



CITY OF CAMBRIDGE, MASSACHUSETTS

# PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

## NOTICE OF DECISION

Case Number:	26 Major Amendment #4 (heard and decided concurrently with case PB #292, 88 Cambridgepark Drive)
Address:	125 Cambridgepark Drive (Formerly 115 Rindge Avenue Extension)
Zoning:	Office 2A, Alewife Overlay District 6, Flood Plain Overlay District
Applicant:	The McKinnon Company on behalf of Owner 1 Leighton St Unit #1905, Cambridge, MA 02141
Owner:	BRE/CPD LLC 345 Park Avenue, New York, NY 10154
Past Special Permits and Amendments:	September 15, 1982; November 3, 1983; July 11, 2012; June 27, 2013
Application Date:	May 21, 2014
Date of Planning Board Public Hearing:	July 8, 2014
Date of Planning Board Decision:	October 7, 2014
Date of Filing Planning Board Decision:	November 20, 2014

Application: Major Amendment to amend parking requirement to permit the proposed shared and pooled parking arrangements with 88 (formerly 180R) Cambridgepark Drive pursuant to Sections 6.35 and 20.97.2 of the Ordinance.

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 11/20/14.*

For further information concerning this decision, please contact Liza Paden at 617 349 4647, or [lpaden@cambridgema.gov](mailto:lpaden@cambridgema.gov).

## **DOCUMENTS SUBMITTED**

### Application Documents and Supporting Material

1. Special Permit Application, dated 5/21/14, Volume 1, cover letter dated 6/18/14, dimensional form, Ownership Certificate, Narrative in support of 125, 150, and 180R CambridgePark Drive, Flood Plain Report by BSC Group, dated 12/20/13, LEED Narrative for 180R CambridgePark Drive, and Parking Analysis, filed with the City Clerk's Office on 6/19/14
2. Special Permit Application dated 5/21/14, Volume 2, containing site plan, elevations, floor plans, and Pedestrian Bridge Options
3. Order of Conditions from Massachusetts Dept of Environmental Protection, issued 12/16/13
4. Submittal dated 8/12/14
5. Revised dimensional form dated 8/18/14
6. Revised submittal dated 9/30/14
7. Landscape plan – Trees, dated 8/15/14
8. Vanasse Hangen Brustlin, INC, memo dated 8/13/14

### City of Cambridge Documents

9. Memo to the Planning Board from CDD staff, dated 8/13/14
10. Memorandum to the Planning Board from Susan E. Clippinger, dated 10/3/14
11. Extension to October 31, 2014
12. Extension November 21, 2014

### Other Documents

13. Email to the Planning Board from Chantal Eide, dated 5/8/14
14. Letter to the Planning Board from Catharine M Hornby, Cambridge Bike Committee and Deborah Galef, Pedestrian Committee, dated 6/28/14
15. Letter to the Planning Board from Jan Devereux, et al Fresh Pond Residents Alliance, dated 7/7/14
16. Submittal from Mike Nagaharo, dated 7/8/14

17. Submittal from Steve Kaiser, dated 7/8/14
18. Email to the Planning Board from Ellen Mass, dated 7/8/14
19. Email to the Planning Board from Carol O’Hare, dated 7/8/14
20. Email to the Planning Board from Quinton Zondervan, dated 7/8/14
21. Summary of comments dated 7/14/14
22. Copy of letter to Paul Filtzer, Senior Manager, Equity Office Properties, from Nicholas A. Meyer, Locations Manager/Boston, Zipcar, dated 8/12/14
23. Letter to Liza Paden, CDD, from Jasper White, Managing Partner, Summer Shack Restaurants, dated 8/18/14
24. Letter to the Planning Board from Jan Devereux, et al Fresh Pond Residents Alliance, dated 8/19/14
25. Letter to the Planning Board from Alan Vail, Deputy General Counsel, Vecna, dated 8/19/14
26. Letter to the Planning Board and CDD staff from Jan Devereux, et al Fresh Pond Residents Alliance, dated 10/7/14

## **APPLICATION SUMMARY**

Special permit PB #26, granted in 1982, authorized the construction of an office building and surface parking on two lots located to the north and south of Rindge Avenue Extension (now called Cambridgepark Drive), which at the time required a Flood Plain Special Permit. That building was subsequently constructed and is now known as 125 Cambridgepark Drive. A surface parking lot remains to the north of 125 Cambridgepark Drive. The parking lot to the south of Cambridgepark Drive, which was altered pursuant to Major Amendment #1 in 1983, was later developed and became known as 150 Cambridgepark Drive (pursuant to special permit PB #47 and subsequent amendments).

