

CITY OF CAMBRIDGE, MASSACHUSETTS
PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case No: 200

Address: 870-888 Memorial Drive, 387-389 Western Avenue, and 28 Hingham Street

Zoning: Special District 12

Owners/Applicants: President and Fellows of Harvard College, c/o Steve Nason, Senior Real Estate Development Manager, Harvard Real Estate Services, 1350 Massachusetts Avenue, Cambridge, MA 02138

Application Date: October 15, 2004; certified complete on October 21, 2004

Public Hearing: November 9, 2004

Date of Decision: December 7, 2004

Date of Filing Decision: February 4, 2005

Application: Project Review Special Permit for approximately 140,652 square feet (181 units) of Harvard affiliate housing consisting of a 163-unit dormitory-style building with an additional 18 units to be located within three freestanding wood frame dwellings, including several units of community affordable housing, and including a below grade parking garage and surface parking for approximately 120 cars, within 100 feet of the public way and exceeding 50,000 square feet. Section 19.20.

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

For further information concerning this decision, please call Liza Paden at 617 349 4647, TTY: 617 349 4621, or lpaden@cambridgema.gov.

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OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

Application Documents Submitted

Special Permit Application certified as complete on October 21, 2004, containing the project narrative; dimensional form; list of zoning violations; ownership certificate; certificates of receipt from Traffic, Parking and Transportation, DPW, and Water Department; locus map: 10/27/03 Letter of Commitment; existing conditions photographs; site plan, existing and proposed; building details; landscape plan; shadow studies; mechanical equipment plans, perspectives; and executive summary of transportation study.

Supplemental Materials Submitted

1. Tree Survey and Study prepared by Michael Van Valkenburgh Associates, Inc. and Halvorson Design Partnership, dated 11/30/04.
2. Letter to the Planning Board from Kelly Writer, City Arborist for Cambridge, dated 12/3/04, accepting the Tree Study.
3. Questions and Answers from Tanya Iatridis, Harvard, dated 12/6/04.
4. Plans and elevations dated 12/04, by Kyu Sung Woo Architects, Inc.

Other Documents Submitted

1. Questions and Comments concerning Special Permit Project #200, from F. Trener Dolbear, Jr., undated.
2. Undated and unsigned comments from the public hearing titled "Riverside Implementation Committee Comments on the Proposed Designs for Memorial Drive site and Grant/Cowperthwaite Streets."
3. Letter to Cambridge Planning Board from Peter Valentine, 37 Brookline Street [undated]
4. Letter to the Riverside Neighborhood Association, Riverside Oversight Committee, Cambridge Planning Board, and Cambridge City Council from Kevin Hill, dated 10/7/2004
5. Letter to the Planning Board from Mary E. Dolbear, 10 Hingham Street, dated 11/23/04.
6. Copy of cover letter to Margaret Drury, City Clerk, from Kevin Hill, dated 11/18/04.
7. Proposals for the Mahoney's South Side Abutters Proposals, submitted by Kevin Hill, dated 11/22/04.

8. Letter to Liza Paden. from Kevin Hill. dated 11/8/04.
9. Email from Judith Wilson. 36 Jay Street. dated 11/19/04.
10. Letter to the Planning Board from Chris and Julie Messina. 268 Western Avenue. dated 11/10/04, including an attached letter dated 10/5/04 signed by Chris and Julie Messina and some other residents of Western Avenue.
11. Mahoney's South Side Abutters' Proposals, submitted by Kevin Hill, 23 Hubbard Avenue, dated 12/7/04.
12. Email from Cob Carlson, dated 12/7/04.

Project Application and Review Process

On October 15, 2004, Harvard University submitted to the Planning Board its application for a Project Review Special Permit pursuant to Article 19.20 of the Zoning Ordinance for the development of housing at 870-888 Memorial Drive. The application was certified by the City as complete on October 21, 2004.

