30 July 2013

Mr. Hugh Russell, Chairman
Cambridge Planning Board
Cambridge Community Development Department
344 Broadway
Cambridge, MA 02139

Re: **240 Sidney Street -- Special Permit #278**

Dear Chairman Russell:

I am pleased to attach a revised Special Permit Application for 240 Sidney Street. It incorporates the invaluable changes suggested by the Planning Board, planning staff and neighbors. Our revised plans have been reviewed by the Traffic, Parking & Transportation Department without objection. Since our June 4th hearing, we have met twice more with neighbors and listened to their concerns. Our plans reflect those concerns and have been met with generally favorable response from our neighbors.

Most significantly, we are withdrawing our request for a special permit for reduction of required parking and reducing the number of apartments proposed by ten percent. In addition, we have agreed to make significant investments in additional underground parking, apartments for larger families, more inviting public green spaces and sidewalks, and additional architectural elements to better integrate the building with the neighborhood. Specifically:

- **The total number of apartments will be decreased by 10% to 96 apartments** (from 107) so as to reduce the massing of the building and minimize its impact on abutting properties.
- **Parking will be increased to 106 underground spaces to include one space for each apartment and 10 spaces for guests**. We are withdrawing our request for parking relief and our proposal exceeds required parking and fully complies with City zoning. In addition, we will work to create ten (10) new parking spaces on Grove Avenue for residents' overnight parking.
- **Parking will be included in the monthly rent** to ensure building residents park in the building's underground garage. Only building residents *without* Cambridge Resident Parking Permits will receive a rent discount. We have agreed to monitor all residents with discounts and include in their lease a provision requiring repayment of the discount if they have a Cambridge Resident Parking Permit.
- **Ten percent (10%) of the apartments will be three-bedroom apartments (10 in all).** Townhouses with entrances and porches will face Allston Street and Putnam Avenue.
- **The Allston Street parking entry was re-studied and confirmed as the best location** with the fewest disadvantages. Requiring right turn in and right turn out only will ensure conflicts are minimized.
- **Architectural changes including adding more bays, porches on the street, cornices and using lighter colors** that are intended to make the building feel shorter, more residential and less industrial.
- **A construction management plan including a pest control plan will be prepared** and reviewed with neighbors before construction begins and monthly meetings, a hotline, and dedicated email will keep residents informed and allow concerns to be quickly addressed during construction.
- **Landscape changes in the courtyard and on the street will create a new public seating area with a fountain or sculpture and less paving and more open green space.** Wider sidewalks and shade trees will be on all four abutting streets. A historical marker will be included to commemorate the neighborhood's rich history. No fences or "no trespassing" signs will be placed along Sidney Street.
- **The common roof deck will be** located near Grove Avenue,reduced in size, lowered and screened from Sidney Street with limited hours from 7 am to 11 pm for quiet activities only with no outdoor cooking permitted.
- **Several changes were made in response to the commercial abuttor across Grove Avenue to ensure that the new residential use can safely coexist alongside the existing and possible future laboratory and office uses.** These changes include reducing the height of the proposed building in the most sensitive area, maintaining a protective setback that creates a 95' separation between the laboratory and residential building and designing provisions for future additional protections for

residential tenants including interior storm windows to reduce any objectionable noise and fixed windows with heat recovery ventilation and remote air intakes to ensure excellent air quality.

Attached is a revised dimensional form, project narrative and architectural drawings and renderings.

Much progress has been made since our last Planning Board meeting on June 4th. We look forward to final action, if possible, on August 6, 2013.

Thank you for your thoughtful consideration.

