



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## NOTICE OF DECISION PLANNED UNIT DEVELOPMENT

OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS  
2023 MAY 19 AM 11:15

Case Number:	231A Amendment 7 (Major)
Address:	85 First Street; 107-119 First Street; 121-139 First Street; 159 First Street; 65 Bent Street; 29 Charles Street; 14-26 Hurley Street; 75 First Street
Zoning:	Business A / PUD-4B; Industry A-1 / PUD-4B
Applicant:	US Parcel E, LLC 55 Bent Street, Cambridge, MA
Owner:	US Parcel E, LLC 55 Bent Street, Cambridge, MA
Special Permit Application Date:	December 20, 2022
Date of First Public Hearing:	January 31, 2023
Date of Preliminary Determination:	January 31, 2023
Date of Second Public Hearing:	April 25, 2023
Date of Final Decision:	April 25, 2023
Date of Filing Planning Board Decision:	May 19, 2023
Application:	Major Amendment to PUD Final Development Plan (Section 12.30), to enlarge the Development Parcel and increase the number of building sites from six to seven to construct a new residential building with 90 units and 3,600 square feet of ground floor commercial space at 75 First Street with the new building extending over the existing building and surface parking spaces at 85 First Street.
Decision:	<b>GRANTED, with conditions.</b>

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 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 Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this decision, please contact Swaathi Joseph at 617-349-4668 or [sjoseph@cambridgema.gov](mailto:sjoseph@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents

1. Special Permit/PUD Application dated 11/30/2022, including application forms, executive summary, technical studies/project impacts, consistency with special permit zoning criteria, urban design objectives narrative, summary of community outreach, (Volume 1), 75 First Street Schematic Design plan set prepared by DMS design, llc, dated 11/30/2022 (Volume 2), and appendices (Volume 3).
2. Slides from Presentation to Planning Board on 1/31/2023.
3. Final Development Plan Application dated 3/21/2023 responses to Planning Board comments and additional information (Volume 1) and 75 First Street Final Development Plan plan set prepared by DMS design, llc, dated 3/21/2023.
4. Slides from Presentation to Planning Board on 4/25/2023.

### City of Cambridge Documents

5. Memorandum to the Planning Board from Brooke McKenna, Acting Director of Traffic, Parking and Transportation, dated 1/23/2023.
6. Memorandum to the Planning Board from James Wilcox, Acting City Engineer, dated 1/25/2023.
7. Memorandum to the Planning Board from Community Development Department Staff, dated 1/25/2023.
8. Memorandum to the Planning Board from Brooke McKenna, Acting Director of Traffic, Parking and Transportation, dated 4/19/2023.
9. Memorandum to the Planning Board from Community Development Department staff, dated 4/20/2023.

### Other Documents

10. Email communication from Joseph Rose, dated 1/17/2023.
11. Email communication from Lyn Kardatzke, dated 1/29/2023.
12. Email communication from Kavish Gandhi, dated 1/29/2023.

## **SUMMARY OF FINAL DEVELOPMENT PLAN**

The Application proposes a Major Amendment to PUD PB-231A, which was first approved by the Planning Board in 2010 and has since been amended six times. The original Special Permit allowed for the construction of a multifamily residential building at 159 First Street, a commercial building at 65 Bent Street, and townhouses at 29 Charles Street (later not developed). The Planning Board granted approval for Minor Amendment 1 in 2012 to make modifications to the residential building at 159 First Street, and a Major Amendment 2 was granted in 2013 to modify the approved parking for the project. Approval for Major Amendment 3 was granted in 2015 to allow the expansion of the PUD to include additional parcels (A-D). This enlarged the Development Parcel and increased the number of building sites from three to six, to include a total of 243,125 square feet of residential gross floor area and 191,641 square feet of commercial gross floor area. It also reduced the number of required parking spaces and bicycle parking spaces. Minor Amendment 4 was granted approval in 2017 to allow for an increase in the permitted GFA and decrease the permitted number of parking spaces in Parcel D. Minor Amendment 5 was granted approval in 2018 to modify the garage design in Parcels B and C and convert 3,151 square feet of retail use to office use in Parcel A. Minor Amendment 6 was approved in 2022 to convert approximately 3,788 square feet of retail use at the ground floor to a bank use.

The current proposal includes expanding the Development Parcel to include a new parcel (“Parcel E”) at the corner of First Street and Spring Street, abutting Parcel D. The Final Development Plan involves the construction of a six-story mixed use residential building across Parcels D and E. The retail building on Parcel D that was previously approved as part of this PUD is retained and the existing one-story brick retail building on Parcel E will be demolished. The proposal includes approximately 3,600 square feet of “commercial/residential/flex” space on the ground story and 90 residential units above. A portion of the building will extend over existing surface parking spaces that will continue to serve the retail uses on Parcel D. All other approved building sites within the PUD are either completed or under construction.

## **FINDINGS**

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearings, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance (“Zoning Ordinance” or “Ordinance”) with regard to the special permits being sought, the Planning Board makes the following Findings:

### **1. Major Amendment to Planned Unit Development Special Permit (Section 12.37)**

According to Section 12.37, the Planning Board shall consider approval of a Major Amendment according to the procedures and criteria applicable to a new PUD Special Permit Application. Therefore, the Major Amendment application was submitted as a Development Proposal, which received a Preliminary Determination granting conditional approval on January 31, 2023. The Planning Board finds that the Final Development Plan continues to meet the applicable criteria as set forth in the Preliminary Determination, as reiterated below, and finds that the Final Development Plan includes modifications and supplementary

information provided in response to the requests set forth in the Preliminary Determination. Pursuant to Section 12.36.4, the Board reaffirms the findings made in its Preliminary Determination and finds that the Final Development Plan remains in conformance with the evaluation criteria set forth in Section 12.35.3, as set forth below:

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

The Board finds that the Final Development Plan is consistent with the General Development Controls set forth in Section 12.50, and the development controls of the PUD-4B zoning district contained in Section 13.50 of the Zoning Ordinance.

