

PROPOSED CONDITIONS SITE PLAN

SITE PLAN - MEP EQUIPMENT



- NOTE:**
- 1. All roadways are private driveways unless otherwise noted.
 - 2. No electrical equipment will be located at grade except for Generator G1.
 - 3. All utility-mandated electrical equipment will be located within the transformer vault in building 6.
 - 4. No equipment is visible from further away on Rindge Ave to the west, but it is visible from the east.

SITE PLAN INFORMATION
(Section 11.207.7.5 of the CZO)
Locations, dimensions, and screening of all mechanical equipment located on-site

KEY PLAN

- MEP EQUIPMENT
- EQUIPMENT VISIBLE FROM GRADE FROM ABUTTING RESIDENTIALLY USED LOTS



SEE NOTE 4



PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



1-RINDGE AVE LOOKING WEST
NO EQUIPMENT VISIBLE FROM THE STREET

-  MEP EQUIPMENT VISIBLE FROM PUBLIC STREET
-  MEP EQUIPMENT NOT VISIBLE FROM PUBLIC STREET

PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



2-LOOKING AT BUILDING 1 FROM JACKSON ST.
NO EQUIPMENT VISIBLE FROM THE STREET

PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



3-RINDGE AVE LOOKING EAST
NO EQUIPMENT VISIBLE FROM THE STREET



- MEP EQUIPMENT VISIBLE FROM PUBLIC STREET
- MEP EQUIPMENT NOT VISIBLE FROM PUBLIC STREET

PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



4-BUILDING 1 & 2 FROM ABUTTING RESIDENTIALLY USED LOT (JP STATE)
NO EQUIPMENT VISIBLE



-  MEP EQUIPMENT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT
-  MEP EQUIPMENT NOT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT



PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



5-BUILDING 2 FROM ABUTTING RESIDENTIALLY USED LOT (JP STATE)
EQUIPMENT IS SCREENED BY A 100% OPAQUE PARAPET
AND STICKS OUT SLIGHTLY ABOVE

- MEP EQUIPMENT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT
- MEP EQUIPMENT NOT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT

PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



6-BUILDING 2 & 3 FROM ABUTTING RESIDENTIALLY USED LOT (JP STATE)
EQUIPMENT IS SCREENED BY A 100% OPAQUE PARAPET
AND STICKS OUT SLIGHTLY ABOVE



MEP EQUIPMENT VISIBLE FROM
ABUTTING RESIDENTIALLY USED LOT





MEP EQUIPMENT NOT VISIBLE FROM
ABUTTING RESIDENTIALLY USED LOT

PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



7-BUILDING 2, 3 AND 5 FROM ABUTTING RESIDENTIALLY USED LOT (JP STATE)
EQUIPMENT IS SCREENED BY A 100% OPAQUE PARAPET
AND STICKS OUT SLIGHTLY ABOVE



-  MEP EQUIPMENT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT
-  MEP EQUIPMENT NOT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT





PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



8-BUILDING 5 FROM ABUTTING RESIDENTIALLY USED LOT (BRICKWORKS)
NO EQUIPMENT VISIBLE



-  MEP EQUIPMENT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT
-  MEP EQUIPMENT NOT VISIBLE FROM ABUTTING RESIDENTIALLY USED LOT

