350 MASSACHUSETTS AVENUE PROJECT

CHANGE OF USE SPECIAL PERMIT APPLICATION: VOLUME 1 - NARRATIVE

LOCATION: 350 MASSACHUSETTS AVE, CAMBRIDGE, MA

CRDD DISTRICT

ISSUE DATE:

MAR.20.2025

OWNER: BRE-BMR 350 Massachusetts LLC

OWNER PROJECT MANAGER: REDGATE

PREPARED BY: DIMELLA SHAFFER

COLLABORATING CONSULTANTS:

STRUCTURAL ENGINEER: McNAMARA · SALVIA

MEP ENGINEER: GENESIS

CIVIL ENGINEER: VHB

ENVELOP CONSULTANT: BET

SUSTAINABILITY: enviENERGY

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Appendices _ Separate PDF

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 350 Massachusetts Avenue, Cambridge, MA 02139

Base Zoning District(s): Cambridgeport Revitalization Development District (CRDD)

Overlay Zoning District(s): N/A

Applicant Name: BRE-BMR 350 Massachusetts LLC

Applicant Address: 4570 Executive Dr, San Diego, CA 92121

Contact Information: Ashley Myslinski (Name) 858-524-9153 (Telephone #)

ashley.myslinski@biomedrealty.com (Email Address)

Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
Article 19.20	Project Review Special Permit

Denote other City of Cambridge Board/Commission Review Needed:

☐ Board of Zoning Appeal (Variances) ☐ Conservation Commission ☐ Historical Commission

Denote applicable Committee Review and Public Outreach:

☐ Central Square Advisory Committee ☐ Harvard Square Advisory Committee ☐ Community Meeting(s)

3/12/25

Signature of Applicant **Date**

DIMENSIONAL FORM

Project Address: 350 MASSACHUSETTS AVENUE **Date:** MAR.12.2025

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	26,075 sf	N/A	26,075 sf	
Lot Width (ft)	129 ft	N/A	129 ft	
Total Gross Floor Area (sq ft)	118,265 sf	2.545m sf GFA in CRDD	112,600 sf	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	118,265 sf	1.820m sf non residential GFA in CRDD	112,600 sf	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	4.54	N/A	4.32	
Residential Base	N/A	N/A	N/A	
Non-Residential Base	4.54	N/A	4.32	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A	N/A	N/A	
Base Units	N/A	N/A	N/A	
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Building Height(s) (ft)	69.5 ft	80 ft	69.5 ft	
Front Yard Setback (ft)	0 ft	N/A	0 ft	
Side Yard Setback (ft)	0 ft	N/A	0 ft	
Side Yard Setback (ft)	0 ft	N/A	0 ft	
Rear Yard Setback (ft)	0 ft	N/A	0 ft	
Open Space (% of Lot Area)	0 %	N/A	0 %	
Private Open Space	0 ft	N/A	0 ft	
Permeable Open Space	0 ft	N/A	0 ft	
Other Open Space (Specify)	0 ft	N/A	0 ft	
Off-Street Parking Spaces	0*	168 (max)	0*	
Long-term Bicycle Parking Spaces	0	0	30	
Short-term Bicycle Parking Spaces	0	0	0	
Loading Bays	2	2	2	

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

* Off-Street Parking is using the parking building at 55 Franklin St, Cambridge, MA

OWNERSHIP CERTIFICATE

Project Address: 350 Massachusetts Avenue, Cambridge **Date:** 03/12/25

To be completed by the Property Owner:

I hereby authorize the following Applicant: BRE-BMR 350 Massachusetts LLC

at the following address: 4570 Executive Dr, San Diego, CA 92121

to apply for a special permit for: 350 Massachusetts Avenue, Cambridge

on premises located at: 350 Massachusetts Avenue, Cambridge

for which the record title stands in the name of: Massachusetts Institute of Technology

whose address is: One Broadway, Suite 09-200, Cambridge, MA 02142

by a deed duly recorded in the:

Registry of Deeds of County: _____ Book: _____ Page: _____

OR Registry District of the Land Court, Certificate No.: 133302 Book: 796 Page: 152

Signature of Property Owner (If authorized Trustee, Officer or Agent, so identify)

Name: Patrick Rowe

Title: Authorized Signatory, Senior Vice President, MIT Investment Management Company, and not individually

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named Patrick Rowe personally appeared before me, and personally known to me,

on the month, day and year March 12, 2025 and made oath that the above statement is true.

Notary: Stephanie Lynn Murphy

My Commission expires: December 4, 2031

STEPHANIE LYNN MURPHY
Notary Public
Commonwealth of Massachusetts
My Commission Expires
December 4, 2031

Project Address: 350 Massachusetts Avenue, Cambridge **Date:** MAR.12.2025

The Applicant must provide the full fee (by check made to City of Cambridge) with the Special Permit Application. The required fee is the larger of the following amounts:

(a) The fee is ten cents ($0.10) per square foot of total proposed Gross Floor Area noted in the Dimensional Form.

(b) The fee is one thousand dollars ($1,000.00) if Flood Plain Special Permit is sought as part of the Application and the amount determined above is less than $1000.

(c) The fee is one hundred fifty dollars ($150.00) if the above amounts are less than $150.

Fee Calculation

(a) Proposed Gross Floor Area (SF) in Dimensional Form:	112,600 sf	× $0.10 =	$11,260.00
(b) Flood Plain Special Permit fee		:	1000.00
(c) Minimum Special Permit fee		:	150.00
SPECIAL PERMIT FEE	**Enter Largest of (a), (b), and (c):**		$11,260.00

Overview:

BRE-BMR 350 Massachusetts LLC, the owner and developer of the 350 Massachusetts Avenue building, is pleased to submit this proposal to the City of Cambridge Planning Board for a Special Permit to allow a change of use of the property. The subject site is located at the entrance to MIT's University Park, Cambridge, a dynamic area at the intersection of Massachusetts Avenue, Sidney Street, Blanche Street, and Green Street.

The existing building is a five-story, 118,265 square foot (SF) brick and steel structure originally constructed in the late 1990s. The building, designed as an office building with ground floor retail, reflects a contemporary brick mill design with cast stone accents. The office space and much of the retail remains vacant due to significant shifts in market demand, particularly following the impact of the COVID-19 pandemic on the commercial real estate market.

Proposed Changes:

As part of BRE-BMR 350 Massachusetts LLC's ongoing investment in University Park, we propose to repurpose the 350 Massachusetts Avenue building from office to laboratory use. This proposed change will revitalize the building and better align with current market demands, which, particularly in Cambridge, favor life sciences and research spaces. This transformation is also intended to support the growth of the local economy by attracting a skilled workforce to the area and introducing new retail opportunities to activate the ground floor.

In addition to the change of use, the proposal includes a comprehensive refresh of the building facade. These changes will improve the pedestrian experience, enhance the aesthetic appeal of the building, and maintain the integrity of the original architectural design. The updated facade will incorporate modern materials and design elements while respecting the building's original character by preserving the existing brick veneer and arches. Right-sized and renovated retail space along Mass. Ave. will also create a more inviting atmosphere for the neighborhood while remaining a visual "front door" to University Park. Reviving the retail will support the ongoing revitalization of the area as visitors make their way into the heart of Central Square.

