

co-developed by
**AbodeZ +
Acorn Holdings**

PARK
New Street,
Cambridge **77**



DRAWING LIST

- Narrative Response **01**
- Site Plan Improvements **02**
- Civil Site Plan **03**
- Sidewalk Improvements* **04**
- Roof Plan & Mech. Equipment **05**
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- Exterior Details **07**
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*Pending D.P.W. Design

in association with:
Piatt Associates
Hope Legal Law Office
Adams & Rafferty
Vanasse Hangen Brustlin
PFS Land Surveying, inc.
EBI Consulting
Han Design Studio

75 NEW STREET, CAMBRIDGE
Special Permit Hearing
September 16, 2014
Package prepared by:
AbodeZ

Response to Planning Board Questions and Comments made at the July 22, 2014 Planning Board Hearing.

How will visitor parking be handled?

There will be 4 unassigned visitor parking spaces in front of the building, at the main drop-off. These will be available on a first-come, first-serve basis during the day, and by guest parking passes at night. Overnight parkers without a guest pass will be towed. Refer to the attached site plan. We will also provide 2 ZipCar spaces as shown, near the entrance to the Phase II parking lot off of New Street

How will delivery trucks be handled?

Short-term delivery trucks, (FedEx, UPS, Mail) will be able to live-park at the main drop-off in front of the building. Moving trucks will park at the northern end of the building, at the bottom of the existing parking ramp. This location will serve both buildings for move-ins. Refer to the attached site plan.

Will sidewalks be ADA-compliant?

All sidewalks will be ADA-compliant, with wheelchair ramps designed to meet ADA and City of Cambridge standards.

Will there be tree wells on both sides of New Street?

We have committed to installing new curbs, concrete sidewalks and tree wells in front of both of our properties on New Street, (87 and 75 New Street). The Cambridge Department of Public works is working on the redesign of New Street, and we will implement their final design in our reconstruction of our side of the street.

Will there be a roof deck in the final plan?

We have shown the building both with and without a roof deck. It is unclear whether Inspectional Services will allow an elevator penthouse serving a roof deck to project above the 45'-0" height limit. If Inspectional services will not allow the penthouse to project above the height limit, we will seek a variance to make this change. We believe that an ADA-accessible roof deck would be a great benefit to building residents.

Will there be enough room for shrubs along the west side of the lot, next to the parking?

Our landscape architect agrees that there may not be enough room for the shrubs as shown, and has recommended we replace those shrubs with climbing vines which will grow on the fence and provide a visual screen between our parking area and the abandoned railroad right-of-way. Refer to the attached site plan.

Can you designate a path from New Street to the future bike path, without any stairs? It may connect to the adjacent Auto Body land at the rear of the site.

We have designated a 5'-0" wide path at the south property line of our property. We propose that the adjacent property owner, (or future developer of that property), be required to allow a similar 5'-0" wide path on their property, so that the overall width of the path would be 10'-0" in the future. Refer to the attached site plan.

Can you add more visitor bicycle parking in the future?

We have added 4 more visitor bicycle parking spaces in the latest plan, (previously 10 spaces were provided, now there will be 14).

You should hire an acoustical consultant to review the impact of the Whole Foods loading dock on future building residents.

We have hired an acoustical consultant, Acentech, to study the impact of the Whole Foods loading dock on our future residents. Acentech will place noise monitors on the existing site to track noise levels throughout the week and weekend, day and night. Acentech will make recommendations for window and wall upgrades as necessary to remediate the noise of the loading dock.

Building renderings are evocative, but there is not enough detail. There needs to be some process for elevation and site plan review with Community Development Staff.

Refer to the attached enlarged elevation and details. Our architects have provided these to show "typical" conditions of the exterior walls, which would be repeated around the building. We will also present material samples at the September 16 Planning Board hearing. We would be happy to

meet with Community Development Staff to review and adjust these details and the site and landscape plans as necessary as the design moves forward.

Show rooftop mechanical equipment and elevator penthouses in more detail.

Refer to the attached enlarged elevation and roof plan. Parapets around the perimeter of the building have been designed to screen rooftop units from view. The largest mechanical units will be located at the center of the building, at the low points (valleys) of the roof. The elevator penthouse is being designed to integrate with the rooftop trellis structures as shown.

Show adequate planting along New Street.

