



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## NOTICE OF DECISION

Case Number:	256
Address:	34-36 Hampshire Street
Zoning:	Industry B
Applicant:	C.J. Griffin Enterprises 2307 Massachusetts Avenue Cambridge, MA 02140
Owners:	Applicant (owner of 36 Hampshire Street) and Anthony J. and Regina A. Masters 27 Cranston Circle, Woburn, MA (owners of 34 Hampshire Street)
Application Date:	February 22, 2011
Date of Planning Board Public Hearing:	March 15, 2011
Date of Planning Board Decision:	June 7, 2011
Date of Filing Planning Board Decision:	July 13, 2011
Application:	To construct a 20-unit residential building with ground-floor commercial space and 10 accessory parking spaces, requiring: Special Permit for Multifamily Dwellings in an Industry B District (4.26.3); Reduction of Required Parking (6.35.1).
Decision:	<b>GRANTED</b> , 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: Jeffrey C. Roberts

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application materials dated January 28, 2011, including: Cover Sheet, Summary of Application, Ownership Certificates (x2), Dimensional Form (with accompanying notes), Narrative for SP Application; and drawings prepared by Peter Quinn Architects including: Cover Sheet, Existing Conditions Plan, Zoning Compliance, Massing & Orientation Model, Floor Plans, Elevations, Color Rendered Elevations, 3-D Context Image, 2-D Context Elevation, Site Photos.
2. Memorandum from Design Consultants, Inc., dated January 28, 2011, regarding Parking and Transportation Demand Management (PTDM) for the proposed project, including Appendices A-C.
3. Memorandum from Design Consultants, Inc., dated February 28, 2011, supplementing the PTDM Assessment dated January 28, 2011.
4. Revised drawings dated March 1, 2011, prepared by Peter Quinn Architects, including: Cover Sheet, Existing Conditions Plan, Massing & Orientation Model, 3-D Context Images, 2D Context Elevation, Zoning Compliance, Floor Plans, Elevations, Color Rendered Elevations, Sight Line & Existing Diagram, Vehicle Turning Diagrams, Site Photos.
5. Revised Dimensional Form dated March 1, 2011.
6. Revised drawings dated April 15, 2011 (with cover memo dated April 14, 2011) from Peter Quinn Architects, including: Cover Sheet, Existing Conditions Plan, Massing & Orientation Model, 3-D Context Images, 2D Context Elevation, Zoning Compliance, Floor Plans, Elevations, Color Rendered Elevations, Enlarged North & East Color Elevation @ Ground Level, Sight Line & Existing Diagram, Vehicle Turning Diagrams, Site Photos.
7. Letter from James J. Rafferty, P.C., representing the Applicant, requesting to continue the public hearing to May 10, 2011.
8. Letter from James J. Rafferty, P.C., representing the Applicant, to Susan Clippinger, Director of Traffic, Parking & Transportation, dated June 7, 2011.
9. Catalog of Trespa Meteon products, submitted by the Applicant.
10. Letter from James J. Rafferty, P.C., representing the Applicant, assenting to an extension of the time for the issuance of a decision by the Planning Board until June 30, 2011.

### Other Documents

11. Letter to the Planning Board from Mike and Torgun Austin, 28 Bristol Street, dated March 7, 2011.

12. Memorandum to the Planning Board from Roger Boothe and Community Development Department staff, dated March 15, 2011.
13. Letter to the Planning Board from Peter and Sophia Venetsanakis, owners of 38-40 Hampshire Street, dated March 15, 2011, including article excerpt and photographs.
14. Letter submitted to the Planning Board (addressed to the City Council) from Richard Fanning, 21 Cornelius Way, regarding Community Preservation Act funding (not dated).
15. Letter to the Planning Board from Peter and Sophia Venetsanakis, owners of 38-40 Hampshire Street, dated May 10, 2011.
16. Letter to the Planning Board from Joseph D. Power, representing Carpenter's Union-Local 40, dated June 2, 2011.
17. Materials submitted to the Planning Board by attorney Gary P. Lillienthal, representing The Davis Companies, by hand on June 7, 2011, including a memorandum from Joseph P. Flaherty of Colliers International, and a plan drawing of 201 Broadway, Floors 4, 5, 6.
18. Notice of Extension of Time filed by Elizabeth M. Paden, authorized representative of the Planning Board on June 8, 2011, extending the time for drafting and filing of the special permit decision until June 30, 2011.