The application and the supporting and supplemental materials submitted to the Board, describe a project consisting of a development on two parcels of land located within the Special District 12 Zoning District. The northern parcel (bounded by Memorial Drive, Akron Street, Banks Street, and Hingham Street), formerly occupied by Mahoney's Garden Center and surface parking areas, will be improved by the construction of a dormitory-styled residential structure, 35 – 65 feet high. The south parcel (bounded by Memorial Drive, Hingham Street, land of others, and Western Avenue), formerly occupied by Mahoney's Garden Center and surface parking areas, will be improved with three freestanding wood-frame residential structures containing approximately 18 dwelling units (and accessory surface parking spaces). A parking garage will be located under the dormitory building and under a portion of Hingham Street and the south parcel.

The application was submitted in accordance with the requirements of the Cambridge Zoning Ordinance. At the public hearing held on November 9, 2004 the Planning Board had the opportunity to hear from the Applicant and various professionals employed on its behalf and received comments and questions from approximately forty residents. Following the hearing, the Planning Board left open the comment and question period for written submissions until November 30, 2004 and additional comments were submitted during that period. On December 7, 2004, the Board convened in public to deliberate on the application, including asking questions and reviewing written answers to questions previously submitted to the Applicant. After responses had been provided to the Board's questions, the members of the Board discussed each of the required criteria for the grant of a special permit under Section 10.43 of the Zoning Ordinance, the compliance of the Project with the urban design objectives of Article 19.000, and the traffic impacts of the Project in the context of the Article 19.000 Project Review Special Permit review, and

confirmed that the requirements were met. Following this discussion a vote on the application was taken, and the application was approved unanimously.

Findings

Based on its review of the application documents, supplemental materials, and other documents submitted to the Board, testimony taken at the public hearing and submitted in written form to the Board, and the review and consideration of the relevant special permit criteria and Article 19.000 design objectives and traffic considerations, the Board makes the following findings.

I. Conformance with General Special Permit Criteria in Section 10.43

A special permit will normally be granted where specific provisions of this Ordinance are met, except when the particulars of the location or use, not generally true of the district or of the uses permitted in the district, would cause granting of such permit to be to the detriment of the public interest for the following reasons:

a. It appears that the requirements of this Ordinance cannot or will not be met.

The Project will meet the requirements of the Ordinance. With the granting of this Project Review Special Permit, the Project will conform to the requirements of Special District 12 requirements set forth in Section 17.300 and the Letter of Commitment dated October 27, 2003 incorporated into Section 17.300, and will meet the requirements of Section 19.20 – Project Review Special Permit and the requirements of the newly enacted Tree Projection Ordinance. Compliance with the requirements includes the following:

(i) All height, FAR (or its equivalent in Gross Floor Area) and setbacks provided conform to the dimensional requirements set forth in Section 17.303. The maximum height does not exceed sixty-five feet for the project as a whole, nor does it exceed thirty-five feet for buildings on Lots #103, 104, 105 and 106 on Assessors Plat #130.

(ii) Each building on Lots #103, 104, 105 and 106 on Assessors Plat #130 (located in the south parcel) has a length and width no greater than seventy-five feet and they are separated from each other by a distance of at least fifteen feet.

(iii) Parking is provided in an underground garage in the quantity required by zoning to serve the new uses and to replace current parking now on the site, with additional surface parking spaces provided on the south parcel to serve occupants of the free-standing wood frame dwellings.

(iv) All uses proposed for the Project as described in the application, are permitted and in accordance with the requirements of Special District 12 District set forth in Section 17.300.

(v) All Open Space requirements are met or exceeded on both the north and south parcels.

(vi) As permitted by Section 17.303.7, with the waiver of necessary provisions of Article 6.000, parking is provided in the appropriate quantities and at the specific locations required by Special District 12.

