

# CITY OF CAMBRIDGE MASSACHUSETTS BOARD OF ZONING APPEAL 831 MASSACHUSETTS AVENUE CAMBRIDGE, MA 02139 617 349-6100

#### **BZA APPLICATION FORM**

Plan No:

BZA-017232-2019

**GENERAL INFORMATION** 

The unders	signed hereby petiti	ons the Boa	rd of Zoning Appe	al for the	following:	
Special Pe	rmit : ✓		Variance :		Δ.	ppeal:
PETITIONE	R: 747 Camb	ridge St,	LLC - C/O Ed	Dohert	y, Kems Holding	g Corporation
PETITIONE	R'S ADDRESS :	200 Br	oadway, Suite	103 Lyr	nfield, MA 019	40
LOCATION	OF PROPERTY:	747 Cam	bridge St Cam	bridge,	MA 02135	
TYPE OF C	OCCUPANCY:	lixed		zo	NING DISTRICT :	Business A Zone &
REASON F	OR PETITION :					Residence C-1 Zone
	New S	tructure				
DESCRIPT	ION OF PETITIONER	R'S PROPOS	SAL :			
related project	improvements in also includes r	n site den nine (9)	sign, open spa long term and	two (2)	pedestrian ac short term bi	signed building with cess. The proposed cycle parking spaces.
Article			5.24 (Front &			
Article		•)			Size Allocatio	n) -
Article	( <del></del>	-2			Required Park	
Article	-	•			f Dimensional	- 500
			Original Signatur			Petitioner(s) / Owner)  // Dohorty (Print Name)
			Add	ress:	200 Broads	Way, Svite 103
			Tel.	No.:	978-360	- 9558
			E-Ma	ail Addres	s: edoher	y@Kemscorp.com

#### BZA APPLICATION FORM - OWNERSHIP INFORMATION

To be completed by OWNER, signed before a notary and returned to The Secretary of the Board of Zoning Appeals.

I/We Polish-American Citizens' Association of Cambridge, Inc.
(OWNER)
Address: 747 Cambridge Street, Cambridge, MA 02141
State that I/We own the property located at
which is the subject of this zoning application.
The record title of this property is in the name of
Polish-American Citizens' Association of Cambridge, Inc.
*Pursuant to a deed of duly recorded in the date $\frac{\text{August 24, 1956}}{\text{Middlesex South}}$ . County Registry of Deeds at Book $\frac{08798}{\text{and 7445}}$ , Page $\frac{1}{163}$ ; or Middlesex Registry District of Land Court, Certificate No.
BookPage
SIGNATURE BY LAND OWNER OR AUTHORIZED TRUSTEE, OFFICER OR AGENT*  *Written evidence of Agent's standing to represent petitioner may be requested.
Commonwealth of Massachusetts, County of ESCEX
The above-name Tammy L Darling personally appeared before me,
this 171h of December, 2019, and made oath that the above statement is true.  Notary White Courts
My commission expires S/2/1/20 (Notary Seal).
• If ownership is not shown in recorded deed, e.g. if by court order, recorded deed, or inheritance, please include documentation.



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Book Page
SIGNATURE BY LAND OWNER OR AUTHORIZED TRUSTEE, OFFICER OR AGENT*  Victor M Rescries Fresident  *Written evidence of Agent's standing to represent petitioner may be requested.
Commonwealth of Massachusetts, County of Mindlesex
The above-name Victor M. Reserves personally appeared before me,
this 17th of DEC., 2019, and made oath that the above statement is the sta
My commission expires 05/23/2025 (Notary Seal).

• If ownership is not shown in recorded deed, e.g. if by court order, recent deed, or inheritance, please include documentation.

## BZA APPLICATION FORM SUPPORTING STATEMENT FOR A VARIANCE

EACH OF THE FOLLOWING REQUIREMENTS FOR A VARIANCE MUST BE ESTABLISHED AND SET FORTH IN COMPLETE DETAIL BY THE APPLICANT IN ACCORDANCE WITH MGL 40A, SECTION 10:

A) A literal enforcement of the provisions of this Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant for the following reasons:

A literal enforcement of the provisions of the Ordinance would involve a substantial financial and architectural hardship to the Appellant. Underutilized for many years as a single-story citizens club in a squat, unappealing brick building, the property site is ideal for infill improvement and revitalization, and for certain enhancements of pedestrian connectivity to the nearby, vibrant business districts and public transportation nodes. In response to the existing conditions, the proposal has been carefully designed and planned as a transit and pedestrian focused development with upgraded connectivity and walkability.

The site itself is located within two zoning districts: the front 100 feet is located in the BA Zone (Business A) and the rear 24 feet is located in the C-1 Zone (Residence C-1); as such, the proposed use as a multifamily residential dwelling is Allowed in both zones. The Business A Zone also Allows the proposed project's renovated Polish-American Citizens' Association of Cambridge, Inc. (the "Polish Club") space as a "club, lodge or other fraternal or sororal meeting facility." Please note, the club use is not situated within the 1,200 square feet of the Project Site located in the C-1 Zone and therefore its use provisions are not applicable.

If the property site was located entirely within the BA Zone, then Section 5.28-1 Dwellings in Non-Residential Districts would be applicable. A dwelling in a Business A district is subject to the same dimensional requirements and other restrictions as a dwelling in a Residence C-2B district. Therefore, the maximum Floor Area Ratio ("FAR") would be increased to 1.75 and the project's proposed revised and reduced FAR of 1.73 would be in conformance with the allowed maximum. In response to feedback from the Planning Board and nearby residents, the Appellant reduced the proposed FAR from 1.84, and an 11,451 square foot building, to 1.73, and a 10,735 square foot building. This, coupled with the proposed new space for the Polish Club, provides the proponent's rationale for requiring an FAR variance from the Ordinance combined maximum of 1.375. The proponent is proposing to maintain the Polish Club use, an existing long-time use in the community as a fraternal organization, which causes certain difficulties in siting and sizing of the building development in order to provide adequate usable space and proper circulation. The proposed project allows for eight (8) new two-bedroom, two-bathroom homeownership units as development without displacement by providing new, modernized space for the Polish Club use.

Additionally, as the property site fronts on two streets (Cambridge and Marion), it requires certain zoning relief for Side Yard Setback, which is also due to the property site's narrow width of 50 feet in comparison to its length of approximately 125 feet.

B) The hardship is owing to the following circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such land or structures but not affecting generally the zoning district in which it is located for the following reasons:

The substantial hardship is due to the unique location of the property site, which is located on the corner of Cambridge Street and Marion Street in the City's Wellington-Harrington neighborhood. Situated on an approximately 6,200 square foot lot, the existing building is a single story brick building which covers a majority of the Site and is located in two zoning districts: the front 100 feet is located in the BA Zone (Business A) and the rear 24 feet is located in the C-1 Zone (Residence C-1). Additionally, certain of the zoning relief required for the project is due to the property site's narrow width of 50 feet in comparison to its length of approximately 125 feet. These irregularities have caused issues with siting the building in an appropriate manner on the property site without violating the setback requirements. The property location on the corner (as further illustrated in the project drawings and at the Board hearing) presents a practical difficulty in locating the structure of the Allowed Multifamily Residential Use, for the purpose of providing additional quality housing in the neighborhood, and the setbacks required are mitigated by the property site's location and shape, unlike many other nearby properties.

Additionally, the existing building currently encroaches onto the sidewalk at numerous points and the proposed project would greatly improve this existing condition by providing enhancements of pedestrian connectivity as it is carefully designed and planned as a transit and pedestrian focused development with upgraded connectivity and walkability.

#### C) DESIRABLE RELIEF MAY BE GRANTED WITHOUT EITHER:

#### 1) Substantial detriment to the public good for the following reasons:

There will be no substantial detriment to the public good as the proposed project has been thoroughly processed with the community and the Appellant's proposed development will result in the much-needed revitalization of an under-utilized, irregularly shaped and unique property site with a new, Allowed Multifamily Residential Use, while also preserving the long-existing Polish Club Use, in a manner which is consistent with, and complementary to, the immediate and surrounding neighborhood. Additionally, the Appellant has now made certain project modifications in order to lessen the impact of the proposed project on the immediate area thus causing less of a detriment to the public good. In this regard, the following project modifications are now incorporated into the proposal:

- Removed one (1) dwelling unit such that the project now consists of eight (8) dwelling units and the Polish Club;
- Reduced the massing of the building by approximately 1,000 square feet;
- Reduced the FAR from approximately 1.84 to approximately 1.73
- Adjusted setbacks and enclosed stairs and connector piece;
- Correspondingly increased the amount of open space with an increase from approximately 19.7% (1,227 square feet) to approximately 21% (1,295 square feet);
- Pulled the North (Rear) massing inward (towards Marion St) by approximately 1'6" to maintain five (5') feet between the proposed new building and the direct abutter's property. The left side setback is now five (5') feet at this portion of the building.
- Extended the drive aisle to 22' to accommodate for four (4) full size spaces at the north side, while still proposing five (5) compact spaces for a total of nine (9) parking spaces, with a 1 to 1 parking ratio for the residential units and one (1) additional available space for the Polish Club;
- Added a common lobby to the building and enclosed the stair and connector piece for a more cohesive and appealing design program, with the connector piece now clad with cementitious boards and reglets rather than cedar siding; and
- Simplified the massing along Marion Street and made additional building reconfigurations.

Additionally, the proposed project provides development without displacement by adding eight (8) new residential units while maintaining the Polish Club Use and providing for its long-term economic viability and stability within the community. As part of the proposed project, the Appellant will also be removing an eyesore building in need of remediation and upgrade from an important and visible corner in the City.

In furtherance of this particular finding, the Appellant held its own informal abutter meeting on April 22, 2019, at the property site and also presented the proposed project to the East Cambridge Business Association on May 14, 2019, at the Loyal Nine restaurant at 660 Cambridge Street. The Appellant held a follow up abutter meeting on December 4th, 2019, at the Kennedy-Longfellow School Auditorium, 158 Spring Street Cambridge MA 02141, in close proximity to the project site, in order to present the above-detailed project modifications and revisions to the abutters and neighbors of the site. As such, the Appellant submits that the

requested relief is consistent with the character and concerns providing for the public good, as the Appellant has given special attention to the siting, scale, design, and scope of the new structure, open space and vehicular and pedestrian access and neighborhood safety. Additionally, the Ordinance identifies the applicable Residence C-1 Zone as designated for "multifamily dwellings" and the Business A Zone as designated for "local and drive in retail business, offices and multifamily dwellings," which the proposed development contemplates as described within this application.

## 2) Relief may be granted without nullifying or substantially derogating from the intent or purpose of this Ordinance for the following reasons:

Relief may be granted without nullifying or substantially derogating from the intent or purpose of the Ordinance in regards to the Appellant's project because its proposed uses are Allowed under the Ordinance and the project's required dimensional relief is mitigated by its location in two (2) different zoning districts despite being only a 6,200 total square foot property. Additionally, as detailed above, if the site was located entirely within the BA Zone, then the maximum FAR would be 1.75 and the project's proposed FAR of 1.73 would be in conformance with the allowed maximum FAR. Additionally, the FAR relief requested is mostly required in order to provide the proposed new space for the Polish Club. The project's required relief for Front Yard Setback and Side Yard Setback are also di minimus in nature as the existing building currently encroaches onto the sidewalk at numerous points and the proposed project would improve this existing condition. The proposed right Side Yard Setback is 15'8", in excess of the required 10'8.5" right Side Yard Setback calculation, while the Front Yard Setbacks at both Cambridge Street and Marion Street (as it is a corner lot) are mitigated by the fact that these setbacks are consistent with the existing street line conformity on a busy commercial street with no material impact on any direct abutters.

Finally, while the proposed project does require zoning relief for both the parking space size allocation and the parking amount, it does provide a one-to-one parking ratio for the residential units and a dedicated parking space for the Polish Club, whereas the existing condition for the Polish Club does not provide <u>any</u> current on-site parking allotment for patrons. As further mitigation of the on-site parking programming deficiency caused primarily by the lack of parking for the Polish Club Use, the property is located a short walk directly down Cambridge Street at approximately 0.6 miles from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. It is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and Polish Club patrons. Lastly, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

## BZA APPLICATION FORM SUPPORTING STATEMENT FOR A SPECIAL PERMIT

Please describe in complete detail how you meet each of the following criteria referring to the property and proposed changes or uses which are requested in your application. Attach sheets with additional information for special permits which have additional criteria, e.g.; fast food permits, comprehensive permits, etc., which must be met.

Granting the Special Permit requested for 747 Cambridge Street for the reduction of required parking under Section 6.35.1 of the Zoning Ordinance would not be a detriment to the public interest because:

#### A) Requirements of the Ordinance can or will be met for the following reasons:

The proposed project includes Allowed Uses under the requirements of the Zoning Ordinance. The Zoning Ordinance requires eight (8) residential parking spaces (1 per dwelling unit) and 16 commercial parking spaces for the proposed project. The proposed project provides for nine (9) total parking spaces, with a one to one parking ratio for the residential units in compliance with the Ordinance, and one (1) commercial parking spaces for the proposed renovated, reduced and reconfigured Polish-American Citizens' Association of Cambridge, Inc. (the "Polish Club") space. Therefore, the Special Permit is required for 15 commercial parking spaces for use by the Polish Club.

The lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, as the existing condition for the Polish Club does not provide any on-site parking allotment for patrons and, in fact, the proposed future condition for the Polish Club provides for less overall commercial space requiring less off-street parking, thus mitigating the requirements of the Ordinance and lessening the current impacts of the use at the site. In this regard, the Polish Club component accounts for a majority of the proposed project's required parking count (1 space per 6 members at maximum occupancy). The revised proposed project now includes a dedicated parking space for the Polish Club, whereas the existing condition for the Polish Club does not provide <u>any</u> current on-site parking allotment for patrons or employees.

Finally, in conformance with the determining factors itemized in Section 6.35.1 of the Ordinance, less off-street parking is reasonable in light of the availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station and the availability of public parking facilities in the vicinity of the premises. Specifically, the property is located within a short walk directly down Cambridge Street at approximately 0.6 miles from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. The property is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and Polish Club patrons. Lastly, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

## B) Traffic generated or patterns of access or egress would not cause congestion hazard, or substantial change in established neighborhood character for the following reasons:

The addition of eight (8) new residential units will cause a de minimus increase in traffic thereby not causing congestion hazard or a substantial change in the established neighborhood character. Additionally, the project proposes for parking access and egress from a single curb cut located along Marion Street, thereby mitigating impacts along the busier main thoroughfare of Cambridge Street from vehicular entry and exit for the proposed project.

## C) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use for the following reasons:

The proposed project will not adversely affect the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance because both of the proposed uses for the project are Allowed Uses under the Ordinance and the Polish Club is a long-time existing cultural use at the premises. Further, while the proposed project does not provide the required parking allotment, it does provide a one-to-one parking ratio for the residential units and one dedicated parking space for the Polish Club, whereas the existing condition for the Polish Club does not provide any on-site parking allotment for patrons or employees. Additionally, and as stated above, the property is located within short walking distance from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. It is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and Polish Club patrons. Lastly, again, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

## D) Nuisance or hazard would not 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 for the following reasons:

No nuisance or hazard will be created by the proposed uses to the detriment of the health, safety and/or welfare of the occupant of the proposed use because both of the proposed uses for the project are Allowed Uses under the Ordinance and the Polish Club is a long-time existing cultural use at the premises. The Appellant has given special attention to the siting, scale, design, and scope of the new structure, open space and vehicular and pedestrian access and neighborhood safety. Additionally, the Ordinance identifies the applicable Residence C-1 Zone as designated for "multifamily dwellings" and the Business A Zone as designated for "local and drive in retail business, offices and multifamily dwellings," which the proposed development contemplates as described within this application.

## E) For other reasons, the proposed use would not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this ordinance for the following reasons:

Again, the project's proposed uses are Allowed under the Ordinance and the project's required dimensional relief is alleviated by certain other mitigating factors, as described herein and presented to the Board at the public hearing. Furthermore, the proposed project has been thoroughly processed with the community, with certain project modifications designed to lessen the related impacts on the immediate neighborhood, and the Appellant's proposed development will result in the much-needed revitalization of an under-utilized, irregularly shaped and unique property site with a new, Allowed Multifamily Residential Use, while also preserving the long-existing Polish Club Use, in a manner which is consistent with, and complementary to, the immediate and surrounding neighborhood. Therefore, the proposed use will not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of the Ordinance.

#### **BZA APPLICATION FORM**

#### **DIMENSIONAL INFORMATION**

PRESENT USE/OCCUPANCY:

Fraternal Organization

LOCATION: 747 Cambridge St Cambridge, MA 02135

ZONE: Business A Zone & Residence

Khalsa Design, Inc

APPLICANT:

PHONE: REQUESTED USE/OCCUPANCY: Mixed Use(Commercial/Residential)

		EXISTING CONDITIONS	REQUESTED CONDITIONS	ORDINANCE REQUIREMENTS	
TOTAL GROSS FLOOR AR	EA:	4,080	10,735	8,525	(max.)
LOT AREA:		6,200	6,200	5,000	(min.)
RATIO OF GROSS FLOOR TO LOT AREA: 2	AREA	0.66	1.73	.375 (Combined	(max.)
LOT AREA FOR EACH DW	ELLING UNIT:	N/A	8 DU	9.1 DU	(min.)
SIZE OF LOT:	WIDTH	50'	50'	50'	(min.)
	DEPTH	124'	124'	N/A	
SETBACKS IN FEET:	FRONT	on) / -1.3' (C	3A: 0' C1: 4.5'	0' C1:10' C2B:	(min.)
	REAR	N/A-Corner Lot	N/A-Corner Lot	N/A-Corner Lot	(min.)
	LEFT SIDE	2.7'	0'	0' C1:10' C2B:	(min.)
	RIGHT SIDE	39.6'	15'	10.7'	(min.)
SIZE OF BLDG.:	HEIGHT	12'	35'	45'	(max.)
	LENGTH	85.5	109'	n/a	
	WIDTH	50	45'-49.5'	n/a	
RATIO OF USABLE OPEN TO LOT AREA:	SPACE	32%	17%	14% (combined)	(min.)
NO. OF DWELLING UNIT	<u>s:</u>	0	8	9.1	(max.)
NO. OF PARKING SPACE	<u>s:</u>	0	9	VARIES 1-5	(min./max)
NO. OF LOADING AREAS	<u>:</u>	0	0	0	(min.)
DISTANCE TO NEAREST ON SAME LOT:	BLDG.	N/A	N/A	N/A	(min.)

Describe where applicable, other occupancies on same lot, the size of adjacent buildings on same lot, and type of construction proposed, e.g.; wood frame, concrete, brick, steel, etc.

WOOD FRAME CONSTRUCTION. THE GROUND FLOOR OF THE FRONT MASSING (ALONG CAMBRIDGE ST) WILL BE COMMERICAL USE

- 1. SEE CAMBRIDGE ZONING ORDINANCE ARTICLE 5.000, SECTION 5.30 (DISTRICT OF DIMENSIONAL REGULATIONS).
- 2. TOTAL GROSS FLOOR AREA (INCLUDING BASEMENT 7'-0" IN HEIGHT AND ATTIC AREAS GREATER THAN 5') DIVIDED BY LOT AREA.
- 3. OPEN SPACE SHALL NOT INCLUDE PARKING AREAS, WALKWAYS OR DRIVEWAYS AND SHALL HAVE A MINIMUM DIMENSION OF 15'.

## McDERMOTT QUILTY & MILLER LLP

28 STATE STREET, SUITE 802 BOSTON, MA 02109

#### Via US Mail & Electronic Mail (mpacheco@cambridgema.gov)

January 29, 2020

Ranjit Singanayagam, Commissioner c/o Maria Pacheco City of Cambridge Inspectional Services Department 831 Massachusetts Avenue Cambridge MA 02139

Re: 747 Cambridge Street - Case No. BZA-017232-2019

Continuance Request Letter

Dear Ms. Pacheco:

This office continues to represent Ed Doherty and 747 Cambridge St, LLC (the "Petitioner"), a Massachusetts limited liability company having an address of c/o Kems Holding Corporation, 200 Broadway, Suite 103, Lynnfield, MA 01940, and the Petitioner with regard to the above-referenced Board of Zoning Appeal ("BZA") Case No. BZA-017232-2019 (the "Project") currently pending at 747 Cambridge Street, Cambridge (the "Property").

As recently discussed, the Petitioner has been asked by City Councilor Toomey to request a continuance in order to have an additional meeting with certain direct abutters regarding the project and the Petitioner has agreed to honor this request, but requires more time to schedule this meeting in advance of its upcoming BZA Hearing currently scheduled for 9:15 PM on Thursday, January 30<sup>th</sup> (tomorrow). As a result, the Petitioner hereby respectfully requests a continuance from this hearing date from the BZA with a request for a new continued hearing date of February 27, 2020, if available.

We appreciate your time and attention to this matter and look forward to working with you on the City's review and prospective approval of the Project. Please do not hesitate to contact me with any questions or for further information.

Sincerely,

Nichalas Y Zamil

cc: Petitioner



### **CAMBRIDGE HISTORICAL COMMISSION**

831 Massachusetts Avenue, 2<sup>nd</sup> Floor, Cambridge, Massachusetts 02139

Telephone: 617 349 4683 TTY: 617 349 6112

E-mail: histcomm@cambridgema.gov URL: http://www.cambridgema.gov/Historic

Bruce A. Irving, *Chair*; Susannah Barton Tobin, *Vice Chair*; Charles M. Sullivan, *Executive Director* Joseph V. Ferrara, Chandra Harrington, Elizabeth Lyster, Caroline Shannon, Jo M. Solet, *Members* Gavin W. Kleespies, Paula A. Paris, Kyle Sheffield, *Alternates* 

#### Jurisdiction Advice

<u>s arriva</u>	etton ravice
To the Owner of Property at	bridge Street
The above-referenced property is subject to the jurisoreason of the status referenced below:	liction of the Cambridge Historical Commission (CHC) b
<ul> <li> Preservation Restriction or Easen</li> <li>_X_ Structure is fifty years or more application for a demolition perm</li> <li>II). See the back of this page for CHC Executive Director has deterequired.</li> <li> No jurisdiction: not a designated old.</li> <li> No local jurisdiction, but the prof</li> <li> CHC staff is available for contents.</li> </ul>	s § 2.78.050) vation District od Conservation District strict onservation District gnation: e III, and various City Council Orders) nent (as recorded) old and is therefore subject to CHC review of any it, if one is required by ISD. (City Code, Ch. 2.78, Article definition of demolition. rmined this is not a significant building. No CHC hearing historic property and the structure is less than fifty years perty is listed on the National Register of Historic Places;
The Board of Zoning Appeal advises applicants to co Conservation District Commission reviews before ap	
If a line indicating possible jurisdiction is checked Historical Commission to determine whether a he	
CHC staff initialsSLB	Date February 5, 2020
Received by Uploaded to Energov Relationship to project BZA 017232-2019	Date February 5, 2020
cc: Applicant Inspectional Services Commissioner	

#### **Demolition Delay Ordinance and Application Information**

The Demolition Delay Ordinance (Chapter 2.78, Article II of the Cambridge Municipal Code) was adopted by the City Council in 1979 to afford public review of demolition permit applications for potentially significant buildings. When the Historical Commission determines that a building is significant and should be preserved, demolition will be delayed for up to six months so that solutions can be sought to preserve the building indefinitely. The Ordinance covers all buildings over 50 years old, city-wide. The Historical Commission archives provide dates of construction for all properties in the City.

Demolition is defined in the ordinance as "the act of pulling down, destroying, removing or razing a building or commencing the work of total or substantial destruction with the intent of completing the same." The Inspectional Services Commissioner has provided further guidelines to outline what actions require a demolition permit. In addition to complete demolition of a building, the following actions may require a demolition permit,

- removal of a roof,
- removal of one side of a building,
- gutting of a building's interior to the point where exterior features (windows, etc.) are impacted, and
- removal of more than 25% of a structure.

Please contact the building inspector or a staff member of the Historical Commission if you have questions about whether a demolition permit is required for a particular project.

Demolition permit applications can be obtained from the Inspectional Services Department. The completed application should be submitted to the Historical Commission, where the staff will review the application. If the Executive Director of the Historical Commission makes an initial determination that the building is significant, a public hearing will be scheduled with Historical Commission. If the staff makes an initial determination that the building is not significant, the application is released for further review by the Building Commissioner.

More information about the demolition permit application procedures is available on the Historical Commission's web site or by calling or dropping by the Historical Commission office.

July 2003

Cambridge Historical Commission 831 Massachusetts Ave., 2<sup>nd</sup> Fl. Cambridge, MA 02139 Ph: 617/349-4683 or TTY: 617/349-6112 http://www.cambridgema.gov/Historic

1 2 (9:33 p.m.) Sitting Members: Constantine Alexander, Brendan Sullivan, 3 4 Jim Monteverde, Janet Green, Laura 5 Wernick. I'm going to resume our 6 CONSTANTINE ALEXANDER: 7 hearing. So if I could ask -- excuse me, do you mind 8 stepping outside and having your conversation? The Chair is 9 now going to call Case Number 017232 -- 747 Cambridge 10 Street. Anyone here wishing to be heard on this matter? 11 one? We have a letter in our files, if we can get to 12 13 it, from Nicholas Zozalla (sic). Zozula? I can't read it, 14 he brought over -- Z-o-z-u-l-a. They have council for the 15 petitioner, and I'll just take the portions of his letter. 16 "The petitioner has been asked by City Councillor 17 Toomey to request a continuance in order to have an additional meeting with certain direct abutters regarding 18 19 the project. And the petitioner has agreed to honor this 20 request, but requires more time to schedule this meeting in

advance of its upcoming BZA hearing, currently scheduled for

21

22

tonight.

"As a result, the petitioner hereby respectfully 1 2 requests a continuance from this hearing date from the BZA with a request for a new continued hearing date of February 3 4 27, 2020, if available." 5 I know one of the direct abutters has spoken with 6 us, and said that she can -- you cannot be present in 7 February? I think it's important this case has got a number of substantial community interests, and the case has been 8 9 around for a while, that we not do it February 27. It's too soon. I think a date is -- April you indicated would be 10 11 sufficient? What date do we have, Sisia? SISIA DAGLIAN: Well, Maria has it written down 12 13 here April 16. 14 CONSTANTINE ALEXANDER: April 16? SISIA DAGLIAN: Yeah. That's the first April 15 date. 16 CONSTANTINE ALEXANDER: Okay. This is not a case 17 18 heard. So we have -- we can -- we don't have to be -- we're not tied down to a date. 19 20 CONSTANTINE ALEXANDER: So the Chair moves that this case be continued until 7:00 p.m. on April 16, subject 21 22 to the following conditions: and this case has been

```
continued once before, at least once before:
 1
 2
               That the petitioner sign a waiver of time for
 3
    decision, and that's already been done in connection with
     the earlier continuances.
 4
               That to the extent that there are modifications or
 5
    new plans relating to the project that's subject to the
 6
    hearing, that these new or revised plans together with a
 7
    dimensional form that supports those plans must be in our
8
     files no later than 5:00 p.m. on the Monday before April 16.
 9
               And lastly, that the petitioner must -- probably
10
     at this point either get a new sign, and post that sign like
11
    they did before, posting that sign reflecting the new
12
    hearing date, 7:00 p.m. on April 16. And that sign must be
13
    maintained for the 14 days, as required by our ordinance.
14
    All those in favor of continuing the case on this basis,
15
    please say, "Aye."
16
               [ ALL FIVE VOTE YES ]
17
               THE BOARD: Aye.
18
19
               CONSTANTINE ALEXANDER: Five in favor, case
20
    continued.
21
               [ All vote YES ]
```

22

#### CITY OF CAMBRIDGE

Massachusetts
BOARD OF ZONING APPEAL
831 Mass Avenue, Cambridge, MA.
617) 349-6100

April 15, 2020

Kems Holding Corporation C/o Ed Doherty 200 Broadway, Suite 103 Lynnfield, MA 01940

RE: <u>747 Cambridge Street – BZA-017232-2019</u>

Dear Mr. Doherty,

I am writing to you in regard to your above up-coming Board of Zoning Appeal Hearing.