- (2) *The Development Proposal conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.*

The relevant guidelines for the PUD district are contained in the Eastern Cambridge Design Guidelines and the Eastern Cambridge Planning Study (ECaPS), dated October 2001. The proposed site development plan and mixed-use program reflect the overarching aims of those documents. The creation of housing and potential future commercial activity on First Street is highly desirable in East Cambridge and is consistent with the EcaPS and associated Design Guidelines. The Final Development Plan has provided more detailed illustrations of various aspects of the proposal in response to the Preliminary Determination to indicate pedestrian entrances to the building, accessible roof deck to its residents, the commercial/residential amenity space on the ground floor, provision of long-term bicycle parking in the basement, and how the proposed commercial front will interface with the public realm.

- (3) *The Development Proposal provides benefits to the city that outweigh its adverse effects. In making this determination the Planning Board shall consider the following:*

The Board finds that, on the whole, the proposed PUD will benefit the City by strengthening the urban character of First Street with the introduction of Parcel E and the construction of 90 new residential units and potential commercial use on the ground floor that will bring vitality to the neighborhood.

*In making this determination the Planning Board shall consider the following:*

- (a) *The quality of the 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*

On Parcel E, the Final Development Plan proposes 90 new residential units, including affordable units and potential commercial and residential amenities on the ground floor fronting First Street. The building set back from the property line on First Street and Spring Street creates wider sidewalks than what currently

exists on both streets. The building will be of high quality, in accordance with the design guidelines in the Eastern Cambridge Design Guidelines and ECaPs.

The Development Proposal includes a green open space that is to be built over the roof structure on the existing Parcel D building. This roof deck is accessible to the residents of the proposed development on Parcel E. The proposed development is well connected to existing green and open space amenities in the neighborhood such as Lechmere Canal Park and Anthony Costa Park and Playground and also help to implement the City's goals of climate resilience and reduction of heat island effects.

*(b) Traffic flow and safety*

The original Development Proposal heard by the Planning Board on January 31, 2023, included a Traffic Impact Study (TIS) in accordance with the Project Review Special Permit requirements of Section 19.20 of the Zoning Ordinance. The Development Proposal and TIS were reviewed by the Traffic, Parking + Transportation Department (TP+T), provided comments in a memorandum to the Board dated January 23, 2023, indicating that the Safe Pedestrian and Bicycles Facilities criteria were exceeded for Spring Street and Hurley Street. In a follow-up memorandum dated April 19, 2023, TP+T listed a final set of revised transportation demand mitigation measures which address the exceedances initially identified in the TIS.

*(c) Adequacy of utilities and other public works*

The Planning Board received a memorandum from the Department of Public Works dated January 25, 2023, indicating that the development will be able to meet applicable standards for utilities and public works. A formal complete engineering review will be undertaken by the DPW at each phase of the development, at the time of the Building Permit Application, to confirm that all the DPW Standards are met.

*(d) Impact on existing public facilities within the city*

The Final Development Plan is not expected to result in any impact on public facilities.

*(e) Potential fiscal impacts*

The Final Development Plan is not expected to result in negative fiscal impacts on the City.

2. Project Review Special Permit (Section 19.20)

*(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) 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.*

*(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 original Development Proposal heard by the Planning Board on January 31, 2023, included a Traffic Impact Study (TIS) in accordance with the Project Review Special Permit requirements of Section 19.20 of the Zoning Ordinance. The Development Proposal and TIS were reviewed by the Traffic, Parking and Transportation Department (TP+T), which provided comments in a memorandum to the Board dated January 23, 2023, indicating that the Project triggered 2 Planning Board Special Permit Transportation Exceedances. Safe Pedestrian and Bicycles Facilities criteria were exceeded for Spring Street and Hurley Street, as they do not have a bicycle facility. A follow-up memo from TP+T dated April 19, 2023, recommended transportation mitigation measures for Parcel E to off-set the Project's Trips and Planning Board Special Permit Transportation Exceedances. Recommended mitigation measures include, among other measures, provide fare-free access to EZRide shuttle service to site users, promote sustainable transportation information, offer a 100 % subsidy for the cost of a bus/subway LinkPass for two consecutive months to each adult member of a residential household, provide and maintain a bicycle repair station, and provide for e-bike charging outlets in the 75 First Street bicycle storage room.

Therefore, upon consideration of the transportation analysis, the communication from TP+T, and the agreed-upon mitigation measures, the Planning Board finds that the Final Development Plan will not result in substantial adverse impact on city traffic in the area.

*(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 Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, for the reasons summarized below.

*(19.31) New projects should be responsive to the existing or anticipated pattern of development.*

As set forth above in these Findings, the Final Development Plan is consistent with the PUD-4B district zoning requirements and responds to the overall planning objectives for the area. Specifically, the proposed Parcel E mixed-use building is urban-scaled with market rate residential units, affordable residential units, and more active ground-floor space that improves pedestrian vitality along the First Street frontage.

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

The Final Development Plan will provide pedestrian entrances on sidewalks along the major active frontages of First Street and adjacent side streets, as well as short-term bicycle parking near building entrances and long-term bicycle parking for employees and residents in a secure below-grade facility. Ground floors are designed with transparent windows supporting retail uses along the First Street frontage.

*(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.*

The proposed buildings will have minimal environmental impacts on adjacent uses. Loading, trash handling and other service uses will be provided in locations internal to the Parcel E site off of Spring Street and with access from Hurley Street. The scale and orientation of the proposed Parcel E building is not expected to cause detrimental impacts affecting neighboring properties.