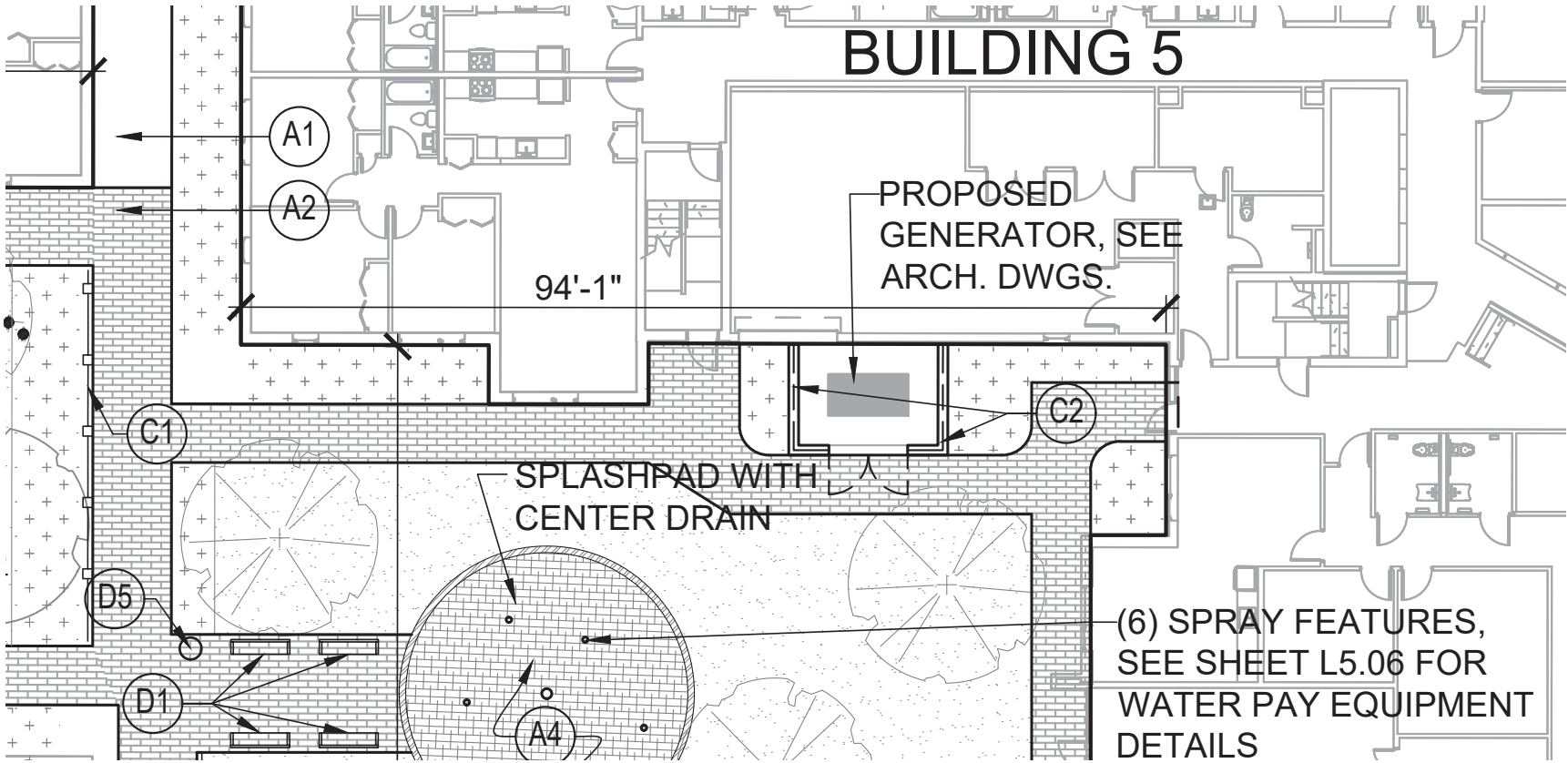


PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - VIEW



9-BUILDING 6 FROM ABUTTING RESIDENTIALLY USED LOT (BRICKWORKS)
EQUIPMENT IS SCREENED BY A 100% OPAQUE PARAPET
AND STICKS OUT SLIGHTLY ABOVE

PROPOSED CONDITIONS SITE PLAN
MEP EQUIPMENT - SCREEN FENCE AT GENERATOR



(C2)		6' HT. ALUMINUM UTILITY SCREEN FENCE ON CIP CONCRETE CHEEK WALL	
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OFF-STREET PARKING SUMMARY						
SITE TOTAL OFF-STREET PARKING REQUIREMENTS:						
AFFORDABLE HOUSING OVERLAY (AHO)						
SECTION 11.207.6.5: TRANSPORTATION DEMAND MANAGEMENT						
RATIO OF 0.4 SPACES PER DWELLING UNIT (D.U.) ^(a)						
PARKING RATIO PROVIDED: 135 SPACES / 277 D.U. = 0.49± SPACES (PER D.U.)						
REQUIRED: 6 TOTAL PARKING STALLS SHALL BE ACCESSIBLE FOR 151-200 TOTAL NUMBER OF PARKING SPACES PROVIDED IN PARKING FACILITY (MINIMUM OF ONE IN SIX ACCESSIBLE SPACES SHALL BE VAN ACCESSIBLE)						
CITY OF CAMBRIDGE ZONING ORDINANCE SECTION 6.34: ALLOWED COMPACT SPACES = 50%						
	STANDARD OR 45° ANGLE (8.5'x18')	JP FED (b) PARALLEL (7'x18' END 7'x20' MID)	JP FED ACCESSIBLE (MIN. 20' LONG)	JP FED TOTAL	JP STATE (b) PARALLEL (7'x18' END 7'x20' MID)	JP STATE ACCESSIBLE (MIN. 20' LONG)
TOTAL SITE PARKING	0	123	12	135	10	7
						TOTAL SITE PROVIDED 152

PARKING REQUIREMENT NOTES:

(a) AN AHO PROJECT NOT PROVIDING OFF-STREET PARKING AT A RATIO OF 0.4 SPACE PER DWELLING UNIT OR MORE SHALL PROVIDE, IN WRITING, TO THE COMMUNITY DEVELOPMENT DEPARTMENT A TRANSPORTATION DEMAND MANAGEMENT PROGRAM CONTAINING THE FOLLOWING MEASURES, AT A MINIMUM:

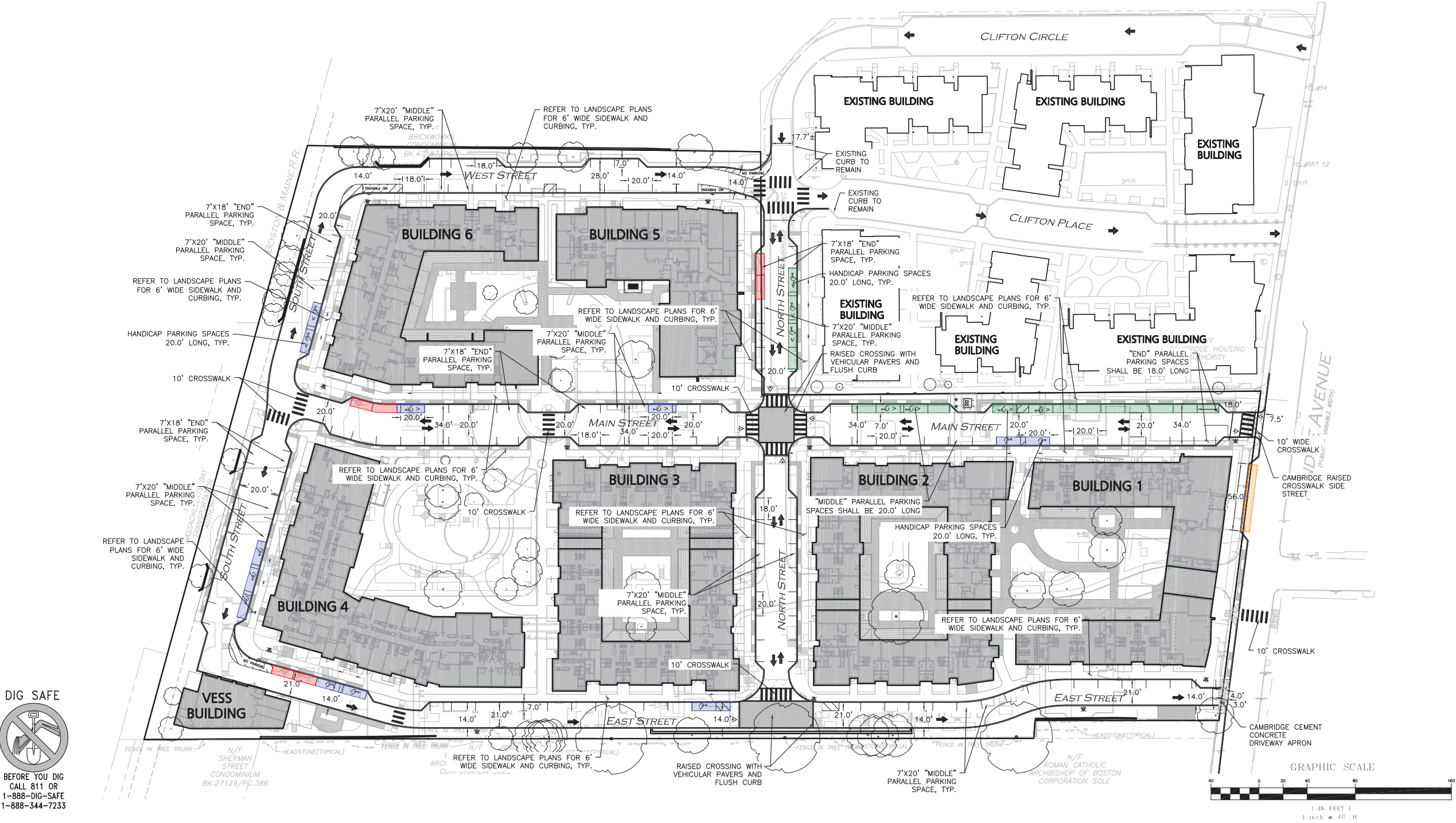
- OFFERING EITHER A FREE ANNUAL MEMBERSHIP IN A PUBLIC BICYCLE SHARING SERVICE, AT THE HIGHEST AVAILABLE TIER WHERE APPLICABLE, OR A 50% DISCOUNTED MBTA COMBINED SUBWAY AND BUS PASS FOR SIX MONTHS OR PASS OF EQUIVALENT VALUE, TO UP TO TWO INDIVIDUALS IN EACH HOUSEHOLD UPON INITIAL OCCUPANCY OF A UNIT.
- PROVIDING TRANSIT INFORMATION IN THE FORM OF TRANSIT MAPS AND SCHEDULES TO EACH HOUSEHOLD UPON INITIAL OCCUPANCY OF A UNIT, OR PROVIDING INFORMATION AND A REAL-TIME TRANSIT SERVICE SCREEN IN A CONVENIENT COMMON AREA OF THE BUILDING SUCH AS AN ENTRYWAY OR LOBBY.

