

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	309
Address:	95 Fawcett Street
Zoning:	Office O-1 / Alewife Overlay District (AOD-4)
Applicant:	95 Fawcett St. LLC. Attn.: Ed Doherty 35 Doty Avenue, Danvers, MA 01923
Owner:	87-89 Fawcett Street LLC 87 Fawcett Street, Cambridge, MA 02138
Application Date:	January 20, 2016
Date of Planning Board Public Hearing:	March 15, 2016
Date of Planning Board Decision:	June 7, 2016
Date of Filing Planning Board Decision:	June 23, 2016
Application:	Request for special permits pursuant to Section 20.90 to increase FAR and height and to reduce minimum lot area per dwelling unit in the Alewife Overlay Districts, Section 20.97.3 to waive Gross Floor Area for Parking Facilities, Section 20.73 for building construction in Flood Plain Overlay District and Section 4.26.2 to construct Multifamily Dwelling in Office-1 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: Swaathi Joseph

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

CAMBRIDGE, MASSACHUSETTS
OFFICE OF THE CITY CLERK

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DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application submitted on 1/25/2016, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Community Outreach Summary, Traffic Impact Study, Tree Study, Narratives, plan set titled 95 Fawcett Street, prepared by O'Sullivan Architects, Inc., dated 1/20/2016.
2. Supplemental material submitted on 3/10/2016, including flood zone certification and flood zone map by Design Consultants Inc.
3. Revised plans and updated Special Permit Submission materials submitted on 5/23/2016, including: cover letter, content narrative, 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, Revised Special Permit Cover Sheet & Dimensional Form, and revised plan set dated 5/23/2016, including all architectural drawings prepared by O'Sullivan Architects, Inc., and landscape design drawings prepared by Blair Hines Design Associates.

City of Cambridge Documents

4. Memorandum to the Planning Board from Department of Public Works staff, dated 3/7/2016
5. Memorandum to the Planning Board from Community Development Department staff, dated 3/8/2016
6. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 3/9/2016
7. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 5/27/2016
8. Memorandum to the Planning Board from Community Development Department staff, dated 5/31/2016

Other Documents

9. Letter to the Planning Board from Cambridge Bicycle and Pedestrian Committees, dated 3/4/2016
10. Email communication to the Planning Board from Douglas Brown on behalf of Fresh Pond Residents Alliance, dated 3/15/2016

APPLICATION SUMMARY

The Applicant proposes to demolish the existing two-story non-residential building to construct a five-story multifamily residential building with 44 units. The project also includes 44 off-street parking spaces accommodated at the basement and ground levels, 60 long-term bicycle spaces, 8 short term bicycle spaces, roof deck, green roof, and a landscaped courtyard accessible to the building residents and general public. The base zoning is Office-1 and the parcel is located within an Alewife Overlay District (AOD-4) as well as the Flood Plain Overlay District. The Conservation Commission granted an Order of Conditions in approval of this project. The project is seeking variance relief from Board of Zoning Appeals for front, rear and side setbacks. The requested special permits are discussed in detail in the Findings below.

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. Special Permits to increase FAR and height, and reduce minimum lot area per dwelling unit in Alewife Overlay Districts (Section 20.95)

The Board finds that the proposal meets the criteria for issuance of special permits for FAR, height, and lot area per dwelling unit in the Alewife Overlay Districts. The Board finds that the proposal advances the General Purpose and the specific requirements of Section 20.90, as set forth below.

20.92 General Purpose. It is the purpose of this Section 20.90 to augment existing base district zoning regulations to respond to the unique problems and pressures for change in the Alewife area. The regulations contained in this Section 20.90 provide for more careful public scrutiny of future development proposals and provide an opportunity to shape the form and character of that development in ways that will benefit both individual property owners and the general interests of the larger commercial and residential neighborhood as a whole.

