



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

NOTICE OF DECISION

Case No: PB#174

Address: 320 Bent Street, 301 Binney Street, 157 Sixth Street

Zoning: Industry A-1/ECHO Overlay District

Owners: MBA – Cambridge, LLC, 1013 Centre Road, Wilmington, DE 19805

Applicants: Rogers Street, LLC, c/o Lyme Properties, 101 Main Street, 18th Floor, Cambridge, MA 02141

Application Date: April 18, 2002

Public Hearing: May 7, 2002

Planning Board Decision: May 7, 2002

Date of Filing Decision: May 29, 2002

Application: Project Review Special Permit (section 19.20) for change of use to permit Technical office for research and development (section 4.34 f) and retail uses as permitted in the base Industry A-1 district and a special permit to allow Other retail establishments in the Industry A-1 district (Article 4.35 a 2).

Decision: **GRANTED** with conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after the filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Office of the Community Development Department and the City Clerk.

Authorized Representative to the Planning Board:

For further information concerning this decision, please call Liza Paden at 617-349-4647, TTY: 617-349-4621, email lpaden@ci.cambridge.ma.us.

2002 MAY 29 PM 4:33
CITY CLERK
CAMBRIDGE, MASSACHUSETTS

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Documents Submitted

1. Special Permit Application certified complete on April 18, 2002 and filed with the City Clerk on April 19, 2002 containing the project description; supporting statement; dimensional form; narrative describing conformance to Section 19.30 - Urban Design Objectives; reduced plans, elevations, and cross sections of existing and proposed development; Certification of Receipt of Plans from the Cambridge Water Department, Department of Public Works, and the Traffic, Parking and Transportation Department, photographs and perspectives of the development.
2. Traffic Study Certification, dated 4/16/02.
3. Transportation Impact Study/Special Permit Criteria Analysis, dated April 12, 2002.
4. "Traffic Impact Assessment/Special Permit Criteria Analysis, Proposed Research and Development/Retail Buildings at 301 Binney Street and 320 Bent Street, Cambridge, Mass.;" Vanasse and Associates, Inc., dated April 12, 2002, Technical Appendix Volume I and II.
5. Plans entitled "Cambridge Planning Board, Project Review Special Permit Application", dated April 18, 2002, by Arrowstreet, Inc., including plans and elevations of building and landscaping, various scales.
6. "Construction Documents," dated July 21, 2000, by Arrowstreet, Inc., including the landscape layout, landscape planting, garage floor, first through penthouse floors, and the exterior elevations of various scales.

7. "Construction Documents," dated May 5, 2000, by Arrowstreet, Inc., including the Landscape layout, landscape planting, basement floor, first through penthouse floors, the exterior elevations of various scales, and building sections.
8. Copy of letter to Jeffery Dirk, Vanasse & Associates, Inc., from Jason Schrieber, Transportation Planner for Traffic, Parking and Transportation, dated 3/27/02 with the scope of the study.

Other Documents Submitted

1. Exhibit I, dated February 2002, of the agreement between the Rogers Street LLC and the Cambridge Citizens for Livable Neighborhood, Inc. and the East Cambridge Planning Team
2. Fax to Thomas Anninger from Daniel Winny, dated 5/3/02, with a brief summary of the Special Permit.
3. Letter to Thomas Anninger Planning Board chair, from Marjorie Decker, City Councilor, dated 5/7/02, supporting the application.
4. Letter to the Planning Board from Daniel A. Taylor of Hill & Barlow, dated 5/7/02, regarding the scope of the traffic study.
5. Letter to the Planning Board from Susan Clippinger, Traffic, Parking, and Transportation, dated 4/31/02, re: the recommended mitigation measures.
6. Memo to Cambridge Planning Board from Susan Clippinger, dated 5/7/02, setting forth recommended traffic mitigation measures.

Findings

After review of the application documents and other documents submitted to the Board, testimony taken at the public hearing, and review and consideration of the Project Review Special Permit and the general special permit criteria, the Board makes the following findings.

1. The proposed uses, and the architectural modifications needed to accommodate those uses, are reasonable and appropriate at this location. All buildings for which new uses are being requested have secured a building permit and are either fully constructed or actively under construction. A portion of the building that is under construction consists of thirty-seven units of housing. While housing is a desired use in this ECHO district, the building now in existence and the building now under construction are not easily converted to housing. Furthermore, the base Industry A-1 District permits as-of-right or by special permit the uses requested in this application in the already permitted buildings that are now non-conforming as to Gross Floor

Area. The zoning applicable to this location was adopted by City Council in October of 2001 as part of the comprehensive ECAPS rezoning effort.

