



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Date:	July 22, 2024
Subject:	Final Report of Affordable Housing Overlay (AHO) Design Consultation Procedure Compliance Certification
Project Location:	21 Walden Square Road
Date of Planning Board Meetings:	July 2, 2024

## Project Overview

The Planning Board (the “Board”) met on Tuesday, July 2nd to review and comment on the revised designs for 21 Walden Square Road, a mixed-use development proposed by Winn Development Company LP (“Winn”) under the Affordable Housing Overlay (Section 11.207 of the Zoning Ordinance). The Board reviewed a revised submission and plan sets submitted by Winn dated May 22, 2024, and memoranda from Community Development Department (CDD) staff, which are attached. The Board held its first design consultation on March 12, 2024 and issued an initial report dated [March 22, 2024](#).

## Board Comments

Overall, the Board noted the positive changes to the facades of both buildings, but agreed there is more work to be done on the design of the site, particularly regarding the circulation and tree planting concerns highlighted in the initial report. Board members also appreciated the elimination of the southern entrance to the tunnel under Building A, moving the trash area to an indoor space in Building A, and the proposed unit mix favoring larger family-sized units.

Board members expressed concern that the revised design did not meet important AHO Design Guidelines regarding site circulation, landscape design, and façade design and articulation and supported the suggestions for further study included in the CDD Urban Design report. Most importantly, the Board is concerned about safety for those navigating the site and emphasized the following recommendations during their discussion:

- Further examination of bicycle and pedestrian circulation routes
  - Explore ways to clarify the east-bound bicycle route as it moves from sharrows on Walden Square Road to the path on the north side of Building A
  - Strengthen north-south pedestrian/bicycle connections to Building B

- Pay particular attention to areas of Walden Square Road with perpendicular parking to mitigate potential bicycle/vehicular conflicts
- Work with the City's transportation planning staff for guidance on City standards and to better define and design the vehicular access as either a road or a driveway.
- Opportunities to add shade trees throughout the site
- Explore additional façade improvements to deemphasize the height of Building A

AHO Compliance Summary

This report certifies that Winn has completed the Advisory Design Consultation Procedure in order to comply with the procedures for development under the Affordable Housing Overlay set forth in Section 11.207.8 of the Cambridge Zoning Ordinance.

Submitted for the Planning Board,

*Swathi Joseph*

Representative to the Planning Board, authorized by Mary Flynn, Chair.



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# CITY OF CAMBRIDGE

Community Development Department

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To: Planning Board

From: CDD Staff

Date: June 27, 2024

Re: **AHO-3, 21 Walden Square Road - Affordable Housing Overlay Design  
Consultation Meeting #2**

**IRAM FAROOQ**  
Assistant City Manager for  
Community Development

**SANDRA CLARKE**  
Deputy Director  
Chief of Administration

## Overview

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Submission Type: Affordable Housing Overlay (AHO) Advisory Design Review

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Applicant: Winn Development Company LP

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Zoning District(s): Residence C-2

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Proposal Summary: Construct 2 buildings to add 95 affordable rental units with 74 long-term and 10 short-term bicycle parking spaces with a gross floor area of 132,226 square feet under the AHO.

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Planning Board Review and comment on conformance with AHO

Action: Development Standards, City Development Guidelines for the proposal area, Design Guidelines for AHO, and Citywide Urban Design Objectives.

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Memo Contents: CDD Zoning Report & Urban Design Report

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Other Staff Reports: None

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**AHO Design Guidelines**

<b>Site Design Objectives</b>	
Response to Context	<ul style="list-style-type: none"> <li>• Design site layouts to harmonize with the neighborhood context.</li> </ul>
Open Space & Landscape Design	<ul style="list-style-type: none"> <li>• Design open space to enhance the lives of residents and the broader community by offering aesthetic and environmental benefits.</li> <li>• Offer useful amenities to residents, provide opportunities to minimize the impact of new development on neighbors' privacy and quality of life, and contribute to the beauty of the city.</li> </ul>
Circulation	<ul style="list-style-type: none"> <li>• Promote non-motorized mobility by prioritizing pedestrian-friendly and bike-accessible site design.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Minimize the impact of parking and driveway.</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• Minimize the visual, acoustical, and environmental impacts of essential utilities and services.</li> </ul>
Outdoor Lighting	<ul style="list-style-type: none"> <li>• Provide lighting for safety and functionality while minimizing energy use, light pollution, and other negative impacts.</li> </ul>
Public Art	<ul style="list-style-type: none"> <li>• Enrich the visual environment and strengthen the sense of place by incorporating art.</li> </ul>
<b>Building Design Objectives</b>	
Massing	<ul style="list-style-type: none"> <li>• Configure massing for compatibility with the prevailing or desired pattern of neighboring buildings and open spaces. In established neighborhoods, relate to the existing pattern of streets and other open spaces, and prioritize compatibility with existing buildings. In evolving areas, configure new developments to help realize the City's vision for urban form.</li> </ul>
Facades	<ul style="list-style-type: none"> <li>• Design facades to enhance and enliven the public realm. In established areas, emphasize compatibility and reinforce sense of place. In evolving residential and commercial districts, contribute to the transformation of urban form by setting precedents for design excellence.</li> <li>• Where appropriate, incorporate ground level retail spaces and common areas to foster a lively enliven the urban environment.</li> <li>• Provide daylight to interior spaces, avoid excessive energy use, and protect the privacy of residents of neighboring buildings.</li> <li>• Design facades to relate to the residential scales and patterns of Cambridge's diverse and historic neighborhoods.</li> <li>• Design street facades to offer a sense of civic presence and human scale, and visual interest as appropriate to their role in defining public space.</li> </ul>
Architectural Details, Materials, Color, and Finishes	<ul style="list-style-type: none"> <li>• Use materials that are warm, inviting, and compatible with surrounding existing buildings and the neighborhood context. Develop building facades of high-quality, durable materials and with colors, finishes, and textures appropriate to building contexts.</li> </ul>

Building Interiors	<ul style="list-style-type: none"><li>Affordable housing, like all housing, should serve the needs of its residents while contributing to the residential character and sense of neighborhood within the area at large.</li></ul>
<b>Sustainable Design Objective</b>	
Site and Building Design	<ul style="list-style-type: none"><li>Achieve resilience measures to the maximum extent possible, including energy efficiency and measures to promote the health and wellness of residents.</li></ul>

The complete set of Design Guidelines for Affordable Housing (28 July 2020) can be found at:

[https://www.cambridgema.gov/-/media/Files/CDD/Housing/Overlay/zngamend\\_aho\\_designguidelines\\_20200728v2.pdf](https://www.cambridgema.gov/-/media/Files/CDD/Housing/Overlay/zngamend_aho_designguidelines_20200728v2.pdf)

