

# 95 Fawcett

95 Fawcett Street

Cambridge, MA 02138



Special Permit Submission [SP Permit #309]

Revised Submission Package to Original January 20, 2016 Full Submission  
Cambridge Planning Board & Cambridge Community Development Department

Applicant: 95 Fawcett St, LLC

Legal Consultant: McDermott, Quilty & Miller, LLP

Architect: O'Sullivan Architects, Inc.



95 Fawcett Street

Community Development Department

344 Broadway, Third Floor

City of Cambridge, Massachusetts

CC: Jeff Roberts, Land Use and Zoning Project Planner

Dear Jeff,

We are pleased to submit to you the revised drawings and updated Special Permit Submission materials for 95 Fawcett St. In a response to feedback we have received from our Planning Board meeting on March 15, 2016, our follow up review meeting with Planning Staff on March 31, 2016, and subsequent correspondence with Planning Staff and other departments, we have prepared an abridged submission package containing additional support materials for the Special Permit review and updated design drawings. In an effort to keep this revised submission package clear and concise, we have only provided new support narratives, and revised design drawings which have been modified for ease of distribution. However, if any portion of the original submission package is found to be helpful to be included in this revised package, we will be happy to modify these materials to include them.

Included in this revised package are: This cover letter narrative explaining the contents of the attached, a building design narrative responding to comments received from the Planning Board and Staff, a new support narrative for the Waiver of Gross Floor Area Provisions for Parking Facilities [Section 20.97.3], Revised Special Permit Cover Sheet & Dimensional Form, and revised architectural and landscape design drawings.

As required for the granting of the Special Permit for the Project, a Narrative for the Waiver of Gross Floor Area Provisions for Parking Facilities [Section 20.97.3] has been prepared in support for the Planning Board's consideration of granting this waiver request. Included in this support narrative is reasoning behind why the Project team feels the granting of this waiver request is appropriate, and as it relates to each of the five (5) parts of the zoning section.

- 1) The facility advances the objectives of the Concord-Alewife Plan.
- 2) A shared facility is established that aids in the implementation of effective Transportation Demand Management measures to reduce dependence on single occupancy automobiles.
- 3) The facility is well designed, does not diminish the pedestrian – friendly quality of the area around it, and is otherwise consistent with turban design objectives of the Concord-Alewife Plan.
- 4) The additional bulk of the building above grade is well designed and does not have an unreasonably negative impact on its abutters or the public realm.
- 5) The extent to which the construction of an above grade parking structure facilitates the creation of at-grade soil permeability.



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As requested by Planning Staff, and Planning Board, an updated Special Permit Cover sheet has been updated and submitted which includes all waivers requested by the Project, including the Waiver of Gross Floor Area Provisions for Parking Facilities. A revised Dimensional Chart has been updated and submitted as well, which has been modified to demonstrate the request for the Gross Floor Area waiver, and includes the square footage (and resultant FAR figure) of the at grade covered garage, the subject of the waiver request.

Revised Architectural and Landscape Design Drawings have been created and submitted incorporating feedback the team has received on design issues from the neighborhood, the Planning Board, and the Planning Staff. For ease of comparison between the original and newly revised designs, the new building elevation drawings have been submitted with the original elevations on the same sheet, per the suggestion of Planning Staff. We feel this will greatly assist in demonstrating the Project's team strong desire to respond to feedback and strengthen the overall Project Design and aesthetics. In the Revised Architectural Plans and Elevations Drawing List to follow, a brief bulleted list of changes to each drawing has been included to help one review the design modifications.

Finally, the Project Team has prepared a physical site model per the request of the Planning Board, to help show the project in its context. We will have the physical model in hand at the upcoming Planning Board meeting.

Please feel free to contact us with any questions or comments.

Sincerely,

David O'Sullivan, AIA, Principal



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## Building Design Narrative – Response to Comments from the Planning Board and Planning Staff:

In response to comments and notes received from the Planning Board and Planning Staff, the project team has gone back to revise, and hone in, certain design aspects of the project for the betterment of the development. Modifications were made to building layout, exterior design simplification, exterior façade material selections, landscape layout and development, traffic/parking circulation, and mechanical & building utility design development. In addition, we have prepared a support paragraph to discuss the issue of the 10 foot versus 15 foot front yard setback, and what the implications of the additional 5 foot setback would be to the metrics of the project. We have also worked with the Transportation Department to better clarify on the drawings vehicle, bicycle and pedestrian layouts and circulation for the project.

The project team has worked with members of the Planning Staff to develop several aspects of the building design. The biggest modification has been to establish the proposed façade materials, and to simplify their use around the building. The project will now utilize a mix of traditional fiber cement lap siding and fiber cement panel siding for the majority of the building, a stone-like fiber cement product with a contemporary trim reveal system called Equitone Panels for the contemporary portions of the building, and an Arriscraft Masonry base at the ground levels. These materials have been utilized to complement each other around the building, including their colors and textures. The design team has gathered physical samples of the proposed materials and will circulate them as part of the presentation to the Planning Board. The physical samples will help add clarity to the proposed project which the graphic representations may lack, due to the limitations of the computers and projectors relaying the information.

As a result of coordinating with the design staff, the project now employs a simplified usage of these building materials most notably on the East (front) and Northwest (rear) elevations. Additionally, the color palette has been revised to be of warmer tones, which in addition to the more simplified elevations, creates a nicer façade composition. Due to the odd shape and size of the site, the building takes on a unique contemporary massing. Therefore a more contemporary approach to the building shape and aesthetic has been taken which embraces the uniqueness of the site and building. While, the shape may be odd, the use of traditional building materials and elements, like bays and balconies, have been utilized to make the building feel more residential in nature. The mix of contemporary massing with residential building components suggest a mix of style of buildings in this area, as this once industrial site transforms into one of a mixed-use. The project tries to act as a bridge of this new and old building use type as this area evolves, and uses the residential components as pieces to help transform the area into a more pedestrian scaled neighborhood. Individual design elements like windows and storefronts at the ground the floor, which make up a large portion of the building facades, have been further developed with additional muntin detailing to add a more person-scaled feel to the building. In particular the larger floor to ceiling commercial looking windows employed in the contemporary portions of the building, which occur in residential units' living rooms, have been broken up into smaller



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proportioned window components. This helps the building feel more residential in use at both the scale of the façade, and at the individual unit level. The windows at the ground level within the garage have been changed to show a translucent glazing. This glazing will have the appearance of a traditional window, however, will obscure one's view of the vehicles inside. This glazing type will allow for light to pass both in and out, so during the day nice natural light will enter into the garage, while at night a warm glow will emit from the ground floor, evoking an active feeling for the space. This translucent glazing will also provide protection from the harsh direct vehicle headlights to spill out of the building and onto neighboring properties and the courtyard.

Further coordination has occurred with the Landscape architect to develop the courtyard pocket park, and develop a complimentary lighting design for this area. In addition, the materials utilized for the canopy and entry promenade have been developed to utilize more natural wood at the canopy soffit, and with the new color palette, make the space more warm and inviting. The overall design of the entry sequence picks up on the contemporary design of the building and utilizes features like the angled overhang, and thin sloping columns to suggest a connection to the natural features of the landscape design and the unique shape of the site. The courtyard design has been further considered, to enhance pathway layout and circulation, space delineation, railing and stair detailing, as well as locating short-term bicycle parking and seating areas, to enhance the overall experience of both tenants and visitors of the project. When considering all the enhancements made to the pocket park courtyard coupled with the façade refinements, and a warmer color palette, we feel the project succeeds in providing a more welcoming comfortable space, improving the pedestrian experience and promoting the neighborhood ambience.