At this time the City will not be holding any non-essential public meetings due to the COVID-19 Pandemic and the City Manager's closure of all City buildings to non-essential business. On April 3, 2020, the Governor signed into law Chapter 53 of the Acts of 2020 ("Act"), which extends all land use permitting deadlines until after the State of Emergency is lifted. In light of the extensions provided for in the Act and the closure of City buildings, at this time the Board of Zoning Appeal will be rescheduling all public hearings in accordance with the extensions permitted under the Act. You will receive notice of the new date, once the hearing is rescheduled.

Thank you for your patience and understanding during this unprecedented time.

Maria Pacheco

Administrative Assistant



#### CITY OF CAMBRIDGE

Community Development Department

IRAM FAROOQ

Assistant City Manager for Community Development

> SANDRA CLARKE Deputy Director Chief of Administration

KHALIL MOGASSABI Deputy Director Chief of Planning November 19, 2019

To: The Board of Zoning Appeal

From: CDD staff to the Planning Board

RE: BZA 017160-2019 – 747 Cambridge Street (REVISED)

The Planning Board reviewed and commented on the original plans dated 7/19/19. The applicant requested a continuance to address those concerns.

Community Development staff to the Planning Board met with the applicant and architect and find that the issues in the original comments dated 9/6/19 have been resolved for the most part. The revised plans were forwarded to the Planning Board who declined to review the new materials at a public meeting, agreeing with the CDD staff.

The staff does suggest that further analysis be done for duplex unit labeled #2, as there is no bathroom access for the second-floor bedroom. There is also concern that the exterior access to <u>some of</u> the upper floor <u>units</u>s is via open decks which is exposed to weather, for example snow and rain.

344 Broadway Cambridge, MA 02139 Voice: 617 349-4600

Fax: 617 349-4669 TTY: 617 349-4621 www.cambridgema.gov



### CITY OF CAMBRIDGE, MASSACHUSETTS

## PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

July 9, 2020

To:

The Board of Zoning Appeal

From:

The Planning Board

RE:

BZA cases to be heard on July 23, 2020.

The Planning Board have no comments on the cases listed on the BZA agenda.



Thank you, Bza Members

## City of Cambridge

Magaceusetts

BOARD OF ZONING APPEAL

831 Mass Avenue, Cambridge, MA. (617) 349-6100

2 Bds

### **BZA**

### **POSTING NOTICE – PICK UP SHEET**

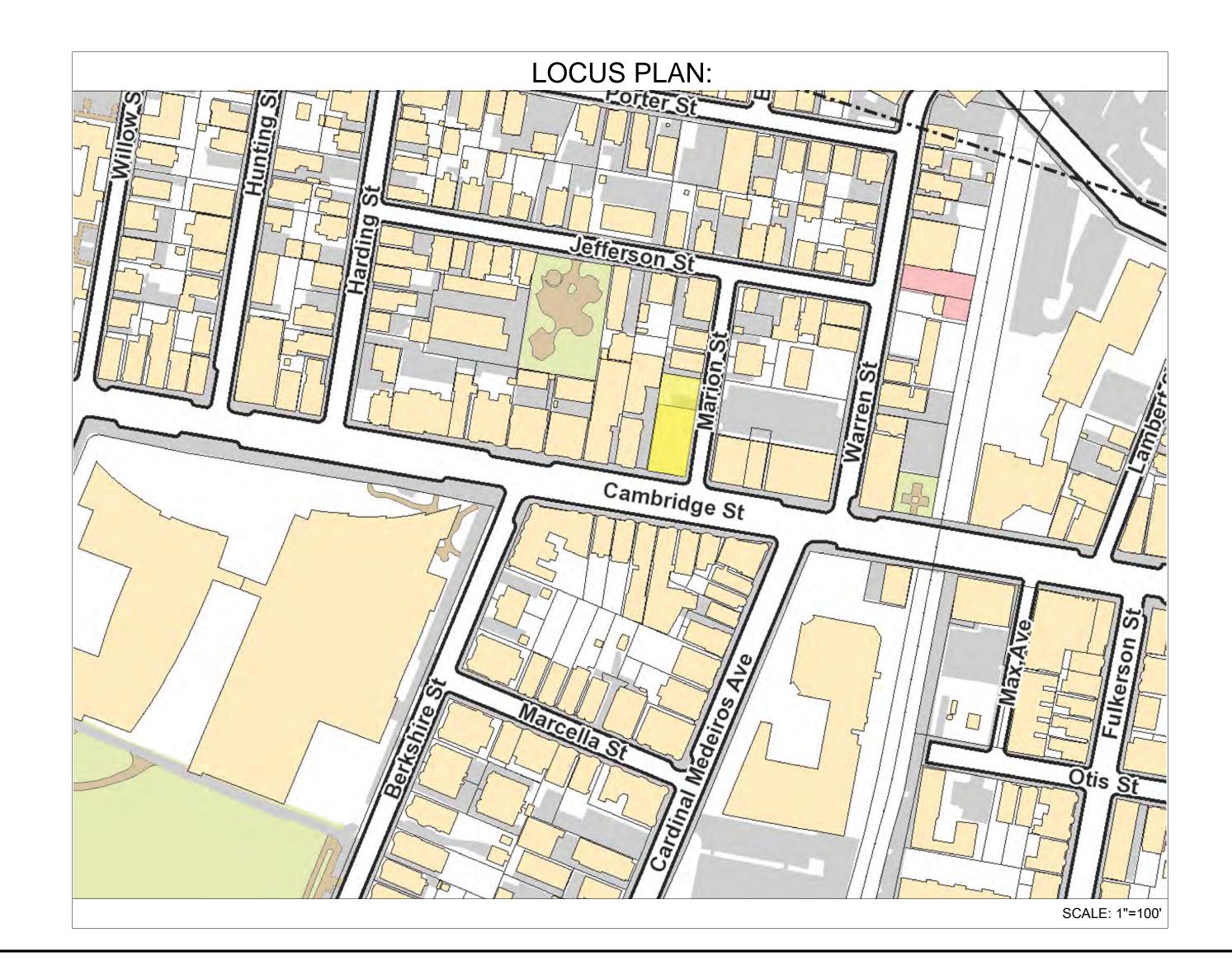
The undersigned picked up the notice board for the Board of Zoning Appeals Hearing.

Name: David Masiello (Print)	Date: 7/7/2020
Address: 747 Canbudge St	<u> </u>
Case No. BTA -D 17232-2019	
Hearing Date: $\frac{7/23/20}{}$	

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7/17	
7/17	
7/17	

	Architectural Dra	awing List	
Sheet		Sheet Issue	Current Revision
Number	Sheet Name	Date	Date
A-000	Cover Sheet	04/10/2020	2020/07/01
C-1	Existing Civil Plan	11/26/2018	
C-2	Proposed Civil Plan	04/10/2020	
A-020	Architectural Site Plan	04/10/2020	2020/07/17
A-021	Bike Parking Plan	04/10/2020	2020/07/17
A-022	Area Plans	04/10/2020	2020/07/17
A-100	1 st Floor Plan	04/10/2020	2020/07/01
A-101	2nd Floor Plan	04/10/2020	2020/07/01
A-102	3rd Floor Plan	04/10/2020	2020/07/01
A-103	Proposed Roof Plan	04/10/2020	2020/07/01
A-300	Front Elevations	04/10/2020	2020/07/17
A-301	Side Elevations	04/10/2020	2020/07/17
A-302	Courtyard Elevations	04/10/2020	
AV-I	Neighborhood Photos	04/10/2020	
AV-2	Perspectives	04/10/2020	
AV-3	Rendering	04/10/2020	
SS-I	Shadow Study	04/10/2020	
55-2	Existing Shadow Study	04/10/2020	





## PROJECT: CAMBRIDGE @ MARION RESIDENCES

747 CAMBRIDGE STREET, CAMBRIDGE MASSACHUSETTS

ARCHITECT KHALSA DESIGN INC.

ADDRESS: 17 IVALOO STREET, SUITE 400 SOMERVILLE, MA 02143 (617)-591-8682

CIVIL ENGINEER PETER NOLAN & ASSOCIATES

ADDRESS: 697 CAMBRIDGE STREET, SUITE 103 BRIGHTON, MA 02134 (857)-891-7478

CLIENT 747 CAMBRIDGE STREET, LLC C/O KEMS HOLDING CORPORATION 200 BROADWAY, SUITE 103 LYNNFIELD MA 01940

CIVIL ENGINEER **SPRUHAN ENGINEERING, P.C.** ADDRESS: 80 JEWETT ST, SUITE 1 NEWTON, MA 02458 (617)-816-0722

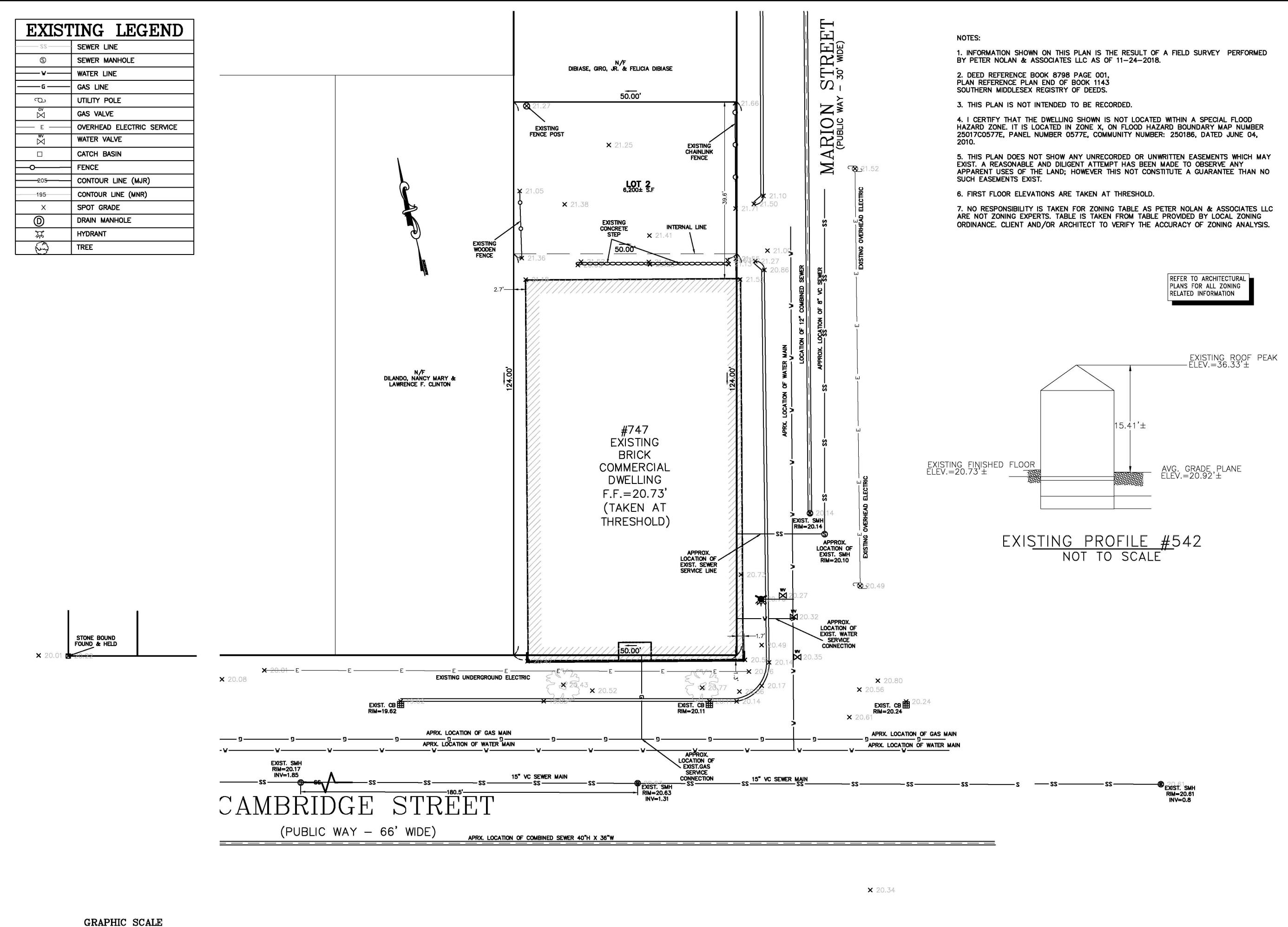
SCHEMATIC DESIGN 04/10/2020 Revised 07/17/2020



REGISTRATION

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No.	Description	Date	
1	Previous S.P Rev	2020/07/0	

**Cover Sheet** 



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PETER NOLAN & ASSOCIATES, LLC

LAND SURVEYORS/CIVIL

697 CAMBRIDGE STREET,

(SUIT103),

Tel:857-891-7478 617-782-1533

Fax:617-2025691

747 CAMBRIDGE

STREET, CAMBRIDGE

**MASSACHUSETTS** 

**REVISION BLOCK** 

DESCRIPTION

BRIGHTON, MA 02135

ENGINEERING CONSULTANTS

SPRUHAN ENGINEERING, P.C.

80 JEWETT ST, (SUITE 1)

NEWTON, MA 02458

Tel: 617-816-0722 Email:edmond@spruhaneng.com

DATE

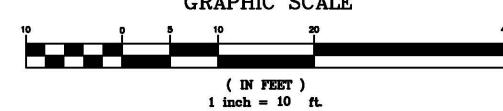
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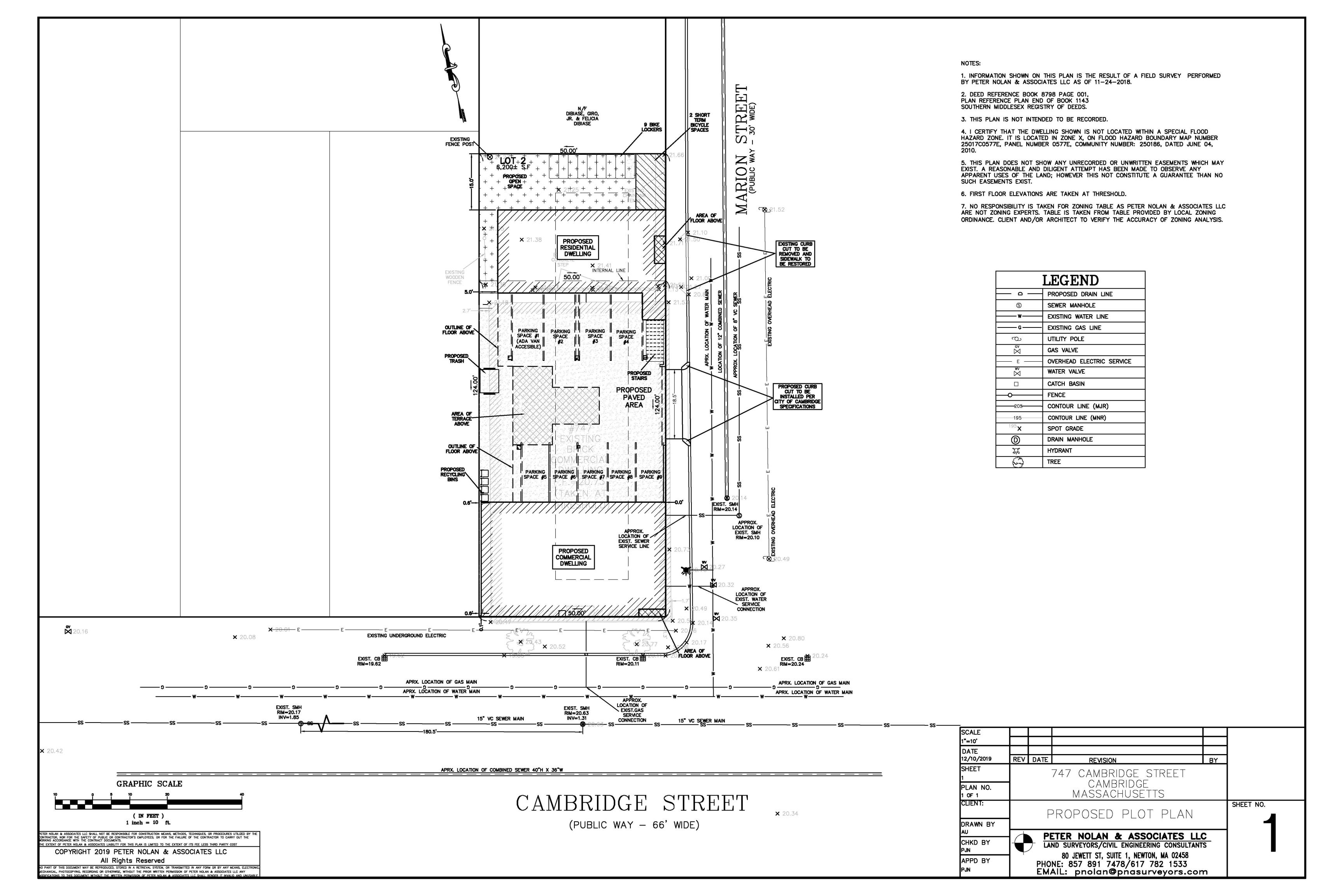
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	APPROVED BY:	PJN		
7/11/16			9111	

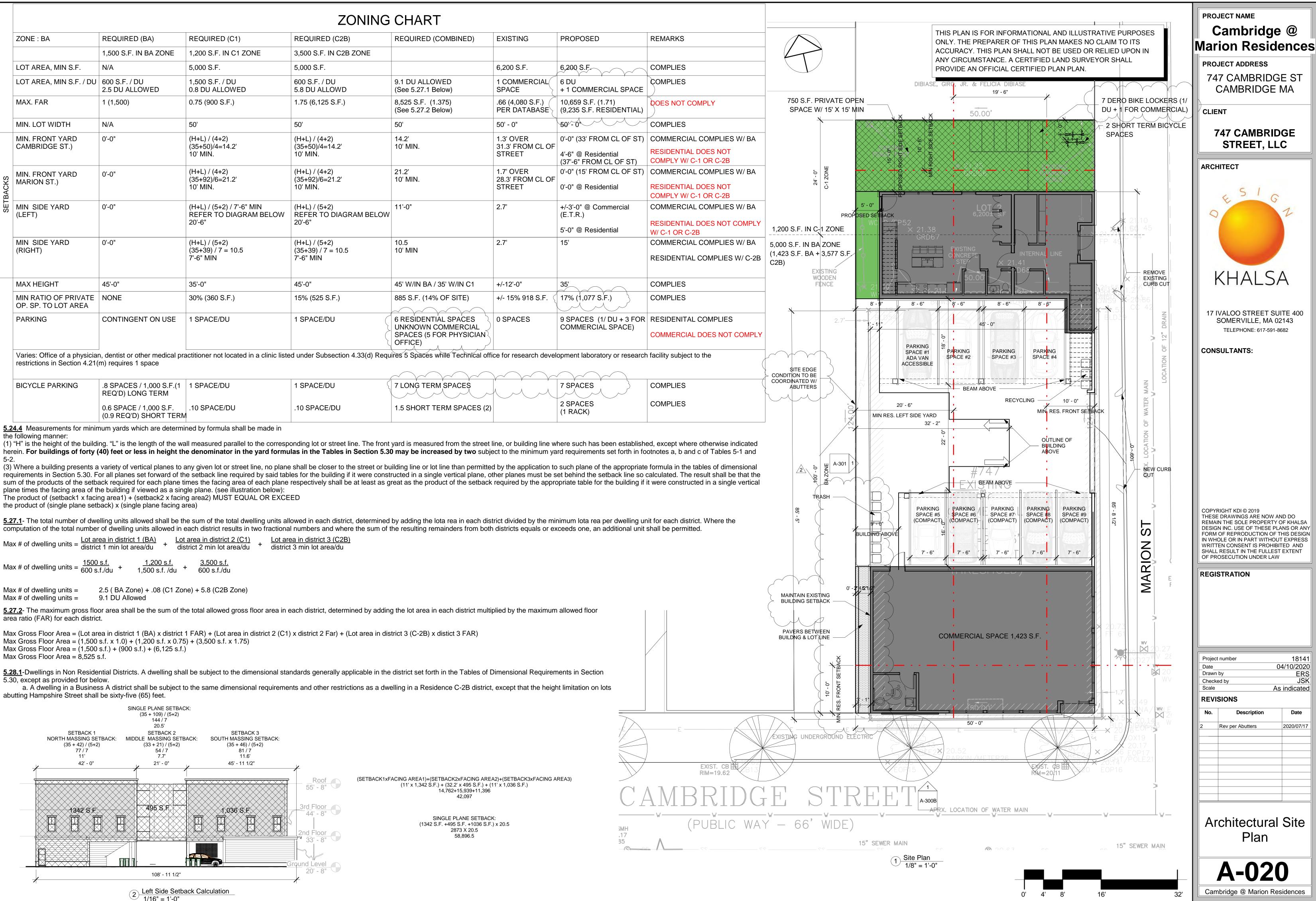
SHEET:

drawings.

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18141 04/10/2020 **ERS** JSK As indicated

> Date 2020/07/17 Rev per Abutters

**Architectural Site** Plan

The tables below summarize the zoning requirements for some typical land uses. For more detail, review Section 6.100 of the Zoning Ordinance. When calculating the required number of long-term or short-term bicycle parking spaces for a particular use, round up to the nearest whole number.

	Minimum Required Bicycle Parking (see pg. 7 for more details)		
Residential Use Type	Long-Term	Short-Term	
Single-family dwellings Two-family dwellings Rectories, parsonages	No minimum	No minimum	
Townhouse dwellings Multifamily dwellings	1.00 space per unit for the first 20 units in a building; 1.05 spaces per unit for additional units	0.10 space per unit on a lot (for lots with 4 or more units)	
Elderly oriented congregate housing	0.50 space per unit	0.05 space per unit	
Lodging houses, convents, monasteries, dormitories, fraternities, sororities	0.50 space per bed	0.05 space per bed	
Hotels, motels Tourist houses	0.02 space per sleeping room	0.05 space per sleeping room	

Where four or fewer long-term bicycle parking spaces are required, they may be provided in a covered outdoor location rather than an enclosed structure.



## ACCEPTABLE BICYCLE RACKS

There are a variety of designs for bicycle racks produced by many manufacturers. Bike racks can be purchased as single units, with a capacity of locking 2 bikes (one on each side), or as multiple units attached together, with a larger capacity. However, not all manufactured bicycle racks meet Cambridge's standards.



## Features of an acceptable bicycle rack:

- Installed on a permanent foundation (e.g., concrete pad) to ensure stability.
- Securely anchored into or on the foundation with tamper-proof nuts if surface
- Support for an upright bicycle by its frame horizontally in two (2) or more places. · Keeps both bike wheels on the
- ground. Design that prevents the
- bicycle from tipping over. Ability to support a variety of
- bicycle sizes and frame shapes. Space to secure the frame and
- one or both wheels to the rack with a cable, chain, or u-lock.
- Diameter of locking pole is no more than 1.5 inches.
- Galvanized or stainless steel racks are recommended (and required for racks on public property) because they hold up best.



Acceptable racks, like the Inverted U," "Swerve," and "Post and Ring" racks, have two-point support and fit a variety of cicycle types. Custom lesigns and "artistic" acks can also be used, provided they meet the performance criteria for bicycle racks.

### SITING BICYCLE PARKING

Bicycle parking must be designed for convenient daily use, not simply for storage of bicycles. Location is an extremely important factor in the usefulness of a bicycle rack. The rack must be located in a safe and accessible place with adequate space to maneuver a bicycle in and out.

### Safe locations are:

- In full view, maximizing visibility and minimizing vandalism, near pedestrian traffic, windows, and/or well-lit areas. Under cover, to protect bicycles from
- inclement weather. Far enough away from the street or parking spaces so that bicycles will not be damaged
- by cars, setback if possible. Not obstructing pedestrian traffic.
- Accessible locations have these characteristics:
- They are between the road/path that cyclists use and the entrance of the building.
- The primary access route is at least 5 feet wide.

**UNACCEPTABLE BICYCLE RACKS** 

Support the bicycle at only one point.

Support the bicycle by one wheel.

Bicycle racks must NOT:

- The primary access route does not have a slope greater than 5% (8% if level landing is provided every 30 feet of linear distance).
- Access may be provided by an elevator with interior dimensions of 80" x 54".
- Close to the main entrance that cyclists use for the building. For short-term

parking within 25' is ideal but no more than 50' is required.

Weather-protected bicycle parking is desirable where bikes are parked for long periods.



Allow the bicycle to fall, which can damage the bike and block pedestrian

Connect to each other with a bar on top (that can block handlebars and baskets.

Suspend any part of the bike in the air or require that the bicycle be lifted to get it

Have sharp edges, that can be hazardous to the visually impaired.

#### Long-Term:

SHORT-TERM AND LONG-TERM PARKING

Some aspects of bicycle parking are different depending on whether it will serve people who are storing bicycles all day long or overnight, or people who are making short trips to and from the site.

Long-term Bicycle Parking must be located in an enclosed, limited-access area designed to protect bicycles from precipitation and from theft. It may be provided in the following types of facilities:

- Enclosed spaces in a building, such as bicycle rooms or garages. · Bicycle sheds, covered bicycle cages, or other fully covered and enclosed structures within
- 200 feet of the main building entrance. Bicycle lockers, or fixed-in-place containers wherein single bicycles may be securely stored

and protected.

 Weather-protected bicycle parking spaces that are monitored at all times by an attendant or other security system.



photo by John Luton

photo by Mark Horowitz Short-term bicycle parking must be located in a publicly accessible space within 50 feet of pedestrian entrances. Short-term bicycle parking is intended primarily to serve visitors, such as retail patrons making trips of up to a few hours; however, it may serve other bicycle users as needed.