Over the past few years, amendments to PB #26 have facilitated the continued use of the sites south of Cambridgepark Drive to serve the parking needs of the office building at 125 Cambridgepark Drive as those sites have been developed from surface parking lots into residential buildings and structured parking facilities. Residential development on 160 Cambridgepark Drive was authorized by special permit PB #270, heard and decided concurrently with Amendment #2 to case PB #26. Residential development on 130 Cambridgepark Drive was authorized by special permit PB #279, heard and decided concurrently with Major Amendment #3 to case PB #26. Similar amendments were granted to PB #47 in order to authorize such

parking arrangements for the office use at 150 Cambridgepark Drive. The current application was submitted concurrently with an application to authorize development of a residential building and parking structure at 88 Cambridgepark Drive (case PB #292) and to amend PB #47.

All residential buildings include structured parking authorized to serve adjacent office uses in the district through shared parking arrangements. The purpose of this proposed amendment is to permit a shared parking arrangement between office buildings at 100, 125 and 150 Cambridgepark Drive and the parking facility built on the 88 Cambridgepark Drive site. No further development of office or other uses at 125 Cambridgepark Drive is proposed.

## **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 Ordinance with regard to the relief being sought, the Planning Board makes the following Findings:

### 1. 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, 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.*

Upon being granted, the requested amendment will not cause any violation of the Zoning Ordinance.

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

The requested amendment will not impact traffic or cause congestion, hazard, or substantial change to the established neighborhood character.

*(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 proposed amendment will not adversely affect the continued operation or future development of adjacent uses.

- (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 proposed amendment will not create any nuisance or hazard to the detriment of the health, safety and/or welfare of the occupants of the Project or the citizens of the City.

- (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 proposed amendment will authorize a shared parking arrangement and circulation pattern that advances the intent and purpose of Alewife Overlay District 6.

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

The proposed amendment does not authorize any new use or building construction on 125 Cambridgepark Drive, although it is intended to facilitate the construction of a residential building at 88 Cambridgepark Drive which is permitted separately but concurrently as Special Permit PB #292 which includes a Project Review Special Permit pursuant to Section 19.20 of the Zoning Ordinance. With reference to the Findings made by the Planning Board in case PB #292, the Board finds that the proposed amendment is consistent with the Urban Design Objectives set forth in Section 19.30.

## 2. Special Permits Related to Parking (Article 6.000)

*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. ...*

The proposed parking strategy is consistent with the City's goals to discourage driving and encourage other modes of transportation, particularly in areas that are served by public transit. The plan to accommodate new resident parking and replace existing office parking in a shared, structured parking facility continues a strategy that has been implemented on other sites along Cambridgepark Drive, and has resulted in an overall reduction in the number of parking spaces dedicated to office users in the area, further helping to mitigate traffic concerns and promote greater use of alternative transportation in the future. The Traffic, Parking and Transportation Department (TPT) has submitted a memo indicating support for the proposed plan. The overall reduction and pooling of parking in the area anticipates a future where users will rely less on automobiles and more on alternative modes of

transportation. Measures to mitigate traffic impacts have been recommended by TPT and are included in the Conditions of this Special Permit, as well as the Conditions of Special Permit PB #292 authorizing development of the residential site. Therefore, the Board finds that granting the requested special permits will not adversely impact the neighborhood and will provide benefits consistent with established planning for the area.

*... In making such a determination the Board shall also consider whether or not less off street parking is reasonable in light of the following:*

- a. The availability of surplus off street parking in the vicinity of the use being served and/or the proximity of an MBTA transit station.*

The reduction in parking is reasonable given the proximity of the project to the Alewife MBTA station, and possibly a future commuter rail station, which is discussed elsewhere in this Special Permit Decision. There will also be six (6) carsharing spaces provided on the 88 Cambridgepark Drive site.

- b. 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.*

The garage at the Alewife MBTA station is available, but that garage is dedicated to commuter parking and there is little daytime availability. It is not expected that the reduction in parking will result in significant additional demand for use of the MBTA garage.

- c. 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.*

The minimum parking requirement for office uses will be exceeded in the pooled facility, and no more than forty percent (40%) of the required parking spaces for the residential use will be provided as shared spaces.

- d. Age or other occupancy restrictions which are likely to result in a lower level of auto usage; and*

The reduction in parking anticipates a less auto-dependent future for the area, and the lower parking supply will help discourage auto usage among residents, given that few other parking alternatives will be available.

