

# 1043-1059 Cambridge Street

## NARRATIVE FOR SPECIAL PERMIT APPLICATION

Updated June 2018

### A. General Narrative

The Applicant proposes to construct *1043-1059 Cambridge St*, a mixed-use development sited on two abutting parcels totaling 15,686 sf lot located at 1043-1059 Cambridge Street (the “Site”). The site is located at the corner of Cambridge Street and Webster Avenue in the Business A zoning district. The site is currently improved by the former University Monument building and the Automatic Cone warehouse building both commercial Uses which have been abandoned for several years. The University Monument building positioned along Webster Avenue has an existing Curb Cut (approximately 16’) and vehicle parking dock that will be partially utilized in the proposed development.

The Applicant proposes to demolish the existing structures on both lots creating a single lot for develop purposes to construct 18 residential apartment units on 3 levels above ground floor commercial space (approximately 4,350 sf on the ground level and 2,200 sf in the basement). The residences and compatible commercial uses will be supported by a total of 13 vehicle parking spaces located in a covered at grade parking area that is accessed through the modified curb cut and driveway from Webster Avenue.

The new covered parking entrance will require the existing Curb Cut (Webster Avenue side) to be relocated to the south (approximately 20’) along with the covered MBTA stop to accommodate a compliant vehicle access and egress. The Project will additionally include a total of 22 resident/visitor bicycle parking spaces and 8 staff bicycle spaces all located within the building either satisfying or exceeding the Ordinance requirements. The Project will provide a variety of unit types, including approximately 4 studios, 2 one-bedroom units, 3 two-bedroom units, and 9 two bedroom duplex units.

The Applicant also proposes to provide open space amenities both at grade as well as first floor deck area that is shielded from Cambridge Street.

The proposed, completed development will improve the site lines for both vehicles and pedestrian at the corner of Webster and Cambridge Street as well activating the street scape with vibrant retail. Although the Applicants are restaurateurs and have planned for a food use at the ground floor the application is requesting flexibility for all permitted uses in the Business A zoning district.

As listed on the project Site Plan the shape of the lot is quite unusual having close to 5 side yards creating dramatic setback on all sides of the property. This unique site conditions has created dimensional setback that make a residential building impractical without zoning relief for the side yard setbacks. Additionally residential dwellings in the Business A district must also comply with the Residence C-2B dimensional requirements including footnote (k) for Yard and Green Area Requirements that due to the unusual shape of the lot will also require Variance relief. As listed is greater detail within the application the project will require an article 19.20 Project Review and Parking Layout and Parking Reduction Special Permits,

### **Zoning Relief Requested:**

The Applicant is requesting the following Special Permits and Variances under the Ordinance in connection with the project.

- The proposed new construction and additional Gross Floor Area exceeds 20,000sf requiring a Project Review Special Permit pursuant to section 19.20.
- Special Permit to exempt Basement area per Article 2.00 footnote (16)
- Special Permit pursuant to Ordinance section 6.36.6 Reduction in the required Parking
- Special Permit pursuant to Ordinance section 6.44.1(G) Modification of parking requirements.
- Special Permit pursuant to Ordinance section 10.43.
- Dimensional Variance for setback(s) and Yard Area foot note (k) section 5.31 Table of Dimensional Regulations.

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

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

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

Pursuant to section 10.43 of the Ordinance, Special Permits will normally be granted where provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public good because:

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

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

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

*As discussed with the TP&T Department, the Project is expected to generate only modest numbers of vehicle trips due to it's location in proximity to MBTA bus service, Hubway and Zipcar stations, and local retail and neighborhood services. The combined residential and retail program is expected to generate approximately 8 vehicle trips during the morning peak hour (equivalent to an average of 1 vehicle every 7.5 minutes) and approximately 24 vehicle trips during the evening peak hour (equivalent to an average of 1 vehicle every 2.5 minutes). The Project trip generation does not account for previous use of the Project site, and therefore the net increase in*