#### PARKING GARAGES

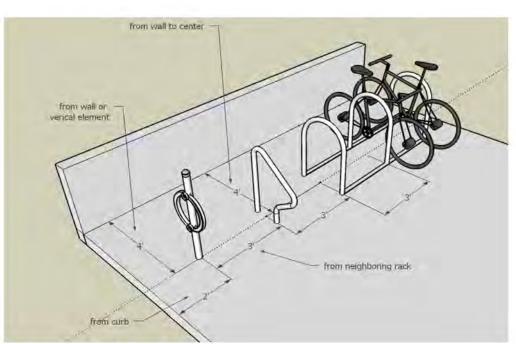
Bicycle parking in parking garages must be either on the same level as the entrance to the garage from the street or accessible via automobile ramps designed to serve bicyclists (with slope of less

than 5% or less than 8% with a landing every 30 feet), or near an elevator that is sufficiently large to accommodate bicycles. Bicycle racks inside parking garages must still meet the security standards of short-term racks or lockers. Where long-term bicycle parking is next to automobile parking or loading, a physical barrier, such as bollards, must be provided.

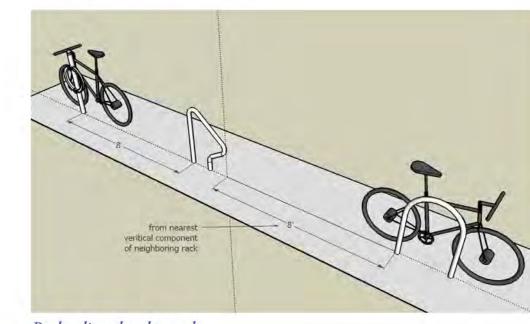


## LAYOUT DIMENSIONS

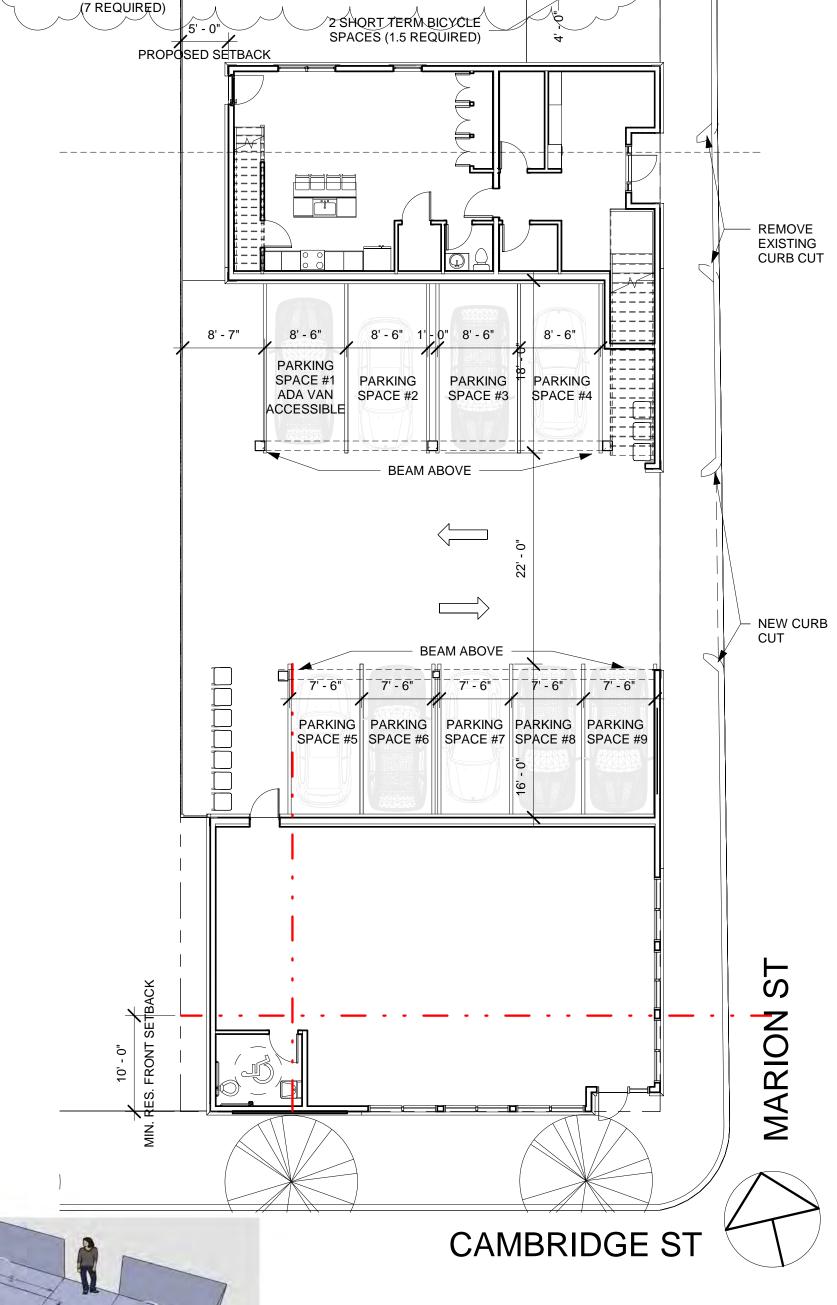
Proper layout of bicycle racks is essential to ensure that they will safely and conveniently accommodate the intended number of bicycles. Layout must follow these minimum dimensions:



Racks aligned side by side



Racks aligned end to end



Bike Parking Plan

LONG TERM BIKE STORAGE: 7 SPACES

PROVIDED

Enclosed rack area with 20 or more racks, with pedestrian aisle and at least 5% of spaces providing an additional 2 feet of space for tandems and trailers.

### Distance to other Racks:

- Rack units aligned parallel to each other (side by side) must be at least 3 feet apart. This includes racks that are sold as multiple rack units attached together.
- Rack units aligned end to end must be at least 8 feet apart.

## Distance from Wall:

- Rack units placed perpendicular to a wall must be at least 4 feet from the wall to the center of the rack.
- Rack units parallel to a wall must be at least 3 feet from the rack to the wall. Distance from a Curb:
- Rack units placed perpendicular to the curb must be at least 4 feet from the curb to the center of the rack.
- Rack units placed parallel to the curb must be at least 2 feet from the curb to the rack.

### Distance from a Pedestrian Aisle:

- Rack units perpendicular to a pedestrian aisle must be at least 4 feet from the center of the rack to the edge of the aisle, and have at least a 5 feet wide aisle.
- Where 20 or more bicycle parking spaces are required, at least 5% of the spaces must be 10 feet long instead of 8 feet to allow space for tandems and trailers.

Racks should be at least 14 feet from curbside fire hydrants and 6 feet from wall

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PROJECT ADDRESS

CLIENT

ARCHITECT

Cambridge @

Marion Residences

747 CAMBRIDGE ST

CAMBRIDGE MA

747 CAMBRIDGE

STREET, LLC

KHALSA

17 IVALOO STREET SUITE 400

SOMERVILLE, MA 02143

TELEPHONE: 617-591-8682

CONSULTANTS:

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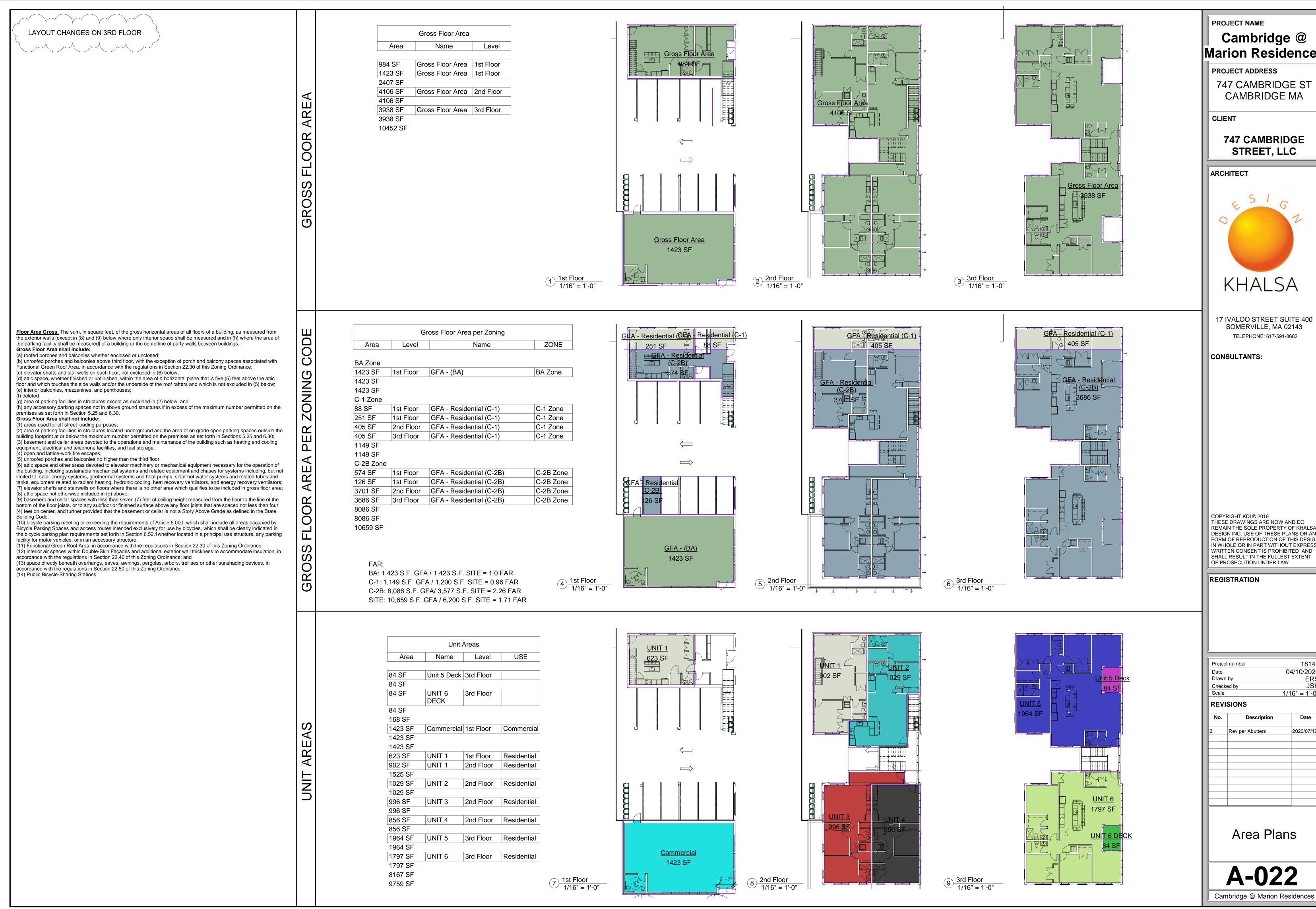
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## REVISIONS

No.	Description	Date
2	Rev per Abutters	2020/07/17

Bike Parking Plan

A-021



PROJECT NAME

Cambridge @ Marion Residences

**PROJECT ADDRESS** 

747 CAMBRIDGE ST CAMBRIDGE MA

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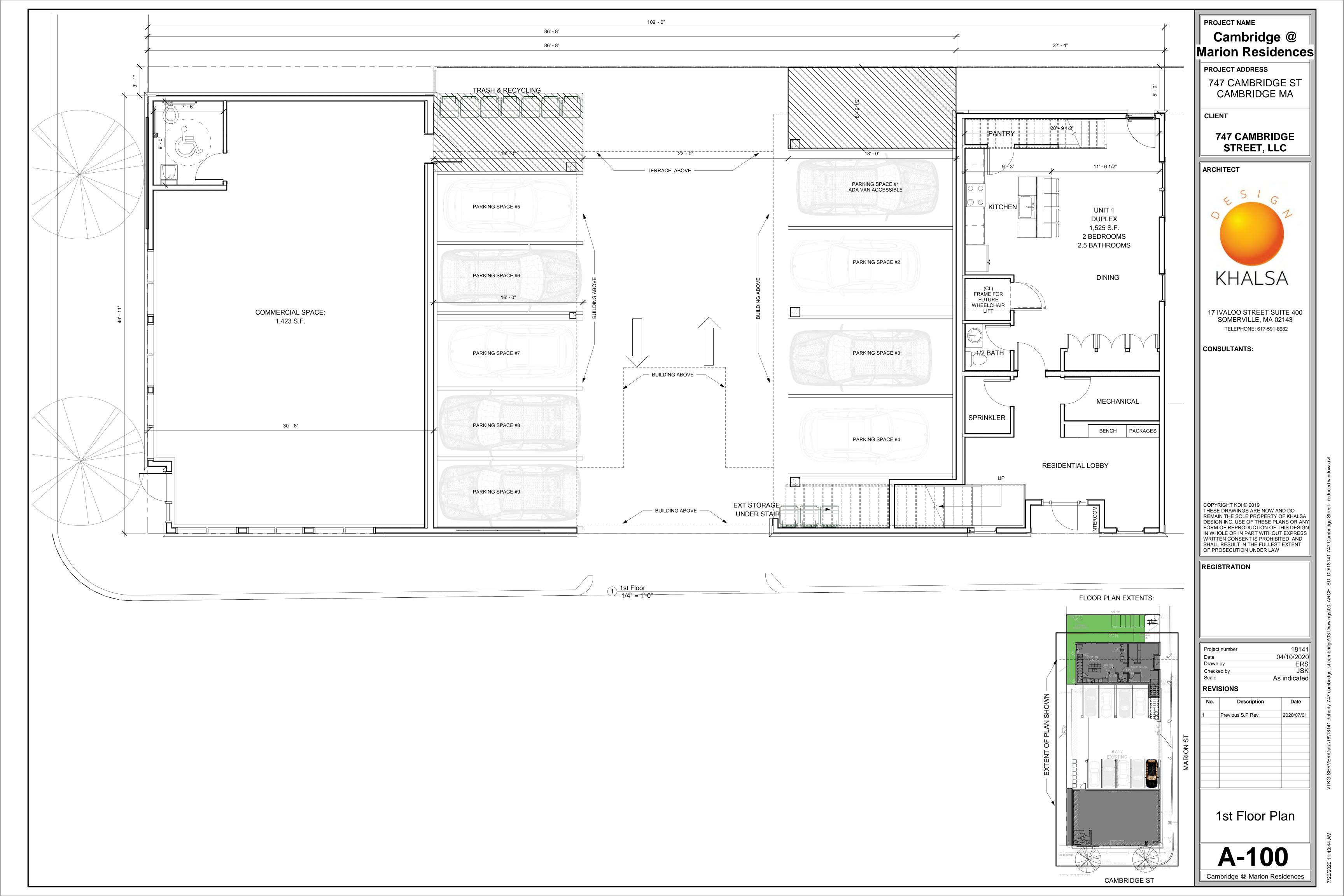
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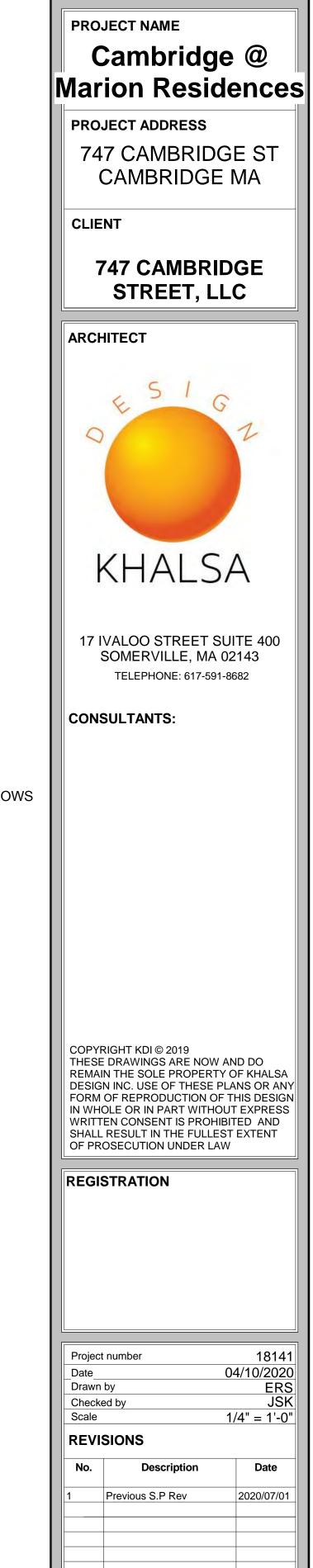
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Area Plans

**A-022** 



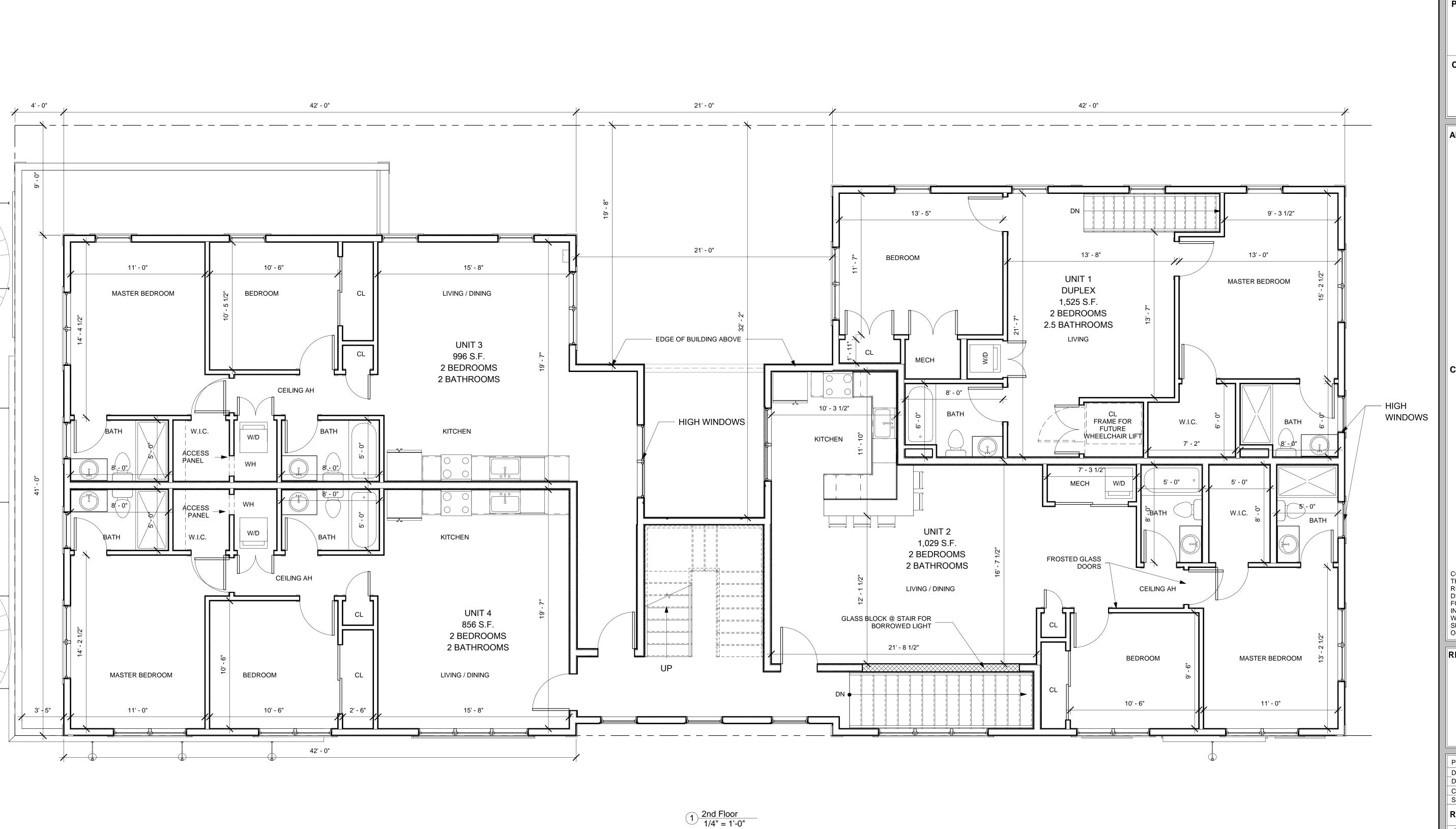


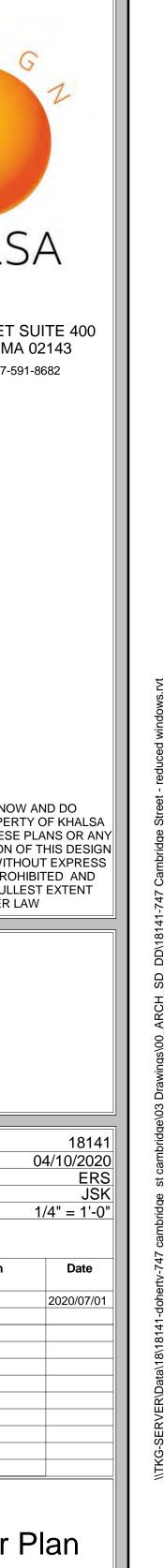


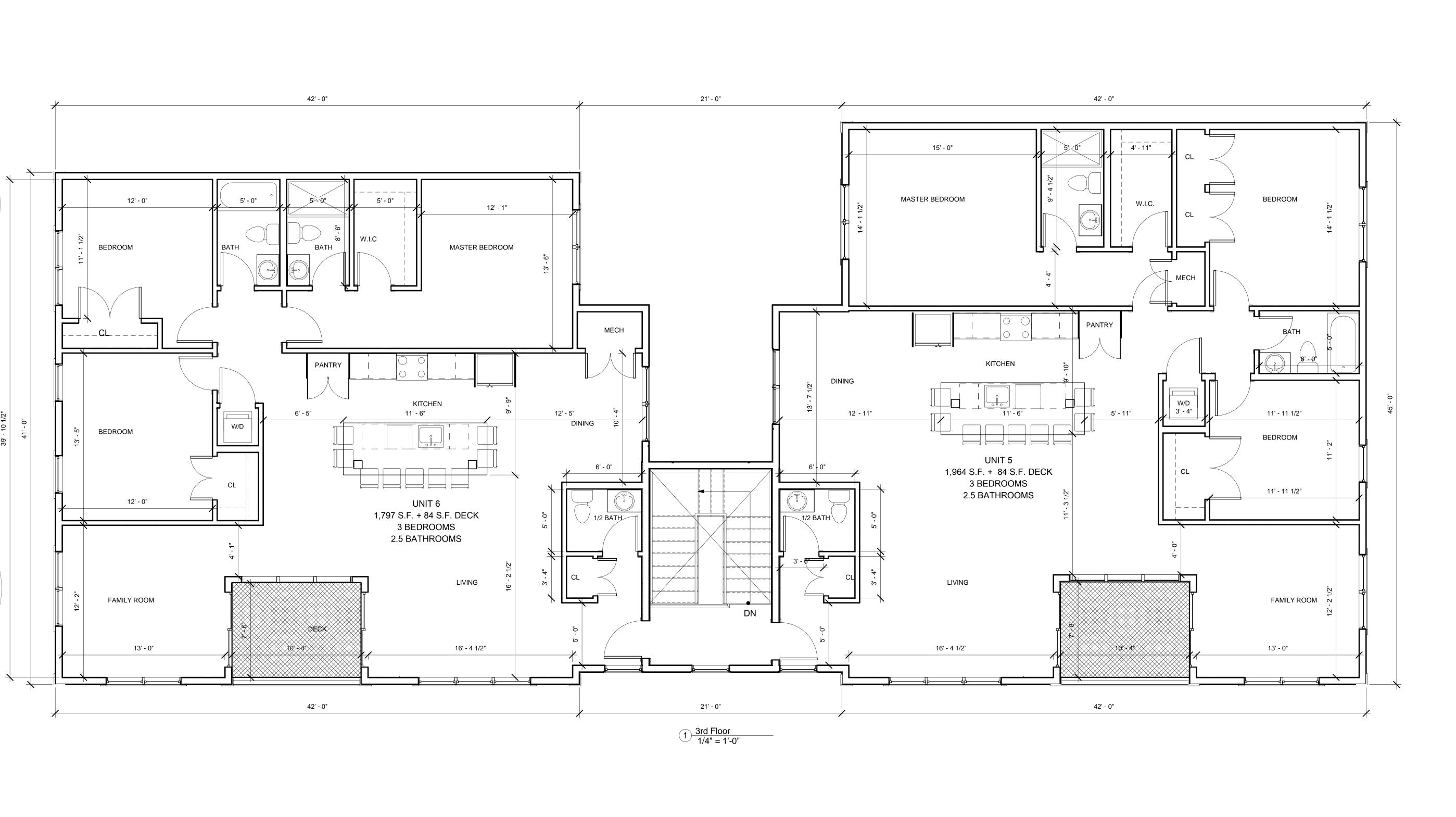
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No.	Description	Date
1	Previous S.P Rev	2020/07/0

2nd Floor Plan







PROJECT NAME Cambridge @ Marion Residences

PROJECT ADDRESS

747 CAMBRIDGE ST CAMBRIDGE MA

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747 CAMBRIDGE STREET, LLC

ARCHITECT



17 IVALOO STREET SUITE 400 SOMERVILLE, MA 02143 TELEPHONE: 617-591-8682

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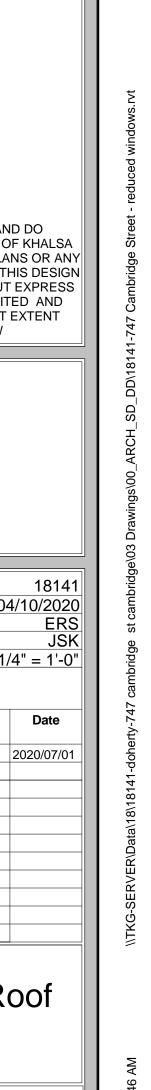
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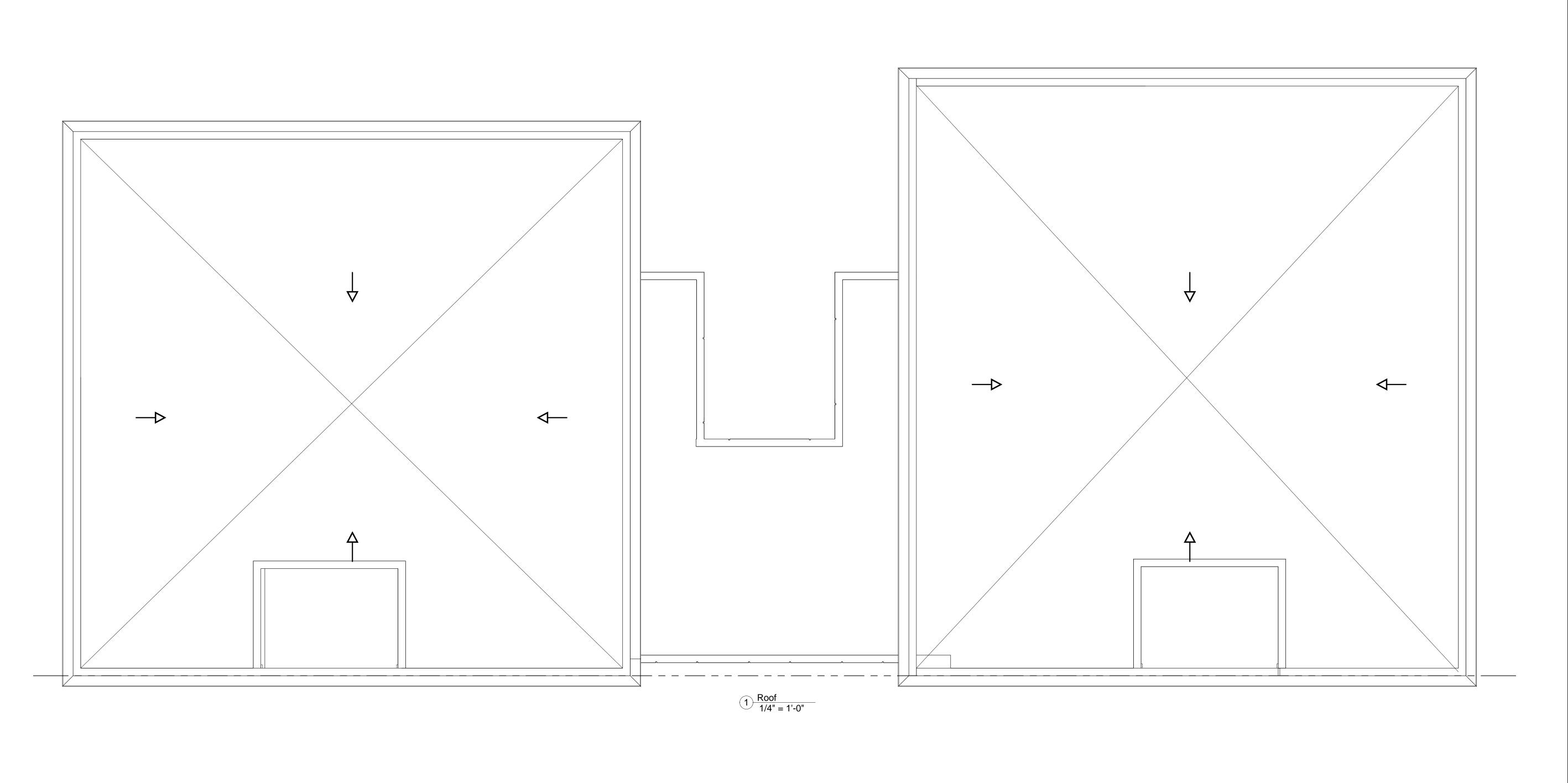
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3rd Floor Plan