Zoning and Site Context:
The property is located within the Cambridgeport Revitalization Development District (CRDD) zoning area, which allows for a mix of uses, including laboratory and office spaces. The building's proximity to Massachusetts Avenue, a major transportation route,

as well as its location within University Park, makes it an ideal candidate for the proposed laboratory use. The surrounding streets—Massachusetts Avenue to the north, Sidney Street to the west, Blanche Street to the east, and Green Street to the south—provide excellent access to both vehicular and pedestrian traffic, further supporting the feasibility of this redevelopment Project.

Benefits of the Proposal:

- **Revitalization of an Underutilized Building:** The change of use will breathe new life into the vacant building and make efficient use of the existing structure, avoiding the environmental impact (e.g., embodied carbon) of new construction. Enhancing the performance of the existing building enclosure, along with the implementation of efficient new mechanical systems, will significantly reduce carbon emissions.
- **Robust Resiliency Measures:** The building will be designed to address the 2070 storm event projections through elevating critical infrastructure and installing passive flood barriers. Under existing conditions, the building would otherwise be at high-risk for flooding during significant storm events.
- **Support for Local Economy:** Laboratory spaces will attract highly skilled professionals and contribute to the growth of the life sciences sector in Cambridge, an area renowned for its research and development capabilities. Moreover, the vacant retail space will be reconfigured and right-sized to accommodate the needs of modern retailers whose goods and services will be an amenity for local residents and employees.
- **Improved Pedestrian Experience:** By enhancing the building facade and retail offerings, the proposal will improve the walkability and aesthetic appeal of the area, benefiting both residents and visitors.
- **Neighborhood Enhancement:** The updated design will help integrate the building more seamlessly into the fabric of University Park, contributing to the overall revitalization of the area. In addition to the Mass. Ave. retail, the changes will bring lively artwork to the Sidney Street façade and creates the opportunity to provide restaurant spill-out and activation along Blanche Street.

Conclusion:

BRE-BMR 350 Massachusetts LLC is committed to making thoughtful and impactful investments in University Park. The proposed transformation of 350 Massachusetts Avenue (Mass. Ave.) will help address current market demands, invigorate the building, and enhance the surrounding public realm. We respectfully request the Planning Board's

approval of this change of use Special Permit application to support the continued growth and vibrancy of the area.

Project Specifics:

The proposed Project involves a significant transformation of an existing building, repurposing it for laboratory, office, and retail uses, while enhancing its functionality, aesthetics, and environmental resilience. The building will feature 60% laboratory and 40% office spaces on floors 2 through 5, retail spaces on the ground floor, and a mechanical penthouse located above the existing roof. With a total gross floor area (GFA) of 112,600 SF, excluding the mechanical penthouse, bike parking, and building support areas, the Project aims to provide a dynamic space that serves the needs of modern businesses and the local community. The development will also include provisions for bicycle parking, with 30 long-term spaces located on the ground floor. Due to the zero-lot line condition of the building, it is not feasible to place bike racks on private property. The owner is planning to contribute to the off-site location for bike racks, in line with the public bike parking contribution guidelines and per discussions with the City's Traffic, Parking and Transportation Department. The building's location is well served by public transportation, being just a 5-minute walk from the Central Square MBTA Red Line station. There is convenient commercial parking across the street at the 55 Franklin garage, which was designed for and has capacity to serve the 350 Mass. Ave. building. The existing three-bay loading dock on Blanche Street will continue to be used for service and delivery loading.

Ground Plane:

A key feature of the design is the relocation of the building's main entrance from Sidney Street, near the corner of Green Street, to the prominent corner of Mass. Ave. and Sidney Street. This new entrance location will activate both streets and provide a clear, central access point for the building, in line with the University Park urban guidelines published in 1987 [more on compliance with design guidelines below]. This prominent corner is intended to be a focal point for the building, helping to foster retail activity and pedestrian movement. Retail spaces along Mass. Ave. have been carefully planned to strengthen the retail presence in Central Square and to create continuous retail frontage along the avenue. The Project also meets the requirements of the CRDD by ensuring a minimum 75% of the linear ground floor frontage along Mass. Ave. at a minimum 40' depth, while providing additional retail access and outdoor seating at the corner of Blanche Street, helping to further activate the street. To enhance the pedestrian experience, the façade along Mass. Ave. will be reworked by recessing the new glazing within the existing arches. This design move creates more depth and visual interest, transforming what was previously a flat façade into a more engaging street presence. Large operable doors will be added to the retail spaces to improve the connectivity between the inside and outdoors.

Due to an approximate two-foot change in grade from Mass. Ave. to Green St and to ensure compliance with the City of Cambridge resiliency requirements, the project team has located the primary building infrastructure along Green Street at the Sidney Street corner. In an effort to enrich the streetscape, shadow boxes will be incorporated into the façade to limit visibility of building infrastructure and will add to the area's cultural vibrancy. The bike room is also located on Sidney Street, with direct street access further contributing to the street activation.

Building Design:

The building's design incorporates the reuse of its existing structure and brick veneer façade, while making necessary updates to accommodate the change of use, meet the latest energy code requirements, and refresh the architectural details. The retail glazing on the ground floor will be replaced with triple-glazing to improve energy efficiency and provide a more modern appearance. A metal panel band with continuous insulation will be added above the ground floor curtain wall, helping to visually separate the first and second floors. Per feedback from CDD design team staff, modern-shaped metal cornices will replace the cast stone at the roof parapet, contributing to a contemporary aesthetic for the building. This design creates distinct horizontal divisions between the brick façade and the mechanical penthouse, aligning with the urban design guidelines by emphasizing the building's configuration as a 'base,' 'middle,' and 'top.'

To create additional depth in the façade, the first and second floor glazing has been recessed into the arches, and metal panels will follow the curve of the arches, enhancing their design. The existing punched windows on the upper floors will receive high-performance storm inserts, further improving the building's energy efficiency. These changes will give the building a more contemporary look while still respecting its original architectural language.

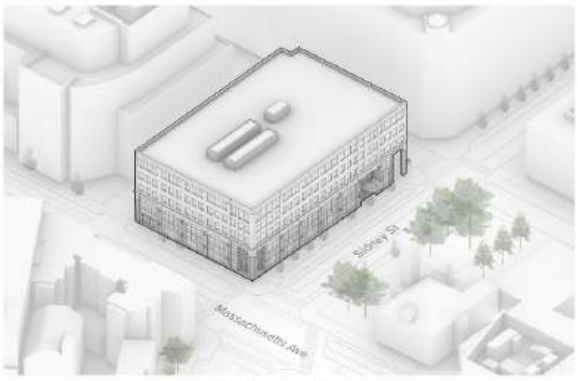
The building's mechanical, electrical, and plumbing systems will be significantly upgraded to meet the specific needs of laboratory spaces. While the building is not required to meet the electrification requirements for New Construction under the 2023/2024 Stretch Energy Code, it will be designed to achieve at least 25% electrification of peak heating demand and full electrification of domestic hot water. A new mechanical penthouse will be added to the roof to house the necessary equipment for laboratory use. This mechanical equipment will be carefully set back from Mass. Ave. and located behind screens to minimize visual or noise impacts on pedestrians.

