



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2011 MAY 25 A 11:19
OFFICE OF THE CITY CLERK
CAMBRIDGE, MA 02142

NOTICE OF DECISION

Case Number:	255
Address:	70 Fawcett Street
Zoning:	Office 1 / Alewife Overlay District 4
Applicant:	Cabot, Cabot and Forbes 125 Summer Street, Boston, MA, 02110-1656
Owner:	Jerome L. Rappaport & Janet F. Aserkoff, trustees of the 70 Fawcett Nominee Trust c/o New Boston Management Services 60 State Street Suite #1500 Boston, MA 02109
Application Date:	January 28, 2011
Date of Planning Board Public Hearing:	March 15, 2011
Date of Planning Board Decision:	April 12, 2011
Date of Filing Planning Board Decision:	May 25, 2011

Application: Applicant seeks special permits for the construction of up to 429 residential units and 402 parking spaces: Section 19.20 - Project Review Special Permit, Section 20.95.11 - Additional Floor Area Ratio for Public Improvement, Section 20.95.34 - Waiver of Yard Requirements, Section 20.97.3 - Waiver of Gross Floor Area Provisions for Parking Facilities, Section 20.95.4 - Dwelling Unit Density, Section 6.36 - Schedule of Parking Loading Requirements, Section 20.96.2 - Pooled Open Space and Shared Permeable Open Space and Section 20.70 - Flood Plain Overlay District.

Decision: GRANTED with conditions

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board:

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

Survey dated September 17, 2010; Proposed Site Plan; Floor Plans; Elevations; Landscape Plan; Photographs; Ownership Certificate; and Project Narrative

Other Documents

Letter to the Planning Board, dated March 10, 2011 from Owen O’Riordan, City Engineer
Letter to the Planning Board, dated March 15, 2011 from Jennifer Wright, Director, Conservation Commission
Letter to the Planning Board, dated March 15, 2011 from Timothy Toomey, City Councilor
Letter to the Planning Board, dated April 7, 2011 from Sam Seidel, City Councilor
Letter to the Planning Board, dated April 6, 2011 from Leland Chung, City Councilor
Letter to the Planning Board, dated April 7, 2011 from E. Denise Simmons, City Councilor
Letter to the Planning Board, dated April 7, 2011 from David Borrus
Memo to the Planning Board, dated March 15, 2011 from Roger Boothe
Letter to the Planning Board dated March 15, 2011 from Susan Clippinger
Email to the Planning Board, dated April 6, 2011 from John Clifford, Aide to Councilor Reeves
Email to the Liza Paden, dated April 6, 2011 from Mynor Perez
Email to Liza Paden, dated April 6, 2011 from Mark Fortune
Email to Liza Paden, dated April 6, 2011 from Allen Boyer
Letter to Liza Paden, dated March 15, 2011 from Attorney James Rafferty
Email to the Planning dated April 6, 2011 Board, from Samuel Mayhew
Email to the Planning Board, dated April 6, 2011 from Joseph Power
Email to Liza Paden, dated April 6, 2011 from George Donahue
Email to Liza Paden, dated April 6, 2011 from John and Anne Marie Ciccarelli
Letter to the Planning Board, dated March 15, 2011 from Joe Power
Letter to David Black, Vanesse Hangen Brustlin, Inc., dated December 28, 2010, from Susan Clippinger, Director, Traffic Parking and Transportation
Letter to the Planning Board, dated April 11, 2011 from David Maher, City Councilor

APPLICATION SUMMARY

On January 28, 2011 Cabot, Cabot and Forbes submitted an application for a Special Permit to construct two 74-foot high residential buildings containing 466,362 square feet of gross floor area. The buildings will contain a total of up to 429 residential units, including 402 parking spaces in two, separate, below grade garages. The project includes the construction of a private way on the applicant’s property that is designed to become a portion of a future cross street in accordance with the planning goals of the Concord-Alewife Plan.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable

requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

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

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

With the relief being granted by this Special Permit the requirements of the Zoning Ordinance will have been met.

