



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:	47 Dudley Street		
Zoning District:	B		
Applicant Name:	Ricky Monogle d/b/a RJM Development LLC		
Applicant Address:	47 Dudley Street		
Contact Information:	617 320 2724	kathleensmoore@gmail.com	
	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.*

Conversion of non residential structure to residential use under Zoning Ordinance 5.28.2

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

Narrative; Floor plans for 47 Dudley Street; Photographs of 47 Dudley Street; GIS map;

plot plan

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

OWNERSHIP CERTIFICATE

Project Address: 47 Dudley Street

Application Date: April 3, 2018

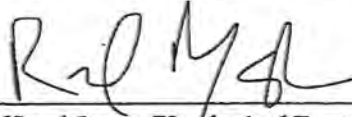
This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant: RJM Development LLC
at the following address: 47 Dudley Street
to apply for a special permit for: Change of Use, 5.28
on premises located at: 47 Dudley Street
for which the record title stands in the name of: RJM Development LLC
whose address is: 47 Dudley Street

by a deed duly recorded in the:

Registry of Deeds of County: Middlesex Book: 69378 Page: 1

OR Registry District of the Land Court,
Certificate No.: _____ Book: _____ Page: _____



Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

Commonwealth of Massachusetts, County of Middlesex

The above named Rick Mangle personally appeared before me,

on the month, day and year April 3 2018 and made oath that the above statement is true.

Notary: [Signature]

My Commission expires: 2/1/2024



FEE SCHEDULE

Project Address: 47 Dudley Street

Application Date: April 3, 2018

The Applicant must provide the full fee (by check or money order) with the Special Permit Application. Depending on the nature of the proposed project and the types of Special Permit being sought, the required fee is the larger of the following amounts:

- If the proposed project includes the creation of new or substantially rehabilitated floor area, or a change of use subject to Section 19.20, the fee is ten cents (\$0.10) per square foot of total proposed Gross Floor Area.
- If a Flood Plain Special Permit is being sought as part of the Application, the fee is one thousand dollars (\$1,000.00), unless the amount determined above is greater.
- In any case, the minimum fee is one hundred fifty dollars (\$150.00).

Fee Calculation

New or Substantially Rehabilitated Gross Floor Area (SF): × \$0.10 = 210 sq feet

Flood Plain Special Permit Enter \$1,000.00 if applicable:

Other Special Permit Enter \$150.00 if no other fee is applicable:

TOTAL SPECIAL PERMIT FEE **Enter Larger of the Above Amounts: \$170**

DIMENSIONAL FORM

Project Address: 47 Dudley Street

Application Date: April 3, 2018

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)	5383	5000	5383	
Lot Width (ft)	83.10	50 min	83.10	
Total Gross Floor Area (sq ft)	8080	8080	8290	
Residential Base	7541	5000	8290	
Non-Residential Base	422	1200	0	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	1.47	.50	1.48	
Residential Base	1.47	.50	1.48	
Non-Residential Base	18.9	.75 max	0	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	6	3	7	
Base Units	N/A	N/A	N/A	
Inclusionary Bonus Units	N/A	N/A	N/A	
Base Lot Area / Unit (sq ft)	N/A	N/A	N/A	
Total Lot Area / Unit (sq ft)	N/A	N/A		
Building Height(s) (ft)	34	35	34	
Front Yard Setback (ft)	0	15	0	
Side Yard Setback (ft)	0-3.6	75	0-3.6	
Side Yard Setback (ft)	0-5.0	75	0-5.0	
Rear Yard Setback (ft)	8.8-15.4	25	8.8-15.4	
Open Space (% of Lot Area)	46%	40% min	46%	
Private Open Space	46%	40% min	46%	
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces	2	7	2	
Long-Term Bicycle Parking	0	7	8	
Short-Term Bicycle Parking	0			
Loading Bays				

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



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

CERTIFICATION OF RECEIPT OF PLANS BY CITY OF CAMBRIDGE TRAFFIC, PARKING & TRANSPORTATION

City Department/Office:

Project Address: 47 Dudley Street

Applicant Name: Ricky Monogle d/b/a RJM Development LLC

For the purpose of fulfilling the requirements of Section 19.20 and/or 6.35.1 and/or 5.28.2 of the Cambridge Zoning Ordinance, this is to certify that this Department is in receipt of the application documents submitted to the Planning Board for approval of a Project Review Special Permit for the above referenced development project: (a) an application narrative, (b) small format application plans at 11" x 17" or the equivalent and (c) Certified Traffic Study. The Department understands that the receipt of these documents does not obligate it to take any action related thereto.

Signature of City Department/Office Representative

Date

PROJECT NARRATIVE

Project Overview

47 Dudley Street is a small building, built in 1902, at the intersection of Dudley and Cedar Streets. It is zoned as, and has always been used as, a private office. It had been used for many years as the office for a contractor. It is located in a Residence B zoning district. The area is characterized by a variety of two-and three-family residential buildings, built between 1870 and 1924. Most are two or three stories in height.

The lots on this block and the neighboring streets are characterized by a medium density, with the homes clustered close to the street with moderate front, rear, and side set backs.

A special permit from the Planning Board is required to change the use of this building from private office to residential as outlined in Article 5.28.2 of the Ordinance.

The proposed reuse conversion will utilize all Gross Floor Area as residential. There will be no change to the footprint of the building, and the only change in existing dimensions is a minimal change in GFA (210 square feet), resulting from the capture of basement square footage previously not calculated with no change to the external structure of the building.

47 Dudley is part of a parcel which also includes 51 Dudley and 29 Cedar ("the Parcel"). 51 Dudley and 29 Cedar are each multi-family residential units with 3 dwelling units each.

The Cambridge Historical Commission has determined that it has no opinion on this change of use.

Compliance with Criteria Specific to the Special Permit Being Sought (Section 5.28.2)

Pursuant to section 5.28.2 of the Ordinance, the Planning Board by Special Permit may allow *Conversion of Non Residential Structures to Residential Use* when the following criteria are met.

(a) To allow the economic reuse of buildings that may be substantially out of compliance with the dimensional requirements of the zoning district within which they are located, especially as they are converted to residential use.

The building is located in a residential district, and all other units on the Parcel are residential units. The proposed residential use will be compatible with the neighborhood character.

(b) To encourage the preservation of buildings of historic or cultural significance by providing opportunities for reuse of the structures.

Because demolition is not proposed, Cambridge Historical Commission has determined that it will not review this change of use.

(c) To establish a framework of development standards and criteria within which existing non-residential buildings that are out of scale and character with surrounding residential uses can be converted to housing of an appropriate style and density while limiting potential negative impacts on neighbors.

1. This change of use from private office to residential adds one unit of much-needed housing. It is located on a Parcel on which all other units are residential.

2. No detriment to neighbors will accrue due to this change of use from private office to residential. There will be no change to the existing structural footprint of the building under this proposed change of use. The only change in dimensional is a minimal GFA increase (210 square feet) resulting from capturing previously exempt basement space and occurring within the physical limits of the existing structure. This building is part of a Parcel with 6 multi family residential units and is of a character with surrounding residential uses. This change of use of this small building from private office to residential will have no adverse traffic impacts. Furthermore:

a) residential use is likely to reduce the already minimal car activity for this small unit. A private office could have visitors/clients/employees coming and going throughout the day.

b) Mitigating factors to traffic in this area:

Applicant points out that 47 Dudley Street is easily accessible:

- *to/by the MBTA 77 bus stop on the corner of Massachusetts Avenue and Dudley Street (612 feet from 47 Dudley Street to the stop)*
- *to by the Bike Path (682 feet from 47 Dudley Street to the Alewife Linear Path entrance)*
- *to/by the MBTA Davis Square Redline stop (.5 miles from 47 Dudley Street to Davis Square Station)*

c) Off-street Parking

47 Dudley Street currently has 2 deeded off street parking spaces. Applicant plans, through condominium documents, to deed one of these parking spaces to 47 Dudley, and one of these spaces to another unit on the Parcel. Sean O'Grady has said that Inspectional Services Department has no position on this re-deeding.

d) Bicycle Parking

There is currently no bicycle parking for 47 Dudley Street or on the Parcel. Applicant is installing parking on the Parcel for eight bicycles, and one of these spaces will be deeded to 47 Dudley Street. Applicant is guided by the City of Cambridge's bicycle parking standards in the design and implementation of this parking. The parking will exceed the requirements for bicycle parking under Article 6.00.