The Project has been designed to meet or exceed the climate resilience standards set by the City of Cambridge, particularly in terms of flood protection. The building will incorporate adaptive flood protective measures, such as elevating critical infrastructure and installing passive flood barriers. These measures are specifically designed to address the 2070 storm event projections and ensure that the building remains resilient

in the face of future climate challenges. Special attention has been given to the placement of critical systems, such as the vault room, to ensure that they are protected from potential flooding.

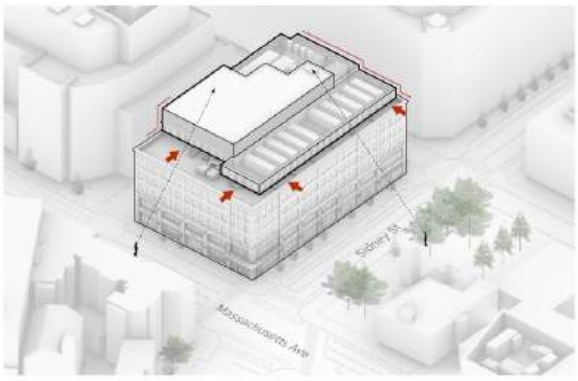
In conclusion, this Project seeks to revitalize an existing building by transforming it into a modern, energy-efficient space that caters to the needs of both businesses and the local community. The design emphasizes the enhancement of the pedestrian experience, the preservation of architectural integrity, the integration of green building technologies, and a strong commitment to climate resilience. By aligning with the University Park urban guidelines and meeting the City's climate standards, the Project will contribute to the ongoing revitalization of University Park as it approaches Central Square, while respecting the latter neighborhood's historical character and ensuring a sustainable future.

Design Approach Diagram:



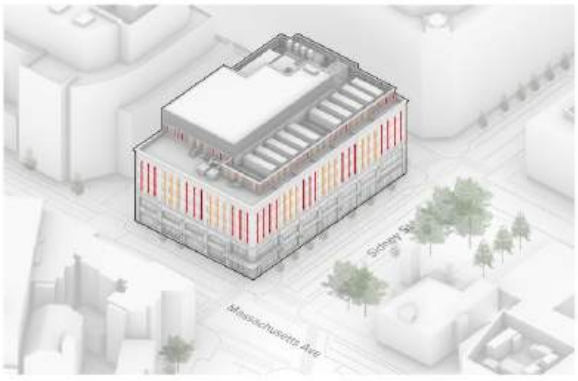
Existing condition

5 Story building, Flat Curtain Wall Facade, Main Entrance along Sidney St.



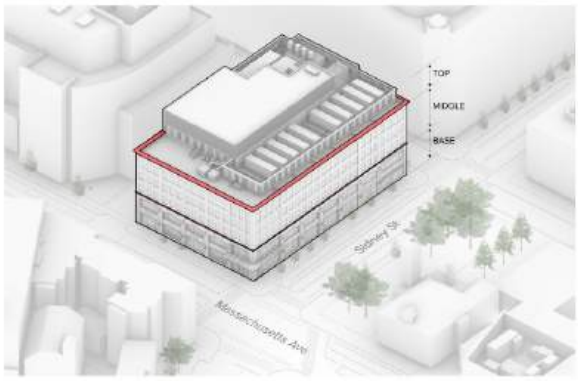
New step back volume on Top

New Mechanical penthouse volume setback from the primary streets Mass Ave and Sydney Street. Lower portions of the penthouse volume will be located on the periphery of the building, while the higher volumes are located in the center to minimize visual impacts.



Integrate facade

The new roof screen respects the window pattern of the middle volume therefore creating a seamless transition between old and new.

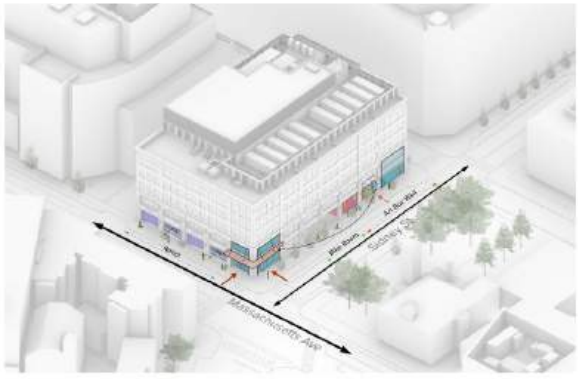


Enhance horizontal divisions

Urban design guidelines recommend clear horizontal devisions with "Bases", "Middles" and "Tops". The new metal band on the 3rd floor as well as the new metal cornice at the parapet will reinforce these devisions and comply with the guidelines.

Provide the depth at arch

The curtainwall has been set back in the arches to enhance the facade's architectural details and to add visual depth. This architectural moves also improves the pedestrian experience and activates the streetscape.



Activate Street & Building

The building's main entrance has been relocated to the corner of Mass Ave and Sidney St, emphasizing this key intersection and contributing to the activation of the corner. Continuous Retail supports activating Mass Ave and the new art walls behind the curtainwall along Sidney and Green can vibrant the street.

Compliance with Zoning:

The Applicant is requesting the following approvals pursuant to the Ordinance in connection with the Project:

19.10 – Intent and Purpose of Article 19.00

- **This Article 19.000 shall apply to any new construction of a building or structure, addition to a building or structure, or a change of use in an existing building undertaken on or after September 15, 2000.**

This Project involves a change of use from office to laboratory in an existing building undertaken after September 15, 2000 and is subject to the provisions of Article 19.00 and as such the Project requires review and approval through the Special Permit process.

19.20 – Project Review Special Permit

- S**pecial permit pursuant to ordinance section 19.21 Purpose. It is the intent of this Section to ensure that new construction or changes of use in existing buildings (1) are consistent with the urban design objectives of the City and (2) do not impose substantial adverse impacts on city traffic. A Special permit process is established by which the Planning Board may make such findings.**

As outlined in the Urban Design Objective Narrative, the Project is aligned with the city's urban design principles set forth in Section 19.30. These objectives focus on enhancing the architectural quality of buildings, improving public spaces, and fostering pedestrian-friendly environments. The proposed renovations will not only preserve the building's exterior brick veneer façade but also enhance its architectural features to contribute positively to the surrounding area. Additionally, the Project will improve the public realm by creating a more vibrant, engaging environment for pedestrians, particularly along Mass. Ave. where shuttered retail space exists today.

The core of the Project involves a change of use from office space to laboratory facilities. This conversion will breathe new life into a currently vacant building, offering new job opportunities and activating a previously underutilized space. The renovation preserves the building's character while improving its functionality and aesthetic appeal. A key aspect of the redesign is the relocation of the main lobby to the corner of Mass. Ave. and Sidney Street, which will improve connectivity to public transit and help activate this prominent corner, which serves as the entrance to University Park.

