

September 4, 2014

Hugh Russell, Chairman
Planning Board – City of Cambridge
344 Broadway
Cambridge, MA 02139

Re: Major Amendment – PUD Special Permit #175

Dear Chariman Russell and Members of the Planning Board,

AvalonBay is pleased to submit the enclosed Major Amendment request for PUD Special Permit #175. As you are aware, the first phase of the project (Avalon North Point) and the conversion of the Maple Leaf building (Avalon North Point Lofts) have both been completed. The current request pertains to the “Phase Two” development land parcel and primarily seeks to reduce the maximum height of the Phase Two building from 143 feet to 70, and maximum number of residential units from 341 to 300. Furthermore, the request incorporates the most recent environmental performance standards and bicycle parking requirements for new residential developments in the City of Cambridge.

Thank you for reviewing the enclosed Major Amendment request. We look forward to presenting the proposed design alterations to the Phase Two project at the Board’s earliest convenience.

Sincerely,



Steven L. Goring
Development Manager
AvalonBay Communities, Inc.

Cc: Liza Paden, Cambridge Community Development Department
Jeff Roberts, Cambridge Community Development Department
Richard McKinnon, McKinnon Company
Brian O’Connor, Cube3 Studio
Kevin Renna, Goulston & Storrs PC
Michael Roberts, AvalonBay Communities, Inc.

enclosures



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

SPECIAL PERMIT APPLICATION • COVER SHEET

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

Location of Premises: 1-5, 7-13 and 23 East Street, and One Leighton Street

Zoning District: Residence/North Point PUD-6

Applicant Name: Archstone North Point II LLC

Applicant Address: 51 Sleeper Street, Suite 750, Boston, MA 02110

Contact Information: (617) 654-9503 michaelr@avalonbay.com (617) 654-9595
Telephone # Email Address Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

Amendment to Special Permit No. 175 (Section 13.70 and Section 19.20)

List all submitted materials (include document titles and volume numbers where applicable) below.

Cover Sheet, Fee Calculation/Check, Narrative, Dim. Form, Ownership-Cert. & Plans

Signature of Applicant: _____

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

Date

Signature of CDD Staff

NARRATIVE IN SUPPORT OF
APPLICATION FOR MAJOR AMENDMENT
PUD SPECIAL PERMIT AND PROJECT REVIEW SPECIAL PERMIT (PB #175)
1-5, 7-13 AND 23 EAST STREET, ONE LEIGHTON STREET

History

The Planning Board issued its Decision approving the Final Development Plan for the project then known as Charles E. Smith Residential—Cambridge on September 10, 2002. The Decision granted a PUD Special Permit under Section 13.70 of the City of Cambridge Zoning Ordinance (the “Ordinance”) and a simultaneously issued Project Review Special Permit under Section 19.20 of the Ordinance (together, the “PUD Special Permit #175”). The approved Final Development Plan included a 2-phased development consisting of 767 residential units and a maximum 71,755 square feet of gross floor area of retail use. The Final Development Approval also contemplated the continued occupancy of the existing Maple Leaf office building on the development site (61,251 square feet of gross floor area). The first phase of the project (“Phase I”) has been completed, including 426 residential units, 434 parking spaces in an underground garage, construction of Glassworks Avenue and Leighton Street (including a new signature landscaped entrance to the entire North Point Area off of Msgr. O’Brien Highway), construction of the access ramp from the site at the corner of Msgr. O’Brien and Charlestown Avenue directly onto the Gilmore Bridge, as well as the off-site traffic work required in connection with Phase I.

Phase II, as approved by PUD Special Permit #175, consisted of a multi-family residential building with limited first floor retail containing a total of 347,353 square feet of Gross Floor Area; a maximum building height of 143 feet along Leighton Street and 93 feet along Glassworks Avenue; 341 residential units comprised primarily of a mix of studios, one-bedroom and two-bedroom units; 273 parking spaces; and 172 bicycle spaces (the “Original Phase II Project”). The Original Phase II Project also included various public realm commitments, including, (a) a substantial green space along Monsignor O’Brien Highway; (b) “Doorknobs on the Street” along Glassworks Avenue; (c) accommodations for a proposed multi-use pathway along Monsignor O’Brien Highway; (d) retail space at the corner of Glassworks Avenue and Monsignor O’Brien Highway; and (e) a pedestrian passageway through the building, connecting the proposed green space along Monsignor O’Brien Highway to the finger park between Sierra and Tango.

