



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:	321
Address:	411-413, 415-429, 433-445 and 453-457 Massachusetts Avenue; 9-19 and 25 Columbia Street; 65 Bishop Allen Drive
Zoning:	Business B (BB)/ 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 24, 2017
Date of Filing Planning Board Decision:	February 8, 2017
Application:	Request to construct a new mixed-use development of two buildings with 17,279 square feet of ground-floor retail space (of which 14,479 square feet is exempt from Gross Floor Area calculations per zoning), 285 residential units, 95 off-street parking spaces in a below grade garage and 39 spaces off-site at 65 Bishop Allen Drive (three spaces to be used for carsharing), pursuant to Section 19.20 Project Review Special Permit and Section 22.33 Special Permit for floor area exemptions for functional green roof area.
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 dated 10/11/2016, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Project Narrative, Plan Set, Transportation Impact Study, Tree Study, and Wind Study.
2. Special Permit Application supplementary material dated 12/8/2016, containing detailed responses to the comments from the Planning Board.
3. Special Permit Application supplementary material dated 1/5/2017, including construction phasing plans, existing plan for off-site parking at 65 Bishop Allen Drive, strategies to accommodate climate change impacts, and revised building program with revisions to residential unit count and bicycle parking and a revised second floor plan for the building “B-2” component of the development proposal.
4. Special Permit supplementary material presentation to the Planning Board on 1/24/2017.

City of Cambridge Documents

5. Memorandum to the Planning Board from Cambridge Historical Commission, dated 10/25/2016.
6. Memorandum to the Planning Board from Community Development Department staff, dated 11/10/2016.
7. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 11/9/2016.
8. Memorandum to the Planning Board from Department of Public Works staff, dated 11/10/2016.
9. Memorandum to the Planning Board from Community Development Department staff, dated 1/19/2017.
10. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 1/24/2017.

Other Documents

11. Letter to the Planning Board from Stuart Rothman, dated 11/3/2016.
12. Email communication from Olivia Fiske to the Planning Board, dated 11/3/2016
13. Email communication from Yvonne Forman to the Planning Board, dated 11/3/2016.
14. Email communication from David Chilinski to the Planning Board, dated 11/3/2016.
15. Email communication from Robin Finnegan to the Planning Board, dated 11/3/2016.

16. Email communication from Caleb Hurst-Hiller to the Planning Board, dated 11/5/2016.
17. Letter to the Planning Board from Chris A. Lutes, dated 11/7/2016.
18. Letter to the Planning Board from George R. Metzger, dated 11/7/2016.
19. Email communication from Jeff Byrnes to the Planning Board, dated 11/7/2016.
20. Email communication from Cambridge Pedestrian Committee to the Planning Board, dated 11/8/2016.
21. Letter to the Planning Board from Douglas Smith, undated, received 11/9/2016.
22. Letter to the Planning Board from Vern Chin, dated 11/9/2016.
23. Letter to the Planning Board from Central Square Advisory Committee, dated 11/10/2016.
24. Letter to the Planning Board from Cambridge Bicycle Committee, dated 11/13/2016.
25. Letter to the Planning Board from Lawrence Bluestone, dated 11/14/2016.
26. Email communication from Olivia Fiske to the Planning Board, dated 11/14/2016.
27. Letter to the Planning Board from Cambridge Committee on Public Planting, dated 11/14/2016.
28. Email communication from Jessica R. Manganello to the Planning Board, dated 11/15/2016.
29. Letter to the Planning Board from David Chilinski, dated 11/16/2016.
30. Email communication from Jeff Byrnes to the Planning Board, dated 11/16/2016.
31. Email communication from Greg Heidelberger to the Planning Board, dated 11/17/2016.
32. Letter to the Planning Board from Cambridge Transit Advisory Committee, dated 11/17/2016.
33. Letter to the Planning Board from Cambridge Committee on Public Planting, dated 11/18/2016.
34. Letter to the Planning Board from Olivia Fiske, dated 1/24/2017.
35. Letter to the Planning Board from A Better Cambridge, dated 1/24/2017.
36. Statement from Kenneth E Reeves, undated, received 1/24/2017.
37. Letter to the Planning Board from Joseph Elder, dated 1/24/2017.

APPLICATION SUMMARY

The Applicant proposes to demolish four existing buildings and construct a mixed use development of 252,025 square feet gross floor area, consisting of two new buildings (identified as “B-1” and “B-2”) with ground-floor retail space and upper-floor residential units, and to integrate a smaller existing historic building into the new development. Parking is proposed mostly within a below-grade garage, with some spaces provided on an existing surface lot at 65 Bishop Allen Drive. Bicycle parking will be provided within both buildings. The parcels cited for building development are located in the Business B District (BB) and modified by the Central Square Overlay District and located within the Mass and Main Residential Mixed Income Subdistrict. The project proposes two functional green roofs, one on each building. 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)

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

(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.

