

b. SPECIAL PERMIT APPLICATION – SUMMARY OF APPLICATION

Project Name: 34-36 HAMPSHIRE ST
Address of Site: " " "
Applicant: CJ GRIFFIN ENTERPRISES
Planning Board Project Number: (CDD)

Hearing Timeline (CDD)

Application Date: _____
Planning Board 1st Hearing Date: _____ *
(PUD Development Proposal, other special permit)
Planning Board Preliminary Determination: _____ *
(PUD Development Proposal)
Second Submission Date: _____ *
(PUD Final Development Plan)
Planning Board 2nd Hearing Date: _____ *
(PUD Final Development Plan)
Final Planning Board Action Date: _____ *
(PUD Final Development Plan, other special permit)
Deadline for Filing Decision: _____ *

*Subject to extension by mutual agreement of the Applicant and the Planning Board

Requested Relief: (include other boards and commissions)

- PB SP 4.26.3.1) & 2)
- BZA SP 6.35

Project Description

Brief Narrative:

Project Size:

- Total GFA: 21,300-SF (incl INCLUSIONARY BONUS)
- Non-residential uses GFA: 360-SF
- Site Area (acres and SF): 4,176-SF
- # of Parking Spaces: 10

Proposed Uses:

- # of Dwelling Units: 20
- Other Uses: RETAIL
- Open Space (% of the site and SF) 0

Proposed Dimensions:

- Height: 72'
- FAR: 5.60 (incl INCLUSIONARY BONUS)

OWNERSHIP CERTIFICATE – PLANNING BOARD SPECIAL PERMIT

This form is to be completed by the OWNER, signed, and returned to the Office of the Planning Board.

I hereby authorized: *CJ Griffin Enterprises*
(Petitioner)

Address: *90 2307 Massachusetts Avenue, Cambridge MA 02140*

to apply for a special permit for: *20 Unit Residential Development w/ ground floor retail*
(type of development)

on premises located at: *34 Hampshire St, Cambridge MA*

for which the record title stands in the name of: *Anthony J. Masters and Regina A. Masters*
husband and wife

whose address is: *27 Cranston Circle, Woburn, MA*

by a deed duly recorded in the: *Middlesex* County Registry of Deeds in Book *12146*

Page *669* ; or Registry District of the Land Court, Certificate No.:

Book: Page:

Anthony J. Masters

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

Commonwealth of Massachusetts, County of *Middlesex*

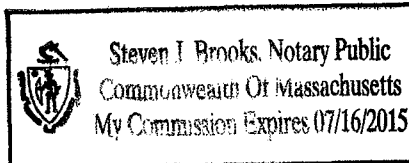
The above named *Anthony J. Masters* personally appeared before me,

This *25th* of *JANUARY*, 2011 and made oath that the above statement is true.

Notary:

[Signature]

My Commission expires:



OWNERSHIP CERTIFICATE – PLANNING BOARD SPECIAL PERMIT

This form is to be completed by the OWNER, signed, and returned to the Office of the Planning Board.

I hereby authorized: *CJ Griffin Enterprises*
(Petitioner)

Address: *c/o 2307 Massachusetts Avenue, Cambridge MA 02140*

to apply for a special permit for: *20 Unit Residential Development w/ground floor retail*
(type of development)

on premises located at: *36 Hampshire St*

for which the record title stands in the name of: *36 Hampshire Street Nominee Trust*
(Christopher Griffin, Trustee)

whose address is: *c/o 2307 Massachusetts Avenue, Cambridge MA 02140*

by a deed duly recorded in the: *Middlesex* County Registry of Deeds in Book *50616*

Page *415* ; or Registry District of the Land Court, Certificate No.:

Book: Page:

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

[Handwritten Signature]

Commonwealth of Massachusetts, County of *Middlesex*

The above named *Christopher J. Griffin* personally appeared before me,

This *1st* of *February*, 2001 and made oath that the above statement is true.

