



**SPECIAL PERMIT
NARRATIVE**

180 FAWCETT ST –
5138.00

CAMBRIDGE, MA

02.23.2022

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II – PROJECT TEAM

APPLICANT

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V – DIMENSIONAL FORM

DIMENSIONAL FORM

Project Address: 180 Fawcett Street

Application Date: 02/23/22

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	±33,432	5,000 (Min.)	No Change	
Lot Width (ft)	147.65	50.0	No Change	
Total Gross Floor Area (sq ft)	38,028	±58,734*	±58,027*	
Residential Base	0	N/A	0	
Non-Residential Base	38,028	±58,734*	±58,027*	
Inclusionary Housing Bonus	0	N/A	0	
Total Floor Area Ratio¹	1.14	0.75 (1.50 WITH SP)	1.74 (±58,027 SF)	
Residential Base	0	N/A	0	
Non-Residential Base	1.14	0.75 (1.50 WITH SP)	1.74 (±58,027 SF)	
Inclusionary Housing Bonus	0	N/A	0	
Total Dwelling Units	0	N/A	0	
Base Units	0	N/A	0	
Inclusionary Bonus Units	0	N/A	0	
Base Lot Area / Unit (sq ft)	0	N/A	0	
Total Lot Area / Unit (sq ft)	0	N/A	0	
Building Height(s) (ft)	51.9	35.0 (70.0 WITH SP)	70.0	
Front Yard Setback (ft)	1.3	15.0	15.0	
Side Yard Setback (ft)	14.0	0.0	9.9	
Side Yard Setback (ft)	41.8	0.0	10.0	
Rear Yard Setback (ft)	N/A	0.0	N/A	
Open Space (% of Lot Area)²	4.5%	15.0%	32.9%	
Private Open Space	N/A	N/A	N/A	
Permeable Open Space ³	1.8%	25.0%	29.0% (±9,659 SF)**	
Other Open Space (Specify)	N/A	N/A	N/A	
Off-Street Parking Spaces⁴	26	56-112	46	
Long-Term Bicycle Parking ⁵	N/A	13	14	
Short-Term Bicycle Parking ⁵	N/A	4	8	
Loading Bays	2	1	1	

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

*Total Gross Floor Area (±58,027 sq ft) includes 7,879 sq ft Additional FAR for Public Improvements pursuant to Section 20.95.11 of the Cambridge Zoning Ordinance.

**Total permeable open space on the Site, including area located above the garage, totals 29.0% of the total Property area.

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¹FAR – Refer to page A-005 and A-006 for calculations.

²Open Space (% of Lot Area) – 22,425sf Built Area

³Permeable Open Space – Refer to Page A-102.2 for calculations.

⁴Off-Street Parking – Refer to page A-400 for calculations.

⁵Bicycle Parking – Refer to page A-302 for calculations.



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VI – PROJECT NARRATIVE

VI.A PROJECT OVERVIEW

The Project Site is located on the corner of Fawcett Street and Smith Place with a total lot area of 33,432 square feet. The Project Site currently houses an approximately 22,800 square foot, two-story wood frame building in deteriorated condition. The Project proposes to demolish this existing structure and replace it with a new three-story, 58,027 GFA building that will accommodate a technical office use for research and development (Sec 4.34.f).

Consistent with the general purposes of the Alewife Overlay Districts, the Project seeks to create a sense of place and identity to parallel the historic urban centers throughout Cambridge. Building off of the adjacent Smith Place project currently under construction by the Davis Companies, the Project looks to create a modern, industrial aesthetic in keeping with the character of the area. An exoskeleton of stainless steel frames and cross bracing provide expressed structure and industrial aesthetics, while the wood accents on the façade and in the trellis help to humanize the design and bring a warm tone to the overall material palette.

Over the course of multiple meetings with members of the Cambridge Development Department, the building has been carefully situated so as to meet the design intent of the 2019 Alewife District Plan while also responding to the unique conditions of this corner property site. The building entry has been located at the corner of Smith and Fawcett and will help to enliven the elevated walkway that wraps along both public facades.

A 46-space single-level garage will be constructed beneath the building. Parking access will be provided off Fawcett Street, in a location adjacent to an enclosed loading dock for the building.

Short term parking for bicycles will be located near the entry of the building along Smith Place. In addition, 14 long-term bicycle parking spaces will be located in a bicycle room with direct, dedicated access to the exterior along Smith Place. The Project will provide an elevated pedestrian walkway. First floor perimeter glazing will be inset to provide a covered pergola along both street faces.

