

87-101 Blanchard Road Cambridge

May 1, 2024 | Volume 1: Forms & Narrative



Location

87-101 Blanchard Road
Cambridge, MA 02138

Developer

B'nai B'rith Community Development, LLC.
34 Washington Street
Brighton, MA 02135

AFFORDABLE HOUSING OVERLAY DESIGN REVIEW

These forms are intended to demonstrate compliance with the provisions of the Affordable Housing Overlay (AHO), Section 11.207 of the Cambridge Zoning Ordinance (CZO). Refer to the CZO for detailed provisions.

Submission Checklist

Note: Review Section 11.207 of the CZO carefully before submitting a design review package for an AHO project. This checklist and accompanying forms are intended only to assist in assembling and organizing application materials.

Project Address: 87-101 Blanchard Road, Cambridge, MA

Applicant: BBH Community Development, LLC.

Contact Name: David Webster

Contact Phone: (978) 270-8594

Contact Email: david@bbhousing.org

FOR STAFF USE

Complete Submission Received on Date:

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Project Phase: First AHO Design Review Meeting

Submit these items to CDD for the first AHO Design Review meeting with the Planning Board. Plans and drawings should be presented at a schematic design stage.

Requirements

Narrative Volume (8.5"x11" portrait orientation)

Provided Forms: *Approximate figures may be provided where necessary*

- Design Review Submission Checklist (this form)
- Parcel Dimensional Form [Section 11.207.8(d)(xiii.)]
- Building Dimensional Form for each existing or proposed building on the site [Section 11.207.8(d)(xiii.)]
- Tenure and Affordability Summary [Section 11.207.3]
- Initial Development Budget [Section 11.207.8(d)(v.)]

Written Sections:

- Project Narrative [Section 11.207.8(d)(xiv.)]
- Design Statement [Section 11.207.8(d)(v.)]
- Description of Transportation Demand Management programs offered, if applicable [Section 11.207.6.5]
- Summary of Community Engagement Process [Section 11.207.8]

Graphics Volume (11"x17" landscape orientation)

- Context map [Section 11.207.8(d)(i.)]
- Context analysis [Section 11.207.8(d)(ii.)]
- Existing conditions site plan including tree survey [Section 11.207.8(d)(iii.)]
- Proposed conditions site plan including tree survey [Section 11.207.8(d)(iv.)]
- Schematic first floor plan and typical floor plan of all new buildings and existing buildings to remain [Section 11.207.8(d)(vi.)]
- Schematic elevations and cross-section drawings of all new buildings and existing buildings to remain [Section 11.207.8(d)(vii.)]
- Schematic landscape plan [Section 11.207.8(d)(viii.)]
- Plans of parking and bicycle parking facilities [Section 11.207.8(d)(ix.)]
- List of anticipated materials of proposed façade and landscape materials [Section 11.207.8(d)(x.)]
- Photographs of existing conditions [Section 11.207.8(d)(xi.)]
- Massing plan, schematic views, and sketch renderings of proposed conditions [Section 11.207.8(d)(xii.)]
- Viewshed analysis and shadow studies [Section 11.207.8(d)(xv.)]

Note: Use attached "Graphics Checklist" to ensure that all necessary information is provided.

Other Submissions (as applicable)

- Green Building Requirements – if Section 22.20 of the CZO applies, submit a statement of intent that says what Green Building Rating System will be used and other sustainable design objectives for the project
- Flood Resilience and Green Factor Standards – note if Sections 22.80 and/or 22.90 of the CZO apply and provide preliminary materials indicating how the standards will be met
- Flood Plain Requirements – note if Section 20.70 of the CZO applies based on the project being within the Flood Plain Overlay District

AFFORDABLE HOUSING OVERLAY DESIGN REVIEW SUBMISSION CHECKLIST

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Project Phase: Second AHO Design Review Meeting

Submit these items to CDD for the second AHO Design Review meeting with the Planning Board. Plans and drawings should be at an advanced design development stage.

Requirements

Narrative Volume (8.5"x11" portrait orientation)

Provided Forms: *Updated and detailed from prior submission*

- Design Review Submission Checklist (this form)
- Parcel Dimensional Form [Section 11.207.8(d)(xiii.)]
- Building Dimensional Form for each existing or proposed building on the site [Section 11.207.8(d)(xiii.)]
- Tenure and Affordability Summary [Section 11.207.3]
- Initial Development Budget [Section 11.207.8(d)(v.)]

