



48-50 Bishop Allen Drive  
Cambridge, MA

Special Permit Application

March \_\_, 2023

Dobia Properties Corporation

Khalsa Design Inc.

Volume 1:

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CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 48-50 Bishop Allen Drive

Base Zoning District(s): Business B

Overlay Zoning District(s): Central Square Overlay District

Applicant Name: Dobia Properties Corp.

Applicant Address: 907 Massachusetts Avenue Cambridge, MA 02139

Contact Information: Sean D. Hope Esq 617.953.8369

Name Telephone #

sdhope77@gmail.com

Email Address

**Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.**

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
10.43	Generally applicable Special Permit criteria.
20.304.4(1)&(2)	Waiver of Setback and Open Space.
20.304.2(2)	Additional Height greater than 55' but less than 80'.

Denote other City of Cambridge Board/Commission Review Needed:

Board of Zoning Appeal (Variances)  Conservation Commission  Historical Commission

Denote applicable Committee Review and Public Outreach:

Central Square Advisory Committee  Harvard Square Advisory Committee  Community Meeting(s)

*Sean Hope*

April 17, 2023

Signature of Applicant

Date

**OWNERSHIP CERTIFICATE**

**Project Address:** 48-50 Bishop Allen Drive

**Application Date:** November \_\_, 2022

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: Dobia Properties Corp. c/o Stuart Rothman

at the following address: 907 Massachusetts Avenue

to apply for a special permit for: Planning Board Special Permit

on premises located at: 48-50 Bishop Allen Drive Cambridge, MA 02139

for which the record title stands in the name of: Dobia Properties Corp.

whose address is: 907 Massachusetts Avenue

by a deed duly recorded in the:

Registry of Deeds of County: \_\_\_\_\_

Book: \_\_\_\_\_

Page: \_\_\_\_\_

OR Registry District of the Land Court,

Certificate No. : \_\_\_\_\_

Book: \_\_\_\_\_

Page: \_\_\_\_\_

*Stuart Jay Rothman*

Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex South

The above named Stuart Rothman personally appeared before me,

on the month, day and year \_\_\_\_\_

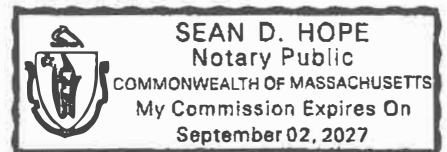
and made oath that the above statement is true.

Notary: \_\_\_\_\_

*Seán D. Hope*

My Commission expires: \_\_\_\_\_

~~August 28,~~ September 02, 2027



**FEE SCHEDULE**

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**Project Address:** 48-50 Bishop Allen Drive **+** **Application Date:** 3/21/2023

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The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

**Fee Calculation**

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New or Substantially Rehabilitated Gross Floor Area (SF): 23,603 (SF) × \$0.10 = \$2,360.3

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Flood Plain Special Permit Enter \$1,000.00 if applicable:

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Other Special Permit Enter \$150.00 if no other fee is applicable:

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**TOTAL SPECIAL PERMIT FEE** Enter Larger of the Above Amounts: 2,360.3

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## **Project Narrative**

**March2023**

### **A. General Narrative**

The Applicant proposes to construct a multifamily residential development located on a 5,150 square foot lot at the corner of 48-50 Bishop Allen Drive and Douglas Street (the “Site”). The Site is located one block east of the bustling Massachusetts Avenue corridor in Central Square with numerous ground floor retail shops, restaurants and several modes of public transit. The project is located within the Central Square and Mass and Main Overlay Districts with a base Business B base zoning district. The Application is requesting certain Special Permit approvals as required by the Zoning Ordinance (the “Ordinance”) for the Central Square Overlay and Business B base zoning district.

The Site is currently improved by a physically obsolete four-story multi-family rental building which covers a majority of the lot with little green space. Directly adjacent to the Site is municipal parking lot number 5 that contain the City of Cambridge’s Storm Water management system and associated approximately 12’ Generator that directly abuts the Site along Bishop Allen Drive.

The Applicant proposes to demolish the existing building and construct twenty-two (22) residential dwelling units on Seven (7) stories with dwelling units, lobby, elevator, mechanical and bicycle storage on the ground floor. Due to the constrains of the site which make a curb cut impracticable, metered parking on Bishop Allen Drive and the several public transit options, no vehicle parking is proposed for the development. There will be twenty-three (23) indoor bicycle parking spaces on the ground floor and 4 exterior short-term bicycle spaces to service the building. In support of this application the Applicant has retained Vanasse & Associates inc. to complete a parking availability study (a copy of which is included herewith).