**19.30 Citywide Urban Design Objectives [SUMMARIZED]**

Objective	Indicators
New projects should be responsive to the existing or anticipated pattern of development.	<ul style="list-style-type: none"> <li>• Transition to lower-scale neighborhoods</li> <li>• Consistency with established streetscape</li> <li>• Compatibility with adjacent uses</li> <li>• Consideration of nearby historic buildings</li> </ul>
Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.	<ul style="list-style-type: none"> <li>• Inhabited ground floor spaces</li> <li>• Discouraged ground-floor parking</li> <li>• Windows on ground floor</li> <li>• Orienting entries to pedestrian pathways</li> <li>• Safe and convenient bicycle and pedestrian access</li> </ul>
The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.	<ul style="list-style-type: none"> <li>• Location/impact of mechanical equipment</li> <li>• Location/impact of loading and trash handling</li> <li>• Stormwater management</li> <li>• Shadow impacts</li> <li>• Retaining walls, if provided</li> <li>• Building scale and wall treatment</li> <li>• Outdoor lighting</li> <li>• Tree protection (requires plan approved by City Arborist)</li> </ul>
Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.	<ul style="list-style-type: none"> <li>• Water-conserving plumbing, stormwater management</li> <li>• Capacity/condition of water and wastewater service</li> <li>• Efficient design (LEED standards)</li> </ul>
New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.	<ul style="list-style-type: none"> <li>• Institutional use focused on existing campuses</li> <li>• Mixed-use development (including retail) encouraged where allowed</li> <li>• Preservation of historic structures and environment</li> <li>• Provision of space for start-up companies, manufacturing activities</li> </ul>
Expansion of the inventory of housing in the city is encouraged.	<ul style="list-style-type: none"> <li>• Housing as a component of large, multi-building development</li> <li>• Affordable units exceeding zoning requirements, targeting units for middle-income families</li> </ul>
Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.	<ul style="list-style-type: none"> <li>• Publicly beneficial open space provided in large-parcel commercial development</li> <li>• Enhance/expand existing open space, complement existing pedestrian/bicycle networks</li> <li>• Provide wider range of activities</li> </ul>

## Zoning & Development Staff Report

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### Overview

Winn Development Company LP (“Winn” or “the Applicant”) proposes to construct two additional buildings in the existing Walden Square campus, consisting of a total of 95 affordable units. Building A is an approximately 91,000 square-foot, 7-story building with 60 affordable dwelling units and Building B is a 6-story building with approximately 41,000 square feet and 35 affordable units. Building A faces Raymond Street and straddles the existing internal Walden Square Road while Building B is set behind an existing 9-story building.

The project will include 8 additional off-street parking spaces for a total of 198, 74 new long-term bike parking spaces, and a new 19-dock Bluebikes station. The development will reduce the overall open space on the site from 36% (113,000 square feet) to 31% (100,000 square feet) and will include the renovation of 3 existing play areas and the planting of over 150 new trees. The site currently includes 240 units of affordable housing within 20 3-story buildings and one 9-story high rise.

### Planning Board Comments from Initial Consultation Meeting

The Planning Board was generally supportive of the additional 95 units of affordable housing at the site and the addition of larger units for families. The Board was supportive of the two-building scheme and commended Winn for taking time to refine the design of the project after initial community feedback.

In terms of site design, Board members pushed the Applicant to improve the design of the space underneath Building A, with specific direction to focus on utilizing lighting, signage, pavement texture, and other design elements to reduce potential vehicle and pedestrian conflicts and improve the overall aesthetic of the area. The Board urged Winn to explore more opportunities to improve pedestrian and bicycle circulation throughout the site and add more canopy trees. Board members also asked the Applicant if they could work with the utility company to reduce the size of and/or relocate the transformer/substation area adjacent to Building A.

In terms of building design, the Board requested that the Applicant explore opportunities to further articulate the façade and consider a lighter color for the upper portions of both buildings.

### Staff Comments on Revised Submission

A revised application was received by the City dated May 20, 2024, consisting of revised application forms and narrative, a revised graphics volume, and a revised appendix volume including letters from CDD staff that the project has provided sufficient documentation to show compliance with both Green Building and Green Factor standards at this stage of review. The Applicant also met with City staff to discuss further design refinements since the initial hearing, and the revised application is responsive to both staff and Board comments on the original application.

The project remains consistent with the AHO zoning standards. In the initial [Zoning memo](#) from CDD staff, further detail of façade transparency percentages were requested to ensure compliance with Section 11.207.7.3(a). Elevation drawings on page 58 show the Building A façade that faces Raymond

Street will meet the minimum 20% clear glass requirement. Updated bicycle parking details on page 27 show the each of the spaces will meet the design standards of Section 6.105.1.f. Further details of the proposed substation and transformer screen adjacent to Building A are still needed to ensure the screening meets the opacity and quality standards of Section 11.207.7.5.b and will be reviewed at the building permit stage.

## Urban Design Staff Report

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### Overview

The Walden Square Apartments project, proposed by the Winn Development Company, will add two new buildings to the existing Walden Square affordable housing complex. The 95 new residential units will increase the total at Walden Square from 240 to 335. The essence of the revised design, depicted in the May 20, 2024 submission, remains the same as the design the Planning Board reviewed on March 12, 2024:

- Building A is located over the existing east/west Walden Square Road, which is privately owned but is used by residents and the general public as a vehicular, bicycle, and pedestrian route between Richdale and Raymond Streets on the east of the site, Sherman Street on the west, and Bolton Street to the northwest. Walden Square Road will remain a two-way vehicular route, with a small number of perpendicular parking spaces under the building.
- Building A will separate an existing parking lot and a north/south-oriented tree-lined pedestrian mall within the Walden Square site from the grassy lawn on the adjoining property to the north. The building's eastern end is close to the axis of the north/south path from the Yerxa Road underpass (below the Fitchburg line) which connects to the Peabody School and the Rindge neighborhood.
- Building B is located on the site of the existing play area on the west side of the existing nine-floor-high Building 21 and parallel to it. It faces the adjoining athletics fields of the Cambridge Friends School.
- The scope of the project includes the renovation of existing play areas throughout the whole of the complex, which staff understands has already been done.
- The project removes the row of large London plane trees on the north side of Walden Square Road, and other trees elsewhere in the complex.
- New trees will be planted in various locations throughout the complex.
- Covered long-term bicycle parking is added in separate structures throughout the complex and also provided in the first floors of both new buildings.
- The completed project will provide a total of 198 vehicular parking spaces for the whole of the Walden Square complex, 74 long-term bicycle parking spaces (both in the first floors of the new buildings and in separate structures), and 10 short-term bicycle spaces.

