



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2021 NOV 23 PM 12:14
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	369
Address:	600 Massachusetts Avenue (596 Massachusetts Avenue)
Zoning:	Business B (BB)/Central Square Overlay District
Applicant:	Cifrino Mass Ave Realty, LLC. 540 Gallivan Blvd, Dorchester, MA 02134
Owner:	Cifrino Mass Ave Realty, LLC. 540 Gallivan Blvd, Dorchester, MA 02134
Application Date:	November 12, 2020
Date of Planning Board Public Hearing:	December 8, 2020; August 17, 2021, October 5, 2021
Date of Planning Board Decision:	October 5, 2021
Date of Filing Planning Board Decision:	November 23, 2021
Application:	Project Review special permit (section 19.20); special permit to exempt basement area from Gross Floor Area (GFA) calculation (Article 2.000, Definition of GFA), special permit for reduction of green roofs requirement and special permits in the Central Square Overlay District for building height exceeding 55 feet (section 20.304.2), additional combined residential and non-residential FAR (Section 20.304.3), reduction of parking and loading requirement (Section 20.304.6), waiver of yard setback requirements (20.304.4.1), and waiver of private open space requirements (20.304.4.2) to renovate the existing building and create an addition resulting in a total of 79,196 square feet of development for ground-floor retail and 46 residential units, with no on-site parking and 60 long-term bicycle parking spaces.
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 Swaathi Joseph at 617-349-4648, or sjoseph@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application submitted on 11/12/2020, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Project Narrative, Community Outreach Summary, Sustainability Narrative prepared by MaGrann Associates and Sustainable Energy Analytics, dated 8/26/2020, Transportation Impact Study prepared by VHB, dated 11/7/2019 and revised through 12/5/2019, and plan set titled 600 Massachusetts Ave. - Addition prepared by Peter Quinn Architects, dated 7/15/2020 and revised through 9/30/2020.
2. Presentation slides shown to the Planning Board on 12/8/2020.
3. Revised materials dated 5/12/2021, including responses to questions from the Planning Board, revised narrative materials and revised plan set titled 600 Massachusetts Ave. - Addition prepared by Peter Quinn Architects, dated 7/15/2020 and revised through 5/14/2021.
4. Revised materials dated 6/28/2021, including revised narrative materials and revised plan set titled 600 Massachusetts Ave. - Addition prepared by Peter Quinn Architects, dated 7/15/2020 and revised through 6/28/2021.
5. Presentation slides shown to the Planning Board on 8/17/2021.
6. Responses to comments from the Planning Board, dated 9/30/2021.
7. Presentation slides shown to the Planning Board on 10/5/2021.

City of Cambridge Documents

8. Memorandum to the Planning Board from Katherine F. Watkins, City Engineer, Department of Public Works (DPW), dated 12/1/2020.
9. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 12/2/2020.
10. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP+T) Department, dated 12/7/2020.
11. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 8/10/2021.
12. Memorandum to the Planning Board from Joseph E. Barr, Director, Traffic, Parking and Transportation (TP+T) Department, dated 9/28/2021.

Other Documents

13. Email communication to the Planning Board from Kenneth S. Barron, dated 12/1/2020.
14. Letter to the Planning Board from the Central Square Advisory Committee, dated 12/7/2020.
15. Letter to the Planning Board from Councillor Timothy Toomey, dated 7/28/2021.
16. Email communication to the Planning Board from Bill Boehm, dated 8/15/2021.
17. Letter to the Planning Board from Tara Sarathi, dated 8/16/2021.
18. Email communication to the Planning Board from Neil Miller, dated 8/17/2021.
19. Letter to the Planning Board from Patrick W. Barrett, undated.