## **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. Special Permit for Multifamily Dwellings in an Industry B District (4.26.3)

Section 4.26.3 of the Zoning Ordinance states that a special permit from the Planning Board shall be required for a multifamily dwelling in the Industry B district where the development exceeds 50,000 square feet of Gross Floor Area, or where the lot area per dwelling unit proposed is less than 300 square feet, or where twelve (12) or more units are proposed where any portion of the development is within 100 feet of a Residence A-1, A-2, B, C, or C-1 district. The proposed lot area per dwelling unit is 261 square feet and the project contains 20 units and is located within 100 feet of a Residence C-1 district. Therefore the special permit is required.

2. Criteria for Approval of Townhouses and Multifamily Dwellings (10.47.4)

In issuing a special permit for a multifamily dwelling in an Industry B district, the Planning Board is guided by the criteria set forth in Subsection 10.47.4 of the Zoning Ordinance. The Board finds that the proposed multifamily dwelling is consistent with these criteria for approval of a special permit, as set forth below.

*(10.47.4) Criteria for approval of Townhouses and Multifamily Dwellings. In reviewing applications for townhouse developments and multifamily dwelling, the special permit granting authority shall consider and address the following site plan criteria as applicable:*

- (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.*

No natural landscape features exist on 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 existing buildings in the vicinity present a mix of very large newer buildings and smaller older buildings. The proposed building occupies a middle ground as to height and massing and therefore relates well to the existing built environment. Two adjacent corner buildings, the Dante Alighieri Center and One Kendall Square, are of high design quality and the proposed building meets a comparable standard for visual interest and design.

- (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.*

Private open space is not required in the zoning district, and is absent from abutting lots. Consistent with the character of the area, visual benefits will be provided to passersby through the design elements on the ground-floor façade.

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

There will be a structured interior parking garage for 10 cars located on the first floor, with access via an existing curb cut on Portland Street. This shall provide safe and convenient access and egress for residents. Additional resident parking will also be provided in an off-site garage, which will provide secure parking with safe pedestrian connections to the site.

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

All parking provided will be interior to the building, and the façades adjacent to the sidewalk will be appropriately screened with building design elements so that the parking does not detract from the public enjoyment of the streetscape.

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

An interior trash and recycling area will be provided in the garage area. Trash and recycling will be moved in rolling bins at designated pick-up times by building management. Utility meters and shut-offs will be located in the basement utility area under the retail area. This arrangement will minimize obtrusion while maintaining appropriate convenience for residents.

*10.47.41 Additional Criteria for Townhouses and Multifamily Dwellings in Industry A and A-2 districts, Industry B, B-1 and B-2 districts, and the Industry C district. In addition to the criteria set forth in Section 11.47.4 above, the following shall be considered by the Planning Board in these industrial districts:*

- (1) *On balance the location is appropriate for the proposed residential uses, because:*
- (a) *Residential use at the proposed location will not preempt space particularly suitable for nonresidential uses; and*
  - (b) *Existing or anticipated uses on nearby premises will not make residential use inappropriate because of external impacts such as noise, glare, odors or safety concerns; and*
  - (c) *The proximity of the proposal to other residential development or reasonably anticipated residential development in the future, helps to establish an amount of housing sufficient to ensure a viable, supportive and healthy residential environment;*  
*or*
  - (d) *The proposal will act as a transition to neighboring residential districts and uses; or*
  - (e) *The proposal is of sufficient scale to create its own supportive residential environment.*

The proposed development is within an area containing a mix of urban uses, most of which are residential, office, research and development, or retail/restaurant uses and not industrial. The planning and zoning for this district anticipates the continuation of these types of uses to support a vibrant urban mixed-use environment. The area contains many services to support residents, including retail stores, restaurants, entertainment, and public transportation, and the new residential development will help to further support these types of uses. The site is located across the street from a residential district. Therefore the site is appropriate for residential uses.

- (2) *The proposed design includes amenities appropriate to provide a supportive service environment for the anticipated residential uses.*

The location provides many residential amenities, as described above. The design includes features that are appropriate to a residential use in this location, including a small retail space to activate the ground floor frontage on Hampshire Street.