The project presents the design challenge of how to add the new buildings in a way that is compatible with the existing buildings, fits in with the nearby neighborhoods, improves the complex's open spaces, addresses circulation issues, and enhances the quality of life for both the existing and the new residents.



## **Planning Board comments on the initial submission**

In the project's first review on March 12, 2024, the Planning Board supported the comments provided in the staff memo and particularly stressed the following concerns:

### Site Design

- Pedestrian connectivity and safety, especially around and under Building A.
- The character of the privately owned Walden Square Road, particularly as it passes under Building A.
- Pedestrian, bicycle, and vehicular wayfinding.
- The design of pedestrian crosswalks.
- Lighting and safety, including providing greater light intensity at the ends of the tunnel than in the middle to reduce the contrast to ambient outdoor light in the daytime.
- Building A's transformer/switchgear area, including suggestions to reduce its size or relocate it to a less obtrusive location.
- More information should be provided regarding the process for selecting and installing the proposed art sculpture.
- Additional canopy trees, instead of small ornamental trees, would be preferable.

### Building Design

- The Board appreciated the inclusion of family units, community spaces, and play areas.
- The Board suggested further articulation of the façades in response to adjoining buildings and spaces to better integrate the new buildings into the complex.
- To reduce the impact of Building A on Walden Square Road, one member recommended to shorten its east/west dimension, and to create more space for the plaza at its east end by moving it to the west.
- Building colors: the upper parts of the building seem too dark and too grey.

## **Urban Design Comments on Design Revisions**

The revised design and documentation address comments and questions from the March 12, 2024 review.

- Improvements have been made to pedestrian, bicycle, and vehicular circulation and its documentation, and proposed signage is described.
- A pedestrian path has been added along the south side of Building A.
- The vehicular driveway from Building A into the eastern portion of the parking lot to the building's south side has been eliminated.
- The trash enclosure has been relocated from the middle of the parking lot south of Building A to the building's ground floor.
- New trees have been added at the southern corners of that parking lot.
- The facades are generally improved. Building A's façades relate better to the scale of the spaces and buildings to its north and south. The red accent panels are more purposefully located.
- The floor-to-floor height of Building A's ground floor has been increased, creating more headroom in the tunnel.
- The rooftop photovoltaic panels are mounted lower and are less visually prominent.

## **Suggestions for Further Study**

### East/west circulation around and through Building A:

1. Staff recommends that further study be given to the vehicular, pedestrian, and bicycle connectivity to and through the site. The intended routes for pedestrians and bicyclists should be intuitively clear, not dependent on signage.
  - a. Clarify the preferred route for east-bound people walking or bicycling from the western part of Walden Square Road to the Yerxa Road Underpass. A smoother and more visually apparent connection to the new path on the north side of Building A should be investigated.
  - b. Clarify the preferred route for east-bound people walking or cycling from the western part of Walden Square Road toward Raymond Street or to the bicycle storage room at the east end of Building A. Is it meant to be the new path along the north side of Building A, the tunnel through the building, or the new path along the building's south side?
  - c. The new pedestrian path along the south side of Building A is indicated only by painted markings. A raised sidewalk, separate from the parking lot and with a curb cut to the trash room would be preferable. In addition, it would be preferable to create a more direct route to this path for east-bound pedestrians coming from the sidewalk on the south side of the western part of Walden Square Road.
  - d. Clarify the route for people bicycling west-bound on Walden Square Road from Raymond Street to the bicycle storage room at the east end of Building A. The configuration of the paved area and planting outside the bike room seems to not address this desire line.
  - e. Clarify the preferred route for people bicycling west-bound on Walden Square Road from Raymond Street toward Sherman Street. Are they meant to continue on Walden Square Road through the Building A tunnel, or use the new path on the building's north side, or the new path on the building's south side? The configuration of the plaza and crosswalk area at the east end of Building A seems to prioritize the route through the tunnel.
2. At the east end of Building A, a pedestrian crosswalk across Walden Square Road connects the path from the Yerxa Underpass to the east/west path on the south side of Building A and to the sidewalk on the east side of Building 21. Consideration could be given adjusting the designs of the crosswalk and the associated areas of pedestrian pavement to more strongly prioritize pedestrians over vehicular traffic and to create a more direct connection to the Yerxa Underpass.
3. Wayfinding signage, pavement materials, and pavement markings should be further considered to make the intended use of the tunnel through Building A clearer to drivers, pedestrians, and bicyclists.

### North/south circulation between Building A, Building B, and Building 21:

4. Adjust the north/south path along the west side of the tree-lined pedestrian mall between these buildings to create a smoother north/south pedestrian route, a route more congruent with the linear character of the space.

North/south circulation to the Lincoln Way housing complex:

5. If possible, create a formal pedestrian connection to the Lincoln Way residential complex.

Site mounted electrical, mechanical, and plumbing equipment:

6. If possible, relocate as much as possible of the “MEP” equipment in the screened enclosure at the west end of Building A to the building’s ground floor. Design any remaining screening to be compatible with the building facades.

Plantings:

7. Shade the paths and open spaces throughout the complex with more large-growth-habit canopy trees.
  - a. Prioritize planting new canopy trees instead of the ornamental trees indicated in many places on the site plan.
  - b. Provide additional canopy shade trees inside and to the east, west, and south of the play areas.
8. The proposed decorative low-growth-habit tree species are good choices as understory trees below and near taller canopy trees.
9. A greater variety of shade tree species would be preferable, including replacing some of the several varieties of red maples with oaks.

Play Areas:

10. Staff understand that the play areas have already been improved. But note that it appears that additional play equipment could be provided in the spaces allocated, for instance in the “Courtyard C” play area.

Building Facades:

11. Continue to develop the building facades to complement the form and character of the adjoining open spaces, considering the use of planar repetitive facades vs. facades articulated into smaller scaled elements, and façade elements that relate to the heights of nearby buildings. Potential areas of focus include:
  - a. The south side of Building A, in response to the height of the existing buildings around the parking lot south of Building A.
  - b. The end facades of Building A relative to Walden Square Road and the building’s massing.
  - c. The west façade of Building B facing the playfields vs. its east façade facing the tree lined space between Building B and Building 21.
12. Consider using a lighter color instead of the dark gray proposed for the upper portions of the buildings.
13. Consider the use of more substantial exterior cladding material for the upper portions of the buildings instead of the proposed thin cementitious panel and aluminum reglet system.

Building Plans

14. Consider moving the lobby of Building A to the east, so that it provides an active interior space at the north end of the tree-lined pedestrian mall and play area between Building 21, Building B, and the easternmost of the existing three-floor-tall buildings.