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

No traffic congestion or hazard will be created. The future pattern and movement of vehicles, pedestrians, and bicyclists will be enhanced through improvements to the streetscape.

(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.

Adjacent uses will not be adversely affected. The project will include positive changes to the streetscape on Fawcett Street as well as to infrastructure in the area.

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

No general nuisance or hazard will be created. The existing lot will be environmentally upgraded consistent with the Concord Alewife Planning Study.

(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 is consistent with the provisions of the Concord Alewife Overlay District 4, as well as several high priority improvements outlined in the Concord Alewife Planning Study.

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

2. Project Review Special Permit (19.20)

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below.

(19.25.1) No substantial adverse impact on City Traffic.

Based on the findings of the Traffic Study and the mitigation measures to be required as a condition of this Permit, the Planning Board finds that the project will have no substantial adverse impact on city traffic within the study area.

(19.31) New projects should be responsive to the existing or anticipated pattern of development.

The neighborhood surrounding the project site generally consists of commercial office buildings and light industrial uses. There are no residential uses directly abutting the site. The proposed buildings are 74-feet in height which is below the permitted height in the district, and are setback from Fawcett Street at least 15 feet, in accordance with zoning. The project will include residential units and, subject to approval by all applicable local, state and federal authorities, entry stoops along Fawcett Street. The entry lobby for the second building will be located on the corner of Fawcett Street and the private way. The residential uses on Fawcett Street are designed to enhance the streetscape with landscaping, and terraces.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

The project will create residential units with landscaping and terraces along Fawcett Street and is designed to enhance the streetscape. The building lobby is designed to be largely transparent with functions such as seating and reception areas, leasing and amenity spaces to help create an active presence along the street.

Parking for 402 automobiles will be located in two garages mostly below grade. The parking garage entrances will be located off of the new private way in order to minimize the impact on Fawcett Street. Covered bicycle parking for residents will be provided in the garages and on the ground floor. Additional bicycle parking will be available at the building entry for visitors.

The site is designed to encourage pedestrian access. Crosswalks will be provided at the new cross street and across all vehicular entry points. The private way will also be designed to facilitate pedestrian and bicycle traffic. A five foot wide sidewalk will be provided on both sides of the private way as well as a five foot wide bicycle lane on each side of the vehicular travel lane.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

Rooftop mechanical equipment will be set back from the building edge to eliminate views from the street level. Individual unit condensers will be used which generate less noise than centralized mechanical system penthouses. Trash and recycling access will be provided for residents on each floor and directed to central building compactors located in the sub-grade garage.

The site is surrounded by an open parking structure on the south, railroad tracks to the north, surface parking across Fawcett Street to the west and surface parking to the east. The proposed development will be 5 stories in height and shadow modeling shows minimal impact on the uses of abutting properties from the months of June through September.

The building elevations are designed to provide scale and texture for the facades, particularly along Fawcett Street and the proposed cross street. New street lighting is anticipated on both (i) the portion of Fawcett Street located adjacent to the project and (ii) the private way / future cross street. There will be feature lighting around the building lobby and residential units as well as mounted security lighting along the non-public sides of the building. All of the lighting will be designed to minimize glare and spill over to adjacent properties. A tree inventory is included in this Application which illustrates current conditions. New street trees will be provided on Fawcett Street in front of the proposed building. There will also be landscaping along Fawcett Street.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.

The drainage design and stormwater management plan conform to the standards outlined by the Massachusetts Department of Environmental Protection Stormwater Management Policy and the City of Cambridge Department of Public Works Guidelines, and the Stormwater Management Guidelines outlined in the Concord Alewife Plan. The site will incorporate Best Management Practices (BMP's) such as street sweeping, deep sump, hooded catch basins, a water quality structure, subsurface detention systems, a rain garden, and outlet control structures. The amount of pervious surface will be increased which will result in the decrease in the rate and volume of stormwater runoff from the site.

