



**49 Sixth Street Renovation**  
Cambridge, MA

**Planning Board Submission**

December 29, 2021

Preservation of  
Affordable Housing

**DMS**  
design, llc

URBAN SPACES

ARCHITECTURE &  
INTERIOR DESIGN

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# PROJECT NARRATIVE & DESIGN STATEMENT

## The Rehabilitation of 49 6<sup>th</sup> Street (Sacred Heart Rectory, School, and Convent)

### Project Narrative & Design Statement

#### PROJECT NARRATIVE

The proposed adaptive re-use of the former Sacred Heart Rectory, School, and Convent in East Cambridge presents an opportunity for the City of Cambridge to accomplish two critically important goals: first, increasing the supply of permanently affordable family-sized housing, and second, rehabilitating these three landmark historic buildings to preserve and enhance Cambridge's urban fabric. Built at the turn of the century, the buildings today lie largely vacant and in need of repair. The project team proposes leveraging a wide range of financing including Low Income Housing Tax Credits (LIHTC), MassDevelopment tax exempt bonds, Department of Housing and Community Development and Cambridge Affordable Housing Trust funding, state and federal historic tax credits, and private funding, all investing in East Cambridge to reimagine the existing buildings as affordable homes and reinvigorate them with many decades of new life.

The proposed plan would provide 46 residential rental apartments, 100% affordable to families earning below 80% of Area Median Income (AMI). The majority of homes will be rented to households with incomes under 60% of AMI; in addition, 8 apartments will be restricted to households with incomes of 30% AMI and below, and 7 apartments will be designated for families with incomes of 80% of AMI and below. The bedroom mix includes 14 1-bedroom apartments, 20 2-bedrooms, 11 3-bedrooms, and 1 4-bedroom. With 70% of the homes 2-bedrooms or larger, the project meets a critical need for family-sized homes in a neighborhood rich with family amenities – schools, childcare, parks and green spaces, libraries, transit, commercial centers, jobs, and other services. An approach favoring larger unit sizes addresses a need that is clearly reflected in housing waitlists and has been voiced as a request by the community.

The proposed design has been guided by the principles of the Affordable Housing Overlay (AHO), the Cambridge Zoning Ordinance (CZO), input from neighbors and community members, and feedback from City departments. By repurposing an existing building, this proposed conversion conserves resources and materials and, due to its location, helps achieve a more equitable distribution of affordable housing citywide.

Please see the Design Guidelines matrix for more detail on how Design Guidelines for the AHO are addressed in the proposed rehabilitation.

#### NEIGHBOR AND COMMUNITY ENGAGEMENT

In accordance with AHO requirements, the project team has hosted two community meetings, held in-person in the Sacred Heart Church, the first on July 27, 2021 and the second on November 3, 2021. Each meeting was coordinated with the City's Community Development Department to post the notice on the City's website and ensure that abutters received their notices with adequate time ahead of the meetings. These meetings are recorded, and the recordings and presentation material are all available. Each meeting was well attended and included 40-50 attendees from the surrounding community.

At the first meeting, the project team took the opportunity to introduce Preservation of Affordable Housing (POAH) as the long-term non-profit owner with local and national experience in affordable

housing development, along with Urban Spaces as a development partner with extensive experience in Cambridge, and the architectural team of Pears Design Resource and DMS Design. The team presented the project context and overview and solicited feedback from community members. Responses generally supported the proposed affordable housing and historic preservation of the buildings, and a number of residents voiced concern related to parking.

At the second meeting, the project team provided additional design information, sharing the proposed unit mix, floorplans, amenities, open space plans, and historic preservation details. The team also responded to questions raised in both meetings, primarily related to ensuring a local preference for future tenants, overall process and timeline, construction impact mitigation for abutters, and parking. While providing details explaining why off-street parking was infeasible both in terms of engineering and cost, the project team emphasized the mitigation measures that were possible – providing ample bike parking, providing resources to help utilize nearby transit – and observed that this was the kind of walkable urban neighborhood that might enable a family utilize other forms of transit.

A number of comments were helpful over the course of the community process as the project became more refined. Community members pushed for a variety of sized units, particularly family-sized units, which were incorporated as the project evolved from primarily smaller studio and 1-bedroom apartments to primarily 2- and 3-bedrooms, working within challenging spatial constraints of the historic buildings. Neighbors also observed that it might be helpful to have a dedicated parking space for visiting aides or staff, which the team was able to accommodate on-site and off-street.

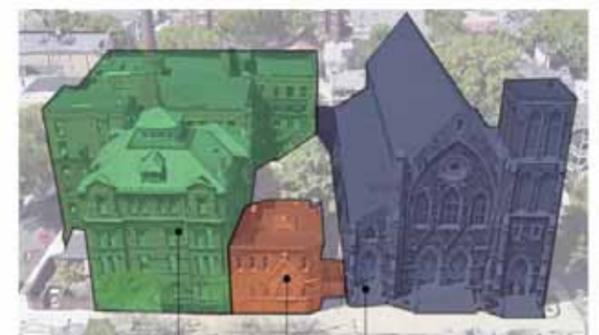
In addition to the meetings, the project has a website that is used to share images, project information, and collect questions and comments. The project team has also reached out to community leaders, city councilors, and community groups active in East Cambridge to share information regarding the development.

#### HISTORIC DESIGN

##### Current Uses



##### Proposed Uses



- 1874 - 1883 → CHURCH
- 1874 - 1883 → CHAPEL
- 1902 → CONVENT
- 1885 → RECTORY
- 1902 → SCHOOL

- 1874 - 1883 → CHURCH
- 2021 → CHAPEL BUILDING
- 2021 → RECTORY
- 2021 → AFFORDABLE MULTIFAMILY HOUSING

The project proponent’s historic rehabilitation of the former Sacred Heart Rectory, School, and Convent proposes a historically sensitive adaptation of the buildings to residential use. The interior apartments and common area circulation spaces have been laid out and configured in such a way as to preserve a maximum amount of the buildings’ interior historic fabric. These elements – stunning woodwork, wainscotting, fireplaces, staircases – will help maintain a sense of the building’s historic nature and original purpose. The units have been laid out to maximize livability within the many constraints inherent to a historic adaptive reuse – unusually shaped buildings, working around existing walls, floorplans designed for classrooms, floor levels that do not align when moving laterally at connections from building to building – all of which are challenges requiring creativity in designing high-quality, modern apartments. The project will utilize high-efficiency heating, cooling, and ventilation systems, exterior improvements that increase air tightness, and high-efficiency appliances and low-flow plumbing fixtures. Shared common areas and improvements in the public realm will help foster a sense of community with amenities for families and children.

The exteriors of the buildings will largely be unaffected by the residential conversion, other than the creation of an accessible ramp, proposed enhancement of the landscaping, and removal of a structurally unsound smokestack. While the Cambridge Historical Commission does not have direct jurisdiction, the project team has met with them several times over the past year and they support these proposed alterations. The redevelopment scope includes replacing all exterior windows with new high-efficiency, historically appropriate windows consistent with the historic plans for the buildings, as well as re-pointing and repairing exterior brickwork and stonework as needed. The proposed window and masonry specifications, along with any other historic components, will be provided to the Cambridge Historical Commission for courtesy review and will also be subject to review by the Massachusetts Historic Commission and the National Park Service for compliance with the requirements of the Secretary of the Interior as a part of State and Federal historic tax credit applications. The Massachusetts Historic Commission has reviewed the relevant Project Notification Form and determined that there is no adverse effect provided that the windows are historically appropriate, which they will be as required by the historic tax credit application.

Through the project’s groundlease structure, the project will also provide a funding source for the architecturally significant Sacred Heart Church, helping ensure that it remains in the neighborhood as an important community asset long-term.