In direct response to comments received at the first Planning Board meeting, the design team has further developed the mechanical and electrical equipment sizing and layouts for the project. This includes the roof level where the individual condenser units for the units have been laid out, as well as the rooftop unit for the common areas, and back-up generator for the building. This equipment will be screened mostly by natural occurring building parapets incorporated into the design, and where parapets are not enough, mechanical screen partition systems will be utilized. This also includes utility equipment at the ground level, where the project team has coordinated with the utility companies to size and locate the transformer and trans-closure expansion cabinet which will be on slabs at grade at the north end of the project. This ground level equipment will be screened and protected by a fence enclosure and low height plantings. Please refer to the revised elevation and perspective drawings attached which represent, and note these locations.

Lastly, the project team has prepared some graphics to illustrate the negligible difference between the 10 foot front yard setback as proposed at the small portion of the Fawcett Street frontage, and 15 foot front yard setback as required in the zoning. We have prepared drawing A3.10 attached which includes a plan and perspective comparison between the two, though, it is very hard to demonstrate the difference because it is so minor it is hard to perceive in context. However, while the 5 foot setback difference is negligible in perception and building footprint, it is devastating to the metrics of the building at the individual residential unit scale. We have studied multiple plan layout iterations for the building, and when accounting for all of the factors (viable building economics of the project for the owner, flood plain resiliency, traffic and public safety, physical site restrictions, urban planning, etc.) to



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settle on a layout, this approach offered the most solutions to each of the issues of any of the options. While the five foot loss would not cause a loss in total number of units, the loss in sq. ft. would cause a change in 7 units to go from 2 BR to 1 BR units. This would occur at the corner more desirable units as well, and would result in a loss of approx. ~1,500 gsf of sellable sq. ft. which will greatly negatively impact the owner's economic viability for the project. This square footage cannot be simply added back into the building either, as it is the loss of exterior wall length that limits the building opportunities for required window openings. The loss of that square footage would be a huge detriment to those units directly affected, but would also negatively impact the adjacent unit layouts as well in order to re-organize the building to create viable unit plans. In most cases we have incorporated the unique or quirky angles of the building into desirable spaces within the units that become an almost special feature for the unit. By shifting the building 5 feet in, the resulting unit layouts may not allow for those special unit feature spaces to utilize that building transitioning, losing out to the interest of re-attaining sellable sq. ft. back into the building. The design team is working with Planning staff to review the history of why the zoning regulation was set at 15' rather than another number, or why the Planning Board has the ability to waive all other setbacks but not the front so that we may discuss this at the next Planning Board Hearing.

Please refer to the attached revised graphics later in this package, for a comparison between the original submission and the new design.



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## Section 20.97.3 – Waiver of Gross Floor Area Provisions for Parking Facilities Narrative:

Due to the unique factors related to flooding and groundwater management, and the difficulty of constructing large areas of building below grade at this Site situated within the Alewife Overlay District, Southeast Quadrangle, the Applicant is requesting a special permit to exempt the Gross Floor Area contained in the Project's above-ground structured parking facility from the Floor Area Ratio ("FAR") limitations established in Section 20.90. The grant of the special permit would exempt approximately 8,580 square feet of the Project's above-ground structured parking facility from the subject FAR calculation, which is necessitated by the Project's location in a Flood Plain Overlay District and certain unique and irregular land conditions. As a result of these special circumstances and unique conditions, the Project is presented with certain design and siting restrictions for its required on-site parking, which could otherwise be contained within one below-ground parking facility or by surface parking.

For the following reasons, the Applicant submits that the subject Special Permit approval is appropriate and necessary for the Project, in compliance with the Planning Board's required findings:

1. As further detailed in the Applicant's originally submitted Special Permit Application filed on January 20, 2016, and as presented by the Applicant at the public hearing before the Planning Board on March 15, 2016, the Project and subject parking facility advance the objectives of the Concord-Alewife Plan, promote the general interests of the larger neighborhood and are consistent with the goals, objectives and guidelines established in the Concord-Alewife Plan. The Project has been specifically and carefully designed to further the Urban Design Objectives and the Concord-Alewife Overlay District Guidelines. With the relief requested by this Special Permit, the requirements of the Zoning Ordinance will also be met. No general nuisance or hazard will be created; and the Project will significantly upgrade the Site with landscaping and open space improvements, sewer and storm water management upgrades and physical building flood resiliency, consistent with the long term objectives of the Concord-Alewife Plan. By helping to revitalize a neighborhood which is experiencing further development, the Project also responds to the Concord-Alewife planning study's objectives for connective streets to link Wilson Road to Fawcett Street, with a main building entry point prominently featured along the façade which would face the new street, further strengthening the Project's connection to the current and future pedestrian pathway. The Project has also been fully communicated and processed with abutters, residents and applicable community groups to receive input and help prevent any detriment to the public interest.
2. Although the proposed parking is not a shared facility by the strict sense of the term, as the contemplated Project's program of condominium units will have a deeded specific parking space making a shared parking arrangement logistically and economically infeasible, the Project as a whole does aid in the implementation of effective Transportation Demand Management ("TDM") measures to reduce vehicular dependence. The Concord-Alewife plan encourages shared parking in order to reduce the need to build excess parking facilities, leaving more land available for pedestrian-oriented amenities such as active uses and open space. In this regard, the Project is providing a proposed 40.6% of open space to the lot area, in excess of the 15% minimum required by zoning, and the proposed new courtyard space will provide the area with an added amenity in the form of a public use green space in



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which the public will be able to utilize for years to come. Additional outdoor open space will be provided via a common use roof deck (approximately 1,826 sq. ft).

Furthermore, the Project provides a large bicycle parking storage space which houses 60 permanent bicycle spaces (in excess of the 46 required by zoning), along with eight (8) short-term bicycle spaces located at both the main building entrances on the exterior (in excess of the 5 required by zoning). The bicycle storage space has direct access internally to the building, to the main entry courtyard, and a dedicated exterior access point to encourage its use by residents. This bicycle storage space also will provide a common use bicycle repair work station as well as a sitting lounge that overlooks Fawcett Street and the new courtyard green space. In this regard, the Applicant has worked extensively with the City's Traffic, Parking and Transportation Department ("TPTD") on the Project resulting in the Applicant's support of the transportation objectives of the Concord-Alewife Plan, including enhanced pedestrian/bicycle connections and reduced automobile trip growth, by contributing \$25,000 to the City toward the continued feasibility studies and designs for the Alewife bicycle and pedestrian bridge and commuter rail station as well as by contributing \$25,000 to the City toward funding a Hubway station to be located in the Quadrangle Area, providing for another mobility option for residents and visitors. The Applicant has worked on other various TDM implementation measures with the City in order to reduce vehicular dependency and the Project has been fully vetted and processed by the City's TPTD.

3. The facility is well-designed and does not diminish the pedestrian-friendly quality of the area around it. The subject parking facility is designed to lessen the impact of parking on the Project and on its neighboring properties as much as possible. Additionally, the Project currently proposes only the minimum number of parking spaces required by zoning, therefore minimizing any additional impacts the facility may have on the area as the Project is not utilizing the above-ground structured parking facility for any additional parking above required zoning. All entry lobbies, building common areas which will be more actively used, and building entry points are prominent pieces of the building facades and are located along streetscapes. The Project also proposes to provide a courtyard space along the streetscape of Fawcett Street which will be usable by both the residents of the building and the general public and will aid in the pedestrian-friendly quality of the neighborhood by improving the urban design character and pedestrian experience along Fawcett Street. The courtyard facilitates access and entry into the building, including by pedestrians and bicyclists, to provide safe and convenient pathways from the street and from each other. The Project has been sited in a manner on the lot to reinforce pedestrian movement along the streetscape of Fawcett Street, and to involve the new courtyard greenspace.

The Project also responds to the Concord-Alewife planning study in which a new connective street is proposed to link Wilson Road to Fawcett Street, by providing a main building entry point that is prominently featured along the façade which would face the new street, further strengthening the Project's connection to the current and future pedestrian pathway. Moreover, in response to the urban design objective of the Concord-Alewife Plan and in direct response to an extensive community and public input process, the Applicant notes that it has given special attention to the Project's scope, siting, scale, design and scope of the building, including its open space, parking allotment, vehicular and pedestrian access and overall neighborhood safety.





