2400 Massachusetts Ave

Special Permit Application: Project Narrative

2400 Massachusetts Ave, Cambridge, MA

Business A-5 Zoning District
Massachusetts Avenue Overlay District

5/31/2024

Owner:
2400 Mass Ave LLC

Prepared by:
Merge Architects

Collaborating Consultants:
Structural Engineer: WSP / Odeh
MEPF Engineer: WSP
Civil Engineer: Beals and Thomas
Landscape Architect: Landworks Studio
Sustainability: Linnean Solutions
Acoustics: Acentech

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CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Parcel Address(s): 2400 Massachusetts Avenue

Base Zoning District(s): Business A-5

Overlay Zoning District(s): Massachusetts Avenue Overlay District

Applicant Name: 2400 Mass Ave LLC

Applicant Address: 9 South Street, Chestnut Hill, MA 02467

Contact Information: Daniel Sibor (Name) 617-297-8849 (Telephone #)

dws@northcambridgepartners.com (Email Address)

Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.

List all requested special permit(s) (with reference to zoning section numbers):

Zoning Section	Requested Special Permit
Section 19.23	Project review special permit for exceeding gross square footage threshold
Section 20.108	Modifications of standards specified in Section 20.107.1 regarding principal building entrances facing Massachusetts Avenue, retail entrances fronting the street, and required transparency percentages.
Section 22.35.3	Reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2

Denote other City of Cambridge Board/Commission Review Needed:

☐ Board of Zoning Appeal (Variances) ☐ Conservation Commission ☐ Historical Commission

Denote applicable Committee Review and Public Outreach:

☐ Central Square Advisory Committee ☐ Harvard Square Advisory Committee ■ Community Meeting(s)

Signature of Applicant **Date** 5/31/2024

DIMENSIONAL FORM

Project Address: 2400 Massachusetts Avenue **Date:** 5/31/2024

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	27,786 [1]	5,000	27,786	
Lot Width (ft)	116.56	50	116.56	
Total Gross Floor Area (sq ft)	19,472	102,282 [2]	94,867	
Residential Base	N/A	73,170	67,466	
Non-Residential Base	N/A	7,161 [3]	7,161	
Inclusionary Housing Bonus	N/A	21,955	20,240	
Total Floor Area Ratio	.7	3.68	3.41	
Residential Base	0	3.0	2.43	
Non-Residential Base	.7	1.0	0.26	
Inclusionary Housing Bonus	N/A	0.9	0.73	
Total Dwelling Units	0	N/A	≈56	
Base Units	0	N/A	≈56	
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	496	
Total Lot Area / Unit (sq ft)	N/A	N/A	496	
Building Height(s) (ft)	≈26 ft	80 ft	69 ft	
Front Yard Setback (ft)	0 ft	0 ft	0, 0, 4, 8 ft [4]	
Side Yard Setback (ft)	N/A	N/A	N/A	
Side Yard Setback (ft)	N/A	N/A	N/A	
Rear Yard Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	0%	N/A	35% [5]	
Private Open Space	0%	N/A	46% [6]	
Permeable Open Space	0%	N/A	35% [7]	
Other Open Space (Specify)	0%	N/A	16% [8]	
Off-Street Parking Spaces	45	0	67	
Long-term Bicycle Parking Spaces	0	59 [9]	60	
Short-term Bicycle Parking Spaces	0	11 [10]	12	
Loading Bays	0	0	0	

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

Footnotes:

1. Lot area is determined by a recent site survey. Assessors database lists the lot area as 27,717 sf.
2. Total Gross Floor Area is determined by using the formula included in Section 5.30.12 of The Ordinance.
3. Allowed Non-Residential Base square footage has been set as the Proposed Non-Residential Base square footage in order to utilize the formula included in Section 5.30.12 of The Ordinance.
4. The existing lot has four front yards, and no side or rear yards. The values separated by commas correspond in order to the following streets: Massachusetts Avenue, Harvey Street, Cedar Street, Alberta Terrace.
5. Open space is comprised of Permeable Open Space only.
6. Private Open Space is comprised of at grade patios, roof decks, and balconies.
7. Permeable Open Space is comprised of at grade planted areas and green roofs.
8. Other Open Space is comprised of a pedestrian retail corridor at grade.
9. Ground floor commercial tenants have not been determined at this time. Long term bike parking calculations have been determined based on the following assumptions: 56 dwelling units, 50% of non-residential square footage categorized as retail use, and 50% of non-residential square footage categorized as restaurant/bar.
10. Ground floor commercial tenants have not been determined at this time. Short term bike parking calculations have been determined based on the following assumptions: 56 dwelling units, 50% of non-residential square footage categorized as retail use, and 50% of non-residential square footage categorized as restaurant/bar.

OWNERSHIP CERTIFICATE

Project Address: 2400 Massachusetts Avenue **Date:** 5/23/2024

To be completed by the Property Owner:

I hereby authorize the following Applicant: 2400 Mass Ave LLC

at the following address: 9 South Street, Chestnut Hill, MA 02467

to apply for a special permit for: Article 19, Green Roof

on premises located at: 2400 Massachusetts Avenue

for which the record title stands in the name of: 2400 Mass Ave LLC

whose address is: 9 South Street, Chestnut Hill, MA 02467

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex S Book: 82441 Page: 235

OR Registry District of the Land Court, Certificate No: Book: Page:

[redacted] Duly Authorized

Signature of Property Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Suffolk

The above named Daniel Sibor personally appeared before me,

on the month, day and year May 28, 2024 and made oath that the above statement is true.

Notary:

My Commission expires:

MELAKU GIZAW GETAHUN
Notary Public
COMMONWEALTH OF MASSACHUSETT
My Commission Expires Nov. 18, 2027

Project Address: 2400 Massachusetts Avenue **Date:** 5/31/2024

The Applicant must provide the full fee (by check made to City of Cambridge) with the Special Permit Application. The required fee is the larger of the following amounts:

(a) The fee is ten cents ($0.10) per square foot of total proposed Gross Floor Area noted in the Dimensional Form.

(b) The fee is one thousand dollars ($1,000.00) if Flood Plain Special Permit is sought as part of the Application and the amount determined above is less than $1000.

(c) The fee is one hundred fifty dollars ($150.00) if the above amounts are less than $150.

Fee Calculation

(a) Proposed Gross Floor Area (SF) in Dimensional Form:	94,867 × $0.10 =	9,468.67
(b) Flood Plain Special Permit fee	:	1000.00
(c) Minimum Special Permit fee	:	150.00
SPECIAL PERMIT FEE	**Enter Largest of (a), (b), and (c):**	9,468.67

Project Overview:

The Applicant proposes to construct a mixed-use multi-family residential and retail development on a 27,786 sf site located at 2400 Massachusetts Avenue. The site is bounded by Massachusetts Avenue (Mass Ave) to the east, Alberta Terrace to the south, Cedar Street to the west, and Harvey Street to the north. The Project is located within the Massachusetts Avenue Overlay District with a BA-5 Business base zoning district. The application is requesting certain Special Permit approvals as required by the Zoning Ordinance for the General Special Permit Criteria and Massachusetts Avenue Overlay District.