Written Sections: *Updated and detailed from prior submission*

- Project Narrative [Section 11.207.8(d)(xiv.)]
- Design Statement [Section 11.207.8(d)(v.)]
- Description of Transportation Demand Management programs offered, if applicable [Section 11.207.6.5]
- Summary of Community Engagement Process [Section 11.207.8]

Graphics Volume (11"x17" landscape orientation)

- Context map [Section 11.207.8(d)(i.)]
- Context analysis [Section 11.207.8(d)(ii.)]
- Existing conditions site plan including tree survey [Section 11.207.8(d)(iii.)]
- Proposed conditions site plan including tree survey [Section 11.207.8(d)(iv.)]
- Floor plans of all new buildings and existing buildings to remain [Section 11.207.8(d)(vi.)]
- Elevations and cross-section drawings of all new buildings and existing buildings to remain [Section 11.207.8(d)(vii.)]
- Landscape plan [Section 11.207.8(d)(viii.)]
- Plans of parking and bicycle parking facilities [Section 11.207.8(d)(ix.)]
- Materials palette of proposed façade and landscape materials [Section 11.207.8(d)(x.)]
- Photographs of existing conditions [Section 11.207.8(d)(xi.)]
- Perspective views and renderings of proposed conditions [Section 11.207.8(d)(xii.)]
- Viewshed analysis and shadow studies [Section 11.207.8(d)(xv.)]

Note: Use attached "Graphics Checklist" to ensure that all necessary information is provided.

Other Submissions (as applicable)

- Green Building Requirements provide all materials required in Section 22.20 of the CZO (if applicable). CDD will review and certify materials before the second meeting is scheduled.
- Flood Resilience and Green Factor Standards – provide all materials required in Sections 22.80 and/or 22.90 of the CZO (if applicable) for the initial stage of review. DPW and/or CDD will review and certify materials before the second meeting is scheduled.
- Flood Plain Requirements – provide all materials required in Section 20.70 of the CZO (if applicable). The City Engineer will review and certify materials before the second meeting is scheduled.

Last Updated: March, 2023

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Project Address: 87-101 Blanchard Road, Cambridge, MA

Applicant: B'NAI B'RITH HOUSING

Parcel Information – Provide one form for the entire parcel.

	Existing	District Zoning Standards		AHO Zoning Standards		Proposed
Base Zoning District(s)	Residence C-1 (C-1) Business A (BA)					
Overlay Zoning District(s)	Affordable Housing Overlay					
Uses on Adjacent Lots	Residences, Businesses, Blair Pond, Multi-family, Open Space					
		C-1	BA	C-1	BA	
Lot Area, in sq. ft.	138,844± SF	5,000 SF	No Minimum	N/A		138,844± SF
Lot Width, in feet	288.1± FT	50 FT	No Minimum	N/A		288.1± FT
Number of Buildings	3	N/A	N/A	N/A		3
Existing to be demolished						1 Business Bldg.
Existing retained/moved/enlarged						2 Residential Bldgs.
New construction						1 Residential Bldg.
Gross Floor Area (GFA), in sq. ft.	15,306± SF (Comm) 85,588± SF (Res) 100,894± SF Total					103,917± SF Prop. AHO Bldg. 189,505± SF Total
Floor Area Ratio (FAR)	0.73	0.75	1.75	2.0	No Maximum	1.36 Total
Dwelling Units	80	71	53	No Maximum		110 proposed 190 total
Affordable Dwelling Units						110
Total Open Space, in sq. ft.¹	36.1± % (50,219± S.F.)	30%	15%	30% (C-1) 30% (BA)		37.8± % (52,481± S.F.) Overall Site Open Space
Private Open Space	36.1± % (50,219± S.F.)	30%	15%	30%		37.8± % (52,481± S.F.)
Permeable Open Space	36.1± % (50,219± S.F.)	30%	15%	30%		37.8± % (52,481± S.F.)
Open Space above Ground Story	N/A	No Minimum	No Minimum	No Minimum		700 SF
Total Off-Street Parking Spaces	118	80	30	110		80 existing 30 proposed
Provided on-site	80 Residential 38 Retail	80	30	110		110
Provided off-site ²	0	0	0	0		0
Long-Term Bicycle Parking Spaces	0	87				72 inside of building 16 covered
Short-Term Bicycle Parking Spaces	0	11 uncovered				14 uncovered
Provided on-site	0	98				102 total
Fund contribution ³	0	0	0	0		0
Public Bicycle Sharing Stations⁴	0	0	0	19		19
Provided on-site	0	0	0	19		19
Provided off-site	0	0	0	0		0
Loading Bays	0	N/A	0	N/A		0

¹ Refer to Open Space provisions in Section 11.207.5.2.4 of the CZO.

