

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2013 SEP 20 AM 9 55

Case Number:

OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Address:

240 Sidney Street, 40 Allston Street, 618 Grove Avenue

Zoning:

Special District 8A

Applicant:

Dinosaur Capital Partners LLC on behalf of Sidney Grove LLC

Owner:

Dinosaur Capital Partners LLC on behalf of Sidney Grove LLC

Application Date:

March 27, 2013

Date of Planning Board Public Hearing:

April 16, 2013

Date of Planning Board Decision:

September 3, 2013

Date of Filing Planning Board Decision:

September 20, 2013

Application: Proposal seeks special permits pursuant to Section 4.26 – Multifamily Special Permit and Section 19.20 – Project Review Special Permit, to construct a new multifamily residential building with 96 dwelling units and 106 underground vehicle parking spaces. The project is located in Special District 8A (SD-8A) and will replace existing one and two story office and research buildings and a surface parking lot.

Decision:

GRANTED, with conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board:

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

Application, Revised Application, Revised Plans, Dimensional Form, Ownership Certificate, Fee Schedule, Project Narrative, Site Map, Existing Conditions and Neighborhood Context Photos, Proposed Site Concept and Site Plan, Perspective Renderings, Survey, Landscape Plan, Floor Plans, Elevations, Shadow Studies, Traffic Study, Tree Study, LEED Narrative and Checklist.

Other Documents

Sign-up sheet for public comments, dated September 3, 2013
Letter to Hugh Russell, from Bill Kane, dated August 30, 2013
Notice of Extension for case # 278, dated August 21, 2013
Letter to Hugh Russell, from Anthony Galluccio, dated August 13, 2013
Email to Liza Paden, from Anthony Galluccio, dated August 14, 2013
Letter to Hugh Russell, from Bill Kane, dated August 19, 2013
Letter to Hugh Russell, from Anthony Galluccio, dated August 15, 2013
249 Sidney Street Update, dated July 25, 2013
Sign-up sheet for public comments, dated August 6, 2013
Letter to Vivek Sikri, from Scott Oran, dated August 6, 2013
Letter to Planning Board, from Vivek Sikri, dated August 6, 2013
Letter to Hugh Russell, from Scott Oran, dated July 30, 2013
Email to Scott Oran, from Matthew Ponzio, dated August 6, 2013
Letter to Hugh Russell, Cambridge Planning Board, from Adam J. Costa, dated August 6, 2013
Letter to the Planning Board, from Bill Kane, dated August 5, 2013
Email to Liza Paden, from Juan Carl Pallais, dated June 4, 2013
Email to Liza Paden, from Terry McKay, dated June 4, 2013
Design Review Report to the Planning Board, dated July 26, 2013
Email to Jeffrey Roberts, from Scott Oran, dated June 14, 2013
Public hearing speaking sign-up sheet, dated June 4, 2013
Urban Ring Rapid Transit Alternatives from MBTA plans, from Robert J. La Tremouille, dated June 4, 2013
Email to Liza Paden, from Jessica Cheng, dated June 4, 2013
Email to Liza Paden, from Elizabeth Hunt, dated June 4, 2013
Email to Liza Paden, from Jamie Yu, dated June 4, 2013
Email to Liza Paden, from Anne Buckley, dated June 4, 2013
Email to Liza Paden, from Phyllis Bretholtz, dated June 3, 2013
Email to Liza Paden, from Susan Harrison, dated June 3, 2013
Letter to City of Cambridge, from Change.org, dated June 3, 2013
Email to Liza Paden, from Margaret Myers, dated June 3, 2013
Email to Liza Paden, from Matthew Ponzio, dated June 3, 2013
Email to Liza Paden, from Rayna Jhaveri, dated June 3, 2013
Email to Liza Paden, from Peggy Lynch, dated June 1, 2013
Email to Liza Paden, from Lee Farris, dated May 31, 2013
Email to Liza Paden, from Matthew Ponzio, dated May 31, 2013
Email to Liza Paden, from Jacqueline King, dated May 31, 2013
Email to Liza Paden, from Hugh Russell, dated May 31, 2013
Email to Liza Paden, from Charles Teague, dated May 31, 2013