The Project design and site plan have been informed by consultation with the Community Development and DPW staff and incorporate the Envision Alewife recommendations for flood protection and pedestrian experience.

The Project has been designed in accordance with DPW requirements and will be resilient to the 2070 10-year storm event flooding elevation at 22.20 Cambridge City Base (CCB) and the 2070 100-year storm event flooding elevation at 22.40 CCB. The Project's finished floor will be set at 22.50 CCB, well over both the 10 and 100 year storm event flooding lines. In addition, the Project will provide storm water retention and flooding mitigation as recommended by DPW to protect the below grade parking area.

VI.B COMPLIANCE WITH ZONING

The Project is located within the Industry B-1 (IB-2) zoning district and within the Quadrangle Northeast of the Alewife Overlay District (AOD-2). As set forth on the Dimensional Form, the Project will comply with all use and dimensional requirements of the underlying zoning (where applicable) and the AOD-2, with the exception of height, FAR, and minimum required parking spaces for which special permit relief will be sought from the Planning Board as permitted under Ordinance Sections 6.35.1, 20.95.1; 20.95.2; 20.95.11(2) and 25.35.3. The Project also requires a Flood Plain Special Permit pursuant to Ordinance Section 20.70.

No variances from the Board of Zoning Appeal are required.



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V.I.C – COMPLIANCE WITH GENERAL SPECIAL PERMIT CRITERIA (CZO 10.43)

Pursuant to Ordinance Section 10.43, special permits will normally be granted where specific provisions of the Ordinance are met, except when particulars of the location or use, not generally true of the district or the uses permitted in it, would cause the granting of such permit to be to the detriment of the public interest because:

(a) It appears that the requirements of the Ordinance cannot or will not be met.

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

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

The Applicant has completed a detailed analysis of the traffic impacts associated with the Project, as set forth in the Transportation Impact Study (TIS) prepared by Vanasse & Associates, Inc. and certified by the City of Cambridge Traffic, Parking and Transportation (TPT) Department on August 20, 2021 as having been prepared in accordance with the City’s guidelines for TIS. The TIS finds that traffic generated in connection with the Project will not cause congestion, hazard or a substantial change in the established neighborhood character.

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

The surrounding neighborhood is a mixture of commercial, warehouse and light industrial uses. The Project will be complementary to these uses. The Project Site is bounded by a lumber yard to the east and a vacant lot to the north. Neither of these uses will be adversely affected by the Project, particularly given its minimal traffic impacts and the fact that its peak traffic generation hours are likely to be different than those of these abutting uses.

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

The Project will not create any nuisance or hazard to the detriment of the health, safety or welfare of the occupants of the Project or the citizens of Cambridge. The technical office and research use of the building will comply with all safety protocols and standards as dictated by regulatory authorities, including without limitation the City of Cambridge. In addition, the Project will provide numerous public realm improvements which will increase the safety of bicyclists and pedestrians visiting the Project and traversing the neighborhood.

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

The Project will further the goals and objectives of the Alewife Overlay District with the addition of dedicated bike lanes and accessible elevated landscaping and pedestrian walkways. The Project is consistent with the intent and purpose of the Zoning Ordinance as articulated in Section 20.92, providing a range of improvements to facilitate and encourage walking and biking (CZO Section 20.92(1)); incorporating a state of the art storm water management system (CZO Section 20.92(2)); and introducing new bicycle and pedestrian routes to enhance connectivity to the surrounding neighborhood (CZO Section 20.92(3) and (4)).

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



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

VII – COMPLIANCE WITH CRITERIA SPECIFIC TO SPECIAL PERMITS BEING SOUGHT

A. SECTION 19.20 - PROJECT REVIEW SPECIAL PERMIT

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

(1) The project is consistent with the urban design objectives of the City.

As described below, the Project confirms with the CityWide Urban Design Objectives set forth in Section 19.30 of the Ordinance.

(2) The project does not impose substantial adverse impacts on city traffic.

As outlined in Section VI.C above, and detailed in the TIAS submitted herewith, the Project will not impose substantial adverse impacts on City traffic.

B. SECTION 20.70 - FLOOD PLAIN SPECIAL PERMIT

Pursuant to Section 20.70, the Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met all of the below criteria in addition to other criteria specified in Section 10.43.

Currently a small portion of the northwest corner of the Project Site is located within the FEMA mapped floodplain. However, the Applicant filed a Notice of Intent to the Conservation Commission to accurately reflect the floodplain location based on elevations and a determination was issued by the Commission recognizing that the Project is located outside of the floodplain based on materials and elevations provided. Notwithstanding the Conservation Commission’s determination, below is a discussion of the Project’s compliance with the criteria of 20.70.