(b) PARALLEL PARKING SPACES LOCATED ON ENDS OF A ROW OF PARKING ARE 7'x18'. PARALLEL PARKING SPACES LOCATED IN THE MIDDLE OF A ROW OF PARKING ARE 7'x20'

LEGEND:	
PROPERTY LINE	
BUILDING	
BUILDING ARCHITECTURE	
CURB	
ROADWAY STRIPING	
TRAFFIC ARROWS	
CONCRETE	
RAISED VEHICULAR PAVERS	
PARKING COUNT	10
LOADING SPACES	
ACCESSIBLE SPACES	
JP STATE SPACES	
HEAD START DROP OFF	

GENERAL NOTES:

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1-888-344-7233

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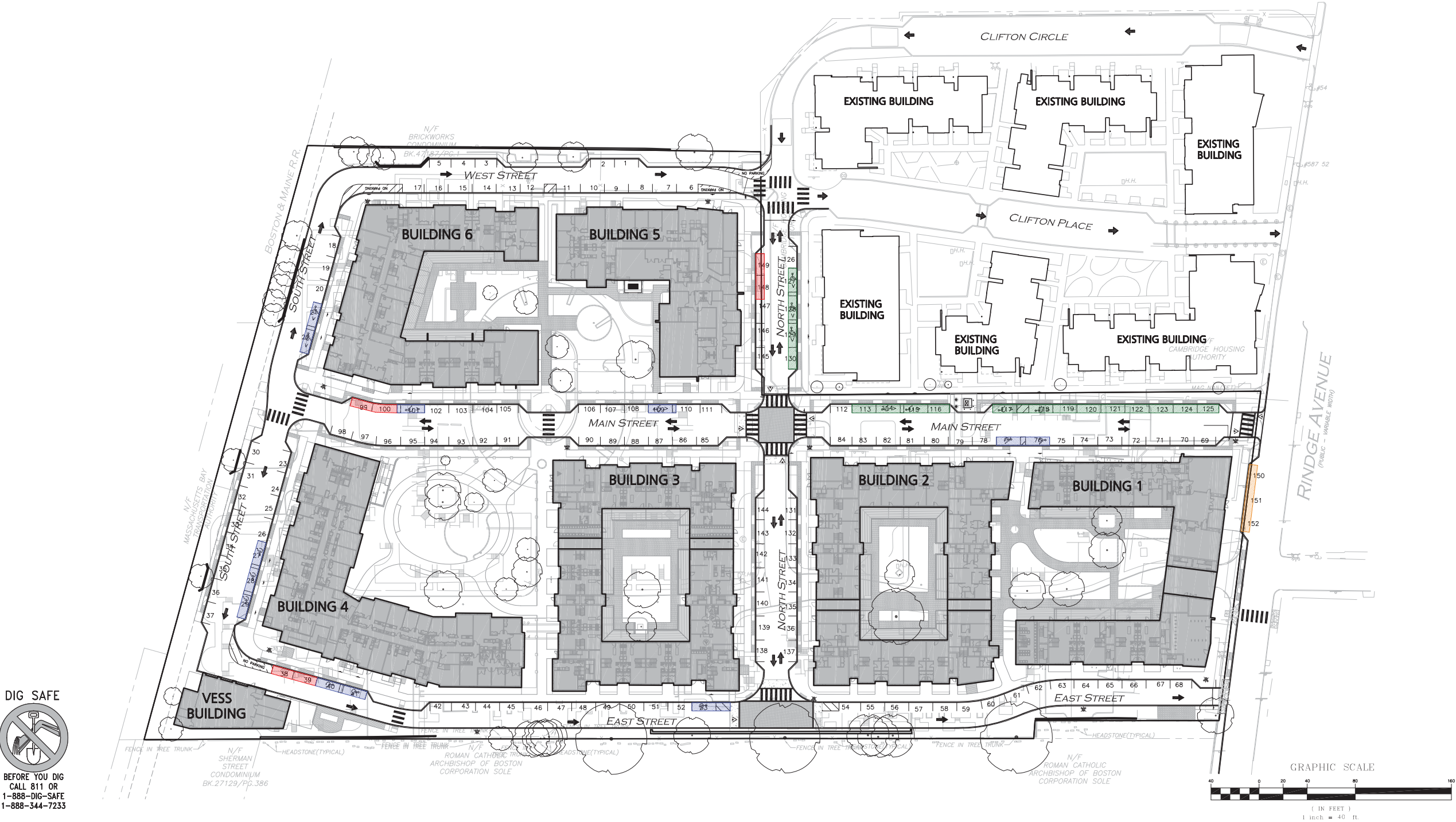
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PROPERTY LINE	
BUILDING	
BUILDING ARCHITECTURE	
CURB	
ROADWAY STRIPING	
TRAFFIC ARROWS	
CONCRETE	
RAISED VEHICULAR PAVERS	
PARKING COUNT	10
LOADING SPACES	
ACCESSIBLE SPACES	
JP STATE SPACES	
HEAD START DROP OFF	