² Refer to off-site parking provisions in 11.207.6.2 of the CZO.

³ Refer to Public Bicycle Parking Fund provisions in Section 6.104.2(b.) of the CZO.

⁴ Refer to Public Bicycle Sharing Station provisions in Section 11.207.6.4(d) of the CZO.

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Applicant: B'NAI B'RITH HOUSING

Building Information – Provide one form for each existing or proposed building.

	Existing	District Zoning Standards		AHO Zoning Standards		Proposed
Building Designation (per plans)	87-101 Blanchard Road					
Type of Alteration Proposed	Demolition / New Construction					
Building Use(s)	Commercial	C-1	BA	C-1	BA	Multi-family
Ground Story Use(s)	Commercial	Multiple Allowed Uses	Multiple Allowed Uses	Active Spaces, Residential		Amenity Spaces. Multi-family dwellings
Gross Floor Area (GFA), in sq. ft.	15,306± SF	(calculated for lot)		(calculated for lot)		103,917± SF
Dwelling Units	N/A	(calculated for lot)		(calculated for lot)		110
Affordable Dwelling Units	N/A	(calculated for lot)		(calculated for lot)		110
Stories Above Grade¹	2	N/A	N/A	4	9	6
Building Height, in ft.	33.9± FT	35 FT	45 FT	45/50 FT	100 FT	70 FT
Ground Story – floor-to-floor, in ft.	10.1 FT	N/A		15 FT		15 FT
Building Setbacks, in ft.²						
Front Yard	31.6± FT	10 FT	No Minimum	0 FT		15.6± FT
Side Yard	23.9± FT	7.5 FT	No Minimum	0 FT		23.9± FT
Rear Yard	N/A – Corner Lot	N/A	N/A	N/A		N/A – Corner Lot
Distance to nearest building, in ft.	70.5± FT	N/A	N/A	N/A		58± FT
Building length along street, in ft.	139.5± FT	N/A	N/A	N/A		176± FT
Fenestration, as % of façade area facing public street or open space		N/A	N/A	20% min		22.7%± Normandy 24.3%± Blanchard
Ground Story only		N/A	N/A	30% min		34.5%± Normandy 50.5%± Blanchard
Where Ground-Story non-residential uses are proposed in a Business district:³						
Frontage, as % of total façade length	120 FT	N/A		50% min		50%
Depth from facade, in feet	35 FT	N/A		35 FT		35 FT

¹ Refer to Definitions in Article 2.000 of the CZO.

² Where the proposal is applying front yard setback standards per Section 11.207.5.2.3(b) of the CZO, attach an area plan identifying the four nearest pre-existing principal buildings that contain at least two Stories Above Grade and directly front the same side of the street as the AHO Project, and a table providing the front yard setbacks for each building and calculating the average of the four.

³ See Section 11.207.7.4(e) of the CZO.

Attach additional calculations as necessary to explain any figures above.

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Applicant: B'NAI B'RITH HOUSING

Tenure:

- Rental housing
- Homeownership housing

Unit Affordability Summary ¹

	Units at or Below 80% AMI	Units 80% to 100 %AMI	Total
# of Units:	110	0	110
% of Units:	100%	0%	100%

¹ Refer to Section 11.207.3 in Article 2.000 of the CZO

Unit Size Summary:

	0-bedrooms	1-bedrooms	2-bedrooms	3-bedrooms	4+bedrooms	Total
# of Units:	0	110	0	0	0	110
Average size range (sf):	N/A	593 SF	N/A	N/A	N/A	593 SF
Smallest unit size (sf):	N/A	555 SF	N/A	N/A	N/A	555 SF
Largest unit size (sf):	N/A	681 SF	N/A	N/A	N/A	681 SF

Please describe other anticipated affordability limitations, if applicable (voluntary):

77 units will be affordable for individuals or households with incomes at or below 60% of AMI.
 33 units will be affordable for individuals or households with incomes at or below 30% of AMI.