(1) No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these Special Flood Hazard Areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.

No filling or other encroachment is proposed within Zone A areas or in the floodway.

(2) Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.

No displacement of water retention capacity within the floodplain is proposed under this Project.

(3) All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.

No flood water retention systems are required or proposed.



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(4) *The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.*

The Project complies to the extent further detailed within this narrative and application.

(5) *Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 - Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 - Flood Plain Overlay District and Section 20.90 - Alewife Overlay Districts 1-6.*

As further described in Section VIII, the Applicant is familiar with both the area-specific and general city-wide land use plans and policy objectives and has worked closely with City officials to incorporate said guidance and goals in the Project.

(6) *The requirement of Section 20.74(3) has been met (Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that such encroachment of the floodway as specified above in Subsection 20.73 shall not result in any increase in flood levels during the occurrence of the 100-year flood)*

As indicated above, the Project is located outside of the floodplain, as determined by the Conservation Commission, and therefore no filling or encroachments within the floodway or floodplain are proposed.

C. SECTION 20.35.3 – GREEN ROOF AREA REQUEST FOR SPECIAL PERMIT / EXEMPTION

No green roof area exemption is being requested at this time

D. SECTION 6.35.1 – REDUCTION IN PARKING

The Project also requires a special permit pursuant to Section 6.35.1 of the Ordinance (which, pursuant to Section 10.43 may in this instance be granted by the Planning Board) in order to reduce the required number of parking spaces from 56 to 46.

The lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood. The minor reduction of three spaces is not expected to result in any impacts for other area uses or have an adverse impact in the neighborhood. The current proposal to reduce parking for the Project is consistent with general city-wide goals to discourage driving and encourage other modes of transportation which reduces vehicle trip generation and thereby parking demands for the Project. Within the specific Project area, the reduction in parking is consistent with the goals of the Envision Alewife planning process which seek to limit parking supply rates below the underlying zoning for the area. Additionally, the Envision mode split goals for the Project require a TDM program that results in a 40 percent Single-Occupant Vehicle (SOV) mode share. Overall, this requested reduction is expected to play a role in mitigating potential traffic impacts by reducing the parking demands for the Project.

In addition, such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood by allowing the Project to increase the amount of required permeable open space on the Project Site.



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Further, less off street parking is reasonable at the Project in light of the following considerations set forth at Section 6.35.1:

- (1) *The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

There is sufficient on-street parking to meet any additional parking needs of the Project which may arise. In particular, there are several unregulated on-street parking spaces on the east (site) side of Smith Place between the intersection of Fawcett Street and Mooney Street. In addition, the Project is located within ¼ mile of the MBTA 74 and 78 bus stops on Concord Avenue, which contributes to a reduced need for parking spaces. Moreover, the eventual construction of a pedestrian and bicycle bridge linking the project vicinity to Cambridge Park Drive and the MBTA Alewife Station would reduce the walking distance from the Project to the nearest MBTA subway station to approximately ½ mile, further reducing the need for on-site parking.

- (2) *The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of section 6.23 are satisfied.*

In addition to the Fawcett Street on-street parking adjacent to the Project, there are additional unregulated public on-street parking spaces along Fawcett Street, Smith Place south of Fawcett Street, Wilson Road and Moulton Street. There are no commercial parking facilities in the vicinity of the Project with the exception of the Alewife Station parking garage; however, it is anticipated that all Project parking demand will be accommodated in the on-site garage.

- (3) *Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied.*

Shared use of off-street parking spaces serving other uses than those on site is not proposed with this Project.

- (4) *Age or other occupancy restrictions which are likely to result in a lower level of auto usage;*

No age or occupancy restrictions are expected with the Project.

- (5) *Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.*

The below-grade parking garage limits the impacts to the physical environment. The reduction in parking is preferable because it allows the Project to prioritize pedestrian, bicycle, and transit amenities and prevents the overbuilding of parking or additional surface parking, which positively impacts the urban design of the area.

- (6) *The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.*



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No housing is proposed as part of the Project.