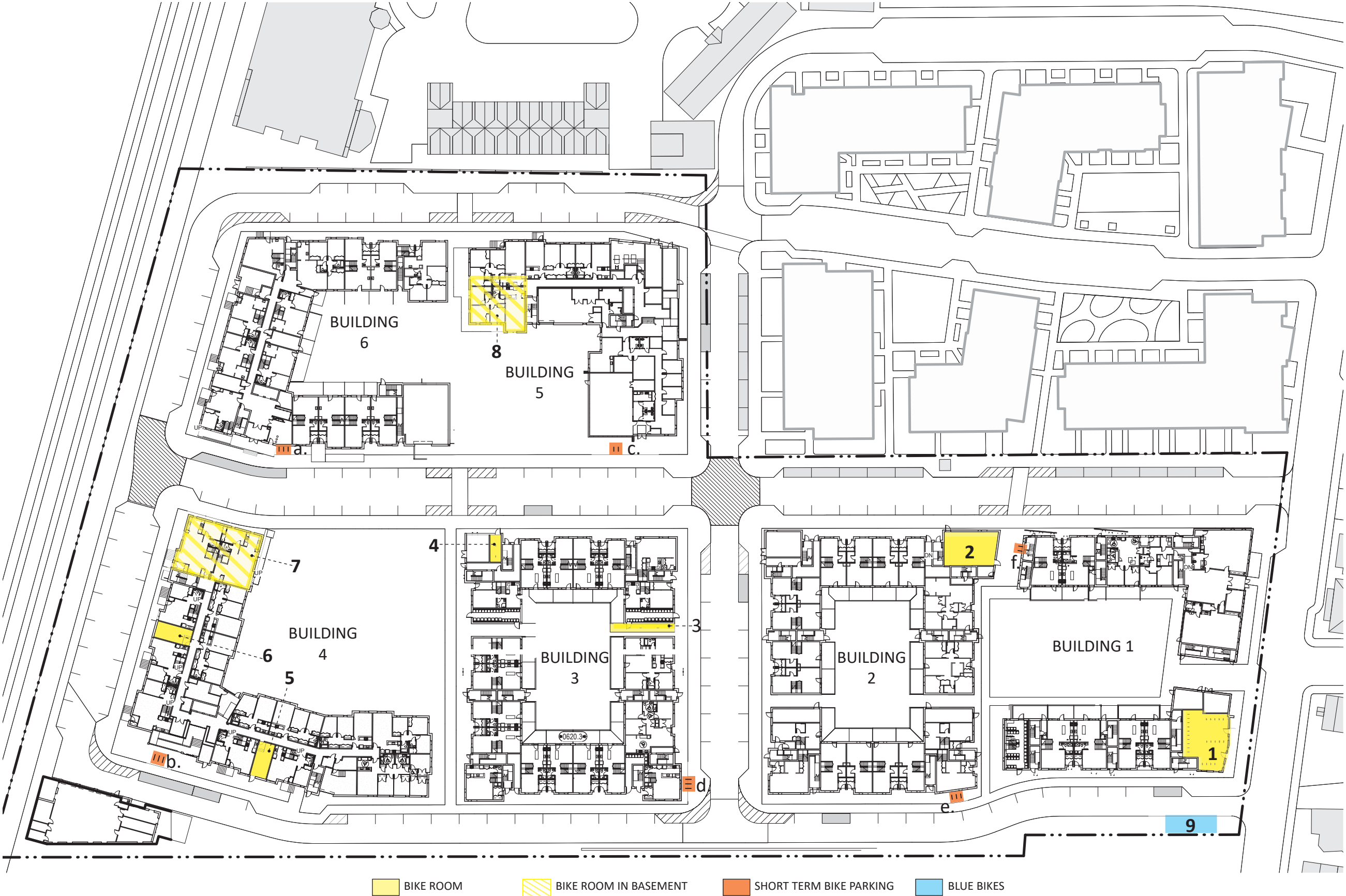
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BIKE PARKING PLAN

SITE PLAN



BIKE ROOM	CAPACITY	LOCATION
01	48	B1
02	40	B2
03	04	B3
04	08	B3
05	06	B4
06	08	B4
07	94	B4
08	60	B5
	= 260	
09	30	BLUE-BIKES

NOTE 1: Linear blue bike dock dimension is 62'x6'

NOTE 2: A 23-dock Blue Bike station is proposed; per zoning requirement, this equals a credit of 30 bicycle parking spaces.

