



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	PB-407
Address:	729, 735-737, 745, and 755 Concord Avenue
Zoning:	Office-1 (O-1) / Alewife Overlay District - Quadrangle (AOD-Q)
Applicant:	Boylston Properties 800 Boylston Street, Suite 1390 Boston, MA 02199
Owner:	Concord Avenue Realty Associates, LLC 745 Concord Avenue, Cambridge, MA 02138
Application Date:	March 5, 2025
Date of Planning Board Public Hearing:	April 15, 2025
Date of Planning Board Decision:	April 15, 2025
Date of Filing Planning Board Decision:	June 10, 2025
Application:	Modification of setback requirements for on grade open parking facilities (Section 6.44.1), Project Review Special Permit (Section 19.20), Additional Building Height and Yard Requirements Waiver in Alewife Overlay District - Quadrangle (Section 20.1100), and Reduction of Green Roofs requirement (Section 22.35.3) to construct a 12-story residential building of approximately 232,464 square feet gross floor area with 236 residential units, 15 on grade parking spaces, and 272 long-term and short-term bicycle parking spaces.
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: Swaathi Joseph

For further information concerning this decision, please contact Swaathi Joseph at 617-349-4668, or sjoseph@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application dated 2/28/2025, containing Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Narrative, Community Outreach Summary, plan set titled 745 Concord Ave Article 19 Graphic Volume, prepared by Hacin, dated 2/28/2025, and Article 19 Appendix Volume.
2. Presentation slides shown to the Planning Board on 4/15/2025.

City of Cambridge Documents

3. Memorandum to the Planning Board from Brooke McKenna, Transportation Commissioner, Traffic, Parking and Transportation Department (TP+T), dated 4/7/2025.
4. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 4/9/2025.
5. Memorandum to the Planning Board from James Wilcox, City Engineer, Department of Public Works (DPW), dated 4/10/2025.

Other Documents

6. Email communication to the Planning Board from Mike Copacino, dated 3/27/2025.
7. Email communication to the Planning Board from Jenna Whitney, dated 4/11/2025.
8. Email communication to the Planning Board from Doug Brown, dated 4/14/2025.
9. Email communication to the Planning Board from John Henn, dated 4/14/2025.
10. Email communication to the Planning Board from Ethan Frank, dated 4/15/2025.
11. Email communication to the Planning Board from Ann Tennis, dated 4/15/2025.

APPLICATION SUMMARY

The proposal includes demolition of the existing conditions on the site to build a 12-story multifamily residential building with 236 dwelling units. The edges of the site would be surrounded by landscaping and a small surface parking lot would be provided in the northeast corner. The “paper street” at the southwest corner of the site would be re-established as an access and drop-off area for the front entrance, clarifying the boundaries of the city-owned open space at the corner of Concord Avenue and Spinelli Place.

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. Alewife Overlay District - Quadrangle (Section 20.1100)

20.1100.8 Development Review

8.4.3. Criteria. In addition to the criteria in Section 10.43 of the Zoning Ordinance and other criteria specific to the special permit being sought, the Planning Board shall grant a special permit only if it finds that the following general criteria are met.

- (a) The proposal supports the purpose of the AOD-Q District.*
- (b) The proposal is generally consistent with the vision and goals of the Envision Alewife District Plan (2019) and the Principles of the Alewife Zoning Working Group (2023).*
- (c) Development plans are in general conformance with the Alewife Design Guidelines (2023) and the Citywide Urban Design Objectives in Section 19.30 of this Zoning Ordinance. The Planning Board may grant special permits for development that deviates from specific design guidelines if the Board finds that the proposal, on the whole, advances the intent of those guidelines.*

The Board finds that the proposed development supports the purpose of the AOD-Q district and is generally consistent with the vision and goals of the Envision Alewife District Plan and the Principles of the Alewife Zoning Working Group. Information on those planning goals and principles were provided in a memo from the Community Development Department (CDD). The proposal will support the desired mixed-use character of the area by incorporating residential uses to complement the predominantly commercial character of the area. The site design enhances publicly beneficial open space in the district and converts the auto-dominated character of the site to one that prioritizes pedestrian and bicycle movement. It meets the city’s standards for resilience to future flood risk, reducing urban heat island effects, and managing stormwater and other infrastructure impacts as indicated in reports provided by the Department of Public Works (DPW). Care has been taken to ensure that the

design of the building and site will align with the future pattern of streets and development that is anticipated in the planning for the Alewife Quadrangle area.