Notary: *[Handwritten Signature]*

My Commission expires:

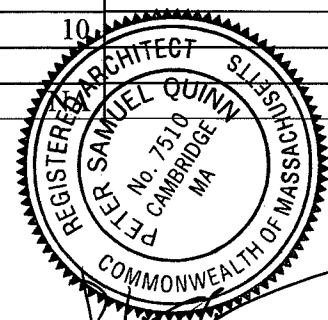


MARK RODERICK
Notary Public
Commonwealth of Massachusetts
My Commission Expires
September 29, 2011

Appendix I – Dimensional Form – 34-36 Hampshire St – REVISION 3-1-11
Prepared by Peter Quinn Architects LLC

Special Permit

	Allowed/Required	Existing	Proposed	Granted
Total FAR (Note 1)	(Note 1)			
Residential	4.0		3.9	
Non-Residential	2.75	0.6	0.1	
Inclusionary Bonus	1.2		1.1	
Total GFA in SF (Note 1)				
Residential	Varies up to 16,704		16,186	
Non-Residential	Varies up to 11,484	2,304	360	
Inclusionary Bonus	Varies up to 5,011		4,427	
Max. Height	120'	+/- 30'	73'	
Range of heights	61' (6 th floor SB) – 73' Roof			
Lot Size	4,176-SF			
Lot Area /du (Note 2)	No limit	NA	261-SF	
Total Dwelling Units (Note 2)				
Base units	No limit	NA	16	
Inclusionary units			2 Inclusionary + 2 Bonus	
Min Lot Width	42.25			
Min Yard Setbacks				
Front (Hampshire)	0.0	0.0	0.1'	
Front (Portland)	0.0		0.1'	
Side (left)	0.0		0.1'	
Side (right)	0.0	0.0	0.1'	
Total % Open Space	0.0	0.0	0.0	
Usable				
Other				
Off Street Parking (Note 3)				
Min #	20	NA	10	
Max #				
Handicapped			0 (not req'd <15)	
Bicycle Spaces (Note 4)	10	0	10	
Loading Bays	NA	NA		



34-36 Hampshire St – Notes to Dimensional Form – REVISION 3-1-11**NOTE 1 –Floor Area and FAR Calculation**

		RESIDENTIAL NET SF per Bylaw	COMMERCIAL NET SF per Bylaw	TOTAL	Excluded Area per bylaw
BASEMENT	UTILITY				800
1ST FL	RETAIL		360	360	
	RESIDENTIAL	872		872	
	PARKING			0	3,135
				0	
2ND FL	RESIDENTIAL	3,960	0	3,960	
				0	
3RD FL	RESIDENTIAL	3,960	0	3,960	
				0	
4TH FL	RESIDENTIAL	3,960	0	3,960	
				0	
5TH FL	RESIDENTIAL	3,960	0	3,960	
				0	
6TH FL	RESIDENTIAL	3,041	0	3,041	
	DECK ABV 3rd	860	0	860	
TOTAL		20,613	360	20,973	

5.30.12 Calculation for Mixed Uses with different FAR's

Gross Floor Area Permitted = [(A x FAR1) x Lot Area] + [(B x FAR2) x Lot Area]

Where A equals the percentage of Gross Floor Area in the building to be used for nonresidential use(s), and where B equals the percentage of Gross Floor Area in the building to be used for residential and dormitory use(s), and

Where A + B = 100% (or 1.0) or less, and

FAR1 equals permitted FAR for nonresidential uses, and

FAR2 equals permitted FAR for residential and dormitory uses.

Max FAR1 for nonres = 2.75

Max FAR2 for res = 4.0

Proposed ratios prior to application of Inclusionary FAR Bonus:

1.0 = 0.031 Commercial + 0.969 Residential

[(0.031 X 2.75 FAR) X 4,176-SF Lot Area] + [(0.969 X 4.0 FAR) X 4,176-SF Lot Area]=

360-SF Commercial + 16,186-SF Residential = 16,546-SF Base SF Total

Calculate and Add 30% Inclusionary Bonus to Residential Component: 16,186-SF X 0.30 = 4,856-SF Bonus

Calculate Total Allowable Building Area

360-SF Com + 16,186-SF Res Base + 4,856-SF Res Bonus = 21,402-SF Total Allowable Gross Floor Area

Total Gross Floor Area Proposed = 20,973-SF (4,427-SF of Bonus used)

Calculate FAR

Base Residential: 16,186-SF / 4,176 Lot Area = 3.9

Commercial: 360-SF / 4,176 = 0.1

Inclusionary Bonus – Proposed: 4,427-SF / 4,176 = 1.1

34-36 Hampshire St – Notes to Dimensional Table – REVISION 3-1-11 (con't)

NOTE 2 –No. of Dwelling Units

Note – Per Table 5-4, there is no limit on number of units that may be allowed.