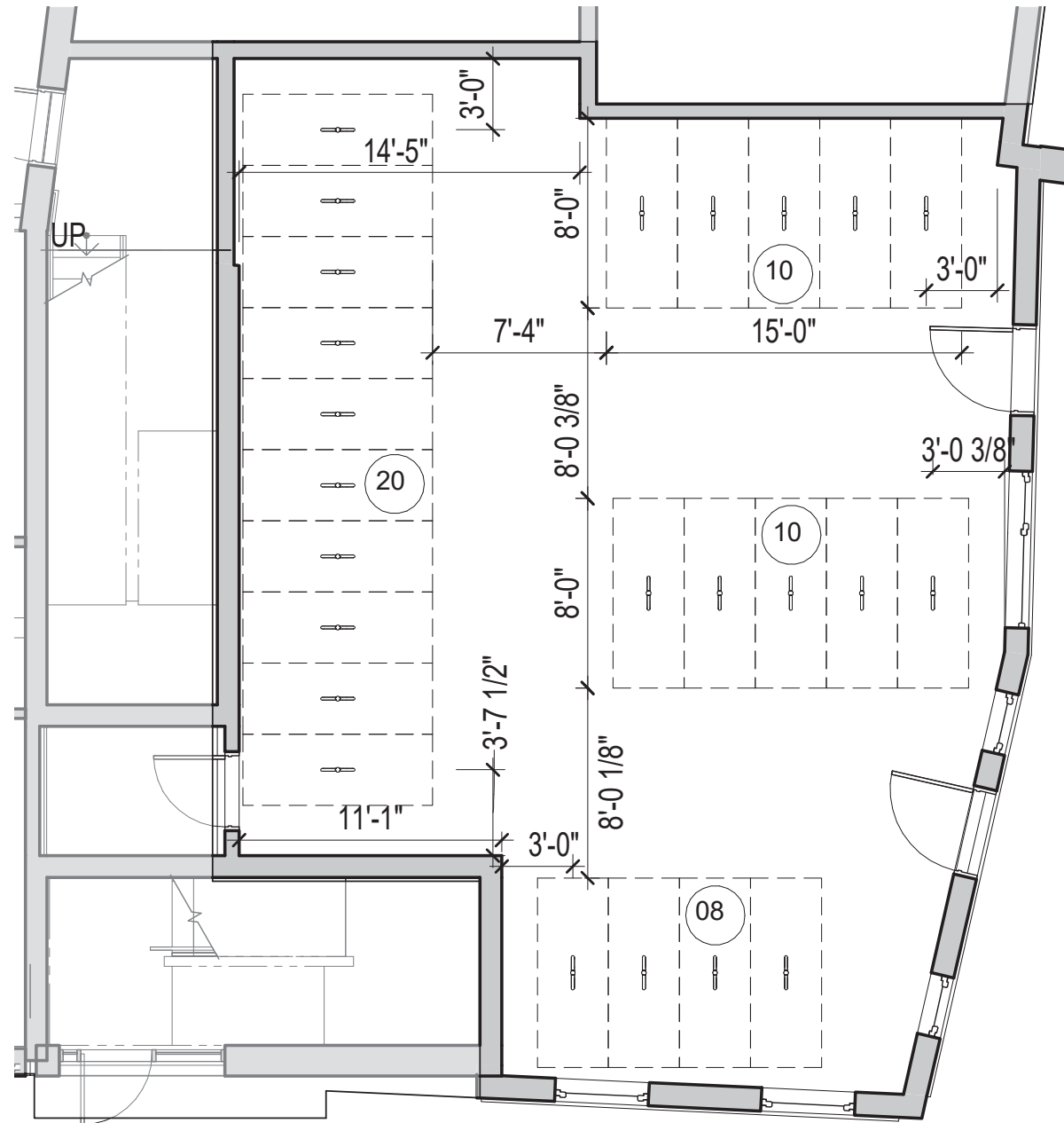
NOTE 3: There are 32 short-term bicycle parking spaces on site.