The Project will provide a variety of unit types: approximately 9.5% will be one bedrooms (2 units), 81% will be two bedrooms (18 units), and 9.5% will be three bedrooms (2 units).

The primary entrance for the residential units will be located on Bishop Allen Drive near the corner of Douglas Street and Bishop Allen Drive. Along the Bishop Allen and Douglas Street facades the building will be set, back approximately five (5) feet and will include green areas, landscaping and four short-term bicycle parking.

**Project Address:**

**Application Date:**

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Floor Area Ratio				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)		*		
Front Yard Setback-Bishop Allen (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Front Yard Setback-Douglass St (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces				
Long-Term Bicycle Parking				
Short-Term Bicycle Parking				
Loading Bays				

*Use space below and/or attached pages for additional notes:*

\*Building Height: Max Allowed: 55 or 80' w/ special permit.

### **Zoning Approvals and Requested Waivers:**

The Applicant is requesting the following approvals pursuant to the Ordinance in connection with the project.

#### General Special Permits:

- Special permit pursuant to Ordinance section 10.43 Generally applicable Special Permit criteria.

#### Central Square Overlay Special Permits:

- Special Permit pursuant to section 20.304.4(1) & (2) Waiver of Setback.
- Special Permit pursuant to section 20.304.4 (2) Waiver of Open Space.
- Special Permit pursuant to section 20.304.2(2) Additional Height greater than 55' but less than 80'.
- Special Permit pursuant to section 20.305 Standards for Issuance of Special Permits.



## **Zoning Requirements for Granting Requested Relief**

The provisions of the Ordinance set forth below apply to the requested Special Permits for the project. Application of each provision of the Project follows the provision in italics.

### **A. Generally Applicable Criteria for Approval of a Special Permit**

Pursuant to section 10.43 of the Ordinance, Special Permits will normally be granted where 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 good because:

- a) It appears that requirements of this Ordinance cannot or will not be met

*With the requested Special Permits, the Project will meet all requirements of the Ordinance.*

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

*This Project is located in the Central Square Overlay and Business B Zoning District and is currently improved by a multifamily residential building on a corner lot. Although the projects size doesn't require a Transportation Impact Study the site is well served by public transportation with a several transit options. (See Traffic Impact Memo included in this application).*

- 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 Project will not adversely affect continued operation or future development of adjacent uses and will further the mixed-use character of the Central Square Overlay because the Overlay allows for densities and heights similar to current proposal. Additionally, the dimensional standards with the Overlay requires that the Seventh story of a building to be set back from Bishop Allen drive creating a natural transition in height from the lower scaled residential Port neighborhood. Similarly, the site's lack of parking will not adversely impact development of adjacent uses because there are many modes of transit in close proximity including.*

- 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 Project will not create any nuisance or hazard to the detriment of the health, safety and or welfare of the occupants of the Project nor the citizens of the City. Once complete the project will add much needed housing in Central Square including three (3) bedroom units which are rare and are particularly suitable for families.*

*This Project is consistent with goals and objectives of the recently adopted (2017) Central Square Restoration Petition and Cambridge's goals of health, safety and welfare as set forth in Section 19.30 (Citywide Urban Design Objectives) of the Ordinance to foster development which is responsive to the existing or anticipated patterns of development.*

- 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 Project will not impair the integrity of the district in which it is located or the adjoining district nor derogate from the intent and purpose of the Ordinance as the proposed multi-family residential use is allowed in this district and the project requires no additional relief beside the requested Special Permits. When complete, the Project will add high quality accessible family friendly housing to the emerging mixed-use district consistent with sustainable building practices and twenty percent (20%) of the building gross floor area being restricted for affordable housing.*

*Further, this project will revitalize a dilapidated property into a thriving residential development that is consistent with the stated purpose of the zoning ordinance (section 1.30) which includes encouraging the most rational use of land throughout the city.*

### **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:

The proposed development is consistent with the goals and objectives of the Central Square Action Plan as follows:

- Encourage responsible and orderly development;

*The proposed development application is consistent with the residential pattern of development in Central Square providing dense multi-family housing on sites that are underutilized, aged, inaccessible for those with disabilities and in close proximity to transit.*

