



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

2018 SEP 11 PM 2:21
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	336
Address:	1043-1059 Cambridge Street
Zoning:	Business A
Owner and Applicant:	418 Real Estate LLC c/o Hope Legal Law Offices 250 Dorchester Ave, Suite 2 Boston, MA 02127
Application Date:	April 17, 2018
Date of Planning Board Public Hearing:	May 15, 2018; continued to August 7, 2018
Date of Planning Board Decision:	August 7, 2018
Date of Filing Planning Board Decision:	September 11, 2018
Application:	Project Review Special Permit (Section 19.20), Special Permit to reduce parking (Section 6.35.1), and Special Permit for exemption of basement area from the definition of Gross Floor Area pursuant to Article 2.000 to construct a new four-story mixed-use building with total gross floor area of 29,256 square feet containing eighteen (18) dwelling units, ground floor commercial space, 13 off-street parking spaces in above grade garage, 18 long-term bicycle spaces, 8 short-term bicycle spaces, and landscaped areas accessible to the building residents and general public.
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 submitted on 4/17/2018, containing, *inter alia*, the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Project Narrative, Tree Study memo from Lisa Giersbach, G2 Collaborative dated 11/21/2017, LEED Narrative and Affidavit, Engineering Report from Samiotes Consultants, Inc. and plan set titled Volume II, dated 3/30/2018.
2. Presentation slides shown to Planning Board on 5/15/2018.
3. Revised Special Permit Application dated 7/6/2016, including dimensional form, narrative and plan set titled Volume II dated 7/3/2018.
4. Presentation slides shown to Planning Board on 8/7/2018.

City of Cambridge Documents

5. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 5/8/2018.
6. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP&T) Department, dated 5/14/2018.
7. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 5/9/2018.
8. Memorandum to the Planning Board from CDD staff, dated 8/1/2018.
9. Memorandum to the Planning Board from Joseph E. Barr, Director, TP&T Department, dated 7/30/2018.

Other Documents

10. Letter to the Planning Board from Michael S. Grill, dated 5/11/2018.
11. Letter to the Planning Board from Jason Alves, East Cambridge Business Association, dated 5/15/2018.
12. Email communication from Jill Javor to the Planning Board, dated 5/14/2018.

SUMMARY OF APPLICATION

The project is proposed to be located on two adjacent lots along Cambridge Street. 1059 Cambridge Street has frontage along Webster Avenue and Cambridge Street, and a portion of the lot extends to Elm Street. The proposal is to demolish the existing two structures and construct a new mixed-use building, with multiple floors of residential use above ground-floor retail. The new building with a total height of four stories will contain 18 dwelling units and other residential amenities. Accessory parking and bicycle parking for residential use will be located in a garage at grade and accessed from Webster Avenue. The commercial space would be created at the ground floor with an adjacent outdoor landscaped patio at the corner of Cambridge Street and Webster Avenue. The Board of Zoning Appeal has to review and approve a variance from setback requirements to build the proposed structure.

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 project requires a Project Review Special Permit by exceeding the threshold of twenty thousand (20,000) square feet of Gross Floor Area applicable in the Business A district. However, the project does not exceed the fifty thousand (50,000) square-foot threshold that would require a Traffic Study. Therefore, only the urban design component of the Project Review Special Permit is applicable to this project. In considering the standards for issuance of a special permit, the Board is guided by the provisions of Section 19.25.2 and the Citywide Urban Design Objectives set forth in Section 19.30.

(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.

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

The project is located in a somewhat eclectic mixed-use area between rail lines and industrial districts in Somerville and residential neighborhoods in Cambridge. The site is surrounded by uses including retail, office, residential, manufacturing and auto-related uses. In the Somerville portion of the area, where the future Union Square MBTA station is planned, a number of projects have converted former commercial sites to residential buildings. Because of the close proximity to a future public transit station as well as bus service, retail and other amenities, the City's growth policies suggest that this is a good location for the development of housing at a moderately high urban scale and density. In addition, the inclusion of ground-floor commercial space is critical to support the feeling of a connected urban streetscape from the future MBTA station to the Cambridge Street mixed-use corridor.

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

By adding residential uses and ground floor commercial space, the project should contribute positively to establishing a safe and attractive pedestrian connection from Cambridge Street to the planned MBTA station. The building design will promote active uses and transparency on the ground floor, particularly at the corner commercial space. The project will also include improvements to the public pedestrian environment surrounding the site with a landscaped plaza area that will widen the sidewalk in the area, in coordination with the Department of Public Works and the Traffic, Parking and Transportation Department.