SHORT TERM BIKE	CAPACITY
a,b,d,e	6
c,f	4
Total	32

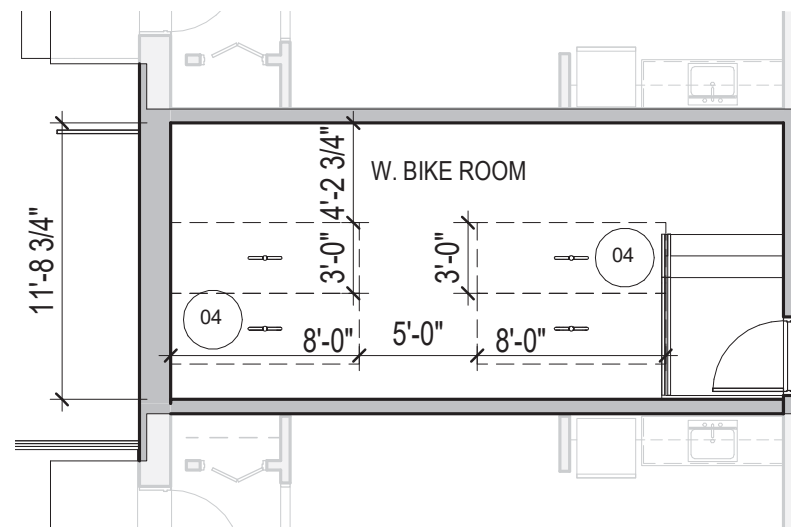


BIKE PARKING PLAN

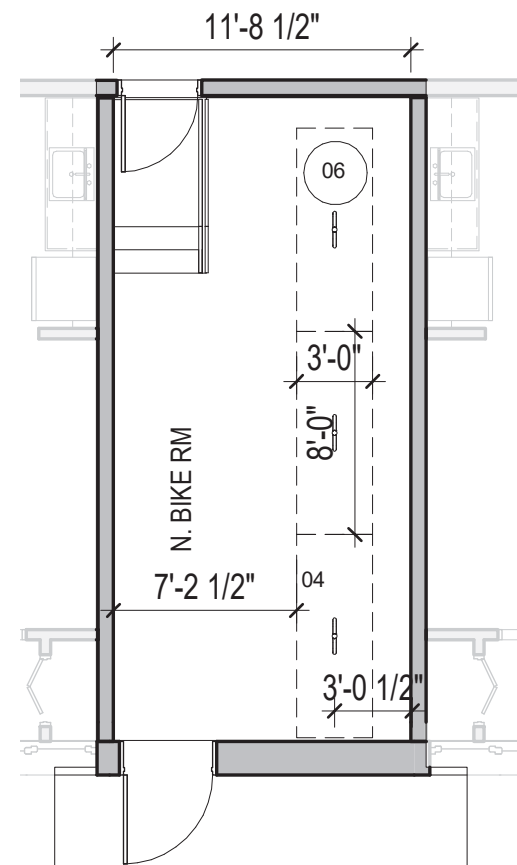
BIKE ROOM PLANS



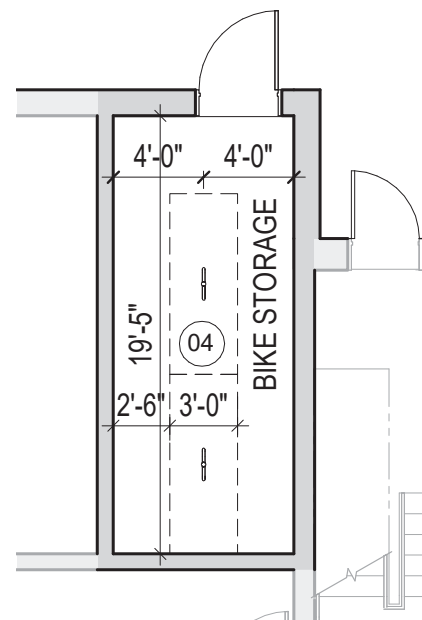
BIKE ROOM - 01 : 48 BIKES



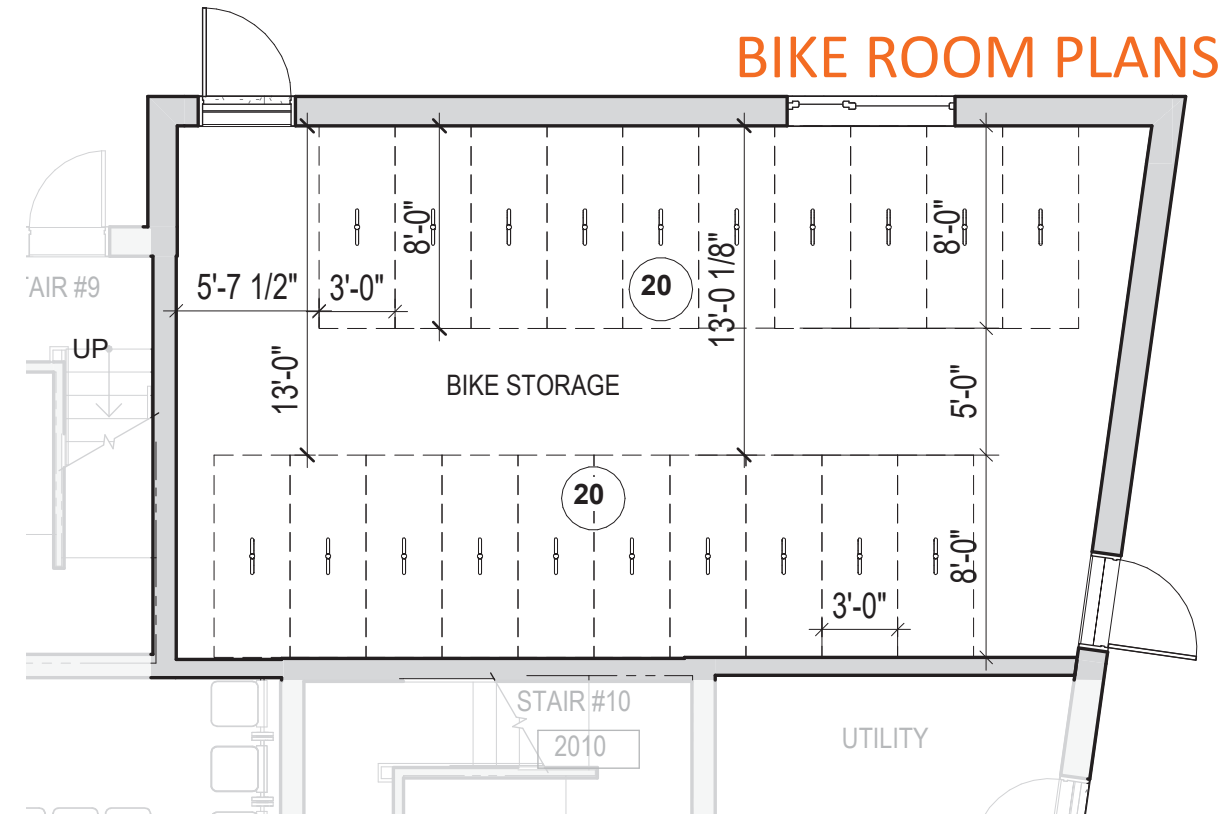
BIKE ROOM - 05 : 08 BIKES



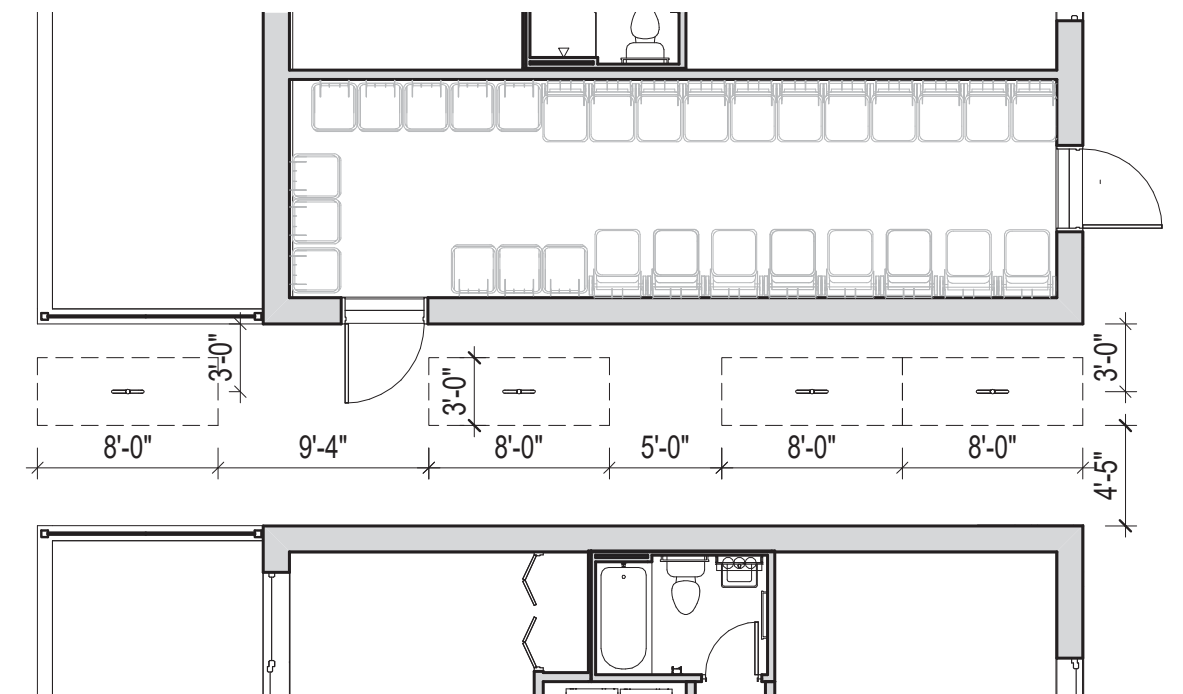
BIKE ROOM - 05: 06 BIKES



BIKE ROOM - 03 : 04 BIKES

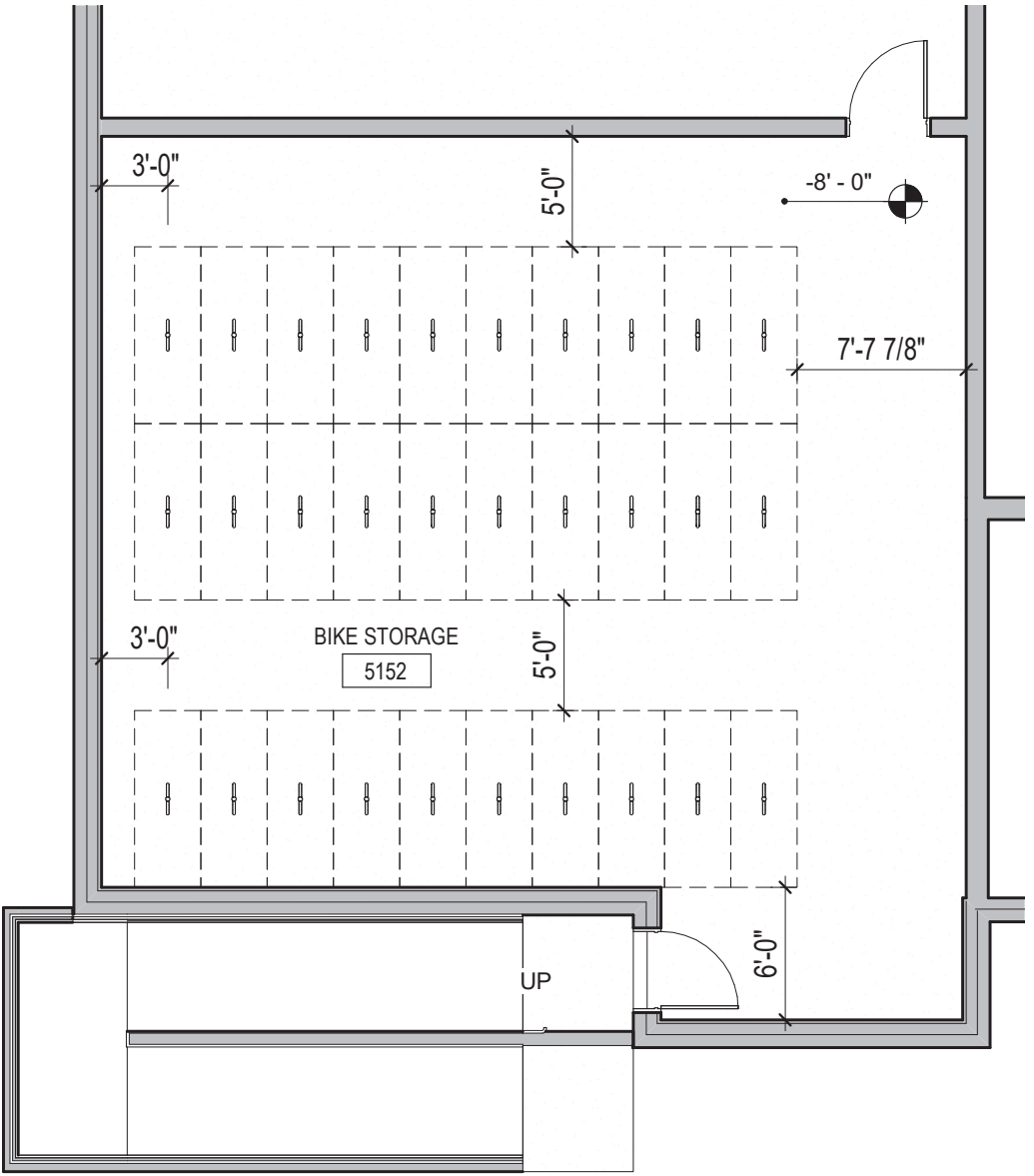


BIKE ROOM - 02 : 40 BIKES

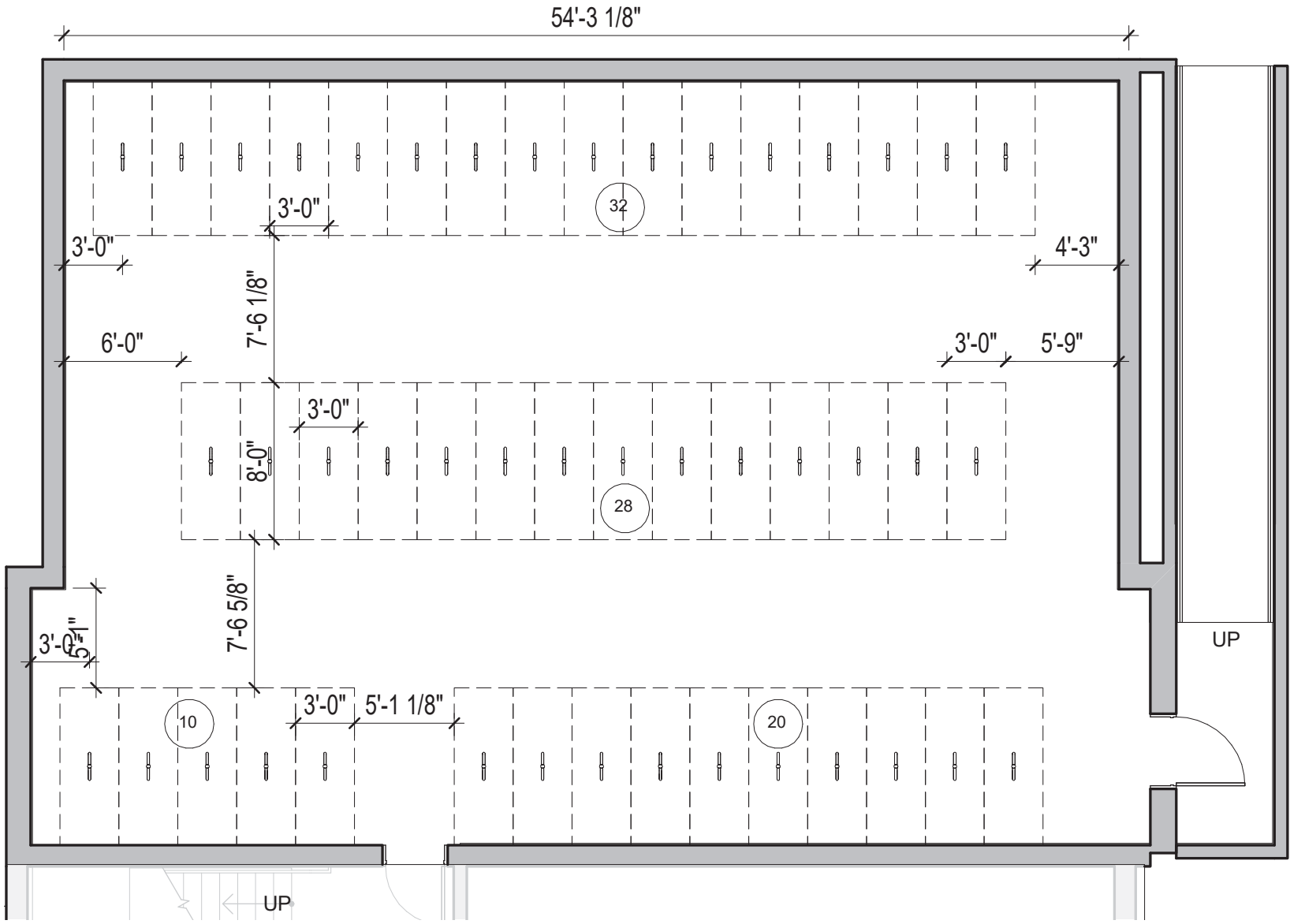


BIKE PARKING - 04 : 08 BIKES

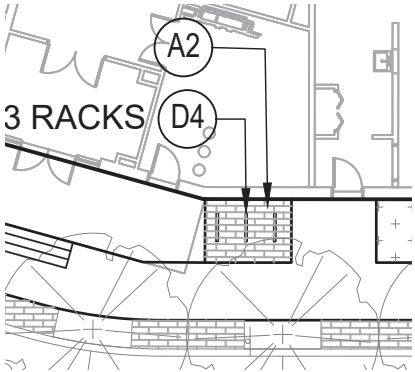
BIKE PARKING PLAN
BIKE ROOM PLANS, SHORT TERM BIKE PLANS



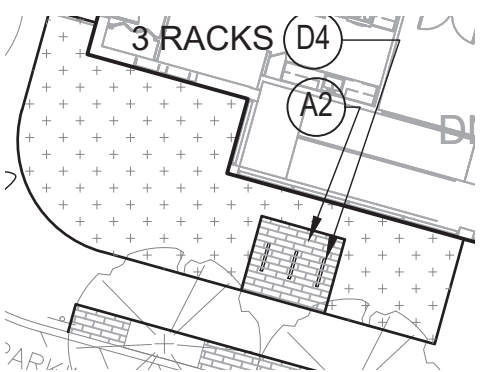