Email to Liza Paden, from Paul Stone, dated May 31, 2013
Email to Liza Paden, from Carolyn Shipley, dated May 31, 2013
Email to Liza Paden, from Vivek Sikri, dated May 30, 2013
Notice of Public Hearing
Photograph of Notice of Public Hearing
Letter to Liza Paden, from Denise Simmons, Vice Mayor, dated June 4, 2013
Letter to Planning Board, from Bill Kane, dated May 28, 2013
Email to Liza Paden, from Vivek Sikri, dated April 24, 2013
Letter to Planning Board, from Vivek Sikri, dated April 24, 2013
Email to Liza Paden, from Henry Marcucella, dated April 17, 2013
Letter to Planning Board, from Bill Kane, dated April 16, 2013
Email to Liza Paden, from Saul Tannenbaum, dated April 16, 2013
Email to Liza Paden, from Kevin Sun, dated April 16, 2013
Email to Liza Paden, from Erica Hong, dated April 16, 2013
Email to Liza Paden, from Rayna Jhaveri, dated April 12, 2013
Letter to Planning Board, from Vivek Sikri, dated April 16, 2013
Memo to Planning Board, from Sue Clippinger, Director, Traffic Parking and Transportation, dated April 16, 2013
Memo to Scott Oran, from Keri Pyke, dated April 16, 2013
Letter to Hugh Russell, from David Davis, dated May 30, 2013
Special Permit Site Parcel Locations - 240 Sidney Street
Ordinance Number 1257
Cambridge Zoning Ordinance – Section 10.47
Cambridge Zoning Ordinance – Section 17.80
Cambridge Zoning Ordinance – Section 4.30
Special Permit Application cover sheet, dated March 27, 2013
240 Sidney Street replaced dimensional form, dated March 26, 2013
Special Permit Application supplement for 240 Sidney Street
Map of abutters to 240 Sidney Street
Special Permit Application cover for 240 Sidney Street, dated March 15, 2013
Certification of Receipt of Plans by City of Cambridge LEED Specialist, dated March 14, 2013
Email to Liza Paden, from David Lefcourt, dated March 11, 2013
Special Permit Application cover for 240 Sidney Street
Letter to Keri Pyke, from Sue Clippinger, dated January 17, 2013
Special Permit Transportation Impact Study Summary Sheet
Check number 001045 to the City of Cambridge, from Sidney Grove LLC, dated March 15, 2013
Legal Notice of Public Hearing, dated April 4, 2013

APPLICATION SUMMARY

On March 27, 2013 Dinosaur Capital Partners LLC on behalf of Sidney Grove LLC submitted an application for Special Permits pursuant to Section 4.26 – Multifamily Special Permit, Section 19.20 – Project Review Special Permit and Section 6.35.1 – Reduction of Required Parking Special Permit, to construct 107 units of housing and 96 underground vehicle parking spaces at 240 Sidney Street, 40 Allston Street and 618 Grove Avenue in Special District 8A. A public hearing was held on April 16, 2013 in which the case was opened and continued to June 4, 2013. On August 6, 2013 the proponent presented revised plans for a residential building with 96

dwelling units and 106 underground vehicle parking spaces. The proponent also withdrew their request for a Special Permit pursuant to Section 6.35.1 – Reduction of Required Parking.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific 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 interest because:

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

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

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

The Applicant has completed a detailed analysis of the traffic impacts associated with the project as evidenced in the Transportation Impact Study (“TIS”) prepared by Howard/Stein-Hudson Associates, Inc. and submitted to the City of Cambridge Traffic, Parking and Transportation (“TP&T”) Department. The TIS includes an analysis of the existing and future vehicular traffic, bicycle and pedestrian volumes, defines site access requirements, and identifies specific improvements on the Site. The TIS concludes that the project will have negligible impact on area street operations. The Applicant will also operate and monitor garage use in order to minimize impacts on on-street parking in the area.