**OPEN SPACE**

The site is highly constrained, with zero lot line buildings butting up against the sidewalk. The two opportunities for open space improvements include a new public parklet at the corner of Thorndike Street and 6<sup>th</sup> Street, and a private courtyard in the interior of the site. To create the public parklet, the project proposes removing an existing 6 foot wall, opening up the corner, relocating and preserving a World War II memorial, and providing a redesigned green space adjacent to the new Cambridge Public Library landscaping across 6<sup>th</sup> Street. In support of AHO design goals, this would contribute to Cambridge’s pedestrian environment with a new, well-landscaped amenity with opportunities to rest, historical elements and significance, and connection to existing pedestrian amenities. On the interior, the private courtyard is currently overgrown and in poor condition, and the proposed redesign will create a usable and attractive outdoor amenity for the residents.

**TRANSPORTATION & PARKING**

Per Section 11.207.6.1(a), there is no requirement for off-street parking spaces. Off-street parking will not be provided in the proposed project. While options for off-street parking were pursued, due to the constrained site and the historic nature of the buildings, off-street parking was determined to be cost prohibitive. The project team will provide a Transportation Demand Management Program to CDD.

Since the project is greater than 20 units, the project team has coordinated with the Cambridge Traffic, Parking, and Transportation Department and has proposed on-street facilities that can accommodate passenger pick-up and drop-off as well as short-term loading.

While AHO projects proposed within an existing building are not required to provide bicycle parking, the proposed 52 long-term bicycle parking spaces meets what would be required by CZO.

**UTILITY REQUIREMENTS & PERMITTING**

The project team has been in contact with the City departments and utility companies responsible for the public utilities to review the development and its proposed service connections. Adequate utility service is available for this project from all providers and the project team is aware of all regulatory requirements associated with each utility and will meet each requirement. The project is being designed to achieve all permit requirements, including Stormwater Control Permit, to the maximum extent practical given the existing site conditions, existing buildings, and related constraints. City requirements are being thoroughly reviewed. Adding 46 units to the site will trigger the need for Infiltration and Inflow (I/I) mitigation per Mass DEP; it is unlikely that all of this mitigation can be done on-site, so the project team will work with Cambridge Department of Public Works to identify off-site mitigation. The project team anticipates the following permits and approvals will be required for the project: Water Permit, Stormwater Control Permit, Wastewater, Electrical, Building Permit.

**DEVELOPMENT TIMELINE**

The project will be completed in a single phase of construction

Initial AHO Submission	December 2021
Federal Historic Submission	January 2022
Planning Board Feedback	February 2022
State Historic Submission	April 2022
GC Selection	Summer 2022
Investor Selection	Fall 2022
Closing	February 2023
Construction Start	February 2023
Construction Completion	April 2024

**ZONING & AHO COMPLIANCE**

The project complies with the recently-passed Affordable Housing Overlay (AHO), and it is an as-of-right project under current zoning.

- **Dimensional:** Since the buildings are existing buildings, per Section 11.207.5.3 the existing dimensions are allowed. Per Section 11.207.5.2.2 there is no minimum lot area per dwelling unit.

- **Car Parking:** Per Section 11.207.6.1(a), there is no required off-street parking.
- **Bike Parking:** Per Section 11.207.6.4(e), bicycle parking is not required in an existing structure, but is encouraged. We are providing 52 long-term bike parking spaces, the amount that would be required if bike parking zoning requirements applied.
- **Environmental Design:** The AHO maintains the requirements of Article 22 in the CZO; the project will be pursuing Enterprise Green Community. The site is located in Zone X on the FEMA Flood Insurance Rate Map and is not in the Flood Plain Overlay District.
- **Mechanical Equipment:** The mechanical equipment for the building will be placed on the roof, set back and properly screened in conformance with Section 11.207.7.5(c).
- **Trash:** In accordance with Section 11.207.7.5(e), all trash for the building will be handled inside the building.

## ABOUT THE DEVELOPMENT TEAM

### *Preservation of Affordable Housing (POAH)*

POAH is a Boston-based 501(c)(3) non-profit affordable housing developer, owner, and operator of more than 12,000 affordable homes in eleven states and the District of Columbia. POAH's mission is to preserve, create, and sustain affordable, healthy homes that support economic security and access to opportunity for all. POAH combines its expertise in developing affordable housing with comprehensive Community Impact services, supporting residents in financial stability, achieving vocational and career goals, supporting child wellness and education, promoting resident health, and encouraging strong community engagement.

### *Urban Spaces*

Urban Spaces is a Cambridge-based real estate development company that creates residential and commercial buildings in close proximity to public transportation, universities, and employment hubs. Founded in 2004 by CEO Paul Ognibene, Urban Spaces has earned a regional reputation for award-winning developments that revitalize and enhance emerging and well-established neighborhoods.

Urban Spaces has a broad range of experience, including new construction, adaptive reuse, and historic preservation in both the private and public sectors. In addition to being an innovator, Urban Spaces has been influential in forecasting and advancing many of the important urban trends that we see today, such as micro-units, modular construction, and environmentally resilient design. Urban Spaces continues to make important contributions to enhance the urban fabric of its host communities.

### *Key Staff*

#### Cory Mian - POAH

Cory Mian is POAH's Senior Vice President for Real Estate Development, responsible for managing POAH's development staff of project managers, overseeing the work of the development team, and leading POAH's most complicated acquisition and redevelopment executions.

Cory possesses a broad knowledge of complex deal structuring and layered finance, and has employed most of the available federal, state, local, private and tax credit equity resources and programs to underwrite affordable multi-family housing preservation since joining POAH as a Project Manager in 2005. Cory has worked on an increasing number of neighborhood revitalization projects, including the

initial phases of the Whittier Street redevelopment, a Choice Neighborhoods Project in partnership with the Boston Housing Authority. Most recently, she is leading the community process, resident engagement, and design planning of Clarendon Hill, the redevelopment of a public housing site in Somerville, Mass.

Prior to joining POAH, she worked at MMA Financial in their underwriting and asset management groups. Cory holds a Bachelor's degree from Brown University and a Masters in Urban Planning from the Graduate School of Design at Harvard University.

#### Jon Springfield - POAH

Jon is a Senior Project Manager working on the community engagement, permitting, financing and construction management aspects of affordable housing developments in Massachusetts. Jon joined POAH in 2015 in the inaugural class of the Kuehn Fellowship, working in the property management, asset management, acquisitions and development departments. He holds a Masters degree in Urban Planning from Harvard University.

#### Paul Ognibene – Urban Spaces

As the founder and CEO, Paul sets the company's vision and direction and provides executive oversight of all client relationships, contract negotiations, and multi-million dollar project budgets. Paul earned a BA in economics from Boston College and an MBA from Harvard Business School.

#### Jeff Hirsch – Urban Spaces

Jeff oversees the day-to-day operations of all project activities, including permitting, design, and construction. With over 25 years of industry experience, Jeff is both a licensed architect and general contractor and earned a BA in Environmental Design and a Masters of Architecture from Texas A & M University.

DESIGN REVIEW SUBMISSION CHECKLIST, PARCEL  
BUILDING AND DIMENSIONAL FORMS, TENURE &  
AFFORDABILITY SUMMARY, AND INITIAL  
DEVELOPMENT BUDGET

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

**Project Address:** 49 6<sup>th</sup> St, Cambridge, MA 02141  
**Applicant:** Preservation of Affordable Housing (POAH)  
**Contact Name:** Jon Springfield  
**Contact Phone:** 919-306-1520  
**Contact Email:** Jspringfield@poah.org

**FOR STAFF USE**  
 Complete Submission Received on Date:

**Design Review Submission**

Note: Review Section 11.207 of the CZO carefully before submitting a design review package for an AHO project. This checklist and accompanying forms are intended only to assist in assembling and organizing application materials.