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The Project Team has worked closely with City's TPTD on the parking facility's design and operation, including exploring several driveway locations, with the current proposed driveway location being found to be more than adequate for the safety and vision of both pedestrians and vehicles. The garage is amply sized to provide a drive aisle width for two-way traffic with double loaded parking spaces flanking on either sides, including turning space for maneuverability. To respond to the flood plain issues of the area, the garage elevation rises from the street grade elevation internally in the building, providing permanent resiliency to the building as a whole. It is at this higher level that the resident lobby and vehicle-lift elevator is located, providing much greater flood resiliency than a traditionally designed ramp access solution. The vehicle lift is located so as to provide for queuing of up to five (5) cars on either level in order to prevent any back-up or other traffic impacts at the garage entry or street itself. The vehicle lift has been re-positioned to allow for either front pull-in or back-in maneuvering and allows for vehicular traffic to pass by within the drive aisle while any necessary queueing occurs. The vehicle lift is a self-operated system, where the driver will drive-in, push the control button operations, and drive out from the lift (similar to a passenger elevator) and then on to their parking space or to their commute. The estimated operation time for loading and unloading is anticipated to be approximately 45-60 seconds. The passenger elevator lobby is located centrally to both parking levels and required egress stairs are located on either end of the garage levels, providing convenience for the residents of the building. Because of these reasons, the Project Team believes this garage will be a safe, resilient and comfortably usable vehicle parking garage.

4. The additional bulk of the building above grade is well designed as the mass and height of the Project are similar to other developed projects in this area, and does not have an unreasonably negative impact on the abutters or neighborhood despite the Site's unique and irregular triangular shape causing certain design and siting restrictions for the Project.

The above-ground structured parking facility is designed to be as least impactful as possible, including visually from the neighborhood, public streets and pedestrian pathways, while still providing safe environments for pedestrians and drivers. The odd shape of the lot has resulted in a building shape approach that physically angles the ground level parking away from the sidewalk and street. Only the garage entry itself faces the street, however an opaque garage door will provide a visual barricade from the parked vehicles it houses. In this regard, several design features have been utilized to mitigate the perceived and visible garage use in this area including the use of translucent glazed windows mimicking the window patterning of the residential units above. The translucent windows will allow for natural light into the garage space, but screen a direct visible connection to the cars inside. At night these windows will have a soft glow, as light from the garage inside will be present, similar to the residential windows with blinds drawn above, but will prevent any pedestrians or passers-by from directly seeing any cars like a standard glazed window would. Also, the use of a vegetated green-wall on the courtyard side of the garage both enhances the experience of the courtyard space and provides an active feature wall for the remainder of the garage exterior which faces the street.

Moreover, the remainder/additional building mass directly over the above-ground structured parking facility aligns with the objectives of the Concord-Alewife plan. The building is under the required height restriction of the zoning in the area and includes a massing step down from five (5) stories to four (4)



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stories along Fawcett Street, which also helps reduce the building's impact on the street scape. Additionally, the use of the courtyard pocket park along Fawcett Street helps mitigate what could be a building canyon effect for the pedestrians or vehicles travelling down Fawcett Street. With the Atmark Project located across the street at a full five (5) stories and approximately 65 feet tall for its entire 750' plus street frontage, the Proposed Project provides a pleasant break in the street wall. The Proposed Project provides an average front yard setback of approximately 21'-10", by providing a unique feature to the streetscape and adding a valuable open space component to enliven a budding residential development area.

The Applicant again notes that it has given special attention to the Project's scope, siting, scale, and design of the building, including its open space, parking allotment, vehicular and pedestrian access and overall neighborhood safety.

5. The Project (including its above-ground parking structure) facilitates the creation of at grade soil permeability as the proposed building footprint area is reduced by approximately 3,433 square feet compared to the existing building on the Site, providing for an increase in at grade soil permeability versus the existing condition. As further detailed in the Applicant's originally submitted Special Permit Application submitted on January 20, 2016 and at the Applicant's public hearing before the Planning Board on March 15, 2016, there will also be anticipated increases in flood storage volumes of 549 cubic feet (current), 6,317 cubic feet (for anticipated year 2030), and 13,183 cubic feet (for anticipated year 2070) 100 year flood elevations. The Project proposes to provide approximately 30% of permeable open space, and when compared to the less than 5% of permeable open space that currently exists on the Site, the Project will have a large noticeable net improvement in open space and landscaped areas. Multiple trees are proposed in several areas, greatly enhancing the variety of landscaping proposed by the Project, and also providing new trees in an area where there were none previously.

For further detail and description of the Project's compliance with Section 20.97.3 with regard to the Applicant's requested Waiver of Gross Floor Area Provisions for Parking Facilities, please also see the originally submitted Special Permit Application filed on January 20, 2016.



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May 23, 2016

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## Revised Special Permit Application Cover Sheet & Dimensional Form:

[Revised pages from the Special Permit Application]





CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## SPECIAL PERMIT APPLICATION • COVER SHEET

In accordance with the requirements of the City of Cambridge Zoning Ordinance, the undersigned hereby petitions the Planning Board for one or more Special Permits for the premises indicated below.

Location of Premises: 95 Fawcett St.

Zoning District: O-1: AOD - Quadrangle Southeast District

Applicant Name: 95 Fawcett St. LLC. attn: Ed Doherty

Applicant Address: 35 Doty Avenue, Danvers, MA 01923

Contact Information: 1-978-360-9558      emmarealty@msn.com      NA

Telephone #                      Email Address                      Fax #

List all requested special permit(s) (with reference to zoning section numbers) below. *Note that the Applicant is responsible for seeking all necessary special permits for the project. A special permit cannot be granted if it is not specifically requested in the Application.*

- F.A.R. (Sec. 20.95.1)
- Height (Sec. 20.95.2)
- Flood Plain Special Permit District (Sec 20.73)
- Multi-family Dwelling (Sec. 4.26.1)
- Waiver of Gross Floor Area Provisions for Parking Facilities (20.97.3)

List all submitted materials (include document titles and volume numbers where applicable) below.

Please refer to submission booklet table of contents for list of submitted materials.  
*\*Please Note the Project will also require BZA Relief as indicated in the submitted materials\**

**Signature of Applicant:** \_\_\_\_\_

For the Planning Board, this application has been received by the Community Development Department (CDD) on the date specified below:

\_\_\_\_\_ Date

\_\_\_\_\_ Signature of CDD Staff

**DIMENSIONAL FORM**

**Project Address:** 95 Fawcett St.

**Application Date:** 01/20/2016

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	20,522 sf	5,000 sf min.	20,522 sf	
Lot Width (ft)	181'-6"	50'-0" min	181'-6"	
Total Gross Floor Area (sq ft)**	40,300 sf	41,044 max	52,852 sf	
Residential Base	0 sf	(2.0) 41,044 sf	52,852 sf	
Non-Residential Base	40,300 sf	(1.5) 30,783 sf	0 sf	
Inclusionary Housing Bonus	NA	(2.6) 53,357 sf	52,852 sf	
Total Floor Area Ratio **	1.96	2.6 max.	2.58	
Residential Base	NA	2.0 max.	2.58	
Non-Residential Base	1.96	1.5 max (NA)	NA	
Inclusionary Housing Bonus	NA	30% incr. - 2.6	30% incr. - 2.6	
Total Dwelling Units	0	44	44	
Base Units	0	34	34	
Inclusionary Bonus Units	NA	10 (2 * 5 aff)	10	
Base Lot Area / Unit (sq ft)	NA	600 sf/unit	600 sf/unit	
Total Lot Area / Unit (sq ft)	NA	428 sf/unit (SP)	466 sf/unit	
Building Height(s) (ft)	Approx. 26'-0"	85'-0" (Resid.)	65'-0"	
Front Yard Setback (ft)*	0'-0"	15'-0" min.	10'-0"	
Side Yard Setback* (ft)	5'-0"	(h+l)/5 or 40'-6"	7'-0"	
Side Yard Setback * (ft)	53'-0"	(h+l)/5 or 17'-6"	1'-9" - 17'-9"	
Rear Yard Setback (ft)*	0'-0"	(h+l)/4 or 59'-6"	1'-9" - 10'-4"	
Open Space (% of Lot Area)	0%	15% min.	40.6%	
Private Open Space	0%	NA	11%	
Permeable Open Space	0%	25%	29.6%	
Other Open Space (Specify)	12% (surf. park)	NA	NA	
Off-Street Parking Spaces	9	1 per unit = 44	44 (1.0 sp/unit)	
Long-Term Bicycle Parking	0	52 (20 +31.5)	60	
Short-Term Bicycle Parking	0	0.1 per unit = 5	8	
Loading Bays	3	NA	0	

