



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

CASE NO: PB #22

PREMISES: 288-366 Portland Street

PETITIONER: Cambridge Redevelopment Authority/Wellington-Harrington Development Corporation/Wellington-Harrington Housing Associates, Inc.

DATE OF PLANNING BOARD DECISION: January 5, 1982

DATE OF APPROVAL, MINOR MODIFICATIONS: March 30, 1982

Documents:

1. Site Plan #3, street no. x-1, dated 3/30/82, R. D. Fanning Architects Inc./Wellington-Harrington Development Corporation.
2. Roadway Construction Plan, dated February 1982, prepared by Fay, Spofford & Thorndike, Inc. Engineers, Boston, Mass.
3. Letter dated March 30, 1982 from Lauren M. Preston, Traffic Engineer, Department of Traffic and Parking summarizing his comments and suggested modifications to the revised plans.

Minor Modifications:

At a Planning Board meeting on March 30, 1982, the applicant sought permission from the Board to make minor modifications to their earlier approved Townhouse Special Permit (PB #22). These modifications include the following:

1. A reduction from 62 units to 54 units, and
2. Redesign of the street system within the site from three dead-end streets to a connecting street system.

Mr. Joseph Youngworth, CRA, presented the modified plans to the Board and explained that HUD subdivision requirements mandate a connecting street system and since the streets are to become public ways, City standards must be met. These standards require wider sidewalks, higher curbs and an increased radius at the Portland Street entrances.

The increased radius at the most southerly entrance results in the removal of another Linden tree. The original proposal removed two trees.

The reduction from 6² to 5⁷ units is being proposed by the Development Corporation in order to create a more pleasant living environment. The modified proposal eliminates the "barracks" like atmosphere created by rows of attached units.

There was some discussion as to whether a one-way or two-way street system would be most appropriate. Mr. Youngworth stated that the Traffic Department preferred a two-way system with no on-street parking. The Community Development Department indicated that a one-way system with parking on one side would be adequate. The Board determined that either system would be suitable since the streets serve only those within the site.

Findings:

The proposed modifications are minor and will not substantially alter the general design as approved on January 5, 1982.


Decision:

The Planning Board, by a unanimous vote, grants approval of the proposed modifications to the Linden Park Homes Development Plans (PB #22), by reducing the total number of townhouse units from 62 to 54 and redesigning of the roadway system within the site as illustrated in the revised site plans as submitted with the following condition:

- All conditions of the Special Permit issued on January 5, 1982 must be met, except condition number 1 which is superceded by this order.

Respectfully submitted,

For the Planning Board


Arthur C. Parris
Chairman