On December 26, 2007, the Planning Board issued a Decision approving Minor Amendment #1 to the PUD Special Permit #175 to permit the subdivision of the Development Parcel.

On May 4, 2010, the Planning Board issued a Decision approving a Major Amendment to the PUD Special Permit #175 to permit the reduction of the required minimum number of parking spaces and allow reconfiguration of the parking area. The parking requirements were modified as follows: 1) the parking ratio for all residential units in the Project was reduced to a minimum

of .8 spaces and a maximum of 1.0 space per dwelling unit; 2) required parking for office uses reduced to minimum of zero spaces and a maximum of 1 space per 1,000 square feet of gross floor area; and 3) sharing of up to 40% of the residential spaces on the Development Parcel with the office uses on the Parcel was permitted.

On December 7, 2011, the Planning Board issued a Decision approving a Major Amendment to the PUD Special Permit #175 to allow for the conversion of a single then-existing building, known as the Maple Leaf office building, from commercial use to multi-family residential use. This Major Amendment permitted the reduction in the PUD Final Development Plan of commercial use totaling 61,251 square feet of Gross Floor Area to 61,251 square feet of multi-family residential use containing approximately 104 dwelling units. Those renovations have been completed and the Maple Leaf Building is currently an occupied multi-family residential project.

The Phase I building and the converted Maple Leaf buildings have become a benefit to the neighborhood by greatly improving on the previous industrial condition of the Phase I property. They have become a hub of activity for the neighborhood as a whole including serving as a location for East Cambridge Planning Team meetings, community meetings about the proposed relocation of the Lechmere MBTA station, and the Annual Meeting of the Association of Cambridge Neighborhoods.

The Applicant desires to complete the redevelopment of the Phase II parcel by constructing a multi-family residential building thereon, that is smaller in scale than the Original Phase II Project and contains (a) approximately 268,530 square feet of Gross Floor Area, with first floor retail measuring approximately 2,615 square feet and the residential component measuring approximately 265,915 square feet; (b) up to 300 residential units, comprised of a mix of studios, one-bedroom and two-bedroom units and a small number of three-bedroom units (totaling approximately 5% of the total residential units); (c) a height of up to 70 feet; (d) between 0.8 and 1.0 parking spaces per residential unit; and (e) 1.05 bicycle spaces per residential unit (the "Proposed Phase II Project"). Accordingly, the Proposed Phase II Project would maintain the same parking ratio as the Original Phase II Project and would continue to incorporate all of the public realm improvements and commitments as the Original Phase II Project, and which are more specifically set forth above.

On July 15, 2014, the Phase II owner filed a letter with the Planning Board, requesting that the Planning Board make a determination that the Proposed Phase II Project constituted a Minor Modification to PUD Special Permit #175. At a hearing held on July 22, 2014, the Planning Board made a determination that the Phase II owner's application constituted a Major Amendment to PUD Special Permit #175, and that the Phase II owner would need to file an application for a Major Amendment pursuant to the provisions of Section 12.37.3 of the City of Cambridge Zoning Ordinance, with the Planning Board in order for the Planning Board to consider the impact of the proposed revisions to the Phase II building on the Final PUD Development Plan.

The current owner of the Phase II parcel, Archstone North Point II LLC, is the Applicant for this Major Modification and is anticipated to continue to be the owner/developer of the Proposed Phase II Project.

Project Description

The Applicant proposes to modify the Original Phase II Project by (a) reducing the maximum height of the previously approved Phase II building by 73 feet from 143 feet to 70 feet; (b) reducing the number of residential units by at least 41, from 341 residential units to a maximum of 300 residential units; (c) reducing the Gross Floor Area by 78,823 square feet, from approximately 347,353 square feet to approximately 268,530 square feet; (d) updating the number of parking spaces to reflect the reduction in residential units, within the previously approved parking ratio; and (e) increasing the number of bicycle parking spaces to reflect the currently-applicable bicycle parking requirements. The Proposed Phase II Project continues to include a mix of high-finish residential units, which will be studio, one-bedroom two-bedroom or three-bedroom units, but will vary in size and floor plan.

