The provisions of this Section 22.35, as adopted on June 1, 2021, shall not apply to structures lawfully in existence or lawfully begun before June 1, 2021, or to a building or special permit issued before June 1, 2021, and shall take effect on June 1, 2021.

*Response – So noted*

## PART 7 CONCLUSION

*As described above, the mixed-use 600 Mass Ave Project is appropriate for the site and surroundings providing additional housing (including diverse affordable housing) and expanded retail and commercial spaces. The Project is consistent with the design standards of the Central Square Overlay District and the City's general Special Permit Criteria as well as the Urban Design Objectives. It is compatible with adjacent buildings and the general context. Accordingly, for the reason set forth in this application, the Applicant respectfully requests that the Board find that the Project satisfies all applicable requirements of the Ordinance in connection with the granting of the requested Special Permits.*

Special Permit Application  
600 Massachusetts Ave in Central Square, Cambridge  
A Mixed-Use Development

**Zoning Compliance Analysis**

Prepared by Peter Quinn Architects LLC

Revised **14 May 2021** ~~30 Sep 2019~~



**INDEX (Three Parts)**

1. Zoning Criteria Narrative
2. Zoning Compliance Table and Calculations
3. Zoning Graphic Sheets Z1 – Z4

**Part 1 – ZONING CRITERIA NARRATIVE**

**A. Project Description**

The Applicant proposes to demolish a portion of the existing building from Mass Ave through to Green St and to construct forty-six (46) residential dwelling units on five stories (floors two through six) within that space. Below the residential levels on the first floor and basement are related residential amenities, building entries and retail/commercial spaces. The existing retail/commercial spaces that is not otherwise demolished will remain largely unchanged. The total gross square footage of the finished building, both new and existing, will be approx. ~~93,263-GSF~~ **93,824-GSF** without a Basement Waiver and approx. ~~79,203-GSF~~ **79,196-GSF** with a Basement Waiver.

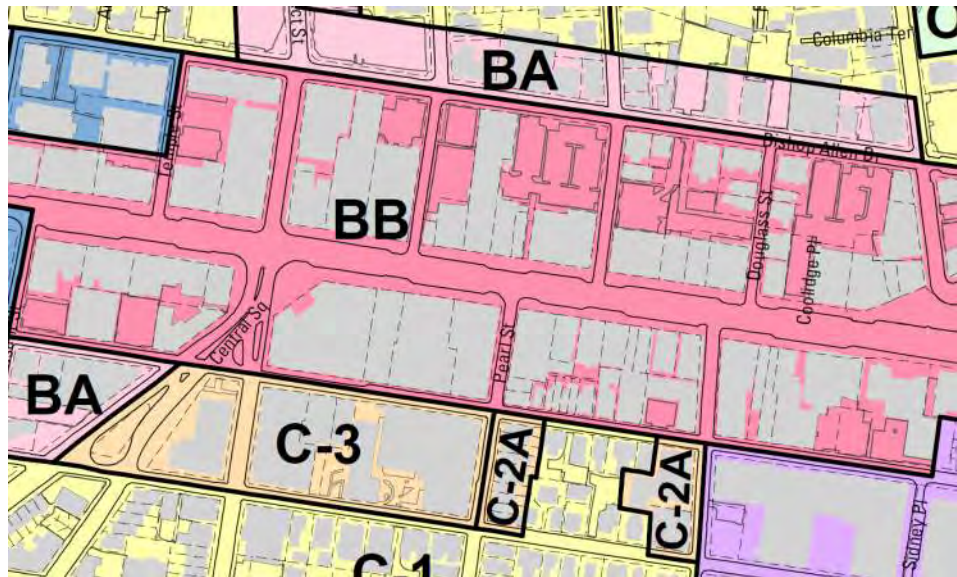
The lot has two frontages, one is along Massachusetts Avenue and the other on Green Street. Both frontages are approx. the same width.

**B. Primary Zoning Criteria (Bus-B and Res C-3)**



The project is within the Central Square Overlay District with a base zoning district of Business B. Other district dimensional criteria are controlled by the Res C-3 District regulations for the residential component of the building.

**1. Base Zoning is Business-B**



Excerpt from Cambridge Zoning Map

**2. Business-B Zoning Table**

- Allows Mixed-Use (Residential Multifamily, Office, Commercial-Retail) per Article 4.30 Table of Use Regulations.
- The basic dimensional criteria for Bus-B are shown in the following table 5.3 below:

District	(1) Max. Ratio of Floor Area to Lot Area	(2) Minimum Lot Size in Sq. Ft.	(3) Min. Lot Area for Each D.U. in Sq. Ft.	(4) Minimum Lot Width in Feet	(5) Minimum Yard in Feet			(6) Maximum Height in Feet	(7) Min. Ratio of Private Op. Sp. to Lot Area
					Front	Side	Rear		
Bus. A	1.0/1.75	none	600	none	none	none	$\frac{H+L^{(a)}}{5}$	35/45 to 65 <sup>(b)</sup>	none
Bus. A-1	1.0/0.75	none	1200	none	none	none	$\frac{H+L^{(a)}}{5}$	35	none
Bus. A-2	1.0/1.75	none	600	none	5 <sup>(m)</sup>	10 <sup>(i)</sup>	20 <sup>(j)</sup>	45 <sup>(k)</sup>	none
Bus. A-3	0.75 <sup>(n)</sup>	5,000	1,500	50	H+L <sup>(n)</sup> /4	H+L/5	H+L <sup>(n)</sup> /4	35	30%
Bus. A-4	1.0 <sup>(p)</sup> /1.75	5,000	600	50	H+L/4 <sup>(p)</sup>	H+L/5 <sup>(p)</sup>	H+L/5 <sup>(p)</sup>	35 <sup>(p)</sup>	none
<b>Bus. B</b>	<b>2.75/3.0</b>	<b>none</b>	<b>300</b>	<b>none</b>	<b>none</b>	<b>none</b>	<b>none</b>	<b>80</b>	<b>none</b>
Bus. B-1	1.50/3.25	none	300	none	none	none <sup>(e)</sup>	none <sup>(e)</sup>	55/90 <sup>(c)</sup>	<sup>(d)</sup>
Bus. B-2	1.50/3.0	none	300	none	none	none <sup>(e)</sup>	none <sup>(e)</sup>	45	<sup>(d)</sup>
Bus. C	1.25/2.0	none	500	none	none	none	20 <sup>(j)</sup>	55 <sup>(g)</sup>	none
Bus. C-1	2.75/3.0 <sup>(n)</sup>	none	450 <sup>(n)</sup>	none	none	none <sup>(o)</sup>	20 <sup>(j)</sup>	50 <sup>(g)</sup> / <sup>(l)</sup>	none

Excerpt from Cambridge Zoning By-Law

To be noted:

- FAR of 2.75 is allowed for Commercial Uses and 3.0 for Residential Uses is allowed under Bus-B.
- In Bus-B there are no setback required, no landscape area required, and building height is limited at 80-ft, provided the building is of non-residential uses.

**3. RESIDENTIAL-C-3 Regulations Required for Dwellings**

- Per Article 5.28.1.c, a dwelling in a Business B district shall be subject to the same dimensional requirements and other restrictions as a dwelling in a Residence C-3 district.
- The basic requirements of Res-C-3 are shown in the following Table 5.1:

**Table 5-1. Table of Dimensional Requirements - Residential Districts**

District	(1) Max. Ratio of Floor Area to Lot Area	(2) Minimum Lot Size in Sq. Ft.	(3) Min. Lot Area for Each D.U. in Sq. Ft.	(4) Minimum Lot Width in Feet	(5) Minimum Yard in Feet			(6) Maximum Height in Feet	(7) Min. Ratio of Private Op. Sp. to Lot Area
					Front	Side	Rear		
Res. A-1	0.5	8,000	6,000	80	25	15(sum of 35)	25 <sup>(c)</sup>	35	50%
Res. A-2	0.5	6,000	4,500	65	20	10 (sum of 25)	25 <sup>(c)</sup>	35	50%
Res. B	0.5 <sup>(l)</sup>	8,000	2,500 <sup>(l)</sup>	50	15	7'6" (sum of 20)	25 <sup>(c)</sup>	35	40%
Res. C <sup>(j)</sup>	0.6	5,000	1,800	50	$\frac{H+L}{4}$ <sup>(a)</sup>	$\frac{H+L}{5}$	$\frac{H+L}{4}$ <sup>(c)</sup>	35	38%
						(min 7'6" sum of 20)			
Res. C-1	0.75	5,000	1,500	50	$\frac{H+L}{4}$ <sup>(a)</sup>	$\frac{H+L}{5}$ <sup>(n)</sup>	$\frac{H+L}{4}$ <sup>(c)</sup>	35	30%
Res. C-1A	1.25	5,000	1,000	50	10	$\frac{H+L}{7}$ <sup>(l)</sup>	$\frac{H+L}{5}$ <sup>(j)</sup>	45	15%
Res. C-2	1.75	5,000	600	50	$\frac{H+L}{4}$ <sup>(a)</sup>	$\frac{H+L}{5}$	$\frac{H+L}{4}$ <sup>(c)</sup>	85	15%
Res. C-2B	1.75	5,000	600	50	$\frac{H+L}{4}$ <sup>(a)(k)</sup>	$\frac{H+L}{5}$ <sup>(k)</sup>	$\frac{H+L}{4}$ <sup>(c)(k)</sup>	45	15%
Res. C-2A	2.5	5,000	300	50	$\frac{H+L}{5}$ <sup>(b)(g)</sup>	$\frac{H+L}{6}$ <sup>(g)</sup>	$\frac{H+L}{5}$ <sup>(c)</sup>	60	10% <sup>(h)</sup>
Res. C-3	3.0	5,000	300	50	$\frac{H+L}{5}$ <sup>(b)</sup>	$\frac{H+L}{6}$	$\frac{H+L}{5}$ <sup>(c)</sup>	120	10%

Excerpt from Cambridge Zoning By-Law

Key points:

- Residential units are allowed at the rate of one per 300-SF of lot area (prior to Inclusionary adjustments); GFA is limited to 3.0 FAR (prior to Inclusionary or Overlay adjustments, if used).
- Buildings height is allowed up to 120-ft.
- There is a landscape requirement of 10% of Lot Area

**4. Other Basic Zoning Requirements**

- Mixed-use buildings require use of an averaging formula for FAR limits.

- Many of these dimensional requirements of both Bus-B and Res-C3 are superseded by the Central Square Overlay regulations discussed below.
- All Special Permit are required to meet the Special Permit Standards of Article 19.
- Larger projects are required to meet the Urban Design Standards of Article 19.30
- Larger projects may require a Project Review Special Permit approval through the Large Project Review Process. This effectively combines Special Permit approval, Design Review and Site Plan approval in one public process.

### C. Criteria for the Central Square Overlay District (CSOD)



*Excerpt from Cambridge Zoning Overlay Map with Project Locus*

#### 1. Main features of the OVERLAY

- Regulated by Article 20.300 Central Square Overlay District
- Regulations supersede the underlying Business-B and Res-C3 as applicable.
- Considered an “Area of Special Planning Concern” requiring most projects to go through Large Project Review (advisory) and possibly Project Review Special Permit with Planning Board, depending on size and type of use.
- The Central Square Advisory Committee undertakes an advisory design review on all projects in the Overlay District.

#### 2. Dimensional Aspects of the OVERLAY

- In Article 20.304.2.1 the by-right Allowable Height is decreased to 55-ft, but then increased by Special Permit to 80-ft in Article 20.304.2.2.

- Building step-backs are required above 60-Ft
- Through a Special Permit, the conditions described in Article 20.304.3.4 allow for an FAR of 4.0 for an entire mixed-use site, with the primary provision that at least 50% of the building area be designated for Residential Use.
- There are several building elements that in CSOD are exempt from counting as FAR, such as dimensionally compliant balconies and roof rooms as well as small retail spaces per Articles 20.304.3.5 through .7.
- A waiver of setback requirements (if any), may be obtained by Special Permit per Article 20.304.4.
- Non-commercial uses on the ground floor are discouraged per Article 20.304.5

### 3. Parking Requirements in the OVERLAY

- Parking for Residential use must meet the minimum of 0.50 spaces per unit (Article 20.304.6.2 (a) and may not exceed the maximum without a waiver of 0.75 spaces per unit (Article 20.304.6.1 (a). However, per Article 20.304.6.2.b, 0.75 spaces per unit shall be the required minimum rate required, because the minimum rate in Article 6 is a higher number than the minimum rate in the Overlay.
- New commercial requires 0.5 spaces per 1,000-SF with some exemptions available.
- A waiver of some or all of the parking requirements may be obtained from the Planning Board provided that the listed criteria are met (Article 20.304.6.3.a through v). These requirements along with commentary on the Project's compliance are discussed in the Special Permit Narrative which accompanies this Application, Part 2 Section 9. Calculations showing compliance are illustrated below in Part 2.C.3.
- A waiver of the payment-in-lieu-of parking-spaces may be granted by the Planning Board provided that certain criteria are met. These requirements along with commentary on the Project's compliance are discussed in the Special Permit Narrative which accompanies this Application, Part 2 Section 9. Calculations showing compliance are illustrated below in Part 2.C.3.

**D. GOVERNING CRITERIA SUMMARY**

The following table summarizes the Bus-B, Res-C-3, and CSOD dimensional and compliance criteria and indicates the Governing Criteria, subject to review and approval by the appropriate City Boards and officials.

<b>ZONING COMPLIANCE MATRIX for GOVERNING CRITERIA</b>				
<b>600 Massachusetts Ave – Addition and Renovation</b>				
Central Square, Cambridge, MA				
Lot Area 21,262 SF				
ZONING CRITERIA	ALLOWED/REQ.... Bus-B Base Zoning Table 5-3 Bus Districts	...AS MODIFIED BY The Res-C3 Table for Residential Use	...AS MODIFIED BY The Central Square Overlay District – Article 20.300	GOVERNING CRITERIA
Comment		Article 5.28.1.c requires that Residential Use follow rqmts of Res-C3 District	The lot is a qualifying lot in the district	In general the CSOD is the prevailing criteria unless not specified.
<b>Max. FAR / Theoretical maximum GFA before Inclusionary Incentives for residential use</b>	Non Residential Uses. FAR 2.75 / 58,470 GSF  Residential Uses. FAR 3.0 / 63,786 GSF  See Sections 5.30.11, 5.30.12 for FAR apportionment between uses.	Residential Uses. FAR 3.0 / 63,786 GSF	For Mixed-use 4.0 FAR (85,048 GSF) prior to additional area allowed as Inclusionary Incentives per Art 11, Provided min 50% Residential Use. Additional FAR allowed by SP by Planning Board	<b>4.0 FAR (85,048 GSF) prior to additional area allowed as Inclusionary Incentives per Art 11</b>
<b>Min Lot Area</b>	None for Non-Res Use	5,000-SF	None	<b>Per Bus-B and Res-C-3</b>
<b>Min Lot Area/DU</b>	None for Non-Res Use	1-unit/300-SF LA	1-unit/300-SF LA	<b>1-unit/300-SF Lot Area</b>
<b>Min. Lot Width</b>	None for Non-Res Use	50-ft	Per Bus-B and Res-C-3	<b>Per Bus-B and Res-C-3</b>
<b>Min. Front Yard</b>	None for Non-Res Use	H+L/5 Res Use + footnote b	Per Bus-B and Res-C-3, may be reduced by SP	<b>Per Bus-B and Res-C-3, may be reduced by SP</b>
<b>Min. Side Yard</b>	None for Non-Res Use	H+L/6 Res Use	Per Bus-B and Res-C-3, may be reduced by SP	<b>Per Bus-B and Res-C-3, may be reduced by SP</b>
<b>Min. Rear Yard</b>	None for Non-Res Use	H+L/5 Res Use + footnote c	Per Bus-B and Res-C-3, may be reduced by SP	<b>Per Bus-B and Res-C-3, may be reduced by SP</b>
<b>Max. Height</b>	80-ft	120-ft	55-ft / up to 80-ft by SP	<b>55-ft / up to 80-ft by SP</b>
<b>Min. Private Open Space</b>	None for Non-Res Use	10% of LA	Per Bus-B and Res-C-3, may be reduced by SP	<b>Per Bus-B and Res-C-3, may be reduced by SP</b>
<b>Parking</b>	General Office: 1/800 to 400 GSF Min. to Max Retail: 1/1,400 to 700 GSF Min to Max. Multifamily: 1/DU	Same	Allows for reduction to "0" parking and waiver of fee by SP from Planning Board. See Parking discussion in the SP Narrative of this Application and Calculations shown below	<b>Allows for reduction to "0" parking and waiver of fee by SP from Planning Board. See Parking discussion in the SP Narrative of this Application and Calculations shown below</b>

**Part 2**  
**Zoning Compliance Table and Calculations**

**ZONING COMPLIANCE TABLE AND CALCULATIONS**

**A. Zoning Compliance Table**

Reference is made to the attached Part 3 – Zoning Graphics, Sheets Z1-Z4 and the Governing Criteria delineated in Part 1 Section D of this Narrative.