A Traffic Impact Study (TIS) was prepared by the Applicant's transportation consultant, VHB, and certified complete and reliable by the Traffic, Parking and Transportation Department (TP&T) on April 11, 2016. It was noted that the TIS studied impacts of the proposed project in the context of cumulative impacts of anticipated development projects in the vicinity.

According to the TIS report and commentary provided by TP&T in a memo dated November 9, 2016, the traffic resulting from the project will not significantly alter peak hour trips on the major roads in that area. The TIS indicated that the project had eight (8) Planning Board special permit transportation exceedances with no change in level of service.

TP&T recommended transportation infrastructure improvements, transit enhancements, transportation demand management (TDM) measures, and transportation monitoring to minimize the project's traffic impacts. The mitigation measures proposed by TP&T in the memo dated January 24, 2017, and agreed to by the Applicant, are aimed at addressing the transportation impacts associated with the project in addition to enhancing the overall transportation network in the vicinity and advancing the transportation objectives of the Central Square Study. Therefore, after consideration of the traffic impacts indicated in the TIS and mitigation measures proposed for the project, the Planning Board finds that the project will have no substantial adverse impact on city traffic.

(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 zoning requirements of the Mass and Main Residential Mixed Income Subdistrict (Section 20.307), adopted in 2015, and the Central Square Design Guidelines. The site is located

within the Mass Ave Residential Zone of the Mass and Main Residential Mixed Income Subdistrict, where the main goals are to support public spaces to build community, diversity in retail, non-profit and cultural institutions, increased housing and residential diversity, connecting people to the square, and encouraging sustainable development choices. Complying with the requirements in the Central Square Overlay District zoning, the project supports mixed uses and community diversity through varied housing and retail choices in addition to promoting neighborhood walkability and livability with safe, green streets and improved access choices.

The project conforms to the overall massing and scale prescribed for a Residential Mixed Income Project, providing an appropriate transition to the neighborhood, and enhancing, activating and expanding the public realm with the development of a public arcade and streetscape improvements. The siting and orientation of the buildings are consistent with existing streetscape patterns in the area, which includes a continuation of the street wall and retail frontage along Massachusetts Avenue and facing toward Main Street. The project also expresses a variety in massing and design adding to the diversity and vitality of Central Square.

In addition, the historically significant Apollo building is preserved and sensitively incorporated into the development with both ground floor retail and residential space as part of Building B-2. This adds variety to the site and maintains the eclectic mix of buildings in Central Square, while also assisting to mitigate the scale of the adjacent tower.

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

The project enhances pedestrian and bicycle connectivity in the immediate area. Ground floor retail wraps from Massachusetts Avenue around to Columbia Street, and down the mid-block connection by way of a covered arcade that will provide a comfortable and activated public passage into the municipal parking lot and beyond toward The Port neighborhood. Generous ground floor heights with large windows further enhance the pedestrian experience of each building. The types of retail proposed are small-scale, with modest frontages and unique storefront designs enhanced by architectural details, awnings and signage that are visually interesting and pedestrian-oriented.

Entries and building lobbies are oriented toward anticipated routes of pedestrian and bicycle movement and the pedestrian experience along all streets and pathways abutting the proposed development is much improved. 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 buildings. The proposed design provides public space and landscaped areas, including additional street tree plantings that enhance the visual and environmental quality of the area. Short-term and long-term bicycle parking is also provided per zoning requirements, with long-term spaces provided within each residential building and most short-term spaces provided at the perimeters of

the site near building entrances. Some of the short-term bicycle parking requirement will be met by a contribution to the City's bicycle parking fund, due to lack of space near some building entrances to locate conforming short-term bicycle parking spaces on the lot.

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

Throughout the project development process, significant attention was given to the treatment of façades and landscape areas to make them more attractive at the pedestrian level and neighborhood interfaces. The specific material treatments will be subject to ongoing review by City staff. Loading, trash collection, and other service functions are housed internally and serviced through the back side of the buildings, accessed via easement through the adjacent City parking lot. Rooftop mechanical equipment will be set back from the roof edge and shielded from public view by a screen wall that will be sized to reduce visual and audible impacts on adjacent uses. Electrical equipment is shown enclosed within both proposed new buildings. Though the final location of electrical transformer equipment is subject to approval by the electrical utility provider, the Applicant will coordinate with the electrical utility provider to locate such equipment in as unobtrusive a location as possible and to provide appropriate screening from public spaces and abutting lots, subject to continuing design review.

(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 that analyzed the cumulative impacts of proposed development projects in the vicinity and commentary provided by TP&T in a memo dated November 9, 2016 indicate that the proposed project will not have a substantial adverse impact on the neighborhood traffic conditions. 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, as described by DPW in a memo dated November 10, 2016. The proposed infiltration system will assist in improving stormwater management within the site. Roof runoff and ground runoff will be collected and appropriately treated before being discharged into the municipal system. Water service will be provided as necessary in accordance with Cambridge Water Department standards with no anticipated adverse impacts on water supply. The project will be built to meet the City's Green Building Requirements and is expected to meet LEED Gold Certification. The project also includes additional sustainability measures, such as a "Guide to Green Living" for residents and a potential array of solar panels on the Building B-2 roof, which the Board finds is consistent with the City's energy efficiency objectives.