(vii) In accordance with the Letter of Commitment, affordable housing available to income-eligible public is to be provided on the south parcel, in addition to affordable housing available to income-eligible public to be provided at another, off site location.

b. The traffic generated or patterns of access or egress will cause congestion, hazard, or substantial change in established neighborhood character

The Project will not result in traffic generation or in patterns of access or egress that will cause congestion, hazard, or substantial change in the established neighborhood character. The application included a summary of a traffic study for the Project undertaken by Harvard and prepared by Vanasse Hangen Brustlin. The results of the study indicate that there will be no substantial adverse impact on city traffic and that traffic impact indicators in Article 19.000 normally applied to new development would not be exceeded by the Project. Parking spaces on the Project site will be reduced from the 128 spaces presently existing in surface parking lots to 120 spaces. Forty-five spaces are required by applicable zoning regulations for the new uses.

The Project site will be served by excellent pedestrian and bicycle access to the Harvard campus and community services and is served by the existing shuttle bus system available to affiliates. Restrictions on left turns and entering traffic are proposed at the intersection of Akron Street and Memorial Drive to improve safety and accommodate the parking garage driveway; the new driveway between Western Avenue and Hingham Street will be configured as directed by the City, to ensure its efficient and safe operation. Therefore, traffic generated by the Project will not result in hazard or substantial change to the neighborhood.

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.

The continued operation of the adjacent residential and institutional uses will not be adversely affected by this residential development. The detailed provisions of Special District 12 have been designed to ensure that new conforming construction would be compatible with adjacent uses and development patterns. The height and scale of buildings have been carefully modulated so as to reflect the two quite different characters of abutting development. The greatest height and bulkiest buildings have been located adjacent to Peabody Terrace, which exceeds 180 feet in height at its tallest. Structures to be built along Banks Street and south of Hingham Street do not exceed thirty-five feet in

height, are clad in domestic residential wood siding, and are carefully broken down in scale through design details or limitations as to the size of the buildings.

Setbacks from the street or between buildings provide opportunities for existing residents living along Banks Street or the eastern property line of the project to have views through the development to the river beyond.

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.

The Project has been designed to comply with applicable health, safety and noise standards. No nuisance or hazard will be created by the Project.

The location of loading facilities, the parking garage access, other entry points and the direction of traffic have been carefully designed after consultation with the City's Traffic Department to avoid any undue hazard or disruption. The change of use on the Project site from a commercial operation to Harvard affiliate residential use will greatly reduce the impact of traffic on neighboring residential uses and make access to the site significantly more manageable.

Consistent with the Letter of Commitment, residents of the Project will be limited to Harvard affiliates, including graduate students, faculty, and staff, and income-eligible affordable households from the general population.

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.

The housing use is compatible with the surrounding institutional residential and neighborhood residential uses and is consistent with the Special District 12 zoning requirements. As designed, the Project successfully transitions between very tall Peabody Terrace and the wood frame housing along Banks Street and the eastern edge of the property. The Project provides well-designed residential structures set back from the adjacent heavily traveled roadways while providing some views from the existing neighborhood to the river beyond. The Project has been carefully designed to fully implement both the requirements and the intent of the provisions of Special District 12.

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

The project is fully consistent with the seven Urban Design Objectives of Section 19.30 as discussed below.

II. Conformance with the Required Project Review Special Permit Findings – Section 19.25

a. The Planning Board shall grant a Project Review Special Permit if it finds that the Project is consistent with the citywide urban design objectives as set forth in Section 19.30 of the Zoning Ordinance. The Board is instructed to apply these standards in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to them.

To do that, the Board shall find that on balance the urban design objectives of the city are being met and may approve projects that propose creative variations on the provisions set forth in Section 19.30. In considering the citywide urban design objectives, the Board shall seek guidance from more specific plans and planning documents that have relevance to the project. In this instance the policy documents *Toward a Sustainable Future: Cambridge Growth Policy Document* and the *Cambridge Institutional Growth Management Plan* have relevance.

Toward a Sustainable Future: Cambridge Growth Policy Document and the *Cambridge Institutional Growth Management Plan* have provided the policy foundation for the development of the detailed zoning provisions that regulate and delimit development at Memorial Drive and Western Avenue.