- e. 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.*

The reduction in parking is preferable because it reduces the size of the structured parking facility built on the 88 Cambridgepark Drive site, which positively impacts the urban design of the area.

- f. 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.*

The 88 Cambridgepark Drive project, which is facilitated by this proposed amendment, will provide affordable units pursuant to the Inclusionary Housing requirements in the Zoning Ordinance.

### 3. Flood Plain Special Permit (Section 20.70)

The following criteria are applicable to development in the Flood Plain Overlay District.

- 1) No filling or other encroachment shall be allowed in Zone A areas or in the floodway which would impair the ability of these special flood hazard areas to carry and discharge flood waters, except where such activity is fully offset by stream improvements such as, but not limited to, flood water retention systems as allowed by applicable law.*
- 2) Displacement of water retention capacity at one location shall be replaced in equal volume at another location on the same lot, on an abutting lot in the same ownership, on a noncontiguous lot in the same ownership, or in accordance with the following requirements.*
- 3) All flood water retention systems shall be suitably designed and located so as not to cause any nuisance, hazard, or detriment to the occupants of the site or abutters. The Planning Board may require screening, or landscaping of flood water retention systems to create a safe, healthful, and pleasing environment.*
- 4) The proposed use shall comply in all respects with the provisions of the underlying zoning district, provisions of the State Building Code, Wetlands Protection Act, and any other applicable laws.*
- 5) Applicants for development in the Alewife area shall be familiar with area-specific and general city-wide land use plans and policy objectives (e.g. Concord-Alewife Plan, A Report of the Concord Alewife Planning Study, November 2005; Toward a Sustainable*

*Future, Cambridge Growth Policy, 1993, Update, 2007; Section 19.30 – Urban Design Objectives of this Zoning Ordinance) and shall demonstrate how their plan meets the spirit and intent of such documents in conjunction with the requirements of this Section 20.70 – Flood Plain Overlay District and Section 20.90 – Alewife Overlay Districts 1-6.*

- 6) *The requirement of Section 20.74(3) has been met (i.e., Certification and supporting documentation by a Massachusetts registered professional engineer demonstrating that any encroachment of the floodway shall not result in any increase in flood levels during the occurrence of the 100-year flood).*

No additional construction is proposed at 125 Cambridgepark Drive and therefore no further displacement of flood storage capacity will be caused. The construction of a residential building and parking facilities at 88 Cambridgepark Drive has been authorized by Special Permit PB #292, for which the Planning Board made Findings that the project meets all applicable standards for approval of development in a Flood Plain. Because no further development is authorized on 125 Cambridgepark Drive and with reference to the findings set forth by the Planning Board in Special Permit Decision PB #292, the Board finds that the proposed amendment will not affect the findings relating to the Flood Plain Special Permit granted in case PB #26.

4. Special Permits in the Alewife Overlay Districts (Section 20.90)

20.93.2 *Criteria for Development Consultation Review and Review of Applications for Special Permits and Variances.*

*In reviewing applications for variances, special permits or development consultation reviews the permit or special permit granting authority shall be guided by the objectives, criteria, and guidelines contained in the publication Concord-Alewife Plan in addition to the requirements of Sections 10.30 (Variances) and 10.40 (Special Permits) and this Section 20.90. These guidelines are also intended to assist in shaping any contemplated physical change within the Alewife Overlay Districts. With respect to consistency with the Concord-Alewife Plan, special emphasis shall be placed on preservation of key rights-of-way for infrastructure projects as indicated in the Priority Infrastructure Plan.*

The Board finds that the proposed amendment complies with the Concord-Alewife Plan and Design Guidelines, and particularly those applicable to the Triangle Subdistrict, in the following ways:

- The proposed amendment will facilitate shared and pooled parking arrangements with a circulation plan that accommodates vehicular, pedestrian and bicycle circulation as contemplated in the Concord-Alewife Plan.
- The proposed amendment will facilitate the replacement of surface parking with structured parking facilities that are better screened from adjacent uses.



- The proposed amendment will result in the preservation of rights-of-way for priority infrastructure identified in the Concord-Alewife Plan, specifically landing sites to accommodate a pedestrian and bicycle connection from the Quadrangle to the Triangle.
- Along with promoting a more efficient use of parking spaces to serve multiple uses, the proposed amendment will enable the implementation of Transportation Demand Management measures, which will be made conditions of this Special Permit, to promote a shift from auto travel to other modes of transportation.

