

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2017 FEB -8 PM 3: 50
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	320
Address:	47 Bishop Allen Drive; 65 Bishop Allen Drive
Zoning:	Business A (BA)/ Residence C-1 (C-1)/ Central Square Overlay District/ Mass and Main Residential Mixed Income Subdistrict
Applicant:	Watermark Central Venture LLC. c/o Twining Properties, One Broadway, 14 th Floor, Cambridge, MA 02142
Owner:	Watermark Central Venture LLC. c/o Twining Properties, One Broadway, 14 th Floor, Cambridge, MA 02142
Application Date:	October 11, 2016
Date of Planning Board Public Hearing:	November 15, 2016
Date of Planning Board Decision:	January 3, 2017
Date of Filing Planning Board Decision:	February 8, 2017
Application:	Request to replace the existing three-story garage with a new four-story building with 23 residential units, with off-street parking for 12 cars provided off-site at 65 Bishop Allen Drive, and 24 long-term bicycle parking spaces in detached shed structures, pursuant to Section 19.20 Project Review Special Permit, Section 4.26.2 Multifamily Special Permit, Section 20.304.4 Special Permit for waiver of setback requirements, Section 20.304.6 and 6.35.1 Special permit for reduction of parking requirement, and Section 6.22.2 Special Permit for approval of off-site accessory parking.
Decision:	GRANTED, with Conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after 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 Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application filed with the City Clerk on October 12, 2016, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Project Narrative (dated September 30, 2016), Plan Set, Green Building Support Documentation and Transportation Impact Study.
2. Special Permit Application Amendment #1 dated 12/9/2016, containing detailed building design revisions.
3. Special Permit Application Amendment #2 dated 12/22/2016, containing revisions to bike parking and landscape treatment.
4. Graphic materials presented to the Planning Board at its public hearing on January 3, 2017.

City of Cambridge Documents

5. Memorandum to the Planning Board from Community Development Department staff, dated 11/9/2016.
6. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 11/9/2016.
7. Memorandum to the Planning Board from Department of Public Works staff, dated 11/10/2016.
8. Memorandum to the Planning Board from Community Development Department staff, dated 12/27/2016.
9. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 12/27/2016.

Other Documents

10. Email communication from Yvonne Forman to the Planning Board, dated 11/3/2016.
11. Letter to the Planning Board from Vern Chin, dated 11/9/2016.
12. Letter to the Planning Board from Nelson Evereteze, dated 11/10/2016.
13. Letter to the Planning Board from Lawrence Bluestone, dated 11/14/2016.
14. Email communication from Greg Heidelberger to the Planning Board, dated 11/17/2016.
15. Letter to the Planning Board from Cambridge Residents Alliance, dated 1/3/2017.
16. Email communication from Jeanne Koopman to the Planning Board, dated 1/3/2017.
17. Email communication from Olivia Fiske to the Planning Board, dated 1/3/2017.

APPLICATION SUMMARY

The Applicant proposes to demolish the existing multi-story garage building to construct a new four-story building with 23 residential units and 24 enclosed long-term bicycle parking spaces within two separate sheds in the rear. The majority of the site is located in the Business A District (BA), in which residential development is subject to the dimensional standards of the Residence C-2B District, and a small portion of the site in the rear is located in the Residence C-1 District (C-1). The portion of the site located in BA is also modified by the Central Square Overlay District and the entire site is within the Bishop Allen Drive Residential Support Zone in the Mass and Main Residential Mixed Income Subdistrict. The project proposes a reduced parking ratio of 0.5 space per unit, with parking located off-site at the existing surface parking lot at 65 Bishop Allen Drive. The requested special permits are discussed in detail in the Findings below.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Project Review Special Permit (Section 19.20)

The proposal does not meet the threshold to require a Traffic Study per Section 19.23. Therefore only the Urban Design Findings are applicable to this project.

(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, as described below. In considering these Findings the Board also relies on the additional guidance provided in the Central Square Design Guidelines, which are applicable in this district.

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

The anticipated pattern of development in the area is established in the Central Square Design Guidelines. The site is located within the Bishop Allen Drive Residential Support Zone of the Mass and Main Residential Mixed Income Subdistrict, where the main goals

are to support additional affordable housing development and to provide a transition from largely commercial areas to adjacent residential neighborhoods. The proposal complies with the requirements in the Central Square Overlay District zoning (Section 20.300), supports community diversity through varied housing choices, and promotes neighborhood walkability and livability with safe, green streets and improved access choices. The project's overall massing and scale fit well within the context, providing an appropriate transition to the neighborhood, and the project is further enhanced by the improvements to the streetscape and the front, side and rear yard setbacks and landscape treatments. The siting and orientation of the building are consistent with existing streetscape patterns in the area.