The existing site is currently occupied by a 2-story mixed-use commercial building including retail and office space. The remaining area of the site is covered by an at grade, impervious parking lot surrounded by chain link fencing. The existing parking lot has a single curb cut for entry and exit along Cedar Street. Large stretches of sidewalk along Harvey Street, Cedar Street, and Alberta Terrace are narrow and inactive where abutting the existing parking lot and fencing.

The Applicant proposes to demolish the existing building, parking lot, and fencing in order to construct a mixed-use development that includes approximately 56 home ownership dwelling units and approximately 7,161 sf of retail tenant space. The Project will be divided into two 6 story buildings with a pedestrian retail corridor at grade that divides the two buildings.

The residential portion of the Project will provide much needed housing to the City of Cambridge. It will provide a wide variety of dwelling unit types, with a focus on larger family sized units. Efforts have been made to provide as much outdoor space to the building's occupants as possible. The Project's unique, terraced massing helps mediate the scale of the building from the commercial edge of the site (Massachusetts Avenue) to the residential edge of the site (Cedar Street), while simultaneously providing large areas of outdoor roof space that far exceeds what is common for a development of this scale.

The retail portion of the Project both meets and exceeds the minimum requirements outlined in the Ordinance for the Massachusetts Avenue Overlay District. In addition to providing an acceptable percentage of retail spaces fronting along the Avenue, a pedestrian retail corridor has been created that runs between the two proposed buildings. This public corridor runs parallel to the Avenue, connecting Alberta Terrace and Harvey Street, and is flanked on both sides by additional retail spaces. The goal of this configuration is to provide a lively retail destination and public amenity to the neighborhood.

The proposed Project has carefully considered access for pedestrians, bicycles, and cars. The pedestrian experience of the site is improved through a series of measures, including widened sidewalks along Alberta Terrace and Cedar Street, the creation of a pedestrian retail corridor that is protected from the busy traffic along Massachusetts Avenue, and a covered connection from the sidewalk along Massachusetts Avenue into this new pedestrian retail corridor. Primary residential lobbies for the building occupants have been located along Alberta Terrace creating a dialogue with the multi-family buildings across the street, with one of the two lobbies wrapping around the corner and providing visibility along Massachusetts Avenue. Ground floor dwelling units along Cedar Street are accessed from the sidewalk, similar to the single family residences across the street. A ground floor long term bicycle storage room is located along Alberta Terrace, adjacent to the primary residential lobby, facilitating bicycle access for all building occupants. A private parking lot with 67 spaces has been provided below grade for building occupants with an access driveway entrance on Harvey Street, a location that was carefully considered through a collaborative process with the direct abutters of the site and a Traffic Impact Study that is included in this application.

Compliance with Zoning:

The Applicant is requesting the following approvals pursuant to the Ordinance in connection with the project:

Massachusetts Avenue Overlay Special Permits:
- Special permit pursuant to Ordinance section 20.108 Divergence from standards specified in Sections 20.105 - 20.107

Green Roof Special Permit:
- Special permit pursuant to Ordinance section 22.35.3 Exemption (green roof)

Project Review Special Permit:
- Special permit pursuant to Ordinance section 19.25 Review Criteria

General Special Permits:
- Special permit pursuant to Ordinance section 10.43 Generally applicable Special Permit criteria.

Compliance with Criteria / Guidelines Specific to Special Permits Sought:

19.25 Review Criteria. In granting a special permit under this Section 19.20 the Planning Board shall make the following findings.:

> ***19.25.1 Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (3) above the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.***
> ***In areas where the Planning Board determines that area-specific traffic guidelines have been established in the Ordinance, the Board recognizes written agreements between project proponents and the City dealing with transportation mitigation strategies.***

The Project has 7 exceedances out of 95 indicators. All 7 exceedances are related to pedestrian and bicycle operations and facilities and are all exceeded under existing conditions, without the Project. The pedestrian LOS at the intersection of Massachusetts Avenue with Cedar Street exceeds the indicator for the Cedar Street crossing and the Linear Path crossing during the weekday morning and weekday evening peak hours. That accounts for 4 of the 7 exceedances. The other 3 exceedances are due to Harvey Street, Cedar Street, and Alberta Terrace not providing bicycle facilities.

> ***19.25.11 Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation***

demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.
The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

As required by the City, the Project's impact has been measured against the five Project Review Special Permit Criteria indicators to determine the Project's impact. Based upon the Project Review Special Permit Criteria Analysis, a total of 95 measurements were reviewed. Of the 95 measurements reviewed, seven were exceeded under existing conditions with or without the Project. None of the seven measurements exceeded were related to traffic on residential streets, trip generation, or Vehicle Level-of-Service (LOS). Four of the exceedances are related to pedestrian LOS at one intersection and the other three exceedances are related to lack of bicycle facilities, all under existing conditions. As detailed in the attached TIS in Appendix 1.0, the Project will implement mitigation measures to further the City's goals of enhanced pedestrian and bicycle connectivity and address exceedances of the existing conditions.

19.25.2 Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

As outlined in the Urban Design Objective Narrative portion of this Narrative Volume, the project is consistent with the urban design objectives of the city as set forth in Section 19.30.

20.108 Divergence from the standards specified in Sections 20.105 - 20.107 may be allowed by issuance of a special permit from the Planning Board. The Board shall grant such a permit upon its determination that the development proposed will better serve the objectives of this Section 20.100 than if the standards were followed and that the criteria specified in Section 10.43 will be satisfied.
The Board shall be guided in its determination by Northern Massachusetts Avenue Urban Design Guidelines and other such guidelines as may be established for this portion of Massachusetts Avenue. This Section 20.108 is intended for variations from the standards which may be appropriate in specific locations and circumstances and where careful design detail is a controlling factor.

Divergence from standards specified in Sections 20.105 - 20.107 are as follows:

20.107.1 Building Facades. Building facades shall be designed to enhance the visual quality of the Overlay District, create an environment pleasant and inviting for the pedestrian and compatible with the residential neighborhoods in close proximity to the district. The following standards shall apply:

1. Principal building entrances shall face Massachusetts Avenue where a lot abuts the Avenue;

The spirit of this provision is to maintain an active and lively streetscape along the Avenue. In keeping with that spirit, retail space has been prioritized with entrances that directly front onto the Avenue. There are additional retail spaces as well as residential lobbies that do not have entrances along the Avenue, however it is the Applicant's belief that there is sufficient reasoning for this configuration. The two residential lobbies have been situated along Alberta Terrace both to free up additional space along the Avenue for active retail space, and create a dialogue with the multi-family residential buildings across the street. The residential lobby closest to the intersection wraps around the corner onto Massachusetts Avenue with storefront glass that will allow for visibility from the Avenue. Additional retail space has been provided along an internal pedestrian retail corridor running parallel to the Avenue, in order to create a more lively retail environment that prioritizes two sided retail space and outdoor seating and gathering space. While this corridor can be accessed both from Alberta Terrace and Harvey Street, there is also a covered entrance into this space that fronts along the Avenue. The activity within this retail area will be seen from the pedestrian sidewalk and vehicular access along the Avenue through this covered entrance.