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

As previously noted in the findings, the Final Development Plan has been reviewed by DPW and is expected to meet all the applicable standards for infrastructure and utilities, subject to further engineering review for the proposed Parcel E development at the building permit stage. The Parcel E building has been reviewed for Green Building Requirements in Article 22.20, Section 22.24 of the Zoning Ordinance. The development will be subject to further review of Green Building Requirements at the Building Permit and Occupancy Stages.

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

The Final Development Plan proposes mixed-use development in the form of multiple buildings with various typologies and design styles. The existing 1 story brick retail building proposed to be demolished has not been identified as being of interest to the Cambridge Historical Commission.

*(19.36) Expansion of the inventory of housing in the city is encouraged.*

The Final Development Plan includes a mix of housing, office and retail space as envisioned in the planning and zoning for the area, along with a mix of housing units and building types. The Final Development Plan on Parcel E includes a mixed-use building of residential units of varying unit sizes and “commercial/residential amenities/flex space” uses on the ground floor. The project will provide Affordable Units in accordance with the Inclusionary Housing requirements as well as contributions to the Cambridge Affordable Housing Trust in accordance with the Incentive Zoning requirements.

*(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.*

Previously approved portions of the Final Development Plan include about 23,000 square feet of publicly accessible open space that will provide a mid-block pedestrian passage between Charles and Hurley Streets. This open space will provide a significant amenity for future residents of the building on Parcel E, as well as benefiting the rest of the neighborhood. For Parcel E, the Final Development Plan includes about 2,200 square feet of roof deck that is accessible to the residents of the mixed-use building.

### 3. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

*10.43 Criteria. Special permits will normally be granted where specific 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 interest because:*

*(a) It appears that requirements of this Ordinance cannot or will not be met, or ...*

Upon granting of the requested special permits, the requirements will be met.

*(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...*



As set forth previously in these Findings, the project has completed a Transportation Impact Study pursuant to the Project Review Special Permit requirements of Section 19.20, and no adverse impacts are anticipated provided that the required mitigation Measures are undertaken.

- (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 permitted residential and retail uses will not adversely affect adjacent uses.

- (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 requested amendment will not create any nuisance or hazard. The development shall remain subject to all applicable health and safety codes.

- (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 ...*

As set forth previously in these Findings, the proposed development remains consistent with applicable plans and guidelines for the area.

- (f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.*

The Board finds the project to be consistent with the citywide urban design objectives, as set forth above in these Findings.

## DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits for a Major Amendment to a Planned Unit Development (PUD) per Section 12.37 of the Zoning Ordinance and Project Review Special Permit per Section 19.20 of the Zoning Ordinance, subject to the following conditions and limitations. Hereinafter, for the purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

### 1. *Approved Development.*

- a. Except as otherwise provided in this Decision, development of the PUD following the issuance of this Major Amendment shall be in substantial conformance with the Final Development Plan and other supporting and supplemental materials submitted to the Planning Board as part of this Application, except as modified by the additional Conditions of this Special Permit Decision. The Final Development Plan authorizes seven buildings on the Development Parcel: 159 First Street, 65 Bent Street, Parcel A, and Parcel D, which have been completed as of the date of this Major Amendment; Parcel B and Parcel C, which are pending issuance of their Certificates of Occupancy; and Parcel E, which is proposed to be constructed. The development program hereby approved by the Planning Board is summarized in Appendix A. The Community Development Department (“CDD”) shall certify to the Superintendent of Buildings that all Conditions of this Decision are met prior to the issuance of a Building Permit or Certificate of Occupancy, as applicable, for any development authorized by this Special Permit.
- b. All development and public improvements completed as of the date of issuance of this Major Amendment shall be maintained in accordance with the conditions of Special Permit #231A and all subsequent Amendments applicable at the time they were completed. The conditions of Special Permit #231A and all subsequent Amendments thereto applicable at the time they were issued, remain in full force and effect unless specifically modified by the terms of this Amendment #7.

### 2. *Approved Uses.*

- a. Retail uses allowed in Section 13.52.4 shall be permitted in the retail spaces designated in the Final Development Plan at 159 First Street, Parcel A, Parcel B, and Parcel D. Notwithstanding the foregoing, up to 3,788 square feet of the ground story of Parcel A may contain a Bank, trust company or similar financial institution use (4.34.e in the Table of Permitted Uses).
- b. Technical Office use listed in Section 4.34 f, shall be permitted at 65 Bent Street. Office uses listed in Section 4.34 a-e and Technical Office use listed in Section 4.34 f, with the exception of chemical, biological or other laboratory facilities requiring building mechanical systems not described in the Final Development Plan, shall be permitted in the non-retail portions of Parcel A.