In addition to the internal renovations, the Project aims to enhance the retail spaces along the building's ground floor. The updated design includes deeper arches that improve the visual connection between the indoor spaces and the outdoor environment. This will make the space more inviting and encourage the addition of diverse retail brands. The Project also contemplates activation of Blanche Street with flexible outdoor

seating adjacent to the Mass. Ave. retail, which would further enhance the pedestrian experience and bring more life to the area.

Overall, this Project meets the City's urban design objectives by revitalizing an underused building, improving pedestrian access, and contributing to the vibrancy of the surrounding area. It also ensures that the changes made will not result in significant traffic disruptions, thereby fulfilling the requirements for the Special Permit under Section 19.21.

- **19.23.11 - Change of Use in an Existing Building Threshold.**

In an existing building, the Project Review Special Permit shall be required where the total Gross Floor Area of a new use or uses on a lot exceeds the Gross Floor Area threshold limits set forth in Table 1 for that new use. Where the change is to a mix of uses the threshold shall be determined by the application of the Mixed Use Formula set forth in Table 1.

This is a change of use Project from office use to laboratory and therefore triggers the Special Permit review process.

- **10.49 Any special permit authorizing new construction or substantial rehabilitation of a building totaling 25,000 square feet or more shall be subject to the provisions of Section 22.20 of the Zoning Ordinance.**

(Ord. No. 2021-3, Pt. 5, 6-7-2021)

This Project is a substantial rehabilitation due to a change of use to a building totaling more than 25,000 square feet and therefore triggers the Green Building review.

- **22.20 – Green Building Requirements**

Special permit pursuant to ordinance section 22.21 Statement of Purpose. This section 22.20 is adopted to ensure that major new projects and substantially rehabilitated buildings in the City of Cambridge are planned, designed and constructed in a sustainable way so as to minimize adverse environmental impacts as they initially constructed and as they are occupied and operated over the course of their useful lives. It is the purpose of this section 22.20 to encourage the reuse of existing buildings and materials; to encourage the conservation of natural resources and reduction of toxins in new construction and substantial rehabilitation of existing buildings through selection of recycled and otherwise environmentally appropriate building materials and methods; to ensure a reduction in the use of energy in both the initial construction of the project and in its daily operation; and to encourage an

arrangement of buildings and mix of uses, on individual lots and within the city as a whole, that will foster renewable energy generation and pedestrian, bicycle, and public transit use in the city. While the provisions of this section apply to projects 25,000 square feet or larger, developments of all sizes are encouraged to incorporate sustainable design principles. Notwithstanding the provisions of this Article 22.00, the requirements of all local, state and/or federal regulations applicable to a project must be met, particularly the State Building Code, including its energy components

The Project involves repurposing an existing building from office use to a laboratory. The five-story brick veneer façade will remain therefore aligning with the Green Building Ordinance, which encourages reuse and conservation of existing materials. The building will receive new triple-glazed curtainwall on the first and second floors as well as high-performance storm inserts for the existing punched windows. Additional insulation will be installed within the existing stud cavities, along with new flashing and an air and vapor barrier (AVB), to create an airtight enclosure that reduces energy consumption. Compliance with the envelope backstop performance calculation has been provided in the Green Building Report, as well as C406 additional energy efficiency strategies. Due to the change of use requirements under the 2023/2024 Stretch Energy Code, the building will receive new heating, ventilation, and air conditioning (HVAC) systems, in addition to the upgraded exterior enclosure. While the building is not required to meet the electrification requirements for New Construction under the energy code, 25% percent of the building's peak heating load will be electric, and the domestic hot water system will be fully electric, reducing greenhouse gas emissions from on-site natural gas consumption by 87% compared to the code-compliant 100% gas scenario. The approach is also anticipated to use 17% less overall energy as compared to an all-gas compliant scenario.

The Project also includes provisions for sustainable transportation. It features a new long-term bike room, along with showers and lockers for tenants. The building’s location, a short walking distance from Central Square T station, further supports the reduction of automobile commuting. No new vehicular parking will be constructed; the Project will utilize existing spaces allocated to the building at the 55 Franklin commercial parking garage.

The Project will pursue LEED v4 BD+C: Core + Shell Gold certification through an integrative process established in Schematic Design. The Special Permit submission includes the rating system checklist and narrative, which detail the various credit strategies, along with the Net Zero narrative and the Green Factor form. The team is evaluating low embodied carbon materials and beginning the embodied carbon calculations. The Project demonstrates a robust commitment to sustainability, prioritizing energy efficiency, material reuse, and environmentally responsible design to align with the objectives of the City of Cambridge's Green Building Ordinance.

Compliance with Special Permit Criteria

This section details the Project's compliance with the applicable Ordinance requirements and criteria for the granting of the requested Special Permits, which requires:

(A) General Special Permit Criteria (section 10.43 of the ordinance)
(B) Article 19 Special Project Review Special Permit Criteria (Section 19.25)

(A) General Special Permit Criteria (section 10.43 of the ordinance)

a) "It appears that requirements of this ordinance cannot or will not be met, or"
The Project complies with the applicable requirements of the Ordinance related to granting the requested change of use in an existing building Special Permit, Article 19 Project review.

b) "traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or"
As this Project is a reuse of an existing building, a transportation assessment was required in response to the study scope received from Traffic, Parking and Transportation (TP&T) department. As described in the study, the Project is expected to have minimal impacts on traffic. The Project is expected to have a net reduction in vehicle trips (-50 during morning peak hour and -46 during the evening peak hour).

University Park continues to be in compliance with the 1988 Traffic Mitigation conditions and subsequent conditions, as the Project remains under the 1,700 PM peak hour trip generation cap. The projection of 426 trips is well below the threshold of 1,700 trips established by the Traffic Mitigation conditions and subsequent conditions.

The proposed Project will provide bicycle parking, consistent with the City of Cambridge bicycle parking guidelines. A bike room is being added at the ground floor with direct access from Sydney St. As this is a zero-lot-line existing building, it is not feasible to place bike racks on private property. The owner is planning to contribute to the off-site location program for bike racks per discussions with the City's Traffic, Parking and Transportation Department.

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 uses for the Project will not adversely affect the continued operation of or the development of adjacent uses as the Project will provide additional laboratory and office space consistent with adjacent uses, expand employment opportunities through tenants of such space (currently the office building is vacant) and provide new opportunities for local independent retail.

The Project adheres to the guidelines applicable to the site as The University Park at MIT Guidelines and the CRDD zoning guidelines.

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

The Project will not create a nuisance or hazard to the detriment of the health, safety, and/or welfare of the occupants of the Project or citizens of Cambridge. Currently the building is vacant, which allows the Project to move forward with minimal disturbance. The ground floor retail is also largely vacant today; two of the retail tenants will both be relocated to an adjacent building that will become their permanent spaces, respectively.

During the construction phase, the Applicant will implement a detailed construction management plan that will mitigate dust, erosion, pests and rodent impacts, as well as establish procedures for informing neighbors of regular construction updates. Since this is a renovation change of use Project, most of the work will occur inside the building.

