

CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2014 APR 28 AM 9 18

**NOTICE OF DECISION** OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

Case Number:	284
Address:	15-33 Richdale Avenue
Zoning:	Residence C-1A
Applicant and Owner:	Hathaway Partners, LLC 30 Brattle St, 4th Floor, Cambridge, MA 02138
Application Date:	September 3, 2013 (revised March 1, 2014)
Date of Planning Board Public Hearing:	September 17, 2013
Date of Planning Board Decision:	April 1, 2014
Date of Filing Planning Board Decision:	April 28, 2014

**Application:** Project Review Special Permit per Section 19.20 of the Zoning Ordinance, Reduction of Yard Setbacks per Footnote 5.31(L), Multifamily Special Permit per Section 4.26 and Conversion of Non-Residential Structure to Residential Use per Section 5.28.2 for the conversion of an existing commercial building, with conforming additions, to 46 residential dwelling units.

**Decision:** GRANTED, with Conditions.

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

Authorized Representative of the Planning Board: Jeffrey C. Roberts. *JCR 4/28/14*

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

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application dated July 15, 2013, Cover Sheet, Dimensional Form, Ownership Certificate, Special Permit Narrative, LEED Narrative and Receipts of submittal including the Tree Study.
2. Traffic Impact and Access Study, dated July 12, 2013 by Design Consultants, Inc.
3. Revised Dimensional Form dated 8/5/13.
4. Special Permit Application REVISED dated 9/3/13, Cover Sheet, Dimensional Form, Ownership Certificate, Special Permit Narrative, LEED Narrative and Receipts of submittal including the Tree Study.
5. Special Permit plans dated September 3, 2013, containing existing site plans, utility plan, landscape plan, shadow studies, existing photographs, floor plans and perspectives.
6. Memorandum Trip Generation Supplemental, to Sam Wolff, from Amos Fernades, Transportation Manager, dated 3/11/14.
7. Special Permit Application REVISED dated 3/18/14, Cover Sheet, Dimensional Form dated 3/17/14, and Special Permit Narrative.
8. Special Permit Plans dated 3/17/14, containing existing photographs and conditions, site plan, open space plan, floor plans, elevations, building sections, and perspectives.
9. Letter to the Planning Board from Robert Wolff, Hathaway Partners, LLC, dated 4/1/14.

### Other Documents

10. Letter to Robert Wolff, from the Cambridge Historical Commission, dated 7/22/13, with the report dated 7/5/13.
11. Email to the Planning Board from Rebecca Listfield, 4 Cambridge Terrace Condo Association, dated 9/9/13.
12. Email to the Planning Board from Elizabeth Stern, dated 9/10/13.
13. Letter to the Planning Board from Sharon Hass, date 10/8/13.
14. Email to the Planning Board from Mark Porter, 10/11/13.

15. Memorandum to the Planning Board from Susan E. Clippinger, Traffic, Parking and Transportation, dated 9/17/13.
16. Extension of time for Planning Board action to June 17, 2014, granted by the Planning Board on December 3, 2013 (attached to this Decision).
17. Copy of letter to Rob and Sam Wolff, from the Cambridge Historical Commission, dated 12/16/13.
18. Cambridge Historical Commission Certificate of Appropriateness dated 3/27/14.
19. Revised Sheet A110, Bicycle Parking Plan, dated 3/28/14.
20. Updated Memorandum to the Planning Board from Susan E. Clippinger, TP&T, dated 4/1/14.

## **SUMMARY OF APPLICATION**

The original application was for the substantial demolition of the existing structure (formerly the Hathaway Bakery) and erection of a new four-story residential structure with 54 total dwelling units and off-street parking partially below-grade.

Following review by the Cambridge Historical Commission and discussions with neighbors, the application was revised to propose preservation of the entire existing structure, construction of additional floor area within the building and within penthouse-style conforming additions above the roof, set back from the cornice line of the original building, and interior layout of 46 dwelling units with an enclosed parking area in the ground floor of the existing structure. The revised proposal was granted a Certificate of Appropriateness from the Cambridge Historical Commission on March 6, 2014.