*trips as a result of the Project may be lower than stated. This minor level of trip generation is not expected to cause congestion, hazard or substantial change in neighborhood character. Indeed, many of the retail trips would be expected to comprise trips already using other existing local retail uses.*

*The existing curb-cut on Webster Avenue will be reduced in length to provide an improved access for the residential parking. As a result, the existing bus stop at that location, which currently overlaps with the curb-cut, will be moved slightly to an improved location that affords access to a level sidewalk for passengers boarding and alighting MBTA buses. As the Project is too small to require loading docks, loading and trash pick-up for the retail will be accommodated on-street abutting the retail service entrance. Residential trash pick-up will be accommodated on-street on Webster Avenue.*

- c) The continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use or

*The Project will not adversely affect continued operation or future development of adjacent uses and will enhance the growth of mixed use developments with residential housing and ground floor commercial space.*

*This proposed use is consistent with the stated goals of the East Cambridge Business Association to introduce residential housing and commercial services enhancing the area's appeal for all persons who work, shop as well as live within the Cambridge Street Commercial Corridor.*

*The Project will also be a complimentary use to the existing adjacent uses by adding pedestrian shoppers and housing for employees of the office complexes within the district. Additionally this development will visually enhance the streetscape at this important corridor that will serve both pedestrian and cyclist to the Green line extension scheduled for the near future.*

- d) Nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the Citizens of the City or

*The Project will not create any nuisance or hazard or be a detriment to the health, safety and or welfare of the occupants of the Project nor the citizens of the City. In fact, the existing building has been in a state of decline and severely underutilized. The proposed new construction will allow for a highly energy efficient building consistent with LEED standards and will add valuable transit oriented development (TOD) to Cambridge's housing stock.*

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

- e) For other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance

*The Project will not impair the integrity of the district in which it is located or the adjoining district. The Project will not derogate from the intent and purpose of the Ordinance as the proposed residential use is allowed in this district and the project requires minimal dimensional relief. When complete, the Project will add high quality housing to the district consistent with smart growth principles, and serve to improve the pedestrian connection from the mixed use environment along Cambridge Street and the growing emerging city center at Union Square Somerville.*

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

#### **B. 2.00 Footnote (16) Special Permit for Exemption of Basement Area**

**Floor Area Gross.** The sum, in square feet, of the gross horizontal areas of all floors of a building, as measured from the exterior walls [except in (8) and (9) below where only interior space shall be measured and in (h) where the area of the parking facility shall be measured] of a building or the centerline of party walls between buildings.

#### **Gross Floor Area shall not include:**

(16) Any basement or cellar living space in any other type of structure with the issuance of a special permit. In granting such a special permit, the permit granting authority may approved the exemption of any portion of Gross Floor Area (GFA) located in a basement or cellar from the calculation of GFA, provided the permit granting authority finds that the uses occupying such exempted GFA support the character of the neighborhood or district in which the applicable lot is located.

*The proposed basement will provide storage area for residential occupants, service and storage areas for commercial/retail occupants, and mechanical area for building operations. Such uses are in support of the character of the neighborhood in which the building is located.*

#### **C. 6 6.35.1 Reduction of Required Parking.**

Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. In making such a determination the

Board shall also consider whether or not less off street parking is reasonable in light of the following:

(1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station. *Transit service is provided in close proximity to the site by the MBTA Route 69 on Cambridge Street and Routes CT2 and 85 on Webster Avenue. IN addition, there are 15 Hubway bike spaces and approximately 5 Zipcar spaces very close to the site.*

(2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied. *There are numerous parking meter spaces along both sides of Cambridge Street*

(3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied. Example: Office and Theatre uses with peak user demands at different times. Office requires a minimum of one hundred and fifty (150) spaces and the theatre requires a minimum of one hundred (100). Seventy-five (75) percent of the lesser minimum requirement is seventy-five (75) (75% of 100). Therefore seventy-five (75) spaces can be shared but twenty-five (25) (100-25) would still be required, making the total amount or required parking for both uses (150 + 25) one hundred and seventy-five (175). *Shared use of off-street parking spaces serving other uses is not proposed.*

