

Project Proposal for Consideration  
by the Central Square Advisory Committee

Location: 711-727 Massachusetts Avenue, Cambridge, MA 02139

District: BB-CSQ

Owner: Gas Light Building LLC  
Attn: Marcel Safar, Its Manager

Owner Address: 10 Winthrop Square, 4<sup>th</sup> Floor, Boston, MA, 02110

Submitted materials:

- Project Overview Narrative, with Zoning Compliance and Relief Being Sought by Special Permit
- Dimensional Forms with Footnotes and Summary Tables
- Project Plans and Illustrations
  - Historic Photos
  - Existing Conditions Map and Photos
  - Site Context Maps
  - Proposed Site and Floor Plans
  - Proposed Landscaping Plan
  - Proposed Building Elevation and Sections
  - Proposed Renderings
  - Shadow Studies
  - ZBA Variance for Roof Deck Program – Plans and Elevations
- Transportation Report
- Sustainability Narrative and Preliminary LEED Scorecard

**Cambridge Gas and Light Building  
711-727 Massachusetts Avenue, Cambridge**

**Proposal for Consideration by Central Square Advisory Committee  
September 2019**

**PROJECT NARRATIVE**

**Overview**

Gas Light Building LLC, the owner, and Chevron Partners, the managing agent and developer of 711-727 Massachusetts Avenue, Cambridge, MA, are pleased to submit this proposal to the Central Square Advisory Committee for its consideration. This project entails a substantial renovation and rehabilitation of the historic Cambridge Gas and Light Building and construction of a new hotel addition behind and above the existing building, located at the corner of Massachusetts Avenue and Temple Street, in the heart of Central Square, Cambridge. The product of over a year of careful evaluation and planning by the Owner and their experienced team of professionals, this project will meet the urban design and community objectives of the City of Cambridge. The project will result in the renovation and rehabilitation of an important, historic 1912 building, increasing the ground floor retail space on Massachusetts Avenue, improved office space, and the introduction of a new elegant, sophisticated and intimate 37-room boutique hotel to serve and reinforce the diversity and vibrancy of Central Square.

**Owner and Developer – Gas Light Building LLC and Chevron Partners**

Gas Light Building LLC purchased this historic building located at 727 Massachusetts Avenue, in the heart of Central Square, Cambridge, Massachusetts in 2018. Chevron Partners, its affiliate and the managing agent of the property, is a Boston-based boutique real estate development, investment, asset and property management firm with affiliated design and construction management companies, renowned for excellence in rehabilitation and modernization of historic properties. After acquiring the building in 2018, Chevron Partners undertook a full facade restoration, including beautiful lighting improvements and requisition of hand-crafted,

reconstruction of the original iron lanterns which was completed by Italian artisans and re-installed at the property this past spring as part of a first renovation phase.

Chevron Partners has a proven dedication to preservation and transformation of historic properties by restoring their inherent beauty in combination with appropriate modernization. Chevron's properties are lovingly restored, yet carefully adapted to ensure modern amenities are included within historical envelopes to create a charm that is unmistakably Bostonian and will be cherished and maintained for generations to come. Chevron creates value, with the intent to hold their properties for the long term and strive to be good neighbors and citizens of the community.

### **Chevron Partners Representative Local Properties**



SEARS' CRESCENT



MAISON VERNON



MAISON COMMONWEALTH



727 MASSACHUSETTS AVE

### **Design Objectives and Solutions**

The project envisions a transformation of the Cambridge Gas and Light building at 727 Massachusetts Avenue, adding a small boutique hotel that marries the best of the historical context and the new program, with respectful massing and setbacks to preserve the dominance of the historic structure.

Design objectives:

- Create a vibrant mixed-use development, with additional ground floor retail opportunities, office use on the 2<sup>nd</sup> and third floors, and a new hotel starting on level 3 through level 6.
- Enhance Massachusetts Avenue with improved lighting and additional retail activity along the entire front of the historic building.
- Improve accessibility through the large, front, retail arched openings by lowering the access to grade level, while respecting the historic details and materials of the storefronts.
- Create attractive, new ground-floor retail spaces along Massachusetts Avenue, that may include a café to serve the public as well as the hotel guests and office tenants.
- Design a new hotel addition that is contemporary and architecturally distinguished from the existing structure, with a design inspired by the existing building with respect to scale, fenestration pattern, detail and massing.
- Carefully consider detailing, proposed materials, and refinement of the design approach to complement the existing building, with an iterative design process in consultation with Cambridge Historical Commission and CDD planning staff.
- Design new hotel addition significantly set back from Massachusetts Avenue, to allow the prominence of the existing historic building to maintain its presence along Massachusetts Avenue.
- The top two floors of the hotel addition “float” above the existing building. The articulation of the 5<sup>th</sup> and 6<sup>th</sup> floor is expressed as large two-story frame elements that are proportionally derived from careful study of the existing ground floor openings, using contemporary materials. These large openings and expanse of glass creates maximize transparency, while adding detail through window fenestration pattern and inclusion of horizontal sunshade louvers.
- At the 4<sup>th</sup> level above the existing building roof, transparent glass fenestration for the new hotel addition is expressed, which allows the upper floors to float.
- Provide green roofs atop two roofs, and hotel guest access to outdoor space with private hotel roof decks atop the existing building, and possibly a common rooftop deck atop the new addition (if variance is granted).
- Provide for the primary entrance to the hotel on Temple Street, expressed as a large framed transparent entry. Vertical glass fenestration is used to separate the existing from the new while the top floors of the new hotel continue to expression from the front to this side.
- The rear addition is envisioned as a simple massing that has varied horizontal window pattern for the rear, set into a panelized exterior cladding system.
- Amply screen rooftop mechanical systems and elevator equipment to minimize visual and sound impacts to neighbors.
- Target a LEED Gold standard for design and construction, and incorporate highly sustainable approaches throughout. See the sustainability narrative and LEED preliminary scorecard in this submission.

## **The Hotel**

The proposed 37-room hotel is based on the concept from Chevron's associated organization in Paris, which has successfully developed My Maison in Paris ([www.mymaisoninparis.com](http://www.mymaisoninparis.com)). The concept is design focused, high quality, and spatially generous rooms that should invite longer stays. There are no traditional hotel services such as a concierge, bar or food services in our program.

### **Guest Rooms:**

- The room mix will consist of 13 studios (approximately 350 square feet each), 20 one-bedrooms (approximately 550 square feet each), and four two-bedrooms (approximately 820 square feet). The mix and size of the guestrooms is presented below:
- Guest rooms will be located on floors three through six.
- All guest rooms will be equipped with kitchenettes, dining space, a lounge area, and a pull-out couch.

### **Lobby**

- The entrance will be on Temple Street, shared by the upper floor office tenants for circulation.
- The reception desk will be staffed 24/7.

### **Parking, deliveries and bikes**

- There will be no parking on site and guests will be encouraged to use the excellent public access nearby (red line, bus, bike)
- There will be parking offerings at private garages and parking lots nearby for hotel staff/guests.
- There will be a bike storage, showers and locker rooms on site to be shared between office tenants and hotel guests
- All loading and taxi/shared ride drop off will be at the loading zone in front of the hotel entry at Temple street
- Loading for laundry, cleaning and other hotel operating services will be at the loading zone in front of the building service corridor at Temple street

## **The Architect**

Finegold Alexander Architects was selected by Chevron Partners through a two-phase qualifications and pre-design concept competition.

Finegold Alexander Architects is a nationally recognized, award-winning design firm. With over 50 years of experience, the firm's roots are grounded in the adaptive use and preservation of historic buildings. Since its inception, Finegold Alexander has been one of the leading firms creating significant value in reusing buildings. Their careful attention to the significance of important structures and how they can be imaginatively transformed and adapted for new uses, are built on client and community values. They are proud to have been involved in some of the most significant historic structures such as the restoration and creation of the Ellis Island

National Museum and Monument, the Massachusetts State House, Executive Offices of the Governor, The Godfrey Hotel, and The Boulevard among others.

### **Finegold Alexander Architects Representative Projects**



BERKELEY BUILDING



GODFREY HOTEL



PENNY SAVINGS BANK



THE LUCAS

### **Compliance with Zoning**

This project conforms to the applicable Cambridge Zoning Ordinance requirements for this Business B District within the Central Square Overlay District, with certain Planning Board special permit relief and other reviews as follows:

- 1) Planning Board Special Permit relief is requested pursuant to Central Square Overlay District provisions set forth in CZO Section 20.304 as follows:

- (a) Project requires special permit relief pursuant to Sec. 20.304.2.4 to allow for a total FAR of 4.0 for non-residential and residential uses combined, and meets all of the requirements of this provision, as further described below.

Note: FAR calculations for the project, as set forth in the Dimensional Table and attachments, are based on the following areas being exempt (excluded) from total Gross Floor Area:

- (i) residential balconies -- exempt under Sec. 20.304.2.5.
  - (ii) rooftop spaces – exempt under Sec. 20.304.2.6.
  - (iii) ground-floor retail spaces equal to or less than 1,500 square feet – under Sec. 20.304.2.7. Renovation will result in the creation of three, new ground-floor retail spaces.
- (b) Project requires special permit relief pursuant to Sec. 20.304.2.2.a for additional height of 80 feet, with the building meeting the bulk plane setback requirements set forth in this Sec. 20.304.2.2.a.
- (c) If deemed necessary, the project seeks an exemption or waiver of use limitations and restrictions set forth in Sec. 20.304.5.3.b (restricting banks with frontage on Mass. Ave.) and Sec. 20.304.5.4 (Formula Business restrictions) to allow for maintaining long-term lease to Bank of America.
- (d) Project requires special permit waiver of parking and loading requirements pursuant to Sec. 20.304.6.3. With no on-site parking, the project will seek special permit waivers based on: (a) exemption for parking and loading for uses proposed within the existing building (constructed prior to 1940), and (b) paying a cash contribution to the Central Square Improvement Fund for deficient parking for uses within new addition.

2) Special Permit relief is requested to exempt Gross Floor Area for basement uses, pursuant to Section 2.000-Definitions.

Project includes the renovation (and reduction) of basement uses within the existing building, and new basement use within the new addition. The owner will seek special permit relief to exempt from Gross Floor Area calculations the following: (a) basement use by tenants in renovated (and reduced) space within the existing building for otherwise allowable non-residential uses, and (b) hotel service use in the basement of the new addition.

3) Project requires a Green Building Review, pursuant to Sec. 22.20.

Owner/develop will be designing project with the goal of meeting a LEED Gold standard and has begun the process of consulting with the Green Building Review staff of the Community Development Department.

4) Project may add rooftop deck and second rooftop headhouse on roof of new addition for hotel use, requiring a variance from Board of Zoning Appeal. Drawings are included in the appendix, for informational purposes.

A variance would allow for hotel guests to access the top roof area of the building, a use that would trigger a building code requirement for a second rooftop headhouse. Such use and the second headhouse would result in the requirement of a variance to allow for the additional height of the second stairway headhouse (not otherwise exempt, because not incidental to access to mechanical areas on the roof) and roof deck appurtenances on the top roof of the building. This relief is not critical to the Planning Board's decision regarding the special permit approval, and we'll abide by the subsequent ZBA decision in this regard.

**COMPLIANCE WITH GENERAL SPECIAL PERMIT CRITERIA (SEC. 10.43):**

Granting of the Planning Board special permit for the project at 711-727 Massachusetts Avenue will not be to the detriment of the public interest for the reasons described here:

(a) **The requirements of the Ordinance can and will be met.** This project conforms with the Ordinance requirements in all respects except as to those elements that are eligible for special permit relief.

(b) **Traffic generated or patterns of access or egress will not cause congestion, hazard, or substantial change in established neighborhood character.** This project, located one block from the MBTA Central Square train station and bus stops, will generate very minimal increases in traffic or changes to patterns of access or egress to the site, as described in detail in the attached traffic and parking study performed by VHB. Further, the renovation of the existing building will result in new and improved ground-floor retail along Massachusetts Avenue, improved office space, and new, modern, boutique hotel rooms, each a beneficial addition to the vibrant, diverse and thriving Central Square business district.

(c) **The continued operation of or the development of adjacent uses will not be adversely affected by the nature of the proposed use.** Immediately adjacent neighbors to the project include the Seven Seas Restaurant, Cambridge Housing Authority/YWCA apartment building, Citizens Bank building (across Temple Street) and various retail and office buildings (across Massachusetts Avenue). The new addition is significantly set back from the front-facing Massachusetts Avenue, and has been thoughtfully designed in consultation with Mr. Charles Sullivan of the Cambridge Historical Commission and the Community Development Department urban design professionals, who have reviewed and weighed in on several iterations of the plans for this building. Rooftop mechanical areas have been located centrally (and will be well screened) on the new addition in an effort to minimize view and sound impacts for neighbors. The uses in the project will be an addition to, rather than a detractor from, the adjacent uses. Hotel guests are likely to come and go on foot, adding to the vibrant pedestrian shopping and restaurant business clientele. And the owner/developer has communicated with the



CHA/YWCA about its desire to reach out to residents of their building when hiring for new positions in the hotel and ground-floor retail stores.

(d) **There will be no nuisance nor hazard created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City.** For reasons already described, the project will not be cause for nuisance or hazard detrimental to the neighborhood or the community.

(e) **The proposed use will not impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance.** The project will create new and improved ground-floor retail opportunities within the existing historic building, improved office space, and a modern and desirable hotel rooms. Such uses will be a benefit to the Central Square business district and the residents and visitors to the City of Cambridge. The project seeks to be the embodiment of what planners had hoped for when working to update and modernize the Central Square Overlay District to allow for development that is both respectful to the historic, existing buildings and neighborhood context, and also contributing to the revitalization of business and leisure in Central Square.

(f) **The new use or building construction is consistent with the Urban Design Objectives set forth in Section 19.30.** As discussed in more detail above and below, the project is consistent with the urban design objectives and criteria described in the following publications: “Central Square Action Plan”, by the City of Cambridge, November 1987, “Central Square Development Guidelines”, by the City of Cambridge, July 1989 and “Central Square Design Guidelines,” by City of Cambridge, Community Development Department, 2013.

#### COMPLIANCE WITH CRITERIA SPECIFIC TO SPECIAL PERMIT BEING SOUGHT:

I. Planning Board Special Permit Per Sec. 20.304 (Central Square Overlay District):

*“In reviewing applications for variances, special permits or development consultation reviews the permit or special permit granting authority or the Central Square Advisory Committee shall be guided by the objectives and criteria contained in the publication “Central Square Action Plan”, City of Cambridge, November 1987, and “Central Square Development Guidelines”, July 1989...” Sec. 20.304.2.*

The project is consistent with the City’s central tenets and objectives for development in the Central Square Overly District as set forth in the City’s planning publications:

- *“Enrich the Square’s public realm as a place that invites community interaction at many levels”*
  - This proposed mixed-use development, new hotel program, increased retail opportunities, with inviting and vibrant street front restoration will invite community interaction with this unique and historic property

- *“Celebrate and maintain the mix of old, new, funky, and locally-based enterprises activating Central Square’s Cultural District”*
  - This proposed project will blend the old and the new in splendid fashion, with the new hotel program lending more local activity in the evening hours, and the new retail spaces affording opportunities for smaller, and locally-based entrepreneurs
  
- *“Support community diversity through more varied housing choices”*
  - The boutique hotel offers an alternative to so-called Air B&B and similar options

(a) FAR of 4.0 -- Sec. 20.304.2.4 (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.”*

The project FAR calculations meet the above requirements as follows:

Total FAR (residential and non-residential):	3.96
Residential FAR:	2.47
Non-residential FAR:	1.49

Non-residential FAR of 1.49 is less than maximum FAR of 3.0 permitted in a BB District.  
 Non-residential FAR is less than the Residential FAR

(b) Height of 80 feet -- Sec. 20.304.2.2.a (Special Permit for Additional Height):

*“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 project plans show that the building meets the requirements and conditions, including 80 feet height, 10 feet setback (above 60 feet), and bulk control planes described above. This information has been confirmed with the Building Commissioner.

(c) No Parking or Loading -- Sec. 20.304.6.3 (Waiver of Parking and Loading Requirements):

Uses contained within the existing structure in existence before 1940 shall be exempt from parking and loading requirements of Section 6.36 of the Ordinance.

With respect to uses in the new addition to be constructed, special permit requirements and criteria, as follows, are or will be met by this project:

(i)

*“..... 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”;*

Owner/developer agrees to pay the appropriate cash contribution.

(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).”*

The lot size of 10,553 is just above the threshold, and the existing, historic structure covers much of the lot. The only land available at the rear/Temple Street side is required to construct the new foundation and structure to support the new addition.

(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”;*

Allowing for the current project design will allow for the development to preserve the existing historic structure without modifications, and for construction of a modern addition above, consistent with urban design principles. A requirement for onsite parking or loading facilities would render this project unfeasible, due to the existing building and limited land on which to construct the foundation to the new addition.

(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”;*

The existing historic building is being lovingly renovated and restored. The new addition has been reviewed by Mr. Charles Sullivan of the Cambridge Historical Commission and members of the CDD staff to ensure its aesthetic and design compliment and do not overshadow or deter from the prominence and beauty of this historic building.

(v)

*“(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.”*

There has been no building demolished or altered as described herein.

(d) Basement Uses – Sec. 2.000 (Definitions: Gross Floor Area, FN 16):

*“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.”*

Areas of the basement in the existing structure have historically been used as additional office tenant space, leased to start-up ventures at somewhat below-market rents. The project calls for major renovations to the existing structure that will require elimination of basement tenant space, in order to construct an electrical vault, fire room, and for additional mechanical and support structures. The owner seeks to maintain a reduced, but continued office and/or storage space in the existing structure. The basement within the new addition will serve as service area ancillary to the hotel, and bike storage for office tenants and hotel guests.

These proposed basement uses have existed as precedent, and without negative impacts upon the neighborhood, and are consistent with the character of the neighborhood and district.

In sum, the project meets the specific special permit criteria set forth in Sec. 20.305, as follows:

- The project is consistent with the goals and objectives of the Central Square Action Plan, as described previously;
- The proposed renovated and new addition are consistent with the urban design plan for Central Square;
- The design is sensitive to the existing historic building as well as neighboring contributing historic buildings in the neighborhood;
- No National Register or contributing building will be, or has been, demolished. In fact, an important 1912 building is being lovingly renovated and revitalized as a central goal of this project.