5.28.28 Criteria for Approval of a Special Permit

In acting upon this special permit, the Planning Board shall consider the standards and criteria set forth in Sections 10.43, 10.47 and 10.47.1 of this Ordinance in addition to the following review standards.

5.28.28.1 Criteria Applicable to All Projects

(a) Provision of Parking. Where it is proposed to add dwelling units above the limits established in the base zoning regulations, the Board shall evaluate the impact of increased numbers of dwelling units above that normally permitted in the district on the demand for on-street parking by residents and visitors to the proposed building, particularly in neighborhoods where off street parking is limited.

In reaching a determination, the Board may require that the Applicant provide elements of a Parking Analysis as set forth in Section 6.35.3 of the Zoning Ordinance. Where a project is subject to additional criteria as specified in Section 5.28.28.2 below, a Parking Analysis shall be required to be included with the Special Permit Application.

Applicant has submitted a Parking Memo which is under review by the Department of Parking, Traffic and Transportation c/o Adam Shulman.

(b) Privacy Considerations. Where significant variations from the normally required dimensional standards for the district are proposed, the Board shall evaluate the impact on residential neighbors of the new housing use and any other proposed use as it may affect privacy. The location and size of windows, screening elements, decks, entries, security and other lighting,

and other aspects of the design, including the distribution of functions within the building, shall be reviewed in order to assure the maintenance of reasonable levels of privacy for abutters. In reviewing a proposed development plan, the Board shall consider, among other factors, the potential negative impacts of the new activity on abutters as a result of the location, orientation, and use of the structure(s) and its yards as proposed.

This proposed change of use from private office to residential will not negatively impact abutters. This project does not include any change in location, orientation, or open space relating to 47 Dudley Street.

(c) Reduction in Private Open Space. Where it is proposed to reduce the amount of on-site Private Open Space below that required in the applicable district, the Board shall evaluate the proposal in light of the following:

- (1) The extent to which screening and buffering from neighbors will be accomplished
- (2) The quality and viability of the proposed open spaces as they are designed
- (3) The tradeoff in benefits and negative impacts of the loss of green space in order to provide the required amount of parking, including consideration of the feasibility

This proposed change of use from private office to residential will not result in any reduction in Private Open Space.

(d) Community Outreach. The Planning Board shall consider what reasonable efforts have been made to address concerns raised by abutters and neighbors to the project site. An applicant seeking a special permit under this Section 5.28.2 shall solicit input from affected neighbors before submitting a special permit application. The application shall include a report on all outreach conducted and meetings held, shall describe the issues raised by community members, and shall describe how the proposal responds to those issues.

The Applicant sent notice letters to abutters inviting them to an Open House March 19 from 5-7 at 51 Dudley Street. Tours of 47 Dudley Street were given. All comments were favorable.

The Applicant attended the March 28 (rescheduled from March 14 due to snow) North Cambridge Stabilization Committee meeting. NCSC will receive a copy of Applicant's Special Permit Application when it is filed.

Compliance with General Special Permit Criteria (Section 10.43)

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 the detriment of the public interest because:

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

With the requested Special Permit, the Project will not alter any existing dimensional factors except for a minor increase (210 square feet) in the allowable GFA. This increase in GFA is the result of capturing previously not-calculated basement space and occurs exclusively within the interior of the building.

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

There will be no traffic or patterns of access or egress that will cause congestion, hazard, or substantial change in established neighborhood, because the proposed one loft bedroom residential use is in keeping with the residential character of the existing neighborhood. It is likely that residential use generates less traffic than a private office. The proposed project will provide one off street parking space to 47 Dudley. In addition, one additional parking space will be deeded to another unit on the Parcel, for which there has never been off street parking.

The new bicycle parking for the Parcel will exceed ordinance requirements. Applicant points out that 47 Dudley Street is easily accessible:

- *to/by the MBTA 77 bus stop on the corner of Massachusetts Avenue and Dudley Street (612 feet from 47 Dudley Street to the stop)*
- *to by the Bike Path (682 feet from 47 Dudley Street to the Alewife Linear Path entrance)*
- *to/by the MBTA Davis Square Redline stop (.5 miles from 47 Dudley Street to Davis Square Station)*

(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 continued operation of adjacent uses as permitted will not be adversely affected by the nature of the proposed use, and is in accord with the adjacent uses.

(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

No nuisance or hazard will 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. The proposed project will add valuable housing to the Cambridge housing market.

The proposed project is in keeping with the goals for health, safety and welfare that are laid out in Section 19.30 Citywide Urban Design Objectives, which states that new projects should be responsive to the existing or anticipated pattern of development.

(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 change of use will not impair the integrity of the district or adjoining district or derogate from the intent and purpose of this Ordinance. The proposed change of use will be consistent with the residential character of the surrounding neighborhood.

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

The proposed project is consistent with the Urban Design Objectives, as described below.

19.30 Citywide Urban Design Objectives

Pursuant to Section 19.31 New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

(1) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.

No change in building heights and setbacks..

(2) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the

pattern of building setbacks and heights in relationship to public streets.

N/A

(3) In mixed-use projects, uses are to be located carefully to respect the context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use, etc.

N/A - The proposed project is only residential.

(4) Where relevant, historical context are respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.

The proposed project was presented to the Cambridge Historical Commission. The Commission has said it has no position on this application.

Pursuant to Section 19.32 Development should be pedestrian and bicycle- friendly, with a positive relationship to its surroundings. Indicators include:

(1) Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.

In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.

N/A

(2) Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways.

N/A

(3) Ground floors should be generally 25-50% transparent. The greatest amounts of glass would be expected for retail uses with lesser amounts for office, institutional or residential use.

N/A

(4) Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stops and transit stations is encouraged; siting buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged.

No change in entries.

(5) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have, secure storage facilities conveniently located on-site and out of the weather. If bicycle parking is provided in a garage, special attention must be made to providing safe access to the facilities from the outside.

Bicycle parking will be consistent with requirements in Section 6.00 of the Ordinance.

(6) Alternate means of serving this policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.

N/A

Pursuant to Section 19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:

(1) Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:

The project will use energy efficient systems that will be quiet and minimal.

(2) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.

The trash and recycling will be located away from public view and comply with the Ordinance requirements that the storage areas are not to be located in the front yard. The receptacles will be covered to minimize odor and visual impact.

(3) Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.

N/A

(4) Stormwater Best Management Practices and other measures to minimize runoff and improve water quality are implemented.

N/A

(5) Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of stormwater runoff compared to pre-development conditions.

Yes

(6) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the 19-13 operation of a Registered Solar Energy System as defined in Section 22.60 of this Zoning Ordinance.

No change in building size; building is much smaller than surrounding structures.

(7) Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines.

No change

(8) Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.

No change

(9) Outdoor lighting is designed to provide minimum lighting and necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.

Lighting will be utilized to provide safe access to the building entries and parking. The lighting will be sensitive and minimal, while providing safety and improved visual environment at night.

(10) The creation of a Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.

N/A

Pursuant to 19.34 Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. Indicators include:

(1) The building and site design are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.

The proposed project will use water-conserving plumbing fixtures and best management practices for stormwater management.

(2) The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.

The proposed project will have adequate drinking water and wastewater infrastructure systems.

(3) Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction on

adjacent lots to do the same. Compliance with Leadership in Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards is encouraged.

The proposed project will utilize energy efficient practices and systems.