**Narrative Volume (8.5"x11" portrait orientation)**

Provided Forms:

- Design Review Submission Checklist (this form)
- Parcel Dimensional Form [Section 11.207.8(d)(xiii.)]
- Building Dimensional Form for each existing or proposed building on the site [Section 11.207.8(d)(xiii.)]
- Tenure and Affordability Summary [Section 11.207.3]
- Initial Development Budget [Section 11.207.8(d)(v.)]

Written Sections:

- Project Narrative [Section 11.207.8(d)(xiv.)]
- Design Statement [Section 11.207.8(d)(v.)]
- Description of Transportation Demand Management programs offered, if applicable [Section 11.207.6.5]
- Summary of Community Engagement Process [Section 11.207.8]

**Graphics Volume (11"x17" landscape orientation)**

- Context map [Section 11.207.8(d)(i.)]
- Context analysis [Section 11.207.8(d)(ii.)]
- Existing conditions site plan [Section 11.207.8(d)(iii.)]
- Proposed conditions site plan [Section 11.207.8(d)(iv.)]
- Floor plans of all new buildings and existing buildings to remain [Section 11.207.8(d)(vi.)]
- Elevations and cross-section drawings of all new buildings and existing buildings to remain [Section 11.207.8(d)(vii.)]
- Landscape plan [Section 11.207.8(d)(viii.)]
- Plans of parking and bicycle parking facilities [Section 11.207.8(d)(ix.)]
- Materials palette of proposed façade and landscape materials [Section 11.207.8(d)(x.)]
- Photographs of existing conditions [Section 11.207.8(d)(xi.)]
- Perspective views and renderings of proposed conditions [Section 11.207.8(d)(xii.)]
- Viewshed analysis and shadow studies [Section 11.207.8(d)(xv.)]

Note: Use attached "Graphics Checklist" to ensure that all necessary information is provided.

**Other Submissions (as applicable)**

- Green Building Requirements submission (if Section 22.20 of the CZO is applicable)
- Flood Plain submission (if Section 20.70 of the CZO is applicable)

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

**Project Address:** 49 6<sup>th</sup> St, Cambridge, MA 02141  
**Applicant:** Preservation of Affordable Housing (POAH)

**Parcel Information – Provide one form for the entire parcel**

	Existing	District Zoning Standards	AHO Zoning Standards	Proposed
<b>Base Zoning District(s)</b>	Residence C-1 (C-1)			
<b>Overlay Zoning District(s)</b>	Affordable Housing Overlay (AOH)			
<b>Uses on Adjacent Lots</b>	Church			
<b>Lot Area, in sq. ft.</b>	+/- 19,865 sf	5,000 sf	No Min.	+/- 19,865 sf
<b>Lot Width, in feet</b>	125.06'	50' Min.	No Min.	125.06'
<b>Number of Buildings</b>	1	N/A	N/A	1
Existing to be demolished				2 car garage
Existing retained/moved/enlarged				1
New construction				0
<b>Gross Floor Area (GFA), in sq. ft.</b>	+/- 59,400 sf	0	0	+/- 59,400 sf
<b>Floor Area Ratio (FAR)</b>	+/- 2.98	0.75	2.0	+/- 2.98
<b>Dwelling Units</b>	0	13	No Max.	46
Affordable Dwelling Units	0			46
<b>Total Open Space, in sq. ft.<sup>1</sup></b>	+/- 4,329 sf	5,959.50 sf	2,979.75 sf	+/- 4,867 sf
Private Open Space	+/- 4,329 sf	5,959.50 sf	2,979.75 sf	+/- 4,588 sf
Permeable Open Space	+/- 1,840 sf	0	0	+/- 2,362 sf
Open Space above Ground Story	0	0	0	0
<b>Total Off-Street Parking Spaces</b>	2	46	0	2
Provided on-site	2	46	0	2
Provided off-site <sup>2</sup>	0	0	0	0
<b>Long-Term Bicycle Parking Spaces</b>	0	48	0	48
<b>Short-Term Bicycle Parking Spaces</b>	0	0	0	0
Provided on-site	0	0	0	0
Fund contribution <sup>3</sup>	0	0	0	0
<b>Public Bicycle Sharing Stations<sup>4</sup></b>	0			0
Provided on-site	0			0
Provided off-site	0			0
<b>Loading Bays</b>	0	N/A	N/A	0

<sup>1</sup> Refer to Open Space provisions in Section 11.207.5.2.4 of the CZO.

<sup>2</sup> Refer to off-site parking provisions in 11.207.6.2 of the CZO.

<sup>3</sup> Refer to Public Bicycle Parking Fund provisions in Section 6.104.2(b.) of the CZO.

<sup>4</sup> Refer to Public Bicycle Sharing Station provisions in Section 11.207.6.4(d) of the CZO.

Attach additional calculations as necessary to explain any figures above.

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

**Project Address:** 49 6<sup>th</sup> St, Cambridge, MA 02141

**Applicant:** Preservation of Affordable Housing (POAH)

**Building Information – Provide one form for each existing or proposed building**

	Existing	District Zoning Standards	AHO Zoning Standards	Proposed
<b>Building Designation (per plans)</b>	49 Sixth Street			
<b>Type of Alteration Proposed</b>	Use Change			
<b>Building Use(s)</b>	Mixed Use	C-1	N/A	Multi-Family
Ground Story Use(s)	Mixed Use	C-1	N/A	Multi-Family
<b>Gross Floor Area (GFA), in sq. ft.</b>	+/- 59,400 sf	(calculated for lot)	(calculated for lot)	+/- 59,400 sf
<b>Dwelling Units</b>	0	(calculated for lot)	(calculated for lot)	46
Affordable Dwelling Units	0	(calculated for lot)	(calculated for lot)	46
<b>Stories Above Grade<sup>1</sup></b>	5/6	0	0	5/6
<b>Building Height, in ft.</b>	+/- 67'-10"	35'	50'	+/- 67'-10"
Ground Story – floor-to-floor, in ft.	+/- 9'-4" to +/- 13'6"	0	0	+/- 9'-4" to +/- 13'6"
<b>Building Setbacks, in ft.<sup>2</sup></b>				
Front Yard	0'	10'-0"	10'-0"	0'
Side Yard	0'	7'-6"	7'-6"	0'
Side Yard	0'	7'-6"	7'-6"	0'
Rear Yard	0'	20'-0"	20'-0"	0'
<b>Distance to nearest building, in ft.</b>	0'	0	0	0'
<b>Building length along street, in ft.</b>	360' (total)	0	0	360' (total)
<b>Fenestration, as % of façade area facing public street or open space</b>	+/- 18.3%	0	0	+/- 18.3%
Ground Story only	+/- 20.8%	0	0	+/- 20.8%
<b>Where Ground-Story non-residential uses are proposed in a Business district:<sup>3</sup></b>				
Frontage, as % of total façade length	N/A	N/A	N/A	N/A
Depth from facade, in feet	N/A	N/A	N/A	N/A

<sup>1</sup> Refer to Definitions in Article 2.000 of the CZO.

<sup>2</sup> Where the proposal is applying front yard setback standards per Section 11.207.5.2.3(b) of the CZO, attach an area plan identifying the four nearest pre-existing principal buildings that contain at least two Stories Above Grade and directly front the same side of the street as the AHO Project, and a table providing the front yard setbacks for each building and calculating the average of the four.

<sup>3</sup> See Section 11.207.7.4(e) of the CZO.

Attach additional calculations as necessary to explain any figures above.

