

CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD
CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

NOTICE OF DECISION

CASE NO: PB 56
PREMISES: 71 Fulkerson Street
ZONING DISTRICT: Residence C-1
PETITIONER: FAR Group
APPLICATION DATE: June 25, 1986
DATE OF HEARING: July 15, 1986
PETITION: Special Permit for Multifamily dwellings, Special Permit for alteration of a non-conforming building.
DATE OF PLANNING BOARD DECISION: September 2, 1986
DATE OF FILING THE DECISION: September 5, 1986

Decision (summary): Approval as submitted. Townhouse units approved only with acquisition of railroad land

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 the date of filing of the above referenced decision with the City Clerk.

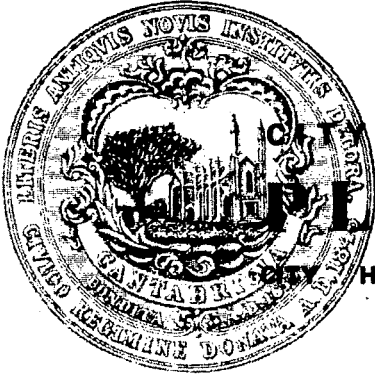
Copies of the complete decision and final plans, if applicable, are on file with the office of Community Development and the City Clerk.

September 5, 1986
Date

Elizabeth J. Malenfant
Authorized Representative
to the Planning Board

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OFFICE OF CITY CLERK
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OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

Case # PB 56

Premises: 71 Fulkerson Street

Zoning District: Residence C-1

Petitioner: FAR Group

Application Date: June 25, 1986

Public Hearing Date: July 15, 1986

Petition: Special permit to construct 38 units of multifamily and townhouse dwelling units; special permit to alter a non-conforming building; variations customarily requiring a variance relating for the most part to existing building conditions.

Date of Planning Board Decision: September 2, 1986

Application

The following documents were submitted in support of the application:

1. Application form and materials dated June 25, 1986
2. Site plan and elevations and floor plans #'s A-1 - A-5 entitled "71 Fulkerson Street"; Scale 1/8" equals 1'; Hill, Miller, Friedlaender, Hollander, Inc. Architects; undated.

Other Documents

1. Letter to the Planning Board from the East Cambridge Stabilization Committee indicating opposition to the development as presented Dated July 9, 1986.
2. Letter to the Planning Board from Anthony Iantosca, Chairman East Cambridge Stabilization Committee indicating support of

CAMBRIDGE COMMUNITY
DEVELOPMENT DEPT.

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the proposal, dated September 2, 1986.

Public Hearing

A public hearing was held on July 15, 1986. Irving Fischman, Joel Alstein and George Metzger presented the proposal as the petitioners, indicating that most of the development will be occurring within the existing structure (resulting in a number of variances which exist because of the siting and design of the present industrial building). Four new townhouses along Fulkerson Street are proposed as the only totally new construction; the intention here is to continue the existing street pattern of development along Fulkerson Street.

With the anticipated acquisition of 12,000 sq. ft. of abutting railroad land the total number of units proposed will be in conformance with the Residence C-1 density requirements; while the actual gross floor area on the lot will increase as a result of the townhouse construction and the reuse of the existing structure the actual floor area ratio of development on the site will be significantly reduced from .97 to .90 a density permitted in the district for an all townhouse development. However, given the demolition of buildings proposed the volume of structure on the site will probably not increase; the site will in fact be considerably opened up. The conversion of the site to residential use will eliminate 25-30 trucks from Fulkerson Street that typically serve the current industrial use each day.

A number of residents of East Cambridge spoke in support of the petition; a significant number also spoke in opposition. The Chairman of the East Cambridge Stabilization Committee indicated that the Committee had voted to oppose the proposal in its current form because of the impact it would have on the neighborhood, principally in the form of demand for on street parking and the push it will create on the upward spiral of real estate values in the neighborhood. In response, the applicant indicated that ten additional spaces will be freed up on Fulkerson Street as a result of the elimination of the industrial use. In addition, several more spaces will be provided than required on site with the possibility of additional spaces should the railroad land be acquired.

In general the Planning Board was puzzled by the lack of support from the neighborhood for this development which conforms to the density permitted in the district, in light of support given by the same neighborhood for the adjacent development at 217-218 Thorndike Street which received a considerable density variance. The Board did not feel that the tax issues were germane to its review responsibilities.