<b>ZONING COMPLIANCE TABULATION</b>				
<b>600 Massachusetts Ave – Proposed Building</b>				
<b>ZONING CRITERIA</b>	<b>ALLOWED/REQ.... Per Governing Criteria (see Table)</b>	<b>PROPOSED</b>	<b>COMPLIANCE</b>	<b>COMMENT</b>
<b>Max. FAR</b>	4.0 FAR (85,048 GSF) plus Incl. Incentives	<del>4.39 / 3.73</del> 4.41 / 3.72 w/Basement GFA Waiver	Requires SP	See Calc -1
<b>Min Lot Area</b>	5,000-SF	21,262-SF	Complies	
<b>Min Lot Area/DU</b>	1-unit/300-SF LA 21,262 / 300 = 70 units	<del>46 units</del> 44 units <del>1,483-SF</del> 1/462-SF	Complies	See Calc-2
<b>Min. Lot Width</b>	50-ft	100.1-ft and 126.3-ft	Complies	
<b>Min. Front Yard</b>	0 (Comm) and 23.3-ft [Mass] and 26.0-ft [Green] (Res), may be reduced by SP	0.0-ft Comm 0.0-ft Res	Requires SP	See Calc-7
<b>Min. Side Yard</b>	0 (Comm) and 43.2-ft (Res), may be reduced by SP	0.0-ft Com 0.0-ft Res	Requires SP	See Calc-7
<b>Min. Rear Yard</b>	0 (Comm) and H+L/5 (Res), may be reduced by SP	NA (two front yds)	NA	
<b>Max. Height</b>	55-ft / 80-ft by SP	70.2-ft	Requires SP	
<b>Min. Private Open Space</b>	0 (Comm) and 10% of LA (Res), may be reduced by SP	3,442-SF 16.2%	Requires SP	See Calc-6
<b>Vehicular Parking</b>	<del>48</del> -Spaces 36	0 spaces	Exempt for existing retail and office; Requires SP for new building	See Calc-3
<b>Bicycle Parking</b>	51 – Long Term 9 – Short Term	60 – Long Term 0 – Short Term	L-T Complies; Requires Waiver for S-T	See Calc-4 w/ Footnote
<b>Loading Dock</b>	None Required	None	Complies	See Calc-5

**B. Calculation Footnotes to the Zoning Compliance Table**

**Calculation-1 FAR**

The FAR Calculation is tabulated in Table 2.C.1 below and is shown graphically and by table on Sheet Z-3, with and without Basement Exemption.

**Calculation-2 Base Units plus Incentive**

**46 Units**, as proposed, at 20% Inclusionary = 37 units Base + 9 Units Inclusionary.  
Maximum base number of units on site = 21,262 Lot Are / 300-SF/Unit = **70 units**  
 70 Maximum base units X 1.3 Incentive multiplier = 91 units (theoretical maximum)  
Inclusionary Units are further calculated on the basis of NSF using a formula and is generally understood to be a minimum of 20% of the units.

**Calculation-3 Vehicular Parking Requirement for Proposed Building**  
 Based on CSOD and Article 6

Use	Area/Units	Ratio	Rqd Parking
General Office	3,356-SF	0.9/1000-SF (CSOD)	3.0
Retail	3,388-SF	0.5/1,000-SF (CSOD)	1.7
Comm Recreation (TKD)	5000-SF	See Fn-1	8.3
Residences	46 units	X 0.75 <b>0.5</b> /unit (per <b>20.304.6.2.b</b> )	<del>34.5</del> <b>23.0</b>
<b>Total Vehicular Parking for Proposed Building (see Fn-2)</b>			<b>48 <del>36</del>spaces</b>

Fn-1 – For Commercial Recreation – 1 parking space per six occupants required. MABC defines Business occupancy rate at 1-person per 100-SF. 5000-SF / 100 = 50 people / [1 per 6] = 8.3 Spaces required

Fn-2 – The Zoning By-Law does allow for an exemption of existing businesses from the parking requirement. The new building proposed to restore business and retail space removed by demolition. While this potential reduction in the parking requirement is not indicated here (approx. 11 spaces), the Applicant reserves the right to discuss this with the Planning Board for a determination.

**Calculation-4 Bicycle Parking Requirement for Proposed Building**

**Long-Term Spaces (sheltered and secure)**

Use	Area/Units	Ratio	Rqd Bike Sp
General Office	3,356-SF	0.1/1000-SF (“N1”)	1
Retail	3,388-SF	0.1/1,000-SF (“N4”)	1
Comm Recreation (TKD)	5000-SF	0.1/1,000-SF (“N4”)	1
Residences	46 units	1.0/unit spaces for 1st 20 units 1.05/unit spaces for 26 units	20 28
<b>Total Long-Term Bike Parking Spaces Required</b>			<b>51 spaces</b>

Note – Long-term bike spaces are shown in detail on the Plans on Sheet A1.0a

**Calculation-4 (cont.)**

**Short-Term Spaces**

Use	Area/Units	Ratio	Rqd Parking
-----	------------	-------	-------------



General Office	3,356-SF	0.22/1000-SF (“N5”)	1
Retail	3,388-SF	0.22/1,000-SF (“N2”)	1
Comm Recreation (TKD)	5000-SF	0.3/1,000-SF (“N1”)	2
Residences	46 units	0.1/unit spaces per unit	5
<b>Total Long-Term Bike Parking Spaces Required</b>			<b>9 spaces</b>

Footnote regarding Short-Term Bike Parking Requirement – In lieu of providing S-T parking spaces, the Applicant intends to apply for waiver with payment.

**Calculation-5 Loading Dock**

Use	Area/Units	Ratio	Rqd L-D
General Office	3,356-SF	1/ >10,000	0
Retail	3,388-SF	1/ >10,000	0
Comm Recreation (TKD)	5000-SF	1/ >10,000	0
Residences	46 units	N/A	0
<b>Total Loading Dock Requirement</b>			<b>0</b>

**Calculation-6 Alternative Open Space Provided**

On the attached sheet Z.4, alternative Open Space in balconies & roof decks is provided and a common forecourt is provided off Green St

- 2,578-SF private + 864-SF common = 3,442-SF (16.2% total lot area equivalent)

**Calculation-7 Front and Side Setbacks for Residential Use**

Residential Front Setback at Mass Ave is calculated with the formula per Table 5.1 of the Zoning ByLaw:  $(H+L)/5$ .  $(70.2\text{-ft H} + 46.3\text{ L})/5 = \underline{23.3\text{-ft}}$

Residential Front Setback at Green St is calculated with the formula per Table 5.1 of the Zoning ByLaw:  $(H+L)/5$ .  $(70.2\text{-ft H} + 59.7\text{ L})/5 = \underline{26.0\text{-ft}}$

Residential Side Setback (East) is calculated with the formula per Table 5.1 of the Zoning By-Law:  $(H+L)/6$ .  $(70.2\text{-ft H} + 188.9\text{ L})/6 = \underline{43.2\text{-ft}}$

**C. Analysis – FAR and Parking Exemption Compliance**

This Section summarizes key elements of the Project Zoning Compliance based on the Governing Criteria indicated above, in particular the FAR at no greater than 4.0 and for Parking Exemption and Waiver of Fee. References are made to the Zoning Compliance

Table & Calculations above and the Zoning Graphics “Z-Sheets” which are attached to this Narrative.

**1) Combined Proposed + Existing Building Gross Floor Area (GFA) and Floor Area Ration (FAR) Calculations**

Use	No GFA Basement Waiver	GFA with Waiver	Comments
All Non-Residential not otherwise exempt	44,388 46,476	32,427 33,320	-GSF
<b>Residential Use (apartments)</b>			
Prior to Incentive Bonus	35,990 38,028	35,295 35,977	“Base amount” for calc
Incl. Incentive (@ X 1.3)	10,797 11,408	10,588 10,792	Incl Incentive to be added
<b>Total Residential</b>	46,787 49,436	45,883 46,769	
<b>Total</b>	93,263 93,824	79,203 79,196	
<b>FAR including Incl. Incentive</b>	4.39 4.41	3.73 3.72	Lot area = 21,262-SF

*Table 2.C.1 – GFA and FAR Summary with and without Basement Waiver – See sheet Z-3 for supporting graphics*

**2) Is the Project eligible for a FAR of 4.0 granted by Special Permit?**

**From Article 20.304.3** Floor Area Ratio Limitation. The maximum Floor Area Ratio (FAR) limitations established in the applicable base zoning district shall continue to apply to any lot in the Central Square Overlay District unless specifically modified by the following provisions:

4. Additional FAR for Residential Uses. Upon issuance of a special permit, the Planning Board may increase the allowed FAR on any lot or portion of a lot located within the Business B (BB) portion of the Central Square Overlay District to a total FAR of 4.00 for all non-residential and residential uses combined, notwithstanding the Rules for Calculation of Permitted Gross Floor Area on a Lot as set forth in Section 5.30.12, provided that the maximum FAR permitted for non-residential uses on a lot shall not exceed the limitation on non-residential FAR applicable in the base zoning district and that the proposed FAR of all non-residential uses on the lot shall not exceed the proposed FAR of all residential uses on the lot.

*(Applicant’s emphasis)*

- a. Does the Project meet the requirement that the non-residential area does not exceed what is allowed in the base zoning district?

Calculation – refer to Table 2.C.1 above and Sheet Z-3 for supporting graphics and summaries:

- The allowable non-residential GFA in BB per ZBL Table 5.1 is FAR 2.75 X Lot Area of 21,262-SF = 58,471-GSF
- Non-residential GFA without Basement Area Waiver = 44,388-GSF 46,476-GSF
- Non-residential GFA with Basement Area Waiver = 32,427-GSF 33,320-GSF

Conclusion – yes, in both cases, the standard is met.

- b. Does the Project meet the requirement in Article 20.304.3.4 to allow a FAR of 4.0 provided that at least 50% of the project is Residential?

Calculation – *refer to Sheet Z-3 for supporting graphics and table.* :

- Without the Basement Exemption, the ratio is 47.3% 49.8% commercial and 52.7% 50.2% Residential. (44,388 46,476 Comm / 93,824 93,263-Tot) + (49,436 46,787 Res / 93,824 93,263 Tot) = 100%. In this case the GFA is 4.41 4.39.
- With the Basement Waiver granted, the Ratio of Commercial Use to Residential Use is 41% 42% commercial and 59% 58% Residential with the Inclusionary Incentives applied. (32,427 33,320 Comm / 79,196 79,203 Tot) + (46,769 45,883 Res / 79,196 79,203Tot) = 100%. In this case the GFA is 3.72-3.73.

Conclusion - yes, both with or without the Basement Waiver, compliance is shown below.

- 3) **Is the Project eligible for a Parking and Parking Fee Exemption by Special Permit?**  
Does the Project meet the standard of ninety (90) percent of the maximum permitted on the lot in order to qualify for the Parking and Parking Fee Waivers described in Article 20.304.6.3?

From Article 20.304.6.3:

3. Waiver of Parking and Loading Requirements. Uses in the Central Square Overlay District which meet the following requirements shall be exempt from the parking and loading requirements as specified in Section 6.36 - Schedule of Parking and Loading Requirements and the minimum requirements set forth in Paragraph 2 above.

(a) The use is contained within a structure or portion of a structure in existence on or before June 1, 1940 or if constructed later is identified as a National Register or contributing building; or

(b) The use is contained in a new structure or new addition to a structure identified in (1.) above, after the issuance of a special permit by the Planning Board provided:

(i) The total development authorized on the site is reduced to ninety (90) percent of the maximum permitted on the lot; or a cash contribution is made to the Central Square Improvement Fund to be established by the City of Cambridge in an amount equal to fifty (50) percent of the cost of construction of the parking spaces not provided ...

*(Applicant's emphasis)*

The Applicant is requesting Waivers for both the Parking Requirement and a Waiver of the Cash Contribution on the basis that the project GFA is below the 90% threshold of the “maximum permitted on the lot”.