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

**Project Address:** 49 6<sup>th</sup> St, Cambridge, MA 02141

**Applicant:** Preservation of Affordable Housing (POAH)

**Tenure:**

- Rental housing
- Homeownership housing

**Unit Affordability Summary <sup>1</sup>**

	Units at or Below 80% AMI	Units 80% to 100 %AMI	Total
<b># of Units:</b>	46	0	46
<b>% of Units:</b>	100%	0%	100%

<sup>1</sup> Refer to Section 11.207.3 in Article 2.000 of the CZO

**Unit Size Summary:**

	0-bedrooms	1-bedrooms	2-bedrooms	3-bedrooms	4+bedrooms	Total
<b># of Units:</b>	0	14	20	11	1	46
<b>Average size range (sf):</b>	n/a	Ave: 627sf, 433-773sf	Ave: 902sf, 797-1008sf	Ave: 1087sf, 980-1421sf	1501sf	

Please describe other anticipated affordability limitations, if applicable (voluntary):

8 units at 30% AMI or below  
 31 units at 60% AMI or below  
 7 units at 80% AMI or below

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

**Project Address:** 49 6<sup>th</sup> St, Cambridge, MA 02141

**Applicant:** Preservation of Affordable Housing (POAH)

**Initial Development Budget (see Section 11.207.8 of CZO):**

<b>Anticipated Uses/Costs:</b>	
Acquisition:	\$2,207,075
Construction/Hard Costs:	\$20,140,207
Other Costs/Soft Costs:	\$5,082,011
Developer Overhead:	\$1,116,502
Developer Fee:	\$1,116,502
<b>Total Uses/Costs:</b>	<b>\$29,662,297</b>

<b>Anticipated Sources:</b>	
Tax exempt bonds	\$4,014,425
CDD CAHT	\$7,750,000
DHCD	\$1,500,000
Federal LIHTC	\$11,294,619
Federal Historic Tax Credits	\$2,988,520
State Historic Tax Credits	\$2,014,733
Deferred Developer Fee	\$100,000
<b>Total Sources:</b>	<b>\$29,662,297</b>

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

**Project Address:** 49 6<sup>th</sup> St, Cambridge, MA 02141

**Applicant:** Preservation of Affordable Housing (POAH)

**Graphics Checklist**

Review Section 11.207 of the CZO for all submission requirements.

Make sure that submitted graphic materials include the following information, at a minimum, to verify compliance with applicable sections of the AHO:

**All maps, plans and elevation drawings should include:**

- Graphic scale
- North arrow / orientation

**Context maps should include:**

- Streets and pedestrian/bicycle routes leading to and from the site
- Distance to public facilities in vicinity, including transit
- Buildings and uses on adjacent sites
- Distance to off-site parking, where proposed

**Site plans or landscape plans should include:**

- Lot boundaries
- Adjacent streets (labeled) and dimensions of adjacent public sidewalks
- Building footprints with locations of entrances/exits, labeled areas of ground story uses, dimensioned façade lengths, setbacks, and distances to nearest buildings
- Natural and other landscape features including trees and plantings
- Open space, dimensioned and labeled by type (private, green area, permeable, publicly beneficial)
- Proposed locations of light fixtures, specifying type
- Locations, dimensions, and screening of all mechanical equipment located on-site, including all screening (Section 11.207.7.5 of the CZO)
- Pedestrian and bicycle travel routes, dimensioned
- Curb cuts, vehicular drives, off-street parking, loading and service facilities, dimensioned (Section 6.50 of the CZO)
- Pick-up/drop-off area(s), if project contains 20 units or more and no off-street parking spaces (Section 11.207.6.1(b) of the CZO)
- Features of adjacent lots and buildings that abut the project site

**Building floor plans, elevations, and cross-sections should include:**

- Dimensioned floor plans labeling the uses in each portion of the building
- Dimensions (length and depth) of articulation and breaks in the façade plane (Sections 11.207.7.2(c) and 11.207.7.3(b) of the CZO)
- Dimensions of fenestration on façades facing public streets and open spaces (Section 11.207.7.3(a) of the CZO)
- Length of separation between windows and entrances on the ground story (Section 11.207.7.4(c) of the CZO)
- Dimensions (length, height, and depth from façade) of non-residential uses and parking proposed on the ground story (Section 11.207.7.4 of the CZO)
- Rooftop plans, elevations, and perspective views showing the locations, dimensions, and screening of all mechanical equipment (Section 11.207.7.5 of the CZO)

Design Guidelines Matrix			
AHO DESIGN GUIDELINES: 49 6th St (Sacred Heart)			
SITE DESIGN			
1 RESPONSE TO CONTEXT			COMMENTS
		<i>Objective: Design project site layouts to harmonize with the neighborhood context, including the surrounding urban patterns of streets and blocks, building setbacks, travel paths, and open spaces. In existing neighborhoods with established patterns of development, responsive and con-text-sensitive site design will help preserve the character of the built environment. In evolving areas of the city, forward looking new developments should help achieve the city's goals for urban character.</i>	
n/a	1.1	Locate and orient new buildings so that their front yard setbacks relate to those of neighboring and adjacent buildings to the maximum extent possible.	n/a, no new buildings
y	1.2	Locate open space in relation to adjacent yards, residential units, and public spaces that would benefit from natural light and views.	Is an existing site, but new open space is being created at the corner of the site adjacent to the new Library pocket park to improve the pedestrian experience & connections.
y	1.3	Where site dimensions allow, consider creating entry courtyards, internal courtyards, and semi-enclosed courtyards open to the block interior.	Internal courtyard redesign creates a usable and landscaped space on the interior of the buildings accessible to all residents.
n/a	1.4	Locate pedestrian and bicycle paths, vehicular routes; parking areas; and utility/service areas in response to neighboring buildings.	n/a, no changes to the right of way surrounding the existing buildings
n/a	1.5	In large developments, consider creating through-block pedestrian or vehicular connections.	n/a, existing historic buildings
n/a	1.6	Place buildings and design their landscapes to minimize impacts on nearby existing buildings, to respect the privacy of neighbors, and to maintain their access to natural light and air.	n/a, existing historic buildings
n/a	1.7	In siting new buildings, consider public views to adjacent landmark buildings, public open spaces, public art areas, or other features of significant visual interest.	n/a, existing historic buildings
n/a	1.8	In existing well-developed areas, where urban patterns are relatively uniform and stable, match the prevailing pattern of front yard setbacks, building orientations, and the location of entrances as much as possible. Variation may be desirable, however, at certain locations, such as the corners of blocks.	n/a, existing historic buildings
n/a	1.9	In areas where the patterns of development are stable but more diverse, site buildings in relation to neighbors with the aim of creating a more coherent streetscape while meeting other citywide objectives articulated in these guidelines.	n/a, existing historic buildings
n/a	1.10	In evolving areas of the city, locate new buildings and site elements to support the planned patterns of development.	n/a, no new buildings
n/a	1.11	In commercial districts, site new buildings to maintain the continuity of existing retail frontage while allowing for comfortable sidewalk width and creating opportunities for activation such as outdoor seating.	n/a, no new buildings
y	1.12	Locate and design parking, trash storage, and mechanical equipment to minimize their impacts on abutting residences and the public.	Trash storage is inside buildings; mechanical equipment is located on building roofs; no parking is required or proposed due to the physical limitations of the existing historic buildings.
2 OPEN SPACE AND LANDSCAPE DESIGN			COMMENTS
		<i>Objective: Design open space to enhance the lives of residents and the broader community by offering aesthetic and environmental benefits through the inclusion of vegetation, trees, elements to provide shade. Offer useful amenities to residents, provide opportunities to minimize the impact of the new development neighbors' privacy and quality of life, and contribute to the beauty of the city's streets, sidewalks, and open space.</i>	
y	2.1	Provide a range of types of open spaces as appropriate to the site, context, and building form: yards, entry courtyards, interior courtyards, porches, loggias, balconies, roof terraces, and upper-level decks.	While the project is constrained by the existing historic buildings, an exterior pocket park and an internal courtyard are created with amenities for residents, covering close to 25% of the site. The constraints of the site and the historic building prevent porches, balconies, and decks to be added.
y	2.2	Provide opportunities for enjoyment of nature, such as gathering places and play spaces for residents.	The internal courtyard and pocket park will be landscaped with semi-private gathering spaces and play spaces for children.
y	2.3	Provide seating to foster social connection. Consider locations at building entrances, courtyards, and along paths connecting different areas of the site.	Seating areas are provided at the new corner pocket park, connecting the project with the broader neighborhood, and within the interior courtyard for residents to gather. There will also be seating available in internal community amenities (laundry, main entry vestibule, mail area, etc)
y	2.4	Consider summer shading and winter solar access.	Given the height of the buildings, the interior courtyard is generally well shaded. The new corner pocket park will provide some shade and some solar access.
y	2.5	Design open spaces to contribute positively to the public realm, maximizing vegetation-particularly canopy trees-to shade and enrich streets and other public open spaces.	A combination of existing and new trees will create shade and enrich the pocket park, interior courtyard, and streetscape.

