

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

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| Date: | May 13, 2015 |
| Subject: | Normandy/Twining (Mass and Main) Zoning Petition |
| Recommendation: | The Planning Board recommends ADOPTION, with suggested modifications attached. |

To the Honorable, the City Council,

The Planning Board reviewed the “Mass and Main” Zoning Petition, submitted by the Normandy/Twining real estate partnership, at a public hearing opened on February 24, 2015 and continued on April 28, 2015. At the April 28 hearing, the Board considered a revised version of the proposed zoning submitted by the Petitioner, dated April 23, 2015. The Board appreciates the many comments and views shared by community members at both hearings.

On April 28, the Board voted to recommend adoption of the proposed new zoning regulations in substantially their revised form, with some suggested changes intended to improve the language and content of the regulations. The reason for this favorable recommendation is the Board’s view that the proposal advances the planning goals established in the City’s recent Central Square (“C2”) Planning Study. While there are differences between the proposed zoning and the detailed zoning recommendations of the C2 study (which are discussed below), the proposal supports the overall objectives of expanding housing in Central Square for a range of incomes, promoting new development of varied heights and densities along Mass. Ave., expanding retail with a focus on small and local enterprises, and reducing parking requirements in favor of promoting alternative modes of transportation. While members of the public shared many different views on the proposal, the Board notes that several members of the Citizen Advisory Committee for the C2 study testified that the proposed zoning positively addresses the goals of the study.

In reviewing the proposed zoning amendment, the Board was careful not to conflate the zoning amendment process with project review. Board members appreciate the conceptual design illustrations presented by the petitioner to the extent that they show some possible outcomes of the proposed zoning. However, the Board’s recommendation is based on the particular provisions of the zoning and not on design concepts or illustrations.

General Comments on Zoning Proposal

Ideally, this proposal might have progressed as part of a comprehensive rezoning of Central Square based on the recommendations from the C2 study. Nevertheless, the Board joins many community members in noting that a key goal of the C2 study is to expand the supply of housing

for a range of incomes and that there has been little redevelopment in Central Square over the past few decades to support that goal. The Mass and Main area presents a unique opportunity for near-term change due to favorable market conditions and a transition to new ownership that has demonstrated a willingness to develop housing with a substantial affordable component. Also, most of the existing commercial buildings are opportunities for replacement since they have little historic or urban design value. A broader rezoning of Central Square has not advanced thus far, and would require a lengthy review process that would compromise this opportunity to advance an area-specific development plan that could provide more immediate results. Nevertheless, the Board encourages the City to continue to pursue a more comprehensive rezoning to implement the C2 study recommendations in other portions of Central Square.

In many of its specifics, the Mass and Main zoning proposal reflects the recommendations of the C2 study. The revised zoning text clarifies that citywide project review procedures are in effect that will allow the Planning Board to review the particular traffic and urban design impacts of a development proposal and apply mitigating conditions if a project is approved. The revised zoning also makes a significant change from the original by incorporating the recommended parking requirement of 0.5 spaces per unit minimum and 0.75 spaces per unit maximum, which the Board feels is an appropriate range that could be further refined during project review. Strict yard setback requirements are relieved, as currently available by special permit in the Central Square Overlay District, to allow flexibility to consider different design outcomes. As recommended in the C2 study, the proposed zoning also provides for a mix of ground floor retail spaces that will support small and locally-owned enterprises as well as a “public market” space. Although open space requirements are not explained in detail in the C2 study recommendations, the Mass and Main proposal contains a flexible requirement that will promote the C2 study’s objective to encourage public space and connections at the ground level, particularly where they would complement adjacent open spaces.

In some instances, the Board believes that the proposed zoning improves upon the C2 study recommendations. Most notably, the amount of housing devoted to low, moderate and middle income households is significantly greater than what would result from applying the C2 study recommendations. The proposed zoning would also require a minimum number of three-bedroom housing units, a higher standard of sustainable design (LEED Gold) than the C2 study recommends for residential buildings, and parking spaces dedicated to carsharing, which the Board finds favorable. As an additional point, it is the Board’s current view that if a Residential Mixed Income Project is proposed the distribution of affordable units should be weighted toward the three-bedroom units.

The key aspects in which the proposed Mass and Main zoning deviates from the C2 study recommendations are the allowed density and height, which the Board considered in its discussion. The Mass and Main proposal sets a maximum FAR of 6.5 for a Residential Mixed Income Project in the area along Mass. Ave., while the C2 study recommends a residential base FAR of 4.0, which would result in a maximum residential FAR of 5.2 after the application of inclusionary housing density bonuses. The C2 study also recommends allowing development rights to be transferred from “neighborhood edge” districts (including areas north of Bishop Allen Drive) to areas along Mass. Ave. According to an analysis provided by the Community

Development Department, if the density recommended in the C2 study were employed in the “Mass Ave Residential Zone” and development rights were transferred into that zone from lots in the proposed “Bishop Allen Residential Support Zone” (which the proposed zoning suggests would be needed to provide parking for a Residential Mixed Income Project), it would result in a density that is comparable to what is proposed in the Mass and Main zoning. Therefore, although the mechanics of the zoning are different, the Board’s view is that the resulting development density is generally consistent with what was envisioned in the C2 study.

With regard to height, the C2 study recommends a maximum residential height of 140 feet in the area, with an increase of 20 feet allowable in cases where development rights are transferred. The proposed height of 195 feet in the Mass Ave Height Area is therefore 35 feet – or about three stories – higher than the tallest allowable height per the C2 study recommendations. The revised zoning proposal includes a 10,000 square-foot floorplate limitation at heights above 80 feet, and the Mass Ave Height Area is situated far enough away from Bishop Allen Drive that the building bulk control limitations recommended in the C2 study are met. The increase in height is meaningful to the provision of additional housing while at the same time for taller buildings three additional floors may not make much difference in how the building looks from the ground level. Other design criteria, such as the massing and scaling of building elements, will affect the appearance, extent of shadow and perception of additional height. Those aspects are addressed in the Central Square Design Guidelines (with additional considerations suggested in this recommendation) and will be considered during project review.

The Board’s conclusion is that it is appropriate to allow a limited number of taller buildings to be considered in light of the benefits that might be gained, such as the increased affordable housing commitment. In the Board’s view, allowing up to three additional stories of height to accommodate the envisioned density enables better design outcomes to be considered at the lower levels, such as a step-down and podium transition to adjacent buildings. However, the Board believes that such an increase in height would be uniquely appropriate to this location and does not believe that it would set a precedent for the surrounding area, given that there are few lots with the needed lot size, shape and remaining development capacity to support high-rise development. The Board also notes that some members of the C2 Study Advisory Committee expressed doubt over whether the heights recommended in the C2 study would be adequate to support residential development with the desired level of affordability.