The Proposed Phase II Project continues to have its primary massing along Glassworks Avenue and Leighton Street with a substantial green space situated on the southerly side of the Phase II parcel, directly abutting Monsignor O'Brien Highway. The Proposed Phase II Project will continue to possess a substantial pedestrian connection in the form of an open archway, now reaching a full two stories, through a portion of the building that connects the multi-use path and the green space situated to the south of the proposed building to Glassworks Avenue and the open spaces situated to the north of Glassworks Avenue. In addition, as indicated by the enclosed rendering of the Proposed Phase II Project, the Applicant has made design revisions to the exterior of the Project by creating varying setbacks in the building faces along both Glassworks Avenue and Leighton Street and incorporating varied architectural elements along the roof line of the proposed building, which architectural elements provide relief in the massing of the Proposed Phase II Project that give the Project a more pleasing (and less monolithic) appearance, which improves the overall pedestrian experience in relation to the Proposed Phase II Project along the abutting rights of way and surrounding parcels.

Zoning Relief Sought

The Applicant respectfully requests that the following zoning relief be granted to permit the reduction in size of the Phase II building:

- Major Amendment to PUD Special Permit (PB #175) pursuant to Section 12.37.3 of the Ordinance by the Planning Board, permitting the reduction in maximum height of the Phase II building and the resulting reduction in the overall residential unit count, Gross Floor Area and the number of vehicular parking spaces serving Phase II.
- Amendment to the Project Review Special Permit pursuant to Section 19.25 of the Ordinance permitting the 73-foot reduction in the maximum height of Phase II and the architectural elements and articulation of the revised Phase II building to the balance of improvements approved by said Project Review Special Permit.

The Applicant reserves the right to withdraw this request for zoning relief at any time.

Zoning Requirements for Granting Requested Relief

Major Amendment to PUD Special Permit (PB #175) pursuant to Section 12.37.3 of the Ordinance

- A. 12.37.3 – Pursuant to the Ordinance, Major amendments represent substantial deviations from the PUD concept approved by the Planning Board. Major amendments include large changes in floor space, density, height and parking.

The Applicant seeks to modify the Phase II building by reducing the following: the maximum allowable height of the building by 73 feet, the total number of residential units by at least 41 units, the density of the building by 78,823 square feet of Gross Floor Area, the off-street parking to reflect the reduction in residential units.

- B. 12.37.1 - Major amendments, as specified in Section 12.37.3, shall be considered as an original application for a Special Permit to construct a PUD and shall be subject to procedures specified in Section 12.34 through 12.36. The Planning Board shall decide whether proposed changes are major or minor.

According to Section 12.37.1, a major amendment to a PUD is subject to the procedures for a Development Proposal specified in Section 12.34 through 12.36 for initial PUD Special Permit Application. This application, therefore, complies with the requirements for a Development Proposal. The Proposed Phase II Project's compliance with specific requirements for the granting of a major amendment to the PUD are set forth in the paragraphs below.

- C. 12.35.3 – Approval of the Development Proposal shall be granted only upon determination by the Planning Board that the Development Proposal:

- (1) Conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth for the specific PUD district in which the project is located.

The Proposed Phase II Project conforms to the General Development Controls set forth in Section 12.50.

- a. 12.51 - Conformance to existing policy plans

In PUD Special Permit #175, the Planning Board stated that "the development is consistent with the Eastern Cambridge Development Guidelines and the Eastern Cambridge Planning Study." (ECaPS) The reduction in height of the Phase II building is consistent with the goal of having buildings with lower height closer to the East Cambridge community, and achieves one of the underlying premises of ECaPS by creating a series of pedestrian-friendly streets and ways with buildings scaled to make those streets more inviting for pedestrians, bicyclists

and those driving in cars. Additionally, the continued development of Phase II for multi-family residential purposes is consistent with the goal of having a predominantly residential use in the PUD in the North Point Residence District and does not frustrate any of the goals of the Eastern Cambridge Development Guidelines or ECaPS.

b. 12.52 - Minimum Development Parcel size

As set forth in the September 10, 2002 special permit, the full development parcel size is 247,431 square feet (with the Phase II parcel containing 110,637 square feet) and exceeds the minimum parcel size of 100,000 as set forth in Section 13.70.

c. 12.53 - Standards for Construction of Roadways

The Proposed Phase II Project does not include any construction of roadways.

d. 12.54 – Standards for Construction of Utilities and Public Works

Consistent with PUD Special Permit #175, the Applicant will be responsible for installation of all utility and infrastructure on the Phase II parcel and will be required by the City to make necessary adjustments to public infrastructure off-site in conformance with City standards to ensure that the development can be accommodated without unacceptable negative impacts.

e. 12.55 – Landscaping

In compliance with PUD Special Permit #175, all portions of the site not devoted to roadways and buildings will be suitably landscaped.

f. 12.56 – Environmental Performance Standards

In compliance with the September 10, 2002 special permit, all applicable environmental regulations shall be met. Furthermore, the renovations will comply with the recently adopted Cambridge Stretch Energy Code.

