



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

2024 AUG 23 AM 10:14  
CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139  
OFFICE OF THE CITY CLERK  
CAMBRIDGE, MASSACHUSETTS

## NOTICE OF DECISION

Case Number:	PB-403
Address:	2400 Massachusetts Avenue
Zoning:	Business A-5/ Massachusetts Avenue Overlay District
Applicant:	2400 Mass Ave LLC 9 South Street, Chestnut Hill, MA 02467
Owner:	2400 Mass Ave LLC 9 South Street, Chestnut Hill, MA 02467
Application Date:	June 14, 2024
Date of Planning Board Public Hearing:	July 2, 2024
Date of Planning Board Decision:	July 2, 2024
Date of Filing Planning Board Decision:	August 23, 2024
Application:	Project Review Special Permit (Section 19.20), Special Permit for Modification of Design Standards in Massachusetts Avenue Overlay District (Section 20.108), and Special Permit for Reduction of Green Roofs Requirement (Section 22.35.3) to construct two 6-story mixed-use buildings of total 94,867 square feet gross floor area with 56 residential units, ground floor retail uses, and 67 below grade parking spaces.
Decision:	GRANTED with conditions.

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Swaathi Joseph

For further information concerning this decision, please contact Swaathi Joseph at 617-349-4668, or [sjoseph@cambridgema.gov](mailto:sjoseph@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application dated 5/31/2024, containing Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Narrative, Community Outreach Summary, appendices and plan set titled 2400 Massachusetts Avenue Volume 2 – Graphic Volume, prepared by Merge Architects, dated 5/31/2024.
2. Presentation slides shown to the Planning Board on 7/2/2024.

### City of Cambridge Documents

3. Memorandum to the Planning Board from James Wilcox, City Engineer, Department of Public Works (DPW), dated 6/24/2024.
4. Memorandum to the Planning Board from Community Development Department (CDD) staff, dated 6/27/2024.
5. Memorandum to the Planning Board from Brooke McKenna, Transportation Commissioner, Traffic, Parking and Transportation Department (TP+T), dated 7/2/2024.

### Other Documents

6. Letter to the Planning Board from Councillor Paul Toner, dated 6/26/2024.
7. Email communication to the Planning Board from Gwen Beaven, dated 6/30/2024.
8. Email communication to the Planning Board from Irene Herman, dated 7/1/2024.
9. Email communication to the Planning Board from Alex Jabłokow, dated 7/1/2024.
10. Email communication to the Planning Board from Craig Robertson, dated 7/1/2024.
11. Email communication to the Planning Board from Craig Kelley, dated 7/1/2024.
12. Letter to the Planning Board from Councillor Ayesha Wilson, dated 7/2/2024.
13. Email communication to the Planning Board from Joel Patterson, dated 7/2/2024.

## APPLICATION SUMMARY

The proposal is to redevelop the site by demolishing an existing two-story mixed use building with office and retail space and an existing parking lot and constructing a two-building mixed-use development including 56 ownership housing units (87,706 square feet) and roughly 7,161 square feet of retail space. Both buildings will be six stories, approximately 70 feet, one of which will taper down in height towards Cedar Street. The retail spaces will front Mass Ave and line an internal retail corridor between the two buildings, running parallel to Mass Ave.

The main entrances of each building will face Alberta Terrace while the individual retail spaces will open to Mass Ave or to the internal retail corridor. There are four residential units on the ground floor that will have their own private entrances on Cedar Street. The below-grade parking garage will be accessible from Harvey Street and contain 67 vehicular parking spaces. The proposed project will provide 60 long-term bicycle parking spaces and 12 short-term bicycle parking spaces which will be accessed from Alberta Terrace.

## FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

### 1. Project Review Special Permit (Section 19.20)

The Planning Board finds that the project conforms to the criteria for approval of a Project Review Special Permit, as set forth below:

*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.*

*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.*

The Applicant completed a Transportation Impact Study (TIS), which was certified as complete and reliable by TP+T on May 10, 2024. The Board received a memorandum from TP+T dated July 2, 2024 commenting on the findings of the TIS, other project considerations related to traffic and transportation, and recommended planning, design, and mitigation strategies. The Board discussed such material with TP+T staff at its public hearings and references such material in making these Findings.