Lot area / unit = 4,176-SF / 16 base units

Lot Area per DU = 261-SF

Inclusionary Calculation

16 units base + (16 X 15% Inclusionary + equal number of bonus units) =

16 + 2 inclusionary + 2 bonus per Article 11.203 = 20 Units total

NOTE 3 –Parking Calculation

Commercial – General Retail = 1/900 = 350/900 = 0 spaces – Exempt per Article 6.32.1

Residential – 1/Unit = 20.0

Total Parking Requirement = 20.0 spaces

Parking provided = 10.0 spaces

NOTE 3 –Bicycle Storage Calculation

Bicycles parking location required:

1 per 2 units required = 20 units / 2 = 10 spaces

Spaces provided = 10

**34-36 Hampshire St
Proposed Mixed-use Building**

NARRATIVE FOR SP APPLICATION

1/28/11

Prepared by Peter Quinn Architects LLC and the Applicant

A. General Narrative

The proposed building occupies a site located at northwest corner of Hampshire St and Portland St in Kendall Sq. The parcel site consists of two abutting sub-parcels. 36 Hampshire is occupied by a small residential-type structure currently used as a realty office and 34 Hampshire has no permanent structures and is presently a used car lot. The combined parcel totals approximately 4,176-SF. The site is nearly completely impervious with building or pavement. The topography is essentially flat. There are no significant natural features on the parcel.

Most of the adjoining parcels have been developed, including an 11-story abutting structure to the south and west.

The site is zoned Industrial B and its immediate abutters on three sides are similarly zoned. To the north across Hampshire St is the edge of a Res-C district. However, the nearest residence is about 225-ft distant. The Res-C corner is occupied by the Dante Alighieri Center which has a large property of over 32,000-SF and presents a buffer for the Res-C district to the northeast.

The project site is not in any Historic District, Overlay District, or Special District. A demolition approval will be required from the Historical Commission for the removal of the existing commercial building.

B. Building Uses and Areas

The proposed building consists of approximately 21,300 SF of Gross Floor Area per the Zoning Bylaw definition for GFA. The proposed uses are as follows:

- First Floor – Parking Garage (10 spaces) and approximately 350-SF of Commercial/General Retail per Article 4.35.a.2. The parking is accessory to the residential use.
- First through Sixth floors – Multifamily Residential units per Article 4.31.g, approx. 19,500-SF of residential space in 20 units, which includes a 30% residential Inclusionary FAR Bonus per Article 11.203.2. The first floor

residential use consists only of lobby and vertical access areas and all residences are located on the second through sixth floors. Per Article 11.200 there will be two affordable units provided. The second through fifth floors consists of a mix of studio, one- and two-bedrooms. The sixth floor consists of two two-bedroom penthouse residences with roof decks. All the residences are planned to be finished in a loft-style open-plan layout.

- Basement level – limited to a small utility and mechanical area located under the retail area and the residential lobby. The remainder of the footprint is anticipated to be slab on grade.
- Rooftop mechanical enclosure covering a limited area of the roof of the sixth floor, which is accessory to both commercial and residential use.

Requested Special Permits

The proposed development requires one Planning Board Special Permit and one Board of Zoning Appeal Special Permit. No other Special Permits, Waivers or Variances are believed to be required. The requested Special Permits are:

From the Planning Board – 4.26.3 Construction of Multifamily Dwellings in an Ind-B District where certain conditions are met. In the case of the applicant, two conditions of 4.26.3 are met, either one of which would require the SP. These are 1) a development in Ind-B where the Lot Area per Dwelling Unit is less than 300-SF and 2) 12 or more units within 100ft of a Res C-1 District.