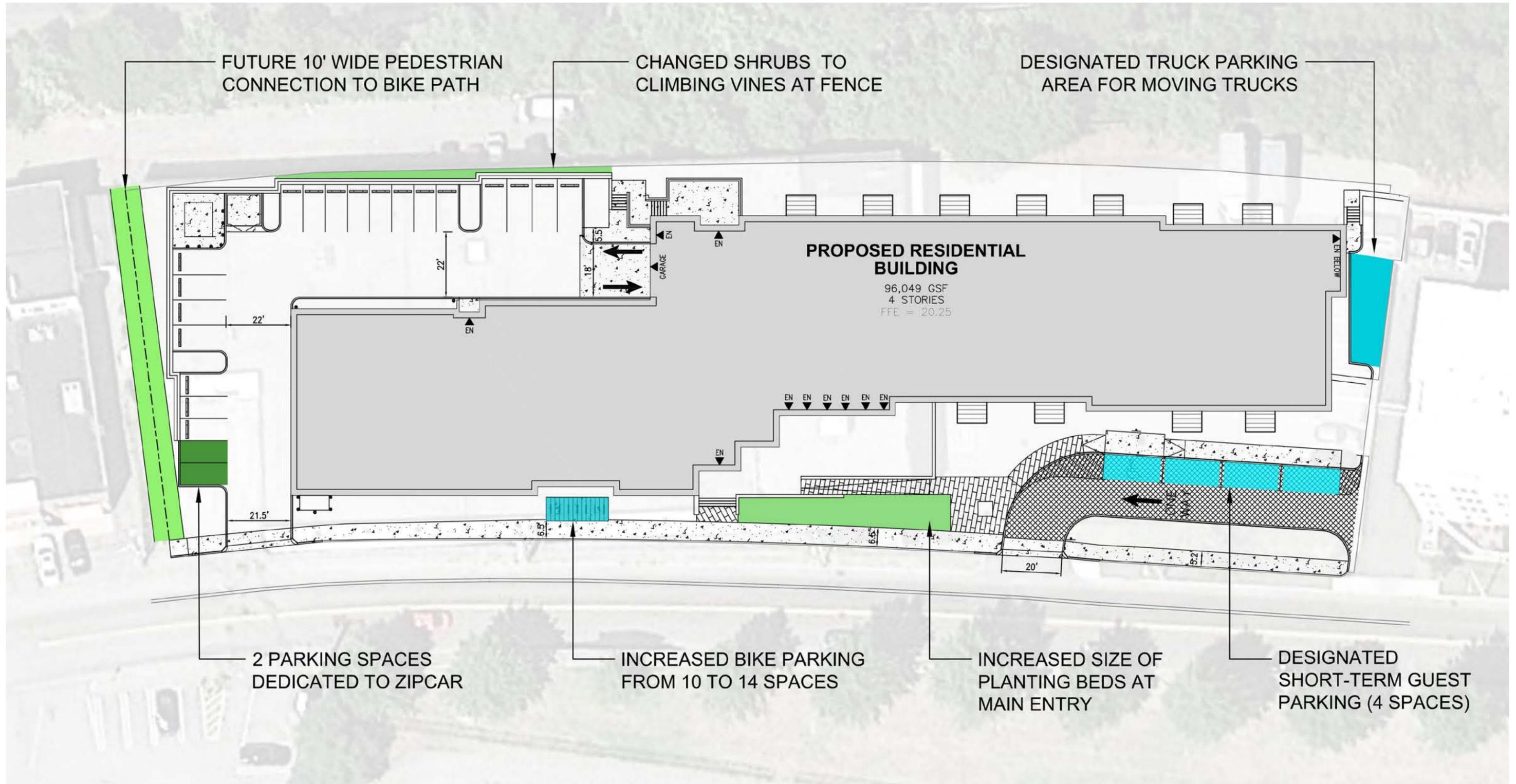
We have expanded the planting area in front of the main building entry in our latest plan. We have also proposed to add large-caliper street trees in wells along the new sidewalks in front of both of our buildings on New Street, (75 and 87 New Street), in accordance with our discussions with the Cambridge Department of Public Works. The final layout of curbs and trees is pending DPW design; however, we have shown a possible layout for these trees in the attached site plan.

Did your traffic study include all of the known and upcoming development in the area?

The traffic study included the following projects:

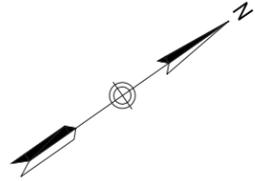
- 160 Cambridgepark Drive
- 130 Cambridgepark Drive
- 70 Fawcett Street
- Tyler Green
- 603 Concord Avenue
- 165 Cambridgepark Drive
- Vox on Two

Our traffic engineers have also recently studied the potential impact of 88 Cambridgepark Drive, and Concord-Wheeler Phase II. The number of exceedences remains at zero after factoring in these additional projects. A full summary of our Traffic Engineer's findings have been forwarded to the Cambridge Traffic, Parking and Transportation Department.



75 New Street, Cambridge
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- NOTES**
- ARCHITECTURAL & STRUCTURAL COMPONENTS INCLUDING PARKING GARAGE ROOFDECK DESIGN, STAIRS, PLANTERS, ETC. ARE TO BE DESIGNED BY PROJECT ARCHITECT AND/OR STRUCTURAL ENGINEER.
 - SURFACE PAVING TYPES AND PLANTING AREAS TO BE COORDINATED WITH LANDSCAPE ARCHITECT.
 - REFER TO ZONING PLAN PREPARED BY ARCHITECT FOR ALL ZONING DIMENSIONAL REQUIREMENTS AND SETBACKS.
 - THE FINAL CURB, SIDEWALK AND LANDSCAPING WITHIN THE NEW STREET RIGHT-OF-WAY IS SUBJECT TO REVISION BASED ON FINAL COORDINATION WITH THE CITY OF CAMBRIDGE.