The TIS indicated that the Project triggered seven Planning Board Special Permit Transportation Exceedances. Based on the TIS, TP+T recommended a comprehensive package of mitigation and monitoring measures, developed in coordination with the Applicant and included in its memo dated July 2, 2024. The Applicant indicated agreement with the recommended measures at the public hearing.

Based on the information provided, the Board finds that the extensive set of transportation mitigation and monitoring measures appropriately counterbalance the anticipated transportation impacts as presented in the TIS, and therefore finds that there will be no substantial adverse impact on city traffic within the study area.

*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.*

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, which also reference plans and guidelines established by the City for particular areas, such as North Massachusetts Avenue.

*19.31 New projects should be responsive to the existing or anticipated pattern of development.*

The proposed development responds well to the surrounding context and reflects the anticipated pattern of development along Massachusetts Avenue. The rear building terraces down from six floors to one- to two-floors as it approaches the adjacent smaller scale residential context on Cedar Street. On the Alberta Terrace side, the rear building steps back above 35 feet, mirroring the height of the triple-deckers across the street. The six-story height on Massachusetts Avenue creates a strong street wall and sense of enclosure. The overall height and bulk of the proposed development conforms to the parameters of the recently adopted BA-5 district, in which the development is situated.

The project successfully responds to the Trolley Square Subarea guidelines in the North Massachusetts Avenue Urban Design Guidelines Handbook by providing ground floor commercial uses and creatively shaping the building to allow for higher density on Mass Ave while remaining compatible with the surrounding neighborhoods. The double-layered retail program positively contributes to the existing retail corridor nature of Massachusetts Avenue and creates a unique gathering space that will enhance the public realm.

*19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.*

The proposed project contributes to the pedestrian and bicycle-friendly nature of Mass Ave by providing an active retail front along the street and creating a new mid-block pedestrian retail corridor that will invite additional foot traffic to the area. Vehicular parking is entirely located in an underground parking structure and bicycle parking is clearly located on the Alberta Terrace edge of the property. The proposed ground-floor retail spaces are sufficiently transparent to activate the public realm.

*19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.*

The distance that the mechanical penthouse is set back from the building parapets makes it unlikely to be seen from ground level. Regarding the urban heat island effect, the project represents a substantial improvement over the current building and asphalt parking lot. The planted yards along Cedar Street, additional street trees, light-colored paving, composite decking, and green roofs should result in an improved microclimate within and around the site and conform to the Green Factor standard in the Zoning Ordinance.

Since the project is a mid-rise building, no substantial wind impacts to the surrounding context are anticipated. The step-back along Alberta Terrace and the series of terraces along Cedar Street should mitigate potential downdrafts along these two residential streets.

The project is unlikely to produce substantive shadow impacts on the surrounding context. The terracing of the rear building towards Cedar Street reduces the length of shadows cast towards the houses across the street. Alberta Street sits to the south of the project, and the inclusion of an upper-level step-back along this elevation further reduces the potential for shadowing.

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

The Planning Board received a memorandum from the City Engineer indicating that the infrastructure impacts of the proposal have been reviewed and highlighting the following points:

- Stormwater Management: The project will be required to obtain a Stormwater Control Permit from the Department of Public Works (DPW) ahead of receiving a Building Permit. The Applicant has acknowledged the requirements for the permit and indicated that the project would meet those requirements to the maximum extent practicable.
- Sewer Generation: The project will result in an estimated sewer flow generation of approximately 11,500 gallons per day, which does not meet the 15,000 gallon-per-day threshold to require I/I Mitigation.
- The building will be built to Passive House standards, which will reduce energy use.

*19.35 New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.*

The project will contain mostly residential uses but will include retail space on the Mass Ave edge of the site and both sides of the pedestrian corridor internal to the site that will be accessible to the public. There are no identified or designated historic structures on the site. There are no educational institutional uses proposed.

*19.36 Expansion of the inventory of housing in the city is encouraged.*

The project includes 56 new ownership housing units, 20% of which will be affordable per the Inclusionary Housing requirements in Section 11.200 of the Zoning Ordinance. The Applicant explained that an additional three or four units will be made affordable by an investment from the Cambridge Redevelopment Authority. Massachusetts Avenue is considered a Major Mixed-Use Corridor in the Envision Cambridge comprehensive plan and as such, should accommodate much of the City's increasing housing stock.