The proposed development will provide onsite detention of stormwater via two subsurface detention systems and a rain garden. The stormwater detention provided on site will alleviate the existing public drainage system from surcharging and backups during larger events. Each proposed residential building of the project will provide a Sewer Holdback Tank as well as associated manholes and connecting pipes that direct sanitary flows into the existing 12" sewer line located beneath Fawcett Street. The project will comply with the Green Building Requirements of Section 22.20. A copy of

the LEED checklist and a narrative provided by a LEED Accredited Professional, pursuing the City's performance standard/criteria of LEED Silver, are included in this application.

(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

The project will provide new residential activities on a street with little existing housing, but where future housing is anticipated in the Concord Alewife Plan. Main building access will be in the center of Building One and at the prominent corner of Building Two. The residential uses will contribute to and enhance the overall character of the area and foster activity throughout the day.

(19.36) Expansion of the inventory of housing in the city is encouraged.

The proposed project will provide up to 429 new residential units, including 49 units that are affordable to low and moderate income residents, in an area that has been identified by the City as appropriate for new residential development.

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

As part of the project there will be landscaping improvements on both Fawcett Street and the proposed cross street including new street trees and plantings that will benefit the public.

3. Alewife Overlay District (20.93.2)

In issuing a special permit for any relief within the Alewife Overlay Districts, the special permit granting authority is to be guided by the purposes of the Overlay Districts (Section 20.92), the objectives and design guidelines for development contained in the Concord Alewife Plan, November 2005, and the general standards for issuance of a special permit (Section 10.43).

Purposes of the Alewife Overlay Districts

- a) *Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use;*

The project will introduce a significant amount of residential use and help to encourage additional housing in what currently remains generally an industrial and commercial area. The frontage along Fawcett Street will be improved for pedestrians with a new sidewalk and a landscaped area adjacent to it. The private way designed to become a portion of a future cross street will be dimensioned and landscaped similar to a typical street in the City with sidewalks and bicycle lanes.

- b) *Preserve and enhance the capacity to store floodwater, recharge ground water and manage the collection and disposal of stormwater in ways that add to the quality and visual appeal of the built environment;*

The development will meet all requirements for stormwater management on the site (including on site stormwater detention) and will increase the amount of pervious surface as well as the site's ability to store flood water.

- c) *Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood;*

Due to the location of this project no negative impacts are anticipated on the Cambridge Highlands residential neighborhood.

- 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;*

As part of the project, a new private way designed to become a part of a future cross street will become the first link of a new road connecting Fawcett Street to Wheeler Street and will promote better access to the retail cluster at Alewife Brook Parkway.

- 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;*

Up to four hundred and twenty-nine residential units will be built on the site.

- 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 redevelopment of light industrial buildings and districts into residential uses is consistent with the pattern of development that has occurred throughout other similar areas of the City over the past several decades. The design and residential use associated with the project will help create and identity and sense of place consistent with other neighborhoods in Cambridge.

Consistency with the Goals for the Quadrangle in the Concord Alewife Plan

The proposed project is consistent with the goals of the Concord Alewife Plan for the Quadrangle: improving circulation by all modes through improved existing roads and the creation of new links; introduction of more permeable surface to allow for greater water table recharge and better management of stormwater runoff; and introduction of housing as a use in the area.

4. Flood Plain Overlay District (20.70)

The drainage design and stormwater management plan conform to the standards outlined by the Massachusetts Department of Environmental Protection Stormwater Management Policy and the City of Cambridge Department of Public Works Guidelines, and the Stormwater Management Guidelines outlined in the Concord Alewife Planning Study. The site will incorporate Best Management Practices (BMP's) such as street sweeping, deep sump, hooded catch basins, a water quality structure, subsurface detention systems, a rain garden, and outlet control structures. The amount of pervious surface will be increased which will result in the decrease in the rate and volume of stormwater runoff from the site. The proposed development will provide onsite detention via two subsurface detention systems and a rain garden. The stormwater detention provided on site will alleviate the existing public drainage system from surcharging and backups during larger events.