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Initial Development Budget (see Section 11.207.8 of CZO):

Anticipated Uses/Costs:	
Acquisition:	\$ 9,350,000
Construction/Hard Costs:	\$ 42,413,260
Other Costs/Soft Costs:	\$ 13,983,986
Developer Overhead:	\$
Developer Fee:	\$ 5,321,548
Total Uses/Costs:	\$ 71,068,794

Anticipated Sources:	
Permanent Loan	\$ 5,637,800
Federal Tax Credit Equity	\$ 26,936,874
State Tax Credit Equity	\$ 6,225,000
State AHTF	\$ 2,200,000
State HOME	\$ 2,000,000
State Housing Stabilization Funds	\$ 2,000,000
State Housing Innovation Funds	\$ 1,400,000
State National Housing Trust	\$ 3,400,000
Seller Note	\$ 3,100,000
City of Cambridge (AHT)	\$ 18,169,120
Total Sources:	\$ 71,068,794

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Project Address:

Applicant:

Graphics Checklist

Review Section 11.207 of the CZO for all submission requirements.

Make sure that submitted graphic materials include the following information, at a minimum, to verify compliance with applicable sections of the AHO:

All maps, plans and elevation drawings should include:

- Graphic scale
- North arrow / orientation

Context maps should include:

- Streets and pedestrian/bicycle routes leading to and from the site
- Distance to public facilities in vicinity, including transit
- Buildings and uses on adjacent sites
- Distance to off-site parking, where proposed

Site plans or landscape plans should include:

- Lot boundaries
- Adjacent streets (labeled) and dimensions of adjacent public sidewalks
- Building footprints with locations of entrances/exits, labeled areas of ground story uses, dimensioned façade lengths, setbacks, and distances to nearest buildings
- Natural and other landscape features including trees and plantings
- Open space, dimensioned and labeled by type (private, green area, permeable, publicly beneficial)
- Proposed locations of light fixtures, specifying type
- Locations, dimensions, and screening of all mechanical equipment located on-site, including all screening (*Section 11.207.7.5 of the CZO*)
- Pedestrian and bicycle travel routes, dimensioned
- Curb cuts, vehicular drives, off-street parking, loading and service facilities, dimensioned (*Section 6.50 of the CZO*)
- Pick-up/drop-off area(s), if project contains 20 units or more and no off-street parking spaces (*Section 11.207.6.1(b) of the CZO*)
- Features of adjacent lots and buildings that abut the project site

Building floor plans, elevations, and cross-sections should include:

- Dimensioned floor plans labeling the uses in each portion of the building
- Dimensions (length and depth) of articulation and breaks in the façade plane (*Sections 11.207.7.2(c) and 11.207.7.3(b) of the CZO*)
- Dimensions of fenestration on façades facing public streets and open spaces (*Section 11.207.7.3(a) of the CZO*)
- Length of separation between windows and entrances on the ground story (*Section 11.207.7.4(c) of the CZO*)
- Dimensions (length, height, and depth from façade) of non-residential uses and parking proposed on the ground story (*Section 11.207.7.4 of the CZO*)
- Rooftop plans, elevations, and perspective views showing the locations, dimensions, and screening of all mechanical equipment (*Section 11.207.7.5 of the CZO*)

Last Updated: March, 2023

Project Overview

87-101 Blanchard Road is an approximately 103,917 square feet multifamily building that includes 110 age-restricted apartments of 100 percent affordable housing.

The site, located in the Cambridge Highlands neighborhood, is a 3.2-acre parcel with three existing buildings and surface parking lots. The proposed building is located in the northwest corner of the site where BBH Community Development has a condominium interest in a nearly one-acre site occupied by an existing 2-story former retail strip mall with 120-feet of retail frontage over the course of the past 2 years. The vacant commercial building will be razed to make way for the new residential building. The two existing four-story residential buildings will remain.

The proposed building will be six stories, stepping down to four stories closer to Normandy Ave. and Blair Pond. All 110 apartments will be one-bedroom units. Designed as affordable senior housing, 77 units will be rented to households with incomes at or below 60% of area median income (AMI). The other 33 units will be restricted to households with incomes at or below 30% AMI with rental assistance.

