

OWNERSHIP INFORMATION FOR PLANNING BOARD

To be completed by OWNER, signed and returned to Secretary of Board of Appeal

2551 Mass Ave LLC
(Petitioner)

Address: 7 Morrison Rd West Wakefield, MA 01880

Location of Premises: 2551 Massachusetts Avenue LLC

the record title standing in the name of 2551 Mass Ave LLC

whose address is 7 Morrison Rd West Wakefield MA 01880
(Street) (City or Town) (State & Zip Code)

by a deed duly recorded in the Middlesex County Registry of Deeds in

District of Land Court Certificate No. 1691545 Book 01466 Page 146


Owner Signature

On this 8th day of June, 2015, before me, the undersigned notary public, personally appeared Scott Zink, proved to me through satisfactory evidence of identification, which were MA Driver's license, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that Scott Zink signed it voluntarily for its stated purpose.


Notary Public
My commission expires: 8/25 | 2020



FEE SCHEDULE

Project Address: 2551 Massachusetts Avenue

Application Date: June 8, 2015

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): 8,654 × \$0.10 = 865.4

Flood Plain Special Permit Enter \$1,000.00 if applicable: 0

Other Special Permit Enter \$150.00 if no other fee is applicable: 150.00

TOTAL SPECIAL PERMIT FEE Enter Larger of the Above Amounts: 865.4

DIMENSIONAL FORM

Project Address: 2551 Massachusetts Avenue

Application Date: June 1, 2015

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	4950	4950	4950	
Lot Width (ft)	90.04	None	90.04	
Total Gross Floor Area (sq ft)	8663	8663	8253	
Residential Base	0	N/A	7329	
Non-Residential Base	8663	N/A	924	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	.2	1.75	1.67	
Residential Base	.2 N/A	1.75 N/A	1.67 1.48	
Non-Residential Base	.2	N/A	.19	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	0	8	5	
Base Units	N/A	N/A	N/A	
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	600	990	
Building Height(s) (ft)	±12	50 / 35	±45.3 / 35	
Front Yard Setback (ft)	±18.7	5 Mass Front	5.1	
Side Yard Setback (ft)	±53.1	5 Richard Front	5.1	
Side Yard Setback (ft)	±3.9	10 Mass Side	10.1	
Rear Yard Setback (ft)	±2.3	10 Richard Side	10.1	
Open Space (% of Lot Area)	0	None	0	
Private Open Space	0	None	0	
Permeable Open Space	0	N/A	16	
Other Open Space (Specify)	N/A	N/A	N/A	
Off-Street Parking Spaces	Undelineated	1 per unit = 5	5	
Long-Term Bicycle Parking	0	5	5	
Short-Term Bicycle Parking	0	1	1	
Loading Bays	0	0	0	

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

City of Cambridge, Massachusetts
Planning Board
City Hall Annex, 344 Broadway, Cambridge, MA 02139

a. SPECIAL PERMIT APPLICATION – COVER SHEET

To the Planning Board of the City of Cambridge:

The undersigned hereby petitions the Planning Board for one or more Special Permits in accordance with the requirements of the following Sections of the Zoning Ordinance:

1. 10.40 Special Permit
2. 20.110.22 (2)(4) & (6) Special Permit

Applicant: 2551 Mass Ave LLC c/o Scott Zink

Address: 7 Morrison Road, West Wakefield, MA 01880

Telephone: 617-492-0220 FAX: _____

Location of Premises: 2551 Massachusetts Avenue

Zoning District: Business A-2

Submitted Materials: Application form, ownership certificates, dimensional form, project narratives, existing conditions, photographs, civil drawings, proposed site plan, garage and floor plans, roof plan, building elevations, and renderings.

Signature of Applicant: _____

For the Planning Board, this application has been reviewed and is hereby certified complete by the Community Development Department:

Date Signature of CDD Staff

b. SPECIAL PERMIT APPLICATION – SUMMARY OF APPLICATION

Project Name: To be determined
Address of Site: 2551 Massachusetts Avenue
Applicant: 2551 Mass Ave LLC c/o Scott Zink
Planning Board Project Number:

Hearing Timeline (CDD)

Application Date:
 Planning Board 1st Hearing Date: _____ *

(PUD Development Proposal, other special permit)

Planning Board Preliminary Determination: _____ *

(PUD Development Proposal)

Second Submission Date: _____ *

(PUD Final Development Plan)

Planning Board 2nd Hearing Date: _____ *

(PUD Final Development Plan)

Final Planning Board Action Date: _____ *

(PUD Final Development Plan, other special permit)

Deadline for Filing Decision: _____ *

**Subject to extension by mutual agreement of the Applicant and the Planning Board*

Requested Relief: (include other boards and commissions)

- See special permits requested above, as more particularly described in the attached application.