(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 mixed use development that will create an interesting and active urban streetscape with retail uses and public spaces that will support the neighborhood, generating a more pleasant and lively pedestrian environment. The project is located in an area undergoing significant redevelopment and transformation and will enhance the functionality and appeal of Lafayette Square. The project supports the principles embodied in the Central Square Planning Study completed by the City in 2013 by contributing to increased housing opportunities and diversity in retail uses, supplemented with open space and streetscape improvements that complement a vibrant urban environment with strong ties to Central Square. The new buildings' design and architectural treatment will reinforce the variety and vitality of Central Square while being responsive to the character of the Central Square National Register Historic District in which the development is located.

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

The project includes a substantial amount of residential development with a range of unit types, including three-bedroom units, as encouraged in the planning for the area, and affordable housing opportunities for low-to-moderate and middle income households in accordance with the "Mass and Main" zoning requirements..

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

The project will provide over 5,000 square feet of publicly accessible open space in the form of an arcade, pedestrian connections sidewalk enhancements and landscaped plaza areas. Pedestrian connections through the site, between Bishop Allen Drive and Massachusetts Ave. via the adjacent municipal parking lot, will be guaranteed by easements. The public realm will be activated by the ground-floor retail and multiple connections through the development into the neighborhood, improving public access to Lafayette Square as well.

The Board finds that the project is generally consistent with the Design Guidelines for Residential Mixed Income Projects in the Mass and Main Residential Mixed Income Subdistrict, as set forth below.

20.307.12 Design Guidelines Applicable to Residential Mixed Income Projects.

In reviewing any Residential Mixed Income Project subject to a Project Review Special Permit under Article 19.000, the Planning Board shall look to the Central Square Design Guidelines dated February 2013 (updated May 2013) for guidance and direction in assessing the project's conformance with the applicable project review criteria set forth in this Ordinance, provided that in the event of any conflict between such Design Guidelines and

this Ordinance, the provisions of this Ordinance shall govern. For a Residential Mixed Income Project proposing a building height exceeding those contemplated in the Central Square Design Guidelines, the Planning Board shall give consideration to the following supplemental guidelines:

- a. *Consider the variety of vantage points from which tall buildings will be seen, especially from significant public spaces and nearby low-scale residential neighborhoods, as well as city skyline views.*

Views of Building B-1, which contains the tallest section of the project, were provided from multiple vantage points. The proposed building massing gives due consideration to reducing the visual impacts on the surrounding neighborhood. The mechanical penthouse on top of the tower building has architectural screening that complements the architecture of the building, which helps the structure visually recede. To respond positively to the context, the podium steps down toward the streetscape and abutting buildings.

- b. *Tall buildings should be articulated to avoid a monolithic appearance, and should emphasize slender, vertically-oriented proportions.*

The tower section of the development is proposed to have a modest floorplate, in accordance with zoning requirements, to create slender and vertical proportions. The mass of the building is further broken down by its podium, which varies in elevation and mass and by the tower being clad in two contrasting materials and its variation in the rooftop parapet height, creating the appearance of two slender volumes.

- c. *Avoid broad “slab” volumes that make the building appear bulky and visually dominant. Point towers expressing vertical volumes are preferred.*

The tower section is oriented vertically and there is articulation in the massing and façade design to minimize the visual impact of the tower on major public spaces (such as Massachusetts Avenue) and the adjacent residential neighborhood.

- d. *Locate and shape tower elements to minimize shadows on existing or proposed public open space and streets.*

The shadow impact of the tower to the north is minimized by angling the east façade in plan and by tucking in the tower over 30 feet from the northern property line. The shadows cast by the mid-rise building are reduced by the building stepping down towards Bishop Allen Drive.

- e. *Configure towers to maximize sky views from public open space and enhance visual connections through sites.*

The tower element of the building has been strategically located with setbacks to promote sky views from both Lafayette Square and the City parking lot and the public arcade connecting the two public spaces.

- f. Consider variation in forms that present different profiles to different vantage points.*

The B-1 building offers variation in plan and elevation to avoid monolithic forms and to create distinctive architectural profiles, which respond to the context. The brick grid superimposed on the façades and the associated rhythm of openings creates a variety of forms. The addition of the “eyebrows” at various heights on each facade also helps to break the building’s regularity in a positive way and adds an intermediate scaling element.

- g. If appropriate, step down tall buildings where they interface with adjoining historic buildings.*

The tall building steps down at multiple levels creating a dynamic sense of massing moving from the tower to the podium and to the historic building retained at 411-413 Massachusetts Avenue across the public arcade.