2. Conformance with the Traffic Impact Findings Required in Section 19.25.2

The Planning Board finds that the change of use will have no substantial adverse impact on city traffic within the study area with the implementation of the traffic mitigation measures that are required as a condition of the granting of the requested special permit.

3. Conformance to Section 19.30 Citywide Urban Design Objectives

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

- The immediate built environment consists of telecommunication, office, research and development and warehouse and industrial activities. Housing is located within a block of the site in two directions. It is expected that these non-residential activities will remain in place in the medium term, although over a longer time frame the policy objective for this area is to encourage conversion of non-residential sites to residential use. A small component of housing is included in the project's mix of uses.
- The heights of portions of both buildings along public streets are reduced, with stepped set backs on the upper stories reducing primary facades along Binney Street to 56 feet and along Fulkerson Street to 42 feet. The top story of the housing structure is stepped back at the corner of Sixth and Binney Streets.
- The height of the already permitted buildings no longer complies with the height provisions of IA-1/ECHO districts in which they are now located. However, their overall heights are lower than near-by commercial buildings across Binney and Sixth Streets, located within the MXD and Industry B districts. They are also consistent with the height of a new building now under construction on an immediately adjacent site at 300 Bent Street.
- Landscaped setbacks are provided along Binney, Fulkerson, and Sixth Streets, including a 28-foot front yard garden in front of the housing portion of the structure as it faces the public street. Landscaping along Binney Street is provided with benches, and is designed to enhance the newly established green boulevard and to provide an amenity for pedestrians walking around the site.
- Lobbies, entrances, retail space, and residential uses are located at grade level along public streets. The housing is located on Sixth Street, where it is closest to existing residential uses, and where it enhances the pedestrian connection that now exists from the East Cambridge Neighborhood to Kendall Square via the pedestrian walkway through Cambridge Center that begins at the pedestrian crosswalk at Binney and Sixth Streets.
- No historic structures were demolished for construction of the new buildings.

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

- The ground floor of 301 Binney Street/157 Sixth Street, which fronts on Binney, Fulkerson and Sixth Streets is occupied by active lobbies, retail space, residential activities and uses, and laboratory uses. Window openings are prominent features of these facades. Approximately 120 feet of retail facades at the Fulkerson Street corner, and also at Sixth Street, will be almost 100% glass. The balance of the ground floor, of brick with punched windows, is approximately 20% glass, with upper floors approximately 50% clear glass. In addition to the landscaping referenced above, these features provide a pleasant interface between the public sidewalk and the activities occurring within the buildings.
- Building entries are located on Fulkerson and Sixth Streets, to avoid the potential of interfering with traffic on Binney Street. Pedestrian access from bus and subway transit stops at Kendall Square is along the existing tree-lined Sixth Street walkway and along sidewalks provided with landscaped setbacks and active frontage uses.
- Covered bicycle parking is provided next to the laboratory building entrances, and in the below grade parking garage adjacent to both laboratory and housing elevator cores. A bicycle rack is also provided outside the 157 Sixth Street housing. There will be at least 50 bicycle parking spaces in the garage and 29 on the site.
- While functioning as a service corridor for deliveries and vehicle access to the garage, the private Rogers Street has been provided with amenities that will make it safe and reasonably pleasant for pedestrians who are likely to use it to access the new buildings. In its conditions the Planning Board has requested that the pedestrian path proposed by the applicant be raised behind the proposed granite curb and that the Rogers and Sixth Streets intersection be provided with a raised sidewalk table, as already provided at Fulkerson Street, in cooperation with the new construction at 300 Bent Street.

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

- Rooftop mechanical equipment is concealed by an architectural screen, or fully enclosed in the penthouses. The roof screen along Binney Street has been articulated by alternating setbacks to create bays. The architectural treatment of the screens and penthouses is designed to relate to the overall building design.
- Trash facilities and loading docks are located off public streets and out of view on the Rogers Street private way. The 301 Binney Street loading docks, previously located outside on Rogers Street, have been relocated to within the building and enclosed with rolling doors.

