City of Cambridge, Massachusetts

Planning Board

City Hall Annex, 344 Broadway, Cambridge, MA 02139

a. AMENDED SPECIAL PERMIT APPLICATION – COVER SHEET

To the Planning Board of the City of Cambridge:

The undersigned hereby petitions the Planning Board for one or more Special Permits in accordance with the requirements of the following Sections of the Zoning Ordinance:

1. 19.20 Project Review Special Permit
2. 5.31(L) Reduction of Rear Yard Setback
3. 4.26 Multifamily Special Permit
4. 10.40 Special Permit

Applicant: Hathaways Partners, LLC

Address: 30 Brattle Street, 4th Floor, Cambridge 02138

Telephone: 617-864-8200 **FAX:** _____

Location of Premises: 15-33 Richdale Avenue

Zoning District: Residence C-1A

Submitted Materials: Application form, ownership certificates, dimension form, project narratives, existing conditions, photographs, civil drawings, proposed site plan, garage and floor plans, roof plan, building elevations, and renderings.

Signature of Applicant: _____

For the Planning Board, this application has been reviewed and is hereby certified complete by the Community Development Department:

_____

Date **Signature of CDD Staff**

b. SPECIAL PERMIT APPLICATION – SUMMARY OF APPLICATION

Project Name: The Hathaway Bakery Building
Address of Site: 15-33 Richdale Avenue
Applicant: Hathaways Partners, LLC
Planning Board Project Number:

Hearing Timeline (CDD)

Application Date:
Planning Board 1st Hearing Date: _____*
(*PUD Development Proposal, other special permit*)
Planning Board Preliminary Determination: _____*
(*PUD Development Proposal*)
Second Submission Date: _____*
(*PUD Final Development Plan*)
Planning Board 2nd Hearing Date: _____*
(*PUD Final Development Plan*)
Final Planning Board Action Date: _____*
(*PUD Final Development Plan, other special permit*)
Deadline for Filing Decision: _____*
**Subject to extension by mutual agreement of the Applicant and the Planning Board*

Requested Relief: (include other boards and commissions)

- See special permits requested above, as more particularly described in the attached application.

Project Description

Brief Narrative: Special permit to allow construction of a multi-family development consisting of 54 residential units, 54 parking spaces and 56 bicycle parking spaces.

Project Size:
- Total GFA: 48,945 sf
- Non-residential uses GFA: N/A
- Site Area (acres and SF): 0.965 acres, 42,043sf
- # of Parking Spaces: 46 residential
- # of Bicycle Spaces: 53 Bicycle spaces

Proposed Uses:

- **# of Dwelling Units**: 46
- **Other Uses**: None
- **Open Space** (% of the site area): 14%

Proposed Dimensions:
- Height: Range of Heights Maximum 45'
- FAR: 1.16

15-33 Richdale Avenue

AMENDED NARRATIVE FOR SPECIAL PERMIT APPLICATION

March 1st 2014

A. General Narrative

The Applicant proposes to construct Hathaway Lofts, a residential development sited on a 42,043 sf lot located at 15-33 Richdale Avenue (the "Site"). The project, as amended, consists of a reduced forty six (46) dwelling units including fourteen (14) one bedroom, twenty four (24) two bedroom, and eight (8) three bedroom units. The parcel is sited in the Residence C-1A zoning district and is the former location of the Hathaway Bakery. A portion of the building was originally constructed in 1910 and heavily modified up to 1938. The existing industrial structure is approximately 48,157sf and currently is underutilized with a mix of warehouse, storage and office uses. The remainder of the parcel is occupied by paved surface parking along the easterly elevation.

As a result of a number of neighborhood meetings and in consultation with the Cambridge Historical Commission, the applicant proposes to adaptively reuse the existing building allowing for preservation of the historic character of the structure. The demolition will be limited to the steel smokestack on the north and small sheds that are attached to the east and north of the building. Additionally, the existing elevator shaft in the northwest corner would be filled in and the existing rooftop elevator structure will be demolished.

