

336-350 Rindge Avenue
Planning Board Submission - Narrative Volume
Cambridge, MA

09/15/ 2026

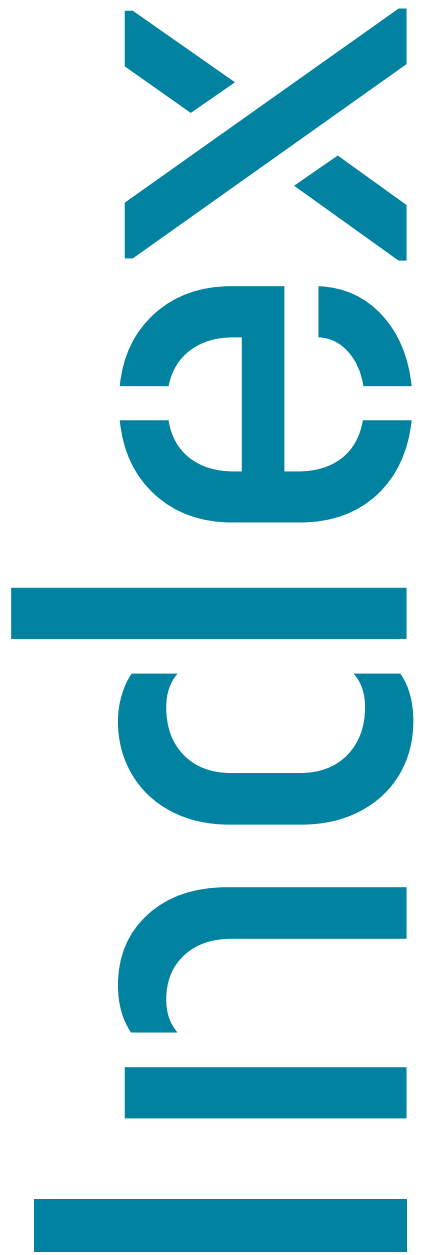


boston
communities



Weston & SampsonSM
design studio

PCA Architecture, Interiors + Planning



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PLANNING BOARD ADVISORY CONSULTATION – AFFORDABLE HOUSING OVERLAY

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

Project Address: 336-350 Rindge Ave, Cambridge MA

Applicant: 350 Rindge LLC, c/o Affordable Housing Services Collaborative, Inc., & Boston Communities LLC

Parcel Information – Provide one form for the entire parcel

	Existing	District Zoning Standards	AHO Zoning Standards	Proposed
Base Zoning District(s)	Residence C-1A (a)			
Overlay Zoning District(s)	Mixed Use Residential			
Lot Area, in sq. ft.	22,364 sq. ft.	None	None	22,364 sq. ft.
Gross Floor Area (GFA), in sq. ft.	8,261 sq. ft.	No min.	No min.	128,867 sq. ft.
Dwelling Units	4	No min. (b)	No min.	92
Affordable Dwelling Units	0	No min.	No min.	92
Total Open Space, in sq. ft.¹	0	15% [b]	15%	15.7%
Private Open Space	0	None	None [e]	0
Permeable Open Space	0	None	None [e]	0
Open Space above Ground Story	0	None	None [e]	0
Total Off-Street Parking Spaces	Unknown	No Min., No Max. (res) / 1/250 sf (retail)	No min.	17(h)
Provided on-site			0	17(h)
Provided off-site ²			0	0
Long-Term Bicycle Parking Spaces		96 (c)	96	100 (f)
Short-Term Bicycle Parking Spaces	0	12	12	24 (g)
Provided on-site				24 (g)
Fund contribution ³				0
Public Bicycle Sharing Stations⁴	0	N/A	N/A	No
Provided on-site	0	N/A	N/A	N/A
Provided off-site	0	N/A	N/A	N/A
Loading Bays	0	0	0	0

¹ Refer to Open Space provisions in Section 11.207.5.2.4 of the CZO.

² Refer to off-site parking provisions in 11.207.6.2 of the CZO.

³ Refer to Public Bicycle Parking Fund provisions in Section 6.104.2(b.) of the CZO.

⁴ Refer to Public Bicycle Sharing Station provisions in Section 11.207.6.4(d) of the CZO.

Attach additional calculations as necessary to explain any figures above.

(a) Project is located in a Residence C-1A zoning district

(b) Per Ordinance No. 2025-1

(c) Per section 6.107.3 (Schedule of Short Term Bicycle Parking Requirements)

(d) Per section 6.107.2 (Schedule of Long Term Bicycle Parking Requirements)

(e) Per amended 11.207.5.4 in Ordinance no. 2025-2

(f) 99 Long-term bike parking spaces are allocated to the Residential portion of the building, 1 space is to be allocated to Long-term bike parking for the retail space

(g) 21 of the short-term bike parking spaces are allocated for the Residential portion of the building, and 3 short-term bike parking spaces are allocated to the retail space.

(h) There are 3 additional proposed parking spaces within the public right of way, totaling 20 proposed parking spaces that will serve the building.