These regulations are intended to harness the opportunities presented with the redevelopment of private property in ways that will:

1. *Encourage forms of development, mix of uses, and range of improvements that will facilitate and encourage walking, biking and transit use and reduce the growth of auto trips in an area already burdened with regional vehicular traffic passing through to other destinations in the metropolitan region;*

The proposal will add housing to an area that is predominantly commercial in character, thus contributing to the overall mix of uses. The building has been sited on the lot to

reinforce pedestrian movement along the streetscape of Fawcett Street, and provides a new courtyard green space to enhance pedestrian and bicycle enjoyment of the street. The proposal includes improvements to the pedestrian realm and the building includes facilities to support and encourage bicycle use. In addition, the Applicant performed a traffic study that was certified by the Traffic, Parking and Transportation Department, which found that the impact of the project on vehicular traffic in the area will be negligible.

2. *Preserve and enhance the capacity to store floodwater, recharge groundwater and manage the collection and disposal of stormwater in ways that add to the quality and visual appeal of the built environment as well as to the quality of the water itself;*

The proposal will meet applicable flood retention requirements, as well as the City's stormwater management standards and the permeable open space requirements of the zoning district.

3. *Minimize the negative impact of new development on the adjacent Cambridge Highlands residential neighborhood while introducing new amenities and services that will benefit the residents of that neighborhood;*

The proposal is sited at a substantial distance from the Highlands neighborhood and will have minimal impacts.

4. *Integrate the entire area through the creation of new pedestrian paths, roadways, green spaces and bridges that will facilitate movement within the several Districts and beyond to the Cambridge Highlands, North Cambridge and Neighborhood Nine neighborhoods and the Fresh Pond Reservation;*

The development site is relatively small and therefore it would be infeasible to contribute the space needed to create additional public paths, roads or open spaces. However, the project will make financial contributions to transportation improvements, including further work toward creating a future pedestrian/bicycle railroad crossing and potential commuter rail station, and the project provides a main building entry point that is prominently featured along the façade, which would face a potential future street connection from Fawcett Street to Wilson Road, as identified in the Concord Alewife Plan.

5. *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; and*

The proposal will add housing to the area in the form of homeownership units. While the possibility of retail space was discussed by the Board, the site was found not to be an ideal location for retail use.

6. *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 proposal is oriented in a way to enhance the streetscape, respond to its neighbors, and relate to other recent housing projects in height and massing. The proposal will strengthen the residential streetscape presence and character of the area, and will also create an urban courtyard green space, which provides benefits to the building residents and to the general public.

The proposal is consistent with the scale of development authorized in the district, as set forth below.

20.95.1 Maximum Floor Area Ratio. The maximum ratio of floor area to the lot area may be increased as set forth below, after the issuance of a special permit from the Planning Board.

3. *Quadrangle Southwest and Quadrangle Southeast Districts: 1.5 for non-residential uses; 2.0 for residential uses.*

The proposed residential project will have a total floor area ratio of 2.58. The maximum total floor area ratio allowed for residential use on this property is 2.6 when accounting for the inclusionary housing bonus.

20.95.2 Maximum Permitted Height. The maximum height for any building may be increased as set forth below, after the issuance of a special permit from the Planning Board:

4. *Quadrangle Southeast District: 70 feet for non-residential uses; 85 feet for residential uses.*

The Office O-1 base zoning district has a maximum building height of 35 feet. The proposed residential project will have a building height of 65 feet with parking at grade and four floors above it. The maximum building height allowable by special permit for residential use on this property is 85 feet.

20.95.4 Dwelling Unit Density. 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 Office O-1 base zoning district requires the minimum lot area per dwelling unit to be 1,200 square feet per dwelling unit, which may be reduced to 600 square feet per dwelling unit with Planning Board approval. The proposal is for a net total of 466 square feet per dwelling unit, which incorporates the additional units permitted for an inclusionary housing project.