Findings

1. The reuse of the parcel for residential use is in conformance with the policy objectives of the City as expressed in the rezoning of the area from industrial to residential designation in 1978.
2. With the acquisition of the adjacent railroad land the development would be in substantial compliance with the dimensional standards of the Residence C-1 District and at a density compatible with the development densities prevailing in the existing residential neighborhood.
3. The site design of the proposal is sensitive to the development pattern in the old residential neighborhood particularly with the inclusion of townhouse units mirroring the housing pattern on Fulkerson Street for most of its length. Demolition of portions of structures now on the site vastly improve the compatibility of the development with the adjacent residential neighborhood, reduces the volume of building on the site and creates significant new open space amenities both for the future residents of the site and for the public passing by. The site design significantly enhances the residential environment of the previously approved multifamily development at 218 Thorndike Street. Reuse of the major brick structure on the site will result in a building much improved as a residential neighbor.
4. With regard to the variations requested, customarily requiring a variance, the Board, under authority granted in Section 10.45 of the Zoning Ordinance, is prepared to grant such variations related for the most part to the existing building conditions on the site (building height and building setbacks).

With regard to the dwelling unit density and gross floor area variations proposed the Board is prepared to allow that number of units and gross floor area reasonably necessary to convert the present structure efficiently to residential use. The Board is prepared to grant the additional gross floor area variation requested for the construction of the equivalent of four additional townhouse units along Fulkerson Street upon acquisition of the railroad land as the FAR will actually decrease from the existing .97 to .90 and would be no greater than allowed if the existing structures were demolished and townhoused constructed.

The Board is also prepared to waive the requirement that all open space be accessible to all residents of the multifamily dwelling.

However, the Board does encourage the use of additional railroad land to provided additional useable open space for all residents of 71 Fulkerson Street and 217-218 Thorndike Street to the maximum extent possible consistent with the desire of neighborhood residents to see additional parking provided.

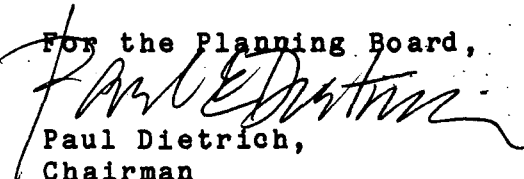
Decision

After review of the application, comments made at the public hearing, discussions with the Staff of the Community Development Department, and other information available to the members of the Board the Planning Board Grants a Special Permit for construction of multi-family and townhouse dwellings at 71 Fulkerson Street, Grants a Special Permit for alteration of an existing non-conforming structure for residential use, and Grants variations in the requirements of the Residence C-1 District as destailed in Attachment I (34 Units of housing on the existing 71 Fulkerson Street lot) or, conditional upon acquisition of adjacent railroad surplus property, as detailed in Attachment II (38 units of housing) with the following conditions:

1. Final Development plans shall be in conformance in all essential details with the documents submitted and approved as part of this Special Permit, including attachments I and II..
2. No building permit shall be issued for construction authorized under this permit until the Community Development Department has certified to the Superintendent of Buildings that the final plans conform to the requirements of this decision.
3. Final plans shall indicate any adjustment proposed to be made to the property line dividing 71 Fulkerson Street and 218 Thorndike Street. All such adjustments shall be considered by the Planning Board as an approved minor amendment to the Special Permit #46 issued for 217-218 Thorndike Street provided no additional violations not previously approved are created at 217-218 Thorndike Street.

Voting to Grant the Special Permit were Carolyn Mieth, Alfred Cohn, Paul Dietrich, Joyce Bruckner David Kennedy and John Woolsey.