The Board finds that the proposed development is also in general conformance with the Alewife Design Guidelines. As described in the Urban Design Report in the CDD memo, the following aspects of the proposal respond positively to the Alewife Design Guidelines:

- The design of building massing to frame adjoining streets and the adjoining city owned parcel.
- The shaping of the building's mass and the design of its facades to reduce sense of bulk.
- The design of facades to provide visual interest and to create a sense of a ground floor "people scaled" pedestrian zone.
- The provision of common spaces on a high-ceilinged ground floor.
- The location of the service entrance and parking in relatively unobtrusive locations.
- The provision of numerous trees and lower plantings, both on site and in the adjoining city owned parcel at the intersection of Concord Avenue and Spinelli Place.
- An interest in entering into an agreement with the city to improve the city-owned parcel with new landscaping.
- The location of the building's transformer within the building volume.
- The control of light trespass.

The Board finds that the proposed development is also in general conformance with the Citywide Urban Design Guidelines in Section 19.30 of the Zoning Ordinance, as set forth in more detail later in these Findings.

2. Project Review Special Permit (Section 19.20)

The Planning Board finds that the project conforms to the criteria for approval of a Project Review Special Permit, as set forth below:

19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above 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.

In areas where the Planning Board determines that area-specific traffic guidelines have been established in the Ordinance, the Board recognizes written agreements between project proponents and the City dealing with transportation mitigation strategies.

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.

The Application includes a Transportation Impact Study (TIS) that was certified complete and reliable by the Cambridge Traffic, Parking and Transportation Department (or TP+T, now referred to as the Cambridge Department of Transportation). A memo from TP+T to the Planning Board describes the findings of the TIS. According to the memo from TP+T, the TIS indicated that the Planning Board Special Permit Transportation Criteria were exceeded in eight instances including low pedestrian level of service at two intersections on Concord Avenue under existing and proposed conditions, lack of existing sidewalks in one location on an adjacent street, and lack of bicycle facilities in three locations on adjacent streets.

The proposal aims to take a “mindfully progressive approach to parking, providing only fifteen (15) short-term vehicular parking spaces on site, while offering a robust Transportation Demand Management (TDM) program to reduce future residents’ dependency on single occupancy vehicles.” This approach is consistent with the goals of the Alewife District Plan. The developer anticipates attracting car-free residents due to the low on-site parking availability. The memo from TP+T notes that this approach will minimize the impact of new vehicle trips, but it will be important to inform future residents that parking options will be extremely limited.

The memo from TP+T recommends a program of mitigation that was agreed to by the Applicant, and will be made a condition of this special permit. Therefore, considering the findings of the TIS and proposed mitigation, the Board finds that there will be no substantial adverse impact on city traffic within the study 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, in addition to the Alewife Design Guidelines established for the area as described earlier in these Findings.

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

As described earlier in these Findings, the proposal responds positively to the anticipated patterns of development envisioned in the Alewife District Plan, the Alewife Design Guidelines, and the zoning principles established for the Alewife Quadrangle by the Alewife Zoning Working Group. This development in particular will help to set a precedent for future redevelopment of the neighborhood and has been thoughtfully designed to exemplify the planning objectives for the area.

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

Planning for the area aims to transform its current auto-dominated character to better support pedestrian, bicycle, and transit movements. The proposed site layout conforms to the street sections established in area planning for Concord Avenue, Spinelli Place, and Eastern States Road. It provides improved or new bike lanes, sidewalks, street trees, and vehicular lane widths. It provides a floating bus stop for the westbound route on Concord Avenue. The front setback on Concord Ave is treated as public amenity. It is enhanced by low plantings, benches, and short-term bicycle parking. Numerous new canopy trees will provide shade and shelter.