The Article does not indicate exactly how this criterion of “maximum permitted on the lot” is to be calculated. Nevertheless, the Applicant believes that the following description illustrates the Project’s compliance:

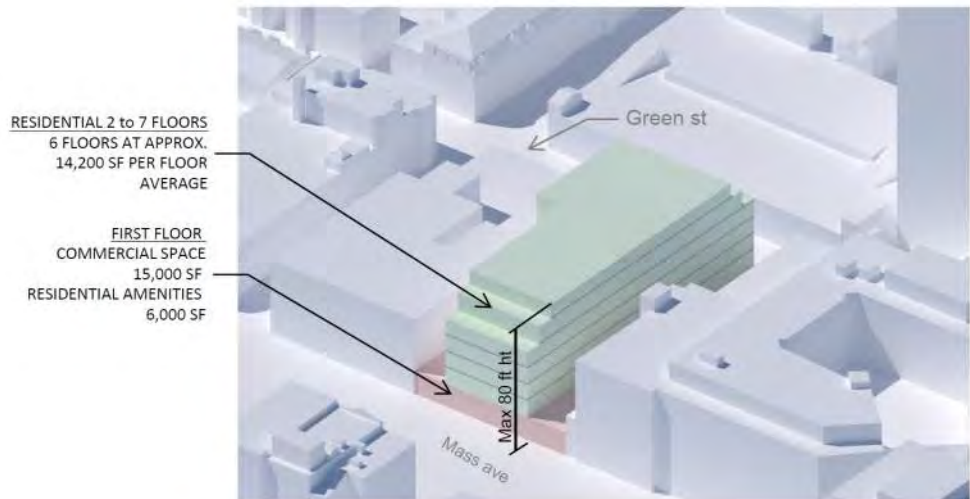
- a. Assumptions

- The lot is cleared of all buildings (there are no National Registry structures on the Lot and it would be assumed that demolition approval would be granted or the delay period would expire).
- All the equivalent Special Permit and Waivers are granted as requested in this Application, including Basement GFA Waiver, Building Height, Open Space, Setbacks Waiver, FAR to 4.0 Special Permit.
- The lot is rebuilt to approx. 99% of the maximum footprint on the ground floor and 67% of the lot area on residential floors to allow for some setbacks and step-backs.
- Retail and Commercial occupies 15,000-SF of the ground floor in order to address the CSOD goals and other Urban Design Objectives; The remaining 6,000-GSF is assumed to be residential accessory area. All upper floors are residential.
- Building height to 80-ft with seven stories total above grade.

b. Calculation

- The commercial use occupies 15,000-GSF/21,262-Lot Area = 0.70 FAR.
- Remaining FAR for residential use: (4.0 FAR allowed by SP – 0.70 FAR commercial) = 3.3 FAR residential available.
- An FAR of 3.3 residential X 1.3 inclusionary incentive = 4.29 residential FAR resulting in 91,213-GSF of residential area.
- Subtracting for Ground Floor Residential of 6,000-GSF leaves 85,200-GSF residential. This can be accommodated in six residential-only stories of average approx. 14,200-GSF, not to exceed 80-ft building height.
- Total FAR = (0.70 Commercial + 4.29 Residential) = **4.99 Total FAR (Maximum Permitted on the Lot)**
- 4.99 FAR = 106,000-GFA
- The following diagram shows how this is achieved.
- 

600 Mass ave- Build-out model to 4.99 FAR



c. Conclusion

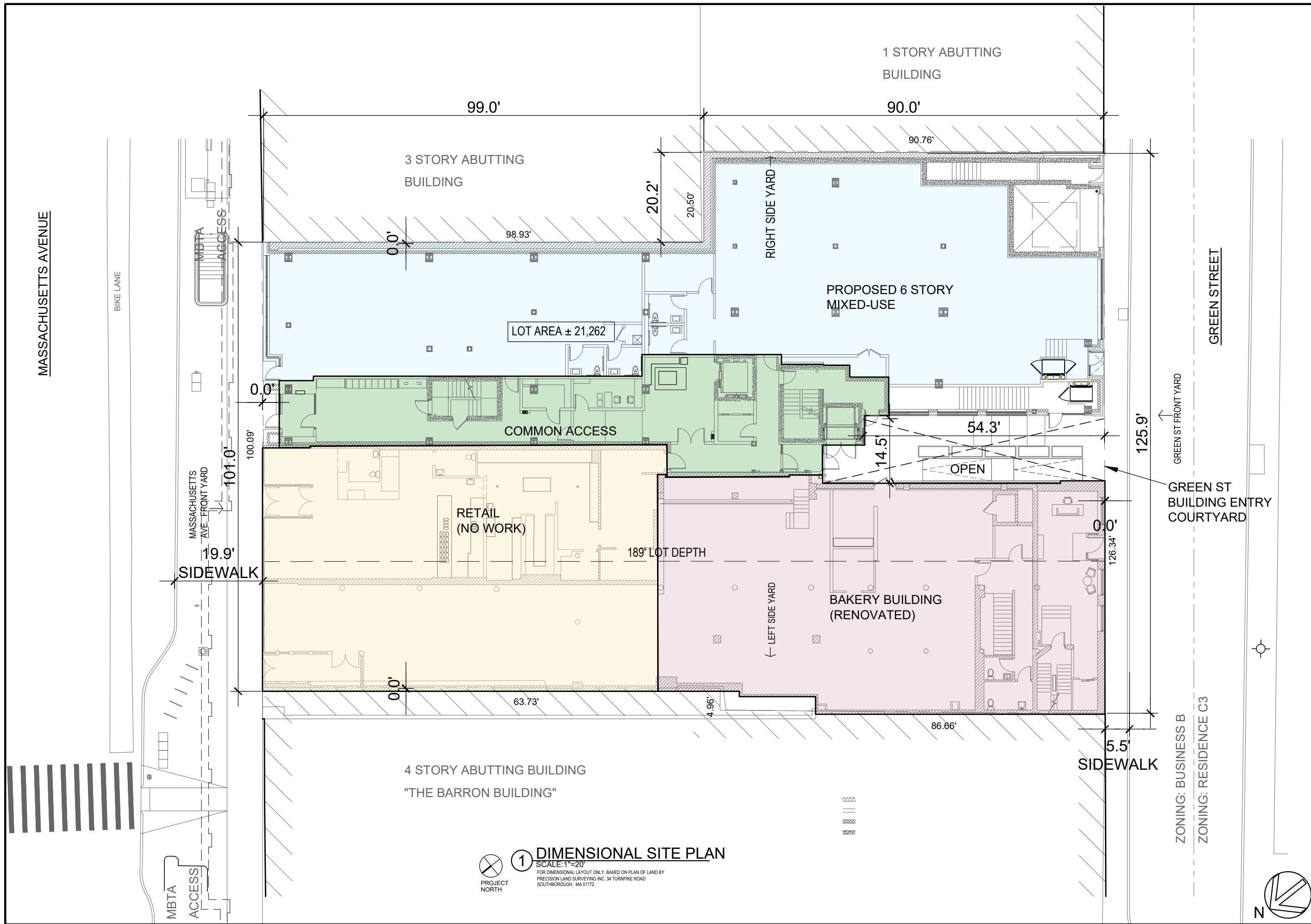
In comparison to the FAR of the proposed Project presented in Table 2.C.1, the ratio would be:

- ~~3.73 FAR~~ **3.72 FAR** (with equivalent Basement GFA Exemption) / 4.99  
Maximum Permitted on the Lot = **75% of Maximum Permitted on the Lot.**

Therefore, the Project fully qualifies for both the Parking Requirement and the Cash Contribution as stated in Article 20.304.6.3.(i)

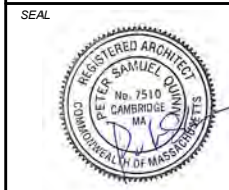
**Part 3.**  
**Attachment: Zoning Graphic Sheets Z1 – Z4**

C:\Users\admin\Documents\WY\pqa\Mass Ave-600\03.1 Special Permit - APT\600 Mass Ave - Zoning Diagrams MYY 210427.dwg, 28-Apr-21 8:13:43 PM, DWG To PDF.pc3



**PETER QUINN ARCHITECTS**  
 ARCHITECTURE  
 PLANNING  
 COMMUNITY DESIGN

PETER QUINN ARCHITECTS LLC  
 259 ELM STREET, SUITE 301  
 SOMERVILLE, MA 02144  
 PH 617-354-3989



CONSULTANT

PROJECT  
 ADDITION TO &  
 RENOVATION OF  
 600 MASS AVE.

600 MASSACHUSETTS AVE.  
 CAMBRIDGE, MA 02139

PREPARED FOR  
 CIFRINO MASS AVE  
 REALTY LLC,  
 C/O SUPERIOR REALTY

540 GALLIVAN BLVD,  
 DORCHESTER, MA 02134

DRAWING TITLE

**DIMENSIONAL  
 SITE PLAN**

SCALE AS NOTED

REVISION	DATE

CCDD Comments 14 JAN 2021

S. Permit. Rev 1 30 SEP 2020

SPECIAL PERMIT 15 JULY 2020

DRAWN BY EXC REVIEWED BY PQ

SHEET

**Z.1**

**1 DIMENSIONAL SITE PLAN**  
 SCALE: 1"=20'  
 FOR DIMENSIONAL LAYOUT ONLY. BASED ON PLAN OF LAND BY  
 PRECISION LAND SURVEYING INC. 34 TURNPIKE ROAD  
 SOUTHBOROUGH, MA 01772.



ZONING: BUSINESS B  
 ZONING: RESIDENCE C3

5.5' SIDEWALK

GREEN ST FRONT YARD

GREEN ST BUILDING ENTRY COURTYARD

LEFT SIDE YARD

RIGHT SIDE YARD

1 STORY ABUTTING BUILDING

3 STORY ABUTTING BUILDING

4 STORY ABUTTING BUILDING  
 "THE BARRON BUILDING"

LOT AREA ± 21,262

99.0'

90.0'

20.2'

98.93'

90.76'

0.0'

COMMON ACCESS

54.3'

14.5'

OPEN

125.9'

101.0'

19.9'

189' LOT DEPTH

RETAIL (NO WORK)

BAKERY BUILDING (RENOVATED)

63.73'

4.96'

86.66'

126.34'

5.5' SIDEWALK

MASSACHUSETTS AVENUE

BIKE LANE

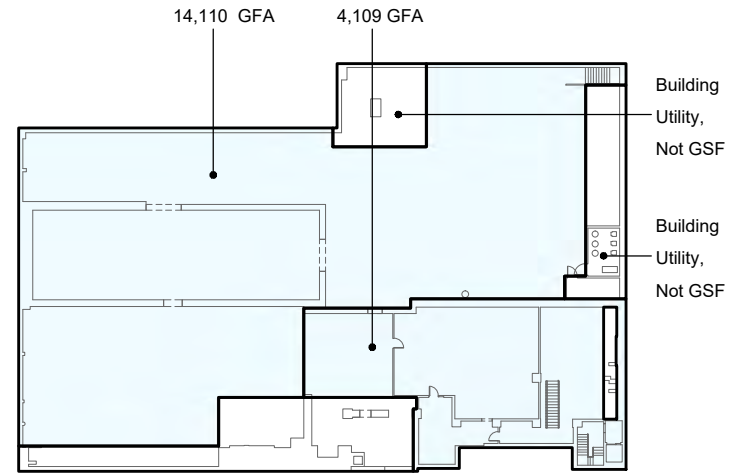
MBTA ACCESS

MASSACHUSETTS AVE. FRONT YARD

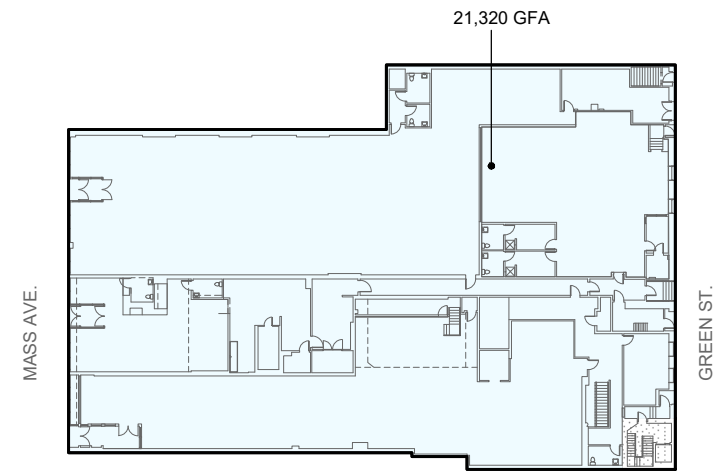
MBTA ACCESS

GREEN STREET

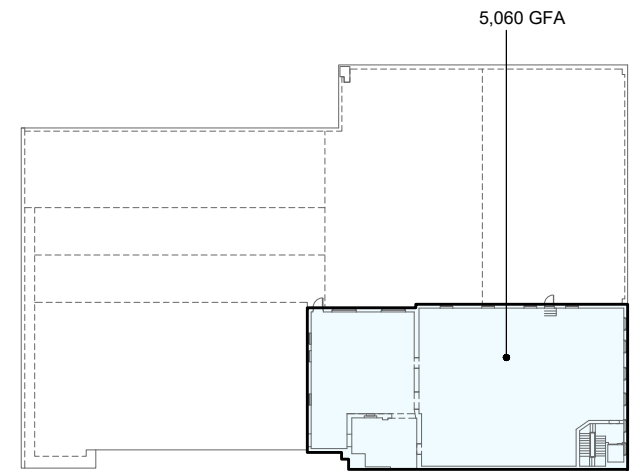
ZONING: BUSINESS B  
 ZONING: RESIDENCE C3



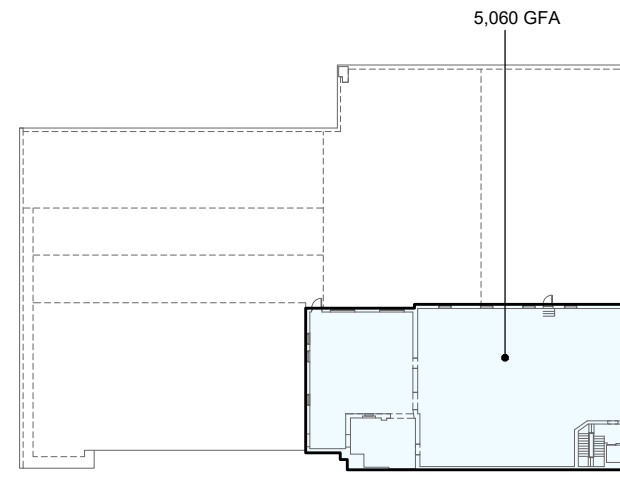
**BASEMENT**  
SCALE: 1" / 60'=1'-0"



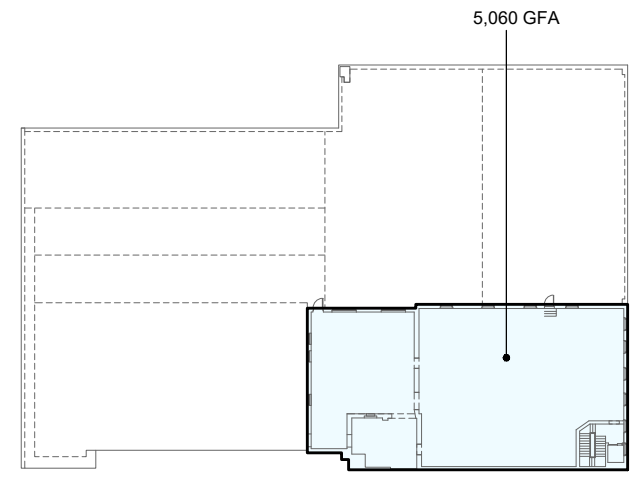
**GROUND FLOOR**  
SCALE: 1" / 60'=1'-0"



**SECOND FLOOR**  
SCALE: 1" / 60'=1'-0"



**FOURTH FLOOR**  
SCALE: 1" / 60'=1'-0"



**THIRD FLOOR**  
SCALE: 1" / 60'=1'-0"

**EXISTING CONDITIONS ZONING GRAPHICS**  
SCALE: 1" = 60'  
NOTE:  
SITE CONSIDERED AS SINGLE LOT

TOTAL NONRESIDENTIAL GFA	
	EXISTING BUILDING (NO GFA WAIVER)
BASEMENT	18,219
GROUND FLOOR	21,320
SECOND FLOOR	5,060
THIRD FLOOR	5,060
FOURTH FLOOR	5,060
<b>BUILDING TOTALS</b>	<b>54,719</b>

**LEGEND**  
 NONRESIDENTIAL GFA  
 NON GFA

FAR CALCULATION		
GFA	LOT AEA	FAR
54,719	/ 21,262 LOT AREA	= 2.57

**EXISTING ZONING GFA SUMMARY TABLE**  
SCALE: 1" = 60'

**PETER QUINN ARCHITECTS**  
ARCHITECTURE  
PLANNING  
COMMUNITY DESIGN

PETER QUINN ARCHITECTS LLC  
259 ELM STREET, SUITE 301  
SOMERVILLE, MA 02144  
PH 617-354-3989



SEAL  
CONSULTANT

PROJECT  
ADDITION TO & RENOVATION OF 600 MASS AVE.  
600 MASSACHUSETTS AVE.  
CAMBRIDGE, MA 02139

PREPARED FOR  
CIFRINO MASS AVE REALTY LLC,  
CIO SUPERIOR REALTY  
540 GALLIVAN BLVD,  
DORCHESTER, MA 02134

DRAWING TITLE  
**EXISTING CONDITIONS ZONING**

SCALE AS NOTED

REVISION	DATE
CCDD Comments	14 JAN 2021
S. Permit. Rev 1	30 SEP 2020
SPECIAL PERMIT	15 JULY 2020
DRAWN BY EXC	REVIEWED BY PQ



**Z.2**





CONSULTANT

PROJECT  
ADDITION TO &  
RENOVATION OF  
600 MASS AVE.