*19.37 Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.*

The project includes ground level patios, roof decks, or balconies for each unit, covering 46% of the lot. Additionally, 16% of the lot will be publicly accessible open space in the form of the internal pedestrian retail corridor. The retail corridor will expand the public realm

with outdoor seating and gathering spaces and provide additional pedestrian pathways through the site.

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

- According to the memorandum from the City Engineer, the proposed project 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.
- The project meets Green Factor Standards through a combination of new trees along the Cedar Street edge of the site, planting areas throughout, and green roofs. These elements will reduce urban heat island and reduce energy consumption, reflecting a vast improvement over existing conditions.
- The building will be built to Passive House standards, minimizing its carbon footprint and making it more resilient to extreme temperatures.

2. Special Permit for the Modification of design standards in the Massachusetts Avenue Overlay District (Section 20.108)

*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.*

The proposed project deviates from three building façade standards specified in the Massachusetts Avenue Overlay District (Section 20.107.1):

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

The principal residential entrances to both buildings face Alberta Terrace instead of Massachusetts Avenue. This arrangement better serves the objectives of the Overlay District by prioritizing retail entrances on Mass Ave, creating a more active public realm.

All the retail spaces that abut Mass Ave will have entrances that face the Avenue. However, some of the retail spaces are only accessible from the proposed internal pedestrian corridor. This design allows for more retail spaces than would normally be provided, which is particularly appropriate for such a deep site.

The facades of two of the project's four fronts do not meet the transparency standards of the Mass Ave Overlay District. To meet Passive Housing and Green Building standards, glazing locations are prioritized to benefit both residential and retail occupants. Ground floor retail spaces are highly transparent both along Mass Ave and the internal retail corridor. The transparency requirements in the Mass Ave Overlay District were not likely intended to apply to all facades of a building, as most developments do not front four different streets. Given this unique aspect of the site, it is appropriate for the development to deviate from these standards, especially considering that retail transparency has been prioritized and the proposed design will meet the City's sustainability standards.

3. Special Permit for the Reduction of Green Roofs requirement (Section 22.35)

*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 proposed building contains a total roof area of 20,997 square feet, with 12,711 square feet containing elements that make them exempt from the Green Roofs requirement. Of the remaining 8,286 square feet of roof area, the project proposes 6,702 square feet (81%) to be dedicated to green roof area or solar energy systems. The Permittee intends to meet the Green Roofs requirement but requested the special permit to reduce the necessary green roof area to maintain flexibility as the project progresses. The Board finds the requested reduction should be granted, with the obligation that if the project does not meet the Green Roof standard, the



Permittee shall contribute the required per-square-foot amount to the Affordable Housing Trust Fund as set forth in the Ordinance.

4. General Criteria for Issuance of a Special Permit (Section 10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

*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 ...*

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

*(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...*

Transportation impacts have been carefully assessed as described above in these Findings. No changes to patterns of access or egress are anticipated that would cause substantial adverse impact.

*(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 proposed development is consistent with the zoning requirements for the district and will not adversely impact the operation or development of adjacent uses.

*(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 proposed development will not cause nuisance or hazard and will be conducted in accordance with all applicable health and safety requirements.

*(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 uses are fully consistent with the anticipated character of the district as established through the City's planning and zoning.

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

The proposed development is consistent with the Citywide Urban Design Objectives, as set forth further above in these Findings.

## DECISION

Based on a review of the Application Documents, testimony given at the public hearing, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents and other supporting materials submitted to the Planning Board, except as modified by the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are the plan set titled 2400 Massachusetts Avenue Volume 2 – Graphic Volume, prepared by Merge Architects, dated 5/31/2024. Appendix I summarizes the dimensional features of the project as approved.
2. The Planning Board approves the following uses: Multifamily Housing (Section 4.31.g); Institutional uses listed in Section 4.33; Office uses listed in Section 4.34a-e; and Retail or Consumer Service Establishments listed in Section 4.35, as permitted in the zoning district. Any other use shall require approval from the Planning Board. Individual commercial establishments may require a special permit from the Board of Zoning Appeal (BZA) if required in the zoning district but shall not require additional approval from the Planning Board if the conditions of this special permit are met.
3. The project shall be subject to continuing design review by the Community Development Department (“CDD”). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD’s administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
4. The Permittee shall address the following comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details prior to issuance of a Building Permit:
  - a. Geometry of the Pedestrian Retail Corridor.
  - b. Location of the transformer.
  - c. Façade details at the corner of Massachusetts Avenue and Harvey Street.
  - d. Setback of below-grade parking along Cedar Street.
  - e. Height of the retail spaces
  - f. Design of Retail Canopies.
  - g. Sidewalk widths on Alberta Terrace and Harvey Street.
  - h. Locations of ventilation required for the below grade parking.
  - i. Expected light and wind conditions within the Pedestrian Retail Corridor.
  - j. Landscape design details including species, materials, landscape features, and exterior lighting.

5. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section, including rooftop screening elements, on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD. The mock-up's location shall be coordinated with CDD staff prior to construction.
6. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.
7. Throughout design development and construction, the project shall conform to the Green Factor Standard set forth in Section 22.90 of the Cambridge Zoning Ordinance. CDD shall certify that the applicable requirements are met prior to issuance of a Building Permit, and again prior to issuance of a Certificate of Occupancy, for development authorized by this Special Permit.
8. Throughout design development and construction, the project shall conform to the Green Roofs Requirements set forth in Section 22.35 of the Cambridge Zoning Ordinance. The Permittee shall submit the operation and maintenance plan for Green Roof Area to DPW for approval before applying for a building permit. If the project is found not to comply with the requirement in Section 22.35.2 of the Zoning Ordinance when plans are reviewed at the building permit stage, then the Permittee shall make a contribution to the Cambridge Affordable Housing Trust pursuant to Section 22.35.3. The applicable contribution shall be calculated and the contribution shall be made to the Housing Department prior to issuance of a Building Permit.
9. All plantings proposed in the public right-of-way shall be in accordance with the Tree Planting Standards and the Urban Forestry Master Plan, subject to approval by DPW.
10. The Permittee shall comply with the following transportation mitigation measures, which are described in the TP+T memo dated July 2, 2024:
  - a. Infrastructure improvements
    - i. The Permittee shall design and construct a physically separated cycle track along the site's frontage on Massachusetts Avenue or contribute \$125,000 to the City for this effort. If the Permittee opts to construct the cycle track, final design is to be approved by the City prior to the issuance of a Building Permit and construction must be complete prior to issuance of a Certificate of Occupancy unless approved by TP+T due to unforeseen or reasonable delays. If the Permittee opts to make the payment, the first half of the payment will be due prior to the issuance of the Building Permit and the second half of the payment will be due prior to the issuance of the final Certificate of Occupancy.
    - ii. Prior to the issuance of the final Certificate of Occupancy, the Permittee shall contribute \$25,000 to the City toward the public Bluebikes bikeshare system.

- iii. After issuance of the first Occupancy Permit, the Permittee shall maintain Electric Vehicle charging stations for 25% of parking spaces. The remaining 75% of parking spaces shall be EV-ready.
- b. Transportation Demand Management (TDM)
  - i. General TDM
    1. Designate a transportation coordinator (TC) to implement the TDM Plan. For condos, the TC can be Property Manager for the building. The TC will:
      - a. Oversee the marketing and promotion of transportation options to all residents and retail employees and respond to individual requests for information in person and via phone and email.
      - b. Compile and distribute up-to-date information explaining all transportation options to new residents as part of their welcome packet.
      - c. Post their email and phone information in a central and visible location where all residents can access it and ensure their contact information is available to all retail employees. Be the liaison between the site and transportation organizations including, but not limited to, the MBTA and the City of Cambridge.
      - d. Participate in any TC training offered by the City of Cambridge.
  - ii. Residential TDM
    1. Offer a Charlie Card loaded with value equivalent to two months of a bus/subway LinkPass (currently \$90/month) to each adult member of a residential household upon move-in. For rental units, this requirement renews each time a new household moves in. For condominium units, the requirement shall apply to only the initial condominium owners but is not required if individual owners subsequently sell their unit.
    2. Provide information on nearby transportation options in a central and visible location where residents and visitors can access it. If the information is provided in print, include nearby bicycle facilities, pedestrian facilities, and public transit schedules. An accurate real-time transportation information screen may be provided instead of print maps and schedules. If provided, the real-time transportation information screen must show nearby public transit, shuttle, and bikeshare availability.
    3. Offer a one-year Bluebikes membership (minimum Gold Level) to each adult member of each household upon move-in. For rental units, this requirement renews each time a new household moves in. For condominium units, the requirement shall apply to only the initial condominium owners but not be required if individual owners subsequently sell their unit.
    4. Do not charge residents fees for bicycle parking.
    5. Provide and maintain bike repair areas, including air pumps and other bike repair tools, in the long-term bicycle parking areas.

