

CITY OF CAMBRIDGE

Housing Department

Christopher Cotter
Director of Housing

Affordable Housing Trust

October 24, 2024, 4:00 p.m.
Ackermann Room, City Hall, 795 Massachusetts Avenue
Cambridge, Massachusetts

OR

[Webinar Registration - Zoom](#)

To participate in this meeting through the Zoom video meeting platform, please register using [this link](#) in advance of the meeting.

AGENDA

1. Review of Meeting Minutes
2. Update from the Housing Department
3. Walden Square II: continued discussion of the Planning Board's Final Report of Affordable Housing Overlay (AHO) Design Consultation;
4. Print Shop Condominium: update on funding commitment and discussion of other owner concerns;
5. Adjournment

Members of the public can provide written comments to the Affordable Housing Trust by email sent to affordablehousingtrustcomment@cambridgema.gov, or by delivery to the Housing Department, by 5:00 p.m. the day before the meeting.

CAMBRIDGE AFFORDABLE HOUSING TRUST
MEETING MINUTES
September 26, 2024 at 4:00 p.m.

Conducted via Zoom and in person (City Hall, Ackermann Room)

Trustees Present in Person: Yi-An Huang, Chair; Teresa Cardosi, Elaine DeRosa, Raffi Freeman, Krissandra Robinson, Jim Stockard

Trustees Present via Zoom: Alyson Stein, Elaine Thorne

Trustees Absent: Susan Schlesinger

Staff Present: Chris Cotter, Housing Director; Iram Farooq, Assistant City Manager for Community Development; Cassie Arnaud, Senior Manager for Housing Development; Janet Haines, Housing Planner; Christine Yu, Associate Housing Development Planner; Anna Dolmatch, Senior Manager for Homeownership; Antonia Finley, Homebuyer Coordinator

Others Present: City Councilor Sumbul Siddiqui, Federico Muchnik, Mary Jane Kornacki, William Kennerly, James Mahoney, Jean Hannon, Sue Reinhart, Yohanna Reid, Sara Barcan, Eleni Macrakis, Chris Sower, Fran Cronin, Gleb Bahmutov, James Wilberforce, William Betsch, Brusa Lusa, Katrin Peterson

The meeting was called to order at 4:00 p.m. Mr. Cotter explained that this meeting of the Affordable Housing Trust is being held in a hybrid fashion pursuant to applicable requirements, that all votes would be taken by roll call. He then confirmed via roll call that each remote participant could hear the meeting and was audible to others.

MEETING MINUTES

Upon a motion moved, seconded, and approved by roll call of eight in favor and one absent (Ms. Schlesinger), it was voted to approve the minutes for the meeting of August 1, 2024.

HOUSING DEPARTMENT UPDATE

HomeBridge Program: There are 10 active buyers in this program looking for a home. There were 3 houses purchased this month and one under agreement.

Corcoran Park: The Cambridge Housing Authority (CHA) plans to redevelop this CHA property under the Affordable Housing Overlay (AHO). They have begun to meet with residents and neighbors, in advance of beginning the formal AHO community process later this year.

Park View Coop: Renovations at this site were completed in August.

Jefferson Park Federal: Construction on the site is underway. A groundbreaking event is scheduled for October 2nd.

35 Harvey Street: Renovations at this site were completed in August. Homeowners Rehab Inc. (HRI) is working on scheduling a ribbon cutting event.

16-18 Wendell Street: The CHA is working on making upgrades to the interior and is preparing for initial occupancy in the coming months.

28-30 Wendell: Staff are in discussions with HRI on the development program for these combined sites. HRI has been exploring different programming options, including a scenario with a senior housing component. In addition to providing housing for senior low-income residents, the inclusion of a senior component could enable HRI to seek a greater amount of state funding and would also result in lower per-unit costs as there would be a greater number of one-bedroom units.

2072 Massachusetts Avenue: The Capstone/Hope development team is preparing to restart its plans to redevelopment 2072 Mass Ave as affordable housing under the AHO. They will be holding their first AHO community meeting on this project on October 9th.

Mr. Freeman asked if there is a funding request coming for 2072 Massachusetts Avenue. Mr. Cotter responded that staff anticipate a funding request at some point in the future, but the amount and timing of the request will not be known until plans for the project are further developed.

Walden Square II: Winn Development has been working with City staff to respond to comments and recommendations included in the Planning Board's final advisory design review report, specifically around trees and circulation. They are also working to secure the remaining financing needed to begin construction. Staff are working to bring an update to the Trust at an upcoming meeting.

OTHER UPDATES

Incentive Zoning: The Trust received contribution of more than \$13 million in Incentive Zoning and other funds from the development at 40 Thorndike Street.

40 Thorndike Street and 55 Wheeler: Leasing at these buildings will begin soon.

City Funded Vouchers: Discussions on city-funded vouchers are ongoing. The Housing Committee is expected to meet again in October to continue conversations.

Multi-Family Zoning: The proposed Multi-family Zoning petition was on the City Council agenda on September 23rd. The City Council will continue discussion of this at their next meeting.

Community Preservation Act: The City Council has approved an 80% allocation to the Affordable Housing Trust on September 23rd.

NEW BUSINESS

HomeBridge Program Funding Request

Mr. Cotter presented a funding request of \$10,000,000 to recapitalize the HomeBridge program, which provides financial assistance for eligible applicants to purchase homes on the open market. In exchange for this assistance, buyers sign an Affordable Housing Covenant and purchased homes become part of the City's permanently affordable stock. This year, the program has received more applications than the Homeownership Resale Program. This has also been one of the most successful years for buyers. The program's 100th unit is currently under agreement.

This funding amount is projected to last up to two years, serving an estimated 16 to 20 buyers. Lower interest rates may make more inventory available, or could make the market more competitive, so it is challenging to predict how quickly the funds will be used.

In response to a question regarding why HomeBridge has become so popular, Mr. Cotter responded that it is likely because of the policy changes that the Trust approved of last year to increase the percentage of the market price paid with HomeBridge subsidy. Ms. Dolmatch added that the Resale Pool is a bit slow, so people are moving towards the HomeBridge program. She also applauded Ms. Finley for her work on HomeBridge. Ms. Finley added that HomeBridge gives people the option to select their home on the market, which appeals to some buyers.

In response to a question regarding whether \$10 million will be the requested amount every time the program needs to be replenished, Mr. Cotter answered that it is hard to know what will happen to the housing market and interest rates in two years, and that staff tend to make requests that will fund the program for 1-2 years based on current demand.

In response to a question regarding the status of the resale formula change, Mr. Cotter answered that staff are in the process of implementing the changes. Owners who are now selling are given the option to use the new resale formula. Mr. Stockard followed up by asking if this would incentivize more people to sell. Staff responded that it is difficult to tell. The biggest factor for families who might sell is where they will move to next. Ms. Dolmatch added that staff surveyed homeowners in recent years on this topic, and the result was that it would not largely impact people's decision-making. Most people who wanted to sell are already selling.

In response to a question regarding if HomeBridge units were equipped with accessible equipment, Mr. Cotter responded that these are units purchased on the market, so the available units do not typically come with those features, but owners can add them after purchase.

Ms. DeRosa commented that this program is great for allowing families to purchase larger units and stay in the City, stabilizing the family's housing and making the unit permanently affordable.

Upon a motion moved, seconded, and approved by roll call of eight in favor and one absent (Ms. Schlesinger), it was:

VOTED: to approve the Trust funding request of up to \$10,000,000 to fund the HomeBridge program, all as further described in the meeting materials.

HomeBridge Program Proposed Standards

Mr. Cotter also presented to the Trust proposed HomeBridge unit standards. The guidelines were developed from staff's experience reviewing new HomeBridge units. HomeBridge buyers sometimes pursue units that may not be an advisable investment of public funds. The proposed standards allow some flexibility through the possibility of specific waivers for some requirements. Mr. Cotter shared that staff are working on proposed draft language to provide options for de-leading compliance which is required for all family-sized units. It can sometimes be a challenge for buyers to get access to testing and de-leading prior to purchase. Staff may bring a draft de-leading proposal to a future meeting.

In response to a question regarding how new these standards are, Mr. Cotter answered that the standards are guidelines that staff have used for some time. Ms. Dolmatch added that the terms and conditions from the Trust state that a unit must be in good condition without more specifics. This document provides better guidance that can be shared externally so that applicants are aware of what conditions need to be met in order to get HomeBridge funding. Ms. Thorne commented that these standards are a great educational guide for homeowners since many of them don't know how much maintenance is needed for a home.

In response to a question clarifying the language restricting purchasing a multi-family, Mr. Cotter stated that HomeBridge buyers can purchase a unit in a multi-family building, but not a multi-unit property. Ms. DeRosa asked for clarity on what homes sold in a non-arm's length transaction meant. Ms. Dolmatch replied that it could be a sale within a family or between buyer and seller with some relationship. This policy is meant to prevent those cases while allowing flexibility.

Chair Huang asked for clarity on the equity return is for HomeBridge. Staff responded that the equity formula is the same as for other homeownership programs. The formula will be changing to the new 2.5% annual increase when the new formula is fully implemented.

Trustees and staff discussed the demographics data available on participants in this program. Staff informed the Trust that up until recent years, applications to access housing did not include demographic-identifying questions. Applications now include questions on race and ethnicity. Staff also informed the Trust that the vast majority of applicants are Cambridge residents. HomeBridge is open to Cambridge-based workers, and a small number have purchased homes.

In response to a question on why the guidelines include a prohibition on purchasing in condominiums with less than 50% owner-occupancy. Staff responded that lenders do not typically agree to lend in buildings with less than majority owner-occupancy. Staff noted that exceptions for this guideline may be made, most likely for smaller buildings like triple-deckers.

Upon a motion moved, seconded, and approved by roll call of eight in favor and one absent (Ms. Schlesinger), it was:

VOTED: to adopt the HomeBridge Unit Standards as submitted.

Rindge Commons South Funding Request

Mr. Cotter presented a funding request from Just A Start (JAS) for up to \$9,051,615 to assist in the construction of 77 new affordable rental units at Rindge Commons South, the second phase in their Rindge Commons project. The Trust committed over \$3.7 million to the first phase, Rindge Commons North, which completed construction in June 2024 and is now fully occupied. The 77 new units will be primarily family-sized, consisting of 16 one-bedroom, 39 two-bedrooms, and 22 three-bedrooms units. This second phase will also increase open space and parking. This project was approved through a comprehensive permit in 2020.

JAS anticipates that the total development cost will be approximately \$56,649,163. In addition to the Trust request, the budget will be supported by \$9.9 million in permanent debt, \$26.5 million in federal 4% tax credit equity, \$3.8 million in state low-income housing tax credit, \$5.6 million in other state soft funding, and \$1.0 million in deferred developer fee. JAS is requesting that up to \$750,000 be made available for predevelopment activities.

Trustees commended JAS for the work they have done on the site, especially with the classroom space and the moving of JAS offices to a central location. Mr. Freeman asked if the projected hard costs price is normal. Ms. Arnaud responded that the project hard costs are in line with other comparable developments.

Upon a motion moved, seconded, and approved by roll call of seven in favor, one abstains (Mr. Stockard), and one absent (Ms. Schlesinger), it was:

VOTED: to approve the Trust funding request of up to \$9,051,615 from JAS for Rindge Commons South, all as further described in the meeting materials.

MOVE TO EXECUTIVE SESSION

Mr. Cotter indicated that the next items for discussion before the Trust pertained to details regarding the potential acquisition of real estate. Due to the sensitive information to be discussed, continuing in open session might have a detrimental effect on the negotiations. At 4:58 PM, Mr. Cotter entertained a motion to go into Executive Session to discuss this matter and indicated that the Trust would adjourn at the conclusion of the Executive Session.

Upon a motion moved, seconded, and approved by roll call of eight in favor and one absent (Ms. Schlesinger), it was:

VOTED: for the meeting to go into Executive Session.

Mr. Cotter noted that the Trust would not reconvene in open session.

The next meeting is scheduled for October 24, 2024 at 4:00 p.m.

Meeting Materials:

- Agenda
- Minutes from the Trust's August 1, 2024 meeting

- Project Update
- HomeBridge Funding Request and Unit Standards Memo 9.26.2024
- HomeBridge Unit Condition Standards – draft memo 9.26.2024
- Rindge Commons South Funding Request 9.26.2024