Compliance with General Special Permit Criteria (Section 10.47)

N/A

Corner of Dudley & Cedar
left is 42 Dudley, sign is 51 Dudley



417 Dudley, 29 Cedar, 51 Dudley



Dudley Street view of
29 Cedar, 47 Dudley, 51 Dudley

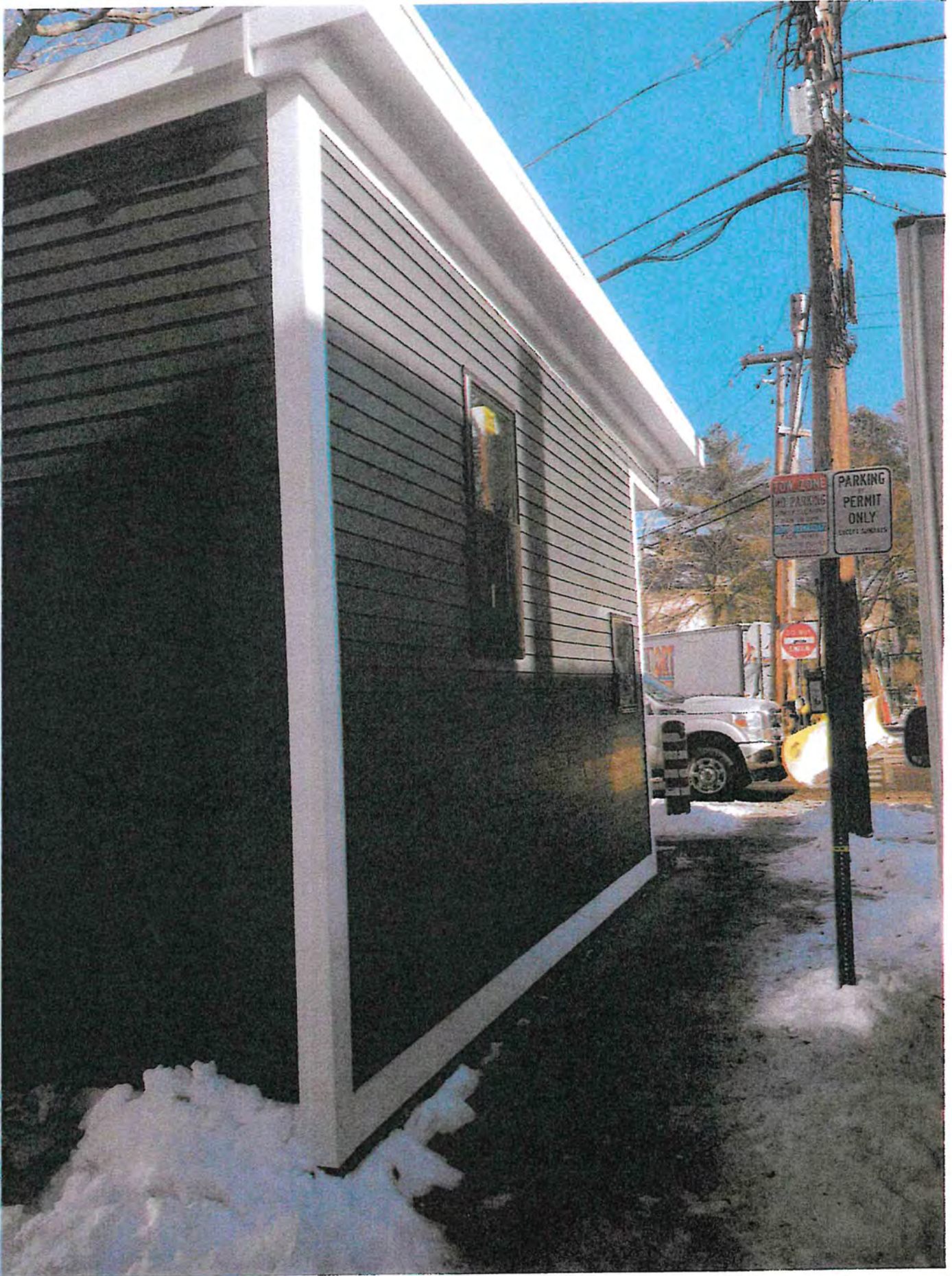


4 + 10/10/08









NO PARKING
EXCEPT ON SUNDAYS

PARKING
PERMIT
ONLY
EXCEPT SUNDAYS

89 Cedar St

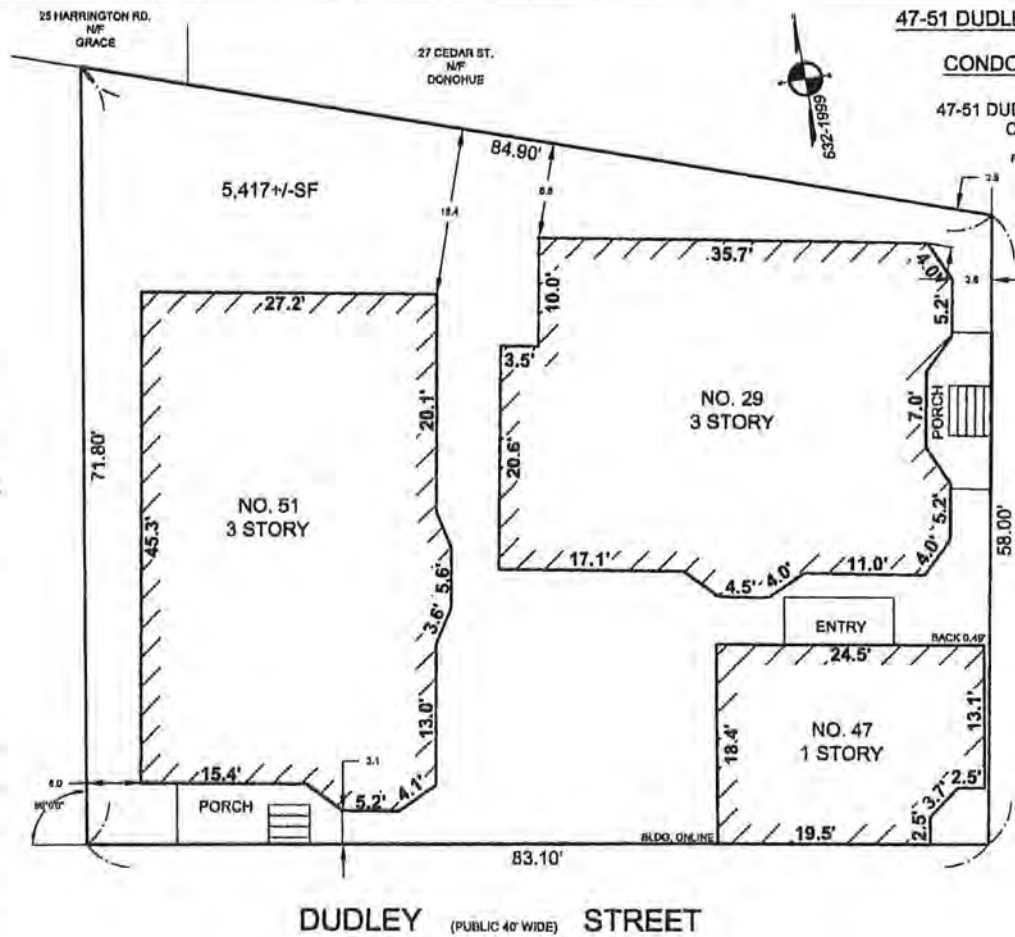


29 Cedar



**47-51 DUDLEY STREET & 29 CEDAR STREET
CONDOMINIUM SITE PLAN**

LOCATED AT
47-51 DUDLEY ST & 29 CEDAR ST
CAMBRIDGE, MA
PREPARED FOR:
RJM DEVELOPMENT, LLC



RESERVED FOR REGISTRY USE

**MASSACHUSETTS
SURVEY
CONSULTANTS**

14 GARDNER STREET
DORCHESTER, MA 02109
617-688-0123
WWW.MASSACHUSETTSURVEY.COM

SCALE: 1 INCH = 10 FEET



REFERENCES

DEED: BOOK 69378, PAGE 1
PLAN: 832 OF 1999
PLAN: DUDLEY STREET ACCEPTANCE NOV. 22, 1990

CERTIFICATION

I CERTIFY THAT THIS PLAN WAS MADE FROM AN INSTRUMENT SURVEY ON THE GROUND BETWEEN THE DATES OF DEC. 23 AND DEC. 28, 2017 AND ALL STRUCTURES ARE LOCATED AS SHOWN HEREOF.