- Strengthen the retail base to more completely serve the needs of the neighborhoods;  
*The development site is located at the border of the high-density Business B district of Massachusetts Ave and the lower-scaled residential neighborhood of the Port. For that reason, retail is not appropriate for this site. However, the project will strengthen the retail base by providing customers and shoppers in close proximity to the emerging retail corridor.*
- Preserve the Square's cultural diversity;  
*The project will continue to diversify the Square providing a range of housing types including three (3) bedrooms that will be suitable for families as well as one bedroom units that can house seniors. Additionally, the project will provide twenty (20%) of the building as affordable housing.*
- Create active people oriented spaces;  
*Due to the constraints of the site its not possible to create additional active spaces on the lot although within two blocks of the site there is many gathering places including Lafayette and Starlight Square both outdoor multi-seasonal venues.*
- Improve the physical, and visual environment;  
*The project is not proposing any curb cuts or disruption to an already dense and active Bishop Allen Drive. Not proposing curb cuts will preserve the needed metered parking on both Bishop Allen and Douglas Street. Additionally, the sidewalks in front of 50 Bishop Allen Drive (Douglas Street portion) are in poor condition. The redevelopment of the site will rebuild these sidewalks thereby improving the pedestrian experience. Lastly, the landscaping in the front and side yards will add and or preserve existing trees and plantings that will soften the street façade and improving the overall aesthetic.*
- Provide retail establishments that serve people of diverse economic and social groups who live in the surrounding neighborhoods;  
*No retail is being proposed due to the location of the site fronting on to Bishop Allen Drive. Due to constraints of the site and the close proximity of abutting residential properties retail is not appropriate for the location*
- Encourage the development of new mixed income housing; and  
*The project will provide for a variety of unit types and at least 20% of the square footage will be designated for affordable housing.*
- Promote compatible retail adjacent to residential uses.

*No retail is being proposed due to the location of the site fronting on to Bishop Allen Drive.*

- 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 program is consistent with the Central Square Action Plan and Central Square Development Guidelines.*

*Housing: The projects height (69') creates an appropriate transition from the taller heights and greater densities along Massachusetts Avenue stepping down to the lower heights along the west side of Bishop Allen Drive. As listed in the Urban Design Guidelines document "New housing should continue to reflect the diversity of the area by providing a mix of unit sizes and occupancy opportunities and should be available to a wide range of income groups. The project will have a mix of one, two and three bedroom units and provide twenty (20%) of the square footage dedicated to affordable housing. Additionally, the location of balconies will face parking lot #5 and two public street (Douglas and Bishop Allen Drive) thereby mitigating the impact on adjacent units.*

*Parking: The Central Square Development Guidelines states that Central Square is well-served by public transportation and that entrances to onsite parking should be constructed to minimize disruption to the sidewalk and public way. The proposed project does not have parking and therefor preserve the limited sidewalks on Douglass Street and meter parking on Bishop Allen Drive.*

- The building and site designs adequately screen the parking provided and are sensitive to the contributing buildings in the vicinity.

*Due to constraints of the site there is no onsite parking proposed.*

- 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

*The existing building is not a National Register or contributing building therefor this criteria is not applicable.*

- 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.

Summary:

*The requested special permit to allow for heights greater than 55' and for a Waiver of Setbacks and Open space as required and permitted pursuant to sections 20.304.2 and 20.304.4 are consistent with the goals and objectives of the Central Square Action Plan and Guidelines as follows.*

*The proposed development seeks to redevelopment an underused and dilapidated multifamily market rate dwelling into a mixed income building including approximately 3,523 Sf devoted to exclusively affordable housing. This development will support diversifying the future residents of Central Square with new mixed-income housing option.*

*Further the development benefits from and relies on the various multiple modes of public transit in close proximity on Mass Ave and therefore proposes zero onsite parking. The lack of onsite parking preserves the uninterrupted sidewalk experience without curb cuts thereby maintaining pedestrian safety consistent with the Central Square Action Plan.*

*The building has been designed to shift the greater heights and Massing towards the Business B portion along Massachusetts Avenue and away from the lowered scaled Business A district on Bishop Allen. Additionally, the upper floor is stepped back from the perimeter of the building such that the additional height is set back behind a 45' bulk control plane beginning at an elevation of forty-five (45) feet above the front lot lines on Bishop Allen drive. The result is that the upper floor is appropriately screened from passerby on Bishop. Lastly, the building exterior is consistent with recommendation contained in the Central Square Design Guidelines for housing developments in the overlay including creation of affordable units, window should overlook the street below, units should face adjacent residential units on Bishop Allen and be sensitive to the scale of adjacent units.*

**B. 19.30 Citywide Urban Design Objectives**

**1.** Pursuant to Section 19.31 of the Ordinance, new projects should be responsive to the existing or anticipated pattern of development. Indicators include:

- a) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.