(2) Conforms with the adopted policy plans or development guidelines for the portion of the city in which the PUD district is located;

The Proposed Phase II Project is located in the North Point PUD-6 District. Development Controls applicable to the North Point Residence District are set forth in Section 13.70. The proposed changes to the Proposed Phase II Project conform to the specific Development controls set forth in Section 13.70 as shown on the Dimensional Form submitted with this application.

- (3) Provides benefits to the city which outweigh its adverse effects; in making this determination, the Planning Board shall consider the following:

The proposed changes to the Proposed Phase II Project provide benefits to the city which outweigh its adverse effects as detailed in the paragraphs below.

- a. Quality of site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public;

The proposed change in use conforms with the goals of the North Point PUD -6 district, which was implemented to create a new residential area of the City. The reduction in the height and density of the Proposed Phase II Project will allow for the construction of the final phase of the Project to proceed, thereby allowing for the creation of additional multi-family residential uses within the North Point PUD-6 district, and thereby further enhancing the residential character of the North Point PUD-6 district. The lowering of the height and overall density on the western-most portion of the Proposed Phase II Project will allow for a more appropriate visual experience for pedestrians and individuals living in adjacent neighborhoods and utilizing the open spaces contained within and adjacent to Phase II. The Proposed Phase II Project will continue to provide the public realm commitments set forth in PUD Special Permit #175 and set forth specifically above.

- b. Traffic flow and safety;

The prior completion of the traffic mitigation required for Phase I (including construction of Glassworks Avenue and Leighton Street, a new signature landscaped entrance to the entire North Point Area off of Msgr. O'Brien Highway, construction of the access ramp from the site at the corner of Msgr. O'Brien and Charlestown Avenue directly onto the Gilmore Bridge, as well as off-site work) has improved the traffic flow and safety in and to the North Point district. As stated in the September 10, 2002 special permit findings, the mitigation measures undertaken "will have positive impacts, particularly for pedestrians negotiating passage through this area." The lower density of the Proposed Phase II Project will reduce the overall impact of the Proposed Phase II Project on the adjacent streets systems and, therefore, will not have any adverse impacts on the traffic flow and safety of adjacent bicycle and vehicle parking facilities.

- c. Adequacy of utilities and other public works;

Consistent with PUD Special Permit #175, the Applicant will be responsible for installation of all utility and infrastructure on the Phase II parcel and will be required by the City to make necessary adjustments to public infrastructure off-site in conformance with City standards to ensure that the development can be accommodated without unacceptable negative impacts.

- d. Impact on existing public facilities within the city; and

As noted above, the lower residential density of the Proposed Phase II Project will result in traffic impacts that are less than the traffic impacts studied and approved by the Planning Board in connection with the Original Phase II Project. The Article 19 Large Project Review Special Permit Criteria consist of five measures as indicators to evaluate project impacts, none of which are exceeded by the Proposed Phase II Project, as further described below. In addition, City water, sewer and drainage infrastructure are available for the Proposed Phase II Project.

- e. Potential fiscal impact.

The Proposed Phase II Project is expected to have a positive fiscal impact. The planned improvements and the productive use of the now undeveloped Phase II parcel will increase the value of the parcel, thereby increasing the taxable value to the City. The addition of up to 300 dwelling units to the Cambridge housing stock will attract new residents to Cambridge who will shop in the City and take advantage of the nearby cultural opportunities. The development of up to 300 studio, single, two-bedroom and a limited number of three-bedroom units will not have a significant impact on the City's school system. In addition, the inclusion of first floor retail in the southwesterly corner of the Phase II parcel will provide a venue for smaller, local businesses and will further the efforts of creating a live, work and play atmosphere in North Point and East Cambridge neighborhoods that will further bolster the local economy, improve the pedestrian experience and promote an underlying premise of ECaPS.