Because the proposed zoning implicitly suggests that denser development along Mass. Ave. will be supported by retaining existing parking north of Bishop Allen Drive, the Board feels it is worthwhile to consider what will occur on those sites that are effectively “donating” their redevelopment potential. Although the City’s guidelines do not generally support surface parking or above-grade structured parking, the petitioner has noted the value of existing parking facilities in enabling a significant mixed-income residential project. It is the Board’s view that such project-specific tradeoffs can and should be addressed in the project review process, in which the Board can assess a project’s specific parking needs, can weigh the relative benefits and drawbacks of different site planning and design approaches, and can address future improvements as conditions of granting a special permit.

Zoning Petition Text and Recommended Changes

The Planning Board recommends substitution of the original zoning petition text with the revised version provided by the Petitioner to the Board and dated April 23, 2015, and furthermore recommends the specific changes listed below. Attached to this document are a version of the zoning text highlighting the Board's recommended changes and a clean version that the Board recommends for adoption.

- In Section 20.307.4, amend the language to state more simply and clearly that the Project Review provisions of Article 19.000 shall apply, as well as the advisory review provisions for the Central Square Advisory Committee in Section 20.304.1.
- In Section 20.307.7, provide greater clarity of what is meant with regard to carsharing provisions, particularly the allowances and limitations for reduction in total parking as a result.
- The Board finds Section 20.307.9 problematic in two ways. First, the intent of the provisions is not entirely clear. "Innovation Housing" and "Innovation Units" might refer to a particular size of dwelling unit or to a unit's occupancy as a "live-work" space, but current zoning already allows smaller unit sizes and live-work spaces (as customary home occupations) and so it is not clear why a new definition needs to be created. The term "Innovation" is also used elsewhere in the Zoning Ordinance to refer to particular types of office space.

Secondly, the Board is strongly opposed to the proposed provision that tenants of particular units cannot seek Cambridge Resident Parking Permits. Although this provision would be made part of a lease agreement and not subject to City enforcement, the Board finds it troublesome to state in the Zoning Ordinance that certain Cambridge residents are not entitled to municipal services available to other residents due to the type of housing unit in which they reside. A property owner might voluntarily impose and enforce this type of lease provision, but it should not be incorporated into the Zoning Ordinance.

It may make the most sense to delete all provisions related to Innovation Housing, as it seems that all of the intended goals can be accomplished under current zoning, and the proposed changes may complicate more than clarify.

- In original Section 20.307.11, amend the date of effective "grandfathering" of the parking structure to the date of adoption of Section 20.307 to be consistent with language used elsewhere.
- In original Section 20.307.13, the Board recommends including reference to the following considerations in addition to the Central Square Design Guidelines as part of the review of a Residential Mixed Income Project where heights are proposed that exceed those contemplated in the Design Guidelines:

- Consider the variety of vantage points from which tall buildings will be seen, especially from significant public spaces and nearby low-scale residential neighborhoods, as well as city skyline views.
 - Tall buildings should be articulated to avoid a monolithic appearance, and should emphasize slender, vertically-oriented proportions.
 - Avoid broad “slab” volumes that make the building appear bulky and visually dominant. Point towers expressing vertical volumes are preferred.
 - Locate and shape tower elements to minimize shadows on existing or proposed public open space and streets.
 - Configure towers to maximize sky views from public open space and enhance visual connections through sites.
 - Consider variation in forms that present different profiles to different vantage points.
 - If appropriate, step down tall buildings where they interface with adjoining historic buildings.
 - Minimize impacts on the environmental performance and amenity of adjoining residential buildings.
 - Consider the appearance of the building top both by day and night, while demonstrating responsible use of lighting and energy consistent with sustainability requirements.
 - Design buildings to minimize negative wind impacts on streets and public spaces.
- The presented zoning text contains reference to a possible Section 20.307.14 relating to the future use of parking lots north of Bishop Allen Drive, but no specific zoning provisions are set forth. The Planning Board recommends not including such provisions. It is not known what might be required of those parcels without a specific development plan and a clear understanding of how much parking will be needed to serve a Residential Mixed Income Project. During the Planning Board’s review of a development plan and its detailed traffic, parking and urban design impacts, it is not unusual for the Board to include conditions providing for the eventual replacement of excess surface parking with uses that are more consistent with the City’s urban design goals.

The Board has also suggested some small edits throughout the text to improve clarity and consistency.

Respectfully submitted for the Planning Board,



H Theodore Cohen, Chair.

The Cambridge Planning Board recommends SUBSTITUTION of the zoning text below for the text of the Normandy/Twining "Mass and Main" Zoning Petition and subsequent ADOPTION. The text in this document incorporates changes submitted to the Board by the Petitioner dated April 23, 2015, along with changes recommended by the Planning Board on April 28, 2015 (see attached recommendation).

20.307 Mass and Main Residential Mixed Income Subdistrict

20.307.1 Establishment and Scope.

There is hereby established within the Central Square Overlay District (and including the rear portions of certain split lots that are partially located with the Central Square Overlay District), the Mass and Main Residential Mixed Income Subdistrict which shall be governed by the regulations and procedures specified in this Section 20.307. These regulations are intended to provide incentives for residential development and provide a transition between the character, uses and scale of Kendall Square, as well as the adjacent Cambridgeport Revitalization Development District, and provide a transition to the abutting residential districts behind Bishop Allen Drive. The subdistrict is within the City's Central Square (C2) Study area and adoption of this Section 20.307 follows extensive planning efforts to encourage residential and ground-floor retail uses and transit-oriented development. The Central Square Study expands on past zoning changes in industrial and commercial zones to encourage housing by offering greater density to incentivize the creation of buffer zones for existing residential neighborhoods adjacent to Central Square. The Mass and Main Residential Mixed Income Subdistrict will also enable the City to respond to the 2014 Central Square Customer Survey by supporting vibrant ground-floor retail and active retail uses at this key intersection in Central Square, adjacent to mass transit. It is the intent of this Section that these regulations will apply to a single area located at the intersection of Main Street and Massachusetts Avenue and bounded and described in Section 20.307.2 below. The Mass and Main Residential Mixed Income Subdistrict will further the objectives of the Central Square Study findings and other planning studies completed by the City for the Central Square area by encouraging housing and requiring both low- and moderate-income affordable housing in amounts above those required by the City's inclusionary housing requirements in Section 11.200.

20.307.2 Boundaries of the District.

The Mass and Main Residential Mixed Income Subdistrict shall be bounded as shown on Map 20.307 and shall include two zones: the Mass Ave Residential Zone and the Bishop Allen Drive Residential Support Zone. The Mass and Main Residential Mixed Income Subdistrict includes lots located within the Business B and Business A base zoning districts, with portions of some lots located within the Residence C-1 district (and not included in the Central Square Overlay District) included in this subdistrict for purposes of clarity with respect to the treatment of these split lots.