- h. Minimize impacts on the environmental performance and amenity of adjoining residential buildings.*

The buildings are oriented to reduce environmental impacts on the residential neighborhood related to views, noise, shadow, and wind.

- i. Consider the appearance of the building top both by day and night, while demonstrating responsible use of lighting and energy consistent with sustainability requirements.*

The proposed building features of the tower will create visual interest that will complement the character of the neighborhood during day and night hours with appropriate architectural lighting. The project will employ energy sustainability standards found in the LEED rating system and will conform to “stretch code” energy requirements.

- j. Design buildings to minimize negative wind impacts on streets and public spaces.*

A wind analysis was provided. Based on the results of the analysis, tree plantings and canopies will be incorporated as architectural features to minimize wind conditions that may impact the pedestrian environment at sensitive locations in the streetscape and public spaces.

The Board finds that the project is generally consistent with the design goals contained in the 2013 Central Square Design Guidelines, as set forth below:

- *Establish Massachusetts Avenue and Main Street as great public spaces. . . .*

Both buildings are proposed to have retail uses along Massachusetts Avenue and facing Main Street. The wide sidewalks, tree plantings and public amenities along the streetscape will create a vibrant and active public space around Lafayette Square. The existing historically significant building will be integrated into the mixed-use program for the development.

- *Enhance the street network to make walking more convenient, safe, and fun.*

The streetscape improvements, including wider sidewalks, public passages activated by the retail activity, outdoor dining, and access to Lafayette Square will enhance the public realm and enrich neighborhood walkability.

- *As the design of existing public spaces is revisited and as part of the redevelopment of adjacent properties, seek to improve the attractiveness and functionality of the open space at all levels.*

The proposed streetscape improvements and public amenities will improve the open space experience for pedestrians and bicyclists around Lafayette Square.

- *Create new outdoor and/or indoor gathering spaces.*

The public arcade proposed between the two buildings is designed to be a flexible space that functions as a public connection and an urban market space that will promote activity and interaction.

- *Enliven the apparent public realm by expanding the publicly accessible private spaces along sidewalk, in association with creation of housing, retail, cultural and/or office space.*

The streetscape along the proposed retail facades are proposed to have wide sidewalks to accommodate public seating and other street furniture. Ground levels spaces within each building have extensive transparent glazing, and large operable windows. The rear elevations of both buildings incorporate ground floor glazing to lobbies and bicycle rooms, which will help to activate the edges of the City parking lot.

- *Storefronts should be oriented to the pedestrian and provide visual interest both day and night along Massachusetts Avenue and Main Street. Pedestrians should be encouraged to window shop by the provisions of varied and interesting display areas. Every effort should be made to facilitate access into the store and to create an individual building or store identity.*

The proposed retail program will support small businesses and promote individual retail storefronts along Massachusetts Avenue and Main Street. The ground floors of both

buildings are richly detailed with various pedestrian-level design treatments. The podium of Building B-2 is designed with a robust, civic quality, associated with the double-story ground floor expression and strong framing elements, which are fitting for the context.

- *Variation of height is encouraged; while buildings are encouraged to align facade elements with tops of adjacent buildings, overall building height is not necessarily intended to be uniform from one building to another.*

The buildings have varied heights to create interesting building massing and a diverse built form, with façade features at the retail storefront and lower levels aligned with the adjacent buildings.

- *Continuation of a strong linear retail frontage is critical to preserving the strength and historic character of the commercial district. Building fronts should maintain a strong linear edge along Massachusetts Avenue. Adjacent structures should build to a common party wall, although occasional setbacks of up to 15 feet to accommodate outdoor dining or retail sales, integrated with ground floor design and programming, are encouraged. Alleyways between buildings are not encouraged except at identified locations where public pedestrian passages are desirable.*

The project is proposed to have a retail frontage along the streetscape abutting the site and also along the public passages to activate the public realm. The arcade is strategically located to connect Lafayette Square to the City lot and to the surrounding neighborhood.

- *Building facades along Massachusetts Avenue and Main Street should both reinforce the traditional 55 foot height range of many traditional buildings, and introduce variation in height, including volumes that exceed the 55-60 foot range. Added height is especially encouraged where it can help buildings serve as attractive landmarks.*

Building height variations have been sensitively calibrated to minimize impacts on adjacent residential neighborhoods and to maintain continuity of the Mass Ave street wall. The tower element presents as a landmark, strategically located and set back to minimize environmental impacts and to respect the scale of the surrounding built form character. The podium, which relates to cornice heights of significant buildings to the west on Massachusetts Avenue, helps to mitigate the sense of height associated with the tower, and creates a public realm with a human scale.

- *The heavy pedestrian activity in the Square must be recognized in renovations and new construction projects. Treatment of the ground floor plane should relate to the human dimension and be rich in detail to enhance the pedestrian experience.*

The retail use on the ground floor along the Massachusetts Avenue and Columbia Street streetscape is uninterrupted by vehicular access to promote public activity and enhance the pedestrian experience of the Square. Selected building materials reflect consideration

of the site context in terms of scale, character and architectural details at the ground floor level that interface intrinsically with the public areas.