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

The Project will not adversely affect continued operation or future development of adjacent uses. Special District 8A, which the Site is part of, is a transitional zone which was created in 2002 specifically to encourage the development of housing. The site is surrounded on the west across Sidney Street and south by existing and newly developed residential uses. To the north, across Allston Street, is the sixty foot tall 200 Sidney Street office and laboratory building, currently leased to Vertex. To the east, across Grove Avenue, is 130 Waverly Avenue, a twenty-foot tall single-story office and laboratory building with several 15’ to 20’ tall hood exhaust stacks, approximately ninety-five feet from the proposed building. The existing laboratory building is within the Special District

8 zone which allows greater density and building height up to 60 feet with bonuses for residential development. The proposed residential building is designed to complement as well as mitigate if necessary whatever redevelopment occurs at 130 Waverly Avenue. The Board finds that sufficient steps have been taken by the proponent to address the potential impacts resulting from uses on the adjacent commercial site, including: reducing the height of the proposed building in sensitive areas, maintaining adequate setbacks, and designing provisions for future additional protections for residential tenants including storm windows, fixed windows and remote air intakes.

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

The Project will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the Project or the citizens of the City.

The new residential building will be 95 feet from an existing single-story office and laboratory building located at 130 Waverly Avenue, which is not anticipated to create any health or safety issues for residents of the new building or the neighborhood. The proposed building's height will be 35 feet where it is adjacent to the office and laboratory building in order to minimize interference with the wind flow which disperses the laboratory hood exhaust.

The proposed building will be designed with provisions for future additional protections for residential tenants including interior storm windows to reduce any objectionable noise emanating from 130 Waverly Avenue and fixed windows with heat recovery ventilation and remote air intakes to ensure optimal air quality.

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

The project is located in Special District 8A, which was created to provide incentives for transitioning to residential and dormitory uses and discouraging future development that would be incompatible with housing. The project proposes to replace existing office and laboratory buildings and associated surface parking with a residential building that is in compliance with the requirements of the Special District 8A.

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

2. Project Review Special Permit (19.20)

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

(19.25.1) No substantial adverse impact on City Traffic.

As described in the Project's Traffic Impact Study ("TIS") submitted to the City of Cambridge Traffic, Parking and Transportation Department on January 14, 2013, the Project

is expected to have negligible impact on traffic and will not cause congestion, hazard, or substantial change to the established neighborhood character.

(19.31) New projects should be responsive to the existing or anticipated pattern of development.

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

The site is bounded by four streets (Allston Street, Sidney Street, and Putnam Avenue are public streets while Grove Avenue is a private way) and requires 10' yard setbacks. The proposed building will be setback 21' from Grove Avenue.

The three-story sections of the proposed building closest to Sidney Street and Allston Street are intended to reflect the three-story residential character of the Cambridgeport residential neighborhood predominantly zoned Residence C and Residence C-1 and found west of Sidney Street. The four-story section of the proposed building reflects the height of the newly constructed Putnam Green housing development to the south of the site. The building is three stories and 35' of height adjacent to the closest commercial abutter which is approximately about 95' away.

(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 setbacks and heights in relationship to public streets.

The building is designed and oriented to be consistent with the setbacks and heights of surrounding buildings and their relationship to the streets.

The proposed courtyard on Sidney Street visually echoes and extends Fulmore Park which is also surrounded by residential uses. Six townhouse three-bedroom duplex apartments, defined by two-story bays, will have porch entries on Putnam Avenue and Allston Street and are similar in scale to nearby houses.

On Grove Avenue, where the proposed building will face an existing office and laboratory building, a loading/unloading area will be provided for staging of resident move in and move out. To maintain a protective buffer between uses, the residential building will be set back 21 feet from the property line on this side.

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

The proposed project is not mixed-use.

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

There are no neighboring historic buildings or buildings that are preferably preserved on or adjacent to the Site. However, based on their age, the site's existing structures fall under the

Cambridge Demolition Delay Ordinance, with which the applicant will comply in a separate process with the Cambridge Historical Commission.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

(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 service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.

The main entrance to the proposed building will be through a landscaped courtyard. The ground floor of the proposed building will include large windows and active residential uses such as a yoga and fitness room, a communal living and dining room and a management office. Six townhouse three-bedroom duplex apartments, defined by two-story bays, will have porch entries and private patio areas for individual residential units with railings and trellises on Putnam Avenue and Allston Street.

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

Special District 8A is conceived primarily to encourage residential use and as such is not a commercial district.

(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.

The building is designed with an enclosed, underground parking facility for 106 automobiles and 100 bicycles. The location of the garage automobile access will be on Allston Street at the corner of Grove Avenue. The proposed location will result in the elimination of 2 curb cuts on Sidney Street.