- The buildings do not create shadows on any open space. The shadow impact of 320 Bent Street is similar to that of the previous industrial building on the site and casts shadow over part of Bent Street and the research and industrial uses on the north side of that street.
- The predominant shadow impact of 301 Binney Street is over the Rogers Street private way. Shadows are not cast over the housing structure at 157 Sixth Street, which receives excellent sunlight, especially in the morning and middle of the day.
- The laboratory buildings' design features express the science and technology uses within them through the use of glass and metal curtain wall components. However, the building design also includes brick elements, which have a scale and vocabulary compatible with existing older buildings in the neighborhood. The housing structure is clad entirely in brick, with balconies, railings and chimneys articulating the facades.

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

Non-roadway Infrastructure:

- Stormwater – Permeable open space on the site will be increasing with the revised plan, reducing somewhat the amount of stormwater runoff from the site. Comprehensive stormwater mitigation measures for the buildings have already been permitted by and at the direction of the Cambridge Department of Public Works. All surface water collected within the garage will be treated with a passive oil and gas separation unit prior to discharge to the city's stormwater system.
- Sanitary – Combined flow in the manhole at Fulkerson Street will be separated as approved by the Department of Public Works. A temporary holding tank will be installed in Rogers Street, a private street, as approved by the Department of Public Works, to reduce sanitary discharges into the combined sewer system at the time of elevated flows in the system. The final design of the holding tank will be approved by DPW prior to construction and the installation and maintenance for the holding tank is the sole responsibility of the applicant. The applicant or their tenants will obtain all permits from the MWRA for the industrial flows prior to use of the city's system.
- Water – The estimated total water demand is 95,690 gpd. A new 10" water main has been installed in Bent Street to improve the water flow in the project area.

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

- The proposed mixture of laboratory, retail and housing uses in the buildings will reinforce the complex urban character of Cambridge and ensure activity at all times of day, including in the evening. The activity will be significantly more positive than would likely be the case should the buildings be occupied by the telecommunication

systems for which the buildings are currently permitted. The Laboratory/R&D use, especially when combined with retail activity, will provide a variety of employment opportunities. Retail uses may include a café or restaurant and serve as potential sources of interest for residents in the nearby residential neighborhood.

- While there were no historic structures on the site before construction, the architecture is designed to complement the character of those historic structures existing in the neighborhood, such as the brick buildings across Sixth Street.

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

- Thirty-seven housing units are now included in the development; a minimum of 20 were required. Two of the units are handicapped accessible. Retail space and community rooms are located on the first floor of the housing structure. The housing includes six affordable units, sixteen (16) percent of the total, one of which is handicapped accessible.
- The housing is located on Sixth Street because the nearest existing residential uses are also on that street; and the housing will reinforce the pedestrian links along Sixth Street between the East Cambridge residential neighborhood and Kendall Square.

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

- Existing open spaces in the immediate vicinity of the project include the green areas at Cambridge Center, across Binney Street, and Ahearn Field at the Kennedy School. The landscaped front yard at the 157 Sixth Street housing, as well as landscaped setbacks along other public streets around the development, provide publicly beneficial, permeable open space as well as useable open space, and enhance pedestrian linkages between existing open space amenities.

4. Compliance with East Cambridge Design Guidelines

While the buildings, when granted a building permit, were not subject to the East Cambridge Design Guidelines adopted October 15, 2001, the Board finds that many of the policy objectives expressed in those guidelines are positively addressed. The minor design changes proposed in this application further advance the objectives of the Guidelines.

A. Goals: Transition Areas

- The project includes 37 housing units.
- The building facades are stepped back at the upper floors where facing public streets.
- Bicycle and pedestrian connections between the neighborhood and Kendall Square are enhanced by sidewalk improvements and landscaped setbacks.

B. Built Form: Street Level Uses and Design

PB #174 – 320 Bent, 301 Binney, 157 Sixth Streets

- There are active street level uses include building entrances, retail space and a community room.
- Retail facades are entirely glass, and Laboratory/R&D facades 20 to 50% clear glass. 45% of the residential ground floor is transparent glass.
- There are no blank walls on public streets. All service functions are on the private Rogers Street.