## **FINDINGS**

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

1. Project Review Special Permit (19.20)

*(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in*

*the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.*

*(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.*

*The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.*

A Transportation Impact Study was performed by the Applicant and certified complete and reliable by the Traffic, Parking and Transportation Department on August 2, 2013. The only Traffic Impact Indicator that is exceeded is the Bicycle Facilities indicator, which is exceeded because there are no existing bicycle facilities on Richdale Avenue. The revised application was found to generate slightly less traffic than the original application and therefore no new study was required.

The Traffic, Parking and Transportation department recommended mitigation measures in a memo dated April 1, 2014. These include a recommended strategy for automobile parking management, a requirement to install “sharrow” pavement markings if Richdale Avenue is identified as a preferred bicycle route by the City, installation of bicycle parking and removal of curb cuts to create more on-street parking spaces, and implementation of specific Transportation Demand Management programs. With those recommendations incorporated as Conditions of the Special Permit Decision, the Board finds that the project will have no substantial adverse impact on city traffic in the area.

*(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to*

*nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.*

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

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

The 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. The project includes the substantial reuse of the existing building and has received a Certificate of Appropriateness from the Cambridge Historical Commission. By utilizing and preserving the existing building and facades along Richdale Ave, the pedestrian streetscape will largely remain unchanged except for some historically sensitive improvements.

The additions to the existing building are lower than the tallest portion of the existing building, are set back from the original cornice to reduce the massing on the street and to mitigate excess shadows, and create an appropriate transition to the lower scaled residential three-story structures along Richdale Avenue.

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

Building entrances will face the sidewalk. The building's primary entrance and lobby will remain in its historic location. The ground floor will have clear glass windows facing the street. Parking and bicycle parking will be provided in an at-grade enclosed portion of the building and an existing surface parking area. The design of the project maximizes pedestrian and bicycle friendliness to the extent feasible given the unique qualities of the preserved structure.

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

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. To avoid impacts on neighbors, trash will be handled and stored inside the building and taken out to curbside only on trash day. No loading docks are required or provided.

The project implements Stormwater Best Management Practices, Low Impact Development design features 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 City requirements to

mitigate the difference of the 25-year storm versus the 2-year storm by providing on-site subsurface cisterns. The subsurface retention system will act as additional groundwater recharge prior to discharging to the municipal sewer system. Landscaped areas and Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of storm water runoff compared to pre-development conditions.

The rooftop addition to the building is lower than the tallest portion of the existing building and set back from the original roof edge such that there is minimal shadow impact, and will not impact any neighboring Registered Solar Energy System.

There will be no new retaining walls as part of the project. The proposed window placement has been approved by the Historical 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. 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. The site contains no existing trees within the property boundaries and the City Arborist has determined that a Tree Protection Plan is not required. However, the Board has encouraged the Applicant to explore the possibility of street tree plantings with the City Arborist.

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

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 Green Building Requirements.

Wastewater service is proposed to use the existing infrastructure in Richdale Avenue. Also, the existing building has internal roof drains that collect stormwater and convey it, presumably, to the combined sewer in Richdale Avenue. There are no known capacity issues; however, the Applicant will continue coordination efforts with the City Engineer, as part of the stormwater permitting process, to verify the capacity of the City main and to verify that the discharge point is the combined sewer.

The proposed project will increase domestic water demand. The Applicant has begun coordination with the Cambridge 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.

The building is designed to conform to LEED requirements pursuant to the Green Building Requirements in Section 22.20 of the Zoning Ordinance.

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

The project includes the preservation and adaptive reuse of a building that the Cambridge Historical Commission has indicated has historical significance. The project received a Certificate of Appropriateness from the Historical Commission.

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

The project will create 46 new dwelling units and will be subject to the Inclusionary Housing requirements in Section 11.200 of the Zoning Ordinance.

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

Although the preservation of the existing building makes the creation of new open space challenging, the project will include above-grade usable open space as an amenity for residents of the building.

2. Multifamily Special Permit (4.26, with reference to 10.47)

Pursuant to Section 4.26.1, the construction of a multifamily dwelling containing twelve (12) or more dwelling units in a Residence C-1A district requires a special permit granted by the Planning Board. The Board finds that the project meets the criteria for approval of a multifamily dwelling, which are set forth in Subsection 10.47.4 of the Zoning Ordinance, as described below.

*(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 existing site is industrial in character and the project, because it is an adaptive reuse of the existing building, will maintain most existing conditions of the landscape, except where they will be improved to be more consistent with the residential use.