Finally, the Board finds that the project is generally consistent with the objectives of the Concord-Alewife Plan and the Concord-Alewife Design Guidelines, in particular those for the “Quadrangle” area in which the project is located, as set forth below.

Concord-Alewife Plan Goals for Quadrangle:

- *Encourage creation of housing along Concord Avenue.*

Though the site is not along Concord Avenue, housing is proposed.

- *Introduce neighborhood-focused retail to form a mixed-use core near the Alewife Brook Parkway edge of the Quadrangle.*

The possibility of retail use was discussed, but as the project site is not along a major road, it was not seen to be an ideal location for retail.

- *Continue to allow light industrial uses closer to the railroad tracks.*

The site is roughly between Concord Avenue and the railroad tracks, and near other recently built residential projects, and thus is an acceptable location for conversion from industrial to residential use.

- *Create appropriate transitions between the Highlands and nonresidential uses in the Quadrangle by introducing a green buffer and allowing lower densities and heights near the Highlands.*

The project site is fairly distant from the Highlands neighborhood.

- *Create a public space that serves a stormwater function as well as being an open space resource.*

Though the project site is too small to incorporate a major public space, it will include a small open space that will provide the required permeable surface for the lot as well as a shared amenity for building residents and the public.

- *Increase the amount of permeable surface in the Quadrangle as the area redevelops.*

The proposal meets the permeable area requirements by providing a central courtyard space as described above, and landscaped side and rear yards.

- *Encourage future development to respond to stormwater goals for the area.*

The proposal meets the city’s stormwater management standards for the area as well as the flood plain requirement, and takes into consideration the latest information available through the city’s Climate Change Vulnerability Assessment.

- *Create a hierarchy of boulevards, avenues, streets, and pathways.*

The project site is too small to accommodate new streets and pathways, but is designed to provide an attractive, pedestrian-friendly and bicycle-friendly edge to future road and path improvements envisioned by the Concord-Alewife Plan.

- *Enhance the character of Concord Avenue by improving its streetscape.*

The project is not located directly on Concord Avenue.

- *Design new public spaces and places that support a range of community-focused activities.*

The site is too small for a major public space, but does provide a small courtyard along the streets that can be enjoyed by the public.

- *Improve traffic circulation within the Quadrangle by enhancing existing roads and adding new ones—without creating a direct vehicular connection to the Highlands.*

The project site is too small to accommodate new roads, but is designed to provide an attractive, pedestrian-friendly and bicycle-friendly edge to future road and path improvements envisioned by the Concord-Alewife Plan as well as improving the streetscape along Fawcett Street.

- *Improve the streetscape within the Quadrangle to enhance the pedestrian and bicycle environment. Strengthen pedestrian/bicycle access to Alewife Station to improve connections to transit and to the Minuteman Path and Linear Park.*

The proposal will improve the streetscape along Fawcett Street with improved sidewalks, street trees and a more pedestrian friendly edge.

- *Improve the pedestrian environment along Concord Avenue and provide safe crossings.*

The project is not located directly along Concord Avenue.

- *Continue to encourage residential use along Concord Avenue.*

Though the site is not along Concord Avenue, housing is proposed.

- *Encourage housing development within the Quadrangle, particularly close to the Highlands.*

The proposal will result in 44 new units of housing designed for homeownership.

Concord-Alewife Design Guidelines – Areawide:

- *Break up large blocks into smaller blocks, of sizes similar to those in surrounding Cambridge neighborhoods, to improve circulation and be compatible with surrounding neighborhoods.*

The site is too small to break into smaller blocks, but provision is made for a future street connection between Fawcett Street and Wilson Road.

- *Vary the design of individual buildings to create an architecturally diverse district.*

The project takes cues from nearby recent residential development, but incorporates architectural styles with a different visual character. The façades are designed to provide scale and texture with a variety of materials being used to accentuate changes in massing.