6. Provide information about transportation options available to residents in a welcome packet. The packet will contain information on both the range of options available and any building manager or condominium association programs to support the use of these options.  
Transportation first Occupancy information can be purchased from the Community Permit. Development Department. For condominium units, the requirement shall apply to only the initial condominium owners but not be required if individual owners subsequently sell their unit.
        7. Provide sustainable transportation information on the project's website, advertising, social media, and property newsletters.
  - iii. Retail TDM
    1. Compile and provide to all retail tenants up-to-date transportation information explaining all commute options for distribution to all new employees as part of their orientation to full-time employees at retail businesses located in spaces over 2,000 square feet.
11. The Permittee shall be required to prepare and implement a Construction Management Program in accordance with Section 18.20 of the Zoning Ordinance, which shall be reviewed and certified by TP+T and DPW prior to issuance of a Building Permit for development authorized by this Special Permit. Such a program shall include, in addition to the specific items required by said Section 18.20:
  - a. A plan for site remediation in accordance with applicable local, state and federal requirements;
  - b. Identification of all work to take place in the public right of way including but not limited to potential impacts to existing public shade trees to be coordinated early in the design process with the City Arborist; and
  - c. A community outreach program including, at a minimum, the following elements:
    - i. An identified point of e-mail and telephone contact to respond to community questions and feedback throughout the construction process;
    - ii. A system for communicating ongoing project updates, which may include a web page, e-mail list, social media presence, direct outreach, and/or other measures; and
    - iii. One or more signs posted on-site, legible from the public way, providing the information above along with a brief description of the project, the amount of commercial space, an expected completion date, and a rendering of the street-facing elevations.
12. The project shall be subject to the applicable Inclusionary Housing requirements set forth in Section 11.203 of the Cambridge Zoning Ordinance.
13. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

Voting in the affirmative to grant the requested Special Permits were Planning Board Members Mary Flynn, Mary Lydecker, Diego Macias, Ashley Tan, and Associate Members Daniel Anderson and Joy Jackson, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board.

For the Planning Board,

A handwritten signature in cursive script that reads "Mary Flynn". The signature is written in black ink and is positioned above the printed name.

Mary Flynn, Chair

A copy of this decision PB-403 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision has been filed on August 23, 2024 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:  
\_\_\_\_\_ no appeal has been filed; or

\_\_\_\_\_ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: \_\_\_\_\_, City Clerk

Appeal has been dismissed or denied.

Date: \_\_\_\_\_, City Clerk

**Appendix I: Approved Dimensional Chart**

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	27,786	5,000	27,786	No Change
Lot Width (ft)	116.56	50	116.56	No Change
Total GFA (sq ft)	19,472	102,282	94,867	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	73,170	67,466	
Non-Residential Base	N/A	7,161	7,161	
Inclusionary Bonus	N/A	21,955	20,240	
Total FAR	0.7	3.68	3.41	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	3.0	2.43	
Non-Residential Base	0.7	1.0	0.26	
Inclusionary Bonus	N/A	0.9	0.73	
Total Dwelling Units	0	N/A	56	Consistent with Application Documents and applicable zoning requirements
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	
Height (ft)	26	80	69	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0	0	0, 0, 4, 8	
Side Setback (ft)	N/A	N/A	N/A	
Side Setback (ft)	N/A	N/A	N/A	
Rear Setback (ft)	N/A	N/A	N/A	
Open Space (% of Lot Area)	0%	N/A	35%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0%	N/A	46%	
Permeable Open Space	0%	N/A	35%	
Other Open Space	0%	N/A	16%	
Off-Street Parking Spaces	45	0	67	Consistent with Application Documents and applicable zoning requirements
Long-Term Bicycle Parking	0	59	60	
Short-Term Bicycle Parking	0	11	12	
Loading Bays	0	0	0	