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Building Information – Provide *one form for each* existing or proposed building

RES C-1A	Existing	District Zoning Standards	AHO Zoning Standards	Proposed
Building Designation (per plans)	350 Rindge Ave			
Type of Alteration Proposed	Demolition of existing buildings/New Construction			
Building Use(s)	Residential/Retail	Residential/Retail	Residential/Retail	Residential/Retail
Ground Story Use(s)	Resi/Retail/Parking	Resi/Retail/Parking	Resi/Retail/Parking	Resi/Retail/Parking
Gross Floor Area (GFA), in sq. ft.	8,261 sf			128,867 sf
Dwelling Units	4			92
Affordable Dwelling Units	--			92
Stories Above Grade¹	varies	--	Refer to note (a)	10 Stories
Building Height, in ft.	varies	45' - 0"	100'	125'
Ground Story – floor-to-floor, in ft.	--	--	--	16' - 0"
Building Setbacks, in ft.	--	--	--	--
Front/Side/Rear Yard	3'-10 1/2"	10' - 0"	0'	10' - 0"
Front/Side/Rear Yard	1'-10 3/4"	5' - 0"	0'	5'-0"
Front/Side/Rear Yard	15'-9 3/4"	5' - 0"	5' -0"	10'- 0"
Front/Side/Rear Yard	--			
Distance to nearest building, in ft.	13'- 3 3/4"	--	--	17' - 6"
Building length along street, in ft.	--	--	--	180' - 2"
Fenestration, as % of façade area facing public street or open space	--	--	Min of 20% / Max of 25' between windows	26%
Ground Story only	--	--	--	25%

¹ Refer to Definitions in Article 2.000 of the CZO.

Attach additional calculations as necessary to explain any figures above.

(a) Per 11.207.5.2(g) If the height of an existing building on the AHO Lot, or on an abutting lot, exceeds the height limits in the previous paragraphs of this Section 11.207.5.2.1, then the height of the AHO Project may be increased, not to exceed the building height and Stories Above Grade of the existing building. In our case, the abutting lot contains the Fresh Pond Towers, which are 22 stories above grade.

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Applicant: 350 Rindge LLC, c/o Affordable Housing Services Collaborative, Inc., & Boston Communities LLC

Tenure:

- ☒ Rental housing
- ☐ Homeownership housing

Unit Affordability Summary ¹

	Units at or Below 80% AMI	Units 80% to 100 %AMI	Total
# of Units:	66	26	92
% of Units:	71%	29%	100%

¹ Refer to Section 11.207.3 in Article 2.000 of the CZO

Unit Size Summary:

	0-bedrooms	1-bedrooms	2-bedrooms	3-bedrooms	4+bedrooms	Total
# of Units:	--	33	35	24	--	92
Average size range (sf):	--	613 sf	859 sf	1,083 sf	--	829 sf
Smallest unit size (sf):	--	608 sf	834 sf	1,010 sf	--	--
Largest unit size (sf):	--	622 sf	911 sf	1,242 sf	--	--

Please describe other anticipated affordability restrictions, if applicable (voluntary):

26 Units at 30% AMI, 40% units at 60% AMI, 20 units at 80%, and 6 Units at 100% AMI.

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Graphics Checklist

Review Section 11.207 and Section 19.47 of the CZO for all submission requirements.

Make sure that submitted graphic materials include the following information, at a minimum, to verify compliance with applicable sections of the AHO:

All maps, plans and elevation drawings should include:

- ☒ Graphic scale
- ☒ North arrow / orientation

Context maps should include:

- ☒ Streets and pedestrian/bicycle routes leading to and from the site
- ☒ Distance to public facilities in vicinity, including transit
- ☒ Buildings and uses on adjacent sites

N/A ☐ Distance to off-site parking, where proposed

Site plans or landscape plans should include:

- ☒ Lot boundaries
- ☒ Adjacent streets (labeled) and dimensions of adjacent public sidewalks
- ☒ Building footprints with locations of entrances/exits, labeled areas of ground story uses, dimensioned façade lengths, setbacks, and distances to nearest buildings
- ☒ Natural and other landscape features including trees and plantings
- ☒ Open space, dimensioned and labeled by type (private, green area, permeable, publicly beneficial)
- ☒ Proposed locations of light fixtures, specifying type
- ☒ Locations, dimensions, and screening of all mechanical equipment located on-site, including all screening (*Section 11.207.7.5 of the CZO*)
- ☒ Pedestrian and bicycle travel routes, dimensioned
- ☒ Curb cuts, vehicular drives, off-street parking, loading and service facilities, dimensioned (*Section 6.50 of the CZO*)
- ☒ Features of adjacent lots and buildings that abut the project site

Building floor plans, elevations, and cross-sections should include:

- ☒ Dimensioned floor plans labeling the uses in each portion of the building
- ☒ Dimensions (length and depth) of articulation and breaks in the façade plane (*Sections 11.207.7.2(c) and 11.207.7.3(b) of the CZO*)
- ☒ Dimensions of fenestration on façades facing public streets and open spaces (*Section 11.207.7.3(a) of the CZO*)
- ☒ Length of separation between windows and entrances on the ground story (*Section 11.207.7.4(c) of the CZO*)
- ☒ Dimensions (length, height, and depth from façade) of non-residential uses and parking proposed on the ground story (*Section 11.207.7.4 of the CZO*)
- ☒ Rooftop plans, elevations, and perspective views showing the locations, dimensions, and screening of all mechanical equipment (*Section 11.207.7.5 of the CZO*)

336-350 Rindge Avenue | Cambridge, MA

350 Rindge Avenue is a proposed 100% affordable housing development delivering 92 income-restricted units in a transit-oriented location near Alewife. The project combines a diverse unit mix, deeply affordable housing, and ground-floor retail, to create a sustainable and community-oriented development.