n/a	2.6	In dense residential neighborhoods, design front yards to frame the street and sidewalk as civic spaces and to enhance the privacy of building interiors. consider organizing front yard landscape elements-low walls, low planting or hedges, fences, trees, ground cover, foundation planting, etc.-as a series of layers parallel to the sidewalk to frame civic space and delineate thresholds of privacy as one moves from the sidewalk to the building entrance.	n/a, existing historic buildings at zero lot-line with no room for front yards
y	2.7	Where possible in dense residential neighborhoods and on corridors, provide landscaped forecourts and inner courtyards to create transitional space between the public street and the building lobby, to provide light and air to unit interiors, and to enrich the site with plantings.	Landscaping strategy includes a pocket park at the main entrance, as well as a landscaped interior courtyard.
y	2.8	Consider the location, dimension, and orientation of open spaces to best promote healthy trees and other vegetation.	The site is very constrained, but shade-tolerant native trees will be planted in the interior courtyard.
y	2.9	Minimize the urban heat island effect by preserving existing mature canopy trees wherever possible and by planting new ones to shade buildings, open spaces, and paved surfaces.	New trees at the pocket park and interior courtyard will be planted to provide shade.
y	2.10	Follow the recommendations of the Department of Public Works and the City's Urban Forest Master Plan for species, planting standards, and care.	Landscape design will follow Cambridge UFMP guidelines for species selection, planting standards and care
y	2.11	Select species for low plantings and ground cover that are appropriate for urban conditions.	We are selecting low shrub species that will withstand the urban conditions of the site, proposed site usage, and expected maintenance strategies. These conditions include drought, soil compaction, low light in the interior courtyard, snow/salt build up at the pocket park, heavily used areas (courtyard and pocket park) vs. low use areas (facade plantings/screen plantings).
y	2.12	Minimize paved surfaces. Use permeable surfaces wherever possible for pedestrian pathways, parking areas, and other paved outdoor spaces.	We are using permeable surfaces where possible in the interior courtyards and corner pocket park.
y	2.13	Use landscaping to screen surface parking and vehicular driveways from residential units and open spaces on and adjoining the site.	Landscaping is used to visually buffer the two vehicular parking spots on the site.
n/a	2.14	Screen loading and trash areas, meters, mechanical units, and utility equipment with plantings or other appropriate landscape elements.	Trash and recycling areas are inside buildings. Mechanical equipment is located on roof.
<b>3 CIRCULATION</b>			<b>COMMENTS</b>
<i>Objective: Promote non-motorized mobility by prioritizing pedestrian-friendly and bike-accessible site design.</i>			
y	3.1	Create direct, functional, and beautiful paths for pedestrians and bicycles from the public sidewalk to building entrances. Pedestrian access to the building and site should be clearly articulated and accessible to people of all levels of ability, and should take precedence over other mobility modes.	Pedestrian access to buildings are clearly articulated, preserving historic details (doors, windows, masonry), and will be accessible to all levels of ability.
y	3.2	For large buildings, incorporate multiple entrances wherever possible.	The buildings will have multiple entrances.
y	3.3	Locate building entrances wherever possible to address public streets.	Building entrances are located at building corners and at mid-building in relation to street.
n/a	3.4	Consider elevating residential first floors above sidewalk level to enhance privacy, consistent with accessibility needs and requirements.	existing historic building; some units are at ground level given the opportunity for very nice units with good light and an intent to best use the existing layout of the buildings to produce affordable housing.
n/a	3.5	On corner lots with non-residential street level activities such as retail, consider locating entrances to ground floor functions at building corners.	n/a, no non-residential activities given residential surrounding context
y	3.6	Establish pedestrian path widths and select their materials in accord with their uses and locations on the site.	Pedestrian pathways in the interior courtyard are appropriately wide to accommodate movement and socializing; materials will be light colored to mitigate heat island effect and appropriately durable.
y	3.7	Provide bicycle access to the site and building that is clearly legible, convenient, and reasonably direct. Locate short-term bicycle parking for visitors where it is visible and convenient to main building entrances. Locate long-term bicycle parking for residents in secure and screened locations.	The project is providing 48 long-term spaces that are easily accessible inside the building in secured rooms near the main entrance.
n/a	3.8	Create vehicular access and circulation routes that are distinct from paths of pedestrian travel.	n/a, existing historic buildings with no new vehicular access or circulation routes
y	3.9	Minimize the number and widths of curb cuts and driveways.	no new curb cuts or driveways
n/a	3.10	Locate curb cuts on secondary streets where possible.	n/a, no new curb cuts
<b>4 PARKING</b>			<b>COMMENTS</b>
<i>Objective: Minimize the impact of parking and driveways on residents, neighbors, and the general public.</i>			
y	4.1	Where possible, separate groundfloor structured parking and/or bicycle storage from the street with residential units, common areas, retail, or other populated groundfloor uses.	No structured parking, and bicycle storage is interior to the building and not on the street
y	4.2	Develop the layout of parking and driveways to avoid conflicts with pedestrian and bicycle movement.	No new parking or driveways are proposed