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

As the area is dominated by lower-scale commercial buildings and parking lots, there are few sensitive uses nearby that would be negatively impacted by a new residential building. The rooftop mechanical equipment appears to be set back sufficiently to minimize visibility from grade. Trash will be enclosed and short-term drop-off and loading activities will be accommodated on-site. The current site is entirely impervious and the improved site will have extensive landscaping, trees, and permeable area along the perimeter, which will benefit the surrounding area. The building scale and façade treatment are designed to sensitively manage bulk and visual impacts, as explained in further detail in the Urban Design report in the CDD memo. A memorandum from the Department of Public Works (DPW) explains the stormwater management requirements that will need to be met, which will be reviewed at the building permit stage of design. Additional design details will be

reviewed at the building permit stage as recommended in the CDD memo and incorporated as conditions of this special permit.

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

The Application includes utility narratives as required in Section 19.24, which have been reviewed by DPW and the Cambridge Water Department. The memo from DPW acknowledges that the Applicant is aware of all necessary standards for infrastructure, which will be reviewed further by DPW at the building permit stage of design.

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

The proposal serves the planning goals of the Alewife area, which envisions a greater mix of uses and a more cohesive neighborhood, by introducing a modern residential building into an area that is predominantly commercial but is expected to have more redevelopment in future decades. It will not negatively impact any existing historic resources. It will include amenity space for residents and publicly beneficial open space, but will not include retail or other commercial space, which was identified as a desire for the neighborhood at large but not prioritized as an expectation for residential development. The newly adopted zoning for the Alewife Quadrangle area requires neighborhood-supporting non-residential uses as part of commercial development but not residential development.

19.36 Expansion of the inventory of housing in the city is encouraged.

The proposal will create 236 dwelling units, with a variety of types and sizes.

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

Consistent with the newly adopted zoning for the Alewife Quadrangle district, the proposal will create publicly beneficial open space along Concord Avenue that contains seating and plantings to serve as an amenity to the general public. The project will also clarify the lot ownership within the area, which will make a city-owned lot available to serve as a potential improved public open space.

19.38 Development should be resilient to the effects of climate change as anticipated in the Resilient Cambridge plan published by the City.

The proposal has been reviewed for conformance with the Flood Resilience Standards and the Green Factor Standard (Sections 22.80 and 22.90 of the Zoning Ordinance) and received confirmation of compliance at the special permit stage. The proposal far exceeds the minimum standards by being elevated above the 2070 10% and 1% probability long-term flood elevations and incorporating extensive trees, plantings,

shade, and materials with high solar reflectance. The proposal will also provide additional street trees to further mitigate urban heat island effects. The building is being designed to meet Passive House standards, which will promote passive resilience, and will provide amenities and services to building residents.

3. Modification of required setbacks for on grade open parking facilities (Section 6.44.1(g))

The Board of Zoning Appeal may grant a special permit to allow for modifications of the requirements in 6.44.1 (a) or (b) if site specific factors favor such modifications. Pursuant to Section 10.45, any development application requiring a special permit from the Planning Board that contains elements requiring a special permit from the Board of Zoning Appeal may be allowed by the Planning Board within the scope of the Planning Board special permit; accordingly, the Planning Board may grant the requested permit.

- a) *6.44.1 (a) No on grade open parking space shall be located within ten (10) feet of that portion of a building wall containing windows of habitable or occupiable rooms at basement or first story. However, on grade open parking spaces serving one, two, or three family dwellings may be located within five (5) feet of that portion of such building wall.*
- b) *6.44.1 (b) Except for one, two, or three family dwellings existing at the time of the effective date of this Ordinance or amendment thereto, no on grade open parking space or driveway shall be located within five (5) feet of any side or rear property line.*

The site has been designed to prioritize pedestrian, bicycle, and transit movement to the extent possible. A small surface parking lot is provided at a back corner to serve short-term on-site parking needs. The parking lot is proposed along the property line, abutting an existing surface parking area on an adjacent lot. Meeting the required 5-foot setback would require reducing the number of spaces or moving the parking area in a way that would conflict with other site design priorities. Therefore, given these site-specific factors, the Board finds that a modification of the 5-foot setback is favorable.