- *Street level facades should include active uses such as frequent residential entrances, with setbacks for stoops and porches; neighborhood-serving retail including shops, restaurants, cafes; services for the public or for commercial offices such as fitness centers, cafeterias, daycare centers; community spaces such as exhibition or meeting spaces; and commercial lobbies and front entrances.*

The street level façade includes a largely transparent residential lobby, bicycle parking facility, and a landscaped courtyard meant to be enjoyed by residents and the larger public.

- *Encourage awnings/ canopies to provide shelter and enliven ground-floor façades.*

The front entrance includes a canopied walkway leading to the main residential lobby.

- *Design residential buildings with individual units and front doors facing street, including row house units on the lower levels of multi-family residences.*

The inclusion of individual ground-floor units is complicated by flood hazard considerations; however, an active residential lobby, bicycle parking room, and usable courtyard are located facing Fawcett Street.

- *Utilize low impact development principles in building and site design as a way to meet City, State, and Federal stormwater requirements...*

The project is designed to meet the city's stormwater management standards.

- *Use site design that preserves future rights-of-way identified in the Circulation Concept Plan.*

The proposal acknowledges the future connection from Fawcett Street to Wilson Road envisioned in the Concord-Alewife Plan by setting the building back with an entry walkway and by including a building entrance along that frontage.

- *Improve existing streets to meet City standards, including streetscape improvements.*

The sidewalk and street edge along Fawcett Street will be improved as part of the project.

- *Strengthen bicycle and pedestrian links to adjacent areas...*

The project will enhance the bicycle and pedestrian friendly character of Fawcett Street through street improvements, orienting building entrances and active recreational spaces along Fawcett Street, and providing a bicycle parking facility along the street frontage.

- *Screen service areas from major streets.*

Building services will mainly be accommodated within the building, with the exception of an electrical transformer that is required to be accessible from the street but will be screened with an enclosure.

- *Parking below-grade is preferred. If above-grade parking is to be provided, design it so it is not visible...from public streets, or from pathways; line above-ground structured parking with active uses...*

Some above-grade parking is proposed, but will be screened with a “green wall” treatment and window openings to match the residential pattern of the building above. Aside from the proposed vehicular access point, most above-grade parking will be buffered from Fawcett Street by lobby spaces, bicycle parking facilities and a landscaped courtyard.

- *Design and locate lighting and signage in support of the district’s pedestrian-friendly quality.*

Signage will be minimal given that it is a residential project. Exterior lighting on the site will be pedestrian-scaled.

- *Use site design to minimize shadows on other buildings or on public streets, open spaces, parks, and plazas.*

Within the constraints of the lot, the provided shadow studies show that the proposed arrangement of massing on the site will not result in excessive shadow impacts on neighboring buildings and spaces.

- *Design residential development to include a range of units of various sizes and with various numbers of bedrooms...*

The proposal includes a variety of different residential unit sizes and types.

Concord-Alewife Design Guidelines – Quadrangle:

- *Use streetscape and other improvements to define Wilson Road as part of a major east-west connection through the Quadrangle.*

The project is set back from the property line and the southern façade is designed to anticipate a future east-west street connection from Fawcett Street to Wilson Road.

- *Create an open-space system characterized by parks and green spaces of varying scales and uses.*

The site is too small for a major public space, but does provide a small courtyard along the streetscape that can be enjoyed by the public.

- *Use pooled resources to create a new central public open space in the Quadrangle that incorporates stormwater management.*

The site is too small for a major public space, but does provide a small courtyard along the streetscape that can be enjoyed by the public and serves the function of permeable open space.

- *Locate active uses around the future open space to create a safe and active environment throughout the day and evening.*

The particular location of the site is not considered ideal for retail use.

- *Provide pedestrian links to strengthen physical connections to the shopping center.*

The site does not link to the shopping center area, but is aligned with future roadway connections that could eventually connect to that area.

- *Create building height/façade setbacks between 85' and 105'.*

The proposed building is less than 85 feet in height.