The 8,500 square feet of program space on the ground floor includes amenity space for residents and social service space for broader programming including non-residential uses. The tenant amenity space will include a fitness center, community rooms, management offices, a library, social worker space, lobby space, mail room and bike storage space for resident's use. The depth of the amenity space, and active non-residential uses on the ground floor is an average of 35-feet. The existing parking lot is redesigned to maintain a total of 110 parking spaces, 80 dedicated to the Blair Pond Estates residents and 30 for the newly created senior housing. A total of 121 bike parking spaces will be created with 72 interior secured long-term spaces, 16 exterior covered spaces, 14 short-term exterior uncovered spaces and a 19-space blue bike station.

Design Strategy

The building is designed to respond to the unique site conditions with a deep appreciation for the existing community. The project also responds to the criteria of the AHO Design Guidelines. The design principles informed the building massing, scale, materials, and design aesthetic to create an architectural vocabulary that integrates with the surrounding neighborhood. The use of familiar architectural elements ensures that our project harmonizes with the local context.

The building is oriented to maximize the solar orientation and views to Blair Pond. Starting at 4-stories from the south and east rising to 6-stories at the northwest corner.

The building is setback 15-feet along the frontage. The project will significantly improve the current conditions within the front setback by providing landscaping and hardscaping for the entire frontage of the building. The current condition of the frontage is a 212-foot long curb-cut for head in asphalt surface parking in the front setback. This will be enhanced with street trees, a hardscaped plaza, benches, bike racks, a bike sharing station, and a new sidewalk enlivening the public realm for the entirety of the building's frontage.

The building's ground story design complies with all City standards for active non-residential uses, and also includes four residential units that screen the parking tucked under the building. The height of the ground story is 15 feet. The space designed for active non-residential uses is 35-feet on average, when measured in a perpendicular direction from the front lot line. When the proposed building incorporates

active non-residential first floor use, the Ground Story must consist of at least 30% transparent glass windows. The proposed building has 50.5% glass along the Blanchard Road frontage, and 34.5% glass along the Normandy Avenue frontage. Prior retail uses operating on site within the past two years had cumulative frontage of 120-feet on Blanchard Road. Active social service facilities will have 63 linear feet of frontage on Blanchard, or 52.5% of the previously existing retail uses, which will activate the street level and connect to the fabric of the neighborhood.

The northern façade is designed with the ground floor amenities lining and activating a linear outdoor space for residents. Detailed as a boardwalk along the vegetated edge of the property, the landscape and hardscape enhance the pedestrian experience and transform the area to a resident amenity.

Vehicular entrance to the site is maintained at the southern curb-cut which will provide access to the Blair Pond Estates and the proposed new building. The interior of the site is inherently vehicularly oriented providing a natural separation from pedestrians, bicyclists, and automobiles. All deliveries, ride share pickups and drop-offs will occur under the proposed porte-cochere, as will mail and package deliveries. The trash room is within the building and served by a trash chute, all concealed from Blanchard Road.

The proposed height of the building starts at 6-stories and 70-feet in the BA zone and steps down to 4-stories and 50-feet in the Res C-1 zone, in keeping with the AHO guidelines for projects containing active non-residential uses on the ground floor. The façade utilizes a tripartite façade organization strategy or base, middle and top approach. This allows for a contemporary composition to respond to the immediate context while being respectful of Cambridge's history and diverse architectural urban fabric. The building massing and step backs are incorporated into the facades with the changes in plane integral to the overall building design. The ground floor has a taller, 15-feet, floor to floor height allowing for light filled amenity spaces to provide a strong street presence, enhancing and activating the pedestrian environment. The upper levels have a naturally residential feel with the rhythm and hierarchy of windows and bays that relate to the residential nature of the use. The window to wall ratio of the building provides a balance of fenestration for well-lit interior environments as well as a high-performing envelope and resident privacy.