Project Description

Brief Narrative: Special permit to allow construction of a mixed use development including five (5) residential units above ground floor retail.

Project Size:

- Total GFA: _____ 8,253sf
- Non-residential uses GFA: _____ 924 sf
- Site Area (acres and SF): _____ 49,50sf/0.11 acres
- # of Parking Spaces: _____ 5
- # of Bicycle Spaces: _____ 6

Proposed Uses:

- **# of Dwelling Units:** 5
- **Other Uses:** Permitted ground floor retail uses allowed in 20.110.21
- **Open Space** (% of the site area): 16%

Proposed Dimensions:

- Height: Range of Heights Maximum +/-45.3'
- FAR: Residential 7,329sf

2551 Massachusetts Avenue Project Narrative

June 1, 2015

A. General Narrative

The Applicant proposes to construct a mixed-use development sited on a 4,950sf lot located at the corner of Richard and Massachusetts Avenue known and numbered as 2551 Massachusetts Avenue (the "Site"). The parcel is in the Business A-2 base zoning district as well as the North Massachusetts Overlay Sub-district.

Currently the site is impervious completely covered by asphalt paving and a one story commercial building currently underutilized as a Lapel's dry cleaners. The site has two street facing facades that are dominated by large curb cuts used currently as shortcuts for vehicles entering and exiting from both Richard and Massachusetts Avenue as well as patrons Jack's gas station which is the adjacent commercial use.

The Applicant proposes to demolish the existing commercial structure and construct three (3) levels of residential above ground floor retail. The residences and compatible retail uses will be supported by a total of five (5) at grade vehicle parking spaces and six (6) bicycle spaces that will be located underneath the structure and largely screened from the public way.

The project will include environmental remediation if necessary to remove any required soils. This remediation, if required, will result in a final site condition of "no significant risk" to building occupants and users, as defined by the Massachusetts Department of Environmental Protection (DEP).

Currently, the locus has two large vehicular access points on Massachusetts and Richard Avenues. The latter is proposed to be closed completely, and the former is proposed to be reduced substantially, thereby improving pedestrian safety along the street for residents and abutters. For its limited vehicular access needs, the project will utilize a portion of the existing curb cut along Massachusetts Avenue that will be sited 70' +/- from the adjacent crosswalk.

In consultation with the Cambridge's Economic Development Department the ground floor retail sited at the corner was encouraged and will support the intent and purpose of the North Massachusetts Avenue Sub-district by expanding the pedestrian friendly ground floor retail along Massachusetts Avenue and providing a mixed use development that strengthens the urban character of the Avenue.

As detailed more specifically in the attached drawings and dimensional table this proposed project conforms to the requirements of the Ordinance and only needs to relief

to modify the height of the ground floor retail use and percentage of the ground floor use that occupies the linear frontage on Massachusetts Avenue.

Zoning Relief Requested:

The Applicant is requesting the following relief under the Ordinance in connection with the project.

- Special Permit pursuant to Ordinance section **20.110.22** (2)(4) & (6) to allow for *Modifications to Standards* as follows:
 - (2) Minimum Depth: a reduction in the required depth of ground floor non-residential use.
 - (4) Minimum Linear frontage: reduction in the required linear frontage devoted to non-residential use facing Massachusetts Avenue.
 - (6) Minimum Ground floor height: reduction in the height of the required ground floor non-residential use.

Zoning Requirements for Granting Requested Relief

The provisions of the Ordinance set forth below apply to the requested Special Permits for the project. Application of each provision of the Project follows the provision in italics.

A. Generally Applicable Criteria for Approval of a Special Permit

Pursuant to section 10.43 of the Ordinance, Special Permits will normally be granted where provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public good because:

- a) It appears that requirements of this Ordinance cannot or will not be met

With the requested Special Permits, the Project will meet all requirements of the Ordinance.