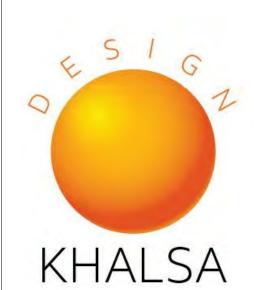
PROJECT NAME

Cambridge @ Marion Residences

PROJECT ADDRESS 747 CAMBRIDGE ST CAMBRIDGE MA

CLIENT 747 CAMBRIDGE

STREET, LLC ARCHITECT



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Proposed Roof Plan





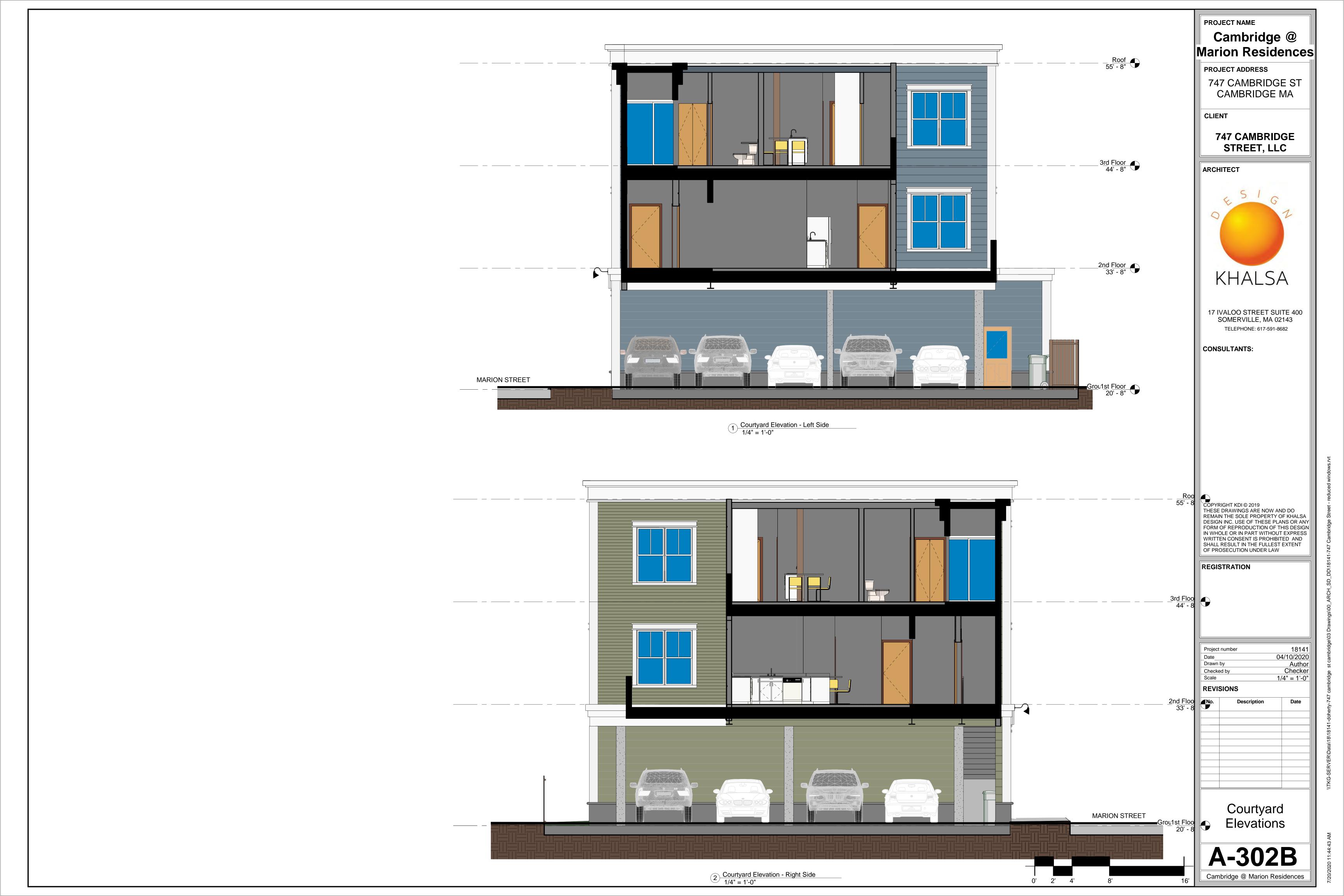
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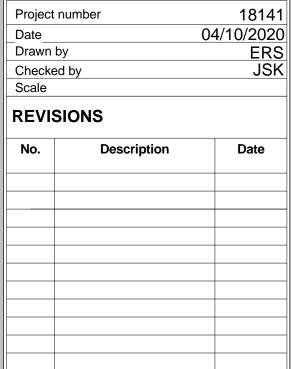


Cambridge @

CLIENT

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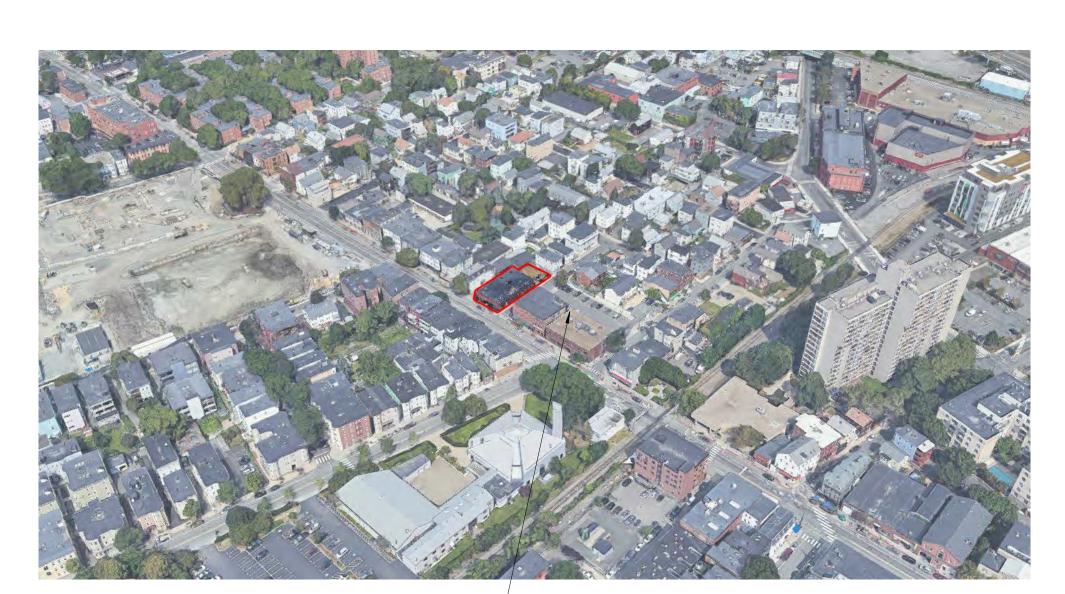


Neighborhood





SITE: 747 CAMBRIGE ST



SITE: 747 CAMBRIDGE ST



VIEW TOWARDS REAR OF

SITE FROM MARION ST

**VIEW TOWARDS SITE** FROM BERKSHIRE ST @ **CAMBRIDGE ST** 



**VIEW TOWARDS SITE** 

FROM CARDINAL

MEDEIROS AVE @

**CAMBRIDGE ST** 

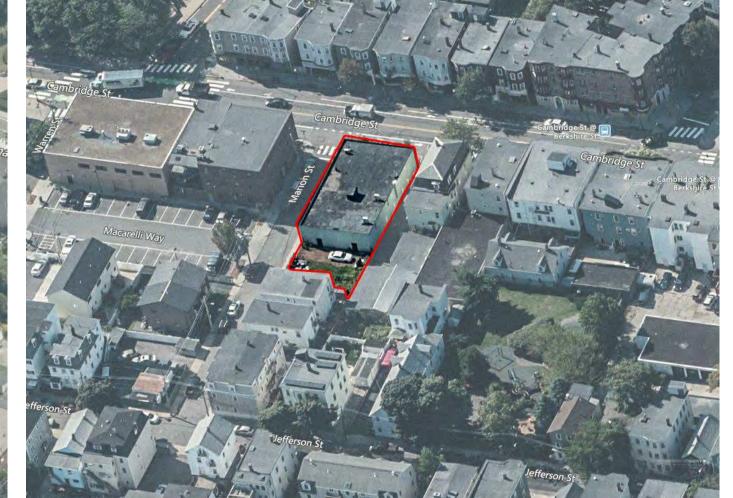
BIRD'S EYE VIEW (EAST LOOKING WEST)



BIRD'S EYE VIEW (SOUTH LOOKING NORTH)



BIRD'S EYE VIEW (WEST LOOKING EAST)



BIRD'S EYE VIEW (NORTH LOOKING SOUTH)

PROJECT NAME

TELEPHONE: 617-591-8682

WRITTEN CONSENT IS PROHIBITED AND SHALL RESULT IN THE FULLEST EXTENT

REGISTRATION

OF PROSECUTION UNDER LAW

Photos

PROJECT NAME Cambridge @

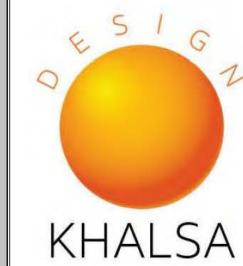
**Marion Residences** 

PROJECT ADDRESS

747 CAMBRIDGE ST CAMBRIDGE MA

CLIENT 747 CAMBRIDGE STREET, LLC





17 IVALOO STREET SUITE 400 SOMERVILLE, MA 02143 TELEPHONE: 617-591-8682

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REGISTRATION

18141 Project number 04/10/2020 ERS JSK

Date

Drawn by Checked by

REVISIONS

Perspectives

AV-2

Cambridge @ Marion Residences





1 MARION ST





CHARLES SHE HOMES



PROJECT NAME

## Cambridge @ Marion Residences

PROJECT ADDRESS

747 CAMBRIDGE ST

CAMBRIDGE MA

CLIENT

747 CAMBRIDGE STREET, LLC

ARCHITECT



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OF PROSECUTION UNDER LAW

REGISTRATION

Project	number	18141
Date	0	4/10/2020
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REVI	SIONS	
No.	Description	Date
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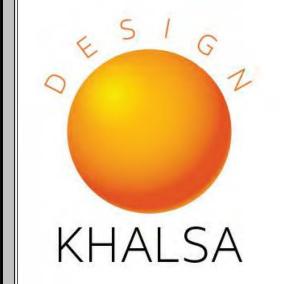
Rendering

SUMMER

EQUINOX

747 CAMBRIDGE STREET, LLC

ARCHITECT



17 IVALOO STREET SUITE 400 SOMERVILLE, MA 02143 TELEPHONE: 617-591-8682

CONSULTANTS:

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Project number

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18141

Shadow Study



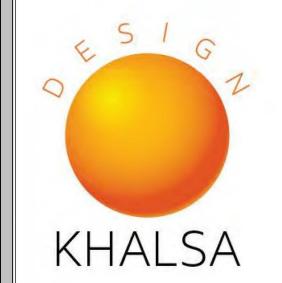






SUMMER

EQUINOX



17 IVALOO STREET SUITE 400 SOMERVILLE, MA 02143 TELEPHONE: 617-591-8682

CONSULTANTS:

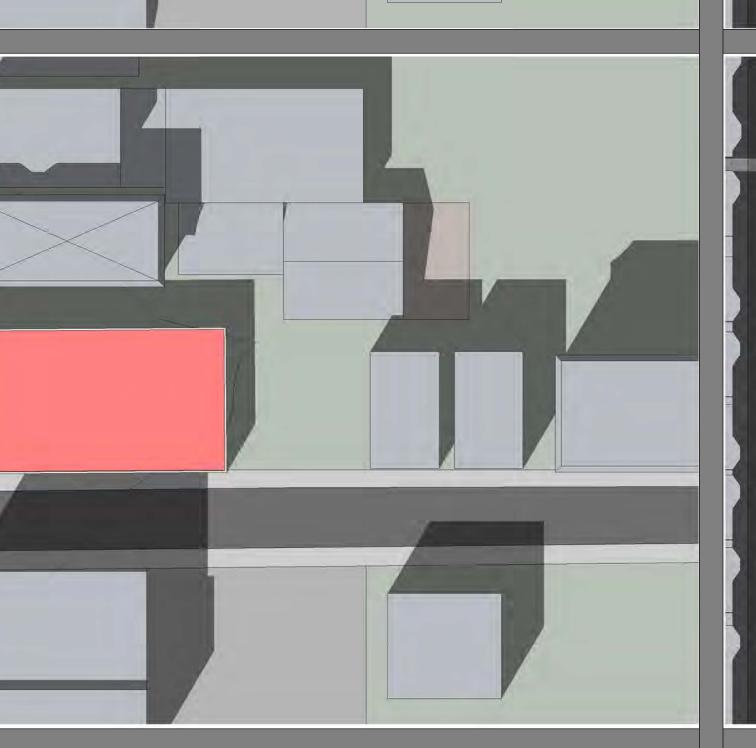
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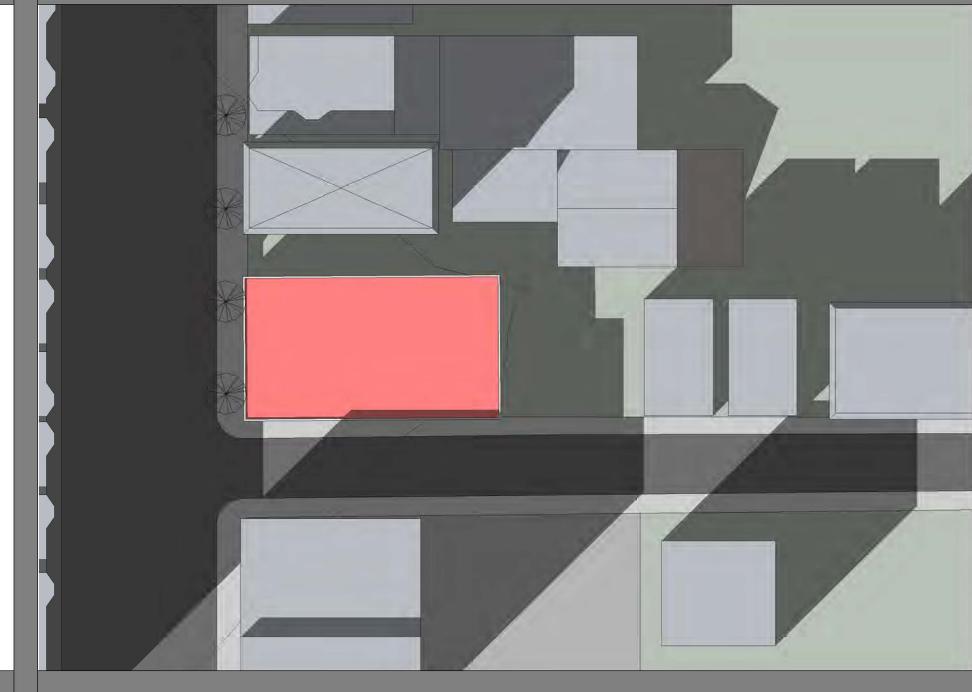
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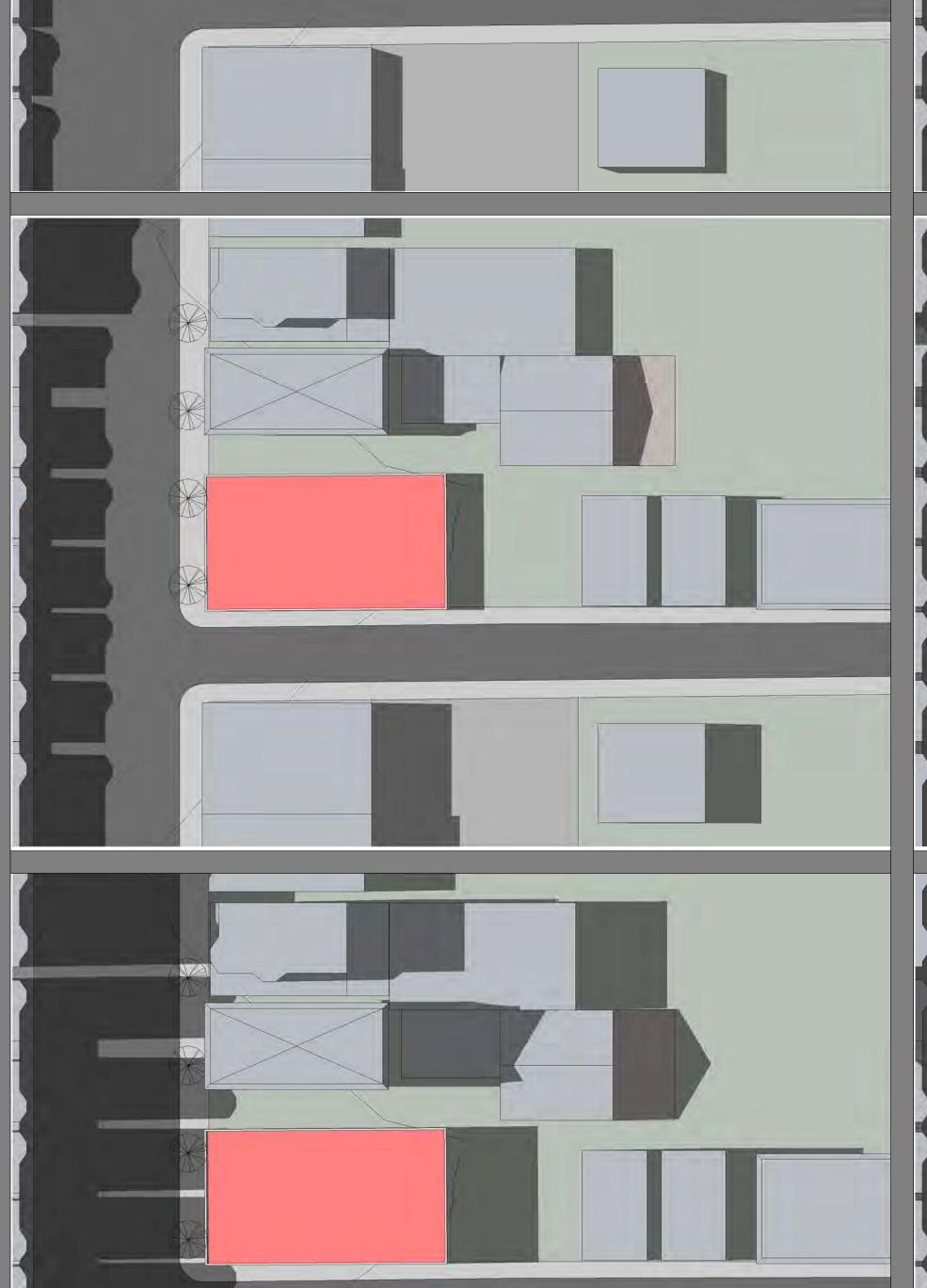
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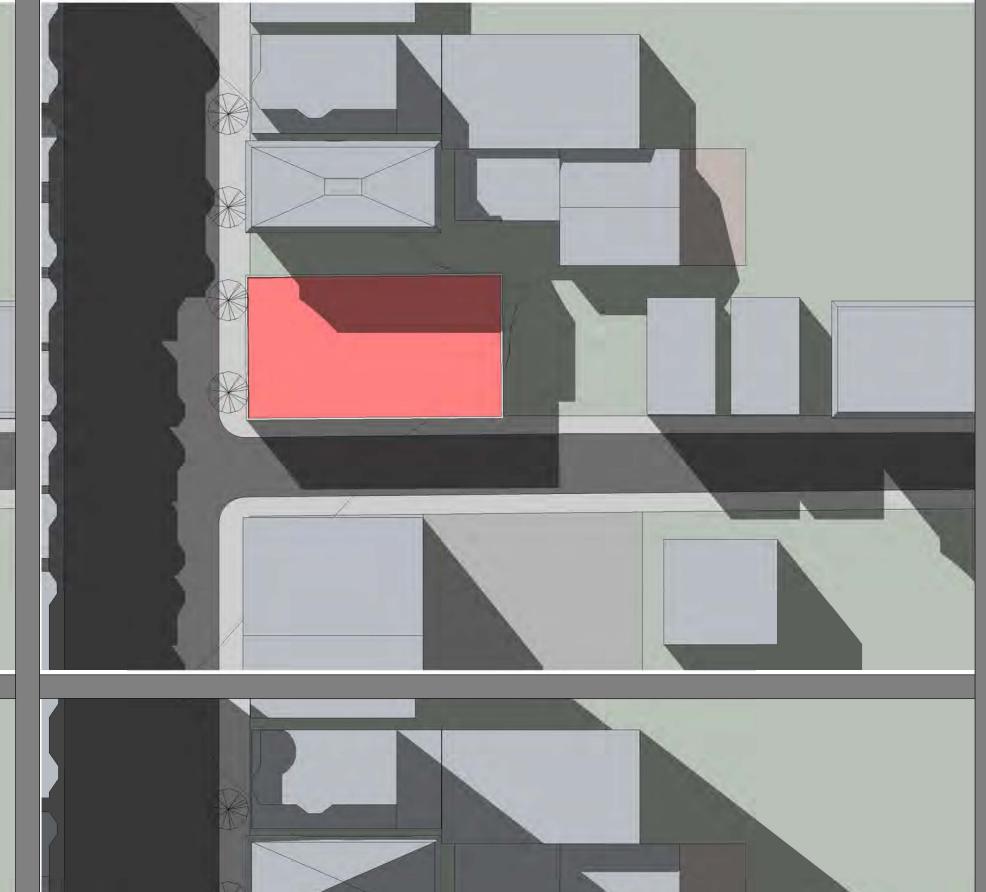
Existing Shadow Study











## BZA APPLICATION FORM SUPPORTING STATEMENT FOR A SPECIAL PERMIT AMENDED 07/17/2020

Please describe in complete detail how you meet each of the following criteria referring to the property and proposed changes or uses which are requested in your application. Attach sheets with additional information for special permits which have additional criteria, e.g.; fast food permits, comprehensive permits, etc., which must be met.

Granting the Special Permit requested for 747 Cambridge Street for the reduction of required parking under Section 6.35.1 of the Zoning Ordinance would not be a detriment to the public interest because:

#### A) Requirements of the Ordinance can or will be met for the following reasons:

The proposed project includes Allowed Uses under the requirements of the Zoning Ordinance. The Zoning Ordinance requires six (6) residential parking spaces (1 per dwelling unit) and commercial parking spaces for the proposed project (depending on the eventual commercial use). The proposed project provides for nine (9) total parking spaces, with a one to one parking ratio for the residential units in compliance with the Ordinance, and three (3) commercial parking space for the proposed new ground floor commercial use. Therefore, a Special Permit is required for the commercial parking spaces required for the commercial use.

The lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, as the existing condition at the property site does not provide any on-site parking allotment for patrons and, in fact, the proposed future condition for the ground floor commercial space provides for less overall commercial space than existing, thus requiring less off-street parking, thus mitigating the requirements of the Ordinance and lessening the current impacts of the use at the site. The revised proposed project now includes three (3) dedicated parking spaces for the ground floor commercial space, whereas the existing condition for the current Polish club does not provide <u>any</u> current on-site parking allotment for patrons or employees.

Finally, in conformance with the determining factors itemized in Section 6.35.1 of the Ordinance, less off-street parking is reasonable in light of the availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station and the availability of public parking facilities in the vicinity of the premises. Specifically, the property is located within a short walk directly down Cambridge Street at approximately 0.6 miles from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. The property is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and future patrons/employees of the ground floor commercial space. Lastly, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

## B) Traffic generated or patterns of access or egress would not cause congestion hazard, or substantial change in established neighborhood character for the following reasons:

The addition of six (6) new residential units will cause a de minimus increase in traffic thereby not causing congestion hazard or a substantial change in the established neighborhood character. Additionally, the project proposes for garage access and egress from a single curb cut located along Marion Street, thereby mitigating impacts along the busier main thoroughfare of Cambridge Street from vehicular entry and exit for the proposed project.

## C) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use for the following reasons:

The proposed project will not adversely affect the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance because the proposed multifamily residential use (and the anticipated the ground floor commercial space use) for the project are Allowed Uses under the Ordinance. Additionally, there has been a long-time utilization of the property site for a commercial use (the Polish Club) at the premises. Further, while the proposed project does not provide the required parking allotment, it does provide a one-to-one parking ratio for the residential units and three (3) dedicated parking spaces for the ground floor commercial space, whereas the existing condition for the Polish club does not provide any on-site parking allotment for patrons or employees. Additionally, and as stated above, the property is located within short walking distance from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. It is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and future patrons/employees of the ground floor commercial space. Lastly, again, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

## D) Nuisance or hazard would not 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 for the following reasons:

No nuisance or hazard will be created by the proposed uses to the detriment of the health, safety and/or welfare of the occupant of the proposed use because the proposed multifamily residential use (and the anticipated the ground floor commercial space use) for the project are Allowed Uses under the Ordinance. The Appellant has given special attention to the siting, scale, design, and scope of the new structure, open space and vehicular and pedestrian access and neighborhood safety. Additionally, the Ordinance identifies the applicable Residence C-1 Zone as designated for "multifamily dwellings" and the Business A Zone as designated for "local and drive in retail business, offices and

multifamily dwellings," which the proposed development contemplates as described within this application.