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

The project enhances the pedestrian and bicycle activity in the immediate area. Entries and windows are oriented toward anticipated routes of pedestrian and bicycle movement, and the pedestrian experience along Bishop Allen Drive is improved by the prominent main entrance, front yard patios and landscape treatment, which promote an engaging and active street edge. The project further addresses the urban design objectives of the Central Square Design Guidelines through site design that prioritizes pedestrian access and bicycle access to the proposed building. The proposed design provides open space and landscaping that enhance the visual and environmental quality of the area, while also providing privacy for ground floor units. Short-term and long-term bicycle parking is also provided per zoning requirements.

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

Rooftop mechanical equipment will be set back from the roof edge and shielded from public view by the parapet wall in order to prevent adverse impacts on adjacent uses. Throughout the review process, significant attention was given to the treatment of façades, architectural details, and landscape areas to make them more attractive to passersby, and to respond to the finer grain scale of the adjoining residential neighborhood. The specific material treatments will be subject to ongoing review by City staff. Trash and other service functions are housed internally and serviced through the side door of the building accessing the pedestrian path. Though the final location of electrical transformer equipment will be subject to approval by the electrical utility provider, the Applicant will make efforts to locate such equipment in as unobtrusive a location as possible, with the final location and screening subject to continuing review. The project provides a significant increase to the existing rear setback, which the Board finds minimizes shadow impacts on neighboring lots.

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

The Traffic Impact Study (TIS) report, which was performed for this proposal along with the neighboring “Mass and Main” development (permitted as case PB #321), analyzed the cumulative impacts of proposed development projects in the vicinity. Commentary provided by TP&T in a memo dated December 27, 2016 indicate that the proposed project will not have a substantial adverse impact on neighborhood traffic conditions and that the transit oriented residential development is a positive replacement of the existing above-grade parking structure. TP&T recommended transportation infrastructure improvements as well as transportation demand management (TDM) measures to minimize the project’s traffic impacts. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable as per City of Cambridge Wastewater and Stormwater Drainage Use Regulations. Open space permeability will increase as a result of the development, which will assist in minimizing stormwater run-off from the site. Roof runoff and ground runoff will be collected and appropriately treated before being discharged into the municipal system. There are no anticipated impacts on water supply. While the project is not subject to the City’s Green Building Requirements due to its size, it incorporates high performance building design measures based on the LEED for Homes version 4 rating system.

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

The project will transform a currently underutilized site into a residential use in character with the neighborhood, resulting in the creation of a more pleasant and lively pedestrian environment. The project is located in an area undergoing significant redevelopment and transformation. The existing garage to be demolished is not of historic value and the proposed residential building will conform better to the overall character of the area. The project supports the principles embodied in the Central Square Design Guidelines by contributing to an increase in housing opportunities, with 23 residential units and small landscaped setbacks and entries at the ground floor. These design elements help to create a residential feel and contribute to the sense of place on Bishop Allen Drive. The new building’s design and use will strengthen the character of the neighborhood, which includes a diverse mix of residential uses in buildings of different ages and styles along Bishop Allen Drive.

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

The project includes residential development with a range of unit types, including three-bedroom units, as encouraged in the planning for the area. In addition, the proposed scale is appropriate to the surrounding residential area.

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

The project enhances the streetscape along Bishop Allen Drive with a front setback that will include some combination of landscaped open space and residential patios, thereby

enhancing the experience of pedestrians, subject to continuing review of final design details.

2. Multifamily Dwelling in Residence C-1 and Business A Districts (Section 4.26.1)

4.26.1 The construction of a multifamily dwelling containing twelve (12) or more dwelling units or of elderly oriented congregate housing containing twenty-four (24) or more separate living spaces in a Residence C, Residence C-1, Residence C-1A, Office 1, Business A-1, or Business A-3 district shall require a special permit granted by the Planning Board.