Sincerely,

Scott I. Oran

cc: Mark T. Dufton
Anthony Galluccio, Esq., Galluccio & Watson
Adam Weisenberg, Esq., Sullivan & Worcester

**Project Address:** 240 Sidney Street **Application Date:** 15 March 2013 ***(Revised 7/30/13)***

| | Existing | Allowed or Required (max/min) | Proposed | Permitted |
|---|---|---|---|---|
| Lot Area (sq ft) | 54,130 | 5,000 | 54,130 | |
| Lot Width (ft) | 300 | 50 | 300 | |
| Total Gross Floor Area (sq ft) | 36,408 | 105,554 | 96,431 | |
| Residential Base | 0 | 81,195 | 74,178 | |
| Non-Residential Base | 36,408 | n/a | n/a | |
| Inclusionary Housing Bonus | 0 | 24,359 | 22,253 | |
| Total Floor Area Ratio | 0.67 | 1.95 | 1.78 | |
| Residential Base | n/a | 1.50 | 1.37 | |
| Non-Residential Base | 0.67 | n/a | n/a | |
| Inclusionary Housing Bonus | n/a | .45 | .41 | |
| Total Dwelling Units | 0 | 107 | 96 | |
| Base Units | 0 | 83 | 74 | |
| Inclusionary Bonus Units | 0 | 24 | 22 | |
| Base Lot Area / Unit (sq ft) | 0 | 650 | 731 | |
| Total Lot Area / Unit (sq ft) | 0 | 506 | 564 | |
| Building Height(s) (ft) | 26’ | 45’/60’[1] | 35’/45’ | |
| Front Yard Setback (ft) | 0 | 10’ | 10’/21’[2] | |
| Side Yard Setback –(ft) | n/a | n/a | n/a | |
| Side Yard Setback –(ft) | n/a | n/a | n/a | |
| Rear Yard Setback (ft) | n/a | n/a | n/a | |
| Open Space (% of Lot Area) | <3% | 15% | 30% | |
| Private Open Space | 0% | n/a | 5% | |
| Permeable Open Space | <3% | n/a | 10% | |
| Other Open Space (Specify) | n/a | n/a | n/a | |
| Off-Street Parking Spaces | 67 | 1 per d.u. / 96 | 1.1 per d.u. /106 | |
| Bicycle Parking Spaces | 0 | 1+ per d.u. / 100 | 1+ per d.u. / 100 | |
| Loading Bays | 0 | 0 | 0 | |

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

[1] First value in this cell and in adjacent cell to right refers to height within 100 feet of centerline of Sidney Street, second value to height on balance of the Site.

[2] First value in this cell refers to setbacks on Allston Street, Sidney Street, and Putnam Avenue; second value in this cell refers to the setback on Grove Avenue.

# Project Narrative in Support of Special Permit Application

## 240 Sidney Street, 40 Allston Street & 618 Grove Avenue

| | |
|---|---|
| **Submitted to** | City of Cambridge Planning Board |
| **Date** | March 15, 2013 |
| **Updated** | **July 30, 2013** |
| | |
| **Applicant** | Dinosaur Capital Partners LLC |
| **On behalf of** | Sidney Grove LLC |

## I. Project Overview

Dinosaur Capital Partners LLC (the "Applicant") as developer on behalf of Sidney Grove LLC, a Massachusetts limited liability company ("Sidney Grove"), proposes to construct a new multi-family residential building on a 54,130 square foot site (the "Site") located at 240 Sidney Street, 40 Allston Street and 618 Grove Avenue. We refer to the Site as 240 Sidney Street in this Application. According to the Cambridge Zoning Map (the "Zoning Map"), the Site is located in the Special District 8A zoning district ("SD-8A"). The Site is currently improved by two one- and two- story office and research buildings leased to Vertex Pharmaceuticals and a 66-car surface parking lot, all of which will be demolished.

The Applicant proposes to construct a first-class, three- and four-story, multi-family residential building (the "Residential Building") at the Site, containing 96 units of rental housing as well as various community amenities such as a yoga and fitness room, a community living and dining room, and a media room. The Residential Building will provide a variety of apartments: 10 studio apartments, 44 one-bedroom apartments, 2 one bedroom with study apartments, 30 two-bedroom apartments and 10 three-bedroom apartments. Underground parking for one hundred and six (106) vehicle parking spaces and 107 long-term bicycle parking spaces will be constructed (the "Parking"). Access to the underground parking will be from a driveway on Allston Street near the corner of Grove Avenue, a private way. Eleven (11) short-term bicycle parking spaces will be provided near the main entry to the Residential Building. The Residential Building and the Parking are referred to collectively in this Application as the "Project."