92
Total Units

100%
Affordable

10
Stories

5,000 SF
Ground Floor Retail

Key Highlights

- 92 units of 100% affordable housing across a mix of 1, 2, and 3-bedroom apartments
- Deep affordability with ~30% of units serving households at or below 30% AMI ; Overall affordability spans 30–100% AMI
- Unit mix: 36 one-bedrooms, 30 two-bedrooms, and 26 three-bedrooms
- Ground-floor retail (approx. 5,000 SF) to reintroduce the existing neighborhood grocery store
- Transit-oriented location just a 7 min walk/ 0.3 mile away from Alewife Station (Red Line)
- Formal permitting under the Cambridge Affordable Housing Overlay (AHO) to begin this spring
- 10-story building with resident amenities including fitness center, common work pods, community space, and common laundry rooms.
- Strong sustainability focus with all-electric systems - Passive House (PHIUS) and Enterprise Green Communities (EGC) certification target
- The parking design reflects the transit-rich location, with 17 off-street car spaces and 100 long-term bicycle spaces

Design & Neighborhood Context

The project includes approximately 128,000 square feet of new construction, with residential units above a vibrant ground floor retail space. At the street level, it creates an active, pedestrian friendly frontage anchored by neighborhood serving retail, including the return of a local grocery store to address a critical need for fresh, affordable, and convenient food access. Thoughtful streetscape improvements such as new trees, landscaping, and green infrastructure will enhance the sidewalk experience, creating a more inviting, shaded, and walkable environment. The design also strengthens neighborhood connectivity through a new pedestrian link between Rindge Avenue and the Fresh Pond Apartments.



Unit Mix

The project is deeply affordable with over 20% of units serving households at or below 30% AMI, with overall affordability spanning households earning between 30% and 100% of AMI.

Income Level	1 BR	2 BR	3 BR	Total Units
Workforce (<100% AMI)	2	2	2	6
LIHTC (<80% AMI)	8	6	6	20
LIHTC (<60% AMI)	16	12	12	40
LIHTC (<30% AMI)	10	10	6	26
TOTAL	36	30	26	92

Community Benefits

- Provides much-needed affordable housing
- Preserves and modernizes the existing local grocery store
- Improves the streetscape with new landscaping and street trees
- Activates the ground floor with neighborhood-serving uses

Development Team

August 7, 2026

City of Cambridge
Cambridge Community Development Department
344 Broadway
Cambridge, MA 02139

Re: 350 Rindge AHO Compliance Narrative

Below is a summary of 350 Rindge's design compliance with the standards set forth in the Affordable Housing Overlay Zoning Ordinance.

Project Summary

Boston Communities and Affordable Housing Services Collaborative seek to redevelop 336-350 Rindge Avenue in Cambridge into a 10-story mixed-use building. Conveniently located 0.2 miles from the Alewife T station, this transit-oriented site is located adjacent to many amenities including parks, schools, groceries, places of worship, and retail, making it the ideal location for development. The development team proposes the construction of a 10-story Passive House compliant building containing 92 income restricted rental units, a ~3,894 SF retail space for Ferro's Food Mart to return to and off-street parking for ~17 cars. All 92 proposed units are rent-restricted, with tiers ranging from 30% AMI to 100% AMI.

Affordability Standards

350 Rindge fulfills the core AHO requirement that all dwelling units be permanently affordable to households earning at or below 100% of the area median income. The AHO requires that at least 80% of units in a rental project be occupied by households at or below 80% AMI; 350 Rindge exceeds this, with 93.5% of units (86 out of 92) designated for households at or below 80% AMI. The development will utilize Low Income Housing Tax Credits, City of Cambridge Affordable Housing Trust Funds and a combination of resources from the Executive Office of Housing and Livable Communities.

Standards for Eligibility, Rent, and Initial Sale Price for AHO Dwelling Units

For rental AHO Dwelling Units:

(iii) Rent, including utilities and any other fees routinely charged to tenants and approved by the Housing Department, shall not exceed thirty percent (30%) of the gross household income of the AHO Eligible Household occupying the AHO Dwelling Unit or other similar standard pursuant to an applicable housing subsidy program which has been approved by the Housing Department.

The development will utilize Low Income Housing Tax Credits, which holds the same standards of rent, utilities and fees not exceeding 30% of the gross household income. 350 Rindge will be compliant with the above standard and will submit annual documentation certifying as such.

(iv) After initial occupancy, the gross household income of an AHO Eligible Household shall be verified annually, or on such other basis required by an applicable housing subsidy program which has been approved by the Housing Department, to determine continued eligibility and rent, in accordance with policies, standards, and procedures established by the Housing Department.

350 Rindge will be compliant with the above standard and will submit annual documentation certifying as such. Peabody Properties Inc. will serve as the property manager for this development and they are well versed in Low Income Housing Tax Credit Compliance and have no hesitations in their ability to maintain AHO compliance as well.

(v) An AHO Eligible Household may continue to rent an AHO Dwelling Unit after initial occupancy even if the AHO Eligible Household's gross household income exceeds the eligibility limits set forth above, but may not exceed one hundred twenty percent (120%) of AMI for more than one year after that Eligible Household's gross household income has been verified to exceed such percentage, unless otherwise restricted pursuant to an applicable housing subsidy program which has been approved by the Housing Department.