Parking Summary Chart

Description	Required	Provided (Surface)	Provided (Garage)	Provided (Total)
STANDARD SPACES (SIZE: 8.5x18):	45	11	37	48
COMPACT SPACES (SIZE: 7.5x16):	UP TO 44	13	29	42
ACCESSIBLE SPACES (INCLUDING VAN):	4	1	3	4
TOTAL SPACES:	93	25	69	94
BICYCLE SPACES:	107	14	98	112

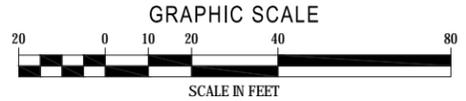
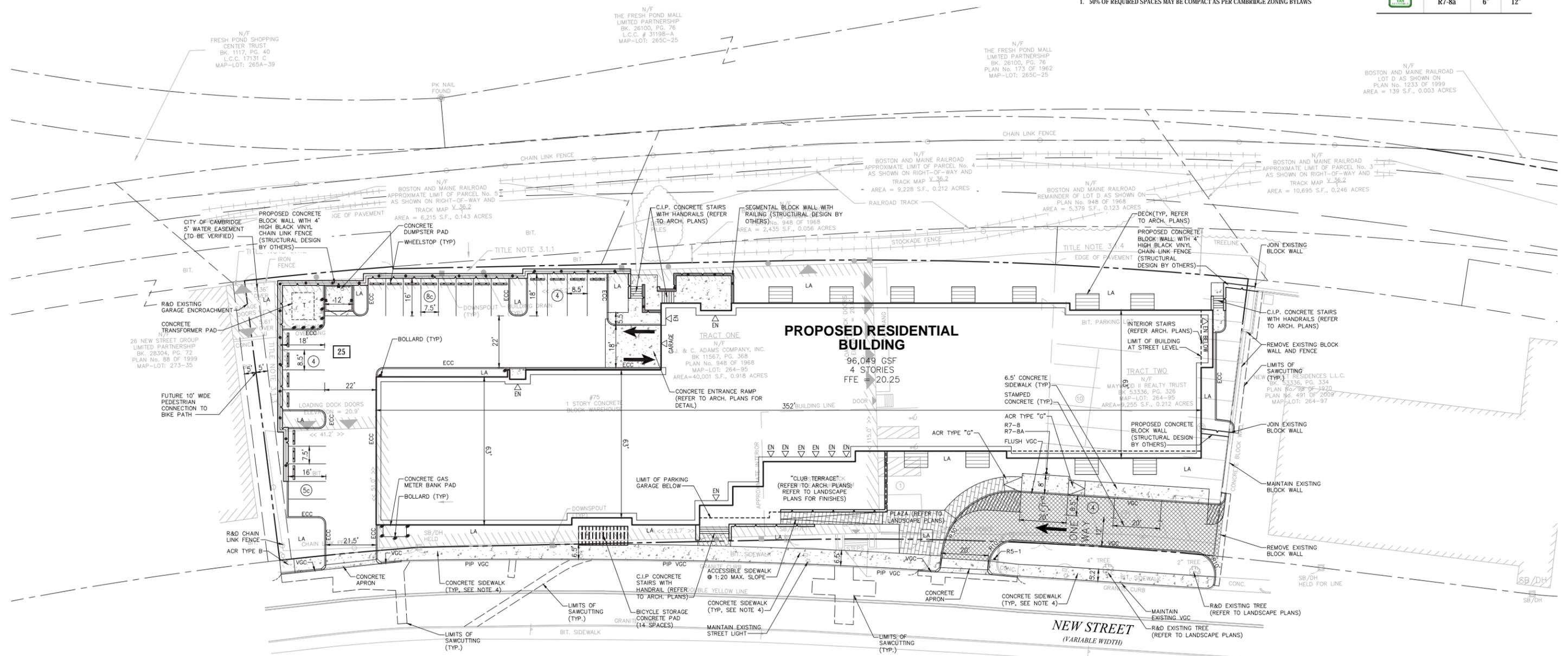
Parking Requirements

RESIDENTIAL: 93 DWELLING UNITS x 1 SPACE/D.U. = 93 SPACES
 ACCESSIBLE (ADA): FOR 76 TO 100 TOTAL SPACES = 4 SPACES
 BICYCLE (LOCAL): 93 DWELLING UNITS x 1.05 SPACES/D.U. = 98 SPACES
 93 DWELLING UNITS x 0.1 GUEST SPACES/D.U. = 9 SPACES