- c. Residential uses listed in Section 4.31 a-g shall be permitted in the non-retail portions of 159 First Street, Parcel B, Parcel C and Parcel E.
  - d. Accessory Residential uses listed in Section 4.31 a-g, Retail or Consumer Service Establishment uses listed in Sections 4.35, and/or Office and Laboratory Uses listed in Section 4.34 shall be permitted in the area designated as “Commercial/Residential Amenities/Flex Space” areas on the Ground Story of Parcel E.
  - e. Uses not explicitly authorized in this Special Permit Decision may be permitted upon the issuance of a Minor Amendment by the Planning Board in accordance with Condition #13 below, provided that such uses are allowed by the Zoning Ordinance or approved in accordance with Section 13.52.6 of the Zoning Ordinance where applicable.
3. *Design Review.* Each building, with associated landscaping and other site improvements, shall be subject to continuing design review by the Community Development Department (“CDD”). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Special Permit. As part of CDD’s administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design development progress to the Planning Board for its review and comment prior to certification.
- a. CDD’s continuing review of development on Parcel A, Parcel B, Parcel C and Parcel D shall specifically include a review of the following design elements:
    - i. Site design elements and landscaping details, including surface parking areas and other paving materials, lighting, materials and plant selection, screening and fencing.
    - ii. Design of storefront façades, to ensure that a “two-front” retail design approach will not detract from the desired retail character along First Street.
    - iii. All external building materials, with materials mock-ups erected on the site. The review of materials shall specifically include screening materials to be used around balconies. CDD shall notify Planning Board members when mock-ups are available to be viewed.
    - iv. Further consideration of the penthouse detailing and façade articulation of the proposed building on Parcel A.
    - v. Further consideration of the cornice treatment of the building on Parcel C.
  - b. CDD’s continuing review of development on Parcel E shall specifically include a review of the following design elements:
    - i. Updates to Sheet C-301 Site Plan layout to show the updated building footprint and sidewalk widths.
    - ii. Review of site design elements and landscaping details, including species and planting standards for trees and other vegetation, locations of trees, screening,

- and details of all hardscape materials.
  - iii. Review of all exterior materials, colors, and details, including a materials mockup to be reviewed by city staff and the Planning Board prior to any exterior materials being ordered.
  - iv. Review of glass specifications.
  - v. Review of the detailed design of the ground floor and upper floor façades.
  - vi. Review of the First Street and Spring Street sidewalks, including trees, furniture, lighting, and other features, incorporating the results of the First/Second Street Corridor Study.
  - vii. Review of all exterior lighting.
- c. The proposed brick color for the 75 First Street building on Parcel E shall be no darker than the brick color for the existing retail building at Parcel D/85 First Street. Preference should be given to considering at least one shade lighter than the existing brick.
- d. The proposed color of the west wall for the 75 First Street building on Parcel E shall be a lighter shade than the proposed brick cladding.
- e. Buildings on Parcel A, B, C, & D shall be designed to meet a minimum LEED Silver level in accordance with the Green Building Requirements in Section 22.20 of the Zoning Ordinance. CDD shall certify that the requirements have been met prior to issuance of each building permit and each certificate of occupancy for a building authorized by this Special Permit. In meeting the required standard, new buildings on Parcel A, Parcel B and Parcel D shall be designed to pursue the Heat Island Effect, Non-Roof Credit (SSc7.1), at least eight (8) Optimize Energy Performance points (EAc1), and, for non-residential buildings, the Enhanced Commissioning Credit (EAc3) under the LEED Core and Shell Rating System.
- f. Parcel E shall be designed to meet the City's Green Building Requirements in Article 22.000 of the Zoning Ordinance in effect at the time of the issuance of this Major Amendment, which shall include but is not limited to, LEED Gold certification or equivalent rating in Section 22.24.1 and the City's Green Roofs requirement in Section 22.30, as applicable.
- g. *Exterior Mock-Up.* Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section, including rooftop screening elements, on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD. The mock-up's location shall be coordinated with CDD staff prior to construction.
- h. Site improvements affecting portions of the public way shall be reviewed and approved by the Department of Public Works (DPW), in addition to CDD, prior to issuance of a building permit for development on any site. The Permittee shall complete and maintain all improvements within the public way as directed by DPW,

including but not limited to increasing sidewalk dimensions and planting street trees in the public way to the extent deemed feasible by DPW, provided that such improvements are in substantial conformance with the Final Development Plan.

- i. Design elements requiring technical review for compliance with City requirements or standards, such as bicycle parking facilities, loading facilities, bicycle and vehicular access and egress, public bicycle sharing stations, stormwater management systems and Green Building materials (per Section 22.20), shall be reviewed by applicable City departments, which may include CDD, the Traffic, Parking and Transportation Department (“TP+T”), Department of Public Works (“DPW”), Electrical Department, Water Department, or others. Such applicable departments shall certify compliance with applicable standards and requirements prior to issuance of a Building Permit.
- j. As part of CDD’s administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any revised building designs to the Planning Board for its review and comment.

#### 4. *Parking and Bicycle Parking.*

- a. As provided in Amendment #3 to Special Permit #231A, the number of authorized accessory parking spaces for commercial uses at 65 Bent Street (also called 150 Second Street) shall be ninety-four (94) spaces, and the number of authorized accessory parking spaces for residential uses at 159 First Street shall be sixty-four (64) spaces, subject to the additional requirements set forth in Paragraphs (b) and (c) below. Failure by the owner of 159 First Street to meet the Conditions applicable to 159 First Street shall not violate or affect the validity of these special permits, including the Certificate of Occupancy, for 65 Bent Street/150 Second Street, and vice versa. All of the foregoing conditions are restatements of existing provisions of Amendment #3 and do not represent any new or additional requirements.
- b. As provided in the conditions to Special Permit #231A, the Permittee shall be obligated to provide a parking space for any residential tenant of 159 First Street who requests such a space, in any legally established parking garage or parking facility located in the PUD 4 districts (4, 4A, 4B) where such parking is secured to the satisfaction of the CDD through lease or purchase of the right to use such spaces, and at the same cost and in the same manner applied to all other tenants, up to one space per residential unit. No more than a total of one parking space per dwelling unit shall be provided. Any request for such parking space that results in a parking ratio in excess of the 0.75 parking space ratio permitted for the building at 159 First Street shall be reported to CDD and the Traffic, Parking and Transportation Department (TPT) within thirty days. All of the foregoing conditions are restatements of existing provisions of Amendment #3 and do not represent any new or additional requirements.
- c. As provided in the conditions of Amendment #3 to Special Permit #231A, the Permittee shall be required to secure and maintain fifteen (15) parking spaces to serve 159 First Street residents within an existing off-site legally established parking

facility within PUD Districts 4, 4A, and 4B, through an arrangement that is approved by TPT and CDD. Such spaces shall be made available to residents of 159 First Street on terms of no less than one year. These fifteen (15) spaces shall be required in perpetuity, although they may be relocated with the approval of TPT and CDD. The requirement to provide these fifteen (15) spaces may only be reduced or eliminated upon the granting of a Minor Amendment by the Planning Board upon demonstrating that the fifteen (15) spaces are not being used, and no more than sixty-four (64) on-site parking spaces are needed for the 159 First Street residential project. The earliest that the 159 First Street owner may apply for a Minor Amendment to reduce the required fifteen (15) spaces is three (3) years after initial occupancy of the residential units at 159 First Street. To evaluate the parking needs, information such as the following would be used:

- i. Percent occupancy of 159 First Street;
- ii. Surveys of residents of the building to determine the number of cars owned or leased by residents and where the residents customarily store such vehicles(s) overnight;
- iii. Parking utilization studies of both the 159 First Street garage and the fifteen (15) parking spaces.

All of the foregoing conditions are restatements of existing provisions of Amendment #3 and do not represent any new or additional requirements.

- d. As detailed in the Final Development Plan, Parking and long-term bicycle parking for office uses on Parcel A and all residential uses within the Development Parcel of the PUD shall be permitted in a below-grade structured parking facility on Parcel B and Parcel C with one hundred forty-two (142) parking spaces and at least one hundred sixty (160) long-term bicycle parking spaces; an additional ninety-four (94) long-term bicycle parking spaces for Parcel E residential uses shall be provided in a bike storage space on Parcel E. No more than forty-two (42) parking spaces in the below-grade structured parking facility on Parcel B and Parcel C shall be authorized for office users but may also be made available to residential users on evenings and weekends. In the event that parking is built and occupied by office users before residential buildings are completed, parking spaces for future residential use shall be made physically inaccessible to office users until the residential uses are occupied.
- e. As provided in the conditions of Amendment #3 to Special Permit #231A, if office uses on Parcel A are occupied prior to the completion of the below-grade parking facility on Parcel B and Parcel C, then the required parking and long-term bicycle parking may be provided on an interim basis in existing or temporary facilities at an alternate location, provided that the proposed interim parking arrangement is consistent with applicable laws and regulations and has been approved by TPT prior to issuance of a certificate of occupancy for the office uses.
- f. Short-term bicycle parking spaces shall be provided on Parcel A, Parcel B, Parcel C, Parcel D, and Parcel C as illustrated in the Final Development Plan. The proposed short-term bicycle spaces located on Bent Street at Parcel A shall include a bike

- shelter, such as a Dero Bike Haven or Kolo Shelter or a similar product, which shall be approved by TPT prior to the issuance of the first building permit and completed prior to the first certificate of occupancy for development on Parcel A.
- g. Surface parking spaces shall be authorized as illustrated in the Final Development Plan on Parcel A, Parcel B, Parcel D, and Parcel E for use only of ground-floor retail establishments. The number of surface parking spaces may not be increased, but any future reduction in surface parking shall be allowed for the purpose of creating additional landscaped open space, outdoor space associated with adjacent retail uses, or similar functions, to the extent allowed by the minimum applicable requirements of the Zoning Ordinance. Planning Board approval shall not be required to authorize such a reduction in surface parking, but CDD and TPT shall review any associated design modifications in accordance with the Design Review conditions above and below. Any reduction in surface parking spaces on Parcel D as a result of a Minor Amendment contemplated in Paragraph 1 (c) herein shall similarly not require Planning Board approval.
  - h. Prior to issuance of a building permit for development on Parcel A, Parcel B, Parcel C, Parcel D, and Parcel E, CDD and TP+T staff shall review the design, layout, access and egress for parking and bicycle parking facilities as illustrated in the construction plans for that building, any equipment specifications, and detailed parking management plans, including visitor parking, and certify that all are in conformance with this Special Permit and any other applicable regulations and standards.
5. *Transportation Impact Mitigation for Parcels A-D.* As provided in the conditions of Amendment #3 to Special Permit #231A, development at 65 Bent Street shall remain subject to the requirements of the Parking and Transportation Demand Management (PTDM) Ordinance. Development at 159 First Street shall remain subject to the Transportation Demand Management (TDM) measures previously required by Special Permit #231A and amendments #1 and #2; however, the Permittee may choose to implement the set of TDM measures set forth below in place of the prior requirements. To minimize the traffic impacts of new development on Parcel A, Parcel B, Parcel C and Parcel D, the Permittee may implement the following Transportation Demand Management (TDM) measures throughout the occupancy of development authorized by this Special Permit Decision, in place of the prior requirements:
- a. For residential uses, offer a fifty percent (50%) subsidy for the cost of a bus/subway link pass (currently \$75, but subject to fare increases) for three consecutive months to each adult member of a residential household, up to two (2) per household, upon move-in. The subsidy ends after three (3) months for the household and begins anew upon unit turnover.
  - b. For residential uses, offer a one-year Gold Level Hubway membership to each adult member of each household, up to 2 per household, upon move-in. The one-year membership ends after one year but begins anew upon unit turnover.
  - c. For retail uses, provide a fifty percent (50%) MBTA T-pass subsidy to full-time retail employees.