## **Community Outreach**

The Owner/Developer and project team has been working through the feasibility and design review process with various City departments, including CDD, ISD, Traffic & Parking, DPW,

Cambridge Historical Commission and others. Community outreach efforts are ongoing, but include several groups and individual meetings and discussions with members of the Central Square Business Association, CHA/YWCA and other neighbors and community members. A formal neighborhood meeting with area neighborhood associations has not yet been set, but is anticipated to occur in the next two to three weeks.

**DIMENSIONAL FORM**

**Project Address:**

**Application Date:**

	<b>Existing</b>	<b>Allowed or Required (max/min)</b>	<b>Proposed</b>	<b>Permitted</b>
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 (ft)				
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (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:**

Please see attached document.

## Footnotes:

\*a: Lot area x 4.00 = 42,212 sf

\*b: Proposed Total Gross Floor Area excludes floor area that is exempt either by definition (eg., mechanical spaces and shafts; see CZO Article 2.000, definition of Gross Floor Area, included and excluded), by exemptions and/or special permit relief available for properties in the Central Square Overlay District (eg., ground floor retail spaces, roof decks and balconies; see CZO Article 20.304), and basement uses exempt by grant of a special permit (see CZO Article 2.000, footnote \_\_).

\*c: Maximum Residential Base floor area allowed pursuant to special permit granted under CZO 20.304.2.4 is less than the total 4.0 FAR for total combined Residential and Non-residential uses in the project.

\*d: Floor Area of common spaces, including stairs and elevators, are distributed to residential and non-residential uses based on their respective ratios. Corridors are directly added to their respective residential and non-residential uses. All mechanical spaces & shafts are excluded from common spaces.

\*e: Same notes as for footnote "d". Additionally, Non-Residential Base excludes each ground floor retail space with a total Gross Floor Area under 1,500 sf.

\*f: Lot area x 3.00 = 31,659 sf

\*g: Allowed FAR is 4.0 with special permit granted under CZO 20.304.2.4.

\*h: Allowed building height is 80 feet with bulk plane setback, with special permit granted under CZO 20.304.2.2.a.

\*i: Other Open Space percentage listed here equals the green roof plus roof deck areas divided by the total lot area.

\*j: There are no City-registered off-street parking spaces on the site.

\*k: No parking spaces or loading bays required for uses within existing (pre-1940) building; and no parking spaces or loading bays required with grant of special permit waiver and payment to City's parking fund under CZO 20.304.6.3.

\*l: The number of proposed short-term bicycle parking is being studied. The aim is to try to achieve minimum 7 short-term bicycle parking space.

## FAR Calculation Chart (Sq Ft)

	Existing Condition	New Addition	Proposed Project Gross A.	Exempted Areas	Total
	Original Building Areas	New Addition Zone	Proposed plans (both existing and new addition)	Basement & Retail Exemption & Mechanical Spaces	Proposed Project Area (-Minus) Exempted Areas
<b>Basement</b>					
Office	6,013	0	4,408	4,408	0
Hotel Support	0	838	838	838	0
Stairs/Elev	329	625	625	625	0
Mech R. & shafts	1,158	816	3,809	3,809	0
<b>First</b>					
Office	4,215	0	3,871	0	3,871
Retail	2,881	0	3,066	3,066	0
Hotel	0	1,347	1,347	0	1,347
Stairs/Elev	407	679	679	0	679
Mech R. & shafts	0	255	690	690	0
<b>Second</b>					
Office	3,997	1,596	6,054	0	6,054
Retail	0	0	0	0	0
Hotel	0	0	0	0	0
Stairs/Elev	440	560	560	0	560
Mech R. & shafts	0	238	271	271	0
<b>Third</b>					
Office	6,997	1,613	4,394	0	4,394
Retail	0	0	0	0	0
Hotel	0	0	4,498	0	4,498
Stairs/Elev	440	560	560	0	560
Mech R. & shafts	0	232	324	324	0
<b>Fourth</b>					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	5,946	5,946	0	5,946
Stairs/Elev	0	515	515	0	515
Mech R. & shafts	0	293	293	293	0
<b>Fifth</b>					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	5,942	5,942	0	5,942
Stairs/Elev	0	515	515	0	515
Mech R. & shafts	0	318	318	318	0
<b>Sixth</b>					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	5,942	5,942	0	5,942
Stairs/Elev	0	515	515	0	515
Mech R. & shafts	0	318	318	318	0
<b>Roof</b>					
Office	0	0	0	0	0
Retail	0	0	0	0	0
Hotel	0	0	0	0	0
Stairs/Elev	0	443	443	0	443
Mech R. & shafts	0	490	490	490	0
<b>TOTAL</b>	<b>26,877</b>	<b>30,596</b>	<b>57,231</b>	<b>15,450</b>	<b>41,781</b>

## FAR Calculation Summary Chart

Lot Size (sqft)	10,553
Maximum Allowable FAR 4.0	42,212

Total Exempted Areas (sqft)	15,450
Proposed FAR	3.96
Final Gross Area (sqft)	41,781



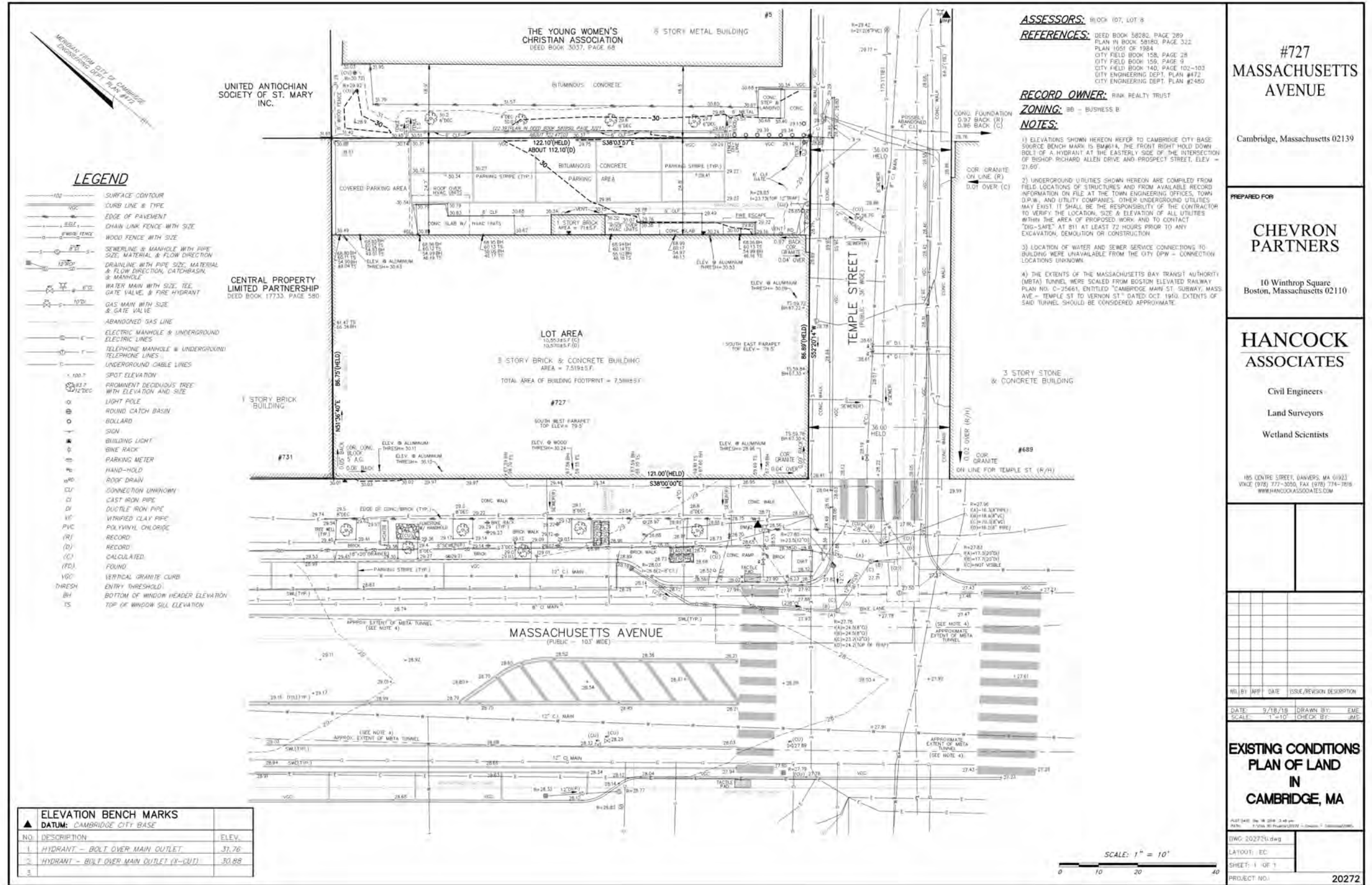
**Residential vs Non-Residential Areas Chart (Sq ft):**

	Total without Common spaces	Ratio of Common Spaces	Total with Common Spaces
Total Non-Residential Areas (retail under 1,500 sf excluded)	14,319	1,427	15,746
Total Residential Areas (w/ hotel in the exist. b.):	23,675	2,360	26,035
Common Areas (wo/ mech & shafts)	3,787		
Total Residential and Non-Residential Areas	37,994		41,781