Our use of varied forms, textures and colors creates an architectural vocabulary that adds visual interest while respecting the neighborhood's architectural character. Architectural elements and materials have been carefully chosen to reinforce the affordable housing project's identity while blending in with the context. Our choice of materials not only relates well to the context but are also environmentally sustainable. All materials will be high-quality, durable, and selected with the project's carbon footprint in mind. Warm and earthy color palettes and timeless finishes will enhance the sense of home and community for residents. The base of the building is proposed to be primarily transparent where associated with the active uses, masonry and wood-like planks creating a warmth and strong relationship with the landscape environment. The upper levels of the building are proposed to be a mix of cement fiber panels, cement fiber planks, metal panel and brick.

Community Outreach

Prior to acquiring the subject property, B'nai B'rith Housing met with a number of individuals to gain a better understanding of the need for affordable senior housing in Cambridge, including affordable housing developers, health and senior services providers, faith-based organizations, city councilors and

representatives of the Cambridge Housing Authority, the Cambridge Multi-Service Center, the Cambridge Council on Aging and the Cambridge Community Development Department.

An introductory meeting and site walk with neighbors of the project site and interested members of the community was held at 87-101 Blanchard Road on July 29, 2023, at which representatives of BBH discussed their experience developing affordable senior housing and sought feedback from the community on the project site. The meeting was attended by about 15 community members.

The first community meeting required under the AHO process was conducted virtually via a Zoom webinar on October 4, 2023. The meeting was attended by more than 50 people, including neighbors, representatives of providers of health and human services for the senior population and faith-based organizations.

The second community meeting required under the AHO process was conducted virtually via a Zoom webinar on November 9, 2023. The meeting was attended by approximately 40 people, including many attendees of the first community meeting, as well as first-time attendees.

A project-specific website was launched in November 2023. The website address was distributed to more than 60 individuals who have engaged with BBH to date, including participants in the two AHO community meetings, members of the Cambridge Highlands neighborhood group, representatives of faith-based organizations, elder care and social services providers and Cambridge City officials.

Zoning / AHO Compliance

The project complies with the recently passed Affordable Housing Overlay (AHO), and it is an as-of-right project under current zoning.

The ordinance lays out specific dimensional requirements based on the underlying zoning that must be met in order to qualify. 87-101 Blanchard Road site straddles the Residential C-1 and Business BA zones. Below are the specific examples of the proposed building's compliance with the ordinance.

DIMENSIONAL

- Height: The base zoning allows for a height of 45-feet in the BA zone and 35-feet in the Res C-1 zone. As such, the AHO allows for a 9-story building with a maximum height of 100-feet, measured from existing grade. Due to the active uses on the Blanchard Road frontage, the building qualifies for a height of 70-feet. Therefore, the proposed height of the building is 70-feet.
- Lot Size: There is no minimum lot size for AHO projects.
- Front Setback: The setback is the least restrictive of either zero-feet or the setback allowed in the base zoning district. The base zoning BA district allows for zero-feet while the Res C-1 zone allows for 10-feet. The proposed front setback is 15.6-feet.
- Side Setbacks: The setbacks are the least restrictive of either zero-feet or the setback allowed in the base zoning. The base zoning BA district allows for zero-feet while the Res C-1 zone allows for 7.5-feet. The proposed side setbacks are a minimum of 23-feet.
- Rear Setbacks: The setback is the least restrictive of either 15-feet or the setback allowed in the

base zoning district. The base zoning BA district allows for zero-feet while the Res C-1 zone allows for 20-feet. The rear setback is not applicable as this is a corner lot.

DENSITY

- Floor Area Ratio: The base zoning in the Res C-1 zone allows for a FAR of 0.75 and in the BA zone an FAR of 1.75. The AHO allows for an increase to a FAR of 2.0 in the Res C-1 zone and allows for an unlimited FAR in the BA zone. The proposed project FAR is 1.36.
- Minimum Lot Area per Dwelling Unit: There is no minimum lot area per dwelling unit for AHO projects.

PARKING

- Car Parking: There is no minimum number of off-street parking spaces required under the AHO. However, for projects greater than 20 units, any project that does not achieve a 0.4 parking ratio will be subject to Transportation Demand Management measures. The proposed project includes 110 new dwelling units and 30 new parking spaces, for a ratio of 0.27 spaces per unit. As a result, the project is subject to the TDM requirements of Section 11.207.6.5. Transportation Demand Management measures are discussed in more detail in the enclosed technical memorandum.
- Bike Parking: In accordance with Section 11.207.6.4(d), the AHO allows for a max of 28-space reduction where a bikeshare station is provided. The proposed project meets the City's bicycle parking requirements with a total of 121 bike parking spaces, 72 will be interior secured long-term spaces, 16 long-term exterior covered spaces, 14 short-term exterior uncovered spaces and a 19-space blue bike station will be provided.