- d. Provide transit information in all buildings, including a transit screen in a central location for residents, which displays real-time transit and Hubway information, and/or paper MBTA schedules.
- e. Become a member of the Charles River Transportation Management Association (CRTMA) and provide access to the EZRide shuttle to all residents and employees within the PUD;
- f. For office uses, provide an MBTA pass subsidy to employees (up to the federal maximum of \$130 per month);
- g. For office uses, provide showers and lockers that are accessible to employees;
- h. Provide air pumps and other bicycle repair tools, such as “fix-it” stations in the bicycle storage area in the garage below Parcel B and Parcel C.
- i. Provide a minimum of four (4) dedicated parking spaces for carpooling/vanpooling in the garage below Parcel B and Parcel C.
- j. Encourage employers to work with the Cambridge Office of Workforce Development.
- k. Designate a Transportation Coordinator (TC) to manage the TDM Program for each of the authorized uses in the PUD. One TC may be designated for the entire PUD, or individual TCs may be designated for individual buildings or uses as is most practical. The TC(s) shall oversee the marketing and promotion of transportation alternatives including: posting information in a prominent location in the buildings and on building web sites, in property newsletters, and social media outreach; responding to individual requests for information in person and via phone and email; performing annual transportation surveys in accordance with these Conditions; and implementing the parking and transportation monitoring program in accordance with these Conditions.
- l. The TC(s) shall compile and distribute up-to-date information explaining all transportation options to all new residents and/or employees (as part of their New Resident and Employee Packets). The packets will contain information on both the range of options available and any building manager programs to support the use of these options.
- m. The TC(s) shall be on-site for a minimum of two (2) hours per week at each site and shall be available to residents via email and telephone. Email and phone information for the TC(s) shall be posted in the transformation information center.
- n. The TC(s) shall participate in any TC trainings offered by the City of Cambridge or local Transportation Management Association (TMA) and oversee any City of Cambridge monitoring and reporting requirements.
- o. The TC(s) for residential uses shall actively manage and monitor resident auto ownership and parking location and use all reasonable measures to 1.) Encourage residents not to own automobiles, and 2.) Provide an appropriate and flexible market-rate parking fee program that best accommodates all residential vehicles (including guest vehicles).
- p. To monitor parking demand and utilization, the TC(s) shall undertake periodic surveys of employee and tenant auto use, in a manner acceptable to TPT and CDD, to determine the extent of vehicle ownership (automobiles and bicycles), use and parking behavior. Within one year of the date of the first certificate of occupancy of a building, and once per year thereafter, the TC(s) shall survey residents, employees and retail patrons to determine the number of cars owned or leased by residents and



- where the residents customarily store such vehicles overnight, how employees commute to work, and how retail patrons travel to the site. If the certificate of occupancy is issued between September 1 and February 29, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1 and August 31, monitoring should take place during the months of April or May and be reported to the City no later than June 30.
- q. All of the foregoing conditions are restatements of existing provisions of Amendment #3 and do not represent any new or additional requirements.
6. *Transportation Impact Mitigation for Parcel E.* For Parcel E the Permittee shall be required to implement the Transportation Mitigation Program recommended in the memorandum from TP+T dated April 19, 2023, subject to certification by TP+T. Transportation Mitigation Requirements, as provided in Special Permit PB-231A and all subsequent amendments, shall continue to apply unless specifically modified by the conditions of this decision.
- a. Join the Charles River Transportation Management Association (CRTMA) and extend the benefits of CRTMA membership to all site users.
  - b. Provide fare-free access to EZRide shuttle service or another shuttle service with equivalent service area, operating hours, and headways to residents, property management staff, and on-site retail employees.
  - c. To share and promote sustainable transportation information with site users, provide information on nearby transportation options in a central and visible location where all site users can access it. If the information is provided in print, include nearby bicycle facilities, pedestrian facilities, and public transit and shuttle schedules. An accurate real-time transportation information screen may be provided instead of print maps and schedules. If provided, the real-time transportation information screen must show nearby public transit, shuttle, and bikeshare availability.
  - d. Provide information to residents and employees about MBTA Park and Pedal facilities, including how to register a CharlieCard for bike parking access.
  - e. Provide information about transportation options available to residents in a welcome packet at move-in and to employees at orientations. The packets will contain information on both the range of options available and any building manager programs to support the use of these options. Transportation Information can be purchased from the Community Development Department.
  - f. Charge for vehicle parking at market rates, with parking fees charged as a separate cost from rent.
  - g. Offer a 100 % subsidy for the cost of a bus/subway LinkPass for two consecutive months to each to each adult member of a residential household upon move-in to help residents create a habit of taking transit.
  - h. Full-time retail tenant employees must be offered a 50% subsidized MBTA T pass. If the retail tenant does not provide such a subsidy, the property owner must offer it to all full-time retail tenant employees.
  - i. Provide and maintain a bicycle repair station that includes an air pump and bicycle repair tools in the long-term bicycle parking area.