## E) For other reasons, the proposed use would not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this ordinance for the following reasons:

Again, the project's proposed uses, the proposed multifamily residential use (and the anticipated the ground floor commercial space use) for the project, are Allowed Uses under the Ordinance and the project's required dimensional relief is alleviated by certain other mitigating factors, as described herein and presented to the Board at the public hearing. Furthermore, the proposed project has been thoroughly processed with the community, with certain project modifications designed to lessen the related impacts on the immediate neighborhood (including the ground floor commercial space utilization), and the Appellant's proposed development will result in the much-needed revitalization of an under-utilized, irregularly shaped and unique property site with a new, Allowed Multifamily Residential Use, while also preserving the long-existing ground floor commercial use to continue serving the community, in a manner which is consistent with, and complementary to, the immediate and surrounding neighborhood. Therefore, the proposed use will not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of the Ordinance.

## BZA APPLICATION FORM SUPPORTING STATEMENT FOR A VARIANCE AMENDED 07/17/2020

EACH OF THE FOLLOWING REQUIREMENTS FOR A VARIANCE MUST BE ESTABLISHED AND SET FORTH IN COMPLETE DETAIL BY THE APPLICANT IN ACCORDANCE WITH MGL 40A, SECTION 10:

A) A literal enforcement of the provisions of this Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant for the following reasons:

A literal enforcement of the provisions of the Ordinance would involve a substantial financial and architectural hardship to the Appellant. Underutilized for many years as a single-story citizens club in a squat, unappealing brick building, the property site is ideal for infill improvement and revitalization, and for certain enhancements of pedestrian connectivity to the nearby, vibrant business districts and public transportation nodes. In response to the existing conditions, the proposal has been carefully designed and planned as a transit and pedestrian focused development with upgraded connectivity and walkability.

The site itself is located within two zoning districts: the front 100 feet is located in the BA Zone (Business A) and the rear 24 feet is located in the C-1 Zone (Residence C-1); as such, the proposed use as a multifamily residential dwelling is Allowed in both zones. The Business A Zone also Allows many of the potential uses for the proposed new ground floor commercial space, which will remove and replace the long-existing Polish-American Citizens' Association of Cambridge, Inc. (the "Polish Club") space. Please note, the ground floor commercial space is not situated within the 1,200 square feet of the Project Site located in the rear C-1 Zone and therefore its use provisions are not applicable.

If the property site was located entirely within the BA Zone, then Section 5.28-1 Dwellings in Non-Residential Districts would be applicable. A dwelling in a Business A district is subject to the same dimensional requirements and other restrictions as a dwelling in a Residence C-2B district. Therefore, the maximum Floor Area Ratio ("FAR") would be increased to 1.75 and the project's proposed revised and reduced FAR of 1.71 would be in conformance with the allowed maximum. In response to feedback from the Planning Board and nearby residents, the Appellant reduced the proposed FAR from 1.84, and an 11,451 square foot building, to 1.71, and a 10,659 square foot building. This, coupled with the proposed new ground floor commercial space, provides the proponent's rationale for requiring an FAR variance from the Ordinance combined maximum of 1.375. The proposed project allows for six (6) new homeownership units; including four (4) two-bedroom, two-bathroom units, and two (2) three-bedroom, two-bathroom units, as development without displacement and provides brand new ground floor commercial space to help serve the immediate neighborhood along the Cambridge Street corridor.

Additionally, as the property site fronts on two streets (Cambridge and Marion), it requires certain zoning relief for Side Yard Setback, which is also due to the property site's narrow width of 50 feet in comparison to its length of approximately 125 feet.

B) The hardship is owing to the following circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such land or structures but not affecting generally the zoning district in which it is located for the following reasons:

The substantial hardship is due to the unique location of the property site, which is located on the corner of Cambridge Street and Marion Street in the City's Wellington-Harrington neighborhood. Situated on an approximately 6,200 square foot lot, the existing building is a single story brick building which covers a majority of the Site and is located in two zoning districts: the front 100 feet is located in the BA Zone (Business A) and the rear 24 feet is located in the C-1 Zone (Residence C-1). Additionally, certain of the zoning relief required for the project is due to the property site's narrow width of 50 feet in comparison to its length of approximately 125 feet. These irregularities have caused issues with siting the building in an appropriate manner on the property site without violating the setback requirements. The property location on the corner (as further illustrated in the project drawings and at the Board hearing) presents a practical difficulty in locating the structure of the Allowed Multifamily Residential Use and proposed new ground floor commercial space, for the purpose of providing additional quality housing in the neighborhood, and the set-backs required are mitigated by the property site's location and shape, unlike many other nearby properties.

Additionally, the existing building currently encroaches onto the sidewalk at numerous points and the proposed project would greatly improve this existing condition by providing enhancements of pedestrian connectivity as it is carefully designed and planned as a transit and pedestrian focused development with upgraded connectivity and walkability.

#### C) DESIRABLE RELIEF MAY BE GRANTED WITHOUT EITHER:

#### 1) Substantial detriment to the public good for the following reasons:

There will be no substantial detriment to the public good as the proposed project has been thoroughly processed with the community and the Appellant's proposed development will result in the much-needed revitalization of an under-utilized, irregularly shaped and unique property site with a new, Allowed Multifamily Residential Use, while also adding new and improved ground floor commercial space to better serve the community, in a manner which is consistent with, and complementary to, the immediate and surrounding neighborhood. Additionally, the Appellant has now made certain project modifications in order to lessen the impact of the proposed project on the immediate area thus causing less of a detriment to the public good. In this regard, the following project modifications are now incorporated into the proposal:

- Removed three (3) dwelling unit such that the project now consists of six (6) dwelling units and the ground floor commercial space;
- Reduced the massing of the building by approximately 1,000 square feet;
- Reduced the FAR from approximately 1.84 to approximately 1.71;
- Adjusted setbacks and enclosed stairs and connector piece;
- Correspondingly increased the amount of open space with an increase from approximately 19.7% (1,227 square feet) to approximately 21% (1,350 square feet);
- Pulled the North (Rear) massing inward (towards Marion St) by approximately 1'6" to maintain five (5') feet between the proposed new building and the direct abutter's property. The left side setback is now five (5') feet at this portion of the building.
- Pulled the South (Front) massing inward (towards Marion St) by approximately 2'6" to align with wall of the existing structure. The left side setback is now 3'-1" at this portion of the building.
- Extended the drive aisle to 22' to accommodate for four (4) full size spaces at the north side, while still proposing five (5) compact spaces for a total of nine (9) parking spaces, with a 1 to 1 parking ratio for the residential units and three (3) additional available space for the new ground floor commercial space;
- Added a common lobby to the building and enclosed the stair and connector piece for a
  more cohesive and appealing design program, with the connector piece now clad with
  cementitious boards and reglets rather than cedar siding; and
- Simplified the massing along Marion Street and made additional building reconfigurations.
- Reduced the number of windows on the left side facades.

Additionally, the proposed project provides development without residential displacement by adding six (6) new residential condominium homeownership units while maintaining and improving the ground floor commercial space. As part of the proposed project, the Appellant will also be removing an eyesore building in need of remediation and upgrade from an important and visible corner in the City.

In furtherance of this particular finding, the Appellant held its own informal abutter meeting on April 22, 2019, at the property site and also presented the proposed project to the East

Cambridge Business Association on May 14, 2019, at the Loyal Nine restaurant at 660 Cambridge Street. The Appellant held a follow up abutter meeting on December 4th, 2019, at the Kennedy-Longfellow School Auditorium, 158 Spring Street Cambridge MA 02141, in close proximity to the project site, in order to present the above-detailed project modifications and revisions to the abutters and neighbors of the site. As such, the Appellant submits that the requested relief is consistent with the character and concerns providing for the public good, as the Appellant has given special attention to the siting, scale, design, and scope of the new structure, open space and vehicular and pedestrian access and neighborhood safety. Additionally, the Ordinance identifies the applicable Residence C-1 Zone as designated for "multifamily dwellings" and the Business A Zone as designated for "local and drive in retail business, offices and multifamily dwellings," which the proposed development contemplates as described within this application.

## 2) Relief may be granted without nullifying or substantially derogating from the intent or purpose of this Ordinance for the following reasons:

Relief may be granted without nullifying or substantially derogating from the intent or purpose of the Ordinance in regards to the Appellant's project because its proposed uses are Allowed under the Ordinance and the project's required dimensional relief is mitigated by its location in two (2) different zoning districts despite being only a 6,200 total square foot property. Additionally, as detailed above, if the site was located entirely within the BA Zone, then the maximum FAR would be 1.75 and the project's proposed FAR of 1.71 would be in conformance with the allowed maximum FAR. Additionally, the FAR relief requested is mostly required in order to provide the proposed new commercial space on the ground floor to help support the local community. The project's required relief for Front Yard Setback and Side Yard Setback are also de minimus in nature as the existing building currently encroaches onto the sidewalk at numerous points and the proposed project would improve this existing condition. The proposed right Side Yard Setback is 15'8", in excess of the required 10'8.5" right Side Yard Setback calculation, while the Front Yard Setbacks at both Cambridge Street and Marion Street (as it is a corner lot) are mitigated by the fact that these setbacks are consistent with the existing street line conformity on a busy commercial street with no material impact on any direct abutters.

Finally, while the proposed project does require zoning relief for both the parking space size allocation and the parking amount, it does provide a one-to-one parking ratio for the residential units and a **three** (3) dedicated parking spaces for the new ground floor commercial space, whereas the existing condition for the Polish Club does not provide <u>any</u> current on-site parking allotment for patrons. As further mitigation of the on-site parking programming deficiency caused primarily by the lack of parking for the new ground floor commercial space, the property is located a short walk directly down Cambridge Street at approximately 0.6 miles from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. It is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and future patrons/ employees of the ground floor commercial space. Lastly, the proposed

project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.



# CITY OF CAMBRIDGE MASSACHUSETTS BOARD OF ZONING APPEAL 831 MASSACHUSETTS AVENUE CAMBRIDGE, MA 02139 617 349-6100

2019 DEC 19 PM 12: 40

#### **BZA APPLICATION FORM**

OFFICE OF THE CITY CLERK Planty & BRIDEZA 101723212019ETTS

**GENERAL INFORMATION** 

		ions the Boa	rd of Zoning Appeal for th		
Special Pe	ermit: V		Variance : √	_	Appeal :
PETITION	ER: 747 Camb	oridge St,	LLC - C/O Ed Doher	cty, Kems Holdi	ng Corporation
PETITION	ER'S ADDRESS :	200 Br	oadway, Suite 103 L	ynnfield, MA 01	.940
LOCATION	N OF PROPERTY :	747 Cam	mbridge St Cambridge	, MA 02135	
LOOATIO	TOT THOTENTT.				
TYPE OF (	OCCUPANCY:	Mixed		ZONING DISTRICT :	Business A Zone & Residence C-1 Zone
REASON F	FOR PETITION :				Residence C-1 Zone
		Structure			
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	TION OF PETITIONE				
					oor commercial space of
					on the upper floors,
					designed building with access. The proposed
					picycle parking spaces.
		*****			
SECTIONS	OF ZONING ORDIN	NANCE CITE	D:		
Article	5.000	Section	5.27.2 (Floor Area	Ratio).	
Article	5.000	Section	5.24 (Front & Side	Yard Setback).	
Article	6.000	Section	6.34 (Parking Space	e Size Allocati	on).
Article	6.000	Section	6.35.1 (Reduction	of Required Par	king).
Article	5.000	Section	5.31 & 5.33 (Table	of Dimensional	Requirements).
		_		1 7	
			Original Signature(s) :	11	
			Original Olghature(3).	-,	(Petitioner(s) / Owner)
				Edward	Dohert
				_ Lojve of A	(Print Name)
				2 0	
			Address:	200 Broad	ulay Suite 103
				Lynnfield	MA 01940
			Tel. No. :	478-360	- 9558
			E-Mail Addr	ress: edoher	Makemscob.com
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PROJECT NAME

Cambridge @

18141

12/17/2019

Checked by Scale		JSK 1" = 100'-0"	
REVISION			
No.	Description	Date	

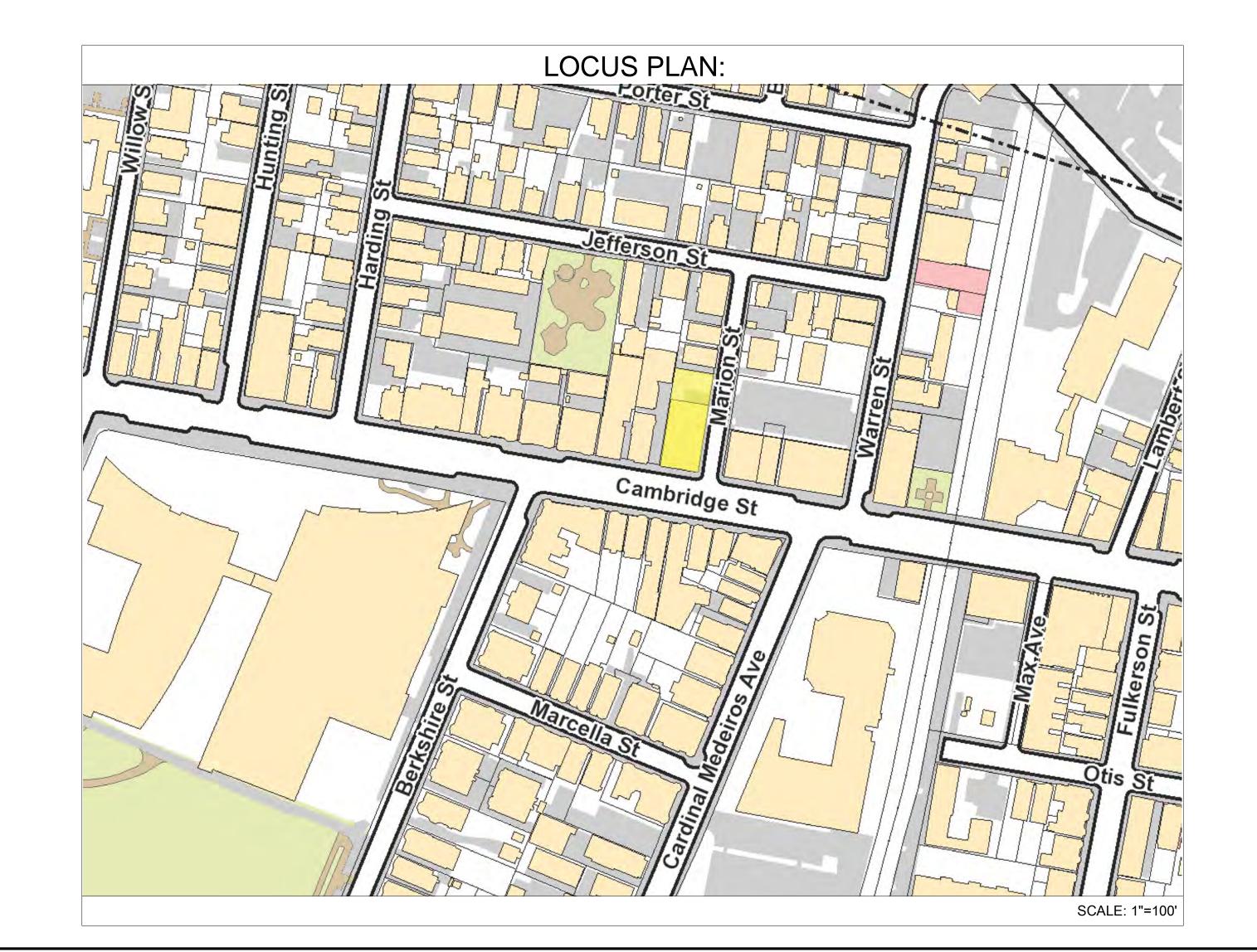
REGISTRATION

**Cover Sheet** 

**A-000** Cambridge @ Marion Residences

	Architectural Dr	rawing List	
Sheet Number	Sheet Name	Sheet Issue Date	Current Revision Date
A-000	Cover Sheet	12/17/2019	
C- I	Existing Civil Plan	11/26/2018	
C-2	Proposed Civil Plan	12/10/2019	
A-020	Architectural Site Plan	12/17/2019	
A-021	Bike Parking Plan	12/17/2019	
A-022	Area Plans	12/17/2019	
A-023	Egress Diagrams	12/17/2019	
A-100	1st Floor Plan	12/17/2019	
A-101	2nd Floor Plan	12/17/2019	
A-102	3rd Floor Plan	12/17/2019	
A-103	Proposed Roof Plan	12/17/2019	
A-300	Front Elevations	12/17/2019	
A-301	Side Elevations	12/17/2019	
A-302	Courtyard Elevations	12/17/2019	
AV-I	Neighborhood Photos	12/17/2019	
AV-2	Perspectives	12/17/2019	
AV-3	Rendering	12/17/2019	
55-I	Shadow Study	12/17/2019	
55-2	Existing Shadow Study	12/17/2019	





## PROJECT: CAMBRIDGE @ MARION RESIDENCES

747 CAMBRIDGE STREET, CAMBRIDGE MASSACHUSETTS

ARCHITECT KHALSA DESIGN INC.

ADDRESS: 17 IVALOO STREET, SUITE 400 SOMERVILLE, MA 02143 (617)-591-8682

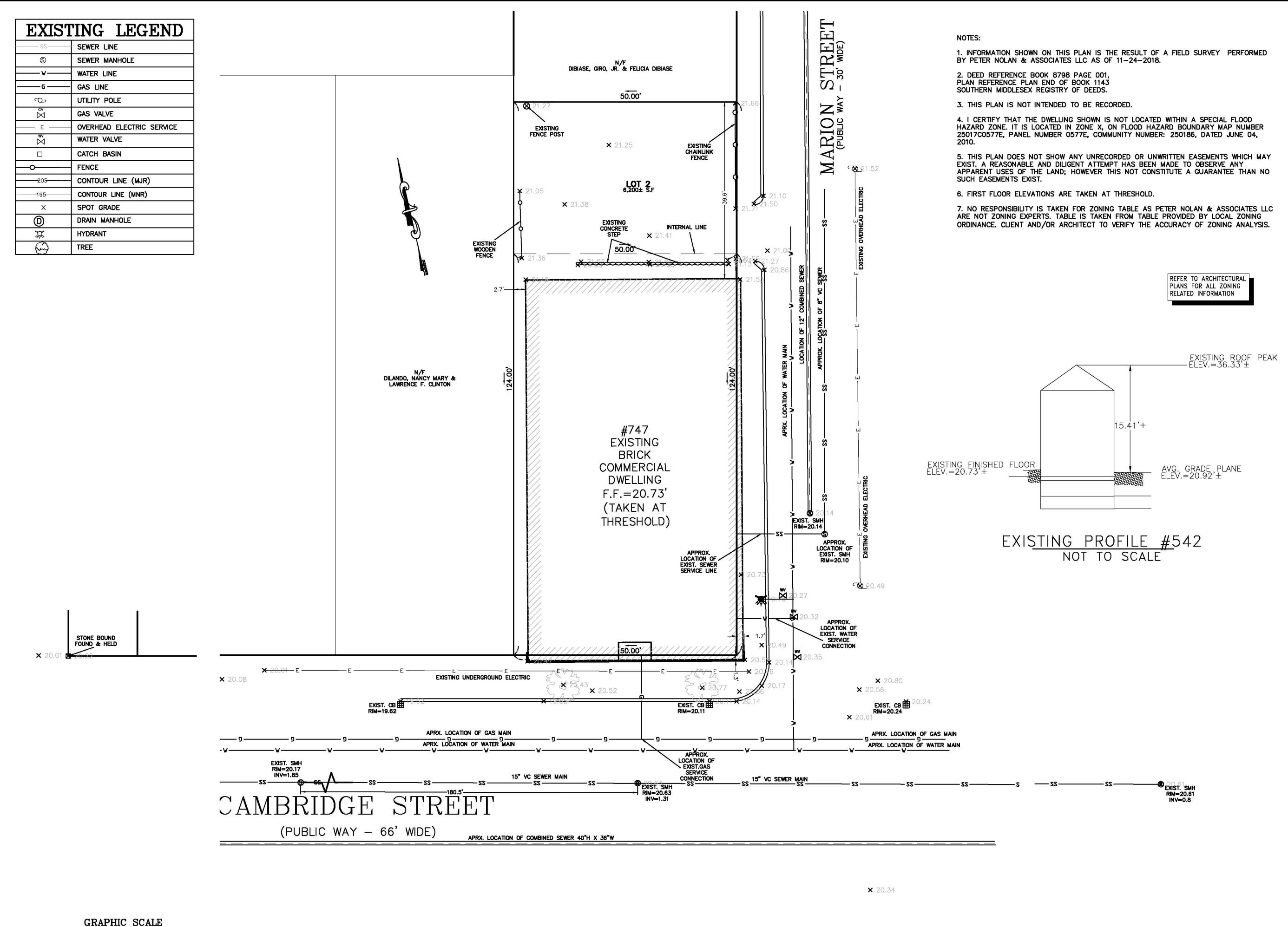
CIVIL ENGINEER PETER NOLAN & ASSOCIATES ADDRESS:

697 CAMBRIDGE STREET, SUITE 103 BRIGHTON, MA 02134 (857)-891-7478

CLIENT 747 CAMBRIDGE STREET, LLC C/O KEMS HOLDING CORPORATION 200 BROADWAY, SUITE 103 LYNNFIELD MA 01940

CIVIL ENGINEER **SPRUHAN ENGINEERING, P.C.** ADDRESS: 80 JEWETT ST, SUITE 1 NEWTON, MA 02458 (617)-816-0722

SUBMISSION TO CITY OF CAMBRIDGE 12/17/2019



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PETER NOLAN & ASSOCIATES, LLC

LAND SURVEYORS/CIVIL

697 CAMBRIDGE STREET,

(SUIT103),

Tel:857-891-7478 617-782-1533

Fax:617-2025691

747 CAMBRIDGE

STREET, CAMBRIDGE

**MASSACHUSETTS** 

**REVISION BLOCK** 

DESCRIPTION

BRIGHTON, MA 02135

ENGINEERING CONSULTANTS

SPRUHAN ENGINEERING, P.C.

80 JEWETT ST, (SUITE 1)

NEWTON, MA 02458

Tel: 617-816-0722 Email:edmond@spruhaneng.com

DATE

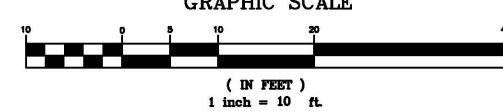
## EXISTING CONDITIONS SITE PLAN

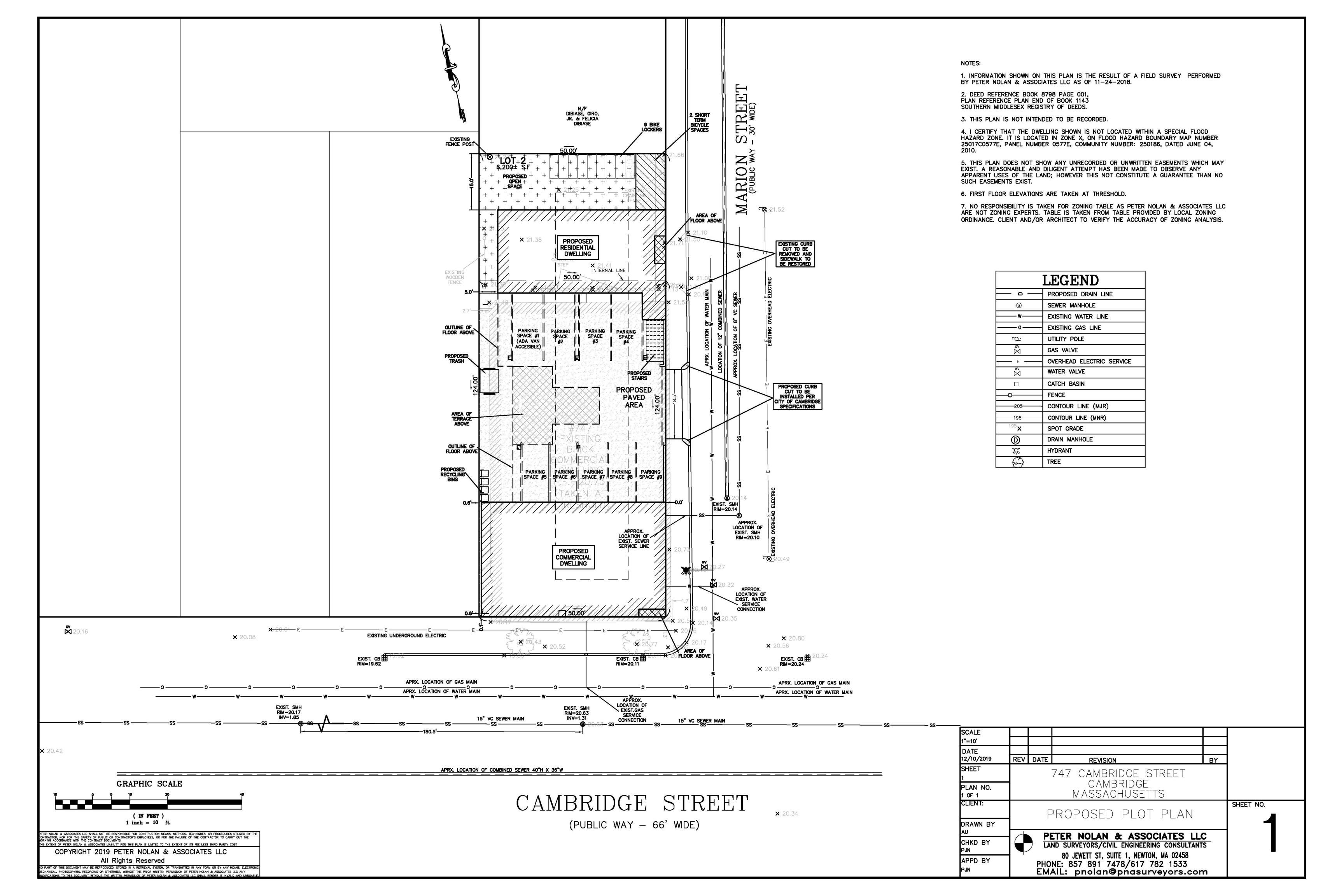
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	DATE:	11-26-2018	
	DRAWN BY:	AU	
	CHECKED BY:	PJN	
	APPROVED BY:	PJN	
7/11/16			9111

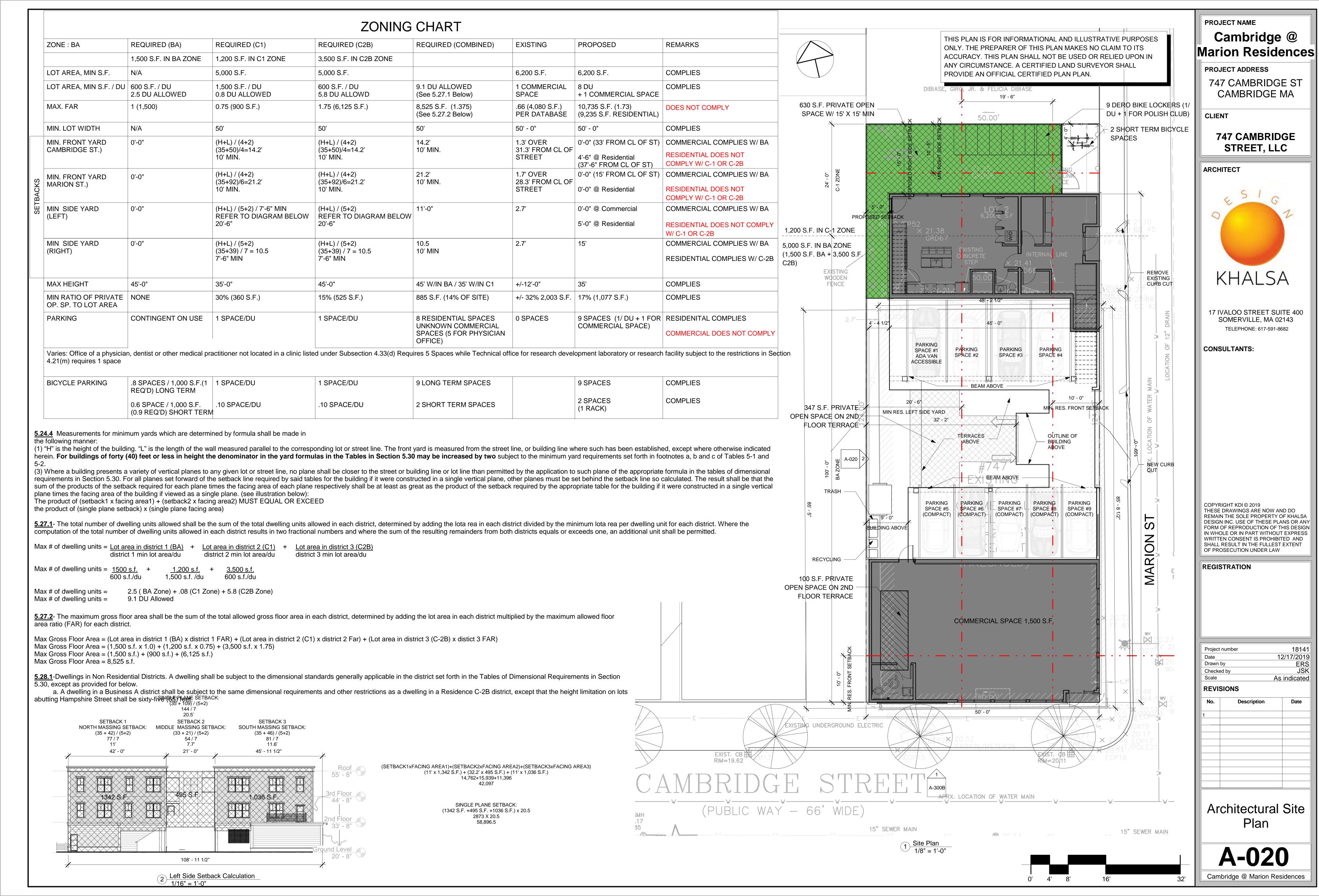
SHEET:

drawings.