In order to mitigate the design challenges created by the existing building's exceedingly long building depth (approximately 113 feet), the proposal includes a one story rooftop addition sited on top of the existing structure. The addition is intentionally designed to be lower than the tallest portion of the existing building. Further the addition will be set back from the face of the existing walls to minimize its massing and any shadow onto neighboring properties.

This new design, including changes to the exterior façade, siting of windows, rooftop addition as well as the type and quality of materials were approved by the Cambridge Historical Commission on March 6th 2014 receiving a certificate of appropriateness and ending the demolition delay.

The proposed adaptive reuse will satisfy the parking requirement of the ordinance by utilizing the existing curb cut with twenty seven (27) surface parking spaces along the easterly portion of the property and nineteen (19) internal spaces at the rear of the structure abutting the commuter rail road tracks. The bicycle parking, both short and long term, will comply with the newly adopted bicycle parking requirements.

The site is presently covered by the building and asphalt parking having no permeable or open space. The proposed development will provide 14% open space and will help mitigate stormwater run-off issues. The development will significantly upgrade the sub-surface stormwater retention on the property decreasing the rate of discharge into the City's combined sewer system.

Zoning Relief Requested:

The Applicant is requesting the following relief under the Ordinance in connection with the project.

1. Special Permit pursuant to section 5.28.2 Adaptive Reuse Special Permit to convert existing industrial building into multi-family dwellings.
2. Article 19.20 Project Review Special Permit. Project gross floor area exceeds 50,000 sf.
3. Table of Dimensional Regulations 5.31 footnote (L) reduction in the side and rear yard setbacks.
4. Special Permit pursuant to section 4.26 Multifamily Special Permit.
5. Special Permit pursuant to Ordinance section 10.40.

Zoning Requirements for Granting Requested Relief

The provisions of the Ordinance set forth below apply to the requested Special Permits for the project. Application of each provision of the Project follows the provision in italics.

A. Generally Applicable Criteria for Approval of a Special Permit

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

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

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

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

This Project is sited in a residential neighborhood comprised of multi-family housing and formerly industrial buildings along Richdale Avenue and the surrounding streets. The rear of the site abuts the commuter railroad tracks. The Applicant has completed a detailed analysis of the traffic impacts associated with the Project as evidenced in the Transportation Impact Study (the "TIS") prepared by Design Consultants, Inc. and submitted with this Application under separate cover.

Summary of TIS Results:

- *Based on the Institute of Transportation Engineers (ITE) methodology, and the existing mode split in census tract 3547, the proposed development project is expected to generate approximately 8 vehicles trips during the weekday morning peak hour (2 entering, 6 exiting), and 10 vehicle trips during the weekday afternoon peak hour (7entering, and 3 exiting). Over the course of a typical weekday, the proposed project is expected to generate approximately 104 vehicle trips.*
- *The existing crash rate at each study intersection is below the MassDOT District 6 and statewide averages.*
- *The intersection capacity analyses conducted at each study intersection indicate that the project generated traffic is not expected to have any significant impacts on the intersection and roadway operations.*
- *The pedestrian analysis indicates that the proposed project is expected to result in negligible increases to pedestrian delays at all study intersections.*
- *This study indicates that the existing transportation infrastructure can accommodate the proposed residential development project, with minimal impacts on traffic operations.*

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 or

The Project will not adversely affect continued operation or future development of adjacent uses and will enhance the multi-family character of the existing neighborhood. The project allows the façade along Richdale Avenue to remain virtually unchanged and preserves the visual interest and pedestrian street-scape.

The proposed residential project is consistent with smart growth principles being sited in close proximity (.2 Miles) from several modes of public transportation at the Porter Square Redline Train Station, Commuter Rail and Massachusetts Avenue buses.

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

The Project will not create any nuisance or hazard or be a detriment to the health, safety and or welfare of the occupants of the Project nor the citizens of the City. In fact, the existing building has been in a state of decline and is in need of major repair. Its uses (warehouse storage and offices) are not commensurate with the established residential use in this district. The proposed new construction will allow for a highly energy efficient building consistent with LEED standards and will add valuable transit oriented development (TOD) to Cambridge's housing stock.