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

\* **BZA VARIANCE RELIEF REQUIRED:** Front, Side and Rear Yard Setbacks\*

\*\* **WAIVER OF GROSS FLOOR AREA REQUIRED:** At grade Garage sf = Approx.- 8,580 sf, or about 0.42 F.A.R. (which would be 3.0 for the project)\*\*

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## Revised Architectural Plans and Elevations:

[Only Drawings which have been revised have been resubmitted for simplicity]

Sheet #	Drawing Name
<b>Landscape Drawings - [Prepared by Blair Hines Associates, Inc.]</b>	
Sheet 1 of 4	Proposed Site Plan Layout <ul style="list-style-type: none"> <li>Updated to show covered locations of short term bicycle parking distributed to each of the main building entries, final locations coordinated with the City's Transportation Department</li> </ul>
Sheet 2 of 4	Proposed Roof Plan Layout <ul style="list-style-type: none"> <li>Unrevised, but kept in submission for clarity on full Landscape Design Scope</li> </ul>
Sheet 3 of 4	Proposed Planting Plan <ul style="list-style-type: none"> <li>Unrevised, but kept in submission for clarity on full Landscape Design Scope</li> </ul>
Sheet 4 of 4	Lighting Plan <ul style="list-style-type: none"> <li>Sheet created to show the proposed landscape lighting design for the Project</li> </ul>
<b>Architectural Drawings</b>	
A1.0	Basement Level Floor Plan <ul style="list-style-type: none"> <li>Basement Level Layout has been modified with the relocated vehicle lift elevator, resulting, in better turning radius, queuing, maneuverability, and garage operation.</li> <li>The number of parking spaces has been reduced from 48 to 44 (1:1 ratio)</li> <li>Parking spaces and drive aisle have been dimensioned and classified per the request of the Transportation Department.</li> </ul>
A1.1	Ground Floor Plan <ul style="list-style-type: none"> <li>Ground Level Layout has been modified with the relocated vehicle lift elevator, resulting, in better turning radius, queuing, maneuverability, and garage operation.</li> <li>The number of parking spaces has been reduced from 48 to 44 (1:1 ratio).</li> <li>Stair 1 has been modified to provide an additional built-up landing which provides a physical barrier for the flood resiliency of the building. Preventing water from getting to the basement level.</li> <li>Parking spaces and drive aisle have been dimensioned and classified per the request of the Transportation Department.</li> </ul>
A1.2	Second Floor Plan <ul style="list-style-type: none"> <li>Unrevised, but kept in submission for a complete drawing package.</li> </ul>



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- A1.3 Third Floor Plan
- *Unrevised, but kept in submission for a complete drawing package.*
- A1.4 Fourth Floor Plan
- *Unrevised, but kept in submission for a complete drawing package.*
- A1.5 Fifth Floor Plan
- *Unrevised, but kept in submission for a complete drawing package.*
- A1.6 Roof Level Floor Plan
- *Updated rooftop mechanical equipment layout including Rooftop Unit for common areas shown. Please note equipment not blocked by the building parapets are screened with partition screening systems.*
- A3.1 Building Elevations
- *Updated building design calling out building materials and façade treatments, shadowing included to show depth of façade elements (previous design included for comparison)*
- A3.2 Building Elevations
- *Updated building design calling out building materials and façade treatments, shadowing included to show depth of façade elements (previous design included for comparison).*
- A3.3 Building Elevations
- *Updated building design calling out building materials and façade treatments, shadowing included to show depth of façade elements (previous design included for comparison)*
  - *Transformer and trans-closure cabinet has been sized and its location has been called out.*
- A3.4 Building Elevations
- *Updated building design calling out building materials and façade treatments, shadowing included to show depth of façade elements (previous design included for comparison)*
  - *Transformer and trans-closure cabinet has been sized and its location has been called out*
- A3.5 Building Elevations
- *Updated building design calling out building materials and façade treatments, shadowing included to show depth of façade elements (previous design included for comparison)*
- A3.6 Building Perspectives and Images
- *Updated building design comparisons.*



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- A3.7 Building Perspectives and Images II
- *Updated building design comparisons.*
- A3.8A thru D Building and its Site Bird's Eye Perspectives
- *A series of new drawings of bird's eye perspectives of the proposed project sitting in its site for more context and neighborhood information*
- A3.9 Courtyard Pocket Park Perspectives
- *New drawing with a couple of pedestrian level perspectives of the Building entrance and courtyard pocket park shown.*
- A3.10 Bldg Comparison demonstrating difference between 10' & 15' Setback
- *A plan and perspective study demonstrating the negligible visual impact of a 10 foot (proposed) versus 15 foot (required) building front yard setback.*