APPLICATION SUMMARY

The applicant proposes to demolish a portion of the existing 57,915-square-foot building at 600 Massachusetts Avenue from the Massachusetts Avenue elevation through to Green Street to add additional floors. The proposed six-story building would include 46 dwelling units and commercial use with a total of 71,196 square feet of gross floor area (GFA), excluding the basement. The project will not provide off-street parking, but it will provide 60 long-term bicycle parking spaces on-site. The requested special permits are discussed in detail in the Findings section 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. Special Permits for development in the Central Square Overlay District (Section 20.300)

The Project requires special permits under the provisions of the Central Square Overlay District for building height (Section 20.304.2.2), additional FAR for residential uses (Section 20.304.3.4), waiver of setback and open space requirements (Section 20.304.4), and reduction of parking and loading requirements (Section 20.304.6). In granting such special permits the Planning Board finds that the Project is in general conformance with the standards set forth in Section 20.305, for the reasons set forth below.

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

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

- encourage responsible and orderly development;*
- strengthen the retail base to more completely serve the needs of the neighborhoods;*
- preserve the Square's cultural diversity;*
- create active people oriented spaces;*
- improve the physical, and visual environment;*
- provide retail establishments that serve people of diverse economic and social groups who live in the surrounding neighborhoods;*
- encourage the development of new mixed income housing; and*
- promote compatible retail adjacent to residential uses*

The proposed development provides both market-rate and affordable housing in a walkable, transit-oriented neighborhood. It also provides ground-story retail and a community-oriented

use in the basement. While many Planning Board members would have preferred to see a larger building that covers the entire parcel and creates a continuous street wall along Massachusetts Avenue, the majority supported the proposed development.

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

The proposed building design will maintain an active streetscape and is compatible with existing buildings in Central Square. In particular, the Massachusetts Avenue facade is aligned with the adjoining facades and frames the street. The height of the building is within the range of the heights of nearby buildings and the ground floor is transparently glazed.

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

There is no parking provided on-site and therefore there will be no visual impacts from parking.

(4) No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and

(5) No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.

No National Register or contributing building is being demolished or altered. In February 2019, the Cambridge Historical Commission (CHC) held a hearing under the demolition delay ordinance and found the building to be significant, but not preferably preserved in the context of the proposed replacement project. CHC staff believe that the design of the replacement project has evolved in a positive direction and that a demolition permit can be issued at the appropriate time. Per the recommendation of CHC staff, a condition of this special permit is that CHC staff shall review the masonry of the replica façade.

The Board makes the following additional findings with regard to the specific special permits being sought.

2. Special Permits for additional building height in Central Square Overlay District (Section 20.304.2.2)

20.304.2. Building Height Limitations. The maximum heights of buildings in the Central Square Overlay District shall be governed by the regulations of this Section 10.304.2; however, at locations where the base zoning district establishes a more restrictive height limitation, the more restrictive shall apply

2. Special permit for Additional Height. Additional height may be permitted as follows:

(a) The maximum allowable height in the Central Square Overlay District may be increased up to eighty (80) feet upon issuance of a Special Permit by the Planning Board provided that those portions in excess of sixty (60) feet are set back from the street line at least ten (10) feet and that those portions are also set back from one or more forty-five degree (45°) bulk control planes beginning sixty (60) feet above any streetline in the district and rising over one or more lots at a forty-five degree (45°) angle.

The proposed building height, 70.2 feet, is under the maximum height limit of 80 feet. The building and site plans show that the building is also in conformance with the standards for bulk control.

3. Special Permit for additional FAR in Central Square Overlay District (Section 20.304.3.4)

20.304.3. Floor Area Ratio Limitation. The maximum Floor Area Ratio (FAR) limitations established in the applicable base zoning district shall continue to apply to any lot in the Central Square Overlay District unless specifically modified by the following provisions:

4. Additional FAR for Residential Uses. Upon issuance of a special permit, the Planning Board may increase the allowed FAR on any lot or portion of a lot located within the Business B (BB) portion of the Central Square Overlay District to a total FAR of 4.00 for all non-residential and residential uses combined, notwithstanding the Rules for Calculation of Permitted Gross Floor Area on a Lot as set forth in Section 5.30.12, provided that the maximum FAR permitted for non-residential uses on a lot shall not exceed the limitation on non-residential FAR applicable in the base zoning district and that the proposed FAR of all non-residential uses on the lot shall not exceed the proposed FAR of all residential uses on the lot.