- *Provide pedestrian links to strengthen connections to Fresh Pond Reservation, consistent with the Fresh Pond Master Plan.*

The project will implement improvements to pedestrian access along Fawcett Street, which will provide an enhanced connection to Fresh Pond Reservation.

- *Strengthen streetscape and other improvements to define Concord Avenue.*

The site is not located along Concord Avenue.

- *Site new development to allow for a future above-grade crossing between the Triangle and the Quadrangle.*

The project is not located where it would directly accommodate or impede such future above-grade crossing, but since the site would benefit from such a connection, the project will make a financial contribution to support further study and design work for that connection.

2. Special Permit to waive gross floor area provisions for parking facilities in Alewife Overlay Districts (Section 20.97.3)

20.97.3 Waiver of Gross Floor Area Provisions for Parking Facilities – Section 5.25. Because of the unique factors related to flooding and groundwater management in Alewife, the importance of maintaining a high level of permeability, and the difficulty of constructing large areas of building below grade, the Planning Board may by special permit exempt the Gross Floor Area contained in any above ground structured parking facility from the FAR limitations established in this Section 20.90 and any applicable base zoning (such special permit shall supersede the provisions of Section 5.25.42 for any lot within the Alewife

Overlay Districts). In granting such a special permit the Planning Board shall consider the following:

- 1. The facility advances the objective of the Concord-Alewife Plan.*
- 2. A shared facility is established that aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile.*
- 3. The facility is well designed, does not diminish the pedestrian-friendly quality the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan.*
- 4. The additional bulk of 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.*

One level of the parking garage is proposed to be located at grade on the site owing to unique factors related to flooding and stormwater management. As described above in these Findings, the proposed development will be consistent with the long term objectives of the Concord-Alewife Plan. As the program consists of condominium units in the building, the proposed parking is not a shared facility. However, the project will only provide the minimum required parking, and exceeds the requirements for bicycle parking and permeable open space, and provides pedestrian-oriented amenities to support non-auto travel as described above. Further, the project will adhere to Transportation Demand Management (“TDM”) measures as recommended in the reports provided by the Traffic, Parking and Transportation Department (“TP&T”) will promote lesser vehicular dependence. The additional bulk of the building above grade responds well to the surrounding built environment in terms of massing and height and does not create any unreasonable negative impact on the abutters or the neighborhood. The above-ground parking structure design utilizes building features such as translucent glazed windows and a vegetated green-wall in addition to siting of the courtyard to limit visual impacts from the sidewalk and street. The proposed development with a smaller footprint and accommodation of all parking within that footprint increases at grade soil permeability.

3. Special Permit for building construction in Flood Plain Overlay District (Section 20.70)

20.75 Criteria. The Planning Board shall grant a Special Permit for development in the Flood Plain Overlay District if the Board finds that such development has met all of the following criteria in addition to other criteria specified in Section 10.43:

- 1. No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these Special Flood Hazard Areas to carry and*

discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.

2. *Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.*
3. *All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.*
4. *The proposed use shall comply in all respects with the provision of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.*
5. *Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 - Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 - Flood Plain Overlay District and Section 20.90 – Alewife Overlay Districts 1-6.*
6. *The requirement of Section 20.74(3) has been met.*

The flood zone certification provided by Design Consultants, Inc. dated March 10, 2016 records that the project, partially located within the FEMA high hazard flood zone, will provide additional flood compensation volume below the flood elevation with the proposed smaller building footprint and hence will not result in any increase in flood levels during the occurrence of the 100-year flood. A communication from the Department of Public Works dated March 7, 2016 indicates that the proposed development will have the ability to meet all requirements associated with being located in the Flood Plain and will provide necessary flood plain mitigation to address flood level impacts and building resiliency associated with increased flood elevations presented in the November 2015 Climate Change Vulnerability Assessment. The Conservation Commission granted an Order of Conditions approving the project upon identifying the project as an overall improvement to the site and an area with sufficient flood storage compensation, reduction of impervious surface, and creation of passive park area. Based on these reports, the Board finds that the proposal meets the criteria set forth in Section 20.75.