DRAFT

Cambridge Affordable Housing Trust

October 24, 2024

Status of Active Commitments

	Active Projects	Sponsor	Rental Units	Ownership Units	Status	Total Cost	Trust Commitment	Loan Amount Per Unit	Trust Approval Date
1.	HomeBridge program	CDD	currently approved buyers:	5	99 scattered site units purchased by first time buyers to-date. Trust approved expanded subsidy share in August 2023. Online application now available. Three units under agreement - two 3-beds and one 2-bed.	N/A	\$34,200,000	1-br: 50% sale 2-br: 60% sale 3-br: 65% sale	several, including most recent: September 2024
2.	Homeownership Resale Program	CDD	currently active units:	21	Re-purchase, rehab and re-sale of affordable homeownership units to new homebuyers.	N/A	\$10,000,000		December 2011
3.	Vail Court (139 Bishop Allen)	TBD	TBD	TBD	Trust and City hosted public meeting in 2017 to hear from the community on affordable housing needs and ideas for the redevelopment of Vail Court. Additional public meetings will be scheduled but are currently on hold pending the legal action taken by former owner.	TBD	TBD	TBD	N/A
4.	2072 Mass. Ave.	Capstone Hope	TBD	TBD	Capstone/Hope purchased site in April 2018 and sought a comprehensive permit to enable the construction of a new 48 unit affordable housing building but withdrew their request at the September 2021 BZA hearing; they remain committed to creating affordable housing at this site and are assessing next steps and options. First AHO community meeting held on 10/9/24; due to technical issues, repeat of this community meeting to be held on 10/30/24.	TBD	\$5,071,000	TBD	February 2018 and June 2021
5.	52 New Street	JAS	106		JAS purchased the site in early 2020 and is permitting the project through the Affordable Housing Overlay. After JAS held 3 AHO community meetings, the proposal was reviewed by the Planning Board at the two advisory design review meetings on 10/16/21 and 1/4/22 and a final Planning Board report has been issued. Construction closing completed in December 2023; construction underway.	\$81,059,816	\$18,025,390	\$170,051	October 2019, June 2021, and January 2022
6.	Broadway Park (240 Broadway)	JAS		15	In March 2021, the Trust approved funding to create 15 affordable homeownership units. JAS began the community process with the intention of seeking a comprehensive permit for this development but put the project on pause and will be revisiting plans for the site including potentially a rental AHO development.	TBD	\$3,600,000	\$240,000	March 2021
7.	Jefferson Park Federal (45-60; 61-75; 77-92; 93-108; Jackson Circle; 1; 2-19, 21-42; 109-124; 1000 Jackson Place)	CHA	278		In September 2021, the Trust approved funding to assist with the comprehensive modernization of Jefferson Park Federal. After the CHA held 3 AHO community meetings, the proposal was reviewed by the Planning Board at the two advisory design review meetings required by the AHO on 11/9/21 and 2/15/22. A final Planning Board report has since been issued. The CHA completed a 'dry closing' in late December 2023, in preparation of the full construction closing to occur in 2024. Construction closing completed July 2024. Under construction.	##### #####	\$43,611,615	\$156,876	September 2021
8.	35 Harvey Street	HRI / Cascap	12		In November 2021, the Trust approved funding to assist with the renovation and reconfiguration of Harvey Street from SROs to studio apartments. HRI closed on funding in November 2023. The majority of renovations completed in August 2024, with final punchlist items completed in early fall. HRI is holding a ribbon cutting event on 11/19/24.	\$ 5,364,143	\$3,339,437	\$278,286	November 2021
9.	4 Mellen / 1627 Mass. Ave.	HRI	29		In January 2022, the Trust approved funding to assist with the purchase of this property from Lesley University to create affordable housing. The Trust approved additional predevelopment funding in August 2022. HRI acquired the site in August 2022. AHO community meetings held on 9/15/22 and 3/15/23. Advisory design consultation with Planning Board held 7/18/23 and 12/5/23. Planning Board final design report issued on 12/20/23. State funding approved June 2024. HRI is beginning to prepare for construction closing.	TBD	\$10,425,000	TBD	January 2022, August 2022, and January 2024
10.	116 Norfolk Street	CHA	62		In August 2022, the Trust approved funding to assist in the renovation and expansion of an existing 38-unit SRO to create 62 studio apartments for individuals moving beyond homelessness. CHA completed AHO advisory design review in late 2022 and closed on funding in December 2022; construction is underway to be completed in early 2025.	\$41,830,167	\$10,161,150	\$163,890	August 2022
11.	35 Cherry Street	JAS		TBD	In March 2022, City Council approved the disposition of this property to the Trust for creation of affordable homeownership housing. Transfer from MIT complete. After RFP, Just A Start selected as developer at its October 2023 Trust meeting. AHO Community meetings held 5/15/24, 6/26/24, and 8/21/24. JAS preparing for Planning Board AHO advisory design review.	TBD	\$300,000	TBD	March 2022 and May 2024
12.	49 Sixth Street	POAH	46		In October 2022, the Trust approved funding to assist in the conversion of a portion of the Sacred Heart church property to affordable housing. POAH has completed the AHO process. POAH is assembling remaining financing in advance of beginning construction in 2024. Increase of Trust funds request approved 3/6/24; increase of Trust funds approved at 8/1/24 meeting.	TBD	\$11,250,000	\$244,565	October 2022, March 2024, and August 2024
13.	37 Brookline Street	JAS	TBD		JAS acquired the site in July 2023 and held a meet and greet meeting on 4/25/24. AHO community meetings held 7/10/24 and 9/11/24. JAS preparing for Planning Board AHO advisory design review.	TBD	\$2,064,000	TBD	March 2023
14.	650 Concord Ave	Neville Communities Inc (NCI)	71		In May 2023, the Trust approved funding to assist with capital repairs at Neville Place, the affordable assisted living portion of its campus. Staff are working with NCI on due diligence items in advance of closing, including the forming of a working committee to review tenant selection procedures. Increase of Trust funds request approved 3/28/24. Preparing for closing with NCI and other funders.	\$2,445,000	\$5,670,500	\$79,866	5/1/2023 and March 2024
15.	28-30 Wendell Street	HRI	TBD		HRI completed the acquisition of 30 Wendell Street from Lesley University on 11/30/23. First AHO meeting held 2/14/24 and hosted a Balden neighborhood walking tour with neighbors in April 2024. First AHO community meeting for combined sites held 6/20/24. HRI has been working on design and development concepts ahead of scheduling a second meeting on the two sites later this fall.	TBD	\$16,657,000	TBD	August 2023 and March 2024
16.	87-101 Blanchard Rd	B'nai B'rith	110		In March 2024, the Trust approved \$18,169,120 in funding to BBH for the new construction of 110 affordable rental units for seniors. BBH plans to permit the site under the AHO. AHO PB meetings held on 1/30/24 and 6/4/24. Planning Board final design report issued on 6/18/24.	TBD	\$18,169,120	\$165,174	August 2023 and March 2024
17.	16-18 Wendell Street	CHA	22		Trust approved funding for CHA to purchase an existing 24-room dormitory to convert to new permanent supportive housing; property acquired 7/2/24. CHA completing some minor interior work in advance of occupancy in early November 2024.	\$8,609,800	\$4,950,000	\$225,000	April 2024

18.	102 Sherman St/Walden Square Apartments II	Winn	95	Trust approved funding for the construction of two new buildings containing 95 affordable rental units on a portion of the existing Walden Sq I site; Winn completed the AHO community process in Fall 2023 and presented the proposed to the Planning Board at the two advisory design review meetings on 3/12/24 and 7/2/24. A final Planning Board report has been issued and was included in the Trust August 1 briefing materials; staff have been working with Winn in response to PB AHO Final Report.	\$80,413,447	\$18,750,000	\$197,368	April 2024
19.	Rindge Commons South	JAS	77	JAS is seeking the remaining financing needed to begin construction on the second phase of their two-phase Rindge Commons development which received a comprehensive permit in August 2020. The Trust approved funding of \$9,051,615 for the second phase, Rindge Commons South, at its September 2024 meeting.	TBD	\$9,051,615	\$117,553	September 2024
20.	(confidential until purchased)	JAS	TBD		TBD		TBD	September 2024
21.	(confidential until purchased)	Capstone Hope Zahler	TBD		TBD		TBD	September 2024

Total Units 949

**Cambridge Affordable Housing Trust
Status of Affordable Housing Overlay (AHO) Developments**

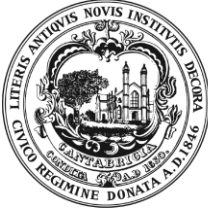
AHO Development	Developer	AHO Status & Activity	Rental Units	Ownership Units	Development Status
1. 52 New Street	Just-A-Start Corporation	AHO Community meetings held on 2/25/21, 3/25/21, and 4/15/21. Planning Board design consultation held on 10/26/21 and 1/4/22. Design consultation completed January 2022; Final Planning Board report issued 1/20/22 and was transmitted to the Trust on 1/27/22. Construction underway.	106		Design Consultation Complete; see above
2. Jefferson Park Federal (45-60, 61-75, 77-92, 93-108, Jackson Circle, 1, 2-19, 21-42, 109, 124, 1000 Jackson Place)	Cambridge Housing Authority	AHO Community meetings held on 3/2/21, 4/1/21, and 10/19/21. Planning Board design consultation held 11/9/21 and 2/15/22. Final Planning Board report issued 3/9/22 transmitted to the Trust on 3/24/22. Construction underway.	278		Design Consultation Complete; see above
3. Walden Square II (102 Sherman Street)	WinnDevelopment Companies	AHO Community meetings held on 3/23/21, 4/13/21 and 5/27/21. Submission for first Planning Board advisory design consultation was withdrawn by developer on 11/16/21. Design revised based on community comments. Community meetings held 2/23/22, 8/29/23 (rescheduled from 8/1/23) and 9/14/23. Planning Board advisory design meetings held 3/12/24 and 7/2/24. Final Planning Board report issued 7/24/23 transmitted to the Trust on 8/1/24.	95		Original submission withdrawn; AHO community meetings complete; preparing to begin Design Consultation process complete.
4. 49 6th Street	POAH & Urban Spaces	AHO Community meetings held on 7/27/21 and 11/3/21. First Planning Board advisory design consultation meeting held 4/5/22. Second design consultation meeting was held on 6/28/22; Planning Board report issued 7/14/22 and transmitted to the Trust on 8/4/2022. Assembling remaining funding needed to begin construction.	46		Design Consultation Complete; see above
5. 116 Norfolk Street	Cambridge Housing Authority	First AHO community meeting held 2/10/22. Second community meeting held 4/26/22. First Planning Board advisory design consultation meeting was held on 7/5/22. Second advisory design consultation held 9/13/22. Planning Board report issued on 10/28/22 and transmitted to the Trust on 11/17/22. Construction underway.	62		Design Consultation Complete; see above
6. 1627 Mass. Ave./4 Mellen	Homeowner's Rehab Inc	First AHO community meeting held 9/15/22. Second community held 3/15/23. First advisory design consultation with Planning Board held 7/18/23, second design consultation held 12/5/23. Final Planning Board report issued 12/20/23 and transmitted to the Trust on 1/25/2024. Preparing for construction closing.	29		Design Consultation Complete; see above
7. 87-101 Blanchard Road	B'nai Brith Housing	AHO community meetings held 10/4/23 and 11/10/23. First Planning Board advisory design meeting held 1/23/24 and 6/4/24. Final Planning Board report issued 6/18/24 and transmitted to the Trust on 6/27/2024.	110		Design Consultation Complete; see above
8. 28-30 Wendell Street	Homeowner's Rehab Inc	First AHO community meeting held 2/14/24. HRI restarted the AHO community meeting to include 28 Wendell Street. The first combined community meeting was held 6/20/24.	TBD		AHO community meetings underway.
9. 35 Cherry Street	Just-A-Start Corporation	AHO community meetings held 5/15/24, 6/26/24, and 8/21/24. JAS preparing for Planning Board AHO advisory design review.		TBD	AHO community meetings complete; design consultation process in progress.
10. 37 Brookline Street	Just-A-Start Corporation	AHO community meetings held 7/24/24 and 9/11/24. JAS preparing for Planning Board AHO advisory design review.		TBD	AHO community meetings complete; design consultation process in progress.
11. Corcoran Park	Cambridge Housing Authority	AHO community meetings to begin soon.		TBD	AHO community meetings to begin soon.
11. 2072 Massachusetts Avenue	Capstone Communities	First AHO community meeting held on 10/9/24; due to technical issues, repeat of first community meeting to be held on 10/30/24.		TBD	AHO community meetings underway.

Status of Active Inclusionary Housing Developments

Approved Active Projects	Developer	Status	Rental Units	Ownership Units	Applicable zoning
1. 55 Wheeler Street	Toll Brothers	Covenant recorded 3/12/21. Building permit issued 3/16/21. Residents moving in; tenant selection continuing; units in final phase now being leased.	99		Revised ordinance at 20% sf requirement
2. 40 Thorndike Street, Court House	Leggat/McCall	Covenant recorded 7/23/21. Building permit issued 3/2/21. Tenant selection underway.	48		All units are affordable
3. 605 Concord Ave.	Abodez Acorn	Covenant recorded 1/6/20. Building permit issued 12/9/21. Under Construction. Preparing for tenant selection.	7		Revised ordinance at 15% sf requirement
4. 1043-1059 Cambridge St.	418 Real Estate	Covenant recorded 5/4/22. Construction complete. All buyers identified, two units closed.		3	Revised ordinance at 20% sf requirement
5. 121 Broadway	Boston Properties (BXP)	Covenant recorded 12/28/23. Building permit issued 3/21/24. Under construction.	102		MXD zoning - 20% Inclusionary + 5% Middle-Income
6. 8 Winter Street	DND Homes	Covenant recorded 7/18/2024. Building permit pending.		3	Revised ordinance at 20% of requirement.

Under Development:	256	6
Completed Units:	1125	215
All Units:	1381	221
	1602	

Active Pipeline Projects	Developer	Status	Rental Units	Ownership Units	Applicable zoning
Subsidy amount needed to create Affordable Dwelling Unit Net Floor Area for Inclusionary Housing not created pursuant to Section 11.203.3 (l):			\$450 / per square foot		



CITY OF CAMBRIDGE

Housing Department

Christopher Cotter
Director of Housing

MEMORANDUM

To: Cambridge Affordable Housing Trust
From: Christopher Cotter, Housing Director
Cassie Arnaud, Senior Manager for Housing Development
Date: October 24, 2024
Re: Follow-up on Planning Board Report of 21 Walden Square Road/Walden Square II

We are sharing an update regarding the Walden Square II Affordable Housing Overlay (AHO) project. As you recall, when discussing Planning Board's Final Report of Affordable Housing Overlay (AHO) Design Consultation at our August meeting, the Trust asked that staff work with Winn and report back on how Winn planned to address comments shared in the Planning Board's report. In response to this request, Winn has provided the enclosed materials, including a memo and supporting documentation, which provide an overview of the design changes they will be making to the Walden Square II development in response to the comments included in the Planning Board's report.

Background

Winn's proposal for Walden Square II consists of the new construction of two buildings, consisting of a total of 95 affordable rental units, on portions of the existing Walden Square campus. All 95 units will be affordable to households earning at or below 80% of area median income (AMI), of which 44 units are anticipated to be affordable to those earning below 60% AMI and 24 of which are anticipated to be affordable to those earning under 30% AMI. Winn is pursuing the project under the AHO, and completed the AHO review process in July 2024.

At the June 27, 2024 meeting, the Trust approved funding for this development, which was made contingent on the Trust's receipt and review of the Planning Board's final advisory design consultation report. At the August 1, 2024 meeting, we transmitted a copy of the Planning Board's Final Report of Affordable Housing Overlay (AHO) Design Consultation. The AHO requires that the results of the design review process be shared with the Affordable Housing Trust.

In our memo transmitting the report, we noted that while the Planning Board expressed its support for creating affordable housing at this location and acknowledged that Winn had made positive changes between the first Planning Board meeting and the second Planning Board meeting, the Board felt that the project could benefit from continued design consultation with CDD and other City staff regarding certain aspects of the proposed development. The Planning Board's final report contained comments and recommendations which fell into three broad categories:

- circulation through the site, particularly by pedestrians and cyclists

- canopy tree planting/landscape design
- exterior façade design

Design Updates

Over the last few months, Winn has worked to update and refine its plans for Walden Square II in response to the comments in the Planning Board report. City staff from the Community Development Department (CDD), Housing Department, Department of Public Works (DPW), and Traffic, Parking and Transportation Department (TPT) met with Winn and their development team several times to discuss opportunities for design improvements, to review proposed updates, and to work collaboratively with Winn on developing the current set of design changes outlined in detail in the attached materials.

- Landscape Plan: The updated landscape plan was developed with input from staff from both CDD and DPW, including the urban forestry and landscape design staff. The attached materials describe the series of specific changes Winn has made to address Planning Board and City staff comments regarding the location and number of canopy trees, tree species and other landscape improvements.
- Facades: the updated elevations and designs were developed with input from CDD design staff who met several times with Winn and their architect team to review the design comments in the Planning Board report, discuss potential opportunities for improvements to the buildings' exteriors, to assist Winn in developing the set of designs, including façade improvements, described in the attached materials.
- Site Circulation: Finally, the updated site circulation plan was developed with input from City transportation staff from CDD, TPT and DPW and has been substantially improved. Winn worked with City staff to refine their plan and to identify effective ways to address the range of transportation-related comments. The final plan, described and shown in the attached materials, represents a significant improvement to the existing site as it is today and will be a benefit to Walden Square residents as well as the surrounding community who will be able to more easily and safely navigate through and around the site.

Housing Department recommendation:

Housing Staff participated in many of these meetings and have also reviewed Winn's revised plans for Walden Square II to address the comments and concerns outlined in the final advisory design review report. While there are a few things which will continue to be discussed as the project moves forward, such as playground designs, Winn has been successful in incorporating changes which address the bulk of the recommendations, comments and feedback. Housing staff have confirmed that City staff have found Winn's changes to have addressed the noted concerns.

The Trust's approval for funding of Walden Square II was made contingent on review and acceptance of the Planning Board's final advisory design consultation report. At the August 1, 2024 Trust meeting, the Trust elected, at Staff's recommendation, to postpone acceptance of the report

(and the release of the funding contingency) while Winn's work with staff to identify ways to address comments in the design report. With that work now complete and reviewed by City staff with expertise in those areas, we now recommend that the Trust accept the Planning Board report and confirm that the condition of the Trust's funding approval has been satisfied.

October 16, 2024

Cambridge Affordable Housing Trust
c/o Chris Cotter, Director of Housing
City of Cambridge Housing Department
344 Broadway
Cambridge, MA 02139

Re: Final Report of Affordable Housing Overlay (AHO) Design Consultation Procedure Compliance Certification
21 Walden Square Road, Cambridge, MA – Response to Comments

Dear Chris,

Enclosed in this memo, please find the responses from WinnDevelopment Company LP (WinnDevelopment) with respect to the “Suggestions for Further Study” section of the Final Report of Affordable Housing Overlay (AHO) Design Consultation Procedure Compliance Certification dated July 22, 2024. In responding to these comments, our team met several times with City staff, including representatives from the Community Development Department, the Housing Department, the Department of Public Works, and the Parking & Transportation Department. As a second part to this memo, we respond to further comments received from City staff subsequent to the issuance of the July 22, 2024 Final Report.