With the proposed project, the lot will contain 46,476 square feet of non-residential uses and 46,787 square feet of residential uses. This means that the nonresidential FAR is 2.19, which is below the Business B district FAR limit of 2.75 for non-residential uses and less than the proposed FAR for residential uses, 2.20. The project will be an Inclusionary Housing Project and thus eligible for up to a 30% increase in permitted FAR.

4. Special Permits for waiver of yard requirements and open space requirements in Central Square Overlay District (Section 20.304.4)

20.304.4 Waiver of Setback and Open Space Requirements.

1. Yard Setbacks. Upon issuance of a special permit from the Planning Board the yard requirements of a base zoning district may be waived except where such yard abuts a lot, but not a public way, outside the Overlay District. However, in waiving or reducing a front yard setback, the Planning Board shall take into account the width of the adjacent

public sidewalk and may limit the reduction of the setback in order to provide additional sidewalk width within the front yard setback where appropriate, taking into account applicable City standards and expected pedestrian traffic on the street.

2. *Private Open Space. Open Space shall be provided as required in the Base Zoning District, however the Planning Board may allow, by Special Permit, the reduction of required Open Space, and permit such Open Space to be located at levels other than at grade if the applicant can demonstrate that the urban design objectives as set forth in the Central Square Overlay District can be met.*

The existing building does not have any setbacks since it extends to the lot line on both the Massachusetts Avenue and Green Street frontages and shares a party wall with buildings on its other two elevations. This site condition is characteristic of other buildings on the block and in Central Square generally. The residential building will be built to both front lot lines and nearly to the east side lot line to match the current pattern of development. The upper stories will be set back from the west side lot line to provide residential balconies and terraces. The ratio of private open space to lot area is reduced from the required 6% (based on the proportion of residential to non-residential development) to 4%. As stated earlier, the proposal meets the urban design objectives of the Central Square Overlay District.

6. Special permit for reduction of parking and loading requirements in Central Square Overlay District (Section 20.304.6)

20.304.6 Parking and Loading Requirements. The provisions set forth in Article 6.000 shall apply except as modified by the provisions set below.

3. *Waiver of Parking and Loading Requirements. Uses in the Central Square Overlay District which meet the following requirements shall be exempt from the parking and loading requirements as specified in Section 6.36 - Schedule of Parking and Loading Requirements and the minimum requirements set forth in Paragraph 2 above.*
 - (a) *The use is contained within a structure or portion of a structure in existence on or before June 1, 1940 or if constructed later is identified as a National Register or contributing building; or*
 - (b) *The use is contained in a new structure or new addition to a structure identified in (1.) above, after the issuance of a special permit by the Planning Board provided:*
 - (i) *The total development authorized on the site is reduced to ninety (90) percent of the maximum permitted on the lot; or a cash contribution is made to the Central Square Improvement Fund to be established by the City of Cambridge in an amount equal to fifty (50) percent of the cost of construction of the parking spaces not provided*
 - (ii) *The subject lot is sufficiently small in size as to contribute to a development pattern of diverse, small scale, new structures and the retention of existing structures (for lots exceeding 10,000 square feet a specific finding shall be made that this objective has been met).*

- (iii) *The Planning Board shall specifically find that an exemption from parking and loading requirements will result in a building design that is more appropriate to its location and the fabric of its neighborhood and that it is in conformance with the objectives and criteria contained in Central Square Development Guidelines.*
- (iv) *No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and*
- (v) *No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.*

While this lot is slightly over 20,000 square feet, the proposed development will only occur on approximately half of the lot and will be under the 90% threshold. In comparison, the properties on either side of 600 Massachusetts Avenue are approximately 16,500 square feet and approximately 10,000 square feet in lot area. As a result, the building will be small enough to encourage a diverse development pattern. As stated earlier, the proposal is in conformance with the Central Square Development Guidelines.