- (3) *Other potential benefits can be identified, including:*

- (1) *The proposed residential use may make feasible the preservation of an historic structure;*  
(2) *The proposed residential use and nearby commercial uses are linked through work/live arrangements or in other ways.*

The site of the proposed building contains no structures of historic significance. While no formal work/live arrangements are proposed, the placement of dwelling units in very close proximity to one of Cambridge's largest employment centers will provide benefits by supporting walkable and bikeable commutes.

### 3. Reduction of Required Parking (6.35.1)

In granting a special permit for reduction of required parking, the Planning Board is guided by the requirements of Section 6.35.1, as set forth below:

*A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units.*

The normal parking requirement for a 20-unit residential development, at one off-street space per unit, is 20 spaces. The proposal seeks to provide ten (10) spaces on-site, for a ratio of 0.5 on-site spaces per dwelling unit. The Planning Board approves the provision of ten (10) on-site spaces and the reduction of the required parking ratio to 0.5 spaces per unit subject to the Condition, as further set forth in this Special Permit Decision, that the Applicant shall provide a minimum of five (5) additional spaces in an existing off-site parking garage located within 800 feet of the project site through some leasing mechanism. Through a combination of approved on-site accessory parking spaces and leased parking spaces, the Applicant will effectively provide a ratio of 0.75 off-street parking spaces per unit, which the Board finds acceptable for a residential building of this size, type, and location. Because the site is close to employment centers, retail stores, services, and public transportation options, it is expected that residents will rely less on automobiles for their travel, and therefore the demand for residential parking will be lower than the required one space per unit.

Since the site is located at the edge of a residential neighborhood, there is some resident permit parking available as well as metered public parking along nearby commercial streets. Information provided by the Applicant, based on surveys conducted by Design Consultants, Inc., shows that the existing public parking is well utilized, especially during peak restaurant times. However, given the small size of the project, there is on-street capacity to accommodate a small number of additional cars without having unreasonably adverse impacts on parking in the neighborhood.

Given the low expected parking demand, availability of other forms of transportation, and relatively small number of dwelling units, the Board finds that the proposed parking arrangement will not have substantial adverse impacts on congestion, public safety, parking availability, or other concerns. Moreover, the reduced amount of parking is consistent with the City's goal of encouraging non-auto modes of travel, particularly within this district of Cambridge. Further evidence is cited below.

*In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:*

- (1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

There is surplus off-street parking available in several commercial or accessory parking garages in the area. Most of this parking serves non-residential uses, so there is ample parking available to serve residents. The Applicant has agreed to secure a minimum of five (5) parking spaces from a nearby commercial parking facility to accommodate residents of the proposed building.

The site is within a half-mile walk of the Kendall MBTA station, and is served by numerous bus and shuttle routes, including the EZRide shuttle. There are several car sharing locations operated by Zipcar, Inc. within walking distance of the site.

- (2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

The Applicant has agreed to secure a minimum of five (5) parking spaces from a nearby commercial parking facility to accommodate residents of the proposed building. It is further set forth as a Condition of this Special Permit that such spaces be made available, even if such spaces do not satisfy the requirements of Section 6.23.

- (3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

No shared use of parking is proposed; however, the Applicant has agreed to secure spaces from a facility that is primarily used for commercial parking.

- (4) *Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

There are no age or occupancy restrictions proposed, with the exception of two units that will be reserved for low- to moderate-income households in accordance with the Inclusionary Housing provision of the Zoning Ordinance.

- (5) *Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

Green space and landscaping are not proposed, as they are not present on the existing site or abutting sections of neighboring sites. Parking occupies the entire ground level of the proposed building with the exception of a residential lobby and commercial space that are meant to screen the parking along the Hampshire Street edge. The site cannot accommodate more parking without either removing the proposed retail or building additional levels of structured parking, which could not be reasonably accomplished without negatively impacting the site, surrounding sites, or the character of the area.

- (6) *The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*

The proposed development will include two (2) affordable units and will utilize the additional FAR and dwelling units as set forth in the Inclusionary Housing requirements of Section 11.200. Given the constraints of a small site surrounded by existing buildings, and the considerations described above, it would be infeasible to accommodate the full parking requirement on-site for the as-of-right development with the increased FAR and dwelling units provided for in Section 11.200.