I HEREBY CERTIFY THAT THE PROPERTY LINES SHOWN ARE LINES DIVIDING EXISTING OWNERSHIPS, AND THE LINES OF STREETS AND WAY SHOWN ARE THOSE OF PUBLIC OR PRIVATE STREETS OR WAYS ALREADY ESTABLISHED, AND THAT NO NEW LINES FOR DIVISION OF EXISTING OWNERSHIPS OR FOR NEW WAYS ARE SHOWN.

I CERTIFY THAT THIS PLAN FULLY AND ACCURATELY DEPICTS THE LOCATIONS AND DIMENSIONS OF THE BUILDINGS AS BUILT AND FULLY LISTS THE UNITS CONTAINED THEREIN, AND FURTHER FULLY AND ACCURATELY DEPICTS, LOCATES AND PROVIDES THE DIMENSIONS OF ALL LIMITED OR EXCLUSIVE USE COMMON AREAS AND FACILITIES OF THE CONDOMINIUM OUTSIDE OF ANY BUILDING.

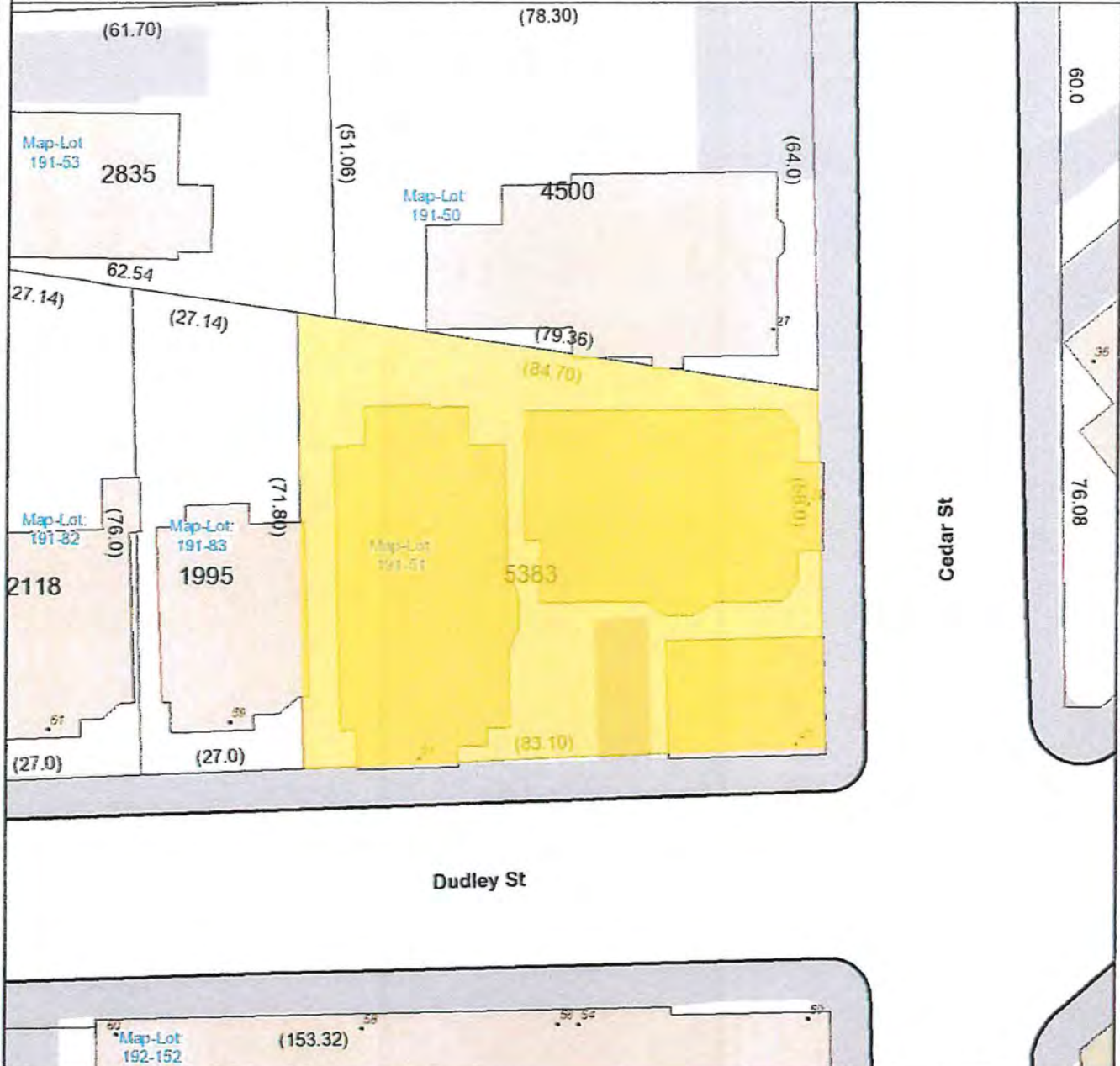
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

THOMAS BERNARDI P.L.L.C.
DATE:

59 DUDLEY ST.
N/F
FRIEDMAN

CEDAR STREET
(PUBLIC 40' WIDE)

DUDLEY STREET
(PUBLIC 40' WIDE)



City of Cambridge
Massachusetts

1" = 24 ft

All data is provided for graphic representation only. The City of Cambridge expressly disclaims all warranties of any type, expressed or implied, including, but not limited to, any warranty as to the accuracy of the data, merchantability, or fitness for a particular purpose.

www.cambridgema.gov/gis

- Address
- Rail
- Building Footprints
- Parcels
- Paved Surfaces
 - Paved Roads
 - Bridges
 - Unpaved Roads
 - Unpaved Parking
 - ▨ Sidewalks
 - ▨ Driveways
 - ▨ Alleys
 - ▨ Other Paved Surface
 - Public Footpath