2. Where office and/or retail uses are accommodated on the ground floor each separately leased space shall have an individual public entrance onto the abutting street where any portion of the space fronts towards the street;

Retail spaces have been incorporated at the ground floor of the Project where it abuts the Avenue. All retail spaces in this portion of the building have individual public entrances that face the Avenue. Within the development, a new pedestrian retail corridor is proposed that will function as a pedestrian only street. Flanked on either side of this corridor is a series of additional retail spaces that all have individual public entrances. The result is a more advantageous two sided retail configuration with space for outdoor seating and gathering, which will be mutually beneficial to the individual retailers.

3. Facades facing a public street, a public park, or designated city landmark building, or building in a local historic district or neighborhood conservation district, on an abutting lot, shall consist of a minimum twenty-five (25) percent clear glass in total for the facade, with clear glass increased to fifty (50) percent on the ground floor where retail and office uses are established. The maximum amount of clear glass permitted shall be seventy-five (75) percent of the facade. Reflective and opaque glass shall be prohibited.

As noted in the building elevation drawings in the Graphic Volume of this application, facades along Harvey Street and Alberta Terrace have glazing percentages below the required percentages outlined in this section of the Ordinance. As this Project has 4 public facing frontages, glazing locations have been prioritized to benefit both retail tenants and building occupants, while meeting the Passive House requirements set forth in the Massachusetts Energy Code, as well as the Green Building portion of the Ordinance. Ground level retail spaces allocate large areas of glazing along Massachusetts Avenue, as well as the Pedestrian Retail corridor, as they will be the most active retail frontages. The residential portions of the Project, which are subject to Passive House certification, have included as much glazing as possible while still maintaining compliance with PHIUS. It is the Project Team's intention to continue incorporating as much glazing as possible on the residential levels, while still maintaining compliance with the energy code.

22.35.3 Exemption. The Planning Board may grant a special permit to reduce the required Green Roof Area, Biosolar Green Roof Area, or Solar Energy System below the area required by Section 22.35.2, provided that each square foot so reduced be compensated by a unit price contribution to the Cambridge Affordable Housing Trust. This unit price shall be determined based on the average costs to design, install, and maintain green roofs and rooftop solar energy systems in Cambridge using actual cost figures to the extent possible, shall be subject to annual adjustment based on

standard construction cost indices, and shall be calculated, and recalculated approximately every three years, by the Cambridge Community Development Department. All such funds contributed to the Trust shall be dedicated to the design and incorporation of Green Roof Area, Biosolar Green Roof Area, or Solar Energy Systems into new or existing affordable housing developments.

The Project design as described in this application complies with the Green Roof requirements outlined in Article 22, with 81% of included roof area dedicated to Green Roof. It is the Project Team's intention to maintain this compliance, however given the small margin, the Applicant is requesting a special permit to allow for flexibility as the Project continues to develop. If the resulting project does not meet the required 80% of included area dedicated to Green Roof Area or Solar Energy Systems, the required unit cost will be paid to the Cambridge Affordable Housing Trust for each square foot that the Project is deficient.

Compliance with General Special Permit Criteria (Section 10.43):

Criteria. Special permits will normally be granted where specific 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 interest because:

a. It appears that requirements of this Ordinance cannot or will not be met, or

With the requested special permits, the Project will meet all requirements of the Ordinance.

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

As described throughout the Traffic Impact Study (Appendix 1.0), the Project consists of the redevelopment of an existing commercial facility located at 2400 Massachusetts Avenue into a mix of retail and residential uses. Specifically, 56 multifamily residential units and 7,161 sf of ground floor retail space. Parking will be provided via a 67-space below-grade garage with access onto Harvey Street. Long-term bicycle parking will be provided on-site that can accommodate 57 regular bicycles and 3 tandem bicycles with trailers. Short-term bicycle parking will be provided on-site for 12 bicycles.

The Project is located in an area close to extensive public transit networks where reliance on personal vehicles is becoming less necessary and through the provision of expanded bicycle parking and proximity to the Linear Path and bicycle lanes, the overall traffic impact of the Project will be reduced.

The proposed Project will not result in substantial change or public hazard due to increased vehicular traffic or parking in this area of Cambridge. The Project is not anticipated to have a significant adverse impact on motorist delays in the area and adequate parking supply will exist on-site to support the Project. Specifically, the Project satisfies 90 of the City of Cambridge's 97 standards for traffic impact indicators, with the remaining 7 already preexisting and unchanged by the Project. Accordingly, the TIS finds that the Project can be accommodated within the existing area infrastructure and on the roadway network with minimal effects, resulting in the ability to implement the Project's planned residential and retail uses with the appropriate TDM measures.

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 the continued operation of or the development of adjacent permitted uses, as it will further extend the mixed use character of the Massachusetts Avenue Overlay District. The overlay district encourages the development of mixed-use retail and residential development along the Avenue. The addition of approximately 56 new dwelling units for home ownership, many of which are family sized, will provide much needed housing to the City of Cambridge, while adding additional occupants to the neighborhood that will utilize adjacent retail establishments. The proposed retail space is designed to create a destination for the surrounding neighborhood, and will set the stage for new retail development along the Avenue. Parking has been provided for the new residential occupants below grade, and it has been determined through a Traffic Impact Study (Appendix 1.0) that the Project will not result in a public hazard due to substantially increased vehicular traffic or parking in this area of Cambridge.

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 nuisance or hazard to the detriment of the health, safety, and/or welfare of the occupants of the proposed use or the citizens of the city, in fact it will be mutually beneficial to both. The proposed development will contribute approximately 56 much needed dwelling units, many of which are family sized, to the City of Cambridge. Those units have been designed with a strong emphasis on dedicated outdoor space, energy efficiency, and quality of life for the new homeowners. The new occupants will also have access to a lively retail environment at grade as well as publicly accessible open space. This new retail environment will also benefit the surrounding community, providing a retail destination for the City of Cambridge. Both a Traffic Impact Study (Appendix 1.0) and Noise Mitigation Study (Appendix 4.0) have been completed to ensure that the Project will not create nuisance or hazard.