From the Board of Zoning Appeal – 6.35 Relief from Parking Requirements

The criteria for approval of type of SP are indicated in:

- A. Article 10.43 – General Criteria for Special Permits
- B. Article 10.47.1 – Criteria for approval of Townhouses and Multifamily Dwellings.
- C. Article 10.47.41 Additional Criteria for Townhouses and Multifamily Dwellings in Industry B
- D. Article 6.35.1 Reduction of Required Parking
and
- E. Article 19.30 Urban Design Standards

The Applicant requests these Special Permits in the belief that the requirements for the granting of the Special Permit have been met as iterated below ('A' through 'E').

A. Response to Special Permit Criteria – Article 4.43 (PB)

(Note – italicized text = text of Bylaw)

Article 10.43 *Criteria for Special Permits* 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 to the detriment of the public interest because:

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

Response – A Special Permit approval process is required for any project meeting the criteria of Article 4.26.3 and 6.35.

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

Response – The traffic generated by the use pattern of this size would be de minimus. The project is positioned to encourage pedestrian and bike use for all the residents as well as the small commercial space. The residential use will attract users who will want to use the City's mass transit facilities and pedestrian amenities due to its central location, which allows one to live without a car.

Please refer to the attached Memorandum prepared by David Ivany, PE, PTOE Senior Traffic Engineer, Design Consultants Inc. which describes typical resident traffic and parking patterns for the Applicant's type of project.

(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

Response – The adjacent uses are a mix of fully developed sites and underdeveloped. There is no aspect of the proposed development which would adversely affect the adjacent uses. Commercial use on the ground floor is compatible with adjacent commercial uses. Residential uses is consistent as a transition to adjacent residential districts and the provision of residential use at this location would provide a welcome urban mix without disrupting those commercial uses already in place. The remaining under-developed lots to the project east and west can be developed on its own accord without adverse impact from the proposed development.

(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

Response – The proposed development is intended to comply with all of the City's regulations with regard to noise, health and safety. Trash will be contained on site within the building garage area until scheduled pickup. The vehicular exiting and entering the garage will comply with the City guidelines for traffic safety. The interior design of the building is intended to comply with the latest addition of the

MA Building Code and other applicable building codes and regulations, thereby providing for the health and safety of the residents. The roof mounted mechanical equipment is intended to comply with the City's Noise Ordinance with the use of a screen enclosure and, if necessary, soundproofing material suitable for exterior use.

(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

Response – As noted, the building would serve as a transition between residential and commercial uses in the area. The area is sufficiently mixed as to use to allow for a number of possible uses without adverse impact. The uses proposed (residential and commercial) are wholly compatible with the City Table of Uses in the Zoning Bylaw for this District.

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

Response – Please refer to Article 19.30 Response in this narrative.

B. Response to Special Permit Criteria – Article 10.47.1 (PB)***Article 10.47.1 Criteria for approval of Townhouses and Multifamily Dwellings.***

- (1) *Key features of the natural landscape should be preserved to the maximum extent possible.*

Response – There are no significant natural features at the site. The existing site is nearly completely impervious either with building or pavement. No trees or landscape are present.

- (2) *New buildings should relate sensitively to the existing built environment. The location, orientation and massing of structures in the development should avoid overwhelming the existing buildings in the vicinity of the development. Visual and functional disruptions should be avoided.*

Response – The existing buildings in the vicinity present a mix of very large newer buildings and smaller older buildings. The proposed building occupies a middle ground as to height and massing. In that sense it fits in well as to its relative size.

The two corners to the north are occupied by the landmark buildings, namely the Dante Center and the One Kendall Sq Center. The high design quality of both of these requires that the building occupying the Applicant's corner meet of comparable standard for visual interest and design.

- (3) *The location, arrangement, and landscaping of open space should provide some visual benefits to abutters and passersby as well as functional benefits to occupants of the development.*

Response – The lot area is small and the Dimensional Table does not require Open Space. Therefore the Applicant did not provide an open space amenity.

- (4) *Parking areas, internal roadways and access/egress points should be safe and convenient.*

Response – There is a structured interior parking garage for 10-cars located on the first floor. This provides the simplest and most direct route for access. The garage, which is exclusively for resident's use, connects directly to the residential lobby.