001







The tables below summarize the zoning requirements for some typical land uses. For more detail, review Section 6.100 of the Zoning Ordinance. When calculating the required number of long-term or short-term bicycle parking spaces for a particular use, round up to the nearest whole number.

	Minimum Required Bicycle Parking (see pg. 7 for more details)		
Residential Use Type	Long-Term	Short-Term	
Single-family dwellings Two-family dwellings Rectories, parsonages	No minimum	No minimum	
Townhouse dwellings Multifamily dwellings	1.00 space per unit for the first 20 units in a building; 1.05 spaces per unit for additional units	0.10 space per unit on a lot (for lots with 4 or more units)	
Elderly oriented congregate housing	0.50 space per unit	0.05 space per unit	
Lodging houses, convents, monasteries, dormitories, fraternities, sororities	0.50 space per bed	0.05 space per bed	
Hotels, motels Tourist houses	0.02 space per sleeping room	0.05 space per sleeping room	

Where four or fewer long-term bicycle parking spaces are required, they may be provided in a covered outdoor location rather than an enclosed structure.



## ACCEPTABLE BICYCLE RACKS

There are a variety of designs for bicycle racks produced by many manufacturers. Bike racks can be purchased as single units, with a capacity of locking 2 bikes (one on each side), or as multiple units attached together, with a larger capacity. However, not all manufactured bicycle racks meet Cambridge's standards.



## Features of an acceptable bicycle rack:

- Installed on a permanent foundation (e.g., concrete pad) to ensure stability.
- Securely anchored into or on the foundation with tamper-proof nuts if surface
- by its frame horizontally in two (2) or more places. · Keeps both bike wheels on the

Support for an upright bicycle

- ground. Design that prevents the
- bicycle from tipping over. Ability to support a variety of
- bicycle sizes and frame shapes. Space to secure the frame and one or both wheels to the rack with a cable, chain, or u-lock.
- Diameter of locking pole is no more than 1.5 inches.
- Galvanized or stainless steel racks are recommended (and required for racks on public property) because they hold up best.



Acceptable racks, like the Inverted U," "Swerve," and "Post and Ring" racks, have two-point support and fit a variety of cicycle types. Custom lesigns and "artistic" acks can also be used, provided they meet the performance criteria for bicycle racks.

## SITING BICYCLE PARKING

Bicycle parking must be designed for convenient daily use, not simply for storage of bicycles. Location is an extremely important factor in the usefulness of a bicycle rack. The rack must be located in a safe and accessible place with adequate space to maneuver a bicycle in and out.

### Safe locations are:

- In full view, maximizing visibility and minimizing vandalism, near pedestrian traffic, windows, and/or well-lit areas. Under cover, to protect bicycles from
- inclement weather. Far enough away from the street or parking spaces so that bicycles will not be damaged
- by cars, setback if possible. Not obstructing pedestrian traffic.
- Accessible locations have these characteristics:
- They are between the road/path that cyclists use and the entrance of the building.
- The primary access route is at least 5 feet wide.

**UNACCEPTABLE BICYCLE RACKS** 

Support the bicycle at only one point.

Support the bicycle by one wheel.

Bicycle racks must NOT:

- The primary access route does not have a slope greater than 5% (8% if level landing is provided every 30 feet of linear distance).
- Access may be provided by an elevator with interior dimensions of 80" x 54".
- Close to the main entrance that cyclists use for the building. For short-term

parking within 25' is ideal but no more than 50' is required. Weather-protected bicycle parking is desirable where bikes are parked for



Allow the bicycle to fall, which can damage the bike and block pedestrian

Connect to each other with a bar on top (that can block handlebars and baskets.

Suspend any part of the bike in the air or require that the bicycle be lifted to get it

Have sharp edges, that can be hazardous to the visually impaired.

## SHORT-TERM AND LONG-TERM PARKING

Some aspects of bicycle parking are different depending on whether it will serve people who are storing bicycles all day long or overnight, or people who are making short trips to and from the site.

#### Long-Term:

Long-term Bicycle Parking must be located in an enclosed, limited-access area designed to protect bicycles from precipitation and from theft. It may be provided in the following types of facilities:

- Enclosed spaces in a building, such as bicycle rooms or garages. · Bicycle sheds, covered bicycle cages, or other fully covered and enclosed structures within
- 200 feet of the main building entrance. Bicycle lockers, or fixed-in-place containers wherein single bicycles may be securely stored
- Weather-protected bicycle parking spaces that are monitored at all times by an attendant or other security system.

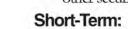


photo by John Luton

photo by Mark Horowitz Short-term bicycle parking must be located in a publicly accessible space within 50 feet of pedestrian entrances. Short-term bicycle parking is intended primarily to serve visitors, such as retail patrons making trips of up to a few hours; however, it may serve other bicycle users as needed.

### PARKING GARAGES

and protected.

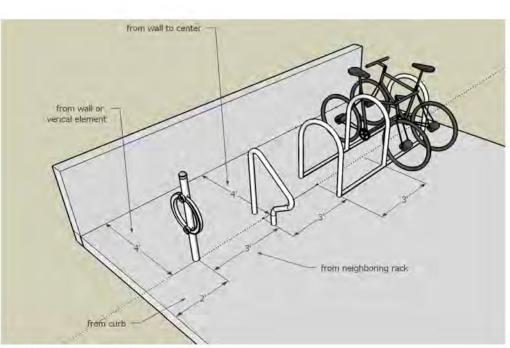
Bicycle parking in parking garages must be either on the same level as the entrance to the garage from the street or accessible via automobile ramps designed to serve bicyclists (with slope of less

than 5% or less than 8% with a landing every 30 feet), or near an elevator that is sufficiently large to accommodate bicycles. Bicycle racks inside parking garages must still meet the security standards of short-term racks or lockers. Where long-term bicycle parking is next to automobile parking or loading, a physical barrier, such as bollards, must be provided.

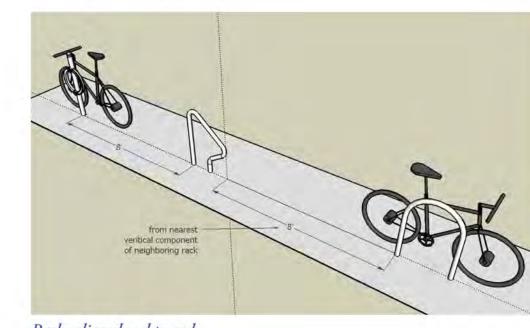
LAYOUT DIMENSIONS



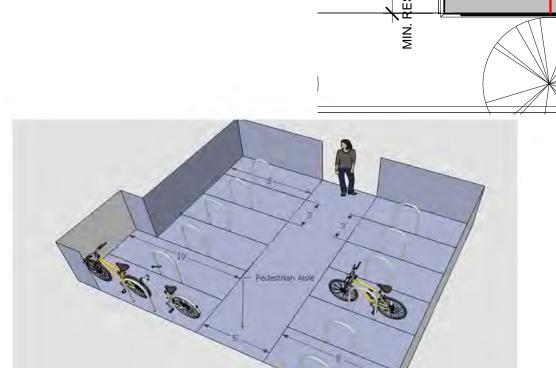
Proper layout of bicycle racks is essential to ensure that they will safely and conveniently accommodate the intended number of bicycles. Layout must follow these minimum dimensions:



Racks aligned side by side



Racks aligned end to end



LONG TERM BIKE STORAGE: 9 SPACES

PROVIDED (9 REQUIRED)

PROPOSED SETBACK

8' - 7"

8' - 6"

**PARKING** 

SPACE #1

**ADA VAN** 

2 SHORT TERM BICYCLE

PARKING

SPACE #2

8' - 6"

PARKING

SPACE #3

PARKING PARKING PARKING PARKING PARKING

POLISH CLUB

PARKING

**CAMBRIDGE ST** 

Bike Parking Plan

Enclosed rack area with 20 or more racks, with pedestrian aisle and at least 5% of spaces providing an additional 2 feet of space for tandems and trailers.

### Distance to other Racks:

- Rack units aligned parallel to each other (side by side) must be at least 3 feet apart. This includes racks that are sold as multiple rack units attached together.
- Rack units aligned end to end must be at least 8 feet apart. Distance from Wall:

- Rack units placed perpendicular to a wall must be at least 4 feet from the wall to the center of the rack. Rack units parallel to a wall must be at least 3 feet from the rack to the wall.
- Distance from a Curb:
- Rack units placed perpendicular to the curb must be at least 4 feet from the curb to the center of the rack.
- Rack units placed parallel to the curb must be at least 2 feet from the curb

### to the rack.

## Distance from a Pedestrian Aisle:

- Rack units perpendicular to a pedestrian aisle must be at least 4 feet from the center of the rack to the edge of the aisle, and have at least a 5 feet wide aisle.
- Where 20 or more bicycle parking spaces are required, at least 5% of the spaces must be 10 feet long instead of 8 feet to allow space for tandems and trailers.

Racks should be at least 14 feet from curbside fire hydrants and 6 feet from wall

PROJECT NAME Cambridge @ Marion Residences PROJECT ADDRESS 747 CAMBRIDGE ST CAMBRIDGE MA CLIENT 747 CAMBRIDGE STREET, LLC ARCHITECT

REMOVE **EXISTING CURB CUT** 

KHALSA - NEW CURB 17 IVALOO STREET SUITE 400 SOMERVILLE, MA 02143

TELEPHONE: 617-591-8682

CONSULTANTS:

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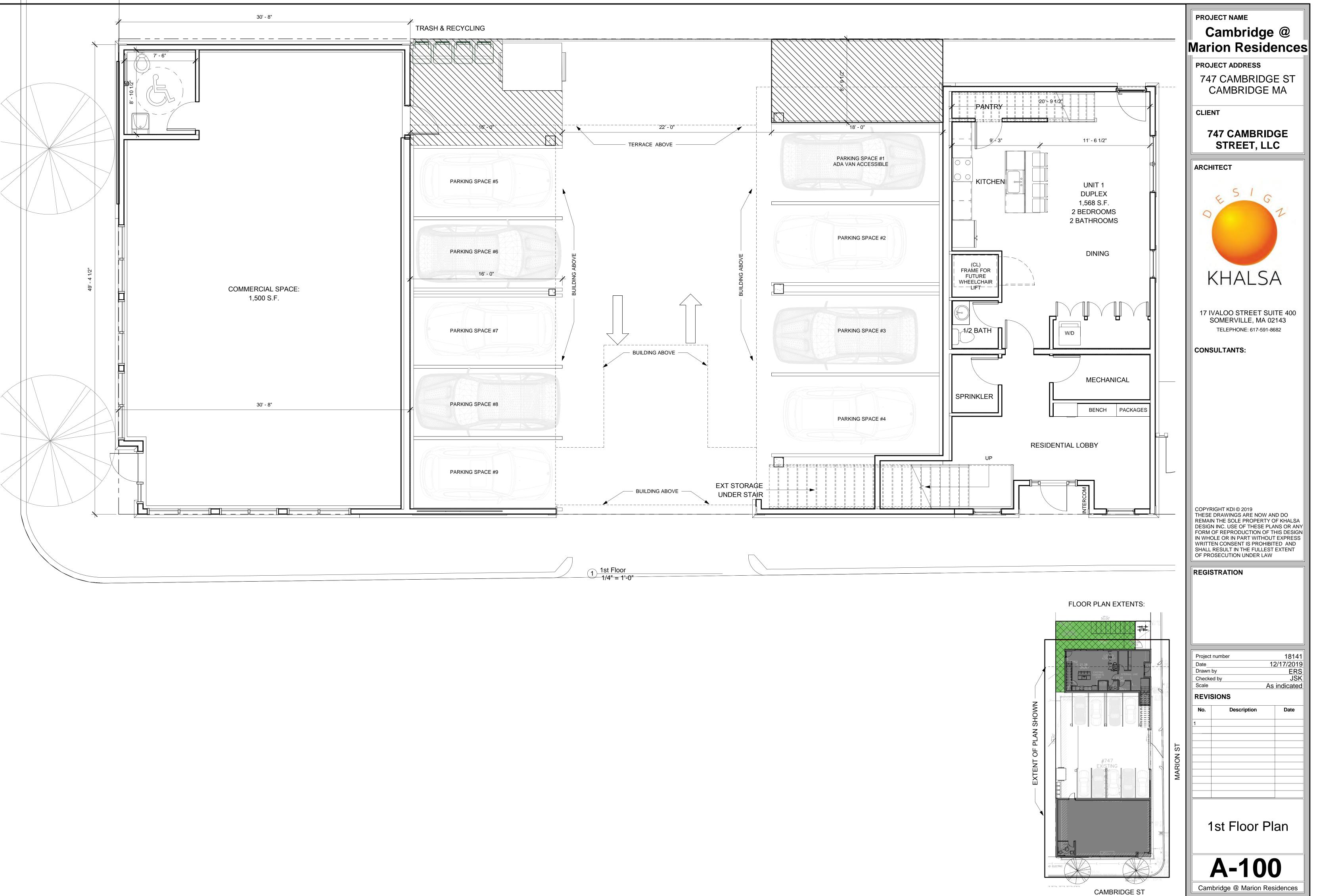
Project number 18141 12/17/2019 Drawn by **Author** Checked by Checker 1" = 10'-0" REVISIONS

No.	Description	Date

Bike Parking Plan

**A-021** 

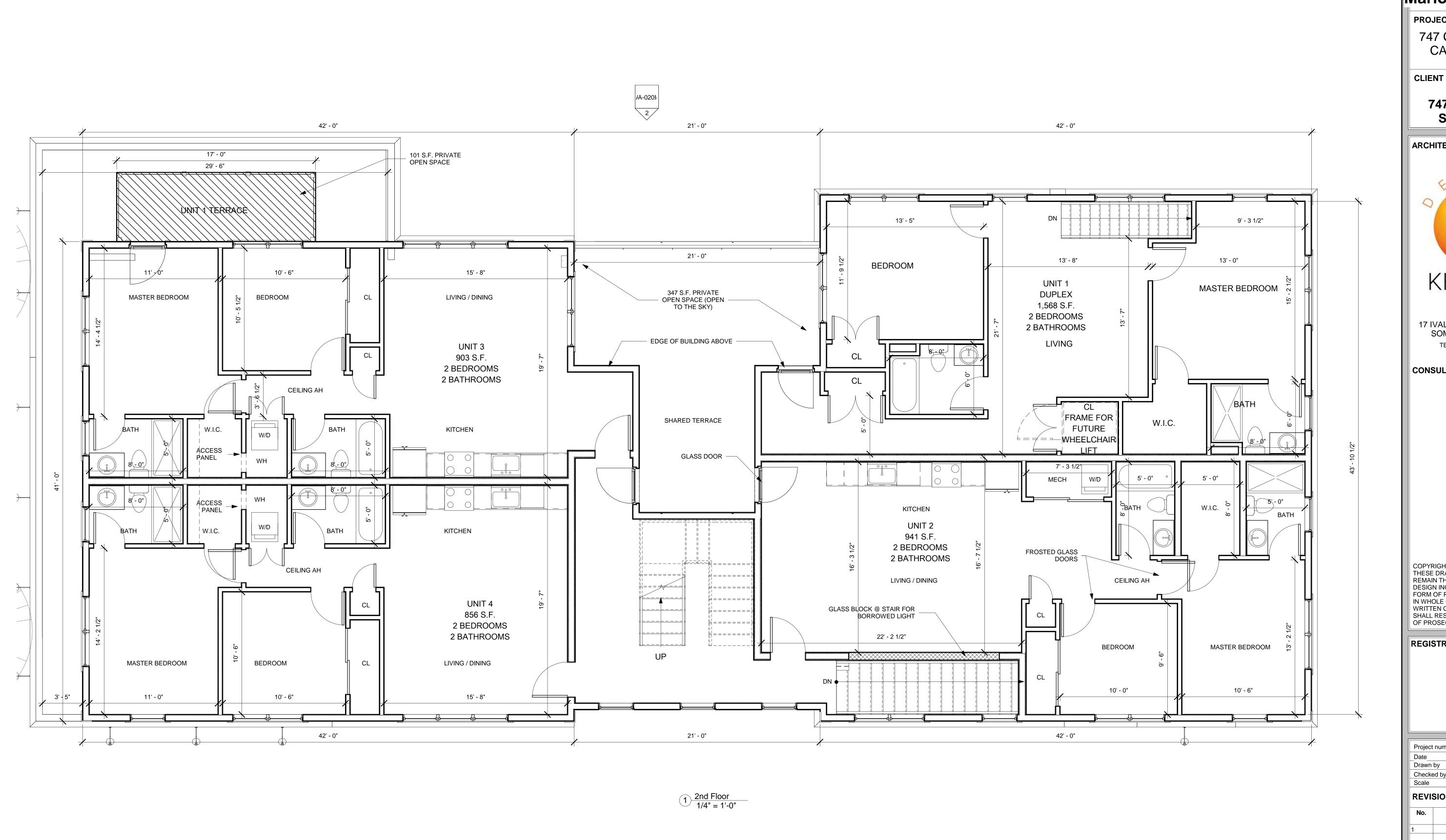




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PROJECT NAME Cambridge @ Marion Residences

PROJECT ADDRESS 747 CAMBRIDGE ST

**CAMBRIDGE MA** 

747 CAMBRIDGE STREET, LLC





17 IVALOO STREET SUITE 400 SOMERVILLE, MA 02143 TELEPHONE: 617-591-8682

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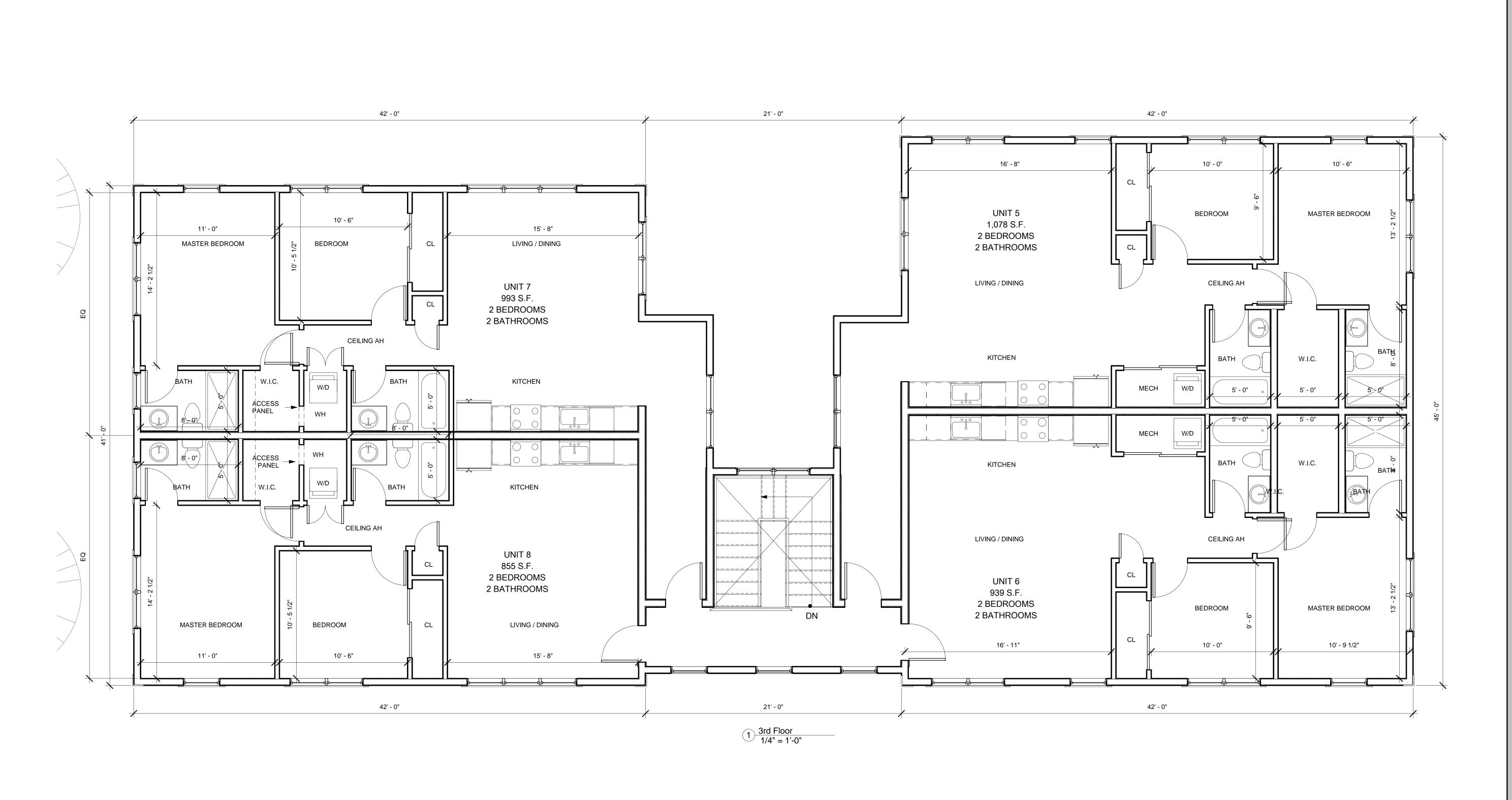
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2nd Floor Plan





Cambridge @

Marion Residences

PROJECT ADDRESS

747 CAMBRIDGE ST CAMBRIDGE MA

CLIENT

747 CAMBRIDGE STREET, LLC

ARCHITECT



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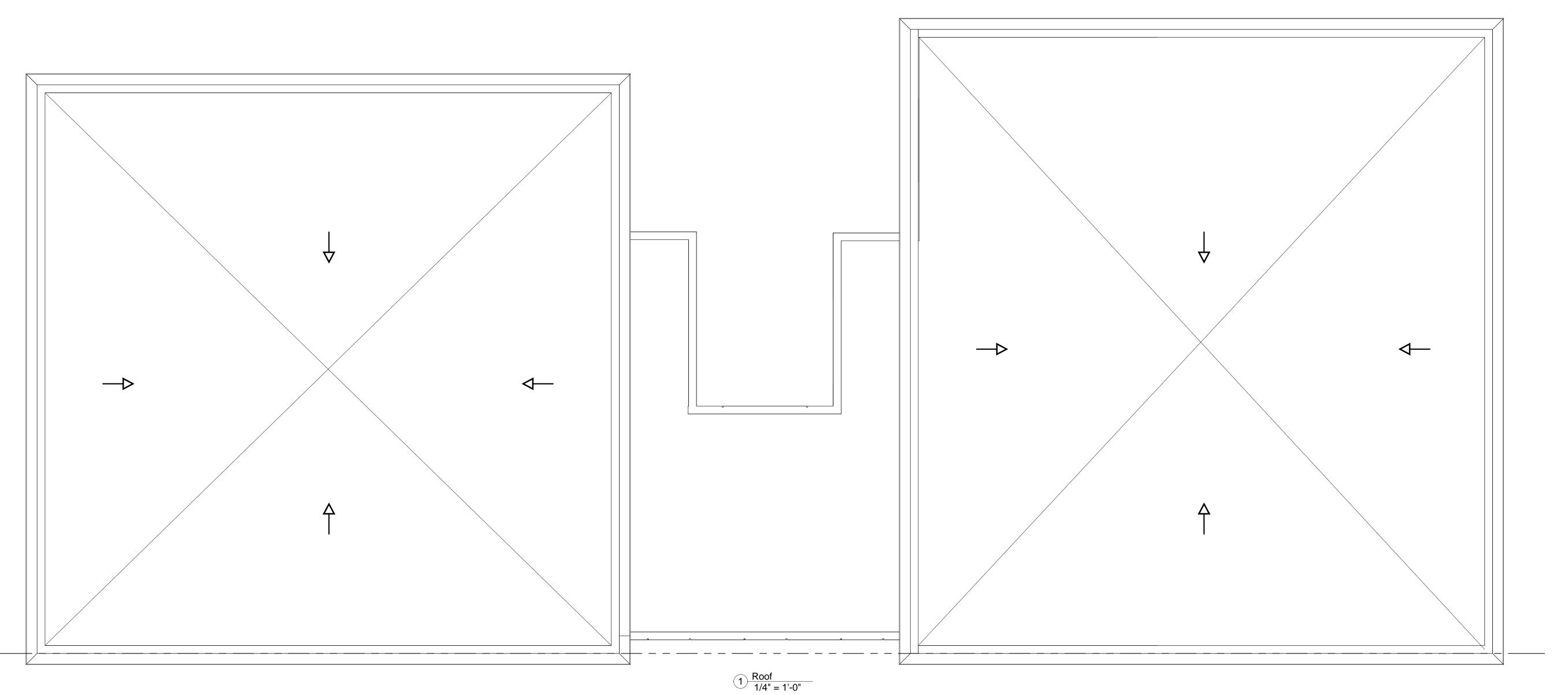
3rd Floor Plan