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

The proposed uses for the Project will not impair the integrity of the district or the adjoining district or otherwise derogate from the intent and purpose of the Ordinance but rather will contribute to the vitalization of University Park and the Central Square district. The building exists but is vacant, and the proposed design will enhance the architectural features and allow for a more vibrant activated streetscape. The new mechanical penthouse above the fifth floor has been set back from Mass. Ave. and Sidney Street and equipment has been screened in a way that avoids exposure from the surrounding ground floor.

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

As detailed in the Urban Design Object Narrative, the Project is consistent with the Urban Design Objectives set forth in Section 19.3.

(B) Article 19 Special Project Review Special Permit Criteria (Section 19.25)

19.25 Review Criteria. In granting a special permit under Section 19.20 the Planning Board shall make the following findings: 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.

The proposed Project includes a change of use from office to laboratory, an allowed use within the CRDD zoning, at the 350 Mass. Ave. parcel. The Proponent is simply seeking a Special Permit as required by the change of use to space greater than 25,000 sq. ft. A Transportation Impact Study (TIS) has been submitted in response to the study scope received from Traffic, Parking, and Transportation (TP & T) Department on August 16, 2024. As described in the study, the project is expected to have minimal impact on traffic.

The Project is expected to have a net reduction in vehicle trips (-50 during morning peak hour and -46 during the evening peak hour).

University Park continues to be in compliance with the 1988 Traffic Mitigation conditions and subsequent conditions, as the Project remains under the 1,700 PM peak hour trip generation cap. The projection of 426 trips is well below the threshold of 1,700 trips established by the Traffic Mitigation conditions and subsequent conditions.

The proposed Project will provide bicycle parking, consistent with the City of Cambridge bicycle parking guidelines, and a bike room with parking for employees for 30 spaces with direct access from Sidney Street is being added to the ground floor. Due to the zero-lot-line condition of the building, it's not

feasible to place bike racks on private property therefore the owner is planning to contribute to the off-site location for bike racks, in line with the public bike parking contribution guidelines. The Proposed Project proposes a comprehensive TDM plan to promote alternative modes of transportation and reduce reliance on single-occupancy vehicles.

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

As outlined in the Urban Design Objective Narrative portion of this Narrative Volume, the Project is consistent with the urban design objectives of the City as set forth in Section 19.30.

Urban Design Objective Narrative (Section 19.30)

Section 19.31 New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

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

The proposed Project involves converting the building from office to laboratory use while maintaining its existing height, which remains below the 80-foot maximum limit established by the Cambridgeport Revitalization Development District (CRDD) zoning guidelines. This ensures compatibility with the surrounding context, particularly the low scale residential zoning district to the west.

A new mechanical penthouse will be added above the fifth floor and will be set back from Mass. Ave. and Sidney Street, minimizing its visibility and impact on the surrounding streetscape. The penthouse setback ensures that it does not dominate the skyline. The penthouse will also be screened at the request of the City.

See “Design Approach Diagram” page for additional graphic explanation.

(2) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.

By maintaining the original building footprint, the new design respects the existing architectural layout while introducing enhancements that improve the pedestrian experience. A key feature is the slight setback of the ground floor curtain wall glazing, particularly within the arches along Mass. Ave. and Sidney Street. This subtle change allows for a more engaging and activated streetscape, where pedestrians can more easily connect with the interior retail spaces. The setback not only creates a more inviting atmosphere for people walking by but also adds visual depth and texture to the architecture, contributing positively to the character of the street. The increased sidewalk activation supports a vibrant, pedestrian-friendly environment, enhancing both the aesthetic and functional qualities of the urban space.

See “Design Approach Diagram” page for additional graphic explanation.

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

Retail is located along Mass. Ave. per the Cambridge Revitalization Development District (CRDD) guidelines. Retail along Sidney Street was also explored, however, due to the change in grade and the City's resiliency guidelines, the Sidney Street Elevations cannot reasonably accommodate retail without substantial risk of flooding. See Retail Study for additional information.

See "Design Approach Diagram" page for additional graphic explanation.

(4) Where relevant, historical context is respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.

This renovation Project prioritizes the preservation of the building's existing context, ensuring that its architectural heritage is respected throughout the process. The exterior brick veneer and the iconic architectural arches on the ground floor will remain intact, highlighting the building's original character.

To complement these dynamic features, the new design introduces thoughtful updates that enhance the existing structure. Notably, the curtain wall setbacks will offer a more refined and dynamic interaction with the streetscape, while three-dimensional brick pillar expressions will enrich the architectural language, emphasizing depth and texture in the facade. The new cornice will support the design, emphasizing the three different sections of the building – ground, middle, and top – with each section having its own unique architectural details.

In this way, the renovation strikes a balance between honoring the building's past and infusing it with a contemporary yet respectful design that aligns with the surrounding neighborhood context. Special care will be given to adjacent properties, ensuring a harmonious integration into the urban fabric.

See "Design Approach Diagram" page for additional graphic explanation.

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

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

service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.

Despite being a zero-lot-line existing building, the Project successfully integrates both pedestrian- and bicycle-friendly principles along all of its edges. Of particular note, retail spaces along Mass. Ave. have been specifically designed to activate the street, fostering a connection between the indoor and outdoor environments. The building's ground floor features arches that highlight the retail function, making this architectural element a prominent aspect of the façade. Furthermore, the building's main entrance has been relocated to the corner of Mass. Ave. and Sidney Street, emphasizing this key intersection and contributing to the activation of the corner. The inclusion of long-term bike parking along Sidney Street ensures a convenient connection to the existing bike lane, enhancing accessibility for cyclists. Retail along Sidney Street was also explored, however, due to the change in grade and the City's resiliency guidelines, the Sidney Street Elevations cannot reasonably accommodate retail without substantial risk of flooding. However, the design of the Sidney St façade incorporates glazed art boxes bringing lively artwork to Sidney Street and enriching the streetscape. An additional entrance for employees is located at Green Street, allowing for easy access from the 55 Franklin Parking Garage and further activation of the street in addition to the incorporated glazed art boxes designed along this façade. Blanche Street will continue to facilitate 2 existing loading bays and one trash compactor bay as initially designed. The two truck bays are crucial for the functioning of a lab building. Provisions have been made to allow outdoor seating at the corner of Blanche Street and Mass Ave increasing the activation of that corner.