*(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 project will mostly involve reuse of an existing building; however, where new additions are proposed, they will be set back from the existing roof edges to minimize impacts of building height and bulk on the street or on adjacent properties.

- (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 edges of the project will be improved to the greatest extent possible given that the existing building and surface parking area, which occupy most of the lot, will be retained. Open space will be provided above-grade, on the roof of the existing structure, in order to provide benefits to occupants of the building.

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

Access and egress to parking facilities will be provided through a single existing curb cut on Richdale Avenue. The Traffic, Parking and Transportation Department will review to ensure there will be adequate provisions for safety, such as sight lines for exiting vehicles.

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

Parking for the building will utilize an existing surface parking lot, which will be landscaped appropriately, and all new parking will be enclosed within the existing structure and will thus have minimal impact on adjacent properties.

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

Trash collection and other service functions for residents will be provided within the building.

### 3. Conversion of Non-Residential Structure for Residential Use (5.28.2)

*Where it is proposed to convert an existing principal use structure, designed and built for non residential use, to residential use (excluding Transient Accommodations and Trailer Park or Mobile Home Park listed in Section 4.31 (i-j)), the dimensional standards generally applicable in the district as set forth in the Tables of Dimensional Requirements in Section 5.30 and other applicable regulations in this Ordinance, including permitted uses, Section 4.30 – Table of Use Regulations, shall apply. However, where some or all of those requirements cannot be met, including any use, dimensional or procedural requirement that*



*may apply in the base district, the following provisions shall apply to such conversion after issuance of a special permit by the Planning Board.*

The Board finds that the existing building was designed and built for non-residential use and that the project proposes to convert such building to residential use. The project meets base zoning requirements with regard to use and dimensional requirements including Floor Area Ratio, lot area per dwelling unit and building height. The existing building, however, does not meet the residential yard (setback) and open space requirements of the Residence C-1A District. Therefore the Board grants relief from those zoning requirements as set forth below.

*(5.28.23 Yard Requirements.) The required yards shall be those of the structure existing at the time of the conversion to residential use. However, any construction occurring outside the limits of the existing structure shall be subject to the yard requirements of the district in which the structure is located.*

The yards will remain as they exist for existing portions of the building. For conforming additions, the yards will conform to the Residence C-1A zoning requirements except where a reduction is sought pursuant to Section 5.31 footnote L.

*(5.28.25 Private Open Space Requirements) The Private open space requirement shall be that required in the district in which the structure is located, except as modified herein. The dimensional and locational limitations for Private open space set forth in Section 5.22 shall not apply; any combination of at-grade private open space and decks and balconies at other levels shall be permitted as shall walks intended for non vehicular use. However, in every case where those requirements of Section 5.22 waived by this Paragraph (a) are not met, all portions of the surface of the lot shall be Green Area as defined in Article 2.000 that are (1) not covered by the building or (2) devoted to the minimum area necessary to provide at grade, conforming parking spaces and the minimum necessary circulation and driveways for no more than one parking space per dwelling unit. The amount of Private open space required may be reduced by the Planning Board should the Board find that full compliance cannot reasonably be expected given the existing development of the lot and the provision of parking necessary to serve the dwelling units. However, where open space requirements are not met, the Applicant shall explore the use of portions of the interior of the building to provide recreational opportunities not possible on the exterior.*

The project will retain the existing building footprint and surface parking area to provide the minimum required off-street parking. All additional areas will be landscaped. In addition, the project will have private usable green spaces above-grade accessible to residents of the building. If the requirements for location of open space are not applied, the project will have open space equivalent to 14% of the lot area while the requirement in the Residence C-1A district is 15%. The Planning Board finds that the amount, location and configuration of open space is appropriate to the project and therefore approves a reduction in the required amount to the amount proposed in the Application Documents.

*(5.28.26 Conforming Additions) Conforming additions to such non-residential structures shall be permitted without reference to the limitations set forth in Section 8.22 for such additions to non-conforming structures.*

The project contains additions that conform to base zoning requirements, except where a reduction of the yard setbacks is sought pursuant to Section 5.31 footnote L.

*(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.*

The Board finds that the proposal meets those criteria, as described below, and the criteria for approval of Townhouses and Multifamily Dwellings as described above in these Findings.