As you know, WinnDevelopment has been working closely with City staff to continue to advance the overall site and project design for the Walden 2 project. We have engaged in numerous virtual meetings with city staff and have tried to be responsive to design comments wherever possible. We feel that the changes that have been made to the site design, namely around circulation and landscaping have resulted in significant improvements that have so far been well received by City staff. We look forward to the ongoing conversation around the development of our project and to continuing to work with your team to bring this project to fruition.

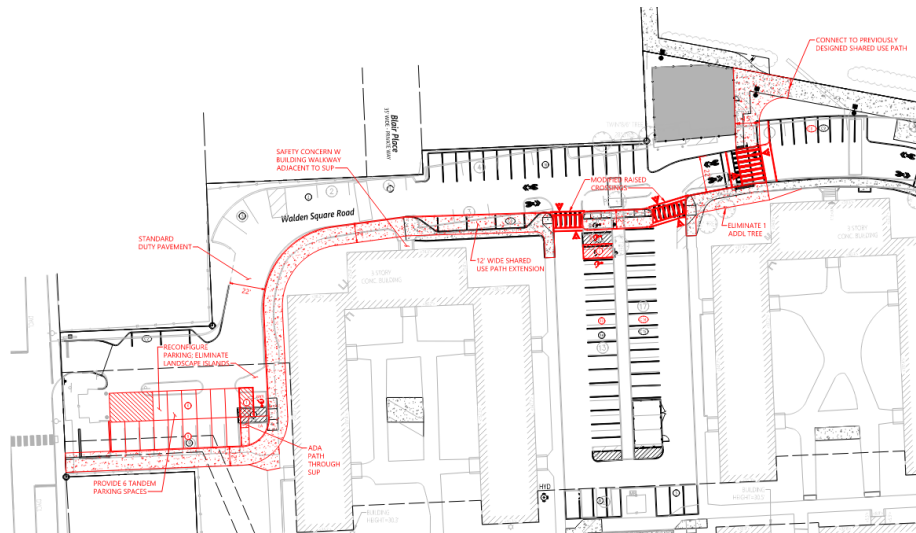
For clarity, comments received from the City are numbered and unbolded in the sections below and responses from WinnDevelopment and its design professionals are in **bold** in line with the numbered comments.

Part I: Suggestions for Further Study from the Final Report of Affordable Housing Overlay (AHO) Design Consultation Procedure Compliance Certification dated July 22, 2024

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.

The preferred route for peds & bikes from the western part of Walden Square Road to the Yerxa underpass has been revised to include a shared use path extension along the south side of Walden Square Road as discussed with Planning staff. The revised site plan detailing the shared use path is included as Enclosure 1 to this memo.

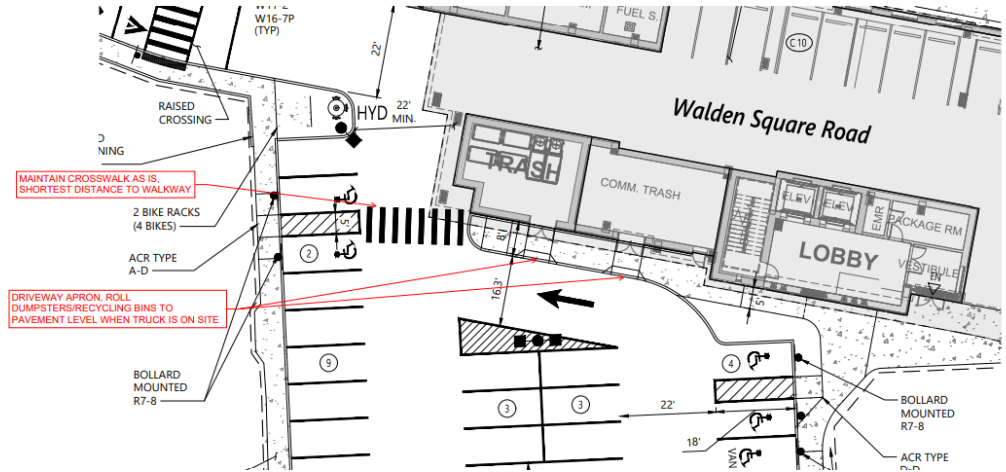


- b. Clarify the preferred route for east-bound people walking or cycling from the western part of Walden Square Road towards Raymond Street or to the bicycle storage room at the east end of Building A. Is it meant to be the new path along the north side of Building A, the tunnel through the building, or the new path along the buildings south side?

The preferred route is for bicyclists and pedestrians to use the shared use path extension as noted above, cross Walden Square Road at the raised crossing west of Building A and continue on the shared use path to the bike room. The pedestrian path south of Building A would be a secondary route.

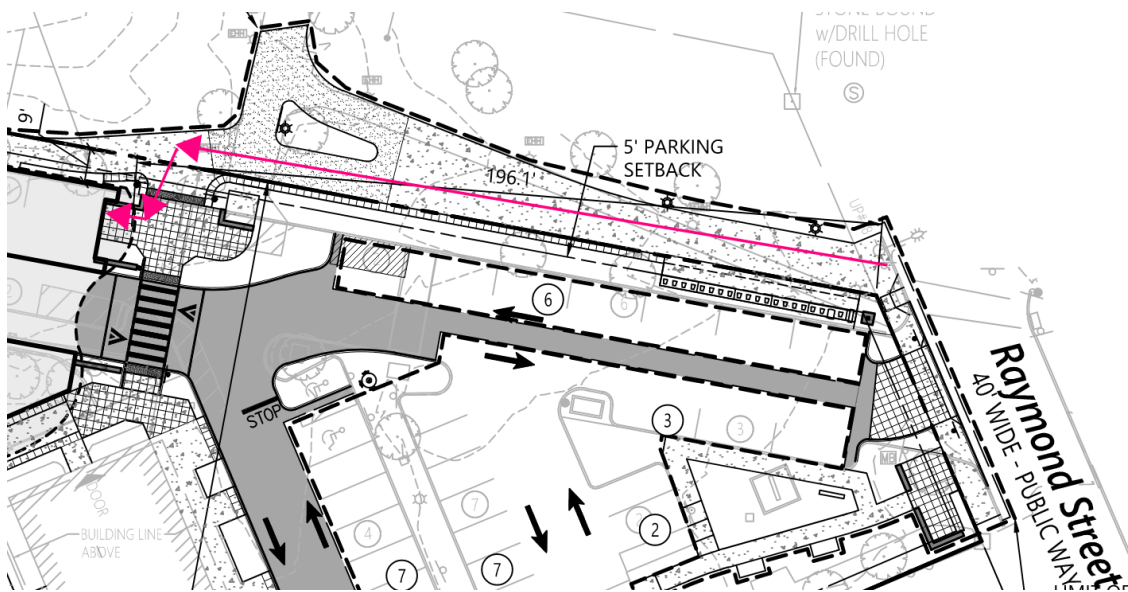
- c. The new pedestrian path along the south side of Building A is indicated only by painted markings. A raised sidewalk, separate from the parking lot and with a curb cut to the trash room would be preferable. In addition, it would be preferable to create a more direct route to this path for east-bound pedestrians coming from the sidewalk on the south side of the western part of Walden Square Road.

The pedestrian path has been revised to note a raised sidewalk with a driveway apron along the location of the doors to the trash and recycling rooms/enclosures. The proposed path provides the shortest distance to the adjacent sidewalk to the west of Building A and provides clearer site lines at the intersection. We will proceed with this approach pending final review by the Cambridge Fire Department.



- 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.

The preferred route is to utilize the shared use path from Raymond Street to the bike room at the east end of Building A. The plaza is intended to give both pedestrians and cyclists additional room to maneuver based on the proximity to the different paths connecting the site.



- 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.

The preferred route from Raymond Street to Sherman Street is the shared use path extension, crossing at the raised crosswalk at the basketball court, and continuing down the shared use path north of Building A towards Sherman Street.

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.

Pedestrian movements across this location are prioritized through the use of the wide raised crossing, along with the rapid rectangular flashing beacon (RRFB) signage and lights at the crossing. The offset of the crossing to the Yerxa underpass is preferred so that bicyclists coming south down the Yerxa Underpass are slowed down as they approach the shared use path and crosswalk. Additionally, realigning the crosswalk would impact existing non-conforming parking that is outside the scope of this project.

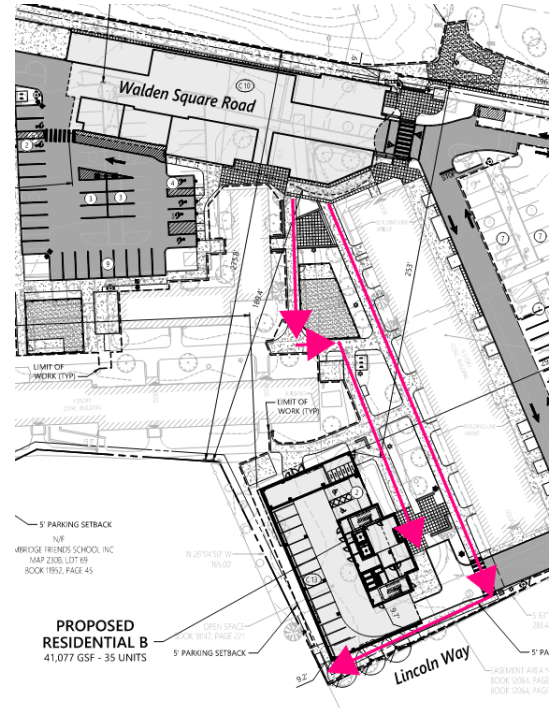
3. Wayfinding signage, pavement materials, and pavement markings should be further considered to make the intended use of the tunnel through Building A clearer to drivers, pedestrians, and bicyclists.

Wayfinding signage at each of the crosswalks has been proposed to clearly delineate the intended pathways, along with providing sufficient, wide, clearly marked pathways for both pedestrians and bicyclists to connect to and around the site.

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.

There is a clear north/south connection between Building A and B along Building 21 to provide access to both the new plaza and playground amenities in this location, maintain the existing routes and connections to entrances in this location, and provide a defined connection to the Friends School to the west of Building B as highlighted here. These pathways are a minimum of 8' wide to provide sufficient walkways for pedestrians. We looked at the City's suggestion to further widen those paths to at least 10' wide; however, doing so would impact existing mature trees which would have to be removed to accommodate the wider sidewalk. We have opted to leave the sidewalk design at 8' to accommodate those existing mature trees, as we understand preservation of existing mature trees wherever possible has been a strong desire of the surrounding community.



North/south circulation to the Lincoln Way housing complex:

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

Discussions with the Cambridge Housing Authority (CHA), owner of the Lincoln Way residential complex, are ongoing. A design proposal to create a sidewalk connection to their property has been developed by our team and is under review by the CHA. Should an agreement be reached, the sidewalk design will be incorporated into the overall project plan.

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.

The design team has based the design of the MEP equipment based on recent Eversource design requirements for electrical capacity for similarly scaled projects in Cambridge. We will continue to work with Eversource to ensure appropriate design of any needed electrical infrastructure, and to the extent the quantity or size of that equipment can be reduced, the screened area will similarly be reduced. Screening is designed to be compatible with the building facades. The size and required clearances for the MEP equipment is dictated by the utility providers based on the need for the proposed use.

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.

Additional canopy trees are proposed in the updated Tree Plan, included here as Enclosure 2. The updated Tree Plan includes an increase of 19 4" caliper deciduous shade trees relative to what was previously submitted to the planning board.

- b. Provide additional canopy shade trees inside and to the east, west, and south of the play areas.

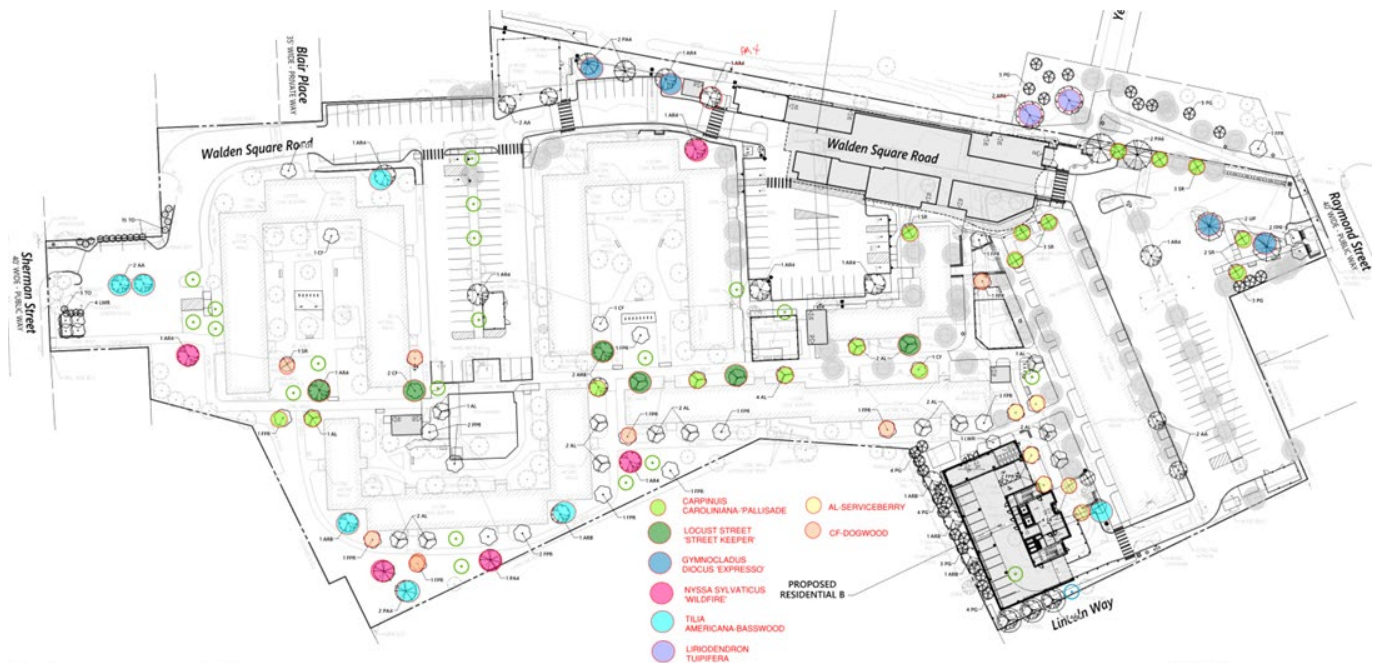
Existing mature shade trees have been retained within or proximate to the proposed and enlarged play areas. New shade trees were added at the play area furthest West on the plan to add additional shade at that play area.

- 8. The proposed decorative low-growth-habit tree species are good choices as understory trees below and near taller canopy trees.

Proposed decorative trees are proposed in gaps in the shade canopy which are otherwise insufficient to incorporate additional large shade trees. Proposed decorative trees are concentrated in areas with existing significant shade tree coverage and are intended to provide visual interest during Spring and Fall along the existing heavily landscaped allays through the site.

- 9. A greater variety of shade tree species would be preferable, including replacing some of the several varieties of red maples with oaks.

The Tree Plan has been updated to include six new native tree species including Basswood (cyan), Tulip (purple) Tupelo (pink), Kentucky Coffee (blue), Locusts (dark green) and Hornbeam (light green). Additional Locust trees were added along the central pedestrian corridor to continue and reinforce the existing theme already established on site. Hornbeams were also added to create and understory canopy while also reinforcing the visual appeal of the central corridor. All Tree Lilacs have been removed from the plan. Dwarf Redbuds were reduce in quantity while Serviceberry (yellow) and white Dogwoods (light orange) were increased slightly in quantity.



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.

WinnDevelopment has engaged a firm that specializes in playground design to advance the play areas. The updates site plan and tree plan show a reconfiguration to the play areas to incorporate existing mature trees into the play area to provide added shade within those play areas. WinnDevelopment will hold resident meetings to solicit feedback on proposed playground design once the playground designer has put preliminary options together. WinnDevelopment will share playground designs with City staff once they are further advanced and after incorporating resident feedback into the proposed playground designs.