Amendment to the existing Project Review Special Permit pursuant to Section 19.25 of the Ordinance

- A. 19.25.1 – Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24(3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

The review and approval of PUD Special Permit #175, included the review and approval of an extensive Traffic Study, which was prepared by the Applicant's traffic consultant, Vanasse & Associates, Inc. ("VAI"), working in conjunction with the City of Cambridge Traffic Parking and Transportation Department to determine the scope of the traffic study required in connection with the previously approved Project, which was last updated in 2011, to take into account the conversion of the Maple Leaf Building from commercial use to multi-family residential use. As such Traffic Impact Study did not reflect any exceedances associated with the Project, which included the Original Phase II Project, the smaller, less dense Proposed Phase II Project, cannot be said to result in any exceedances.

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

As described above, the Applicant is committed to implementing the traffic mitigation and TDM measures required for the existing permit.

- B. 19.25.11 - Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The smaller, less dense Proposed Phase II Project will result in a decrease in the anticipated built environment vehicle trip generation from the Phase II parcel. The Phase II parcel is well-served by public transportation services and has numerous connections to pedestrian and bicycle pathways along the Charles River and the yet to be developed Somerville Community Path. The Phase II parcel is in close proximity to several stops on the MBTA subway system and many bus routes, which reduce the need for residents to rely on automobiles. The Museum of Science and Lechmere Station stops on the MBTA Green Line and Bunker Hill stop on the MBTA Orange Line subway system

are within a 10 minute walk from the Phase II parcel, and Lechmere Station is also the terminating bus station for the MBTA Bus Route 69, 80, 87 and 88. In addition to the MBTA, the EZRide Shuttle Bus that circulates between Cambridgeport and North Station in Boston via the Kendall Square Red Line station has a stop close to the Phase II parcel.

The Proposed Phase II Project will not result in any exceedances of the five criteria listed in the Ordinance and provided above and will take advantage of the improved the pedestrian and bicycle facilities within North Point, resulting from PUD Special Permit #175 and other adjacent developments within the North Point PUD-6 District, to a safe level by widening the sidewalks, installing wheelchair ramps, and marking intersections with ladder-type pedestrian crosswalks.

- C. 19.25.2 Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Project will conform with the urban design objectives of the City as set forth in Section 19.30.

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

The creation of additional multi-family housing units is consistent with the existing and planned largely residential neighborhood mandated by the Ordinance in the North Point district.

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

The location of the Proposed Phase II Project in close proximity to multiple bus stops, the Lechmere Station and Science Park Station, and the Rose Kennedy Greenway encourages automotive-free travel. Required bike parking spaces in separate bicycle rooms are currently provided within the Proposed Phase II Project. In accordance with PUD Special Permit #175, significant improvements including bicycle and pedestrian connections have already been made to the Gilmore Bridge and the PUD as a whole. The majority of streets within the North Point district provide bicycle lanes on either one or both sides of the street, including East Street, Museum Way, and North Point Boulevard. Glassworks Avenue and Leighton Street do not provide designated bicycle lanes, but are between 22 and 24 feet in width with sidewalks that are generally eight to ten feet wide, which is ample for safe and easy pedestrian and bicycle passage. The improvements to the MBTA viaduct and the creation of landscaped pedestrian and bicycle connections to the Charles River waterfront and surrounding

pathways make non-automotive travel an attractive alternative. In addition, the proposed Somerville Community Path and connections to the North Point Parks located within a couple of blocks of the site, allowing easy access for pedestrians and bicyclists to the Charles River, Charlestown, and waterfront areas.

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

The design of the Proposed Phase II Project will mitigate the adverse impacts of the development upon adjacent neighborhoods by creating a building of a more human scale along the easterly side of East Street and along the Monsignor O'Brien Highway, which will be more visually pleasing to adjacent property owners. The reduced height of the Proposed Phase II Project along Glassworks Avenue and Leighton Street will lessen the canyon effect that higher rise construction would create. The varying heights of the parapets of the building and the setbacks along the Glassworks Avenue and Leighton Street building faces will create a more pleasing and less monolithic building approach that will be less imposing around the pedestrian community utilizing the adjoining streets and green spaces. In addition, the reduced building height of the Proposed Phase II Project will result in a more gradual transition from the green spaces along Monsignor O'Brien Highway and the adjoining multi-use path to the larger buildings situated in the northern and eastern parts of the PUD.