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

Rooftop mechanical equipment will be located and screened to minimize views from the street and neighboring abutters, and will be subject to compliance with the City's Noise Ordinance. Trash will be handled and stored inside the building and taken out to curbside only on trash day. A Stormwater Management Plan has been developed to be in compliance with the City of Cambridge Stormwater Policy and State Regulations and will be subject to continuing review by the Department of Public Works. Low Impact Development design features are employed. No substantial shadow impacts on abutters or nearby open space will be caused by the new construction, and none of the adjacent uses have a registered solar energy system. Architectural lighting will be designed to shield lamps from view and minimize light pollution. Pedestrian lighting along the front and side yard areas and driveway will provide safe lighting enhancing the visual landscape in the evenings. The existing site contains some young trees, and new trees and landscaping will be planted according to a plan that has been reviewed with the City Arborist and will be subject to continuing review by appropriate City departments.

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

The Department of Public Works has indicated that the project is anticipated to be able to meet applicable standards for utilities and infrastructure and will be subject to ongoing review by the Department of Public Works at the building permit phase. The project will also be subject to the City's Green Building Requirements.

(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 new residential block with a node of retail activity, resulting in the creation of a more pleasant and lively pedestrian environment. The project is located in an area undergoing significant redevelopment and transformation from more marginal uses such as auto repair, storage and manufacturing to a broader mix of uses that includes housing, office and retail. The height and form of the project is consistent with the scale of recent housing projects in the area. The new building, with a contemporary, architectural aesthetic that complements the mix of building styles nearby and the industrial character of the area, has many positive aspects, including the open space at the corner, ground floor retail activity, the storefront windows along each street, and streetscape improvements that have the potential to significantly improve pedestrian connections around the site.

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

The project will create eighteen (18) new dwelling units and shall provide affordable units in compliance with the City's inclusionary housing requirements.

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

The project increases the open space on the site and includes the creation of a small landscaped patio at the corner of Webster Avenue and Cambridge Street that will serve as a visual amenity to residents and passersby, and has the potential to be activated by the adjacent commercial space proposed within the project. The project will also provide roof decks as an open space amenity for occupants of the building.

2. Special Permit for reduction of required parking (Section 6.35.1)

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 project seeks approval to reduce the required amount of accessory parking. The basis for the requested reduction is that the location of the site near the MBTA bus service, as well as future Green Line Extension to Union Square within walking distance. The current proposal to reduce parking for the proposed development is consistent with the city-wide goals to discourage driving and encourage other modes of transportation and serves to reduce auto trip generation and thereby mitigate potential traffic impacts, as discussed earlier in these Findings. The project is seeking approval for 13 parking spaces for 18 residential units, with all spaces to be accommodated in an at-grade garage. Such relief is allowed by special permit pursuant to Section 6.35.1 and Section 10.45, which allows the Planning Board to grant special permits otherwise within the purview of the Board of Zoning Appeal for projects that are also subject to Planning Board special permit approval.

In its memo dated May 14, 2018, TP&T expressed support for the requested reduction in required parking to a proposed ratio of approximately 0.72 spaces per unit, which is consistent with the observed peak parking demand in the adjacent similar residential development. The site is within close proximity of a public bike share station, a public parking lot that has carsharing parking spaces, and on-street metered parking spaces. 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:

- a. 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 multiple MBTA bus route stops serving Cambridge and surrounding towns. The future Union Square MBTA Green Line station will be within walking distance from the project.

- b. 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.*

City's Municipal Parking Lot #11 at 1010 Cambridge Street is the closest public parking facility, which allows Cambridge residents with a Resident Parking Permit to park during evening and overnight hours.

- c. 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 are available in the nearby municipal parking lot.

- d. *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 as the Applicant has shown that residents in this particular area tend to prefer public transit or other modes of commuting.

- e. *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 transit options and prevents the need to build additional parking on the site, which positively impacts the urban design of the area.

- f. *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. Providing parking compliant with zoning requirements would impact the environmental quality as it would potentially reduce the amount of open space on the project site or require additional above-grade parking.

3. Definition of Gross Floor Area (Article 2.000)

The Zoning Ordinance allows that the definition of Gross Floor Area may be modified by special permit as set forth below.

Gross Floor Area shall not include: ...

- (15) *Any basement or cellar living space in any single-family or two-family home.*
- (16) *Any basement or cellar living space in any other type of structure with the issuance of a special permit. In granting such a special permit, the permit granting authority may approved the exemption of any portion of Gross Floor Area (GFA) located in a basement or cellar from the calculation of GFA, provided the permit granting authority*

finds that the uses occupying such exempted GFA support the character of the neighborhood or district in which the applicable lot is located.

The project is designed such that retail and residential uses can utilize the basement for storage in addition to accommodating certain mechanical equipment for building operations. The Board finds the uses proposed for the basement area of the project to be generally consistent with the character of the neighborhood for mixed-use buildings.