10.47.4 Criteria for approval of Townhouses and Multifamily Dwellings. In reviewing applications for townhouse developments and multifamily dwelling, the special permit granting authority shall consider and address the following site plan criteria as applicable:

- (1) Key features of the natural landscape should be preserved to the maximum extent feasible. Tree removal should be minimized and other natural features of the site, such as slopes, should be maintained.*

At present, the site has a large building footprint with limited natural landscape features and no trees over three inch caliper. The proposed development, with a smaller building footprint and greater front, side and rear setbacks than the existing structure, will increase the landscaped areas on the site and improve site drainage conditions.

- (2) New buildings should be related sensitively to the existing built environment. The location, orientation and massing of structures in the development should avoid overwhelming the existing buildings in the vicinity of the development. Visual and functional disruptions should be avoided.*

The proposed new building is designed to be in character with smaller-scale residential buildings in the neighborhood with a streetscape treatment that is responsive to the open space patterns in the neighborhood.

- (3) The location, arrangement, and landscaping of open space should provide some visual benefits to abutters and passersby as well as functional benefits to occupants of the development.*

The proposed development will create modest landscaped open space areas with trees, shrubs and groundcovers in the front, side and rear yards, which will provide visual benefits to the building residents and to the general public.

- (4) Parking areas, internal roadways and access/egress points should be safe and convenient.*

No new parking area is proposed on the project site. A communication from TP&T dated December 27, 2016 indicates that TP&T supports allocation of parking spaces for this

project at the existing surface lot at 65 Bishop Allen Drive, which is approximately 180 feet from the project site.

- (5) *Parking area landscaping should minimize the intrusion of onsite parking so that it does not substantially detract from the use and enjoyment of either the proposed development or neighboring properties.*

No new parking area is proposed on the project site.

- (6) *Service facilities such as trash collection apparatus and utility boxes should be located so that they are convenient for resident, yet unobtrusive.*

The proposal includes a dedicated trash room in the first floor that will be obscured from the residents of the building and its neighbors. The trash room has been located so that it is easily accessible for use by residents and for servicing of trash pickup through the side door. The Applicant will coordinate with the electrical utility provider to locate the electrical transformer equipment in as unobtrusive a location as possible, subject to continuing staff review.

3. Waiver of Setback Requirements in Central Square Overlay District (Section 20.304.4)

20.304.4 Waiver of Setback Requirements. Upon issuance of a special permit from the Planning Board the yard requirements of a base zoning district may be waived except where such yard abuts a lot, but not a public way, outside the Overlay District.

The Applicant seeks setback relief for the front yard and both side yards. However, the proposed project will increase the setbacks compared with existing conditions and will be more consistent with the existing neighborhood. As noted above in these Findings, all setbacks along the property lines will be used for landscaping, pedestrian/bicycle access, bicycle parking and resident amenity space, and the project will improve the pedestrian experience along Bishop Allen Drive. Therefore, the Board approves the proposed setbacks shown on the Proposed Development Plan Site Diagram.

20.305 Standards for Issuance of Special Permits. In addition to the general standards for the issuance of a special permit found in Section 10.40 of the Zoning Ordinance, the special permit granting authority shall in addition make the following findings:

- (1) *The proposed development is consistent with the goals and objectives of the Central Square Action Plan:*

- *encourage responsible and orderly development;*
- *strengthen the retail base to more completely serve the needs of the neighborhoods;*
- *preserve the Square's cultural diversity;*
- *create active people oriented spaces;*

- *improve the physical, and visual environment;*
- *provide retail establishments that serve people of diverse economic and social groups who live in the surrounding neighborhoods;*
- *encourage the development of new mixed income housing; and*
- *promote compatible retail adjacent to residential uses*

The proposed project is consistent with the goals and objectives of the Central Square Action Plan. The proposed residential development will help to preserve diversity in the area by providing and investing in housing, and will improve the physical and visual environment through building design and landscaping that are in keeping with the scale and character of the neighborhood. This will result in a safer and more inviting pedestrian environment on Bishop Allen Drive.

- (2) *The building and site designs are consistent with “Urban Design Plan for Central Square” as outlined in the “Central Square Action Plan” and the “Central Square Development Guidelines”;*

The improvements respond positively to the Urban Design Plan for Central Square contained in the Central Square Development Guidelines and Central Square Action Plan by the redevelopment of the existing parking structure into a residential use that will enhance the urban context and provide a benefit to the community in the form of new housing opportunities. The proposed changes in the site design will increase the open space area and are anticipated to have a positive impact on the streetscape.