4. General Criteria for multi-family dwelling in Office-1 District (Section 4.26.1)

4.26.1 The construction of a multifamily dwelling containing twelve (12) or more dwelling units or of elderly oriented congregate housing containing twenty-four (24) or more separate

living spaces in a Residence C, Residence C-1, Residence C-1A, Office 1, Business A-1, or Business A-3 district shall require a special permit granted by the Planning Board.

10.47.4 Criteria for approval of Townhouses and Multifamily Dwellings. In reviewing applications for townhouse developments and multifamily dwelling, the special permit granting authority shall consider and address the following site plan criteria as applicable:

- (1) Key features of the natural landscape should be preserved to the maximum extent feasible. Tree removal should be minimized and other natural features of the site, such as slopes, should be maintained.*

At present the site has a large building footprint and extensive paved area with limited natural landscape features and no trees over three inch caliper. The proposed development with a smaller building footprint and multiple trees in the green space courtyard and sidewalk will increase the landscaped areas on the site and improve site drainage conditions with improved flood storage capacity.

- (2) New buildings should be related sensitively to the existing built environment. The location, orientation and massing of structures in the development should avoid overwhelming the existing buildings in the vicinity of the development. Visual and functional disruptions should be avoided.*

- The proposed new building will be similar to the multi-family development in the vicinity in terms of height, setbacks, building massing, density, and streetscape treatment to be responsive to the existing neighborhood and future plans for the area, as described above in these Findings.

- (3) The location, arrangement, and landscaping of open space should provide some visual benefits to abutters and passersby as well as functional benefits to occupants of the development.*

The proposed development will create a vegetated courtyard open space with deciduous and evergreen trees, shrubs and groundcovers, which will provide visual benefits to the building residents and to the general public. The rooftop deck will also include planters and a planted arbor structure, which will be aesthetically pleasing for residents and passersby.

- (4) Parking areas, internal roadways and access/egress points should be safe and convenient.*

All parking spaces are accommodated within the building and there are no internal roadways other than the driveway to the garage door. A communication from TP&T dated March 9, 2016 and another one dated May 27, 2016 indicate that the final driveway design should be approved by TP&T and not include landscaping elements over 3 feet tall that could block sightlines for vehicles exiting the driveway.

- (5) *Parking area landscaping should minimize the intrusion of onsite parking so that it does not substantially detract from the use and enjoyment of either the proposed development or neighboring properties.*

As all parking is contained within the building footprint, there is no landscaping associated with onsite parking for the proposed development. The proposed green wall will partially screen the garage from the street.

- (6) *Service facilities such as trash collection apparatus and utility boxes should be located so that they are convenient for resident, yet unobtrusive.*

The proposal includes a dedicated trash room in the basement of the building that will be buffered from the residents of the building and its neighbors. The trash room has been located so that it is easily accessible for use by residents and for servicing of trash pickup through the garage. An electrical transformer, which is required to be close to the street for servicing purposes, will be screened by an enclosure to reduce its visual impact.

5. General Criteria for Issuance of a Special Permit (Section 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, or ...*

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

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

The proposed construction of 44 new dwelling units with 44 off-street parking spaces is not anticipated to cause particular congestion or hazard. A communication from TP&T dated March 9, 2016 indicates that the project is expected to have only a minor vehicle traffic impact in the neighborhood.

- (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, or ...*

The proposed residential use complies with allowed uses in this district, and hence will not adversely affect adjacent uses that exist or are anticipated in the future. The proposed project will improve the streetscape with landscape improvements.

- (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, or ...*

The proposed uses will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

- (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, and ...*

The proposed use is encouraged by City plans for the area and the Zoning Ordinance. The neighborhood is transitioning from mostly commercial to include a variety of multi-family dwellings, and the proposed multi-family development of 44 dwellings would fit this existing and anticipated pattern of development.