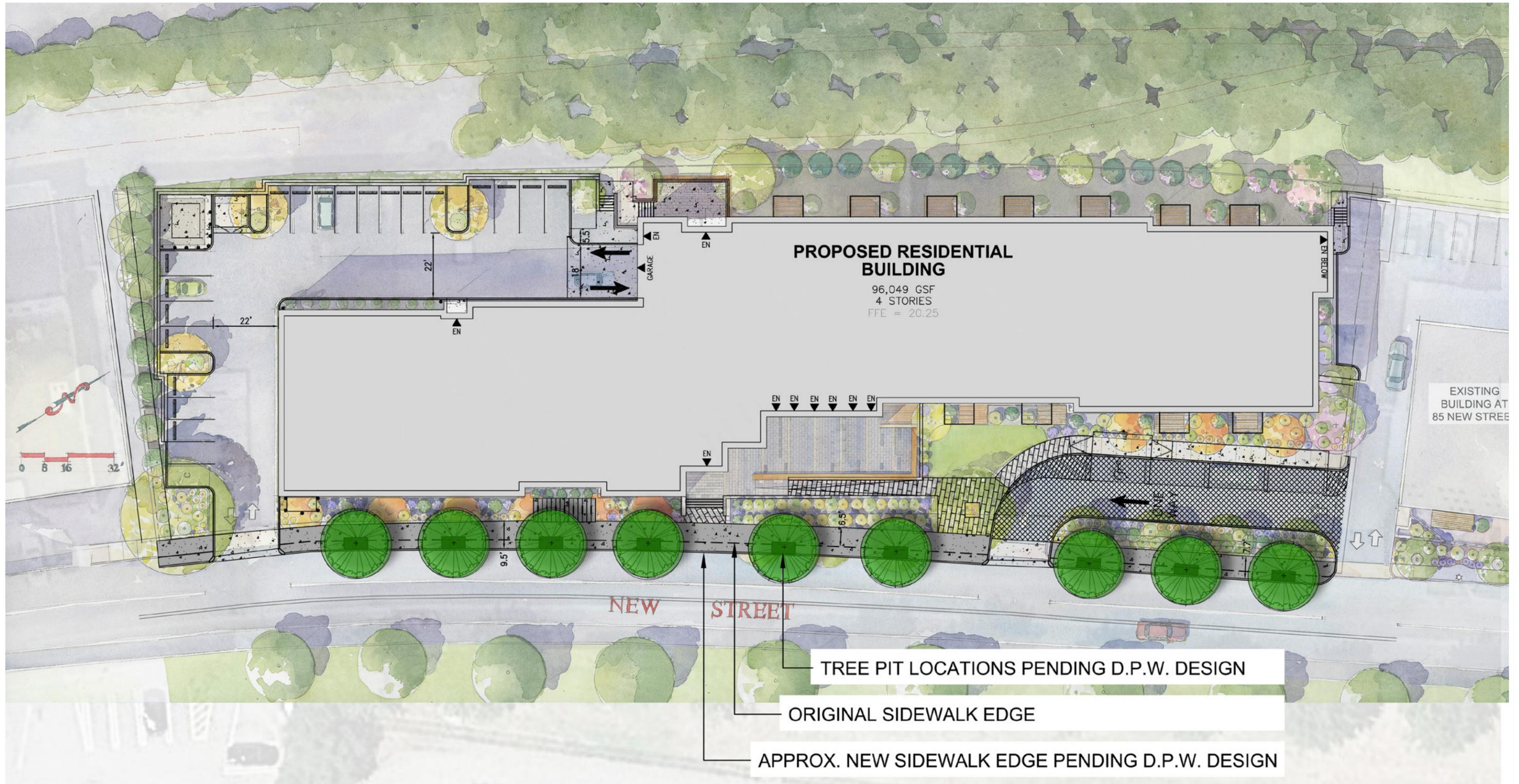
1. 50% OF REQUIRED SPACES MAY BE COMPACT AS PER CAMBRIDGE ZONING BYLAWS

Sign Chart

Sign	M.U.T.C.D. Code	Height	Width
	R5-1	30"	30"
	R7-8	18"	12"
	R7-8a	6"	12"