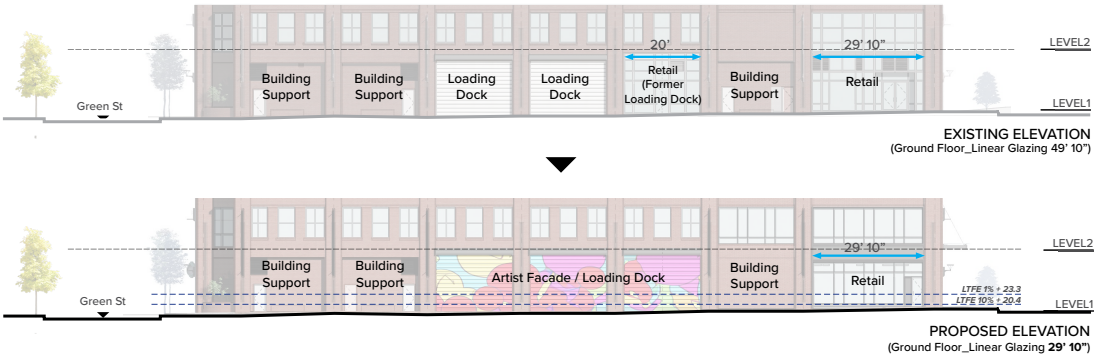
Overall, the development prioritizes active, engaging ground-floor spaces that encourage pedestrian and bicycle movement, with a– design that strengthens the connection between the building and its surrounding streets. By incorporating retail spaces, enhancing the architectural design, and improving bike access, the Project contributes to the vibrancy and activation of the area. Moreover, the project uses lighting that will make the area feel warmer, more inviting, and safer for both pedestrians and bicyclists.

Ground Floor _ Use & Linear Glazing Elevation Diagram:

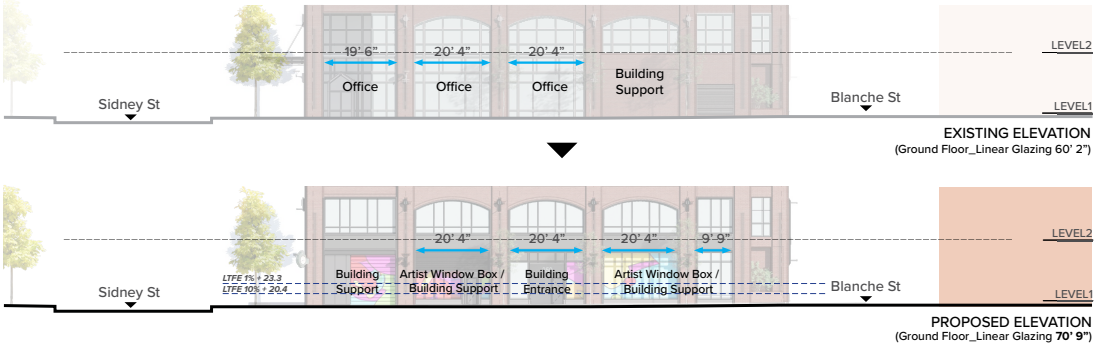
SIDNEY ST

MASSACHUSETTS AVE

BLANCHE ST



GREEN ST



(2) Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways.

This building currently has no onsite parking and will continue to use the parking garage adjacent to the site at 55 Franklin.

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

To ensure a transparent and welcoming experience, the main building lobby, retail spaces, and bike parking areas are designed with a high proportion of curtain wall glazing. Along Mass. Avenue at the ground floor retail and lobby, the proposed glazing linear footage is approximately 100' as previously existed. The proposed Sidney Street façade incorporates 161'- 4" linear footage, including high transparency at the lobby and bicycle storage as well as incorporating glazed art shadow box walls at the transformer vault and back of house, contributing to a continuous and visually transparent ground floor experience. Green Street has 70'-9" linear glazing including glazed art shadow boxes at the transformer vault and glazing at the rear entrance. Blanche Street will have 29'-10" linear of glazing at the ground floor with the loading dock location staying as is and bringing the third bay back to its original use (removing glazing). The corner of Blanche and Mass Ave will have glazed curtainwall to enhance the retail experience and potential for retail outdoor seating. This approach allows for both functional and aesthetic transparency while maintaining building security and operational requirements.

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

The relocation of the main building entrance to the corner of Mass. Ave. and Sidney Street effectively supports pedestrian movement and encourages the use of public transportation. By positioning the entrance at this prominent corner, the building gains greater visibility from both Mass. Ave. and Sidney Street, making it more accessible for pedestrians and enhancing its connection to the surrounding urban environment.

The entrance's new location is strategically placed to align with the walking path to the Central Square T station and is in closer proximity to the bus stop directly in front of the building along Mass. Ave. This thoughtful siting makes it easier for pedestrians to access the building via well-established, safe pathways that lead directly to public transit options.

This improves overall connectivity within the district and encourages walking and public transit use, which is in line with the City's planning goals to prioritize these modes of transportation.

(5) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have secure weatherproof storage facilities conveniently located on-site. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.

The site design prioritizes safe and convenient access for both pedestrians and cyclists. A dedicated bike storage room within the building provides 30 long-term bike parking spaces, with direct access from Sidney Street and the adjacent bike lane. This room also has an interior door connecting to the building, offering tenants easy access to locker rooms and showers. Due to the zero-lot line condition of the building, it is not feasible to place bike racks on private property. The owner is planning to contribute to the off-site location for bike racks, in line with the public bike parking contribution guidelines and per discussions with the City's Traffic, Parking and Transportation Department.

(6) Alternate means of serving policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.

Not applicable to this Project.

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

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

(a) Reasonable attempts have been made to avoid exposing rooftop mechanical equipment to public view from city streets. Among the techniques that might be considered are the inclusion of screens or a parapet around the roof of the building to shield low ducts and other equipment on the roof from view.

Both a parapet and screens have been utilized to conceal major equipment on the rooftop. A mechanical penthouse has been set back from the primary streets (Mass. Ave. and Sidney Street) and placed closer to Blanche and Green Streets, which have less

pedestrian and vehicular traffic. Special consideration has been made to reduce the visibility of mechanical equipment, especially from the more prominent streets, ensuring that the mechanical equipment does not disrupt the neighborhood's appearance or contribute to noise pollution.

(b) Treatment of the mechanical equipment (including design and massing of screening devices as well as exposed mechanical elements) that relates well to the overall design, massing, scale and character of the building.

The pattern of the screen wall aligns with the existing façade design. The penthouse wall is divided into two distinct patterns, vertically (up and down), which helps break up the volume, creating a scale that visually relates to the building below.

(c) Placement of mechanical equipment in enclosed locations within the building (if it does not violate the Flood Resilience Standards in Section 22.80), which reduces the bulk of elements located on the roof; however, at-grade locations external to the building should not be viewed as desirable alternatives and should be visually and acoustically screened with fencing and/or landscape features wherever they are necessary.

Most mechanical equipment is located away from the prominent street views, specifically from Mass. Ave. and Sidney Street. These units are screened to mitigate visual impact. Additionally, per feedback from CDD design staff, a new metal cornice has been added to the building's roofline, further concealing the rooftop mechanical systems from public view.

(d) Tall elements, such as chimneys and air exhaust stacks, which are typically carried above screening devices for functioning reasons, are carefully designed as features of the building, thus creating interest on the skyline.

This is a conversion to a laboratory building, which will require air exhaust stacks on the roof. However, these stacks have been carefully designed and placed away from the primary pedestrian thoroughfares to reduce their visual impact from streets below.

(e) All aspects of the mechanical equipment have been designed with attention to their visual impact on adjacent areas, particularly with regard to residential neighborhoods and views and vistas.