(4) Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and 6-11 *There are no age or other occupancy restrictions.*

(5) Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways. *The on-site parking will be screened from the public way and will not impact the physical environment of the affected lot or adjacent lots.*

(6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development. *Not Applicable to the project*

#### **D. 6.36.6 Reduction in the Required Parking**

*With reference to Section 6.35.1, the parking program for the project was discussed with the TP&T Department. The proposed parking ratio of 0.72 spaces per residential unit reflects the availability of alternate modes in the immediate vicinity of the site. Transit*

*access is provided by the MBTA Route 69 on Cambridge Street and Routes CT2 and 85 on Webster Avenue. There are 15 Hubway bike spaces on the opposite corner across Webster Avenue, and approximately 5 Zipcar spaces very close to the site. Again, as discussed with TP&T, to further discourage auto travel, parking is not proposed for the retail/restaurant, and any patrons arriving by auto would be expected to rely on existing on-street parking. There are numerous parking meter spaces along both sides of Cambridge Street to provide for any demand.*

**E. 6.441 (g) Reduction of Parking Setback at Building**

*Zoning article 6.441(a) requires a 10' setback between parking spaces and building walls containing windows on the first floor. Zoning article 6.441 (g) permits a reduction of this setback of after issuance of a special permit from the Zoning Board of Appeals, (or the Planning Board under Article 10.45). This reduction in setback allows for a more efficient parking area and will not cause congestion, hazard or nuisance.*

**F. 19.20 Project Review Special Permit**

In granting a Project Review Special Permit under Section 19.20 of the Ordinance, the Planning Board is required to make the following findings:

1. The project will have no substantial adverse impact on city traffic within the Study area as analyzed in the required traffic study.

*As discussed with the TP&T Department, the scale of the Project does not require the preparation of a Transportation Impact Study (TIS) for certification by the Traffic, Parking and Transportation Department (TP&T). However, the Proponent has discussed the Project and the proposed site plan with TP&T staff, and has prepared estimates of Project trip generation. As discussed in Section A(b) above, the Project is expected to generate minor levels of vehicle trips even without discounting any previous use of the site. Accordingly, the project will have no significant adverse impact on city traffic within the area.*

2. The Project is consistent with the urban design objectives of the city as set forth in Section 19.30 of the Ordinance.

*As described below, the Project conforms with the Citywide Urban Design Objectives set forth in Section 19.30 of the Ordinance.*

**G. 19.24 (7) Noise Mitigation Narrative**

*The proposed project is surrounded by commercial uses on two sides, and sits on the corner of a busy intersection. As such the primary acoustical concern is providing noise mitigation to future residents at the proposed project from adjacent uses. To this end, all residential uses are located on above the ground level. The residential portion of the building is setback behind the commercial base to provide separation from adjacent uses. Mechanical equipment is located in a screened, rooftop area to minimize impact to residents. Wall/Floor assemblies will be designed above code minimums to provide*

*STC/IIC ratings sufficient to mitigate noise both from the exterior and between units. Additionally, the planted courtyard space at the rear of the building will provide additional buffering between the residential uses, and the abutting commercial uses along Webster Avenue.*

#### **H. 19.30 Citywide Urban Design Objectives**

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

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

*The proposed building height is below the maximum allowed in the district and is not incongruous to neighboring properties on Cambridge Street and Webster Avenue. The project will maintain the existing buildings setbacks and ground floor retail preserving with retail and commercial character of the adjacent commercial uses.*

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

*The abutting properties are either office, retail or automotive. The proposed development will promote a diversity of uses while improving the streetscape with street plantings and an active retail use.*

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

*The proposed residential uses are predominately sited on the upper floors allowing for ground floor retail fronting on Columbia and Webster Avenue. The adjacent uses along Cambridge Street contain similarly situated ground floor retail and residential units above.*

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

*The site is not in a historic district nor is the existing structures preferable preserved as defined by the Cambridge Municipal Ordinance.*

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

relevant building facades. Where a mix of activities are accommodated in the building, the more active uses are encouraged facing public street, parks and pathways.