*The proposed building height (69'-11") is below the maximum allowed by Special Permit (80') within the Overlay district and continues the pattern of varying heights and densities along Bishop Allen Drive and Douglas. The project has similar heights and densities to other new developments in the Square including 10 Essex Street and 5 Columbia Street all substantially lower than the abutting Mass and Main development at 17 stories. The building height (69'-11") and design will incorporate the required step-back for the upper story (Seventh story) to comply with the forty-five (45) degree bulk control plane from the lower scaled Bishop Allen Drive and residential neighborhood to the east. Lastly, the mechanicals required for the dwelling units will be designed to satisfy Cambridge's Noise Control Ordinance (Chapter 8.16) and be positioned to be*

*sheiled from the public way to the greatest extent possible and screened per the requirements set forth in the zoning code. The screening shall be consistent with the aesthetic of the proposed structure.*

b) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.

*The proposed development is setback from the street 5' on portions of the building facing Bishop Allen Drive and Douglas Street which is consistent with the pattern of development on the adjacent streets. The proposed height is consistent with the newly constructed residential buildings on Bishop Allen Drive that furthers the evolution of the Central Square into a mixed-used district where people can live, work and play. As intended by the Zoning Code, this structure will act as a transition between the mixed-use high-rise development on Massachusetts Avenue and the less dense residential neighborhood opposite of Bishop Allen Drive*

c) In mixed-use projects, uses are to be located carefully to respect context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use etc.

*The project is 100% residential and will not provide any commercial or non-residential space.*

d) Where relevant, historical context are respected e.g. special consideration should be given to buildings or buildings that are preferably preserved on adjacent to the Site.

*There are no known neighboring historic buildings that are preferably preserved on or adjacent to the site. In November 2019 the Cambridge Historical Commission approved demolition of the existing structure after review of the proposed redevelopment.*

2. Pursuant to Section 19.32 of the Ordinance, development should be pedestrian and bicycle-friendly, with a positive relationship to its surrounding. Indicators include (a) Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer services businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be prominent aspect of the relevant building facades. Where a mix of activities are accommodated in the building, the more active uses are encouraged facing public street, parks and pathways.

*The ground floor will contain uses associated with a residential multifamily development including a lobby, mechanical room, elevator access and bicycle parking (sheltered and unsheltered) with the number of spaces satisfying the Ordinance requirement for bicycle parking.*

In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented towards the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the structure is located, and (c) compatible with the principal use for which the building is designed.

*Not Applicable*

(b) Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park and publicly accessible pathways.

*Due to the constraints of the site, metered parking on Bishop Allen and multiple modes of public transit there is no parking being proposed on site.*

(c) Ground floors should be generally 25-50% transparent. The greatest amount of glass would be expected for retail uses with lesser amount for office, institutional or residential use.

*The ground floor levels have been designed to maximize glazing where possible. The corner of Douglas Street & Bishop Allen Drive contains the residential lobby and bike storage. This portion of the structure has storefront style glazing. The left side (from Bishop Allen Drive) contains a transformer vault that complies with the parameters provided by Eversource & is not glazed for safety concerns. The portion of the ground floor along the right side (from Douglas Street) is occupied by residential units and is glazed to be consistent with the rhythm of the residential glazing on the upper floors. The façade that fronts Douglas Street and the façade that fronts Bishop Allen Drive both have 28% glazing.*

(d) Entries to buildings are located so as to ensure safe pedestrian movement across street, encourage walking as preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stop and transit stations is encouraged; siting buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged.

*The building has been sited to encourage pedestrian access by providing accessible access to the residential lobby, which is at the corner of Bishop Allen Drive and Douglas Streets. This entry location provides the most convenient point of intersection between pedestrian traffic from Bishop Allen Drive and Massachusetts Avenue via Douglas Street.*

(e) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have, secure storage facilities conveniently located on-site and out of the weather. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.

*Pedestrians and bicyclists can access the site safely on ADA-compliant paths and sidewalks along the streets and within the site. Secured, covered bicycle parking is provided in the lobby of the building. Additionally, short-term bicycle space are provided in the front of the building.*

(f) Alternate means of serving this policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.

*The Project complies with the policy objective 19.32.*

3) Pursuant to Section 19.33 of the Ordinance, the building and site design should mitigate adverse environmental impacts of the development upon its neighbors. Indicators include:

a) Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative impacts and enhance the overall appearance of the equipment should be taken into account.

*Rooftop mechanicals will be designed to minimize sight from the public way to the greatest extent possible. They shall be screened in a manner that is complementary to the proposed aesthetic of the structure. In order to minimize construction impact and to avoid potential water table issues, this development does not include a basement. Therefore, the mechanical equipment will be located inside the building between the ground floor and the rooftop.*

b) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.

*The trash/recycling storage and handling for the Project is contained within the building to avoid noise, odor and visual impacts to the furthest extent possible. The trash will be picked up by a private trash company at a frequency determined by the building needs. In compliance with the Ordinance, no refuse storage areas are located in the front yards.*

c) Loading Docks that are located and designed to minimize impacts (visual and operational) on neighbors.