This Project is consistent with Cambridge's goals of health, safety and welfare as set forth in Section 19.30 (Citywide Urban Design Objectives) of the Ordinance to foster development which is responsive to the existing or anticipated patterns of development.

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

The Project will not impair the integrity of the district in which it is located or the adjoining district. The Project will not derogate from the intent and purpose of the Ordinance as the proposed residential use is allowed in this district and the project requires minimal dimensional relief. When complete, the Project will add high quality housing to the neighborhood consistent with smart growth principles, and maintain a noise buffer between the residential neighborhood and the commuter rail.

Further, this project will revitalize an underutilized industrial property into a thriving residential parcel that is consistent with the stated purpose of the zoning ordinance (section 1.30) which encourages the most rational use of land throughout the city.

B. <u>19.20 Project Review Special Permit</u>

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.

The Traffic Impact Study concludes that the development will have minimal impacts on the surrounding roadways and intersections. Each of the study intersections experiences a crash rate below the MassDOT District 6 average, and the proposed project is not expected to exacerbate any existing safety conditions.

The location of the proposed project is within a short walking distance from Porter Square, and the many public transportation options at that location.

The intersection capacity analysis indicates that the additional vehicle trips that are expected to be generated by the project site can easily be accommodated by the existing transportation infrastructure, with minimal impacts on traffic operations. This finding is consistent for each analysis period, including the weekday morning peak hour and the weekday afternoon peak hour.

A comprehensive Transportation Demand Management (TDM) plan is being proposed to limit the number of vehicle trips that will be generated by the proposed project. These measures are expected to reduce the already minimal impacts on traffic operations at all study intersections.

Lastly, all five of the Planning Board Special Permit Criteria are met, with one exception. The one criteria that is not met is because a lack of existing safe bicycle facilities on Richdale Avenue, and the lack of existing right of way to provide bicycle

lanes. The project proponent is committed to working with the City of Cambridge to implement appropriate measures to mitigate this existing deficiency.

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 with the Citywide Urban Design Objectives set forth in Section 19.30 of the Ordinance.

C. <u>5.28.2 Criteria for Special Permit</u>

5.28.28 ***Criteria for Approval of a Special Permit***

In acting upon this special permit, the Planning Board shall consider the standards and criteria set forth in Sections 10.43, 10.47 and 10.47.1 of this Ordinance in addition to the following review standards.

5.28.28.1 ***Response to Criteria Applicable to All Projects*:**

The proposed Hathaway Lofts development is consistent with the intent and purpose of this section and the criteria set forth for adaptive reuse developments to promote the preservation and economic reuse of historic buildings.

The height, density and number of units of the project are less than the maximum allowed under the Residence C-1A base zoning and need relief for the side and rear yard setback and open as described herein. Therefore, issues that normally detrimentally impact neighboring abutters are lessened and or mitigated by the design concept. Additionally, the property abuts the commuter rail train tracks to the north, shares a party wall with an industrial use to west, and is adjacent to a surface parking lot on the easterly portion of the lot.

a) Parking: *See attached parking study.*

b) Privacy consideration:

Windows: *The project will maintain a majority of the existing windows of the building. Specifically, the one story portion of the building along the Southerly façade facing Richdale Avenue will remain unchanged. The historic commission, as part of its certificate of appropriateness, approved the alteration of windows in the two story portion along the Southerly façade facing Richdale Avenue.*

Landscaping/Screening: As described in the project narrative the existing site has no open space and is completely covered by building and surface parking. To the extent practicable, the applicant will add bushes and shrubs to soften the easterly property boundary specifically where it abuts residential uses.

The lighting fixtures for the parking area will be installed with shoebox coverings to limit excess lighting on adjacent homes and only to the extent necessary for safety and functionality.

c) Reduction in Private Open Space:
The open space on the lot is not decreased and in fact is increased to fourteen percent.

d) Community Outreach
The project proponents have met with the neighbors several times to discuss the project, including:

- *A meeting to which all legal abutters were invited on June 26, 2013*
- *A meeting of the Porter Square Neighborhood Association on July 18, 2013*
- *A meeting with a representative group of neighbors held on December 3, 2013*
- *A meeting with a representative group of neighbors held on January 22, 2014*

The project has been discussed at the Historic Commission meetings on July 11, 2013, October 10, 2013, February 6, 2014 and March 6, 2014.
The project has also been discussed at the Planning Board meeting on September 17, 2013.