The Mass Ave Residential Zone consists of the Mass Ave Height Area and the Columbia/Douglass Street Height Area and affects lots or portions of lots as shown on:

Mass Ave Height Area

Assessors Plat #4772 and Map 91, Lot 190,
Assessors Plat #4776 and Map 91, Lot 195 (the portion of such lot containing Coolidge Place),
Assessors Plat #4759 and Map 91, Lot 111,
Assessors Plat #4752 and Map 91, Lot 102 (portion),
Assessors Plat #4777 and Map 91, Lot 199 (portion), and
Assessors Plat #4715 and Map 91, Lot 53.

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Columbia/Douglass Street Height Area
Assessors Plat #4773 and Map 91, Lot 191,
Assessors Plat #4714 and Map 91, Lot 52,
Assessors Plat #4777 and Map 91, Lot 199 (portion),
Assessors Plat #4758 and Map 91, Lot 108,
Assessors Plat #4767 and Map 91, Lot 180,
Assessors Plat #4768 and Map 91, Lot 181,
Assessors Plat #4775 and Map 91, Lot 194,
Assessors Plat #4752 and Map 91, Lot 102 (portion), and
Assessors Plat #4774 and Map 91, Lot 192.

The Bishop Allen Drive Residential Support Zone affects lots or portions of lots as shown on:

Assessors Plat #4750 and Map, 91, Lot 98,
Assessors Plat #4751 and Map 91, Lot 99,
Assessors Plat #4732 and Map 91, Lot 81,
Assessors Plat #4763 and Map 91, Lot 119, and
Assessors Plat #4710 and Map 91, Lot 23.

20.307.3 Applicability.

Except as otherwise noted herein, the provisions of this Section 20.307 shall apply to both zones within the subdistrict.

For developers electing to conform to the provisions of this Section 20.307, any such project shall be referred to herein as a "Residential Mixed Income Project" and, notwithstanding any other provisions of the Ordinance, the use, dimensional, open space, parking, loading and inclusionary housing requirements applicable to a Residential Mixed Income Project shall be as set forth in this Section 20.307. Divergence from the standards established in this Section may be allowed only by issuance of a Special Permit by the Planning Board as specifically allowed pursuant to applicable special permit provisions set forth elsewhere in the Ordinance, including the provisions of Section 10.40. Further, the Planning Board may grant any applicable special permit for a Residential Mixed Income Project that would ordinarily be granted by the Board of Zoning Appeal. The Board may grant such a special permit upon its determination that the development proposed will better serve the objectives of this Section 20.307 and that the criteria specified in Section 10.43 specific and all other criteria applicable to the special permit will be satisfied. A Residential Mixed Income Project may contain more than one building constructed as part of a common scheme of development or phased development program.

20.307.4 Review Process.

Projects in the Mass and Main Residential Mixed Income Subdistrict shall be subject to the development review procedures set forth in Article 19.000 and Section 20.304.1.

20.307.5 Use Regulations.

The Cambridge Planning Board recommends SUBSTITUTION of the zoning text below for the text of the Normandy/Twining “Mass and Main” Zoning Petition and subsequent ADOPTION. The text in this document incorporates changes submitted to the Board by the Petitioner dated April 23, 2015, along with changes recommended by the Planning Board on April 28, 2015 (see attached recommendation).

Use regulations of the applicable base zoning designation shall apply to each lot within the Mass and Main Residential Mixed Income Subdistrict, except that Carsharing Spaces provided pursuant to Section 20.307.7 below shall be deemed to be a permitted use. Notwithstanding anything to the contrary contained in the Ordinance, in addition to the uses permitted in the applicable base district, lots within the Mass and Main Residential Mixed Income Subdistrict may be used as accessory parking for any other lot within the subdistrict, subject to the requirements set forth in Section 20.307.7 below.

20.307.6 Dimensional Standards.

20.307.6.1 Floor Area Ratio. The maximum floor area ratio permitted in the Mass and Main Residential Mixed Income Subdistrict shall be the same as permitted in the applicable base zoning district, except that the maximum floor area ratio applicable to Residential Mixed Income Projects within the Mass Ave Residential Zone shall be 6.5, provided that no increases in development otherwise permitted under this Zoning Ordinance shall cause the FAR on a lot to exceed 6.5, and further subject to compliance with the affordability and unit mix requirements set forth in Section 20.307.8 below. Additionally, notwithstanding anything to the contrary contained in this Zoning Ordinance, the floor area ratio applicable to residential uses shall apply to and include any retail space included within a Residential Mixed Income Project, subject to the exemption for retail spaces less than 1,500 square feet set forth in Section 20.307.9.6 below, such that the provisions of Section 5.30.12 shall not be applicable to Residential Mixed Income Projects within the Mass and Main Residential Mixed Income Subdistrict (i.e. the same floor area ratio will apply to both residential and retail space within a Residential Mixed Income Project).

20.307.6.2 Maximum Height. The maximum height permitted in the Mass and Main Residential Mixed Income Subdistrict shall be the same as permitted in the applicable base zoning district, except as follows:

- a. Within the area shown as the “Mass Ave Height Area” on Map 20.307, building heights up to 195 feet shall be permitted for a Residential Mixed Income Project, provided that only one building within such zone may exceed 80 feet and provided further that buildings in a Residential Mixed Income Project will be restricted to a floor plate size of 10,000 square feet above 80 feet in height.
- b. Within the area shown as the “Columbia/Douglass Street Height Area” on Map 20.307, building heights up to 70 feet shall be permitted for a Residential Mixed Income Project.

20.307.6.3 Minimum Yards. Minimum yard requirements in the Mass and Main Residential Mixed Income Subdistrict shall be the same as required in the applicable base zoning district; however, notwithstanding any other provisions in the Ordinance, including without limitation the provisions of Section 5.28.1(c) (which applies the dimensional standards of a Residence C-3 district to dwellings in a Business B district), the minimum yard requirements for non-residential uses in the Business B zoning district shall apply to all Residential Mixed Income Projects within the Business B district.

20.307.6.4 Private Open Space. Open space requirements in the Mass and Main Residential Mixed Income Subdistrict shall be the same as required in the applicable base zoning district, including without limitation the provisions of Section 5.28.1(c) (which applies the dimensional standards of a

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Residence C-3 district to dwellings in a Business B district), except that the applicable Private Open Space requirement under Article 5.000 may be satisfied with any combination of Private Open Space and pedestrian amenities open to the public such as a pedestrian plaza or arcade.