#### 4. 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*

After the issuance of the requested special permits from the Planning Board, the requirements of the Zoning Ordinance will be met (see Approved Dimensional Form in Appendix I of this Special Permit Decision).

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

A residential project of this size will not generate significant traffic. The project is located and designed to encourage pedestrian, bicycle, and public transportation use by residents and users of the small commercial space. Vehicular access and egress is appropriately located along Portland Street while pedestrian access and egress is conveniently provided via a lobby off of Hampshire Street.

*(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 adjacent uses include large-scale offices and a one-story restaurant, with an auto-oriented use located across Portland Street and a small institutional use across Hampshire Street. A new residential use will not negatively impact the operation of those uses or the ability to develop new uses that are of a type and character consistent with development in the district. The proposed building will be built close to existing buildings surrounding the site, in keeping with the zoning regulations and the existing character of the block. Although the owner of the abutting parcel at 191 Broadway has testified that the proposed building will obstruct views for office tenants, the Board finds that such impacts are reasonably anticipated given the zoning regulations in the district and the existing patterns of development, and will not impair the continued office use on the abutting lot.

*(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 proposed development will comply with all applicable health, safety and noise regulations. Trash will be contained on-site within the building garage area until scheduled pickup. Vehicular entry and exit of the garage will comply with City guidelines for traffic safety. The roof-mounted mechanical equipment is intended to comply with the City's Noise Ordinance with the use of a screen enclosure and, if necessary, soundproofing material suitable for exterior use.

*(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 proposed use is consistent with expected development in the district, which allows for densely developed building sites with a mix of uses, and particularly encourages the development of housing. The residential use will provide an appropriate transition to the lower-scale residential district to the north of the site.

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

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

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

The proposed building height fits suitably into the existing block, with a moderate height that is between the low height of the abutting one-story restaurant use and the taller height of the abutting office building. This height transitions appropriately to the residential area to the north. Building frontages meet the lot lines, consistent with existing development on the block and expected development in the district. The placement of ground-floor commercial frontage on Hampshire Street is consistent with other ground-floor spaces along that street. There are no structures of historic significance on the site.

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

Entrances to the residential lobby and ground-floor commercial space are oriented toward the Hampshire Street sidewalk. Parking frontage is located only along a small portion of Portland Street and is appropriately mitigated through the design of the façade, which uses etched glazing to provide an attractive street frontage while screening the parking spaces. The ground-floor commercial space at the corner includes transparent curtain-wall glazing to maximize the retail presence for pedestrians, and a recessed residential entrance provides a safe, attractive and convenient pedestrian entrance with a greater degree of privacy than the commercial space. Bicycle parking is provided in a secure area of the garage, which can be accessed via the garage entrance or the residential lobby.

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

All rooftop mechanical equipment, including elevator penthouse, air-cooled mechanical equipment, exhaust vents, and back-up generators will be placed behind a rooftop screen. The screen is designed with a light-colored surface to be less apparent to the casual viewer. There are no residential uses in proximity to any rooftop mechanical equipment. The rooftop mechanical equipment will be designed to meet the City's Noise Ordinance.

Trash and recycling will be stored indoors in an interior area adjacent to the garage and will be brought out to the street by management for pick-up by a private hauler on scheduled days.

Shadows from the building will not significantly impact neighbors. All adjoining properties in the direction of the shadow are either without windows or are already in the shadow of other structures.

Outdoor lighting will be provided by minimally sized wall sconces that are shielded for glare. The windows of the ground-floor commercial space will also provide lighting on the sidewalk.

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

Existing utilities in the area will be sufficient to serve the proposed use, which will be reviewed by the Cambridge Department of Public Works and the Cambridge Water Department. Stormwater will be managed on-site through the use of infiltration tanks, consistent with City requirements. The building will meet the City's requirement for Stretch Code Energy Compliance.

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

The character of the proposed building is meant to enhance the current mix of building types and uses on the block and to reflect the landmark character of buildings on opposite corners, including the One Kendall Square complex and the Dante Alighieri Center. The designers have created a highly evolved graphic façade with the objective of creating an interesting self-supporting building that complements the character of the surrounding area. The addition of residential and ground-floor commercial uses will contribute positively to the mix of uses in the district.