*Not Applicable.*



d) Stormwater Best Management Practices and other measures to minimize runoff and improve water quality are implemented.

*The project will implement Best Practices to minimize runoff and improve water quality.*

e) Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of storm water runoff compared pre-development conditions.

*The Project has incorporated Low Impact Development Design features into overall Stormwater Management design of the site including an increase permeable surfaces and natural landscape features and grading.*

f) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the operation of a Registered Solar System as defined in Section 22.60 of the Ordinance.

*The proposed development minimizes shadows to the greatest extent possible. The morning shadows are cast on Douglas Street. During the day, the shadows wrap around the Douglas Street, Bishop Allen Drive intersection & terminate at Bishop Allen drive, opposite of the City parking lot. There are no adjacent open spaces that will be negatively affected by shadows from this development. Evening shadows will be cast onto the corner of the adjacent city parking lot & afternoon shadows will be cast onto the private parking lot opposite of Bishop Allen Drive towards the winter solstice.*

g) Changes to the grade across the lot are designed in ways to minimize the need for structural retaining walls close to the property line.

*The project will maintain existing grade in general, making small adjustment to enhance drainage and ground coverage.*

h) Building Scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.

*The proposed structure has been designed to visually break up the scale of the massing in order to relate to the surrounding, less dense structures as well as the larger scale developments. This is accomplished by providing a distinct 1 to 1.5 story “base” of a higher quality veneer material, 5 story “middle” of cementitious cladding, and 1 story “cap” of cementitious or metal cladding. The Bishop Allen and right side (from Douglas Street) facades are broken up by a series of consistently spaced window bays. The Douglas Street and left side (from Bishop Allen) facades are broken up by a series of*

*balconies that protrude into the setbacks. All of these elements help to reduce the apparent scale of the structure.*

i) Outdoor lighting is designed to provide minimum lighting necessary to ensure adequate safety, night vision and comfort, while minimizing light pollution.

*Architectural lighting will be designed to shield lamps from view and minimize light pollution. Pedestrian lighting along the fronts (Bishop Allen and Douglas) and side yard areas will provide safe lighting to supplement existing street lighting while enhancing the visual landscape in the evenings. Additionally, all lighting will be low emittance LED type fixtures with excellent light control to avoid light spillage on abutting properties.*

j) The creation of Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.

*The site is mostly covered with the existing structure and walkways containing one tree. As depicted on the landscaped plan, new landscaping including bushes and tree species are being proposed that will provide shade and greening of the site.*

4) Pursuant to Section 19.34 of the Ordinance, projects should not overburden the City infrastructure services, including roads, city water supply system and sewer system.

a) The building and site design are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.

*As described above, the Project's stormwater management system has been designed to incorporate best management practices and a preliminary plan has been submitted to DPW the Department of Public Works. Water-conserving plumbing fixtures will be used in keeping with industry standards, and as required to meet LEED standards where applicable.*

b) The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.

#### Sanitary Sewer Service Infrastructure

*As described above, the proposed project is solely for residential use and its sewer infrastructure is designed to treat sanitary wastewater only, per the Department of Environmental Protection 310CMR the design rate of 110 gallons per bedroom per day is used. The existing sanitary sewer line located at 44 ½ & 50 Bishop Allen Drive will be cut and capped and replaced with a new design. The proposed design will connect into the existing 15" Ductile Iron public sewer main on the southwest side of Bishop Allen Drive, between Douglas and Columbia Street. The relative design flows are as follows:*

*for the existing residential multi-family structure, there are twelve bedrooms. The design rate of 110 gallons per bedroom per day, equals an existing design flow of one-thousand, three-hundred and twenty gallons per day. The proposed building has a combination of, one two- and three-bedroom units; totaling forty-four bedrooms. The design rate used of 110 gallons per bedroom per day, equals a design flow of, four-thousand-eight hundred-forty gallons per day. This has a net into the city of Cambridge sewer system of three-thousand, five-hundred and twenty gallons per day. The proposed connection will seek all applicable permits with the Cambridge Department of Engineering, Cambridge Department of Public Works and MWRA.*

#### Water Service – Domestic and Fire

*As described above, the project is comprised of twenty-two residential units and will require two water line services into the proposed building. Both lines will connect into South-west side of the 8inch ductile iron water main on Bishop Allen Drive, between Douglas Street and Columbia Street. A two-inch line to service all domestic residential usages and a two-inch line to service the fire suppression systems. The proposed connections will seek all applicable permits with the Cambridge Department of Engineering, Cambridge Department of Public Works and MWRA.*

*(See Appendix C for existing and proposed conditions)*

c) Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction of adjacent lot to do the same. Compliance with the Leadership Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards are encouraged.

