



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

2011 DEC 14 A 9:37
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	265
Address:	181 Massachusetts Ave and 22 Windsor St
Zoning:	Special District 15
Applicant:	Novartis Institutes for Biomedical Research, Inc. 250 Massachusetts Ave, Cambridge, MA
Owner:	MIT 177 Massachusetts Avenue LLC c/o MIT Investment Management Company 238 Main St, Cambridge, MA
Application Date:	November 7, 2011
Date of Planning Board Public Hearing:	December 6, 2011
Date of Planning Board Decision:	December 6, 2011
Date of Filing Planning Board Decision:	December 14, 2011

Application: Project Review Special Permit (Section 19.20) for 539,513 square feet of commercial research and development space in two new buildings; to include findings on permitted additional height (Section 17.604.2) and reduction in required parking (Section 17.606) in Special District 15.

Decision: **GRANTED**, with conditions.

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 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 Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts *JCR 12/14/11*

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application dated November 7, 2011 with narrative section including Application Form, Ownership Certificate, Introduction, Dimensional Form, Project Description, Conformance to Section 19.30, Conformance to Section 17.607, Conformance to Section 10.43, Traffic Summary, Sanitary Sewer Summary, Storm Water/Drainage Summary, Water Summary, Noise Mitigation Summary, Tree Study Summary, Compliance with Leadership in Energy and Environmental Design; and Appendix containing Images and Drawings (32 pages).
2. Transportation Impact Study by Vanasse & Associates, Inc., dated September 20, 2011.
3. Certifications of Receipt of Plans from Cambridge Water Department, Department of Traffic, Parking and Transportation, Department of Public Works, and City Arborist.
4. Presentation Images by Maya Lin Studio with Bialosky + Partners Architects, Toshiko Mori Architect, and Michael Van Valkenburgh Associates Inc., presented on December 6, 2011.

Other Documents

5. Memo to the Planning Board from the Cambridge Bicycle and Pedestrian Committees, dated November 20, 2011.
6. Memo to the Planning Board from the Cambridge Water Department, dated December 2, 2011.
7. Memo to the Planning Board from Susan Clippinger, Director of Traffic, Parking and Transportation, dated December 6, 2011.

SUMMARY OF APPLICATION

The Application proposes the construction of two new buildings for commercial research and development, including one 277,374 square-foot building fronting Massachusetts Avenue and Osborn Street, and one 262,139 square-foot building fronting Windsor Street, State Street and Osborn Street. The existing 33,150 square-foot building on the site is to remain. Along with the Citywide Urban Design Objectives (19.30) and General Special Permit Criteria, the project is subject to the design guidelines of Special District 15 (17.607). Also, in accordance with the Special District 15 requirements, Planning Board approval is being sought for the building on Massachusetts Avenue to increase its height above 120 feet (17.604.2), to 125 feet, and to reduce the required parking to provide 458 off-street parking spaces (17.606). The project will also include a central 1.35-acre courtyard for the enjoyment of building employees and members of the larger community during business hours.

FINDINGS

After review of the Application Documents and other documents submitted to the Planning Board, testimony given at the public hearing, and review and consideration of the applicable requirements and criteria set forth in the Zoning Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

1. Traffic Impact Findings (19.25.1)

The following findings are required to grant a Project Review Special Permit.

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

With reference to the Traffic Summary on pages 15-16 of the Special Permit Application, the Transportation Impact Study submitted as an appendix to the Special Permit Application, and the Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated December 6, 2011, the Board finds that the proposal will have no substantial adverse impact on city traffic within the study area.

According to the Transportation Impact Study, only 7 out of 171 measured traffic impact indicators are exceeded. Slight exceedences of the weekday AM peak hour trip generation indicators will be mitigated through continuing measures to encourage employees not to drive alone to work (such measures are set forth in detail in the aforementioned Memorandum from Susan Clippinger). The Applicant has already achieved admirably low drive-alone mode shares in its existing facilities, and its new facilities will be incorporated into its existing Parking and Transportation Demand Management Plan. The additional exceedences are triggered at unsignalized intersections, due to low pedestrian level of service under existing conditions (which will not be affected by the proposed development) or due to slight decreases in pedestrian level of service that will result from the project. These exceedences are not anticipated to have a substantial impact on traffic, and no mitigation is recommended.