The garage entry uses an existing curb cut on Portland St.

- (5) *Parking area landscaping should minimize the intrusion of onsite parking so that it does not substantially detract from the use and enjoyment of either the proposed development or neighboring properties.*

Response – Not applicable. The parking provided is structured interior.

(6) *Service facilities such as trash collection apparatus and utility boxes should be located so that they are convenient for resident, yet unobtrusive.*

Response – An interior trash and recycling area is provided in the garage area. Trash and recycling will be moved in rolling bins at designated pick-up times by building management.

Utility meters and shut-offs will be located in the basement utility area under the retail area.

C. Response to Special Permit Criteria – Article 10.47.41 (PB)

10.47.41 Additional Criteria for Townhouses and Multifamily Dwellings in...Industry B...*In addition to the criteria set forth in Section 11.47.4 above (10.47.1 intended?), the following shall be considered by the Planning Board in these industrial districts:*

(1) On balance the location is appropriate for the proposed residential uses, because:

(a) Residential use at the proposed location will not preempt space particularly suitable for nonresidential uses; and (b) Existing or anticipated uses on nearby premises will not make residential use inappropriate because of external impacts such as noise, glare, odors or safety concerns; and (c) The proximity of the proposal to other residential development or reasonably anticipated residential development in the future, helps to establish an amount of housing sufficient to ensure a viable, supportive and healthy residential environment;

or

(d) The proposal will act as a transition to neighboring residential districts and uses; or (e) The proposal is of sufficient scale to create its own supportive residential environment.

Response – The proposed development abuts a residential district and will act as a transition to those areas. Further the residential use offers the residents a convenient opportunity to be at the edge of the City’s most sophisticated technology center and growing vibrant restaurant and entertainment hub. Per the City’s own urban design standards, it is understood that the commercial center needs active residential use to maintain itself.

(2) The proposed design includes amenities appropriate to provide a supportive service environment for the anticipated residential uses.

Response – The proposed units are entirely self-contained apartments, designed to be used efficiently and to be relatively inexpensive to maintain.

(3) Other potential benefits can be identified, including:

(a) The proposed residential use may make feasible the preservation of an historic structure;

Response – Not applicable

(b) The proposed residential use and nearby commercial uses are linked through work/live arrangements or in other ways.

Response – The location of residences at the edge of the City’s technology center gives multiple opportunities for walk-able and bike-able commute which in turn allows for easy linkage of home and work.

D. Response to Special Permit Criteria – Article 6.35.1 (BZA)*(Note – italicized text = text of Bylaw)*

6.35.1 Reduction of Required Parking. *Any minimum required amount of parking may be reduced only upon issuance of a special permit from the Board of Zoning Appeals. A special permit shall be granted only if the Board determines and cites evidence in its decision that the lesser amount of parking will not cause excessive congestion, endanger public safety, substantially reduce parking availability for other uses or otherwise adversely impact the neighborhood, or that such lesser amount of parking will provide positive environmental or other benefits to the users of the lot and the neighborhood, including specifically, among other benefits, assisting in the provision of affordable housing units. In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:*

(1) The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.

Response – Please refer to the attached Memorandum prepared by David Ivany, PE, PTOE Senior Traffic Engineer, Design Consultants Inc.

(2) The availability of public or commercial parking facilities in the vicinity of the use being served provided the requirements of Section 6.23 are satisfied.

Response – Please refer to attached DCI Memorandum.

(3) Shared use of off street parking spaces serving other uses having peak user demands at different times, provided that no more than seventy-five (75) percent of the lesser minimum parking requirements for each use shall be satisfied with such shared spaces and that the requirements of Subsection 6.23 are satisfied. Example: Office and Theatre uses with peak user demands at different times. Office requires a minimum of one hundred and fifty (150) spaces and the theatre requires a minimum of one hundred (100). Seventy-five (75) percent of the lesser minimum requirement is seventy-five (75) (75% of 100). Therefore seventy-five (75) spaces can be shared but twenty-five (25) 6-8 (100-25) would still be required, making the total amount or required parking for both uses (150 + 25) one hundred and seventy-five (175).