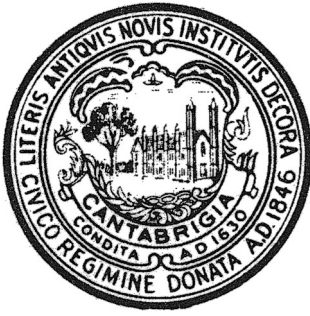
Bicycle Parking:

15. Consideration should be given to providing more long-term bicycle parking spaces for Walden Square as a whole, including storage areas for e-bikes and cargo bikes.
16. Long-term bicycle parking spaces should be weather protected.

Staff would be happy to be a resource for the applicant as the design progresses.

**Consistency with the Affordable Housing Overlay Design Guidelines**

- The decision to divide the project into two buildings, and to locate them deeply inside the site, reduces its impact on the existing Walden Square buildings, on Walden Square Road, and on the context.
- The proposed buildings are midway in height between the existing three-floor buildings and the existing nine-floor building and so help mediate between them.
- The differentiation of the first-floor facades from the upper floors and the use of brick detail on the first floors accord with the Guidelines' emphasis on the scale and character of the pedestrian zone.
- The grouping of windows into larger figures helps mediate the height of the buildings by introducing an intermediate level of scale, and the use of the red elements helps reinforce the patterns created by building massing.
- The relocation of Building A's trash area from the parking lot to the building's first floor helps reduce its visual presence.
- The parking on the ground floor levels of both the new buildings is screened from view.
- Some of the challenges the proposed design presents to site circulation arise from the siting of Building A over the privately owned Walden Square Road. The AHO guidelines assume that circulation is instead located in open spaces that are bordered and framed by buildings. This more normative relationship between building massing and circulation
  - accommodates vehicular, bicycle, and pedestrian movements,
  - creates clear distinctions between the fully public realm and more private open spaces within project sites,
  - and allows building entrances to directly address the public realm.
- As noted above, adjustments to the proposed building facades, including more deliberate use of planar repetitive facades vs. facades that are articulated into smaller scaled elements, and a reference to the height of the nearby existing three-floor-tall buildings, could be considered to create stronger relationships to the adjoining buildings and to emphasize the coherence of the site's open spaces by giving them more consistent architectural frames.
- The panelized cladding system proposed for the upper portions of the buildings is questionable in terms of its relationship to the existing buildings of Walden Square and its context.
- Staff can provide input and guidance on the proposed sculpture selection and installation.
- Additional canopy trees would help reduce the site's urban heat island effect by shading the buildings and open spaces.
- Less prominent site mounted electrical equipment would better conform to the Guidelines.



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Date:	March 22, 2024
Subject:	Initial Report of Affordable Housing Overlay (AHO) Design Consultation
Project Location:	21 Walden Square Road
Date of Planning Board Meeting:	March 12, 2024

## Overview

The Planning Board (the “Board”) met on Tuesday, March 12, 2024 to review and comment on the design for 21 Walden Square Road, a residential development by Winn Development Company LP (Winn) under the Affordable Housing Overlay (“AHO”) in Section 11.207 of the Zoning Ordinance. The Board reviewed a plan set submitted by the Applicant dated February 19, 2024, as well as memos from the Community Development Department (CDD) staff, which are attached.

## Proposal Description

The proposal involves the construction of two additional buildings on the existing Walden Square campus, consisting of a total of 95 affordable dwelling units. Building A is an approximately 91,000 square-foot, 7-story building with 60 affordable dwelling units and Building B is a 6-story building with approximately 49,000 square feet and 35 affordable units. Building A faces Raymond Street and straddles the existing internal Walden Square Road while Building B is set behind an existing 9-story building. The project will include 10 additional off-street parking spaces for a total of 200, 74 new long-term bike parking spaces, and a new 19-dock Bluebikes station. The site currently includes 240 units of affordable housing within 20 3-story buildings and one 9-story high rise.

## Board Comments

Board members were generally supportive of the additional 95 units of affordable housing at the site, highlighting the importance of providing larger units for families. The Board was supportive of the two-building scheme and commended Winn for taking time to refine the design of the project after initial community feedback.

The Board generally supported the siting and massing of Building B and focused their comments largely on Building A. As the proposal continues to develop, Board members urged the Applicant to focus on the following program and design elements:

### **Site Design**

- Board members had differing opinions about the nature of Walden Square Road and whether it is designed to be more like a private driveway or a public roadway. Some members felt that the design of the road seems more public in nature but needs more consistent and clearly marked crossings and signage. Other Board members thought the road should be more like a private driveway and stated safety concerns around Building A if the road were treated more like a public thoroughway. Board members agreed that the design should more clearly reflect one approach or the other to communicate who should be the appropriate users of the road.
- Explore opportunities to improve pedestrian and bicycle circulation throughout the site, with particular attention to east-west connections from Raymond Street and Yerxa underpass to Sherman Street and Danehy Park.
- Consider opportunities to add more canopy trees as opposed to ornamental trees.
- Consult with the utility company to find ways to reduce the size of and/or relocate the mechanical area adjacent to Building A.
- Provide more information on the proposed site lighting plan, including the road under Building A.

### **Building Design**

- Explore opportunities to further articulate the façade to respond to the surrounding context.
- Consider a lighter color for the upper portions of both Buildings A and B.

In addition to these topic areas, the Board supported comments made in the staff memos for the proposal and asked that they be considered to refine the project's design.

Submitted for the Planning Board,

*Swaathi Joseph*

Representative to the Planning Board, authorized by Mary Flynn, Chair.



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# CITY OF CAMBRIDGE

Community Development Department

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To: Planning Board

From: CDD Staff

Date: March 6, 2024

Re: Affordable Housing Overlay Design Consultation **AHO-3, 21 Walden Square Road**

**IRAM FAROOQ**  
Assistant City Manager for  
Community Development

**SANDRA CLARKE**  
Deputy Director  
Chief of Administration

## Overview

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Submission Type: Affordable Housing Overlay (AHO) Advisory Design Review

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Applicant: Winn Development Company LP

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Zoning District(s): Residence C-2

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Proposal Summary: Construct 2 buildings to add 95 affordable rental units with 74 long-term and 10 short-term bicycle parking spaces with a gross floor area of 140,550 square feet under the AHO.

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Planning Board Review and comment on conformance with AHO

Action: Development Standards, City Development Guidelines for the proposal area, Design Guidelines for AHO, and Citywide Urban Design Objectives.