2. Citywide Urban Design Findings (19.30)

As required to grant a Project Review Special Permit, the Planning Board finds that the proposal is consistent with the Citywide Urban Design Objectives set forth in Section 19.30, with reference to the narrative on pages 7-11 of the Special Permit Application, as set forth below.

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

The site has been designed to integrate into both the commercial setting of Massachusetts Avenue as well as the institutional context represented by MIT. It has been designed as a mixed use complex that shares the functional context of both uses and facilitates connections through the campus during business hours.

Retail functions at the first level create continuity with development along Massachusetts Avenue extending social activity along the street. The Novartis entrance for 181 Massachusetts Avenue has been pulled into the open courtyard. The courtyard is a green space open to the public during business hours and functions as the center of the buildings that bound it. The scale of the campus is consistent with this context. The face of 181 Massachusetts Avenue is 66'-6" high along Massachusetts Avenue and responds by being similar in scale to the existing commercial context. The portion of the building along Osborn Street is taller, but set back from both Albany and Osborn Streets.

The design of the 181 Massachusetts Avenue facade complements the adjacent building at 211 Massachusetts Avenue and working together will form the main entry to the courtyard. The ground floor of 181 Massachusetts Avenue will include 8,000 square feet of retail space, the complex's main entrance, atrium and the dining facility. The ground floor of the main buildings will be transparent or translucent around a majority of the site.

The north elevation of 22 Windsor Street houses the support functions, such as loading docks and vehicular entry. The location of these functions is consistent with neighboring complexes on State Street.

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

The campus is designed around a pedestrian courtyard that is both a gathering space and a diagonal pedestrian short-cut across the site. Plans include indoor, secure accommodations for 120 bicycles, well in excess of that required by zoning. All parking for the site will be below grade. Store fronts along Massachusetts Avenue and the courtyard entry to the site will activate the north side of Massachusetts Avenue. All ground floor spaces will be actively inhabited with a transparent or translucent facade. The design maintains a wide public sidewalk and provides space for shade trees in the public way. Entries to 181 Massachusetts Avenue and 22 Windsor Street are safely located and will support rational and safe pedestrian movement across streets. Great care is being taken in the design of the project to afford pedestrians and bicyclists safe access to building entries and bicycle parking entries.

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

The mechanical penthouse design for both buildings is integrated with the building façade system to reduce the visibility of rooftop mechanical equipment. A concerted effort has been made to integrate a major portion of the equipment into lower portions of the building. All equipment remaining on the roof is screened behind either curtain wall or roof top louvers. No rooftop mechanical elements will be seen from street level except a portion of the exhaust stacks.

All loading and waste processing functions will take place in an internal loading dock area sheltered from street view. The entrance for these loading docks is on State Street. This will concentrate all operations for the complex in one internalized area thus mitigating the view and noise that come from these operations. Specialized equipment will be utilized in segregated trash areas that will be fully enclosed and designed specifically to control odor.

The site has been designed to meet the provisions of the Department of Environmental Protection (DEP) Storm Water Management Policy for a redevelopment project. See Storm Water Narrative in this application. Building shadows primarily affect the landscaped courtyard. Gaps in the massing of the buildings allow for circulation of air. The transparency and open plans of the buildings will provide intermittent natural light through the forms of buildings further dissipating blocks of shadow.

The lighting of exterior environments (including building facades, the central courtyard, pedestrian way-finding, and the parking garage with associated access lighting) will be closely integrated with the buildings and the site to subtly highlight identifying elements and features without creating light pollution or objectionable glare. Given the urban nature of the

site, minimizing light trespass to neighboring properties will be emphasized. The lighting systems will be designed to enhance visual quality while minimizing lighting energy use, and will be designed to provide task luminance levels as required.