Shade Garden Ornamental Tree



Shade Garden Perennials



Steel Curbing in Shade Garden



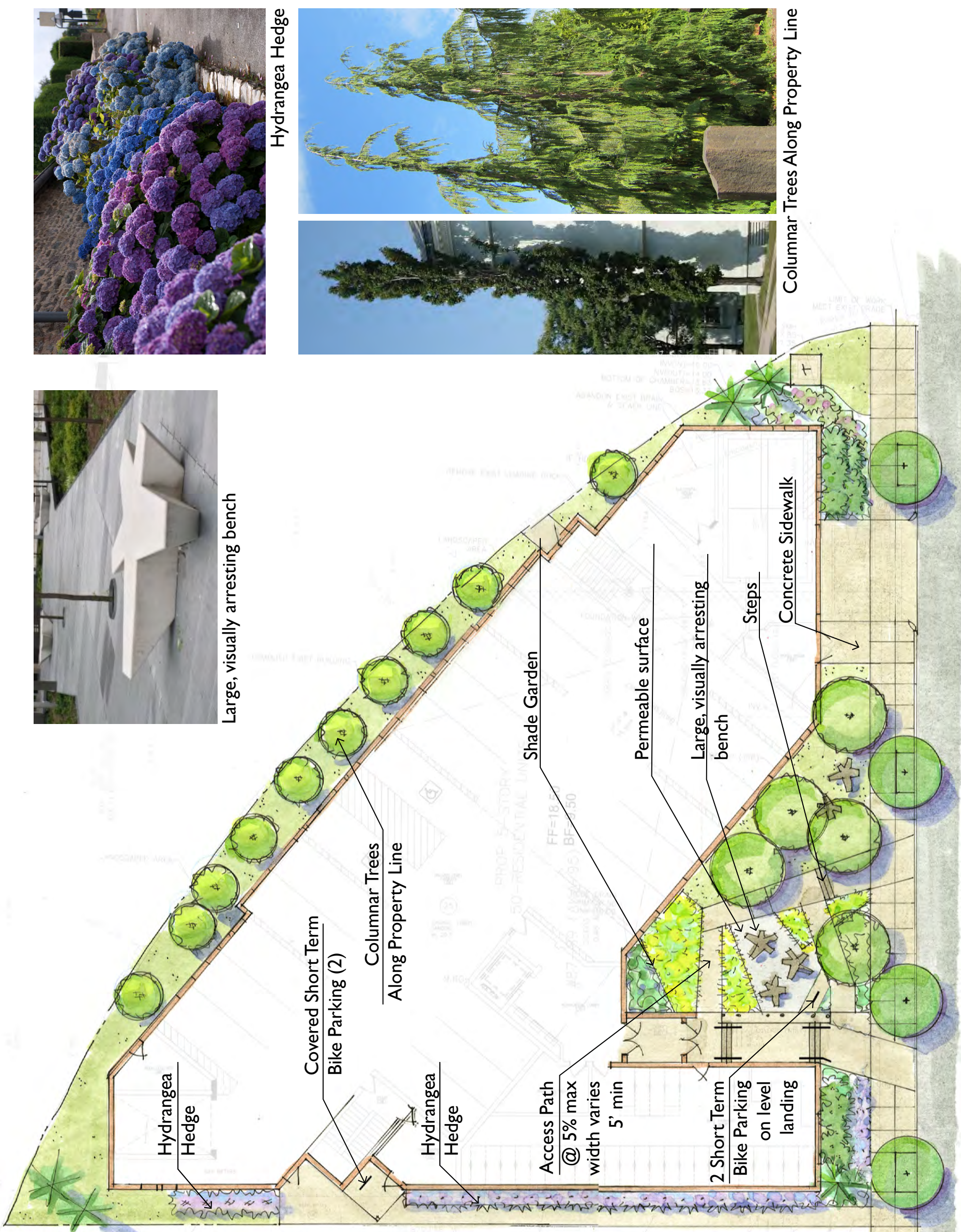
Large, visually arresting bench



Hydrangea Hedge



Columnar Trees Along Property Line

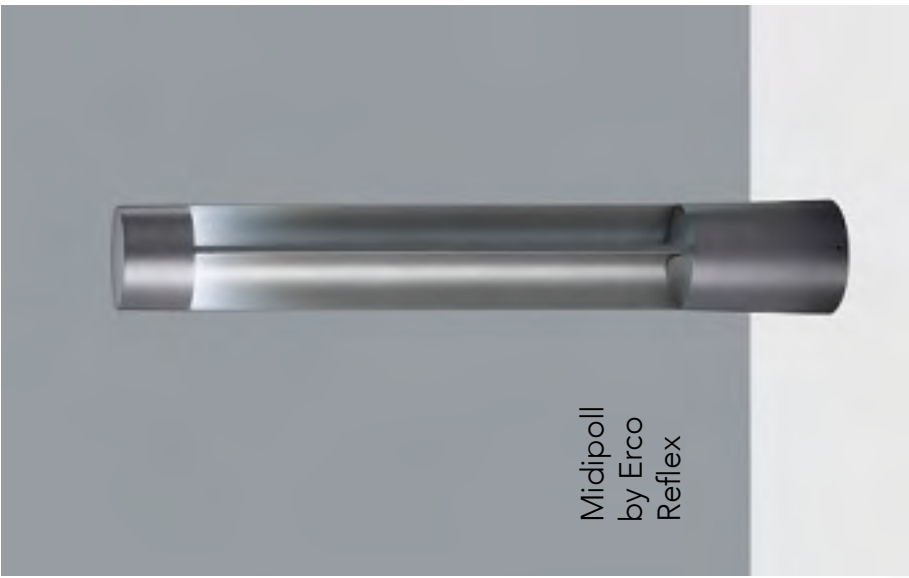




**PRELIMINARY PLANT LIST FOR EXTERIOR**

SYM	LATIN NAME	COMMON NAME	NOTES
<b>DECIDUOUS TREES @ 3.5-4" cal. or 12-14' ht.</b>			
AG 5	<i>Acer griseum</i>	Paperbark Maple	B&B
GT 5	<i>Gleditsia triacanthos 'Skyline'</i>	Thornless Honeylocust	B&B
LS 10	<i>Liquidambar styraciflua 'Slender Silhouette'</i>	Sweet Gum Slender Silhouette	B&B
<b>EVERGREEN TREES @ 7-8' ht.</b>			
CN 1	<i>Chamaecyparis nootkatensis 'Pendula'</i>	Weeping Nootka Cypress	B&B
PS 4	<i>Pinus strobus</i>	White Pine	B&B
<b>SHRUBS (deciduous and evergreen) size TBD</b>			
CO*	<i>Chamaecyparis obtusa 'Reis Dwarf'</i>	Reis Dwarf Hinoki Falsecypress	
HM 31	<i>Hydrangea macrophylla 'Nantucket Blue'</i>	Nantucket Blue Hydrangea	
PSh 18	<i>Pinus sylvestris 'Hillside Creeper'</i>	Hillside Creeper Scotch Pine	#7
RN 3	<i>Rhododendron 'Nova Zembla'</i>	Rhod Nova Zembla	#5
<b>GROUNDCOVERS / PERENNIALS / ORNAMENTAL GRASSES @ 2' o.c.</b>			
hma	<i>Hakonechloa macra 'Aureola'</i>	Golden Japanese forest grass	



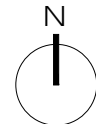
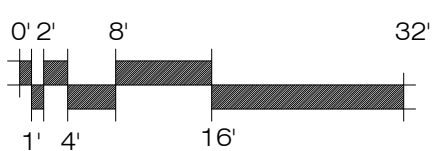


Midipoll  
by Ercolano  
Reflex

FLOOR	1BR	2BR	3BR	TOTAL	NRSF	% EFFIC.	GSF FOR F.A.R.	TOTAL FLOOR GSF
BSMNT	0	0	0	0	NA	NA	0	9,583
GRND	0	0	0	0	NA	NA	1,299	13,300
2ND	8	3	1	12	11,522	83%	13,932	13,932
3RD	8	3	1	12	11,522	83%	13,932	13,932
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5TH	5	2	1	8	7,492	70%	10,681	10,681
P.House	0	0	0	0	NA	NA	0	0
<b>TOTAL</b>	<b>29</b>	<b>11</b>	<b>4</b>	<b>44</b>	<b>42,058</b>	<b>80%</b>	<b>52,852</b>	<b>75,360</b>
% MIX	66%	25%	9%	100%				

TOTAL SITE SF	20,522
F.A.R. (RECENT PROJECTS: ATMARK: 2.37, 75 NEW ST: 2.37, 165 CBD 2.35 130 CBD 2.1)	2.58
F.A.R. BASE ALLOWED (WITH AFFORDABLE HOUSING INCLUSIONARY 30% BONUS)	2.00 (2.60)
HEIGHT TO MAIN MAIN BUILDING	60'
MAXIMUM PROPOSED BUILDING HEIGHT (To top of Stair-to-Roof Penthouse)	73'
MAX. HEIGHT ALLOWED (W/ AN INCREASE USING LIMITATIONS)	75'-105'
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20.910.3 SIDE YARD SETBACKS (10' REQUIRED)	7'
20.910.3 REAR YARD SETBACKS (10' REQUIRED)	VARIES
PARKING REQUIRED (1/DWELLING UNIT)	44
<b>PARKING PROVIDED</b>	<b>44</b>
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- (5) APPROX. 8,580 SF OF AT-GRADE GARAGE UNDER THE BUILDING, REQUESTED FOR FAR WAIVER (0.42 FAR)



0 BASEMENT FLOOR PLAN  
SCALE: 1/16" = 1'-0"

FLOOR PLANS  
95 FAWCETT ST.  
CAMBRIDGE, MA

A1.0

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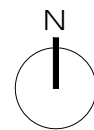
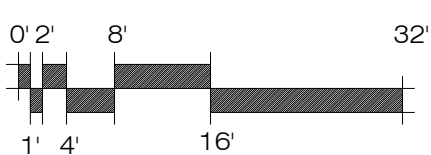
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2 SECOND FLOOR PLAN  
SCALE: 1/16" = 1'-0"