VIII - COMPLIANCE WITH URBAN DESIGN OBJECTIVES

Section 19.30 of the Ordinance sets forth guidance as to the City's policies with regard to the form and character desirable for new development in the city. The Project responds to the Cambridge Urban Design Objectives as outlined below:

- A. *New Projects should be responsive to the existing or anticipated pattern of development (CZO 19.31).*
- The Project has been oriented integrate both the existing, low rise, industrial street scape with the AOD-2 overlay zoning district by providing an elevated four story element at the corner of Smith and Fawcett. This design allows for a terraced transition from 54' to 70' along Smith Place.
- B. *Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings (CZO 19.32).*
- The Project provides a design condition to allow for continuous and smooth bicycle transition to and from the Project Site with large areas for at grade and above grade walking paths. The Project specifically integrates long-term, internal, bicycle storage with dedicated locker rooms and an internal corridor directly to the central elevator core. This helps to promote bicycle transportation as a viable and friendly method of transportation for the building's tenants.
 - All parking on the Project Site has been transitioned to a sub-grade level and the majority of building services has been located along the property's rear lot lines to maximize the amount of open glazing presented to the streetscape along Fawcett Street and Smith Place.
- C. *The Building and site design should mitigate adverse environmental impacts of a development upon its neighbors (CZO 19.33).*
- The Project has taken special care to reduce the visual impact of mechanical equipment on its neighbors by limiting the occupied levels to three stories, allowing the mechanical equipment to fall well within the height limitations of the district. This allows the mechanical screen, which fully surrounds the penthouse, to be as low as possible while still providing adequate visual and acoustic buffering.
 - All Project trash will be stored and off loaded in internal facilities within the building to reduce impact on adjoining properties.
 - The Project Team has identified several extant, healthy trees on site and has worked with DPW to re-orient the Project's proposed bicycle and pedestrian circulation lanes to preserve these existing trees.
 - The Project provides several scalar and massing treatments to create visual interest and help to define the overall aesthetic of the emerging neighborhood. It has a pronounced inset in the façade to identify major building entries, and integrates warm wood tones in several areas in order to enliven the industrial nature of the area.
 - The Project has been designed to be in compliance with all Green Area Open Space and Stormwater Management Practices as required by Cambridge Building and Zoning Code. The building first floor level is set approximately 2' above the surrounding grade to elevate this area outside of the 100 year floor zone elevation.
- D. *Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system (CZO 19.34).*
- As outlined in Volume III – Appendices, the Project's water and sewer systems have been designed to comply with the City's requirements so as not to unduly burden the City's infrastructure services. The project is also being designed to meet a LEED Gold standard. Further, as noted above, the Project integrates a number of measures



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targeted toward reducing vehicle trips to the Project Site, including the creation of infrastructure to facilitate employees' biking to work.

- E. *New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. (CZO 19.35)*
 - While a majority of the indicators of Section 19.35 are inapplicable to the Project, the Project has been designed to revitalize a parcel within the Alewife District, replacing a deteriorating, obsolete structure with a modern research and development/technical office use that will contribute to the growth of this area of the City as an employment hub, while fostering connections to nearby transit and residential areas.
- F. *Expansion of the inventory of housing in the city is encouraged. (CZO 19.36)*
 - Not applicable, as this is not a housing project.
- G. *Enhancement and expansion of open space amenities in the city should be incorporated into the new development in the city (CZO 19.37).*
 - The Project provides dedicated bicycle lanes as well as elevated above grade pedestrian paths to enhance the public open space above existing conditions.

VII.A – COMPLIANCE WITH ENVISION CAMBRIDGE ALEWIFE AREA-WIDE DISTRICT PLAN

The 2019 Alewife District Plan articulates several area-wide goals to realize the shared community vision. The Project furthers several of these goals, including the following:

- A. *Create a District Resilient to the Impacts of Climate Change*
 - The Project creates an elevated, public walkway along the proposed elevation of 22.5' based on the 100 year flood line. This creates a resilient and long lasting building condition and encourages adjacent properties to follow a similar design intent.
- B. *Enhance the Public Realm*
 - The Project will create an active and pleasant public environment with ample room for street trees, bicycle lanes, and pedestrian walkways. In addition, the building features an enlarged wood trellis along Fawcett Street to create a sense of intimacy and shelter underneath the elevated pedestrian walkway adjacent to the first floor of the building.
- C. *Encourage Sustainable Modes of Transportation*
 - The Project provides a number of electric vehicle changing stations within the underground parking lot. In addition it features 14 long term bicycle parking stations internal to the building with a dedicated locker room and direct access to the main stair and elevator core. The creation of new dedicated bicycle lanes on Fawcett Street encourages cycling by employees and others traversing the district.
- D. *Promote Economic Opportunity*
 - By replacing a deteriorating and underutilized wood gymnasium and office building with new technical office/lab/R&D space, the Project furthers the Plan's goal to support commercial and light industrial development that fosters job growth.