- *The intent of design guidelines for facades is to emphasize how important the design is both for the building itself and for the street as a whole... good design needs to have its own integrity, and should also be “of its place,” in some sense. To be “of its place,” design should respond to orientation with regards environment, place, and site, while providing context by acknowledging the importance of building profile, edges and corners...*

The proposed retail use at the ground floor with detail oriented architectural facade treatments will enhance the public realm and encourage pedestrian activity. The ground floor retail areas and surrounding public areas are proposed to accommodate a variety of uses and offer flexibility in programming the public realm to cater to various urban public events as needed. The architectural character of both buildings provides a clear distinction between the retail use in the ground floor and residential use in the upper floors. Building B-1 has a relatively quiet, yet elegant architectural expression, which is representative of the enduring qualities of Central Square and the historical fabric of surrounding buildings. This is particularly evident in the use of brick and regular window openings across the façades. In contrast, the low-rise Building B-2 has more of a traditional, fine-grained residential character with the use of wood, smaller windows and a varying pattern of materials across each façade.

- *Off-street parking and service areas should be screened from the public realm wherever possible, to enable more attractive and active settings to adjoin sidewalks and other public places.*

The garage access and service areas accessed via the City lot are visually screened from the public realm by the buildings. This allows continuity of the public realm along the main streets abutting the site and enhances the pedestrian experience.

2. Floor Area Exemptions for Functional Green Roof Area (Section 22.33.2)

22.33.2 Spaces meeting the definition of Functional Green Roof Area as defined in Subsection 22.32 above, which are intended to be accessed for use by occupants of the building or others, and which are located above the third floor of the building, may be exempted from the calculation of Gross Floor Area of a building only after the granting of a special permit by the Planning Board. The proponent seeking such a special permit must demonstrate that the Functional Green Roof Area is designed such that the vegetation will withstand the foot traffic associated with its anticipated use. The Planning Board shall also consider the potential visual, noise and privacy impacts of the anticipated use on neighbors. Unless such a special permit is granted, any Functional Green Roof Area located above the third floor of a building that is intended to be accessed for use by building occupants or others shall be counted as Gross Floor Area.

The project will have functional green roofs on the eighth floor of Building B-1 and the fifth floor of Building B-2. The green roofs are proposed to have soil depth of at least two inches by using a structural lawn assembly of four to five inches of soil and grass that can endure the impacts from pedestrian foot traffic and furniture placement. The locations of the green roofs have been given much consideration to reduce visual, noise, and privacy impacts on adjacent uses. These green roofs will provide added open space amenities for the building occupants. Hence, the Board finds it appropriate to grant the special permit to exempt the areas of functional green roofs from the calculation of Gross Floor Area.

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, 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 mixed use development is not anticipated to cause particular congestion or hazard. Communications from TP&T dated November 9, 2016 and January 24, 2017 indicate that this transit oriented project is expected to have only a 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 mix of uses conforms to the 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 public realm with the creation of additional open space and the ground-floor retail uses will provide additional services to the residential community in the vicinity.

(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 use is encouraged by City plans for the area and the Zoning Ordinance. In addition to increasing housing options and residential diversity, this mixed use development will serve as a transition between the character, uses and scale of Central Square, the adjacent Cambridgeport Revitalization Development District and nearby Kendall Square, as well as a transition from the commercial core of Central Square to the abutting residential districts behind Bishop Allen Drive.

(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 consistent 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 Site Development Plans dated 10/11/2016 with revisions through 1/5/2017 and supplementary material presented to the Planning Board on 1/24/2017. 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. The proposed storefront designs, public realm, open space, sidewalk and streetscape improvements, including a more specific landscaping plan and retail signage plan.
 - b. Details of pedestrian connections through the parking lot and the width of the Columbia Street sidewalk. Regarding street tree plantings on the Columbia Street sidewalk, the following recommendations transmitted by the Public Planting Committee shall be considered where feasible, in consultation with the City Arborist and Department of Public Works (DPW) staff:
 - i. Bury overhead utility wires. The sidewalk is being opened, and elimination of overhead wires is an opportunity to plant trees that will develop into large shade trees.
 - ii. Change the tree species being proposed to species that develop into taller, broad-canopied trees that shade the street and sidewalk in this very hot area. Specified trees should be those without a strong central leader, such as red oak, swamp white oak, honey locust, or Kentucky coffee tree.