5.28.28.2 ***Additional Criteria Applicable to Larger Projects***

The Proposed development includes more than 10,000 Gross square feet and more than ten dwelling units, but the number of units and allowed gross square footage are below the maximum allowed in a Residence C-1A district, therefore the additional criteria applicable to "Larger" projects does not apply.

D. <u>19.30 Citywide Urban Design Objectives</u>

1. Pursuant to Section 19.31 of the Ordinance, new projects should be responsive to the existing or anticipated pattern of development. Indicators include:

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

The proposed building's height is lower than the tallest portion of the existing building and creates an appropriate transition to the lower scaled residential 3 story structures along Richdale Avenue.

f) 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 proposed rooftop addition is setback from the street outside of the front yard setback to reduce the massing on the street and to mitigate excess shadows. By utilizing and preserving the existing building and facades along Richdale Ave the pedestrian streetscape will largely remain unchanged.

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

N/A to the Project.

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

The original bakery was built in 1910, subsequently added onto in 1913, partially demolished, rebuilt, and renovated from 1913 through 1938 resulting in an amalgamation of older structures with differing construction methods, a mezzanine, and awkward design solutions. The project plan includes the reuse of the existing building as well as a rooftop addition.

2. Pursuant to Section 19.32 of the Ordinance, development should be pedestrian and bicycle-friendly, with a positive relationship to its surrounding. Indicators include:

a) Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer services businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be prominent aspect of the relevant building facades. Where a mix of activities is accommodated in the building, the more active uses are encouraged facing public street, parks and pathways.

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

The project is in a Residence district. The ground floor will be used for residences and lobbies for occupants of the building.

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 parking will be completely contained within the building and located in the existing surface parking area.

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

The lobby entry and adjacent amenity space will provide transparency and glass fronting the street.

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

As required by the Cambridge Historical Commission the buildings primary entrance and lobby will remain in its historical location.

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.

Bicycle (short-term) parking will be provided for visitors and residents next to the lobby entry. Resident bicycle parking will be provided in compliance with the bicycle regulations.

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 the development upon its neighbors. Indicators include:

a) Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative impacts and enhance the overall appearance of the equipment should be taken into account.

   The project is designed to minimize negative impacts on its surroundings and enhance the overall appearance of the existing streetscape and skyline. Rooftop mechanical equipment will be located to minimize views from the street and neighboring abutters with screening no greater than the height of the mechanicals or four(4) feet whichever is less.

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.

   To avoid impacts on neighbors, trash will be handled and stored inside the building and taken out to curbside only on trash day.

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

   N/A to the Project

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

   The Projects implements Stormwater Best Management Practices and other measures to minimize runoff and improve water quality. In the proposed condition, site imperviousness will be 90%, compared to 93% in the existing conditions. The reduction in imperviousness will naturally reduce stormwater runoff and increase groundwater recharge. The project will meet the requirements of the DPW to mitigate the difference of the 25yr storm versus the 2yr storm by providing onsite subsurface cisterns. The subsurface retention system will act as additional groundwater recharge prior to discharging to the combined municipal sewer system. Overall, the project will provide a substantial improvement in stormwater management conditions on site.

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

   The Project has incorporated Low Impact Development design features into overall Stormwater Management design of the site including an increase in permeable surfaces and natural landscape features and grading.

f) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar System as defined in Section 22.60 of the Ordinance.

The rooftop addition building is lower than the tallest portion of the existing building such that there is minimal shadow impact, particularly as it pertains to the operation of any neighboring Registered Solar System.

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

There will be no new retaining walls as part of the project.

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

The proposed window placement has been approved by the Historic Commission to preserve the historic integrity of the building. The siding selection of the rooftop addition is intended to bring residential scale, interest, and distinctiveness to a neighborhood of varying housing types.

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 dark sky compliant and designed to shield lamps from view and minimize light pollution. Pedestrian lighting along the front and side yard areas and driveway will provide safe lighting enhancing the visual landscape in the evenings.