This requirement is understood and will be closely monitored by the property manager, Peabody Properties.

(vi) Notwithstanding the requirements set forth in (i) through (v) above, an owner may voluntarily choose to charge a lower rent than as provided herein for AHO Dwelling Units.

In collaboration with Peabody Properties, 350 Rindge will routinely assess the rents being charged and ensure that they are compliant and in line with all funding conditions.

(e) An AHO Project meeting the standards set forth herein as approved by the Housing Department shall not be required to comply with the Inclusionary Housing Requirements set forth in 11.203 of this Zoning Ordinance.

With the utilization of Low-Income Housing Tax Credits, 350 Rindge will exceed the income restriction requirements set forth by the Inclusionary Housing Requirements.

11.207.4 Use

(a) In all zoning districts, an AHO Project may contain single-family, two-family, townhouse, or multifamily dwellings as-of-right.

350 Rindge is proposed as a multifamily building, which is allowed as of right.

(b) An AHO Project may contain active non-residential uses on the ground floor as they may be permitted as-of-right in the base zoning district or the overlay district(s) that are applicable to a lot, which for the purpose of this Section shall be limited to Institutional Uses listed in Section 4.33, Office Uses listed in Section 4.34 Paragraphs a. through e., and Retail and Consumer Service uses listed in Section 4.35 that provide services to the general public.

The design for 350 Rindge is a 10 story, multifamily dwelling with ground floor retail that provides services to the general public and is permissible under the AHO. The underlying zoning will allow for the intended retail use via a special permit which will be applied for in conjunction with the AHO zoning.

11.207.5 Development Standards.

11.207.5.2 Dimensional Standards for AHO Projects.

11.207.5.2.1 Building Height and Stories Above Grade.

For an AHO Project, the standards set forth below shall apply in place of any building height limitations set forth in the District Development Standards.

(f) If the height of an existing building on the AHO Lot, or on an abutting lot, exceeds the height limits in the previous paragraphs of this Section 11.207.5.2.1, then the height of the AHO Project may be increased, not to exceed the building height and Stories Above Grade of the existing building.

The building reaches 10 stories, which is significantly lower than the neighboring 22-story Fresh Pond Apartments, reflecting a contextual response to the site.

11.207.5.2.2 Residential Density. There shall be no maximum FAR or minimum lot area per dwelling unit for an AHO Project.

11.207.5.2.3 Yard Setbacks.

(b) Front Yards. An AHO Project shall have no minimum front yard setback.

350 Rindge utilizes AHO provisions that eliminate minimum front and side yard setbacks, allowing the building to meet the street with its active retail and lobby frontage.

(c) Side Yards. An AHO Project shall have no minimum side yard setback.

350 Rindge utilizes AHO provisions that eliminate minimum front and side yard setbacks, allowing the building to meet the street with its active retail and lobby frontage.

(d) Rear Yards. An AHO Project shall have a minimum rear yard setback of fifteen (15) feet, or may be reduced to the minimum rear yard setback set forth in the District Dimensional Standards if it is less restrictive.

The underlying base zoning allows a rear yard setback of 5 feet. 350 Rindge exceeds the minimum rear yard setback. .

(e) Projecting eaves, chimneys, bay windows, balconies, open fire escapes and like projections which do not project more than three and one-half (3.5) feet from the principal exterior wall plane, and unenclosed steps, unroofed porches and the like which do not project more than ten (10) feet beyond the line of the foundation wall and which are not over four (4) feet above Grade, may extend beyond the minimum yard setback.

The design for 350 Rindge does not include projecting eaves, bay windows, balconies, open fire escapes or like projections which project more than 3.5 feet from the principal exterior wall plane. The design for 350 Rindge does not include unenclosed steps, unroofed porches, or the like.

(f) Bicycle parking spaces, whether short-term or long-term, and appurtenant structures such as coverings, sheds, or storage lockers may be located within a required yard setback but no closer than seven and one-half (7.5) feet to an existing principal residential structure on an abutting lot.

The project provides 100 bicycle spaces in the interior of the building, meeting the AHO's requirement for long-term bike storage. Bike parking is distributed between two dedicated bike rooms on the basement level of 350 Rindge.

11.207.5.2.4 Open Space.

The Open Space requirements set forth in the District Dimensional Standards shall apply except as set forth below:

(a) If the application of the District Dimensional Standards results in a required percentage of Open Space to lot area greater than thirty percent (30%), then the minimum percentage of Open Space to lot area for an AHO Project shall be thirty percent (30%).

(b) If the application of the District Dimensional Standards results in a required percentage of Open Space to lot area greater than fifteen percent (15%), then the minimum percentage of open space to lot area may be reduced to no less than fifteen percent (15%) if the AHO

Project includes the preservation and protection of an existing building included on the State Register of Historic Places.

(c) Private Open Space shall not be subject to the dimensional limitations set forth in Section 5.22.1 of this Zoning Ordinance, paragraphs a. through c., but shall exclude parking and driveways for automobiles.

(d) Notwithstanding the foregoing, lots consisting of five thousand (5,000) square feet or less in total lot area that directly abut a Public Open Space consisting of at least one thousand five hundred (1,500) square feet of area shall not have a minimum open space requirement under this Article.

The underlying C-1A (MXR) zoning required 15% open space. This project complied with the 15% minimum open space requirement.

