Application for Article 80 Small Project Review

392-398 CAMBRIDGE STREET
ALLSTON

SUBMITTED TO:

Boston Redevelopment Authority
One City Hall Square
Boston, MA 02201

SUBMITTED BY:

Legend Development Group
425 Washington Street
Brighton, MA 02135

PREPARED BY:

Hendren Associates
Architects and Planners
119 Braintree Street
Suite 209
Allston, MA 02134

September 17, 2015

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September 22, 2015

Brian P. Golden, Director
Boston Redevelopment Authority
One City Hall Square, 9th Floor
Boston, Ma. 02201

Re: **Letter of Intent to File Project Notification Form Under Article 80 Small Project Review for 392-398 Cambridge Street, Boston (Allston), MA**

Dear Director Golden,

On behalf of Legend Development Group (the "Applicant"), owner of 392-398 Cambridge Street in Allston, Massachusetts (the "Property"); this letter is to notify the Boston Redevelopment Authority (the"BRA") of the Applicant's intent to file an Application for small project review with the BRA pursuant to Article 80 of the Boston Zoning Code.

The Applicant's proposed project (the"Project") involves the development of a 48,500 square foot mixed-use (commercial retail and residential) building on a 22,000 square foot parcel at 392-398 Cambridge Street in Allston. The site is currently vacant with a paved parking lot on the rear half. This parcel was previously owned by the City of Boston and occupied by the Washington School which burned down in 1962.

The Project is located in the CC-1 zone, which allows mixed-use buildings in accordance with the Allston-Brighton Neighborhood District (Article 51) as defined by the Boston Zoning Code. The Applicant has conducted extensive community outreach and this proposed Project has been well received during the community process. The proposed Project will require relief from the Zoning Board of Appeals and that information will be included in the application.

As a result of the initial community outreach, presentations to the Allston Civic Association Board and public meetings on May 7 and 15 and August 13 and 21,

2013, respectively; and two informal meetings with the Boston Redevelopment Authority on May 29 and August 19, 2013; the Applicant is now prepared to submit an application for the Project and begin the Article 80 Small Project Review process. We look forward to working with the BRA, other city agencies and the community throughout the review process.

Respectfully submitted,

G. Hendren

Gary W. Hendren AIA
Project Architect

DESCRIPTION OF THE PROPOSED PROJECT

The proposed Project is a 5 story mixed-use complex with neighborhood service retail at the street level and with one and two bedroom condominium apartment dwellings on the 4 upper floors, fronting on Cambridge Street.

The gross floor area of the project is 48,500 sf with a projected development cost of $7,000,000.00.

There will be approximately 5,100 square feet of retail space, and (28) two bedroom and (4) one bedroom residences. There will be a surface parking lot for the retail use with 17 spaces, and a 41 car underground parking garage for the residential apartments accessed via a ramp from the rear of the building.

The Project is designed with a stepped façade to blend into the height and scale of the adjacent mixed-use buildings. The Applicant will also comply with the Mayor's Executive Order Relative to Affordable Housing, dated February 29, 2000, and as amended on May 16, 2006 , with respect to affordable housing units.

The proposed housing is close to major work centers, and is also convenient to neighborhood services and the various stores, restaurants and businesses in along Harvard Avenue and Cambridge Street. An existing MBTA bus stop serving routes 64 and 66 is located at the northeast corner of the project site. Route 57 is located within a five minute walk.

This development will be the first new construction in this portion of Allston in over 20 years and can be seen as a catalyst for redevelopment in an area that seems to have been passed over while the remaining areas of Allston-Brighton have seen growth. It will also provide a convenient, affordable alternative for the neighborhood, serving existing residents and those wishing to move back into the City of Boston. The site is also conveniently located close to the Massachusetts Turnpike and Storrow Drive as well as two MBTA bus lines for easy access to downtown Boston and Cambridge. (See **Figure 1-3. Existing Conditions Plan**).

PROJECT TEAM

Proponent:	Legend Development Group 425 Washington Street Brighton, MA 02135 Tel: 617-429-9920 *Babak Veyssi*
Architect:	Hendren Associates, Architects + Planners 119 Braintree Street, Suite 209 Boston, MA 02134 Tel: 617-782-6003 Fax: 617-782-6063 *Gary Hendren, AIA*
Permitting Consultant:	Summit Development Advisors, LLC 119 Braintree Street Allston, MA 02134 Tel: 617-782-6003 Fax: 617-782-6063 *Gary Hendren AIA* *Summit6003@gmail.com*
Civil Engineer:	VTP Associates, Inc. 958 Watertown Street West Newton, MA 02465 Tel: 617-332-8271 Fax: 617-969-2330 *Joseph R. Porter, vtp@vtpassociate.com*
Mechanical Engineer:	M.E.A. Engineering Associates, Inc. 20 Felton Street Waltham, MA 02453 Tel: (781) 894-6730 Fax: (781) 647-3542 *Alfred E. Muccini, P.E., President* *mucc96@aol.com*
LEED Consultant:	Jeff Rhodin Sustainable Analytics 4 Militia Drive Suite 6 Lexington, MA 02421

DESCRIPTION OF THE SITE

The site consists of one parcel with a lot area of 21,995 SF (see **Figure 1-1. Project Locus and Figure 1-2. Project Aerial**). This parcel is in the Community Commercial (CC-1) zoning sub-district within the Allston Brighton Neighborhood District regulated by Article 51 of the Boston Zoning By-Laws.

The proposed project will replace a 30 space parking lot previously used by the Veteran of Foreign Wars Hall which has been closed for several years. The parcel is currently fenced off and rented for surplus rental truck parking. The remainder of the site is 58 feet wide strip of vacant land adjacent to Cambridge Street containing 3 trees and a short paved walking path. The land was previously the site of the Washington-Allston Public School owned by the City of Boston which burned down in 1962. It was then sold as surplus land after the VFW closed and no longer needed the parking lot.

The immediate neighborhood contains a mixture of retail and residential uses. To the north, across Cambridge Street is a mixture of commercial uses and multi-family residential buildings. To the south or rear of the site is the parking lot for the Allston Post office. To the west is a small brick building which was the VFW Hall and is currently vacant offices for the Allston Brighton Area Planning Action Council Child and Elderly Service Center. To the east is a series of small local business, retail shops and restaurants.

The Project Site is served by several Massachusetts Bay Transportation Authority (MBTA) bus routes. MBTA bus routes 64 and 66 run along Cambridge Street and MBTA bus routes 57 and 66 run along Brighton Avenue and Harvard Avenue. The local bus route services are summarized in the table below.

Transit Service	Description	Peak-hour Headway (in minutes) [1]
Local Bus Routes		
57	Watertown Yard Kenmore Sta. via Newton Corner and Brighton Center	~10
64	Oak Square University Park, Cambridge via North Beacon Street	~10-20
66	Harvard Square Dudley Station via Allston and Brookline Village	~8-9

1 Headway is the scheduled time between trains or buses, as applicable. Source: MBTA.com, September 2013.

ZONING ANALYSES

The Project Site is located within the Allston Brighton Neighborhood District (Article 51 of the Boston Zoning Code) and within the Community Commercial Sub-district (CC-1). Generally, allowed or conditional uses in the CC-1 sub-district include restaurants, general and local retail business, office and many professional and other service uses. Multi-family residential uses are conditional in the CC-1 sub-district. The proposed building represents a mixed-use residential/commercial complex which will require conditional use permits as well as dimensional variances from the Boston Zoning Board of Appeal.

The table below summarizes the dimensional requirements in the Allston Brighton Neighborhood District, as set forth in Tables E and F of Article 51 of the Boston Zoning Code, and compares the requirements to the dimensions for the proposed project. Dimensional variances will be sought for Maximum Floor Area Ratio and Maximum Building Height.