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

The Proposed Phase II Project will have a lower impact on the adjoining street systems and City water supply, sewer system and other infrastructure services than the anticipated impact of the larger Original Phase II Project, which, according to PUD Special Permit #175, was found by the Planning Board not to overburden City infrastructure services.

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

The Proposed Phase II Project will continue the evolution of this portion of the North Point PUD-6 district from industrial use to residential use in order as is consistent with the primary intent of the North Point PUD and the underlying premise of ECaPS. The height, articulation and density of the Proposed Phase II Project is consistent with the desire to have less dense developments in the southernmost portions of the North Point PUD-6 district, where they abut existing uses and neighborhoods.

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

The construction of the Proposed Phase II Project will result in the addition of up to 300 residential units to the housing inventory of the City. Of course,

designated affordable units will be required in accordance with the requirements of Section 11.200 of the Ordinance.

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

The Project will continue to provide the expansive open space amenities including 23%-24% open space on the site in excess of the required 20% under the Ordinance. The Applicant will continue to maintain existing street furniture, lighting amenities, street landscaping and improvements to the MBTA viaduct at their current levels to encourage pedestrian and cycle activity. Furthermore, existing play spaces, gardens, terraces and plazas will be maintained for the benefit of neighborhood residents and the general public. The pathways and pedestrian improvements constructed during Phase I connecting to the Gilmore Bridge, the adjacent North Point Park and to the Charles River waterfront and the open space amenities that will be constructed as part of the Proposed Phase II Project will continue to make the North Point district a pedestrian-friendly urban neighborhood for all citizens eager to enjoy this part of the City.

Conclusion

As described above, the reduction in the height and overall density of the Proposed Phase II Project, the revisions in the design of the exterior of the Proposed Phase II Project and the reduction in vehicular and bicycle parking is appropriate to the site and surroundings, has a minimal transportation impact on the district roadways, integrates with and enhances adjacent properties, provides a needed addition to the Cambridge housing inventory, and is consistent with the Citywide Urban Design Objectives. Accordingly, for the reasons set forth above, the Applicant respectfully requests that the PUD Special Permit (PB #175) and the Project Review Special Permit be amended to permit the request revisions to Phase II.

Appendix I – Dimensional Form: #175 Archstone North Point

Special Permit #175

Address: 1-5, 7-13 and 23 East Street, One Leighton Street

	Previously Approved	Proposed	Granted
Total FAR***	3.77 (3.0 base)	3.45 (3.0 base)	
Residential	3.73 to 3.77	3.41 to 3.45	
Non-Residential	0.02 to 0.04	0.02 to 0.04	
Inclusionary Bonus	0.87	0.87	
Total GFA in Sq. Ft.	932,815 sf	854,000 sf	
Residential	859,101 sf to 932,815 sf	843,496 to 854,000 sf	
Non-Residential	4,359 sf to 10,504 sf	4,359 sf to 10,504 sf	
Inclusionary Bonus	215,265 sf	215,265 sf	
Max. Height	85 – 220 ft.	70 – 220 ft.	
Range of heights	85 – 220 ft.	70 – 220 ft.	
Lot Size***	247,431 sf	247,431 sf	
Lot area/du	284 sf	284 sf	
Total Dwelling Units	871 units	830 units	
Base units	To be calculated	To be calculated	
Inclusionary units	To be calculated	To be calculated	
Min. Lot Width	450 ft.	450 ft.	
Min. Yard Setbacks	Per approved plans	Per approved plans	
Total % Open Space	20-24%	20-24%	
Usable	0%	0%	
Other	20-24%	20-24%	
Off Street Parking			
Min #**	Residential .8/unit Office 0 2 ZipCars	Residential .8/unit 2 ZipCars	
Max #**	Residential 1/unit Office 1/1,000 sf 2 ZipCars	Residential 1/unit 2 ZipCars	
Bicycle Spaces	448	0.5/unit for Phase I and Maple Leaf; 1.05/unit for Phase II	
Loading Bays	4	4	