11.207.6 Parking and Bicycle Parking

11.207.6.1 Required Off-Street Accessory Parking

(a) There shall be no required minimum number of off-street parking spaces for an AHO Project except to the extent necessary to conform to other applicable laws, codes, or regulations.

While not required, the design for 350 Rindge includes 17 covered off street parking spaces.

11.207.6.2 Accessory Parking Provided Off-Site

11.207.6.4 Modifications to Bicycle Parking Standards

(a) Notwithstanding Section 6.104, long-term or short-term bicycle parking spaces may be located anywhere on the lot for an AHO Project or on an adjacent lot in common ownership or under common control.

The project provides 100 bicycle spaces, exceeding the AHO's requirement for robust bike storage (1 Space/DU). Bike parking is distributed between two dedicated bike rooms on the basement level of 350 Rindge.

(b) Notwithstanding Section 6.107.5, up to 20 long-term bicycle parking spaces may be designed to meet the requirements for Short-Term Bicycle Parking Spaces, so long as they are covered from above to be protected from precipitation.

The project provides 100 bicycle spaces, meeting the AHO's requirement for robust bike storage. Bike parking is distributed between two dedicated bike rooms on the basement level of 350 Rindge.

11.207.7 Building and Site Design Standards for New Development.

11.207.7.2 Site Design and Arrangement.

(a) The area directly between the front lot line and the principal wall plane of the building nearest to the front lot line shall consist of any combination of landscaped area, hardscaped area accessible to pedestrians and bicyclists, and usable spaces such as uncovered porches, patios, or balconies. Parking shall not be located within such area, except for driveway access which shall be limited to a total of thirty (30) feet of width for any individual driveway for each one hundred (100) feet of lot frontage.

The area between the front lot line and the principal plane of the building are currently programed to include a landscaped and hardscaped area. No parking (other than a sliver of street parking) is located between the front property line and the principal wall plane of the building. A driveway of less than 30' is provided.

(b) Pedestrian entrances to buildings shall be visible from the street, except where the building itself is not visible from the street due to its location. All pedestrian entrances shall be accessible by way of access routes that are separated from motor vehicle access drives.

All pedestrian entrances to the building are visible from the street and accessible by way that is separate from motor vehicle driveways.

(c) A building footprint exceeding two hundred and fifty (250) feet in length, measured parallel to the street, shall contain a massing recess extending back at least fifteen (15) feet in depth measured from and perpendicular to the front lot line and at least fifteen (15) feet in width measured parallel to the front lot line so that the maximum length of unbroken façade is one hundred fifty (150) feet.

The length of the façade is 180'-2".

11.207.7.3 Building Façades.

(a) At least twenty percent (20%) of the area of building façades facing a public street or public open space shall consist of clear glass windows. For buildings located in a Business A (BA), Business A-2 (BA-2), Business B (BB) or Business C (BC) zoning district, this figure shall be increased to thirty percent (30%) for non-residential portions of the building, if any.

The north façade of the building, facing Rindge Avenue, has clear glass windows for approximately 30% of the façade.

(b) Building façades shall incorporate architectural elements that project or recess by at least two feet from the adjacent section of the façade. Such projecting or recessed elements shall occur on an average interval of 40 linear horizontal feet or less for portions of the façade

directly facing a public street, and on an average interval of 80 linear horizontal feet or less for other portions of the façade. Such projecting or recessed elements shall not be required on the lowest Story Above Grade or on the highest Story Above Grade, and shall not be required on the highest two Stories Above Grade of a building containing at least six Stories Above Grade. The intent is to incorporate elements such as bays, balconies, cornices, shading devices, or similar architectural elements that promote visual interest and residential character, and to allow variation at the ground floor and on upper floors where a different architectural treatment may be preferable.

The project includes a “rippling” façade along all stories along with a color gradient to promote visual interest. Depth to peak of ripple ranges from approximately 6” to 24”. The north and south façade incorporate a “notch” in the façade to break down the building mass and bring emphasis to the residential entry. The change in plane at the notch is over 24” in all cases. The east and west facades are stepped to create a greater sense of verticality. The north façade, which faces Rindge Avenue has articulation at or exceeding 24” every 40ft on average. The east, west, and south facades has articulation at or exceeding 24” every 80ft on average. A building articulation diagram has been included in the graphic set to further illustrate the building articulation.

11.207.7.4 Ground Stories and Stories Below Grade.

(b) Where structured parking is provided within the Ground Story of a building, the portion of the building immediately behind the front wall plane shall consist of residential units, common areas, or other populated portions of the building in order to screen the provided parking over at least seventy-five percent (75%) of the length of the façade measured parallel to the street and excluding portions of the façade used for driveway access. On a corner lot, the requirements of this Paragraph shall only apply along one street.

Structured parking is provided on the ground floor of the building. Approximately 75.4% of the area behind the front wall plane of the building, excluding the driveway, consists of populated portions of the building, including retail, residential lobbies and uses, and other populated portions.

(c) The façade of a Ground Story facing a public street shall consist of expanses no longer than twenty-five (25) feet in length, measured parallel to the street, which contain no transparent windows or pedestrian entryways.

The ground story façade facing Rindge Street does not exceed 25ft without transparent windows or pedestrian entryways

(d) If the Ground Story is designed to accommodate active non-residential uses, the following additional standards shall apply:

(i) the height of the Ground Story for that portion of the building containing active non-residential uses shall be at least fifteen (15) feet;

Our ground floor story contains retail and has a floor-to-floor height of 16 feet.