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

The proposal is not inconsistent with the citywide urban design objectives. The urban design objectives are supported in the proposal with the expansion of the inventory of housing, improved streetscape appearance, consistency with the pattern of development, minimal environmental impacts on abutters and minimal impact on City infrastructure. In particular, as described above in these Findings, the project is consistent with the Concord-Alewife Design Guidelines, which represent a more refined representation of the general citywide urban design objectives as they are applied to this particular area.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, 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 and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are those dated May 23, 2016. 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. The Permittee shall address the following design comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details:
 - a. The sidewalk should be widened to an appropriate width, in accordance with City standards, to ensure pedestrian comfort. The width is to be determined in consultation with CDD and the Department of Public Works (“DPW”). If necessary, a portion of the public sidewalk should be accommodated within the front setback of the development parcel.
 - b. Building elevations should be further studied to ensure changes in material are applied purposefully and in a manner that corresponds to variations in building massing.
 - c. Selection of building materials and colors.
 - d. Windows on the facades of the building should be designed to be more consistent with other proposed windows in size and character.
 - e. The proposed landscaped courtyard should include seating that is more comfortable for users (e.g., wood benches with backs) and more conducive to socialization.
 - f. The proposed screening of the electrical transformer should be improved to be more visually appealing.
 - g. Automatic power assist doors should be provided to enter/exit the bicycle room, which will make it more convenient for cyclists.
4. Prior to issuance of a building permit, TP&T shall review and approve the final design of parking and bicycle parking facilities and the access and egress to such facilities to ensure

compliance with applicable City standards. There shall be no landscaping elements over three (3) feet tall that could block sightlines for vehicles exiting the driveway.

5. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
6. The Permittee shall make the following contributions, as recommended by TP&T, in furtherance of the City's transportation objectives for the area, prior to the issuance of a building permit for development authorized by this special permit:
 - a. Twenty-five thousand dollars (\$25,000) to the City toward the continued feasibility studies and designs for the Alewife bicycle and pedestrian bridge and commuter rail station.
 - b. Twenty-five thousand dollars (\$25,000) to the City toward funding a Hubway station to be located in the Quadrangle area. The final location of the Hubway station will be determined by the City and will provide another mobility option for residents and visitors.
7. The Permittee shall be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation including, transit, bicycling and walking over traveling by single-occupancy vehicles.
 - a. To establish the habit of using mass transit, each adult member of each household (up to 2) upon move-in will be offered a Charlie Card valued at the cost of 50% of a bus/subway pass (currently \$75 but subject to fare increases including, but not limited to, the increase to \$84.50 that takes effect on July 1, 2016) for 3 consecutive months. For condominiums, this benefit will apply to original condominium owners only. For apartments, this benefit will end after 3 months for the household and begins anew upon unit turnover.
 - b. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas.
 - c. The property owner or condominium association shall join the Alewife Transportation Management Association (TMA) including access to shuttle buses to/from Alewife MBTA station as provided by the TMA or a comparable shuttle service.
 - d. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip or post at a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - i. Available pedestrian and bicycle facilities in the vicinity of the Project site.
 - ii. MBTA maps, schedules, and fares.

- iii. Area shuttle map and schedule, if one exists.
 - iv. “Getting Around in Cambridge” map (available at the Cambridge Community Development Department office).
 - v. Location of bicycle parking.
 - vi. Hubway regional bikeshare system
 - vii. Carsharing/Ride-matching programs.
 - viii. Other pertinent transportation information.
- e. The Property owner or condominium association shall designate a transportation coordinator (TC) for the site to manage the TDM program and coordination with the TMA. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
- i. Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
 - ii. Responding to individual requests for information in person and via phone and email.
 - iii. Provide one new resident packet of transportation information to all units upon move-in.
 - iv. Participate in any TC trainings offered by the City of Cambridge or local TMA.
8. Prior to issuance of a building permit, the Permittee shall provide automobile elevator specifications to the City’s Inspectional Services Department (“ISD”) and TP&T along with a maintenance plan and a contingency plan describing how the garage will be managed if the elevator were out of service. The Permittee also shall be obligated to contact TP&T and ISD if the automobile elevator is out of service, report when it will be repaired, and provide an update when the repair is complete and the elevator is back in service.
9. 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. CDD shall certify that the applicable requirements are met prior to issuance of a building permit, and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.
10. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD.