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, and

The proposed use will not impair the integrity of the district or adjoining district or otherwise derogate from the intent and purpose of this ordinance. The Project use and scale are both consistent with the base zoning district and the intent of the Massachusetts Avenue Overlay District, and will further the mixed-use character of the Avenue.

f. The new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

As outlined in the following section, the Project is consistent with the Urban Design Objectives set forth in Section 19.30.

Urban Design Objective Narrative (Section 19.30):

Section 19.31 New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

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

The height and setbacks of the proposed Project are consistent with the requirements of the base BA-5 zoning district. Consisting of 6 above grade stories and one below grade parking level, the height of the proposed buildings is 69 ft, which is well below the allowable height of 80 ft. Setbacks, both at grade and above, have been carefully considered with significant involvement and feedback from abutters during community engagement sessions. Along Massachusetts Avenue, the building is a consistent height of 69 ft and maintains the existing streetwall along the avenue, providing ample sidewalk space in front of the building. The building/massing along Alberta Terrace sets back in order to widen the sidewalk and provide proper pedestrian flow as well as street trees and other plantings. The building/massing along this street sets back again at 35 ft above grade, creating a datum that responds to the heights of the triple decker buildings across the street. The lower massing (0-35') is recessed with a series of vertical voids/slots that break up the street wall and reference the side yard spacing of the buildings across the street. Along Cedar Street the massing gradually terraces down from 6 stories to 1 and 2 story volumes along that street edge, in context with the single family residences across the street.

2. ***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 proposed Project carefully considers the existing established streetscape, and takes a variety of approaches to address each of the abutting streets: Massachusetts Avenue to the east, Alberta Terrace to the south, Cedar Street to the west, and Harvey Street to the north. The massing is highest along Massachusetts Avenue in order to maintain the existing streetwall that lines the majority of the corridor. This frontage/massing is broken up by a series of multi-story, vertical recesses that provide balconies to the residents, and read as an inverted interpretation of a series of bays, a prevalent architectural element along this stretch of the Avenue. Along Alberta Terrace, the portions of the massing that abut the adjacent residential district are carefully and sequentially set back from the street edge to react to the scale of the triple deckers across the street. A 35 ft height datum is established along this frontage, with the lower massing providing a series of vertical recesses that mimic the rhythm of the adjacent side yards. As the building gets closer to fronting Cedar Street, the massing terraces down to 1 and 2 stories to better match the scale of the single family homes across the street. A series of sawtooth shaped setbacks along Cedar Street create walk out patios and yards for the 4 ground floor units. The Harvey Street frontage abuts a commercial lot that is similarly zoned as BA-5. The buildings hug the curved property line along this frontage and help set the scale for any future development on the adjacent site.

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

In the proposed Project, uses are carefully located to respect the existing site context. Retail space is located along the majority of the building's Massachusetts Avenue frontage, in order to continue the existing rhythm of retail space along this urban corridor. As a way to enhance this use, an internal pedestrian retail corridor has been designed parallel to the Avenue, creating a destination for the surrounding neighborhood. This publicly accessible space connects both Alberta Terrace and Harvey Street, while also extending out to Massachusetts Avenue with a covered entrance from the sidewalk. Residential lobby entrances for the two buildings have been located along Alberta Terrace, across the

street from existing multi-family residential buildings, with storefront glass that wraps the corner onto Massachusetts Avenue. Ground floor dwelling units line the Cedar Street frontage, with private entrances at grade that mimic the single family homes across the street. The entry driveway to a below grade private parking lot is located along Harvey Street, across from a blank commercial facade, in order to shield surrounding residential structures from light pollution caused by exiting vehicles.

4. Where relevant, historical context is respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.

There are no known neighboring historic buildings that are preferably preserved on or adjacent to the site.

Section 19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. Indicators include:

1. 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 service 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 a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks, and pathways. In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward 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 building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.

The proposed Project is designed to provide a pedestrian focused retail experience that goes far beyond what is required by the Ordinance. Rather than solely rely on traditional, single sided retail space along Massachusetts Avenue, the project aims for a more destination oriented configuration that will promote greater activity in and around the site. The introduction of a publicly accessible, pedestrian retail corridor will allow for greater access to the site, as well as additional space for outdoor seating and gathering. The intent of the project is to offer retail space that accommodates a variety of types and sizes, and to promote a symbiotic relationship between retailers. An increase in foot traffic in and around the site, due to the introduction of forward thinking retail space and approximately 56 new dwelling units, will have the added benefit of helping support existing retail spaces in the immediate vicinity. As required by the Ordinance, the proposed ground floor uses are permitted in this zoning district, are consistent with the general character of the surrounding environment, and are compatible with the principal residential use for which the Project is designed.

2. 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.

The proposed Project does not include any on or above grade open parking. Parking will be entirely contained below grade with a single access driveway on Harvey Street, and will be concealed with a garage door. The proposed 67 parking spaces will be accessed only by building residents and retail operators, and will not be open to the public. This is a significant improvement from the existing parking configuration, which is entirely located at grade and exposed on Alberta Terrace, Cedar Street, and Harvey Street.

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

The proposed Project carefully considers the use of glazing at the ground floor, and achieves an overall transparency of approximately 35%. Large sections of glazing are allocated to public facing programs including retail spaces and residential lobbies. The retail uses are located along areas of higher pedestrian traffic, specifically along the Massachusetts Avenue frontage as well as the newly created retail corridor that cuts through the site. Residential lobbies located along Alberta Terrace are defined by large sections of storefront glazing. Along Alberta Terrace and Cedar Street, ground floor residential units have an adequate amount of glazing to provide necessary daylighting and views, but are carefully considered to maintain privacy for the occupants.

4. ***Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a 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 stops 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.***

Several strategies have been incorporated into the design of the proposed Project in order to ensure safe pedestrian movement through the site and to the surrounding area. Primary residential entrances have been located along Alberta Terrace, with additional private unit entrances along Cedar Street. To promote safe movement through the site, both sidewalks have been significantly widened. Building occupants will be able to traverse the site through a pedestrian retail corridor that connects Harvey Street, Alberta Terrace, and Massachusetts Avenue, allowing for safe travel to existing crosswalks, bus stops, and the linear park, which connects the Project Site to the Red Line.

5. ***Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have secure weatherproof storage facilities conveniently located on-site. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.***

Bicycle access for both occupants and visitors is carefully considered in the proposed Project. Along Alberta Terrace, a long term bicycle storage room with 60 spaces has been located within the buildings with access at grade from both the sidewalk and one of the primary residential lobbies. The proposed location allows for convenient bicycle access for residents and will promote biking as a viable form of transportation around the city. In order to promote biking as a form of transportation for visitors to the site, 12 short term bike parking spaces have been included along Alberta Terrace at the southern entrance of the pedestrian retail corridor. As ground floor commercial tenants have not been determined at this time, the following assumptions have been made in calculating required bicycle parking quantities: 56 dwelling units, 50% of non-residential square footage categorized as retail use, and 50% of non-residential square footage categorized as restaurant/bar.