*(a) Provision of Parking.* The project does not propose to add dwelling units above the limits established under base zoning, and therefore no additional parking criteria apply.

*(b) Privacy Considerations.* Where significant variations from the normally required dimensional standards for the district are proposed, the Board shall evaluate the impact on residential neighbors of the new housing use and any other proposed use as it may affect privacy. The location and size of windows, screening elements, decks, entries, security and other lighting, and other aspects of the design, including the distribution of functions within the building, shall be reviewed in order to assure the maintenance of reasonable levels of privacy for abutters. In reviewing a proposed development plan, the Board shall consider, among other factors, the potential negative impacts of the new activity on abutters as a result of the location, orientation, and use of the structure(s) and its yards as proposed.

For existing portions of the building, windows are located substantially where they have existed historically. Lighting has been sensitively designed to mitigate impacts. Conforming additions are set back appropriately from the edge of the existing building, and all adjacent residential uses are located at a generous distance from the building. Therefore the Board finds that privacy impacts on abutters will be minimal.

*(c) Reduction in Private Open Space.* Where it is proposed to reduce the amount of on-site Private Open Space below that required in the applicable district, the Board shall evaluate the proposal in light of the following:

- (1) The extent to which screening and buffering from neighbors will be accomplished*
- (2) The quality and viability of the proposed open spaces as they are designed*
- (3) The tradeoff in benefits and negative impacts of the loss of green space in order to provide the required amount of parking, including consideration of the feasibility of alternate parking arrangements that might produce additional green area, such as placing some or all parking within the structure*
- (4) The availability of common recreational spaces within the building to compensate for the loss of usable outdoor open space*

The open space will be suitably landscaped on all sides to the extent possible given that the existing building and parking area leave little room for at-grade open space. The abutting uses, which include the street, an auto repair facility, parking lots for adjacent residential buildings and a railroad line, are not particularly sensitive and therefore the amount of open space remains adequate to screen and buffer the residential building from those uses. Attractive above-grade private open space and green area open space will be provided to benefit the residents and to provide greater setbacks between new residential spaces and abutting properties.

*(d) Community Outreach. The Planning Board shall consider what reasonable efforts have been made to address concerns raised by abutters and neighbors to the project site. An applicant seeking a special permit under this Section 5.28.2 shall solicit input from affected neighbors before submitting a special permit application. The application shall include a report on all outreach conducted and meetings held, shall describe the issues raised by community members, and shall describe how the proposal responds to those issues.*

The Applicant has engaged in many discussions with neighbors, resulting in many improvements to the project and an agreement negotiated between the property owner and neighbors regarding many aspects of the project's design, construction and operation. The Planning Board has incorporated some of the terms of that agreement into the Conditions of this Special Permit Decision where they are found to be within the Board's purview. However, it is the Board's expectation that the owner will continue to honor all terms of that agreement in the future.

*(5.28.28.2 Criteria Applicable to Larger Projects)* Because the proposed project does not exceed the Gross Floor Area or number of dwelling units permitted pursuant to base zoning requirements, the additional criteria do not apply.

#### 4. Reduction of Yard Setback Requirements (5.31, footnote L)

*(l) These requirements [for side and rear yards in the Residence C-1A district] may be reduced to a minimum required setback of ten (10) feet with the grant of a special permit from the Planning Board provided that the yard is suitably landscaped to effectively buffer the building walls from adjacent lots.*

Because the existing yards will remain unchanged at the ground level, this reduction is sought only for the upper-level conforming additions at the rear, where the building abuts the railroad corridor, and to the west, where the building abuts an auto repair use. In both cases the new construction is a single story above the existing roof line and there is a generous distance between the new additions and any nearby residential uses. Therefore the Board finds that the new construction will be adequately buffered from adjacent uses with the requested reduction in yards to those proposed in the Application Documents.

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

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

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

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

With the requested special permits, the Zoning Ordinance requirements will be met.

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

As described above in these Findings, the project will not have substantial adverse impacts on city traffic. Access and egress patterns will be substantially identical to the existing site except where existing curb cuts will be removed.

*(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 conversion of the structure to residential use, with conforming additions, will not adversely affect the operation of adjacent uses.

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

No nuisance or hazard will be created by the proposed residential conversion. The project will comply with all applicable health and safety codes.