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.

In order to give the appearance of stepping back the top floor, we have minimized the cornice at the high parapet and enlarged the cornice above the clapboard siding to make the building appear less imposing on all facades. Please see Enclosure 3 showing updated building perspective views that incorporate this change.

- b. The end facades of Building A relative to Walden Square Road and the building's massing.

See above

- 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.

Building B will be updated similarly to have a larger cornice at the top of the clapboarding. We have broken up the east façade to articulate where the garage entry is located, the main entry and the bike room/back of house area.

12. Consider using a lighter color instead of the dark gray proposed for the upper portions of the buildings.

We have lightened up the dark gray panels and are considering using a blueish gray. Final color decisions will be reviewed on site in a physical mockup.

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.

We have seen Hardie panels detailed and installed well. It's a material that meets the project budget and is durable. Please see Enclosure 4 documenting the successful installation of Hardie panel at several recent PCA projects, where the panel system is effective at conveying the intended design and looks clean and

well-installed. Please note any change to the cladding material from Hardie would add costs to the project budget.

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.

This alternative has been examined, and WinnDevelopment has prioritized the entrance to the new management office at the northern end of the tree-lined pedestrian mall to emphasize this space, which serves all new and existing residents of Walden Square alike, as a central and important feature for the site.

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.

Long-term bicycle parking is provided as part of this project, and will be located throughout the apartment complex, and not limited to the new buildings. The bike room in Building A has a capacity of 20 bikes, and the bike room in Building B has a capacity of 12 bikes. The remaining four long-term bike shelters are proposed throughout the site, and provide capacity for a range of 6-16 bikes.

16. Long-term bicycle parking spaces should be weather protected.

Long-term bicycle parking spaces are weather protected as detailed in the plans submitted to CDD.

Part 2: Responses to Comments received from City Staff subsequent to issuance of the Final Report of Affordable Housing Overlay (AHO) Design Consultation Procedure Compliance Certification dated July 22, 2024

Pedestrian and bicycle circulation

1. The shared lane markings in-road could be eliminated if the path design is finalized, and if it is intended to provide the bicycle connection.

Shared use path extension has been integrated into design, and shared lane markings (“sharrows”) have been removed in Walden Square Drive.

2. We suggest making a 2ft buffer along the curbline with some sort of change in material or color, with an asphalt path with concrete or brick edge or similar. It would help better define the path/discourage folks from jumping the curb and parking on it.

To help delineate, a 2’ buffer of pavers/stamped concrete have been noted on the curb/drive aisle side of the shared use path. Landscape buffer dimensions on the far side of the shared use path have been noted on the plan.

3. The path should be fully, or as near fully as feasible, raised at driveway aisles and flush with the path - similar to how all driveways curb cuts at sidewalks are treated in the city to help signal that people on the path have priority.

Modified raised crossings have been proposed at the side entrances to parking areas. Standard raised crossings are proposed at each crossing of Walden Square drive.

4. We would recommend also that the driveway apron on Sherman St be reconstructed to use the standard curb-cut detail (continuous sidewalk at a minimum). If not, maybe a raised side street crossing detail.

This has been revised and a new driveway apron has been shown at the Sherman Street entrance.

5. With the addition of the tandem spaces, is this adding to the overall parking count since it seems like fewer spaces are being lost in putting in the path than being added?

Due to the extension of the shared use path and widening on sidewalks, the 6 parking spaces that were impacted by this change were replaced with the addition of the 6 tandem spaces. There is no change to the overall parking count. It is anticipated that tandem spaces will be allocated to households with 2 cars to ease site management of those spaces.

6. A full 6” curb should be used to separate the any parking and the path to discourage cars hopping onto the path for any reason

The shared use path is designed such that there is a full 6” curb reveal from the drive aisle, with the previously noted 2’ buffer strip on the curb edge.

7. Could there be an opportunity pick up any green space on the curve by changing the 3 angled spaces to parallel to match the others along the bend or to redesign those spaces for added safety?

These are existing parking spaces. We looked at reconfiguring those spaces, but could not do so without reducing the overall number of parking spaces, which has been a priority for residents on site. In our updated site plan, we are removing bike traffic from this driveway, and so the area should be safer even with leaving these spaces as head-in spaces. We are utilizing the space provided by the oddly shaped landscaping areas to add shade trees in a way that does not obstruct site lines.

8. Please add shared lane markings on two-way side road toward bike storage

Sharrows have been added to the drive aisle east of Building 21 to guide bicyclists down to the Building B bike storage area

9. Can you make it possible for cyclists to ride to bike parking/storage either through idea of widening walkway from 8' to 10' to allow easier bicycle access to parking in parts or on whole path, avoiding trees? If not, please post signs asking users to share the walkway.

Expanding the walkways from 8' to 10' in this area would have detrimental impacts on existing mature trees. Signage indicating that it is a shared pathway between pedestrians and bicyclists have been added throughout the pathways. Please see revised plan.

10. Please evaluate lighting in covered driveway ('tunnel') to make sure it is designed for safety.

The proposed lighting plan is Enclosure 5 and details a denser clustering of light fixture at either end of the tunnel to help with the visual adjustment as drivers move in and out of the tunnel space.

11. Confirm specs of enclosed bike shelters (should be mostly enclosed and protected on three sides but doesn't need to be fully weatherproof).

The proposed specification for the bike shelter, which fully complies with the City's dimensional and weather proofing requirements for bike shelters, is included as Enclosure 6

12. Please shift the location of bike repair station near Building A farther west, closer to the bike shelter, for safety.

The bike repair station has been shifted adjacent to bike shelter 1 (see attached plan) with a small concrete pad area to allow for cyclists to safely fully pull off the shared use path for repairs.

13. Is there an opportunity to look at bike parking for larger bikes, including E-bikes or bikes with carriages?

We will continue exploring this as the building design is further developed and may increase the size of bike parking spaces to accommodate this.

Trees & Plantings

1. Many locations where understory trees are proposed could easily accommodate canopy trees.

Additional shade canopy trees, including species recommended by City arborists, are proposed in the updated Tree Plan, included here as Enclosure 2. The updated Tree Plan includes an increase of 19 4" caliper deciduous shade trees relative to what was previously submitted to the planning board.

- a. Canopy trees could be planted in and around the playground areas, including the one where very large existing tree is proposed to be removed. It is common in City play areas to also have trees inside the play fence, located outside of any equipment fall zones to try and get shade where the children need it most. (Sennott Park and Rafferty Park are good examples)

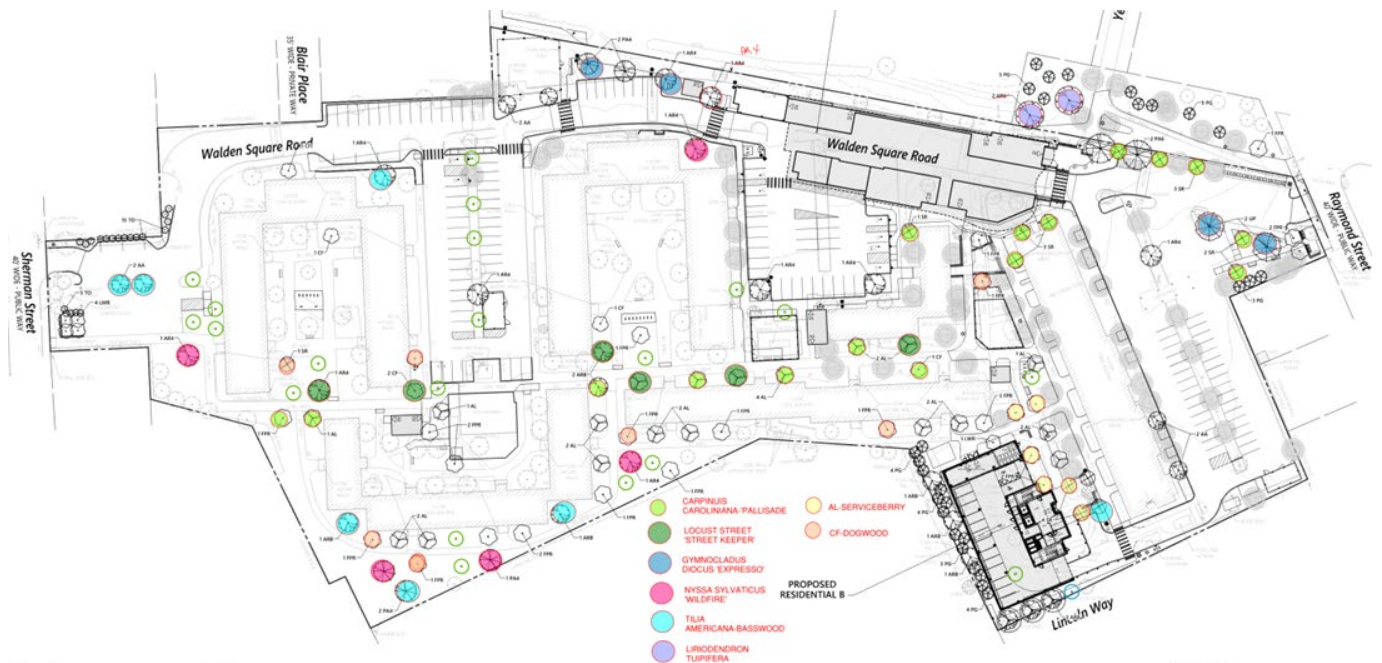
The updated tree plan and site plan show the retention of existing mature trees within or proximate to the proposed play areas to provide more shade to the playground areas.

2. In many locations along building facades, where there is a line of existing canopy trees, to keep the design cadence similar, new canopy trees instead of understory trees would help keep continuity through the whole property.

Additional shade canopy trees have been added within the line of existing tree canopies where existing gaps in canopy coverage allow for the growth of a mature shade tree.

3. Currently, many of the proposed trees are Red Maples. We suggested the following species be considered for more diversity:
 - i. Carpinus
 - ii. Celtis
 - iii. Liquidambar
 - iv. Nyssa
 - v. Quercus

The Tree Plan has been updated to include six new native tree species including Basswood (cyan), Tulip (purple) Tupelo (pink), Kentucky Coffee (blue), Locusts (dark green) and Hornbeam (light green). Additional Locust trees were added along the central pedestrian corridor to continue and reinforce the existing theme already established on site. Hornbeams were also added to create an understory canopy while also reinforcing the visual appeal of the central corridor. All Tree Lilacs have been removed from the



plan. Dwarf Redbuds were reduce in quantity while Serviceberry (yellow) and white Dogwoods (light orange) were increased slightly in quantity.

4. The existing site is full of Ash Trees – is there a strategy or plan in place to deal with Emerald Ash Boring Beetle?

We will work with a qualified arborist to develop a plan to deal with Emerald Ash Boring Beetles for the population of existing ash trees. No new ash trees are proposed.

5. Can trees be planted along the path on the north side of Building A.

The full width north of Building A is needed to allow for the proposed shared use path, which extends to the northern property line.

Building Façade

1. We recognize that Hardie panel is a cost effective material but would like to recommend that if it is used, great care be taken in its installation and in the preparation of its substructure.

We agree that great care must be taken during the installation and will make sure to thoroughly vet the subcontractor selected to install the materials, and will regularly monitor the installation for high quality workmanship during that portion of the work.

2. On the east façade of building A, would it be possible to align the width of the light-colored siding-clad elements with the jambs of the opening to the "tunnel"?

Please see updated view of the eastern facade of Building A, which now accomplishes that.

3. On the south side of Building A, could more detail be provided at the three doorways to the trash rooms, etc? Extend them upward by providing recessed panels, as was done with the doors and windows in the Lobby and Office area at the east end of the building?

Yes, please see updated view of the southern facade, showing the doors to those back of house spaces. Recessed panels above the doors have been added to match the scale of the lobby and office areas.

Enclosures:

1. Updated Site Plan, showing changes & extension to the shared use path connecting to Sherman Street, along with further changes and improvements to overall pedestrian and bicycle circulation
2. Updated Tree Plans, showing an increase to the overall number of canopy shade trees proposed and incorporation of a greater variety of species
3. Updated Building A perspectives responding to city comments on façade design
4. Examples of Architect PCA's past project showing successful installation of Hardie panels
5. Proposed Building A Reflected Ceiling Plan
6. Proposed Bike Shelter Specification




NO.	DATE	DESCRIPTION
1	10/20/2021	1. JACB Comments
2	10/20/2021	2. Revised and Resubmitted
3	10/20/2021	3. Revised and Resubmitted
4	10/20/2021	4. Responses to City Comments
5	10/20/2021	5. Responses to City Comments
6	10/20/2021	6. Responses to City Comments
7	10/20/2021	7. Responses to City Comments

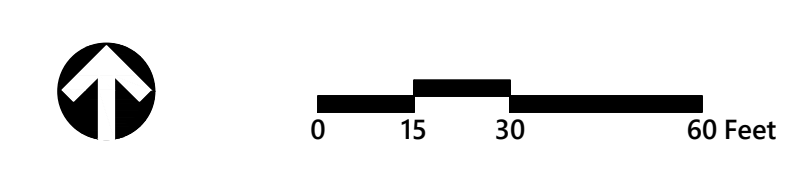
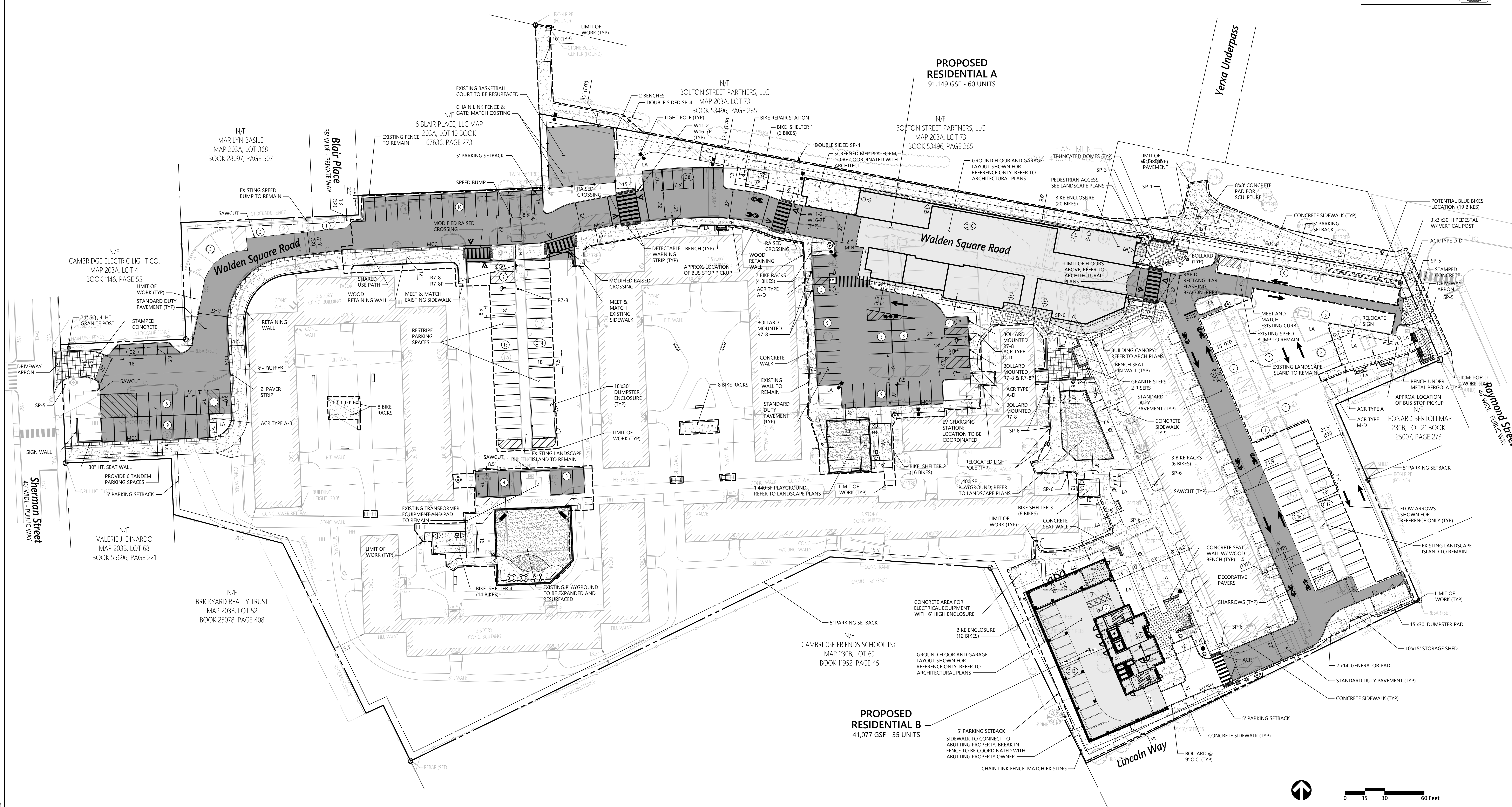
ORIGINAL ISSUE:
07/30/2021