6. ***Alternate means of serving 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.***

Not applicable to this Project.

Section 19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:

1. ***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 visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:

- ***a. Reasonable attempts have been made to avoid exposing rooftop mechanical equipment to public view from city streets. Among the techniques that might be considered are the inclusion of screens or a parapet around the roof of the building to shield low ducts and other equipment on the roof from view.***
- ***b. Treatment of the mechanical equipment (including design and massing of screening devices as well as exposed mechanical elements) that relates well to the overall design, massing, scale and character of the building.***
- ***c. Placement of mechanical equipment in enclosed locations within the building (if it does not violate the Flood Resilience Standards in Section 22.80), which reduces the bulk of elements located on the roof; however, at-grade locations external to the building should not be viewed as desirable alternatives and should be visually and acoustically screened with fencing and/or landscape features wherever they are necessary.***
- ***d. Tall elements, such as chimneys and air exhaust stacks, which are typically carried above screening devices for functioning reasons, are carefully designed as features of the building, thus creating interest on the skyline.***
- ***e. All aspects of the mechanical equipment have been designed with attention to their visual impact on adjacent areas, particularly with regard to residential neighborhoods and views and vistas.***

The proposed Project has carefully considered the design and layout of mechanical equipment to minimize visual impact to the building occupants and surrounding neighbors. Air handling equipment has been concentrated to the 6th floor roof of each building, and has been tightly organized to push equipment as far from the building edge as possible. Screening of this mechanical equipment is handled in two ways: metal screening around the immediate perimeter of the mechanical equipment, and an extended parapet of approximately 42” to help visually minimize that metal screening. The visual result is a series of stepped volumes that match the character of the overall building massing. As the project is designed in greater detail, any tall elements needed for building ventilation will be located as far from the building perimeter as possible to minimize visual impact. This will be carefully coordinated with ground floor commercial spaces as the uses are clarified.

All other mechanical and electrical equipment has been located within the buildings, or in the below grade parking area, as the project is not impacted by Flood Resilience Standards that would prevent this configuration.

2. 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.

Residential trash is completely contained within two trash rooms along Alberta Terrace in order to avoid noise, odor, and visual impact. The trash rooms can be accessed by residents without exiting the building. Trash will be moved adjacent to the proposed loading space along Alberta Terrace only just before or during trash collection. As the project progresses, a trash removal plan will be developed to determine the frequency of pickups to accommodate the trash room sizes as designed.

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

The Project service and loading is expected to utilize Alberta Terrace. Daily residential truck trips are typically limited to package pickup and delivery carried out using single-unit or delivery trucks. Retail

truck trips are expected to be limited to SU-30 trucks or smaller. Trash is expected to be collected in small dumpsters and totes and wheeled out to Alberta Terrace for pick-up. Currently there is not a loading space on Alberta Terrace, but the Project intends to seek a designated loading zone on the north side of Alberta Terrace.

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

Under existing conditions, the Project Site is fully occupied by impervious surfaces including the existing building and paved parking areas. The Project Site is bordered by public concrete sidewalks and paved streets. Currently, runoff from the existing building roof is collected with roof drains and discharged onto the paved parking lot via several downspouts along the southern face of the building. A portion of the stormwater runoff from the roof and southern portion of the parking lot are collected by three catch basins central to the Site and connect to Cambridge DPW's 24" combined sewer main in Cedar Street. The remaining portions of the roof and paved parking areas sheet flow onto the surrounding public concrete sidewalks and paved streets and are collected by the drainage infrastructure owned and maintained by Cambridge DPW. Based on the existing conditions survey and available record information, there is no evidence of stormwater quality treatment best management practices (BMPs) or infiltration/detention BMPs on the Project Site.

Cambridge DPW owns and maintains a storm drainage system consisting of a 12" trunk line within Alberta Terrace (to the south of the Project Site) and a 12" trunk line within Harvey Street (to the north of the Project Site) which connect to the 24" combined sewer main in Cedar Street.

To address the City's stormwater management requirements and Cambridge DPW guidelines, the Project will comply with the City of Cambridge Wastewater and Stormwater Drainage Use Regulations (pursuant to Cambridge Municipal Code Chapter 13.16 Wastewater and Stormwater Drainage Systems) to the maximum extent practicable and incorporate on-site stormwater management and will not discharge untreated stormwater into the drainage system. The proposed on-site stormwater management system is expected to improve water quality, reduce runoff volume, and control peak rates of runoff compared to existing conditions.

As the design progresses, a stormwater infiltration system and/or stormwater reuse system will be designed to provide groundwater recharge, reduce peak flow, and provide phosphorus removal to the maximum extent practicable. The Applicant will evaluate the potential for integrating green infrastructure elements including ground level green space, planters, and green roofs with the goal of retaining a greater volume of stormwater runoff and increasing infiltration capacity for the Project.

Refer to Appendix 3.0 for an in depth Stormwater Infrastructure Narrative.

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

The landscape approach seeks to elevate the pedestrian experience across the Site by incorporating a diverse array of native plantings that showcase the beauty of seasonal change. These seasonal gardens are primarily displayed in large planters and in other mounded areas. Within the pedestrian retail corridor, stormwater passes through permeable paving and is collected and stored using an integrated paving system.

Along Cedar Street, water is collected in gardens surrounding each unit, utilizing low planting beds as part of the collection strategy. This approach is also used along Alberta Terrace. Additionally, the sidewalk along Massachusetts Avenue features a rain garden and linear green space that serves as a buffer between the bike lane and sidewalk. This area also includes temporary bike storage facilities.

6. ***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 Energy System as defined in Section 22.80 of this Zoning Ordinance.***

The massing of the Project is uniquely configured to minimize shadow impacts on neighboring lots. With a maximum height of 69 ft, the bulk of the taller massing is consolidated along Massachusetts Avenue. As the building extends towards the neighboring residential zoning districts along Alberta Terrace and Cedar Street, the massing terraces down from 6 stories above grade to 1 and 2 stories along the Cedar Street edge. As a result, morning shadows primarily cast onto these terraces, rather than the neighboring lots. Afternoon shadows primarily cast onto Harvey Street and evening shadows primarily cast onto Massachusetts Avenue. A shadow study has been included as Appendix 5.0 for reference.

7. ***Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines.***

The existing site is relatively flat, and therefore the Project will have a minimal need for retaining walls. The pedestrian retail corridor will utilize very gentle sloping to mitigate grade change across the site. Along Cedar Street, some small areas of retaining wall will be used to enclose private terraces for ground floor units. These retained areas will allow for deeper soil beds above the below grade parking in order to allow for the planting of shade trees and other larger plantings.