OWNERSHIP CERTIFICATE

Project Address: 1-5, 7-13 & 23 East Street

Application Date: 9/4/2014

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: Archstone North Point II LLC

at the following address: 51 Sleep Street, Boston, MA 02110

to apply for a special permit for: Sections 13.70 (PUD) & 19.20 (Project Review)

on premises located at: 1-5, 7-13 and 23 East Street

for which the record title stands in the name of: Archstone North Point II LLC

whose address is: 51 Sleep Street, Boston, MA 02110

by a deed duly recorded in the:

Registry of Deeds of County:

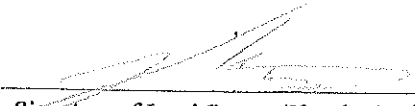
Book: 56009

Page: 206

OR Registry District of the Land Court,
Certificate No.:

Book:

Page:


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

To be completed by Notary Public:

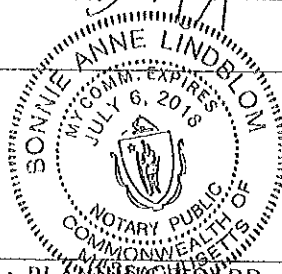
Commonwealth of Massachusetts, County of Suffolk

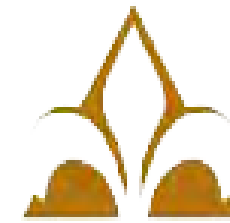
The above named Michael Robbs personally appeared before me,

on the month, day and year 9/4/14 and made oath that the above statement is true.

Notary: 

My Commission expires:





Avalon Bay Communities

51 Sleeper Street

Suite 750

Boston, MA 02210

North Point II

Cambridge, MA

Special Permit Submission

September 4, 2014



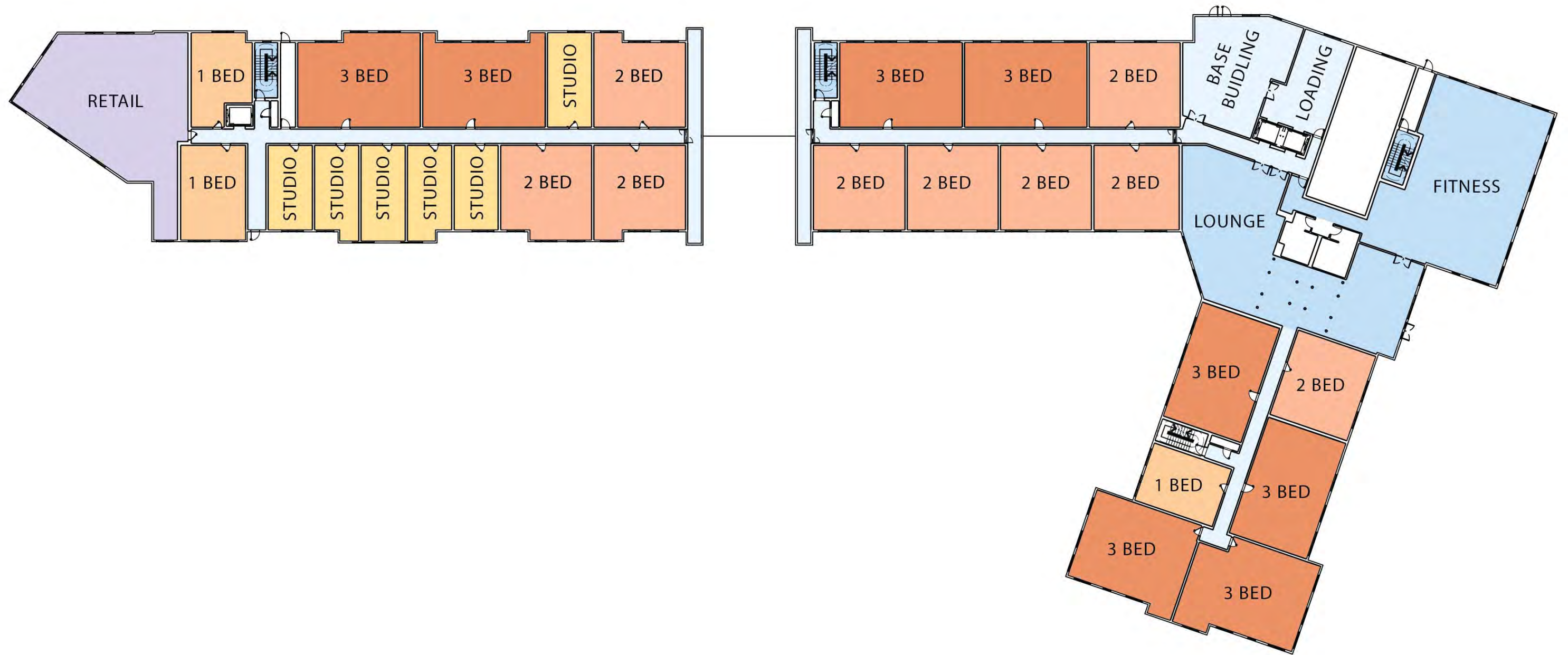
CUBE³
STUDIO
architecture interiors planning