20.307.7 Required Parking.

Required parking and loading in the Mass and Main Residential Mixed Income Subdistrict shall be as required in the applicable base zoning district, except as follows:

- a. The minimum required parking for Residential Mixed Income Projects shall be 0.5 parking spaces per residential unit and shall be further subject to waiver/reduction in accordance with the provisions of Section 20.304.6 and Article 6.000. The maximum permitted parking for Residential Mixed Income Projects shall be 0.75 parking spaces per residential unit.
- b. No separate off-street parking shall be required for ground-floor retail uses in a Residential Mixed Income Project.
- c. Accessory off-street parking facilities for a Residential Mixed Income Project may be located on the same lot as the use being served or on another lot within the Central Square Overlay District, in accordance with the following conditions:
 1. said other lot is contiguous to the lot on which the use being served is located; or
 2. said other lot is within four hundred (400) feet of the lot on which the use being served is located.
- d. A Residential Mixed Income Project shall provide, at a minimum, one (1) parking space for every 100 residential units that shall be dedicated for use by a carsharing organization (such as ZipCar or other similar program) (each such parking space will be referred to herein as a "Carsharing Space"). Each Carsharing Space within a Residential Mixed Income Project shall allow the required number of residential parking spaces to be reduced by five (5) spaces, but in no event may there be a total reduction of more than 0.17 spaces per dwelling unit resulting from the application of this Paragraph (d).
- e. Loading bays, drives, and a maneuvering space for a Residential Mixed Income Project may be located entirely on the lot or adjacent easement areas with immediate and direct ingress to the building intended to be served.
- f. Any tandem parking spaces for two vehicles shall count as two parking spaces within the Mass and Main Residential Mixed Income Subdistrict if such spaces are accessory to a Residential Mixed Income Project, provided that such tandem parking spaces may not account for more than twenty-five percent (25%) of the required parking.
- g. For purposes of Section 6.104.1, the applicable distance for Long-Term Bicycle Parking shall be measured from the lot line of the lot on which the Long-Term Bicycle Parking is located to the lot line of the lot on which the building or project intended to be served is located.

20.307.8 Affordable Housing and Unit Mix Requirements for Residential Mixed Income Projects

20.307.8.1 Additional Inclusionary Housing Requirements. The provisions of Section 11.200 in effect as of the date of adoption of this Section 20.307 shall apply to a Residential Mixed Income Project. However, notwithstanding anything in Section 11.200, the FAR of a Residential Mixed Income Project

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shall not exceed 6.5. Additionally, a Residential Mixed Income Project shall be subject to the following requirements that may exceed the requirements of Section 11.200:

- a. A minimum of seventeen percent (17%) of the total number of units in a Residential Mixed Income Project shall be Affordable Units for low and moderate income households meeting the requirements of Section 11.200 for such Affordable Units.
- b. A minimum of three percent (3%) of the total number of units in a Residential Mixed Income Project shall be Middle Income Units as defined in Section 20.307.8.2 below.
- c. A minimum of ten percent (10%) of the total number of units in a Residential Mixed Income Project shall be 3-bedroom units.

20.307.8.2 Definitions. For purposes of this Section 20.307.8, the following definitions shall apply:

"Middle Income Unit" shall mean a unit for which the rent (including utilities) does not exceed thirty (30) percent of the income of the renting household or for which the mortgage payment (including insurance, utilities and real estate taxes) does not exceed thirty (30) percent of the income of the purchasing household or other standards as may be established pursuant to any city, state or federal housing program designed to assist middle income households, for which the applicable eligible household shall be an Eligible Middle Income Household.

"Eligible Middle Income Household" shall mean any household whose total income does not exceed one hundred twenty percent (120%) of the median income of households in the Boston Standard Metropolitan Statistical Area adjusted for family size, or such other equivalent income standard as may be determined by the Board of Trustees of the Affordable housing Trust as defined in Section 11.201.

In no event shall the combined total number of Affordable Units for low and moderate income households together with the Middle Income Units required in Section 20.307.8.1 above be fewer than twenty percent (20%) of the total number of units in a Residential Mixed Income Project.

20.307.9 Local Retail and Street Activation.

In order to effectuate the goals of promoting a vibrant retail environment and street-level activation, any proposed development within the Mass Ave Residential Zone with building frontage along Massachusetts Avenue or Main Street shall include a plan (the "Retail Plan") for encouraging local, independent retail and active street-level uses meeting the requirements of this Section 20.307.9, which Retail Plan shall be submitted for review and approval by the Community Development Department prior to the issuance of a Certificate of Occupancy for a Residential Mixed Income Project. The owner shall use commercially reasonable efforts to ensure that the Retail Plan for any Residential Mixed Income Project meets the goals of this Section 20.307.9 and, taken in its entirety, is reflective of the economic and cultural diversity of the Central Square neighborhood.

20.307.9.1 No banks or financial institutions shall be permitted on the ground floor level within the Mass Ave Residential Zone.

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20.307.9.2 The ground floor space in any such building frontage along Massachusetts Avenue or Main Street and extending 30 feet into such building (the “Building Frontage”) shall be devoted to retail uses, except for spaces required for accessory uses and other building functions serving the other floors of such building which are typically located at the ground level, including without limitation lobby space, building security, access/egress, mailrooms, mechanical spaces and bicycle parking, which spaces shall be limited to thirty percent (30%) of the total Building Frontage.

20.307.9.3 A minimum of 25% of the retail space required pursuant to Section 20.307.9.2 above shall consist of Independent and Local Retailers. “Independent and Local Retailers” shall include any retail operator which does not own or operate more than 10 retail locations in the Commonwealth of Massachusetts with the same name and retail concept, such determination to be made as of the date of execution of a lease or commencement of ownership of or other right to occupy such retail space.

20.307.9.4 The Retail Plan shall include a proposal for a seasonal public market concept/space (the “Public Market”).

20.307.9.5 Retail spaces of 1,500 square feet or less in a Residential Mixed Income Project shall be excluded from the calculation of floor area ratio.

20.307.10 Grandfathered Parking Structures Within the Bishop Allen Drive Residential Support Zone.

Notwithstanding the provisions of Article 8.000, any nonconforming parking structure located in whole or in part within the Bishop Allen Drive Residential Support Zone and which existed at the time of adoption of this Section 20.307 may be continued, provided that it primarily serves a use permitted in the Mass and Main Residential Mixed Income Subdistrict.

20.307.11 Sustainable Design Requirements for Residential Mixed Income Projects.

Residential Mixed Income Projects in the Mass and Main Residential Mixed Income Subdistrict shall comply with the provisions of Section 22.20 of the Ordinance, provided, however, that any new construction that is part of a Residential Mixed Income Project shall be designed to a minimum standard of LEED Gold. In connection with the submission requirements of Section 22.24.2.a., the developer of such buildings shall submit a Statement of Energy Design Intent produced through the EnergyStar Target Finder tool, or comparable method.