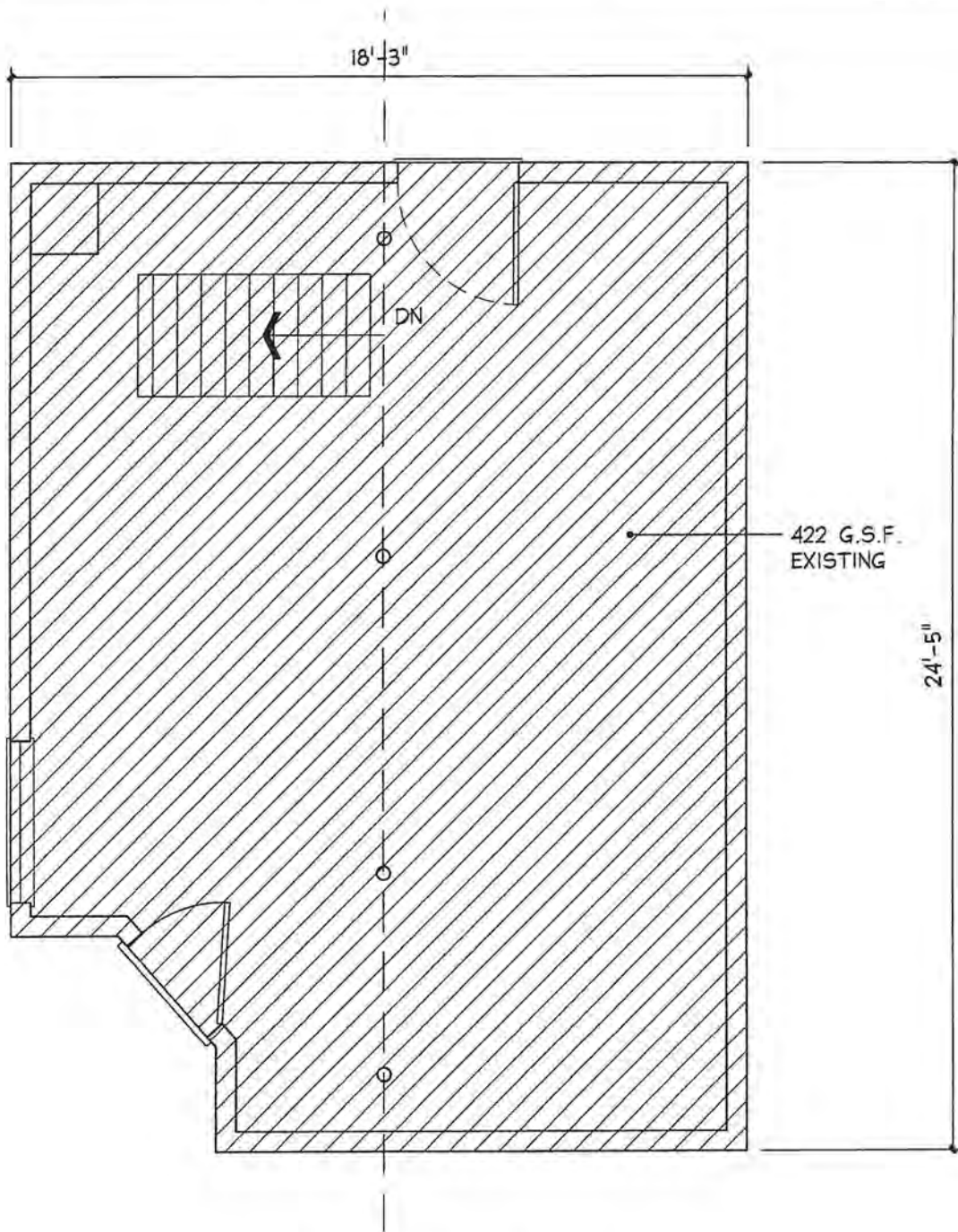


DUDLEY STREET & CEDAR STREET CONDOMINIUMS



DUDLEY STREET

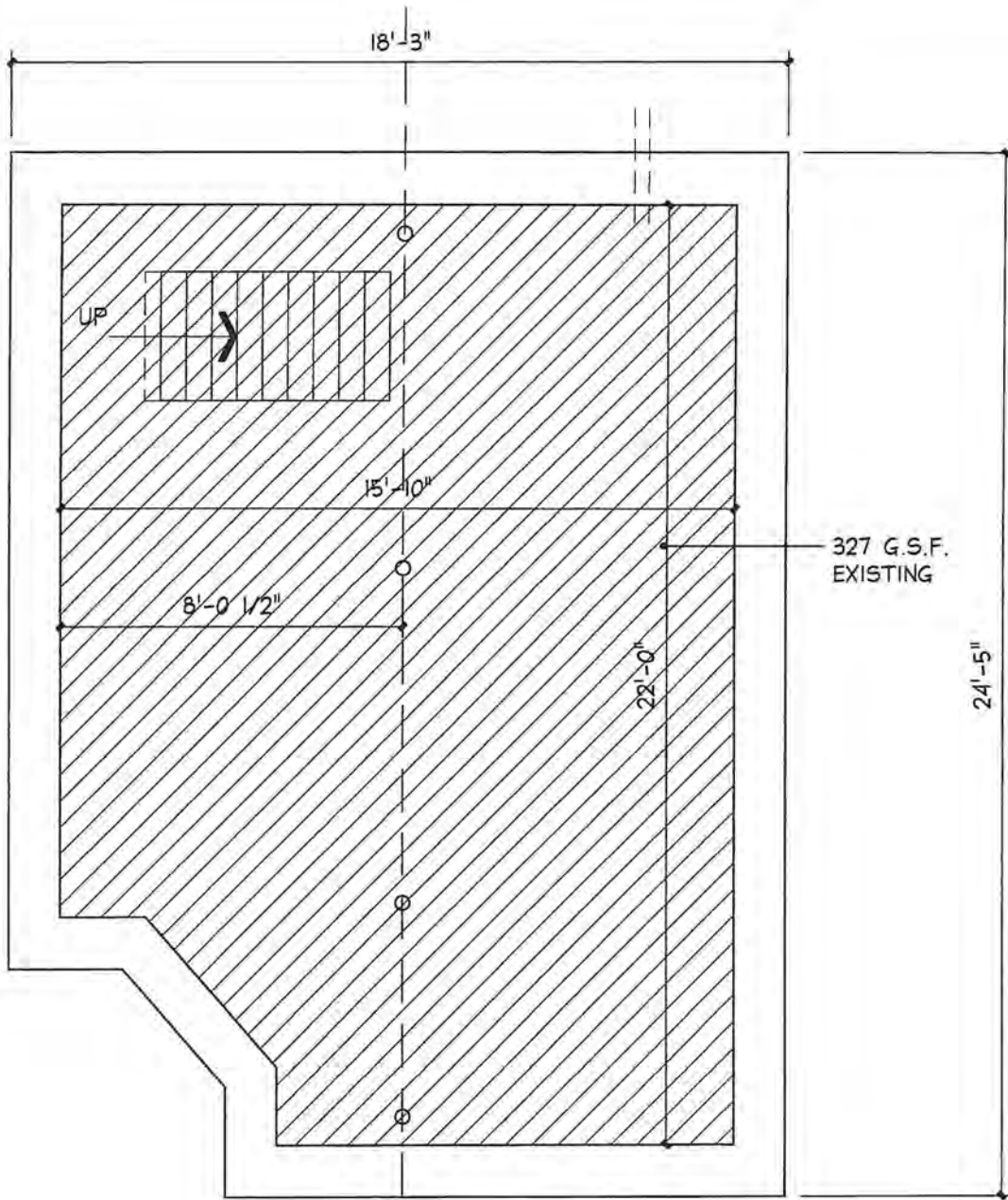
Dudley Street



EXISTING UPPER LEVEL (FIRST FLOOR)