7. Special Permit for reduction of green roofs requirement (Section 22.35.3)

22.35.2 Requirement.

(a) At least 80% of the roof area of the building as measured in plan view, excluding those portions of the roof listed below, shall be devoted to Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems.

- 1. Areas having a slope greater than 3 in 12 or twenty-five percent (25%).*
- 2. Areas designed and managed for use by building occupants or the general public.*
- 3. Vehicular parking decks.*
- 4. Chimneys, water towers, air conditioning equipment, elevator bulkheads, skylights, ventilators and other necessary features appurtenant to buildings which are usually carried above roofs and are not used for human occupancy, in addition to conduit, visual and acoustical screening, access routes for maintenance and service, and other areas that must be clear of obstruction to comply with applicable building and safety codes.*

[...]

22.35.3 Exemption. The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and incorporation of Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.

The proposed new structure includes 11,274 square feet of total roof area, of which approximately 7,013 square feet is designated for mechanical equipment and access routes, and 2,097 square feet is designed for use by building occupants, which are not counted in calculating the required 80% green roof or solar energy system coverage. Per the Green Roofs Requirement, approximately 3,409 square feet would be required to contain Green Roof Area, Biosolar Green Roof Area, or a Solar Energy System.

The Project proposes approximately 2,682 square feet of Green Roof Area, but the Application states that a substantial portion of the roof area is being designed to support photovoltaic Solar Energy Systems. Due to these efforts to increase the energy performance of the building and ensure safe and convenient building operations, and with consideration to the conditions set forth in the Zoning Ordinance and in this Special Permit to make a required contribution to the Cambridge Affordable Housing Trust, the Planning Board finds that the requested reduction in the required Green Roof Area for the Project may be granted so long as any difference between the required area and provided area, determined at the time of building permit, is compensated by a contribution as set forth in the Zoning Ordinance.

8. Project Review Special Permit (19.20)

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

The Applicant submitted a Transportation Impact Study for the proposed Project to the Cambridge Traffic, Parking and Transportation Department (TP+T), which was certified as complete and accurate on December 9, 2019, as indicated in a memorandum from Joseph E. Barr, Director of TP+T, dated September 28, 2021.

The Applicant has worked with TP+T to resolve any outstanding issues identified in the Transportation Impact Study. They have agreed to contribute \$75,000 towards capital repairs at the Green Street garage as a mitigation commitment. They will also implement a set of Transportation Demand Management (TDM) measures.

Therefore, the Board finds that the proposed project will not have a substantial adverse impact on city traffic within the study area, considering that the Applicant will undertake the appropriate mitigations and transportation improvements identified above.

(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 proposed Project is compatible with existing buildings in Central Square. Like many buildings nearby, the ground story is transparently glazed and contains retail uses. The Massachusetts Avenue facade is aligned with the adjoining facades and frames the street to create an urban experience. The height of the building is within the range of the heights of nearby buildings and the building is appropriately stepped back at the upper stories.

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

The Project includes grade-level sidewalk access on both the Massachusetts Avenue and Green Street elevations. Long-term bicycle parking is provided on site and the applicant will make an appropriate contribution to the City's Public Bicycle Parking Fund to support the installation or replacement of public bicycle parking in the future.

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

Mechanical equipment is proposed to be located on the roof and will be screened by a parapet wall. Shadow impacts have been studied to minimize impacts to surrounding open spaces and adjacent buildings. Refuse storage areas are located inside of the building.

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

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. DPW provided comments to the Planning Board in a memorandum dated December 1, 2020, which indicates that the proposed stormwater management system will meet applicable design standards. Consistent with all special permits, a thorough review of the design will be completed at the time of building permit and stormwater control permit submission.

The Project is also required to meet the Green Building Requirements set forth in Section 22.20 of the Zoning Ordinance; as such, it is designed to achieve a LEED Gold standard.

Traffic impacts have been discussed previously in these Findings.

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

As noted above, the Project is compatible with other buildings and sites in Central Square in several ways. The height and bulk of the building match those of surrounding buildings, and the lack of setbacks mirrors similar conditions on other parcels nearby. The Massachusetts Avenue facade is aligned with the adjoining facades and frames the street while the ground floor is transparently glazed. All of these characteristics will help the building both reinforce and enhance development patterns in Central Square.