Historic Photos



# Existing Conditions Map



Existing Conditions Photos



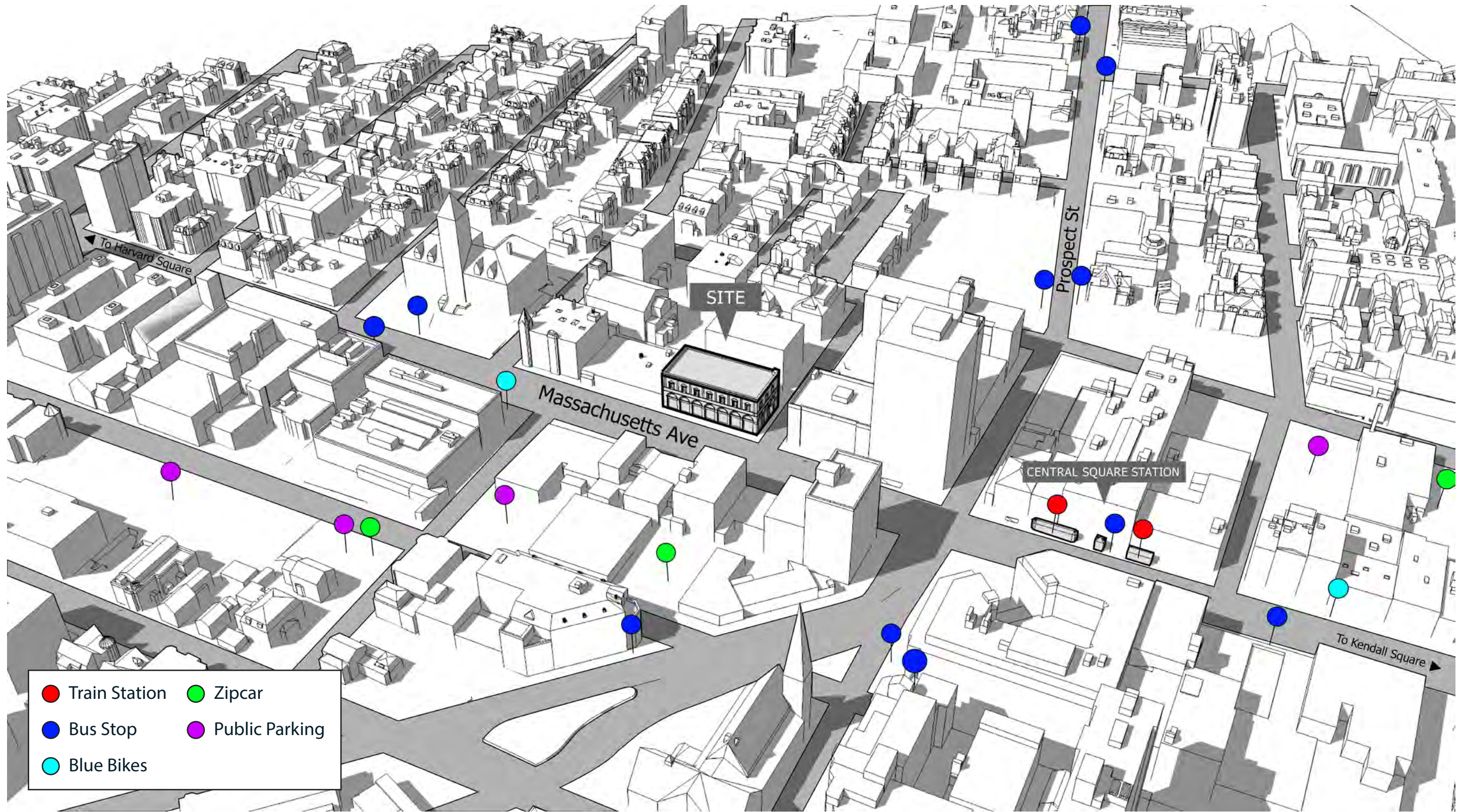
Existing Conditions Photos



Existing Conditions Photos



# Site Context Map

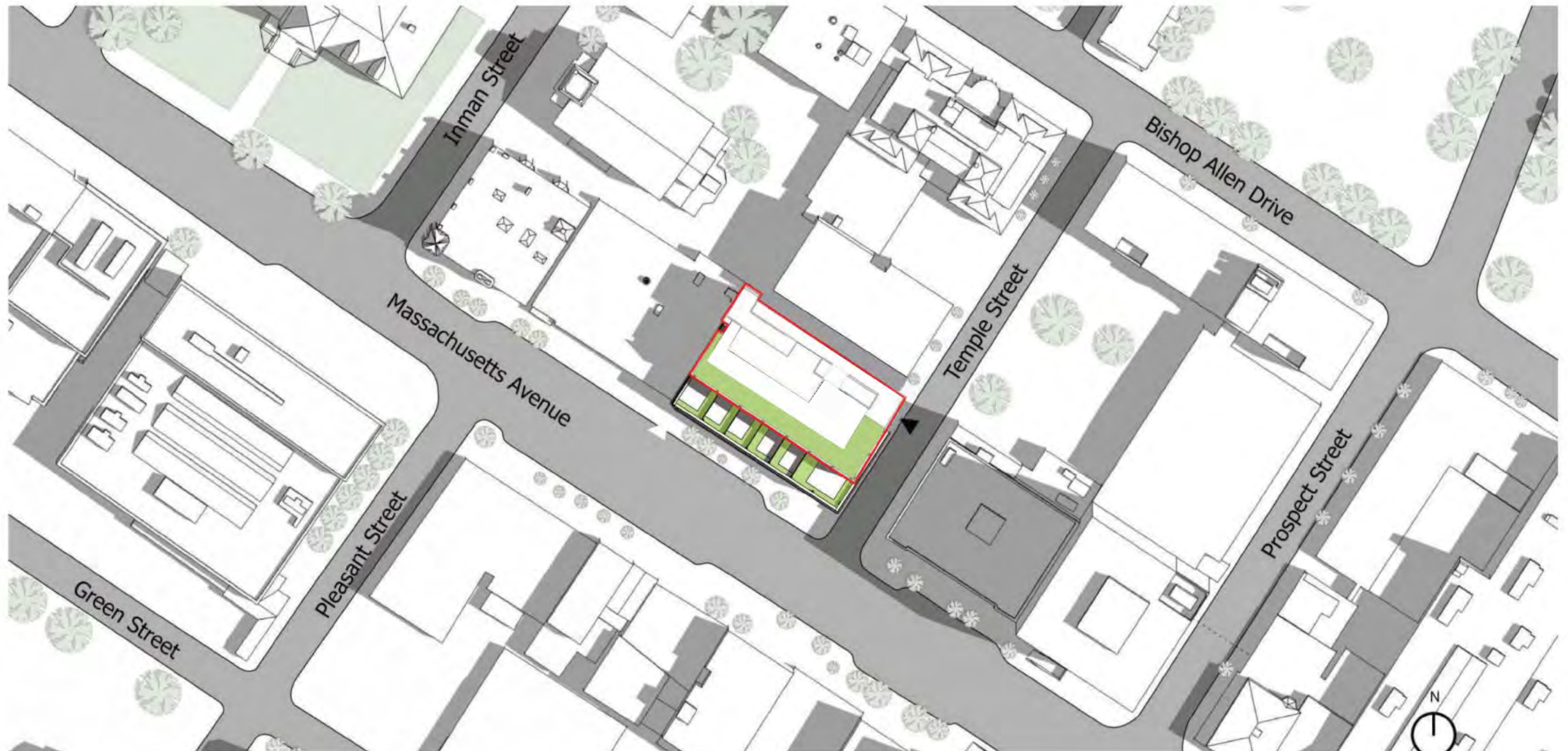


Site Context Map

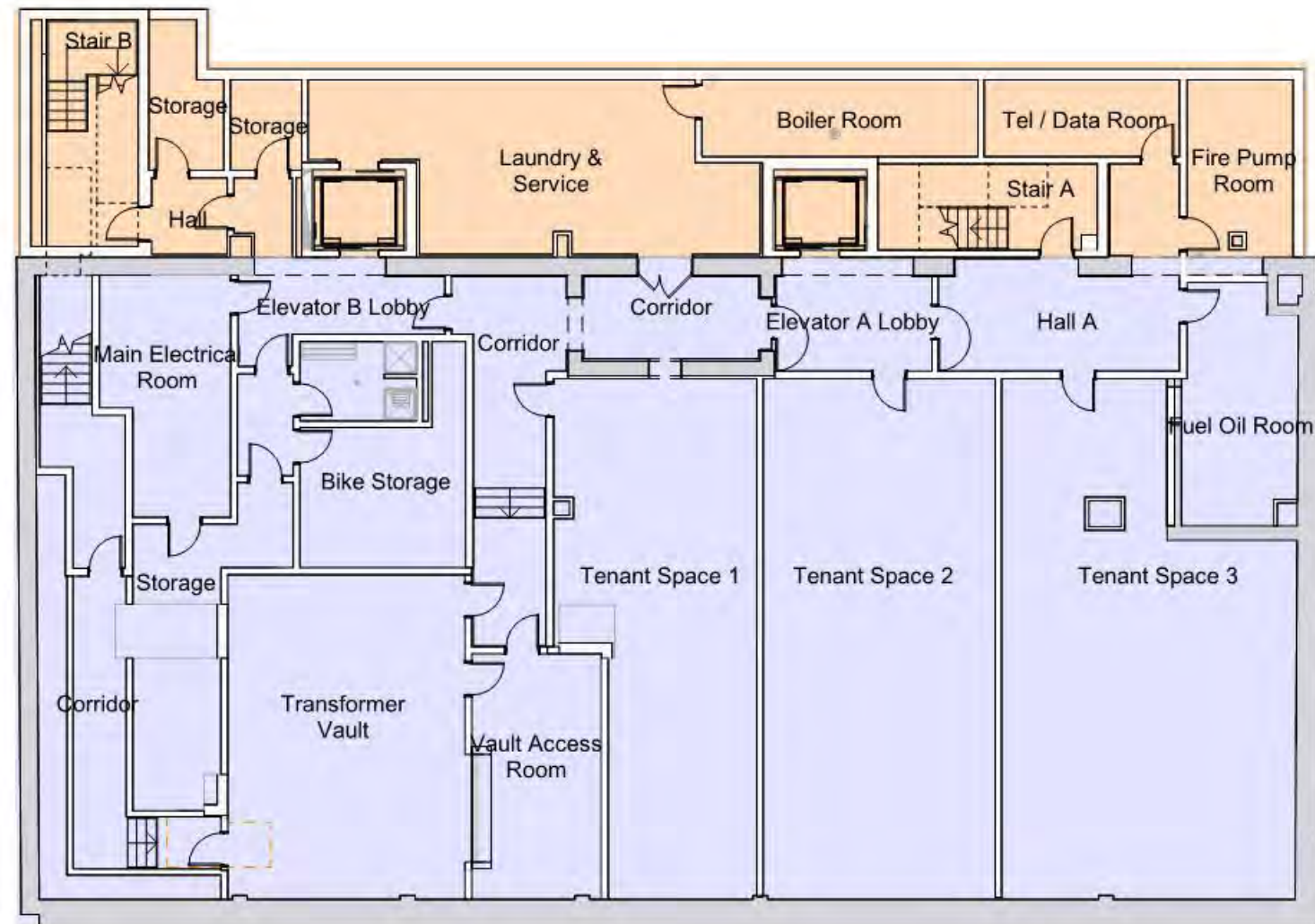




# Proposed Site Plan

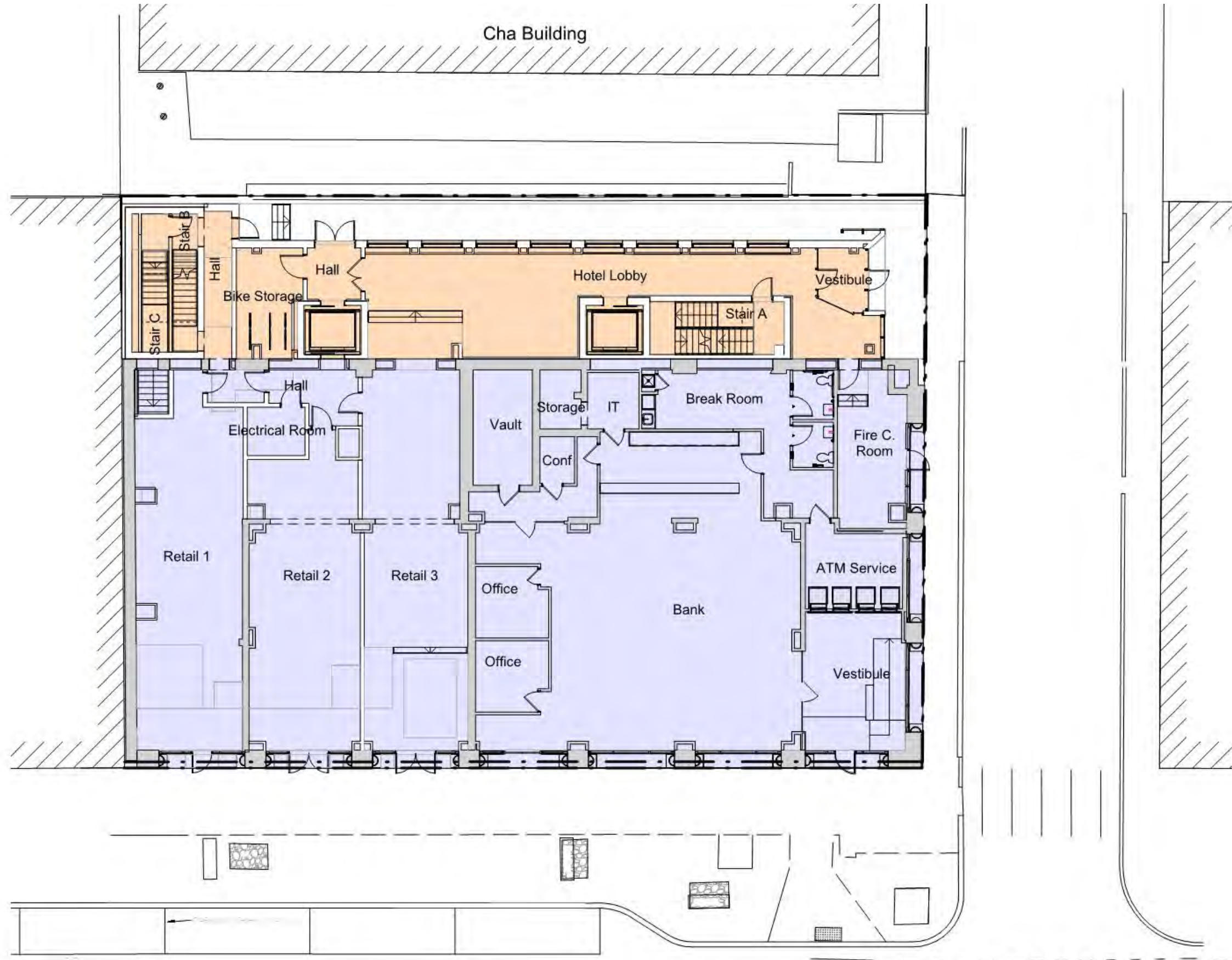


# Proposed Basement Plan



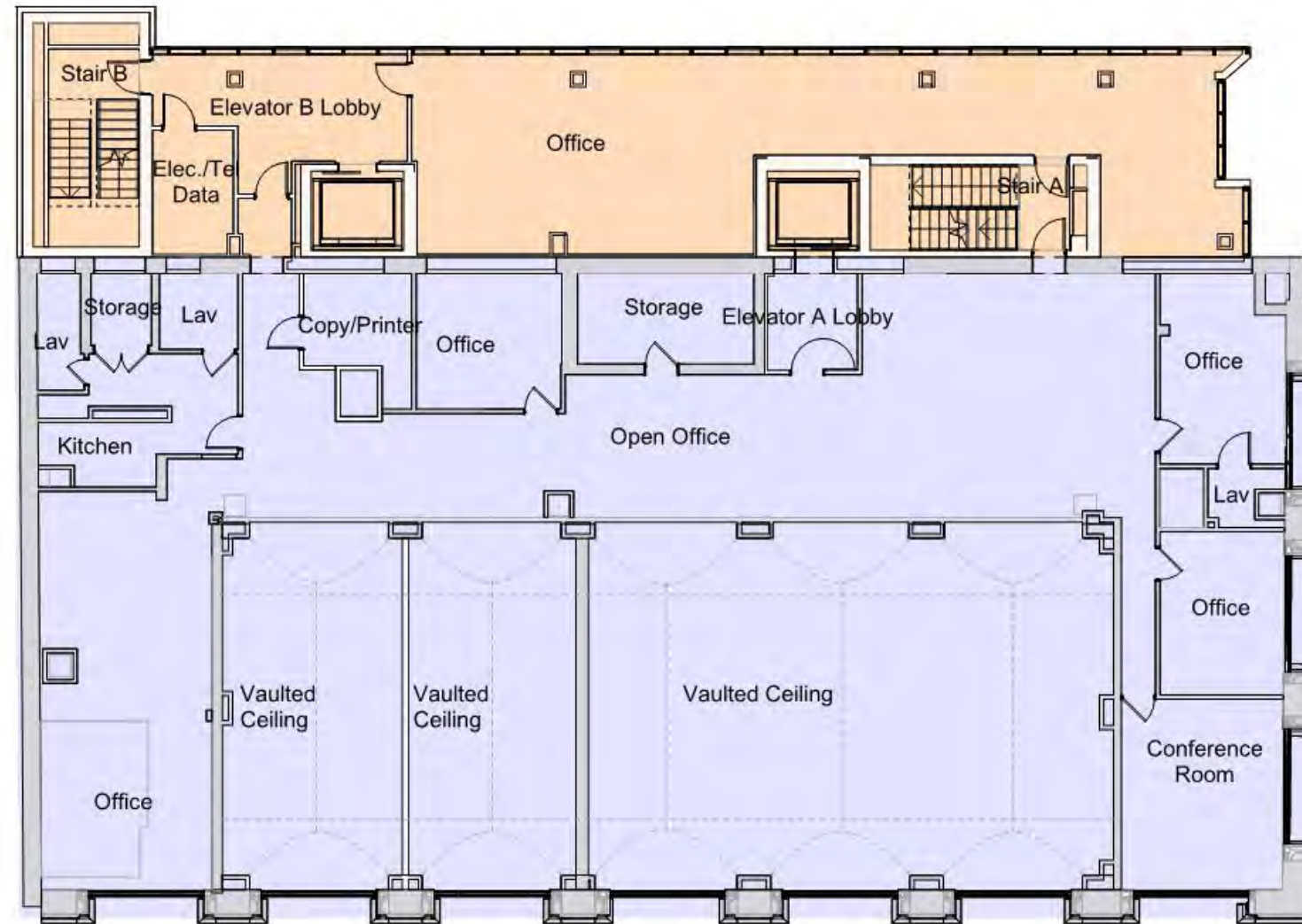
- New
- Existing

# Proposed First Floor Plan



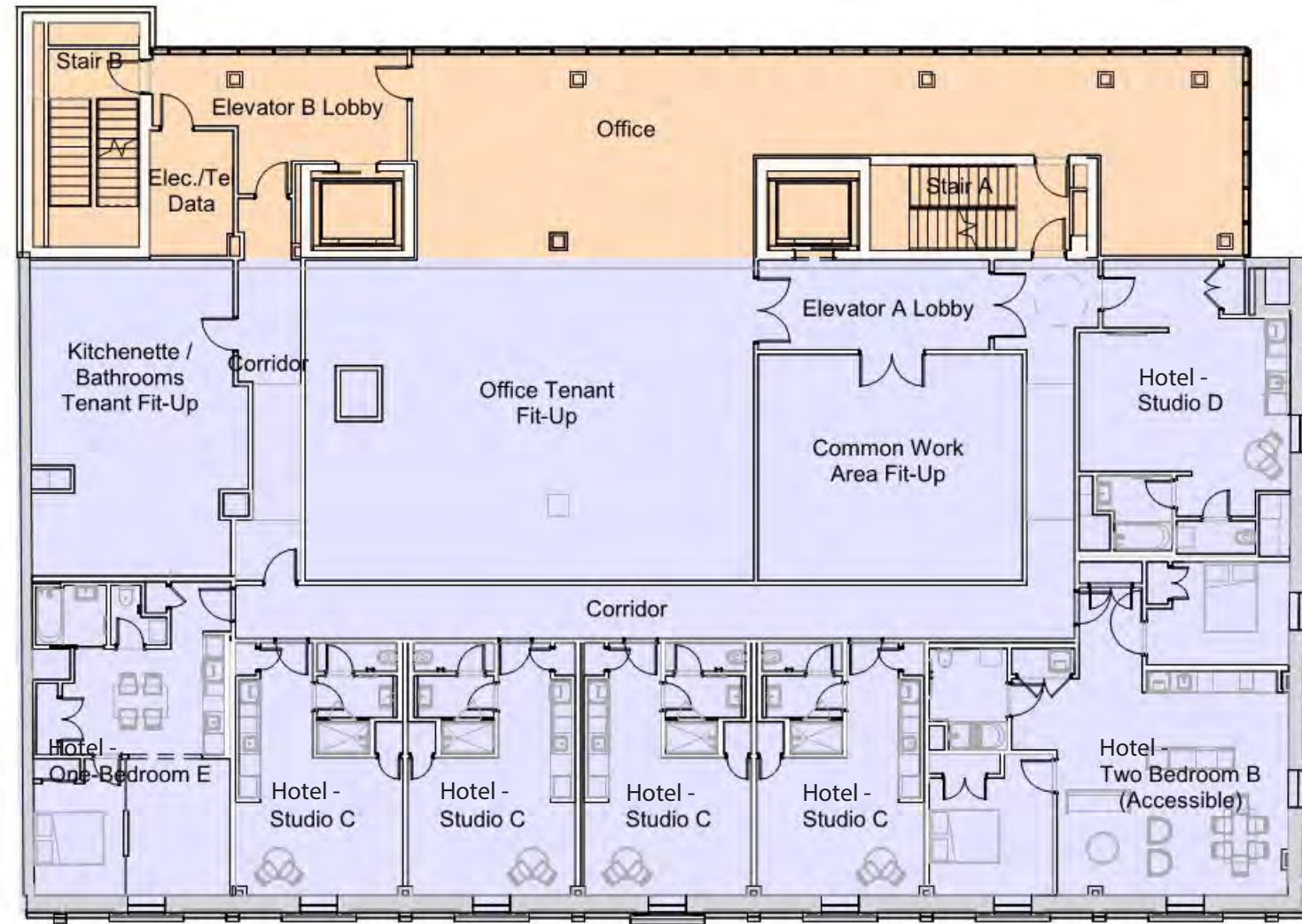