## II. Compliance with Zoning

Multi-family dwellings are allowed as-of-right in the SD-8A zoning district at the Site. The Project's compliance with the Ordinance's dimensional requirements for SD-8A zoning district is summarized in the Dimensional Form submitted with this Application. The Applicant is requesting two special permits from the Cambridge Planning Board (the "Special Permits") under the Cambridge Zoning Ordinance (the "Ordinance"):

- Project Review Special Permit under Section 19.20 of the Ordinance for construction of more than 50,000 square feet of Gross Floor Area

- Multi-family Special Permit under Sections 4.26 and 4.31 of the Ordinance for development of more than 12 units of multi-family housing in Residence C-1A districts (per 17.82.1, all requirements and regulations applicable to the Residence C-1A District shall apply equally to the Special District 8A).

## III. Compliance with Criteria Specific to Special Permit Being Sought (Section 19.20)

The provisions of the Ordinance set forth below apply to the requested Special Permit. Application of each provision to the Project follows the provision in **san serif** typeface.

**19.20 Project Review Special Permit**

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

**1) The Project will have no substantial adverse impact on city traffic within the study area as analyzed in the required traffic study.**

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.

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

As described below, the Project conforms to the Citywide Urban Design Objectives set forth in Section 19.30 of the Ordinance.

**19.30 Citywide Urban Design Objectives**

**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.**

The Site is located within Special District 8A. In Special District 8A, height is generally limited to 60'. However, within 100' of the centerline of Sidney Street (the border of a Residence C-1 zoning district), height is limited to 45'. The proposed building is "C"-shaped with three-story, 35' high sections

closest to Sidney Street and stepping up to a four-story, 45' high section closest to and parallel to Grove Avenue near Putnam Street. The three-story sections of the proposed building closest to Sidney Street and Allston Street are intended to complement the three-story residential character of the Cambridgeport residential neighborhood predominantly found west of Sidney Street while the four-story section steps up to and matches the height of the newly constructed Putnam Green housing development across Putnam Street, just south of the Site. The building is three stories and 35' tall near the closest commercial abuttor—about 95' away-- in deference to the existing 20' to 40' tall single-story office and laboratory building at 130 Waverly Avenue.

The Site is bounded by four streets and, under the Ordinance, has only front yards requiring 10' setbacks. Allston Street, Sidney Street, and Putnam Avenue are public streets. Grove Avenue is a private way. The building sits 10' from the sidewalk on Sidney Street, 10' from the sidewalks along Putnam Avenue and Allston Street, and 21' from Grove Avenue. Ground level units will have patios off living room spaces to enliven the streetscape. Six townhouse three-bedroom duplex apartments, defined by two-story bays, have porch entries on Putnam Avenue and Allston Street.

**(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 organization of the Residential Building around the courtyard visually echoes and extends Fulmore Park across Sidney Street which is surrounded by housing of similar scale. The Residential Building meets the street and creates a street wall at all four street edges and all four corners of the Site. Triple-deckers nearby sit close to the sidewalks, with small front gardens and stoops. Six townhouse three-bedroom duplex apartments, defined by two-story bays, have porch entries on Putnam Avenue and Allston Street and are similar in scale to nearby houses. The Residential Building faces residential uses on three of four streets. On the fourth street, Grove Avenue,

the Residential Building faces an office and laboratory building at 130 Waverly Avenue. To maintain a protective buffer between uses, the Residential Building is set back an additional 10' and is approximately 95' feet from the office and laboratory building.

**(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 Residential Building is not a mixed-use project. As noted above, the new building will be consistent with and relate to the adjacent existing residential scale and uses.