y	4.3	Minimize the site area dedicated to driveways and parking and maximize its distance from neighboring properties.	No new parking or driveways are proposed
y	4.4	Use green walls, hedges, art work, metal stencils, fences, louvers, sun shading elements, or other means to visually screen parked cars.	Landscaping will screen the two parked cars from the pocket park and building to the extent possible
y	4.5	Shade parking lots with canopy trees or by other means where possible.	The two parking spots will be adjacent to a canopy tree
y	4.6	Utilize permeable pavement where possible.	The project will use permeable pavers where possible given maintenance requirements and construction costs.
<b>5</b>		<b>UTILITIES AND SERVICES</b>	<b>COMMENTS</b>
<i>Objective: Minimize the visual, acoustical, and environmental impacts of essential utilities and services on neighbors and on the public realm.</i>			
y	5.1	Locate utility functions such as gas, electric, and water meters, transformers, switchgear, and fire safety equipment where they will be least visible from the street. Where possible, conceal them within the building or in side or rear yard setbacks. They should be planned for early in the design process to minimize their impacts.	Transformers are proposed to be located in underground vaults. Switchgear, water meters, and fire safety equipment are located indoors, except code-required fire department connections, will be located as directed by the Fire Department.
y	5.2	Locate mechanical elements such as VA units, condensing units, ventilation outlets, mechanical exhausts, louvers, and similar objects to minimize their visibility from the public realm and from neighboring sites and buildings. Screen these elements with plantings, fences or other materials that complement the site design and the building's architecture.	Mechanical elements are located on roof behind parapet to minimize their visibility from the public realm.
y	5.3	Avoid locating air conditioning condensing units on the ground. They should be located on roofs wherever possible.	All condensing units are on roof.
y	5.4	Locate roof mounted air conditioning equipment, and mechanical penthouses away from roof edges and/or provide parapets with adequate height to screen them from adjacent properties and public areas.	Roof mounted equipment will be screened from adjacent properties and public areas
y	5.5	Reduce the noise impact of rooftop mechanical equipment with sound damping materials and screens and proper acoustic and sound isolation methods.	Existing parapet walls will provide both visual and acoustic screening at all rooftop mechanical equipment, and supplemented if and where necessary. All equipment will be specified with appropriate sound dampening options to meet the Cambridge Noise Ordinance.
y	5.6	Screen trash and recycling areas with landscaping and/or fencing and ensure that noise and odor-generating functions are fully enclosed.	Trash and recycling areas are inside buildings.
<b>6</b>		<b>OUTDOOR LIGHTING</b>	<b>COMMENTS</b>
<i>Objective: Provide lighting for safety and functionality while minimizing energy use, light pollution, and other negative impacts on neighbors, the public realm, and the larger environment.</i>			
y	6.1	Use lighting only for safety and functional purposes such as providing wayfinding along access/egress routes, allowing open spaces to be usable in the evening, illuminating signage, or subtly accentuating key architectural elements of a building.	Site will be well-lit for safety and ensuring that the courtyard is inviting and usable space. These lights will be well shielded from the surrounding buildings.
y	6.2	Outdoor lighting should provide a level of safety for residents while avoiding glare, light pollution, and light trespass onto adjacent properties.	Site lighting will be designed to meet IES standards for safety of exterior lighting of roadways, walkways, and other site areas. All fixtures will be appropriately shielded to limit or prevent light trespass on neighboring properties (and will be located primarily in the interior courtyard) and minimize glare in residential units within the property. All fixtures will be dark-sky friendly to limit light pollution and harmful effects on nocturnal wildlife.
y	6.3	Provide lighting that is fully shielded, downlit, has a warm color temperature, and is at or below typical neighborhood light levels.	Site lighting will be designed to meet these requirements. Lamp color temperature will be 3000K or at most 3500K, depending on fixture availability and efficiency (high color temperatures are more energy efficient).
y	6.4	To further reduce light pollution, consider the provisions of Cambridge's draft Outdoor Lighting Ordinance.	We have reviewed the draft ordinance and believe the proposed site lighting will comply with its requirements.
y	6.5	Select lighting fixtures that minimize energy consumption.	Chosen lighting fixtures minimize energy consumption.
y	6.6	Employ timers, automatic dimming, motion sensors or other mechanisms to avoid excessive lighting, including in tuck-under parking.	General area site lighting will be on an astronomical time clock for energy conservation. Lighting at unit entries will be switched controlled by the resident, but equipped with photosensors so that it only operates when dark.
maybe	6.7	Consider using photovoltaic panels to power lighting.	Photovoltaic systems will be investigated and considered and incorporated if financially feasible.
<b>7</b>		<b>PUBLIC ART</b>	
<i>Objective: Enrich the visual environment and strengthen the sense of place by incorporating art.</i>			
maybe	7.1	Incorporate public art as an integral component of the development's architectural and landscape design.	There is not a great deal of opportunity for including public art given the historic constraints and the lack of public-facing open space; the historic rehab of the details of the historic buildings, including a World War II monument in the pocket park, will provide notable historic and architectural interest.
n/a	7.2	Where possible, integrate arts related uses such as artists' galleries, arts displays, or artists studios on the ground level of affordable housing developments that are located on business and commercial streets.	Located in a residential neighborhood
<b>BUILDING DESIGN</b>			
<b>1</b>		<b>MASSING</b>	

	<i>Objective: Configure building massing for compatibility with the prevailing or desired pattern of neighboring buildings and open spaces. In established neighborhoods, relate to the existing pattern of streets and other open spaces, and prioritize compatibility with existing buildings. In evolving areas, configure new developments to help realize the City's vision for urban form.</i>		
n/a	1.1	Relate new building height, massing, scale, and form to that of existing adjacent buildings.	n/a, no new buildings
n/a	1.2	Incorporate setbacks to relate to the heights of adjoining buildings and to the scale of the street; and to provide a transition between the height of taller buildings and lower surrounding buildings.	n/a, existing historic buildings
n/a	1.3	Where a project's site adjoins a district with a different height and scale, as where a site along a commercial corridor adjoins a lower height residential district, adjust building massing to relate to those heights and scales.	n/a, existing historic buildings
n/a	1.4	Where possible, divide large developments into separate buildings to reduce their scale.	n/a, existing historic buildings
n/a	1.5	Articulate the facades of large buildings into smaller components by means such as vertical recesses or projections from the primary plane of the street facade.	n/a, existing historic buildings
n/a	1.6	Reduce the visual bulk of taller buildings by using setbacks, or mansard, gambrel, hipped, or gable roof profiles to enclose habitable upper stories.	n/a, existing historic buildings
n/a	1.7	In high density areas, such as commercial corridors, frame streets and squares with street wall facades.	n/a, existing historic buildings
n/a	1.8	In smaller scaled residential areas, articulate the mass of large buildings to create a sense of scale compatible with smaller scaled neighbors.	n/a, existing historic buildings
n/a	1.9	Reinforce the existing or planned pattern of streets and blocks and minimize impacts on neighbors.	n/a, existing historic buildings
n/a	1.10	Adjust building configuration and massing to maximize access to sunlight, air, and sky views from neighboring buildings and sites, and to maintain privacy.	n/a, existing historic buildings
n/a	1.11	Where possible, provide courtyard spaces at building fronts or sides to reflect the character of preexisting development and to divide long frontages into smaller scaled facades.	n/a, existing historic buildings
y	1.12	Where appropriate, reinforce important street corners or termini of view corridors with special elements.	The new pocket park replaces an existing brick wall with new green space, seating elements, and relocated World War II monument
n/a	1.13	Consider both symmetrical and asymmetrical arrangements of building massing to best relate new buildings to their existing neighbors.	n/a, existing historic buildings
n/a	1.14	For buildings fronting onto more than one street, such as buildings on corner lots, respond to the relative significance of the streets with orientation and massing strategies that reinforce their distinct characters. If possible, incorporate multiple building entries.	n/a, existing historic buildings; buildings do have multiple building entries
n/a	1.15	Where an existing neighboring residential building is located very close to the lot line, consider adjusting the new building's footprint to create a wider side yard than the minimum required.	n/a, existing historic buildings
n/a	1.16	Where new buildings are constructed in the rear yards of existing buildings, or on large lots with large setbacks, adjust their massing to reduce impacts on neighboring buildings and yards by careful siting, articulate massing, and by reducing the visual bulk of top floors.	n/a, no new buildings
<b>2 FACADES</b>			
	<i>Objective: Design building facades to enhance and enliven the public realm. In established areas, emphasize compatibility and reinforce the sense of place. In evolving residential and commercial districts of the city, contribute to the transformation of urban form by setting precedents for design excellence. Where appropriate, incorporate ground level retail spaces and common areas to foster a lively enliven the urban environment. Provide daylight to interior spaces, avoid excessive energy use, and protect the privacy of the residents of neighboring buildings. Design facades to relate to the residential scales and patterns of Cambridge's diverse and historic neighborhoods. Design street facades to offer a sense of civic presence and human scale, incorporating architectural details to provide visual interest as appropriate to their role in defining public space.</i>		
y	2.1	Consider Cambridge's architectural history, heritage, culture and regional significance as well as the established pattern of residential neighborhoods and conservation districts.	The project preserves and rehabilitates the buildings' historic facades in compliance with the stringent requirements of historic tax credit funding.
y	2.2	Relate to architectural styles of the immediate neighborhood context, and the street's urban qualities.	The Rectory, School, and Convent will be preserved and restored to enhance the existing fabric and relate to the adjacent Sacred Heart Church.