(ii) the depth of the space designed for active non-residential uses shall be at least thirty-five (35) feet on average measured from the portion of the façade that is nearest to the front lot line in a direction perpendicular to the street, and measured to at least one street in instances where the space abuts two or more streets; and

The retail space exceeds 35 feet in depth. At its narrowest the retail depth is approximately 43'-4".

(iii) that portion of the Ground Story façade containing active non-residential uses shall consist of at least thirty percent (30%) transparent glass windows or, if the use is a retail or consumer service establishment, at least thirty percent (30%) transparent glass windows, across the combined façade on both streets in the case of a corner lot.

The project exceeds 30% windows at the ground floor retail façade facing Rindge Avenue. Windows and entrances are currently at approximately 40% of the retail façade facing Rindge Avenue.

(f) New habitable space may be created within Stories Below Grade only if the Flood Resilience Standards of Section [22.70](#) of this Zoning Ordinance are met.

There are no habitable spaces created below grade at 350 Rindge.

11.207.7.5 Mechanical Equipment, Refuse Storage, and Loading Areas.

(a) All mechanical equipment, refuse storage, or loading areas serving the building or its occupants that are (1) carried above the roof, (2) located at the exterior building wall or (3) located outside the building, shall meet the requirements listed below. Mechanical equipment includes, but is not limited to, ventilation equipment including exhaust fans and ducts, air conditioning equipment, elevator bulkheads, heat exchangers, transformers and any other equipment that, when in operation, potentially creates a noise detectable off the lot. The equipment and other facilities: (a) Shall not be located within any required setback. This Paragraph (a) shall not apply to electrical equipment whose location is mandated by a recognized public utility, provided that project plans submitted for review by the City identify a preferred location for such equipment.

The project design does not place mechanical equipment within required setbacks

(b) When on the ground, shall be permanently screened from view from adjacent public streets that are within 100 feet of the building, or from the view from abutting property in

separate ownership at the property line. The screening shall consist of a dense year-round screen equal or greater in height at the time of installation than the equipment or facilities to be screened, or a fence of equal or greater height that is comparable in quality to the materials used on the principal facades of the building, with no more than twenty-five (25) percent of the face of the fence open with adjacent planting.

The project design does not place equipment on the ground outside of the building.

(c) When carried above the roof, shall be set back from the principal wall plane by a dimension equal to at least the height of the equipment and permanently screened from view, from the ground, from adjacent public streets and any abutting residentially used lot or lots in a residential zoning district. The screening shall be at least seventy-five percent (75%) opaque and uniformly distributed across the screening surface, or opaque to the maximum extent permissible if other applicable laws, codes, or regulations mandate greater openness.

Rooftop equipment will be screened from view. Further project development is required before we know exactly what equipment will be on the roof.

(e) That handle trash and other waste, shall be contained within the building or screened as required in this Section until properly disposed of.

Trash and other waste are contained within the building until properly disposed of.

11.207.7.6 Environmental Design Standards.

(a) This Section shall not waive the Green Building Requirements set forth in Section [22.20](#) of this Zoning Ordinance that may otherwise apply to an AHO Project.

350 Rindge is being built to Passive House Standards, therefore will not need a waiver for the Green Building Requirements.

(b) Where the provisions of the Floodplain Overlay District apply to an AHO Project, the performance standards set forth in Section [20.70](#) of this Zoning Ordinance shall apply; however, a special permit shall not be required.

350 Rindge is not located in the Floodplain Overlay District.

(c) An AHO Project shall be subject to other applicable laws, regulations, codes, and ordinances pertaining to environmental standards.

To our knowledge, 350 Rindge complies with all applicable laws, regulations, code and ordinances.

(d) New outdoor light fixtures installed in an AHO Project shall be fully shielded and directed to prevent light trespass onto adjacent residential lots.

Any new outdoor lights installed at 350 Rindge will be fully shielded and directed in a manner that would prevent light trespassing onto adjacent lots

Design Approach and Urban Design Objectives**350 Rindge Avenue, Cambridge, MA****08-07-2026**

The proposed development introduces a ten-story mixed-use building that thoughtfully responds to its diverse urban surroundings while advancing key housing, streetscape, and sustainability goals for Cambridge. The project includes 92 affordable residential units, with a program intentionally oriented toward families—approximately 26% three-bedroom and 40% two-bedroom units—alongside residential amenities, structured parking, and approximately 3,900 square feet of ground-floor retail.

The project site occupies a unique position at the convergence of varied urban conditions. To the north, it faces recreational fields and Jerry's Pond; to the northeast and west, smaller-scale residential buildings; to the east, four-story multifamily housing; and to the south, a cluster of three twenty-two-story residential towers. This diversity informs a calibrated massing approach that mediates between scales while reinforcing neighborhood continuity. Along Rindge Avenue, the building adopts a two-story expression at the base to acknowledge the adjacent smaller residential structures and maintain a pedestrian scaled streetscape. Above this base, the building rises in a manner that responds to the larger-scale development to the south, using vertical articulation and modulation to soften its presence. The building mass is strategically notched along its length and articulated at its shorter ends to reduce perceived bulk and emphasize verticality.