Zoning Dimensional Requirements

Dimensional Element	CC-1 Sub-district	Proposed Project
Maximum Floor Area Ratio	1.0	2.2
Maximum Building Height	35 feet	56 feet
Minimum Lot Size	None	21,995.SF
Minimum Lot Width	None	125 ft
Minimum Lot Area Per Dwelling Unit	None	687 SF
Minimum Lot Frontage	None	125 ft
Minimum Usable Open Space (Square Feet Per Dwelling Unit)	50 SF/DU	50 SF/DU
Minimum Front Yard	None	1 foot
Minimum Side Yard	None	3 feet
Minimum Rear Yard	20 feet	43 feet

LIST OF PERMITS WHICH MAY BE SOUGHT

Agency Name	Required Permit or Action
State	
Massachusetts Department of Environmental Protection, Division of Air Quality Control	Notice of Commencement of Demolition and Construction; Notice of Asbestos Removal
Massachusetts Water Resources Authority	Temporary Construction De-Watering Permit
Local	
Boston Zoning Board of Appeal	Variances and Conditional Use Permits, as appropriate,
Boston Transportation Department	Transportation Access Plan Agreement; Construction Management Plan
Boston Department of Public Works/ Public Improvements Commission	Curb Cut Permit**;** Street/Sidewalk Occupancy Permit; Vertical Discontinuances; Specific Repair Plan Approval
Boston Water and Sewer Commission	Water and Sewer Connection Permits; Temporary Construction Dewatering; General Services Application; Site Plan Review
Boston Public Health Commission	Possible Asbestos Removal Notification
Boston Department of Inspectional Services	Building Permits; Certificates of Occupancy; Other Construction Related Permits

*This is a preliminary list based on project information currently available. It is possible that not all of these permits or actions will be required, or that additional permits may be needed.

VEHICULAR AND PEDESTRIAN SITE ACCESS

The proposed project fronts on Cambridge Street approximately 100 feet west of the intersection of the terminus of Harvard Street. Cambridge Street is a two-lane primary east-west connector between Allston and Cambridge with non-restricted free curb-side parking on each side.

The access to the site has been placed to the western extreme lot line farthest away from Harvard Street which is a signalized intersection. The driveway will be through the building at grade level. Even though the west side of the site is higher in grade and presents a more difficult building solution, the proponent has recognized the importance of distance from Harvard Street and elected to construct the entrance at this location to proved better access and egress from the site.

The access drive and the interior circulation have been design to accommodate deliveries and trash collection from within the site. The pass through under the residential portion of the building will allow trucks, vans and garbage trucks, with turn-around space within the site. The building also includes a trash compactor to reduce the number of collections. There will be bicycle parking provided within the garage to encourage alternative transportation usage.

The site has 125 feet of frontage on Cambridge Street and includes street trees spaced 35 feet apart and a bus shelter at the eastern edge. The building will be set back from the public sidewalk 1 foot at minimum. The existing sidewalk is 11’ wide. The total resulting width will allow a 4 foot greenscape zone, and 8 foot pedestrian zone. The pedestrian zone will thus be the preferred width for a Neighborhood Main street type based on the Boston Complete Streets Guidelines published by the Boston Transportation Department. The 4 foot greenscape zone falls within the guidelines of 1’-6” minimum and 6 feet maximum.

BUILDING DESIGN

Height and Massing

The site for Cambridge Park has many influences to consider relative to massing and scale of the building elements. The site fronts a busy linkage street that is heavily traveled to connect to Storrow Drive, Route 90, and Cambridge. The street architecture is a combination of traditional three story apartment buildings interspersed with traditional and modern commercial buildings.

The proposed building is intended to re-create the traditional 3 story scale from the street as the building is terraced back at the 4^{th} and 5^{th} floors. The stepped massing breaks up the perceived height of the building from both a vehicular and pedestrian perspective. Materials have been varied to reinforce the stepping both vertically and horizontally , yet are consistent within a plane to maintain the visual stability of the composition.

Façade Design, Fenestration, and Building Materials

The main pedestrian level elements are brick and mullioned storefront. The size and pattern of the fenestration assists in the creation of the hierarchy while the consistency of the color and materials at each plane aid in the visual strength of the building. The building then terraces back from the street to provide relief to the street and is clad in modular rain screen panels reflective of current building trends.

Landscaped Areas and Pedestrian Circulation

This project will include the addition of street trees, and allocation of property to wider sidewalks to enhance the walking experience. The residential door is recessed to provide visual clearance for pedestrian safety with regard to vehicular access. On-site, further landscaping along the east and west edges and the southwest corner will be provided to lessen the impact on neighboring uses.

Parking and Vehicular Circulation

There will be parking provided for both the proposed commercial and residential uses. All vehicular site access, surface parking and garage access/egress will be from Cambridge Street. The Cambridge Street entrance will lead to both the commercial spaces and the underground parking garage. Commercial deliveries will be limited to panel sized trucks and have access to the rear doors of the commercial space. Parking will be provided at-grade with 17 spaces provided behind and under the building. The residential parking will be exclusively provided in the underground garage with 41 spaces at a ratio of 1.28 per residential unit. The residential parking spaces will be secured behind lift gates to prevent unauthorized parking. The parking garage will be serviced with an elevator which is exclusive to residents and will require a pass key to operate.

CONSTRUCTION IMPACT

Construction methodologies that ensure public safety throughout the project site will be employed. Construction management and scheduling will aim to minimize impacts on the surrounding environment. This will include plans for construction worker commuting and parking, routing plans for trucking and deliveries, and control of dust generation.

Erosion and sediment control measures will be implemented during construction to minimize the transport of site soils to off-site areas and Boston Water and Sewer Commission ("BWSC") storm drain systems. During construction, existing catchbasins will be protected from sediments with filter fabric or hay bales filters.

A Construction Management Plan ("CMP") will be submitted to the Boston Transportation Department ("BTD") for approval prior to the start of construction. The CMP will address transportation, parking, truck routes, truck scheduling, construction worker scheduling, and staging issues for the Project. The CMP will establish the guidelines for the duration of the Project and will include specific mitigation measures and staging plans to minimize impacts to the abutters. The Project contractor will be bound by the CMP.

Construction Activity Schedule

The construction period for the Project is expected to last approximately 12-15 months. Typical construction hours will be from 7:00 a.m. to 6:00 p.m., Monday through Friday, as stipulated by the City of Boston Noise and Work Ordinances. If work is proposed outside established hours, the Boston Air Pollution Control Commission ("APCC") will be notified at the time a permit is sought from the Commissioner of the Inspectional Services Department.

Table 3-1 below outlines the preliminary construction schedule for the Project.

Table 3-1: Proposed Preliminary Construction Schedule

Construction Activity	Anticipated Duration
Demolition	1 week
Excavation, Earth Support and Utilities	2 -3 months
Foundation Installation	1-2 month
Steel Erection and Concrete Deck Installation	2 months
Façade Construction	4 months
Interior Work and Finishes	4 months

Construction Air Quality

The generation of dust is likely from construction activities. The following measures will be employed to reduce potential generation of dust and airborne particles:

1. Wetting agents will be used regularly to control and suppress dust that may come from the construction materials and from demolition;
2. Trucks for transportation of construction debris will be fully covered;
3. Storage of construction debris on site will be kept to a minimum;
4. Actual construction practices will be monitored to ensure those unnecessary transfers and mechanical disturbances of loose materials are minimized and to ensure that any emissions of dust are negligible; and
5. A wheel wash area will be established to minimize dust and mud accumulations in city streets, or periodic street sweeping may be utilized to maintain an acceptable street/sidewalk condition.

Construction Noise

Every reasonable effort will be made to minimize the noise impact of construction activities. Mitigation measures will include:

1. Instituting a pro-active program to ensure compliance with the city of Boston noise limitation policy;
2. Using appropriate mufflers on all equipment and performing ongoing maintenance of intake and exhaust mufflers;
3. Maintaining muffling enclosures on continuously operating equipment, such as air compressors and welding generators;
4. Replacing specific construction operations and techniques by less noisy ones where feasible (e.g. electric instead of diesel powered equipment and hydraulic tools instead of pneumatic tools);
5. Selecting equipment operations to keep average levels low, to synchronize noisiest operations with times of highest ambient levels, and to maintain relatively uniform noise levels;
6. Turn off idle equipment;
7. Locating noisy equipment at locations that protect sensitive locations by shielding or distance.