- New
- Existing

# Proposed Second Floor Plan

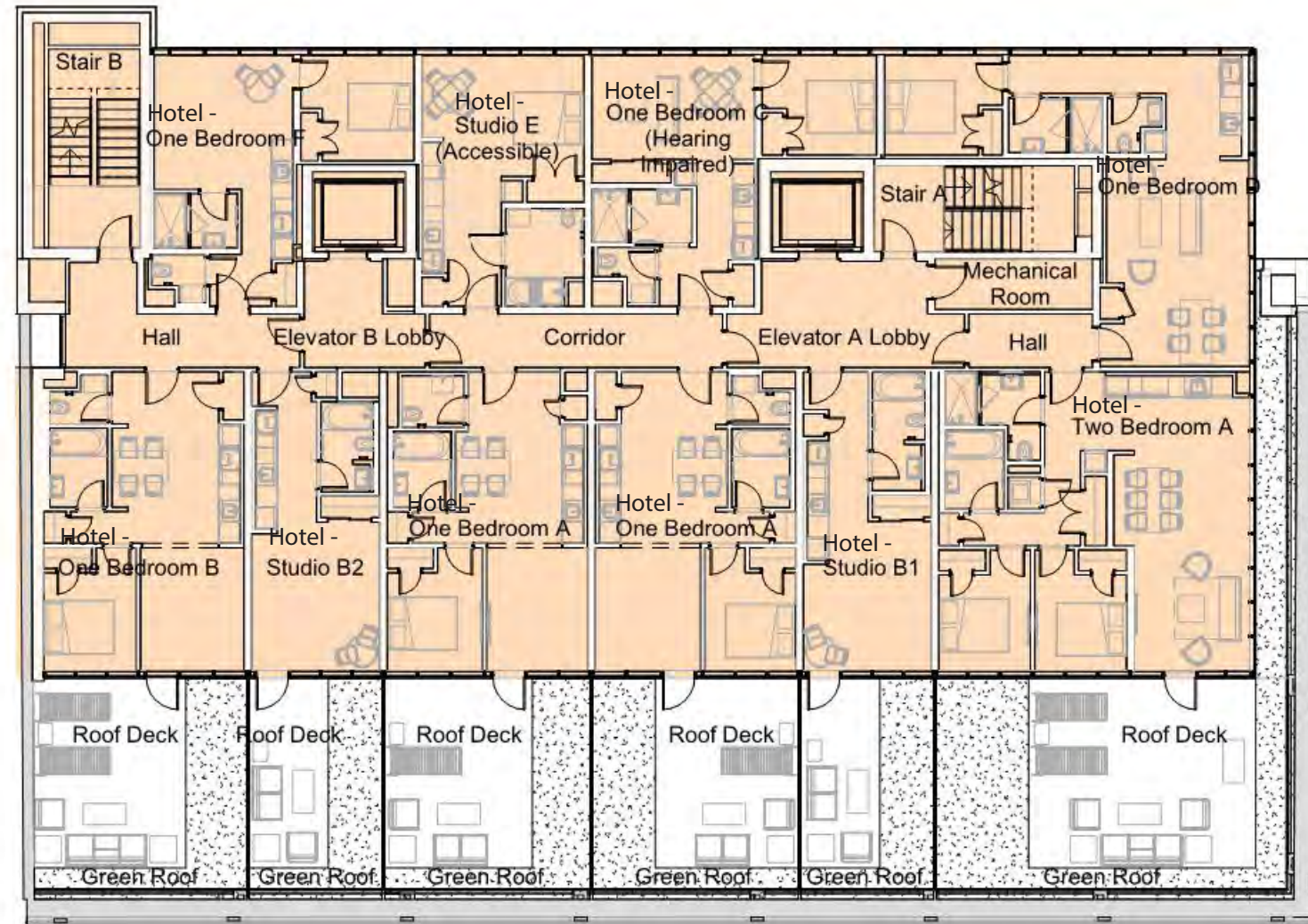


- New
- Existing

# Proposed Third Floor Plan

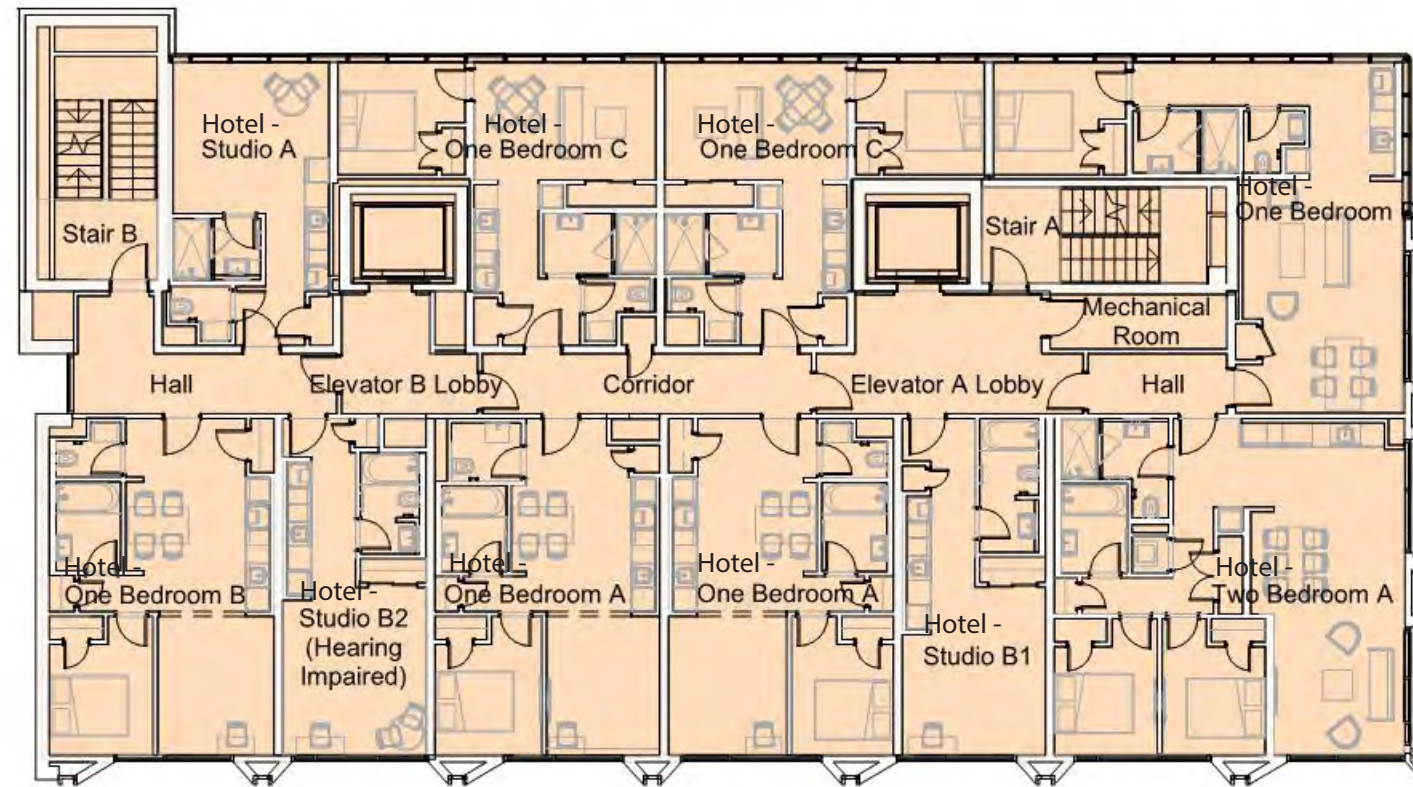


# Proposed Fourth Floor Plan



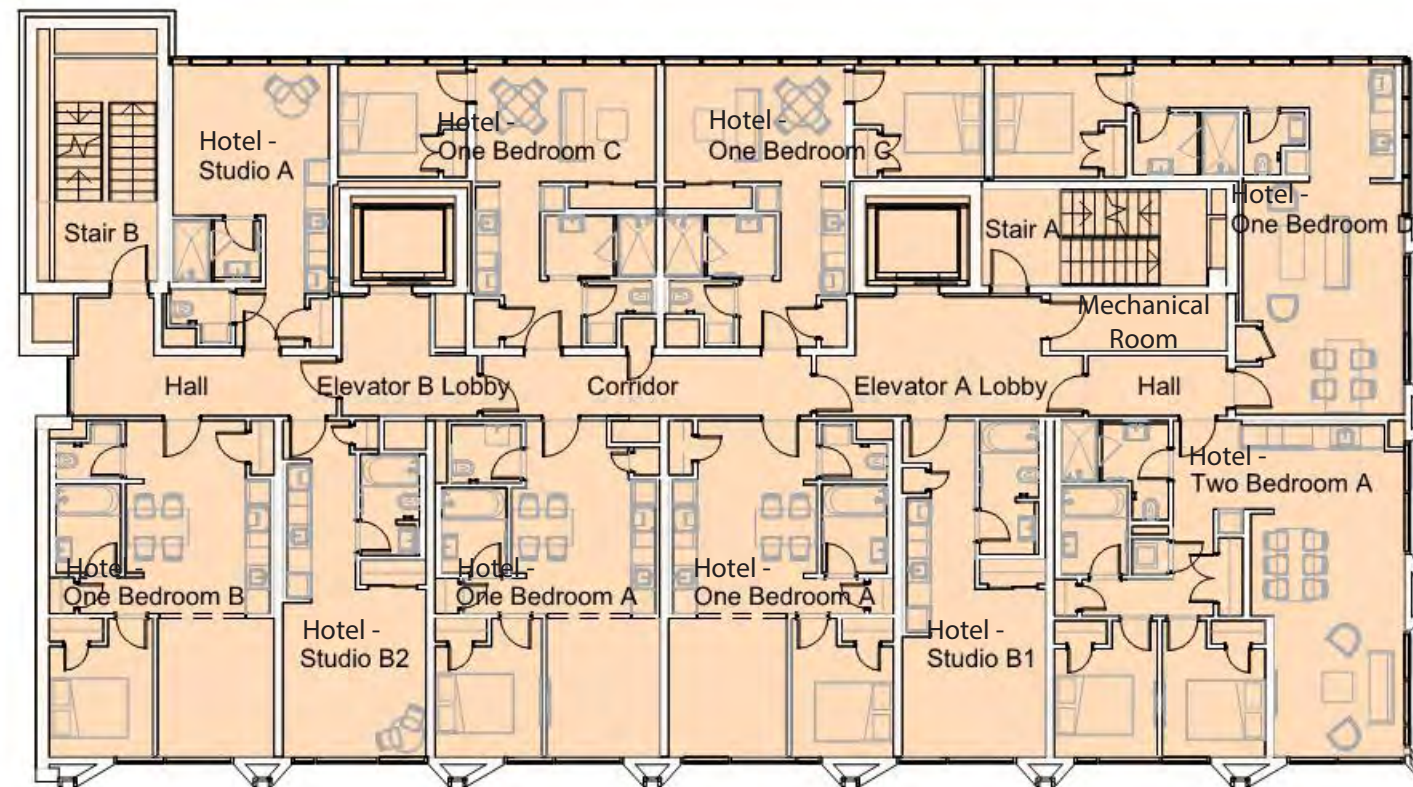
- New
- Existing

# Proposed Fifth Floor Plan



- New
- Existing

# Proposed Sixth Floor Plan

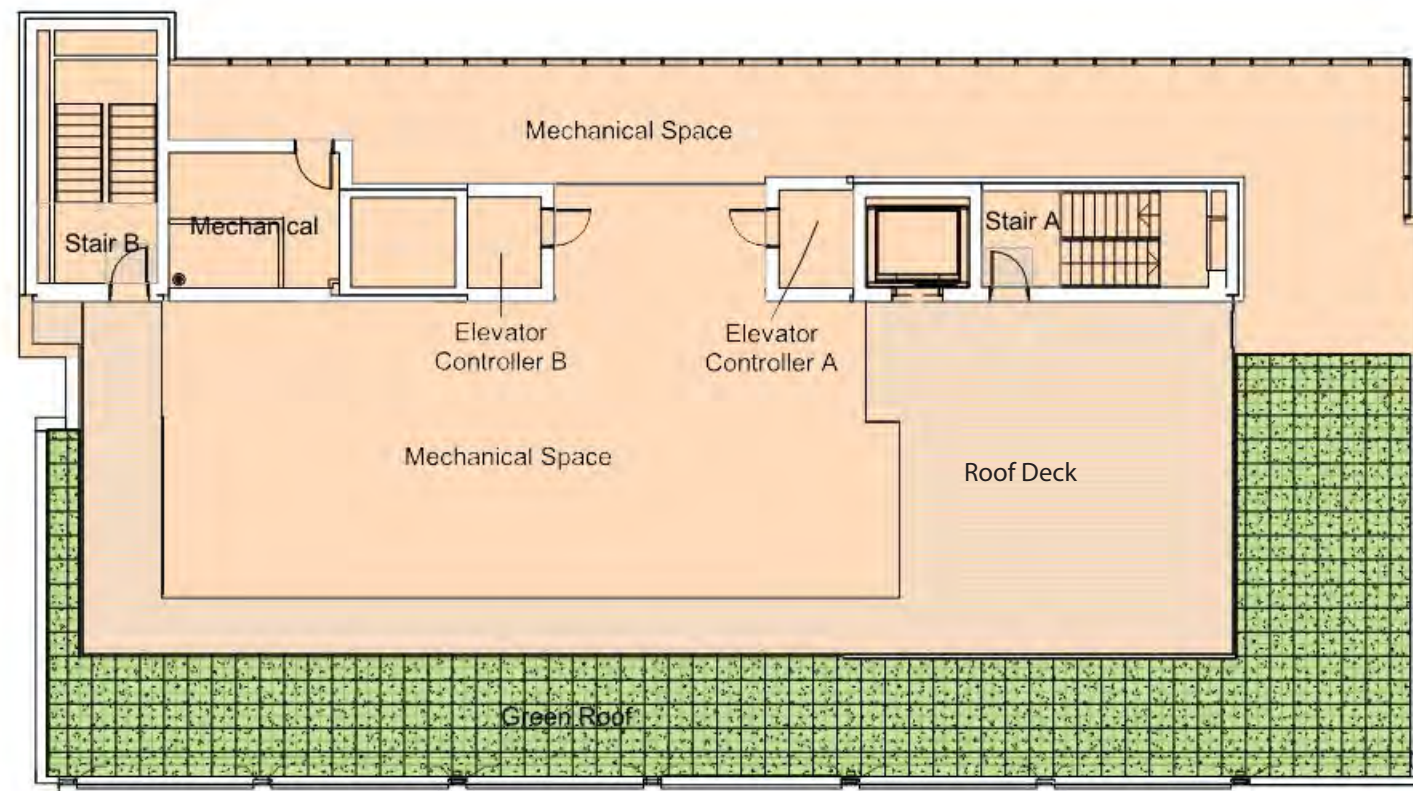


- New
- Existing



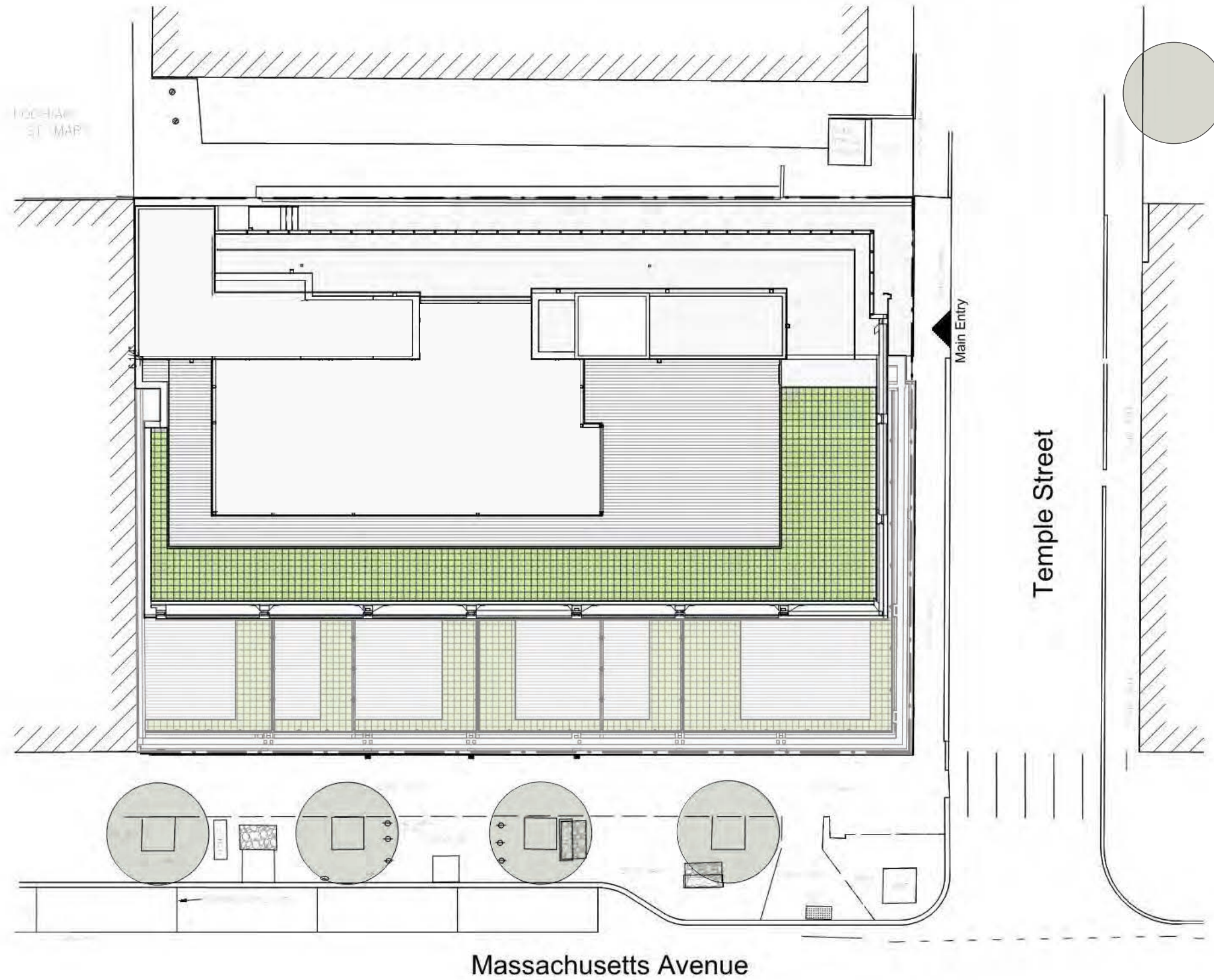
ZBA  