8. ***Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.***

Building scale and wall treatment is carefully considered and sensitive to adjacent residential uses, specifically along Alberta Terrace and Cedar Street. These frontages have been designed in collaboration with the direct abutters through a series of neighborhood meetings (as documented in the Summary of Community Engagement). Along Alberta Terrace, a series of setbacks at 35 ft and 57 ft help transition the scale of the proposed buildings to the scale of the existing triple deckers across the street. The lower volume between elevations 0-35 ft mimics the side yard rhythm of the buildings across the street through a series of vertical recesses. The result is a broken up facade that is evenly distributed with residential scale windows. Along Cedar Street, the building massing transitions all the way down to 1 and 2 stories through a series of sawtoothed setbacks and terraces. This sawtooth configuration allows for at-grade yards and patios that help buffer the project from the existing single family homes across the street. Raised planting areas have been designed in these areas to allow for shade trees to be planted, providing necessary privacy for building occupants and abutters.

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

The Project's intention for outdoor lighting is to provide sufficient illumination for safety, ensuring adequate visibility without causing unnecessary light pollution. This approach prioritizes preserving night vision and creating a comfortable environment while minimizing the adverse effects of excessive artificial light on the surrounding area.

The perimeter of the building will be designed to maintain adequate but unobtrusive lighting that is consistent with a residential neighborhood. The proposed pedestrian retail corridor, which is internal to the site and primarily shielded by the two buildings that flank it, will have an increased but tasteful level of lighting to provide an active and inviting environment. Lighting this zone will primarily occur at the underside of the second floor level and will be used to downlight the pedestrian way. All lighting will be designed to be dark sky compliant, and will be dimmable and aimable wherever possible.

10. The creation of a 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 existing Project Site does not have any existing trees. Street trees are located along Massachusetts Ave and Cedar Street. The intention is to preserve the existing street trees, and add to them where possible around the perimeter of the site.

Section 19.34 Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. Indicators include:

1. 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.

Refer to Appendix 3.0 for an in depth Stormwater Infrastructure Narrative.

Under existing conditions, the Project Site is fully occupied by impervious surfaces including the existing building and paved parking areas. The Project Site is bordered by public concrete sidewalks and paved streets. Currently, runoff from the existing building roof is collected with roof drains and discharged onto the paved parking lot via several downspouts along the southern face of the building. A portion of the stormwater runoff from the roof and southern portion of the parking lot is collected by three catch basins central to the Site and connects to Cambridge DPW's 24" combined sewer main in Cedar Street. The remaining portions of the roof and paved parking areas sheet flow onto the surrounding public concrete sidewalks and paved streets and are collected by the drainage infrastructure owned and maintained by Cambridge DPW. Based on the existing conditions survey and available record information, there is no evidence of stormwater quality treatment best management practices (BMPs) or infiltration/ detention BMPs on the Project Site.

Cambridge DPW owns and maintains a storm drainage system consisting of a 12" trunk line within Alberta Terrace (to the south of the Project Site) and a 12" trunk line within Harvey Street (to the north of the Project Site) which connect to the 24" combined sewer main in Cedar Street.

To address the City's stormwater management requirements and Cambridge DPW guidelines, the Project will comply with the City of Cambridge Wastewater and Stormwater Drainage Use Regulations (pursuant to Cambridge Municipal Code Chapter 13.16 Wastewater and Stormwater Drainage Systems) to the maximum extent practicable and incorporate on-site stormwater management and will not discharge untreated stormwater into the drainage system. The proposed on-site stormwater management system is expected to improve water quality, reduce runoff volume, and control peak rates of runoff compared to existing conditions.

As the design progresses, a stormwater infiltration system and/or stormwater reuse system will be designed to provide groundwater recharge, reduce peak flow, and provide phosphorus removal to the maximum extent practicable. The Applicant will evaluate the potential for integrating green infrastructure elements including ground level green space, planters, and green roofs with the goal of retaining a greater volume of stormwater runoff and increasing infiltration capacity for the Project.

2. 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.

Cambridge Water Department (CWD) owns and maintains a 10" domestic supply water main in Cedar Street, 6" water supply in Alberta Terrace, and three high pressure mains for fire protection service surrounding the Site, separate from the domestic supply. Refer to Figure 1 in Appendix 3.0. There are

existing supply lines to the building and three existing hydrants within 300 feet of the existing building.

Domestic water demand is based on estimated sewage generation with an added factor of 10 percent for consumption, system losses, and other use. Based upon estimated sewage flows outlined in Table 1 and Table 2, the existing water usage is approximately 1,650 gpd and the proposed domestic water demand is approximately 14,300 gpd. Therefore, the proposed development results in a net increase of 12,650 gpd of water demand. The Applicant will continue to consider and evaluate methods, including water reuse for irrigation of green spaces, to conserve water as building design evolves.

New water connections to municipal infrastructure will be designed in accordance with CWD design standards and Cambridge Fire Department requirements. Water services to the new building will be metered, designed with backflow prevention, and adequate fire department connection(s) (FDC) to ensure conformity with CWD and Cambridge Fire Department requirements.

3. 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 on adjacent lots to do the same. Exceeding the Green Building Requirements set forth in Section 22.20 of this Zoning Ordinance and other evolving environmentally sustainable standards is encouraged.

This Project is designed to be a high performance building and is pursuing Passive House Certification. The buildings will use energy efficient, all-electric systems which will eliminate the need for fossil fuels on site for regular building function. The buildings will be powered by the grid which is continually getting less and less dependent on fossil fuels as it transitions to a higher percentage of renewable generation. Another benefit of having a high-efficiency, high performance building is that the mechanical systems can be sized smaller than in typical buildings, saving not only energy, but the material resources needed to make them. Passive House buildings are designed to be not only high performing in terms of energy, but also in terms of durability. This means that the buildings will last longer and materials will need to be replaced far less frequently than in typical buildings.

Section 19.35 New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include:

1. New educational institutional construction that is focused within the existing campuses.

Not applicable to this Project.

2. 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.

Not applicable to this Project.

3. In large, multiple-building non-institutional developments, a mix of uses, including publicly accessible retail 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 proposed Project, including two buildings separated by a pedestrian retail corridor, provides retail space for multiple retail tenants along the Mass Ave street edge as well as at both sides of the newly created corridor. The intent of this configuration is to bring increased activity and foot traffic to the neighborhood throughout the day.

4. Historic structures and environments are preserved.

There are no known historic structures on or adjacent to the Project Site.

5. 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.

Not applicable to this Project.

Section 19.36 Expansion of the inventory of housing in the city is encouraged. Indicators include:

1. 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.