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

The site is covered with existing structures and paved surfaces containing no trees within the property boundaries. The Applicant will review any new tree species with the City Arborist. To date the City Arborist has determined that a Tree Protection Plan is not required.

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

a) The building and site design are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.

As described above, the Project's stormwater management system has been designed to incorporate best management practices and has been reviewed and approved by the Department of Public Works. Water-conserving plumbing fixtures will be used in keeping with industry standards, and as required to meet LEED standards.

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.

Sanitary Sewer Service Infrastructure

The existing building use is office space and warehouse storage. Using Title 5 design values, office space produces 75 gallons per day of waste water per 1,000 square feet of office space. The existing buildings provide approximately 59,905 square feet (sf) of office space, which would produce 4,493 gallons of waste water per day.

The proposed building use is residential. The project proposes 46 units with a total of 86 bedrooms. The Title 5 design value for residential use is 110 gallons per day per bedroom. The proposed residential use is expected to produce 9,460 gallons per day.

The existing infrastructure in Richdale Avenue is a 10-inch vitrified clay pipe. There are no known capacity issues. The project's Engineer will continue coordination efforts with the DPW, as part of the stormwater permitting process, to verify the capacity of the City main.

The existing building has internal roof drains that collect stormwater and conveys it, presumably, to the 10-inch PVC combined sewer in Richdale Avenue. The project Engineer will verify that the discharge point is the combined sewer by performing a dye test. The existing buildings and other paved surfaces cover approximately 93% of the site.

In the proposed condition, site imperviousness will be 90%. Stormwater management will meet the requirements of the DPW to mitigate the difference of the 25yr storm versus the 2yr storm. Overall there will be a significant reduction of stormwater runoff in the proposed condition.

There is no stormwater main in Richdale Avenue.

Water Service Infrastructure

The existing building has twelve (12) bathrooms containing toilets and sinks. The building has no other known fixtures. The existing water demand is therefore quite low.

The proposed project will increase domestic water demand. Forty-six (46) proposed residential units will each contain a kitchen sink, dish washer, and clothes washer. There will be a total of 78 full bathrooms. Additionally, it is likely that there will be some water use for irrigation purposes. We will look into reducing potable water use for irrigation as part of the project's sustainable goals.

The project Engineer has begun coordination with the Water Department (CWD) with respect to the capacity of the water main in Richdale Avenue. The CWD has indicated that the existing 6-inch main will not support the proposed project and they have requested that the 6-inch main be replaced with a new 8-inch main. The total length of replacement is approximately 575 linear feet.

A fire suppression service is proposed for the proposed building and the renovated building. When speaking with the CWD, no concerns about sufficient pressure were discussed, but the CWD will require a pressure test as part of their permitting process.

c) Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction of adjacent lot to do the same. Compliance with the Leadership Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards are encouraged.

The building is being designed to conform to LEED for Homes requirements. Please see an overview of the Project's LEED compliance in the attached LEED Checklist and Narrative.

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

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

N/A to the Project.

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

N/A to the Project

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

N/A

d) Historic structures and environments are preserved.

The project has received a certificate of appropriateness for the modified design that is adaptively reusing the existing structure and adding a rooftop addition.

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.

N/A to the Project

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

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

The proposed landscaped open space is intended to be a natural transition and buffer to residential abutters.

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

The Project is 100% residential and will add 41 market rate and 5 affordable units to Cambridge's housing stock consistent with the requirements 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 development, publicly beneficial open space is provided.

N/A to the Project.

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

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

The Project enhances and significantly increased the permeable and open space amenities on the site by increase the open space from 0% to 14%.

IV. CONCLUSION

As described above, the Project is appropriate for the site and surroundings providing additional transit oriented housing. The Project will further the goals of the ordinance by converting an underutilized industrial building into high-quality housing, increasing opportunities for pedestrian and bicycle access, and decreasing hard surface areas benefiting stormwater management. Accordingly, for the reason set forth in this application, the Applicant respectfully requests that the Board find that the Project satisfies all applicable requirements of the Ordinance in connection with the granting of the requested Special Permits.