RELIEF GRANTED

# Proposed Roof Plan



- New
- Existing

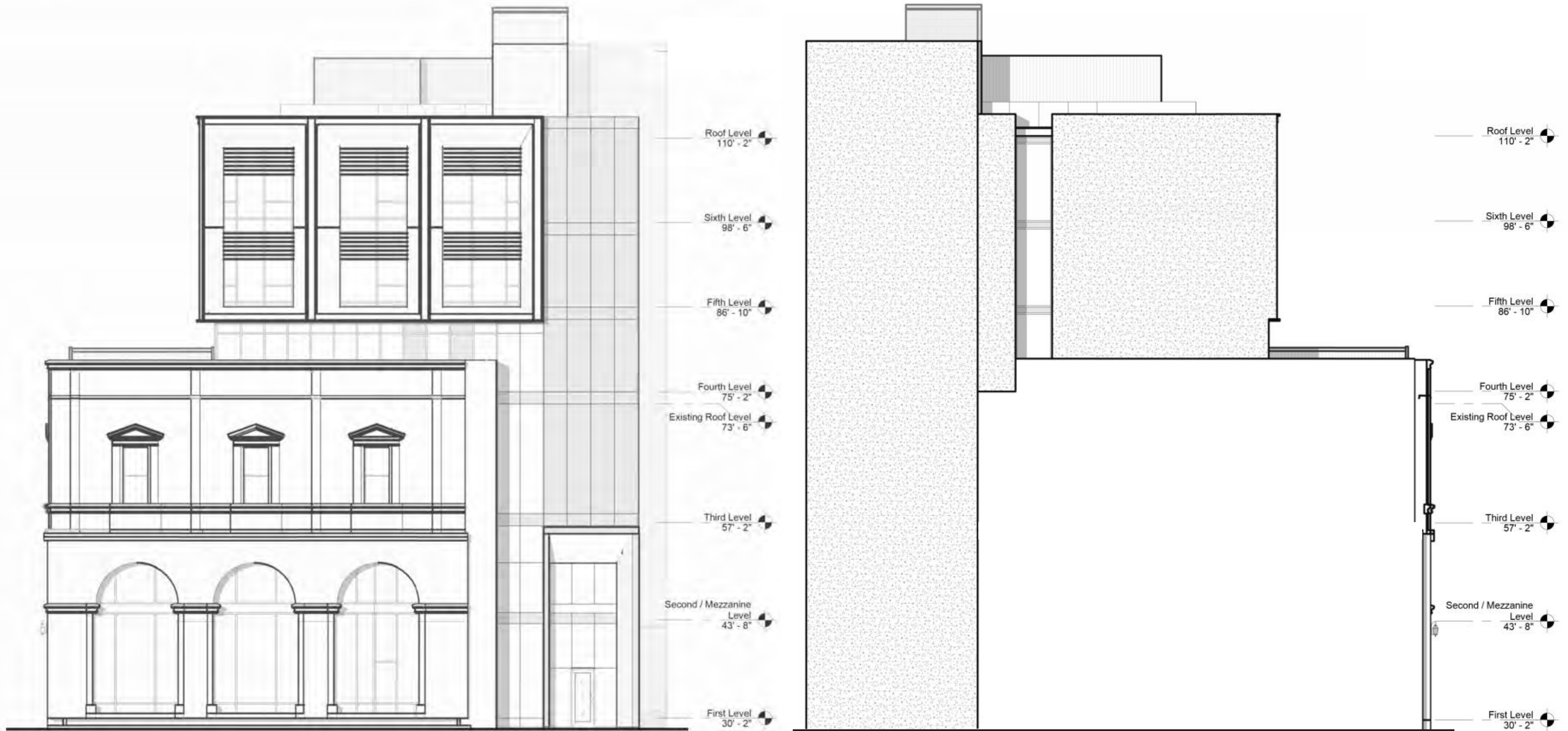
# Landscaping Plan



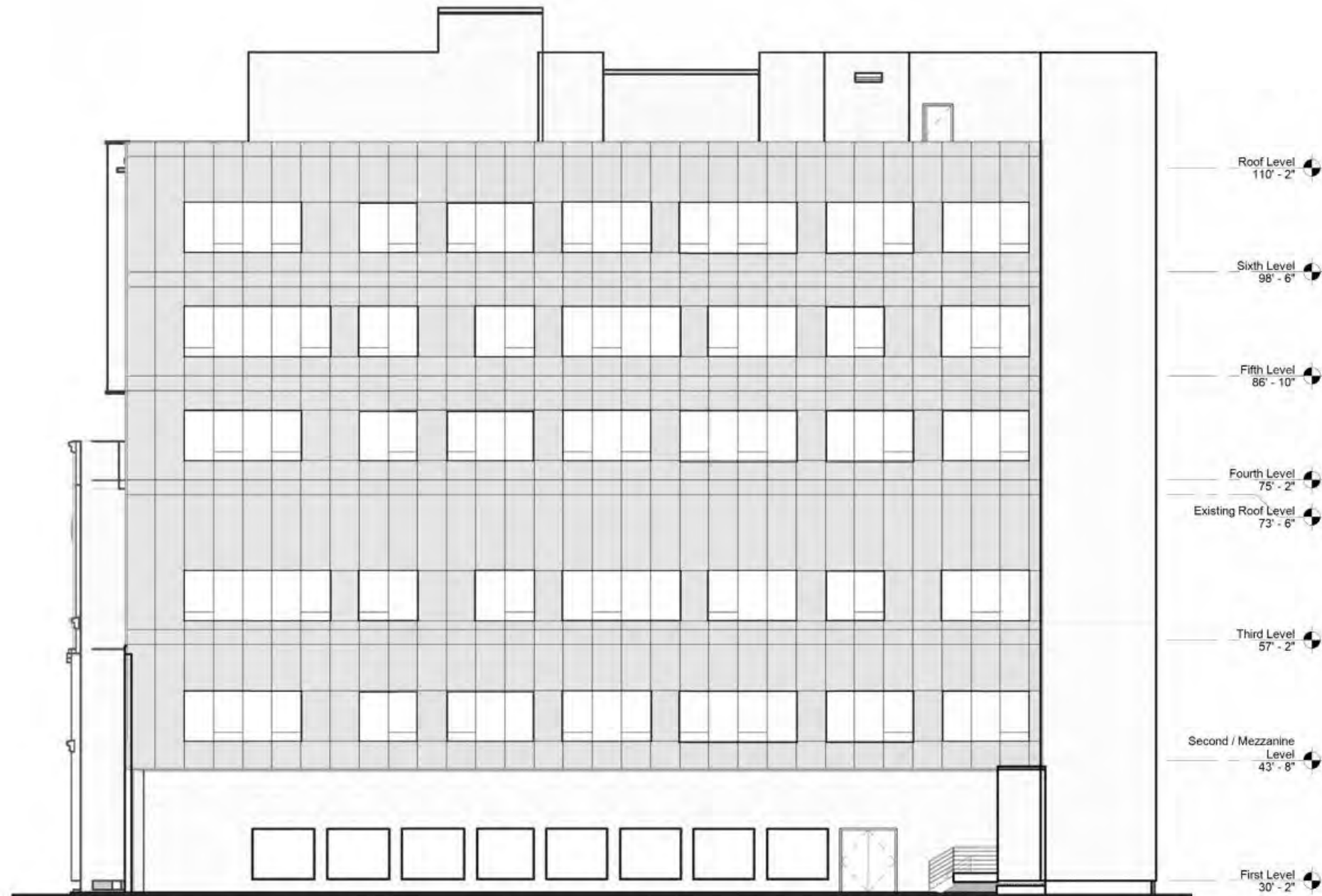
# Proposed South Facade



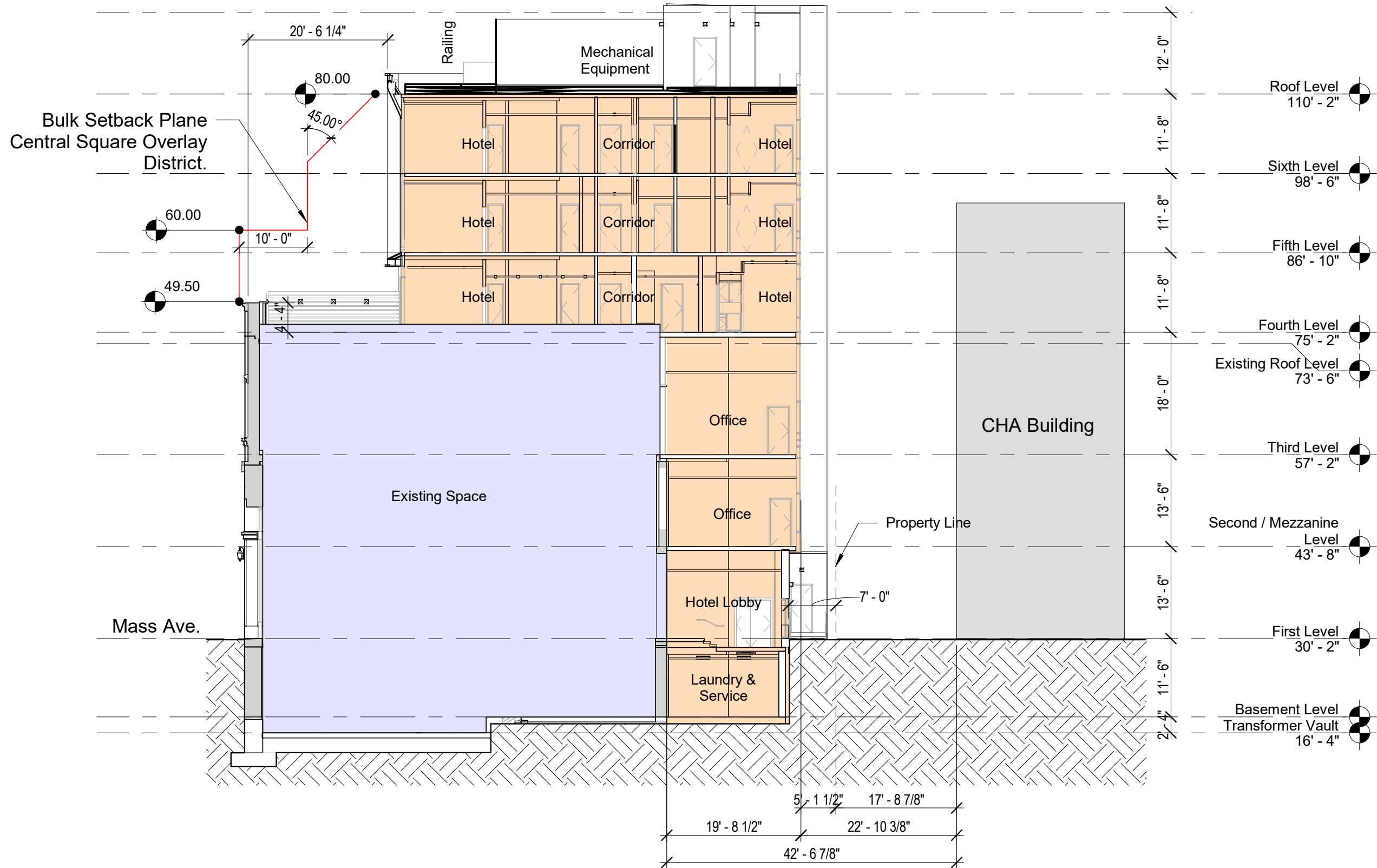
# Proposed East and West Facades



# Proposed North Facade



# Proposed Building Section(s) with Setback Diagrams



# Proposed Renderings



View from Massachusetts Ave Looking West



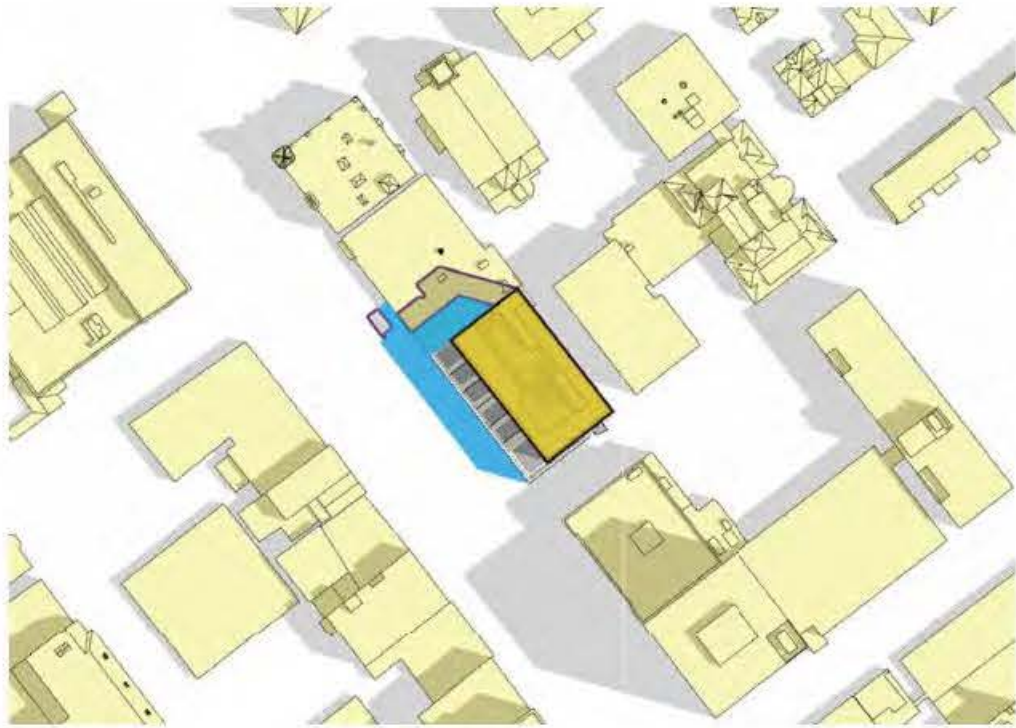
View from Massachusetts Ave Looking East