The *Cambridge Institutional Growth Management Plan* led to the creation of a set of regulations and Overlay Districts (Section 4.50 of the Zoning Ordinance) designed to limit the expansion of institutional uses into established residential neighborhoods and to identify those areas of the city where further institutional development is most appropriate. The Harvard, Radcliffe, Lesley Institutional Overlay District (one of those overlay districts) ends at Akron Street and has never encompassed this Memorial Drive site, acquired by Harvard long before the adoption of those institutional regulations in 1981 but used continuously for commercial purposes from the time of acquisition to the present. While not located within an institutional overlay district, the Project site has been zoned as a high-density residential district (Residence C-3) for decades. The Residence C-3 district is the city's de facto institutional campus zoning district, having been selected to regulate development on the main campuses of Harvard and MIT since its establishment.

While the creation of the new Special District 12 was not accompanied by an extension of the Institutional Overlay District to the Project site, the provisions of Special District 12 set forth in Section 17.300 acknowledge that affiliate housing for the University at the Project site is appropriate and provides benefits to the larger community (as discussed below) on a site long owned by the University and immediately adjacent to a significant concentration of existing affiliate housing.

Toward a Sustainable Future: Cambridge Growth Policy Document enumerates seventy policies designed to guide public actions in the future as they might impact the shape and direction of land use in the city. Several of those policies have specific relevance to

major institutions. As adopted, the provisions of Special District 12 reflect well the guidance provided by the relevant institution-related policies; by its consistency with those Special District 12 provisions the Project advances the vision embodied in those policies:

*Policy 5 directs the institutions to focus their expansion within their historic campus and those adjacent areas encompassed within Institutional Overlay Districts. Special District 12 does not fall within the adjacent Institutional Overlay District, but it is immediately adjacent to it and is contiguous with the southerly edge of the core Harvard campus surrounding Harvard Square. Furthermore, the uses proposed (affiliate housing with no undergraduates) are those university related residential uses most similar to and compatible with the abutting residential neighborhood.

*Policy 6 directs the City to permit reasonable densities at core campuses so institutions will not be encouraged to look to abutting residential neighborhoods to meet their future academic needs. Special District 12 and the proposed Project have been designed to do just that, finding a reasonable compromise between very high density development that could provide more housing and a lower density more similar to the neighborhood's development pattern.

*Policy 26 encourages the preservation of the scale and character of existing neighborhoods. The adoption of Special District 12 has ensured that the dense, but low-scaled abutting neighborhood is carefully protected through construction of compatible housing along the Project's eastern edge.

*Policy 52 encourages institutions to house their affiliates through the construction of new dwelling units, making use of existing land holdings. The Project is exclusively residential in nature and adds a substantial number of new residential units to the city's inventory of housing. The property has been in the ownership of the University for decades. The project displaces a very low-density commercial use

The application documents present a substantial analysis of the project's consistency with the citywide urban design objectives enumerated in Section 19.30. Following the Board's review and consideration of Harvard's application, oral and written presentations made to the Board during the public hearing and public comment process, and the deliberations of the Board, the Planning Board finds that the Project is consistent with the citywide urban design objectives. A summary of the basis of the Project's consistency with each design objectives is set forth below:

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

The Project uses varied heights and setbacks to provide a transition between the adjacent Residence C-3 (high density) and Residence C-1 (medium density) zoning districts; 35-

foot heights are provided along the eastern edge of the project, with the building designed to the maximum height of sixty-five feet, along Akron Street and Memorial Drive. The Project accommodates residential uses exclusively. The new buildings will be oriented toward their abutting streets and provide appropriate massing, reflecting the existing character on the other side of that street. The existing commercial use will be replaced and is not the context to which the new development should respond. The new public open space to be created on the south parcel fronting on Memorial Drive will be located at a prominent corner of two very busy highways used by residents visiting Cambridge from the wider metropolitan area. That public open space will replace an open parking lot and provide better, more graceful pedestrian access to the Charles River parkway system from the adjacent neighborhood.