Rodent Control

The City of Boston enforces the requirements established under Massachusetts State Sanitary Code, Chapter 11, 105 CMR 410.550. This policy requires an established

rodent control program be implemented prior to issuance of any demolition or building permits. During construction, service visits will be made by a certified rodent control firm to monitor and maintain the rodent control program.

PUBLIC BENEFIT

The proposed project will create a new mixed-use building with workforce housing to serve the vast array of housing needs of the residents of Allston-Brighton requiring access to Boston's major transportation roadways and public transportation. This development replaces an underutilized vacant site and provides a catalyst for future development in a neglected section of Allston. In addition, the Project will contribute the following benefits to the neighborhood and the City of Boston:

1. Expanding the City's tax base through the increase in property values anticipated at this location;
2. Providing approximately 100 new construction jobs in the city of Boston;
3. Providing approximately 35 new permanent jobs from the commercial uses in the new building.
4. Reduce regional road traffic by bringing workforce housing into the neighborhood;
5. Reduce carbon footprint by providing efficient housing alternatives; and
6. Increasing residential population to support nearby neighborhood business and shops.

STORMWATER MANAGEMENT

Existing Storm Drainage System

The existing site consists primarily of impervious areas associated with the parking area (both paved and unpaved). The existing parking area cover approximately 60 percent of the site. Based on these conditions, the existing site provides limited stormwater recharge.

There is a 12 "storm drain in Cambridge Street. There are also catch basins on the street connecting to the city's main stormwater collector system. (See **Figure 6-1** which includes the existing stormwater system in the project area**)**.

Proposed Storm Drainage

The Project Site consists substantially of impervious surfaces. As the buildings and parking area will increase in the proposed condition vs. the existing, there will be a increase in the impervious area and the existing drainage pattern will be altered. The roof and parking runoff will be collected and infiltrated into the ground in the landscaped areas with over-flows to the storm drainage system.

The stormwater management system will be designed in accordance with BWSC's design standards and BWSC Requirements for Site Plans. A Site Plan will be submitted for BWSC approval and a General Service Application will be completed prior to any on-site drain work.

Water Quality

No negative water quality impacts are expected as a result of the proposed project. Since the building and impervious is not substantially different from the existing site, it is proposed that only roof runoff will be collected and recharged in the landscaped areas.

It is the intention of the DEP to apply the Stormwater Management Standards during Project review under the Wetlands Protection Act (MGL Ch. 31, s. 40). Since this Project does not require review under the Wetlands Protections Act, the Standards are not specifically addressed in this document.

MITIGATION MEASURES

The Project will control sediment during construction through the use of hay bales, silt fence and catch basin filters.

A Stormwater Management Report will be submitted to the BWSC with the Site Plan submittal. The report will compare existing and proposed hydrological conditions and describe the best management practices utilized by the Project. The report will also indicate the storage or treatment of contaminated soils, if any. The Site Plan will also more specifically address the sediment and pollutant control measures and recommended maintenance proposed by the Project.

The Proponent will also submit a dewatering plan and Drainage Discharge Permit Application if dewatering drainage is required.

TRANSPORTATION FACT SHEET

392-398 Cambridge Street • Allston, Massachusetts

HOWARD STEIN HUDSON
Engineers + Planners

Project Description

The proposed Project consists of a new five-story mixed-use building located at 392-398 Cambridge Street in Allston. The development will consist of approximately 5,100 square feet (sf) of retail space at street level with 32 dwelling units, including 28 two-bedroom units and 4 one-bedroom units. A total of 58 parking spaces will be provided; 17 surface spaces for retail use and 41 car underground parking garage for the residential units. The garage will be accessed via a ramp from the rear of the building. A site location plan is provided in **Figure 1**.

Figure 1. Site Location

Site Access

Vehicular access to the site has been placed along the southerly side of Cambridge Street, approximately 275 feet to the west of Harvard Avenue. The proposed ground floor site plan is provided in **Figure 2**. The driveway will be through the building at grade level. Primary pedestrian access to the retail space will be provided along Cambridge Street frontage with secondary pedestrian access by a shared entrance point in the rear of the ground-floor space to accommodate the patrons choosing to park at the Site. Pedestrian access to the residences will be provided by an entrance along Cambridge Street, by a shared entrance point at the rear of the ground-floor space and an entrance in the underground garage.

A proposed below-grade parking garage for the residential units will be accessed off of Cambridge Street. The proposed garage access and layout site plan is provided in **Figure 3**.

Parking and Loading

The Project site will provide parking for both the proposed commercial and residential uses. All vehicular site access, surface parking, and garage access will be from Cambridge Street. Loading and service activity will occur on-site within the surface parking lot and will include trash, recycling, deliveries, and residential move-in/move-out. Commercial deliveries will be limited to panel trucks and have access to the rear doors of the retail space on the Site.

The surface parking lot will provide 17 spaces behind the building for commercial use along with outdoor bicycle racks accessible to visitors to the Site. The underground garage will provide 41 spaces exclusively for residential use and will be secured behind lift gates to avoid unauthorized parking. At a ratio of 1.28 parking spaces per unit, the proposed quantity of parking spaces supplies an adequate capacity for the future residential units. The underground garage will also provide approximately 32 covered and secure bicycle storage spaces for residential use.

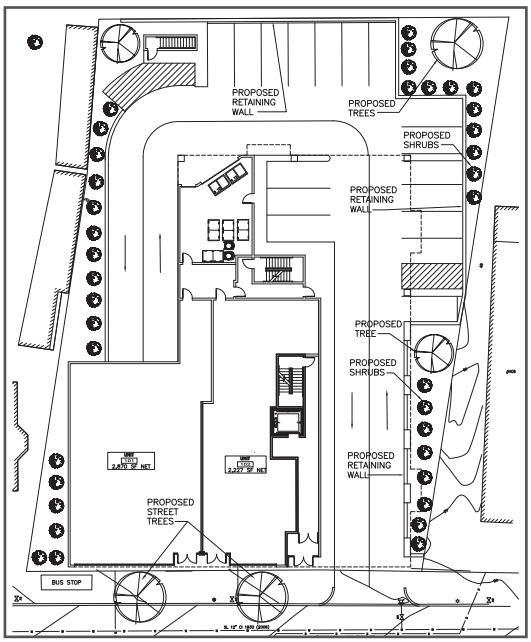


Figure 2. Ground Floor Plan

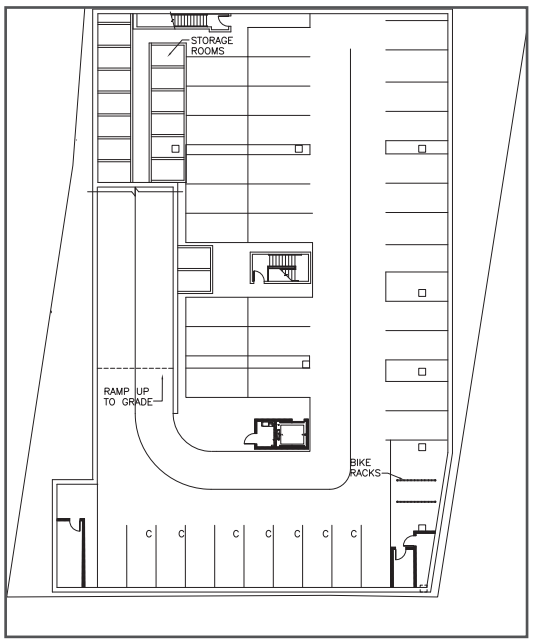


Figure 3. Garage Level Plan

Existing Pedestrian Activity

The Project site is located along Cambridge Street, which serves as an arterial roadway connecting Allston and Cambridge. The sidewalks in the study area are generally in good condition and supply more than adequate capacity. Pedestrian counts indicate that over 100 pedestrians walk along Cambridge Street in the vicinity of the site during the a.m. and p.m. peak hours.