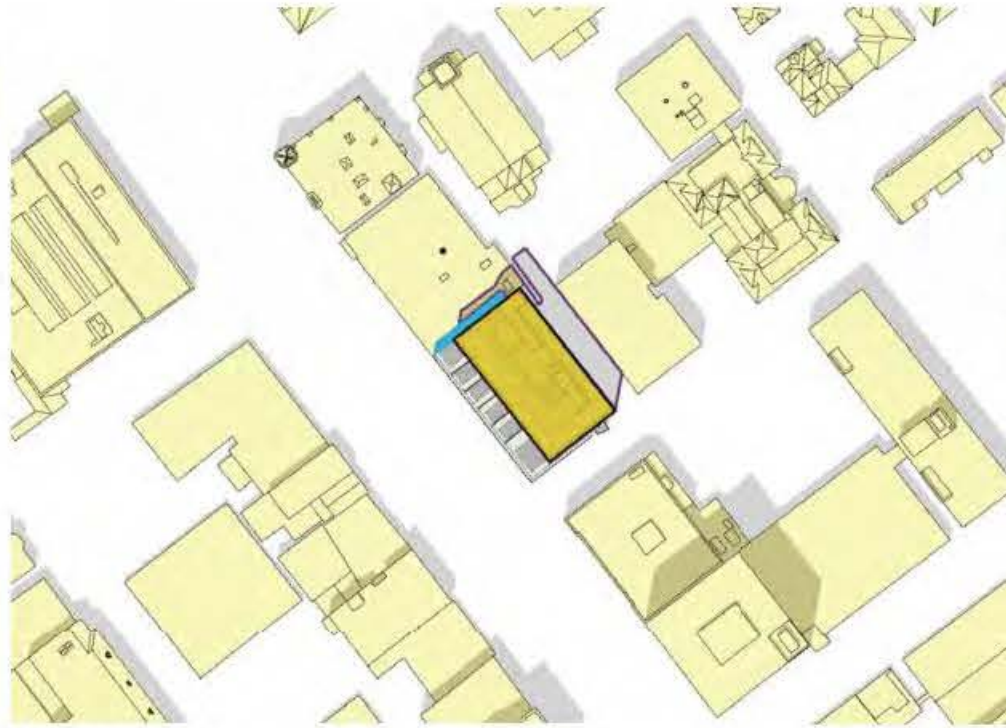
View from Temple Street



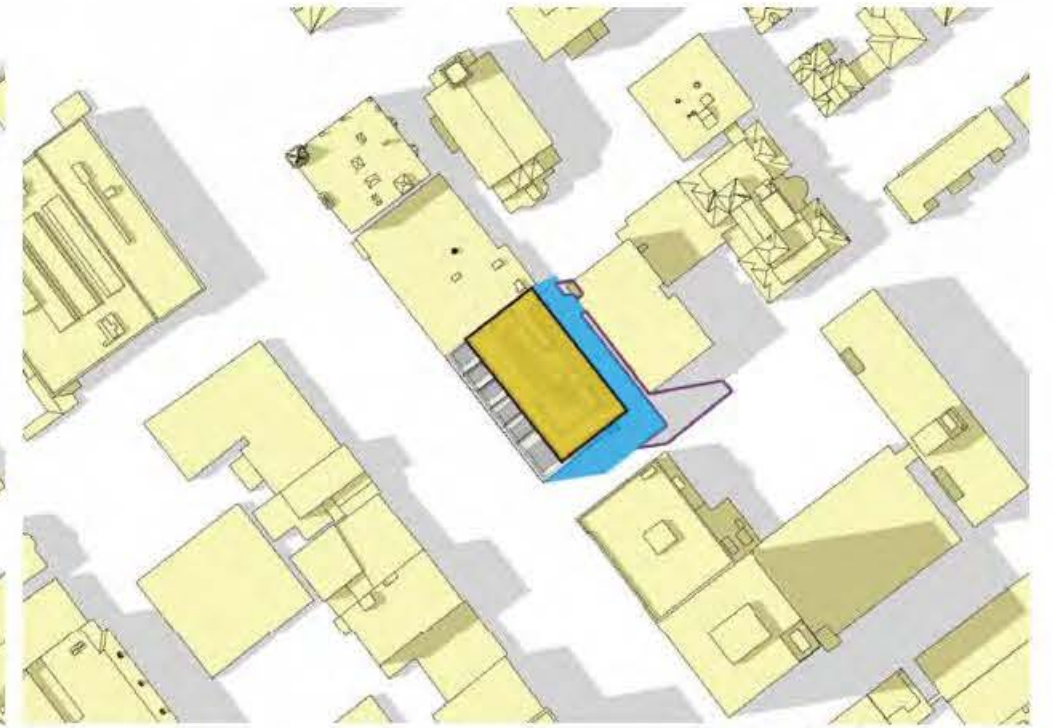
# Shadow Study



9:00 am

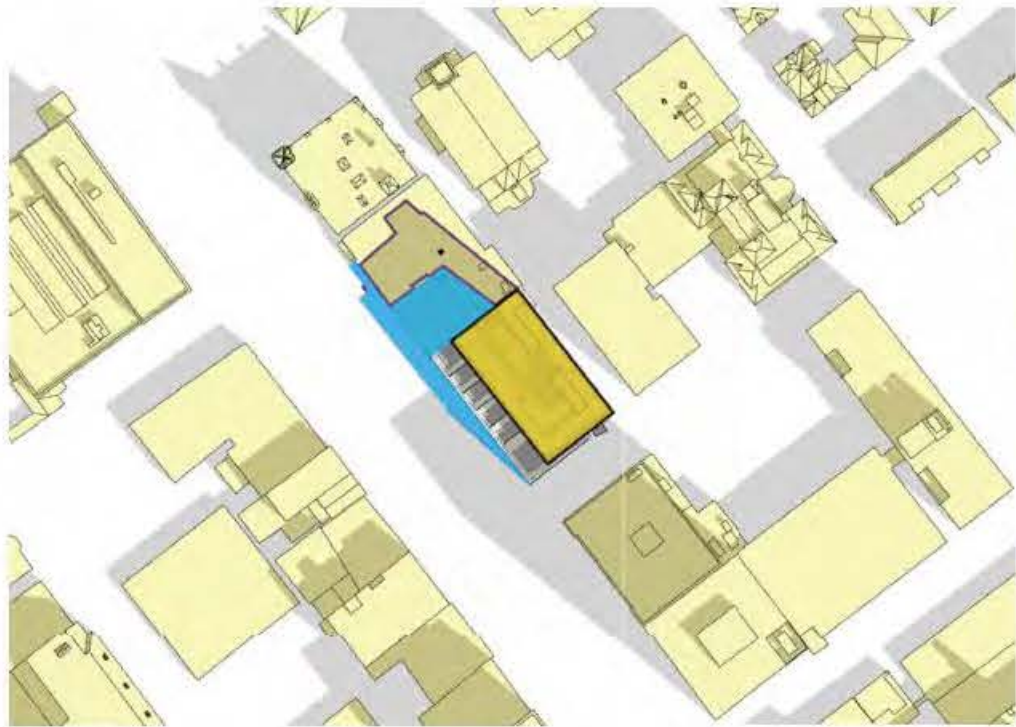


12:00 pm



3:00 pm

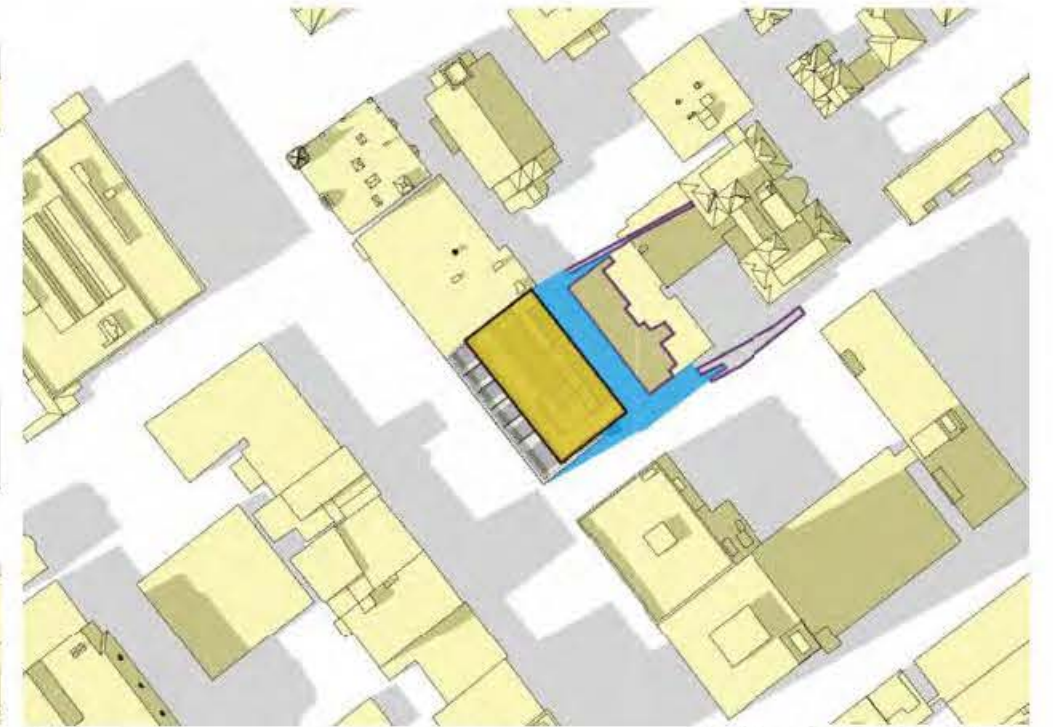
Shadow Study: June 21



9:00 am




12:00 pm



3:00 pm

Shadow Study: Sep 21

 Additional shadow cast by proposed addition

 Shadow cast by existing building

# Shadow Study



9:00 am



12:00 pm

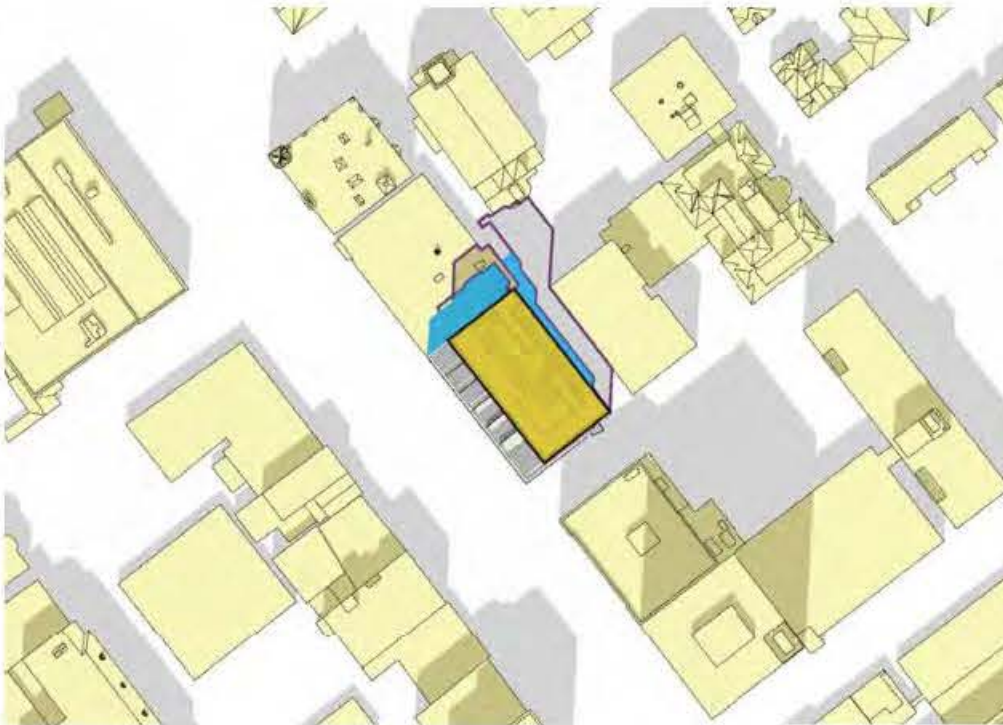


3:00 pm

Shadow Study: Dec 21



9:00 am




12:00 pm



3:00 pm

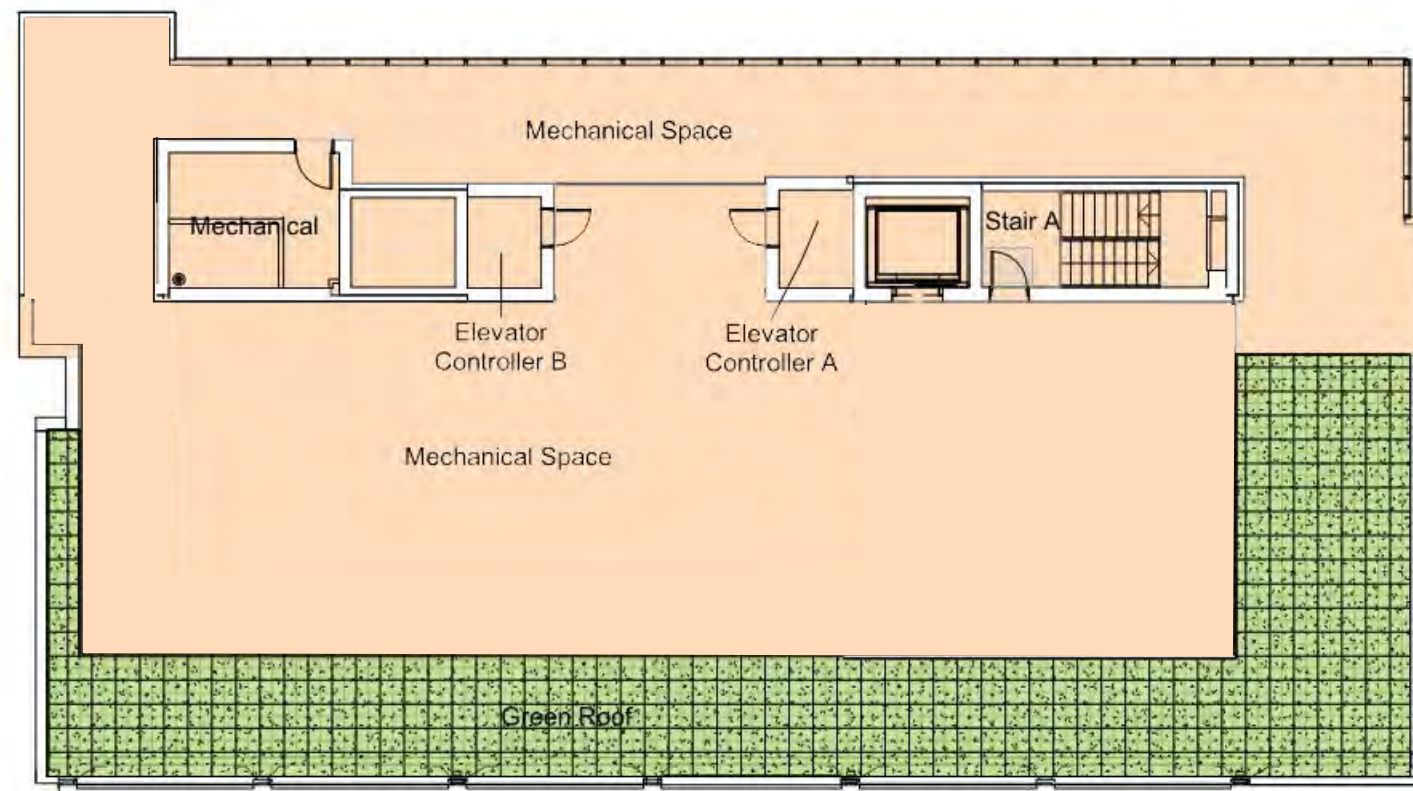
Shadow Study: March 21

 Additional shadow cast by proposed addition

 Shadow cast by existing building

ZBA  
RELIEF DENIED

# Alternative - Proposed Roof Plan

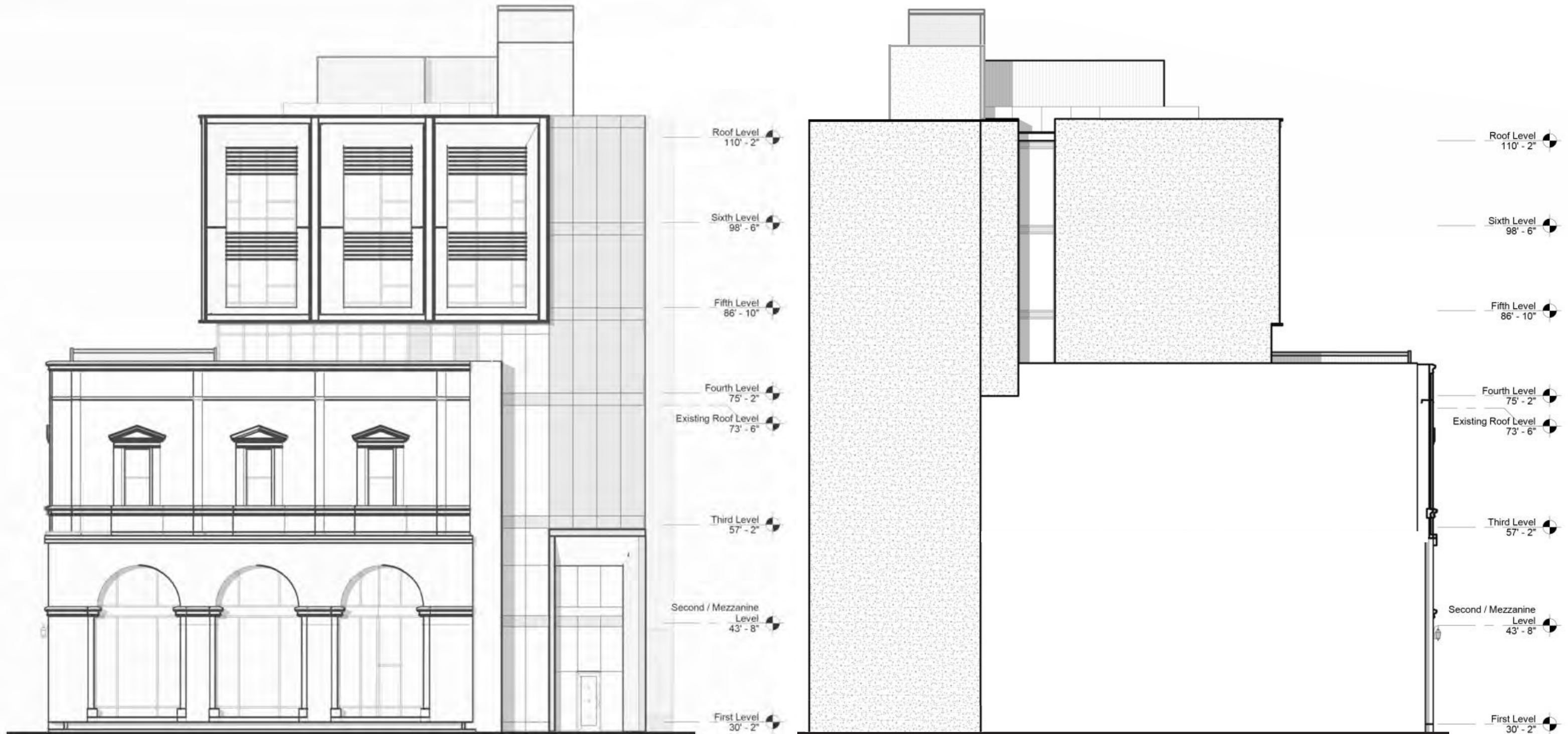


- New
- Existing

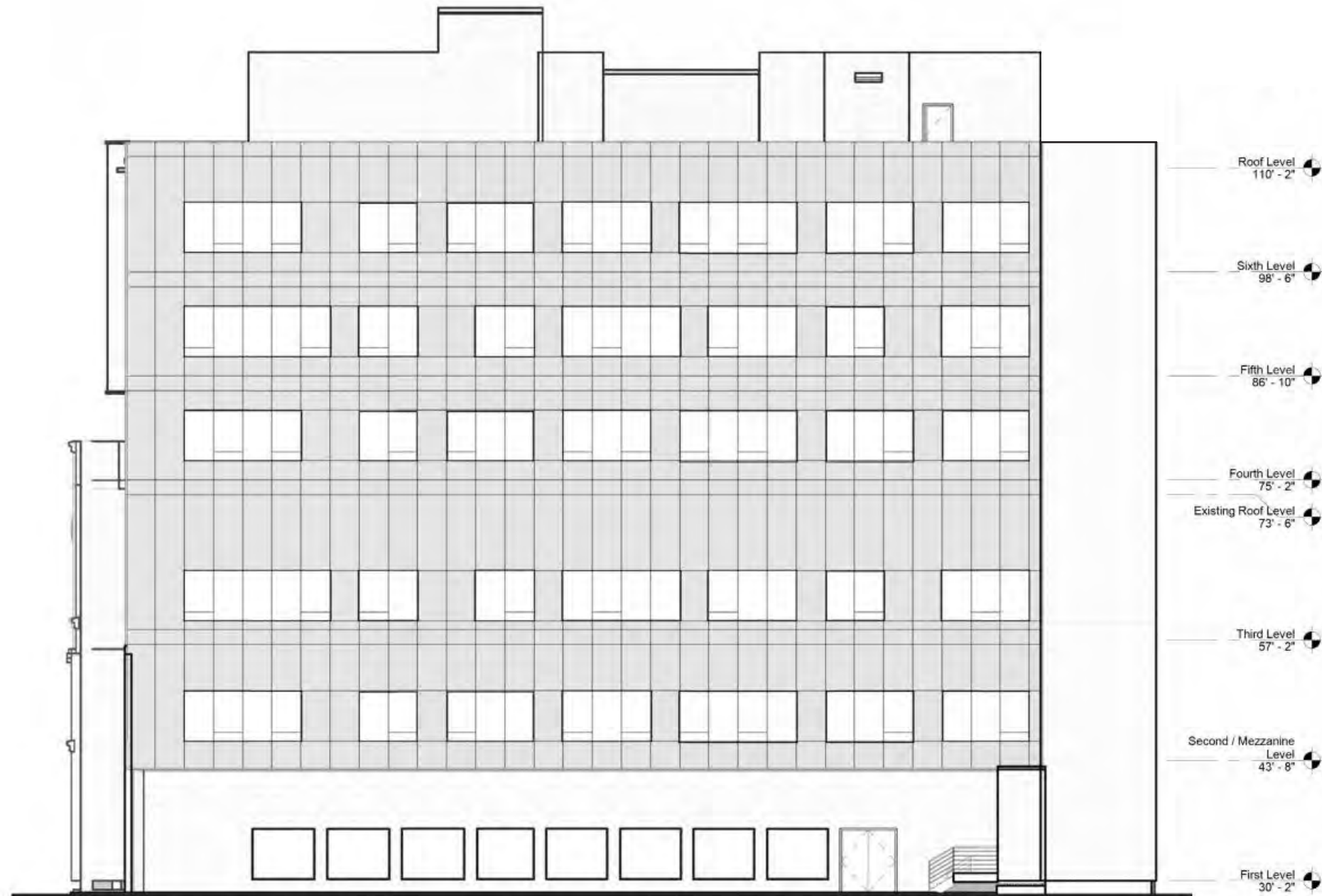
# Alternative - Proposed South Facade



# Alternative - Proposed East and West Facades



# Alternative - Proposed North Facade





September 11, 2019

Ref: 14365.00

Mr. Joseph Barr  
 Mr. Adam Shulman  
 Traffic, Parking, and Transportation Department  
 City of Cambridge  
 344 Broadway  
 Cambridge, MA 02139

Re: 727 Massachusetts Avenue Project  
 Request for Special Permit Application Review

Dear Mr. Barr and Mr. Shulman:

Chevron Partners has retained VHB to prepare for your consideration transportation information and analyses that support the ongoing review of a Special Permit application for the proposed 727 Massachusetts Avenue Project in Cambridge, Massachusetts. The Project considers the renovation and expansion of the existing Cambridge Gas and Light Building on Massachusetts Avenue. The proposed Project comprises a 24,500 SF, 37-room boutique hotel addition to the existing 24,100 SF building (the "Project"). Modest modification to existing office and retail uses with the building are also planned. **Table 1** summarizes the net-new square footage as a result of the Project.

**Table 1: Proposed Net-New Project Program**

<b>Project Component</b>	<b>Existing Condition (SF)</b>	<b>Proposed Building (SF)</b>	<b>Net-New (SF)</b>
<b>Office</b>	21,200	18,700	(-2,400)
<b>Retail</b>	2,900	3,100	200
<b>Hotel</b>	0	24,500	24,500
<b>Total</b>	24,100	46,300	22,300
<b>Parking Spaces</b>	0	0	0
<b>Bicycle Parking Spaces</b>	0 long-term spaces 0 short-term spaces	16 long-term spaces 0 short-term spaces	16 long-term spaces 0 short-term spaces <sup>1</sup>

<sup>1</sup>The proponent would like to seek approval from the City to make a contribution towards parking on public property in lieu of on-site bicycle parking(as permitted under Cambridge Zoning Ordinance Section 6.104.2b). The City of Cambridge Bicycle Parking Guidelines indicate that 6 short-term bicycle parking spaces would sufficiently support this Project Program.

Engineers | Scientists | Planners | Designers

99 High Street  
 10th Floor  
 Boston, Massachusetts 02110  
 P 617.728.7777  
 F 617.728.7782





Although this Project does not trigger the zoning threshold that would require the Proponent to prepare, submit and receive certification for a Transportation Impact Study (TIS), the Proponent has worked with TP&T to present important transportation considerations that will be made to ensure that the Project will operate effectively and that any identified impacts are appropriately mitigated. Transportation-focused meetings were held with City Staff on both Tuesday, December 18, 2018 and again on Wednesday, March 20, 2019 to discuss scope of the Project, site access and circulation considerations and potential mitigation actions.

Understood from these meetings and further discussions with TP&T; the key components that need to be addressed to proceed to the Planning Board include those transportation elements that pertain to the review and approval of the Special Permit application.

As such, the following sections provide supplemental information and supporting analysis related to the following Project elements:

1. Off-Street Parking
2. Loading/Service
3. Bicycle Parking Accommodations
4. Proposed Mitigation Commitments
  - Transportation Demand Management
  - Improved Bicycle Lane Concept Planning Support

Each of these items is presented and discussed in greater detail below.