#### LEED Narrative:

*See LEED certification and Narrative submitted with this application. Further the project is not subject to the Green Building requirements of Article 22.000 of the ordinance as the total building square footage is less than 25,000 square feet. The previous provision notwithstanding, the Applicant will not be pursuing LEED certification from the U.S. Green Building Council.*

5) Pursuant to Section 19.35 of the Ordinance, new construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include

a) New Educational institutional construction that is focused with the existing campuses.

*N/A to the Project.*

b) Where institutional construction occurs in commercial areas, retail, consumer service enterprises, and other uses that are accessible to the general public are provided at the ground (or lower) floors of buildings. Where such uses are not suitable for programmatic reasons, institutional uses that encourage active pedestrian traffic to and from the site.

*N/A to the Project*

c) In large, multiple-building, non-institutional developments, a mix of uses, including publicly accessible retail activity, is provided where such uses are permitted and where the mix of uses extends the period of time the area remains active throughout the day.

*N/A to the Project*

d) Historic structures and environments are preserved.

*N/A to the Project*

e) Preservation or provision of facilities for start-up companies and appropriately scaled manufacturing activities that provide a wide diversity of employment paths for Cambridge residents as a component of the development; however, activities heavily dependent on trucking for supply and distribution are not encouraged.

*N/A to the Project*

6) Pursuant to Section 19.36 of the Ordinance, expansion of the inventory of housing in the City is encouraged. Indicators include

a) Housing is a component of any large, multiple building commercial development. Where such development abuts residential zoning districts substantially developed to low-scale residential uses, placement of housing within the development such that it acts as a transition/buffer between uses within and without the development.

b) Where housing is constructed, providing affordable units exceeding that mandated by the Ordinance. Targeting larger family-sized middle-income units is encouraged.

*The Project is a residential development adding twenty-two (22) residential dwelling units to the housing inventory of the City. A range of unit types are provided, of which 9.5% will be one bedrooms, 81% will be two bedrooms, and 9.5% will be three bedrooms. The Project will provide 20% of the building floor area of) set aside for affordable housing..*

7) Pursuant to Section 19.37 of the Ordinance, enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:

a) On large-parcel commercial development, publicly beneficial open space is provided.

*N/A to the Project*

b) Open space facilities are designed to enhance or expand existing facilities or to expand networks of pedestrian and bicycle movement within the vicinity of the development.

*Due to the constraints of the lot there are no open space facilities onsite although there are parks and open space facilities within a short walk from the site including Clement Morgan Park, Lafayette Square and hosts of pocket parks within ½ of the site.*

c) A wider range of open space activities than presently found abutting area is provided.

***The project is in close proximity to several open space amenities including Clement Morgan Park, Lafayette Square and hosts of pocket parks within ½ of the site.***

#### **IV. CONCLUSION**

*As described above, the Project is appropriate for the site and surroundings providing additional housing near transit, amenities and services. Accordingly, for the reasons set forth in this application, the Applicant respectfully requests that the Board find that the Project satisfies all applicable requirements of the Ordinance in connection with the granting of the requested Special Permits.*

Early Engagement Summary:

Project Address: 48-50 Bishop Allen Drive

Location of meeting: 580 Mass Ave (ground floor)

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Community Meeting #1:

Tuesday December 17, 2020 @ 4pm

- In attendance were approximately 15 people from the community including residential abutters to the project from Douglas Street, residents from Essex Street and the Port. Also representative from the Cambridge Residence Alliance, St. Paul's AME and Elks were in attendance.
- Developer made a presentation including
  - o Development plan, site plan, building elevations, perspective and list of zoning relief requested.
  - o Timeline for next steps including the Central Square Advisory Committee.
  - o Owner presented information regarding the existing tenants in the building and confirm that the all were offered relocation packages.
- Questions/Comments from the public
  - o Concerns were expressed about the timing of the meeting time at 4pm instead of later in the evening.
  - o Members of the public asked about a project website to keep up to date on the various developments of the project,
  - o Concerns were expressed about the existing tenants to ensure that agreements were in place so that they wouldn't be displaced unfairly.
  - o Douglas street resident commented that the building was close to his rental unit and would negatively impact his rentals.
  - o Resident of Cambridge (Marilee Myers) stated that the development was incongruous with other building on Bishop Allen near corner of Norfolk.
  - o Resident Nancy Ryan complained about the timing of the meeting and advertisement. Stating that in her opinion the meeting shouldn't count as an early pre-engagement meeting due to the timing of the meeting. She was concerned that others who might want to participate couldn't attend.

