



CITY OF CAMBRIDGE, MASSACHUSETTS  
**PLANNING BOARD**

CITY HALL ANNEX, 57 INMAN STREET, CAMBRIDGE 02139

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CAMBRIDGE MA.

NOTICE OF DECISION

CASE NO: PB 67

PREMISES: 119 -123 Mount Auburn Street

ZONING DISTRICT: Business B/Harvard Square Overlay District

PETITIONER: Louis DiGiovanni, Trustee, Trinity Realty Trust

APPLICATION DATE: January 23, 1987

DATE OF PUBLIC HEARING: March 3, 1987

PETITION: Special Permit under Section 11.544 to waive parking and loading requirements for a 28,000 square foot office building

DATE OF PLANNING BOARD DECISION: June 16, 1987

DATE OF FILING THE DECISION: June 19, 1987

DECISION(Summary): The Planning Board GRANTS a Special Permit under Section 11.544 for a waiver of all required parking and a reduction of loading requirements with the conditions outlined in the Decision.

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.

DATE 6/19/87

Authorized Representative to the  
Planning Board

8. Letter to Lester Barber from William Poorvu supporting the application with conditions.
9. Harvard Square Advisory Committee Recommendation, Case #2, dated January 15, 1987.
10. Petition dated March 18, 1987 protesting demolition of 119 Mt. Auburn Street.
11. Petition, undated, protesting issuance of permit for a building without parking.
12. Letter to Cambridge Chronicle from Esther S. Yntema, dated March 29, 1987 supporting demolition of the existing building.
13. Letter to Charles Sullivan from Daniel B. Schirmei dated April 1, 1987 supporting the saving of 119 Mt. Auburn Street.
14. Letter to the Planning Board from Donald Ware, dated April 3, 1987 opposing the application.
15. Letter to the Planning Board from Margaret F. Schirmei, dated March 19, 1987 opposing the application.
16. Letter to the Planning Board from Iten Fales, dated March 18, 1987 opposing the application.
17. Summary of major projects in the Southwest Sector, compiled by Gladys Gifford.
18. "Open Shop Building Construction Cost Data, 1986" submitted by Gladys Gifford, April 7, 1987.
19. Letter to the Planning Board from John Brode, President, Neighborhood Ten Association, dated May 10, 1987 opposing issuance of the permit.
20. "Building Construction Cost Data, 1986", 44th edition submitted by Architects for the applicant, as part of a letter to the Board dated March 5, 1987 from Roland Kluver.
21. Memo to the Planning Board from Lester Barber detailing the costs of parking construction, dated April 7, 1987.
22. Letter to the Historical Commission from Iten Fales, dated May 2, 1987 supporting Landmark Designation of 119 Mt. Auburn Street.
23. Landmark Designation report on 119 Mt. Auburn Street, dated April 20, 1987.

- a. The lot, at 7,018 square feet, is less than the 10,000 square foot upper limit generally applicable in Section 11.544;
  - b. The development parcel is a single lot which has not been combined with adjacent lots;
  - c. The proposed development has been reviewed by the Harvard Square Advisory Committee whose report suggested modifications to the design of the building with particular focus on the treatment of the building entrances and the interface between the retail frontages and the public sidewalk.
  - d. A payment is proposed to be made in lieu of the parking spaces which will not be provided, as permitted in paragraph b (1). As required in that same paragraph the Board has investigated the cost of construction of equivalent parking and finds that \$11,000 per space is a reasonable in lieu payment for the construction cost of equivalent spaces in Harvard Square.
  - e. The proposed building is small in scale, faced with traditional masonry materials, permits the extension of an important existing interior block pedestrian passageway accessible to the general public, and provides active retail frontage on three sides of the building with the exception of a small portion of the facade on Mifflin Place devoted to a loading bay. Many of these features would be difficult to provide should parking be made a major component of the development. Mifflin Place in particular would become much more dominated by vehicular traffic and most of the portion of the building fronting the private way would be redesigned to accommodate both loading and parking entry requirements.
  - f. The existing structure on the site has been declared "significant" by the Cambridge Historical Commission but has not been declared "preferably preserved". Therefore, for purposes of this section 11.544 the building is not considered "contributing".
2. Modifications to the building design have been made which better relate the first two retail floors to the public street; other modifications are being explored which would improve the public aspects of the building's design.
3. In general the proposed development reflects the intent of Section 11.544 to encourage the development of small scale buildings, improve the interface between buildings and their public edges, and to discourage the development of larger scale buildings through the merging of small lots.