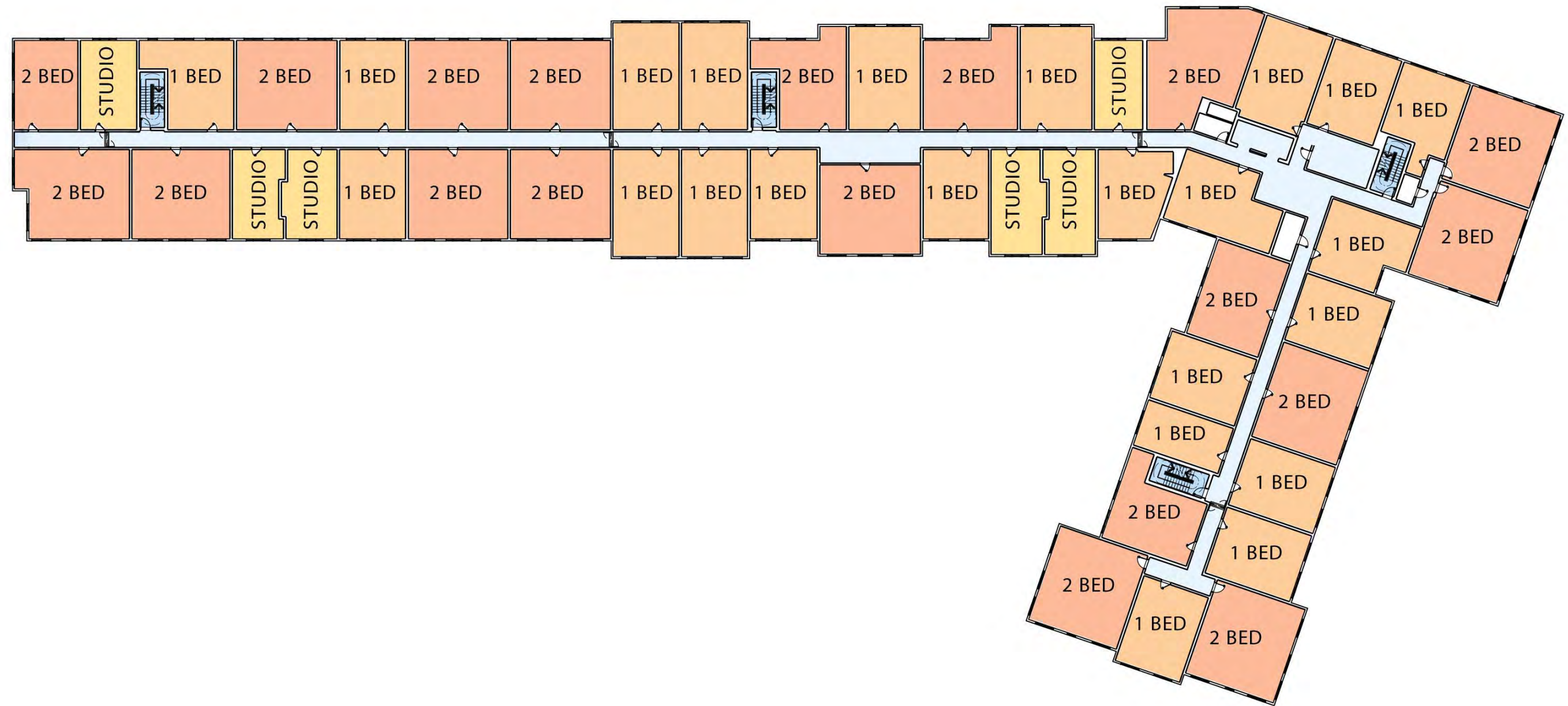
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NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION