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

The ground floor of the building will be approximately 25% transparent and will include large glass windows at public common areas as well as large glass windows and doors at living rooms.

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

The main entrance to the proposed building will be through a landscaped courtyard, which is designed to allow pedestrians and bicyclists to follow a direct path from Sidney Street. There will also be eleven short term bicycle parking spaces located at the front entrance. Six townhouse three-bedroom duplex apartments, defined by two-story bays, will have porch entries on Putnam Avenue and Allston Street.

(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.

Short-term bicycle parking will be located in the landscaped courtyard near the front door. Long-term bicycle parking will be provided for 100 bicycles in the underground garage. The underground garage is entered at the lowest corner of the site to minimize the required ramping. Bicycles users will also be able to utilize the elevators for transporting bicycles to the bicycle parking in the garage.

(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.

The Project complies with the policy objective 19.32.

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

(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 visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:

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

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

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

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

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

Common area mechanical equipment for the building will be located in the basement parking garage and in the center of the roof positioned out of sight lines from adjoining streets to the maximum extent possible. All HVAC units will be provided by mechanical equipment located within the units with the exception of the low-profile rooftop air-conditioning units which will be screened and located in the center of the roofs of the building, out of view from the street and nearby open spaces.

(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.

The trash and recycling storage and handling will be contained within the building. Centralized trash and recycling rooms will be provided on each floor of the building, with chutes connecting to a main trash and recycling room at the parking level.

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

The proposed residential building will not include a loading dock.

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

The project will implement Stormwater Best Management Practices and other measures to minimize runoff and improve water quality in accordance with the Massachusetts Stormwater Handbook for both water quality and quantity.

(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 stormwater runoff compared to pre-development conditions.

The project incorporates Low Impact Development (LID) features into the overall stormwater management design of the building, including natural, landscape stormwater treatment options such as bio-retention areas and landscape islands working together as

part of a stormwater management system to reduce the rate and volume of stormwater runoff. Landscaping will include primarily drought tolerant, perennial native plantings.

(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 Energy System as defined in Section 22.60 of the Ordinance.

The building height will range from 35 to 45 feet tall which is comparable or lower than surrounding residential structures. Shadow modeling has illustrated that shadows from the project will not impact the uses of the abutting properties or Fulmore Park.

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

There will be minimal changes to the grade of the site which slopes about 5 feet along a 300 foot length, and no retaining walls are proposed.

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

Wall treatments and window locations are designed to minimize impact on and be in scale with existing neighboring residences.

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

The lighting for the proposed building will comply with the City's lighting ordinance. The entry courtyard lighting will accent the safety and pedestrian scaled lighting around the building.

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

There is currently only one tree on the project site which is almost entirely covered with buildings and surface parking. The existing tree, which has a DBH less than 8", will be removed. Twenty-four (24) new trees and extensive landscaping will be planted on site as a part of the project.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood 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.

Water-conserving plumbing fixtures will be installed in each residence, and potable water will be submetered so that residents are aware of their own usage.

Current plans for the project will result in a decrease in impervious area at the project site from the existing conditions. Although the peak rates of runoff will likely be less than the existing conditions, stormwater detention may be required to meet the City's requirements of peak rate mitigation (the proposed 25-year peak rate of runoff will be at or below the existing 2-year peak rate of runoff). As the design of the project progresses, the need for detention will be further assessed. If required, detention would most likely consist of a subsurface system.

The site's stormwater system will include Best Management Practices (BMPs) such as low impact development measures and or other structural BMPs. Discussions with the Department of Public Works will continue as the project progresses to determine where the storm drainage system will connect to the City's system.

(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.

The proposed building will have 150 bedrooms and an estimated maximum domestic daily water use of 18,150 gallons per day. The building will also have an estimated fire protection requirement of 1,000 gallons per minute. Preliminary discussions with the Cambridge Water Department have begun and will continue as the project progresses..

As the design progresses, hydrant flow tests will be conducted to confirm pressures in the existing system. Coordination with the Water Department will be continued relative to the design. If the existing system cannot provide the required flow and pressure, some water main work could be required and could consist of cleaning and lining the existing main in Sidney Street or replacement of the main in Sidney Street.