Voting in the affirmative to approve the requested special permits were Planning Board Members Louis Bacci, Jr., Catherine Preston Connolly, H Theodore Cohen, Steven Cohen, Mary Flynn and Hugh Russell, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



H Theodore Cohen, Chair.

A copy of this decision PB #309 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 June 23, 2016, by Swaathi Joseph, 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:

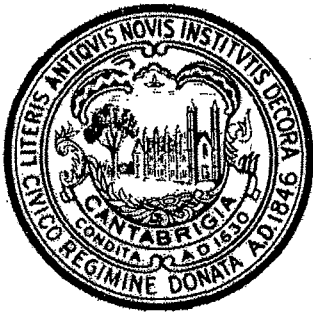
City Clerk of Cambridge

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	20,522	5,000	No Change	No Change
Lot Width (ft)	181.5	50	No Change	No Change
Total GFA (sq ft)	40,300	41,044	52,852	52,852 ¹
Residential Base	0	41,044	52,852	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	40,300	30,783	0	
Inclusionary Bonus	N/A	53,357	52,852	
Total FAR	1.96	2.6	2.58	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	2.0	2.58	
Non-Residential Base	1.96	1.5	N/A	
Inclusionary Bonus	N/A	2.6	2.58	
Total Dwelling Units	0	44	44	44
Base Units	0	34	34	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	10	10	
Base Lot Area / Unit (sq ft)	N/A	600	600	
Total Lot Area / Unit (sq ft)	N/A	466	466	
Height (ft)	~ 26	85	65	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft) ²	0	15	10	
Side Setback (ft) ²	5; 53	40.5; 17.5	7; 1.75 – 17.75	
Rear Setback (ft) ²	0	59.5	1.75 – 10.33	
Open Space (% of Lot Area)	0	15	40.6	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	N/A	11	
Permeable Open Space	0	25	29.6	
Off-Street Parking Spaces	9	44	44	44
Long-Term Bicycle Parking	0	52	60	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	5	8	
Loading Bays	3	N/A	0	

¹ In granting the requested special permits, pursuant to Section 20.97.3 of the Zoning Ordinance, the Planning Board authorizes the exclusion of approximately 8,580 square feet of above-grade parking from the calculation of Gross Floor Area.

² BZA variance relief required for front, rear and side setbacks.



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

Notice of Extension of Time

Case No: 309
Address: 95 Fawcett Street
Applicant/Owner: 95 Fawcett Street,
Application Date: January 20, 2016
May 17, 2016 Revision

2016 JUN -8 PM 3:43
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Public Hearing Dates: March 15, 2016 & June 7, 2016

Application: Special Permit to demolish the existing building and construct 44 residential units pursuant to Sections 20.90 Modifications in the Alewife Overlay District, 20.97.3 Waiver of Gross Floor Area Provisions for Parking Facilities, 20.73 Floor Plain and 4.26.2 Multifamily Special Permit. A Board of Zoning Appeal dimensional variance will be required for the front, side and rear yard setbacks relief.

At the public hearing of June 7, 2016, the Planning Board voted to agree to an extension of time for filing the Special Permit Decision to **June 24, 2016** as agreed to by the Developer at the meeting.

Authorized Representative to the Planning Board

For further information, please contact Liza Paden at 617 354 5640 or lpaden@cambridgema.gov.