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

This Project will positively impact vehicular access for the site by significantly reducing the excessive lengths of existing curb-cuts and creating a safer single access point. The project is sited in the Business A-2 Zoning District and is located directly adjacent to a Bus station that serves commuters to Alewife, Harvard Square, Arlington Heights and Lechmere Station. Additionally the project is close to the

Davis Square Redline T station and ten (10) car share options within .5 miles from the site. Although the projects size doesn't require a Transportation Impact Study the site is well served by public transportation with a several alternative transportation options in close proximity including two MBTA buses directly adjacent to the property, ten (10) car share options within .5 miles and a Hubway terminal abutting the property. As a result, the project is expected to generate a limited number of vehicle trips, projected to be approximately 4 trips in the AM peak hour and 15 trips in the PM peak hour. Such levels of vehicle activity are not expected to create adverse congestion or hazard.

- c) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use or

The Project will not adversely affect continued operation or future development of adjacent uses and will further the mixed use character of the existing neighborhood along Cambridge Street that includes ground floor retail and residential units above. In fact the proposed site plan will close two extremely dangerous curb cuts that will greatly improve pedestrian safety and access.

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

The Project will not create any nuisance or hazard or be a detriment to the health, safety and or welfare of the occupants of the Project nor the citizens of the City. In fact, the existing building has been severely underutilized with unsightly at grade parking that is highly visible from the public way. The proposed new construction will allow for a highly energy efficient building consistent with LEED certifiable standards and will add development that is well served by public transportation to Cambridge's housing stock.

This Project is consistent with Cambridge's goals of health, safety and welfare as set forth in Section 19.30 (Citywide Urban Design Objectives) of the Ordinance to foster development which is responsive to the existing or anticipated patterns of development.

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

The Project will not impair the integrity of the district in which it is located or the adjoining district. The Project will not derogate from the intent and purpose of the Ordinance as the proposed residential use is allowed in this district and the project requires minimal dimensional relief. When complete, the Project will add high quality family friendly housing to this portion of the North Massachusetts Avenue

district consistent with smart growth principles, and serve to improve the visual connections along North Massachusetts Avenue adding a diversity of building types, materials and façade design.

Further, this project will revitalize an underutilized industrial parcel into a thriving mixed use development that is consistent with the stated purpose of the zoning ordinance (section 1.30) which includes encouraging the most rational use of land throughout the city.

B. Modifications to Standards North Mass Ave Sub-district 20.110.22

In granting a Project Review Special Permit under Section 20.110.21 of the Ordinance, the Planning Board may approve modifications to the dimensional requirements set forth in Subsection 20.110.21 Paragraphs (2-7) upon making a determination that:

(a) The proposed modified dimensions do not substantially derogate from the intent of the requirement to provide for a reasonably continuous active ground floor frontage along the public street and

Due to the existing small lot size, part of the ground floor needs to accommodate parking as well as required non-residential use as required in the District. The proposed design screens from public view the on-grade parking while creating a ground-level façade that appears to continue the glazing pattern from the commercial use across the Massachusetts Ave side.

(b) The overall floor area of required active non-residential ground floor uses is not substantially reduced and

The proposed floor area for the required active non-residential ground floor use is as large as practicable while balancing the other requirements of the building such as parking and vertical circulation.

(c) The modifications are the minimum necessary to reasonably accommodate the new construction on the lot.

The proposed area dedicated to and the number of cars spaces allotted represents the minimum to meet the Ordinance requirements. The area dedicated to vertical circulation and residential entry is compact and necessary for the building.

C. Community Outreach

The applicant has met with met with the abutters and neighbors including presentation of the project at three (3) North Cambridge Stabilization Committee meeting starting November 2014, March and May 2015.

IV. CONCLUSION

As described above, the Project is appropriate for the site and surroundings providing additional transit oriented housing to Cambridge's housing stock. Additionally, the Project will further the goals of the ordinance by converting an underutilized commercial parcel into high-quality housing with neighborhood retail at the ground floor that once completed will increase opportunities for pedestrian and bicycle access as well as decrease paved surface areas benefiting stormwater management. Accordingly, for the reason set forth in this application, the Applicant respectfully requests that the Board find that the Project satisfies all applicable requirements of the Ordinance in connection with the granting of the requested Special Permits.



To: Scott Zink, President
Newmarket Properties, LLC

Date: June 10, 2015

Memorandum

CC: Sean D. Hope Esq.
Hope Legal Law Offices

Project #: 13058.00

Re: 2551 Massachusetts Avenue

From: David Black

Residential/Retail Project Cambridge, MA

As requested, VHB has reviewed the proposal by Scott Zink of Newmarket Properties, LLC to redevelop an existing building at 2551 Massachusetts Avenue in Cambridge as a five (5) unit apartment building with approximately 1,000 SF ground floor retail, and extinguish the existing dry cleaning-related use. The Project will provide five (5) parking spaces at a parking ratio of 1.0 space per unit, and 6 long-term bicycle parking spaces at a ratio slightly above the required 1.05 spaces per unit. In addition, four (4) new on-street parking spaces will be created as a result of consolidation of existing curb-cuts under the Project's site plan.