Based on sewage generation estimates as calculated in accordance with 314 CMR 7.00, the State's Sewer System Extension and Connection Permit Program, an estimated maximum daily sewer flow of 16,500 gallons per day from the proposed project is anticipated. These calculations assume a maximum daily sewer flow for residential buildings to be 110 gallons per day per bedroom.

Coordination with the Department of Public Works will continue as the project progresses to determine where the sanitary sewer service will connect to the City's Sanitary Sewer system. The Department of Public Works noted that if connections to the combined sewer in Grove Avenue or Sidney Street were contemplated, those sewers would potentially need to be separated.

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

The Residential Building will meet the requirements under the Energy Star Home program and the US Green Building Council's LEED-Homes standard.

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

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

Not applicable to this 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.

Not applicable to this 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.

Not applicable to this project.

(d) Historic structures and environments are preserved.

Not applicable to this project.

(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.

The Project will be a complementary use to the existing, and future, commercial use in the area, introducing additional residential living, convenient for employees of the nearby office and research buildings.

(19.36) Expansion of the inventory of housing in the city is encouraged.

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

The proposed residential building will add 96 additional residential dwelling units to the housing inventory of the City. A range of unit types will be provided, including approximately 32% two-bedroom and 10% three-bedroom units which can accommodate

larger families. The project will also comply with Inclusionary Housing requirements as described in Section 11.200 of the Zoning Ordinance.

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

- (a) On large-parcel commercial developments, publicly beneficial open space is provided.**
- (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.**
- (c) A wider range of open space activities than presently found in the abutting area is provided.**

The outdoor courtyard will provide new passive outdoor recreation areas for residents and visually connect to and extend Fulmore Park on Sidney Street. The landscaped front yards will enhance Sidney Street, Allston Street, and Putnam Street. Private open space is also provided at first floor patios as well as a common roof-top deck.

Multi-family Special Permit (4.36)

As the proposed Residential Building will contain more than 12 dwelling units, a special permit granted by the Planning Board is required by Sections 4.26 and 4.31. Pursuant to Section 10.47.4, the following site plan criteria are applicable to Special Permits issued under Section 4.31:

1) Key features of the natural landscape should be preserved to the maximum extent feasible. Tree removal should be minimized and other natural features of the site, such as slopes, should be maintained.

There are few features of the natural landscape present on the site. The site is currently fully developed with one- and two-story office / research buildings and an asphalt parking lot for 66 vehicles. There is only one tree and open space equals less than 3% of the site. The proposed redevelopment will include 24 new trees and create open space equal to 30% of the site.

2) New buildings should be related sensitively to the existing built environment. The location, orientation and massing of structures in the development should avoid overwhelming the existing buildings in the vicinity of the development. Visual and functional disruptions should be avoided.

The proposed building is designed sensitively to the existing built environment. Its three and four story C-shaped massing is designed to be in relation to and mediate between smaller scale three- and four-story historic and new residential development predominantly west of Sidney Street and south of Putnam Street and larger-scale multi-story and single-story office/ laboratory buildings north of Allston Street and east of Grove Avenue.

The 35 foot three-story sections of the proposed building are scaled to relate to the triple-deckers across Sidney Street and so as not to overwhelm the 20-foot tall one-story office

and laboratory building at 130 Waverly Avenue with several rooftop 15' to 20' tall hood exhaust stacks. The four-story section of the building near Grove Avenue and Putnam Avenue relates to the new four-story Putnam Green apartments across Putnam Avenue as well as the 60'-tall 200 Sidney Street office and laboratory building across Allston Street. The proposed building's 35-foot height closest to 130 Waverly with a 95 foot separation is designed to create a respectful transition to the current 20-foot tall office and laboratory building or whatever may ultimately replace it.

3) The location, arrangement, and landscaping of open space should provide some visual benefits to abutters and passersby as well as functional benefits to occupants of the development.

The proposed development will create a substantial new open space that visually extends the newly-renovated Fulmore Park across Sidney Street. This landscaped courtyard will provide visual benefits to abutters and passersby as well as functional benefits to occupants of the new building. The courtyard provides extensive landscaping, benches, paved area and a lawn panel for passive recreation. A seating area along Sidney Street with benches, a fountain or sculpture and a historical marker commemorating the neighborhood's history will provide a neighborhood amenity.

4) Parking areas, internal roadways and access/egress points should be safe and convenient.