Public Transportation

The Project site is conveniently located in proximity to several Massachusetts Bay Transportation Authority (MBTA) bus routes. MBTA bus routes 64 and 66 run along Cambridge Street and MBTA bus routes 57 and 66 run along Brighton Avenue and Harvard Avenue. Several bus stops are located within walking distance of the Project Site along Cambridge Street and Harvard Avenue, including one at the intersection of Cambridge Street/Harvard Avenue. The MBTA Green Line, B Line branch, also has a stop at the intersection of Commonwealth Avenue and Harvard Avenue, approximately a half-mile or a ten minute walk from the Project Site.

Travel Mode Share

A travel mode share is the percentage of travellers using a particular type of transportation. Boston Transportation Department (BTD) publishes vehicle, transit, and walking/bicycling mode split rates for different areas of Boston. The Project Site is located within BTD's designated Area 17. As is standard practice, specific neighborhood mode shares are used to estimate the number of new vehicle trips, transit trips, and walk/bicycle trips generated by the Project. The travel mode shares for Area 17 are 31% Walk/Bike share, 22% Transit share, and 47% Vehicle share.

Trip Generation

The trip generation estimates presented in **Table 1** are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The trips generated by the 32 residential units were estimated using Land Use Code (LUC) 220 – Apartments. The trips generated by the 5,100 square feet of retail were estimated using LUC 820 – Shopping Center.

The travel mode share percentages were applied to the number of person trips to develop walk/bicycle, transit, and vehicle trip generation estimates.

The Project is expected to generate approximately 220 new daily vehicle trips (110 entering and 110 exiting). During the weekday a.m. peak hour, the project is expected to generate 9 vehicle trips (3 entering, 6 exiting). During the weekday p.m. peak hour the project is expected to generate 19 vehicle trips (10 entering, 9 exiting).

Summary

Overall, the vehicular trip generation during the peak hours of the proposed Project is not substantial due to the size of the development, the availability of transit, and the ability for walking/bicycling trips. Although a formal analysis has not been conducted, the Project is expected to have minimal impact on the surrounding transportation infrastructure.

While the traffic impacts related with the new trips are minimal, the Proponent will continue to work with the City of Boston to create a Project that efficiently serves vehicle trips, improves the pedestrian environment, and encourages transit and bicycle use. The Proponent is prepared to take advantage of good transit access in marketing the site to future residents by encouraging the use of non-vehicular modes of travel. No additional roadway capacity improvements are required.

Land Use		Walk/Bicycle Trips	Transit Trips	Vehicle Trips
Daily				
Residential	In	37	26	50
	Out	37	26	50
Retail	In	62	25	60
	Out	62	25	60
a.m. Peak Hour				
Residential	In	1	1	1
	Out	5	3	5
Retail	In	1	1	2
	Out	1	1	1
p.m Peak Hour				
Residential	In	5	3	6
	Out	3	2	3
Retail	In	6	3	4
	Out	5	3	6