n/a	2.3	Provide architectural elements such as balconies, bay windows, dormers, roof gardens, and terraces where appropriate.	Historic restrictions prevent these additions
n/a	2.4	Enrich facades with changes in plane, projecting bay windows, balconies, and articulated entrances, sun shades, and high quality materials.	Historic restrictions prevent these additions
n/a	2.5	Relate to the window-to-wall ratios and the proportion and rhythm of doors and windows prevalent in the district.	n/a, existing historic buildings
n/a	2.6	Relate to the scale of materials and joint patterns prevalent in the surrounding neighborhood.	n/a, existing historic buildings
y	2.7	Enrich and refine facades with details such as lintels, sills, and other window trim, railings, string courses, cornices, and rake and eave details.	The project preserves and rehabilitates the buildings' historic facades in compliance with the stringent requirements of historic tax credit funding.
y	2.8	Provide shelter and shade at building entrances.	Some shelter and shade exists, but historic restrictions prevent further additions
n/a	2.9	Where buildings present long facades to the street, give the facade visual interest and create an intermediate sense of scale by incorporating elements such as recesses, projections, balconies, bay windows, porticoes, columns, pilasters, piers, or expressed structural bays.	Historic restrictions prevent these additions
n/a	2.10	Consider providing emphasis at the corners of blocks by facade treatment and by providing functional entries to ground floor retail spaces.	Historic restrictions prevent these additions
y	2.11	Avoid incorporating extravagant or exaggerated building elements or features such as out-of-scale cornices on building parapets.	The building elements will be historically appropriate
n/a	2.12	For buildings on lots with significant side and rear setbacks, consider articulating all four sides of the building.	The buildings are zero lot line with no side or rear setbacks
n/a	2.13	Use building massing, form, color, and materials, and architectural details to differentiate the building's base, middle, and upper level facades; and add special design emphasis on the groundfloor facade.	n/a, existing historic buildings
y	2.14	Enrich public streets with identifiable and functional building entrances. Where possible on residential streets, provide multiple entrances to individual first-floor units.	The existing building entrances are kept given historic requirements.
n/a	2.15	For large buildings on business and commercial streets, emphasize the distinct character of the ground floor facade, particularly where retail space or community spaces are provided.	Residential neighborhood
n	2.16	Where ground floors accommodate retail space, common spaces, or community spaces, maximize views of interior spaces on public streets by using clear glass in windows and storefronts.	Existing historic building that limit/prevent adjusting existing fenestration
n	2.17	Enhance building entrances and spaces around them with features such as stoops, porches, recesses, canopies, awnings, low walls, arcades, landscaping, and seating areas.	Existing historic building limit these kinds of additions given physical site constraints
n/a	2.18	On business and commercial corridors, clearly differentiate groundfloor facades from those of upper floors. Provide ceiling heights and facades to accommodate retail or other active uses.	Residential neighborhood
n/a	2.19	Wherever possible, screen parking with programmed spaces to enliven the street facades.	No structured parking
n/a	2.20	Where parking spaces immediately behind the ground floor street facade or facing neighboring properties, screen the parking with architectural elements that provide depth and visual interest, including decorative louvers, green wall or other decorative treatment including art work, grilles or louvers. Avoid using metal wire mesh screen-ing that does not provide depth to the wall.	No structured parking
y	2.21	Avoid blank walls on ground floor facades. Where spaces such as utility rooms, fire control centers, etc. require windowless walls, other means of creating visual interest should be provided, including changes in plane, materials, details, and provision for planting.	Existing historic building
y	2.22	Give special consideration to the design of top floor facades, particularly in residential neighborhoods, where buildings in Cambridge often have intricate massing, roof lines, or parapet walls.	The existing intricate historic details will be restored and preserved
n	2.23	Rooftop terraces and gardens can add visual interest to the tops of buildings and provide needed open space for residents.	Rooftop terraces and gardens are not included; Green space is located at ground level. Rooftops are reserved for building mechanicals and potential photovoltaic array.

n/a	2.24	Design roofs and top floors as natural extensions of the building massing.	Existing historic building
n/a	2.24	Size and locate fenestration to balance urban design goals and architectural qualities such as transparency and a pedestrian-friendly appearance with building energy performance and neighbors privacy.	Existing historic building
y	2.25	Visually enrich glazed areas with carefully considered mullion and muntin patterns and profiles, operable windows, window trim, and sun-shading devices.	Window selection and details will be determined by historic review
y	2.26	Use best practices in restoration and maintaining historic structures. Consultation with the Cambridge Historical Commission is recommended, especially for developments in Historic and Neighborhood Conservation Districts.	The project team has worked closely with the Cambridge Historical Commission and the proposed project has incorporated their feedback.
y	2.27	In renovating or adding to an existing architecturally or historically significant building, or where original materials or components need to be replaced, use traditional building elements with the same architectural features, material quality and craftsmanship. If not feasible, substitute with style-neutral high-quality components and materials compatible with the architecture and historic character of the building and district.	Given the historic tax credit funding requirements, there will be strict observation and verification that traditional elements and materials are used with the same architectural features and craftsmanship.
n/a	2.28	Where new units are proposed on an existing lot shared with a historic structure, the new building should, if possible, be detached from the historic structure and distinguish itself as new construction through materials, architectural details, and form.	There are no new buildings proposed; all units are within the existing historic structure.
<b>3 ARCHITECTURAL DETAILS, MATERIALS, COLOR, AND FINISHES</b>			
<i>Objective: Use materials that are warm, inviting, and compatible with surrounding existing buildings and the neighborhood context. Develop building facades of high-quality, durable materials and with colors, finishes, and textures appropriate to building contexts.</i>			
y	3.1	While it is not required that materials match those of adjacent buildings, select their general color and scale in response to the neighborhood character.	Restoring existing historic façade
y	3.2	Use high-quality and durable construction materials with proven records of long life-cycle and low environmental impacts.	Durability and limiting need for exterior maintenance are both high priorities for POAH; exterior materials will be largely determined by historic commission review and will largely preserve and enhance the existing materials. Interior materials will be selected based on Enterprise Green Community's requirements for low environmental impacts, and POAH selects materials that need minimal maintenance given high use in multi-family buildings.
y	3.3	Natural and durable materials such as brick, concrete masonry, and stone are preferred. Other optional materials include pre-manufactured panels of cementitious, concrete, or composite materials.	Existing masonry will be restored.
y	3.4	Use materials with colors appropriate to the immediate context and that are commonly used in the area. Avoid the use of garish colors that are not relevant to the architectural vocabulary found in the neighborhood context.	Existing masonry will be restored.
y	3.5	Avoid reflective facade materials.	Buildings materials are non-reflective.
y	3.6	Glass should be transparent, untinted, and have low reflectivity.	Glass is transparent, untinted, and has low reflectivity.
n/a	3.7	For residential units, strive for divided light or multiple pane windows. Avoid plate glass and single light windows.	Window selection will be guided by the historic commissions' review; they will be historically appropriate and high-efficiency.
n	3.8	Consider vegetated facade systems.	Vegetated facade systems were considered but will not be included because cost and maintenance concerns, as well as historic restrictions
<b>4 BUILDING INTERIORS</b>			
<i>Objective: Affordable housing, like all housing, should serve the needs of its residents while contributing to the residential character and sense of neighborhood within the area at large.</i>			
y	4.1	Provide a mix of unit types and sizes that will support and contribute to the diversity of housing in the neighborhood. The inclusion of a significant number of units that are suitable for families with children is preferred except in special cases where housing will serve populations with different housing needs, such as housing for seniors.	Majority of unit types will be 2 and 3 bedrooms, with an emphasis on families with children. Unit types will range from 1 to 4 bedrooms.
y	4.2	Design interior living spaces to be attractive and comfortable. Include adequate interior living space, common storage, and access to natural light and air. Interior living spaces should be designed to be comfortable. Size bedrooms to accommodate standard bedroom furniture and include access to natural light. Provide ample counter space and storage in kitchens. Provide access to laundry facilities in residential units or elsewhere in the development.	Interior living spaces are designed with visual and physical comfort in mind. Shared laundry will be provided in an easily accessible, well-lit and inviting space. Units will have ample counterspace, storage, and living space, working within constraints of the existing historic building.
y	4.3	Utilize interior finishes and fixtures that are high quality, durable, sustainable, and energy-efficient.	Interior finishes are high quality, durable, sustainable, and energy-efficient to comply with Enterprise Green Communities standards.