We understand that a Transportation Impact Study (TIS) certified by the Traffic, Parking & Transportation (TP&T) Department is not required for the project. However, VHB has performed a review of the project and site plan to inform the transportation aspects of the project, including a Trip Generation Analysis (consistent with the methodology required for a TIS) to estimate the level of traffic generation associated with the project. In addition, VHB has performed field observations and reviewed the site plans and proposed access arrangements.

Trip Generation

A description of the trip generation methodology and calculations is attached. In summary, the analysis indicates that a small number of vehicle trips are expected to be generated by the project, with a projected total of approximately 122 daily vehicle trips (total inbound and outbound). During the critical commuter peaks on the local roadway network, 4 morning peak hour vehicle trips and 15 evening peak hour vehicle trips are projected. These levels of trip generation are well within the Planning Board Criteria for vehicle trip generation, and would not be expected to have any material impact to traffic operations in the vicinity of the project site. Further, it is likely that a more intensive commercial use of the site would generate significantly more trips, particularly in view of the existing parking spaces available on the site.

Site Access

VHB has conducted field observations to gain an understanding of the existing transportation infrastructure in the study area and has reviewed the December 4, 2014 plan sets. There appear to be no significant transportation issues associated with the project, and indeed the closure/alteration of the curb-cuts on Richard Avenue and Massachusetts Avenue will provide a significant improvement for pedestrians on both site frontages. The project site benefits from access to nearby bus stops, Hubway bikes and Zipcars, as well as being located close to local retail and restaurants. As a result, the pedestrian environment is very important for the project.

Parking

The parking supply of 1 space per unit, in compliance with zoning, is adequate for most residential parking needs, and is consistent with the desire to discourage increased reliance on automobiles. Further, a benefit of the Project is that 4 new on-street parking spaces will be created, consistent with the transient parking needs of visitors and retail patrons.

99 High Street
Boston, MA 02110-2354
P 617.728.7777

TRIP GENERATION ATTACHMENT

Trip-generation estimates were developed based on standard Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) using the regression formula for Land Use Code 220 (Apartment) and the average rate for Land Use Code 820 (Shopping Center). Unadjusted ITE vehicle-trips were converted to person-trips by application of a 1.13 Average Vehicle Occupancy (AVO), to reflect the national basis for ITE data. The resulting adjusted person trip generation for the proposed project is summarized in Table 1.

Table 1: Person Trips

	Daily	AM Peak	PM Peak
Entering	111	2	17
Exiting	<u>111</u>	<u>6</u>	<u>10</u>
Total	222	8	27

Source: ITE

Mode Share and Average Vehicle Occupancy

To break down the person trips by mode, local mode share data was applied to the person trips. Mode-share characteristics for the project are based on 2009-2013 American Community Survey 5-year data for Census Tract 3550 for residents and work based 2000 Journey to Work Census Data for tract 3550 for the retail. Table 2 presents mode-shares used as a basis for estimating project trip generation. Drive-alone and rideshare were combined to determine overall automobile mode share. The AVO of all automobile trips is 1.13 based on the 2009 National Household Survey (NHTS).

Table 2: Mode-Share

Mode	Percentage of Trips (Residential)	Percentage of Trips (Retail)
Automobile (SOV)	53%	67%
Automobile (HOV)	6%	9%
Transit	33%	16%
Bicycle	1%	1%
Walk	5%	4%
Work at Home/Other	2%	3%