4. Reduction of Green Roofs requirement (Section 22.35)

- 22.35.3 *Exemption. The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and incorporation of Green Roof Area, Biosolar*

Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.

The proposed building design shows the main rooftop occupied by necessary mechanical equipment and maintenance areas, but shows 600 square feet of Green Roof Area on a smaller, lower roof section used as a resident amenity space. As shown, the proposal would conform to the Green Roof Requirement, but compliance cannot be confirmed until the building permit stage of design. Therefore, the Application seeks approval of a reduction, so that if the proposal is found not to adequately meet the required standard, the project could comply with a compensating contribution to the Affordable Housing Trust for the difference in required and provided area. The Board finds that the proposal meets the intent of the Green Roof Requirement in Section 22.35 and that if it is not found to sufficiently meet the required quantity of Green Roof Area then a compensating contribution may be made in accordance with the conditions of this special permit.

5. General Criteria for Issuance of a Special Permit (Section 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 ...

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

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

Transportation impacts have been carefully assessed as described above in these Findings. No changes to patterns of access or egress are anticipated that would cause substantial adverse impact.

(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 proposed development is consistent with the zoning requirements for the area and will not adversely impact the operation or development 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 ...

The proposed development will not cause nuisance or hazard and will be conducted in accordance with all applicable health and safety requirements.

(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 uses are fully consistent with the anticipated development of the district as established in the stated purpose and specific requirements of the Alewife Quadrangle (AOD-Q) District.

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

The proposed development is consistent with the Citywide Urban Design Objectives, as set forth earlier in these Findings.

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, 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 and other supporting materials submitted to the Planning Board, except as modified by the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are the plan set titled 745 Concord Ave Article 19 Graphic Volume, prepared by Hacin, dated 2/28/2025. Appendix I summarizes the dimensional features of the project as approved.
2. The approved use is a multifamily dwelling. Any other use shall require approval from the Planning Board if permitted in the zoning district, as well as any other conditional approval or relief needed for the use in the zoning district.
3. 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.
4. The Permittee shall address the following comments through the continuing design review process set forth above. Each of the items below shall be subject to CDD review and approval of the final design details prior to issuance of a Building Permit:
 - a. Façade details.
 - b. Review of plant species and locations, including on the City-owned parcel if any improvements are made to that parcel by the Permittee pursuant to a future agreement between the Permittee and the City.
 - c. Details of sidewalks, crosswalks, curb cuts, bicycle lanes, and bus shelter (with approval from DPW and DOT as set forth later in these Conditions).
 - d. Rooftop mechanical equipment and possible need for screening.
 - e. Design of exterior lighting to minimize glare and light trespass.
 - f. Design of the publicly beneficial open space along Concord Avenue, including any signage and other features indicating that it is usable by the public.
5. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section, including rooftop screening elements, on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials

and transmit any comments to CDD. The mock-up's location shall be coordinated with CDD staff prior to construction.

6. 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. CDD shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.
7. Throughout design development and construction, the project shall conform to the Green Factor Standard set forth in Section 22.90 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.
8. Throughout design development and construction, the project shall conform to the Green Roofs Requirements set forth in Section 22.35 of the Cambridge Zoning Ordinance. The Permittee shall submit the operation and maintenance plan for Green Roof Area to DPW for approval before applying for a Building Permit. If the provided Green Roof Area is found to be less than the minimum requirement of Section 22.35, the difference will be compensated by a fund contribution in accordance with Section 22.35.3 based on the per-square-foot contribution rate applicable at the time of issuance of a Building Permit and provided to Housing Department at the time of issuance of a Building Permit for development authorized by this Special Permit.
9. The Project shall be subject to the applicable Inclusionary Housing requirements set forth in Section 11.203 of the Cambridge Zoning Ordinance. The Housing Department shall certify compliance prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.
10. In accordance with the memo provided by the Department of Public Works (DPW) dated April 10, 2025, the development will be required to obtain a Stormwater Control Permit prior to issuance of a Building Permit for the project. A sewer infiltration and inflow (I/I) mitigation plan shall also be required to be finalized and approved by DPW prior to issuance of a Building Permit for the project.
11. Areas of the site dedicated to public use, including new sidewalks and bicycle and transit infrastructure, shall be subject to recording of easements with the City in accordance with DPW standards.
12. All street trees located along the project frontage shall be maintained and protected during all construction activities. All plantings proposed in the public right-of-way shall be in accordance with the Tree Planting Standards and the Urban Forestry Master Plan, subject to approval by DPW. Street trees shall be added along all frontages as required by the applicable zoning requirements to the extent allowable by DPW standards.