*(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 proposed conversion to residential use is fully consistent with the intent of the Zoning Ordinance in this district.

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

The project is consistent with the Urban Design Objectives set forth in Section 19.30, as described above in these Findings.

## **DECISION**

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

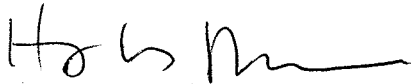
1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated March 17, 2014, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code). In accordance with agreements reached between the Permittee and neighbors of the project, the Permittee shall engage the services of a qualified acoustical consultant to confirm that the systems will comply with Noise Ordinance requirements.
4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. The Community Development Department shall certify that the Green Building Requirements are met prior to issuance of a Building Permit for development authorized by this Decision.
5. The project shall be subject to the Inclusionary Housing requirements set forth in Section 11.200 of the Zoning Ordinance. The Housing Division of the Community Development Department shall certify that the Inclusionary Housing requirements are met prior to issuance of a Building Permit for development authorized by this Decision.
6. The project shall comply with the recommendations set forth in the Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated April 1, 2014, attached to this Decision. The Traffic, Parking and Transportation Department shall certify compliance with those recommendations prior to issuance of a Building Permit or Certificate of Occupancy as applicable at the time.
7. In accordance with agreements reached between the Permittee and neighbors of the project, the maximum height of any rooftop mechanical equipment shall be limited to 4'0" above the adjacent roof surface and shall be visually screened by an opaque fence sufficient to screen

from its surroundings, in any case no greater than the height of the mechanical equipment. However, if the project utilizes an alternative heating and cooling system that requires less than ten rooftop units, the rooftop units may exceed the 4'0" limit to be approximately 5'6" above the adjacent roof surface.

8. The Permittee shall engage with appropriate City departments and utility companies to investigate the possibility of relocating above-grade utility cables into underground conduits. The Permittee shall report on the status of such discussions prior to issuance of a Building Permit for development authorized by this Decision.
9. The Permittee shall consult with the City Arborist and CDD to investigate the feasibility of street tree plantings on Richdale Avenue. The Permittee shall report on the status of such discussions prior to issuance of a Building Permit for development authorized by this Decision.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H Theodore Cohen, Steve Cohen, Hugh Russell, Tom Sieniewicz, Steven Winter, Pamela Winters, and Associate Member Catherine Preston Connolly, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair.

A copy of this decision #284 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on April 28, 2014, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

DATE:

City Clerk of Cambridge

**Appendix I: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	42,043	5,000 min	42,043	No Change
Lot Width (ft)	336	50 min	336	No Change
Total GFA (sq ft)	48,157	68,320 max	66,300 <sup>(1)</sup>	66,300
Residential Base	0	52,554 max	51,000	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	48,157	0	0	
Inclusionary Bonus	N/A	15,766 max	15,300	
Total FAR	1.15	1.625 max	1.58	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	1.25 max	1.21	
Non-Residential Base	1.15	N/A	0	
Inclusionary Bonus	N/A	0.375 max	0.36	
Total Dwelling Units	0	54 max	46	46
Base Units	N/A	42 max	36	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	12 max	10	
Base Lot Area / Unit (sq ft)	N/A	1,000 min	1,168	
Total Lot Area / Unit (sq ft)	N/A	778 min	914	
Maximum Height (ft)	45	45 max	45	Consistent with Application Documents and applicable zoning requirements
Front Yard Setback (ft)	0	10 min	0 – 16.75 <sup>(2)</sup>	
Side Yard Setback – West (ft)	0	22 min	19'-8" <sup>(2)</sup>	
Side Yard Setback – East (ft)	57'-1"	21 min	57'-1" <sup>(2)</sup>	
Rear Yard Setback (ft)	3 to 13	63 min	3 to 13 <sup>(2)</sup>	
Open Space (% of Lot Area)	0	15% min	14% <sup>(3)</sup>	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	7.5% min	see note <sup>(3)</sup>	
Permeable Open Space	0	7.5% min	see note <sup>(3)</sup>	
Off-Street Parking Spaces	20	46 min	46	46
Long-Term Bicycle Spaces	0	48	53	53
Short-Term Bicycle Spaces	0	5	see permitted	Provided per 6.104.2(b)
Loading Bays	N/A	0	0	0

<sup>(1)</sup> Proposed GFA includes 1,480 sq ft of structured parking (within existing building) per Section 5.25.