*20.97.2 Pooled Parking. In order to provide the flexibility to advance the policy objectives of the Concord-Alewife Plan through the creation of more pedestrian friendly development throughout the area, to permit greater permeable land surface to be established, to facilitate environments with greater landscaping and green area including parks and recreation areas, to more efficiently use the supply of parking available in a district where greater use of non-auto forms of transportation are encouraged and less land area devoted to parking use is desired, the Planning Board may, by special permit, allow accessory parking serving one or more lots to be located in whole or in part in pooled parking facilities, or a public parking facility, located anywhere within the Alewife Overlay Districts, notwithstanding the limitations set forth in Section 6.22.1. In granting such a special permit the Planning Board shall consider the following:*

- 1. The facility advances the objective of the Concord-Alewife Plan.*
- 2. A shared facility is established that aids in implementation of effective Transportation Demand Management measures to reduce dependence on the single occupancy automobile.*
- 3. The facility is appropriately located to serve the development it serves.*
- 4. The facility is well designed, does not diminish the pedestrian-friendly quality the area around it, and is otherwise consistent with the urban design objective of the Concord-Alewife Plan.*

As noted earlier in these Findings, the plan to accommodate new resident parking and replace existing office parking in a shared, structured parking facility continues a strategy that has been implemented on other sites along Cambridgepark Drive, and has resulted in an overall reduction in the number of parking spaces dedicated to office users in the area, further helping to mitigate traffic concerns and promote greater use of alternative transportation in the future. The current proposal continues to be consistent with the overall objectives of the Concord-Alewife Plan. Transportation Demand Management measures shall be incorporated as Conditions of this Special Permit Decision. The parking structure is situated to be convenient to all uses that it is proposed to serve but is screened by residential uses on two sides to minimize the visual impact of a parking structure on adjacent uses. The facility at 88 Cambridgepark Drive has been reviewed and approved pursuant to special permit PB #292, heard and decided concurrently with this Amendment. Therefore, the Board finds that the proposed pooled parking arrangement meets the criteria set forth in Section 20.97.2.

## 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 May 21, 2014, and all supplemental documents and information submitted by the Applicant to the Planning Board as referenced above; additionally, all Conditions of the Special Permit decision filed September 15, 1982, the Major Amendment filed on November 3, 1983, the Major Amendment filed on July 11, 2012 and the Major Amendment filed on June 27, 2013 shall continue to be in effect. Appendix I summarizes the dimensional features of the project as approved. Appendix II summarizes the authorized allocation, location and sharing of parking spaces for 125 Cambridgepark Drive and other sites in the area.
2. The owner of 125 Cambridgepark Drive shall join the Alewife Transportation Management Association (TMA) or other TMA if such is established to serve the area in the future. The Traffic, Parking and Transportation Department (TPT) shall certify that this Condition has been met prior to issuance of any Certificate of Occupancy authorized by this Special Permit.
3. The owner of 125 Cambridgepark Drive shall establish a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents, employees and visitors, to make available information on non-driving options. The Traffic, Parking and Transportation Department (TPT) shall certify that this Condition has been met prior to issuance of any Certificate of Occupancy authorized by this Special Permit. The center will feature information on:
  - Available pedestrian and bicycle facilities in the vicinity of the Project site.
  - MBTA maps, schedules, and fares.
  - Area shuttle map and schedule, if one exists.
  - "Getting Around in Cambridge" map (available from the Cambridge Community Development Department, 344 Broadway).
  - Location of bicycle parking.
  - Hubway regional bikeshare system
  - Carsharing
  - Ride-matching.
  - Other pertinent transportation information.