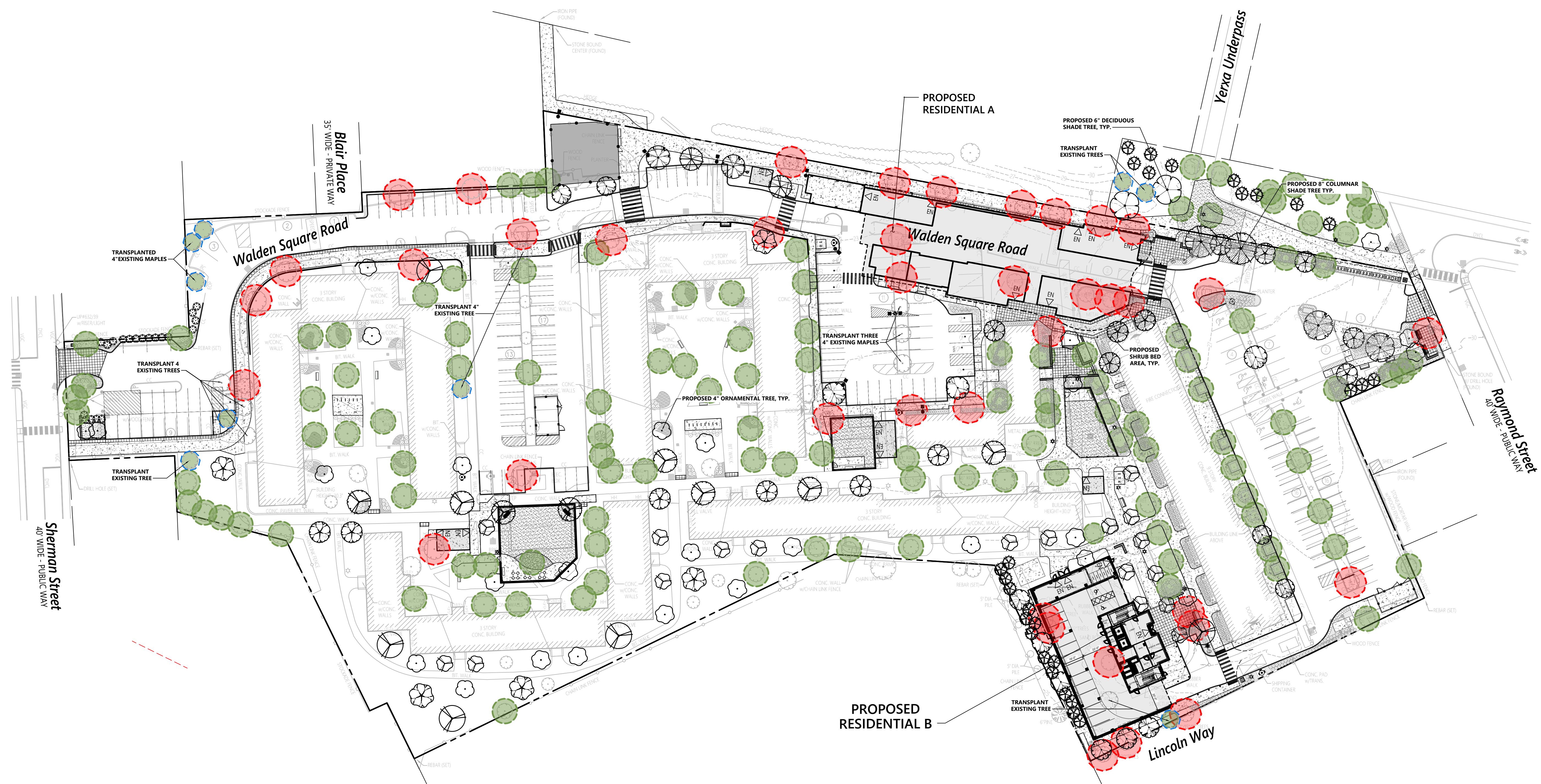
SCALE: 1" = 30'

LAYOUT AND MATERIALS PLAN
C3.00

Sign Summary

M.U.T.C.D. Number	Specification	Width	Height	Desc.
R7-8		12"	18"	
R7-8P		12"	6"	
SP-1		12"	18"	"CYCLISTS TO DISMOUNT AND WALK BIKE"
SP-2		12"	18"	Directional/way finding signage - TBD
SP-3		12"	18"	"KEEP RIGHT FOR CONNECTION TO BOLTON STREET & SHERMAN STREET"
SP-4		12"	18"	"CROSS HERE FOR CONNECTION TO SHERMAN STREET"
SP-5		12"	18"	
SP-6		12"	18"	
RS-1		30"	30"	





Symbol Key

- EXISTING TREES TO BE PRESERVED
- EXISTING TREES TO BE REMOVED
- TRANSPLANTED EXISTING TREES
- PROPOSED 6" DECIDUOUS SHADE TREES
- PROPOSED 4" DECIDUOUS SHADE TREES
- PROPOSED 4" ORNAMENTAL TREES
- PROPOSED 3" ORNAMENTAL TREES
- PROPOSED 12' HT EVERGREEN TREE (4" CAL.)
- PROPOSED 7' HT EVERGREEN TREE (2" CAL.)
- BS** LONG TERM BIKE SHELTER
- BR** SHORT TERM BIKE RACK

Tree Removal / Replacements

39 TREES TO BE REMOVED
586 CALIPER INCHES OF TREES TO BE REMOVED

20 TREES * HAVE BEEN DONATED AND INSTALLED ** 40 CAL. INCHES
546 CALIPER INCHES REQ.

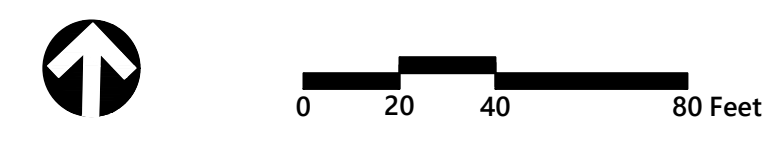
* 2" CALIPER ASSUMED
** 6 DONATED TREES NOT FOUND

152 PROPOSED TREES		
51	4" DECIDUOUS SHADE TREES	204 CAL. IN.
6	6" DECIDUOUS SHADE TREES	36 CAL. IN.
21	3" ORNAMENTAL TREES	63 CAL. IN.
24	4" ORNAMENTAL TREES	96 CAL. IN.
28	12' HT. EVERGREEN TREES	112 CAL. IN.
20	6' HT. EVERGREEN TREES	40 CAL. IN.
TOTAL		547 CALIPER INCHES PROPOSED

Bike Parking Summary Chart

Description	Size	Capacity
BIKE SHELTER 1	16 x 13	6
BIKE SHELTER 2	16 x 28	16
BIKE SHELTER 3	16 x 13	6
BIKE SHELTER 4	16 x 25	14
BIKE ENCLOSURE IN BUILDING A	18 x 30	20
BIKE ENCLOSURE IN BUILDING B	15 x 21	12
EXTERIOR BIKE RACKS		10
TOTAL SPACES		84

AHO REQUIREMENTS:
1.00 space per unit for the first 20 units in a building.
1.05 spaces per unit for additional units.
Building A: 54 Units 20+36 = 56 required
Building B: 42 Units 20+24 = 44 required
Required Long Term Bicycle Spaces = 98 Spaces
72 Spaces* 74 Provided
**includes 28-space reduction per Section 11.207.6.4 of the AHO zoning bylaws*
Required Short Term Bicycle Spaces = 10 Spaces 10 Provided



NO.	DATE	DESCRIPTION
1	10/20/2021	1. JACO Comments
2	10/20/2021	2. JACO Comments
3	10/20/2021	3. Revised AND Submittals
4	10/20/2021	4. Revised AND Submittals
5	10/20/2021	5. Responses to CO Comments
6	11/10/2024	6. Responses to CO Comments
7	11/10/2024	7. Responses to CO Comments

ORIGINAL ISSUE:
07/30/2021
SCALE: 1" = 40'

TREE
PLANTING
PLAN

L2.01

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
SHRUBS					
DL	36	Diervilla lonicera	Dwarf Bush Honeysuckle	2 - 2 1/2' HT.	36" o.c.
IGB	104	Ilex glabra 'Gem Box'	Gem Box Inkberry	2 - 2 1/2' HT.	36" o.c.
JBH	31	Juniperus horizontalis 'Bar Harbor'	Bar Harbor Creeping Juniper	18 - 24" SPD	30" o.c.
JW	20	Juniperus horizontalis 'Wiltonii'	Blue Rug Juniper	18 - 24" SPD	36" o.c.
KLS	88	Kalmia latifolia 'Sarah'	Sarah Mountain Laurel	2 - 2 1/2' HT.	36" o.c.
KLP	29	Kalmia latifolia Pink Charm	Pink Charm Mountain Laurel	2 - 2 1/2' HT.	36" o.c.
LF	32	Leucothoe fontanesiana Silver Run	Silver Run Drooping Leucothoe	18 - 24" SPD	36" o.c.
POL	63	Physocarpus opulifolius 'Podaras 3' TM	Lemon Candy Dwarf Ninebark	18 - 24" SPD	30" o.c.
VA	15	Viburnum acerifolium	Mapleleaf Viburnum	2 - 2 1/2' HT.	36" o.c.
VC	6	Viburnum carlesii	Korean Spice Viburnum	2 - 2 1/2' HT.	42" o.c.
ORNAMENTAL GRASSES					
CKF	41	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	#2 POT	30" o.c.
PVS	251	Panicum virgatum 'Shenandoah'	Shenandoah Switch Grass	#2 POT	30" o.c.
PVC	45	Panicum virgatum 'Cheyenne Sky'	Cheyenne Sky Switch Grass	#2 POT	24" o.c.
PERENNIALS					
AD	78	Aster divaricatus	White Wood Aster	#1 POT	30" o.c.
DP	328	Dennstaedtia punctilobula	Hay-scented Fern	#1 POT	30" o.c.
HHR	47	Hemerocallis x 'Happy Returns'	Happy Returns Dwarf Daylily	#1 POT	18" o.c.
HRR	28	Hemerocallis x 'Rosy Returns'	Rosy Returns Daylily	#1 POT	18" o.c.
IVB	78	Iris versicolor	Blue Flag Iris	#2 POT	24" o.c.
GROUND COVERS					
ALP	128	Astilbe chinensis 'Little Vision in Pink'	Little Vision in Pink Astilbe	#1 POT	12" o.c.
DM	1,217	Dryopteris marginalis	Marginal Wood Fern	#1 POT	12" o.c.
LBB	670	Liriope muscari 'Big Blue'	Big Blue Lilyturf	#2 POT	18" o.c.
RLS	736	Rudbeckia x 'Little Suzy'	Little Suzy Coneflower	#1 POT	12" o.c.

PLANT SCHEDULE

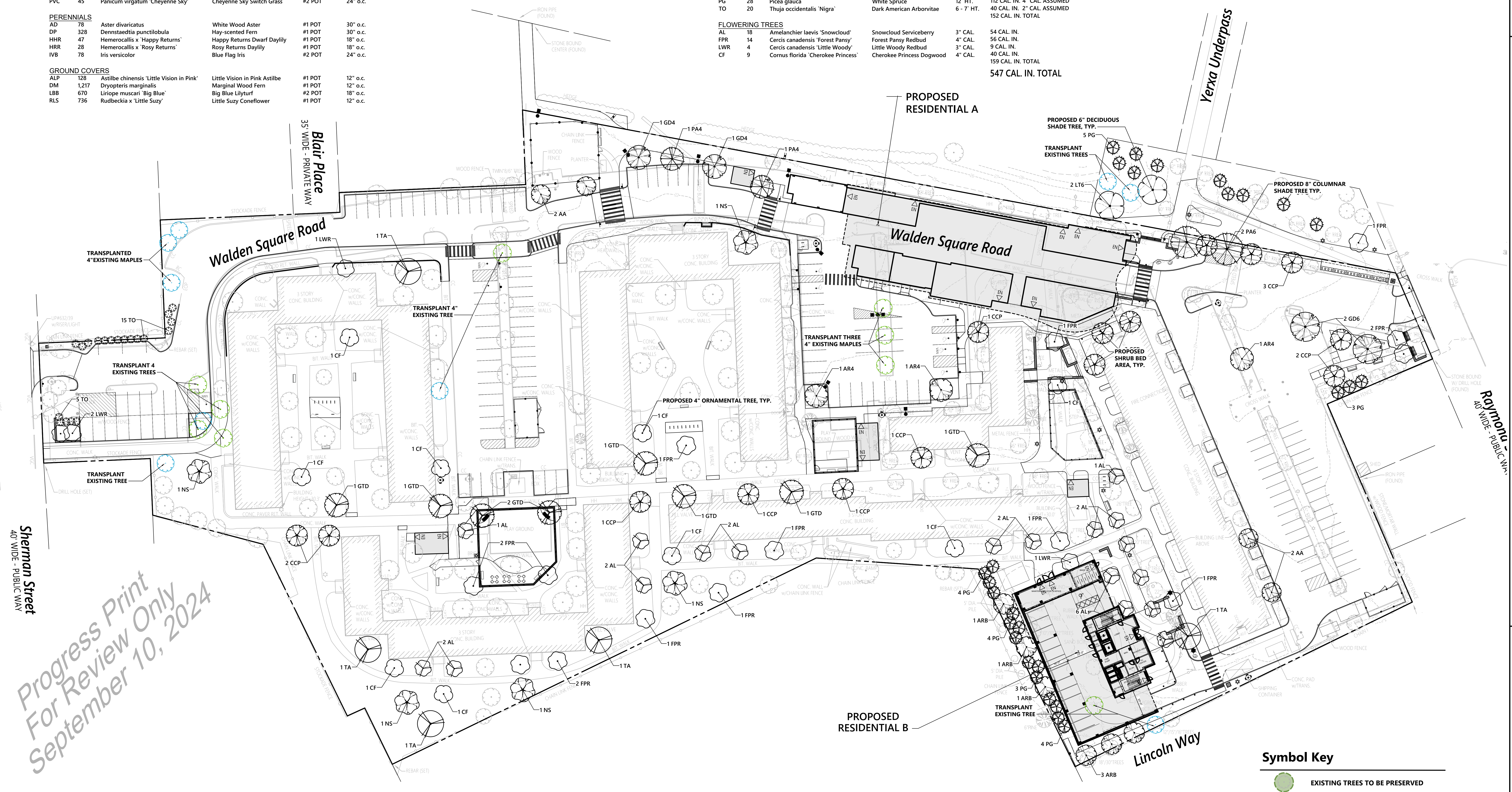
CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE
DECIDUOUS TREES				
AA	4	Acer rubrum 'Armstrong'	Armstrong Red Maple	4" CAL. 16 CAL. IN.
ARB	6	Acer rubrum 'Bowhall'	Bowhall Red Maple	4" CAL. 24 CAL. IN.
ARA	3	Acer rubrum 'October Glory'	October Glory Maple	4" CAL. 12 CAL. IN.
CCP	15	Carpinus caroliniana Palisade	Palisade American Hornbeam	4" CAL. 60 CAL. IN.
GTD	8	Gleditsia triacanthos 'inermis' 'Draves'	Street Keeper® Honey Locust	4" CAL. 32 CAL. IN.
GD4	2	Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree	4" CAL. 8 CAL. IN.
GD6	2	Gymnocladus dioicus 'Espresso'	Kentucky Coffeetree	6" CAL. 12 CAL. IN.
LT6	2	Liriodendron tulipifera	Tulip Poplar	6" CAL. 12 CAL. IN.
NS	5	Nyssa sylvatica 'Wildfire'	Wildfire Tupelo	4" CAL. 20 CAL. IN.
PA4	2	Platanus acerifolia	London Planetree	4" CAL. 8 CAL. IN.
PA6	2	Platanus acerifolia	London Planetree	6" CAL. 12 CAL. IN.
TA	5	Tilia americana	Basswood	4" CAL. 20 CAL. IN.
EVERGREEN TREES				
PG	28	Picea glauca	White Spruce	12' HT. 112 CAL. IN. 4" CAL. ASSUMED
TO	20	Thuja occidentalis 'Nigra'	Dark American Arborvitae	6 - 7' HT. 40 CAL. IN. 2" CAL. ASSUMED
FLOWERING TREES				
AL	18	Amelanchier laevis 'Snowcloud'	Snowcloud Serviceberry	3" CAL. 54 CAL. IN.
FPR	14	Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	4" CAL. 56 CAL. IN.
LWR	4	Cercis canadensis 'Little Woody'	Little Woody Redbud	3" CAL. 9 CAL. IN.
CF	9	Cornus florida 'Cherokee Princess'	Cherokee Princess Dogwood	4" CAL. 40 CAL. IN.