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Memo Contents: CDD Zoning Report & Urban Design Report

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Other Staff Reports: None

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**AHO Design Guidelines**

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Parking	<ul style="list-style-type: none"> <li>• Minimize the impact of parking and driveway.</li> </ul>
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Massing	<ul style="list-style-type: none"> <li>• Configure massing for compatibility with the prevailing or desired pattern of neighboring buildings and open spaces. In established neighborhoods, relate to the existing pattern of streets and other open spaces, and prioritize compatibility with existing buildings. In evolving areas, configure new developments to help realize the City's vision for urban form.</li> </ul>
Facades	<ul style="list-style-type: none"> <li>• Design facades to enhance and enliven the public realm. In established areas, emphasize compatibility and reinforce sense of place. In evolving residential and commercial districts, contribute to the transformation of urban form by setting precedents for design excellence.</li> <li>• Where appropriate, incorporate ground level retail spaces and common areas to foster a lively enliven the urban environment.</li> <li>• Provide daylight to interior spaces, avoid excessive energy use, and protect the privacy of residents of neighboring buildings.</li> <li>• Design facades to relate to the residential scales and patterns of Cambridge's diverse and historic neighborhoods.</li> <li>• Design street facades to offer a sense of civic presence and human scale, and visual interest as appropriate to their role in defining public space.</li> </ul>
Architectural Details, Materials, Color, and Finishes	<ul style="list-style-type: none"> <li>• Use materials that are warm, inviting, and compatible with surrounding existing buildings and the neighborhood context. Develop building facades of high-quality, durable materials and with colors, finishes, and textures appropriate to building contexts.</li> </ul>



Building Interiors	<ul style="list-style-type: none"><li>Affordable housing, like all housing, should serve the needs of its residents while contributing to the residential character and sense of neighborhood within the area at large.</li></ul>
<b>Sustainable Design Objective</b>	
Site and Building Design	<ul style="list-style-type: none"><li>Achieve resilience measures to the maximum extent possible, including energy efficiency and measures to promote the health and wellness of residents.</li></ul>

The complete set of Design Guidelines for Affordable Housing (28 July 2020) can be found at:

[https://www.cambridgema.gov/-/media/Files/CDD/Housing/Overlay/zngamend\\_aho\\_designguidelines\\_20200728v2.pdf](https://www.cambridgema.gov/-/media/Files/CDD/Housing/Overlay/zngamend_aho_designguidelines_20200728v2.pdf)

**19.30 Citywide Urban Design Objectives [SUMMARIZED]**

Objective	Indicators
New projects should be responsive to the existing or anticipated pattern of development.	<ul style="list-style-type: none"> <li>• Transition to lower-scale neighborhoods</li> <li>• Consistency with established streetscape</li> <li>• Compatibility with adjacent uses</li> <li>• Consideration of nearby historic buildings</li> </ul>
Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.	<ul style="list-style-type: none"> <li>• Inhabited ground floor spaces</li> <li>• Discouraged ground-floor parking</li> <li>• Windows on ground floor</li> <li>• Orienting entries to pedestrian pathways</li> <li>• Safe and convenient bicycle and pedestrian access</li> </ul>
The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.	<ul style="list-style-type: none"> <li>• Location/impact of mechanical equipment</li> <li>• Location/impact of loading and trash handling</li> <li>• Stormwater management</li> <li>• Shadow impacts</li> <li>• Retaining walls, if provided</li> <li>• Building scale and wall treatment</li> <li>• Outdoor lighting</li> <li>• Tree protection (requires plan approved by City Arborist)</li> </ul>
Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.	<ul style="list-style-type: none"> <li>• Water-conserving plumbing, stormwater management</li> <li>• Capacity/condition of water and wastewater service</li> <li>• Efficient design (LEED standards)</li> </ul>
New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.	<ul style="list-style-type: none"> <li>• Institutional use focused on existing campuses</li> <li>• Mixed-use development (including retail) encouraged where allowed</li> <li>• Preservation of historic structures and environment</li> <li>• Provision of space for start-up companies, manufacturing activities</li> </ul>
Expansion of the inventory of housing in the city is encouraged.	<ul style="list-style-type: none"> <li>• Housing as a component of large, multi-building development</li> <li>• Affordable units exceeding zoning requirements, targeting units for middle-income families</li> </ul>
Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.	<ul style="list-style-type: none"> <li>• Publicly beneficial open space provided in large-parcel commercial development</li> <li>• Enhance/expand existing open space, complement existing pedestrian/bicycle networks</li> <li>• Provide wider range of activities</li> </ul>

## Zoning & Development Staff Report

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### Site & Zoning Context

#### Site Context

The site is located in Neighborhood Nine, roughly halfway between the Alewife area to the west and Porter Square to the east. This area of Cambridge is mixed in development character and uses, containing many larger multi-family residential buildings of 4-9 stories surrounded by neighborhoods of smaller 2-to-3-story residences, some school buildings and public open spaces (including Cambridge Friends School, Cambridge Montessori School, and Danehy Park), and a couple of commercial buildings that are remnants of the industrial patterns of development that characterized much of the area's past. The site is just to the south of the Fitchburg Rail corridor, which has largely transitioned (with some exceptions) in recent decades from commercial to multifamily residential use.

The approximately 7.3-acre site currently contains seven buildings ranging from 3-9 stories in height and consisting of approximately 183,000 square feet in Gross Floor Area (GFA) and 240 dwelling units. It is an irregularly shaped lot that has limited frontages on Sherman Street to the west and Raymond Street/Richdale Avenue to the east, which are connected by an internal driveway called "Walden Square Road" that provides circulation through the site. There is also a system of pedestrian and bicycle pathways through the site, connecting to the pedestrian/bicycle underpass to Yerxa Road and North Cambridge.

The current development pattern on the site is typical of 1970s-era residential development, consisting of multifamily buildings that are set back from the public realm. Yards are devoted largely to surface parking at the edges of the site, with internal landscaped courtyards.