All vehicle and long-term bicycle parking is located under the proposed building in a well-lit garage with secure access via a single ramp on Allston Street, near an existing parking lot curb cut. Traffic will enter via a right turn in and exit via a right turn out to minimize conflicts on Allston Street. The Allston Street entry is opposite the commercial parking area of 200 Sidney Street and existing grades shorten the ramp into the garage minimizing the proposed building height and alleviating the need for extensive pedestrian ramps to reach the front door through the courtyard.

5) Parking area landscaping should minimize the intrusion of on site parking so that it does not substantially detract from the use and enjoyment of either the proposed development or neighboring properties.

All parking has been designed and located in a garage below the building so it will not be an intrusion on site or substantially detract from the use and enjoyment of the proposed development or neighboring properties.

6) Service facilities such as trash collection apparatus and utility boxes should be located so they are convenient for residents, yet unobtrusive.

All service areas are designed to be convenient yet unobtrusive. Trash is collected inside the building and removed on the Grove Avenue side of the building so as to keep the courtyard undisturbed. Utility connection points are designed to be located within the building.

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the revised Application Documents dated July 30, 2013, and revised plans dated July 30, 2013, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.
5. The project shall be subject to the requirements recommended in the Memo to the Planning Board from Susan E. Clippinger, Director of Traffic, Parking and Transportation Department, dated April 16, 2013 (attached)

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H. Russell, T. Cohen, W. Tibbs, S. Cohen, T. Sieniewicz and Associate Members C. Preston Connelly, A. Nur, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair

A copy of this decision #278 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on September 20, 2013, by Taha Jennings, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

Appendix I – Dimensional Form

	Existing	Allowed/Required	Proposed	Granted
Total FAR	0.67	1.95	1.78	1.78
Residential	N/A	1.50	1.37	1.37
Non-Residential	0.67	N/A	N/A	N/A
Inclusionary Bonus	N/A	0.45	0.41	0.41
Total GFA in Sq. Ft.	36,408	105,554	96,431	96,431
Residential	0	81,195	74,178	74,178
Non-Residential	36,408	N/A	0	N/A
Inclusionary Bonus	0	24,359	22,253	22,253
Max. Height	26ft	45ft/60ft	35ft/45ft	As shown on plans
Lot Size	54,130sf	5,000sf	54,130sf	54,130sf
Lot area/du	0	506sf	564sf	564sf
Total Dwelling Units	0	107	96	96
Base units	0	83	74	74
Inclusionary units	0	24	22	22
Min. Lot Width	300ft	50ft	300ft	300ft
Min. Yard Setbacks				
Front	0	10ft	10ft/21ft	As shown on plans
Side, Left	N/A	N/A	N/A	N/A
Side, Right	N/A	N/A	N/A	N/A
Rear	N/A	N/A	N/A	N/A
Total % Open Space	Less than 3%	15%	30%	As shown on plans
Off Street Parking				
Min #	67	1 per D.U. / 96	1.1 per D.U. / 106	106
Max #				
Handicapped				
Bicycle Spaces	0	1+ pr D.U./ 100	1+ per D.U./ 100	
Long term	0		107	107
Short term	0		11	11
Loading Bays	0	0	0	0



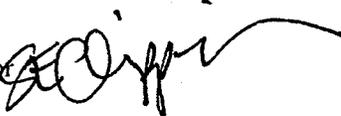
CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Susan E. Clippinger, Director 
Date: April 16, 2013
Re: 240 Sidney Street Residential Project

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed 240 Sidney Street Residential Project by Dinosaur Capital Partners LLC on behalf of Sidney Grove LLC. The project will replace approximately 36,400 s.f. of R&D space with 107 residential apartment units, 96 below grade parking spaces, 112 long-term covered bicycle parking spaces and short-term outdoor bicycle spaces. We certified the TIS as complete and reliable on January 17, 2013.

The project will generate a total of:

- 288 daily vehicle trips including, 21 AM and 29 PM peak hour vehicle trips,
- 196 daily transit trips (15 AM Peak/20 PM Peak hour transit trips),
- 138 daily pedestrian trips (10 AM/14 PM Peak hour transit trips) and
- 126 daily bicycle trips (9 AM/12 PM Peak hour bicycle trips).