FLOOR PLANS  
95 FAWCETT ST.  
CAMBRIDGE, MA

5/23/2016

A1.2



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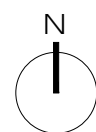
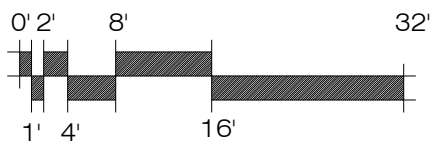
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**3** 3RD FLOOR PLAN  
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FLOOR PLANS  
95 FAWCETT ST.  
CAMBRIDGE, MA

A1.3

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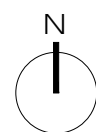
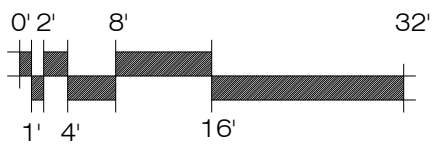
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**4** FOURTH FLOOR PLAN  
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FLOOR PLANS  
95 FAWCETT ST.  
CAMBRIDGE, MA

A1.4



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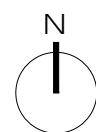
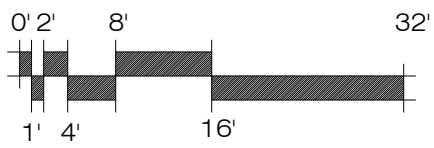
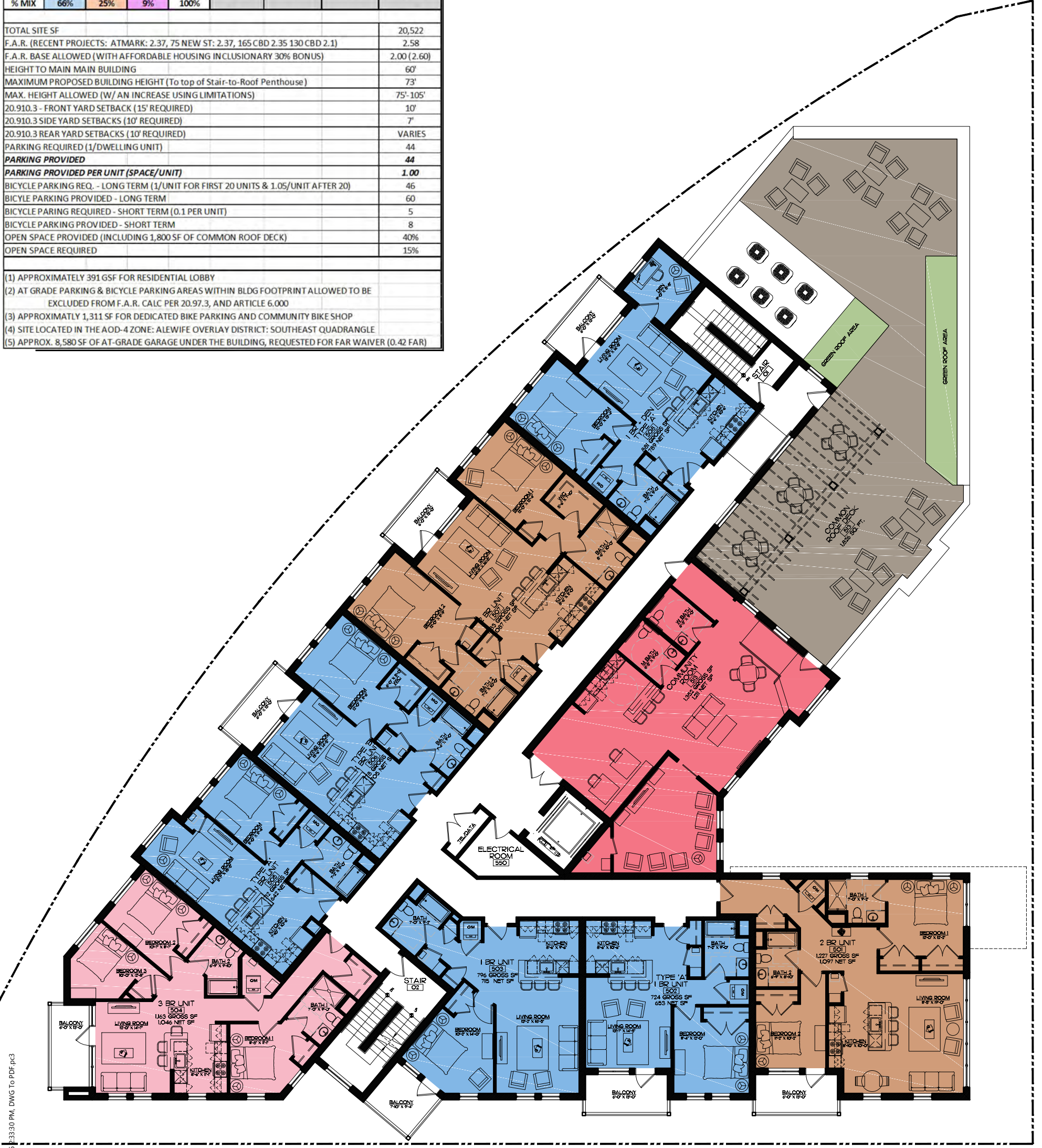
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**5** 5TH FLOOR PLAN  
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95 FAWCETT ST.  
CAMBRIDGE, MA

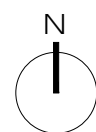
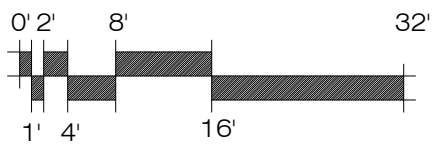
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20.910.3 - FRONT YARD SETBACK (15' REQUIRED)	10'
20.910.3 SIDE YARD SETBACKS (10' REQUIRED)	7'
20.910.3 REAR YARD SETBACKS (10' REQUIRED)	VARIES
PARKING REQUIRED (1/DWELLING UNIT)	44
<b>PARKING PROVIDED</b>	<b>44</b>
<b>PARKING PROVIDED PER UNIT (SPACE/UNIT)</b>	<b>1.00</b>
BICYCLE PARKING REQ. - LONG TERM (1/UNIT FOR FIRST 20 UNITS & 1.05/UNIT AFTER 20)	46
BICYCLE PARKING PROVIDED - LONG TERM	60
BICYCLE PARKING REQUIRED - SHORT TERM (0.1 PER UNIT)	5
BICYCLE PARKING PROVIDED - SHORT TERM	8
OPEN SPACE PROVIDED (INCLUDING 1,800 SF OF COMMON ROOF DECK)	40%
OPEN SPACE REQUIRED	15%

- (1) APPROXIMATELY 391 GSF FOR RESIDENTIAL LOBBY
- (2) AT GRADE PARKING & BICYCLE PARKING AREAS WITHIN BLDG FOOTPRINT ALLOWED TO BE EXCLUDED FROM F.A.R. CALC PER 20.97.3, AND ARTICLE 6.000
- (3) APPROXIMATELY 1,311 SF FOR DEDICATED BIKE PARKING AND COMMUNITY BIKE SHOP
- (4) SITE LOCATED IN THE AOD-4 ZONE: ALEWIFE OVERLAY DISTRICT: SOUTHEAST QUADRANGLE
- (5) APPROX. 8,580 SF OF AT-GRADE GARAGE UNDER THE BUILDING, REQUESTED FOR FAR WAIVER (0.42 FAR)



**6** ROOF FLOOR PLAN  
SCALE: 1/16" = 1'-0"

K:\Doherty\14055 - 95 Fawcett St\Drawings\Working\14055\_95 Fawcett - Floor Plans.dwg, 5/20/2016 3:34:49 PM, DWG To PDF.p3