- (3) *The building and site designs adequately screen the parking provided and are sensitive to the contributing buildings in the vicinity;*

No new off-street parking spaces are proposed. No contributing buildings will be impacted, as described below.

- (4) *No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and*
- (5) *No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.*

The existing building is not listed on the National Register of Historic Places and is not within the Central Square National Register District. None of the abutting buildings are contributing buildings in the National Register of Historic Places.

4. Reduction of Parking Requirements in Central Square Overlay District (Section 20.304.6)

20.304.6 Waiver of Parking and Loading Requirements. Uses in the Central Square Overlay District which meet the following requirements shall be exempted from the parking and

loading requirements as specified in Section 6.36 - Schedule of Parking and Loading Requirements.

2. *The use is contained in a new structure or new addition to a structure identified in (1) above, after the issuance of a special permit by the Planning Board provided:*
 - a. *The standards set forth in Section 6.35 of this Zoning Ordinance are met; and*
 - b. *The standards set forth in Section 20.305 are met.*
 - c. *The Planning Board shall specifically find that an exemption from parking and loading requirements will result in a building design that is more appropriate to its location and the fabric of its neighborhood and that it is in conformance with the objectives and criteria contained in the “Central Square Development Guidelines”.*

The proposed project seeks approval to reduce the required amount of accessory parking. No new parking will be created with the proposed development, with all parking to be accommodated in an existing parking lot. The basis for the requested reduction is that the site is located in an area that is well served by multiple modes of public transit. The standards set forth in Section 6.35 of this Zoning Ordinance are met as noted below. The standards set forth in Section 20.305 are met as noted above. Exemption from parking requirements allows the proposed building in keeping with the scale and character of the neighborhood with minimal on-site paving. Further, the project will provide sufficient bike parking spaces and provide access to public transportation through various Transportation Demand Management (TDM) measures that will support the Central Square Development Guidelines to promote modes other than driving.

6.35.1 Reduction of Required Parking. Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. ...

The proposed reduction in parking is consistent with the City’s goals to discourage driving and encourage other modes of transportation, particularly in areas that are served by public transit. The City’s recent Central Square Planning Study encouraged shared parking arrangements and the use of existing underutilized parking facilities as an alternative to constructing new parking, and specifically supports a minimum ratio of 0.5 parking space per dwelling unit for new residential development. The current proposal to accommodate parking for the proposed building in the existing underutilized parking lot is consistent with these planning objectives and may further help to mitigate traffic concerns and promote greater use of alternative transportation in the future.

The Application materials, which were reviewed by TP&T, demonstrate that there will not be much demand for parking. In its memo dated December 27, 2016, TP&T expressed support for the requested reduction in required parking. The Applicant has also committed to provide

at least three carsharing spaces nearby (in coordination with the Mass + Main project permitted in case PB #321), as well as transit and Hubway membership subsidies, which will further encourage residents to become less dependent on personal car ownership. Hence, the Board finds that there will be minimum impact on availability of parking and no other adverse impacts on the neighborhood. The Board also finds that the reduction in parking will be reasonable in light of the considerations set forth below.

... In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:

- (1) *The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The project is within an area served by the MBTA Central Square Red Line Station and multiple MBTA bus route stops serving the downtown Boston area through Central Square out to Waltham and Watertown.

- (2) *The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.*

The Parking Analysis provided indicates there is ample off-street parking available in the existing multiple public parking lots along Bishop Allen Drive. Parking will be provided off-site, as described below, on a lot that is controlled by the Applicant and thus meets the requirements of Section 6.23.

- (3) *Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

Shared use of off street parking spaces serving other uses has not been proposed; however, carsharing services will be made available.

- (4) *Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

No such restrictions exist; however, the reduction in parking anticipates a less auto-dependent future for the area.

- (5) *Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

The reduction in parking is preferable because it promotes efficient use of the existing parking lot and prevents the need to build additional parking on the site, which positively impacts the urban design of the area.

(6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.

The project includes affordable housing utilizing the increased FAR and dwelling unit density provisions. Variance relief from other zoning requirements would be required to provide parking compliant with zoning requirements due to the small lot size and would also reduce the amount of open space available to the building occupants.

5. Approval of Off-site Accessory Parking (Article 6.22.2)

6.22.2 The Board of Zoning Appeal may grant a special permit for off-site accessory parking not allowed in Subsection 6.22.1 (a) provided that convenient and safe access from the parking facility to the use being served is provided in accordance with the following conditions:

(a) No off-site accessory parking facility may be located on a lot which has a more restrictive zoning classification than the lot on which the use being served is located.