The TIS indicated that no Planning Board Special Permit Transportation Criteria were exceeded. The full TIS summary sheets are attached. We note that the TIS did not take credit for vehicle trips generated by the existing R&D use on the site which will be eliminated, hence the TIS was conservatively prepared (i.e. there will be no substantial changes in car trips in/out of the site from current conditions). Below are our project comments:

- **Automobile Parking.** The project is requesting a reduction of 11 parking spaces from the zoning minimum (96 spaces instead of 107 spaces) to provide more green space and not park vehicles in the front yard (which would require a variance). We agree that the project is better with green space and no cars parked in the front yard. We also believe that 96 parking spaces (0.9 spaces/unit) is sufficient to accommodate the project's parking needs for the following reasons:
 - The site is well located where people can live and work in Cambridge without needing to own a car.
 - The average renter occupied household has 0.9 autos per unit (2010 Census, Tract 3532).
 - 27% of renter occupied households have no vehicle (2006-11 American Community Survey, Tract 3532)
 - The site is served by nearby bus routes including #47 and #64, EZ-Ride shuttle and is 1/2 miles from the BU West MBTA Green line Station, 0.7 miles from the Central Square Red Line Station and there are 9 Carshare vehicles available at five locations within 1/2 mile of the project site.
 - The Project will contain 12 affordable units and studies have shown affordable units have low auto ownership. For example according to the property manager, the affordable housing project across the street at 625 Putnam Avenue has 40 fully-occupied units and 15 cars utilize the 28 parking spaces (0.38 autos/unit).

We recommend that the project accommodate their entire parking needs on-site including visitor parking by managing the garage as flexible as possible.

240 Sidney Street Residential Project

- **Bicycle Parking.** The project needs to provide 112 long-term weather protected bicycle spaces and 11 short-term visitor bicycle spaces that meet the City's bicycle parking guidelines and the advertised bicycle zoning petition. The Proponent's recently updated Parking level plan includes 112 long-term bicycle spaces in the parking garage (75 bicycle spaces in a bicycle room in the garage, 19 bicycle spaces in one corner and 18 bicycle spaces located in another corner of the garage).
 - We support the 112 long-term bicycle parking spaces in the garage.
 - The Proponent also must explicitly permit bicycle users to use the elevators for transporting bicycles to the bicycle parking in the garage, as well as the option to use the garage ramps.
 - The minimum elevator size requirement is 80 inches (7'8") by 54 inches (4'6").
 - For the 11 short-term visitor bicycle parking spaces we recommend 4 bicycle racks be located near the main building entrance on the Sidney Street side of the Project and 2 bicycle racks be located near the building entrance on the Grove Street side of the project.

- **Site Plan.** The proposed Garage access is on Allston Street at the corner of Grove Avenue. The Proponent selected this location because it is the lowest corner of the site and reduces the necessary garage ramping. The location is also opposite a non-residential parking lot. We support the garage access location and also support the elimination of 2 curb-cuts on Sidney Street which will provide 2-3 additional on-street parking spaces.

- **Residential TDM.** To minimize project impacts we recommend the Proponent implement the following residential Transportation Demand Management (TDM) measures which will encourage preferred modes of transportation for residents (walking, bicycle, transit):
 - Provide an MBTA Charlie Card, with the value of a combined bus/subway pass (currently set at \$70 but is subject to MBTA fare increases) to each adult member of a new household during the first month of initial occupancy of a new household. Up to two Charlie Cards total per household are required. This requirement renews each time a new household moves in to incentivize new households to use public transportation.
 - Post information in an area that is central, visible, convenient, and accessible to all residents and visitors such as:
 - Available pedestrian and bicycle facilities in the vicinity of the Project site.
 - MBTA maps, schedules, and fares.
 - Area shuttle (i.e. EZ-Ride Shuttle) map and schedule.
 - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
 - Bicycle parking.
 - Ride-matching.
 - Car-sharing.
 - Other pertinent transportation information.
 - Provide air pumps and other bicycle tools, such as a "fix-it" stand in the bicycle storage areas as well as a hose and drainage area for bicyclists to use.
 - Designate a Transportation Coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation alternatives to all residents at the site in a variety of ways including posting information in prominent locations, Project's web site and property newsletter, and responding to individual requests for information.
 - The TC should participate in any TC trainings offered by the City of Cambridge or local Transportation Management Associations.