C. Building Height and Orientation

- The building façade is set back above 56 feet by at least 10 feet.
- Landscaped yard setbacks of 10-12 feet are provided at Binney Street with space for outdoor café seating and benches and a sitting wall.
- No driveways or drop offs are located on Binney Street.
- Loading docks and trash facilities are also located on Rogers Street, and not visible from residential area.
- Activity is particularly oriented towards corners, with retail spaces proposed at Fulkerson and Sixth Street corners.

D. Scale and Massing

- The design of both buildings is articulated with varying materials, colors and projecting bays and cornices. The bases of the buildings are reinforced with brick, while the tops have setback terraces and a projecting cornice feature. Rooftop screens are varied in profile and designed to relate to the building architecture.

E. Architectural character

- The facades of the residential buildings are enlivened with balconies, french windows, and fireplace chimneys. A canopy connects the front door to the sidewalk.
- The architecture of the two Laboratory/R&D buildings is varied with different forms and colors, while retaining a relationship with brick and glass curtain wall facades. The housing structure uses an all brick façade with two colors and painted metal accents.

F. Environmental Guidelines

- All rooftop mechanical equipment is either shielded behind architectural screens or fully enclosed inside penthouses, to minimize visual and acoustic impacts.

G. Parking

- All parking is in a below-grade garage, with entrance ramps located off public streets, on Rogers Street.

H. Public Realm: Open Space

- Landscaped areas are provided along public sidewalks to provide publicly beneficial, permeable, and useable open space. A public space linkage is created along the Sixth Street pedestrian route. The front yard garden of the new housing structure is open to view and enjoyment from Sixth Street and a canopy marks the building entrance.

I. Streets and Sidewalks

- Street trees, shrubs, lawn, patios, and benches are provided in setbacks along public streets to improve pedestrian amenities. Adjacent sidewalks on public property will be rebuilt.

5. Conformance to the general criteria for the issuance of special permits contained in Section 10.40 of the Zoning Ordinance

A special permit will normally be granted where specific provisions of this Ordinance are met, except where the particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting such permit to be to the detriment of the public interest because of the following.

a. The requirements of the Ordinance cannot be met.

- The proposed new uses in the buildings, existing and in construction, are allowed as-of-right or by Special Permit in the Industry A-1 district. The proposed minor exterior design changes to the building, now under construction, comply with Article 19.30 - Citywide Urban Design Objectives and the East Cambridge Design Guidelines.
- No other variances or Special Permits are required or sought, except as requested in this application.

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

- The existing project is located on Binney Street, a major arterial roadway. The immediate neighborhood is characterized by industrial and commercial uses, and is in an industrial zoning district. The traffic impacts studied in the Traffic Impact Assessment are either acceptable or will be mitigated. All parking and service access to the project is from Rogers Street, a private way. No hazards or changes in neighborhood character will result.

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

- A range of industrial and commercial uses in an industrial zoning district surrounds the site. These uses will not be adversely affected by the proposed new uses at the project.
- 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.**
- The use and operation of the buildings will comply with all the health, building and safety requirements of the City of Cambridge and the Massachusetts Building Code.
- e. For other reasons, the proposed use would impair the integrity of the district or the adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.**
- The proposed new laboratory/R&D use allowed as of right in the zoning district is typical in the surrounding area, and presently occupies part of one of the buildings in the project. The housing and proposed retail uses are encouraged by the applicable design guidelines and objectives. The new uses are therefore consistent with the intent and purpose of the Cambridge Zoning Ordinance.

6. Conformance to the criteria for the issuance of special permit for Other retail establishments, Section 4.35a.2 of the Zoning Ordinance.

- The Ordinance does not set forth special criteria for the granting of this special permit. It is likely that general retail requires a special permit in the Industry A-1 district because large destination retail activities were not desired in this district, which tends to be located close to residential neighborhoods and not at locations where citywide or regional retail activity would be appropriate. The size of the retail stores proposed in the application will ensure that the activities they will likely contain will primarily serve the business and residential neighborhoods that surround it. Flexibility in the kinds of retail activities that are permitted in the proposed retail spaces is desirable as it provides a greater likelihood that the spaces will be occupied and will prosper.

Decision

Based on a review of the application documents, comments made at the public hearing, and based on the above findings, the Planning Board **GRANTS** the requested Special Permit relief subject to the following conditions and limitations:

1. All use, building construction, and site plan development shall be in substantial conformance with the application documents submitted to the Planning Board as referenced above and the plans dated April 18, 2002. Appendix I summarizes the dimensional features of the Project as approved.