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

The Project includes 49,436 square feet of residential uses, which will create approximately 46 dwelling units. Per Section 11.200 of the Zoning Ordinance, twenty percent (20%) of the total Dwelling Unit Net Floor Area within the project shall be devoted to Affordable Dwelling Units. As a result, this development will expand housing inventory at multiple price points.

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

The new building will be built on the footprint of an existing building to mirror current development patterns. In keeping with the majority of sites in Central Square, this site will provide minimal open space except for above-grade private open space for use by residents.

9. Special Permits for exemption of basement from GFA calculation (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 will relocate an existing Tae Kwon Do operation to the basement and will use the remainder of the space for residents' fitness room, retail back-of-house operations, and

building system uses. This will allow an existing tenant to remain in the building and will support the building's residential units, both of which are consistent with area planning objectives.

10. 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 ...

As discussed earlier in these Findings, based on a review of the certified Transportation Impact Study and with consideration of the proposed mitigation and other applicable requirements, the traffic generated will not create any new congestion, hazard, or change in neighborhood character. Patterns of access and egress have been designed in consultation with TP+T.

(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 uses comply with allowed uses in this district and will not adversely affect adjacent uses that exist or are anticipated in the future.

(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 uses comply with allowed uses in this district and will not impair the integrity of Central Square.

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

The proposed Project is in general conformance with the Urban Design Objectives set forth in Section 19.30, 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 the 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 the plan set titled 600 Massachusetts Ave. - Addition prepared by Peter Quinn Architects, dated 7/15/2020 and revised through 6/28/2021. 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 Planning Board approves the uses as described and depicted in the Application Documents, including multifamily residential (Section 4.31g. of the Table of Use Regulations in the Cambridge Zoning Ordinance), with retail use (any use in Section 4.35 permitted in the Zoning District) and accessory residential functions in the ground story and basement. In approving the waiver of basement space from the calculation of Gross Floor Area, the Planning Board approves its use as a fitness center / martial arts studio or similar Retail or Consumer Service Establishment. Any substantive change in use from those depicted in the Application Documents shall require approval by the Planning Board.
4. The Permittee shall address the following 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 prior to issuance of a Building Permit:
 - a. CHC staff review of the masonry of the replica façade of the one-story brick building on Green Street.
 - b. Review of the building façades if further refinements are suggested.
 - c. Review of the entry canopy on Massachusetts Avenue.
 - d. Review of dimensions and clearances in the bicycle storage area and on the route to it.
 - e. Review of the final design and plan for short-term and long-term bicycle parking.
 - f. Review of the height of rooftop screening for mechanical systems relative to the height of the equipment.
 - g. Coordination of the design to allow for the potential future subway entrance.

- h. A materials/colors mock-up of all exterior wall assemblies for review before the purchase of materials.
 - i. Review of the materials and joint system of the panelized cladding system.
 - j. Review of rooftop mechanical equipment heights and the height of screening.
 - k. Review of exterior lighting.
 - l. Review of location, size, species, and planting standards of street trees if any can be added.
5. 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 incorporating all colors and materials 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.
6. The Permittee shall comply with the recommended Transportation Mitigation measures set forth in the memorandums issued by Joseph E. Barr, Director of TP+T, dated September 28, 2021 and December 7, 2020:
 - a. The Permittee shall make a payment of \$75,000 towards capital repairs at the Green Street garage. To provide additional time for discussions about the process for making that mitigation commitment, the mechanism and specific timing for the payment shall be discussed with and approved by staff from TP+T and the Community Development Department prior to the issuance of a Building Permit.
 - b. The Permittee shall implement the following minimum TDM measures, which are generally consistent with requirements for residential Transportation Demand Management:
 - i. 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 \$90.00 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.
 - ii. Offer each adult member of each household (up to two) upon move-in a one-year Gold-Level Bluebikes bikeshare membership. This benefit will end after one year for the household and begins anew upon unit turnover.
 - iii. Provide air pumps and other bike tools in/near the bicycle storage areas.
 - iv. Either install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip (transit, carshare vehicle, Bluebikes, 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:
 1. Available pedestrian and bicycle facilities in the vicinity of the Project site;
 2. MBTA maps, schedules, and fares;
 3. Area shuttle map and schedule, if one exists;
 4. “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development office);
 5. Location of bicycle parking;