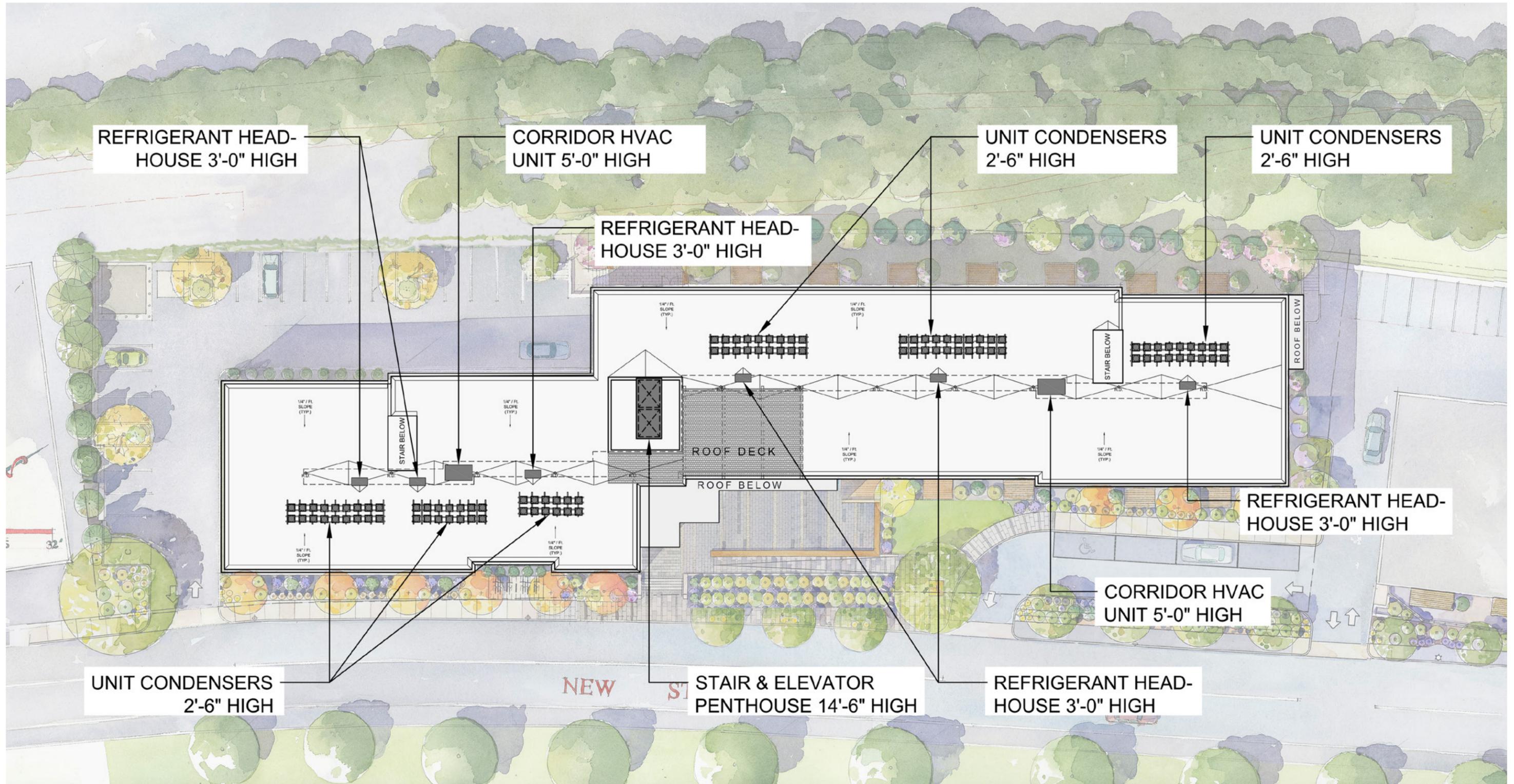


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