While the Project is mixed-use, housing constitutes the vast majority (over 90%) of the development. The Project carefully considers the placement of housing where it abuts a residential zoning district along Alberta Terrace and Cedar Street. Ground floor dwelling units are located along the majority of frontage along Cedar Street, and continue around the corner along a portion of Alberta Terrace. The Project sets back from the sidewalk along Cedar Street in order to create private outdoor terraces and yards that reference the single family homes across the street, and effectively buffer those residential districts from the retail uses that are located deeper within the site.

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

At receipt of building permit, the Project will comply with the then-current requirements of the Inclusionary Zoning Ordinance, and will collaborate with the Housing Division to encourage family-sized middle-income units.

Section 19.37 Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:

1. On large-parcel commercial developments, publicly beneficial open space is provided.

The proposed Project is defined by a pedestrian retail corridor that cuts through the middle of the site. Formed by splitting the development into two buildings, this zone of publicly beneficial open space will provide a place on site for gathering, outdoor seating, and dining. The goal of this configuration is to create a retail destination that will draw more residents from the surrounding neighborhoods to an area of the city that is less dense with retail activity.

2. 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.

The proposed pedestrian retail corridor aims to enhance and expand existing facilities and networks around the site in two key ways. The introduction of ground floor retail space extends the existing rhythm of commercial use that lines Massachusetts Avenue to the south. By configuring this space as a retail destination that is visible from the linear park to the north, the project will draw people from this existing pedestrian and bicycle network into the site and surrounding retail uses.

3. A wider range of open space activities than presently found in the abutting area is provided.

Open space activities that are currently abutting the Site are limited to small pocket parks and the Linear Park. The proposed Project provides a publicly accessible pedestrian corridor that is lined with retail space and outdoor seating, creating a type of open space that does not currently exist in the immediate vicinity.

Section 19.38 Development should be resilient to the effects of climate change as anticipated in the Resilient Cambridge plan published by the City. Indicators include:

1. The design has incorporated the most up-to-date projections of climate change impacts over the project's anticipated lifespan, including increases in temperature and precipitation and risk of future flooding.

The proposed Project has incorporated the most up-to date projections of climate change impacts over the project's anticipated lifespan. The site has been evaluated using the latest City of Cambridge FloodViewer, which indicates that it is not located within an area subject to 2070 1% Precipitation Flooding or within an area subject to 2070 1% Sea Level Rise / Storm Surge Flooding.

In order to minimize impacts from temperature rise, strategic shading strategies have been utilized across the site. Along the perimeter of the Site, shade trees will be planted wherever possible, with a higher concentration along the southern Cedar Street frontage. Within the pedestrian retail corridor, planted canopies are incorporated at the second floor level to provide shade to retail patrons.

2. The project is designed to meet or exceed the Flood Resilience Standard in Section 22.80 of this Zoning Ordinance and the Green Factor Standard in Section 22.90 of this Zoning Ordinance. Design strategies may be supplemented by mitigation strategies to manage the effects of flooding and heat where appropriate.

The City of Cambridge FloodViewer 2022 indicates that the Project Site is not located within an area subject to 2070 1% Precipitation Flooding or within an area subject to 2070 1% Seal Level Rise / Storm Surge Flooding. The FloodViewer 2022 uses "the latest simulation results from the City's hydraulic/ hydrologic flood model, and the latest sea level rise/storm surge statewide flood model results from the Massachusetts Coast Flood Risk Model (MC-FRM)."

The Applicant is committed to surpassing the minimum requirements of the Green Factor Standard by incorporating a series of lush garden areas, green roofs, and large canopy trees throughout the project site. These elements will help reduce urban heat island, reduce energy consumption, sequester carbon dioxide, and improve overall air quality.

3. The design uses resilience strategies that have environmental co-benefits. An example is passive building envelope design, which promotes occupant comfort during extreme heat and resilience from power outages due to storms while also reducing energy use and greenhouse gas emissions. Another example is intensive vegetation at grade and on roofs, which provides cooling benefits while improving stormwater management.

The Project is designed to be resilient to temperature changes with a highly airtight and thoroughly insulated enclosure. Passive House buildings keep occupants more comfortable in extreme temperatures using less energy and maintain a comfortable and safe indoor temperature for longer in the case of power outages. An embodied carbon analysis was also performed and used to inform material selection.

The design approach also utilizes features that enhance biodiversity, improve air quality, and contribute to the overall sustainability of the development. Lush gardens will not only provide aesthetic appeal but also support local ecosystems by attracting pollinators and wildlife. All vegetation including ornamental planting

beds, trees, and the rain garden improve climate comfort conditions for pedestrians and enhance the visual appeal of the development.

4. The design takes an integrative approach to climate change resilience that accounts for the existing context and promotes the other design objectives of the area and the City.

The Project is designed to be highly energy efficient, provide comfortable spaces for its occupants, promote pedestrian and bike travel to commerce, and to visually integrate with its surroundings. The Project is designed for passive house certification which makes the buildings not only highly-efficient and all electric, but also resilient to temperature fluctuations impacted by climate change. By integrating residential space with a pedestrian retail corridor, the Project encourages public use of the site and active transportation to retail for the building occupants and surrounding neighbors. Additionally, the building/massing is designed to visually transition from a taller, more uniform massing and facade along Massachusetts Avenue into a more layered and terraced massing adjacent to the single and 3 family structures at Cedar Street and Alberta Terrace. This is an approach intended to align with city design goals, as this project will merge visually and contextually with the surrounding neighborhood.

The Project's integrative approach to climate change resilience aligns with broader objectives and priorities of the City. By strategically placing green infrastructure elements like gardens, green roofs, and trees, the Project aims to minimize energy consumption, absorb stormwater runoff, and regulate ambient temperatures. The inclusion of native and drought-tolerant plants will decrease water usage and maintenance needs. Integrated and accessible bike storage facilities promote cycling as a means of transportation, reducing reliance on automobiles.

Summary of Community Engagement:

The community engagement process on the project has been robust, consistent, and highly productive. Dating back to the rezoning petition for the project site, the development team has hosted and participated in a combined 9 community meetings; please see below for the complete record. Without fail, these meetings have been candid and collaborative exchanges of ideas that have resulted in a better final project.

The development team is particularly proud of the intensely local engagement and relationships that have been built with the direct abutters of the site. As the people most directly impacted by the project, the neighbors on Cedar Street and Alberta Terrace have devoted their time and energy to sharing not only their concerns but also their aspirations for the neighborhood and how this project can contribute. The development team memorialized its agreements with these neighbors in signing the attached Letter of Commitment, which was also shared with the Cambridge City Council prior to its rezoning vote. Of note, every neighbor who attended the rezoning vote spoke in support of the project. As the development of this project moves forward, the team remains committed to keeping the North Cambridge community, and especially the direct abutters to the site, closely apprised of and involved with the process.