Advertisement:

- At least two weeks prior to the meeting a copy of the meeting flier was sent to the area4caolition list serve, members of the Cambridge Residents Alliance and a letter was mailed to all owner on Douglas Street, Institutional Uses on Bishop Allen including St. Paul's AME and Elks Lodge.

Community Meeting #2

Thursday January 31, 2020

- In attendance were approximately 15 people from the community and the Owner Stuart Rothman was in attendance.
- Developer made a presentation including
  - o Development plan, site plan, building elevations, perspective and list of zoning relief requested.
  - o Timeline for next steps including the Central Square Advisory Committee.
  - o Updated the group that a new project website is available.  
<https://50bishopallen.com/project-timeline>
  - o Owner presented general information about the potential rents making assumptions based on construction costs, affordable rents etc.
  - o Owner presented information regarding the existing tenants in the building and confirm that the all were offered relocation packages.
  - o
- Questions/Comments from the public
  - o Height of building and does that adhere to the zoning?
  - o How does the 45' height limit on Bishop Allen and the 45 degree bulk plain impact the building.
  - o Energy efficiency and glass. Lot of glass on the street facing façade and its impact on energy efficiency;
  - o Parking; did/will developer consider limiting the number of parking stickers similar to Mass and Main and 10 Essex.
  - o The proposed building lacks neighborhood context and vocabulary as compared to building at the corner of Norfolk Street and Bishop Allen.
  - o Direct abutter thinks the top floor makes sense and supports the height. Also stated that most of its neighbors had given up their cars and would prefer gardens over parking spaces.
  - o Several questions were asked about construction management, duration of development and process.
  - o Several questions about future rents and its impact on gentrification.

Advertisement:

- At least two weeks prior to the meeting a copy of the meeting flier was sent to the area4coalition list serve, members of the Cambridge Residents Alliance and a letter was mailed to all owner on Douglas Street, Institutional Uses on Bishop Allen including St. Paul's AME and Elks Lodge.

Community Meeting #3

Wednesday, June 29, 2022

- This meeting was held virtually on Zoom, in attendance there were approximately 25 people from the community. Owner Lewis Robert, CFO Ben Deb, Architect Evan Stellman, and Sean Hope the consultant for the project.
- Development team made a presentation including the following:
  - o Development plan, site plan, building elevation, perspective and list of zoning relief requested.
  - o Timeline for next steps including the Central Square Advisory Committee.
  - o Audience was informed about additional information about on the project website. ([www.50bishopallen.com](http://www.50bishopallen.com))
  - o Owner explained why they are filing for a Special Permit in order to be exempt from the City's parking requirement.
  - o Owner discussed feasibility of underground parking, stating the cost to build underground parking is not feasible.
- Questions/Comments from the public
  - o Meeting format did not allow for an open discussion between the development team and members of the community.
    - Response: Main objective of the meeting was to discuss the plans for the proposed project. Development team felt it would be more effective to use a webinar for this meeting.
  - o Where will people park? Will you be willing to back refusal of City parking permits for residents?
  - o Number and allocation of affordable units? Trees currently on the site not pictured.
    - Response: 20% of gross square footage will be allocated to affordable units.
  - o Why a penthouse?
  - o How does a landscaped, virtually inactive facade at street level make Douglass and Bishop Allen any safer? It will feel less safe.
  - o Have the leases been changed from one year to month-to-month tenancies at will?
    - Response:
  - o How many units still have tenants?
    - Response: The current building is 100% occupied.
  - o Do you have a rough guess on the earliest possible date where tenants would be expected to vacate? Would construction potentially start in the winter? It would be nice to plan around.
  - o Can you give an example of a past resident relocation? How quickly did they move— what type of assistance, do the tenants have a chance to evaluate the transition process?
  - o Can you explain what the proposed construction schedule and any plans for the considerable disruption that comes with any project? Will there be extended street closures? Rodent plan? Is there a date set for the planning board meeting?
    - Response: The City of Cambridge requires a robust construction management plan. First Cambridge will reach out to direct abutters and share the construction schedule once approved by the city.
  - o Are the lead levels safe for current residents?
  - o Why not solar roof now? Will cooking and heat be electric or gas? I hope electric.



- Response: Cooking and heating will likely be electric.
- What measures will you take to protect privacy of neighbor on Douglass? A recent development on Tremont Street has large windows overlooking a triple decker, negatively impacting the neighbor's quality of life.
- What is the Sq. Ft. of each unit size?
  - Response: As describe in the Project Plans; units differ in Sq. Ft.
- How long will construction take start to completely done?
  - Approximately 24 months
- Do you plan to raise or change the rent now that it is month by month?