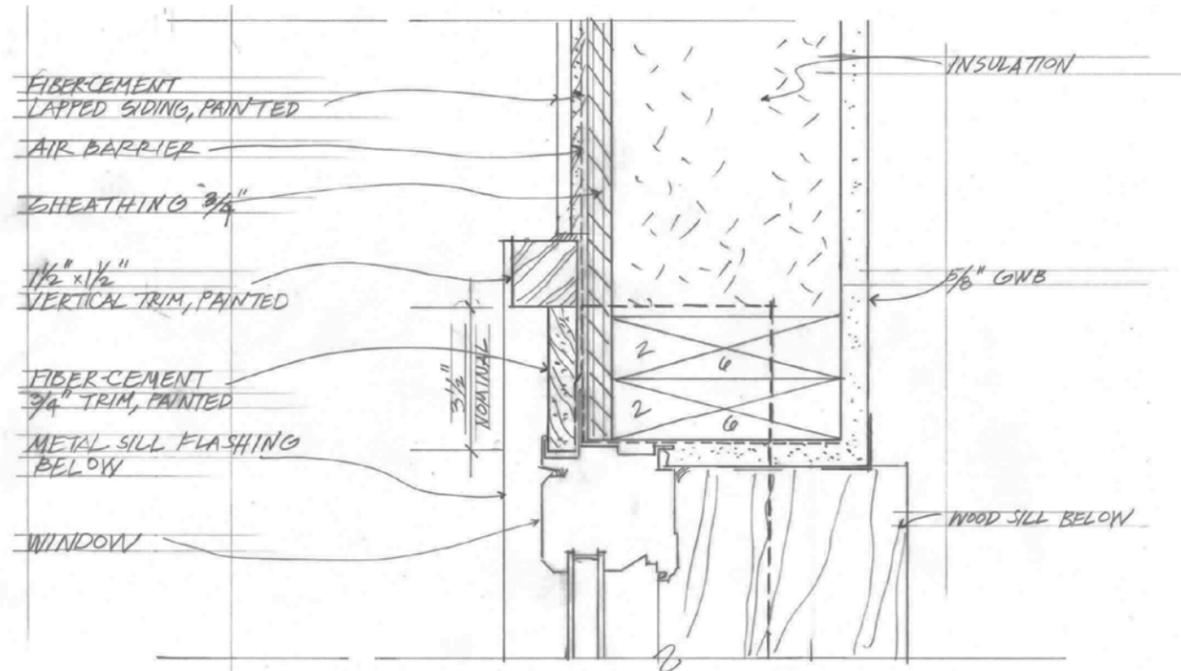
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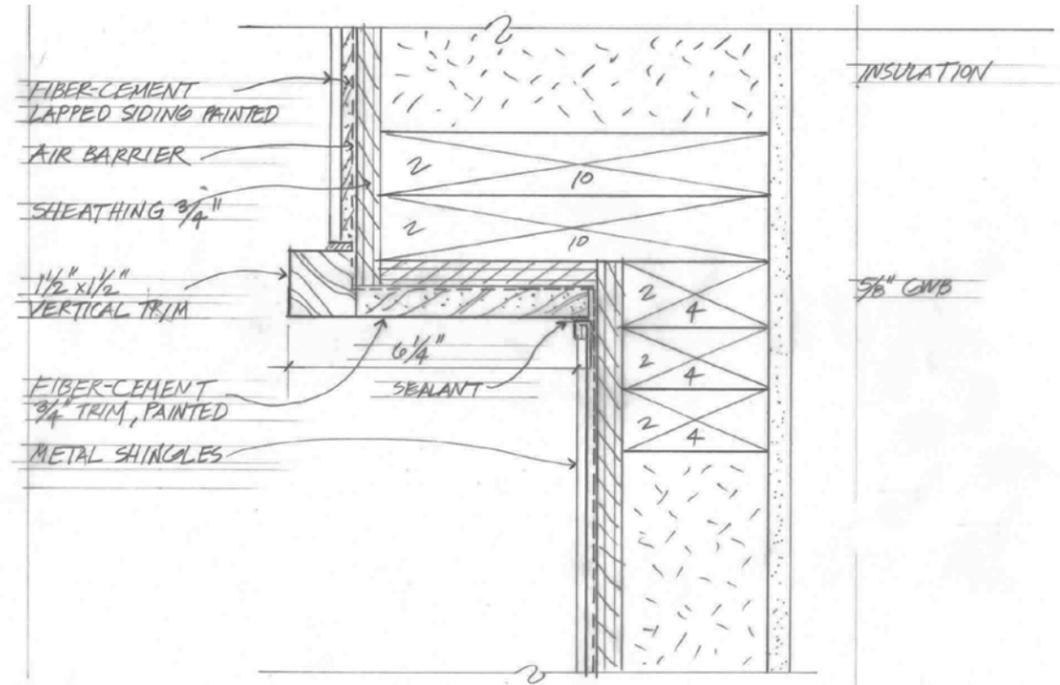