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

The Project is designed to relate well to the street, creating an inviting pedestrian and bicycle environment that would encourage walking and biking along these streets and through the project's own pathways as well. New sidewalks will be installed, windows are provided at ground level in the new buildings, multiple entrances face onto the street, common spaces enliven the public facades, and landscaping and building courtyards are oriented toward the public realm. The ground floor of buildings meets the transparency standard suggested in the guidelines. Bicycle storage for more than ninety-four bicycles, in excess of the number required, is included within the Project. Automobile access to the below-grade parking garage has been sited on Akron Street closer to Memorial Drive and away from key pedestrian routes.

Fencing will be at a modest scale, establishing the boundary between public and private space but allowing easy communication between the two realms both visually and physically.

The at-grade parking lots now on the site will be eliminated. Mechanical equipment will be screened, aided by the fact that housing has only a modest amount of such equipment. The trash storage facilities will be enclosed and contained in the interior of the building until collection in the parking garage for residents of the larger building. Trash for residents of the smaller buildings will be handled as is customary in a residential neighborhood, with screened storage area at the appropriate location on each site.

The Memorial Drive frontage will be transformed with a new public open space and a well-designed new building of modest scale, providing a more appropriate setting for the general public making use of the recreational opportunities along the Charles River.

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

The entire project will be devoted to residential use, with residential apartments for affiliates of Harvard and the general public located adjacent to similar housing in the abutting neighborhood. The larger dormitory building will be located adjacent to the large Peabody Terrace complex.

The mechanical equipment necessary will be carefully sited and will be suitably screened from the view of neighbors. The trash for the larger building will be handled through centralized storage in the parking garage. Loading will only occur on the Akron Street side of the project, away from existing neighborhood residents, where the entry to the parking garage will also be located. Trash for residents of the smaller buildings will be handled as is customary in a residential neighborhood, with a screened storage area at the appropriate location on each site.

The development will implement Stormwater Best Management Practices. There are no changes in grade that have to be mediated with walls or other impediments to movement through the site. Outdoor lighting will be minimal, at a level to meet safety concerns with little or no spill over onto adjacent properties. The Tree Study has been submitted and approved by the City Arborist; extensive landscaping will be provided on site, providing permanent vegetation in the place of the temporary nursery stock found on the site today.

A three-quarter acre public open space will be created on the south parcel in the Project site, fronting on Memorial Drive.

The development of the Project is a logical extension of the two abutting neighborhoods: the academic one represented by Peabody Terrace, and the Riverside neighborhood centered on Elmer, Hingham, and Banks Streets. As such its impacts are principally benign or positive rather than negative.

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

The residential development will not overburden city infrastructure or services; improvements to city systems will be made as part of the project's installation. The buildings have been designed as a sustainable project and the Applicant has indicated that they will seek a LEED certification for the Project (with a stated goal of a silver rating).

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

Memorial Drive has a certain formal quality about it, as the Harvard houses, the adjacent power station, hotels, apartment and office buildings and the MIT campus line the Drive and provide a generally imposing backdrop to all the activity along the river. The Project site, among several other locations along the length of Memorial Drive, has presented a very modest, unfinished face to Memorial Drive in the past, without much physical presence, visual interest or coherence from an urban design perspective. The Project will significantly upgrade the quality of the site, with substantial, well-designed buildings and

a new public open space, each providing a more distinctive backdrop to the life along the riverbank.

On the other hand, the site borders the very domestic scale of small dwellings and intimate streets in the blocks of the neighborhood that abut the site to the east. The Project design has been designed carefully so that it addresses that very different environment in a respectful and successful way.

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

The Project will expand the inventory for Harvard affiliate housing on a site that has been commercially used for many decades. In addition, affordable housing units for the general public will be provided on the Project site in accordance with the provisions set forth in the Letter of Commitment applicable to Special District 12 for this Project, at this site and at another, off-site location.