Table 1. Trip Generation

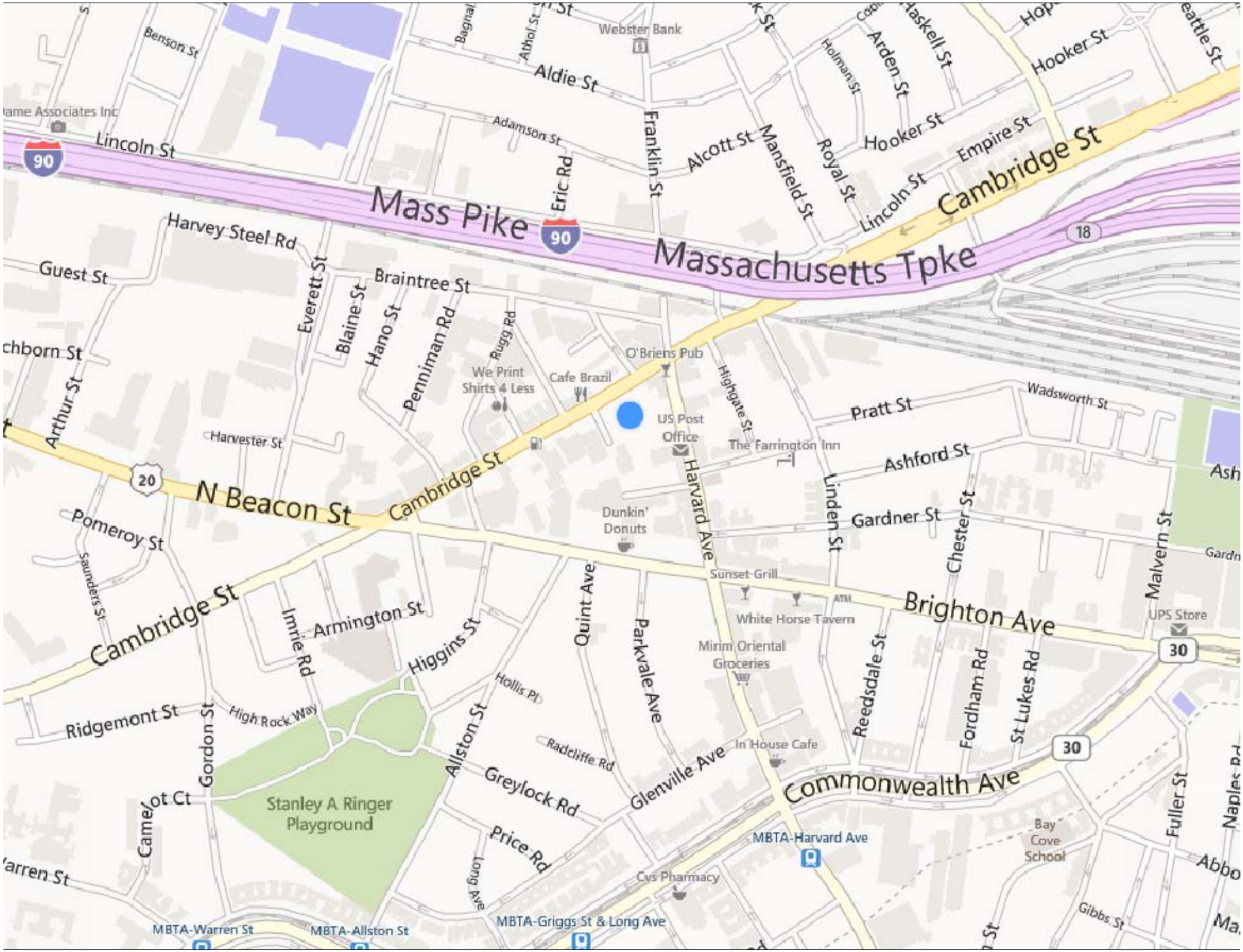


FIGURE 1 | PROJECT LOCUS | HENDREN ASSOCIATES

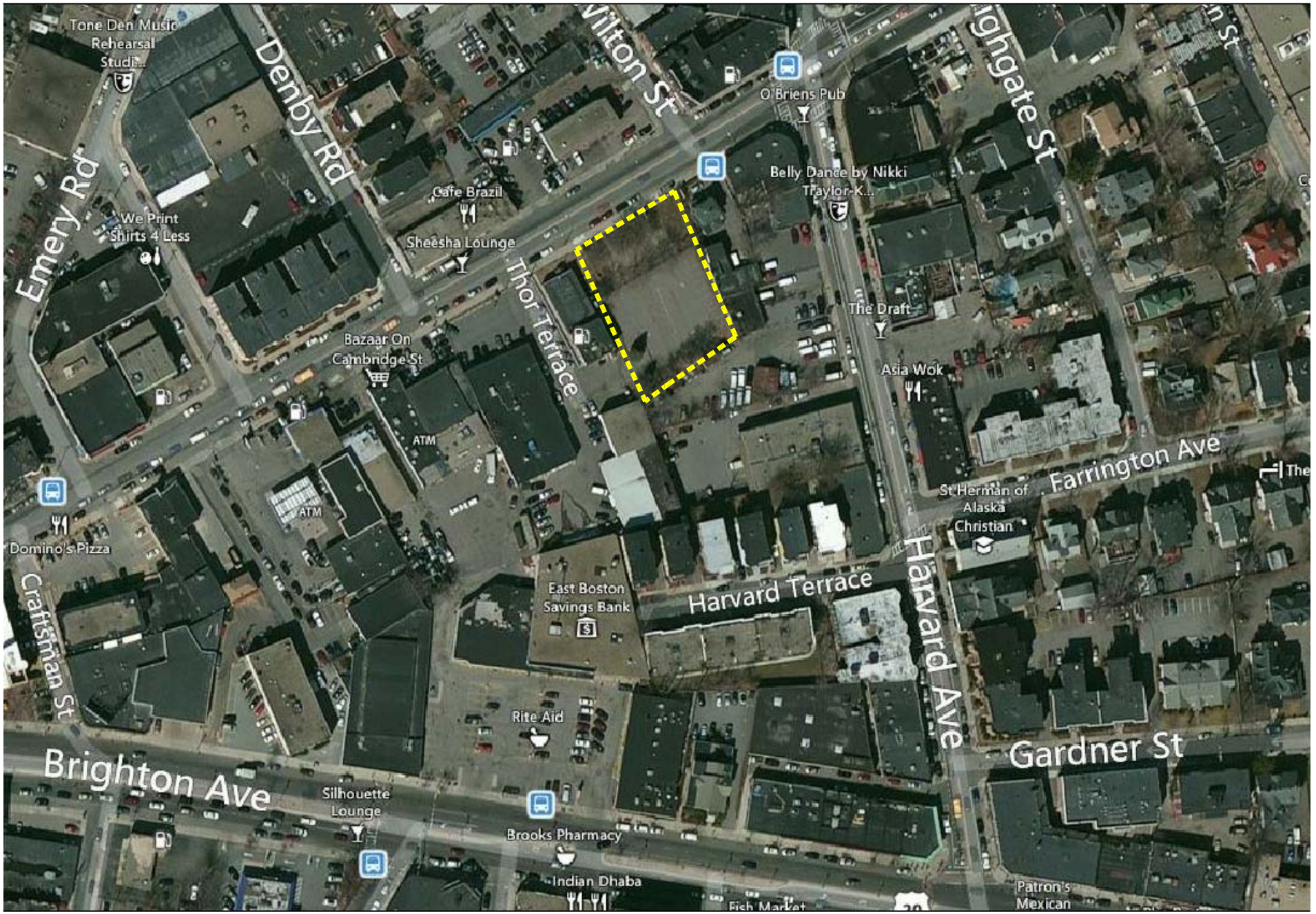


FIGURE 2 | AERIAL PHOTOGRAPH | HENDREN ASSOCIATES

PROJECT SITE ADJACENT BUILDINGS: WEST SIDE

PROJECT SITE ADJACENT BUILDINGS: EAST SIDE

PROJECT SITE: TOWARDS SOUTHERN BOUNDARY

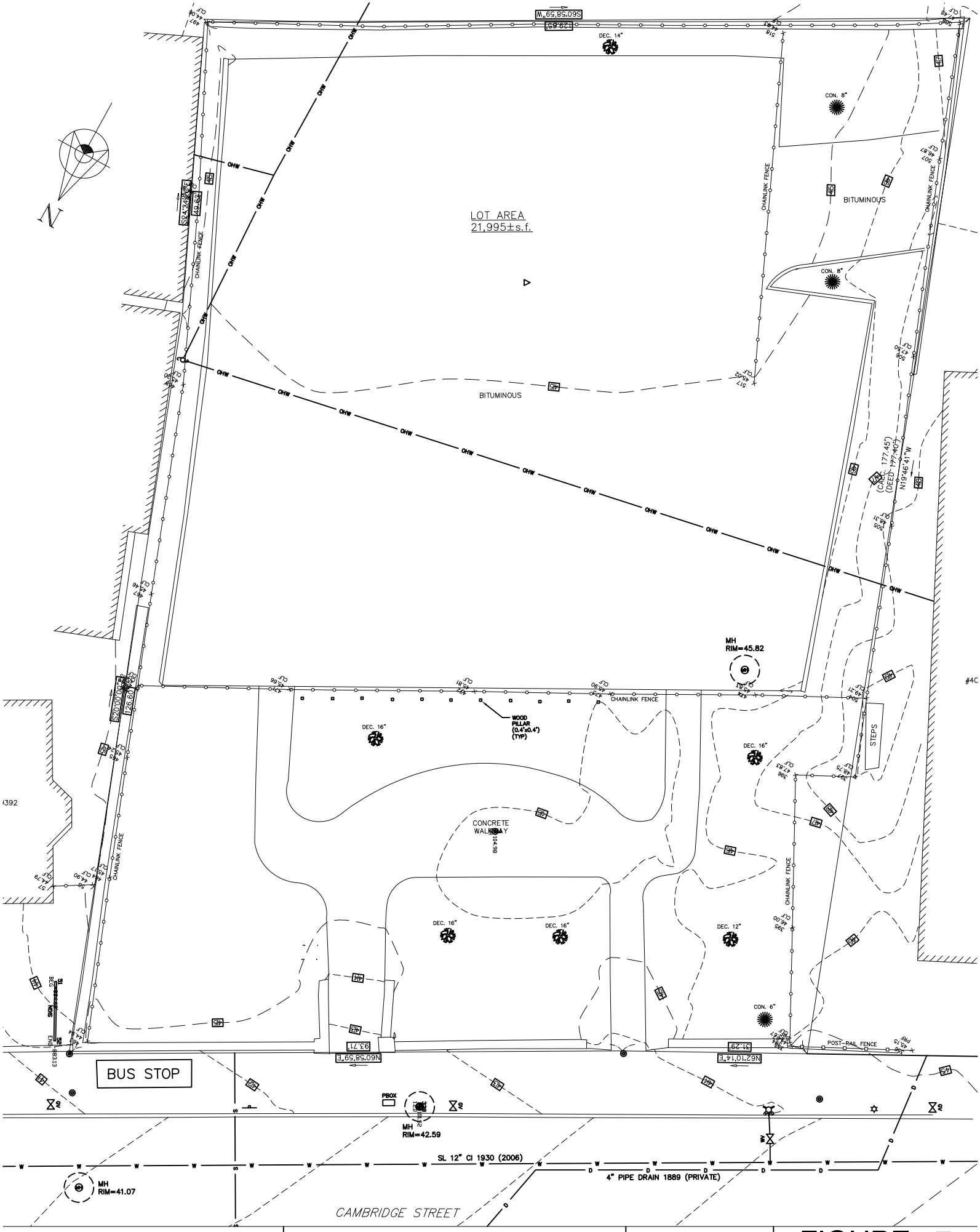
PROJECT SITE: TOWARDS NORTHERN BOUNDARY

SITE CONTEXT: VIEW EAST ALONG CAMBRIDGE STREET

SITE CONTEXT: BUILDINGS SOUTHWEST OF SITE

SITE CONTEXT: VIEW WEST ALONG CAMBRIDGE STREET

SITE CONTEXT: BUILDINGS NORTHWEST OF SITE



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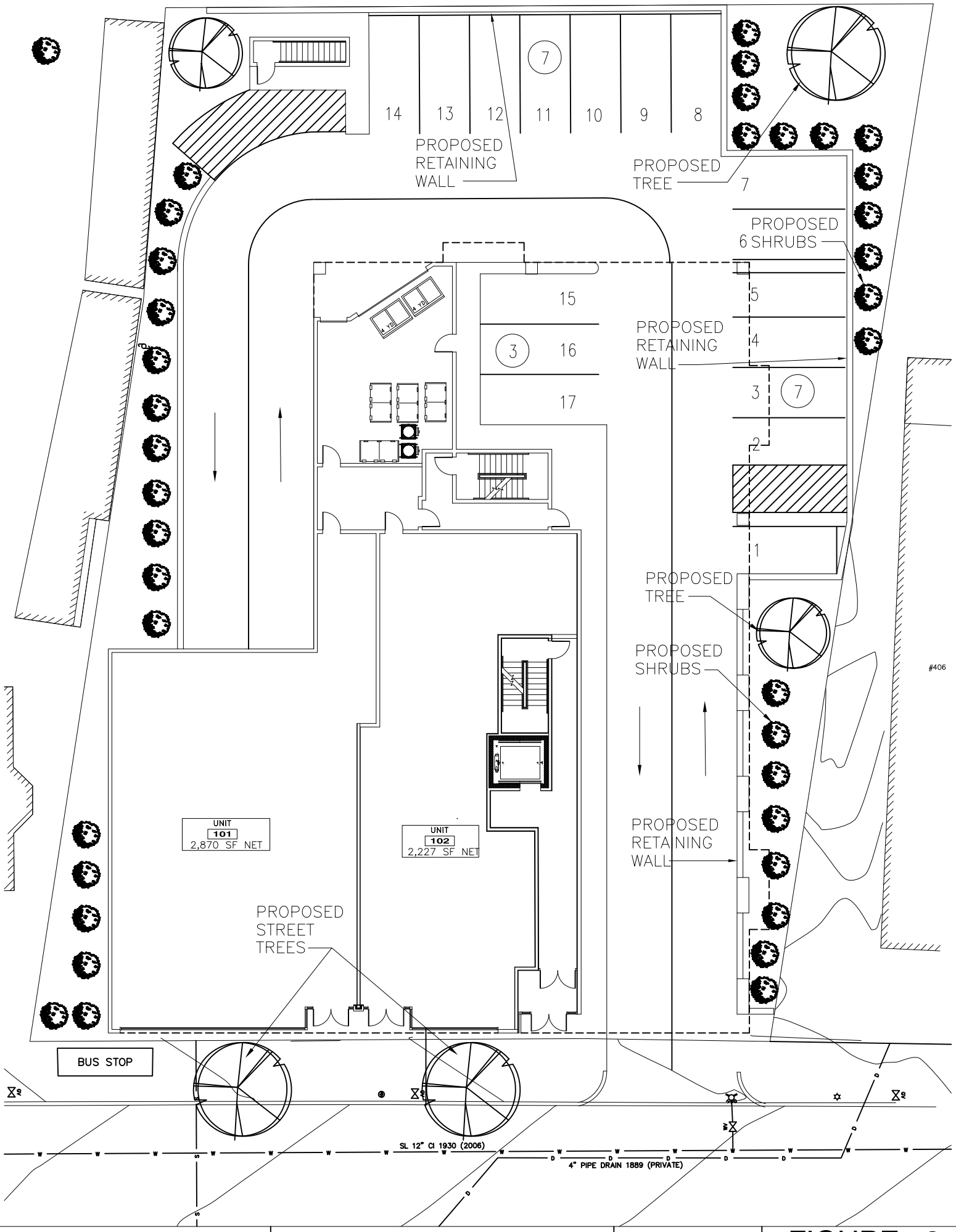