4. General Criteria for Issuance of a Special Permit (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:

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

With the requested special permit, the Ordinance requirements will be met except for the district yard requirements, which will require variances to be sought from the BZA.

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

The proposed use and scale of development are permitted in the district and the project will not generate adverse traffic impacts.

(d) 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 retail and residential uses conform to the set of allowed uses in the district and will not adversely impact the operation or development of adjacent uses, which are predominantly retail or other commercial.

(e) 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 result in any nuisance or hazard. The development will be required to conform to all applicable health and safety codes.

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

As discussed elsewhere in these Findings, the proposed use and development are consistent with the character of this evolving, mixed-use district.

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

Consistency with the urban design objectives is discussed in detail above in the Project Review Special Permit section of 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 include plan set titled Cambridge St Mixed-Use Volume II: Plans and Drawings, prepared by Utile Architecture and Planning, dated July 3, 2018. 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:
 - 1) Selection of all exterior materials, colors, and façade details – including louvers, exhaust vents, window reveals, and other ground floor details.
 - 2) The landscape details, including pavers, planters, benches, fences, railings, bus stop details, and treatment of outdoor amenities space. The design of the open space fencing along Elm Street should be revised to improve transparency and consider additional landscape treatment.
 - 3) All external lighting, including conformance with technical guidelines recommended in the proposed Cambridge Outdoor Lighting Ordinance, with consideration given to facade lighting and tree up-lighting, and use of timers to minimize light trespass.
 - 4) The proposed location and screening of the electrical transformer, to make it more visually appealing.
 - 5) The final design of sidewalk, street trees, tree pits, parking, bicycle parking, access and egress, which shall also be reviewed and approved by Traffic, Parking and Transportation (TP&T) Department staff and Department of Public Works (DPW) staff.
 - 6) Prior to the project's Building Permit issuance, the Applicant shall work with TP&T and CDD to determine the final bus stop location, which should include a bench provided by the Applicant, and fit in with the site's landscaping plan.

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 comply with all the conditions recorded in the memorandum dated 5/8/2018 issued by DPW and shall be subject to the following conditions to be reviewed and approved by DPW:
 - 1) Meet the requirements of Stormwater Control Permit, which includes design standards and long-term operation and maintenance of a management system for the project site as well as the constructions phase erosion and sedimentation control plans.
 - 2) The building structure including, first floor slab shall be established above the 2070 – 100-year projected flood elevation.
 - 3) Protect and maintain all existing Public Street Trees during construction and long term and inform DPW & City Arborist of any potential impact to a Public Street Tree.
6. The Permittee shall comply with all the conditions recorded in the memoranda dated 5/14/2018 and 7/30/2018 issued by TP&T and shall implement the following Transportation Demand Management Measures approved by TP&T:

For Residents:

- 1) For apartment units: To establish the habit of using mass transit, when a new household moves in, the property owner will offer to pay 50% of a monthly MBTA bus/subway Charlie Card at the current rate for 3 consecutive months to each adult member of each household (up to 2 per household) – the new tenant resident would need to pay the other 50% of the monthly Charlie Card each month for the three months if they want to participate in this program. The benefit will end after three months for the household and begin anew upon unit turnover. The purpose of the program is to incentivize new households to use public transit by providing a 3-month subsidy (if the residents chooses to pay the other 50% for a monthly bus/subway Charlie Card).
For condominium units: The original property owner will provide all initial condominium purchasers (up to 2 adults per unit) a Charlie Card loaded with \$125 value (to increase with MBTA fare increases, or 50% of the cost of a monthly MBTA bus/subway pass for 3 consecutive months). This program is intended to incentivize the initial condominium owners to use public transit, but is not required when condominium owners subsequently sell their unit after initial purchase.
- 2) For apartment units: The Property owner should offer to pay annual Blue Bikes membership for residents (up to 2 per household) that chooses to be members. This benefit can be up to one year of a household tenancy and renew upon a unit turnover.
For condominium owners: The original property owner that sells a unit as a condominium will offer the new condominium purchasers (up to 2 adults per unit) a Blue Bikes membership. This program is intended to incentivize the first condo owners to use the bikeshare system, but is not required when individual condominium owners subsequently sell their unit.