- iii. Add underground irrigation to the street trees being planted. Other property owners in the City have found irrigation to be very effective in protecting the trees against drought and to conserve water use when helping the trees to establish themselves.
 - iv. Plant the trees such that their roots can overlap and intermingle. Contiguous tree wells are recommended wherever they are feasible.
- c. Selection of all exterior materials, colors, and details.
 - d. Details of rooftop HVAC and mechanical equipment screening and penthouse treatments, including efforts to reduce the length of the Building B-1 mechanical penthouse façade facing Massachusetts Avenue.
 - e. The location and screening of any utility boxes and electrical infrastructure, such as transformers.
 - f. All outdoor lighting elements.
 - g. The final strategies for the public realm activation around the retail area shall be reviewed and approved by the Economic Development Division (EDD) staff.
 - h. The alterations and restoration work proposed for the Apollo building, shall be reviewed and approved by the Cambridge Historical Commission staff in collaboration with CDD.
 - i. The final design of sidewalk, parking, bicycle parking, access and egress, which shall also be reviewed and approved by Traffic, Parking and Transportation (TP&T) Department staff.
 - j. The final stormwater management plan and other measures to address climate change resiliency shall be reviewed and approved by 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. The Permittee shall create a Retail Advisory Committee (including an area resident, Arts Council representative, Central Square Business Association representative and EDD staff), as required by the Letter of Commitment referenced in Section 20.307.13 of the Zoning Ordinance, to meet twice a year to discuss the market's retail mix and/or the indoor and outdoor events space to ensure that the uses and activities in the Central Market are appropriately meeting the needs of the community. In addition, the Permittee shall consult with EDD staff prior to initiating marketing and tenant selection efforts for retail spaces, in

order to share information about outreach strategies, available programs, and other issues that might assist in the recruitment of local, independent businesses.

6. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
7. Final sidewalk details, including materials and grading, shall be subject to City approval prior to the issuance of a building permit.
8. The Permittee shall implement the parking plan denoted below:
 - a. To discourage auto ownership, residents shall be required to pay market rate parking fees. Parking fees shall not be part of the monthly rent and shall be shown as an additional, optional monthly cost.
 - b. Visitors to residential units shall be allowed to park at the 65 Bishop Allen Drive lot with the use of a visitor pass and if that lot is full, those visitors shall be permitted to park in the Building 1 underground garage, if spaces are available.
 - c. Preferential parking spaces shall be provided for carpool/vanpools.
 - d. The parking facilities shall provide a minimum of two Electric Vehicle parking spaces (minimum one EV charging station with two charging plugs).
 - e. The parking garage exit shall be equipped with a visual warning device that is activated when vehicles are exiting the garage.
 - f. The applicant should consider providing power assist doors to enter/exit the bicycle room, which will make it more convenient for cyclists.
 - g. The project shall provide a minimum of thirty (30) short-term bicycle parking spaces on the project's site and will contribute to the City's bicycle fund for a minimum of ten (10) bicycle parking spaces to meet the zoning required minimum of forty (40) short-term bicycle parking spaces.
9. The Permittee shall be required to implement a program of Transportation Demand Management (TDM) measures as set forth below. After the project has been fully occupied for a period of at least five (5) years, the Planning Board may approve modifications to the TDM program set forth below as a matter of general business without requiring an amendment to this Special Permit Decision. Such modifications shall be based on monitoring reports (as described in Condition #15 of this Special Permit Decision) demonstrating that the project is meeting the target single occupancy vehicle (SOV) mode share set forth in the TIS, and based on a rationale provided by the Permittee and agreed to by TP&T explaining how the proposed modifications to the TDM program will not result in any substantial increase to the project's SOV mode share.

a. For Residents:

- i. The Permittee shall make available at least three (3) publicly available carsharing parking spaces for vehicle-sharing companies (which shall also fulfill the requirement applicable to 47 Bishop Allen Drive, permitted as case PB #320). If demand dictates, additional carsharing vehicle parking spaces should be added over time.
- ii. Offer each adult member of each household (up to two) upon move-in a Charlie Card valued at the cost of 50% of a bus/subway pass (currently \$84.50 but subject to fare increases) for three consecutive months. This benefit will end after three months for the household and begins anew upon unit turnover.
- iii. Offer each adult member of each household (up to two) upon move-in a one-year Gold-Level Hubway membership. This benefit will end after one year for the household and begins anew upon unit turnover.
- iv. Provide air pumps and other bike tools, such as a "fix-it" stand in/near the bicycle storage areas.
- v. Join the Charles River Transportation Management Association (CRTMA).
- vi. Charge parking separately from the residential rent, so that tenants recognize how much they pay for parking. The Permittee shall provide the summary of on-site parking fees to the TP&T. The Permittee shall provide written update to TP& T whenever the fees are changed.
- vii. Either install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip (transit, carshare vehicle, Hubway bike share, etc.), 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:
 - Available pedestrian and bicycle facilities in the vicinity of the Project site
 - MBTA maps, schedules, and fares
 - Area shuttle map and schedule, if one exists
 - "Getting Around in Cambridge" map (available at the Cambridge Community Development Department office)
 - Location of bicycle parking
 - Hubway regional bikeshare system
 - Carsharing/Ride-matching programs
 - Other pertinent transportation information