y	4.4	In larger projects, provide interior common spaces for shared amenities, services and facilities such as storage, recreation and gathering space, or in larger buildings areas that can serve residents in the event of extreme weather or power outages. Consider providing amenities that serve the broader community.	Given the scale of the building and the physical constraints, the common area amenities, both interior and exterior, as shown on the plans will be intended for the families that live in the building.
y	4.5	Consider providing common spaces at ground level, visually connected to outdoor space, whether on building frontages or addressing the interior of the block.	Lobby, laundry, and other amenity space is provided at the ground level with visual connections to the interior courtyard.
n	4.6	Use operable windows for residential units and common spaces to provide passive ventilation and improve indoor air quality.	Some of the ground floor units will not have operable windows, but sufficient ventilation and good indoor air quality will be provided by the proposed ERV system.

**SUSTAINABILITY**

**1 SUSTAINABLE DESIGN**

Objective: Achieve resilience measures to the maximum extent possible, including energy efficiency and measures to promote the health and wellness of residents.

y	1.1	Use the City's most up-to-date projections for anticipated future flood elevations, including the City's Floodviewer information and dashboard, Seek guidance from the City of Cambridge Department of Public Works (DPW) regarding peak stormwater runoff and on measures to build and protect to the 2070 10% flood level and recover from the 2070 1% flood level.	The project team has worked closely with DPW to ensure that any units impacted by the 2070 1% flood level have adequate passive flood mitigation measures in place and has received confirmation that the designs and unit locations have the support of DPW.
y	1.2	Avoid locating sensitive uses such as critical building functions, emergency equipment, or residential bedrooms in areas that are at risk of future flooding.	No sensitive uses are at risk or unprotected from potential flooding.
y	1.3	If seeking a Sustainable Building certification, strive for the highest possible credential.	The project will be achieving Enterprise Green Communities.
n/a	1.4	In site design, orientation, and facade arrangement, minimize the demand for heating and cooling by considering the effects of solar gain on different sides of the building. Design interior spaces for passive heating, cooling, and ventilation. This approach is intended to conserve energy while also improving resilience in the event of power outages or other mechanical failures.	Existing buildings
n	1.5	Incorporate passive cooling and ventilation with operable windows, including operable upper sashes or transoms.	Some of the ground floor units will not have operable windows, but sufficient ventilation and good indoor air quality will be provided by the proposed ERV system.
n	1.6	Incorporate sun shading devices or shutters with positive ventilation, solar screens, canopies, porches, or brise-soleils to shade strongly sunlit facades.	Historic restrictions limit these additions
y	1.7	On roofs, exterior walls, and paved surfaces, use materials with high solar reflectivity to minimize heat absorption and localized heat island effect. As an alternative, employ vegetated coverings such as green roofs or green walls.	To the extent possible within historic constraints, materials and surfaces will have high solar reflectivity.
y	1.8	While trees are preferred, where they are not feasible consider the use of shading devices such as canopies, awnings, or pergolas to provide shade on exterior paved areas and/or to reduce solar heat gain on building facades.	Project will plant new trees to maximize shading.
y	1.9	On large projects, consider providing common spaces that are protected from flooding and extreme heat and are suitable as shelter during emergencies.	The lobby and manager's office could serve this purpose if needed and are protected from flooding & extreme heat.
maybe	1.1	Employ renewable and low-carbon energy features where feasible, such as solar photovoltaic systems, solar heating systems, or geothermal heating and cooling systems.	Photovoltaic systems are intended to be incorporated into this project.
y	1.11	Consider operational and embodied energy in material selection.	EGC guidelines will be followed; preserving and restoring existing materials reduces need for new materials
y	1.12	Select and design building systems and equipment within units to facilitate future conversion to all-renewable energy systems.	Heating and cooling will be all electric; hot water is intended to also be electric but if it is gas-powered will be designed for future conversion to all electric.
y	1.13	Use materials with no volatile organic compound emissions in all walls, floorings, ceilings, furniture, acoustic and thermal insulation, and facades exterior applied products.	The project is designed to meet VO and acoustic standards in Enterprise Green Communities.
maybe	1.14	Integrate cool roof or green roof systems on building roofs where possible to contribute to strategies for stormwater management and green infrastructure.	Within historic constraints, cool roof systems will be incorporated to the extent possible.
y	1.15	Where possible, use and integrate recycled content materials without compromising durability and material quality.	Recycled content will be prioritized as per Enterprise Green Communities.

# TRANSPORTATION DEMAND MANAGEMENT COMMITMENTS

December 7, 2021

Stephanie Groll  
City of Cambridge, Parking and Transportation Demand Management

**Transportation Demand Management Commitments  
Redevelopment of 49 6<sup>th</sup> Street (Sacred Heart Rectory, School, and Convent)**

The 49 6<sup>th</sup> Street redevelopment is a proposed adaptive reuse of the historic Sacred Heart Rectory, School, and Convent in East Cambridge, converting the three buildings into 46 units of 100% affordable housing for families. Preservation of Affordable Housing (POAH) is partnering with Urban Spaces to redevelop the site. POAH will be the long-term owner and manager of the property.

Due to the constrained nature of the site – zero lot line buildings that abut the sidewalk, lack of available open space, historic buildings where structured parking is infeasible given the length of ramp required to go underground – the proposed redevelopment is not able to provide off-street parking for the residents. Under the Affordable Housing Overlay (AHO), the property is not required to provide any off-street parking, and most importantly, the development team believes that the walkable and transit-rich surrounding neighborhood enables families to rely on other means of transportation other than a car. To help ensure that these options are encouraged and available, we are committing to the following Traffic Demand Management mitigations that will help reduce car dependency among the property's residents:

- POAH will offer a 50% discounted MBTA combined subway and bus pass for six months or pass of equivalent value, to up to two individuals in each household upon initial occupancy of a unit.
- POAH will provide transit information in the form of transit maps and schedules to each household upon initial occupancy of a unit. This information will also include Zipcar locations and membership information.
- POAH is committing to providing the full long-term bicycle parking that would be required under the Cambridge Zoning Ordinance. Existing buildings under AHO are not required to provide any bicycle parking, but these buildings will have 52 long-term bicycle parking spaces (including 4 for tandems and trailers) on the ground floor of the building.

POAH and the development team look forward to working with the City of Cambridge on this exciting project that will contribute to the City's permanent affordable housing stock and preserve these historic community landmarks.

Sincerely,

Jon Springfield