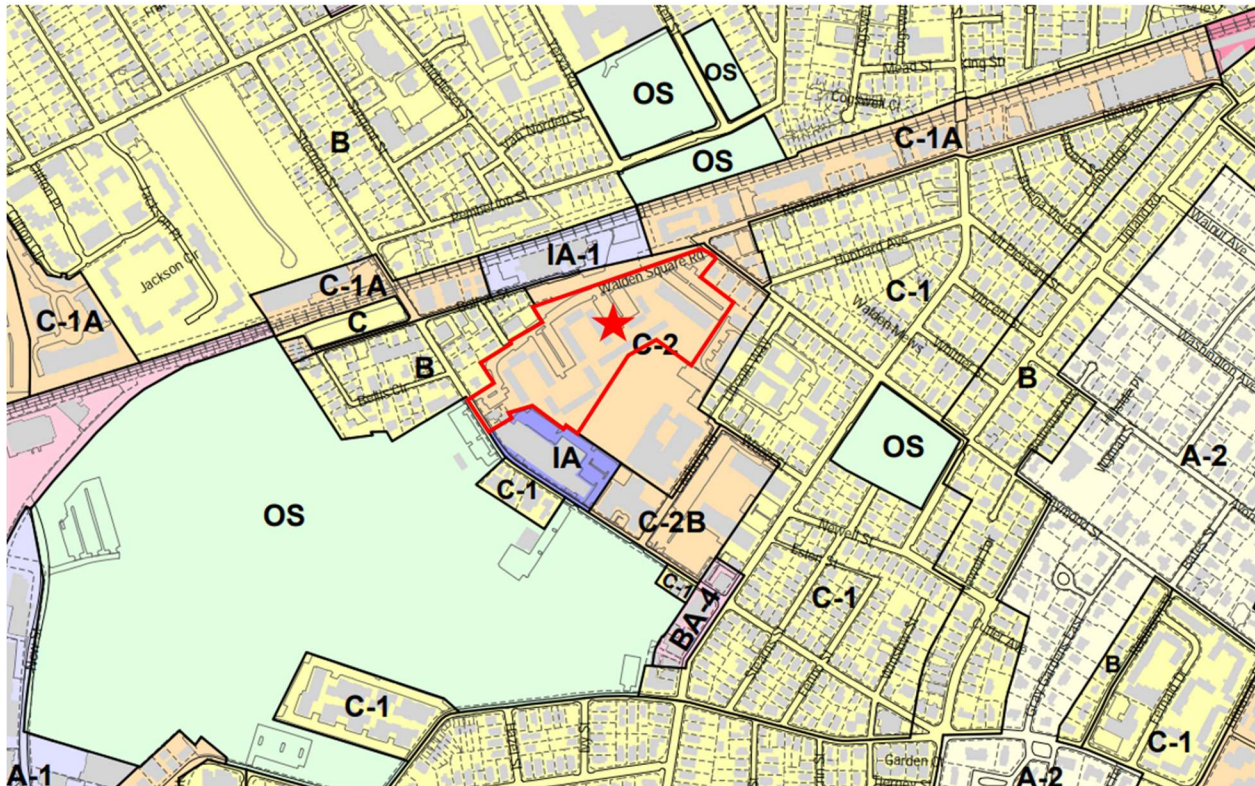


*Aerial Plan (Source: Nearmap, 2024)*

**Site Zoning**

The site and some adjoining properties are zoned Residence C-2. There are isolated pockets zoned Industry A and Industry A-1 to the west and northwest of the site. Surrounding residential areas are zoned Residence C-1A, C-1, C-2B, and B.

Residence C-2 is a higher density residential zoning district, permitting new development up to 85' in height and at a Floor Area Ratio (FAR) of 1.75. In addition to townhouses and multifamily dwellings, the Residence C-2 district permits institutional uses and some healthcare facilities by-right.



*Zoning Context Map (Source: Cambridge CityViewer, 2024)*

**Comments on Proposal**

**Project Description**

The AHO Project proposes to construct two additional buildings in the existing Walden Square campus, consisting of a total of 95 affordable units. Building A is an approximately 91,000 square-foot, 7-story building with 60 affordable dwelling units and Building B is a 6-story building with approximately 49,000 square feet and 35 affordable units. Building A faces Raymond Street and straddles the existing internal Walden Square Road while Building B is set behind an existing 9-story building.

The project will include 10 additional off-street parking spaces for a total of 200, 74 new long-term bike parking spaces, and a new 19-dock Bluebikes station. The development will reduce the overall open

space on the site from 36% (113,000 square feet) to 31% (100,000 square feet) and will include the renovation of 3 existing play areas and the planting of over 150 new trees.

**Consistency with AHO Development Standards**

The following commentary provides a high-level overview of how the AHO standards compare to this development proposal:

- Use
  - Per the AHO regulations, the proposal for a multifamily dwelling is allowed as-of-right.
- Dimensional Standards
  - Height: The maximum height permitted on the site is thirteen (13) stories or 150' from grade. Building A of the AHO Project consists of seven stories and 80' in height and Building B consists of six stories and 69' in height.
  - FAR: The AHO does not set a maximum FAR in the Residence C-2 District. The AHO Project would result in a 0.97 FAR across the site.
  - Setbacks: There are no applicable front or side yard setbacks under the AHO. The site has frontage on both Sherman and Raymond Streets, and therefore contains two front yards, which makes all other yards side yards (with no rear yards). No setbacks apply to the AHO Project.
- Design Standards
  - Transparency: At least 20% of the building's facades facing a public street must be clear glass windows. The proposed Building A consists of 31% transparency facing Raymond Street, according to the Narrative Volume. The corresponding elevation drawing in the Graphic Volume does not have the specific transparency percentage labeled. Building B is not visible from a public street.
  - Non-residential uses: Ground-story non-residential uses are not required by the AHO in this Zoning District. The AHO project does not include any non-residential uses.
  - Site Design and Arrangement: Parking shall not be located between the front lot line and the principal wall plane of the building nearest to the front lot line. The AHO Project includes preexisting parallel parking spaces along Walden Square Road between Building A and Raymond Street, which could be maintained as an existing nonconforming condition. The plans included in the Graphic Volume indicate the current condition will be maintained but some of the 3D renderings show an altered design for those parking spaces that would not be allowed under the AHO zoning.
  - Façade Projections/Recesses: Building facades must include projecting and/or recessed elements of at least two feet on an average interval of 40 linear feet or less along a Public

Street, and 80 feet elsewhere. Such projecting or recessed elements do not apply to the lowest or highest Story Above Grade. The AHO Project illustrates such recesses and projections at appropriate depths at the appropriate intervals.

- Mechanical Equipment & Refuse Screening: Mechanical equipment and refuse areas shall generally be screened from view using a screen that is at least 75% opaque and uniformly distributed across the screening surface. There is a proposed screened-in substation and transformer area adjacent to Building A shown in the plans but the material details are not provided.
- Parking and Short-Term Drop Off Loading Areas
  - Off-street Parking & Transportation Demand Management (TDM): The AHO Project will provide off-street parking at a ratio higher than 0.4. Therefore, TDM measures are not required.
  - Bicycle Parking Layout: Individual bike racks must be a minimum of 3 feet away from each other. The AHO Project shows 16 short-term bike racks that appear to be roughly 2.5 feet away from each other. The AHO project is required to include a total of 10 short-term bicycle parking spaces. There are 10 spaces that appear to conform to the dimensional requirements in addition to the 16 that do not.
- Environmental Design Standards
  - This proposal is subject to the City’s Green Building Requirements as set forth in Section 22.20 of the Zoning Ordinance. The AHO Project is being designed to meet Passive House standards.
  - The City’s Green Roofs Requirement is not applicable to an AHO project.
  - The AHO Project is subject to the City’s Climate Resilience standards. Portions of the site are below the City’s 2070 projected 1% probability Long Term Flood Elevation (LTFE), particularly around the proposed Building B. The AHO Project is designed so that all entrances to occupiable spaces, residential units, and mechanical equipment are elevated above the 1% LTFE, and the AHO Project will meet Green Factor standards as designed.