13. Throughout design development and construction, the project shall conform to the Flood Resilience Standards set forth in Section 22.80 of the Cambridge Zoning Ordinance. DPW shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.
14. The project will implement the following program of transportation mitigation as recommended in the memorandum from the Traffic, Parking and Transportation Department (now referred to as the Cambridge Department of Transportation, hereafter referred to as “DOT”) dated April 7, 2025. Compliance shall be certified by DOT at the stage of development indicated for each of the items below.
 - a. Concord Avenue Improvements
 - i. Design and reconstruct the sidewalk-level cycle track along the project frontage on Concord Avenue to remove gaps in physical and/or grade separation.
 - ii. Design shall be reviewed by DPW and DOT prior to construction.
 - iii. Site plan design, including curb lines, curb cuts, relocation of utilities and streetlights, planting strips, buffers, and sidewalks, shall be approved by the City.
 - iv. The property owner shall maintain the sidewalk and cycle track, including snow, ice, and debris removal, as needed.
 - v. A public access easement for pedestrian and bicycle travel shall be provided to the City as needed on the project’s property.
 - vi. Deliveries or drop-off/pick-up vehicles shall not stop or park on the cycle track or Concord Avenue in front of the site.
 - vii. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy or by a later date with the approval of DOT if the improvements cannot be completed by that time due to circumstances beyond the control of the Permittee.
 - b. Bus Stop Improvement
 - i. Construct and maintain the bus stop, shelter, and bench on the westbound side of Concord Avenue in front of the project site, as approved by the City.
 - ii. To improve the overall condition of the eastbound bus stop at Concord Avenue/Spinelli Place, install a narrow bus shelter and bench, as approved by the City.
 - iii. The bus stop design shall follow preferred dimensions shown in the 2025 MBTA Bus Stop Design Guide Chapter 4 “Floating Bus Stops” pp. 8-49. Bus stop lengths shall be determined by dimensions shown on p.39 in Table 8 for “Mid-block, before crosswalk, one lane” type of bus stop. Final design, including pavement markings, shall be approved by DOT and DPW, who will work with the Project team to refine the final site plan and bus stop design for pedestrian zone, separated bike lanes and street trees/plantings.
 - iv. Property owner shall maintain bus stops, including snow, ice, and debris removal.
 - v. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy or by a later date with the approval of DOT if the improvements cannot be completed by that time due to circumstances beyond the control of the Permittee.

c. Spinelli Place Reconstruction

- i. Design and reconstruct Spinelli Place adjacent to the Project site, including the intersection at Concord Avenue.
- ii. The design shall be approved by the City, including curb lines, curb cut, utilities, landscape, and sidewalks.
- iii. Property owner shall maintain sidewalks and cycle tracks adjacent to the project (e.g., snow, ice, and debris removal).
- iv. Property owner shall provide a public access easement for pedestrian and bicycle travel as needed on the project's property.
- v. Coordinate with the City for any future design changes aligned with the Alewife District Plan, in order to promote consistent improvements along Spinelli Place to the extent possible without impacting the Permittee's ability to construct the development authorized by this Special Permit.
- vi. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy or by a later date with the approval of DOT if the improvements cannot be completed by that time due to circumstances beyond the control of the Permittee.