### **Special Permit Application Requests: Parking & Loading**

According to the Central Square Overlay District Cambridge Zoning Ordinance, all uses within the existing building are exempt from parking and loading requirements. For all uses to be located within the building's new addition, parking and loading requirements are as follows:

#### Parking Requirements

- › Hotel – 0.25 parking spaces per room
- › Office – 0.90 parking spaces per 1,000 SF

#### Loading Requirements

- › Hotel – more than 10,000 SF requires 1 loading area
- › Office – more than 10,000 SF requires 1 loading area

No dedicated off-street parking spaces or loading area is being implemented as part of the Project. **Table 2** identifies areas that are exempt from the parking and loading requirements and presents the required parking and loading required per zoning based on the areas that have been calculated to not be exempt.



The Proponent seeks a Special Permit to allow for the new addition to be constructed without the parking and loading summarized below on site.

**Table 2: Parking and Loading Requirements**

<b>Project Component</b>	<b>Proposed Building (SF)</b>	<b>Exempt Areas</b> <i>(Uses within Existing Building)</i>	<b>Non-Exempt Areas</b> <i>(Uses within the New Addition)</i>	<b>Parking Spaces Required<sup>1</sup></b>	<b>Loading Area Required<sup>2</sup></b>
<b>Office</b>	18,700	15,500	3,200	3	0
<b>Retail</b>	3,100	3,100	0	0	0
<b>Hotel</b>	<u>24,500</u>	<u>4,500</u>	20,000 <i>(33 sleeping rooms)<sup>3</sup></i>	<u>9</u>	<u>1</u>
<b>Total</b>	<b>46,300</b>	<b>23,100</b>	<b>23,200</b>	<b>12</b>	<b>1</b>

<sup>1</sup> Office: 0.9 parking spaces per 1,000 SF

Hotel: 0.25 parking spaces per "sleeping room"

<sup>2</sup> Office: more than 10,000 SF requires 1 loading area

Hotel: more than 10,000 SF requires 1 loading area

<sup>3</sup> 33 "sleeping rooms" was assumed for the parking requirements where there are 30 hotel rooms located within the new addition (9 studios, 18 1-bedrooms, and 3 two-bedrooms)

### **Off-Street Parking**

As summarized in **Table 2**, the Project requires 9 off-street parking spaces and 1 loading area to comply with zoning. The Proponent will be seeking relief as part of their Special Permit requesting that these specific provisions be waived. However, the Proponent has worked with their design team and the City to develop an appropriate operations plan to ensure that both its parking and loading/service needs are accommodated and do not present adverse impacts to the surrounding area and abutting businesses and residents.

Chevron Partners is committed to exploring possible agreements with nearby parking operators to have the ability to secure the availability of parking for up to 20 parking spaces to support future hotel and office operations for both staff and patrons. The hotel operator will provide information to its guests electronically as part of the reservation process so that it is clear where those with automobiles should park when staying at the hotel.

### **Loading/Service**

In order to safely serve loading and drop-off/pick-up activity that is expected to occur at the 727 Mass Ave site, the proponent would like to propose a loading and drop-off/pick-up area be provided on the west curb of Temple Street. Such location removes all designated loading and drop-off/pick-up activity off of Massachusetts Avenue and away from the existing bicycle lane. This mitigation would require the relocation of existing metered on street parking from the east curb to the west curb allowing for:



- › Increase in overall number of parking spaces (+3)
- › Implementation of Parking Passport Application
- › Removal of four existing meters on a narrow sidewalk (east curb)
- › Signage added on the west curb for relocated parking

The Proposed loading and drop-off/pick-up area on Temple Street is intended to serve as an amenity to the Central Square neighborhood and is expected to be used by local businesses and residents as well as the proposed hotel. **Figure 1** provides an illustration of the proposed Loading Zone and related modifications to curb use on Temple Street.

### **Bicycle Parking Accommodations**

The Project will include bicycle facilities conforming to City of Cambridge design guidelines. **Figure 2** presents the layout of the secure long-term bicycle areas on site. The bicycle parking is generally located in the northern corner of both the ground floor as well as the basement level. Both are located in convenient proximity to the external pedestrian doorway into the building. It is intended that the design will provide a quality facility for users including Shower/changing facilities available in the building. Bicycle parking conforming to and exceeding the City of Cambridge design guidelines will be provided for 16 long-term bicycle parking spaces. In addition, the ability to provide short-term bicycle parking for 6 bicycles was analyzed at locations in close proximity to the building pedestrian entrances. **Figure 3** demonstrates the inability to provide on-site short-term bicycle parking conforming with the City of Cambridge design guidelines due to site constraints. The proponent would like to seek approval from the City to make a contribution towards parking on public property in lieu of on-site bicycle parking, in accordance with the provisions of CZO Section 6.104.2.b.

### **Ongoing Cooperation**

#### Massachusetts Avenue Bicycle Lane Concept

The City asked the Proponent to study the potential to implement improved bicycle lane improvements along a portion of the Massachusetts Avenue corridor, including a segment of this roadway adjacent to the Project site. The goal of that effort is to develop a solution that would deter illegal drop-off activity, ride hailing and loading activity at this location and to better protect bicyclists. As a means to provide transportation mitigation for the Project, the Proponent provided preliminary studies and would be amenable to cooperating with City planning efforts to implement improved bicycle lane concepts for a larger segment of the Massachusetts Ave corridor between Prospect Street and Bigelow Street.

#### Transportation Demand Management

The Project Proponent is committed to optimizing the transit-oriented opportunity afforded by the Project site to minimize auto travel and encourage alternative travel modes. The removal of auto parking from the site is expected to have a positive impact in this regard. Further, in light of the very limited bicycle accommodations in the existing building, the provision of bicycle parking in compliance of zoning requirements is expected to also have a positive impact.

Mr. Joseph Barr  
Ref: 14365.00  
September 11, 2019  
Page 5



The Proponent will support a program of transportation demand management (TDM) actions to seek to reduce single occupancy vehicle (SOV) automobile trips, encourage car/van-pooling, and expand the use of transit, biking and walking.

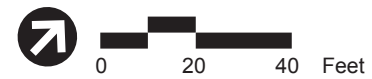
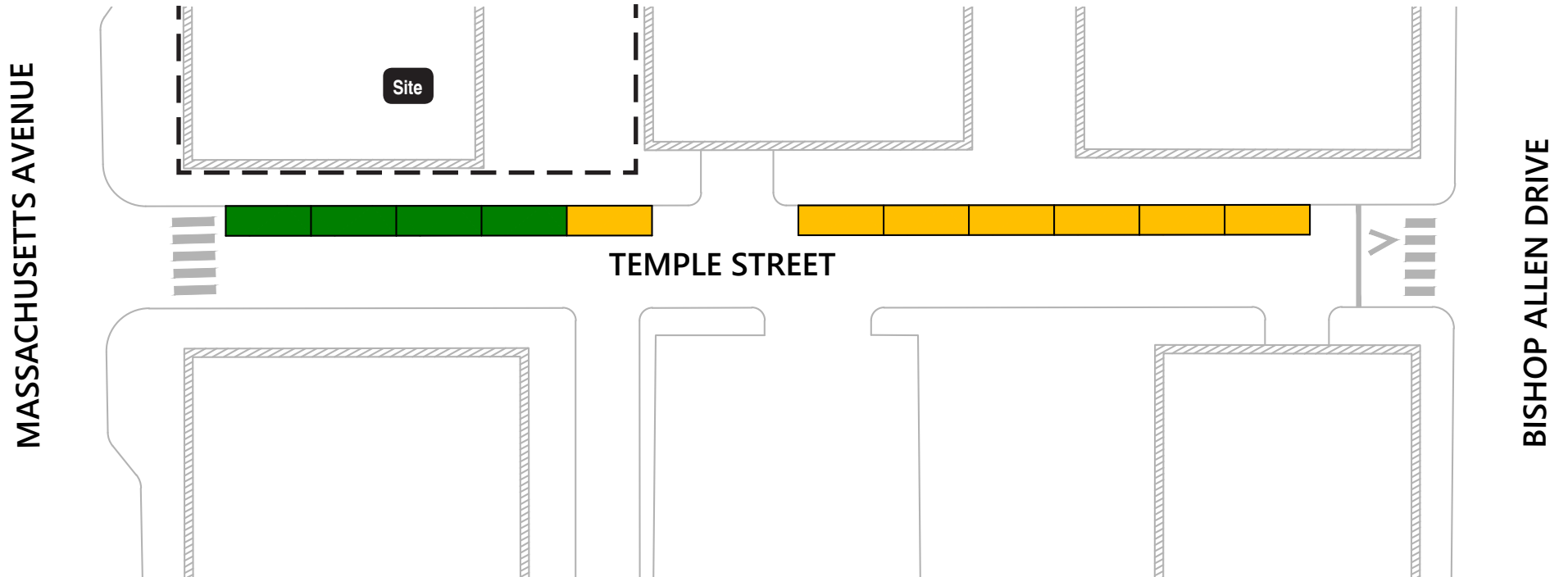
We trust that the foregoing proposed Project, Special Permits and mitigation commitments are consistent with your project understanding and we will be pleased to provide any additional information you might require. Please feel free to contact myself if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean Manning", written over a light grey rectangular background.

Sean Manning PE, PTOE  
Director of Transportation Planning & Operations  
[smanning@vhb.com](mailto:smanning@vhb.com)

cc: Julian Bluemle, Chevron Partners  
Chelsea Bouchard, VHB





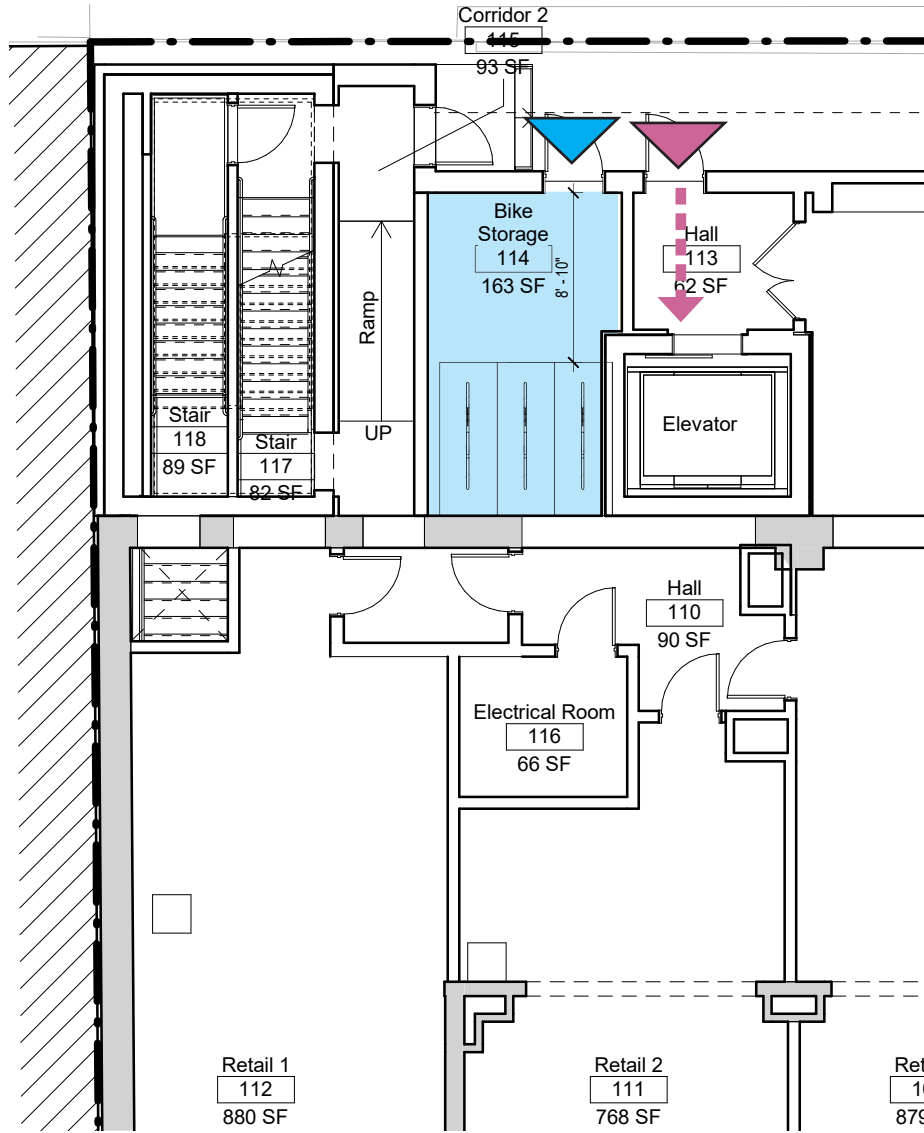
-  Loading, Drop-Off/Pick-Up Spaces
-  Metered Spaces

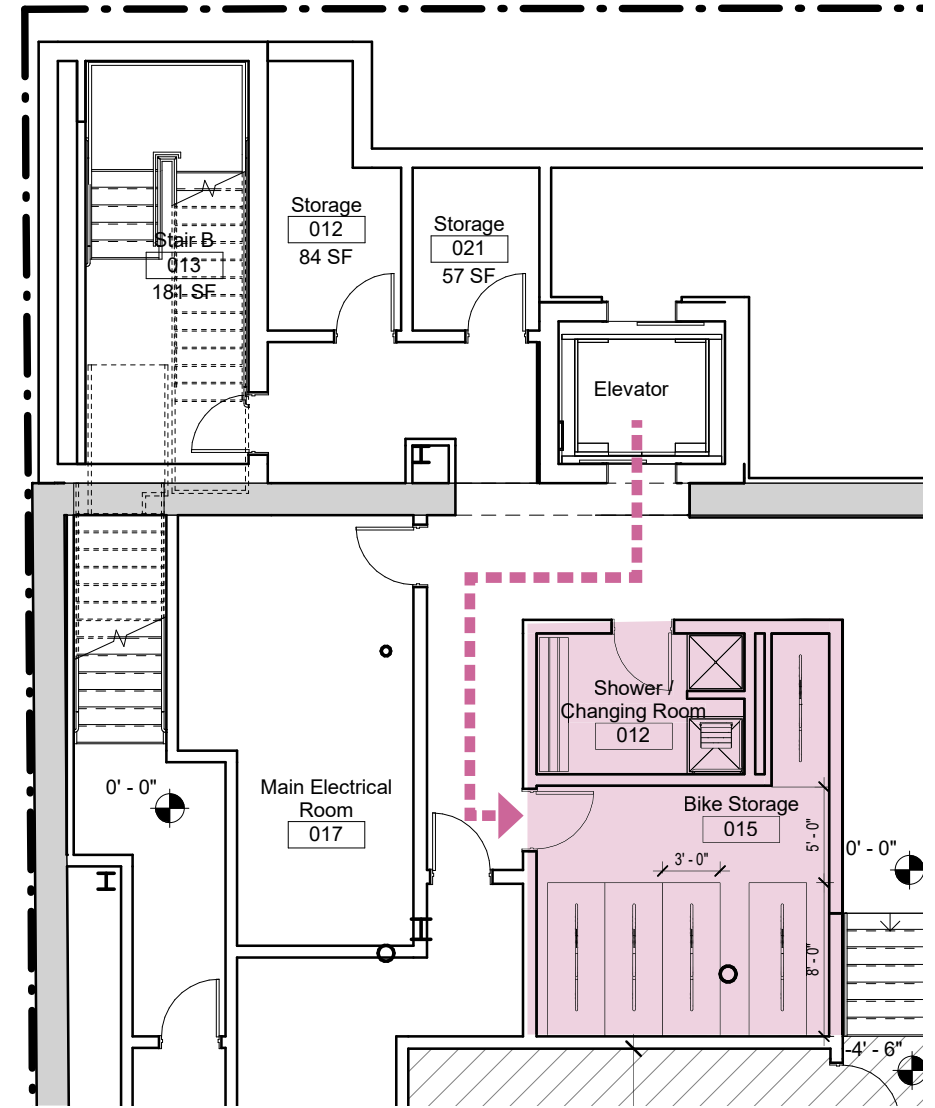


Figure 1  
Temple Street: Proposed Drop-Off/  
Pick-Up/Loading Area



**727 Massachusetts Avenue  
Cambridge, Massachusetts**



First Floor Plan



Basement Floor Plan

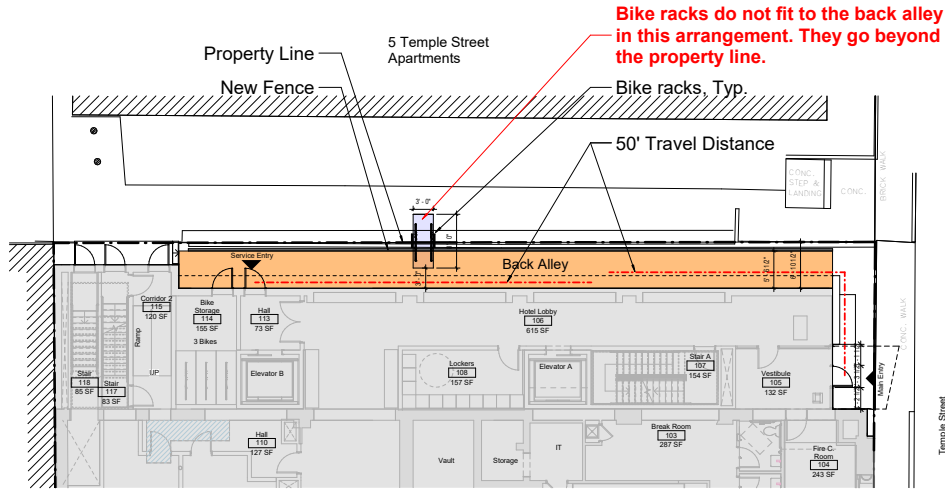
-  Pedestrian Access to Ground Level long-term bicycle storage
-  Pedestrian Access to Basement Level long-term bicycle storage