**Further Considerations**

The following zoning considerations will need to be reviewed in more detail to confirm zoning compliance before the building permit stage:

- Detail of proposed substation and transformer screen adjacent to Building A to ensure screening meets the requirements of Section 11.207.7.5.b.
- Detail of transparency percentages of Building A in Graphic Volume.
- Update of renderings and other graphics to confirm the parking between the Raymond Street front lot line and the proposed Building A will remain as-is.
- Detail of bicycle parking layout to ensure compliance with the design standards of Section 6.105.1.f.

## Urban Design Staff Report

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### Urban Design Comments

#### Introduction and Context

The Walden Square affordable housing complex currently has 240 units on the 7.3 acres site. A group of three-floor buildings and a nine-floor tower (Building 21) create loose courtyards, which are interlaced by tree-lined east/west and north/south pedestrian paths. The site's mature trees are its most beautiful asset, gracing the complex's courtyards and paths and providing shade. An east/west vehicular drive with parallel parking (Walden Square Road) runs along the northern edge of the site from Raymond Street on the east to Sherman Street on the west and gives access to the complex's four parking lots. The Yerxa pedestrian and bicycle underpass under the Fitchburg rail line north of the site connects Walden Square to the Peabody School and Rindge Avenue.

The built fabric around the site is varied, primarily consisting of single and multifamily residential buildings two to four floors in height east of the site, arranged in typical Cambridge residential blocks, street-facing commercial buildings west of the site on Sherman Street, and office/laboratory buildings just north of the site on Bolton Street. The Lincoln Way affordable housing complex and the Cambridge Friends School, with its large playfields, are immediately to the south of Walden Square. Danehy Park and Raymond Park are nearby.

The proposed scheme adds two new affordable housing buildings to Walden Square. Building A, located on the northern edge of the site will be seven stories. Walden Square Road will continue under it as a vehicular drive with covered perpendicular parking. Building B, located on the west side of Building 21 and oriented parallel to it, will be six stories, and also provides at-grade covered parking. Together, the new buildings will add 95 units to Walden Square, bringing the total to 335 units, a welcome increase to Cambridge's housing stock.

The proposed scheme creates a new pedestrian/bike path along the northern edge of the site, providing a better east/west route for people walking or biking than using Walden Square Road as it proceeds under Building A, and potentially connecting across the adjoining property north of the site to Bolton Street.

The vehicular parking count has slightly increased from 190 spaces to 200. Seventy-four (74) long-term bicycle parking spaces are proposed. The existing complex has none. Forty-two (42) short-term bicycle parking spaces are provided, maintaining the existing count. A new 19-dock Bluebikes station is provided at the north side of the existing east parking lot, near Raymond Street. The Bluebikes station will provide existing and future residents with an important new option for affordable transportation; it will be important for those wishing to bicycle, as Walden Square provides limited storage for personal bicycles.

The proposed scheme removes numerous large mature trees, including a row along the northern edge of the site. It provides a compensating number of caliper inches of new trees.

The design challenge of the project is to add the new buildings to Walden Square complex in a way that is compatible with the existing buildings, fits in with the nearby neighborhoods, improves the complex's open spaces, and enhances the quality of life for both the existing and the new residents.

### **Consistency with AHO Guidelines for Building Design**

The proposed design generally adheres to the tenets and principles outlined in the AHO guidelines:

- Treating the new construction as two separate buildings creates a better relationship to the scale of Walden Square's existing buildings than a single large one would.
- The proposed buildings are Intermediate in height between Walden Square's three-floor and nine-floor existing buildings, helping to mediate between them.
- Massing and façade articulations mediate between the scale of individual units and the buildings as a whole.
- The facades distinguish between the building's first floors, middles, and tops.

### **Recommendations for Building Design**

As the project is developed, the following could be considered to further improve the fit of the new buildings with the existing buildings and open spaces, and to enhance the ground level pedestrian experience.

#### **Massing and facades**

1. Consideration should be given to a more deliberate use of different types of façade and massing articulation on the different sides of Buildings A and B. Clearer differentiation of the building's massings and facades in response to the forms and characters of the adjoining spaces would enhance the integrity of those spaces as meaningful places. For example:
  - The south façade of Building A could more assertively engage the width of the parking courtyard to its south, and the heights of the existing three floor buildings.
  - Building B could more create a greater distinction between on the one hand its east side facing Building 21 and the tree lined path parallel to it, and on the other hand its west side facing the Friends School playfield. One strategy would be to treat one façade as more continuous and more decisively divide the other into separate vertical tower-like elements.
2. Consideration could be given to using colors more similar to the colors of the existing buildings.
3. A lighter color would be preferable for the upper portions of the buildings.
4. Alternatives should be considered to the proposed cementitious panel system to ensure a high-quality appearance.
5. Consider providing more visual support to the rooftop photovoltaic panels, or installing them in a lower-height sawtooth arrangement to reduce their prominence.
6. Consider providing more detail at the windows – heads, jambs, spandrel panels, etc. – to increase their presence in the facades.
7. Consider utilizing decorative façade elements (including the randomly located vertical red stripes) more deliberately to enhance the organizational pattern of windows or to emphasize particular facades or portions of facades.



### Ground Floor

1. On Building A, consideration should be given to locating the lobby and entrance passage farther east, to directly face the open space between Building B and Building 21, rather than the blank end of the nearby existing three floor building.
2. On Building A, consideration should be given to creating a stronger sense of separation between the parking lot to its south and the space under the building by providing a more substantial first floor façade in the plane of the wall above, and by reducing the width of the opening to the under-building garage.
3. More development of the first floor facades, in terms of materials, fenestration, three-dimensional relief, or public art, would enhance the pedestrian experience.
4. Ensure that the garage lighting on the first floors of both buildings has a warm color temperature and avoids glare.

### **Consistency with AHO Guidelines for Site Design**

The proposed design generally follows the tenets and principles outlined in the AHO guidelines:

- The new buildings help define open spaces of different scales and characters.
- The addition of long-term bicycle parking will promote residents' mobility.
- Play areas will serve residents' needs.
- New parking - under the proposed buildings - is screened by walls and by metal panels and mesh screens.