OPEN SPACE & GREEN BUILDING

- Open Space: The AHO calls for a minimum percentage of 30% of the lot area be provided as open space unless the base zoning district allows for a less restrictive percentage. The BA zone requires 0% open space and the Res C-1 zone requires 30%. The project proposes 37.8% open space.
- Environmental Design: The AHO maintains the requirements of Article 22 in the City's Zoning Ordinance. As such, the building has been designed to Passive House standards and will be compliant with Article 22. The proposed building and electrical transformer are designed to be above the 2070 projected 100-year flood elevation. To further reduce the impacts of run-off we will use permeable surfaces where possible.

BUILDING DESIGN STANDARDS

- Site Design: The AHO requires that building footprints that extend longer than 250' must have massing breaks so that the maximum length of unbroken façade is 150'. The longest façade on our proposed building is 169' which are further broken into multiple parts with most facades with bays or steps occurring between 40' - 60'.
- Building Facade: At least 20% of the building facades facing a public street or public open space must be clear glass windows in order to comply with the AHO. The proposed building has 24.3% transparency along Blanchard Street, and 22.7% transparency along Normandy Avenue.
- Ground Story: When the proposed building incorporates active non-residential first floor use, the

Ground Story must consist of at least 30% transparent glass windows. The proposed building has 50.5% glass along the Blanchard Road frontage, and 34.5% glass along the Normandy Avenue frontage.

- Mechanical Equipment: The mechanical equipment for the proposed building will be placed on the roof, set back and properly screened in conformance with Section 11.207.7.5(c).
- Trash: In accordance with Section 11.207.7.5(e), all trash for the building will be handled inside the building.

About B'NAI B'RITH HOUSING

B'nai B'rith Housing (BBH) is a regional nonprofit housing developer. Through its nonprofit development subsidiary Covenant Commonwealth Corporation (CCC), we are producers of quality affordable housing that creates homes for people otherwise left behind by the current market. We have produced rental, home ownership, and mixed income housing for young families, professionals in need of workforce housing, and older adults wanting to stay in their communities. We provide housing for all regardless of religion or background and are proud to say that more than a dozen ethnicities and immigrant communities are represented in the communities that we have created.

Our strength is in our relationships and our ability to build partnerships to advocate for innovative ideas to solve our region's housing dilemma. We harness expertise and resources from local, state, regional, and national agencies, financial institutions, the real estate industry, and affordable housing leaders.

Funding sources previously utilized by BBH include LIHTC, HOME, AHTF, HSF, Community Preservation Funds, local Housing Trust Funds, and conventional debt. BBH also has experience with operating subsidy programs, including project-based and tenant-based Section 8 vouchers.

The common traits of our varied types of housing are high-quality products and designs that are responsive to community housing needs. We are committed to quality and integrity in our buildings and in our relationships with the communities in which we work. Understanding and enhancing the life of local residents is key to creating housing that is affordable and works for local towns and cities.

Key Staff

Susan L. Gittelman, Executive Director

Susan became BBH's Founding Executive Director in 2003 bringing with her more than twenty-five years of experience in real estate development, neighborhood revitalization, and nonprofit management. Prior to working at BBH, Susan was the Director of Real Estate at Urban Edge, a Partner, and Project Manager at Boston Community Ventures, and an Economic Development Director for the Neighborhood Development Corporation of Jamaica Plain.

Recognized as a leader in the affordable housing sector, she is both a legacy member of CREW Boston and sits on the Housing & Economic Development Council of the Urban Land Institute Boston/New England. In addition, Susan has been lauded for her public service by CREW Boston, the Greater Boston Chamber of Commerce's Executive Leadership Institute, and Banker & Tradesman which named her a Woman of FIRE in 2012 and where she continues to be an Opinion Editor Columnist. Susan holds a Master's degree in City and Regional Planning from Rutgers University and a Bachelor's degree from Hamilton College.