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

The project includes a total of 20 housing units, and will provide two affordable units as required by the Inclusionary Housing provisions of Section 11.200.

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

There is no open space required or proposed for the site, which is appropriate given the nature and characteristics of the specific site and the surrounding block.

## **DECISION**

Based on a review of the Application Documents, testimony given at the public hearings, 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 Application Documents dated January 28, 2011, with revisions dated March 1, 2011 and April 15, 2011, 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 a 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. The Planning Board approves the provision of no less than ten (10) off-street parking spaces on-site as accessory parking for residents of the building. In order to mitigate this reduction below the parking requirements of Article 6.000, the Permittee shall be required to lease and make available to residents five (5) covered parking spaces within an existing off-site parking garage, located within 800 feet of the project site, through an arrangement that is approved by the Traffic, Parking and Transportation Department (TPT). Such additional spaces shall be secured prior to the issuance of a Certificate of Occupancy for the building. This mitigation requirement may not be relieved or otherwise modified unless the Planning Board amends this Special Permit Decision to that effect.
5. As additional mitigation for the approved reduction of required parking, the Permittee shall be required to undertake periodic surveys of tenant auto ownership, in a manner acceptable to TPT and CDD. Beginning at the point when fifty (50) percent of the residential units in the building are occupied, and once per year thereafter, the Permittee shall survey residents of the building to determine the number of cars owned or leased by residents, where the residents customarily store such vehicles overnight, and parking fees. The Permittee shall also verify as part of this annual reporting that Condition 4 above continues to be met. All results shall be reported to TPT and CDD on an annual basis. This mitigation requirement may not be relieved or otherwise modified unless the Planning Board amends this Special Permit Decision to that effect.

6. The project shall be subject to the Inclusionary Housing requirements of Section 11.200 of the Zoning Ordinance.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members Tom Anninger, H. Theodore Cohen, Hugh Russell, William Tibbs, Steven Winter, Pamela Winters, and Associate Member Ahmed 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 #256 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 July 13, 2011, by Jeffrey C. Roberts, 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: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	4,176	4,176	4,176	No Change
Total GFA (sq ft)	2,304	See below	20,973	20,973
Residential (base)	0	Up to 16,704	16,186	Consistent with Application Documents and applicable zoning requirements
Non-Residential (base)	2,304	Up to 11,484	360	
Inclusionary Bonus	N/A	Up to 5,011	4,427	
Total FAR	0.6	See below <sup>(1)</sup>	5.02	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	4.00 (max)	3.88	
Non-Residential Base	0.6	2.75 (max)	0.09	
Inclusionary Bonus	N/A	1.20 (max)	1.06	
Total Dwelling Units	0	No limit	20	20
Base Units	N/A	No limit	16	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	No limit	4	
Base Lot Area / Unit (sq ft)	N/A	No minimum	261	
Total Lot Area / Unit (sq ft)	N/A	N/A	209	
Lot Width (ft)	42.25	No minimum	42.25	No Change
Height (ft)	Approx. 30	120	73	Consistent with Application Documents and applicable zoning requirements
Front Setback – Hampshire (ft)	N/A	None req'd	0.1	
Front Setback – Portland (ft)	N/A	None req'd	0.1	
Side Setback – NW (ft)	N/A	None req'd	0.1	
Side Setback – SW (ft)	N/A	None req'd	0.1	
Open Space (% of Lot Area)	None	None req'd	None	Consistent with Application Documents and applicable zoning requirements
Private Open Space	N/A	None req'd	None	
Permeable Open Space	N/A	None req'd	None	
Off-Street Parking Spaces	N/A	20 min	10	10 <sup>(2)</sup>
Handicapped Parking Spaces	N/A	N/A	None	Consistent with Application Documents and other applicable requirements
Bicycle Spaces	N/A	10	10	
Loading Bays	N/A	None req'd	None	

<sup>(1)</sup> The maximum FAR for a mixed-use inclusionary project is  $(4.00 \times \% \text{ residential base} \times 1.30 \text{ for inclusionary bonus}) + (2.75 \times \% \text{ non-residential base})$ , in this case  $(4.00 \times 97.8\% \times 1.30) + (2.75 \times 2.2\%) = 5.15$ .

<sup>(2)</sup> Subject to the requirements set forth in Conditions 4 and 5 of this Special Permit Decision.