**(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.

**2) Pursuant to Section 19.32 of the Ordinance, development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. 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 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 ground floor of the Residential Building will include active residential uses. The main entrance to the Residential Building will be through a landscaped courtyard. The courtyard is designed to allow pedestrians arriving from public transit at Central Square or Boston University and

cyclists to follow a direct path from Sidney Street to a clearly marked front entrance. Eleven short term visitor bicycle parking spaces are provided by the front door. Large windows in the ground floor offer views into public areas including a yoga and fitness room, a communal living and dining room and a management office. Activating the public street faces, six townhouse three-bedroom duplex apartments facing Putnam Avenue and Allston Street as well as private patio areas will be provided for individual residential units with railings and trellises.

**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 Residential Building is designed with an enclosed, underground parking facility for 106 vehicles and 100 bicycles. There is no on-grade parking on the Site.

**(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 first floor has large glass windows at public common areas as well as large glass windows and doors at living rooms. While the ground floor transparency requirement clearly applies more strongly to retail uses than residential uses, it should be noted that the first floor is approximately 25% transparent.

**(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 Residential Building is located in an entry courtyard about 100 feet from Sidney Street. The courtyard is designed for passive recreation and to allow pedestrians and cyclists to walk directly through the courtyard to the front door. A secondary entrance is off Grove Avenue.

**(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 is located in the landscaped courtyard near the front door. Long-term bicycle parking is provided for 100 bicycles in the underground 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.

**3) Pursuant to Section 19.33 of the Ordinance, the building and site design should mitigate adverse environmental impacts of a 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 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.**

The Project is designed to minimize negative impacts on its surroundings and enhance the overall appearance of the existing streetscape and skyline. Common area mechanical equipment 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 unit HVAC is provided by mechanical equipment located within the units with the exception of the low-profile rooftop air-conditioning units which are screened and located in the center of the roofs of the Residential Building, out of view from the street and nearby open spaces. There is no unsightly through wall mechanical equipment in the Project.

**(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 for the Residential Building is contained within the Residential Building to avoid noise, odor, and visual impacts on the neighbors and Residential Building residents. Centralized trash and recycling rooms are provided on each floor of the Residential Building, with chutes connecting to a main trash and recycling room at the parking level. In compliance with the Ordinance, no refuse storage areas are located in the front yard or anywhere on-grade outside of the Residential Building.

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

The Residential Building is 100% residential and does not require, or provide, a loading facility. A loading/unloading area is provided along Grove Avenue, a private way, at the rear of the Residential Building for staging of resident move in and move out. This provides a secure area that will not block traffic circulation, with direct access to a building entry and elevator core.

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

The Project implements 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) design features

into the overall stormwater management design of the Residential 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 primarily be 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 Residential Building is 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 on Fulmore Park. Please refer to the shadow studies in the Appendix.

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

The Project minimizes changes in grade across the property which slopes about 5 feet across the 300 foot long Site. There are no retaining walls. The underground parking is entered at the highest corner of the Site to minimize the required ramping. The courtyard slopes up from the sidewalk towards the entry, allowing ready pedestrian access.

**(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.**

Architectural lighting will be designed to provide the minimum lighting necessary to ensure adequate safety, night vision, and comfort as well as to minimize light pollution. The Residential Building entrance fronting on Sidney Street will provide a soft "glow" to the entry courtyard, accenting the safety and pedestrian friendly lighting around the Residential Building. The lighting for the Residential Building will comply with the City's lighting ordinance.

**(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.**

The Project is a redevelopment of an existing parcel which is currently almost entirely covered with buildings and parking lot. There is currently only one existing tree on the Site. It has DBH less than 8". Therefore, it is not a Significant Tree. Twenty-four (24) new trees and extensive landscaping will be planted on site in connection with the Project. The existing tree will be removed.