20.307.12 Design Guidelines Applicable to Residential Mixed Income Projects.

In reviewing any Residential Mixed Income Project subject to a Project Review Special Permit under Article 19.000, the Planning Board shall look to the Central Square Design Guidelines dated February 2013 (updated May 2013) for guidance and direction in assessing the project’s conformance with the applicable project review criteria set forth in this Ordinance, provided that in the event of any conflict between such Design Guidelines and this Ordinance, the provisions of this Ordinance shall govern. For a Residential Mixed Income Project proposing a building height exceeding those contemplated in the Central Square Design Guidelines, the Planning Board shall give consideration to the following supplemental guidelines:

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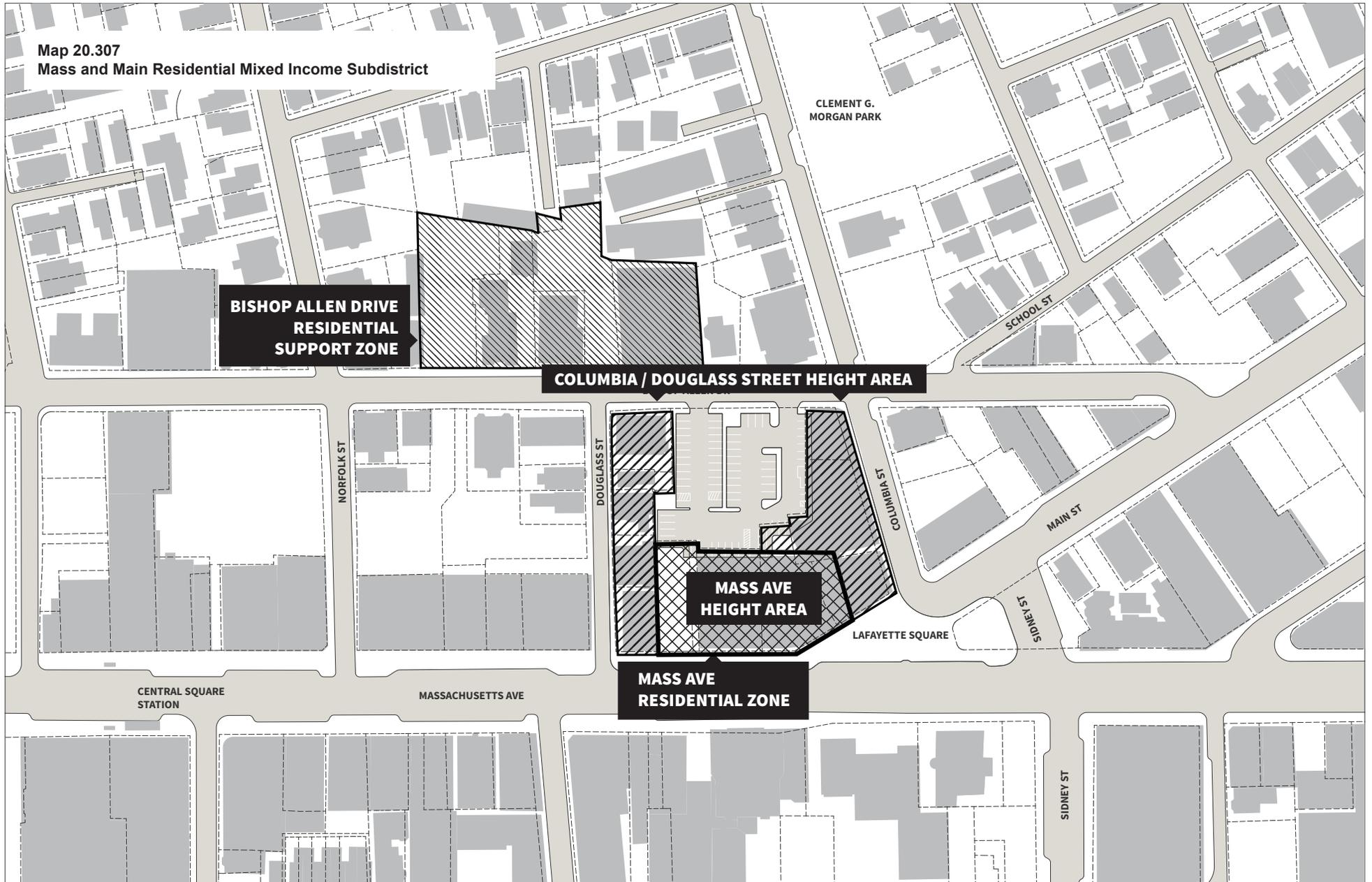
- a. Consider the variety of vantage points from which tall buildings will be seen, especially from significant public spaces and nearby low-scale residential neighborhoods, as well as city skyline views.
- b. Tall buildings should be articulated to avoid a monolithic appearance, and should emphasize slender, vertically-oriented proportions.
- c. Avoid broad “slab” volumes that make the building appear bulky and visually dominant. Point towers expressing vertical volumes are preferred.
- d. Locate and shape tower elements to minimize shadows on existing or proposed public open space and streets.
- e. Configure towers to maximize sky views from public open space and enhance visual connections through sites.
- f. Consider variation in forms that present different profiles to different vantage points.
- g. If appropriate, step down tall buildings where they interface with adjoining historic buildings.
- h. Minimize impacts on the environmental performance and amenity of adjoining residential buildings.
- i. Consider the appearance of the building top both by day and night, while demonstrating responsible use of lighting and energy consistent with sustainability requirements.
- j. Design buildings to minimize negative wind impacts on streets and public spaces.

Map 20.307

Mass and Main Residential Mixed Income Subdistrict

[see attached]

Map 20.307
Mass and Main Residential Mixed Income Subdistrict



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The text boxes below comment on the Planning Board’s recommended changes. They are not meant to be included in the Ordinance.

20.307 Mass and Main Residential Mixed Income Subdistrict

20.307.1 Establishment and Scope.

There is hereby established within the Central Square Overlay District (and including the rear portions of certain split lots that are partially located with the Central Square Overlay District), the Mass and Main Residential Mixed Income Subdistrict which shall be governed by the regulations and procedures specified in this Section 20.307. These regulations are intended to provide incentives for residential development and provide a transition between the character, uses and scale of Kendall Square, as well as the adjacent Cambridgeport Revitalization Development District, and provide a transition to the abutting residential districts behind Bishop Allen Drive. The subdistrict is within the City’s Central Square (C2) Study area and adoption of this Section 20.307 follows extensive planning efforts to encourage residential and ground-floor retail uses and transit-oriented development. The Central Square Study expands on past zoning changes in industrial and commercial zones to encourage housing by offering greater density to incentivize the creation of buffer zones for existing residential neighborhoods adjacent to Central Square. The Mass and Main Residential Mixed Income Subdistrict will also enable the City to respond to the 2014 Central Square Customer Survey by supporting vibrant ground-floor retail and active retail uses at this key intersection in Central Square, adjacent to mass transit. It is the intent of this Section that these regulations will apply to a single area located at the intersection of Main Street and Massachusetts Avenue and bounded and described in Section 20.307.2 below. The Mass and Main Residential Mixed Income Subdistrict will further the objectives of the Central Square Study findings and other planning studies completed by the City for the Central Square area by encouraging housing and requiring both low- and moderate-income affordable housing in amounts above those required by the City’s inclusionary housing requirements in Section 11.200.