For the Planning Board,


Paul Dietrich,
Chairman

Dimensional Form

	<u>Allowed/Required</u>	<u>Existing</u>	<u>Proposed</u>	<u>Granted</u>
Floor Area Ratio (Floor Area)	<u>.75/.90 TH</u> <u>(27,012)</u>	<u>.97</u> <u>(34,844)</u>	<u>1.18</u> <u>(42,340)</u>	<u>1.01</u> <u>(36,540)</u>
Max. Height	<u>35/40 TH</u>	<u>36</u>	<u>36/40 TH</u>	<u>36'</u>
Max. Angle Above Cornice Line	<u>45° TH</u>	<u>---</u>	<u>45° TH</u>	<u>45 TH</u>
Min. Lot Size	<u>5,000</u>	<u>36,016</u>	<u>36,016</u>	<u>36,016</u>
Min. Lot Area per d. u.	<u>1,200</u>	<u>---</u>	<u>948</u>	<u>1059</u>
Max. No. d. u.	<u>30</u>	<u>---</u>	<u>38</u>	<u>34</u>
Min. lot width	<u>50</u>	<u>191</u>	<u>191</u>	<u>191</u>
Min. yard setbacks				
Front	<u>10/1.5 TH</u>	<u>0</u>	<u>0/3.0 TH</u>	<u>0/3.0 TH</u>
Side L	<u>32.3/12.5 TH</u>	<u>0</u>	<u>17/15 TH</u>	<u>17/15 TH</u>
R	<u>32.3/10 TH</u>	<u>0</u>	<u>76/0 TH</u>	<u>76/0 TH</u>
Rear	<u>31.3/20 TH</u>	<u>1</u>	<u>4/140 TH</u>	<u>4/140 TH</u>
Ratio Usable Open Space (Area)	<u>15%</u> <u>(5402)</u>	<u>0</u> <u>(0)</u>	<u>21%*</u> <u>(8920)*</u>	<u>21% *</u> <u>(8920)</u>
Off-Street Parking Minimum No. Spaces	<u>38</u>	<u>---</u>	<u>39</u>	<u>34 required</u>
Maximum No. Spaces	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
No. Handicapped Spaces	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
Bicycle Spaces	<u>19</u>	<u>0</u>	<u>19</u>	<u>19</u>
No. Loading Bays	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>

* As indicated on the approved plans portions of the open space may be devoted to private yards

Dimensional Form

	<u>Allowed/Required</u>	<u>Existing</u>	<u>Proposed</u>	<u>Granted</u>
Floor Area Ratio (Floor Area)	<u>.75/.90 TH</u> <u>(35,417)</u>	<u>.97</u> <u>(34,844)</u>	<u>.89/.90 TH</u> <u>(42,340)</u>	<u>.89/.90 TH</u> <u>(42,340)</u>
Max. Height	<u>35/40 TH</u>	<u>36</u>	<u>36/40 TH</u>	<u>36'</u>
Max. Angle Above Cornice Line	<u>45° TH</u>	<u>---</u>	<u>45° TH</u>	<u>45 TH</u>
Min. Lot Size	<u>5,000</u>	<u>36,016</u>	<u>47,222</u>	<u>47,222</u>
Min. Lot Area per d. u.	<u>1,200</u>	<u>---</u>	<u>1,243</u>	<u>1243</u>
Max. No. d. u.	<u>39</u>	<u>---</u>	<u>38</u>	<u>38</u>
Min. lot width	<u>50</u>	<u>191</u>	<u>191</u>	<u>191</u>
Min. yard setbacks				
Front	<u>10/1.5 TH</u>	<u>0</u>	<u>0/3.0 TH</u>	<u>0/3.0 TH</u>
Side L	<u>32.3/12.5 TH</u>	<u>0</u>	<u>17/15 TH</u>	<u>17/15TH</u>
R	<u>32.3/10 TH</u>	<u>0</u>	<u>76/0 TH</u>	<u>76/0TH</u>
Rear	<u>31.3/20 TH</u>	<u>1</u>	<u>25/165 TH</u>	<u>25/165 TH</u>
Ratio Usable Open Space (Area)	<u>15%/25% TH</u> <u>(7,728)</u>	<u>0</u> <u>(0)</u>	<u>39%</u> <u>(18,626)</u>	<u>39 %</u> <u>(18,626)</u>
Off-Street Parking Minimum No. Spaces	<u>38</u>	<u>---</u>	<u>43</u>	<u>38 required</u>
Maximum No. Spaces	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
No. Handicapped Spaces	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
Bicycle Spaces	<u>19</u>	<u>---</u>	<u>22</u>	<u>22</u>
No. Loading Bays	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>

* As indicated on the approved plans a portion of the open space may be devoted to private yards. However every effort shall be made to meet the minimum 15% useable open space requirement. consistent with the community desire for additional parking spaces.

ATTEST: I, _____, duly authorized representative of _____, have read this decision prior to action by the Planning Board and hereby agree to the foregoing conditions as approved by the Planning Board. (PUD only)

A copy of this decision 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 decision filed with the Office of the City Clerk on September 5, 1980 by Elizabeth J. Malenfant, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have likewise been filed with the City Clerk on such date.

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

Date _____

City Clerk, City of Cambridge