The architectural design aims to balance contemporary livability with references to the site's historical and environmental context. The façade composition emphasizes a clear, gridded rhythm with vertical window groupings that reinforce

a sense of lightness and residential character. Façade materials and detailing introduce a layered narrative. A tonal gradient and subtly rippling panel system evoke the transitional wetlands that once characterized the area, while the incorporation of masonry elements references the region's history with clay pits and brick production. The overall composition strives for a building that feels light, vertical, and playful, yet grounded in its context. Parapets and/or penthouse elements are sculpted to further articulate the building form and enhance vertical expression.

The site plan is designed to enhance the public realm by reinforcing the existing streetscape while planning for future neighborhood evolution. The building is carefully sited to accommodate additional on-street parking, as well as dedicated drop-off, pick-up, and loading zones, all while meeting or exceeding City sidewalk width requirements. Active ground-floor uses play a central role in enlivening the pedestrian experience. The retail space, anticipated to house Ferro's Foodtown, is paired with a clearly defined residential entry lobby. Both are expressed through transparent glazing, signage, and canopies that provide visual prominence and invite engagement. These elements help create a dynamic and welcoming street edge. A new publicly accessible walking path along the west side of the site strengthens neighborhood connectivity, offering more direct pedestrian routes between adjacent parcels, public transportation, and nearby open spaces. Short-term bicycle parking is integrated into the sidewalk, while secure, weather-protected bicycle storage for residents is provided in the basement, accessed via elevators. Structured parking is fully integrated within the building and screened from public view, ensuring the street frontage remains active and pedestrian friendly.

All utility and mechanical systems are thoughtfully integrated to minimize visual and environmental impacts. Key equipment—including transformers and emergency generators—will be housed within interior vaults, while additional utility infrastructure is located within dedicated internal rooms. Rooftop

mechanical equipment will be screened from view, maintaining a clean and cohesive architectural profile. Additionally, all residential and retail trash will be stored internally to eliminate visual clutter and minimize pest problems.

The project prioritizes environmental responsibility through both site and building design strategies. Currently, the site is dominated by impervious surfaces with little to no vegetation. The redevelopment introduces trees, planting areas, and landscaped elements where feasible to reduce impervious coverage and improve microclimate conditions. A stormwater retention system will be implemented to mitigate runoff and support sustainable water management practices. Existing utility infrastructure, including water and sewer capacity, will be evaluated to ensure it can support the new development. The building will be designed to meet all applicable climate resiliency standards and to achieve Passive House performance targets, significantly reducing energy consumption and supporting long-term environmental goals.

Overall, the design approach seeks to create a well-integrated, family-oriented residential community that enhances its surroundings through thoughtful massing, active ground-level uses, improved connectivity, and high-performance design. By responding carefully to varied neighborhood contexts and incorporating sustainable strategies, the project contributes positively to Cambridge's evolving urban fabric.

STATEMENT OF INTENT

To Meet Sustainable Development Standards — Article 22.000, City of Cambridge Zoning Ordinance

Project Name:	336-350 Rindge Avenue
Project Address:	336-350 Rindge Avenue, Cambridge, Ma
Applicant / Owner:	350 Rindge LLC, c/o Affordable Housing Services, Inc. & Boston Communities LLC
Gross Floor Area:	128,855 GSF
Number of Residential Units:	92
Review Stage:	Special Permit Application / Development Review
Date:	September 14th, 2026

1. Purpose

This Statement of Intent is submitted on behalf of Boston Communities LLC & Affordable Housing Services Collaborative Inc. (the “Applicant”) in connection with the Special Permit Application / Development Review submission for 336-350 Rindge Avenue located at 336-350 Rindge Avenue Cambridge, Massachusetts (the “Project”). It documents the Applicant’s intent to comply with the Green Building Requirements of Section 22.20 of Article 22.000 of the Cambridge Zoning Ordinance, applicable to new construction and substantial rehabilitation of 25,000 square feet of Gross Floor Area or more.

2. Project Description

The Project consists of 92 units of affordable housing in a ten-story 128,855 sf building. The ground floor will have structured parking, a residential lobby and package room, as well as an approximately 3,900 sf retail space to house an existing grocer currently located on the site. Residential units and amenity spaces, including a common area, roof deck and fitness area will be located on the upper floors. The Project is being submitted under the Cambridge Affordable Housing Overlay (AHO) and is subject to Article 22.000 as a multifamily development of qualifying size.

3. Selected Green Building Rating System

In accordance with Section 22.20, the Applicant intends to demonstrate compliance with the Green Building Requirements through the Passive House standard, as administered by the Passive House Institute US (PHIUS). The Project will be designed to meet PHIUS Core 2024 standards.

Certification by the rating agency is not required under Section 22.20; the Applicant will instead provide certification of compliance from a qualified Green Building Professional at each stage of review, as described below.

4. Green Building Professional

The Project team's designated Green Building Professional is Laura Homich AIA, CPHC, LEED BD+C, a Massachusetts-licensed architect and Certified Passive House Consultant (CPHC), who meets the qualifications set forth in the Zoning Ordinance definition of "Green Building Professional." The PCA team will also work with EnviEnergy as green building consultant, also a CPHC. Together our team will certify that the Project is designed and constructed to meet the Passive House standard at each of the following stages of review, per Section 22.20:

- Stage I: Special Permit Application / Development Review
- Stage II: Building Permit Application
- Stage III: Certificate of Occupancy Application

5. Enhanced Commissioning

The Project will implement an enhanced commissioning program consistent with the requirements of Section 22.20, engaging a qualified Commissioning Authority to verify that building systems are designed, installed, and calibrated to perform as intended. A Green Commissioning Authority Affidavit will be submitted at the Certificate of Occupancy stage.