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

Storm water management strategies for the site improvements will seek to mitigate the storm water runoff as required by the City of Cambridge standards and standard engineering practices of the Commonwealth of Massachusetts. Mitigation measures proposed include the use of Cambridge approved Best Management Practices, (BMP's), including green roofs, underground detention/infiltration system, low-flow plumbing fixtures in restrooms, and rainwater collection/reuse cisterns that will help control peak rates of runoff. Also, where possible, site storm water will be directed into landscaping to promote increased infiltration.

The capacity and condition of the existing water supply infrastructure has been determined to be adequate for the project. Based on hydrant flow tests to be performed, it will be determined if a booster pump will be added to the project to enhance the existing pressures. The project will utilize water efficiency measures, such as low flow plumbing fixtures, to minimize water use and run off and has targeted a minimum of a 30% reduction of water usage when compared to the EPA standard. The capacity and condition of the sewer mains in Massachusetts Avenue, Osborn Street, and State Street have been discussed with the City of Cambridge Department of Public Works (DPW) and have been determined to be adequate for the project.

The Transportation Impact Study (TIS) prepared for the project by Vanasse & Associates, Inc. (VAI) indicates that the project will have a minimal effect on area neighborhood and adjacent streets, with no changes in vehicle levels-of-service at any of the studied intersections caused by the project.

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

The introduction of life science uses into a location that has historically contained industrial uses is consistent with the trend of commercial development in this section of Cambridge.

This site serves to reinforce the physical and institutional connections between a private research facility and the surrounding campus of a major research-focused university. Links between Kendall and Central Square provide an enlarged customer base for area establishments and encourage employees to live, shop and reside in the neighborhoods.

The courtyard will serve as a pedestrian connection and will act as a link between the Novartis facilities on both sides of Massachusetts Avenue. Due to the collaborative nature of the Novartis work place it is expected that there will be heavy pedestrian traffic crossing between the two sites.

The variety of uses planned for this site will extend the time the area is active throughout the day. The design provides for 8,000 square feet of retail space, which will provide for occupancy of multiple retail tenants along the Massachusetts Avenue elevation of the new building. Locating retail tenants in this area will encourage pedestrian travel along a significant stretch of a main artery through the city, and will help link this development to the existing adjacent retail areas.

211 Massachusetts Avenue figures prominently in the master plan for the development of this site. Preservation and restoration of the exterior façade will help reinvigorate the building, and will enhance the adjacent pedestrian courtyard.

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

The project does not contain a housing component and does not abut a residential zoning district.

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

The centerpiece of the campus is a publicly accessible open space that will serve as a pedestrian connection between Kendall and Central Squares during business hours while also being integral and vital to the design of the complex. This urban scaled courtyard will also be an inspiration to the scientists working in the spaces around it.

The gently sloping and fully ADA accessible courtyard will positively affect Massachusetts Avenue presenting views from the sidewalks and street to the garden space beyond. The new open space will contribute to the spatial richness and variety of Massachusetts Avenue including the recently constructed Jill Brown Rhone Park in Lafayette Square. Further, the open space will contribute to the City's leadership in responsible environmental and sustainable development by reducing heat island effects and by controlling the rate of storm water runoff from the site all while providing an environment with rich planting and thoughtfully detailed paving and seating systems.

3. Urban Design Findings for Special District 15 (17.607)

As required to grant a Project Review Special Permit, the Planning Board finds that the proposal is consistent with the design guidelines for Special District 15 set forth in Section 17.607, with reference to the narrative on pages 12-13 of the Special Permit Application, as set forth below.

1. Parking should be located below grade where possible.

All vehicular parking at the site will be located in a three level, below grade parking facility with access from State Street.

2. *Vehicular access/egress should not be located on Massachusetts Avenue or Albany Street.*

Both the entrance and exit ramps from the below grade parking structure have been located on State Street. Similarly, all loading bays are located on State Street.

3. *Public pedestrian connections are encouraged through the site.*

The design of the courtyard intentionally creates a pleasing pedestrian route to facilitate movement from Massachusetts Avenue to the corner of Osborn and State Street. Pedestrian paths also lead in an east west direction from Windsor to Osborn Street.