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

**(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.**

As described above, the Project's stormwater management system has been designed to incorporate best management practices. 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 therefore be less than the existing condition, 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 stormwater system will include Best Management Practices (BMPs) for water quality treatment and phosphorus removal to meet the requirements of the City of Cambridge. Most likely the BMPs will be low impact development measures such as rain gardens. If it is not feasible to build rain gardens, structural BMPs will be used. Since the project will include less vehicular impervious area than the existing condition, there will be an overall improvement in water quality prior to treatment by the BMPs. The outlet of the site drainage system will connect to City of Cambridge's drainage system either in Allston Street or Putnam Avenue. 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.**

Water Service Infrastructure

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. The project will most likely connect to a 12" water main in Sidney Street. There are also existing water mains in Allston Street and Putnam Avenue. 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.

Sanitary Sewer Service Infrastructure

The proposed building will have 150 bedrooms. 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 is anticipated. These calculations assume a maximum daily sewer flow for residential buildings to be 110 gallons per day per bedroom.

Based on discussions with the Department of Public Works, it has been determined that the combined sewers in Sidney Street, Putnam Avenue, and Grove Avenue and sanitary sewers in Allston Street all eventually drain to an MWRA sewer in Waverly Street. Therefore, it was agreed that the sanitary sewer service for the proposed buildings could connect to any of these existing mains, provided that they have adequate capacity. During discussions with the Department of Public Works, it was noted that no capacity issues in the sewer systems in the vicinity of the site are known. 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. An overview of the Project's LEED compliance is contained in the

LEED Narrative and LEED Checklist submitted with 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 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.

**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.**

**(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 is 100% residential, and will add 96 additional residential dwelling units to the housing inventory of the City. In Cambridge, according to the 2010 US Census, 96% of all households have fewer than four persons. However, a range of unit types are provided, of which approximately 32% will be two-bedroom and 10% will be three-bedroom units which can accommodate larger families. The Residential Building will include 11 affordable units in compliance with Section 11.201 of 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 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 Project enhances and expands open space amenities in the City. 30% of the lot is open space. The outdoor courtyard will provide new passive outdoor recreation areas for residents and visually connect and extend with Fulmore Park on Sidney Street. The 10 foot landscaped front yards will enhance Sidney Street, Allston Street, and Putnam Street. The 21-foot wide front yard at Grove Avenue will provide a protective buffer between this

new residential use and the nearby office / research uses. In addition, private open space is provided at first floor patios as well as a common roof-top deck.

**Noise Mitigation Review [Required by Section 19.24(7)]**

The project will not introduce significant outdoor mechanical equipment noise into the surrounding community. The primary source of sound exterior to the new building will be one small condensing unit for each apartment, located on the roof. These will be grouped and located away from streetview, with sound-screens. One 100% OA gas/DX rooftop unit will be located adjacent to the penthouse. The rooftop unit will be surrounded with noise barriers, which will mitigate noise radiated laterally. In addition, a small safety back-up generator is expected to be located on the roof.

**Compliance with Cambridge Green Building Requirements [Required by Section 22.20, compliance demonstrated through project review process]**

The Project will achieve compliance with Cambridge Stretch Code by being "LEED Certifiable" under the LEED-H (MID-RISE) building rating system. Please refer to the LEED Checklist in the Appendix.

Major sustainable design elements of the overall project include:

- Redevelopment of a currently under-utilized site. The Project is in an urban area, close to regional and local public transportation. The new residential building will be located within .8 miles to public transportation on the MBTA's Red Line station at Central Square, and .7 miles from the Green Line station at Boston University. Numerous bus lines are nearby, encouraging minimal vehicle use.

- The Project will embody urban principles encouraging public transportation and pedestrian activity. The use of cars at this site is expected to be minimal in comparison to the public transportation and pedestrian trips. Other transportation related characteristics include:

- 1.1 parking space per housing unit.
- 100 long-term bicycle parking spaces will be included for residents. Visitor bicycle parking will be adjacent to the primary building entrance.

♦ Mechanical Systems:

- No CFCs or HCFCs will be used in cooling equipment.
- The Project will seek to save energy across systems with energy efficient equipment and appropriate insulation.
- High efficiency lighting with occupancy sensors will be incorporated where suitable.