VIII - CONSISTENCY WITH VISION AND GOALS OF THE CONCORD-ALEWIFE PLAN

Consistent with the General Purpose of the Alewife Overlay Districts, the Project will harness opportunities presented with the development of private property in ways that will enhance the public realm and encourage multiple modes of sustainable transportation to and from the area while also



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mitigating current and future storm water management issues. The Project provides broad pedestrian walkways at both the ground level and at the elevated first floor walkway. Bicycle lanes have been incorporated into the Project and designed such that they will be able to tie into future developments to all public sides of the Project Site. The building also features a large area of permeable open space which doubles as pedestrian walkable area. In addition, the third and fourth floor roof has been enhanced with a green roof system. The Project further meets the purposes of the Alewife Overlay Districts articulated in Section 20.92 (1)-(6) as follows:

- A. *Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips in an area already burdened with regional vehicular traffic passing through to other destinations in the metropolitan region;*
 - The Project Site is within walking distance of the Alewife MBTA station and the Project will promote pedestrian and bicycle transportation to and from the Project Site with enhanced streetscapes and easy access to public and tenant bicycle storage facilities.
- B. *Preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of stormwater in ways that add to the quality and visual appeal of the built environment as well as to the quality of the water itself*
 - The Project provides a large stormwater retention tank, concealed under the parking ramp, as well as permeable surfaces throughout the groundscape design of the building.
- C. *Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood while introducing new amenities and services that will benefit the residents of that neighborhood.*
 - The Project Site is surrounded by existing commercial use buildings on all sides and will not negatively impact the Cambridge Highlands residential neighborhood. The TIS study indicates minimal traffic impacts on surrounding streets. Dedicated bicycle lanes will be constructed along both Fawcett Street and Smith Place and have been designed to accommodate both current and future conditions.
- D. *Integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts and beyond to the Cambridge Highlands, North Cambridge and Neighborhood Nine neighborhoods and the Fresh Pond Reservation.*
 - The proposed landscape plan provides for a 12' deep elevated walkway with ample room for seating and direct tenant access. At the ground level a 4' 6" pedestrian right of way has been provided to allow for room for circulation throughout the public sides of the building. In addition, the Project provides a vibrant and active landscaping plan to further enhance the pedestrian experience.
- E. *Introduce a significant component of residential living and support retail services to enhance the area's appeal for all persons who come to work, shop as well as live within the Districts.*
 - This project project will provide the opportunity for a future retail tenant to occupy the corner of Smith Place and Fawcett Street.
- F. *Create an identity and sense of place for the Alewife Districts that parallels the development of the historic urban centers that characterize much of Cambridge.*
 - The Project seeks to create a sense of place an identity to parallel the historic urban centers throughout Cambridge. Building off of the adjacent Smith Place project currently under construction by the Davis Companies, the Project looks to create a modern, industrial aesthetic in keeping with the character of the area.



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IX – CONSISTENCY WITH RECOMMENDATIONS OF THE CONCORD-ALEWIFE PLAN

The Project achieves several of the recommendations of the Concord-Alewife Plan for the Quadrangle District (AOD-2) as indicated in Concord-Alewife Design Guidelines, 2006.

- A. *Provide pedestrian links to strengthen physical connections to the shopping center*
 - The Project provides dedicated pedestrian and bicycle circulation lanes, designed to function in the current plan as well as tie into the Envision Cambridge street plan once further developments in the district are constructed.

- B. *Use streetscape and other improvements to define Smith Place and Spinelli Place as major north-south entries into the Quadrangle, and to establish Concord Avenue as a major gateway.*
 - The Project provides for the anticipated future growth and importance of Smith Place by integrating into the Envision street sections as adapted by the adjacent 75-109 Smith Place development Project. The Project’s main entry and exit of the building are sited at the corner of Smith and Fawcett; all vehicular services are located along Fawcett Street to further enhance the pedestrian experience along Smith Place.

- C. *Site new development to allow for a future above-grade crossing between the Triangle and the Quadrangle.*
 - The Project has worked to situate both the parking and loading curb cuts along Fawcett Street. This provides for minimal interruptions along the building frontage of Smith Place. When the future above-grade crossing is constructed, this will provide for an easy and smooth transition of pedestrian movement along Smith Place.

XI – CONCLUSION

The Project meets the requirements of the Cambridge Zoning Ordinance and furthers the objectives of the Concord Alewife Plan as well as the Alewife District Plan. The Applicant looks forward to the Planning Board’s review of this Special Permit Application.