5. Additional FAR for Public Improvements (20.95.11)

The project will have a total FAR of 2.37 which includes a 0.13 FAR infrastructure bonus for the area designed to accommodate the future proposed cross street. The private way designed to become a portion of the future proposed cross street may allow for a future east-west roadway connection through the area in accordance with City's planning objectives for the area as described in the Concord Alewife Plan. Any grant of the private way to the City of Cambridge shall be subject to the provisions of Section 20.99 which states: "where it is proposed to subdivide a lot (after approval by special permit has been granted by the Planning Board for development on that lot) in order to convey to the City of Cambridge an easement or fee interest in property for the purpose of creation of a city or private street, a pedestrian pathway, a pedestrian bridge, bicycle path, open space or park, (or otherwise provided by others as a condition of the issuance of the special permit), such subdivision shall be permitted notwithstanding any definition of lot or street in this Ordinance or any limitation in applicable base overlay districts with regard to minimum lot size, required yards or other dimensional requirements of the Zoning Ordinance and this Section 20.90 shall be satisfied by the lot as a whole as defined in the application for a special permit and shall be waived with regard to any subsequent subdivided lots...No development approved by special permit in this Section 20.90 shall be subsequently rendered non-conforming with regard to the dimensional requirements applicable to it as a result of a subdivision of land to create an approved public or private street, park or pedestrian, bicycle or other pathway."

6. Waiver of Yard Requirements (20.95.34)

The proposed project will have side yard setbacks of 15-feet and 25-feet and a rear yard setback of 15-feet. The side yard requirements may be reduced subject to the considerations set forth below:

a) *The objectives of the Concord Alewife Plan continue to be met.*

The proposed project is consistent with the goals of the Concord-Alewife Plan for the Quadrangle area as well as several high priority improvements outlined in the Concord Alewife Plan: improving circulation by all modes through improved existing roads and the creation of new links; introducing more permeable surface to allow for greater water table recharge and better management of stormwater runoff; and introducing housing as a use in the area.

b) *The stormwater management objectives for the area continue to be met both on the site and as the site may be a part of a larger system for managing stormwater runoff.*

The drainage design and stormwater management plan conform to the standards outlined by the Massachusetts Department of Environmental Protection Stormwater Management Policy and the City of Cambridge Department of Public Works Guidelines, and the Stormwater Management Guidelines outlined in the Concord Alewife Planning Study. The site incorporates Best Management Practices (BMP's) such as street sweeping, deep sump, hooded catch basins, a water quality structure, subsurface detention systems, a rain garden, and outlet control structures. The amount of pervious surface will be increased which will result in the decrease in the rate and volume of stormwater runoff from the site. The stormwater detention provided on site will alleviate the existing public drainage system from surcharging and backups during larger events.

c) *The reduction or waiver of yard requirements provides for more efficient development of land; encourages or facilitates a more logical pattern of buildings, streets, parks, and open space; or enhances the urban, pedestrian character of the area as envisioned in the Concord-Alewife Plan.*

The residential uses on Fawcett Street are designed to enhance the streetscape with landscaping, terraces and, subject to approval by all applicable local, state and federal authorities. The private way on the applicant's property, designed to become a portion of the future proposed cross street, will include pedestrian friendly walkways and will allow for a future east-west roadway connection through the area in accordance with City's planning objectives for the area as described in the Concord Alewife Plan. The completed project will help facilitate future pedestrian and bicycle connections through the neighborhood.

7. Dwelling Unit Density (20.95.4)

In any instance where the required Minimum Lot Area per Dwelling Unit in any base district is greater than 600 square feet the Planning Board may issue a special permit to reduce the required Minimum Lot Area per Dwelling Unit to 600 square feet.

The proposed project will have a dwelling unit density of 601 square feet for every one dwelling unit, which is lower than the Office 1 base zoning requirement of 1,200 square feet for every dwelling unit. The Board feels that the proposed dwelling unit density is appropriate. The project will create up to 429 residential units on the site and help to

encourage additional housing in what generally remains an industrial and commercial area. The residential nature of the project will contribute to and enhance the overall character of the area and foster activity throughout the day and help to anchor the neighborhood as it develops.