Tree Removal / Replacements

39 TREES TO BE REMOVED
586 CALIPER INCHES OF TREES TO BE REMOVED

20 TREES * HAVE BEEN DONATED AND INSTALLED ** 40 CAL. INCHES
546 CALIPER INCHES REQ.

* 2" CALIPER ASSUMED
** 6 DONATED TREES NOT FOUND



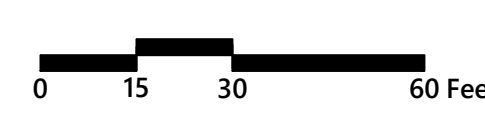
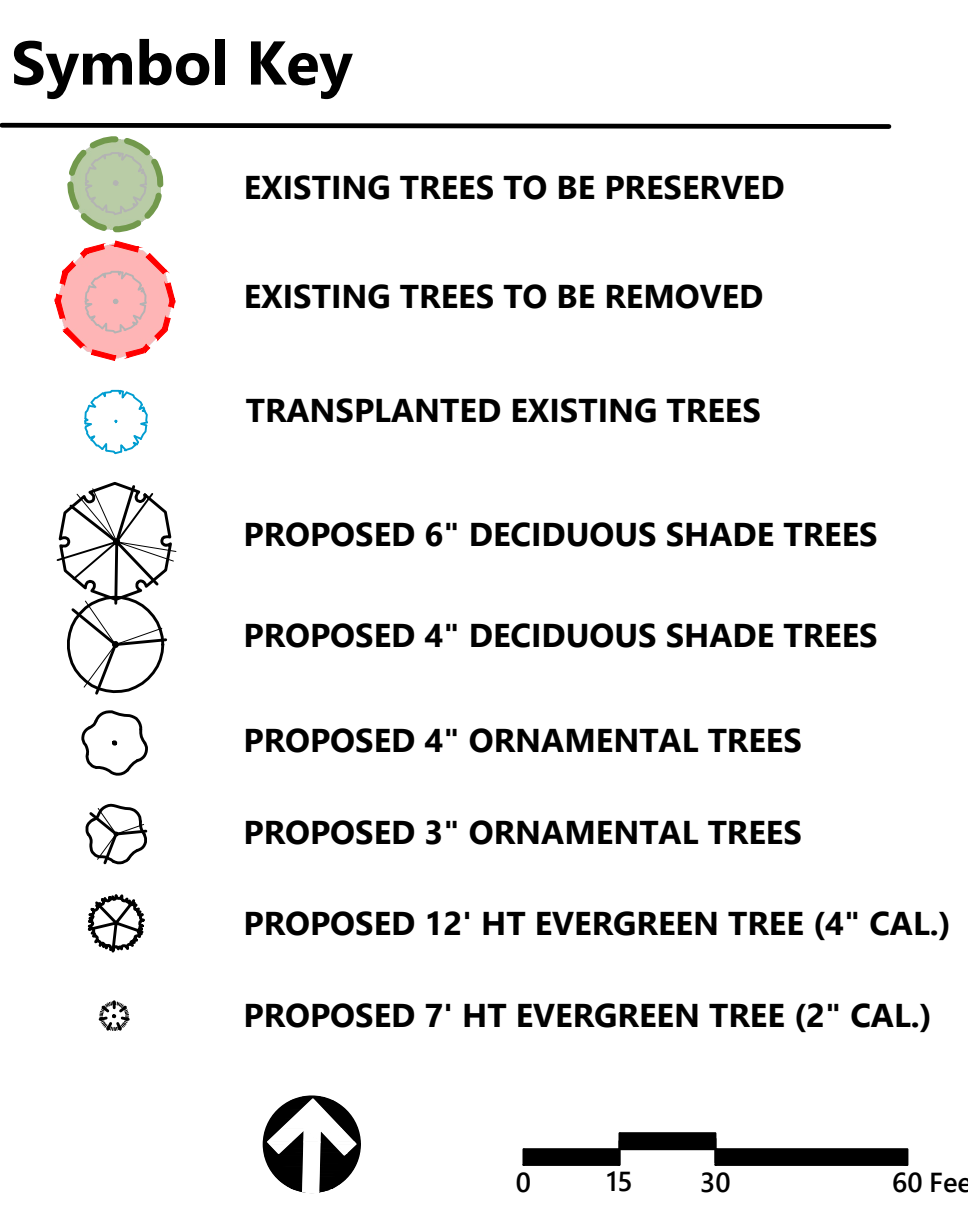
Progress Print
For Review Only
September 10, 2024

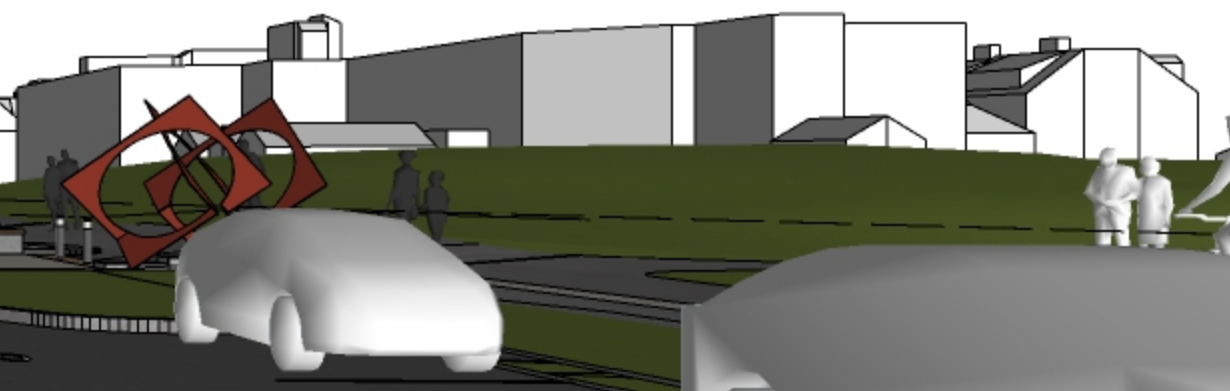
- Tree Protection**
- EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH TEMPORARY CONSTRUCTION FENCE. ERECT FENCE AT EDGE OF THE TREE DRIPLINE PRIOR TO START OF CONSTRUCTION.
 - CONTRACTOR SHALL NOT OPERATE VEHICLES WITHIN THE TREE PROTECTION AREA. CONTRACTOR SHALL NOT STORE VEHICLES OR MATERIALS, OR DISPOSE OF ANY WASTE MATERIALS, WITHIN THE TREE PROTECTION AREA.
 - DAMAGE TO EXISTING TREES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY A CERTIFIED ARBORIST AT THE CONTRACTOR'S EXPENSE.

- Planting Notes**
- ALL PROPOSED PLANTING LOCATIONS SHALL BE STAKED AS SHOWN ON THE PLANS FOR FIELD REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
 - CONTRACTOR SHALL VERIFY LOCATIONS OF ALL BELOW GRADE AND ABOVE GROUND UTILITIES AND NOTIFY OWNERS REPRESENTATIVE OF CONFLICTS.
 - NO PLANT MATERIALS SHALL BE INSTALLED UNTIL ALL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA. CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE OF ANY CONFLICT.
 - A 3-INCH DEEP MULCH PER SPECIFICATION SHALL BE INSTALLED UNDER ALL TREES AND SHRUBS, AND IN ALL PLANTING BEDS, UNLESS OTHERWISE INDICATED ON THE PLANS, OR AS DIRECTED BY OWNER'S REPRESENTATIVE.
 - ALL TREES SHALL BE BALLED AND BURLAPPED, UNLESS OTHERWISE NOTED IN THE DRAWINGS OR SPECIFICATION, OR APPROVED BY THE OWNER'S REPRESENTATIVE.
 - FINAL QUANTITY FOR EACH PLANT TYPE SHALL BE AS GRAPHICALLY SHOWN ON THE PLAN. THIS NUMBER SHALL TAKE PRECEDENCE IN CASE OF ANY DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLAN LIST AND ON THE PLAN. THE CONTRACTOR SHALL REPORT ANY DISCREPANCIES BETWEEN THE NUMBER OF PLANTS SHOWN ON THE PLAN LIST AND PLANT LABELS PRIOR TO BIDDING.

- Plant Maintenance Notes**
- CONTRACTOR SHALL PROVIDE COMPLETE MAINTENANCE OF THE LAWNS AND PLANTINGS. NO IRRIGATION IS PROPOSED FOR THIS SITE. THE CONTRACTOR SHALL SUPPLY SUPPLEMENTAL WATERING FOR NEW LAWNS AND PLANTINGS DURING THE ONE YEAR PLANT GUARANTEE PERIOD.
 - CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR, AND EQUIPMENT FOR THE COMPLETE LANDSCAPE MAINTENANCE WORK. WATER SHALL BE PROVIDED BY THE CONTRACTOR.
 - WATERING SHALL BE REQUIRED DURING THE GROWING SEASON, WHEN NATURAL RAINFALL IS BELOW ONE INCH PER WEEK.
 - WATER SHALL BE APPLIED IN SUFFICIENT QUANTITY TO THOROUGHLY SATURATE THE SOIL IN THE ROOT ZONE OF EACH PLANT.
 - CONTRACTOR SHALL REPLACE DEAD OR DYING PLANTS AT THE END OF THE ONE YEAR GUARANTEE PERIOD. CONTRACTOR SHALL TURN OVER MAINTENANCE TO THE FACILITY MAINTENANCE STAFF AT THAT TIME.

- Plant List**
- Note:
Plants shall be a selection of the following materials:
- Shrubs**
Clethra 'Hummingbird' - Summersweet
Ilex glabra 'Shamrock' - Inkberry Holly
Ilex verticillata 'Red Sprite' - Winterberry
Rhododendron canadense 'Albiflorum'
Rhododendron Przewitlowii - Azalea
Kalmia latifolia 'Sarah' - Mountain Laurel
Physocarpus opulifolius 'Little Devil' - Dwarf Ninebark
Viburnum acerifolium - Mapleleaf Viburnum
- Perennial/Groundcover**
Aster novi-belgii 'Woods Pink' - New York Aster
Iris versicolor - Blue Flag Iris
Juniperus horizontalis 'Bar Harbor'
Juniperus communis 'Green Carpet'
Rudbeckia fulgida 'Little Suzy' - Black-Eyed Susan
Liriope muscari 'Big Blue' - Lilyturf
Pennisetum alopecuroides 'Hameln' - Fountain Grass
Calamagrostis x acutiflora 'Karl Foerster' - Feather Reed Grass
Eragrostis spectabilis - Purple Love Grass
Panicum virgatum 'Shenandoah' - Switch Grass
Dennstaedtia punctilobula - Hayscented Fern
- Ornamental Trees**
Amelanchier laevis 'Snowcloud' - Serviceberry
Cercis canadensis 'Little Wood' - Redbud
Cornus x rutgensensis 'Constellation' - Dogwood
Cornus florida 'Cherokee Princess' - Dogwood
Crataegus crus-galli inermis - Thornless Cockspur Hawthorn
Syringa reticulata 'Ivory Silk' - Japanese Tree Lilac
- Evergreen Trees**
Thuja occidentalis 'Nigra' - Dark American Arborvitae (6 - 7' HT.)
- Shade Trees**
Acer rubrum 'October Glory' - Red Maple
Acer rubrum 'Bowhall' - Bowhall Red Maple
Betula nigra 'Heritage' - River Birch
Ulmus parvifolia - Elm