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Proposed Roof Plan





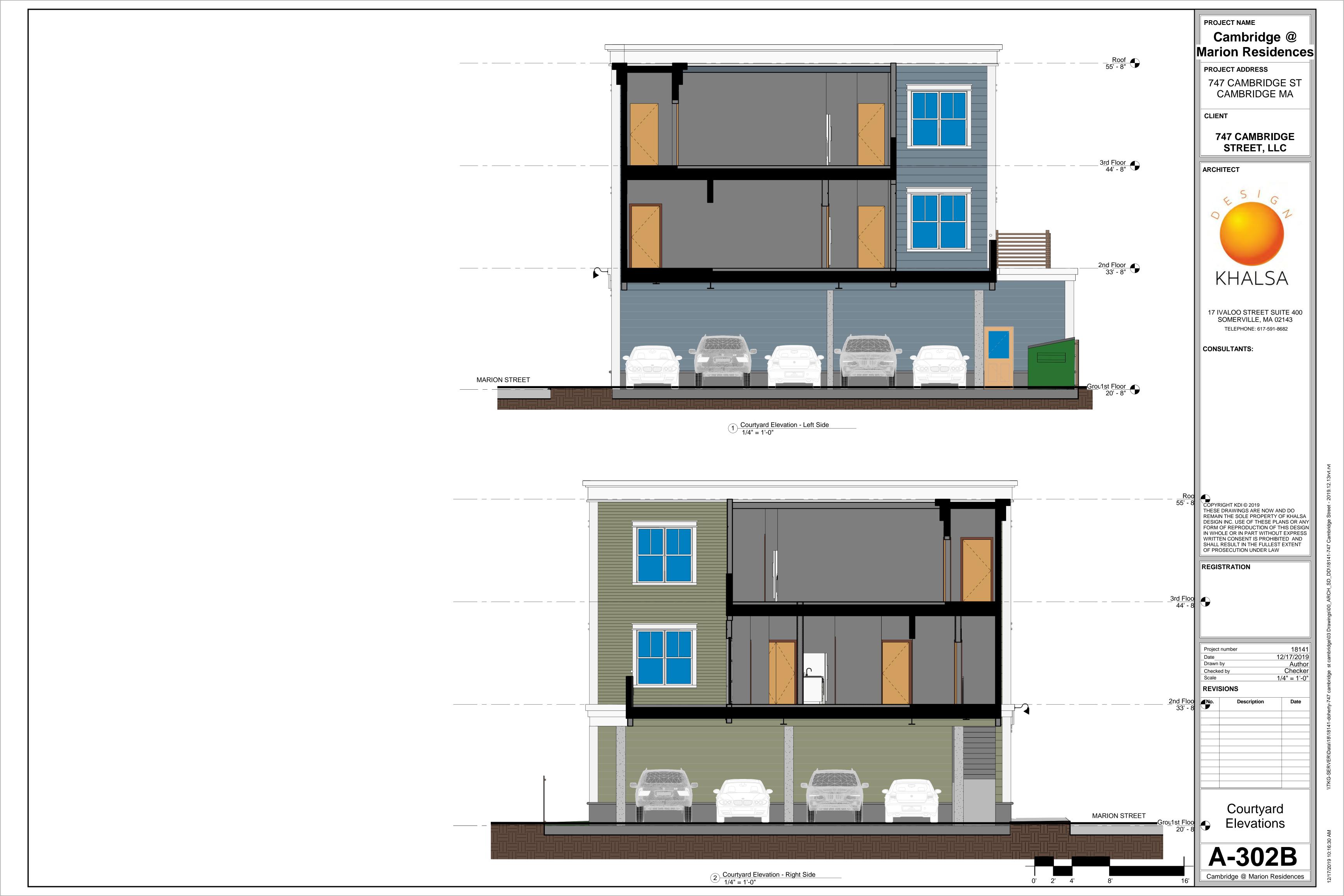




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PROJECT NAME

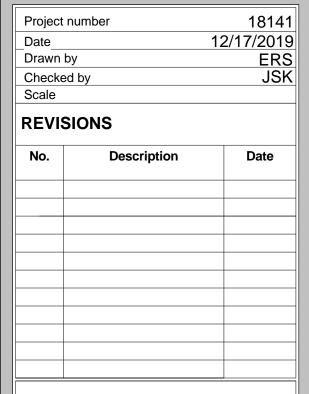
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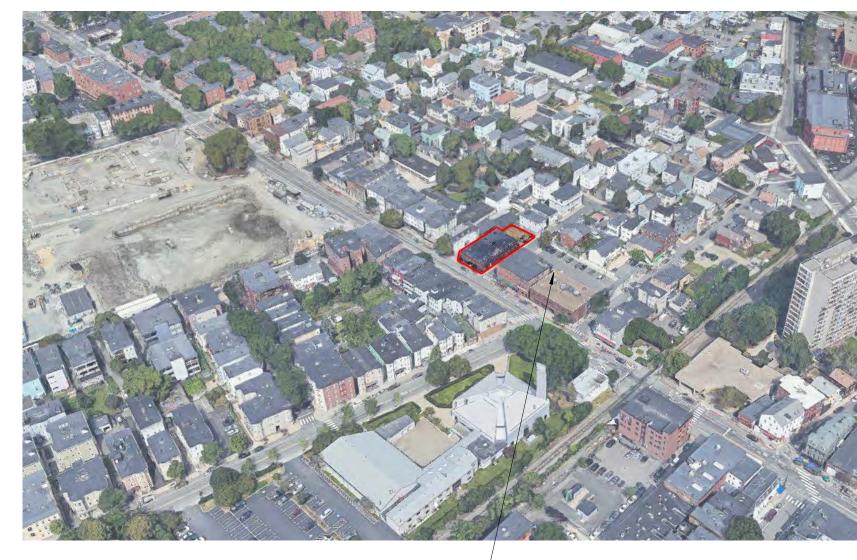


Neighborhood Photos

AV-1 Cambridge @ Marion Residences



VIEW TOWARDS REAR OF SITE FROM MARION ST



SITE: 747 CAMBRIGE ST

SITE: 747 CAMBRIDGE ST



**VIEW TOWARDS SITE** FROM BERKSHIRE ST @ **CAMBRIDGE ST** 



**VIEW TOWARDS SITE** 

FROM CARDINAL

MEDEIROS AVE @

**CAMBRIDGE ST** 

BIRD'S EYE VIEW (EAST LOOKING WEST)



BIRD'S EYE VIEW (SOUTH LOOKING NORTH)



BIRD'S EYE VIEW (WEST LOOKING EAST)



BIRD'S EYE VIEW (NORTH LOOKING SOUTH)

PROJECT NAME Cambridge @ **Marion Residences** 

PROJECT ADDRESS

747 CAMBRIDGE ST CAMBRIDGE MA

747 CAMBRIDGE STREET, LLC



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Date

Drawn by Checked by

REVISIONS

Perspectives

AV-2

Cambridge @ Marion Residences





1 MARION ST







PROJECT NAME

## Cambridge @ Marion Residences

PROJECT ADDRESS 747 CAMBRIDGE ST CAMBRIDGE MA

CLIENT

747 CAMBRIDGE STREET, LLC

ARCHITECT



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Rendering

SUMMER

EQUINOX

PROJECT ADDRESS

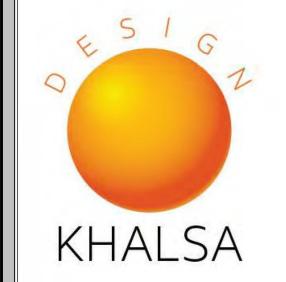
PROJECT NAME

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CLIENT

747 CAMBRIDGE STREET, LLC

ARCHITECT



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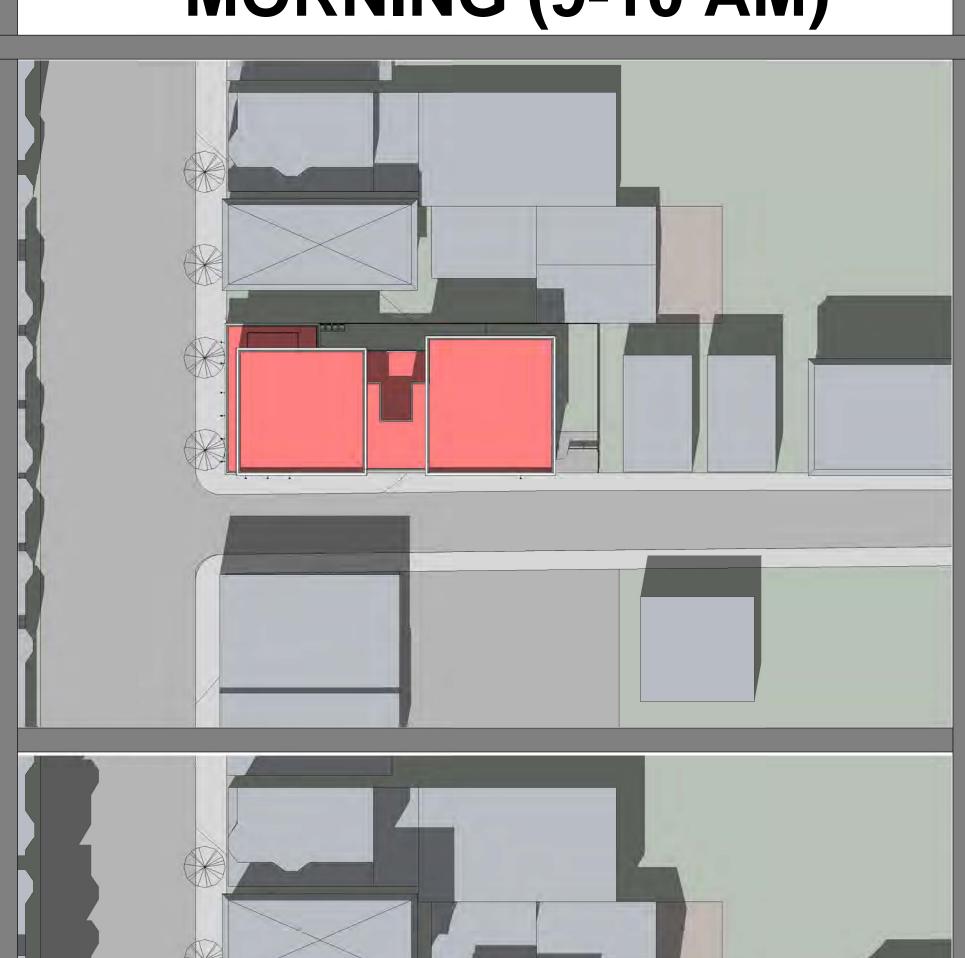
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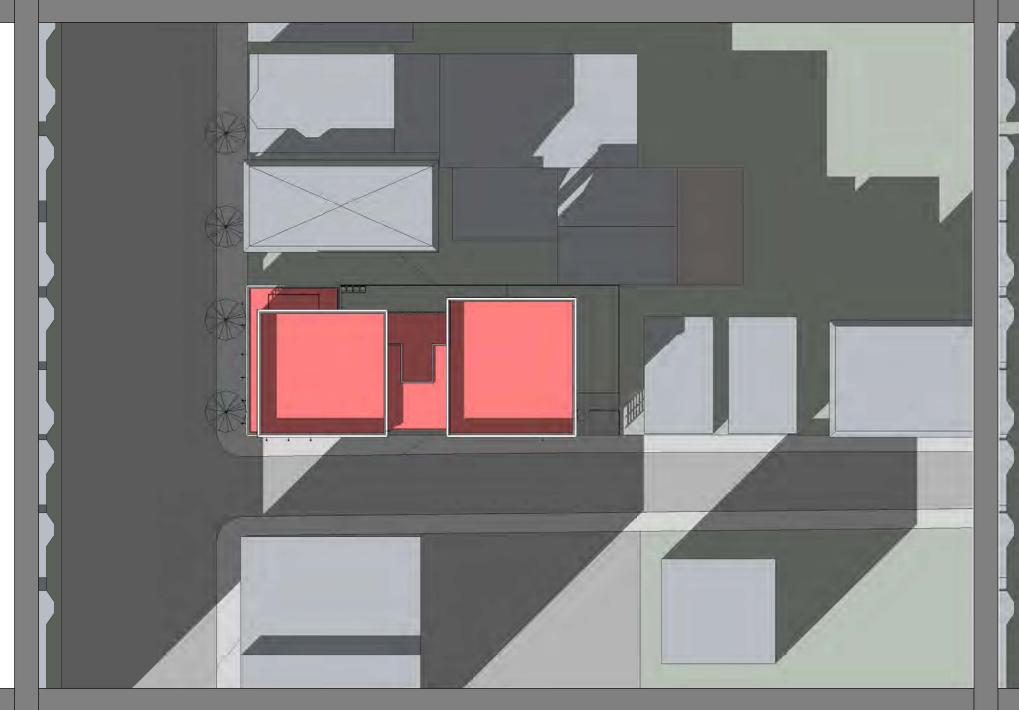
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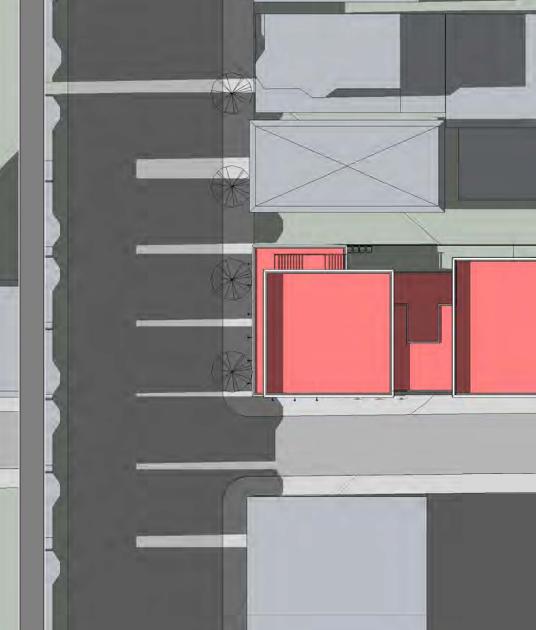
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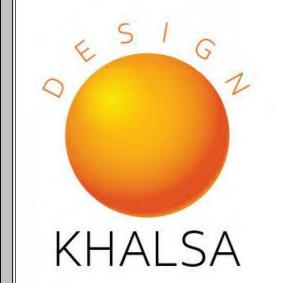






SUMMER

EQUINOX



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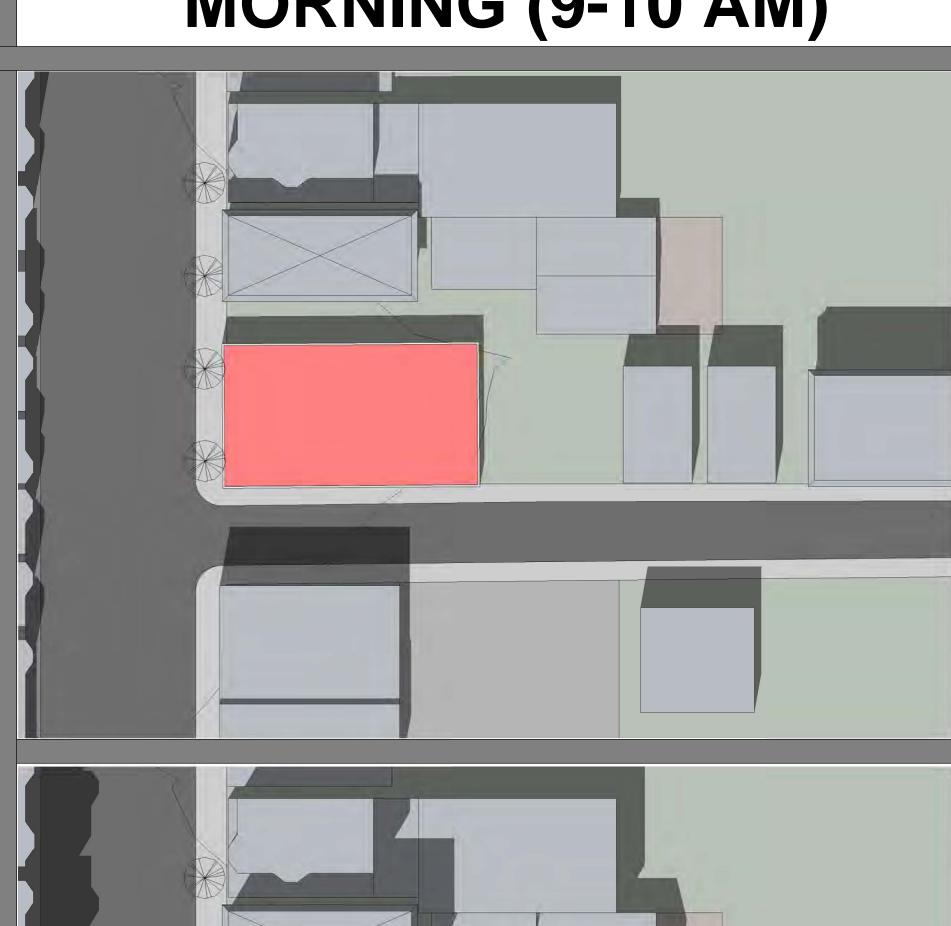
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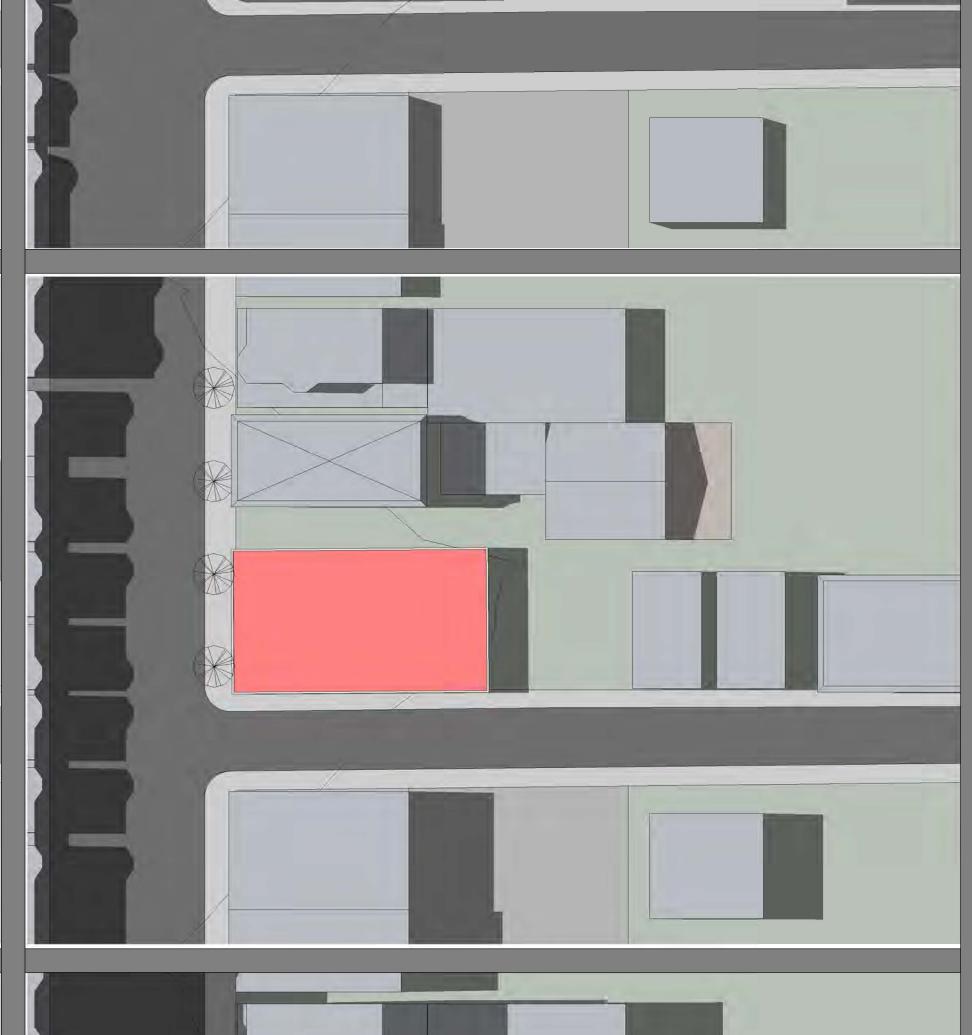
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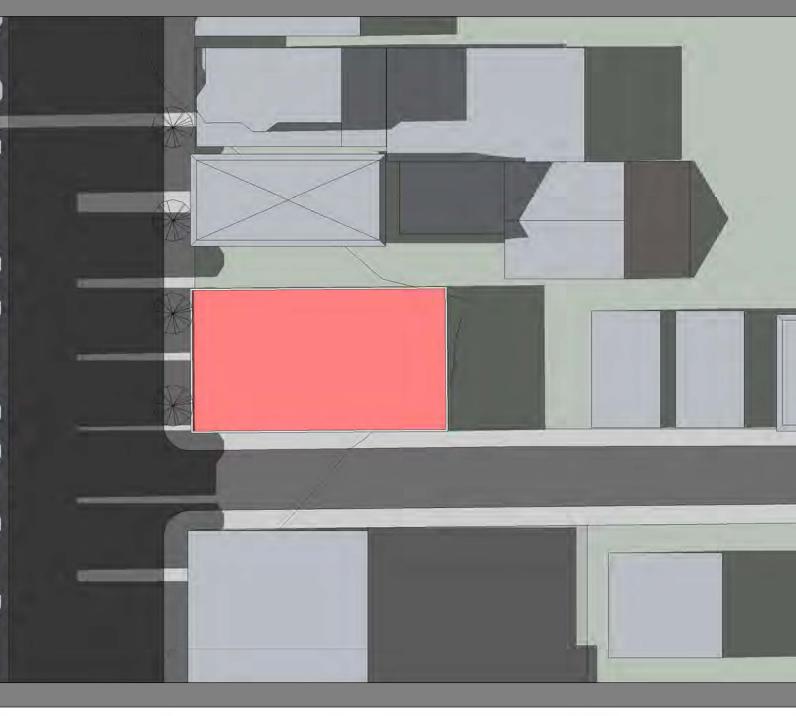
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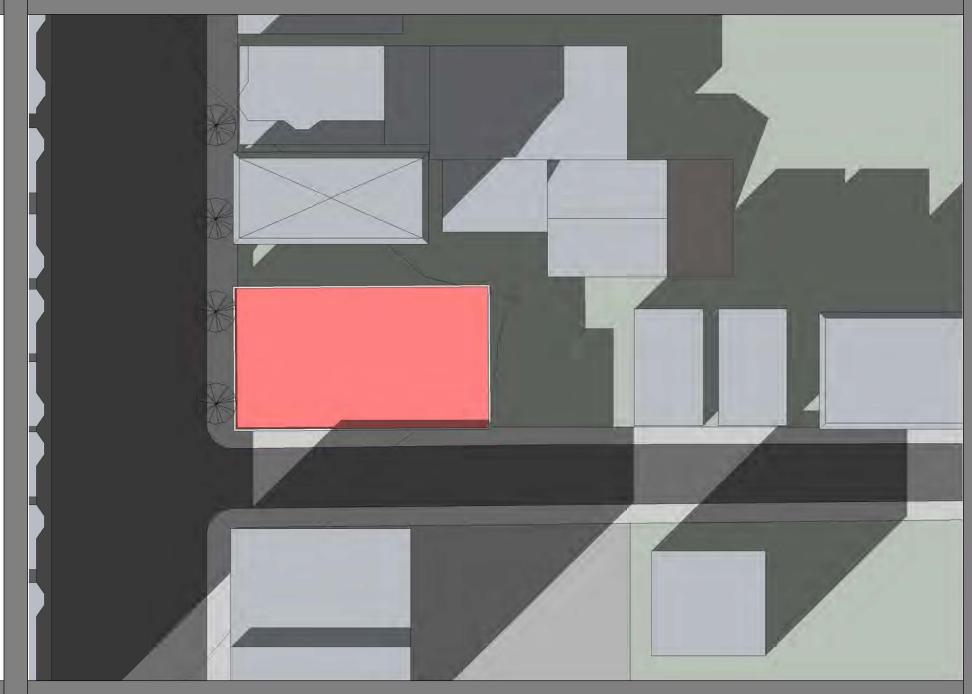
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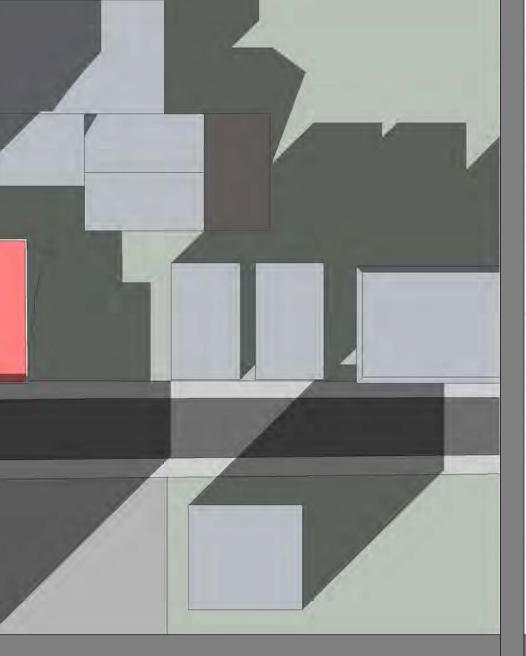
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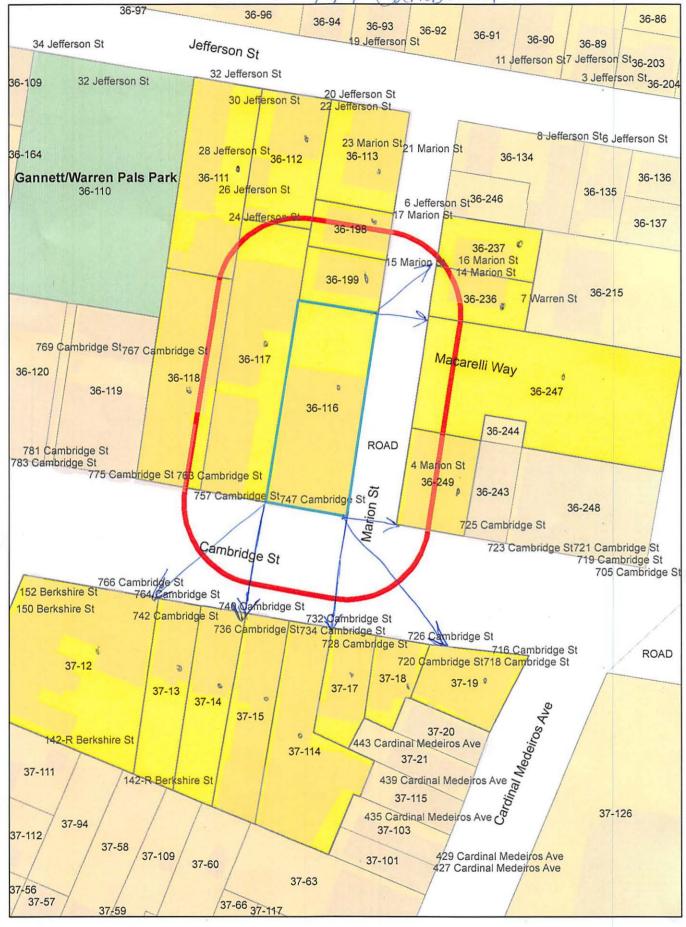