(b) Off-site accessory parking facilities shall be located within four hundred (400) feet of the lot being served for residential uses and within one thousand (1000) feet of the lot for other uses.

The project proposes accommodation of residential parking at the existing parking lot at 65 Bishop Allen Drive, which is within close proximity and easily accessible from the site, meeting all of the above mentioned conditions. The Board finds it appropriate to grant the special permit to allow use of off-site accessory parking as proposed, with reference to the general Findings set forth in this Special Permit Decision and other requirements set forth in the Zoning Ordinance.

6. 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, it appears that the requirements of the Ordinance will be met.

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

The proposed construction of 23 new dwelling units is not anticipated to cause particular congestion or hazard. A communication from TP&T dated December 27, 2016 indicates that the project is expected to have only minor vehicle traffic impact in the neighborhood.

(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 proposed residential use complies with allowed uses in this district, and hence will not adversely affect adjacent uses that exist or are anticipated in the future. The proposed project will improve the streetscape with landscape improvements.

(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 proposed uses will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

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

The proposed multifamily residential use is encouraged by City plans for the area and the Zoning Ordinance. The neighborhood is characterized by a variety of multi-family dwellings, and the proposed multi-family development of 23 dwellings would fit this existing pattern of development.

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

The Board finds that the proposal is in general conformance with the citywide urban design objectives, as set forth earlier 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 subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are plans prepared by CBT Architects and Landworks Studio included in the Special Permit Application Amendment #1 dated 12/9/2016 with revisions included in Special Permit Application Amendment #2 dated 12/22/2016. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (“CDD”). Before issuance of 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 Decision. 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 changes made subsequent to this Decision to the Planning Board for its review and comment.
3. The Permittee shall address the following design comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details:
 - a. Selection of all exterior materials, colors, and details including the final dimensions of bays, the cornice and other projecting elements of the building, and measures included to shield inhabitants of the building from noise on abutting lots.
 - b. Details of rooftop HVAC and mechanical equipment screening and penthouse treatments.
 - c. The landscape details, particularly associated with plantings, edge treatments, and hardscape design and materials, with particular attention to increasing the amount of planted area and minimizing hardscape within the westerly side yard.
 - d. Additional landscape treatment in the front yard to enhance the public realm and to achieve an appropriate balance between residential patio space and landscaping to benefit passersby on the public sidewalk.
 - e. The location and screening of any utility boxes and electrical infrastructure, such as transformers.

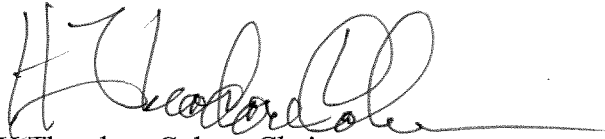
- f. The final design of the sidewalk, bicycle parking and off-site parking lot, which shall also be reviewed and approved by Traffic, Parking and Transportation (TP&T) Department staff.
 - g. The final stormwater management plan shall be reviewed and approved by Department of Public Works (DPW) staff.
4. 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 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.
5. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
6. The Permittee shall be required to implement the following Transportation Demand Management (TDM) measures to encourage residents to choose preferred modes of transportation including, transit, bicycling and walking over traveling by single-occupancy vehicles.
 - a. The Permittee shall make available at least three (3) parking spaces for publicly available carsharing vehicles (which shall also fulfill the requirement applicable to the Mass+Main project, permitted as case PB #321). At least two (2) spaces shall be provided at the 65 Bishop Allen Drive surface parking lot. Other locations may be at the proposed parking garage in the Mass+Main development. If demand dictates, additional carsharing vehicles should be added over time.
 - b. To establish the habit of using mass transit, each adult member of each household (up to 2) upon move-in will be offered a Charlie Card valued at the cost of 50% of a bus/subway pass at the current rate for 3 consecutive months. This benefit will end after 3 months for the household and begins anew upon unit turnover.
 - c. Offer each adult member of each household (up to 2) upon move in a 1-year Gold-Level Hubway membership. This benefit will end after one year for the household and begins anew upon unit turnover.
 - d. Provide air pumps and other bike tools in or near the bicycle storage areas.
 - e. The property owner shall join the Charles River Transportation Management Association (TMA).
 - f. Offer free EZRide Shuttle tickets or multi-ride ticket books to each adult member of each household each year.