<sup>(2)</sup> Existing setbacks approved for existing building portions per Section 5.28.2. Modifications to required side and rear yards approved for conforming additions per Section 5.31.2 footnote (L).

<sup>(3)</sup> Modifications to open space requirements approved per Section 5.28.2. Proposed above-grade open space includes green area, 15' x 15' minimum, pedestrian walk and planting and private roof decks.





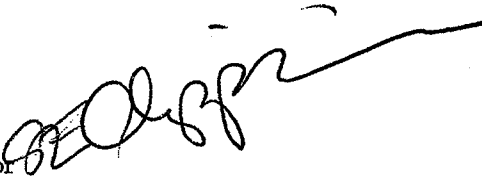
**CITY OF CAMBRIDGE**  
**Traffic, Parking and Transportation**  
344 Broadway  
Cambridge, Massachusetts 02139

[www.cambridgema.gov/traffic](http://www.cambridgema.gov/traffic)

Susan E. Clippinger, Director  
Brad Gerratt, Deputy Director

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

## MEMORANDUM

**To:** Cambridge Planning Board  
**From:** Susan E. Clippinger, Director   
**Date:** April 1, 2014 (Updated September 17, 2013 memorandum)  
**Re:** 15-33 Richdale Avenue Residential Development Project

---

On August 2, 2013, the Traffic, Parking & Transportation (TP&T) Department certified the Transportation Impact Study (TIS) for the proposed Hathaway Lofts residential project located at 15-33 Richdale Avenue by Hathaway Partners, LLC. On September 17, 2013, we submitted a memorandum to the Planning Board with our project comments. Subsequently, the proposed development changed from 54 units/54 parking spaces to 46 units/46 parking spaces. Below are our comments on the updated project.

Design Consultants, Inc. submitted a supplemental analysis, dated March 11, 2014, for the 15-33 Richdale Avenue Traffic Impact Study, to update the project's trips generation and traffic impacts from the reduced number of units. The Project's reduction of 8 units will cause a reduction of 18 daily vehicle trips, 2 morning peak hour vehicle trips, and 1 evening peak hour vehicle trip. The updated project will generate a total of:

104 daily vehicle trips including, 8 AM and 10 PM Peak hour vehicle trips,  
146 daily transit trips (11 AM/14 PM Peak hour transit trips),  
38 daily pedestrian trips (3 AM/4 PM Peak hour transit trips), and  
25 daily bicycle trips (2 AM/2 PM Peak hour bicycle trips).

Below are our updated comments and recommendations for this project:

1. **Automobile Parking.** We have heard concerns from the neighborhood that residents may park on-street instead of on-site. The project is providing 46 spaces for 46 units. Auto ownership in this area is 0.91 vehicles per unit. To accommodate all resident vehicles on-site we recommend the Proponent:
  - a. Not be allowed to assign spaces; Parking must be actively managed as a pool of parking in as flexible a way as possible so vehicles of tenants, which change over time (no car, 1, car, 2 cars, visitors, etc.), can be accommodated on-site.
  - b. Parking costs should be shared in such a way that all resident's vehicles use the garage. At no time should residents be parking on-street if there are empty parking spaces on-site.
2. **Planning Board Exceedences.** The project triggered the Bicycle Facilities Special Permit Planning Board criteria for Richdale Avenue because there are no bicycle facilities on the street. The updated project does not change this exceedence. As stated in our September 17, 2013 memo, the City is currently working with the Bicycle Committee on way finding bicycle signage and one option would direct bicycles to use Richdale Avenue rather than Mass. Ave. The proponent should be required to install bicycle sharrows on Richdale Avenue unless the City decides not to use on this street. There is no change from our previous memo.