EXISTING SITE PLAN

SCALE: 1"=20'

FIGURE 7



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FIRST FLOOR PLAN

SCALE: 1"=20'

FIGURE 8

PLANT SCHEDULE				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.
A	PARROTIA PERSICA	PERSIAN IRONWOOD	3" CALIPER	1
B	OSTRYA VIRGINIANA	AMERICAN HOPHORNBEAM	3" CALIPER	2
C	AMELANCHIER CANADENSIS	SHADBLOW SERVICE BERRY	2" CALIPER	1
D	BUXUS SEMPERVIRENS	DWARF ENGLISH BOXWOOD	2 GALLON	15
E	BUXUS SEMPERVIRENS	GREEN MOUNTAIN BOXWOOD	2 GALLON	18

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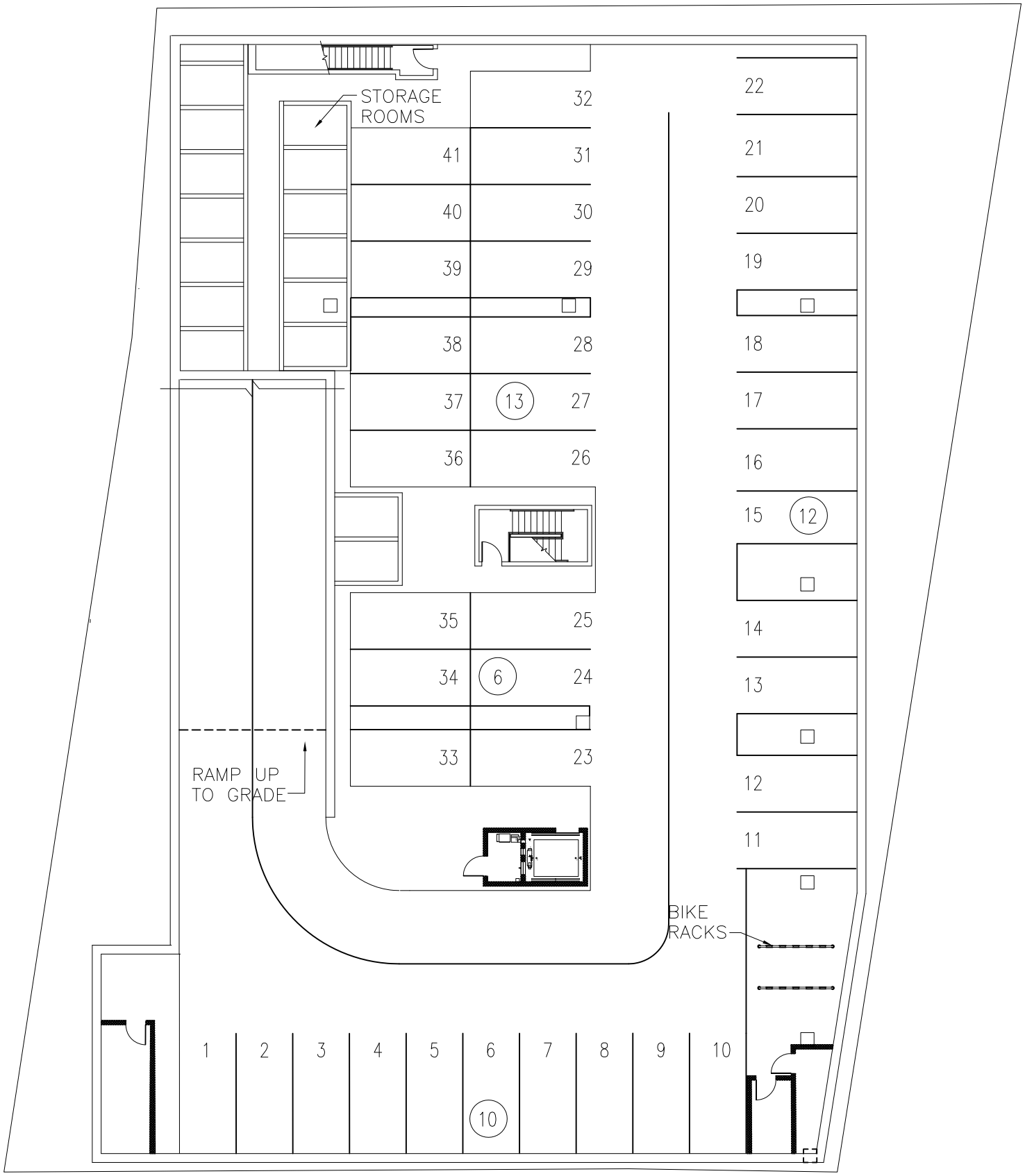
LANDSCAPE PLAN

SCALE: 1"=20'