95 FAWCETT ST.  
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A1.6

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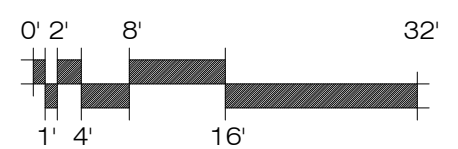


10 SOUTH ELEVATION - ORIGINAL PROPOSAL  
Scale: 3/64" = 1'-0"



10 SOUTH ELEVATION - NEW REVISED PROPOSAL  
Scale: 1/16" = 1'-0"

**BUILDING ELEVS**  
Scale: 1/16" = 1'-0"



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**A3.1**

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- FIB. CEMENT PANEL SIDING AT BAYS
- TPO MEMBRANE ROOFING
- FIB. CEM. TRIM AT CORNICE, CORNER BOARDS AND TRIM
- ARCHITECTURAL ALUMINUM RAILING AT UNIT BALCONY
- CLAD WINDOWS
- FIBER CEMENT LAP SIDING
- FIBER CEMENT PANEL SIDING AT BALCONIES
- STUCCO OR MASONRY PANEL VENEER
- FIBER CEMENT TRIM AT BAND
- ARCHITECTURAL LOUVER SCREENS AT GARAGE
- METAL DOOR & FRAME

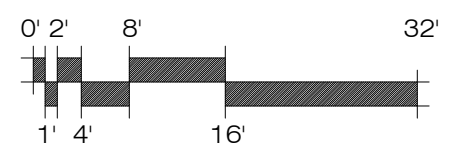
20 NORTHWEST ELEVATION - ORIGINAL PROPOSAL  
Scale: 3/64" = 1'-0"



- BUILDING PARAPET & SCREEN SYSTEMS, BLOCKING ROOFTOP MECHANICAL EQUIPMENT.
- PAINTED FIBER CEMENT, TRIM & PANELS AT BUILDING BAYS
- TPO WHITE MEMBRANE ROOFING
- PAINTED FIB. CEM. TRIM AT CORNICE, CORNER BOARDS AND TRIM
- ARCHITECTURAL ALUMINUM RAILING AT UNIT BALCONY
- FIBER CEMENTITIOUS PANEL - EQUITONE - TECTIVA - T&O (BEYOND)
- CLAD DOUBLE HUNG WINDOWS - WHITE, TYPICAL IN LAP SIDING
- PAINTED FIBER CEMENT LAP SIDING
- FIBER CEMENT, PAINTED TRIM & PANELS AT UNIT BALCONIES
- STOREFRONT OR FIXED PANE WINDOWS WITH TRANSLUCENT GLAZING FOR PRIVACY
- PAINTED FIBER CEMENT LAP SIDING - WIDE EXPOSURE - BASE OF BUILDING
- PAINTED FIBER CEMENT TRIM AT BAND
- METAL DOOR & FRAME
- MASONRY VENEER ARRISORAF - BEACH (BEYOND)
- PRESS POINT METAL 4 FOOT TALL PROPERTY FENCE

20 NORTHWEST ELEVATION - NEW REVISED PROPOSAL  
Scale: 1/16" = 1'-0"

**E BUILDING ELEVS**  
Scale: 1/16" = 1'-0"



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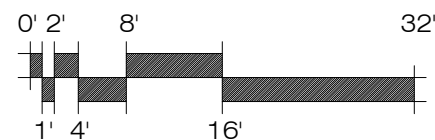
**A3.2**

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**BUILDING ELEVS**  
Scale: 1/16" = 1'-0"



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**A3.3**

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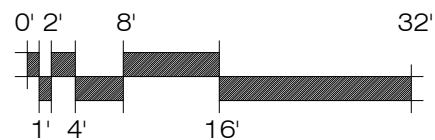


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**BUILDING ELEVS**  
Scale: 1/16" = 1'-0"



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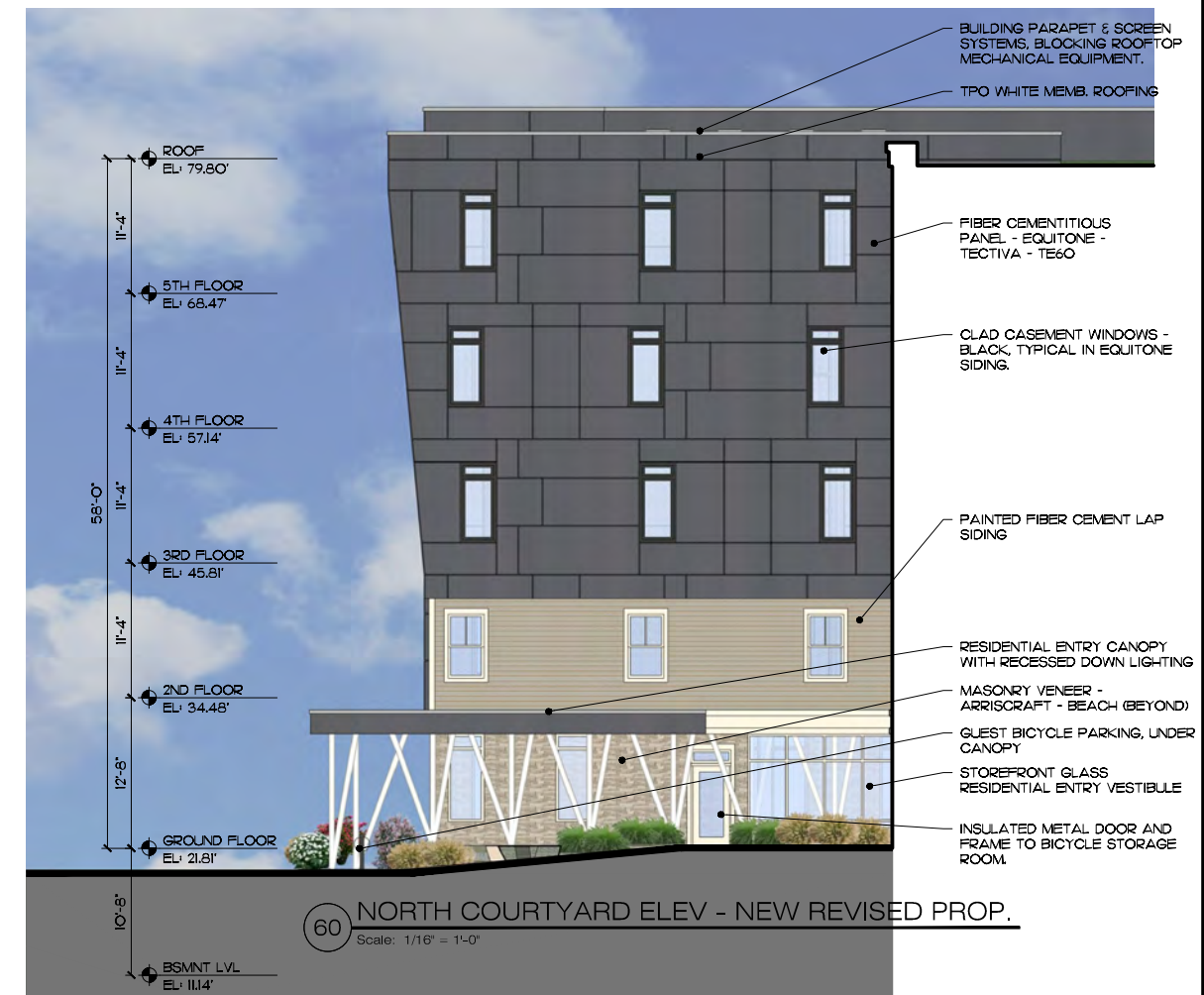
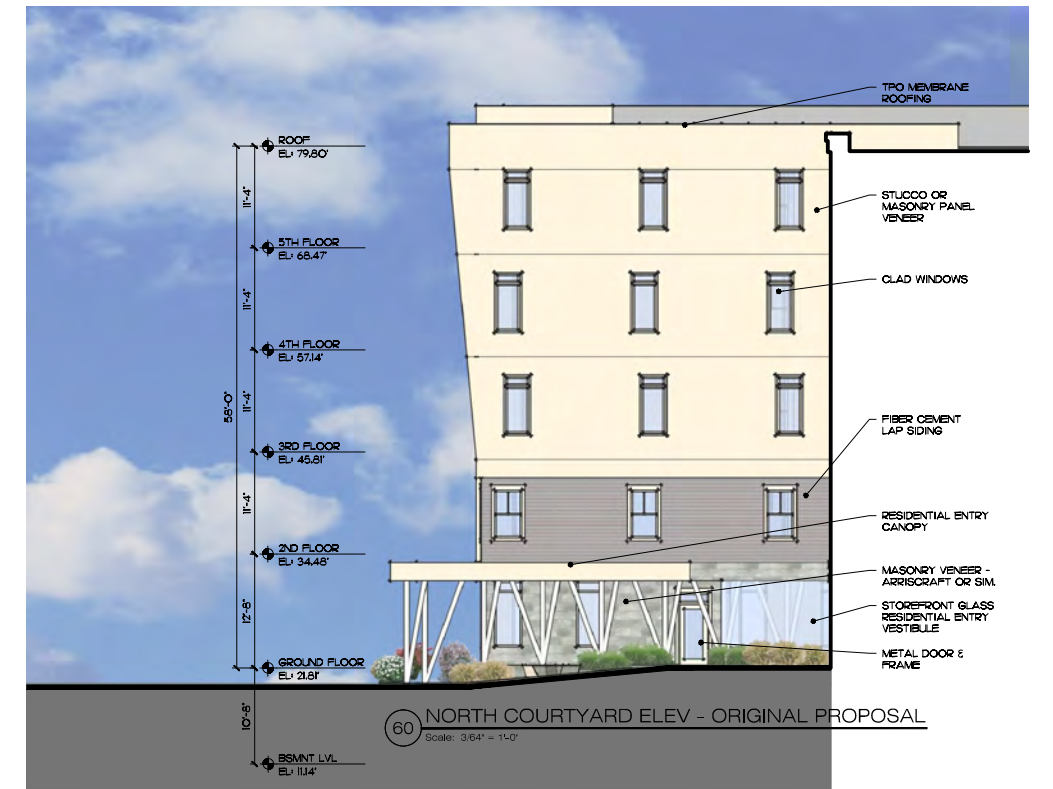
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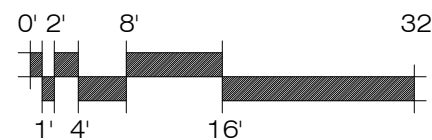