600 MASSACHUSETTS AVE.  
CAMBRIDGE, MA 02139

PREPARED FOR  
CIFRINO MASS AVE  
REALTY LLC,  
CIO SUPERIOR REALTY

540 GALLIVAN BLVD,  
DORCHESTER, MA 02134

DRAWING TITLE

**PROPOSED  
BUILDING  
ZONING  
GRAPHICS GFA  
CALCULATION**

SCALE AS NOTED

REVISION | DATE

CCDD Comments | 14 JAN 2021

S. Permit. Rev 1 | 30 SEP 2020

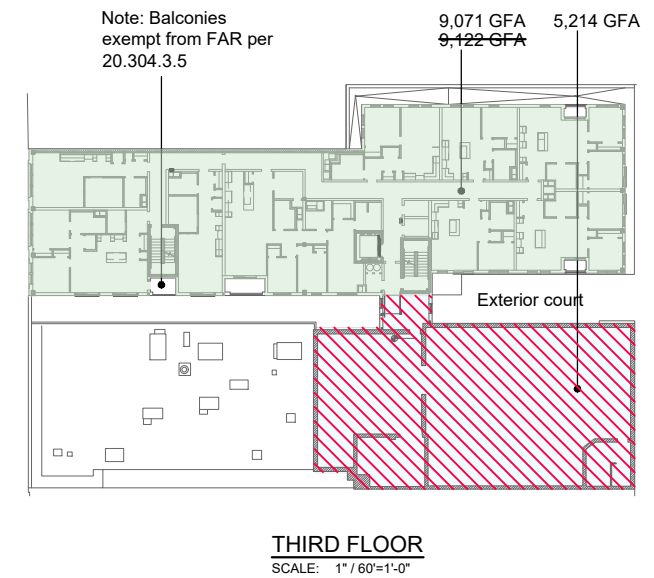
SPECIAL PERMIT | 15 JULY 2020

DRAWN BY | REVIEWED BY

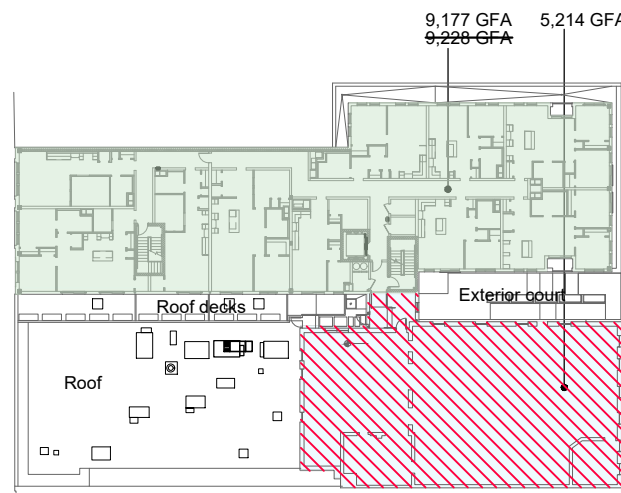
EXC | PQ

SHEET

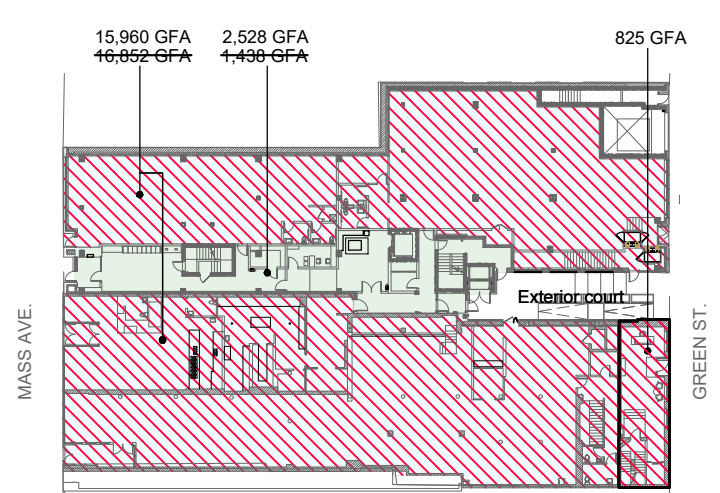
**Z.3**



**THIRD FLOOR**  
SCALE: 1" / 60"=1'-0"



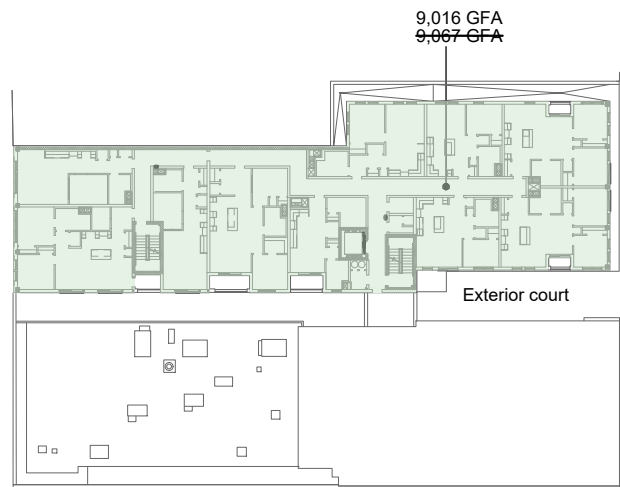
**SECOND FLOOR PLAN**  
SCALE: 1" / 60"=1'-0"



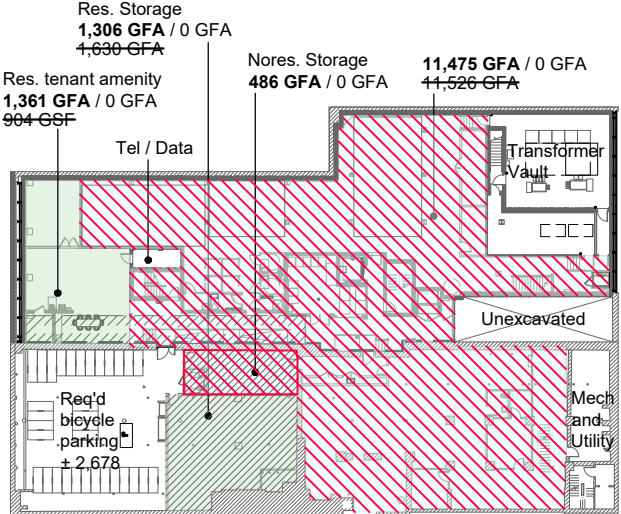
**GROUND FLOOR**  
SCALE: 1" / 60"=1'-0"



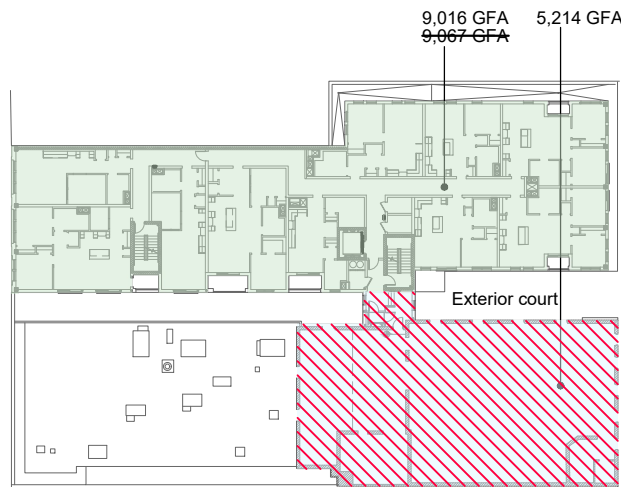
**SIXTH FLOOR**  
SCALE: 1" / 60"=1'-0"



**FIFTH FLOOR**  
SCALE: 1" / 60"=1'-0"



**BASEMENT**  
SCALE: 1" / 60"=1'-0"  
WITH NO BASEMENT GFA WAIVER /  
WITH BASEMENT GFA SP WAIVER



**FOURTH FLOOR**  
SCALE: 1" / 60"=1'-0"

**RESIDENTIAL UNIT SUMMARY**

- 46 UNITS
- 13 STUDIOS
- 17 ONE-BEDROOM
- 2 TWO BEDROOMS
- 3 THREE-BEDROOMS
- 60 BIKE PARKING SPACES

**LEGEND**

- NONRESIDENTIAL GFA
- RESIDENTIAL GFA
- NON GFA

**PROPOSED BUILDING ZONING GRAPHICS**

SCALE: 1" = 60'  
NOTE:  
SITE CONSIDERED AS SINGLE LOT

	RESIDENTIAL GFA	
	PROPOSED BUILDING NO GFA WAIVER	W/ GFA WAIVER
BASEMENT	2,667	0
GROUND FLOOR	2,528	2,528
SECOND FLOOR	9,177	9,177
THIRD FLOOR	9,071	9,071
FOURTH FLOOR	9,016	9,016
FIFTH FLOOR	9,016	9,016
SIXTH FLOOR	7,961	7,961
<b>BUILDING TOTALS</b>	<b>49,436</b>	<b>46,769</b>

	TOTAL NONRESIDENTIAL GFA	
	PROPOSED BUILDING NO GFA WAIVER	W/ GFA WAIVER
BASEMENT	11,961	0
GROUND FLOOR	16,785	16,785
SECOND FLOOR	5,214	5,214
THIRD FLOOR	5,214	5,214
FOURTH FLOOR	5,214	5,214
FIFTH FLOOR	0	0
SIXTH FLOOR	0	0
<b>BUILDING TOTALS</b>	<b>44,388</b>	<b>32,427</b>

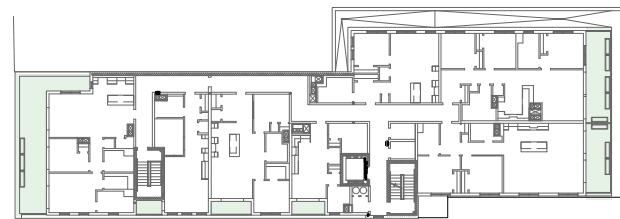
FAR CALCULATION NO GFA WAIVER		
GFA	LOT AEA	FAR
93,824	/ 21,262 LOT AREA	= 4.41
<del>99,263</del>		<del>4.39</del>

FAR CALCULATION W/ GFA WAIVER		
GFA	LOT AEA	FAR
79,196	/ 21,262 LOT AREA	= 3.72
<del>79,263</del>		<del>3.73</del>

**PROPOSED ZONING GFA SUMMARY TABLES**

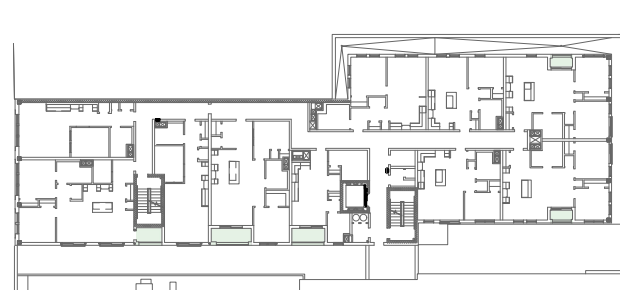
SCALE: 1" = 60'

C:\Users\admin\Documents\WY\pqa\Mass Ave-600\03.1 Special Permit - APT\600 Mass Ave - Zoning Diagrams MYY 210427.dwg, 28-Apr-21 8:27:24 PM, DWG To PDF.pc3



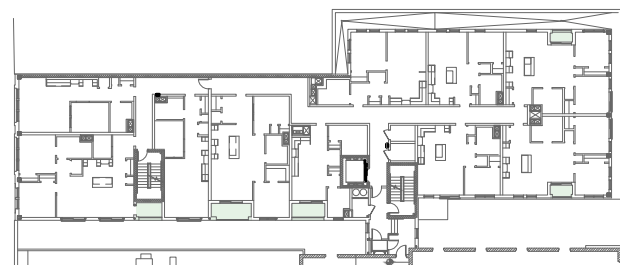
BALCONIES & ROOF DECKS  
1,037 SF

SIXTH FLOOR PLAN  
SCALE: 1" / 60"=1'-0"



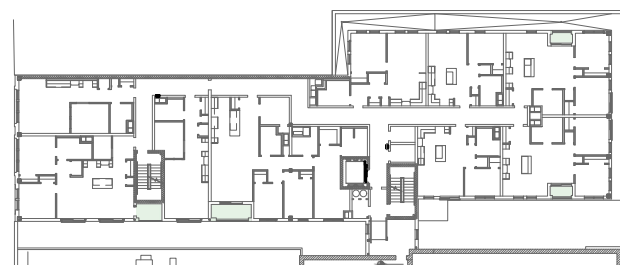
BALCONIES  
222 SF

FIFTH FLOOR PLAN  
SCALE: 1" / 60"=1'-0"



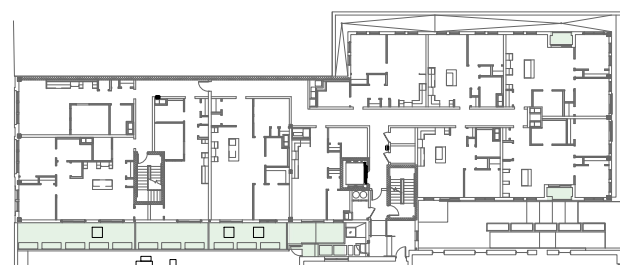
BALCONIES  
222 SF

FOURTH FLOOR PLAN  
SCALE: 1" / 60"=1'-0"



BALCONIES  
166 SF

THIRD FLOOR PLAN  
SCALE: 1" / 60"=1'-0"