2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of any new Building Permit or Final Occupancy Permit for the 301 Binney Street building, the CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure any Final Occupancy Permit are consistent with and meet all conditions of this Decision. The permittee shall modify the site plan as submitted to provide pedestrian access along Rogers Street at the level of the top of the curb originally proposed to protect the landscaping on the south side of Rogers Street. The intersection of Rogers Street and Sixth Street shall be reconstructed to provide a level pedestrian table along the sidewalk across the intersection, as has been provided at Rogers Street and Fulkerson Street.

3. Uses permitted shall be the following: Telephone exchange, Section 4.32 g 2; Technical office for research and development, laboratory and research facility, Section 4.34 (f); Multifamily dwellings, Section 4.31 g; any Retail Business and Consumer Service Establishment, Section 4.35 permitted as of right in the Industry A-1 district; and any Other retail establishment, Section 4.35 a 2. The total area devoted to permitted retail uses shall be limited to a maximum of 17,500 square feet of Gross Floor Area.

4. The conditions and requirements of the Parking and Transportation Demand Management Final Decision (PTDM Project Number F-14) shall be requirements of this Permit.

5. The permittee shall be required to implement the traffic mitigation measures as detailed in the above referenced Memo to the Planning Board from Susan Clippinger dated May 7, 2002, or as modified below. The following is a summary of the major initiatives required:

- a. Identify where an additional 145 parking spaces will be accommodated should the required tenant parking location questionnaires indicate that spillover parking is occurring on residential streets. It is understood by the Planning Board that the permittee is proposing at the time of the granting of this permit to locate those additional parking spaces at the Cambridge Research Park (aka Kendall Square) parking facility (PB#141). If additional parking is warranted and Rogers Street, LLC can provide stacked or valet parking on-site, Rogers Street LLC will amend the PTDM plan, register the additional parking spaces, and obtain any necessary city approvals.
- b. Bi-annual parking location questionnaires shall be conducted in conjunction with the approved PTDM plan for up to five years after the initial Certificate of Occupancy for the building now under construction (301 Binney Street) in order to evaluate adverse impacts on area streets.
- c. Conduct a coordinated Synchro analysis and suggest sequenced signal timing changes for all intersections along Binney Street between and including Land Boulevard and Third Street before the permanent Certificate of Occupancy is issued for 301 Binney Street.

- d. Install a signal at Second and Binney Streets before the earlier of the following: the Final Occupancy Certificate for the building now under construction (301 Binney Street) or the Final Occupancy Certificate for the second Cambridge Research Park (PB #141) garage.
- e. The Permittee, along with the developer of 300 Bent Street (PB #162) and Amgen (PB #150), shall fund the construction of signal, roadway, and sidewalk improvements at the Fulkerson/Binney intersection. Amgen is analyzing the anticipated redistribution of traffic from neighborhood streets and the LOS at any new intersection that may be proposed, including the impacts of the permittee's project. The amount of contribution by each developer for construction shall be based on the proportion of site-generated peak-hour trips passing through the intersection. With 300 Bent Street creating 95 trips, Amgen 225 trips and this project 435 trips, the contribution percentages should respectively be 10%, 30%, and 60%. Any contribution by permittee should be complete before the permanent Certificate of Occupancy is issued for the building at 301 Binney Street. In no case shall the permittee be obligated to expend an amount greater than \$300,000.
- f. The Permittee shall design and install the necessary modifications to make Bent Street two-way between Third and Fulkerson, including new signing, roadway grind & overlay, and pavement markings to City specifications. Construction shall be complete before the permanent Certificate of Occupancy is issued for the building at 301 Binney Street.
- g. The Permittee shall install the missing sidewalk on the west side of Fulkerson Street from Binney to Charles Street. The City shall approve the design. In no case shall the permittee be obligated to expend an amount greater than \$60,000 for construction. Said construction shall be completed before issuance of the permanent Certificate of Occupancy for 301 Binney Street.
- h. The Permittee shall design and install curb extensions and a traffic table, if approved by the City, at the intersection of Sixth and Charles. In no case shall the permittee be obligated to expend an amount greater than \$60,000 for construction.
- i. The Permittee shall add a curb extension to the west curb on the northern crossing of Cardinal Medeiros Avenue and repaint all existing crosswalks. In no case shall the permittee be obligated to expend an amount greater than \$20,000 for construction.
- j. The Permittee shall contribute to the installation of pedestrian warning lights on Binney Street at Sixth. In no case shall the permittee be obligated to expend an amount greater than \$40,000 for construction.
- k. The Permittee should use best efforts to install the following changes at Land Boulevard and Binney Street with the MDC's approval: re-stripe a northbound lane as a left turn lane; install a new signal controller; and revise signal timing to allow a protected pedestrian crossing of Land Boulevard on every cycle.
- l. In addition to installing the traffic table and/or curb extensions at Sixth & Charles, the proponent shall conduct monitoring on Charles Street at the following times:
 - (1) before the Final Certificate of Occupancy for 301 Binney Street, (2) after 75-