David Webster, Senior Project Manager

David joined the BBH team in July 2023. Prior to joining BBH, he was Director of Development for Federal Realty Investment Trust, a commercial real estate company. He also worked for MassDevelopment, the economic development agency for the Commonwealth of Massachusetts, and for the Massachusetts Executive Office for Administration and Finance. David holds a Master's degree in Political Science from Northeastern University and a Bachelor's degree from the University of Michigan.



TO:	City of Cambridge	DATE:	November 30, 2023
FROM:	Ian McKinnon, P.E., PTOE, RSP Christa Lucas, P.E.	HSR PROJECT NO.:	2023173.00
CC:	Kevin Maguire and David Webster, B'nai B'rith Housing		
SUBJECT:	87-101 Blanchard Road – Transportation Demand Management (TDM) Program		

Howard Stein Hudson (HSH) has prepared this memorandum for 87-101 Blanchard Road (the Project) which proposes to construct approximately 110 affordable senior residential units in a single new building. Additionally, the ground floor will host building amenities, including a bicycle storage room for 68 bicycles; outdoor short-term bicycle racks for 31 bicycles parking spaces; and 30 vehicle parking spaces will be provided on-site. Approximately 80 additional vehicle spaces will continue to be used by 30-32 Normandy Avenue residents through a parking lot reconfiguration. The Project will implement a Transportation Demand Management (TDM) Program to minimize single occupant vehicle usage and Project-related traffic impacts.

Consistent with Article 11,207.6.5 of the Cambridge Zoning Ordinance for projects not providing off-street parking at a ratio of 0.4 spaces per unit, the Proponent will:

- Offer residents a free annual membership in a Public Bicycle Sharing Service at the highest available tier;
- Offer residents a 100% discounted Massachusetts Bay Transportation Authority (MBTA) combined subway and bus pass for three months to up to two individuals in each unit upon initial occupancy of each unit; or
- Offer residents a 50% discounted MBTA combined subway and bus pass for six months to up to two individuals in each unit upon initial occupancy of each unit.

The Proponent will also:

- Provide transit information in the form of transit maps and schedules to each household upon initial occupancy of a unit.

Additionally, the TDM program will include an on-site transportation coordinator, and promotion of alternative modes of travel including transit pass subsidies for residents, secure bicycle parking areas, and distribution of transit maps and schedules to residents, employees, and visitors.

On-site management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the residents, employees, and visitors of the Site. The primary



alternative transportation modes to be encouraged will be public transportation, bicycling, and walking. The following outlines the TDM program for the Project.

GENERAL TDM

- The Proponent will designate a transportation coordinator to oversee transportation issues, including parking, service and loading, and deliveries;
- On-site management will work with tenants as they move in to help facilitate transportation for new residents;
- The Proponent will, upon initial occupancy of a unit, provide orientation packets to new tenants and homeowners containing information on available transportation choices, including public transportation routes/schedules, nearby vehicle and bicycle sharing locations, and walking opportunities; and
- Information on travel alternatives will be provided for employees and visitors via the Internet, at annual informational events, and in the building lobby via displays.

WALKING/BIKING

The Proponent will:

- Provide bicycle and pedestrian access information on the Project website;
- Provide covered, secure bicycle storage for residents/employees;
- Provide on-site external bicycle racks for visitors; and
- Install a Bluebikes bicycle sharing station on the Project site in consultation with the City of Cambridge.

PUBLIC TRANSPORTATION

The Proponent will:

- Post information about public transportation;
- Provide transit access information on the Project website, including information on bus and subway routes and schedules; and
- Offer either a free annual membership in a public bicycle sharing service at the highest available tier or offer a 50% discounted MBTA combined subway and bus pass for six months to up to two individuals in each unit upon initial occupancy of each unit.



OTHER TRANSPORTATION SERVICES

Additional transportation services that may be facilitated by the on-site resident service coordinator may include:

- Senior Charlie Card procurement;
- MBTA The Ride;
- Senior Care Option and/or Aging Service Access Point;
- Cambridge Taxi Discount Coupon Program;
- Door2Door Transportation Program;
- Age Strong Commission (Shuttle service, taxi coupons, and bus buddies);
- MassHealth transportation (based on eligibility requirements);
- Veterans Transportation; and/or
- Volunteer Driver Programs.

The Proponent is committed to implementing a TDM program that supports the City's efforts to reduce dependency on the automobile by encouraging alternatives to driving alone.