♦ Residential Units:

- Energy Star appliances, lighting and low-flow fixtures will be integrated into residential units.
- Operable and high-quality insulated glass will allow residents to control air movement within the units.

**IV. Compliance with Criteria Specific to Special Permit Being Sought (Sections 4.26 and 4.31)**

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.**

The site is currently fully developed with two aged 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. Hence, there are few features of the natural landscape present. In contrast, 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.

Zoning permits a 60-foot tall building but the Proposed Building is only 35 feet and 45 feet tall.

Specifically, 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. BioMed's 130 Waverly Street building is across Grove Avenue approximately 95 feet from the proposed building. It is a predominantly 20-foot tall one-story office and laboratory building with several 15' to 20' tall rooftop hood exhaust stacks currently occupied by Vertex Pharmaceuticals. Vertex has announced it will move to Boston at the end of this year. Given the site's SD-8 zoning, re-tenanting is certain and redevelopment is possible and the zoning allows for a building of up to 60' tall. Hence, the site's ultimate use and height is uncertain at this time. Nevertheless, 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 responds to, mirrors and visually extends the newly-renovated Fulmore Park across Sidney Street. This landscaped courtyard will provide visual benefits to abuttors and passersby as well as functional benefits to occupants. 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. Allston Street was chosen as the best location for parking access after careful study of all alternatives. 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.

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

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

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

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

**2) 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.

**3) The continued operation of or the development of adjacent uses as permitted in the 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, was created in 2002 specifically to encourage the development of housing here. 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 2oo 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. As that building's existing long-time tenant, Vertex, will vacate at the end of this year, the future use and even the existence of the building is uncertain as the Special District 8 zoning allows greater density and building height up to 60 feet with bonuses for residential development. The Residential Project is designed to complement and mitigate whatever 130 Waverly may ultimately be used for.

**4) Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupants 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. To the contrary, the Project will replace aged office and research buildings with extensive surface parking and very little open space with a LEED-certifiable new residential building that will enhance the vibrancy of its Cambridgeport neighborhood. The Project is consistent with the City's broader health, safety and welfare goals as set forth in Section 19.30 (Citywide Urban Design Objectives) of the Ordinance to foster development which is responsive to the existing or anticipated pattern of development, is designed for pedestrian and bicycle access, mitigates adverse environmental impacts upon its neighbors, expands the inventory of housing in the City and provides open space amenities. Although the Project is 95 feet from an existing single-story office and laboratory building (albeit with an uncertain future use), as long as the office and laboratory building complies with all federal, state, and local ordinances as well as best practice design, no health or safety issue should arise for the residents of this building or other neighborhood residents.

Nevertheless, in order to ensure the health and safety of the Proposed Building's residential tenants, the Proposed Building's height is just 35 feet tall in the section closest to 130 Waverly Avenue so as not to interfere with wind from the southeast and northwest over and from the 130 Waverly

office and laboratory building. This wind flow disperses the laboratory hood exhaust. In addition, the Proposed Building has been sited with a protective setback that creates a separation of 95 feet to the existing office and laboratory building. Finally, 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 excellent air quality.

**5) 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 will not impair the integrity of any of the districts in which it is located or any adjoining district, nor will the Project derogate from the intent and purpose of the Ordinance. The construction of the Project will enhance and further the purposes of the district in which it is located and all adjoining districts. When completed, the Project will replace existing office and laboratory buildings and associated extensive surface parking with a thoughtfully designed and landscaped first class, residential building that is in compliance with the requirements of the Special District 8A. Specifically, with regard to 130 Waverly, its continued use or reuse as a laboratory and office that complies with all applicable federal, state and local regulations as well as best practice laboratory design, will in no way be impaired. Proactive planning and best practice design of the Proposed Project ensure that residential and laboratory uses will be good neighbors.