The primary mechanical systems are placed behind a thoughtfully designed screen, which corresponds with the original building façade. The equipment is positioned as far back as possible from Mass. Ave. and Sidney Street, reducing the visibility from key vantage points.

The equipment volume is arranged in a step-like configuration, gradually increasing in height toward Blanche Street. This progressive design ensures that the massing of the

mechanical equipment blends smoothly with the surrounding structures, minimizing the impact on sightlines and preserving the aesthetic quality of the neighborhood. This strategy effectively mitigates potential visual disruption while maintaining the functionality of the building's mechanical systems.

(2) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.

The trash compactor is currently located in the loading dock area, typically concealed from street view by a roll-up door to minimize its visible impact. This strategy will be continued in the new design, with the compactor being relocated to the first loading dock bay. This change is intended to improve truck access, making it easier for vehicles to approach and operate efficiently. The new positioning will also maintain the goal of minimizing visibility while enhancing logistical functionality and accessibility.

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

The proposed plan aims to optimize the use of the existing loading dock while minimizing any visual or operational impacts on neighboring properties. By restoring a previously closed loading dock bay for proper use, the plan enhances the functionality of the building without necessitating additional changes to the site layout. The location of the loading dock is carefully considered, as the dock is already in use and shares access space with the adjacent 300 Mass. Ave. building. This shared arrangement ensures that the operation remains efficient, avoiding any increase in traffic or disruptions to the surrounding neighborhood.

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

Since the building has a zero-lot line footprint, the available space around the building is limited, therefore the 16,000 gallon stormwater infiltration tank will be installed beneath the bike storage room slab as previously reviewed with Cambridge DPW.

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

Given the building’s zero-lot-line condition, there is no landscaped area.

(6) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and

enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar Energy System as defined in Section 22.80 of this Zoning Ordinance.

The proposed screen and mechanical penthouse are not taller than the 300 Mass. Ave. and 20 Sidney Street buildings which are located along the east to south side. This design choice minimizes any additional impact on the surrounding volume. Additionally, the proximity of the screen and mechanical penthouse to 300 Mass. Ave. and 20 Sidney Street further helps to reduce the potential casting of shadows on Mass. Ave. and Sidney Street.

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

Given that this is an existing building, there is no need for structural retaining walls.

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

There are no residential uses directly facing the building; the closest residential building is across Sidney Street and will not be substantially impacted by the renovation of this existing building.

(9) Outdoor lighting is designed to provide minimum lighting and is necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.

As part of the renovation, existing building-mounted fixtures will be retained. These fixtures are considered an architectural feature and will be refurbished to preserve their aesthetic value. The lighting will be replaced with LED bulbs, providing energy efficiency and durability. Additionally, the metal fixture enclosure will be repainted to match the updated building color palette, ensuring that the lighting complements the building's overall design.

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

This is a zero-lot line building and therefore, there are no trees on site. Existing trees located in the right of way will remain. Existing public shade trees to be preserved and protected during construction.

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

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

Stormwater Management

To address stormwater runoff, a stormwater infiltration system will be installed beneath the slab of the bike storage room. This design is necessary due to the zero-lot line of the building, which limits the availability of exterior space for the installation of a traditional stormwater retention tank. The system is engineered to meet the total phosphorus reduction requirement by capturing and infiltrating the first one inch of rainfall across the Project site.

The system will manage approximately 16,000 gallons of stormwater on-site. This approach complies with environmental best practices and aims to reduce the burden on the local stormwater infrastructure.

Water Conservation

To support water conservation, the Project will incorporate water-saving plumbing fixtures in the core restrooms. The installation of low-flow and low-flush plumbing fixtures is expected to reduce potable water usage inside the building by at least 30%. These measures will contribute to overall water efficiency, reducing demand for the City's water supply system.

Irrigation Considerations

As there is currently no irrigation system in place at 350 Mass. Ave. and none is planned for the proposed Project, the landscaping will not contribute to the burden on the water supply system. The absence of irrigation will help minimize the overall water demand for the property.

(2) The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.

Systems are being replaced and upgraded as part of the Project scope.

(3) Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction on adjacent lots to do the same. Exceeding the Green Building Requirements set forth in Section 22.20 of this Zoning Ordinance and other evolving environmentally sustainable standards is encouraged.

The existing five-story building's reuse, generally, and more specifically, maintaining the building's brick veneer façade reinforces the principles of reuse and conservation; together, this reduces the project's embodied carbon This approach aligns with the Green Building Ordinance, emphasizing the preservation of existing materials over demolition and rebuilding, thereby minimizing waste and environmental impact.

The building's exterior enclosure will be updated with triple-glazed curtain wall on the first and second floors and high-performance storm inserts for the existing punched windows. These changes will enhance the thermal performance of the building, minimizing heat loss and improving overall energy efficiency.

Additional insulation will be added to the existing stud cavities, along with new flashing and air and vapor barrier (AVB). This will create a more airtight building envelope, preventing drafts and further reducing energy consumption of heating and cooling.

Due to the change of use, the building is upgrading all heating, ventilation, and air conditioning (HVAC) systems. While the building is not required to meet the electrification requirements for New Construction under the 2023/2024 Stretch Energy Code, it will be designed to achieve at least 25% electrification of peak heating demand and full electrification of domestic hot water. Greenhouse gas (GHG) emissions associated with on-site natural gas consumption will be reduced by 87% as compared to an all-gas scenario and the building will use 17% less overall energy as compared to an all-gas compliant scenario.

The Project team will pursue LEED v4 BD+C: Core + Shell Gold certification, install a green roof on a portion of the new roof, and evaluate low embodied carbon materials as part of the comprehensive carbon approach.

Overall, the Project emphasizes energy efficiency, sustainability, and the reduction of carbon emissions through a combination of upgraded building systems and improved insulation and glazing.

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

(1) New educational institutional construction that is focused within the existing campuses.

Not applicable

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

Not applicable

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

The development proposal aligns with Section 19.35 by reinforcing and enhancing the urban character of Cambridge, particularly along Mass. Ave. Retail spaces will be integrated along the ground floor to activate the street, in accordance with the Cambridge Revitalization Development District (CRDD) guidelines. This design aims to foster a lively, pedestrian-friendly environment by ensuring a mix of retail uses that remain active throughout the day, encouraging foot traffic at different times. To enhance the connection between the indoor and outdoor spaces, the curtain wall has been slightly shifted inward at the arches, adding depth and texture to the façade. This creates a more engaging, dynamic street front that encourages interaction and enriches the pedestrian experience, while diverse retail offerings will further contribute to the area's cultural vibrancy.

(4) Historic structures and environments are preserved.

This is a reuse of an existing building and the design respects and improves the original design though this is not technically a historic building.

(5) Preservation or provision of facilities for start-up companies and appropriately scaled manufacturing activities that provide a wide diversity of employment paths for Cambridge residents as a component of the development; however, activities heavily dependent on trucking for supply and distribution are not encouraged.