BIKE ROOM - 07 : 60 BIKES



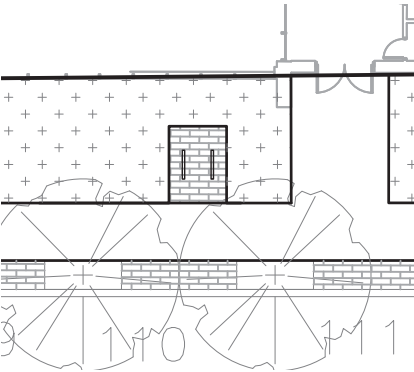
BIKE ROOM - 06 : 94 BIKES



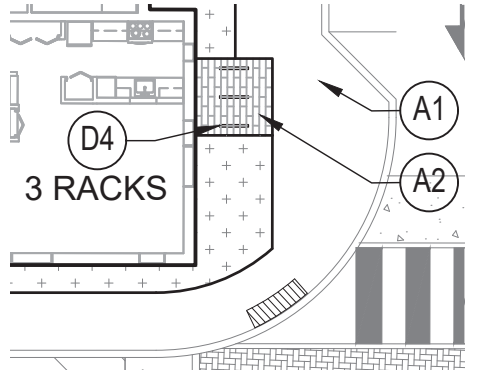
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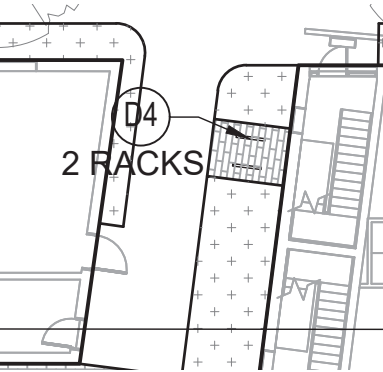
b.



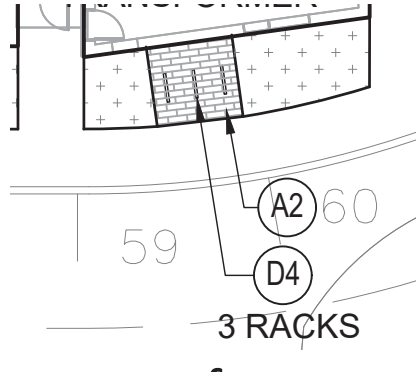
c.



d.



e.



f.



BIKE PARKING PLAN

BIKE PARKING CALCULATIONS

Per CZO 6.107.2, long-term bicycle parking is allocated at a rate of 1 space per unit for the first 20 units in a building, and 1.05 spaces for every unit beyond 20. The table below indicates total parking required sitewide based on this allocation.

Bike sharing can reduce required bike parking up to a maximum of 28 spaces for a 19-bike dock, plus 0.5 spaces for each additional bikeshare dock beyond 19. A 23-dock BlueBikes station is planned for the project, which will reduce required spaces by 30.

Building	Unit count	Long term bike parking req'd	Short term bike parking req'd
Building 1	33	34	4
Building 2	49	51	5
Building 3	51	53	6
Building 4	58	60	6
Building 5	40	41	4
Building 6	47	49	5
Subtotal	278	288	30

Bikeshare quantity	Allowable reduction
First 19 Bluebikes	28
4 additional Bluebikes	2
Subtotal bikeshare credit	30

Subtotal prior to bikeshare credit	288
Subtotal bikeshare credit	-30
Total required bike parking	258

Notes:

5% of spaces will be long to allow for tandems or trailers