Source: Finegold Alexander Architects



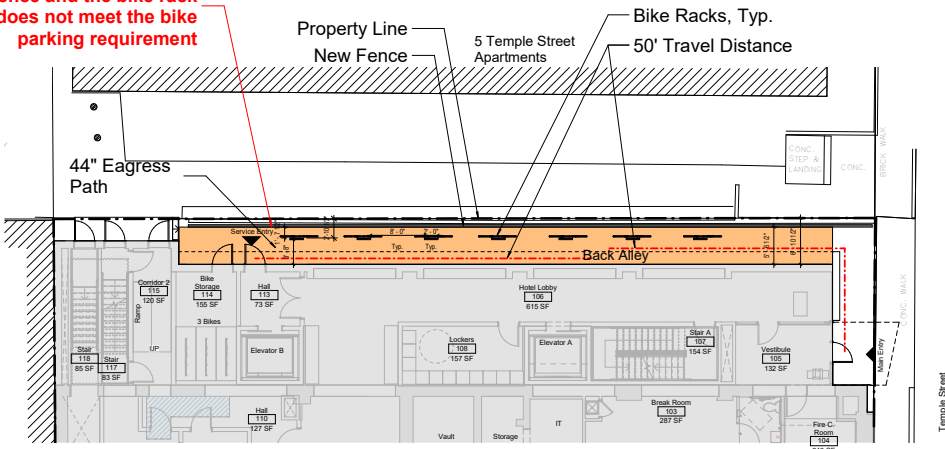
Figure 2  
Long-Term Bicycle Parking

727 Massachusetts Avenue  
Cambridge, Massachusetts



1 01 First Floor Plan Option 1 - Racks Aligned Side by Side  
1/8" = 1'-0"

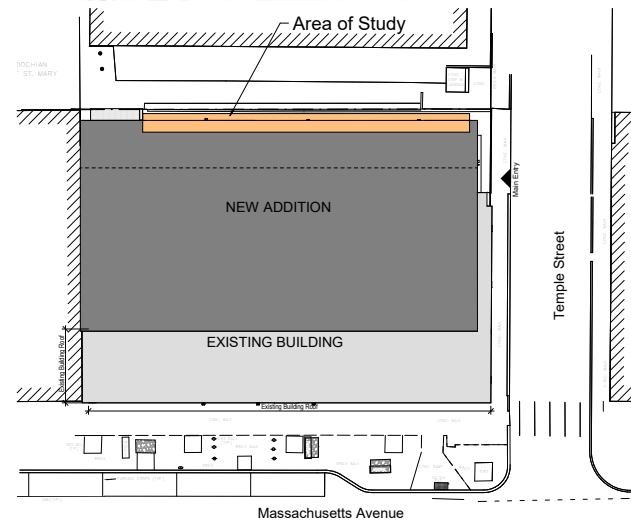
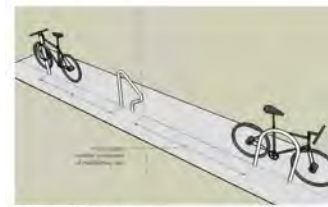
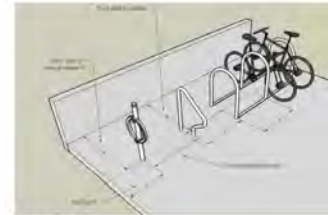
**Dimension between the fence and the bike rack does not meet the bike parking requirement**



2 01 First Floor Plan Option 2 - Racks Aligned End by End  
1/8" = 1'-0"

**LAYOUT DIMENSIONS**

Proper layout of bicycle racks is essential to ensure that they will safely and conveniently accommodate the intended number of bicycles. Layout must follow these minimum dimensions:



3 00 Architectural Site Plan - Bike Study  
1/16" = 1'-0"



Figure 3  
Demonstration of Inability to Provide Short-Term Bicycle Parking

**727 Massachusetts Avenue  
Cambridge, Massachusetts**

# 727 Massachusetts Avenue



September 10, 2019

WSP

Sustainability Narrative





## Contents

- I. Project Description
- II. Affidavit
- III. LEED Checklist
- IV. Narrative for LEED Credits
  - A. Location and Transportation
  - B. Sustainable Sites
  - C. Water Efficiency
  - D. Energy and Atmosphere
  - E. Materials and Resources
  - F. Indoor Environmental Quality
  - G. Innovation in Design Credits
  - H. Regional Priority Credits



**I. PROJECT DESCRIPTION**

727 Mass Ave is slated to provide New Construction office space and a boutique hotel above ground floor retail and renovation of the existing Bank of America in the Central Square neighborhood. This project is meeting the Special Permit application requirement with a minimum LEED v4 Gold Certification for New Construction and Major Renovation. The project is currently tracking 60 points and 4 points that are “potential” points. The “potential” points may be achieved over the course of the design development and will be included in the Building Permit application.

**II. AFFIDAVIT**

I, Audrey Ng, do hereby affirm that I have thoroughly reviewed the supporting documents for LEED v4 New Construction, and confirm that 727 Mass Ave meets the requirement for Gold with 60 points and 4 possible points. 727 Mass Ave Cambridge, MA has been designed to meet the green building requirement under Article 22.20 of the Cambridge Zoning Ordinance.





**III. LEED VERSION 4 FOR NEW CONSTRUCTION CHECKLIST**

- A. Please see attached LEED v4 checklist.
- B. The project meets the Gold certification requirement achieving 60 points and 4 possible points.

Location and Transportation	[13 points]	
Sustainable Sites	[7 points]	
Water Efficiency	[6 points]	
Energy and Atmosphere	[9 points]	[2 possible points]
Materials and Resources	[11 points]	
Indoor Environmental Quality	[10 points]	[1 possible point]
Innovation and Design Process	[4 points]	
Regional Priority	[0 points]	[1 possible point]
-----		
<b>Total Points</b>	<b>[60 points]</b>	<b>[4 possible points]</b>

**IV. NARRATIVE FOR LEED CREDITS**

The 727 Mass Ave Project fulfills all the prerequisites for all categories.

**A. LOCATION AND TRANSPORTATION**

**LTC1: Sensitive Land Protection** [2 points]

The project site is located on land that has been previously developed and does not currently qualify as sensitive land.

**LTC3: Surrounding Density and Diverse Uses** [5 points]

The location is accessible to Central Square, which each include a variety of necessary amenities, such as grocery, drug store, places of worship among many others.

**LTC4: Access to Quality Transit** [5 points]

The site is located within ¼ mile of the Harvard red line Massachusetts Bay Transit Authority subway stop. It also sits within a close walk of several bus lines providing access to surrounding neighborhoods and downtown Boston.

**LTC5: Bicycle Facilities** [1 point]

727 Mass Ave will provide ample covered, secure bicycle spaces within the building. The number of bike spaces exceeds the minimum requirement of 5% of building occupants. The project also provides shower and changing facilities accessible to all full-time employees.

**LTC6: Reduced Parking Footprint** [1 point]

The project will not provide any parking spaces on site.



## **B. SUSTAINABLE SITES**

### **SSP1: Construction Activity Pollution Prevention [Required]**

727 Mass Ave design documents include an erosion and sedimentation plan that complies with both local code and the EPA Construction General Permit that addresses all construction activities associated with the project.

### **SSC1: Site Assessment [1 point]**

The project will conduct a site assessment that focuses on environmental features of the site to help them identify opportunities for sustainable site development.

### **SSC2: Site Development – Protect or Restore Habitat [2 points]**

The project will restore the vegetated portions of the site with native species and additionally provide financial support to a local land conservation trust.

### **SSC5: Heat Island Reduction [2 points]**

The project will reduce its contribution to the heat island effect by utilizing paving materials with an initial SRI of at least 28 and roofing materials with initial SRI of at least 82.

### **SSC6: Light Pollution Reduction [1 point]**

The project will ensure that all exterior lighting complies with the limitations of the upright-backlight-glare method to reduce the amount of disrupting, ambient light in the area.

## **C. WATER EFFICIENCY**

### **WEP1: Outdoor Water Use Reduction [Required]**

727 Mass Ave will implement an irrigation system that utilizes efficient technology and planting strategy to reduce the amount of outdoor, potable water use by a minimum of 30%.

### **WEP2: Indoor Water Use Reduction [Required]**

727 Mass Ave will utilize high efficiency fixtures to reduce indoor water by at least 20%.

### **WEP3: Building-Level Water Metering [Required]**

Permanent, building-level water meters will be installed in the project to encourage more sustainable water management strategies. Ownership will commit to sharing usage data collected from the water meters to USGBC to be tracked and analyzed.

### **WEC1: Outdoor Water Use Reduction [2 points]**



In addition to the required minimum of a 30% reduction, 727 Mass Ave will utilize native, tolerant planting species alongside a rainwater reclaim system to reduce the need for potable irrigation all together.

**WEC2: Indoor Water Use Reduction** [5 points]

The project will pursue a 35% reduction in indoor water use from the calculated baseline by utilizing low flow showers, water closets, and faucets in all resident spaces.

**WEC4: Advanced Water Metering** [1 point]

727 Mass Ave will install at least two permanent water meters on the domestic hot water and cooling tower subsystems to further improve indoor water use management on-site.

**D. ENERGY AND ATMOSPHERE**

**EAP1: Fundamental Commissioning** [Required]

The project team will hire a commissioning agent to review and oversee the commissioning process activities including HVAC systems, refrigeration systems and controls, lighting, and domestic hot water systems.

**EAP2: Minimum Energy Performance** [Required]

WSP will be modeling the energy systems in order to evaluate the project's energy performance. The project will meet the minimum requirements of ASHRAE 90.1-2010 for major building components as well as achieve a minimum of a 5% improvement in the proposed building performance rating compared with the baseline building performance rating.

**EAP3: Building-Level Energy Metering** [Required]

727 Mass Ave will install building-level energy meters to measure total energy use of the project and encourage the project to monitor and improve on energy saving strategies. The Owner will commit to sharing usage data with USGBC for at least 5 years.

**EAP4: Fundamental Refrigerant Management** [Required]

The project will ensure that no Chlorofluorocarbon based refrigerants will be used.

**EAC2: Optimize Energy Performance** [5 points]

The energy model being developed by WSP will be used to estimate the total % in energy use by cost. The project has set a goal to achieve 7 points by reducing energy use by cost by 16%.

**EAC7: Green Power and Carbon Offsets** [2 points]



The project will engage in a contract that specifies the provision of 100% of the project's energy from green power, carbon offsets, or renewable energy certificates over the course of at least 5 years. This will total will be calculated using the results of the energy model.

## **E. MATERIALS AND RESOURCES**

### **MRP1: Storage and Collection of Recyclables [Required]**

727 Mass Ave will provide a designated location for the storage and collection on recyclables on-site. Recyclable materials will include at least mixed paper, corrugated cardboard, glass, plastics, and metals. The project will also provide a location for building users to recycle batteries and electronic waste.

### **MRP2: Construction and Demolition Waste Management Planning [Required]**

The project will develop a Construction and Demolition Waste Management plan that works to reduce waste disposed of in landfills. The plan will identify at least 5 materials to be diverted and provide details on storage, collection, and processing of these materials.

### **MRC1: Building Life-Cycle Impact Reduction [5 points]**

727 Mass Ave will achieve option 1 under this credit for reusing a historic building.

### **MRC2: BPDO – Environmental Product Declarations [2 points]**

The project will specify at least 40 products that have an Environmental Product Disclosure to help encourage transparency within the materials sector of the industry.

### **MRC4: BPDO – Material Ingredients [2 points]**

The project will specify at least 40 products that have an Health Product Disclosure to help encourage transparency within the materials sector of the industry.

### **MRC5: Construction and Demolition Waste Management [2 points]**

The project will develop a construction and demolition waste management plan that will divert at least 75% by weight or volume of total material from at least 4 waste streams.

## **F. INDOOR ENVIRONMENTAL QUALITY**

### **IEQP1: Minimum Indoor Air Quality Performance [Required]**

The project's mechanical ventilation systems will meet the requirements of ASHRAE 62.1-2010 sections 4-7 in order to provide and comfortable and healthy environment for all building occupants.



**IEQP2: Environmental Tobacco Smoke Control**

**[Required]**

727 Mass Ave will prohibit smoking inside and within 25 feet of building entrances to minimize the negative impacts of tobacco smoke on occupants' health, indoor surfaces, and ventilation systems.

**IEQC1: Enhanced Indoor Air Quality Strategies**

**[2 points]**

The project will design ventilation systems to incorporate advanced IAQ strategies in mechanically ventilated spaces, naturally ventilated spaces, and mixed-mode systems. This will promote a healthy, comfortable, and productive indoor environment for building occupants.

**IEQC2: Low-Emitting Materials**

**[2 points]**

727 Mass Ave will achieve 2 points for this credit by utilizing at least 4 materials of different categories that comply with emissions and content standards. Utilizing low-emitting materials will create a healthier, lower impact indoor space, as Volatile Organic Compounds can be harmful to air quality, human health and the environment.

**IEQC3: Construction Indoor Air Quality Management Plan**

**[1 point]**

The general contractor will develop a CIAQ Management Plan to promote wellness during construction.

**IEQC4: Indoor Air Quality Assessment**

**[2 points]**

An air quality test will be performed after the project is complete but prior to occupancy to ensure contaminant levels are safe. A flush out may be performed after construction to ensure the air test passes.

**IEQC5: Thermal Comfort**

**[1 point]**

The project will comply with ASHRAE 55 – 2010 to ensure thermal comfort for all occupants.

**IEQC6: Interior Lighting**

**[1 point]**

The lighting design will allow occupants to have full control over the lighting in occupied spaces to provide a more comfortable environment.

**IEQC9: Acoustic Performance**

**[1 point]**

The acoustic design will ensure that the parameters for HVAC background noise, sound isolation, reverberation time, and sound reinforcement and masking will be met to promote well being and productivity.

**G. INNOVATION IN DESIGN**

**[3 points]**



The project team is investigating which Innovation in Design credits will be most beneficial in reducing the environmental impact of the building and improve the occupant experience.

#### **H. REGIONAL PRIORITY**

##### **RPC1: Regional Priority**

**[0 points]**

The project does not currently achieve any of the available regional priority credits, but will continue to strive to meet these requirements.





**LEED v4 for BD+C: New Construction and Major Renovation**  
Project Checklist

Project Name: 727 Mass Ave  
9/10/2019

Y ? N

Y	0	3	Credit 1	Integrative Process	1
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<b>13</b>	<b>0</b>	<b>3</b>	<b>Location and Transportation</b>		<b>16</b>
			Credit	LEED for Neighborhood Development Location	16
1			Credit 1	Sensitive Land Protection	1
		2	Credit 2	High Priority Site	2
5			Credit 3	Surrounding Density and Diverse Uses	5
5			Credit 4	Access to Quality Transit	5
1			Credit 5	Bicycle Facilities	1
1			Credit 6	Reduced Parking Footprint	1
		1	Credit 7	Green Vehicles	1

<b>7</b>	<b>0</b>	<b>3</b>	<b>Sustainable Sites</b>		<b>10</b>
Y			Prereq 1	Construction Activity Pollution Prevention	Required
1			Credit 1	Site Assessment	1
2			Credit 2	Site Development - Protect or Restore Habitat	2
1			Credit 3	Open Space	1
		3	Credit 4	Rainwater Management	3
2			Credit 5	Heat Island Reduction	2
1			Credit 6	Light Pollution Reduction	1

<b>6</b>	<b>0</b>	<b>5</b>	<b>Water Efficiency</b>		<b>11</b>
Y			Prereq 1	Outdoor Water Use Reduction	Required
Y			Prereq 1	Indoor Water Use Reduction	Required
Y			Prereq 1	Building-Level Water Metering	Required
2			Credit 1	Outdoor Water Use Reduction	2
3		3	Credit 2	Indoor Water Use Reduction	6
		2	Credit 3	Cooling Tower Water Use	2
1			Credit 4	Water Metering	1

<b>9</b>	<b>2</b>	<b>22</b>	<b>Energy and Atmosphere</b>		<b>33</b>
Y			Prereq 1	Fundamental Commissioning and Verification	Required
Y			Prereq 2	Minimum Energy Performance	Required
Y			Prereq 3	Building-Level Energy Metering	Required
Y			Prereq 4	Fundamental Refrigerant Management	Required
		6	Credit 1	Enhanced Commissioning	6
7	1	10	Credit 2	Optimize Energy Performance	18
	1		Credit 3	Advanced Energy Metering	1
	2		Credit 4	Demand Response	2
	3		Credit 5	Renewable Energy Production	3
	1		Credit 6	Enhanced Refrigerant Management	1
2			Credit 7	Green Power and Carbon Offsets	2

<b>11</b>	<b>0</b>	<b>2</b>	<b>Materials and Resources</b>		<b>13</b>
Y			Prereq 1	Storage and Collection of Recyclables	Required
Y			Prereq 2	Construction and Demolition Waste Management Planning	Required
5			Credit 1	Building Life-Cycle Impact Reduction	5
2			Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarations	2
		2	Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
2			Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2
2			Credit 5	Construction and Demolition Waste Management	2

<b>10</b>	<b>1</b>	<b>5</b>	<b>Indoor Environmental Quality</b>		<b>16</b>
Y			Prereq 1	Minimum Indoor Air Quality Performance	Required
Y			Prereq 2	Environmental Tobacco Smoke Control	Required
2			Credit 1	Enhanced Indoor Air Quality Strategies	2
2		1	Credit 2	Low-Emitting Materials	3
1			Credit 3	Construction Indoor Air Quality Management Plan	1
2			Credit 4	Indoor Air Quality Assessment	2
1			Credit 5	Thermal Comfort	1
1	1		Credit 6	Interior Lighting	2
		3	Credit 7	Daylight	3
		1	Credit 8	Quality Views	1
1			Credit 9	Acoustic Performance	1

<b>4</b>	<b>0</b>	<b>2</b>	<b>Innovation</b>		<b>6</b>
3		2	Credit 1-5	Innovation	5
1			Credit 6	LEED Accredited Professional	1

<b>0</b>	<b>1</b>	<b>3</b>	<b>Regional Priority</b>		<b>4</b>
	1		Credit 1	Optimize Energy Performance (Threshold: 8)	1
		1	Credit 2	High Priority Site	1
		1	Credit 3	Rainwater Management (Threshold 2)	1
		1	Credit 4	Indoor Water Use Reduction (Threshold: 4)	1

<b>60</b>	<b>4</b>	<b>46</b>	<b>TOTALS</b>		<b>Possible Points: 110</b>
Certified: 40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum: 80 to 110					