This building is being converted to laboratory use, aligning with the need for more dynamic and flexible employment options in the post-COVID landscape. The previous office use, which has proven less in demand due to changes in work patterns, has not been successfully leased, highlighting the need for alternative uses. The new laboratory spaces will support start-up companies and manufacturing activities, offering a variety of employment paths for local Cambridge residents.

Section 19.36 Expansion of the inventory of housing in the city is encouraged. Indicators include:

Not applicable.

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

Not applicable, as this is a zero-lot-line existing building and therefore has no ability to provide open space.

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

(1) The design has incorporated the most up-to-date projections of climate change impacts over the project's anticipated lifespan, including increases in temperature and precipitation and risk of future flooding.

This proposed design incorporated the most up-to-date projections of climate change. The site geolocation is not at risk according to FEMA, but the design accounts for the probability of flood risk according to the 2070 1% precipitation level which is provided by the City of Cambridge to reduce the risk of anticipated flood. Main mechanical and electric rooms are designed to prevent flood damage to critical equipment

(2)The project is designed to meet or exceed the Flood Resilience Standard in Section 22.80 of this Zoning Ordinance and the Green Factor Standard in Section 22.90 of this Zoning Ordinance. Design strategies may be supplemented by mitigation strategies to manage the effects of flooding and heat where appropriate.

According to the Cambridge Flood Viewer, the design of the site is required to meet or exceed the higher elevation of the two 2070, 10-year storm event and 100-year storm event. Based on the predictable situation, the proposed design (as shown in the Resiliency Narrative) meets the flood resilience standard in section 22.80.

(3) The design uses resilience strategies that have environmental co-benefits. An example is passive building envelope design, which promotes occupant comfort during extreme heat and resilience from power outages due to storms while also reducing energy use and greenhouse gas emissions. Another example is intensive vegetation at grade and on roofs, which provides cooling benefits while improving stormwater management.

This Project involves the reuse of an existing building, designed to meet or exceed Cambridge's climate resilience standards. A primary focus is on flood protection and ensuring the building can withstand the projected 2070 storm events. The design incorporates adaptive flood protection measures, which include elevated critical infrastructure and passive flood barriers. These features are strategically integrated to enhance the building's ability to adapt to rising water levels and mitigate the risk of flood damage.

Careful consideration was given to the placement of critical equipment, such as the vault room, to ensure it is positioned in areas less prone to flooding. This strategic placement helps safeguard vital systems and equipment, ensuring the building's continued functionality in extreme weather conditions. Elevating critical infrastructure, such as heating, ventilation, and air conditioning (HVAC) systems and electrical panels, above

anticipated flood levels is another key measure in preventing damage during storm surges or heavy rainfall.

In addition to flood resilience, the Project includes significant energy efficiency upgrades. The building envelope has been enhanced with added insulation and replacement of outdated glazing to meet current energy codes and reduce overall energy consumption. These improvements help to improve thermal performance, reduce heating and cooling demands, and ensure the building operates efficiently in both winter and summer conditions. By addressing both climate resilience and energy efficiency, the Project sets a standard for sustainable building design that can withstand future environmental challenges.

(4) The design takes an integrative approach to climate change resilience that accounts for the existing context and promotes the other design objectives of the area and the City.

The Project is evaluating and implementing strategies to enhance occupant health and well-being, maximize energy efficiency, and improve the overall experience by prioritizing resilience and performance measures. Potential incentives through Mass Save are being assessed. Through coordinated tracking of quantitative and qualitative metrics, starting in schematic design and continuing through the design process, the team aims to reduce operational and embodied carbon, lower water consumption, extend the useful life of building systems and infrastructure, and minimize the building's impact on City services, the environment, and public health.

Summary of Community Engagement:

The Proponent, BioMed Realty, began its community engagement efforts early in the Project's redesign efforts. Specifically, the Project team met with stakeholders from the Central Square Business Improvement District (BID), the Cambridge Chamber of Commerce, the Cambridge Fire Department, the Cambridgeport Neighborhood Association, and direct abutters. Overall, feedback regarding this change of use has been positive. Stakeholders expressed concern over vacant retail space and were eager to see the building redeveloped to support a more active, vibrant retail corridor along Mass. Ave.

In accordance with the City's Special Permit filing guidelines, the Proponent also hosted a community meeting prior to this filing. At least two weeks prior to the scheduled community meeting, notice of same went to the City's Community Development Department (CDD) for posting on the City's website. The Proponent also notified abutters, nearby residents, community groups in the project area, and community-based organizations serving the University Park and Central Square area. The Proponent consulted with CDD staff on occasions where it had trouble connecting with some organizations to ensure correct and/or additional contact information for those groups.

Flyers were also posted on and around the Project site to inform passersby who may be interested in learning more about the proposed change of use and building renovation. Finally, the Proponent posted information about the community meeting on its social media pages and emailed its listserv of residents who have previously signed up to receive email communication about BioMed Realty's various activities in Cambridge.

The community meeting was then held on Wednesday, September 18, 2024. The meeting was held in the ground-floor conference room at 20 Sidney Street, directly adjacent to the Project site. This was a hybrid meeting also offered via Zoom, with meeting information and login information advertised in advance.

Following CDD's Pre-Application Early Community Engagement Guidelines, the presentation included a short presentation followed by a Q&A session.

A summary of the questions and comments raised during this community meeting is below:

- Residents were interested in learning more about the redesign of the ground floor space, including its size and configuration relative to what exists today.
- Attendees asked questions about the types of retail users that would be targeted for the ground floor space. Specifically, there was interest in a full-serve restaurant space and cultural uses—including, potentially, nightlife. One attendee urged the Proponent to include the appropriate HVAC and equipment (e.g., commercial

hood and grease trap) to accommodate a traditional food and beverage (F&B) location in at least one of the ground floor spaces.

- There were questions about the size and location of the building's new rooftop mechanicals. These were clarifying questions only; attendees appreciated the Proponent's approach to set mechanicals away from Mass. Ave. and behind a penthouse screen.
- Another question was asked about the Project's compliance with the City's sustainability requirements, specifically, the City's electrification, solar, and green roof requirements. The Proponent confirmed that it would meet these requirements accordingly.
- One resident asked about the ability to convert this building from office to residential, noting that the City is suffering from a severe housing shortfall. The Proponent explained that this was studied, however, the depth and configuration of the building do not lend itself to residential use. Moreover, the building is part of University Park which was always intended to be an office/laboratory campus.

After the meeting, the Proponent sent a copy of the evening's presentation to all registered attendees and offered to answer any further questions that they may have. The Proponent also encouraged attendees to share the material with their respective neighborhood organizations, offering to sit down and meet with anyone else who is interested in learning more about the proposed renovation.

Through this robust community engagement effort, there was little to no concern over changing the building's use from office to laboratory space, the latter of which is an allowed use in the CRDD zoning. All appreciated that no new parking would be added, and that there would be sufficient parking to accommodate the lab use at the adjacent Green Street garage. Most discussion centered on the layout and future use of the ground floor space along Mass. Ave., which stakeholders are excited to see revitalized, brightened, activated, and re-connected to nearby Central Square.