- viii. The Permittee shall designate a transportation coordinator (TC) for the site to manage the TDM program (which may be a shared transportation coordinator with the 47 Bishop Allen Drive project permitted in case PB #320). The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
 - Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
 - Responding to individual requests for information in person and via phone and email.
 - Performing annual transportation surveys.
 - ix. 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:
 - Available pedestrian and bicycle facilities in the vicinity of the Project site
 - MBTA maps, schedules, and fares
 - Area shuttle map and schedule, if one exists
 - “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development Department office)
 - Location of bicycle parking
 - Hubway regional bikeshare system
 - Carsharing
 - Ride-matching
 - Other pertinent transportation information.
 - x. 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.
 - xi. The transportation coordinator shall participate in any TC trainings offered by the City of Cambridge or local TMA.
- b. For Retail Employees:
- i. Provide 50% subsidy of MBTA monthly passes to full-time employees at retail businesses located in space over 1,000 square feet.
 - ii. Offer Hubway membership (minimum Gold Level) for employees that become Hubway members.

- iii. Provide corporate membership paid by the employer at a local carshare company to allow employees to use a carshare vehicle for work-related trips during the day instead of needing to drive private vehicles to work.
 - iv. Provide membership in the Charles River TMA, to benefit from its emergency ride home, and ride-matching programs.
 - c. For Retail Patrons: Mount a real-time transportation information screen in a permanent and central location to show arrival times and availability for nearby buses, trains, shuttles, Hubway bikes, and carsharing vehicles, etc.
10. The Permittee shall design and reconstruct Municipal Lot 6 in accordance with the standards set forth below:
- a. Prior to the issuance of a Building Permit, an easement, memorandum of understanding (MOU), or other legal document describing rights of access to Lot 6 shall be completed and mutually agreed upon by the City and the Permittee.
 - b. The final design shall be approved by TP&T and DPW in general conformance with conceptual plans presented to the Planning Board and included in the Application Documents. Construction will include mill and overlay, pavement markings/restriping, signage, landscaping, irrigation, lighting and other items as required by DPW and TP&T, such as replacing the parking pay station.
 - c. The Permittee shall reconstruct Lot 6 after the City has completed the construction of its stormwater management project and after the applicant has ended its use of Lot 6 for construction staging purposes. A Certificate of Occupancy may be issued for the development authorized by this Special Permit Decision prior to completion of the reconstruction of Lot 6, provided that the City and Permittee mutually agree to a reasonable timeframe for future completion of the municipal stormwater management project and subsequent parking lot reconstruction by the Permittee.
11. If the City determines that a separated bicycle lane on the northerly side of Massachusetts Avenue between Sidney Street and Douglass Street should continue as a permanent installation and/or that it should be re-constructed as a raised cycle track, the Permittee shall be required to design and construct such bicycle facility according to plans approved by the City. If determined by the City that the separated bicycle lane should be a raised cycle track, it shall be designed and constructed prior to issuance of a Certificate of Occupancy or, if later, according to a schedule to be approved by the City. However, no Building Permit or Certificate of Occupancy shall be withheld due to failure on the part of the City to reach such a determination in a timely manner for reasons that are not within the control of the Permittee. The Permittee shall be responsible for the maintenance of the cycle track including but not limited to clearing debris, snow removal and crack repairs. The scope of work for a raised cycle track shall include the following elements:

- a. Surface Elements:
 - i. Sidewalks that are fully compliant with the Americans with Disabilities Act (ADA)
 - ii. Cycle Track using asphalt surface material, with evaluation of the feasibility and effectiveness of porous asphalt
 - iii. Resetting and replacing granite curbing as necessary
 - iv. Roadway reconstruction to match the existing street grade, possibly including minor reconstruction and grading changes
 - v. Planting areas and street trees, depending on available space
 - vi. Evaluation and implementation of an irrigation program, depending on extent of plantings
 - b. Utility Elements:
 - i. New catch basins, manholes and laterals, with evaluation of providing infiltrating catch basins
 - ii. Lowering, relocation or upgrading of existing private utilities as necessary. (These would not be at the expense of the Permittee, but would require coordination with the work to be undertaken by the Permittee.)
 - c. The scope of work shall include standard sidewalk curb and drainage in addition to standard ancillary work. If it is determined to be more significantly complicated because of the Red Line tunnel, unexpected utility conflicts, or other unforeseen circumstances, then this requirement shall be modified, potentially including identification of additional sources of funding. Changes shall be permitted administratively upon mutual agreement between the Permittee and City departments including DPW, TP&T, and CDD.
12. The Permittee shall study the feasibility of widening the Red Line station entrance stairs on the northerly side of Massachusetts Avenue closest to the Project site. The feasibility study shall be completed prior to the issuance of the project's first Occupancy Permit and shall include the following items, with a final scope of study to be mutually agreed upon between the Permittee and TP&T prior to issuance of a building permit or, if later, on a date mutually agreed upon by TP&T and the Permittee:
- a. Field Survey
 - b. Civil Engineering
 - i. Review existing record information depicting subsurface utilities.
 - ii. Review feasibility of 10" sanitary sewer and 24" storm drain relocation with Cambridge DPW (1 Meeting).
 - iii. Review feasibility of 12" water main relocation with Cambridge Water Department (1 Meeting).
 - iv. Review feasibility of private utility relocations with private utility companies (Electric, Telecom, and Gas).