Voting in the affirmative to GRANT the Special Permits were Planning Board Members H Theodore Cohen, Steve Cohen, Hugh Russell, Tom Sieniewicz, Steven Winter and Pamela Winters, 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 Major Amendment #3 to PB#47 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 November 20, 2014, 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 (max/min)	Proposed	Permitted
Lot Area (sq ft)	126,595 sq ft	5,000 sq ft	126,595 sq ft	126,595 sq ft
Lot Width (ft)	300 +/- ft	50 ft	300 +/- ft	300 +/- ft
Total Gross Floor Area (sq ft)	184,000 sq ft	158,244 sq ft	184,000 sq ft	184,000 sq ft
Residential Base	N/A	N/A	N/A	
Non-Residential Base	184,000 sq ft	158,244 sq ft	184,000 sq ft	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Floor Area Ratio	1.45	1.25	1.45	1.45 non residential
Residential Base	N/A	N/A	N/A	
Non-Residential Base	1.45	1.25	1.45	
Inclusionary Housing Bonus	N/A	N/A	N/A	
Total Dwelling Units	N/A	N/A	N/A	N/A
Building Height(s) (ft)	85 ft	85 ft	85 ft	85 ft 5.85 +/- ft 23.10 +/- ft 23.10 +/- ft 205.72 +/- ft
Front Yard Setback (ft)	5.85 +/- ft	74 +/- ft	5.85 +/- ft	
Side Yard Setback –right (ft)	23.10 +/- ft	49 +/- ft	23.10 +/- ft	
Side Yard Setback –left (ft)	23.10 +/- ft	49/- ft	23.10 +/- ft	
Rear Yard Setback (ft)	205.72 +/- ft	74 +/- ft	205.72 +/- ft	
Open Space (% of Lot Area)	16.2 +/- %	15%	16.2%	16.2% N/A 16.2%
Private Open Space	N/A	N/A	N/A	
Permeable Open Space	16.2%	25%	16.2%	
Other Open Space (Specify)	N/A	N/A	N/A	
Off-Street Parking Spaces	379	230 to 460	379*	379*
Bicycle Parking Spaces	N/A	N/A	N/A	N/A
Loading Bays	1	1	1	1

\*Appendix II summarizes the allocation, location and sharing of parking spaces.

**Appendix II Summary of Parking Space Allocation, Location and Sharing (Updated November 18, 2014)**

**88 Cambridgepark Drive Project (Special Permits PB #292, Amendment #4 to PB #26 and Amendment #3 to PB #47)**

Parking Facility Address	#125 Cambridgepark Drive (CPD)	#130 Cambridgepark Drive (CPD)	#150 Cambridgepark Drive (CPD)	#88 Cambridgepark Drive (CPD)	#160 Cambridgepark Drive (CPD)	#100 Cambridgepark Drive (CPD)	Total
	Existing Office Site	Permitted Residential Building	Permitted Garage attached to 130 CPD	Permitted Residential Building and Garage	Completed Residential Building	Existing Office Site	
Parking Facility Type	Dedicated non-residential	Dedicated residential	Shared	Dedicated residential, dedicated office and shared	Shared	None (No on-site spaces)	
Physical Number of Spaces Located on Parcel	179	117	456	668	398	0	<b>1818</b>
Allocation of spaces	179 spaces dedicated to #125 CPD office.	117 spaces dedicated to #130 CPD residents.	29 spaces dedicated to #130 CPD residents. 387 spaces for #100, #125 and #150 CPD office and 67 spaces shared with #130 CPD residents during non-peak office demand periods; 40 spaces for #200 CPD office.	91 spaces dedicated to #88 CPD residents. 571 spaces for #100, #125 and #150 CPD office and 94 spaces shared with #88 CPD residents during non-peak office demand periods; min. 6 car share spaces.	248 spaces dedicated to #160 CPD residents. 80 spaces shared with #150 CPD office and 70 spaces shared with #200 CPD office.	0	
Applicable Special Permits	PB #26 and amendments	PB #279; PB #47 Amendment #2	PB #279; PB #47 Amendment #2	PB #292; PB #47 Amendment #3	PB #270; PB #47 Amendment #1	PB #82	
Conditions	N/A	Minimum and maximum 117 spaces for #130 CPD residents.	Maximum 200 spaces for #125 CPD office. Maximum 323 spaces for #100 CPD office. Maximum 435 spaces for #150 CPD office. Maximum 40 spaces for #200 CPD office. Minimum 29 spaces for #130 CPD residents.	Minimum 91 for #88 CPD residents. Maximum 571 for #100, #125 and #150 CPD office. Minimum 6 car share spaces	Minimum 248 spaces for #160 CPD residents. Maximum 80 spaces for #150 CPD office. Maximum 70 spaces for #200 CPD office.	N/A	<b>Max. 1,818 spaces</b>
Dwelling Units	None	213 units	None	254 units	398 units	None	<b>865 units</b>
Parking Spaces Dedicated to Residential Use	N/A	146 (117 on site, 29 at #150 CPD Garage)	N/A	91	248	N/A	<b>485</b>
Shared Spaces (available to residents on evenings and weekends)	N/A	67	N/A	94	150	N/A	<b>311</b>
Overall Residential Parking Ratio	N/A	0.69 space/unit dedicated; 1.0 space/unit dedicated + shared	N/A	0.36 space/unit dedicated; 0.73 space/unit dedicated + shared	0.62 space/unit dedicated; 1.0 space/unit dedicated + shared	N/A	0.56 space/unit dedicated; 0.92 space/unit dedicated + shared