20.307.2 Boundaries of the District.

The Mass and Main Residential Mixed Income Subdistrict shall be bounded as shown on Map 20.307 and shall include two zones: the Mass Ave Residential Zone and the Bishop Allen Drive Residential Support Zone. The Mass and Main Residential Mixed Income Subdistrict includes lots located within the

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Business B and Business A base zoning districts, with portions of some lots located within the Residence C-1 district (and not included in the Central Square Overlay District) included in this subdistrict for purposes of clarity with respect to the treatment of these split lots.

The Mass Ave Residential Zone ~~consists of~~ contains the Mass Ave Height Area and the Columbia/Douglass Street Height Area and affects lots or portions of lots as shown on:

Mass Ave Height Area

Assessors Plat #4772 and Map 91, Lot 190,
Assessors Plat #4776 and Map 91, Lot 195 (the portion of such lot containing Coolidge Place),
Assessors Plat #4759 and Map 91, Lot 111,
Assessors Plat #4752 and Map 91, Lot 102 (portion),
Assessors Plat #4777 and Map 91, Lot 199 (portion), and
Assessors Plat #4715 and Map 91, Lot 53.

Columbia/Douglass Street Height Area

Assessors Plat #4773 and Map 91, Lot 191,
Assessors Plat #4714 and Map 91, Lot 52,
Assessors Plat #4777 and Map 91, Lot 199 (portion),
Assessors Plat #4758 and Map 91, Lot 108,
Assessors Plat #4767 and Map 91, Lot 180,
Assessors Plat #4768 and Map 91, Lot 181,
Assessors Plat #4775 and Map 91, Lot 194,
Assessors Plat #4752 and Map 91, Lot 102 (portion), and
Assessors Plat #4774 and Map 91, Lot 192.

The Bishop Allen Drive Residential Support Zone affects lots or portions of lots as shown on:

Assessors Plat #4750 and Map, 91, Lot 98,
Assessors Plat #4751 and Map 91, Lot 99,
Assessors Plat #4732 and Map 91, Lot 81,

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Assessors Plat #4763 and Map 91, Lot 119, and
Assessors Plat #4710 and Map 91, Lot 23.

20.307.3 Applicability.

~~The Mass and Main Residential Mixed Income Subdistrict shall be an overlay subdistrict on the zoning map established by Section 3.20. Within the Mass and Main Residential Mixed Income Subdistrict, there shall be two zones as shown on the map attached hereto as Map 20.307: the Mass Ave Residential Zone and the Bishop Allen Drive Residential Support Zone. Except as otherwise noted herein, the provisions of this Section 20.307 shall apply to both zones within the subdistrict.~~

The Board recommends deleting this text as it repeats the establishment provisions of Section 20.307.1.

For developers electing to conform to the provisions of this ~~Section 20.307~~ subdistrict, any such project shall be referred to herein as a “Residential Mixed Income Project” and, notwithstanding any other provisions of the Ordinance, the use, dimensional, open space, parking, loading and inclusionary housing requirements applicable to a Residential Mixed Income Project shall be as set forth in this Section 20.307. Divergence from the standards established in this Section may be allowed only by issuance of a Special Permit by the Planning Board as specifically allowed pursuant to applicable special permit provisions set forth elsewhere in the Ordinance, including the provisions of Section 10.40. **Further, the Planning Board may grant any applicable special permit for a Residential Mixed Income Project that would ordinarily be granted by the Board of Zoning Appeal.** The Board may grant such a special permit upon its determination that the development proposed will better serve the objectives of this Section 20.307 and that the criteria specified in Section 10.43 ~~will be satisfied, along with any specific~~ **and all other** criteria applicable to ~~that the~~ special permit **will be satisfied**. A Residential Mixed Income Project may contain more than one building constructed as part of a common scheme of development or phased development program.

Changes made for greater clarity.

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20.307.4 Review Process.

As part of the Central Square Overlay District, Projects in the Mass and Main Residential Mixed Income Subdistrict shall be considered an area of special planning concern and, in addition subject to the development review procedures set forth in Article 19.000, shall be subject to the development review procedures as specified in and Section 20.304.1.

The Board recommends these changes as they more clearly state the applicable review requirements.

20.307.5 Use Regulations.

Use regulations of the applicable base zoning designation shall apply to each lot within the Mass and Main Residential Mixed Income Subdistrict, except that Carsharing Spaces provided pursuant to Section 20.307.7 below shall be deemed to be a permitted use. Notwithstanding anything to the contrary contained in the Ordinance, in addition to the uses permitted in the applicable base district, lots within the Mass and Main Residential Mixed Income Subdistrict may be used as accessory parking for any other lot within the subdistrict, subject to the requirements set forth in Section 20.307.7 below.

20.307.6 Dimensional Standards.

20.307.6.1 Floor Area Ratio. The maximum floor area ratio permitted in the Mass and Main Residential Mixed Income Subdistrict shall be the same as permitted in the applicable base zoning district, except that the maximum floor area ratio applicable to Residential Mixed Income Projects within the Mass Ave Residential Zone shall be 6.5, provided that no increases in development otherwise permitted under this Zoning Ordinance shall cause the FAR on a lot to exceed 6.5, and further subject to compliance with the affordability and unit mix requirements set forth in Section 20.307.8 below. Additionally, notwithstanding anything to the contrary contained in this Zoning Ordinance, the floor area ratio applicable to residential uses shall apply to and include any retail space included within a Residential Mixed Income Project, subject to the exemption for retail spaces less than 1,500 square feet set forth in Section 20.307.109.6 below, such that the provisions of Section 5.30.12 shall not be applicable to Residential Mixed Income Projects within the Mass and Main Residential Mixed Income

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Subdistrict (i.e. the same floor area ratio will apply to both residential and retail space within a Residential Mixed Income Project).