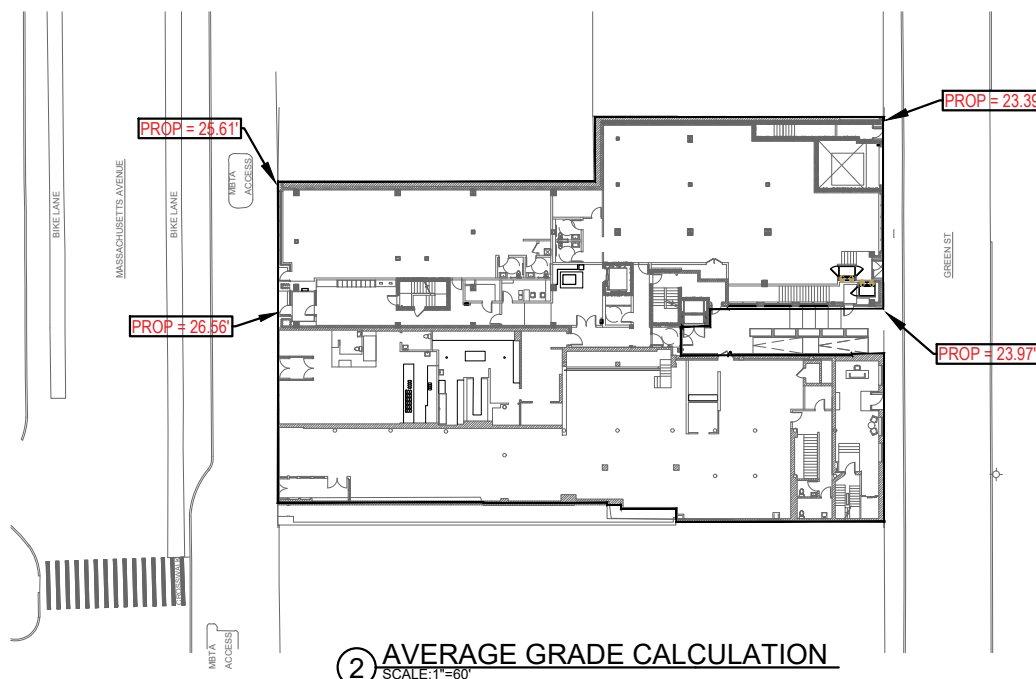


BALCONIES & ROOF DECKS  
931 SF

SECOND FLOOR PLAN  
SCALE: 1" / 60"=1'-0"



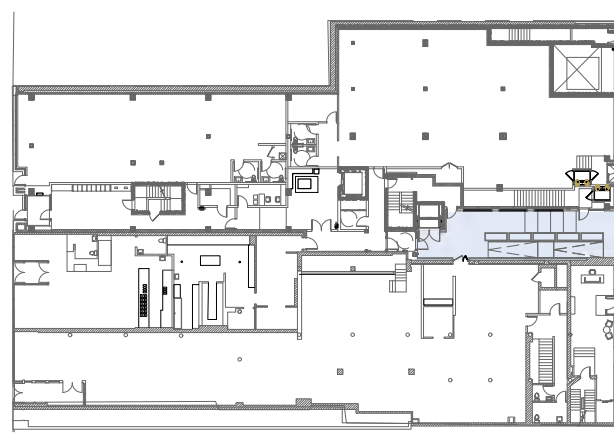
3 BUILDING HEIGHT  
SCALE: 1"=30'



2 AVERAGE GRADE CALCULATION  
SCALE: 1"=60'

Average Grade Calculation	
Proposed Finished at Building corner Elevations	24.0
	23.9
	25.8
	26.7
<b>TOTAL</b>	<b>100.3</b>
<b>Average</b>	<b>25.1</b>

BASE ON SPOT ELEVATIONS FROM PLOT PLAN DATED JUNE 08, 2017



REAR ENTRY FORECOURT  
864 SF

GROUND FLOOR PLAN  
SCALE: 1" / 60"=1'-0"

LEVEL	PRIVATE OS (SF)	COMMON OS (SF)
1ST	0	864
2ND	931	
3RD	166	
4TH	222	
5TH	222	
6TH	1,037	
<b>SUBTOTAL</b>	<b>2,578</b>	<b>864</b>
<b>TOTAL OPEN SPACE</b>	<b>3,442 -SF (16.2 % of total area equivalent)</b>	

- PROPOSED RESIDENTIAL PRIVATE OPEN SPACE
- COMMON OPEN SPACE

1 PRIVATE OPEN SPACE  
SCALE: 1"=60'

**PETER QUINN ARCHITECTS**  
ARCHITECTURE  
PLANNING  
COMMUNITY DESIGN

PETER QUINN ARCHITECTS LLC  
259 ELM STREET, SUITE 301  
SOMERVILLE, MA 02144  
PH 617-354-3989



CONSULTANT

PROJECT  
ADDITION TO & RENOVATION OF  
600 MASS AVE.

600 MASSACHUSETTS AVE.  
CAMBRIDGE, MA 02139

PREPARED FOR  
CIFRINO MASS AVE REALTY LLC,  
CIO SUPERIOR REALTY

540 GALLIVAN BLVD,  
DORCHESTER, MA 02134

DRAWING TITLE

PROPOSED BUILDING  
ZONING ANALYSIS

SCALE AS NOTED

REVISION DATE

CCDD Comments 14 JAN 2021

S. Permit, Rev 1 30 SEP 2020

SPECIAL PERMIT 15 JULY 2020

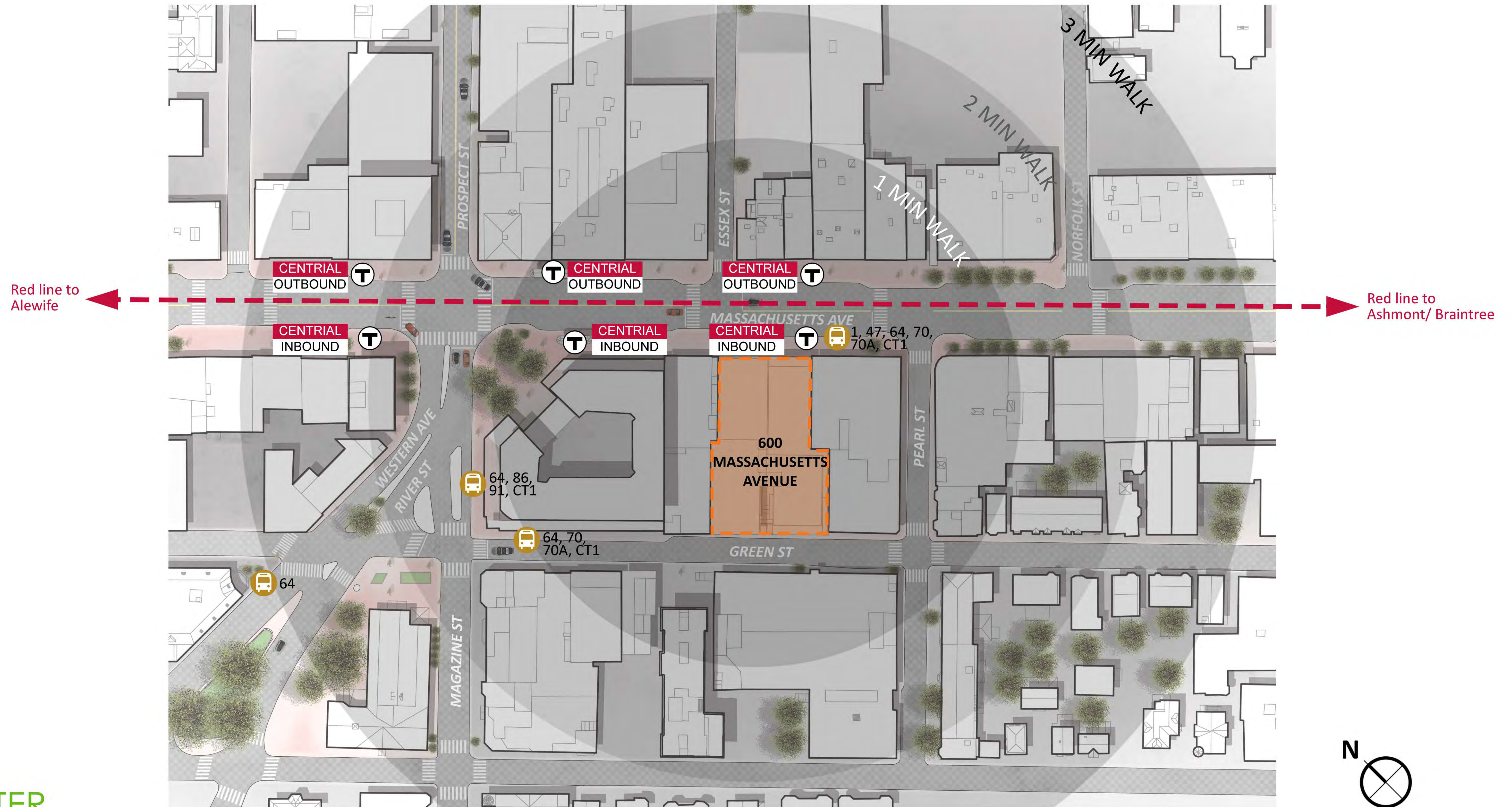
DRAWN BY EXC REVIEWED BY PQ

SHEET

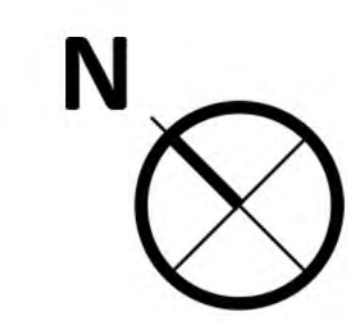
**Z.4**

# PUBLIC TRANSPORTATION & WALK-ABILITY DIAGRAM

URBAN DESIGN STUDY  
SUPPLEMENT for the 600  
MASS AVE SP APPLICATION



600 MASS AVE



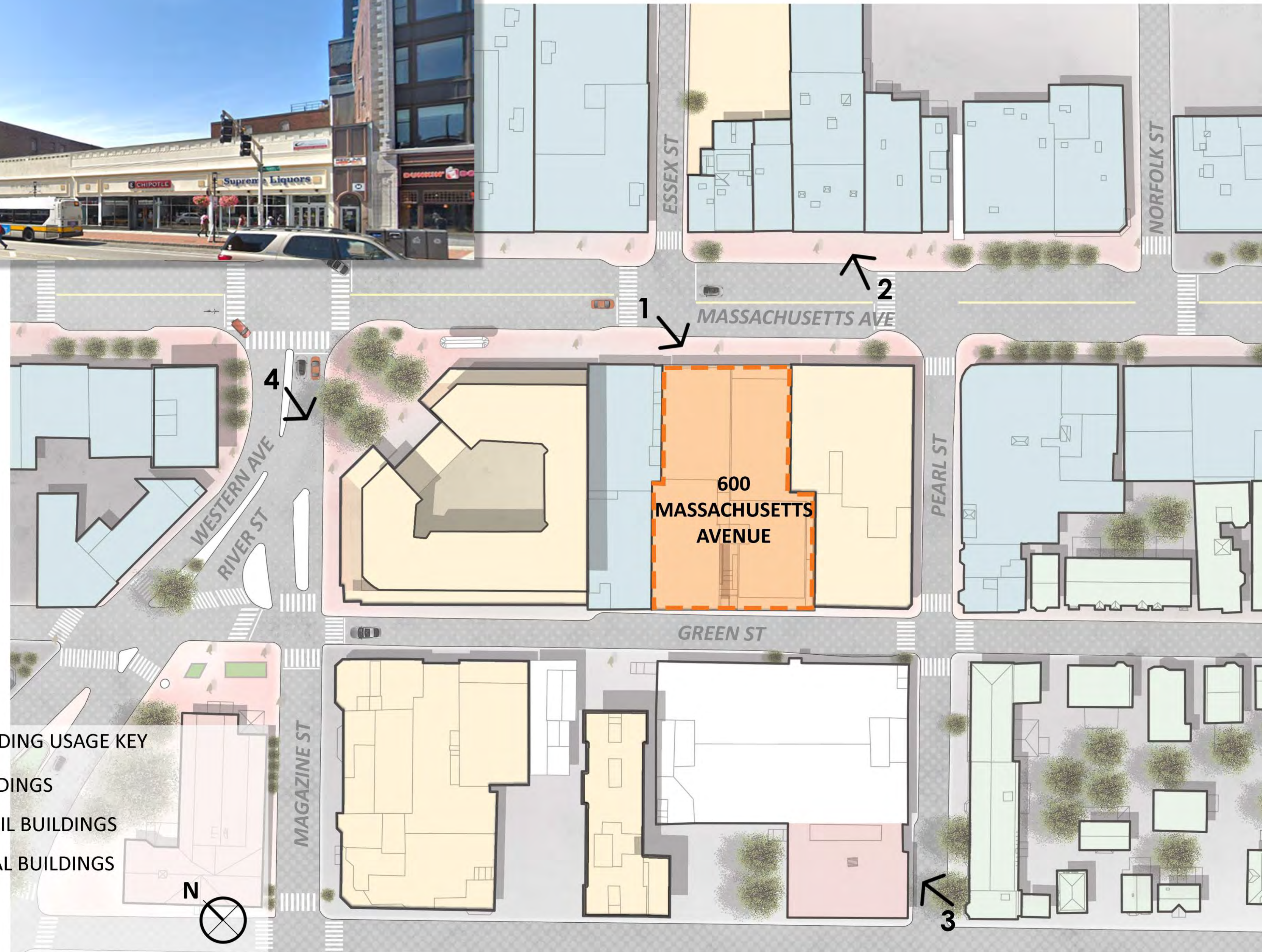
REV 2- BUILDING'S 2D AND 3D  
RENDERINGS WERE UPDATED

THE PROPOSED BUILDING IS LOCATED LESS THAN 1 MINUTE AWAY FROM MAJOR BUS ROUTES AND THE CENTRAL SQ TRAIN STOP (RED LINE) ALLOWING FOR AN EASY COMMUTE TO AND FROM THE PROPOSED PROJECT SITE. ADDITIONALLY, APPROXIMATELY 60 COVERED BICYCLE PARKING SPACES ARE PROVIDED TO ENCOURAGE COMMUTE BY BICYCLE.