FIGURE 9



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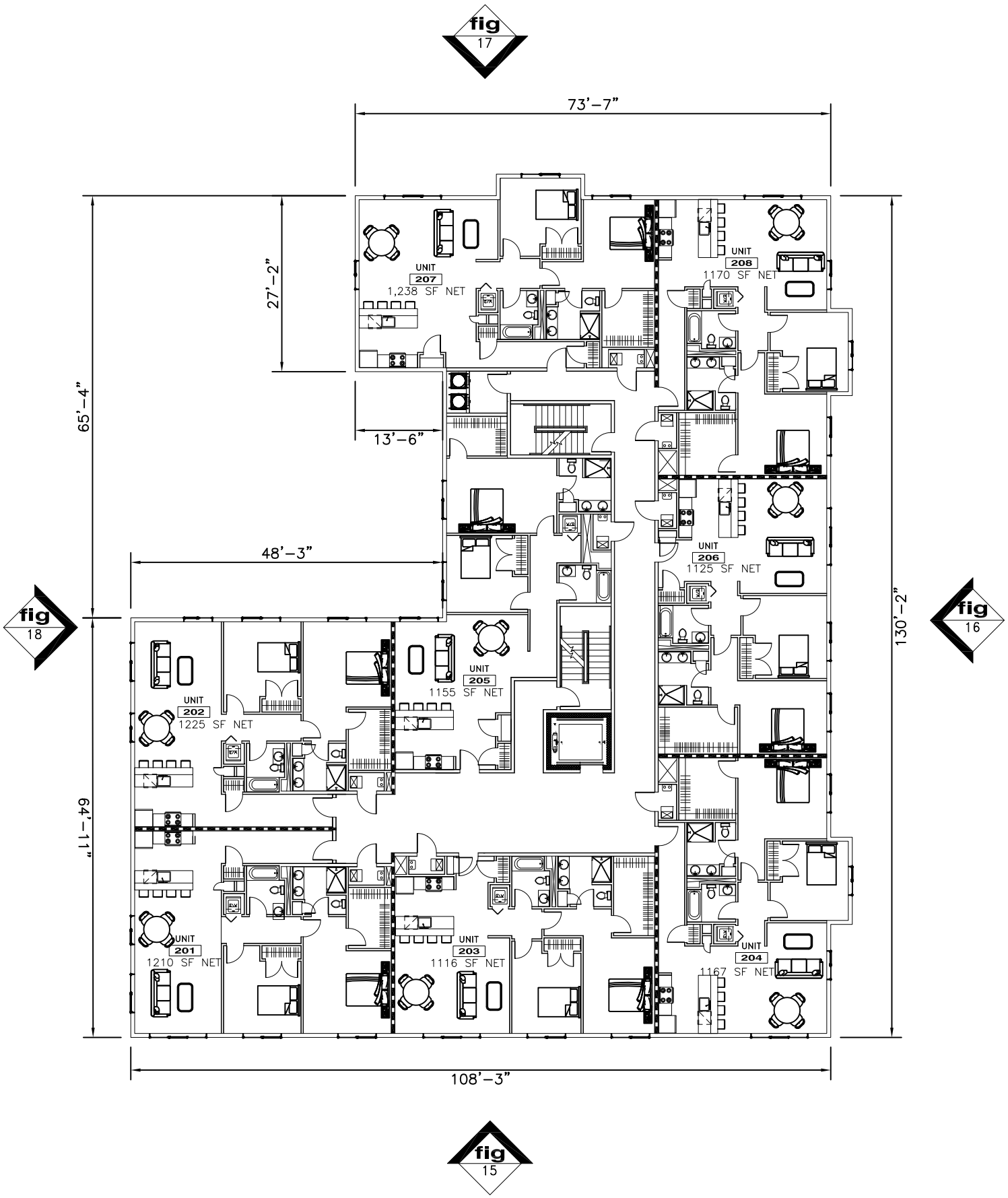
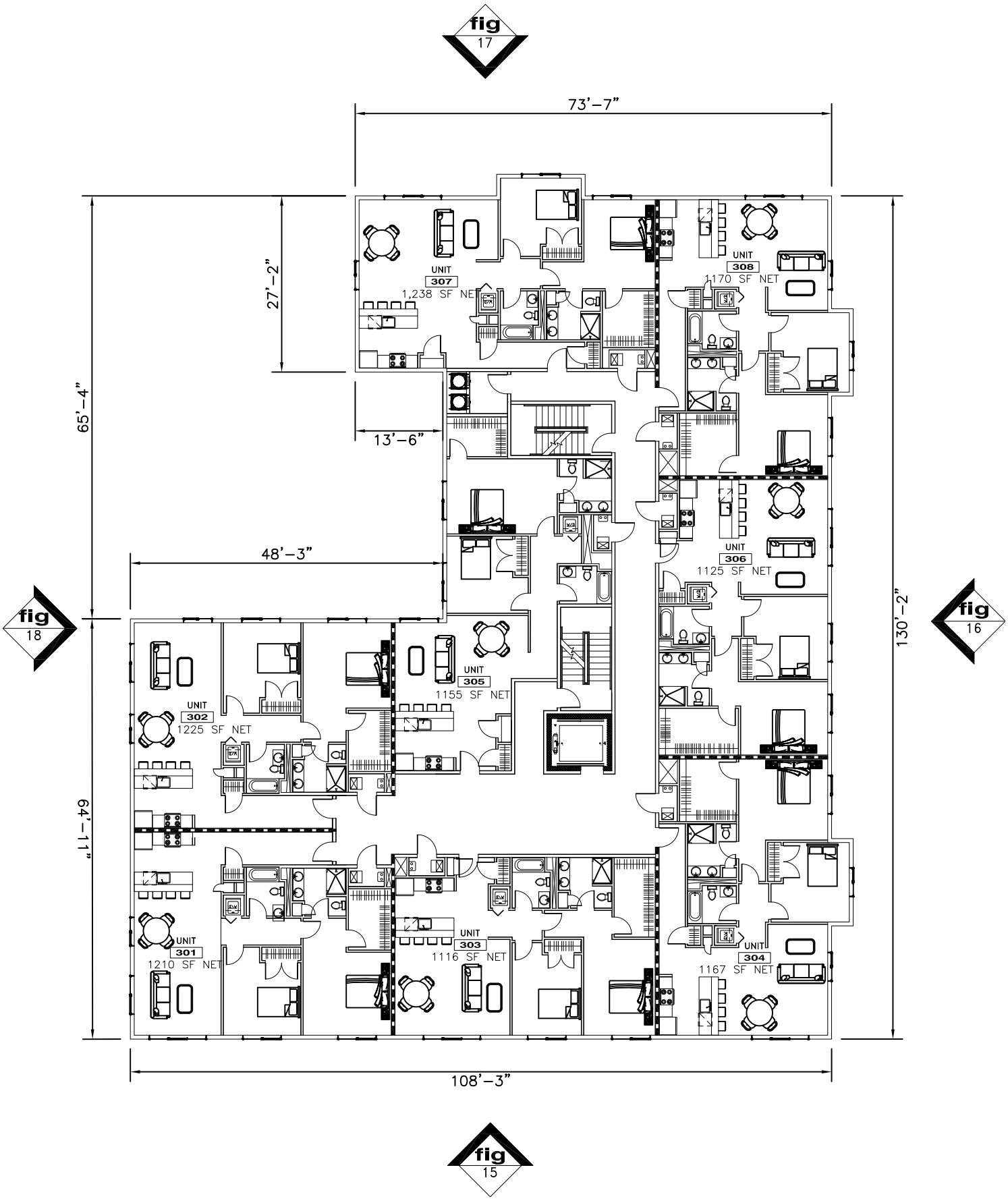
GARAGE PLAN

SCALE: 1"=20'