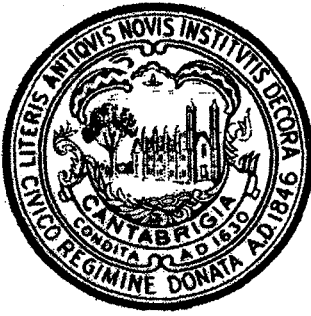
3. **Site Plan.**

- We worked with their traffic consultant, Design Consultants Inc., on the project's automobile and bicycle parking plans. The project will have 53 long-term bicycle spaces in the garage, which exceeds minimum zoning requirement of 48 long-term bicycle spaces. We thank them for that.
- Because of the constraints of the existing building setbacks the Proponent cannot reasonably provide short-term bicycle parking spaces on the project site. We recommend that the Proponent satisfy the requirement for 5 short-term bicycle parking spaces by providing funds for the installation of bicycle parking on public land, as described in Article 6.104.2(b). This would be certified administratively and does not require a special permit.
- Lastly, the site currently has three existing curb cuts. The eastern curb-cut will be used to access the project. The Proponent should raise the curb across the two western curb cuts which will provide 2-3 additional on-street parking spaces.

4. **TDM.** To help minimize projects traffic impacts, the Proponent should implement the following residential Transportation Demand Management (TDM) measures to encourage preferred modes of transportation including, walking, bicycling, and transit:

- Provide an MBTA Charlie Card, with the value of a combined bus/subway pass (currently set at \$70 but is subject to MBTA fare increases) to each adult member of a new household during the first month of initial occupancy of a new household. Up to two Charlie Cards total per household are required. This requirement renews each time a new household moves in to incentivize new households to use public transportation.
- Post information in an area that is central, visible, convenient, and accessible to all residents and visitors such as:
  - Available pedestrian and bicycle facilities in the vicinity of the Project site.
  - Information about the Hubway Bicycle Share System, including how to join and nearby stations.
  - MBTA maps, schedules, and fares.
  - Any area shuttle maps and schedules.
  - "Getting Around in Cambridge" map (available at the Cambridge Community Development office).
  - Bicycle parking.
  - Ride-matching.
  - Car-sharing.
  - Other pertinent transportation information.
- Provide air pumps and other bicycle tools, such as a "fix-it" station in the bicycle storage areas as well as a hose and drainage area for bicyclists to use.
- Designate a Transportation Coordinator (TC) for the site to manage the TDM program. The TC will oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways including posting information in prominent locations, Project's web site and property newsletter, and responding to individual requests for information.
- The TC should participate in any TC trainings offered by the City of Cambridge or local Transportation Management Associations.

Cc: Brian Murphy, Iram Farooq, Susanne Rasmussen, Stuart Dash, Adam Shulman, TPT; Sam Wolff, Hathaway Partners, LLC, Amos Fernandes, Design Consultants, Inc.



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2013 DEC 5 PM 1 02

Notice of Extension of Time OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

Case No: #284

Address: 15-33 Richdale Avenue

Applicant/Owner: Hathaway Partners, LLC

Application Date: September 3, 2013

Public Hearing Date: September 17, 2013

Application: Special Permit application to construct a multifamily building pursuant to Sections 4.26 and 19.20, reduction of rear yard setback pursuant to Section 5.31, Footnote (L).

At the General Business meeting of December 3, 2013, the Planning Board voted to agree to an extension of time for the deliberation and decision on the above case until June 17, 2014.

Authorized Representative of the Planning Board: Jeffrey C. Roberts

*Jeffrey C. Roberts 12/5/13.*

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

---

**HOPE LEGAL LAW OFFICES**

130 BISHOP ALLEN DRIVE  
CAMBRIDGE, MA 02139  
TELEPHONE (617) 492-0220  
FAX (617) 492-3131

**Sean D. Hope Esq.**

**sean@hopelegal.com**

Mr. Hugh Russell, Chairman  
Cambridge Planning Board  
Cambridge, MA 02139

December 2, 2013

Re: 15-33 Richdale Avenue Special Permit #284

Dear Chairman Russell,

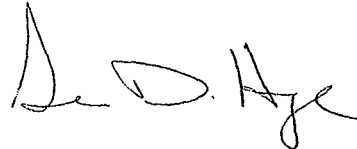
Please accept this request to extend the decision date by the Planning Board for Special Permit application # 284 until June 17<sup>th</sup> 2014.

Granting the aforementioned extension will allow for the completion of the Historical Commission review process and continued dialogue with interested neighbors and abutters prior to returning to the Planning Board.

Thank you for your time and attention to this matter.

Very truly yours,

Sean D. Hope Esq.

A handwritten signature in black ink, appearing to read "Sean D. Hope". The signature is written in a cursive style with a large initial "S" and "H".