# CENTRAL SQUARE BUILDING USAGE DIAGRAM



1. PROPOSED SITE



CENTRAL SQUARE BUILDING USAGE KEY

- MIX USE BUILDINGS
- OFFICE / RETAIL BUILDINGS
- INSTITUTIONAL BUILDINGS
- RESIDENTIAL



2. VIEW ACROSS STREET OF PROPOSED SITE



3. CAMBRIDGE PUBLIC LIBRARY



4. MIX USED BUILDING

THE PROPOSED BUILDING PROVIDES RESIDENTIAL UNITS TO THE NEIGHBORHOOD, WHILE STILL COMPLYING WITH EXISTING ARCHITECTURAL AESTHETIC OF A BUSINESS USE AT THE GROUND FLOOR

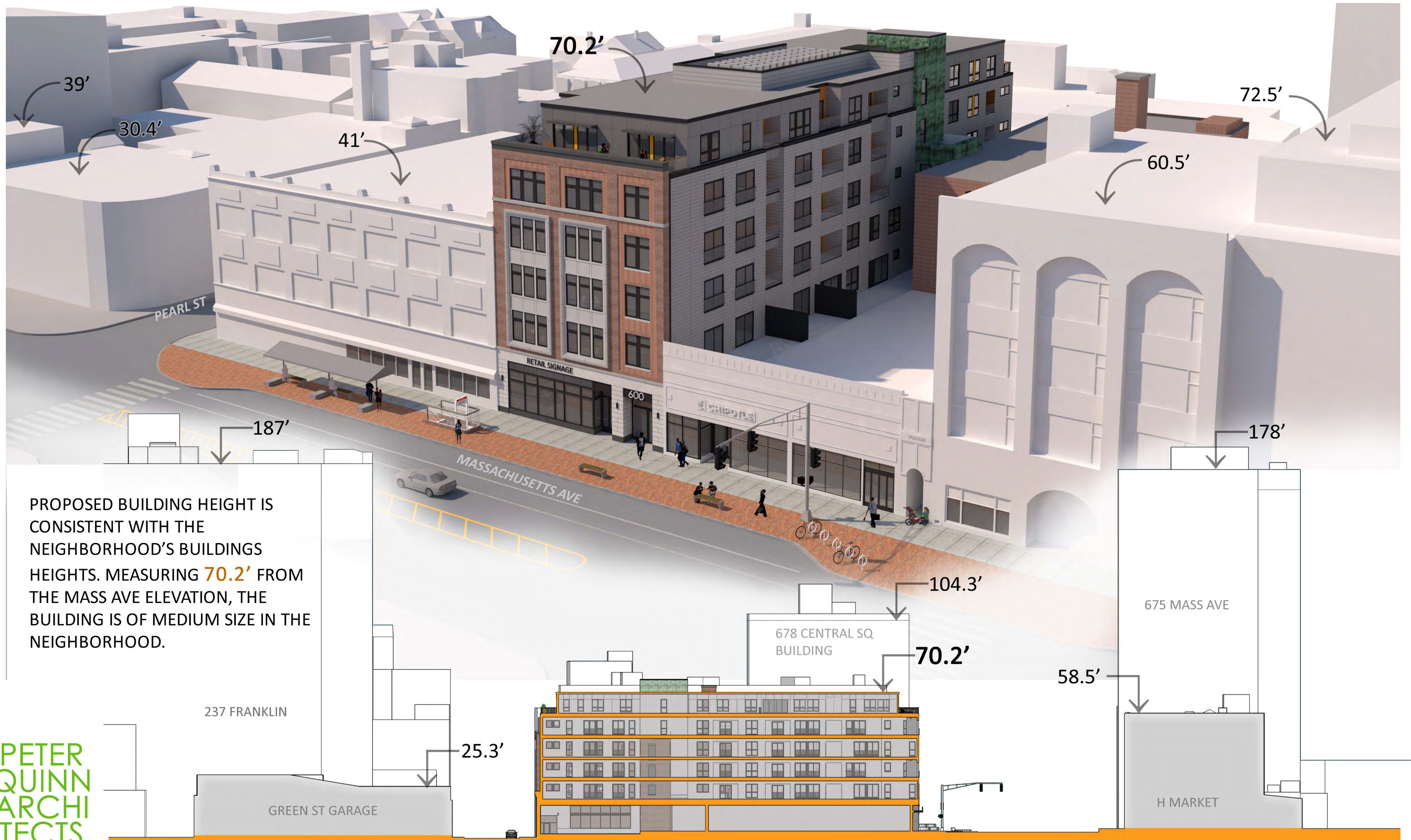
**PETER QUINN ARCHITECTS**

ARCHITECTURE  
PLANNING  
COMMUNITY DESIGN

PETER QUINN ARCHITECTS LLC  
259 ELM STREET, SUITE 301  
SOMERVILLE, MA 02144  
PH 617-354-3989

600 MASS AVE

# BUILDING HEIGHT DIAGRAM



600 MASS AVE

PROPOSED BUILDING HEIGHT IS CONSISTENT WITH THE NEIGHBORHOOD'S BUILDINGS HEIGHTS. MEASURING **70.2'** FROM THE MASS AVE ELEVATION, THE BUILDING IS OF MEDIUM SIZE IN THE NEIGHBORHOOD.

**PETER QUINN ARCHITECTS**

ARCHITECTURE  
PLANNING  
COMMUNITY DESIGN

PETER QUINN ARCHITECTS LLC  
259 ELM STREET, SUITE 301  
SOMERVILLE, MA 02144  
PH 617-354-3989

237 FRANKLIN

GREEN ST GARAGE

GREEN ST

600 MASS AVE PROJECT

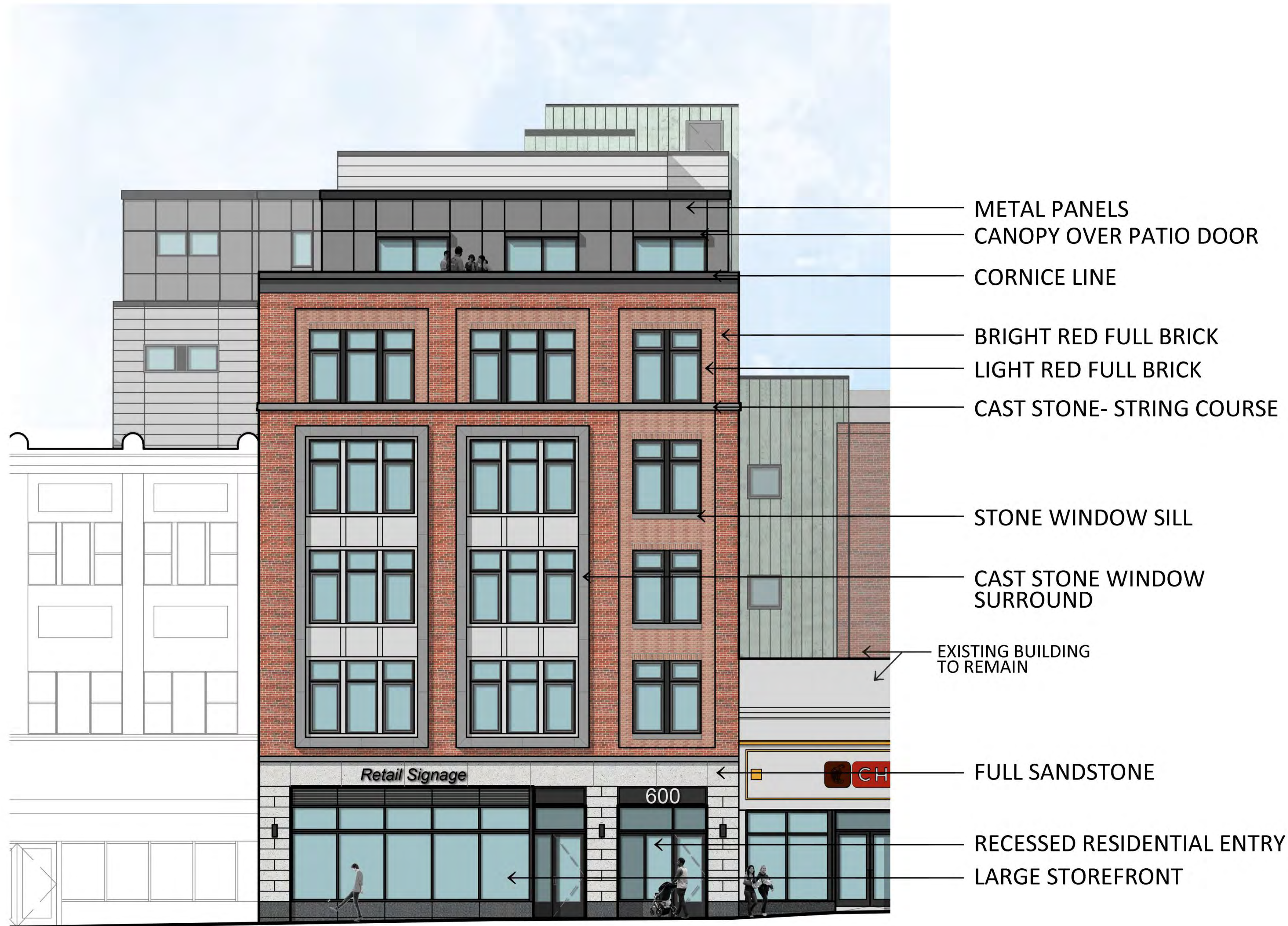
MASS AVE

URBAN DESIGN STUDY

APRIL 28, 2021

Page 3 of 6

# MASS AVE EXTERIOR MATERIAL INSPIRATION DIAGRAM



494 MASS AVE



534 MASS AVE



858-605 MASS AVE

600 MASS AVE

THE EXTERIOR MATERIALS USED ON THIS BUILDING ARE STAPLES OF THE CENTRAL SQUARE ATMOSPHERE. MATERIALS SUCH AS BRICK, STONE, METALS CLADDING, METAL PANELS, AND LARGE GLASS PANES ARE INCORPORATED TO MAKE THE BUILDING FIT IN THE NEIGHBORHOOD.

