



1359 Hooksett Road, #1
Hooksett, NH 03106

2018_0927

Ms. Christine Thomas
227 Marginal Street
Chelsea, MA 02150

RE: Staybridge Suites in Cambridge / Somerville, MA

Ms. Thomas,

Per your request, below please find a description of the updates to the hotel since the previously reviewed Site Plan Approvals Set submitted to the City of Somerville, MA

Site Plan – Refer to Sheet C-2:

- Loading Zone
 - A loading zone has been added in Cambridge, per Zoning Ordinances
 - The trash area has been slightly modified for this change and parking was shifted
- Bicycle Path
 - A bicycle path has been added to the project as requested by a citizen group. Due to this add, the parking layout was slightly adjusted and the access drive was reduced from 28' to 24', which still meets zoning ordinance. In addition, (4) long term bicycle storage spaces have been added next to the loading zone to meet Cambridge requirements
- Zoning Summary
 - Floor Area Ratio has changed from 1.9 to 2.34. This change will now require a variance
 - Building Height Maximum has changed from 61' to 69'-11". A variance was previously requested and granted for this item. The change will also require a variance
 - Side Setback increased from 0.7ft to 2.2ft – No relief needed
 - Rear Setback increased from 16.5ft to 16.7ft – No relief needed.
 - Ground Coverage Maximum decreased from 56.4% to 40.6% - No relief needed.
 - Landscape Area Minimum decreased from 12.9% to 10.5% - Requirement still met.
- Off Street Parking
 - Guestroom count increased from 74 rooms to 90 room, thus the required number of parking spaces increased
 - Provided parking decreased from 21 spaces to 16 spaces. Two (2) ADA spaces are still provided – Relief from parking quantity still needed
 - Due to the bicycle path, added loading zone and re-use of existing electrical utility pad, the parking layout and ratio has been adjusted - Relief from parking quantity still needed
 - The total parking spaces for the project have been reduced by 5, for a total of 39 spaces, or a .29% parking ratio.



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Grading & Drainage Plan – Refer to Sheet C-3

- Raised grade
 - The overall grade of the site has been adjusted and raised slightly. The sidewalk entering the building from the parking lot has been sloped to accommodate this grade adjustment.
 - The finish floor elevation for the proposed building has also been raised to match the grading update
 - An elevated entry has been added by using a decorative stair / ramp combination along Monsignor O'Brien Highway in Cambridge
 - The design intent of the closed drainage system remains the same, including subsurface detention and infiltration, however there has been a slight re-positioning of the system to accommodate the update grading scheme.

Utility Plan – Refer to Sheet C-4

- Utility locations
 - After further survey of the existing onsite utilities, it has been determined that reusing the existing electrical transformer pad, and underground conduit will be beneficial to the project. This accounts for a slight change of layout to the interior of the building as well as a shift in the stair tower.
 - Water and gas connection will now be made within Monsignor O'Brien Highway within Cambridge
 - The sewer connection will now shift from a Cambridge terminus to a Somerville terminus at an existing manhole adjacent to the existing driveway.
 - Connection for both water and gas have been shifted for the west side of the lot (Somerville) to the east side of the lot (Cambridge) to minimize the trenching through the site.



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Floor Plans – Refer to sheets A1.1 & A1.2:

- First Floor
 - The footprint of the first floor has been slightly reworked due to Cambridge requirements to allow for a truck loading zone. Additionally, the pedestrian vestibule and façade along Monsignor O’Brien Highway have been flushed out with the remainder of the building for a more constant appearance and to allow the addition of the elevated, more defined, entrance on street level in Cambridge
 - There has been a minor re-work of the interior program, which was not reviewed as part of the site plan approval.
 - The stair tower in Somerville has shifted to allow for the electrical service to maintain its existing location, currently on site. The stair tower is now more integral with the building.
- Upper Levels
 - The footprint has been reduced in Cambridge to allow for proper FAR with the height increase.
 - The Somerville footprint has largely remained the same with the exception of the stair tower at the far North-East part of the site which has pulled in to be more integral with the building.

Building Exterior Design – Refer to sheets A3.1, A3.1a & A3.2, A3.2a:

- Building Height
 - The previously submitted plans and elevations to the City of Somerville noted that the building was proposed to be 5 stories, 60’-8” to top of roof. The city approval allowed for 5 stories, 61’-0”. The building height has been increased to 6 stories, 69’-11” to top of roof. This height increase allows for an additional 21 rooms to be located in the City of Somerville
- Drive Under Canopy
 - The drive under canopy metal band has been slightly reduced compared to the approved plans to help increase the ceiling height of the garage. This change was requested by Cambridge and allowed us to have 13’-6” clear under the building
- Upper Level Design facing Cambridge
 - The floor plate from floors 2 – 6 have been reduced in Cambridge due to the additional height of the building. This façade has been slightly re-designed
- Pedestrian Entrance
 - The canopy along the pedestrian entrance has been emphasized to help wayfinding for pedestrians entering from Cambridge
- Stair Tower
 - The stair tower in Somerville has been pulled into the building for a more integrated look and to allow space for the electrical service to remain in its existing location.
- Building Signage
 - The signage on the canopy has been adjusted to read more linear. This change compliments the new canopy design better and satisfied the Cambridge requirement of having two different signs, one for automobiles and one for pedestrians. JAL and ownership felt the new sign in Somerville was more vehicular friendly.

Sincerely,

Jason T. Diorio, AIA