- 3) The Apartment Property Owner and /or Condominium Association should designate a Transportation Coordinator (TC) for the site to manage the TDM program (this may be the property owner, representative from the property management company, or a Condominium Association). The TC will oversee the marketing and promotion of transportation options to all residents and visitors at the site in a variety of ways:
- a) Responding to individual requests for information in person and via phone and emails.
 - b) Provide one new resident packet of transportation information about all transportation options available in Cambridge to units upon move-in.
For condominiums: The Condominium Association should provide new condo owners a resident packet upon move-in (Resident transportation packets can be obtained from CDD).
 - c) Post at a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and their visitors or install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip. 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 CDD).
 - v. Blue Bikes regional bikeshare system.
 - vi. Carsharing/Ride-matching programs.
 - vii. Other pertinent transportation information.If apartments, the information will be maintained by the TC/Property Manager for the building.
If condominiums, the information should be maintained by the Condominium Association and distributed to condo owners annually in condo newsletters or reports. Timely and pertinent transportation options information should be posted (i.e. carpooling/ride-matching, such as to/from work or shopping).
- 4) Provide air pumps and other bike tools in the resident bicycle storage areas.
- 5) For apartment units: the project will install one electric vehicle Level 2 DC fast charging station with capacity to charge two vehicles at once.
For condominium units: The project’s parking garage should be pre-wired for future EV charging station.
- 6) For apartment units: The project will charge market rate parking fees to residents separate from rent.
For condominium units: Parking spaces will be sold separately to condominium owners on a first come first serves basis at market rate.
- 7) Consider providing power assist doors for entering/existing a bike parking room.

For Retail Employees/Patrons:

- 8) The retail space property owner(s) will designate a Transportation Coordinator (TC) for the retail space to manage and promote transportation options to the retail employees and patrons. The TC will provide information to new employees about transportation options (new employee transportation information packet), post pertinent transportation information in a location such as break room on

transportation information such as carsharing/carpool ride-matching, and oversee marking and promotion of transportation options on the sites website, such as direction via public transportation or programs to incentivize patrons to use public transit, walking, or bicycling.

- 9) For any retail or restaurant space over 2000 square feet, the retail space property owner shall offer (or require in their retail space leases, that the Lessee will offer) to their full employees (i.e. employees that have passed a 30-day job probation period) a choice of either:
 - a) A 50% subsidy of MBTA monthly subway/bus Charlie Card, to be administered through the MBTA Corporate Pass Program. To participate in the MBTA transit subsidy program, the employee would pay the other 50% of the monthly bus/subway pass. The program would end if the employee leaves the job, is no longer a full-time employee eligible for the pass, or voluntarily chooses to withdraw from the MBTA monthly subsidy/bus Charlie Card program; or,
 - b) An Annual Gold Level Blue Bikes bikeshare membership to be administered through the Blue Bikes Corporate Program by the employer.
 - 10) Provide air pumps and other bike tools in the retail staff bicycle storage areas.
7. Prior to submitting the building permit application, the Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by TP&T and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by Section 18.20, a plan for site remediation in accordance with applicable local, state and federal requirements. Such a program shall also include, in addition to the specific items required by Section 18.20, a community outreach program including, at a minimum, the following elements:
- 1) An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
 - 2) A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
 - 3) One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the number of dwelling units and amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
8. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
9. 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.

Voting in the affirmative to GRANT the Special Permit were Planning Board Members Steven Cohen, Hugh Russell, Mary Flynn, Tom Sieniewicz, and Associate Member Nikolas Bowie, appointed by the Acting Chair to act on the 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 "Hugh Russell". The signature is written in a cursive style with a large initial "H" and "R".

Hugh Russell, Acting Chair.

A copy of this decision PB #336 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 has been filed on September 11, 2018 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or

_____ an appeal has been filed within such twenty days.

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

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	15,686	5,000 min	No Change	No Change
Lot Width (ft)	varies	50	No Change	
Total GFA (sq ft)	7,000	29,866	29,256	29,256
Residential Base	0	19,813	19,813	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	7,000	4,364	4,364	
Inclusionary Bonus	N/A	5,944	5,079	
Total FAR	0.45	1.92	1.86	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	1.26	1.26	
Non-Residential Base	0.85	0.28	0.28	
Inclusionary Bonus	N/A	0.38	0.32	
Total Dwelling Units	0	35	18	18
Base Units	N/A	26	14	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	9	4	
Base Lot Area / Unit (sq ft)	N/A	600	1,120	
Total Lot Area / Unit (sq ft)	N/A	448	871	
Height (ft)	16	45	45	Consistent with Application Documents and applicable zoning requirements
Front Setback – Webster (ft)	0	0 & 10	0 & 10	
Front Setback – Cambridge (ft)	0	0 & 10	0 & 10	
Side Setback (ft)	varies	See below ¹	See below ¹	
Open Space (% of Lot Area)	0	15%	22%	Consistent with Application Documents and applicable zoning requirements
Private Open Space (sq ft)	0	15%	22%	
Permeable Open Space (sq ft)	0	N/A	N/A	
Off-Street Parking Spaces	0	18	13	Consistent with Application Documents, PTDM and other applicable requirements
Long-Term Bicycle Parking	0	18	18	
Short-Term Bicycle Parking	0	2	8	
Loading Bays	0	0	0	

¹ BZA variance required from Section 5.31.1, footnotes (k) for side yard setback and green area open space requirements.