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

*The project is in a Business A district. The ground floor will be used for neighborhood oriented retail, lobbies, residential units and open space amenities for occupants of the building and patrons of the proposed retail.*

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

*All of the parking will be accommodated at grade in a covered parking garage.*

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

*Approximately 50% of the ground floor will be transparent.*

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

*Pedestrian access to the street-level retail will be provided conveniently on Cambridge Street, while the lobby for the residential units will be located on Webster Avenue. The pedestrian entrance on Webster Avenue will be enhanced by a landscaped plaza area that will effectively widen the sidewalk in this area. An inbound MBTA bus stop for Routes CT1 and 85 is located in close proximity to the residential lobby, with outbound bus stops on Webster Avenue immediately south of Cambridge Street. Bus stops for MBTA Route 69 along Cambridge Street are located within 2 blocks in both directions.*

*Crosswalks are provided on all approaches to the Cambridge Street/Webster Avenue signalized intersection providing protected pedestrian crossings in all directions. The crosswalks provide a direct connection to the Hubway and Zipcar facilities located on the east side of Webster Avenue.*

(e) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have, secure storage facilities conveniently located on-site and out of



the weather. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.

*Short-term Bicycle parking will be provided for visitors in the proposed landscaped Plaza area adjacent to the lobby entrance on Webster Avenue. Resident bicycle parking will be provided in a bike room within the building accessed through the parking area and the lobby.*

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

*The Project complies with the policy objective 19.32.*

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

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

*The project is designed to minimize negative impacts on its surroundings and enhance the overall appearance of the existing streetscape and skyline. Rooftop mechanical equipment will be located to minimize views from the street and neighboring abutters.*

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

*To avoid impacts on neighbors, trash will be handled and stored inside the building and taken out to curbside only on trash day.*

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

*The project is a mixed use development that will have limited ground floor retail/commercial space. The Floor Area of the commercial (6,700 sf) is below the 10,000 sf threshold and the proposed land use categories in Section 4.34 and 4.35 do not require a loading Dock (see Section 6.36.5 & 6.83).*

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

*The project site currently contains no pervious areas, as it is predominantly building roof area and existing paved surface. The existing paved area discharges overland and via existing catch basin into the 12" storm drainage main located in Webster Avenue. The proposed stormwater management system has been designed in a manner that will exceed the provisions of the Department of Environmental Protection (DEP) Stormwater Management policy. The design is also in conformance with the City of Cambridge requirement to mitigate the difference between 25-yr post-development condition and 2-yr existing condition. Overall there will be a significant reduction in stormwater runoff resulting from the proposed design.*

*The proposed building roof runoff as well as a 380 sf paved area, located on the west side of the building, will be routed to the underground infiltration system located under the parking garage. The infiltration system overflow will connect into a new storm drainage manhole prior to connecting to the existing Webster Avenue 12-inch main via 10-inch PVC pipe. The infiltration system is comprised of a 70'L x 14.5'W x 2.25'H infiltration field and 4' x 18" dia., 66'L perforated HDPE pipes within the limits of the infiltration field. The Project's construction documents will include measures and specifications regarding erosion and sediment controls and barriers (e.g. construction entrance, silt sacks). See attached Civil Engineering Narrative for additional information*

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

*The Project has incorporated Low Impact Development design features into overall Stormwater Management design of the site including an increase permeable surfaces and natural landscape features and grading. Green Area Open Space is provided along the Project frontage on Webster Avenue.*