d. Eastern States Road Improvements

- i. Design and reconstruct Eastern States Road (a private road) adjacent to the Project, including the intersection at Concord Avenue. The roadway shall remain designed as a driveway treatment with a continuous level sidewalk, pending future abutting development opportunities, and this condition shall not preclude future design alignment with the district plan.
- ii. The design shall be approved by the City, including curb lines, curb cut, utilities, landscape, and sidewalks.
- iii. Property owner shall maintain sidewalk, roadway, pavement markings, and signage in the portion of the road owned, in coordination with adjacent property owner.
- iv. Coordinate with the City for any future design changes aligned with the Alewife District Plan, in order to promote consistent improvements along Eastern States Road to the extent possible without impacting the Permittee's ability to construct the development authorized by this Special Permit.
- v. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy or by a later date with the approval of DOT if the improvements cannot be completed by that time due to circumstances beyond the control of the Permittee.

e. Concord Avenue Pedestrian Crossing at Spinelli Place

- i. Upgrade the existing pedestrian flashing beacon crosswalk with a Rectangular Rapid Flashing Beacon (RRFB).
- ii. Reconstruct pedestrian ramps, median islands, pavement markings, and signage as approved by DOT and DPW.
- iii. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy or by a later date with the approval of DOT if the improvements cannot be completed by that time due to circumstances beyond the control of the Permittee.

- f. Electric Vehicle (EV) Charging Infrastructure
 - i. Provide at least two EV charging stations serving four (4) vehicles in the service court. This includes charging for the two (2) EV Car Sharing vehicles for residents' use discussed in the TDM measures below.
 - ii. Make all other parking spaces in the service court EV-Ready parking spaces for future EV charging stations as needed.
 - iii. Completion Deadline: Prior to the issuance of the first Certificate of Occupancy.
- g. Transportation Demand Management (TDM) Measures
 - i. All parking spaces provided for residents or employees shall be charged at market rate, whether they are located on-site or off-site through a shared parking arrangement. For residents, parking shall be charged separately from rent to remind residents of the cost of owning a vehicle.
 - ii. Designate a Transportation Coordinator (TC) to oversee TDM initiatives, provide transportation information, and liaise with transportation organizations. The TC will:
 - (a) Oversee the marketing and promotion of transportation options to all residents and employees and respond to individual requests for information in person and via phone and email.
 - (b) Compile and distribute up-to-date information explaining all transportation options to new residents as part of their welcome packet.
 - (c) Post their email and phone information in a central and visible location where all residents can access it.
 - (d) Be the liaison between the site and transportation organizations including, but not limited to, the MBTA, Alewife TMA, and the City of Cambridge.
 - (e) Participate in any TC training offered by the City of Cambridge.
 - (f) Conduct annual transportation monitoring as required by DOT.
 - iii. Provide information about transportation options available to residents in a welcome packet. The packet will contain information on both the range of options available and any building manager or condominium association programs to support the use of these options. Getting Around Cambridge maps can be purchased from DOT.
 - iv. To establish the habit of using public transportation, advertise and offer a 100% subsidy for the cost of a bus/subway LinkPass (currently \$90/month) for two consecutive months to each adult member of a residential household upon move-in. For rental units, this requirement renews each time a new household moves in.
 - v. Provide sustainable transportation information on the project's website, advertising, social media, and property newsletters.
 - vi. To share and promote sustainable transportation information with residents and visitors, provide information on nearby transportation options in a central and visible location that residents and visitors can easily access. If the information is provided in print, include nearby bicycle facilities, pedestrian facilities, and public transit schedules, including Alewife TMA shuttle schedules. An accurate real-time transportation information screen may be provided instead of print maps and schedules. If provided, the real-time transportation information screen must show nearby public transit, shuttle, and bikeshare availability.