20.307.6.2 Maximum Height. The maximum height permitted in the Mass and Main Residential Mixed Income Subdistrict shall be the same as permitted in the applicable base zoning district, except as follows:

- a. Within the area shown as the “Mass Ave Height Area” on Map 20.307, building heights up to 195 feet shall be permitted for a Residential Mixed Income Project, provided that only one building within such zone may exceed 80 feet and provided further that buildings in a Residential Mixed Income Project will be restricted to a floor plate size of 10,000 square feet above 80 feet in height.
- b. Within the area shown as the “Columbia/Douglass Street Height Area” on Map 20.307, building heights up to 70 feet shall be permitted for a Residential Mixed Income Project.

20.307.6.3 Minimum Yards. Minimum yard requirements in the Mass and Main Residential Mixed Income Subdistrict shall be the same as required in the applicable base zoning district; however, ~~n~~Notwithstanding any other provisions in the Ordinance, including without limitation the provisions of Section 5.28.1(c) (which applies the dimensional standards of a Residence C-3 district to dwellings in a Business B district), the minimum yard requirements for non-residential uses in the Business B zoning district shall apply to all Residential Mixed Income Projects within the Business B district.

Changes made for greater clarity.

20.307.6.4 Private Open Space. Open space requirements in the Mass and Main Residential Mixed Income Subdistrict shall be the same as required in the applicable base zoning district, including without limitation the provisions of Section 5.28.1(c) (which applies the dimensional standards of a Residence C-3 district to dwellings in a Business B district), ~~except provided~~ that the applicable Private Open Space requirement under Article 5.000 may be satisfied with any combination of Private Open Space and pedestrian amenities open to the public such as a pedestrian plaza or arcade.

20.307.7 Required Parking.

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Required parking and loading in the Mass and Main Residential Mixed Income Subdistrict shall be as required in the applicable base zoning district, ~~including without limitation Article 6.000,~~ except as follows:

- a. ~~Notwithstanding any other provisions in the Ordinance, including without limitation the provisions of Section 6.36,~~ The minimum required parking for Residential Mixed Income Projects in the Mass and Main Residential Mixed Income Subdistrict shall be 0.5 parking spaces per residential unit (not including any Innovation Units, which shall be limited to 5% of the units as described in Section 20.307.9 and for which no dedicated parking shall be permitted) and shall be further subject to waiver/reduction in accordance with the provisions of Section 20.304.6 and Article 6.000. The maximum permitted parking for Residential Mixed Income Projects in the Mass and Main Residential Mixed Income Subdistrict shall be 0.75 parking spaces per residential unit.
- b. No separate off-street parking shall be required for ground-floor retail uses in a Residential Mixed Income Project.
- c. Accessory off-street parking facilities for a Residential Mixed Income Project may be located on the same lot as the use being served or on another lot within the Central Square Overlay District, in accordance with the following conditions:
 - 1. said other lot is contiguous to the lot on which the use being served is located; or
 - 2. said other lot is within four hundred (400) feet of the lot on which the use being served is located.
- d. A Residential Mixed Income Project shall provide, at a minimum, one (1) parking space for every 100 residential units that shall be dedicated for use by a carsharing organization (such as ZipCar or other similar program) (each such parking space will be referred to herein as a “Carsharing Space”). Each Carsharing Space within a Residential Mixed Income Project shall allow the required number of residential parking spaces to be reduced by five (5) spaces, ~~up to a maximum of one (1) Carsharing Space for every thirty (30) residential units in a Residential Mixed Income Project~~ **but in no event may there be a total reduction of more than 0.17 spaces per dwelling unit resulting from the application of this Paragraph (d).**

The Board suggests changes to Section 20.307.7 to improve and clarify the reading of the language and to be consistent with other changes (see comments on “Innovation Housing” provisions below).

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- e. Loading bays, drives, and a maneuvering space for a Residential Mixed Income Project may be located entirely on the lot or adjacent easement areas with immediate and direct ingress to the building intended to be served.
- f. Any tandem parking spaces for two vehicles shall count as two parking spaces within the Mass and Main Residential Mixed Income Subdistrict if such spaces are accessory to a Residential Mixed Income Project, provided that such tandem parking spaces may not account for more than twenty-five percent (25%) of the required parking.
- g. For purposes of Section 6.104.1, the applicable distance for Long-Term Bicycle Parking shall be measured from the lot line of the lot on which the Long-Term Bicycle Parking is located to the lot line of the lot on which the building or project intended to be served is located.

~~Any specific special permit provision set forth in Article 6.000 allowing divergence from the standards of Article 6.000 may be applied to a Residential Mixed Income Project. However, any such special permit otherwise granted by the Board of Zoning Appeal may instead be granted by the Planning Board.~~

The Board recommends deleting this text because it duplicates text in Section 20.307.3 above.

20.307.8 Affordable Housing and Unit Mix Requirements for Residential Mixed Income Projects

20.307.8.1 Additional Inclusionary Housing Requirements. The provisions of Section 11.200 in effect as of the date of adoption of this Section 20.307 shall apply to a Residential Mixed Income Project. However, notwithstanding anything in Section 11.200, the FAR of a Residential Mixed Income Project shall not exceed 6.5. Additionally, a Residential Mixed Income Project shall be subject to the following requirements that may exceed the requirements of Section 11.200:

- a. A minimum of seventeen percent (17%) of the total number of units in a Residential Mixed Income Project shall be Affordable Units for low and moderate income households meeting the requirements of Section 11.200 for such Affordable Units.
- b. A minimum of three percent (3%) of the total number of units in a Residential Mixed Income Project shall be Middle Income Units as defined in Section 20.307.8.2 below.
- c. A minimum of ten percent (10%) of the total number of units in a Residential Mixed Income Project shall be 3-bedroom units.

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20.307.8.2 Definitions. For purposes of this Section 20.307.8, the following definitions shall apply:

“Middle Income Unit” shall mean a unit for which the rent (including utilities) does not exceed thirty (30) percent of the income of the renting household or for which the mortgage payment (including insurance, utilities and real estate taxes) does not exceed thirty (30) percent of the income of the purchasing household or other standards as may be established pursuant to any city, state or federal housing program designed to assist middle income households, for which the applicable eligible household shall be an Eligible Middle Income Household.

“Eligible Middle Income Household” shall mean any household whose total income does not exceed one hundred twenty percent (120%) of the median income of households in the Boston Standard Metropolitan Statistical Area adjusted for family size, or such other equivalent income standard as may be determined by the Board of Trustees of the Affordable housing Trust as defined in Section 11.201.

In no event shall the combined total number of Affordable Units for low and moderate income households together with the Middle Income Units required in Section 20.307.8.1 above be fewer than twenty percent (20%) of the total number of units in a Residential Mixed Income Project.