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

*The building height (45') will not cause excess shadow causing a detriment to neighboring uses. Additionally none of the adjacent uses have solar panels or a registered solar system as defined by Section 22.60 of the Ordinance.*

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

*The project has also been designed to match the grade along the existing property line to the north and west.*

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

*The Project is designed to be congruous with the side commercial abutter by implementing dense plantings of shrubs and trees along the side property line, maintaining appropriate setbacks adjacent to residential uses, and limiting light spillage along the sensitive edges of the property.*

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

*Architectural lighting will be designed to shield lamps from view and minimize light pollution. Pedestrian lighting along the front and side yard areas and parking areas will provide safe lighting enhancing the visual landscape in the evenings.*

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

*The site is covered with existing structures and paved surfaces containing only a few trees along the west side of the site. The new tree species being proposed are consistent with Ordinance requirements. The Applicant has submitted a Tree Study and proposed landscape plans to the City Arborist for review and approval.*

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

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

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

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

#### Sanitary Sewer Service Infrastructure

*The proposed sanitary sewage system will connect to the 8" dia. sanitary sewage main located in Webster Avenue. The proposed separate service connections from the residential units, retail and parking garage will be 6-inch pipe. The parking garage service will be routed via a Gas and Sand Interceptor and the retail / restaurant service routed via a Grease Trap before connecting to a common (for all three services) new sanitary sewer manhole prior to connecting to the City sewer line with a single 8-inch PVC pipe.*

*The table above lists sanitary flows based on the proposed use, while the existing sanitary sewage discharge volume from the building was not provided to our office, it should be noted that the increase in sanitary flow will be less than shown above due to the disconnection of the existing sanitary service. Based on initial investigations and consultations with the Cambridge DPW, the existing sanitary sewer infrastructure is adequately sized to accept the incremental increase in demand associated with the development. The amount of discharge anticipated for the project will not trigger Inflow and Infiltration (I/I) mitigation.*

#### Water Service Infrastructure

*The existing water services will be cut and capped at the main located on Cambridge Street. The proposed 4" domestic and 6" fire protection services will connect to the existing 12" main located in Cambridge Street. Two gate valves will be installed on the main line, on either side of the services, and a gate valve will be installed on each of the services. The project will require approximately 7,227 gallons per day for domestic water demands. It is anticipated that 2,178 gallons will be required for the residential portion and 5,049 gallons for the commercial portion. These estimates have been calculated assuming that domestic water demand will be 110% of calculated sanitary flows. Based on initial investigations and consultations with the City of Cambridge Water Department, the existing water infrastructure is adequately sized to accept the incremental increase in domestic water demand associated with the development. Hydrant flow test will be performed to determine the existing main's capacity. Should it be determined that there is inadequate pressure to provide the required flow for the fire protection system, a booster pump will be added to the project to handle the deficiency.*

*See attached Civil Engineering Narrative for additional information*

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

*The building is being designed to conform to LEED Gold, Energy Star and IECC 2009 requirements. Please see an overview of the Project's LEED compliance in the LEED Checklist and Narrative submitted to the Community Development Department.*

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

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

*N/A to the Project.*

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

*N/A to the Project*

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

*The Project will provide publicly accessible daytime commercial space on the Ground Floor consistent with other retail/commercial uses on Cambridge Street and Urban Design objective of Section 19.30.*

d) Historic structures and environments are preserved.

*N/A to the Project*

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

*N/A to the Project*

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

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

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

*The Project is a mixed-use development adding 18 residential dwelling units to the housing inventory of the City. A range of unit types will be provided, including approximately 4 studios, 2 one-bedroom units, and 12 two-bedroom units. The Project will include affordable (inclusionary) units in compliance with the Ordinance.*

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

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

*N/A to the Project*

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

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

*The Project enhances and expands open space amenities in the City by increasing the available open space at the site from 0% to 22%. Additionally the project improves the pedestrian streetscape by the addition of extensive street tree plantings and landscaping. The roof deck and balconies will also provide outdoor areas for residents.*