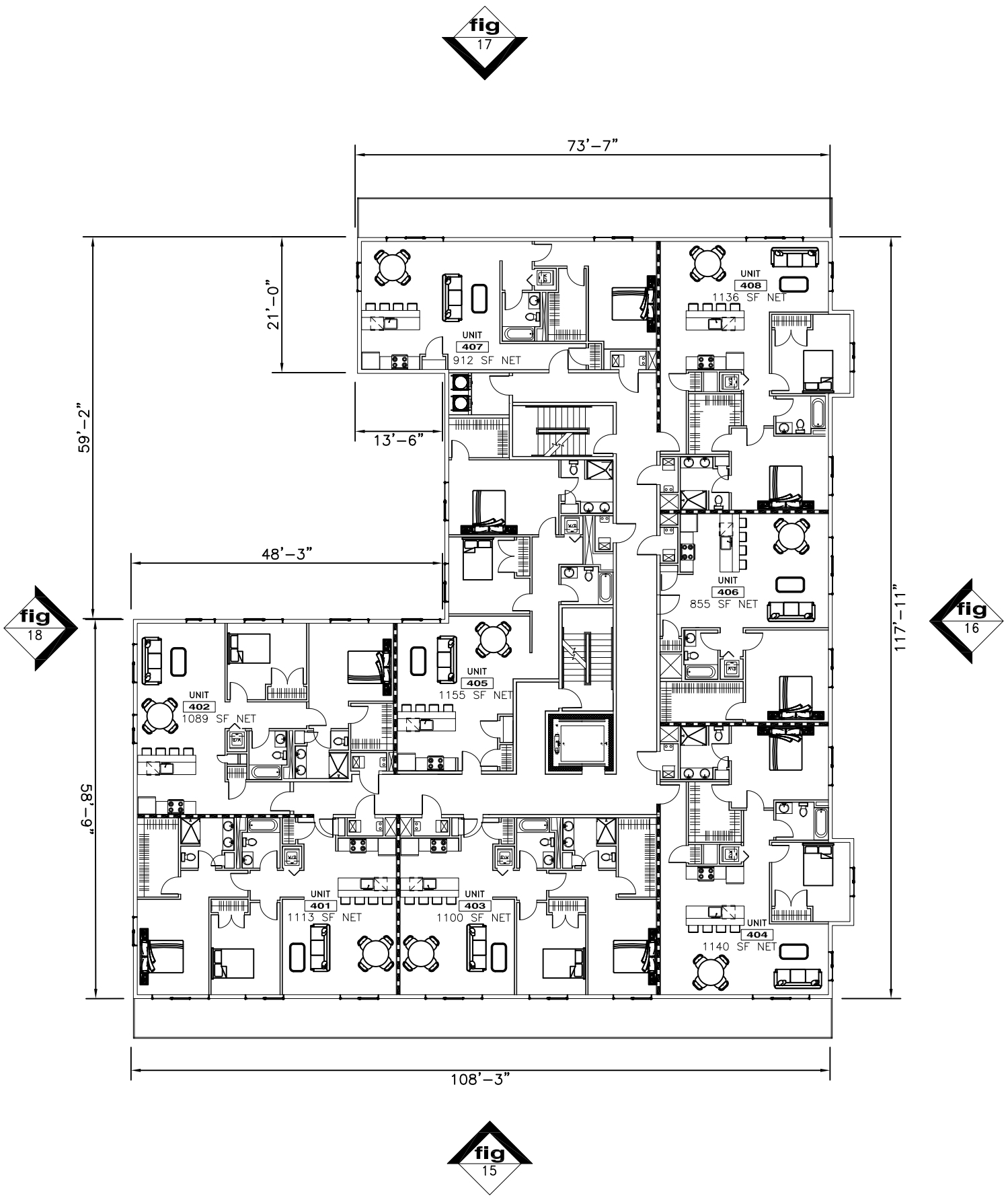
FIGURE 10



HENDREN ASSOCIATES	SECOND FLOOR PLAN	SCALE: 1"=20'	FIGURE 11



HENDREN ASSOCIATES	THIRD FLOOR PLAN	SCALE: 1"=20'	FIGURE 12



HENDREN ASSOCIATES	FOURTH FLOOR PLAN	SCALE: 1"=20'	FIGURE 13

fig 17

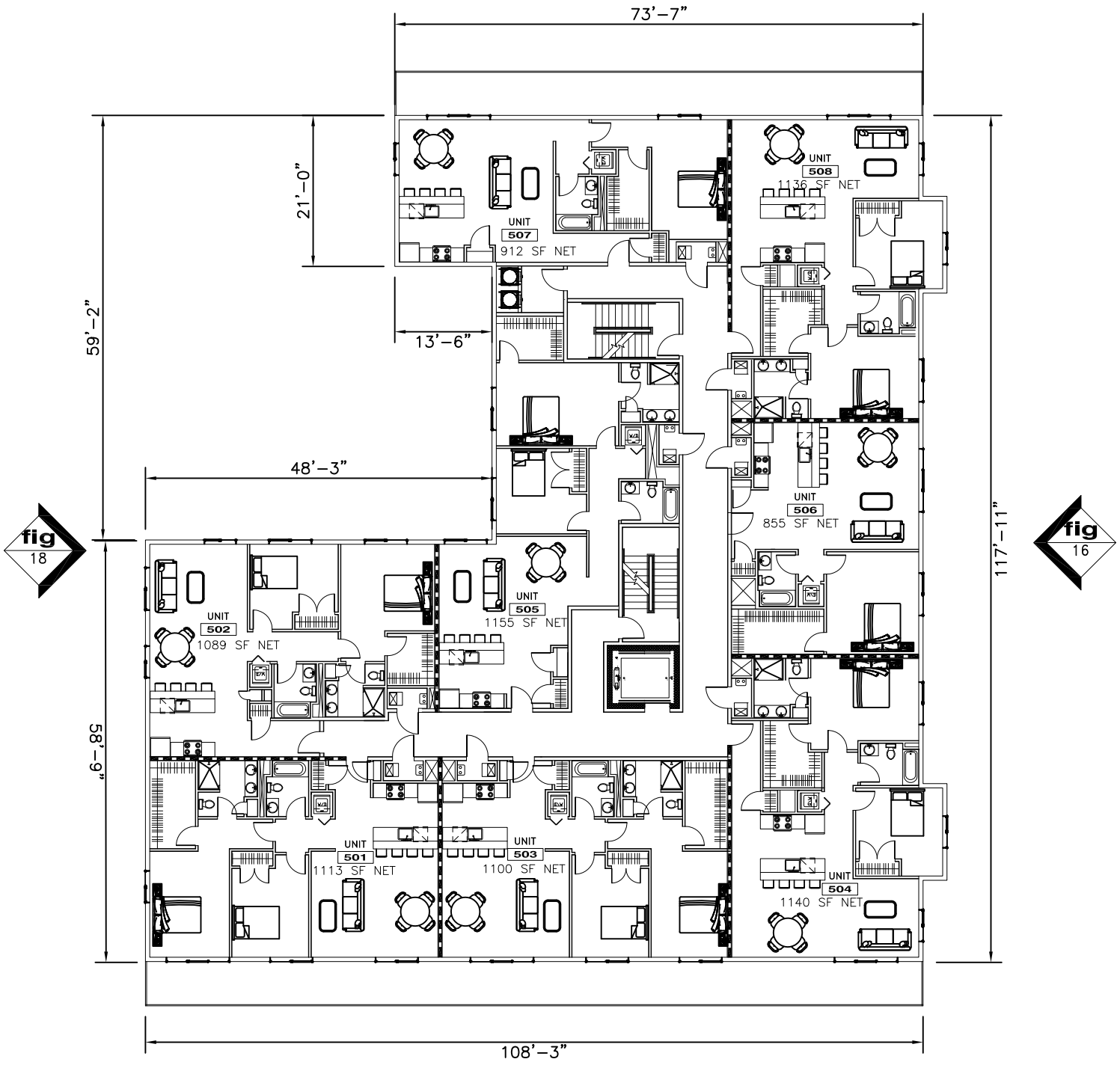


fig 18

fig 16

fig 15

HENDREN ASSOCIATES

FIFTH FLOOR PLAN

FIGURE 14

FIGURE 15 | NORTH ELEVATION (CAMBRIDGE ST) | SCALE: 1"=20' | HENDREN ASSOCIATES

FIGURE 16 | WEST ELEVATION | SCALE: 1"=20' | HENDREN ASSOCIATES

FIGURE 17 | SOUTH ELEVATION | SCALE: 1"=20' | HENDREN ASSOCIATES

FIGURE 18 | EAST ELEVATION | SCALE: 1"=20' | HENDREN ASSOCIATES

FIGURE 19 | PROJECT RENDERING VIEW EAST | HENDREN ASSOCIATES

FIGURE 20 | PROJECT RENDERING VIEW WEST | HENDREN ASSOCIATES

FIGURE 21 | SOUTH EAST AERIAL VIEW | HENDREN ASSOCIATES

FIGURE 22 | NORTH WEST AERIAL VIEW | HENDREN ASSOCIATES