- vii. The Property owner shall have annual Alewife TMA membership, and offer Alewife TMA shuttle access, emergency ride home, ride-matching, and other TMA programs to residents and employees.
 - viii. The Property owner shall offer a one-year Bluebikes membership (Gold Level) to each adult member of new rental households upon move-in. This requirement is renewed each time a new household moves in.
 - ix. Provide and maintain bike repair areas in the long-term bicycle parking areas. Bike room equipment should include a repair station including bike pump and tools, lockers, battery storage, and charging station.
 - x. Do not charge residents fees for bicycle parking, lockers, battery storage, or charging station.
 - xi. Establish an e-mobility fleet (six e-scooters, two e-bikes, four e-cargo bikes). The fleet composition may change over time depending on resident needs.
 - xii. Provide an EV Car Sharing program with at least two electric vehicles (EV) on-site. Use of this program may be restricted to building residents.
 - xiii. Offer subsidies for residents walking or biking to work.
 - xiv. The Permittee will host an Annual Transportation Fair around the third week of May, aligning with National Bike to Work Day, to provide residents with information on sustainable transportation options.
 - xv. The Permittee will provide comprehensive bike services and programming, including bike safety training and scheduled or on-demand repair services.
 - xvi. Conduct annual transportation monitoring including mode-split surveys, driveway counts, and parking utilization reports for ten years following the issuance of the Certificate of Occupancy. The property owner shall conduct a mode-split survey and monitoring for residents, and employees, using a survey instrument approved by DOT, and report that information annually. Driveway counts and parking utilization (for vehicles and bicycles) shall be reported every two years. If the certificate of occupancy for the project is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to DOT no later than November 30. If the certificate of occupancy for the project is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to DOT no later than June 30. This will ensure that the monitoring captures a realistic assessment of the transportation patterns of the project, while giving time to compile the results and report them to the City.
15. In addition to the transportation mitigation program required above, the Permittee shall work with the Alewife TMA to study potential service improvements that would provide options to residents who would not have access to on-site parking. Options may include weekend service, more frequent service at times of higher demand, more shuttles, or other options that would be of particular benefit to residents in this location. The Permittee shall report its findings to DOT during the transportation monitoring phase as set forth above no less than three years after the issuance of a Certificate of Occupancy.
16. Off-site accessory parking, if provided, shall be subject to the requirements of the zoning district.

17. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by DOT and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by said Section 18.20:
- a. A plan for site remediation in accordance with applicable local, state and federal requirements;
 - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
 - c. A community outreach program including, at a minimum, the following elements:
 - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
 - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
 - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
18. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

Voting in the affirmative to grant the requested Special Permits were Planning Board Members Mary Flynn, Mary Lydecker, Diego Macias, Tom Sieniewicz, Ashley Tan, and Associate Member Joy Jackson, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,

A handwritten signature in cursive script, appearing to read "Mary Flynn".

Mary Flynn, Chair

A copy of this decision PB-407 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 has been filed on June 10, 2025 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	48,463	n/a	48,463	No Change
Total Gross Floor Area (sq ft)	24,344	252,008	232,464	Consistent with Application Documents and applicable zoning requirements
Residential Uses	n/a	252,008	232,464	
Non-Residential Use	n/a	58,156	0	
Total Floor Area Ratio (FAR)	0.5	5.2	4.8	Consistent with Application Documents and applicable zoning requirements
Residential Uses	n/a	4.0 (+30% inclusionary bonus)	4.8	
Non-Residential Uses	n/a	1.0	0	
Total Dwelling Units	n/a	n/a	236	Consistent with Application Documents and applicable zoning requirements
Total Stories Above Grade	2	12	12 ¹	
Max. Height – Residential (ft)	n/a	145	145 ¹	
Max. Height – Non-Residential (ft)	n/a	65	n/a	
Front Yard Setback (ft) – Concord	3	25	25	
Front Yard Setback (ft) – Eastern States	19	16.5 ²	16.5	
Front Yard Setback (ft) – Spinelli	15	15.5 ²	15.5	
Side Yard Setback (ft)	0	15 ³	10 ⁴	
Total Open Space (% of Lot Area)	2.3%	20%	27%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	n/a	n/a	49% of total OS	
Permeable Open Space	2.2%	25% of lot area	25.03% of lot area	
Publicly Beneficial Open Space	n/a	25% of required total OS	51% of total OS	
Off-Street Parking Spaces	19	n/a	15	Consistent with Application Documents and applicable zoning requirements
Long-Term Bicycle Parking	0	247	248	
Short-Term Bicycle Parking	0	24	24	
Loading Bays	0	n/a	0	

¹ Approved by Planning Board per Section 20.1100.5.2.

² Established "Build-to Zones" per Section 20.1100.5.5.2.

³ Required more than 65 feet from the front of the lot.

⁴ Modification approved by Planning Board per Section 20.1100.5.5.1.