Response – Not Applicable

4) Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and

Response – Not Applicable

(5) Impact of the parking requirement on the physical environment of the affected lot or the adjacent lots including reduction in green space, destruction of significant existing trees and other vegetation, destruction of existing dwelling units, significant negative impact on the historic resources on the lot, impairment of the urban design objectives of

the city as set forth in Section 19.30 of the Zoning Ordinance, or loss of pedestrian amenities along public ways.

Response – Landscape issues are not applicable, however please refer the response to the City’s Urban Design Objectives Section 19.30 below.

(6) The provision of required parking for developments containing affordable housing units, and especially for developments employing the increased FAR and Dwelling unit density provisions of Section 11.200, will increase the cost of the development, will require variance relief from other zoning requirements applicable to the development because of limitations of space on the lot, or will significantly diminish the environmental quality for all residents of the development.

Response – Two Inclusionary units will be provided and the Applicant will employ the increased FAR bonus to the fullest extent in order to make the development financially feasibly.

E. Response to Special Permit Criteria – Article 4.43 (PB)

19.30 Citywide Urban Design Objectives

Pursuant to the City's Urban Design Objectives, we are providing the following narrative.

19.31 New projects should be responsive to the existing or anticipated pattern of development.

Response – In general the proposed building provides a transition between lower scale residential use and higher, much denser commercial use, as present at the site location.

The placement of the retail frontage on Hampshire St is consistent with other ground floor retail spaces along Hampshire in the area. The placement of the garage along Portland St is consistent with lesser used and less active facades along Portland in the area.

The housing is oriented to maximize exposure to light and fresh air. The primary orientation along Portland St faces east and overlooks a low rise structure across and beyond that, a small landscaped island.

19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

Response – As mentioned the placement of parking at grade level along Portland St is consistent with less active facades along Portland St. Likewise, placement of the fully glazed retail area along Hampshire St and around the corner on Portland is consistent with other retail uses along Hampshire. By occupying the corner with a retail use, the urban design object of active corners is achieved. Further, the use of curtain wall glazing maximizes the retail presence for the pedestrian by creating a visual extension of the sidewalk.

The building entry for residents is recessed to provide a safe entry to the sidewalk. This also creates a separate plane from the retail, thereby emphasizing the retail façade.

Bicycle parking is provided in a secure area of the garage. Access to it can be gained from either the garage or the residential lobby.

19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

Response – All rooftop mechanical equipment, including elevator penthouse, air cooled mechanical equipment, exhaust vents, and back-up generators will be placed

behind a rooftop screen. The screen is designed with a light colored surface to be less apparent to the casual eye. No nearby residential areas will be affected by this, as the nearest residence is over 200-ft distant. Nonetheless, the equipment area will be designed to meet the City's Noise Ordinance.

Trash and recycling will be stored indoors in an interior area adjacent to the garage and will be brought out by management to the street for private hauler pick-up on scheduled days.

The building will have no significant shadow impact on its neighbors. All adjoining properties in the direction of shadow are either without windows or are already in shadow of other structures. Consequently, the Applicant requests a waiver from the Shadow Study submission requirement.

Outdoor lighting will be provided as minimally sized wall sconces that are shielded for glare or window lighting from the retail use.

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

Response – The building location is well served by the required utilities.

Storm water will be managed on-site with infiltration tanks with overflow to the City's SW system.

The building will meet the City's requirement for Stretch Code energy compliance.

19.35 New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

Response – The applicant proposes to provide a building of appealing character. As mentioned the adjacent corners to the north are occupied by landmark buildings and the eight-story building surround the applicant's on two sides, could easily dwarf any proposed development at the site. Therefore the architects have taken a strategy of creating a highly evolved graphic façade. The object is to create an interesting self-supporting building that adds to the character of the local area without being overwhelmed by its neighbor.

19.36 Expansion of the inventory of housing in the city is encouraged.

Response – The Applicant proposes to provide 20 units of housing, including two inclusionary units, in an area in critical need of residential use.

19.37 Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

Response – Not Applicable

[End of Narrative]