~~20.307.9 Innovation Housing.~~

~~For Residential Mixed Income Projects, no more than five percent (5%) of the units within such Residential Mixed Income Project may be devoted for use as Innovation Units.~~

~~“Innovation Units” shall be residential units measuring five hundred (500) square feet or less in gross floor area. Such Innovation Units may include flexible unit layouts, combined living and working spaces, and other design features to increase affordability and communication among residents. Innovation Units provided pursuant to this Section 20.307.9 shall be exempt from the parking requirements of Article 6.00, provided that (i) such Innovation Units shall not be provided with any~~

The Board recommends against the term “Innovation” referring to smaller-sized units, as that term is used in other contexts with a different meaning. The Board also strongly objects to zoning provisions suggesting that the City’s on-street resident parking policies should be applied discriminately to different residents based on the type of unit in which one resides. This type of provision might be enforced privately through lease agreements, but should not be written into the Zoning Ordinance. Given that no zoning change is needed to allow the types of units contemplated in this section, the other provisions are unnecessary.

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~~dedicated parking within the Residential Mixed Income Project and (ii) the developer of any Residential Mixed Income Project containing Innovation Units pursuant to this Section 20.307.9 shall include in the residential leases (or other equivalent occupancy agreements) for all such Innovation Units a covenant by the tenant of such Innovation Unit that the tenant shall not apply to the City of Cambridge Traffic, Parking & Transportation Department for a Residential Parking Permit. Enforcement of such provision shall be the sole responsibility of the property owner and not the City of Cambridge or any City agency.~~

20.307.109 Local Retail and Street Activation.

In order to effectuate the goals of promoting a vibrant retail environment and street-level activation, any proposed development within the Mass Ave Residential Zone with building frontage along Massachusetts Avenue or Main Street shall include a plan (the “Retail Plan”) for encouraging local, independent retail and active street-level uses meeting the requirements of this Section 20.307.9, which ~~plan~~ **Retail Plan** shall be submitted for review and approval by the Community Development Department prior to the issuance of a Certificate of Occupancy for a Residential Mixed Income Project. The owner shall use commercially reasonable efforts to ensure that the Retail Plan for any Residential Mixed Income Project meets the goals of this Section 20.307.9 and, taken in its entirety, is reflective of the economic and cultural diversity of the Central Square neighborhood.

The changes in this section are for consistency.

20.307.109.1 No banks or financial institutions shall be permitted on the ground floor level within the Mass Ave Residential Zone.

20.307.109.2 The ground floor space in any such building frontage along Massachusetts Avenue or Main Street and extending 30 feet into such building (the “Building Frontage”) shall be devoted to retail uses, except for spaces required for accessory uses and other building functions serving the other floors of such building which are typically located at the ground level, including without limitation lobby space, building security, access/egress, mailrooms, mechanical spaces and **bicycle parking** ~~bike storage~~, which spaces shall be limited to thirty percent (30%) of the total Building Frontage.

20.307.109.3 A minimum of 25% of the retail space required pursuant to Section 20.307.109.2 above shall consist of Independent and Local Retailers. “Independent and Local Retailers” shall

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include any retail operator which does not own or operate more than 10 retail locations in the Commonwealth of Massachusetts with the same name and retail concept, such determination to be made as of the date of execution of a lease or commencement of ownership of or other right to occupy such retail space.

20.307.109.4 The Retail Plan shall include a proposal for a seasonal public market concept/space (the “Public Market”).

20.307.109.5 Retail spaces of 1,500 square feet or less in a Residential Mixed Income Project shall be excluded from the calculation of floor area ratio.

20.307.110 Grandfathered Parking Structures Within the Bishop Allen Drive Residential Support Zone.

Notwithstanding the provisions of Article 8.000, any nonconforming parking structure located in whole or in part within the Bishop Allen Drive Residential Support Zone and which existed at the time of the first notice of public hearing by the Planning Board for adoption of this Section 20.307 may be continued, provided that it primarily serves a use permitted in the Mass and Main Residential Mixed Income Subdistrict.

Changes suggested for consistency and clarity.

20.307.121 Sustainable Design Requirements for Residential Mixed Income Projects.

Residential Mixed Income Projects in the Mass and Main Residential Mixed Income Subdistrict shall comply with the provisions of Section 22.20 of the Ordinance, provided, however, that: ~~Notwithstanding any standards currently applicable in Section 22.20,~~ any new construction that is part of a Residential Mixed Income Project shall be designed to a minimum standard of LEED Gold. In connection with the submission requirements of Section 22.24.2.a., the developer of such buildings shall submit a Statement of Energy Design Intent produced through the EnergyStar Target Finder tool, or comparable method.

20.307.1312 Design Guidelines Applicable to Residential Mixed Income Projects.

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In reviewing any Residential Mixed Income Project subject to a Project Review Special Permit under Article 19.000, the Planning Board shall look to the Central Square Design Guidelines dated February 2013 (updated May 2013) for guidance and direction in assessing the project’s conformance with the applicable project review criteria set forth in this Ordinance, provided that in the event of any conflict between such Design Guidelines and this Ordinance, the provisions of this Ordinance shall govern. **For a Residential Mixed Income Project proposing a building height exceeding those contemplated in the Central Square Design Guidelines, the Planning Board shall give consideration to the following supplemental guidelines:**

The Board recommends applying these supplemental guidelines to buildings that are taller than those contemplated in the Central Square Design Guidelines.

- a. **Consider the variety of vantage points from which tall buildings will be seen, especially from significant public spaces and nearby low-scale residential neighborhoods, as well as city skyline views.**
- b. **Tall buildings should be articulated to avoid a monolithic appearance, and should emphasize slender, vertically-oriented proportions.**
- c. **Avoid broad “slab” volumes that make the building appear bulky and visually dominant. Point towers expressing vertical volumes are preferred.**
- d. **Locate and shape tower elements to minimize shadows on existing or proposed public open space and streets.**
- e. **Configure towers to maximize sky views from public open space and enhance visual connections through sites.**
- f. **Consider variation in forms that present different profiles to different vantage points.**
- g. **If appropriate, step down tall buildings where they interface with adjoining historic buildings.**
- h. **Minimize impacts on the environmental performance and amenity of adjoining residential buildings.**
- i. **Consider the appearance of the building top both by day and night, while demonstrating responsible use of lighting and energy consistent with sustainability requirements.**
- j. **Design buildings to minimize negative wind impacts on streets and public spaces.**

~~20.307.14 Bishop Allen Drive Street Activation.~~

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~~[NOTE: Mass + Main team is working with Community Development Department staff to develop language that will limit surface parking not located within a parking structure from being located along the frontage (excluding vehicular access to the rear portion of the parking lot) after a 5-year period, assuming reduction of minimum parking ratio to 0.45. The goal of this language would be to provide for an active street edge along Bishop Allen Drive in the “support zone”.]~~

The Board recommends excluding strict requirements for the future use of sites along Bishop Allen Drive, as those issues will be addressed comprehensively in the project review phase.