percent occupancy, and (3) one-month after completion of the change to two-way circulation on Bent Street. The City shall approve the monitoring program before any monitoring is undertaken. If less than 50-percent of projected trips on Charles is diverted, a further analysis, community process and installation for making Charles Street between Third Street and Fulkerson Street, one-way westbound and/or appropriate traffic calming shall be implemented by the developer within one-year of monitoring.

- m. New intersection turning movement (ITM) counts shall be done in April, May, September or October and pedestrian gap analyses at all unsignalized intersections in the study area also must be completed. All data shall be submitted to the TP&T Department before the permanent Certificate of Occupancy is issued for 301 Binney Street.

6. The Permittee shall certify in writing to the Community Development Department, with a copy to the Department of Public Works, that all requirements of the Department of Public Works have been met with regard to sanitary sewer and stormwater management infrastructure and analysis before the issuance of any initial Certificate of Occupancy for 301 Binney Street the building now under construction.

7. All authorized development shall conform to the requirements of the City of Cambridge *Noise Control Ordinance*, Chapter 8.16 of the city Municipal Code.

Voting in the affirmative to **GRANT** the Special Permits were L. Brown, T. Anninger, W. Tibbs, H. Russell, F. Darwin, B. Shaw and L. Stanley, appointed to sit on the Board in place of an absent Planning Board member, constituting at least the two thirds of the members of the Board necessary to grant a special permit.

For the Planning Board,


Thomas Anninger, Chair

A copy of this decision #174 shall be filed with the Office of the City clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on May 29, 2002, by Lester Barber, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date or as part of the original application.

Twenty (20) days have elapsed since the filing of the decision.
No appeal has been filed.

DATE:

City Clerk
City of Cambridge

Appendix I

Special Permit # 174

Address: 320 Bent Street, 301 Binney Street, 157 Sixth Street

	Allowed/Required	Existing	Proposed	Inclusionary	Granted
FAR	3.0	3.07	No change		3.07
Floor Area	495,330	506,904	No change		506,904
Max. Height	70 ft	70	No change		70
Max. Angle above cornice line	N/A	N/A	No change		N/A
Min. Lot Size	5,000 sf	165,110 sf	No change		165,110 sf
Min. Lot area/du	None	4,027 sf/du	4,462 SF/DU		4,462 sf/du
Max. # du	None	41	37		37
Min. Lot Width	50 ft	200 ft	No change		200 ft
Min. Yard Setbacks					
Front Fulkerson (301 Binney)#1 Fulkerson (320 Bent)#2 Rogers (301 Binney)#3 Roger (320 Bent)#4	None	Binney 8.5-10 ft Fulkerson 14-17 #1 Fulkerson 0 #2 Bent 0 ft Rogers 0 -2 ft #3 Rogers 0 #4 Sixth 9 - 28.5 320 Bent St - 1	No change		Binney 8.5-10 ft Fulkerson 14-17 #1 Fulkerson 0 #2 Bent 0 ft Rogers 0 -2 ft #3 Rogers 0 #4 Sixth 9 - 28.5 320 Bent St - 1
Side, Left	None		No change		
Side, Right	None		No change		
Rear	None		No change		
Ratio Useable O.S.	None	34% housing site 2576 SF	No change		34% housing site 2576 SF
Off Street Parking					
Min #	503	236	503		503
Max #	932	N/A	N/A		N/A
Handicapped	10	7	10		10
Bicycle Spaces	51	24	51		51
Loading Bays	5	5	No Change		5