1/4" = 1'-0" 422 GROSS SQUARE FEET
844 GROSS SQUARE FEET TOTAL

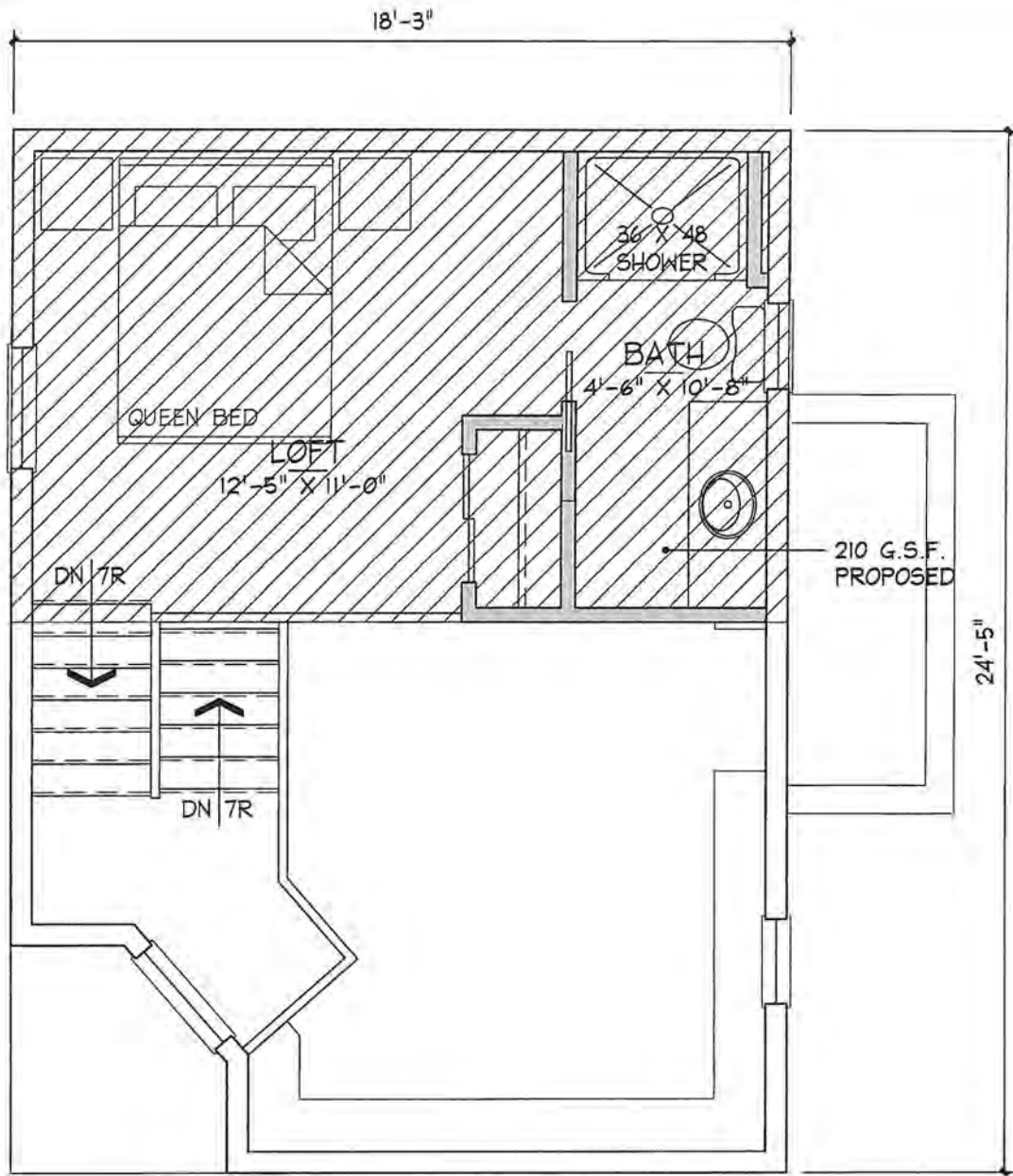
BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
1 OF 7



EXISTING LOWER LEVEL
(BASEMENT)

1/4" = 1'-0" 327 GROSS SQUARE FEET

BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
2 OF 7



PROPOSED UPPER LEVEL (LOFT)

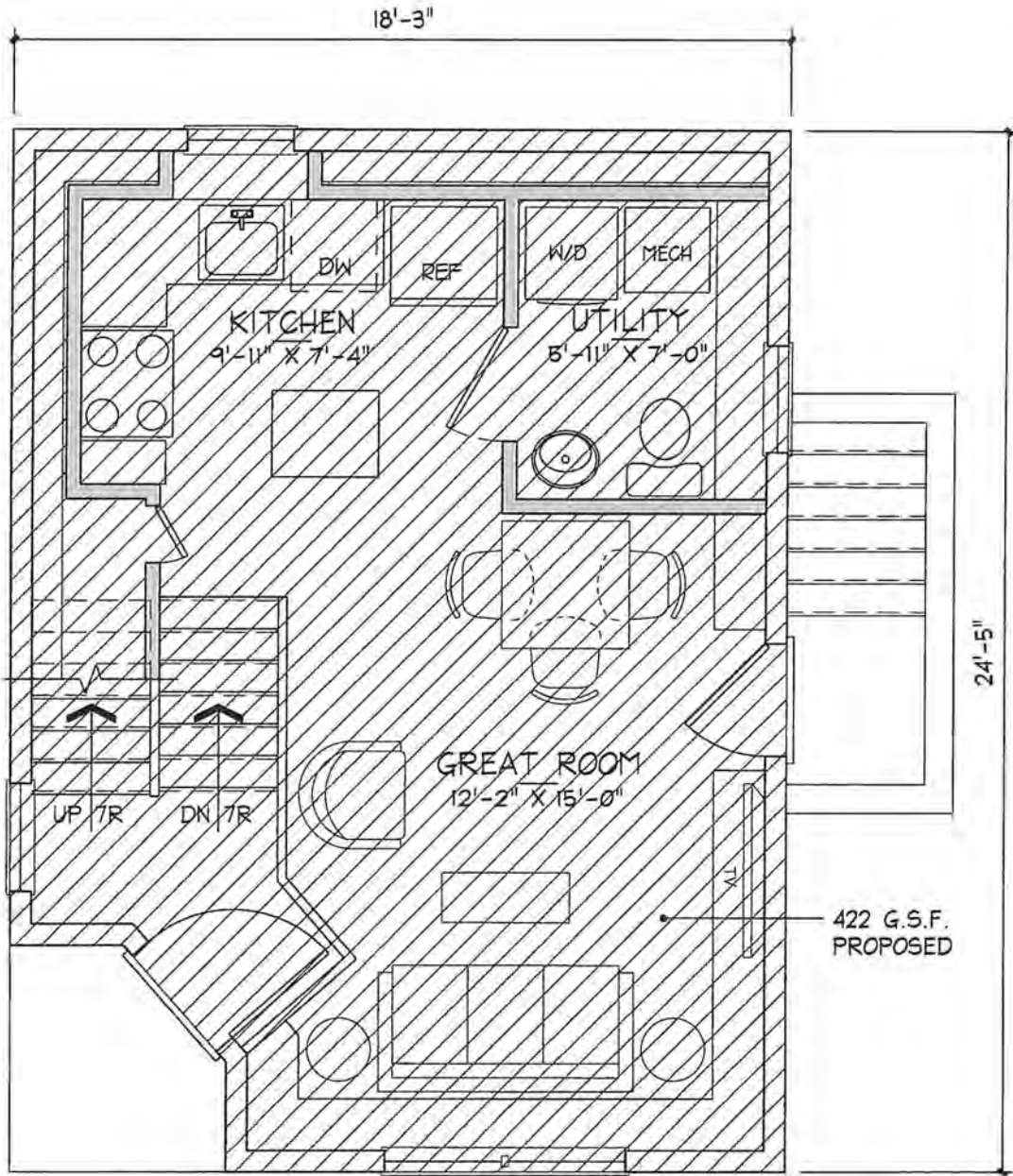
1/4" = 1'-0" 210 G.S.F.
632 G.S.F. TOTAL PROPOSED

EXISTING: 422 GROSS SQ. FT. TOTAL
(BASEMENT NOT INCLUDED)
PROPOSED: 422 GROSS SQ. FT. 1ST FLR
210 GROSS SQ. FT. LOFT
632 GROSS SQ. FT. TOTAL

BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
3 OF 7



The MZO GROUP
DESIGNERS • ARCHITECTS • PLANNERS
IN THE MIDDLE TERRITORY

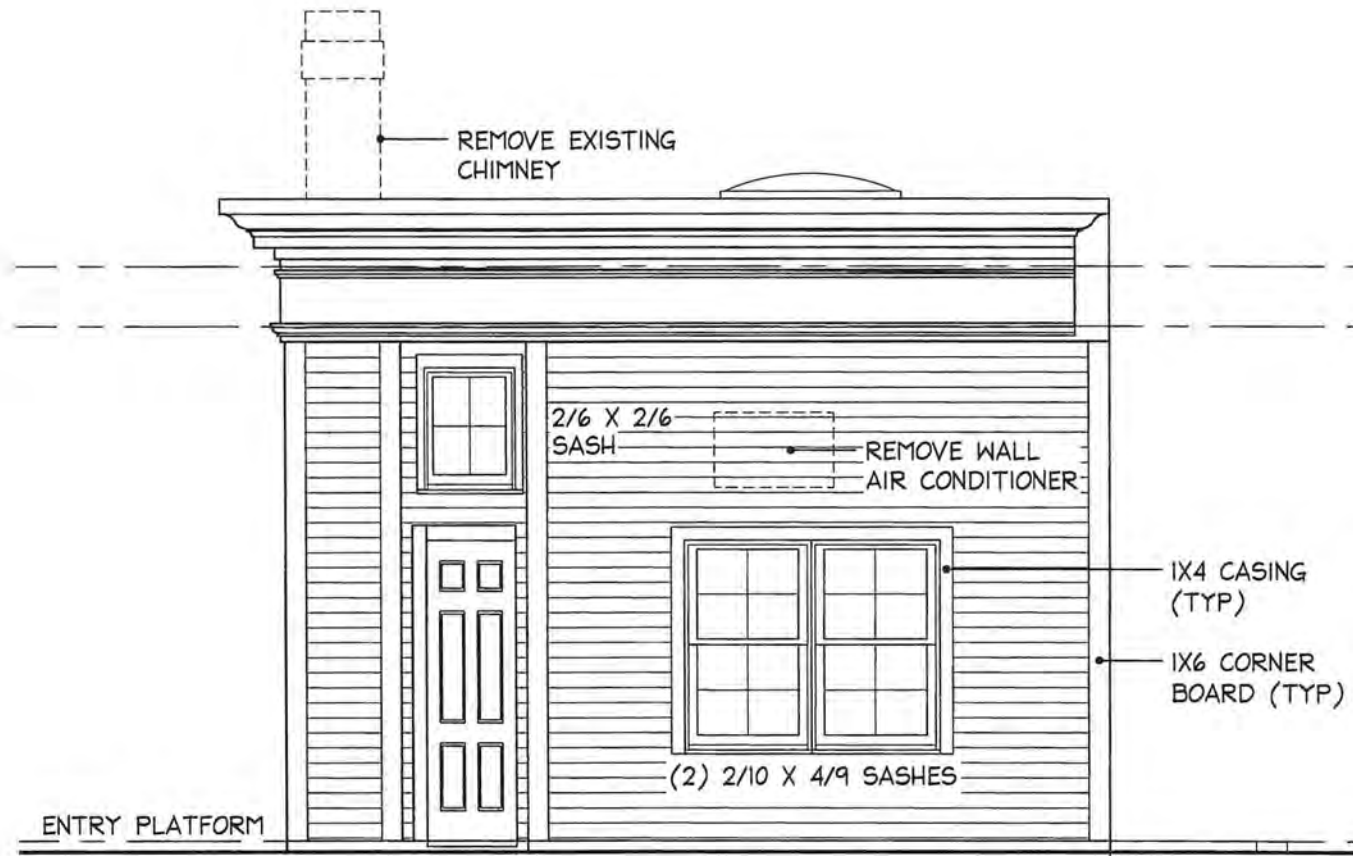


PROPOSED LOWER LEVEL (DROPPED FIRST FLOOR)

1/4" = 1'-0"

422 G.S.F.

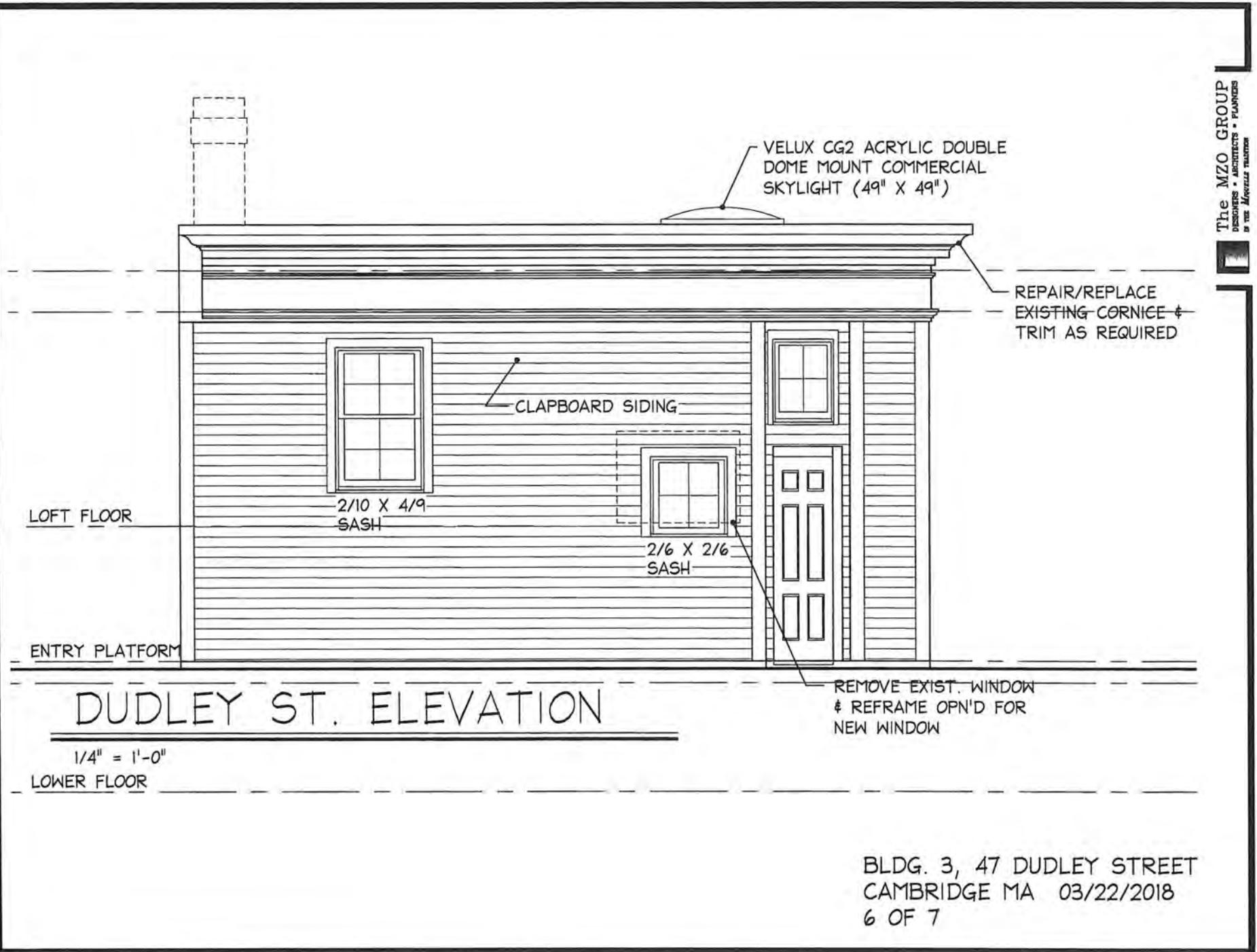
BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
4 OF 7