- v. Provide preliminary utility relocation plan depicting limits of utility relocation scope.
 - c. Preliminary Structural Evaluation
 - d. Construction Manager Review of Constructability
13. The Permittee shall ensure that there is space on the public sidewalk in front of their site for a Hubway station in the future, in any work they may do regarding public street furniture, sidewalk cafes, trees or landscaping (51' in length x 6' width with 5' access aisle and adequate solar exposure for solar panel). Conformance with this requirement shall be certified by the City during its final review of public sidewalk design details. In addition, to support the Hubway bike share system, which will provide a sustainable mode of public transportation for residents and their guests, and retail employees and patrons, the Permittee shall pay ongoing annual operations and maintenance fees to the City for a Hubway station in Central Square (up to a 23 dock station).
14. The Permittee shall contribute \$60,000 to the City towards the development of transit improvements in the Central Square area which may include studies, designs, infrastructure improvements and/or real-time transit screens at MBTA bus stops or elsewhere in Central Square. This contribution shall be provided to the City prior to issuance of a Building Permit. If the initial Red Line station stairway feasibility study noted above indicates that there is a realistic potential to expand the width of the stairways, some or all of these funds could be spent on further development of that improvement.
15. The Permittee shall implement a monitoring program to include survey information for residents and retail uses in a form approved by the City. The information shall provide monitoring of the residents' mode shares, auto ownership and use, and retail employees and patron mode shares, number of parking access cards issued for which locations and user types, peak daytime and nighttime utilization of vehicle and bicycle parking spaces by location and user type, resident and retail employee mode splits, and auto/bicycle ownership. Data shall be collected through resident and retail employee surveys/questionnaires, and through observed and mechanical counts (including use of the garage access control equipment). All surveys and counts shall be designed and conducted in a manner approved by CDD and approved before issuance of the first Certificate of Occupancy. Monitoring and surveying shall begin when the occupancy of the Project has reached ninety percent (90%) or within one year of the date of the first Certificate of Occupancy, whichever is sooner. If the Certificate of Occupancy is issued between September 1st and February 29th, the monitoring should take place during the months of September or October and be reported to the City no later than November 30th. If the Certificate of Occupancy is issued between March 1st and August 31st, monitoring should take place during the months of April or May and be reported to the City no later than June 30th.
16. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a building permit,

and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.

17. Construction activities shall be undertaken in general conformance with the Draft Construction Management Plan prepared by John Moriarty & Associates, dated November, 2016, included in the Application Documents. A final Construction Management Plan shall be approved by TP&T and DPW prior to issuance of a building permit.

Voting in the affirmative to approve the requested special permits were Planning Board Members Louis Bacci, Jr., H Theodore Cohen, Hugh Russell, Tom Sieniewicz and Associate Members Thacher Tiffany and Ahmed Nur, 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 black ink, appearing to read "H Theodore Cohen". The signature is fluid and cursive, with a long horizontal flourish at the end.

H Theodore Cohen, Chair.

A copy of this decision PB #321 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)	38,773	none	No Change	No Change
Lot Width (ft)	Multiple lots	none	No Change	No Change
Total GFA (sq ft)	62,905	252,025	252,025 ¹	252,025
Residential Base	0	252,025	249,275	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	62,905	252,025	2,800 ²	
Inclusionary Bonus	N/A	0	0	
Total FAR	1.6	6.5	6.5	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	6.4	6.4	
Non-Residential Base	1.6	0.1	0.1	
Inclusionary Bonus	N/A	0	0	
Total Dwelling Units	0	N/A	285	285
Base Units	0	N/A	N/A	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	136	
Total Lot Area / Unit (sq ft)	N/A	N/A	136	
Height (ft)	35	195 & 70	195 & 70	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0	none	0	
Side Setback (ft)	0	none	10	
Rear Setback (ft)	0	none	0	
Open Space (% of Lot Area)	0	10	12	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	10	12	
Permeable Open Space	0	N/A		
Off-Street Parking Spaces	51	143 min/ 214 max	134 ³	134 ³
Long-Term Bicycle Parking	0	301	302	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	40	40	
Loading Bays	0	1	1	

¹ Development shall conform to plans included in the application material dated October 11, 2016 and updated through January 5, 2017.

² 14,479 square feet of retail area is exempted from FAR calculations, as it is proposed to be divided into individual establishments that are 1,500 square feet or less in area, per Section 20.307.9.5.

³ 95 parking spaces will be provided on-site and 39 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. Three spaces will be used for carsharing, thus effecting a reduction of 15 required parking spaces in accordance with Section 20.307.7 of the Zoning Ordinance, Paragraph (d).