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

As described in detail above, the Project is consistent with the Urban Design Objectives set forth in Section 19.30. Specifically:

**Section 19.31**

- Height – The building height is designed to bridge between existing and future development in the adjacent SD-8 zone (allowed height of 60') and the C-1 residential use zone (allowed height of 35'), with the building

designed at only three stories and 35' height on the wings closest to Sidney Street, within 100' from the C-1 District (where 45' height is allowed), and a four-story section (proposed 45', allowed no more than 60' height) along Grove Avenue near Putnam Avenue. Along Putnam Avenue, the building height steps from three stories to four stories to match the neighboring building heights. The building is only 35' nearest the existing 20' tall, one-story 130 Waverly Avenue office and laboratory building.

- Front Setbacks – The site is bounded by four streets. Allston Street, Sidney Street and Putnam Avenue are public streets. Grove Avenue is a private way. The required front setback is ten feet from the back of the sidewalk. The building sits 10' from the sidewalk on Sidney Street, 10' from the sidewalk along Putnam Avenue and Allston Street, and 21' from Grove Avenue where a protective setback has been established to maximize the distance to 130 Waverly Avenue. Ground level units will have decks off living room spaces to enliven the streetscape. Six duplex townhouse three-bedroom apartments will have entries and porches on Allston Street and Putnam Avenue like the triple-deckers nearby that sit close to the sidewalks, with small front gardens and stoops.

- Side & Rear Setbacks –The building has no side yards or rear yard. The building has four front yards on four streets.

- Orientation – The primary entrance is located facing Sidney Street through the landscaped courtyard, with additional pedestrian access to the residential lobby accessed off Grove Avenue. Additionally, broad windows along the ground floor offer views into public areas, including a management office and common amenity spaces at this level. A roof deck is proposed over the center of the building, adjacent to the elevator core.

**Section 19.32**

- Use – The proposal includes a landscaped courtyard in the center of the site, opening onto Sidney Street. Management office space and residents' amenity spaces will be adjacent to the lobby. A roof deck for residents will be located above the fourth floor. Activating the public street faces, private raised patio areas will be provided for individual residential units with

railing and trellises.

- Parking – The proposal includes underground vehicle and long-term bicycle parking, with one vehicle access point into the parking level from Allston Street.

- Transparency – The main lobby and amenity spaces will have large windows opening to the entrance porch and Courtyard.

- Entry – The main entrance is oriented toward Grove Avenue and the Courtyard, with both ramp and stairs for pedestrian access to the lobby via Grove Avenue. The Courtyard access will be via a sloped path leading to the entry.

- Bicycle Parking – All long-term bicycle parking is proposed in the underground garage. Short-term bicycle parking will be located near the front entry. All bicycle parkingwill meet the guidelines of the Article 6.100.

**Section 19.33**

- Mechanical Equipment – Mechanical equipment will be located in the basement and will be screened as necessary on the center of the third and fourth floor roofs, away from the streets where possible.

- Trash – A trash room with compactor and recycle storage will be located off Grove Avenue.

- Loading – No loading dock is required.

- Stormwater – Best management practices will be utilized to minimize runoff.

- Green Area Open Space -- Landscaping will be mostly drought tolerant, perennial native plantings.

- Building Siting – The building is proposed to maintain the street edge setbacks, similar to the surrounding residential streets, while creating a

large open landscaped courtyard, visually expanding the adjacent Fulmore Park.

- Grade – Sloping earth and plantings will minimize any grade changes across the site.

- Impact on adjacent neighbors – Wall treatments and window locations are designed to minimize impact on existing neighboring residences.

- Outdoor lighting – Lighting will be designed for safety on the site, and to minimize light pollution.

- Tree Protection Plan – One tree is currently on the site which will be removed during construction. The proposed project includes new landscaping and 24 new trees.

**Section 19.34**

- The proposed project will follow best management practices for water conservation and will minimize stormwater runoff.

- As an urban infill site, drinking water and wastewater infrastructure systems will meet the capacity of the proposed buildings.

- The proposed project buildings will meet LEED and Stretch Code criteria. Please refer to the LEED Narrative and Checklist in the Appendix.