6. Bluebikes bikeshare system;
 7. Carsharing;
 8. Ride-matching;
 9. Other pertinent transportation information
- v. Designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
 1. Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
 2. Responding to individual requests for information in person and via phone and email.
 3. Performing annual transportation surveys if requested by TP+T or CDD.
 - vi. Require the TC to compile and distribute up-to-date information explaining all transportation options to all new residents as part of their New Resident Packet. Transportation information packets may be purchased from the Community Development Department. 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:
 1. Available pedestrian and bicycle facilities in the vicinity of the Project site;
 2. MBTA maps, schedules, and fares;
 3. Area shuttle map and schedule, if one exists;
 4. “Getting Around in Cambridge” map and other CitySmart materials (available at the Cambridge Community Development Department office);
 5. Location of bicycle parking;
 6. Bluebikes bikeshare system;
 7. Carsharing;
 8. Ride-matching;
 9. Other pertinent transportation information.
 - vii. Require that the TC 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.
 - viii. Require that the TC will participate in any TC trainings offered by the City of Cambridge or local TMA.
7. 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 said Section 18.20:
 - a. A plan for site remediation in accordance with applicable local, state and federal requirements;

- b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
 - c. A community outreach program including, at a minimum, the following elements:
 - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
 - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
 - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
8. 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.
9. The Project shall be subject to the applicable Inclusionary Zoning requirements set forth in Section 11.203 of the Cambridge Zoning Ordinance.
10. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

Voting in the affirmative to grant the requested Special Permits were Planning Board Members Louis Bacci, Jr., Steven Cohen, Catherine Preston Connolly, Mary Flynn, Hugh Russell, and Tom Sieniewicz, constituting at least two thirds of the members of the Planning Board.

For the Planning Board,

A handwritten signature in cursive script that reads "Catherine Preston Connolly".

Catherine Preston Connolly, Chair

A copy of this decision PB #369 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 November 23, 2021 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)	21,262	5,000	21,262	No Change
Lot Width (ft)	100.1; 126.3	50	100.1; 126.3	No Change
Total GFA (sq ft)	57,915	110,562	79,196	
Residential Base	0	85,048	35,977	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	57,915	53,155	32,427	
Inclusionary Bonus	0	25,514	10,792	
Total FAR	2.57	5.20	3.72	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	4.00 ¹	1.69	
Non-Residential Base	2.57	2.60	1.53	
Inclusionary Bonus	N/A	1.2	0.50	
Total Dwelling Units	0	91	46	
Base Units	0	70	37	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	0	21	9	
Base Lot Area / Unit (sq ft)	0	300	575	
Total Lot Area / Unit (sq ft)	0	234	462	
Height (ft)	48.6	80	70.2	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0	23.3; 26	0	
Side Setback (ft)	0	43.2	0	
Rear Setback (ft)	0	N/A	0	
Open Space (% of Lot Area)	0	6% ²	4%	Consistent with Application Documents and applicable zoning requirements
Private Open Space (% of Lot Area)	0	6%	0%	
Permeable Open Space	0	N/A	0	
Off-Street Parking Spaces	0	36	0	
Long-Term Bicycle Parking	0	51	60	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	9	0	
Loading Bays	0	0	0	

¹ Per Section 20.304.3, the maximum allowed FAR, excluding the Inclusionary Bonus, is 4.0 if the non-residential GFA has an FAR of no more than 2.75 and at least 50% of the total GFA is residential use.

² Per Section 5.22.2, the required minimum private open space for residential use has been calculated in relation to the portion of the lot which the residential floor area is to the total floor area in the building.