- j. Offer a one-year Gold Level Bluebikes membership to each adult member of each household upon move-in. The one-year membership ends after one year but begins anew upon unit turnover.
  - k. Provide for e-bike charging outlets in the 75 First Street bicycle storage room.
  - l. The Project must not charge fees to residents or employees for bicycle parking.
    - i. Designate a Transportation Coordinator to implement the TDM plan.
    - ii. The TC will oversee the marketing and promotion of transportation options and respond to individual requests for information in person and via phone and email.
    - iii. The TC will compile and distribute up-to-date information explaining all transportation options to all new residents and employees (as part of their New Resident and Employee Packets).
    - iv. The TC will be on-site for a minimum of 2 hours per week at each site and will be available to residents via email and telephone. Email and phone information for the TC will be posted in a central and visible location where all site users can access it.
    - v. The TC will be the liaison between the site residents, site tenant employees, and transportation organizations including, but not limited to, the CRTMA, MBTA, and the City of Cambridge.
    - vi. The TC will participate in any TC trainings offered by the City of Cambridge or local Transportation Management Association (TMA) and will oversee any City of Cambridge monitoring and reporting requirements.
    - vii. The TC should actively manage and monitor the resident's auto ownership and parking location and use all reasonable measures to 1.) Encourage residents not to own automobiles, 2.) Provide an appropriate and flexible market-rate parking fee program that best accommodates all residential vehicles (including guest vehicles).
    - viii. The TC will implement an annual transportation monitoring program. The TC will undertake annual surveys of tenant auto use, in a manner acceptable to TPT and CDD, to determine automobile and bicycle ownership, use and parking behavior. The TC will also survey residents to determine the number of cars owned or leased by residents and where the residents customarily store such vehicles overnight. If the certificate of occupancy for the project is issued between September 1 and February 29, the monitoring shall take place during the months of September or October and be reported to the PTDM Planning Officer no later than November 30. If the certificate of occupancy for the project is issued between March 1 and August 31, monitoring shall take place during the months of April or May and be reported to the PTDM Planning Officer no later than June 30.
7. *Open Space.* In accordance with the Final Development Plan, approximately 23,000 square feet of open space on Parcel C shall be publicly accessible and shall include a multi-modal path providing access between Charles Street and Hurley Street. Such open space shall be completed prior to issuance of a permanent certificate of occupancy for development on Parcel C and public access shall be guaranteed by the Permittee as an ongoing condition of this Special Permit. The foregoing condition is a restatement of existing provisions of Amendment #3 and do not represent any new or additional requirements.

8. *Retail Marketing and Tenanting.* At the time that authorized retail spaces in the PUD are being marketed to potential tenants, but before tenants have been selected, the Permittee shall inform the Economic Development Division (EDD) of CDD about what efforts are being made to market the space and the range of retailers that the spaces are being marketed to, so that EDD staff may provide information about potential business owners and other resources to assist in creating a successful retail mix. The foregoing condition is a restatement of existing provisions of Amendment #3 and do not represent any new or additional requirements.
  
9. *Construction Management.* Before issuance of a building permit for the Project, the Permittee shall prepare a new or updated Construction Management Program consistent with the requirements of Section 18.20 of the Zoning Ordinance, which Program shall be reviewed and approved by the CDD, TP+T, DPW, Water Department, Inspectional Services Department, and other departments as deemed appropriate by the City. Such a program shall include, in addition to the specific items required by said Section 18.20:
  - a. A plan for site remediation in accordance with applicable local, state and federal requirements;
  - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
  - c. A community outreach program including, at a minimum, the following elements:
    - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
    - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
    - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
  
10. *Construction Timing and Phasing.*
  - a. The sequence of development shall proceed in phases as set forth in the Final Development Plan. Modifications to the sequence of development may be approved by the Planning Board as a Minor Amendment in accordance with Condition #13 below.
  - b. Construction on Parcel E shall commence within two (2) years of the date of this Major Amendment. The Planning Board may grant in writing an extension of this time period upon determination of good cause by the Permittee. If the developer fails to commence construction on those sites within the time set forth in this Decision or any applicable extension, the Special Permit shall lapse.

11. *Housing.*

- a. The non-residential portion of the PUD shall be considered an Incentive Project pursuant to Section 11.200 of the Zoning Ordinance. In accordance with Section 11.203.1, a Housing Contribution shall be calculated at the time of issuance of a building permit for each component of the PUD based on the amount of non-residential Gross Floor Area (GFA) within that component, and shall be made to the Cambridge Affordable Housing Trust prior to issuance of a certificate of occupancy for that component of the PUD.
- b. The residential portion of the PUD shall be considered an Inclusionary Project pursuant to Section 11.200 of the Zoning Ordinance. Prior to the issuance of a building permit for any residential development, CDD shall certify that the requirements for Inclusionary Housing are met.

12. *General Requirements.*

- a. All authorized development shall conform to the applicable requirements of the Zoning Ordinance and all other applicable City of Cambridge Ordinances, including but not limited to those requirements set forth below.
- b. Prior to the issuance of a building permit, the Urban Forestry Division shall work with the Applicant on locations for additional street trees along Spring Street and will review plans for work adjacent to abutting trees to ensure appropriate preservation measures are taken.
- c. All authorized development shall conform to the requirements of the City of Cambridge Noise Control Ordinance, Chapter 8.16 of the City Municipal Code. The Permittee shall be responsible for maintaining all mechanical systems and equipment so that it meets the applicable requirements and shall replace such equipment if it can no longer be maintained at that level.

13. *Amendments.* The Planning Board may grant future Major or Minor Amendments in accordance with Section 12.37 of the Zoning Ordinance. Except where Minor Amendments are explicitly identified in this Special Permit Decision, the Planning Board shall determine whether a proposed amendment is major or minor according to the provisions set forth in Section 12.37.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members Louis Bacci, Jr., H Theodore Cohen, Steven Cohen, Catherine Preston Connolly, Mary Flynn, Hugh Russell, and Associate Member Ashley Tan, appointed by the Chair to act on this case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in cursive script that reads "Mary Flynn". The signature is written in black ink and is positioned above the printed name.

Mary Flynn, Chair.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, Urban Spaces, LLC agrees to the conditions attached to this Decision approving the granting of a Major Amendment to PUD Special Permit for Case PB-231A.

By 

Name: Jeff Hirsch

Title: Vice President of Operations

Authorized Representative of Urban Spaces, LLC

5/14/23

A copy of this decision PB-231A Amendment #7 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 accurate copy of the above decision has been filed on May 19, 2023, with the Office of the City Clerk by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:  
\_\_\_\_\_ no appeal has been filed; or  
\_\_\_\_\_ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: \_\_\_\_\_, City Clerk

Appeal has been dismissed or denied.