Cc: Brian Murphy, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Jeff Roberts, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Scott Oran, Dinosaur Capital Partners LLC.

CITY OF CAMBRIDGE
Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: _____

PROJECT NAME: 240 Sidney Street
 Address: 240 Sidney Street, Cambridge MA

Owner/Developer Name: Sidney Grove LLC/Dinosaur Capital Partners, LLC, Development Manager

Contact Person: Scott Oran
 Contact Address: 101 Huntington Avenue, 9th Floor
Boston, MA 02199
 Contact Phone: (617) 422-6584

SIZE:

ITE sq. ft. 101,551 (107 apartments)
 Zoning sq.ft.: 128,995 (including garage)
 Land Use Type: Residential

PARKING:

Existing Parking Spaces: 61 Use: Research and Development (office)
 New Parking Spaces: 96 Use: Residential
 Date of Parking Registration Approval: _____

TRIP GENERATION:

	Daily	AM Peak Hour	PM Peak Hour	Saturday Peak Hour (retail only)
Total Trips	818	60	82	N/A
Vehicle	288	21	29	N/A
Transit	196	15	20	N/A
Pedestrian	138	10	14	N/A
Bicycle	126	9	12	N/A

Note: Total includes work-at-home trips (6.6%).

MODE SPLIT (PERSON TRIPS): Vehicles (SOV): 33.3 % Bicycle: 15.5 %
 Rideshare (HOV): 3.8 % Pedestrian: 16.8 %
 Transit: 24.0 % Work at Home: 6.6 %

TRANSPORTATION CONSULTANT:

Company Name: Howard/Stein-Hudson Associates
 Contact Name: Keri Pyke
 Phone: (617) 348-3301

Date of Building Permit Approval: _____

CITY OF CAMBRIDGE **Planning Board Criteria Performance Summary**
Special Permit Transportation Impact Study (TIS) **Page 2**

Planning Board Permit Number: _____

Project Name: 240 Sidney Street

Total Data Entries = 53 Total Number of Criteria Exceedences = 0

1. Project Vehicle Trip Generation

Weekday = 288 AM Peak Hour = 21 PM Peak Hour = 29 Meets Criteria? Y/N

2. Level of Service (LOS)

Intersection <i>[Name / Name]</i>	A.M. Peak Hour			P.M. Peak Hour		
	Existing <i>[A-F]</i>	With Project <i>[A-F]</i>	Meets Criteria? <i>[Y/N]</i>	Existing <i>[A-F]</i>	With Project <i>[A-F]</i>	Meets Criteria? <i>[Y/N]</i>
Sidney Street/Putnam Ave						
Putnam EB	A	A	Y	A	A	Y
Putnam WB	A	A	Y	A	A	Y
Sidney SB	A	A	Y	C	C	Y
Brookline Street/Putnam Ave						
Putnam EB	B	B	Y	B	B	Y
Putnam WB	A	A	Y	B	B	Y
Brookline NB	B	B	Y	C	C	Y
Allston Street/Sidney Street						
Allston EB	B	B	Y	B	C	Y
Allston WB	B	B	Y	C	C	Y
Sidney SB	A	A	Y	A	A	Y

Note: "With Project" LOS also reflects 0.5% growth rate over 5 years.

3. Traffic on Residential Streets

Street Segment <i>[Name]</i>	A.M. Peak Hour			P.M. Peak Hour		
	Existing Volume <i>[####]</i>	With Project <i>[##]</i>	Meets Criteria? <i>[Y/N]</i>	Existing Volume <i>[####]</i>	With Project <i>[##]</i>	Meets Criteria? <i>[Y/N]</i>
Sidney between Putnam/Allston	274	298	Y	691	718	Y
Putnam between Sidney/Brookline	343	362	Y	448	468	Y

Note: Volume increases also account for 0.5% growth rate over 5 years.

Adjacent Street or Public Right-of-Way <i>[Name]</i>	Sidewalks or Walkways Present? <i>[Y/N]</i>	Meets Criteria? <i>[Y/N]</i>	Bicycle Facilities or Right-of-Ways Present? <i>[Y/N]</i>	Meets Criteria? <i>[Y/N]</i>
Sidney Street	Y	Y	Y	Y
Allston Street	Y	Y	Y	Y
Putnam Avenue	Y	Y	Y	Y
On-Site:				