4. *Open space in the form of plazas, landscaped areas and pedestrian pathways should be integrated into the site plan so as to benefit building users and the general public.*

The courtyard has been designed to allow for inviting areas for seating and visual enjoyment of the landscape. Tables and chairs are located throughout the courtyard and may be used by Novartis employees, visitors, and the general public.

5. *To the extent possible, active uses and transparency is encouraged on the ground floor of new buildings. The ground floor building frontage along Massachusetts Avenue shall create an active street presence with a particular emphasis on retail uses and shall be generally 50% transparent.*

The building at 181 Massachusetts Avenue will occupy a prominent corner at Albany Street and Massachusetts Avenue. The entire ground floor along those two edges will be transparent or translucent and occupied by active uses, such as retail. That same design feature extends around the ground floor of the building to the area fronting onto the plaza at the sidewalk level.

This plaza area, with its water feature and elevated ceiling above will provide an ideal location for outside tables and chairs for a likely café use in the adjacent ground floor space.

6. *The applicant should indicate how a proposed building would relate physically to the most current design plans developed by the MBTA for implementation of the Urban Ring transportation project.*

The building design provides for active uses at the corner of Massachusetts Avenue and Albany Streets, the proposed location of a stop in the plans for the Urban Ring Transportation project. The entrance to the building has been located away from this busy

corner so as to avoid any potential conflicts with pedestrian activity likely to accompany an Urban Ring stop or possible station entrance at this location.

7. *Attention should be given to walkability, with appropriate sidewalk widths, maintenance of street trees, and other pedestrian friendly amenities.*

The site has public edges on five city streets. The most prominent public sidewalk along Massachusetts Avenue is presently well designed and is appropriately sized for pedestrian activity, street furniture, and street trees. Novartis will work with the Community Development Department, Department of Public Works, Transportation, Traffic and Parking Department, and the City Arborist to identify areas along the adjacent public sidewalks to improve and enhance.

8. *The site massing should include a variety of heights to provide visual interest and break-up building mass.*

The design of 181 Massachusetts Avenue is a model of this design guideline. Along the entire Massachusetts Avenue edge the building height is only sixty-five feet and its mass is further articulated by the slope of the stone screen that dominates its façade. By contrast, the height of the remainder of the building along Osborn Street is one hundred twenty five (125) feet in height, but at the public edge along Osborn Street the slope of the stone screen serves to effectively break the mass of the building into a pedestrian friendly scale.

The height of 22 Windsor Street is consistent at one hundred twenty (120) feet, but its mass is distinguished by the design of its façade, including the use of terra-cotta louvers, terra-cotta rain screens, and GFRC soffits.

4. Finding Regarding Additional Building Height (17.604.2)

In accordance with Section 17.604.2, the Planning Board approves the proposed building height above 120 feet upon consideration of the criteria set forth in Section 17.605.

1. *Only a portion of the building, not to exceed more than thirty percent (30%) of the district, will extend to one hundred forty (140) feet.*

Only a portion of the 181 Massachusetts Avenue building, with an area of approximately 20,000 square feet (according to the project plans), or about 10% of the district, will extend to a maximum height of 125 feet.

2. *Portions of the building along Massachusetts Avenue will not exceed 85 feet in height.*

The height of the 181 Massachusetts Avenue building will be limited to about 65 feet along Massachusetts Avenue.

3. The additional height will allow for greater opportunities for open space on the site, including plazas, landscaped areas, and pedestrian pathways.

The project, as designed, provides ample open space amenities including a 1.35-acre central courtyard with pedestrian pathways throughout, as well as setbacks to allow for appropriate sidewalk widths along the perimeter of the site.

5. Finding Regarding Off-Street Parking (17.606)

In accordance with Section 17.606, the Planning Board approves the proposed supply of 458 off-street parking spaces, which results in a ratio of 0.85 spaces per 1,000 square feet of new development (or 0.80 spaces per 1,000 square feet across the entire site). This ratio is lower than the maximum allowed 0.90 spaces per 1,000 square feet. Based on the traffic analysis provided by the Applicant and the comments in the Memorandum from Susan Clippinger dated December 6, 2011, the Board finds that the proposed parking will adequately serve the needs of the site and is consistent with the City's overall goal of discouraging automobile travel where other transportation options are available.

6. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, with reference to page 14 of the Special Permit Application, as set forth below.

10.43 Criteria. 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 ...

Upon granting of the requested special permits, the proposal will meet all requirements of the Zoning Ordinance. The use and dimensional characteristics of the project conform to the district zoning requirements, as summarized in Appendix I of this Special Permit Decision.

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

As previously set forth in these Findings, the Transportation Impact Study (TIS) submitted by the Applicant, along with comment by the Traffic, Parking and Transportation Department, demonstrate that the project will have no adverse impact on city traffic.

- (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 ...*

The proposal will not adversely impact adjacent uses. The surrounding uses include many similar life science/research buildings, which would be complemented by the addition of this project.

- (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 ...*

The buildings will comply with all requirements for noise mitigation and will satisfy state and municipal health and building code requirements.

- (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 ...*

The project as proposed is consistent with the purpose of the newly created Special District 15 Zoning District to provide for “the creation of a high quality general and technical office environment.” As previously set forth in these Findings, the proposal is consistent with the urban design objectives for Special District 15 as set forth in Section 17.000 of the Zoning Ordinance.

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

The proposal is consistent with these objectives, as previously set forth in these Findings.

DECISION

Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be in substantial conformance with the Application Documents dated November 7, 2011, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above. Appendix I summarizes the dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall

certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.

3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code) and the Parking and Transportation Demand Management Ordinance (Chapter 10.18).
4. Throughout design development and construction, the project shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.
5. The Planning Board shall review and approve the design of any measures, such as fences or gates, which may be installed to secure the central courtyard area at night or at other times when it may be reasonable to limit public access in order to ensure security for employees and other users. As part of the ongoing design review set forth above in Condition #2, CDD shall certify that this Condition #5 has been met prior to the issuance of the first Building Permit for above-ground construction authorized by this Special Permit.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members Tom Anninger, H. Theodore Cohen, Hugh Russell, William Tibbs, Steven Winter, Pamela Winters, and Associate Members Ahmed Nur and Charles Studen, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair.

A copy of this Decision #265 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 above decision filed with the Office of the City Clerk on December 14, 2011, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

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

DATE:

City Clerk of Cambridge

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	163,618	No min	No Change	No Change
Total GFA (sq ft)	33,150	572,663	539,513 (new) + 33,150 (ext)	572,663 (total)
Residential Base	0	572,663	0	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	33,150	572,663	539,513 (new) + 33,150 (ext)	
Inclusionary Bonus	N/A	N/A	N/A	
Total FAR	0.20	3.50	3.50 (total)	Consistent with Application Documents and applicable zoning requirements
Residential Base	0	3.50	0	
Non-Residential Base	0.20	3.50	3.50 (total)	
Inclusionary Bonus	N/A	N/A	N/A	
Total Dwelling Units	0	No max	0	0
Lot Width (ft)	No min/max	352'-7"	No Change	No Change
Heights (ft)	32'	140' ¹	125' ¹ / 110'	Consistent with Application Documents and applicable zoning requirements
Front Yard – Mass Ave (ft)	6'-3"	None	6'-3" / 345'-1"	
Front Yard – Windsor St (ft)	1'-3"	None	238'-10" / 26'	
Front Yard – State St (ft)	200'	None	191'-6" / 7'-10.5"	
Front Yard – Osborn St (ft)	281'	None	6'-3" / 25'	
Front Yard – Albany St (ft)	N/A	None	6'-8" / N/A	
Open Space (% of Lot Area)	6.4%	None	50%	Consistent with Application Documents and applicable zoning requirements
Usable/Private Open Space	6.4%	None	50%	
Off-Street Parking Spaces	229	515 max	458	458 ²
Handicapped Parking Spaces	6	As required	9	Consistent with Application Documents, PTDM and other applicable requirements
Bicycle Spaces	None	52	120	
Loading Bays	None	5	5	

¹ With Planning Board approval for heights greater than 120' in accordance with Section 17.604.2.

² With Planning Board approval in accordance with Section 17.606.