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**BUILDING ELEVS**  
Scale: 1/16" = 1'-0"



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ORIGINAL SUBMISSION



REVISED SUBMISSION



**BUILDING PERSP.**  
Scale: Not to Scale

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A3.6

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ORIGINAL SUBMISSION



REVISED SUBMISSION



**M** BUILDING PERSP.  
Scale: Not to Scale

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A3.7

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BIRD'S EYE PERSPECTIVE - VIEW NE

Scale: Not to Scale

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A3.8B

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BIRD'S EYE PERSPECTIVE - VIEW NW

Scale: Not to Scale

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**M** BIRD'S EYE PERSPECTIVE - VIEW SE  
Scale: Not to Scale

95 FAWCETT ST. **A3.8C**  
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BIRD'S EYE PERSPECTIVE - VIEW SW

Scale: Not to Scale

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A3.8D

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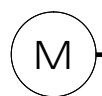
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POCKET PARK PERSPECTIVES

Scale: Not to Scale

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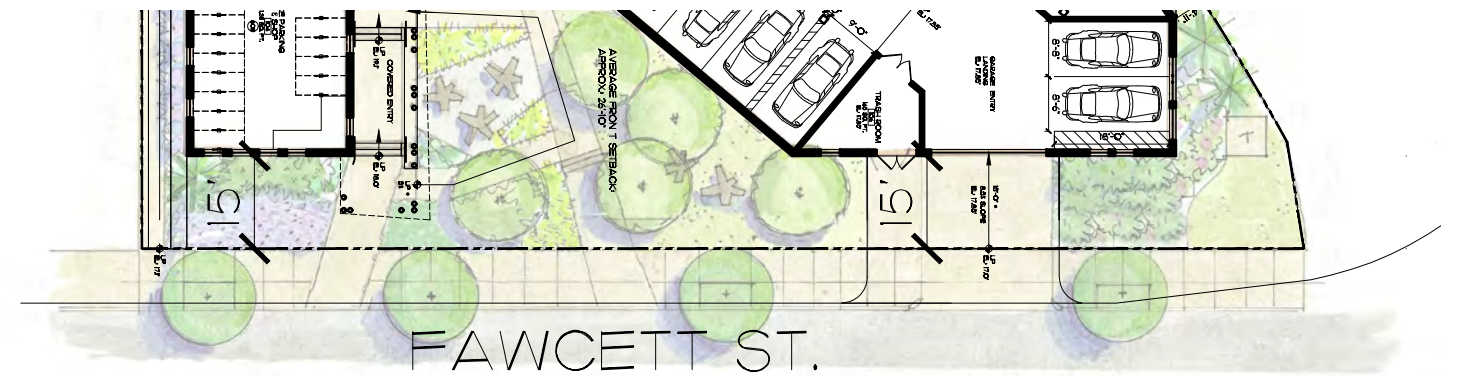
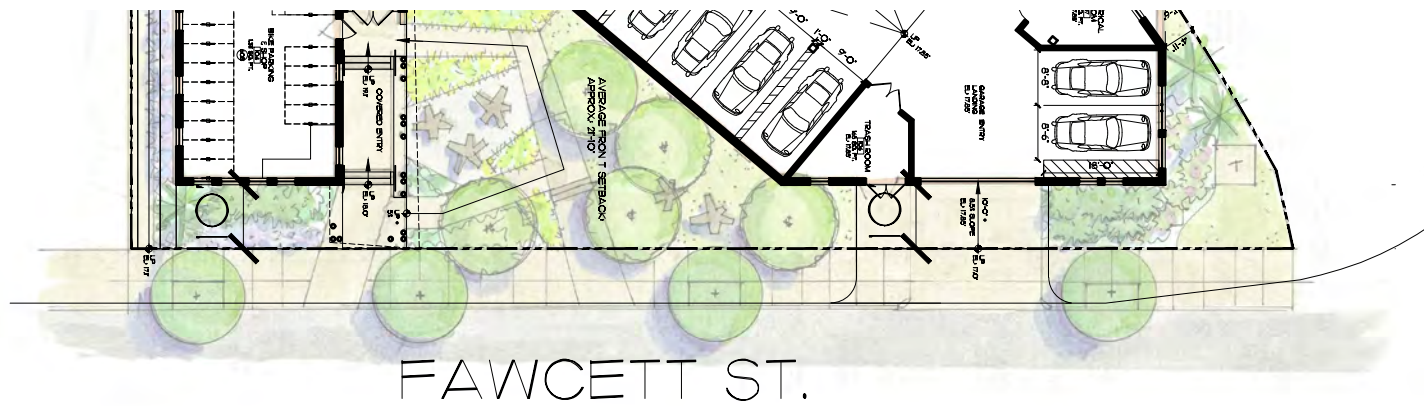
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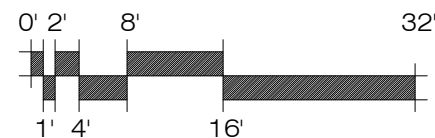
10' SETBACK AS PROPOSED



15' SETBACK COMPARISON



**M** BUILDING PERSP.  
Scale: Not to Scale



95 FAWCETT ST. CAMBRIDGE, MA **A3.10**

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