Advertisement:

- At least two weeks prior to the meeting a copy of the meeting flier was sent to the Area 4 Coalition List Serve, members of the Cambridge Residents Alliance and letters were mailed to all abutters.

Community Meeting #4

Wednesday 29, September, 2022

Location: 580 Massachusetts Ave, Cambridge, MA

- This meeting was held in person, in attendance were approximately 10 people from the community. In attendance from the development team were owner Stuart Rothman, architect Evan Stellman, and Sean Hope the consultant on the project.
- Development team made a presentation including the following:
  - Development plan, site plan, building elevation, perspective and list of zoning relief requested.
  - Timeline for next steps
  - Announced that plans for the redevelopment can be found on the project website. ([www.50bishopallen.com](http://www.50bishopallen.com))
- Questions/Comments from the public
  - Concerned about parking shortage in the area.
  - Neighborhood bears the cost because there is no underground parking for the proposed project.
    - Response: The City is considering removing the parking requirement for new projects because of the current issues around parking in Cambridge.
  - Why is cost the sole basis for nor building parking? Any other solutions?
    - Response: Higher building costs would lead to an increase in rent.
  - Stuart has been a great landlord over the years.
  - Will residents be provided city parking passes?
    - Response: Residents will not be provided city parking spaces.
  - Is the owner considering other methods to relieve parking?

- Will the new units be sold as condos?
- Will Stuart sell his portfolio?
  - Response: No, Stuart believes strongly in holding property rather than selling his properties.
- Resident fears he will be forced out of the neighborhood if the neighborhood consist of mainly condominiums.
- Is the tree on Douglass St being removed?
- Residents would like the owner to communicate with the City arborist if the tree will be removed.

#### Advertisement

At least two weeks prior to the meeting a copy of the meeting flier was sent to the Area 4 Coalition List Serve, members of the Cambridge Residents Alliance and letters were mailed to all abutters.

**48-50 Bishop Allen Drive Parking Report:**

The proposed 22 Unit residential multi-family development is proposing zero on-site parking spaces and (28) bicycle parking. The development is sited within 3 blocks of numerous forms of public transit including the Central Square Subway Station, MBTA Mass Ave buses and Hubway and Bluebike rental stations. By not providing parking, the Project impact will be minimized as auto ownership will be discouraged. Auto ownership is expected at 0.50 vehicles per unit and with 11 new units the new demand will be 6 spaces. Zoning requires one space per unit. Typical residential peak parking occurs after 10:00PM. The additional parking will utilize the available parking supply as detailed in the Traffic Impact included with this application. Based on the parking data, close proximity to public transit and the proposed Transportation Demand Measures there is more than adequate on street parking to accommodate the Project. Further the Traffic Impact study submitted with this application contains the parking study area, data and methodology supporting the proposed parking quantity.

**Table 1**

**CAMBRIDGE PARKING DEMAND OBSERVATIONS**

**December 10, 2019 to December 11, 2019**

Zone	Parking Supply	Vacant Spaces		
		6:00 AM	12:00 PM	10:00 PM
1	20	0	0	2
2	31	2	2	6
3	24	0	0	12
4	27	4	3	5
5	8	0	0	1
6	31	0	2	0
7	43	3	1	2
8	33	3	1	5
9	24	1	1	3
10	48	4	2	8

11	48	8	3	9
12	18	0	2	0
13	24	1	4	1
14	20	1	1	3
15	6	0	0	1
16	4	1	0	0
17	22	1	0	2
18	24	1	2	1
<b>TOTAL</b>	<b>455</b>	<b>30</b>	<b>24</b>	<b>61</b>

## PUBLIC TRANSIT OPTIONS

### **Rail lines:**

- Red Line  
0.2 mi
- E Green Line E  
0.9 mi
- D Green Line D  
0.9 mi
- B Green Line B  
1.0 mi
- C Green Line C  
1.1 mi
- Framingham/Worcester Line  
1.2 mi

### **Bus lines:**

- 47 Central Square, Cambridge - Broadway Station  
0.1 mi
- 64 Oak Square - University Park or Kendall/MIT Station  
0.1 mi
- 70 Market Place Drive or Waltham Center - University Park  
0.1 mi
- 1 Harvard Square - Nubian Station  
0.1 mi
- 83 Rindge Avenue - Central Square, Cambridge  
0.2 mi
- 91 Sullivan Square Station - Central Square, Cambridge  
0.2 mi
- 68 Harvard Square - Kendall/MIT Station

- 65 Brighton Center - Kenmore Station 0.3 mi
- 57 Watertown Yard - Kenmore Station 1.1 mi
- 60 Chestnut Hill - Kenmore Station 1.1 mi