Date: \_\_\_\_\_, City Clerk

	EXISTING *per PUD SP 231A minor amendment #5 10/3/18	Proposed - Parcel E (75 First St.)	PROPOSED	Allowable	
Lot Area (SF)	182,663	9,749	192,412	none	
Lot Width (SF)	N/A	200	N/A	none	
Total Gross Floor Area (SF)	438,251	84,298	522,549	532,760	
Residential Base	217,028	80,698	297,726	409,815	
Non-Residential Base	193,691	3,600	197,291	204,917	
Inclusionary Housing Bonus	27,505	Included above	27,505	122,944	
Total Floor Area Ratio	2.148	8.65	2.72	2.76	
Residential Base	1	2.98	1.69	2.13	
Non-Residential Base	1	0.37	1.03	1.05	
Inclusionary Housing Bonus	0	Included above	included above	122,944	
Total Dwelling Units	251	90	341	555	
Base Units	206	75**	281	427	
Inclusionary Bonus Units	45	15**	60	45 + 20% of res GFA	
Base Lot Area / Unit (SF)	761	130	685	450	
Total Lot Area / Unit (SF)	593	108	564	346	
Building Height(s) (ft)	varies	65'-0"	varies	65'-0"	
Front Yard setback (ft)	varies	0	varies	no minimum	
Side Yard Setback (ft)	varies	0	varies	no minimum	
Side Yard Setback (ft)	varies	0	varies	no minimum	
Rear Yard Setback (ft)	varies	0	varies	no minimum	
Open Space (% of Lot Area)	23%	26%	23%	20%	
Private Open Space	41,210	2,500	43,710	38,482	
Permeable Open Space	14,640	0	14,640		
Other Open Space (specify)		0			
Off-Street Parking Spaces	342	0	342		
Long-Term Bicycle Parking	266	94	360	293	
Short-Term Bicycle Parking	53	9	62	40	
Loading Bays	3	0	3	3	



**DIMENSIONAL FORM**  
Project Address:

First Street PUD #231A Major Amendment - Aggregate Dimensional Form  
Minor Amendment - Parcel E Mixed Use Multi-Family  
Application Date: 7/26/2022

	Parcel A (121 First, 131-137 First, 139 First)	Parcel B (107 First, 119 First, 18 Hurley)	Parcel C (29 Chartes)	Parcel D (85 First)	65 Bent (PUD 231A)	169 First (PUD 231A)	EXISTING per PUD SP 231A minor amendment #5 10/3/18	Proposed - Parcel E (75 First St)	PROPOSED	Allowable	PERMITTED
Lot Area (SF)	16,473	39,999	20,005	16,250	59,958	29,978	162,663	9,749	192,412	none	
Lot Width (SF)	199	200		125	200	200	N/A	200	N/A	none	
Total Gross Floor Area (SF)	56,691	117,260	19,900	9,800	109,600	126,000	438,251	84,298	522,549	532,760	
Residential Base	0	74,928	19,900	0	0	122,200	217,028	80,698	287,726	409,815	
Non-Residential Base	56,691	14,800	0	9,800	109,600	3,800	196,651	3,600	197,291	204,917	
Inclusionary Housing Bonus	0	27,505	0	0	0	Included above	27,505	Included above	27,505	122,944	
Total Floor Area Ratio	3.10	2.26	0.92	0.6	1.81	4.20	2.148	3.85	2.72	2.76	
Residential Base	0	2	0.92	0	0	4	1	2.98	1.69	2.13	
Non-Residential Base	3	0.24	0	0.6	2	0.13	1	0.37	1.03	1.05	
Inclusionary Housing Bonus	0	0.45	0	0	0	Included above	0	Included above	Included above	122,944	
Total Dwelling Units	n/a	118	18	n/a	0	115	291	90	341	555	
Base Units	n/a	91	15	n/a	0	100	206	75**	281	427	
Inclusionary Bonus Units	n/a	27	3	n/a	0	15	45	15**	60	45 * 20% of RES GSA	
Base Lot Area / Unit (SF)	n/a	761		n/a	n/a	1,019	761	130	685	450	
Total Lot Area / Unit (SF)	n/a	533		n/a	n/a	836	593	108	564	346	
Building Height(s) (ft)	66'-0"	66'-0"	45'-0"	26'-0"	45'-0"	55'-0"	varies	65'-0"	varies	65'-0"	
Front Yard setback (ft)	0	2'-0"	9'-0"	2'-0"	4'	1'-9"	varies	0	varies	no minimum	
Side Yard Setback (ft)	0	18'-0" (on Chartes street)	0	1'-0"	2'	5'	varies	0	varies	no minimum	
Side Yard Setback (ft)	0	0	10'-0"	0	2'	5'	varies	0	varies	no minimum	
Rear Yard Setback (ft)	0	2'-0"	128'-0"	50'-0"	45'	2'	varies	0	varies	no minimum	
Open Space (% of Lot Area)	1.90%	33%	1.90%	1.90%	5.30%	4.00%	23%	26%	23%	20%	
Private Open Space	329	21,215	348	348	11,297	8,021	41,210	2,500	43,710	39,482	
Permeable Open Space	329	13,647	348	348	348	316	14,640	0	14,640		
Other Open Space (specify)							0	0			
Off-Street Parking Spaces	8	23	142	11	94	64	342	0	342		
Long-Term Bicycle Parking	16 located on Parcel C	160	1	28	78	78	266	94	360	293	
Short-Term Bicycle Parking	9	30	6	6	8	8	53	9	62	40	
Loading Bays	0	1	0	0	2	0	3	0	3	3	

CITY OF CAMBRIDGE, MA PLANNING BOARD SPECIAL PERMIT APPLICATION

\* Parcel resides within Industry A1 zone. All other parcel without asterisk reside within Business A  
\*\* Pending Inclusionary Housing Conveyance