8. Pooled Open Space and Permeable Area Requirement (20.96.2)

As part of the development, approximately 22% of the site will be permeable open space. The Board finds that the project will meet the urban design and stormwater management objectives in the Concord Alewife plan. The development will meet all requirements for stormwater management on the site (including on site stormwater detention) and will increase the amount of pervious surface as well as the site's ability to store flood water. There will be landscaped improvements on both Fawcett Street and the proposed cross street including new street trees and plantings that will benefit the neighborhood. The site will incorporate Best Management Practices (BMP's) such as street sweeping, deep sump, hooded catch basins, a water quality structure, subsurface detention systems, a rain garden, and outlet control structures.

9. Waiver of Gross Floor Area Provisions for Parking Facilities (20.97.3)

Parking associated with the development will be provided in a garage level that is mostly below grade however, a portion of the garage is above the mean grade. The Planning Board may exempt Gross Floor Area contained in any above ground structured parking facility from FAR limitations for lots within the Alewife Overlay Districts. The Board finds that the proposed design and layout of the garage is appropriate. The proposed project is consistent with the goals of the Concord-Alewife Plan for the Quadrangle area as well as several high priority improvements outlined in the Concord Alewife Plan. The frontage along Fawcett Street will be improved for pedestrians with a new sidewalk and a landscaping front yard adjacent to it. The private way designed to become a portion of the future proposed cross street will include pedestrian friendly walkways and will allow for a future east-west roadway connection through the area in accordance with City's planning objectives for the area as described in the Concord Alewife Plan. The completed project will help facilitate future pedestrian and bicycle connections through the neighborhood.

10. Schedule of Parking and Loading Requirements (6.36)

Parking for 402 automobiles will be located in two garages mostly below grade, which is slightly less than the one parking space per dwelling unit normally required. The Board finds that amount of parking for the proposed project is adequate and that the project meets the criteria outlined in section 6.35.1 to grant this relief. The parking garage entrances are located off of the private way to minimize the impact on Fawcett Street. Bicycle parking spaces will be located in the garage and on the first floor to help encourage alternative transportation

DECISION

Based on a review of the Application Documents, testimony given at the public hearing, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to

the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated January, 28, 2011, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.
5. The Permittee, shall construct the future roadway segment as shown on the plans (therein identified as "Future Cross Street") to City of Cambridge roadway standards prior to the issuance of the final Certificate of Occupancy for the authorized development. The Permittee shall maintain and manage the roadway as a private way until such time as it may be transferred to the city as a public street or at that time when public physical access through an adjacent roadway segment to Wheeler Street for vehicles, bicycles, and/or pedestrians is provided. The Permittee shall be permitted to use portions of the private way for construction material lay down and staging so long as the same allows for traffic flow on the private way, subject to coordination with the Department of Public Works and the Transportation Department.

The Permittee shall offer to the City of Cambridge, in a form acceptable to the City, the fee or easement interest in the roadway segment, to permit unencumbered public vehicular, bicycle and/or pedestrian access across the roadway. The fee or easement interest shall be offered at no cost to the City no later than the date by which an additional roadway segment is constructed on adjacent property providing a connection to Wheeler Street, as may be authorized or required by any future special permit granted by the Planning Board. Any acceptance of the private way by the City of Cambridge shall include the review and acceptance of all utilities located therein.

However, the Permittee shall not prohibit connection to a similar segment on the abutting property approved by the Planning Board in any future special permit and shall permit

general public access by vehicles, bicycles and pedestrians within the right of way at all times when such a connection is made, whether or not the roadway segment is accepted by the City of Cambridge.