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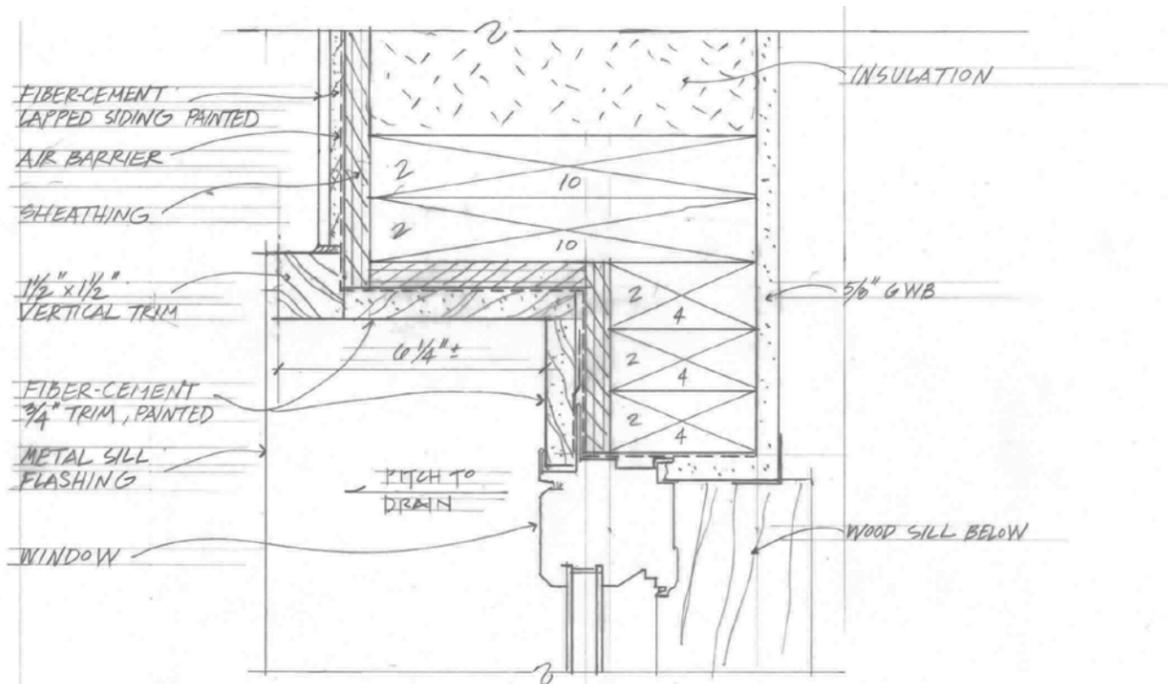
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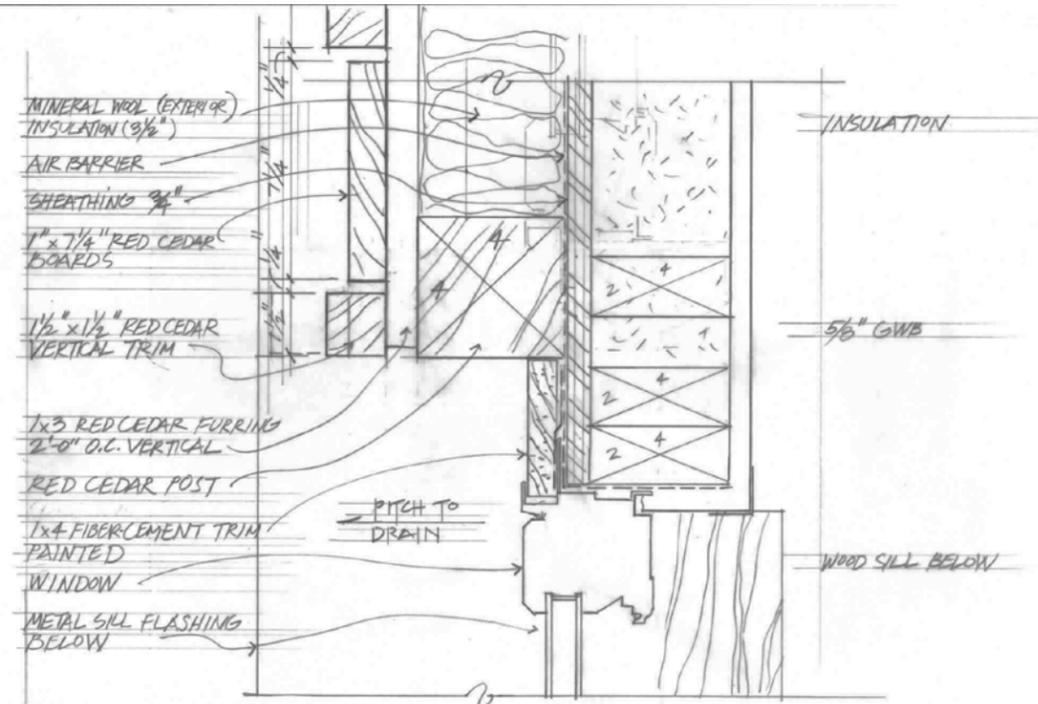
A) JAMB DETAIL AT TYPICAL WALL
1/2 F.S.



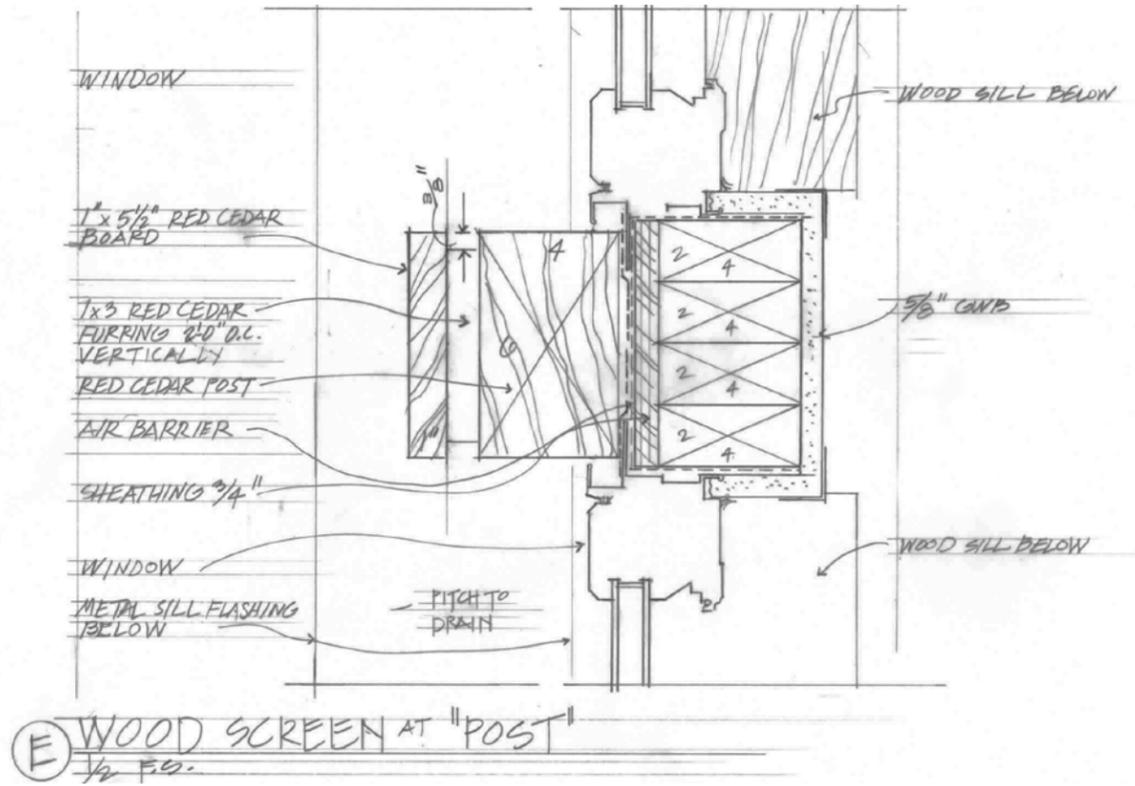
B) CORNER DETAIL AT RECESSED WALL
1/2 F.S.