Hardie Panel Examples



West End Yards



McElwain Apartments



Edge



Hattie Kelton Apartments

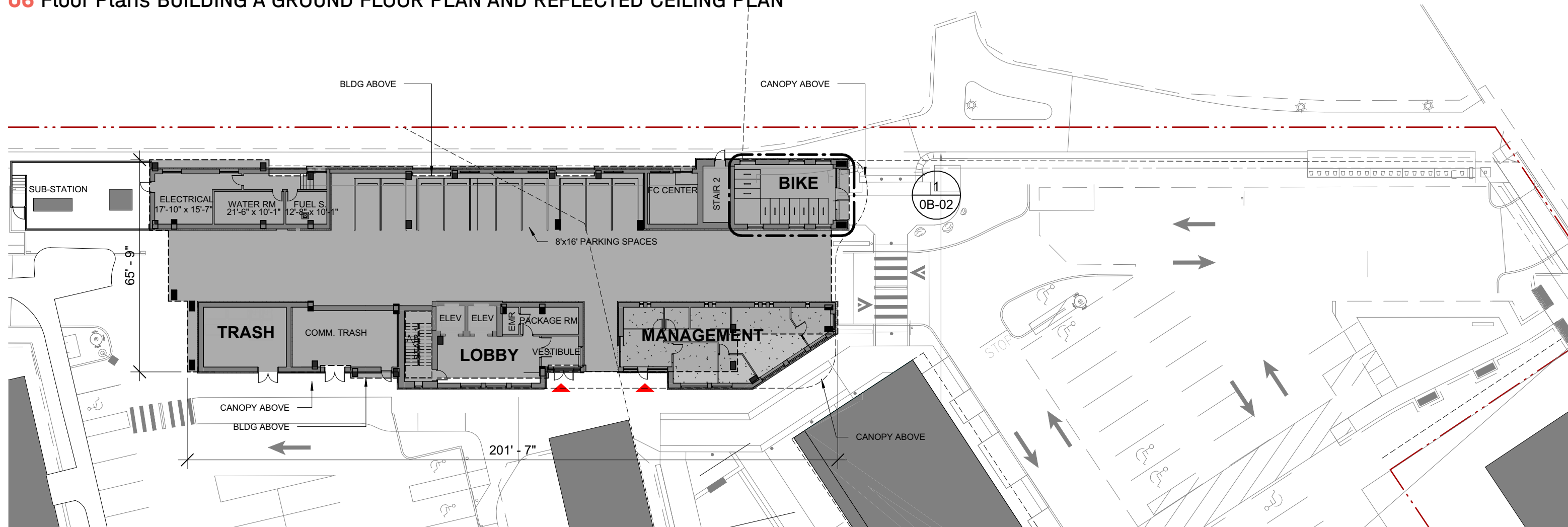


Hattie Kelton Apartments

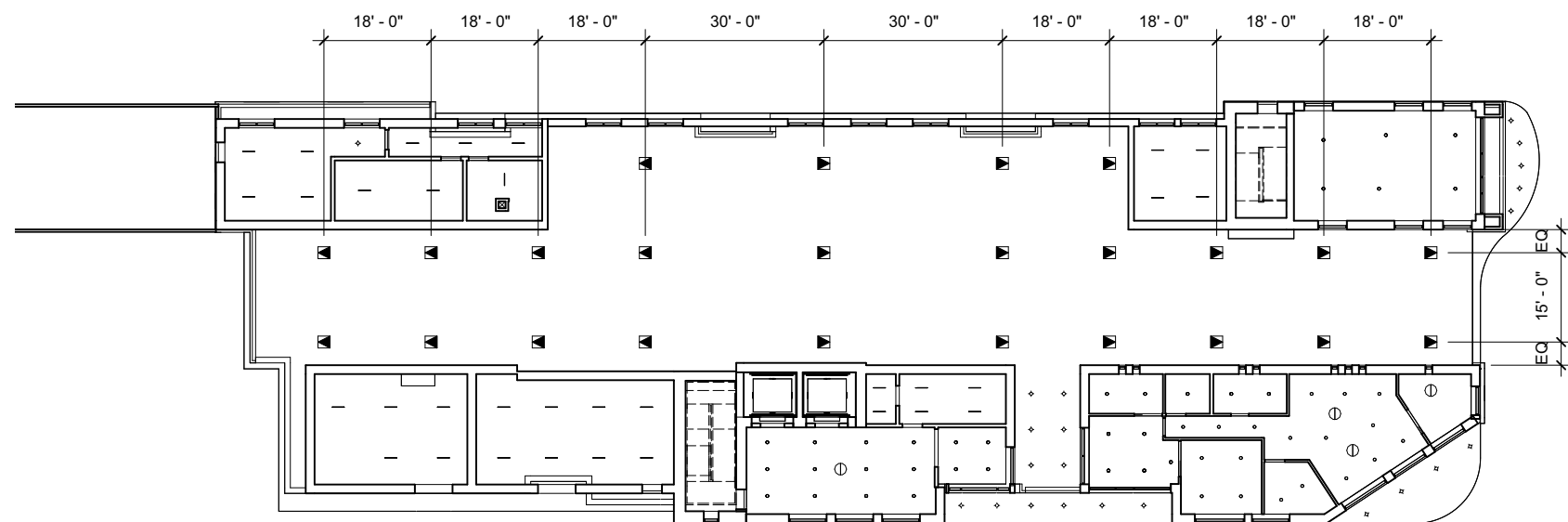


900 Beacon Ave.

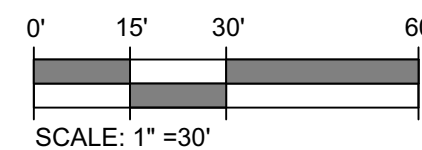
06 Floor Plans BUILDING A GROUND FLOOR PLAN AND REFLECTED CEILING PLAN



GROUND FLOOR



GROUND FLOOR RCP





Proposed Bike Shelters
Walden Square Apartments
Cambridge, MA

SECTION 10 73 43

BICYCLE SHELTERS

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Bicycle shelter(s) – Haven Model

1.2 REFERENCES

- A. ASTM A 1008/A – Standard Specification for Steel Bars, Carbon and Alloy, Cold-Finished.
- B. ASTM B 209 – Standard Specification for Aluminum and Aluminum-alloy Sheet and Plate.
- C. ASTM B 221 – Standard Specification for Aluminum and Aluminum-alloy Extruded Bars, Rods, Wire, Profiles and Tubes.
- D. ASCE 7-05 – Minimum Design Loads for Buildings and Other Structures.
- E. ICC/ANSI A 117.1 – Accessible and Usable Buildings and Facilities.
- F. IBC – International Building Code.
- G. Americans with Disabilities Act of 1990 (ADA). As amended by Public Law 101-336 (2009)
- H. AISC Publications:
 - 1. Code of Standard Practice for Steel Buildings and Bridges.
 - 2. Specification for the Design, Fabrication, and Erection of Structural Steel for Buildings, including Commentary.
 - 3. Structural Welding Code – Steel.

1.3 DESIGN REQUIREMENTS

- A. Basic Wind Speed: ___ mph. Upgrades available to meet all hurricane zone requirements.
- B. Exposure Category: ___: Upgrades available to meet all exposure categories.
- C. Basic Snow Load: ___ psf. Upgrades available to meet all snow load requirements.
- D. Seismic Design – per local codes. Upgrades available to meet any zone requirement.
- E. Column to concrete footing / concrete pad connection to be in compliance with OSHA Steel Erection Standard CFR – which requires a minimum of four (4) anchor bolts per column.
- F. No onsite welding shall be required or permitted.

1.4 SUBMITTALS

- A. Product Data: Submit manufacturer's product data, including materials, components, finish and all accessories and equipment furnished.

- B. Shop Drawings: Submit manufacturer's shop drawings, including plans, elevations, sections and details, dimensions, anchorage, fasteners and locations, flashing and seal details if applicable, finish, and options.
- C. Erection Drawings: Submit manufacturer's instructions and drawings, and develop erection procedures to enable field installation and repair.
- D. Manufacturer's Project References: Submit list of completed projects including project name and location and type of shelters manufactured.
- E. Warranty: Submit manufacturer's standard warranty.

1.5 QUALITY ASSURANCE

- A. Manufacturer's Qualifications:
 - 1. Continuously engaged in Steel Shelter manufacturing with a minimum of 10 years successful experience.
 - 2. Able to demonstrate successful performance on comparable projects.
 - 3. Responsible for all components, including structural design.
 - 4. All welding performed by AWS certified welders and inspected by AWS certified inspectors.
- B. Installer's Qualifications:
 - 1. Authorized by manufacturer to install Shelters.
 - 2. Trained by manufacturer' standard training methods and policies.

1.6 DELIVERY, STORAGE, AND HANDLING

- A. Delivery: Deliver materials to site in manufacturer's original, unopened containers and packaging, with labels clearly identifying product name, manufacturer, and location of installation with detailed written instructions for installation.
- B. Storage: Store materials in a clean, dry area indoors in accordance with manufacturer's instructions.
- C. Inspect for concealed damage within 48 hours of delivery and compare manufacturer's bill of lading / packing list and report any missing items to the manufacturer within this time.

1.7 WARRANTY

- A. Warranty Period: One year starting on date of substantial completion.

PART 2 PRODUCTS

2.1 MANUFACTURER

- A. "Haven" model, 10' x 18', 10' x 24', 10' x 27', 10' x 36', 10' x 48', 12' x 18', 12' x 24', 12' x 27', 12' x 36', 12' x 48', 16' x 18', 16' x 24', 16' x 27', 16' x 36' or 16' x 48' by Duo-Gard Industries, 40442 Koppnick Road, Canton, Michigan 48187. Phone (734) 207-9700. Fax (734) 207-7995. Web Site www.duo-gard.com. E-Mail info@duo-gard.com.

- B. Substitutions must be approved ten (10) days prior to the bid date. Alternate providers must provide complete product drawings as well as proof of equivalency of the pretreatment and Tnemec finish system. Powder coating will not be an acceptable alternative. Please forward complete information, including testing information to meet ASTM requirements, for the requested finishing procedures.

2.2 Glazing

- A. Window panels shall be: 1/4" thick tempered safety glass. Panels shall be gasketed with wrap-around pvc extrusion, and secured to the framing structure with special extrusions to provide a safe weather-protective enclosure. Window color shall be: clear.
- B. Wall and roof panels shall be sealed as required to provide a water-proof barrier in compliance with Fed. Spec. II-S-001657 using ASTM C-920-79 sealants.

2.3 Fabricated Aluminum Shelters

- A. Shelters – A pre-engineered and prefabricated framed shelter(s), columns, rafters, purlin structure with roof panels, trim, flashing, fasteners and accessories needed for complete installation.
- B. The shelter framing, glazing trim and associated components shall be fabricated using 6063-T5 extruded aluminum members Fed. Spec. QQ-A-200/9C(1). 6061-T6 and 6005-T6 alloy/temper shall be used where required. Finished to match.
- C. Fasteners:
 - 1. Roof framing, accessories, amenities, wall / roof trim: stainless steel or aluminum.
 - 2. Structural/frame connections: stainless steel or aluminum.
 - 3. Anchoring: Aluminum anchor shoes with wedge anchor bolts or adhesive anchors.
 - 4. Fasteners 1/4" dia. and smaller: finished to match at factory (as req'd).
 - 5. Fasteners 5/16" dia. and larger: to remain unfinished in completed product, or painted in field.
- E. Roof sheathing/glazing shall be shall be: translucent polycarbonate structured sheet or standing seam metal (choose one).
 - 1. Translucent polycarbonate structured sheet: 8mm multi-wall polycarbonate sheet. Edges and joints to be trimmed with extruded aluminum glazing system, finished to match. Polycarbonate tint to be: clear, bronze, opal, other: _____ (choose).
 - 2. 24 gauge standing seam galvalume steel panels – color to be selected from roof color guide. Aluminum Panels, standard thickness is .032, are available in limited colors: _____ (choose).
- F. Joint Sealant:
 - 1. Factory-Applied Sealant: Gunnable, non-hardening, elastomeric sealant. ASTM C 920, Type S, Class 12, Grade NS. Fed Spec TT-S-1657, Type 1.n.
 - 2. Field-Applied Sealant: As approved by the shelter manufacturer.
- G. Field Fasteners:
 - 1. Comply with shelter manufacturer's instructions for fastener types, quantities, and usage. Substitutions are not permitted.
- H. Shelter fabrication and all components must meet Buy America Requirements.

2.4 Accessories

- A. LED Solar Lighting, or grid tied LED lighting, are available as a standard offering. Other types of light fixtures are available. Please contact the manufacturer for additional information.

2.5 COLOR AND FINISH

- A. Aluminum framework finish shall be:
 - 1. Class 1 anodized in accordance with the Aluminum Association. Color: dark bronze, or clear anodized _____ (choose).
 - 2. Powder coat painted to meet AAMA 2604 specifications. Color to be _____ (choose).

PART 3 EXECUTION

3.1 EXAMINATION

- A. When unloading you will typically need a fork lift, with fork extenders. When uncrating handle all materials carefully to avoid scratching the finish. Note any visible damage on bill of lading. Concealed damage shall be reported to the manufacturer within 48 hours of delivery.
- B. Examine areas to install shelters. Notify Architect of conditions that would adversely affect installation. Do not proceed with installation until unsatisfactory conditions are corrected.

3.2 PREPARATION

- A. Ensure location to receive shelter is clean, flat, level, plumb, square, accurately aligned, and correctly located.

3.3 INSTALLATION

- A. The manufacturer shall provide installation instructions complete with diagrams. Installation shall be performed by the manufacturer or his representative (option). The manufacturer shall guarantee the installation for a period of one (1) year, when performed by the manufacturer, from the date of acceptance.

3.4 CLEANING

- A. Clean shelters in accordance with manufacturer's instructions.
- B. Clean inside and outside of shelters immediately after installation.
- C. Do not use harsh cleaning materials or methods that would damage the metal finish or glazing.

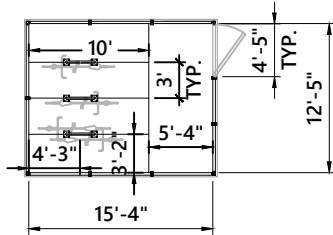
3.5 PROTECTION

- A. Protect installed shelters from damage during construction.

END OF SECTION

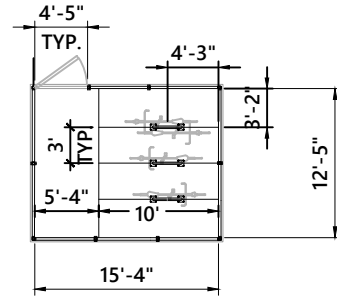
Duo-Gard "Haven" Bike Shelter

**16x13
BS 1**



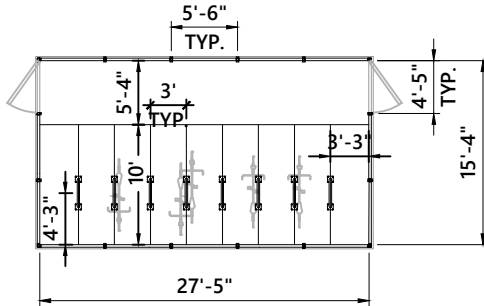
6 Bikes

**16x13
BS 3**



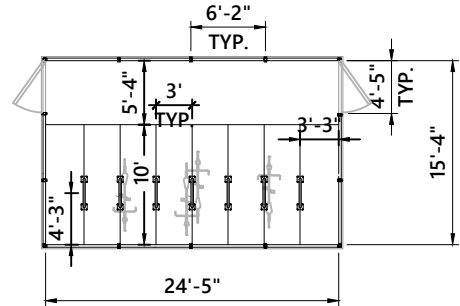
6 Bikes

**16x28
BS 2**



16 Bikes

**16x25
BS 4**

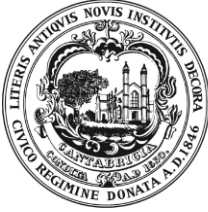


14 Bikes

Note: Building dimensions are between interior walls.

REQUIRED LONG TERM = 72

42 TOTAL + 30 (in Bldgs) = 72



CITY OF CAMBRIDGE

Housing Department

Christopher Cotter
Director of Housing

MEMORANDUM

To: Cambridge Affordable Housing Trust
From: Christopher Cotter, Housing Director
Cassie Arnaud, Senior Manager for Housing Development
Date: August 1, 2024
Re: Planning Board review of 21 Walden Square Road/Walden Square II

Winn Development Company LP (Winn) has been working on plans to build two new buildings containing a total of 95 affordable rental units at the site of their existing Walden Square Apartments complex. CDD and Housing Department staff have worked with Winn as the team developed its plan, held community meetings, and recently completed the advisory design review process with the Planning Board under the Affordable Housing Overlay (AHO).

The Planning Board held its second required advisory design consultation meeting on July 2, 2024 to review and comment on the revised designs for Winn's proposed development. The Board provided initial comments on the project in March 2024.

The AHO requires that the results of the design review process be shared with the Affordable Housing Trust. The final Planning Board advisory design report is attached and includes:

- Planning Board Final Report of Affordable Housing Overlay (AHO) Design Consultation (7/22/2024), including:
 - CDD Staff Memo (6/27/2024);
- Planning Board Initial Report of Affordable Housing Overlay (AHO) Design Consultation (3/22/2024), including:
 - CDD Staff Memo 3/6/2024).

As noted in the attached final report, the Board was supportive of creating affordable housing at this location and noted the positive changes to the facades of both buildings since the initial meeting in March, but advised that the project could benefit from continued design consultation with CDD and other City staff regarding certain aspects of the proposed development. The Board agreed with the comments made in the CDD memos which included a number of recommendations, with an emphasis on ways to improve circulation through the site by pedestrians and cyclists, and to canopy tree planting.

The following summarizes some of the specific recommendations, as described in more detail in the attached materials.

Circulation

- Clarify the preferred route for east-bound people walking or bicycling from the western part of Walden Square Road to the Yerxa Road Underpass.
- 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.
- Clarify the preferred 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.
- Clarify the preferred route for people bicycling west-bound on Walden Square Road from Raymond Street toward Sherman Street.
- Consider adding a raised sidewalk at the south side of Building A and/or consider creating 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.
- Consider adjusting the designs of the crosswalk which 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 to more strongly prioritize pedestrians over vehicular traffic and to create a more direct connection to the Yerxa Underpass.