- g. Charge parking separately from the residential rent, in order to remind tenants how much they pay for parking. The Permittee shall provide the summary of such parking fees and rate changes to the TP&T annually.
- h. Either install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip or establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - i. Available pedestrian and bicycle facilities in the vicinity of the Project site
 - ii. MBTA maps, schedules, and fares
 - iii. Area shuttle map and schedule, if one exists
 - iv. “Getting Around in Cambridge” map (available at the Cambridge Community Development Department office)
 - v. Location of bicycle parking
 - vi. Hubway regional bikeshare system
 - vii. Carsharing
 - viii. Ride-matching
 - ix. Other pertinent transportation information.
- i. The Property owner shall designate a transportation coordinator (TC) for the site (which may be a shared transportation coordinator with the Mass+Main project permitted in case PB #321) to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
 - i. Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
 - ii. Responding to individual requests for information in person and via phone and email.
 - iii. Performing annual transportation surveys.
- j. The transportation coordinator shall compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. The packets will contain information on both the range of options available and any building manager programs to support the use of these options and will include:
 - i. Available pedestrian and bicycle facilities in the vicinity of the Project site
 - ii. MBTA maps, schedules, and fares
 - iii. Area shuttle map and schedule, if one exists
 - iv. “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development Department office)
 - v. Location of bicycle parking
 - vi. Hubway regional bikeshare system
 - vii. Carsharing
 - viii. Ride-matching
 - ix. Other pertinent transportation information.

- k. The transportation coordinator shall be on-site during a minimum of 2 hours per week and be available during other times to residents via email and telephone. Email and phone information for the TC will be posted in the transportation information center.
 - l. The transportation coordinator shall participate in any TC trainings offered by the City of Cambridge or local TMA.
7. The Permittee shall prepare and implement a Construction Management Plan for the project site in coordination with the development of the neighboring “Mass + Main” development controlled by the Permittee and permitted as case PB #321, which includes a Draft Construction Management Plan prepared by John Moriarty & Associates. The final Construction Management Plan shall be subject to approval by TP&T and DPW prior to issuance of a building permit. As part of the coordinated construction management of the two sites, the existing parking garage prior to its demolition may be used for interim parking or equipment staging associated with construction of the Mass + Main site, in conformance with all applicable laws, regulations and standards and subject to City approval of construction-related activities.

Voting in the affirmative to approve the requested special permits were Planning Board Members Louis Bacci, Jr., Steven Cohen, H Theodore Cohen, Mary Flynn, Hugh Russell, Tom Sieniewicz and Catherine Preston Connolly, 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 black ink, appearing to read 'H Theodore Cohen', written over a horizontal line.

H Theodore Cohen, Chair.

A copy of this decision PB #320 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on February 8, 2017, by Swaathi Joseph, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

DATE:

City Clerk of Cambridge

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	11,893	600/1,500	No Change	No Change
Lot Width (ft)	100	50	No Change	No Change
Total GFA (sq ft)	11,881	24,509	24,509¹	24,509
Residential Base	0	18,853	18,853	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	11,881	9,933	0	
Inclusionary Bonus	N/A	5,656	5,656	
Total FAR	1	2.1	2.1	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	1.6	1.6	
Non-Residential Base	1	1	0	
Inclusionary Bonus	N/A	0.5	0.5	
Total Dwelling Units	0	23	23	23
Base Units	0	17	17	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	3	3	
Base Lot Area / Unit (sq ft)	N/A	700	700	
Total Lot Area / Unit (sq ft)	N/A	517	517	
Height (ft)	28	45	45	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0	31	6 ²	
Side Setback (ft)	0	25	5 & 10 ²	
Rear Setback (ft)	0	31	31	
Open Space (% of Lot Area)	0	17	45	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	17	45	
Permeable Open Space	0	N/A		
Off-Street Parking Spaces	0	12	12³	12
Long-Term Bicycle Parking	0	24	24	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	2	2	
Loading Bays	0	0	0	

¹ Development shall conform to plans included in the application material dated December 9, 2016 and ground floor plan updated through December 22, 2016. GFA dedicated to inclusionary housing will be calculated at the time of Building Permit application.

² With Planning Board Special Permit for waiver of setback requirements.

³ Parking spaces will be allocated in the existing parking lot at 65 Bishop Allen Drive as shown in Figure 5.5, updated through December 22, 2016.