# MASS AVE FACADE INSPIRATION

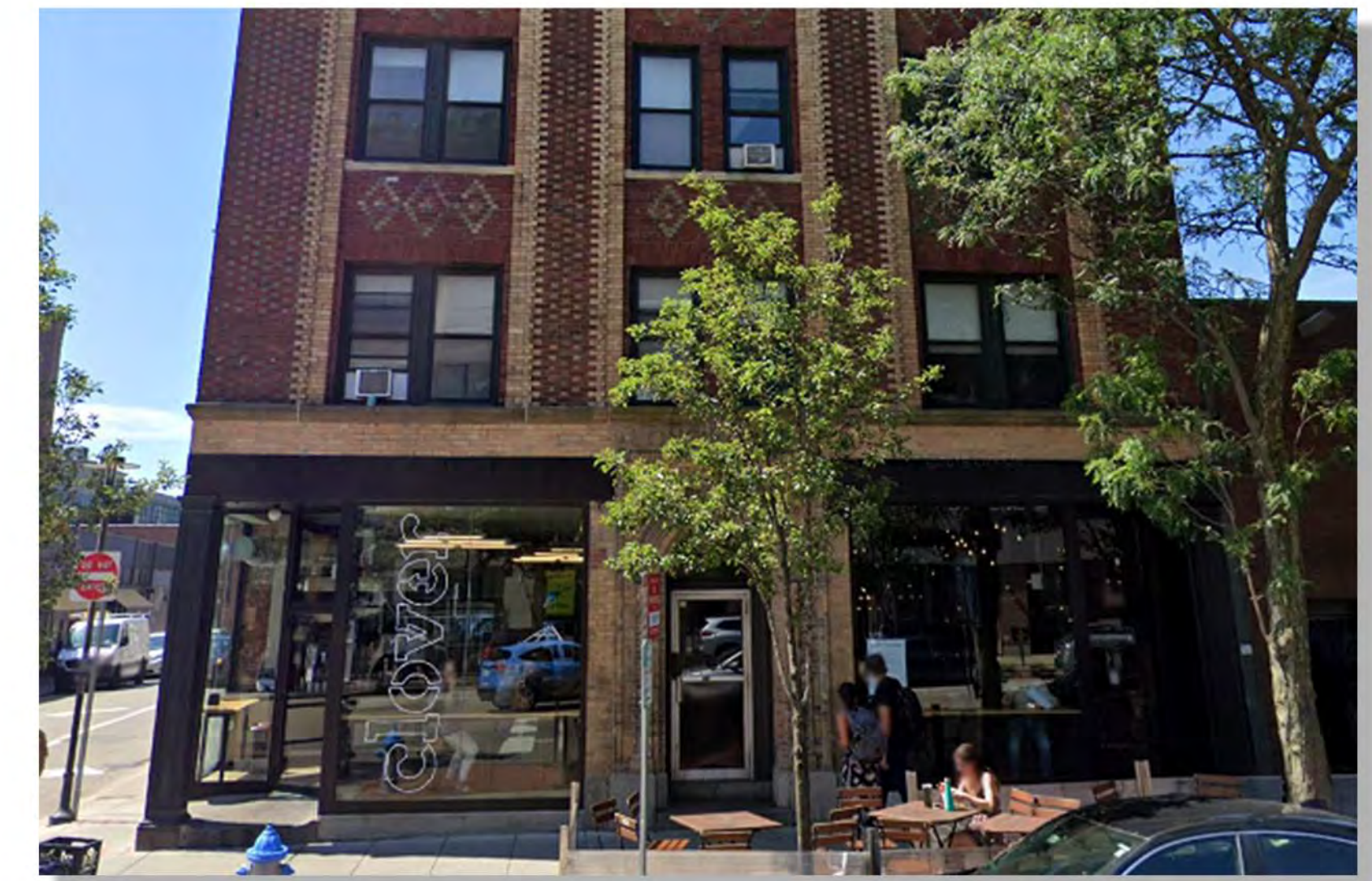


ELEGANT FRONT ELEVATION

RECESSED TOP FLOOR  
PARAPET WALL & CORNICE

BUILDING BODY -  
RESIDENTIAL LEVELS

BUILDING BASE -  
STOREFRONT



494 MASS AVE



590 MASS AVE - RANDOM HALL

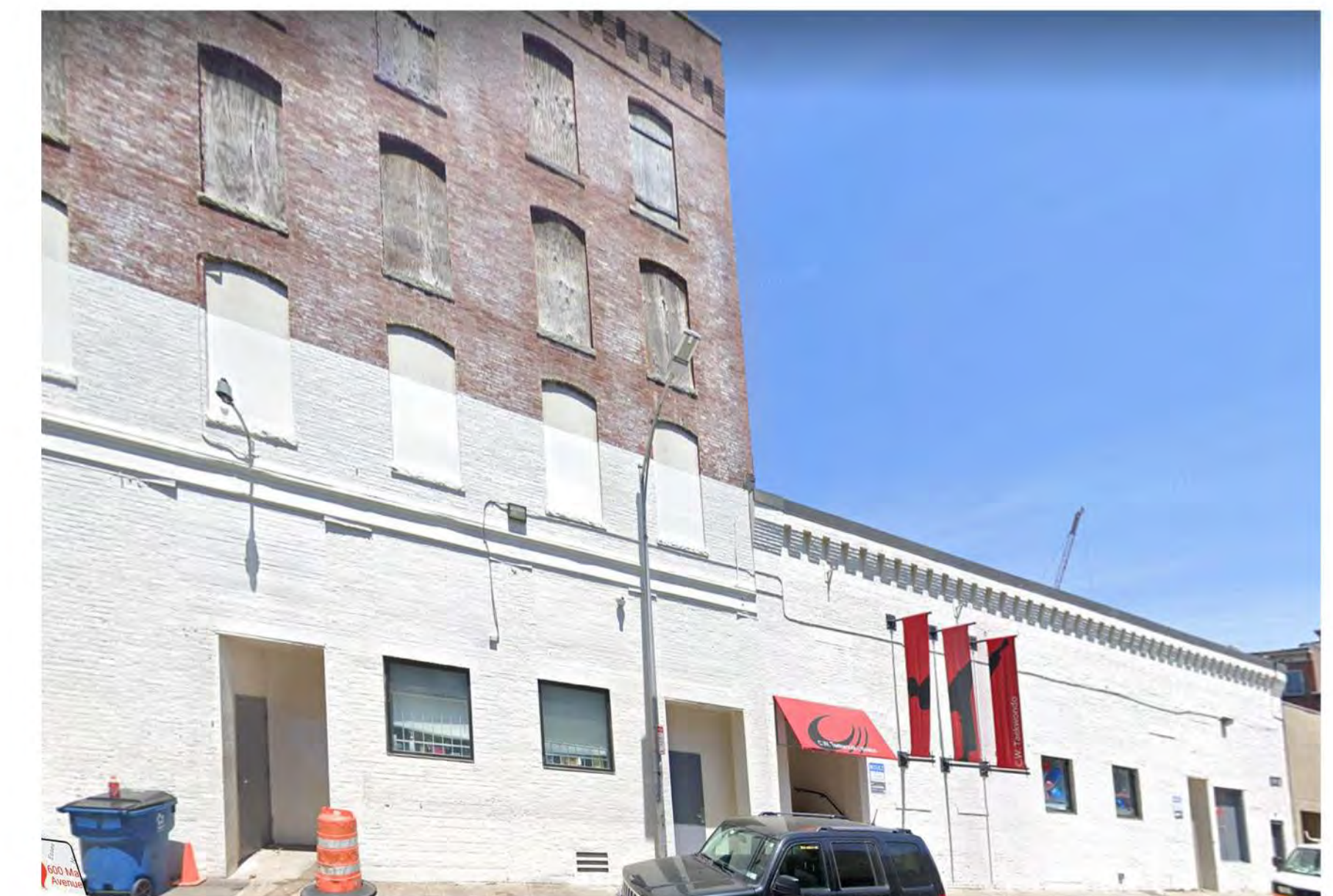
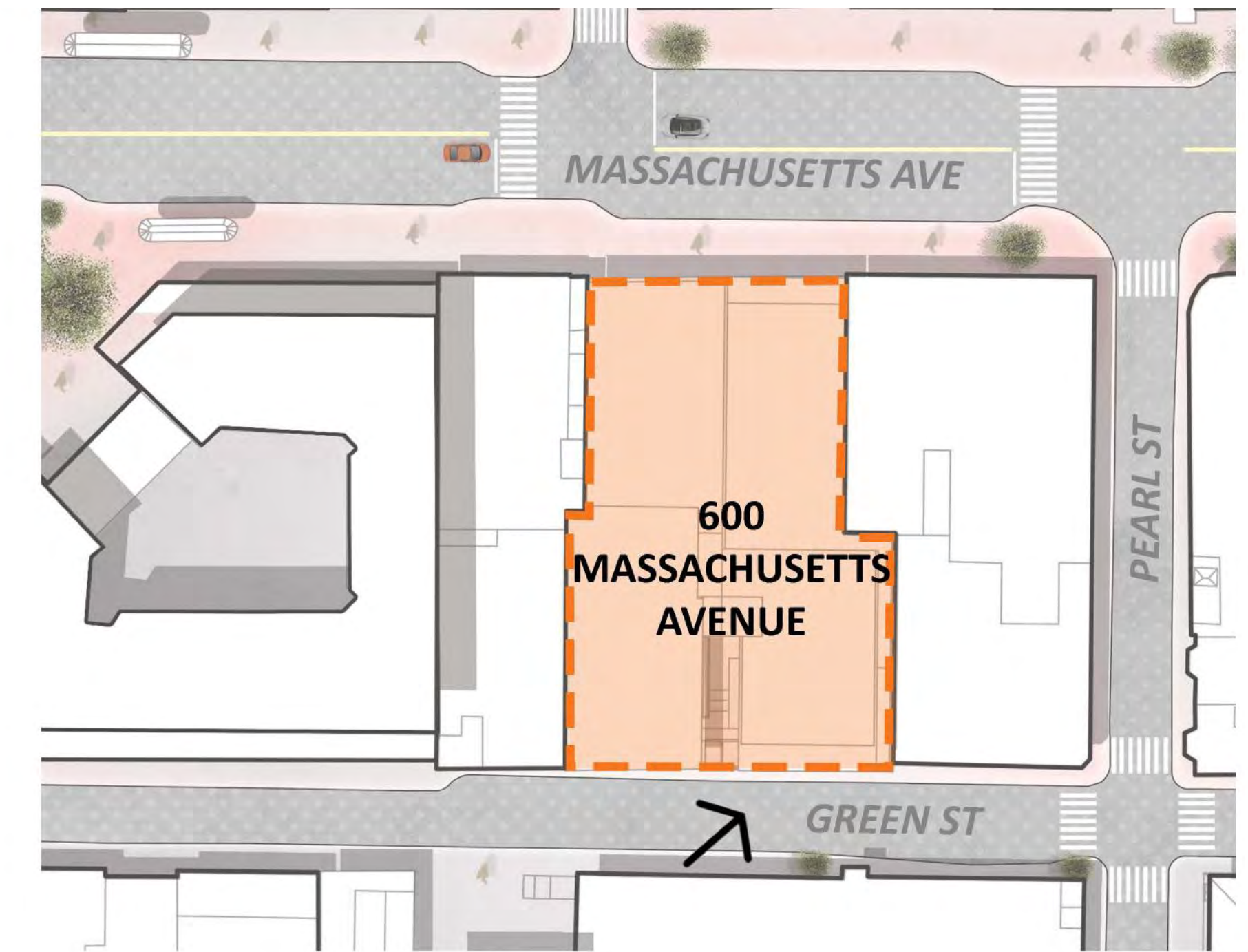


MASSACHUSETTS AVE HAS A DISTINCT FRONT FACADE DESIGN. ALL BUILDINGS HAVE LARGE STOREFRONT BASES, AND A LARGER BUILDING BODY ABOVE IT WITH PARAPETS. MASS AVE'S LANDSCAPE IS BUILT BY ELEGANT FRONT FACADES, THUS THIS PROJECT REINFORCES THIS NEIGHBORHOOD QUALITY WITH ITS OWN FRONT BRICK AND STORE FACADE.

# PUBLIC WALKWAYS & BUILDING TRANSPARENCY



PROPOSED GREEN ST ELEVATION



EXISTING GREEN ST ELEVATION

600 MASS AVE

THE PROPOSED DEVELOPMENT ENHANCES THE PEDESTRAIN EXPERIENCE AT GREEN ST BY INCORPORATING NEW STOREFRONT WINDOWS AND A REAR ENTRY FORECOURT ALLOWING FOR MORE VISIBILITY TO THE INTERIOR OF THE BUILDING.



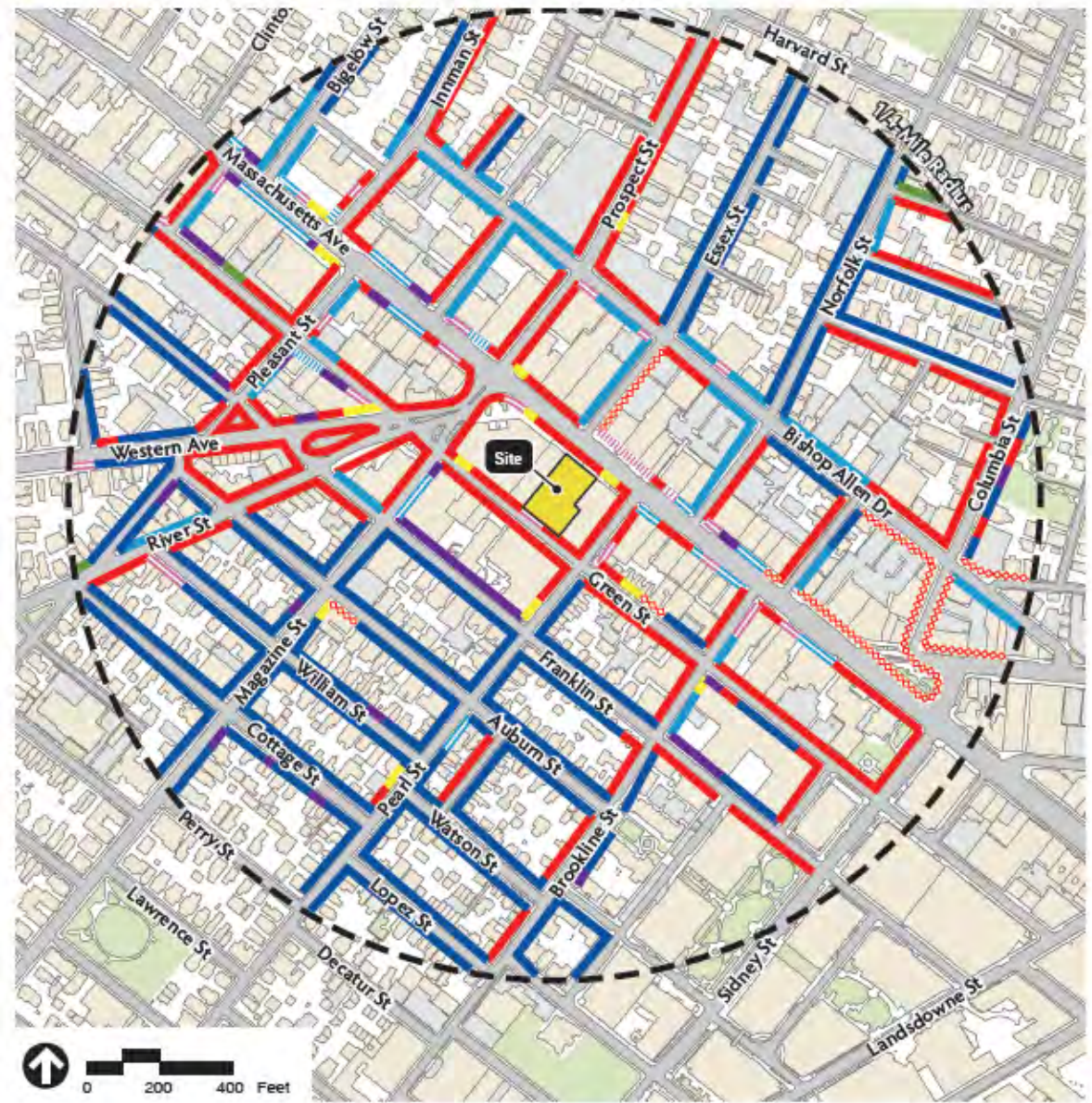
# Residential Parking Needs: Operational Analysis

- ✓ Approximately 14 - 19 spaces needed to support residents (0.3 – 0.4 spaces/unit)
- ✓ Client to obtain parking solution option for tenants in connection with the Project.
- ✓ Tenants seeking parking less likely to live at this location. (actual parking need likely lower than noted above).
- ✓ Abundant on-street parking is available in the area for residents and visitors



# Existing On-Street Curb Use

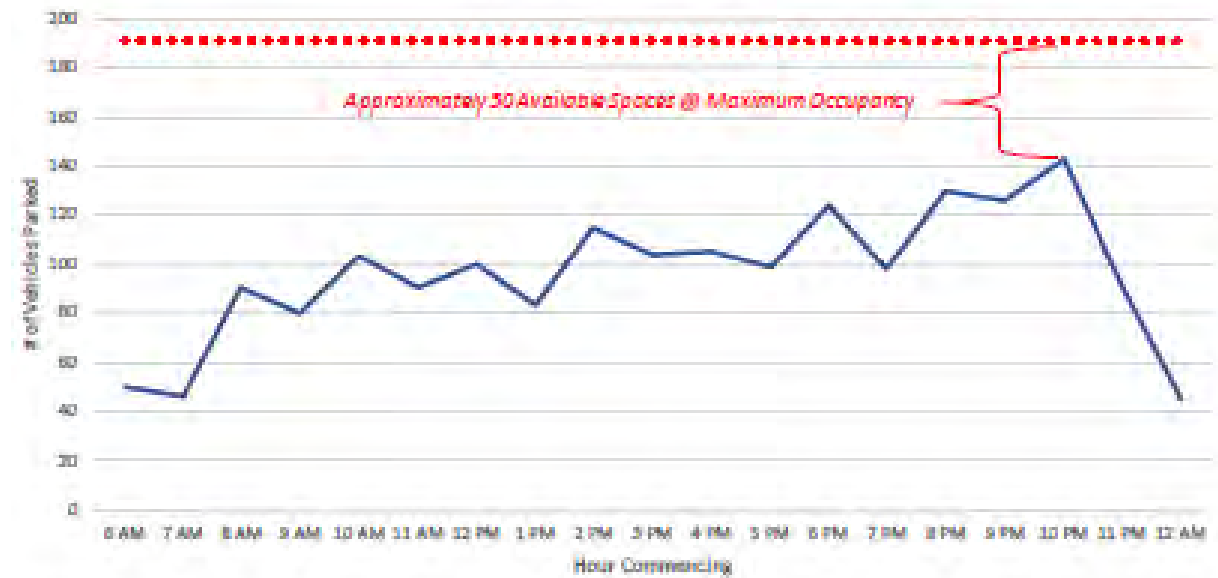
- █ No Parking
- █ Parking by Permit Only (except Sunday)
- █ Unregulated
- █ MBTA Bus Stop
- ▤ 30-Minute Metered
- ▤ 1-Hour Metered
- ▤ 2-Hour Metered
- █ Handicapped
- ▬ Loading Zone
- ▤ Taxi Stand
- ⬢ Construction



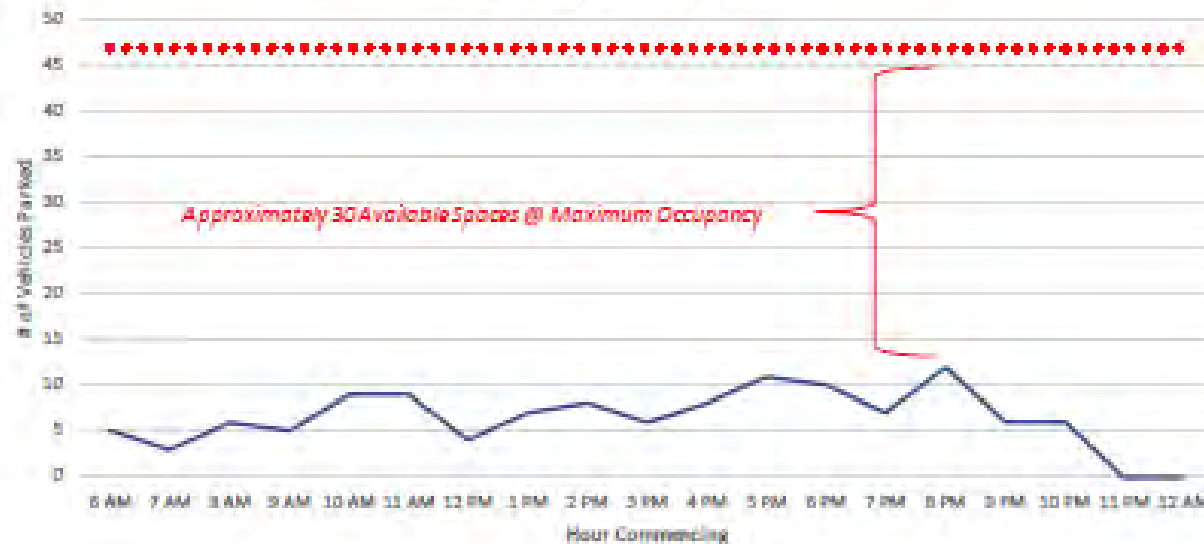
# Daily Parking Occupancy Summary – Weekend