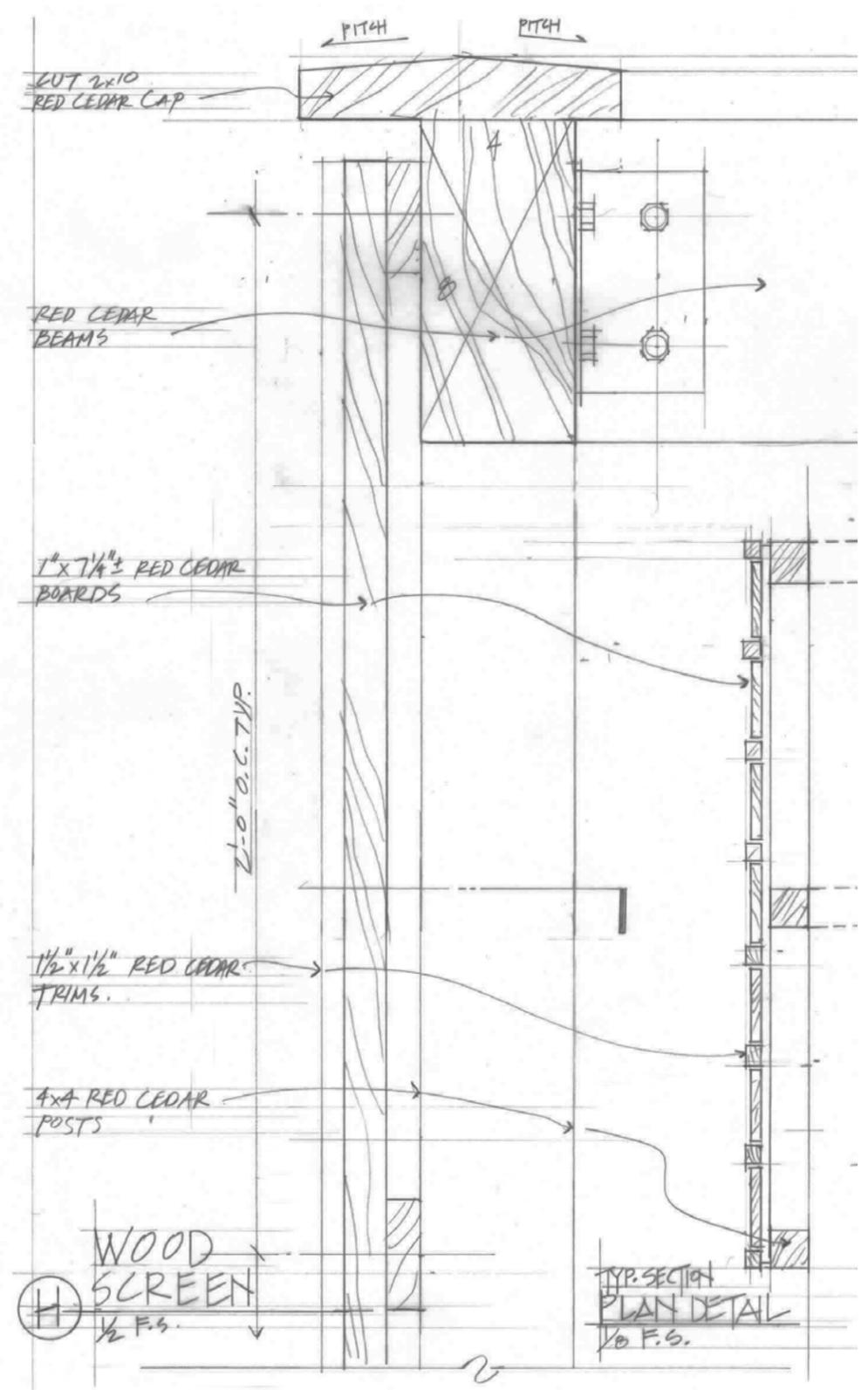
C) JAMB DETAIL AT RECESSED WALL
1/2 F.S.



D) WOOD SCREEN AT WINDOW JAMB
1/2 F.S.



E WOOD SCREEN AT "POST"
1/2 F.S.



H WOOD SCREEN
1/2 F.S.
TYP. SECTION
PLAN DETAIL
1/8 F.S.