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

The site, operating as a retail nursery for many years, has had a certain green, landscaped quality about it that made the commercial use of the site less intrusive than might otherwise have been the case. Nevertheless, as redeveloped under the approved plan, a three-quarter acre public open space will be created on the Project site, prominently displayed at a major entry point into the city. In addition almost all paved surface parking will be eliminated on both the north and the south parcels and the courtyards and yards surrounding the new housing will be substantially landscaped. Over 60% of the Project site will be open space.

b. As indicated in Paragraph I.b of the Findings above, with the submittal of a summary of its Traffic Study by the Applicant as part of the application documents, and its review and consideration by the Planning Board, the Board finds that the Project will not impose any substantial adverse impact on city traffic.

Decision

Based on a review of the application documents, comments made at the public hearing, and based on the above findings, the Planning Board **GRANTS** the requested Project Review Special Permit - Section 19.20 and as part of that Permit specifically waives those elements of the Design and Maintenance of Off Street Parking Facilities requirements (as permitted in Section 17.303.7) as are necessary to permit the implementation of the approved plans, subject to the following conditions and limitations:

1. All use, building construction, and site plan development shall be in substantial conformance with the plans and application documents submitted to the Planning Board

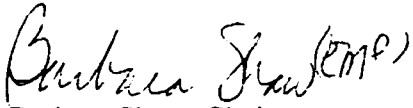
as referenced above and dated October 21, 2004 (certification date) and December 2004 . Appendix I summarizes the dimensional features of the Project as approved.

2. Before issuance of each Building Permit for the project, the Community Development Department (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 Permit.

3. All authorized development shall conform to the requirements of the City of Cambridge *Noise Control Ordinance*. Chapter 8.16 of the City Municipal Code.

Voting in affirmative to **GRANT** the Special Permit were B. Shaw, H. Russell, P. Winters, T. Anninger, T. Carpenter, and K. Benjamin, Associate Member appointed to replace an absent Planning Board member, constituting at least the two-thirds of the entire membership of the Board required to grant a special permit.

For the Planning Board,


Barbara Shaw, Chair

A copy of this decision #200 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 February 4, 2005 by Elizabeth M. Paden, 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 – Dimensional Form

Special Permit #200

Address: 870-880 Memorial Drive

	Allowed/Required	Existing	Proposed	Granted
Total FAR	2.27 consolidating north & south parcel			
Residential			1.42 (3.1 at north parcel and .42 at south parcel)	1.42 (3.1 at north parcel and .42 at south parcel)
Non-Residential		.5		
Inclusionary Bonus				
Total GFA in Sq. Ft.				
Residential	224,835	0	140,652	140,652
Non-Residential	0	5,200	0	0
Inclusionary Bonus				
Max. Height				
Range of heights	35' – 65'	15'-21'	35' – 65'	35' – 65'
Lot Size	5,000	98,828 (37,006 north parcel and 61,822 south parcel)	98,828 (37,006 north parcel and 61,822 south parcel)	98,828 (37,006 north parcel and 61,822 south parcel)
Lot area/du	300	na	5,490	5,490
Total Dwelling Units	na	na	18 Multifamily units	18 Multifamily units
Base units				
Inclusionary units				
Min. Lot Width	50	170	170	170
Min. Yard Setbacks				
Front, Memorial Dr	10	51-60	10	10
Front, Western Ave	10	11	10	10
Front, Banks St	10	135	10	10
Front, Akron St	10	81	10	10
Front, Hingham St, north side	10 – 30 feet	60	10-30 feet	10-30 feet
Front, Hingham St, south side	10	0	10	10
Side along lots #103 & 106 on Plat 130	15	73	15	15
Total % Open Space				
Usable	30%	6%	63%	63%
Other				
Off Street Parking		128	120	120
Min #	45			
Max #				
Handicapped	6		7	7
Bicycle Spaces				
Loading Bays	None required	0	1 zone	1 zone