Façades, Landscaping, and Bicycle Parking:

- Additional consideration to treatment of facades in terms of color, materials, features and other elements in order 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”.
- Explore ways to make site mounted electrical equipment less prominent through relocation and/or increased screening.
- Continued consideration of certain landscaping features, including maximizing the number of canopy shade trees and considering potential to add additional play equipment to the playspace in Courtyard C.
- Consideration to providing more long-term bicycle parking spaces for Walden Square as a whole, including storage areas for e-bikes and cargo bikes, in addition to the 74 new long-term bike parking spaces and new 19- dock Bluebikes station already proposed, and 42 existing short-term bike spaces.

Project Overview:

The proposal for Walden Square II consists of the new construction of two buildings, consisting of a total of 95 units, on portions of the existing Walden Square I campus. 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. Under their AHO submission, all 95 units will be affordable to households earning at or below 80% of area median income (AMI), of which 44 units are anticipated to be affordable to those earning below 60% AMI and 24 of which are anticipated to be affordable to those earning under 30% AMI.

More information on Winn's proposed development, including material Winn submitted to the Planning Board and presentation materials, can be seen on CDD's Walden Square II project page at:

<https://www.cambridgema.gov/CDD/Projects/Housing/waldensquareii>

Housing Department recommendation:

All approvals of Trust funding for AHO projects are conditioned on the Trust review and consideration of the final Planning Board report. To date, the Trust has received and considered the final Planning Board reports for six AHO projects and has voted to accept each report, thereby satisfying the funding condition. In each case, Staff continued to work with the developers to ensure that all remaining recommendations, most of which were fairly minor, continued to be considered and oftentimes were able to be incorporated into the final plan.

In the case of Walden Square II, the Trust approval of funding is contingent on the Trust's review and acceptance of the final Planning Board report. The Board's report notes a need for more review of aspects of Winn's proposed plan than we have seen in other reports. Winn will be meeting with City staff in the coming weeks to discuss opportunities to address the comments shared in the Planning Board's final report. Given this, and given the number of specific comments, particularly around circulation, Housing staff recommend that the Trust begin to review the attached report but wait to take a vote on accepting the report until Staff can bring back an update to the Trust on progress made by Winn to address the items noted in the Planning Board's final report.



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.



CITY OF CAMBRIDGE

Community Development Department

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

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

Applicant: Winn Development Company LP

Zoning District(s): Residence C-2

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.

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.

Memo Contents: CDD Zoning Report & Urban Design Report

Other Staff Reports: None

AHO Design Guidelines

Site Design Objectives	
Response to Context	<ul style="list-style-type: none"> • Design site layouts to harmonize with the neighborhood context.
Open Space & Landscape Design	<ul style="list-style-type: none"> • Design open space to enhance the lives of residents and the broader community by offering aesthetic and environmental benefits. • 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.
Circulation	<ul style="list-style-type: none"> • Promote non-motorized mobility by prioritizing pedestrian-friendly and bike-accessible site design.
Parking	<ul style="list-style-type: none"> • Minimize the impact of parking and driveway.
Utilities	<ul style="list-style-type: none"> • Minimize the visual, acoustical, and environmental impacts of essential utilities and services.
Outdoor Lighting	<ul style="list-style-type: none"> • Provide lighting for safety and functionality while minimizing energy use, light pollution, and other negative impacts.
Public Art	<ul style="list-style-type: none"> • Enrich the visual environment and strengthen the sense of place by incorporating art.
Building Design Objectives	
Massing	<ul style="list-style-type: none"> • 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.
Facades	<ul style="list-style-type: none"> • 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. • Where appropriate, incorporate ground level retail spaces and common areas to foster a lively enliven the urban environment. • Provide daylight to interior spaces, avoid excessive energy use, and protect the privacy of residents of neighboring buildings. • Design facades to relate to the residential scales and patterns of Cambridge's diverse and historic neighborhoods. • 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.
Architectural Details, Materials, Color, and Finishes	<ul style="list-style-type: none"> • 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.

Building Interiors	<ul style="list-style-type: none">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.
Sustainable Design Objective	
Site and Building Design	<ul style="list-style-type: none">Achieve resilience measures to the maximum extent possible, including energy efficiency and measures to promote the health and wellness of residents.

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

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

Zoning & Development Staff Report

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

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.

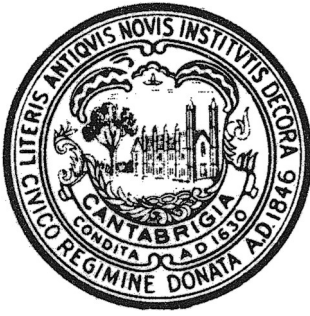
Bicycle Parking:

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.



CITY OF CAMBRIDGE

Community Development Department

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

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

Applicant: Winn Development Company LP

Zoning District(s): Residence C-2

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.

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.

Memo Contents: CDD Zoning Report & Urban Design Report

Other Staff Reports: None

AHO Design Guidelines

Site Design Objectives	
Response to Context	<ul style="list-style-type: none"> • Design site layouts to harmonize with the neighborhood context.
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Circulation	<ul style="list-style-type: none"> • Promote non-motorized mobility by prioritizing pedestrian-friendly and bike-accessible site design.
Parking	<ul style="list-style-type: none"> • Minimize the impact of parking and driveway.
Utilities	<ul style="list-style-type: none"> • Minimize the visual, acoustical, and environmental impacts of essential utilities and services.
Outdoor Lighting	<ul style="list-style-type: none"> • Provide lighting for safety and functionality while minimizing energy use, light pollution, and other negative impacts.
Public Art	<ul style="list-style-type: none"> • Enrich the visual environment and strengthen the sense of place by incorporating art.
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Facades	<ul style="list-style-type: none"> • 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. • Where appropriate, incorporate ground level retail spaces and common areas to foster a lively enliven the urban environment. • Provide daylight to interior spaces, avoid excessive energy use, and protect the privacy of residents of neighboring buildings. • Design facades to relate to the residential scales and patterns of Cambridge's diverse and historic neighborhoods. • 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.
Architectural Details, Materials, Color, and Finishes	<ul style="list-style-type: none"> • 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.

Building Interiors	<ul style="list-style-type: none">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.
Sustainable Design Objective	
Site and Building Design	<ul style="list-style-type: none">Achieve resilience measures to the maximum extent possible, including energy efficiency and measures to promote the health and wellness of residents.

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

Zoning & Development Staff Report

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.

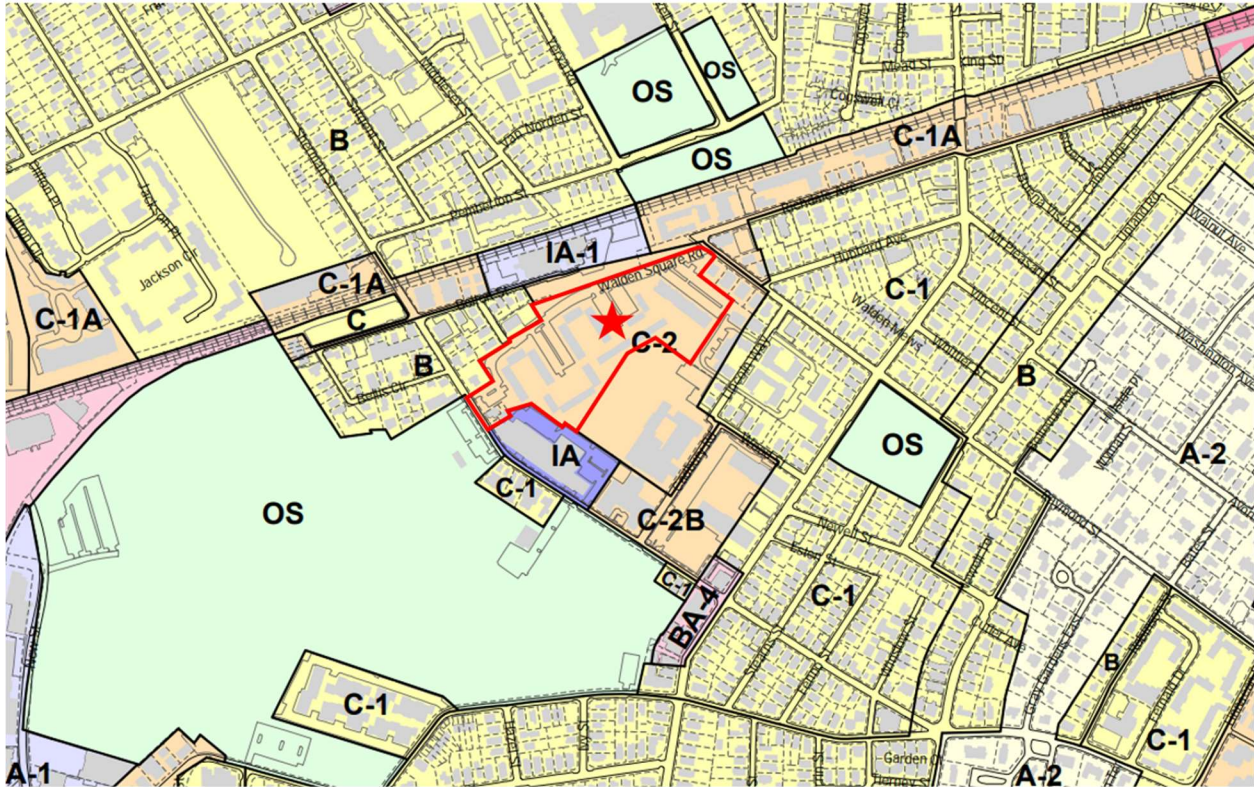


Aerial Plan (Source: Nearmap, 2024)

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

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.

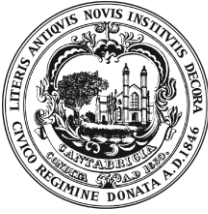
Recommendations for Sustainable Design

- 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.



CITY OF CAMBRIDGE

Housing Department

Christopher Cotter
Director of Housing

MEMORANDUM

To: Cambridge Affordable Housing Trust
From: Christopher Cotter, Housing Director
Date: October 24, 2024
Re: The Print Shop Condominium

The Print Shop Condominium is a 24-unit all-affordable homeownership building completed in 2009. Located at 125 Harvard Street, the building was developed by CASCAP with funds from the Trust and City, as well as funding from the Commonwealth through EOHLC and the Massachusetts Affordable Housing Trust.

In October 2023, the Trust committed up to \$3,000,000 for work needed to address building envelope issues. We noted in this request that the building has experienced a range of issues since completion, including leaks from the roof and along one side of the building. Trust funding was committed to: 1. help the Condominium replace the roof; 2. work with a consultant to determine the best approach to address the siding issues; and, 3. complete that project. There are multiple potential sources for these issues with the building envelope, and the potential scale of rehab work needed is large. Just A Start agreed to assist the Condominium as the consultant and recently completed an Agreement with the Condominium. We continue to work with the Trustees and their attorney to close on the Trust funding commitment and have funds available to begin the project. We expect this closing to be completed later this year.

As we have been working to make committed funds available to the Condominium, owners have brought other concerns to City Councillors. Residents communicated a range of other issues they have with the building beyond the building envelope repair/replacement projects the Trust has funded. Councillors Siddiqui and Sobrinho-Wheeler sent the enclosed letter to share what they have heard from owners and make requests of the City and the Trust. We are transmitting the letter from Councillors Siddiqui and Sobrinho-Wheeler on behalf of the owners of units at the Print Shop.

In response to the letter, the City Manager and Housing staff met with Print Shop owners at the building to hear their concerns and respond to the letter twice over the past few months. At our last meeting in September, owners also requested an opportunity to provide comments to the Trust. We have invited owners to the Trust's October meeting and will recommend that the Trust allow public comment to give owners an opportunity to share their comments.

We anticipate that the Trust will have questions about the letter and the owners' concerns, and that this discussion may require further discussion at future meetings so that staff can provide any additional information Trust members may want to inform this discussion.

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CITY OF CAMBRIDGE

May 6, 2024

Dear City Manager Huang and Affordable Housing Trust members,

We are writing to raise concerns about the Print Shop Condominiums located at 125 Harvard Street. The condominiums contain 24 affordable homeownership units, including 14 family-sized units with six 3-bedroom and eight 2-bedroom units, and an additional ten 1-bedroom units. All units were sold to income-eligible first-time homebuyers who would not be able to afford market rate condos. Owners have been experiencing significant challenges with their units since shortly after residents began to move in in 2009. It is unclear how many vacant units there are at the property, but current owners believe no one should be moving into these units given the challenges. There is photographic evidence to back up all the issues, and residents are asking to speak to the City Manager and the Affordable Housing Trust members about the conditions they are living under.

The following are concerns we heard from residents:

- **Condo Fees Increasing:** Condo fees have nearly doubled over the past decade. In addition, residents must pay special assessment fees that are over \$450. Fees continue to increase which are turning into heavy financial, emotional, and mental burdens for residents.
- **Leaks:** Water leaks in apartments due to rain and also pipes that freeze, likely due to improper installation and the cost to make repairs has been estimated at around \$200,000, which is nearly the full cost of each individual condo.
- **Non- insulated pipes:** The pipes in the building were improperly installed. The garage is an exposed garage and the pipes were exposed in the garage. There is a question of how this design ever passed inspection. These pipes leak regularly—within the building and in garages. Residents were assessed to fix these pipes, but it did not fully solve the issue in cold weather.
- **Sprinklers:** The sprinklers have been fixed once but need to be repaired again. After the initial repair, the original insurance company declined to renew the Print Shop's policy which forced them into a significantly more expensive policy.
- **Elevator:** Does not function and was shut down by the fire department, who noticed it was malfunctioning and shut it off to prevent any future damages. Currently, there is a woman in a wheelchair who can no longer make it to her appointments. The apartment building was marketed as ADA accessible, but this resident is at risk if there is an emergency or fire.
- **Solar Panels:** In 2009-2010 the first residents to move in discovered the plugs did not work. Upon hiring an electrician, with their own funds, they learned that the electrical wiring was not connected to the back end of the sockets. The units were sold when the outlets did not work.

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CITY OF CAMBRIDGE

- **Faulty Garage Door:** Numerous issues with the garage door, which has had to be replaced and repaired multiple times since 2009.
- **Fatigue on Board:** Trustee members have had to work sometimes almost full-time to address the ongoing concerns and the various property managers. At this point, there is a potential for no residents stepping up to replace current trustees, as the role is so taxing and emotionally fraught. Residents must rapidly learn about complex issues and have been defrauded by at least one management company.

Cascap property managers continually placed blame on residents, claiming that owners were causing the damages on the basis that they are first-time homebuyers. However, there have been many issues with these units since 2009 that have not been addressed and condo owners must use their own money to fix issues. Since then, subsequent property management companies place blame on substandard building issues, placing residents in a double bind.

The owner requests are as follows:

1. Return them to first time homeowner status so they can move and purchase something else.
2. Provide grants to make repairs in a speedy manner, as they are currently facing multiple urgent/emergent issues.
3. Longer term, lift the city's deed restrictions so owners can recoup costs in a variety of ways, including by having roommates or subletting the units temporarily, or allowing a higher rate of return upon sale.
4. A meeting with the City manager and CDD team who are directly connected with the building issues.
5. Request for the City manager and Inspectional Services to visit the building with an investigation team to check and review all the structural defects of our building.

Ultimately, while the city has a stated and important goal of helping individuals reach homeownership, the reality is that due to the difficulties related to this property, living in these units has become unaffordable.

Thank you for your attention to this matter.

Sincerely,

Handwritten signature of Sumbul Siddiqui in black ink.

Councillor Sumbul Siddiqui

Handwritten signature of Jivan Sobrinho-Wheeler in black ink.

Councillor Jivan Sobrinho-Wheeler