6. The Permittee shall implement the stormwater and infrastructure measures related to the project as required of the Department of Public Works as described in a memo from Owen O’Riordan, dated March 10, 2011.
7. The Permittee shall implement the Transportation Demand Management measures described in a memo from Sue Clippinger, dated March 15, 2011.
8. The Permittee shall make a payment to the City of Cambridge in the amount of \$200,000 for the purpose of funding a study, to be conducted by the City of Cambridge, of the possible form, location and cost of a pedestrian/bicycle bridge connection between the Quadrangle and Triangle in the Alewife Overlay Districts. The payment shall be made prior to the issuance of the first Building Permit for the project.
9. The Project may be constructed in two phases. The first phase of the Project will consist of one building containing up to 261 dwelling units, the private way and a parking garage (Building One). The second phase of the Project will consist of one building containing up to 168 residential units and a parking garage (Building Two). Each of the proposed buildings/site improvements may be constructed and occupied prior to construction of the remaining buildings/site improvements (including the parking structure), provided that adequate parking and landscaping associated with such proposed building, as set forth in the Special Permit Plan Set and application are provided by the Permittee. Nothing herein shall prevent Building One and Building Two from being constructed upon subdivided lots, provided such construction is otherwise in compliance with applicable law.

The phasing schedule proposed by the Permittee of allowing a period of up to two years between the conclusion of construction on Building One and the commencement of construction on Building Two is approved in this Special Permit in accordance with the provisions of Section 19.23.3.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H. Russell, T. Anninger, P. Winters, W. Tibbs, T. Cohen, S. Winter, and Associate Members A. Nur and C. Studen, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

Hugh Russell, Chair



A copy of this decision #255 shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on May 25, 2011, by Taha Jennings, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

Appendix I – Dimensional Form

Special Permit # 255

Address: 70 Fawcett Street

	Allowed/Required	Existing	Proposed	Granted
Total FAR	2.79		2.37	2.37
Residential	2.0	-	2.00	2.00
Non-Residential	Not Applicable	0.80	Not Applicable	Not Applicable
Inclusionary Bonus	0.6	-	0.24	0.24
Infrastructure Bonus	0.13	-	0.13	0.13
Total GFA in Sq. Ft.	537,845 SF	171,214 SF	466,362 SF	466,362 SF
Residential	394,346 SF	-	394,346 SF	394,346 SF
Non-Residential	Not Applicable	171,214 SF	Not Applicable	Not Applicable
Inclusionary Bonus	118,303 SF	-	46,954 SF	46,954 SF
Infrastructure Bonus	25,196 SF	-	25,062 SF	25,062 SF
Max. Height				
Range of Heights	Residential Use 85 Feet	Varies; Approximately 25 Feet – 30 Feet	Residential Use 72 Feet	Residential Use 72 Feet
Lot Size	5,000 SF	213,093 SF	197,173 SF	197,173 SF
Lot Area/DU (Base Units)	600 SF	-	601 SF	601 SF
Total Dwelling Units	451	-	429	429
Base Units	328	-	328	328
Inclusionary Units	98	-	98	98
Infrastructure Units	25	-	3	3
Min. Lot Width	50 Feet	62 Feet	191 Feet	191 Feet
Min. Yard Setbacks				
Front	15 Feet	6 Feet	15 Feet	15 Feet
Side, Left	(H+L) / 5	25 Feet	25 Feet	25 Feet
Side, Right	(H+L) / 5	75 Feet	15 Feet	15 Feet
Rear	(H+L) / 4	9 Feet	15 Feet	15 Feet
Total % Open Space	25%	10.4%	22.8%	22.8%
Usable	15%	10.4%	41.7%	41.7%
Permeable	25%	10.4%	22.8%	22.8%
Off Street Parking				
Min #	1 Space / DU	116 Spaces	402 Spaces (0.94 / DU)	402 Spaces (0.94 / DU)
Max #	Not Applicable	-	Not Applicable	Not Applicable
Handicapped	13 Spaces	-	13 Spaces	13 Spaces
Bicycle Spaces	1 Space / 2 DU	-	220 Spaces (0.51 / DU)	220 Spaces (0.51 / DU)
Loading Bays	Not Required	2	Not Required	Not Required