## VI. Summary of Community Outreach

Four community meetings were held between June 2012 and July 2013. On June 25, 2012, a community meeting to inform neighbors, answer questions and solicit neighborhood feedback was organized and advertised by the Cambridgeport Neighborhood Association. . Approximately 40 Cambridgeport residents attended a presentation on the proposed project. Comments from attendees were generally supportive of the size and scale of the project. Questions were asked and answered about the proposed materials (colored Hardi siding and panels with a buff/yellow-gold brick base). Some questions were asked about availability of the project's affordable units. Subsequent to the community meeting, only one inquiry from a neighbor was received.

However, on May 16, June 17 and July 22, 2013, three more community meetings were held for nearby neighbors of 240 Sidney Street who had not attended the June 2012 Cambridgeport Neighborhood Association meeting. Concerns were voiced about parking, building size and design, landscaping, and a lack of apartments for larger families.

Based on these meetings, significant commitments were made to reduce the size of the building and number of apartments, invest in additional underground parking, apartments for larger families, more inviting public green spaces and sidewalks, and additional architectural elements to better integrate the building with the neighborhood. Specifically:

- **The total number of apartments will be decreased by 10% to 96 apartments** (from 107) so as to reduce the massing of the building and minimize its impact on abutting properties.
- **Parking will be increased to 106 underground spaces to include one space for each apartment and 10 spaces for guests**. We are withdrawing our request for parking relief and our proposal exceeds required parking and fully complies with City zoning. Our plan has been reviewed by the Traffic, Parking & Transportation Department without objection. In addition, we will work to create ten (10) new parking spaces on Grove Avenue for residents' overnight parking.
- **Parking will be included in the monthly rent** to ensure building residents park in the building's underground garage. Only building residents

*without* Cambridge Resident Parking Permits will receive a rent discount. We have agreed to monitor all residents with discounts and include in their lease a provision requiring repayment of the discount if they have a Cambridge Resident Parking Permit.

- **Ten percent (10%) of the apartments will be three-bedroom apartments (10 in all).** Townhouses with entrances and porches will face Allston Street and Putnam Avenue.
- **The Allston Street parking entry was re-studied and confirmed as the best location** with the fewest disadvantages. Requiring right turn in and right turn out only will ensure conflicts are minimized.
- **Architectural changes including adding more bays, porches on the street, cornices and using lighter colors** that are intended to make the building feel shorter, more residential and less industrial.
- **A construction management plan including a pest control plan will be prepared** and reviewed with neighbors before construction begins and monthly meetings, a hotline, and dedicated email will keep residents informed and allow concerns to be quickly addressed during construction.
- **Landscape changes in the courtyard and on the street will create a new public seating area with a fountain or sculpture and less paving and more open green space.** Wider sidewalks and shade trees will be on all four abutting streets. A historical marker will be included to commemorate the neighborhood's rich history. No fences or "no trespassing" signs will be placed along Sidney Street.
- **The common roof deck will be** located near Grove Avenue, reduced in size, lowered and screened from Sidney Street with limited hours from 7 am to 11 pm for quiet activities only with no outdoor cooking permitted.
- **Several changes were made in response to the commercial abuttor across Grove Avenue to ensure that the new residential use can safely coexist alongside the existing and possible future laboratory and office uses.** These changes include reducing the height of the proposed building in the most sensitive area, maintaining a protective setback that creates a 95' separation between the laboratory and residential building and designing provisions for future additional protections for residential tenants including interior storm windows to reduce any objectionable noise and fixed windows with heat recovery ventilation and remote air intakes to ensure excellent air quality.

## VII. Conclusion

As described above, the Project is appropriate to the Site and surroundings. It provides needed additional housing, including affordable housing, to the City's housing stock. The Project has a minimal transportation impact on the area roadways and enhances adjacent properties. Finally, the Project will replace existing undistinguished and aged one – and two-story office and research buildings and a surface parking lot with a thoughtfully designed and landscaped, first-class multi-family residential building. In summary, the Project furthers the objectives of the Zoning Ordinance and relevant planning efforts in the area in several significant ways. Accordingly, for the reasons set forth above, 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.