### **Recommendations for Site Design**

#### Experience and Connectivity for People Walking and Bicycling

1. Consider providing more canopy trees throughout the site instead of the small ornamental trees that are proposed in many locations. Deciduous trees of large growth habit would create more shade; they would better define the site's paths, courtyards, and parking areas; and their overhead canopies would help define a ground level pedestrian scaled zone that would both complement the existing three-floor buildings and mediate the heights of the taller buildings. Potential areas include the east end of Building A, the corners and center of the parking lot south of Building A, the east/west path extending west from Building B, and the center strip and eastern edge of the existing parking lot east of Building 21.
2. Provide more clarity on why existing trees are proposed to be removed in the western portion of the site, and if they are being removed because of poor health whether they could be replaced.
3. Position new trees near multiuse paths at least 3' away from the path of travel of people bicycling.
4. The existing Walden Square Road is proposed to continue as a two-way vehicular route under Building A, past the building lobby and various building service rooms, and to provide access to perpendicular parking spaces under the building.
  - The design team should clarify whether it will be open to public vehicles and if so, how that will be made clear.

5. The layout and materials of the proposed path system should be further studied to ensure safe access and movement for pedestrians and bicyclers, and graceful accommodation of their desire lines.
6. East/west movement in the area around Building A and under it - both through the site and to destinations such as Building A's lobby and bicycle storage room - is of particular concern. Staff would be happy to work with the design team as the locations, layouts, and designs of the paths in this area as they are further developed.
7. Consideration should be given to adjusting the path system and plantings in the north/south area between Building B, Building 21, and Building A to create a more coherent and legible space. Possibilities include:
  - Relocating the new bike shelter north of Building B and adjusting the western of the two north/south paths between Building B and Building 21 to create a smoother and more direct north/south route toward Building A.
  - Providing additional canopy trees in this space instead of small ornamental trees, extended farther north and south along the western north/south path, including in the play area.
  - Relocating the Building A lobby (as suggested above) to further enhance this space as a significant public place.
8. The new pedestrian and bicycle path along the north side of Building A connects to the Yerxa Underpass and to the sidewalk along the north side of Walden Square's east parking lot.
  - This connection may include construction on city-owned land. Changes to public rights-of-way and easements need to be coordinated with and approved by the city.
  - The project proposes an extension of this path north to Bolton Street. As it runs through the neighboring property, the potential for its creation will depend on future discussions. Staff recommends that if or when it is created, its configuration be further studied and it be widened to match the new path on the north side of Building A.
9. If possible, consider formalizing the existing dirt path leading south from Walden Square (near the location of Building B) to the neighboring Lincoln Way complex.
10. Provide raised crossing tables or speed cushions in vehicular drives, rather than abrupt speed bumps.
11. The proposed paving materials for crosswalks should be clarified. Crosswalks should be marked with high visibility crosswalk markings regardless of whether they are raised. City staff would be happy to review these and other details of paths and paving as the design is developed.
12. Provide a more substantial structure for the trash enclosure in the middle of the parking lot south of Building A and provide trees around it as shown on the perspectives.
13. Consider providing low planting along the north side of the parking lot south of Building A and the building.
14. While the number of proposed long-term bicycle parking spaces meets the requirement for the two new buildings, there are currently *no* long-term spaces for the existing buildings. Weather-protected and secure long-term bicycle parking is important to serve Walden Square's residents' needs for mobility options, but the proposed long-term spaces provide only one third the number appropriate for the entire complex. Consideration should be given to providing additional spaces.

15. Staff recommends that bicycle storage areas include options for charging e-bikes and that management monitor the use of the spaces. If there is insufficient space for bicycle storage, additional storage may be needed in the future.
16. Verify that the long-term bicycle parking structures are sufficiently weatherproof and secure.
17. The management of long-term bicycle parking should be clarified, including how people will know where to park, and what will happen when the demand is greater than the supply.
18. The long-term bicycle parking shelters should be reviewed for clearances and the locations and arrangements of the bike racks.
19. Note that the City supports the 19-dock Bluebike station shown on the north side of the Walden Square Road near Raymond Street. It need not be labeled “potential”.
20. Greater clarity should be provided regarding the locations of the bus stops shown on-site and the buses they serve, including their routes and schedules.

#### Play

21. More information on the play areas should be provided, such as proposed features, equipment, and character.
22. Consider providing elements conducive to play, exercise, and recreation throughout the complex, rather than solely in the designated play areas.

#### Public Art

23. Information on public art should be provided, addressing process, intentions, and locations, etc.

#### Engineering

24. In a memorandum from the project’s Civil Consultant, the team provides discussion of the AHO project’s plans to meet the City’s Stormwater Management Standards. Staff requests that the team update the calculations based on the current DPW design standards and guidance. For example, the stormwater design appears to be based on design storm events that have been superseded by projected 2070 Design Storms.
25. The project narrative provides a discussion of how the project will meet the Flood Resiliency Standards outlined in Cambridge Zoning Section 22.80. Staff recommends that a formal application be made for review of the project’s proposal to meet the standards outlined here: [Climate Resilience Zoning - City of Cambridge, MA \(cambridgema.gov\)](https://www.cambridgema.gov/ClimateResilienceZoning)

#### **Consistency with AHO Guidelines for Sustainable Design**

The proposed design generally appears to follow the tenets and principles outlined in the AHO guidelines.

- Light colored roofs with photovoltaic arrays are provided.

#### **Recommendations for Sustainable Design**

- Additional information regarding mechanical systems, fenestration, envelope, etc. would facilitate review.
- Consideration should be given to using permeable pavement where possible.
- Review planting palette with city staff.

***Consistency with Citywide Urban Design Objectives***

The proposed design generally follows the Citywide Design Objectives.

- It increases Cambridge’s housing stock, provides green pedestrian friendly spaces, bicycle storage for residents, and avoids shadow impacts on Walden Square’s neighbors.
- The Citywide Urban Design Objectives recommend that new projects be responsive to existing or anticipated patterns of development. The urban pattern of the existing Walden Square development contrasts with that of the nearby neighborhoods however. Its buildings are larger in scale and less varied than those of the residential neighborhood to its east. They are arranged to create loose courtyards (some of which accommodate surface parking lots) rather than more normative residential urban blocks. Unlike the residential neighborhood to the east and the commercial buildings along Sherman Street, Walden Square’s buildings do not directly address city streets. As a large-scale development, it most closely resembles the Lincoln Way complex on the south side of the site and the Walden Park Apartments farther south. While the proposed project maintains this atypical urban character, the proposed new buildings are remote enough from the surrounding streets and neighborhoods that they do not appear to be detrimental to the nearby residential and commercial urban fabric.