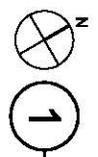
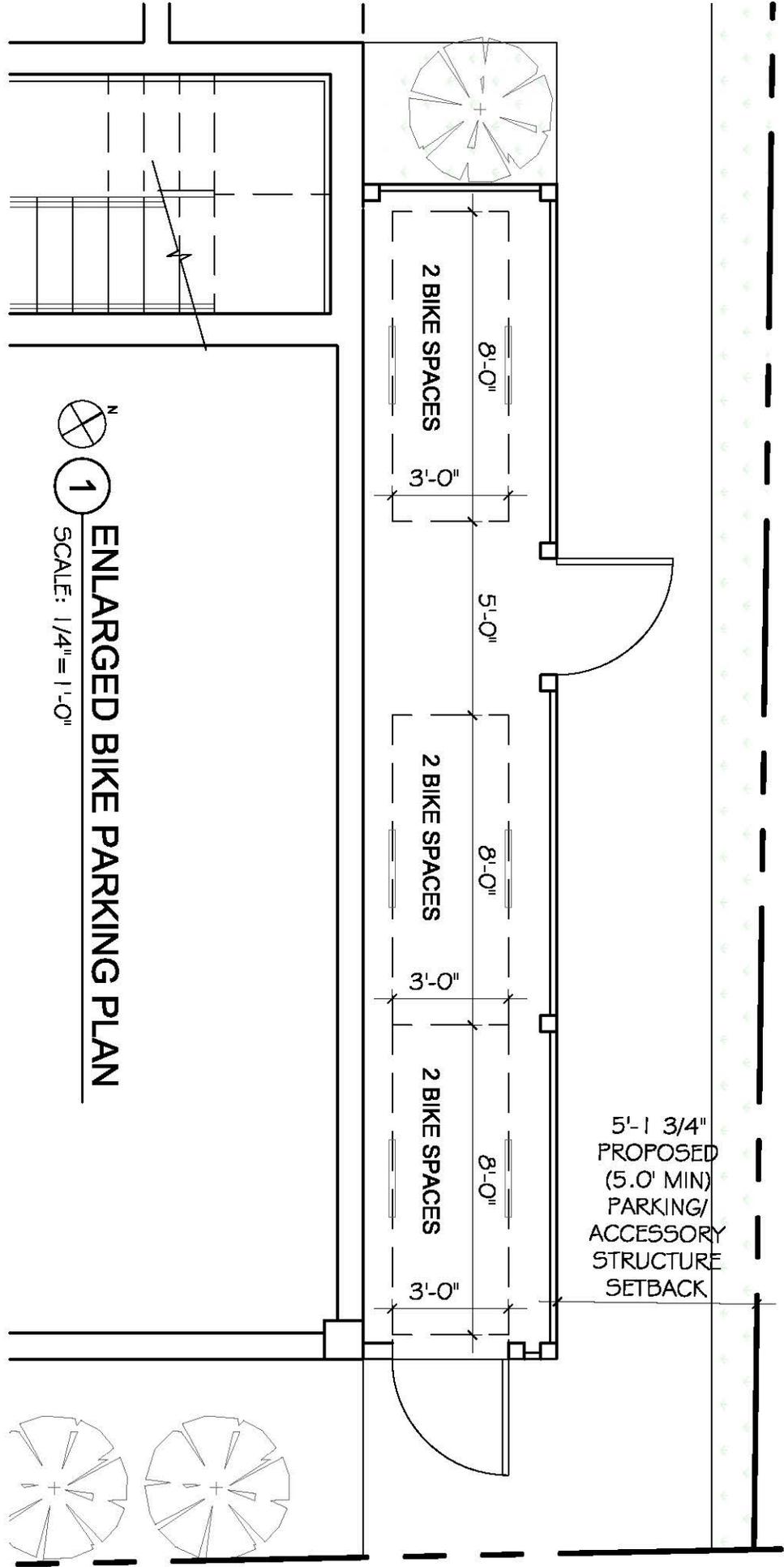
Source: 2009-2013 American Community Survey 5-year Data & 2000 Journey to Work Census Data

The resulting project trip generation by mode for the proposed project is summarized in Table 3. The proposed retail is not expected to be destination retail and would be unlikely to attract significant vehicle trips.

Table 3: Project Trip Generation by Mode

	Automobile			Transit			Walk			Bicycle		
	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Entering	61	1	9	33	1	5	5	0	1	1	0	0
Exiting	<u>61</u>	<u>3</u>	<u>6</u>	<u>33</u>	<u>2</u>	<u>3</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>
Total	122	4	15	66	3	8	10	0	1	2	0	0

The project at 2551 Massachusetts Avenue is expected to generate approximately 4 vehicle trips (1 inbound and 3 outbound) during the morning peak hour and 15 vehicle trips (9 inbound and 6 outbound) during the evening peak hour.



ENLARGED BIKE PARKING PLAN
 SCALE: 1/4" = 1'-0"

5'-1 3/4"
 PROPOSED
 (5.0' MIN)
 PARKING/
 ACCESSORY
 STRUCTURE
 SETBACK

RICHARD AVE