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Appendix I  
Dimensional Form

	<u>Allowed/Required</u>	<u>Existing</u>	<u>Proposed</u>	<u>Granted</u>
Floor Area Ratio (Floor Area)	<u>4</u> <u>( 28,071 )</u>	<u>2.7</u> <u>( 19,000 )</u>	<u>4</u> <u>( 28,011 )</u>	<u>4</u> <u>( 28,011 )</u>
Max. Height	<u>60' <sup>1</sup></u>	<u>40-45'</u>	<u>55'-8"</u>	<u>60'</u>
Max. Angle Above Cornice Line	<u>45% over 55'</u>	<u>0</u>	<u>0</u>	
Min. Lot Size	<u>N/A</u>	<u>7,018+ SF</u>	<u>7,018+ SF</u>	
Min. Lot Area per d. u.	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Max. No. d. u.	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Min. lot width	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Min. yard setbacks	<u>None</u>	<u>None</u>	<u>None</u>	
Front	<u>None</u>	<u>None</u>	<u>None</u>	
Side L	<u>None</u>	<u>None</u>	<u>None</u>	
R	<u>None</u>	<u>None</u>	<u>None</u>	
Rear	<u>None</u>	<u>None</u>	<u>None</u>	
Ratio Usable Open Space (Area)	<u>N/A</u> <u>( N/A )</u>	<u>N/A</u> <u>( N/A )</u>	<u>N/A</u> <u>( N/A )</u>	<u>( )</u>
Off-Street Parking Minimum No. Spaces	<u>28</u>	<u>0</u>	<u>0</u>	<u>28</u>
Maximum No. Spaces	<u>28<sup>1</sup></u>	<u>0</u>	<u>0</u>	<u>as required for uses proposed</u>
No. Handicapped Spaces	<u>N/A</u>	<u>0</u>	<u>0</u>	
Bicycle Spaces	<u>N/A</u>	<u>0</u>	<u>0</u>	
No. Loading Bays	<u>2</u>	<u>0</u>	<u>1 <sup>2</sup></u>	<u>1 <sup>2</sup></u>

1. 60' as of right, 80' with special permit

2. Size not complying

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Appendix I  
Dimensional Form

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Allowed/Required  
CAMBRIDGE MA.

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Floor Area Ratio (Floor Area)	<u>4</u> <u>( 28,071 )</u>	<u>2.7</u> <u>( 19,000 )</u>	<u>4</u> <u>( 28,011 )</u>	<u>4</u> <u>( 28,011 )</u>
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Max. No. d. u.	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Min. lot width	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>	
Min. yard setbacks	<u>None</u>	<u>None</u>	<u>None</u>	
Front	<u>None</u>	<u>None</u>	<u>None</u>	
Side L	<u>None</u>	<u>None</u>	<u>None</u>	
R	<u>None</u>	<u>None</u>	<u>None</u>	
Rear	<u>None</u>	<u>None</u>	<u>None</u>	
Ratio Usable Open Space (Area)	<u>N/A</u> <u>( N/A )</u>	<u>N/A</u> <u>( N/A )</u>	<u>N/A</u> <u>( N/A )</u>	<u>( )</u>
Off-Street Parking Minimum No. Spaces	<u>28</u>	<u>0</u>	<u>0</u>	<u>28</u>
Maximum No. Spaces	<u>28<sup>1/2</sup></u>	<u>0</u>	<u>0</u>	<u>as required for uses</u>
No. Handicapped Spaces	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>proposed</u>
Bicycle Spaces	<u>N/A</u>	<u>0</u>	<u>0</u>	<u>2</u>
No. Loading Bays	<u>2</u>	<u>0</u>	<u>1 <sup>2</sup></u>	<u>1</u>

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2. Size not complying