Cambridge @ Marion Residences

747 Cans. St



747 Canib St. BZA-017232-2019

36-111 FREITAS, JOSE R. & ZELIA C. FREITAS, TRUSTEES 24 JEFFERSON ST CAMBRIDGE, MA 02141 36-249
BARROS, MANUEL S. & MARIA T. BARROS,
TRS. OF M & M BARROS REALTY TRUST
4 MARION STREET
CAMBRIDGE, MA 02141

KEMS HOLDING CORPORATION C/O ED DOHERTY 200 BROADWAY – SUITE 103 LYNNFIELD, MA 01940

36-116
POLISH AMERICAN CITIZENS ASSOCIATION OF
CAMBRIDGE &
CITY OF CAMBRIDGE TAX TITLE
747 CAMBRIDGE ST
CAMBRIDGE, MA 02141-1428

36-117 CLINTON, LAWRENCE F. & NANCY M. DILANDO TRUSTEES 757 CAMBRIDGE ST CAMBRIDGE, MA 02141 37-114 CENTRAL BAKERY, INC. 732 CAMBRIDGE ST. CAMBRIDGE, MA 02141

36-236 SAUER, JAMES W. & MAUREEN V. SAUER 14 MARION STREET CAMBRIDGE, MA 02141-1030 36-237 AUBOURG, MARIE I. 16 MARION ST CAMBRIDGE, MA 02141-1030 37-14-13 DIBIASE, GIRO & ELIZABETH DIABIASE TRS. NOMINEE TRUST 26 GIRARD RD WINCHESTER, MA 01890-3339

37-19 DIDOMENICO, SALVATORE & MARIE DIDOMENICO TRS 716 CAMBRIDGE STREET CAMBRIDGE, MA 02141-1497 37-15
MOREIRA, LISA & MANUEL MOREIRA TRUSTEE
OF LMCM REAL ESTATE TRUST
7 PEPPER HILL DR.
WINCHESTER, MA 01890

BERGANTINO, ANGELO A. & PAULINE M. TRS REALTY TRUST 20 LANSDOWNE RD ARLINGTON, MA 02474

36-113
PONDELLI, ALBERT J. & LUCIA Y. PONDELLI,
TRS. OF THE MARION TRUST
56 GILMAN STREET
SOMERVILLE, MA 02145-3905

36-118
761 CAMBRIDGE STREET, LLC
47 IRMA AVE
WATERTOWN, MA 02472

36-198 DIBIASE, FELICIA 17 MARION ST CAMBRIDGE, MA 02141

37-12 SMITH, CHRISTA C/O CHRISTA S. SHARMA 150 BERKSHIRE STREET – UNIT 1 CAMBRIDGE, MA 02141 36-112 REGO, JOSE R. & MARIA R. REGO TRUSTEES, THE REGO FAMILY TRUST 20 JEFFERSON ST CAMBRIDGE, MA 02141

36-247 CITY OF CAMBRIDGE C/O NANCY GLOWA CITY SOLICITOR

36-199 DIBIASE, GIRO, JR. & FELICIA DIBIASE 12 CHURCHILL RD WINCHESTER, MA 01890 36-247 CAMBRIDGE CITY OF COMM DEV 57 INMAN ST CAMBRIDGE, MA 02141

37-12 LIN, BEVIN 152 BERKSHIRE STREET #153/6 CAMBRIDGE, MA 02141

37-17 MEDEIROS, ANTONIO & MICHAEL VITAL, JOAO CARVALHO, TRUOF THE JAM REALTY TRUS 732 CAMBRIDGE ST CAMBRIDGE, MA 02141-1401

36-247 CITY OF CAMBRIDGE C/O LOUIS DEPASQUALE, CITY MANAGER 37-12 BERZANSKIS, AUDRIUS 764 CAMBRIDGE STREET, UNIT #8 CAMBRIDGE, MA 02141

37-12 SPARROW, JANE, A LIFE ESTATE THE SPARROW FAM IREV TRUST 152 BERKSHIRE ST. UNIT 1 CAMBRIDGE, MA 02141 37-12 DAVE, PRATIK K. 148 BERKSHIRE ST., #3 CAMBRIDGE, MA 02141 37-12 MAIL, RANDI 146 BERKSHIRE ST., UNIT #3 CAMBRIDGE, MA 02141

37-12 MILLER, LAUREN M. 146 BERKSHIRE ST. UNIT#2 CAMBRIDGE, MA 02141 37-12 BENZ, MARCEL & LAUREN BENZ 764 CAMBRIDGE ST., UNIT #5 CAMBRIDGE, MA 02138 37-12 LACY, BROCK T. & CYNTHIA M. POLLARD 4469 MARIGOLD DR. CHINO , CA 91710-5033 747 Camb St . BZA - 017232-2019

37-12 BEAUBIEN, SIMONE 152 BERKSHIRE ST., UNIT #4 CAMBRIDGE, MA 02141

37-12 VANDEVER, KATHRYN G. 146 BERKSHIRE ST., #7 CAMBRIDGE, MA 02141

37-12 PURCHON, SUSAN F. 146 BERKSHIRE ST., #148/1 CAMBRIDGE, MA 02141

37-12 BECHO, BZUMINA 770 CAMBRIDGE ST CAMBRIDGE, MA 02141

37-12 YACCATO, KARIN J. 764 CAMBRIDGE ST. UNIT#2 CAMBRIDGE, MA 02141

37-12 SUTTON, BRYAN 764 CAMBRIDGE ST., #6 CAMBRIDGE, MA 02141

37-12 VAN MIDDLESWORTH, REX & DIANE UMSTEAD 1201 CLAIRE AVE AUSTIN, TX 78703

37-12 BRAVERMAN, JONATHAN 150 BERKSHSIRE ST UNIT #150 CAMBRIDGE, MA 02141 37-12 GATELY, JOSHUA J. & HEATHER M. SWEENEY 152 BERKSHIRE STREET, UNIT #2 CAMBRIDGE, MA 02141

37-12 SHIMANOVSKAYA, VERONICA A. 148 BERKSHIRE ST #5 CAMBRIDGE, MA 02141

37-12 HILL, LENORE 21 VILLAGE ST. SOMERVILLE, MA 02143

37-12 POEHLMAN, KRISTY & LARISSA POLLARD 764 CAMBRIDGE ST., #764/7 CAMBRIDGE, MA 02141

37-12
FEDERAL NATIONAL MORTGAGE ASSOCIATION
1900 MARKET ST. SUITE 800
PHILADELPHIA, MA 19103-0012

37-12
WILLIAMS, ROBERTA L. & CAROL MILLER STINE
764 CAMBRIDGE ST., UNIT #1
CAMBRIDGE, MA 02141

37-12 MALAVER, PEDRO J. 148 BERKSHIRE ST., UNIT #2 CAMBRIDGE, MA 02141 CAMBRIDGE, MA 02141 37-12

146 BERKSHIRE ST., #148/4

CAMBRIDGE, MA 02141

BENEDICT, RACHEL A.

148 BERKSHIRE STREET, UNIT 148-8

37-12

HANEY, BLAIR T.

37-12 HERNANDEZ, GUSTAVO 146 BERKSHIRE ST. UNIT#1 CAMBRIDGE, MA 02141

37-12 MCCLENDON, CHRISTOPHER LEE TING YING WU MCCLENDON 764 CAMBRIDGE ST., #764/3 CAMBRIDGE, MA 02141

37-12 MEDRANO, ELVIS 6 MIDDLESEX CANAL PARK WOBURN, MA 01801

37-12
ANDERSON, RICHARD STANLEY & HEIDI
WINSTON ALLISON TRU OF FLAMMIA FAM
152 BERKSHIRE ST. UNIT#3
CAMBRIDGE, MA 02141

37-12 PAPA, ALEXANDRIA 152 BERKSHIRE ST #152/6 CAMBRIDGE, MA 02141



# City of Cambridge AN31 CAMBRIDGE THE DIFT. 26

BOARD OF ZONING APPEAL

831 Mass Avenue, Cambridge, MA. (617) 349-6100

### Board of Zoning Appeal Waiver Form

The Board of Zoning Appeal 831 Mass Avenue Cambridge, MA 02139

			(Print Name)		
□ Owner, □ P	etitioner, or 🗆	Representative:	Nicholas	7,020/9	Esq
Address:	747	Cams	AA.	·	
RE: Case#_	BZA-	017232-2	019.		

Hereby waives the Petitioner's and/or Owner's right to a Decision by the Board of Zoning Appeal on the above referenced case within the time period as required by Section 9 or Section 15 of the Zoning Act of the Commonwealth of Massachusetts, Massachusetts General Laws, Chapter 40A, and/or Section 6409 of the federal Middle Class Tax Relief and Job Creation Act of 2012, codified as 47 U.S.C. §1455(a), or any other relevant state or federal regulation or law.

### BZA APPLICATION FORM SUPPORTING STATEMENT FOR A VARIANCE AMENDED 01/23/2020

EACH OF THE FOLLOWING REQUIREMENTS FOR A VARIANCE MUST BE ESTABLISHED AND SET FORTH IN COMPLETE DETAIL BY THE APPLICANT IN ACCORDANCE WITH MGL 40A, SECTION 10:

A) A literal enforcement of the provisions of this Ordinance would involve a substantial hardship, financial or otherwise, to the petitioner or appellant for the following reasons:

A literal enforcement of the provisions of the Ordinance would involve a substantial financial and architectural hardship to the Appellant. Underutilized for many years as a single-story citizens club in a squat, unappealing brick building, the property site is ideal for infill improvement and revitalization, and for certain enhancements of pedestrian connectivity to the nearby, vibrant business districts and public transportation nodes. In response to the existing conditions, the proposal has been carefully designed and planned as a transit and pedestrian focused development with upgraded connectivity and walkability.

The site itself is located within two zoning districts: the front 100 feet is located in the BA Zone (Business A) and the rear 24 feet is located in the C-1 Zone (Residence C-1); as such, the proposed use as a multifamily residential dwelling is Allowed in both zones. The Business A Zone also Allows many of the potential uses for the proposed new ground floor commercial space, which will remove and replace the long-existing Polish-American Citizens' Association of Cambridge, Inc. (the "Polish Club") space. Please note, the ground floor commercial space is not situated within the 1,200 square feet of the Project Site located in the rear C-1 Zone and therefore its use provisions are not applicable.

If the property site was located entirely within the BA Zone, then Section 5.28-1 Dwellings in Non-Residential Districts would be applicable. A dwelling in a Business A district is subject to the same dimensional requirements and other restrictions as a dwelling in a Residence C-2B district. Therefore, the maximum Floor Area Ratio ("FAR") would be increased to 1.75 and the project's proposed revised and reduced FAR of 1.73 would be in conformance with the allowed maximum. In response to feedback from the Planning Board and nearby residents, the Appellant reduced the proposed FAR from 1.84, and an 11,451 square foot building, to 1.73, and a 10,735 square foot building. This, coupled with the proposed new ground floor commercial space, provides the proponent's rationale for requiring an FAR variance from the Ordinance combined maximum of 1.375. The proposed project allows for eight (8) new two-bedroom, two-bathroom homeownership units as development without displacement and provides brand new ground floor commercial space to help serve the immediate neighborhood along the Cambridge Street corridor.

Additionally, as the property site fronts on two streets (Cambridge and Marion), it requires certain zoning relief for Side Yard Setback, which is also due to the property site's narrow width of 50 feet in comparison to its length of approximately 125 feet.

B) The hardship is owing to the following circumstances relating to the soil conditions, shape or topography of such land or structures and especially affecting such land or structures but not affecting generally the zoning district in which it is located for the following reasons:

The substantial hardship is due to the unique location of the property site, which is located on the corner of Cambridge Street and Marion Street in the City's Wellington-Harrington neighborhood. Situated on an approximately 6,200 square foot lot, the existing building is a single story brick building which covers a majority of the Site and is located in two zoning districts: the front 100 feet is located in the BA Zone (Business A) and the rear 24 feet is located in the C-1 Zone (Residence C-1). Additionally, certain of the zoning relief required for the project is due to the property site's narrow width of 50 feet in comparison to its length of approximately 125 feet. These irregularities have caused issues with siting the building in an appropriate manner on the property site without violating the setback requirements. The property location on the corner (as further illustrated in the project drawings and at the Board hearing) presents a practical difficulty in locating the structure of the Allowed Multifamily Residential Use and proposed new ground floor commercial space, for the purpose of providing additional quality housing in the neighborhood, and the set-backs required are mitigated by the property site's location and shape, unlike many other nearby properties.

Additionally, the existing building currently encroaches onto the sidewalk at numerous points and the proposed project would greatly improve this existing condition by providing enhancements of pedestrian connectivity as it is carefully designed and planned as a transit and pedestrian focused development with upgraded connectivity and walkability.

#### C) DESIRABLE RELIEF MAY BE GRANTED WITHOUT EITHER:

### 1) Substantial detriment to the public good for the following reasons:

There will be no substantial detriment to the public good as the proposed project has been thoroughly processed with the community and the Appellant's proposed development will result in the much-needed revitalization of an under-utilized, irregularly shaped and unique property site with a new, Allowed Multifamily Residential Use, while also adding new and improved ground floor commercial space to better serve the community, in a manner which is consistent with, and complementary to, the immediate and surrounding neighborhood. Additionally, the Appellant has now made certain project modifications in order to lessen the impact of the proposed project on the immediate area thus causing less of a detriment to the public good. In this regard, the following project modifications are now incorporated into the proposal:

- Removed one (1) dwelling unit such that the project now consists of eight (8) dwelling units and the ground floor commercial space;
- Reduced the massing of the building by approximately 1,000 square feet;
- Reduced the FAR from approximately 1.84 to approximately 1.73;
- Adjusted setbacks and enclosed stairs and connector piece;
- Correspondingly increased the amount of open space with an increase from approximately 19.7% (1,227 square feet) to approximately 21% (1,350 square feet);
- Pulled the North (Rear) massing inward (towards Marion St) by approximately 1'6" to maintain five (5') feet between the proposed new building and the direct abutter's property. The left side setback is now five (5') feet at this portion of the building.
- Extended the drive aisle to 22' to accommodate for four (4) full size spaces at the north side, while still proposing five (5) compact spaces for a total of nine (9) parking spaces, with a 1 to 1 parking ratio for the residential units and one (1) additional available space for the new ground floor commercial space;
- Added a common lobby to the building and enclosed the stair and connector piece for a
  more cohesive and appealing design program, with the connector piece now clad with
  cementitious boards and reglets rather than cedar siding; and
- Simplified the massing along Marion Street and made additional building reconfigurations.

Additionally, the proposed project provides development without residential displacement by adding eight (8) new residential condominium homeownership units while maintaining and improving the ground floor commercial space. As part of the proposed project, the Appellant will also be removing an eyesore building in need of remediation and upgrade from an important and visible corner in the City.

In furtherance of this particular finding, the Appellant held its own informal abutter meeting on April 22, 2019, at the property site and also presented the proposed project to the East Cambridge Business Association on May 14, 2019, at the Loyal Nine restaurant at 660 Cambridge Street. The Appellant held a follow up abutter meeting on December 4th, 2019, at the Kennedy-Longfellow School Auditorium, 158 Spring Street Cambridge MA 02141, in close proximity to the project site, in order to present the above-detailed project modifications and revisions to the abutters and neighbors of the site. As such, the Appellant submits that the

requested relief is consistent with the character and concerns providing for the public good, as the Appellant has given special attention to the siting, scale, design, and scope of the new structure, open space and vehicular and pedestrian access and neighborhood safety. Additionally, the Ordinance identifies the applicable Residence C-1 Zone as designated for "multifamily dwellings" and the Business A Zone as designated for "local and drive in retail business, offices and multifamily dwellings," which the proposed development contemplates as described within this application.

### 2) Relief may be granted without nullifying or substantially derogating from the intent or purpose of this Ordinance for the following reasons:

Relief may be granted without nullifying or substantially derogating from the intent or purpose of the Ordinance in regards to the Appellant's project because its proposed uses are Allowed under the Ordinance and the project's required dimensional relief is mitigated by its location in two (2) different zoning districts despite being only a 6,200 total square foot property. Additionally, as detailed above, if the site was located entirely within the BA Zone, then the maximum FAR would be 1.75 and the project's proposed FAR of 1.73 would be in conformance with the allowed maximum FAR. Additionally, the FAR relief requested is mostly required in order to provide the proposed new commercial space on the ground floor to help support the local community. The project's required relief for Front Yard Setback and Side Yard Setback are also de minimus in nature as the existing building currently encroaches onto the sidewalk at numerous points and the proposed project would improve this existing condition. The proposed right Side Yard Setback is 15'8", in excess of the required 10'8.5" right Side Yard Setback calculation, while the Front Yard Setbacks at both Cambridge Street and Marion Street (as it is a corner lot) are mitigated by the fact that these setbacks are consistent with the existing street line conformity on a busy commercial street with no material impact on any direct abutters.

Finally, while the proposed project does require zoning relief for both the parking space size allocation and the parking amount, it does provide a one-to-one parking ratio for the residential units and a dedicated parking space for the new ground floor commercial space, whereas the existing condition for the Polish Club does not provide <u>any</u> current on-site parking allotment for patrons. As further mitigation of the on-site parking programming deficiency caused primarily by the lack of parking for the new ground floor commercial space, the property is located a short walk directly down Cambridge Street at approximately 0.6 miles from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. It is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and future patrons/ employees of the ground floor commercial space. Lastly, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

### BZA APPLICATION FORM SUPPORTING STATEMENT FOR A SPECIAL PERMIT AMENDED 01/23/2020

Please describe in complete detail how you meet each of the following criteria referring to the property and proposed changes or uses which are requested in your application. Attach sheets with additional information for special permits which have additional criteria, e.g.; fast food permits, comprehensive permits, etc., which must be met.

Granting the Special Permit requested for 747 Cambridge Street for the reduction of required parking under Section 6.35.1 of the Zoning Ordinance would not be a detriment to the public interest because:

#### A) Requirements of the Ordinance can or will be met for the following reasons:

The proposed project includes Allowed Uses under the requirements of the Zoning Ordinance. The Zoning Ordinance requires eight (8) residential parking spaces (1 per dwelling unit) and commercial parking spaces for the proposed project (depending on the eventual commercial use). The proposed project provides for nine (9) total parking spaces, with a one to one parking ratio for the residential units in compliance with the Ordinance, and one (1) commercial parking space for the proposed new ground floor commercial use. Therefore, a Special Permit is required for the commercial parking spaces required for the commercial use.

The lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, as the existing condition at the property site does not provide any on-site parking allotment for patrons and, in fact, the proposed future condition for the ground floor commercial space provides for less overall commercial space than existing, thus requiring less off-street parking, thus mitigating the requirements of the Ordinance and lessening the current impacts of the use at the site. The revised proposed project now includes a dedicated parking space for the ground floor commercial space, whereas the existing condition for the current Polish club does not provide <u>any</u> current on-site parking allotment for patrons or employees.

Finally, in conformance with the determining factors itemized in Section 6.35.1 of the Ordinance, less off-street parking is reasonable in light of the availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station and the availability of public parking facilities in the vicinity of the premises. Specifically, the property is located within a short walk directly down Cambridge Street at approximately 0.6 miles from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. The property is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and future patrons/employees of the ground floor commercial space. Lastly, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

### B) Traffic generated or patterns of access or egress would not cause congestion hazard, or substantial change in established neighborhood character for the following reasons:

The addition of eight (8) new residential units will cause a de minimus increase in traffic thereby not causing congestion hazard or a substantial change in the established neighborhood character. Additionally, the project proposes for garage access and egress from a single curb cut located along Marion Street, thereby mitigating impacts along the busier main thoroughfare of Cambridge Street from vehicular entry and exit for the proposed project.

### C) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would not be adversely affected by the nature of the proposed use for the following reasons:

The proposed project will not adversely affect the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance because the proposed multifamily residential use (and the anticipated the ground floor commercial space use) for the project are Allowed Uses under the Ordinance. Additionally, there has been a long-time utilization of the property site for a commercial use (the Polish Club) at the premises. Further, while the proposed project does not provide the required parking allotment, it does provide a one-to-one parking ratio for the residential units and one dedicated parking space for the ground floor commercial space, whereas the existing condition for the Polish club does not provide any on-site parking allotment for patrons or employees. Additionally, and as stated above, the property is located within short walking distance from the Lechmere MBTA Green Line Station and MBTA Bus Station providing access to downtown Boston and beyond via the B, C, D, and E train lines and the 69, 80, 87 and 88 buses. It is also located directly across the street from a large public parking lot at the corner of Marion Street and Macarelli Way which provides over 30 public parking spaces available for use by visitors and future patrons/employees of the ground floor commercial space. Lastly, again, the proposed project provides both long term bicycle parking locker spaces and short term spaces in compliance with the Ordinance, which further mitigates the off-street parking relief.

## D) Nuisance or hazard would not 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 for the following reasons:

No nuisance or hazard will be created by the proposed uses to the detriment of the health, safety and/or welfare of the occupant of the proposed use because the proposed multifamily residential use (and the anticipated the ground floor commercial space use) for the project are Allowed Uses under the Ordinance. The Appellant has given special attention to the siting, scale, design, and scope of the new structure, open space and vehicular and pedestrian access and neighborhood safety. Additionally, the Ordinance identifies the applicable Residence C-1 Zone as designated for "multifamily dwellings" and the Business A Zone as designated for "local and drive in retail business, offices and

multifamily dwellings," which the proposed development contemplates as described within this application.

### E) <u>For other reasons, the proposed use would not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of this ordinance for the following reasons:</u>

Again, the project's proposed uses, the proposed multifamily residential use (and the anticipated the ground floor commercial space use) for the project, are Allowed Uses under the Ordinance and the project's required dimensional relief is alleviated by certain other mitigating factors, as described herein and presented to the Board at the public hearing. Furthermore, the proposed project has been thoroughly processed with the community, with certain project modifications designed to lessen the related impacts on the immediate neighborhood (including the ground floor commercial space utilization), and the Appellant's proposed development will result in the much-needed revitalization of an under-utilized, irregularly shaped and unique property site with a new, Allowed Multifamily Residential Use, while also preserving the long-existing ground floor commercial use to continue serving the community, in a manner which is consistent with, and complementary to, the immediate and surrounding neighborhood. Therefore, the proposed use will not impair the integrity of the district or adjoining district or otherwise derogate from the intent or purpose of the Ordinance.

### Pacheco, Maria

From:

mannybarros <mannybarros@aol.com>

Sent:

Monday, January 27, 2020 11:37 AM

To:

Pacheco, Maria

Subject:

747 Cambridge Street

#### Dear Maria,

Please accept this email for my support of this project. I have a history of building affordable housing in Cambridge, although this is different housing there is a need for housing in the City. The income from this development will aid Cambridge in building affordable housing through nonprofits like Just a Start and other nonprofits. The current building is not sustainable, so this new project makes sense. I am a direct abutter next door and support this development.

Thank you

Manuel Barros

Sent from my Verizon, Samsung Galaxy smartphone



### East Cambridge ~ Wellington-Harrington ~ Inman Square One Kendall Square ~ Lechmere Square

### www.EastCambridgeBA.com

#### **Executive Director**

January 25, 2020

Jason Alves
Executive Director
baecamb@gmail.com
Office (857) 242-6651

Board of Zoning Appeals Massachusetts Ave Cambridge, MA 02139

**Board and Officers** 

Members of the Board:

Patrick Magee, President Atwood's Tavern ecbapresident@gmail.com I am writing on behalf of the East Cambridge Business Association (ECBA) to lend our support for the application (CASE NO. BZA-017232-2019) by Ed Doherty for 747 Cambridge St which would allow the applicant to redevelop the sight of the Polish American Club into residential housing and first floor commercial space.

Lenny Frisoli, Clerk Frisoli Associates, P.C.

The existing structure is a one story building that is in need of significant improvements. Cambridge Street is a business corridor that supports second and third floor residential above first floor businesses. This proposal respects the mixed use nature of the street at a height that is respectful of existing zoning. While parking is always an issue for businesses and patrons, the situation is not unlike other commercial spaces where parking variances for certain uses will be needed. Future changes to the table of uses may alleviate the burden of seeking variances for parking requirements that can almost never be met in the district.

Michelle Lower, Treasurer Alexandria Real Estate Equities

Carl Fantasia
New Deal Fish Market

Michelle Carter

Divco West

Paul Ferreira

Cambridge Printing Co.

Michael Grill
Fairlane Properties

Virginia Johnson Gather Here Stitch Lounge

Stephen LaMaster Vinfen

Michael J. Ring The Law Office of Michael J. Ring

Mark Rogers Rogers Properties Group The applicant has worked with abutters on issues of design and as we understand they have addressed issues pertaining to uses in the commercial space. It is worth noting the proliferation of childcare and cannabis uses and auxiliary uses along Cambridge St, we do hope to see an active use retail tenant that will help to enliven Cambridge St. In Inman Square we are witnessing great success in experience-based retail while traditional retail continues to falter. While retail evolves, we hope the landlords will be forward thinking about how they can be part of a solution for an active Cambridge Street and healthy diverse business district.

Thank you for taking ECBA support into consideration.

Sincerely,

Jason Alves

Executive Director

East Cambridge Business Association