**Climate Change Vulnerability Assessment:**

*This parcel has been identified as one that is at risk for increased future flooding associated with rain events due to climate change. The future flood elevations, in Cambridge city base, provided by the Department of Public works are shown in the table below. The proposed first floor elevation has been set above the future flood elevations at 22.50 (CCB) and the lowest proposed elevation on the property is 21.86 (CCB)*

<i>Location Name</i>	<i>2070 10 year</i>	<i>2070 100 year</i>
<i>1065 Cambridge Street</i>	<i>N/A ft-CCB</i>	<i>21.70 ft-CCB</i>

## **1043-1059 Cambridge Street**

### **Appendix A: Meeting Notes from Community Meetings**

#### Outreach Summary:

The community outreach for the proposed development commenced in May 2015 first with meetings with direct abutters on Elm, Webster and Cambridge Streets. In March 2016 the development team contacted community stakeholders to organize a meeting that included both residents, business owners and civic leaders. After flyering the neighborhood and working with the Vin Fen Center to assist with advertising a community meeting was held at the Frisolo Center on March 29, 2016. On May 2nd 2017 the development team attended a meeting of the East Cambridge Business Association and presented to project and received feedback on the design and proposed ground floor uses.

In addition to the two community meetings there have been numerous one on one meeting with the adjacent property owners and residents that have continued throughout the summer of 2017.

- May 2015 Meeting with Abutters
  - o CLM Auto, Owners of 305 Webster Avenue and Retailers at Clover Food Lab.
- March 29, 2016 Public Meeting with neighborhood (Meeting time and date posted on CDD website)
  - o 10 members of the community were present. There were comments made about the design and questions about the number of vehicle parking spaces.
  - o There was a request for no three bedrooms because of a concern for overcrowding.
  - o Neighbors expressed support for ground floor restaurant and or retail Uses at grade.
- May 2<sup>nd</sup>, 2017 Meeting with East Cambridge Business Association
  - o See attached letter to CDD signed by Executive

**DIMENSIONAL FORM**

**Project Address:** 1043-1059 Cambridge St

**Application Date:** Revised 7/03/2018

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	15,686	5,000	15,686	
Lot Width (ft)	140 (approx, see plan)	50	140 (approx, see plan)	
Total Gross Floor Area (sq ft)	7,000 (approx)	29,866	29,256	
Residential Base	N/A	19,813	19,813	
Non-Residential Base	7,000 (approx)	4,364	4,364	
Inclusionary Housing Bonus	N/A	5,944	5,079	
Total Floor Area Ratio	.45	1.92	1.86	
Residential Base	N/A	1.75 x 72% = 1.26	1.26	
Non-Residential Base	.45	1.0 x 28% = .28	0.28	
Inclusionary Housing Bonus	N/A	1.26 x 30% bonus = .38	0.32	
Total Dwelling Units	N/A	26 max	18	
Base Units	N/A		14	
Inclusionary Bonus Units	N/A		4	
Base Lot Area / Unit (sq ft)	N/A	600	871	
Total Lot Area / Unit (sq ft)	N/A	600	871	
Building Height(s) (ft)	16	45	45	
Front Yard Setback (ft)	0	0 & 10	0 & 10	
Side Yard Setback west (ft)	0	0 & (h+1)/5	0 & 28.46	
Side Yard Setback north (ft)		0 & (h+1)/5	0 & 25.3	
Rear Yard Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	0	15	22	
Private Open Space	0	15	22	
Permeable Open Space	N/A	N/A	N/A	
Other Open Space (Specify)				
Off-Street Parking Spaces	0	18	13	
Long-Term Bicycle Parking	0	18	18	
Short-Term Bicycle Parking	0	2	8	
Loading Bays	unknown	0	0	

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

For side yard setback calculations, refer to sheets A003-A004 of the Special Permit Plan submission package  
 Area and FAR calculations assume exemption of Garage and basement spaces