6. Net Zero Narrative

As required by Section 22.20, the Applicant will submit an advisory Net Zero Narrative at the preliminary (Special Permit) and final (Building Permit) stages of review, reporting projected energy use intensity, greenhouse gas emissions, and embodied carbon, and describing how the Project design advances the goals of the City's Net Zero Action Plan. The Net Zero Narrative will be prepared using the City's current template and reporting standards, including embodied emissions reporting where applicable.

7. Flood Resilience

In accordance with Section 22.80 of the Zoning Ordinance, the Project will meet the applicable Flood Resilience Standards to promote building designs that are resilient to flood events associated with the effects of climate change. Flood Resilience documentation, together with a description of the specific design approaches used to respond to anticipated flood impacts, will be submitted to CDD and, where applicable, the Department of Public Works (DPW) for review and Compliance Confirmation, referencing project plans, elevations, and other submitted drawings.

8. Green Factor

The Green Factor Standard, set forth in Section 22.90 of the Zoning Ordinance, requires applicable projects to achieve a minimum performance-based "Cool Score" through site and building design features that mitigate urban heat island effect. The Applicant recognizes that, as a project proceeding under the Cambridge Affordable Housing Overlay (AHO), the Project is required to comply with the Green Factor Standard. The Applicant intends to pursue design strategies consistent with the intent of Section 22.90 — including reflective roofing, permeable surfaces and shading — and will provide a narrative description of these strategies to CDD for informational purposes at each stage of review, referencing project plans, elevations, and other submitted drawings.

9. Compliance Documentation

A complete set of Green Building Requirements documentation — including the Green Building Professional Affidavit, energy modeling summary, and Net Zero Narrative — will be submitted to the Community Development Department (CDD) prior to each stage of review identified above, consistent with the Article 22 Green Building Requirements Checklist.

10. Statement of Commitment

The Applicant affirms its intent to design, permit, and construct the Project in full compliance with Article 22.000 of the Cambridge Zoning Ordinance, and to work collaboratively with CDD staff throughout the review process to confirm that the Passive House standards and all associated Green Building Requirements are met.

Respectfully,

A handwritten signature in black ink, appearing to read 'Laura Homich', with a long horizontal flourish extending to the right.

Laura Homich, Principal, AIA, CPHC, LEED BD+C | PCA

7/24/2026

August 11, 2026

City of Cambridge
Cambridge Community Development Department
344 Broadway
Cambridge, MA 02139

Re: 350 Rindge Summary of Community Engagement

The development team for 350 Rindge has participated in significant community engagement since the projects' inception with numerous presentations to abutters, local neighborhood groups, and the general public since the beginning of 2026. Upon entering into the Purchase and Sale Agreement, the development team made it a point to engage with members of the community early and often seeking input and feedback for the overall design of the project and to ensure that we address any concerns with the design.

In late 2025, we had preliminary conversations with the Cambridge Department of Housing and Community Development Department, presenting the initial design for 350 Rindge. We subsequently began conversations with various City Councilors, direct abutters, and neighborhood groups. These included Just a Start, The Schochet Companies, The Cambridge Housing Authority, A Better Cambridge, HRI and Capstone Communities, the North Cambridge Community Association, and Cambridge Little League Baseball.

Beyond our future neighbors, the development team also engaged community members directly. The project team flyer door to door in the neighborhood to nearby properties on Rindge Avenue, Clifton Street, and Brickworks Condominiums. We held informal community meetings on March 18, 2026, and April 15, 2026 where we talked with North Cambridge residents and received feedback on the preliminary design for 350 Rindge. The group was overall supportive of the project and emphasized the need for affordable housing and appreciated the early outreach to the community. General feedback from these meetings included a desire for the grocery use to remain on site, general support for added affordability, concerns about not having enough parking provided on site, and questions about shadows cast from the building.

Based on information from prior community conversations, the project team updated the proposal, including increasing on street parking on Rindge Avenue, and developed additional information related to shadow studies. This culminated in a formal AHO Community Meeting for 350 Rindge was held via zoom on June 3, 2026. Mail notices were sent to all addresses within 300 ft of the site, as well as an email blast inviting community members who signed up for project updates. The meeting was also advertised by the City of Cambridge in their AHO updates and email list.

A second in person community meeting was held on Wednesday August 5th at the Fresh Pond Towers. Once again, Mail notices were sent to all addresses within 300 ft of the site, as well as an email blast inviting community members who signed up for project updates. The meeting was also advertised by the City of Cambridge in their Special Permit updates and email list. The majority of the community discussion surrounded parking for the development; however the development team was also able to present the updated loading and unloading zones and improved pedestrian interaction that stemmed from previous conversations.

The project maintains an active website at <https://www.bostoncommunities.com/350-rindge>, where community presentations and a project Q&A are maintained. The project team maintains a mailing list which interested parties can sign up for. Email updates are send regarding upcoming community meetings.

Both Boston Communities and Affordable Housing Services Collaborative remain dedicated to community engagement throughout the development process. As long-term owners, we care about the communities in which we develop and where our future residents will be living. We look forward to continued community engagement throughout the development process and beyond.