Date	Description	Location
11/30/2022	North Cambridge Stabilization Committee Meeting	8 Cameron Ave
1/28/2023	Community Meeting Project Introduction	10 Harvey Street
2/9/2023	Community Meeting Design Update and Discussion	10 Harvey Street
2/21/2023	Community Meeting Letter of Commitment Discussion	10 Harvey Street
2/23/2023	Community Meeting Design Update and LOC Finalization	10 Harvey Street
4/13/2023	Community Meeting Process Update	Online
7/24/2023	Community Meeting Design Update	10 Harvey Street
10/4/2023	Special Permit Official Meeting**	10 Harvey Street
10/10/2023	Special Permit Official Meeting**	Online

**attendance record available upon request

Letter of Commitment

This letter of commitment (the "LOC") dated February 24, 2023, by and between North Cambridge Partners LLC ("NCP") with a business address of 9 South Street, Chestnut Hill, MA 02467 and the abutting neighbors of Alberta Terrace, Cedar Street, and Harvey Street (the "Neighbors") located at various addresses along Alberta, Cedar, and Harvey, (together hereinafter the "Parties").

BACKGROUND

A) The Parties wish to enter into an agreement as outlined in this LOC in relation to a proposed zoning change and development of a project located in part of the proposed BA-5 zoning district located at 2400-2414 Massachusetts Avenue (the "Project").
B) The Parties wish to record their understandings and agreements in relation to what zoning will be passed, how it will be implemented, and various aspects related to construction, maintenance, and precautionary measures relating to the Project.
C) Developer Statement: NCP is committed to working collaboratively with the surrounding neighbors, and to inviting them to share and develop a collective vision for the neighborhood. NCP acknowledges that material deviation from this MOU with the neighborhood would constitute a substantial detriment for the purposes of special permit review with the City of Cambridge.

1) **Purpose and Project.** This LOC sets out the basic terms upon which the Neighbors would consent to NCP proceeding with the requested zoning change filed in October 2022 with the City of Cambridge (subject to the requested amendments below), and the Project brought by NCP that is a result of that zoning change. The project is a mixed use, ground-up development that will consist of both residential condominium units for sale and ground floor retail.
2) **Commitments.** It is mutually agreed upon and understood by and among the Parties that:
    a. The parties agree to work together and to cooperate in good faith, and to fully participate to develop the project throughout the development cycle.
    b. A pre-construction survey will be initiated by NCP prior to any construction activities on the site. Construction activities include but are not limited to excavation of the site, demolition of any existing structure, and erection of a building project. Any damage caused as a direct result of construction activities will be the responsibility of NCP to repair. Professionals that may visit the site from time to time taking measurements, soil samples, and other project related data typically required to undertake a construction project will not be considered

construction activities. Subject to NCP's receiving permission to enter private property, as part of the preconstruction survey NCP will include the following:

i. Camera survey of the existing sewer lines of the direct abutting parcels to 2400 Mass Ave.
ii. All structural and civil engineering assessments will be provided to neighbors.
iii. Structural engineer will assess risk to retaining wall on Cedar St and provide report to neighbors.

c. NCP agrees to request that the Cambridge City Council amend the proposed zoning language to reflect the conversations with the Neighbors in the following ways:
    i. Amend footnote 1 to increase the distance from the residential district in the second sentence to fifty feet (50') from thirty-five feet (35').
    ii. Amend footnote 4 to read "All ground floor retail spaces may be exempt from FAR calculations by special permit only, provided that the retail does not front a residential district."
    iii. Prohibit lab uses.
d. NCP agrees to a 1:1 parking ratio for all residential units that are constructed as part of a building project.
e. NCP agrees to conduct and perform all studies and narratives required by Article 19.24 and to make those studies available upon request to the Neighbors. These studies include:
    i. Traffic Study
    ii. Tree study
    iii. Shadow Study (including opinion of impact on neighboring solar arrays)
    iv. Urban Design Objectives Narrative
    v. Sewer Service Narrative
    vi. Water Service Narrative
    vii. Noise Mitigation Narrative
f. NCP agrees to work with the Neighbors to locate the entrance to the project for underground parking, trash, and other building functions, with a noted preference to have this located on Harvey St.
g. NCP agrees to follow the regulations of Article 22 (Sustainable Design and Development) and to apply the newly adopted specialized stretch code to the Project.
h. NCP will make available contact information of NCP and contractors during construction of the Project and to provide regular updates through an online solution or by direct communication to neighbors including pertinent information but not limited to:
    i. Road closures
    ii. Work start times
    iii. Type of work to be initiated

iv. Construction management plan which will include a plan to address worker parking, making best efforts to identify a parking solution to keep workers from utilizing resident spaces.

i. NCP agrees as part of its work with the City of Cambridge to create a safe, pedestrian, and bike friendly plan for the Project. This includes the widening of sidewalks, illustrated in the massing study attached hereto, showing 11' on Alberta Terrace and Cedar St and at least 7.5' on Harvey St.

j. NCP will work with Neighbors, and especially direct abutters, to protect their properties during construction to limit impact of noise, rodents, and debris from impacting quality of life within the area of work. NCP will work directly with abutters on a case-by-case basis to address disruption inconveniences; this may include, for example, the offer of discounted co-working space, noise cancelling headphones, or some other mutually agreed upon resolution.

k. NCP is committed to creating a blend of private and public green and/or permeable open space within the site, which will total at least 15% of the lot area.

l. NCP pledges to not build any laboratory use on the 2400 Mass. Ave. site.

m. For portions of the building fronting the residential district, NCP pledges to not exceed the height boundaries in the massing study attached hereto.

n. The building at 2400 Mass. Ave. will be professionally managed, with a regular trash pickup schedule and rodent control plan. Garbage, recycling, composting (if any), and EV charging will be located in a proposed underground parking facility provided this does not violate any ordinance in the City of Cambridge or any requirements of the local utility.

o. NCP is committed to regular consultation with the neighborhood through the zoning process, planning/design, and all aspects of the project as it proceeds through the review process with the City of Cambridge, and to mitigating quality of life concerns to the best of NCP's ability during construction.

p. NCP commits to building a project that will not be a "fortress" such as closing all four sides of the locus. NCP commits to having some portion of the site open to the neighborhood.

3) **Term and Termination.** The understandings and agreements outlined in this MOU shall subsist until such time as the Project receives a certificate of occupancy from the City of Cambridge, and all remaining landscaping, construction, and other project related work is completed.

4) **Complete Agreement.** This Agreement embodies the complete agreement and understanding among the parties and supersedes and preempts any prior understandings, agreements, or representations by or among the parties, written or oral, which may have related to the subject matter hereof in any way.

SIGNATURE PAGE TO FOLLOW

By: DocuSigned by: Dan Sibor AB13B22AC5354C8...
Dan Sibor
Manager, North Cambridge Partners

APPROVED

Neighbors of 2400-2414 Mass Ave