CEDAR ST. ELEVATION

1/4" = 1'-0"
LOWER FLOOR

BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
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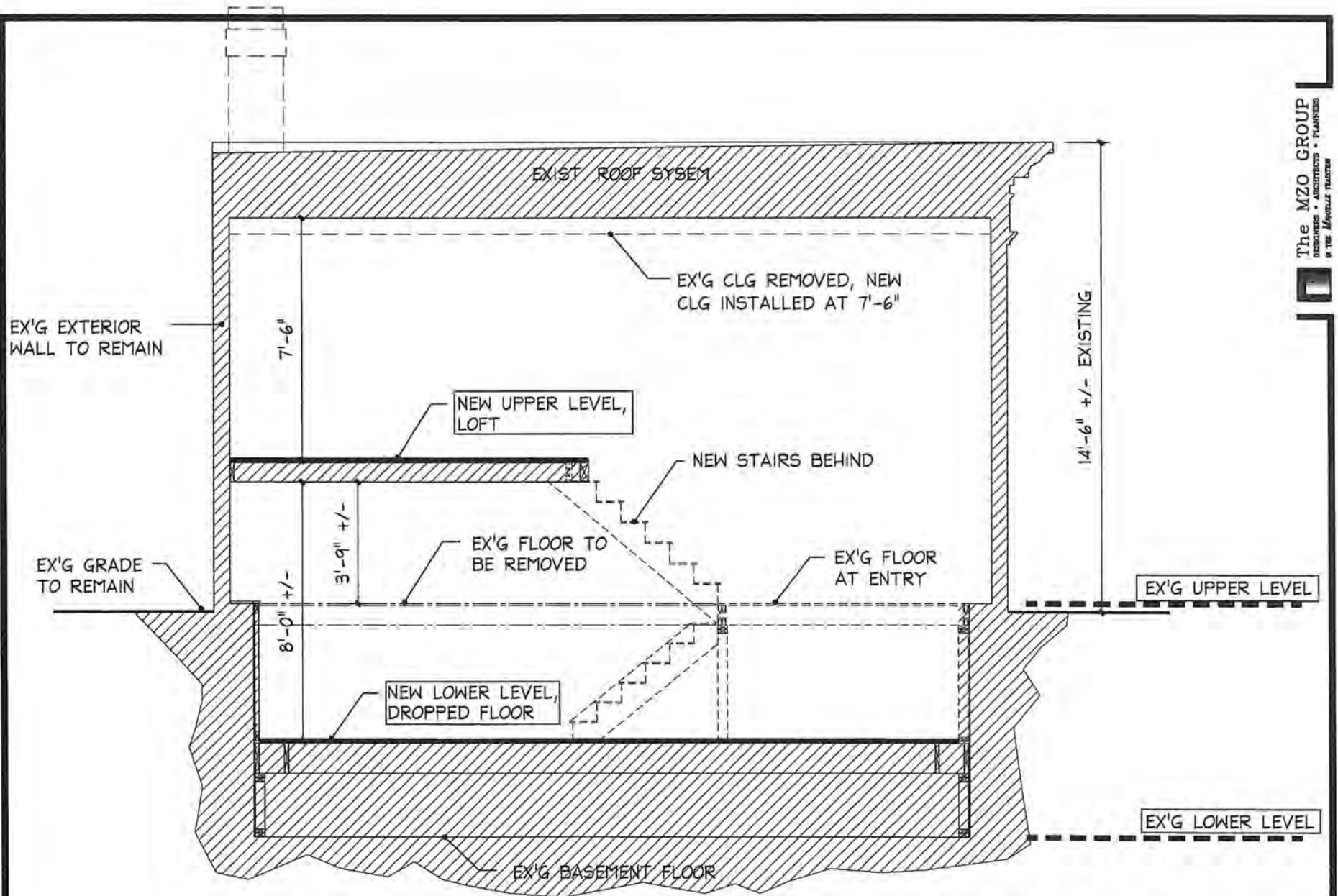


DUDLEY ST. ELEVATION

1/4" = 1'-0"

LOWER FLOOR

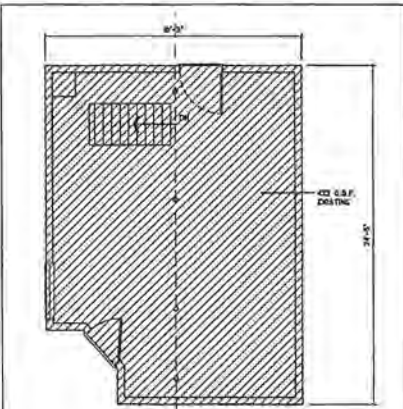
BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
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BUILDING CROSS SECTION

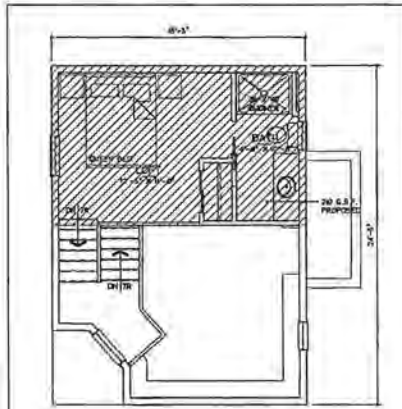
1/4" = 1'-0"

BLDG. 3, 47 DUDLEY STREET
CAMBRIDGE MA 03/22/2018
7 OF 7



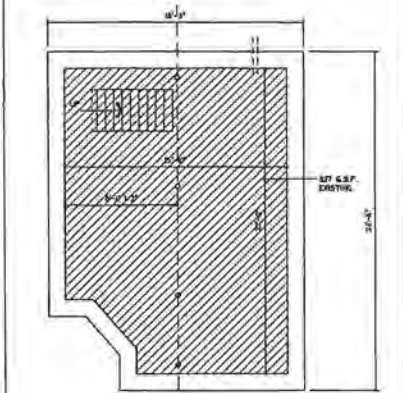
EXISTING UPPER LEVEL
(FIRST FLOOR)

1/4" = 1'-0" 422 GROSS SQUARE FEET
844 GROSS SQUARE FEET TOTAL



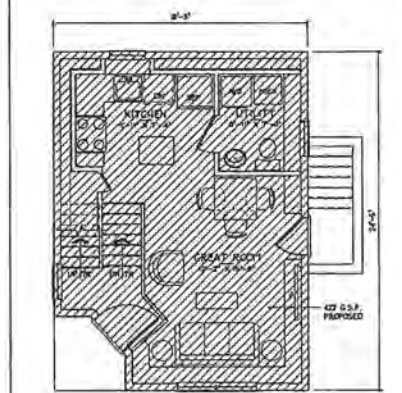
PROPOSED UPPER LEVEL
(LOFT)

1/4" = 1'-0" 210 G.S.F.
632 G.S.F. TOTAL PROPOSED



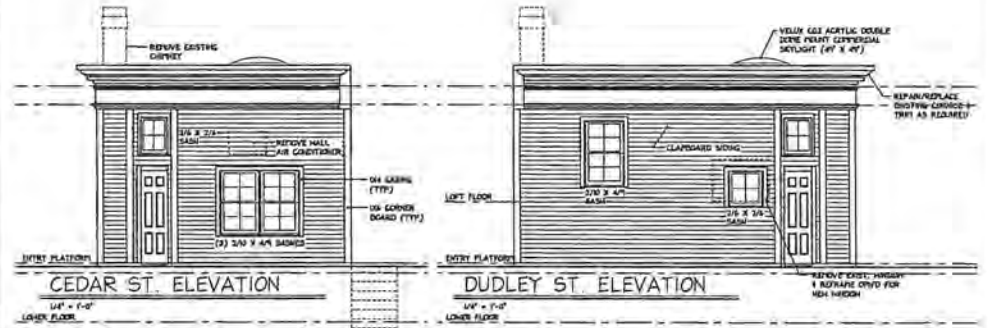
EXISTING LOWER LEVEL
(BASEMENT)

1/4" = 1'-0" 422 GROSS SQUARE FEET



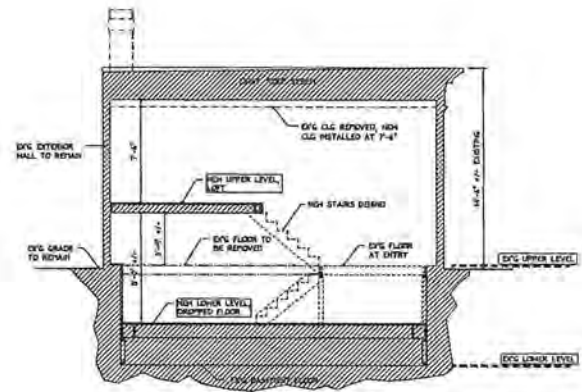
PROPOSED LOWER LEVEL
(DROPPED FIRST FLOOR)

1/4" = 1'-0" 422 G.S.F.



CEDAR ST. ELEVATION

DUDLEY ST. ELEVATION



BUILDING CROSS SECTION

1/4" = 1'-0"

EXISTING: 422 GROSS SQ. FT. TOTAL
(BASEMENT NOT INCLUDED)
PROPOSED: 422 GROSS SQ. FT. 1ST FLR
210 GROSS SQ. FT. LOFT
632 GROSS SQ. FT. TOTAL

Building 3 - 47 Dudley St.

Cambridge, MA 2018-03-22

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