## Sat. June 22<sup>nd</sup>, 2019

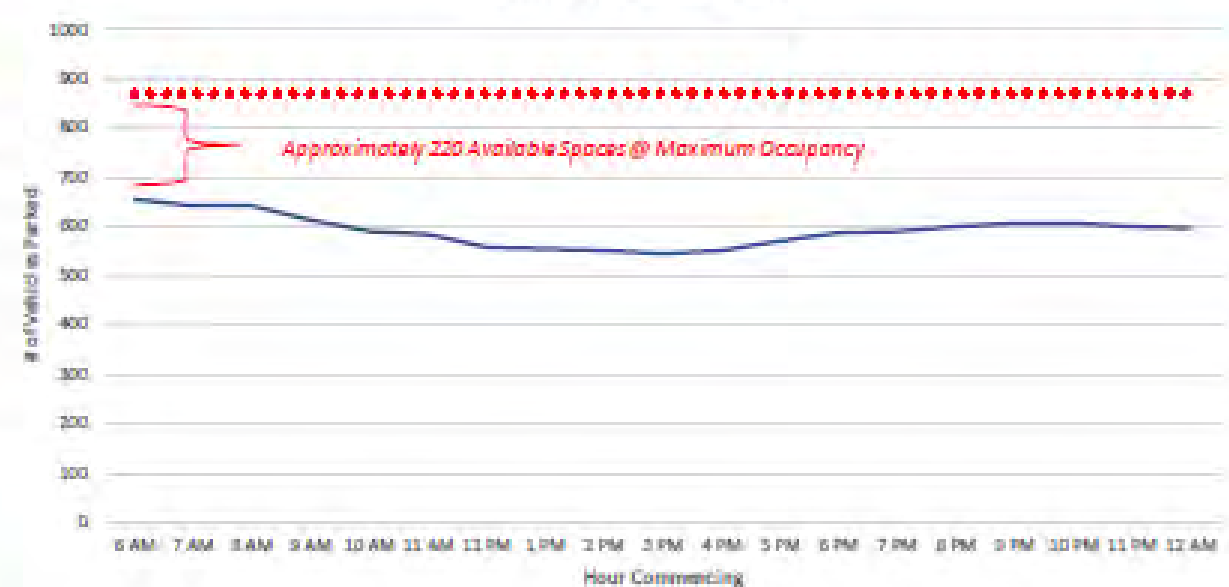
Metered Parking Occupancy within 1/4-mile of 600 Mass Ave  
Saturday, June 22<sup>nd</sup> 2019



Loading Occupancy within 1/4-mile of 600 Mass Ave  
Saturday, June 22<sup>nd</sup> 2019



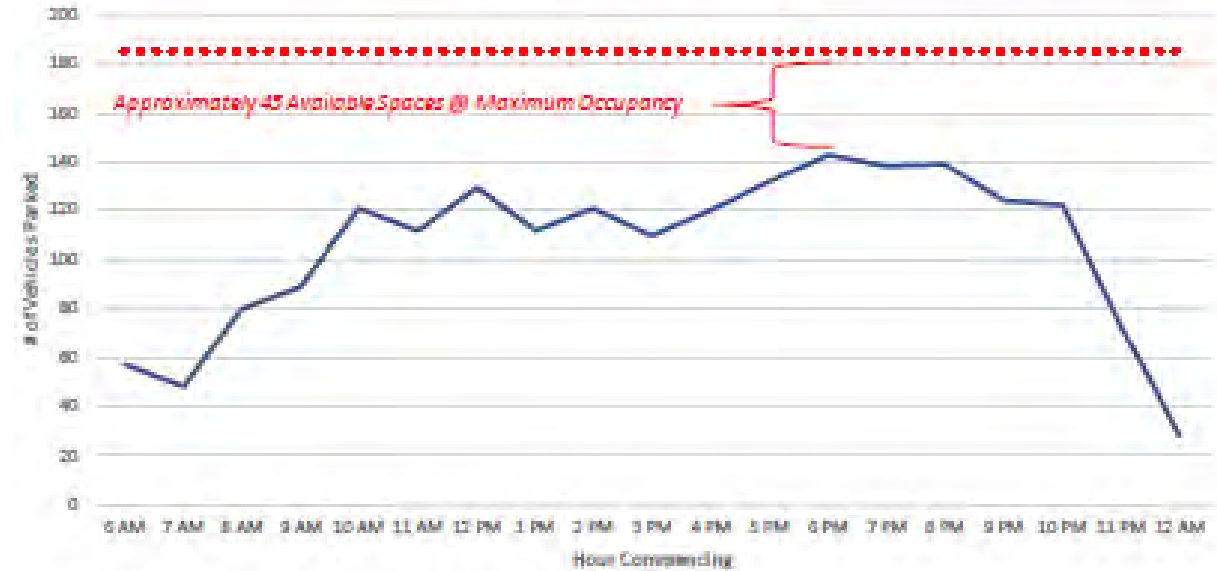
Residential Permit Parking + HCP Occupancy within 1/4-mile of 600 Mass Ave  
Saturday, June 22<sup>nd</sup> 2019



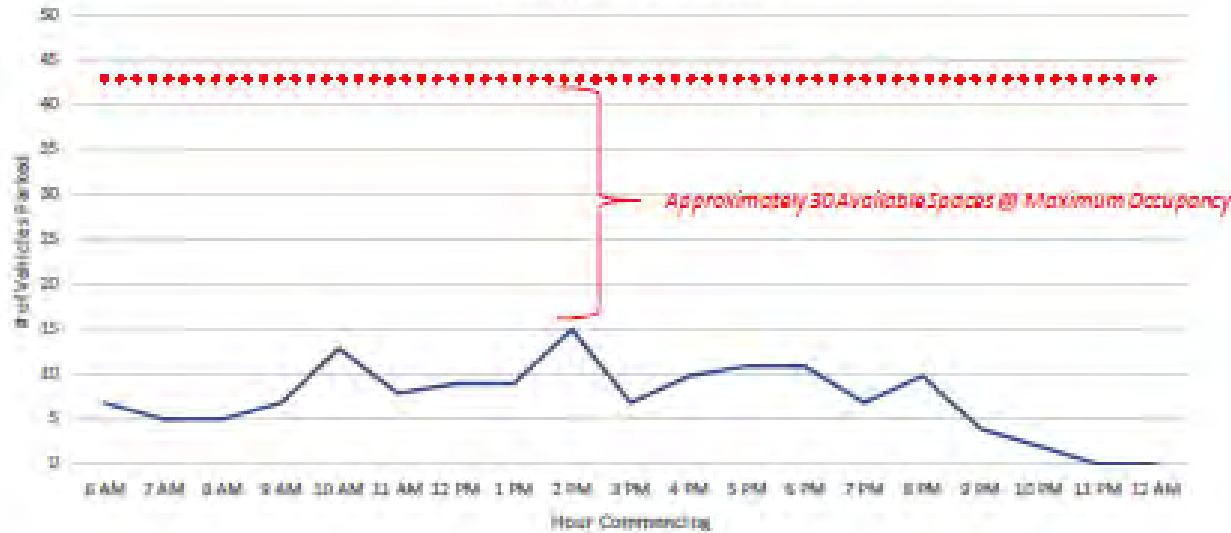
# Daily Parking Occupancy Summary – Weekday

## Thur. June 27<sup>th</sup>, 2019

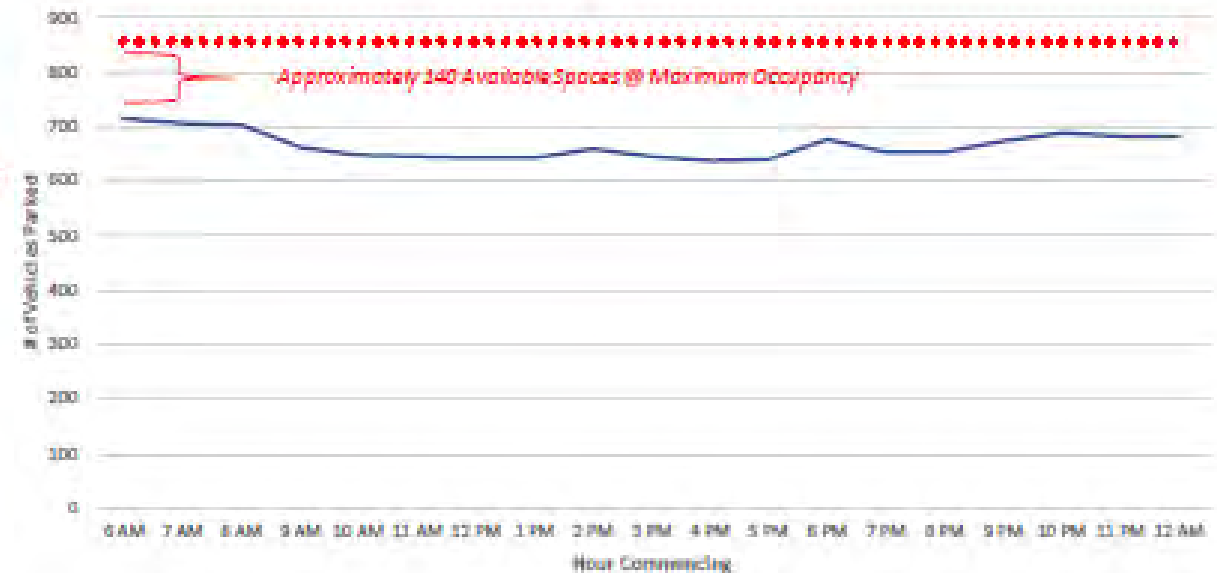
Metered Parking Occupancy within 1/4-mile of 600 Mass Ave  
Thursday, June 27th 2019



Loading Occupancy within 1/4-mile of 600 Mass Ave  
Thursday, June 27th 2019



Residential Permit Parking + HCP Occupancy within 1/4-mile of 600 Mass Ave  
Thursday, June 27th 2019



# Availability of Residential Parking Areas: Morning Peak

Location	# of Available Parking Spaces (8:15 – 9:15 AM)
Magazine Street – East Curb	12
Lopez Street – South Curb	9
Lopez Street – North Curb	7
Cottage Street – South Curb	13
Cottage Street – North Curb	14
William Street – South Curb	7
William Street – North Curb	7
Watson Street – South Curb	4
<u>Watson Street – North Curb</u>	<u>5</u>
<b>TOTAL</b>	<b>78</b>

Based on observations conducted on Thursday, June 27<sup>th</sup> 2019 from 6 AM to 12 AM (midnight)

Note: between 8:15 and 9:15 AM approximately 150 residential parking spaces are available within 1/4 mile radius of the Project Site. The table accounts for approximately 52% of these available spaces and is used to help predict which roadways residential parkers may park in the future.



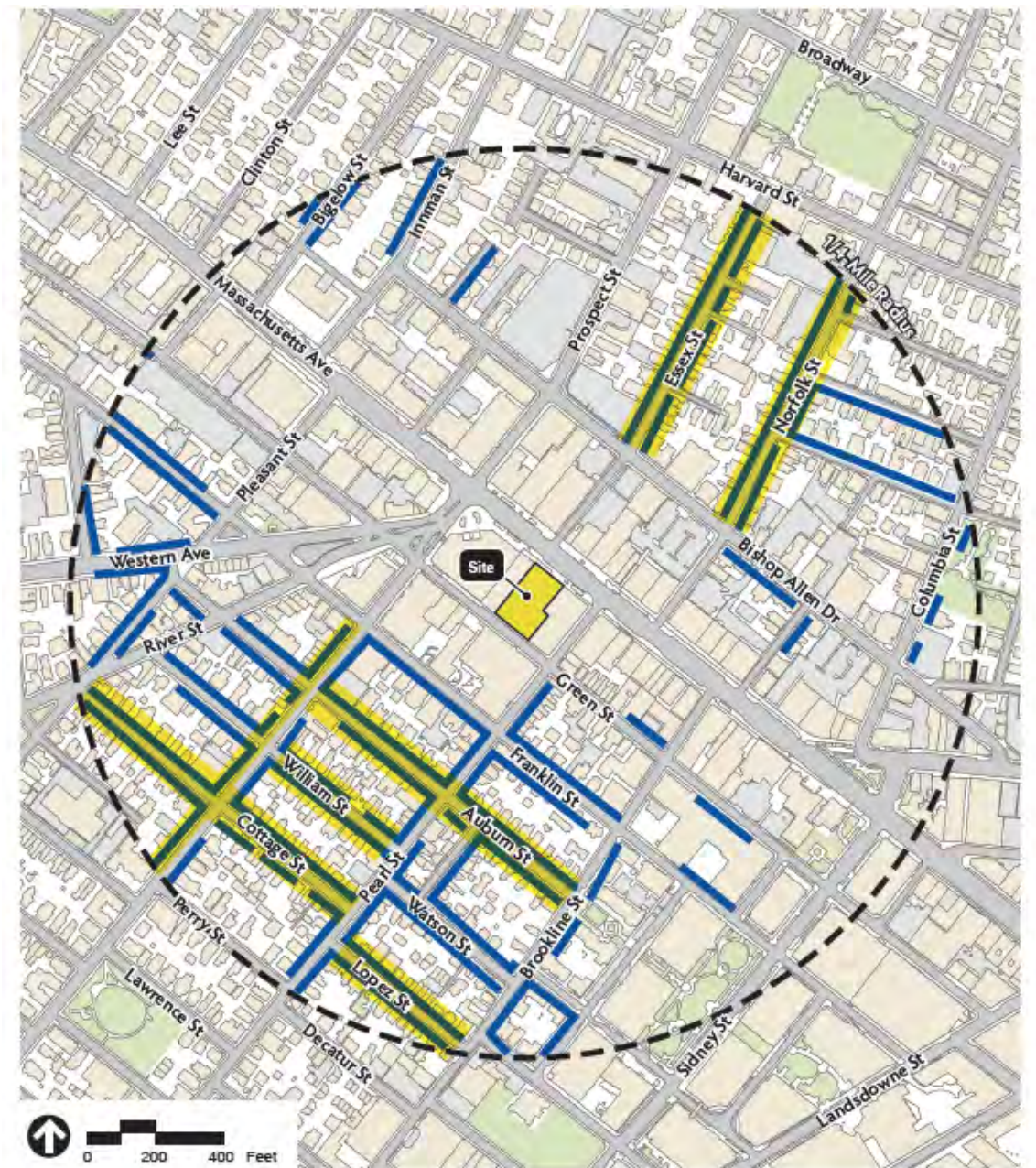
- Parking by Permit Only (except Sunday)
- Areas with Significant Availability of Residential Parking Spaces

# Availability of Residential Parking Areas: Evening Peak

Location	# of Available Parking Spaces (6 – 7 PM)
Essex Street – West Curb	4
Essex Street - East Curb	5
Norfolk Street – West Curb	7
Magazine Street – West Curb	6
Magazine Street – East Curb	6
Lopez Street – South Curb	12
Lopez Street – North Curb	5
Cottage Street – South Curb	9
Cottage Street – North Curb	8
William Street – South Curb	4
William Street – North Curb	7
Franklin Street – South Curb	5
Franklin Street – North Curb	9
<b>TOTAL</b>	<b>87</b>

Based on observations conducted on Thursday, June 27<sup>th</sup> 2019 from 6 AM to 12 AM (midnight)

Note: between 6-7 PM approximately 190 residential parking spaces are available within 1/4 mile radius of the Project Site. The table accounts for approximately 46% of these available spaces and is used to help predict which roadways residential parkers may park in the future.



— Parking by Permit Only (except Sunday)  
 Areas with Significant Availability of Residential Parking Spaces