

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139

NOTICE OF DECISION

Case Number:	308
Address:	95-99 Elmwood Street
Zoning:	Business A-2 District (BA-2); Massachusetts Overlay District; North Massachusetts Avenue Subdistrict
Applicant:	95-99 Elmwood Street, LLC c/o Adam Siegel 485 Massachusetts Ave, Suite 309, Cambridge, MA 02139
Owner:	Rona Realty Limited Partnership 369 Cutler Road, Hamilton, MA 01936
Application Date:	February 8, 2016
Date of Planning Board Public Hearing:	April 19, 2016
Date of Planning Board Decision:	June 28, 2016
Date of Filing Planning Board Decision:	July 18, 2016
Application:	Request for special permit pursuant to Section 19.20 Project Review Special Permit to demolish the two existing buildings located on the adjacent parcels and construct a new building with 34 residential units, underground parking for 34 cars, a shed for 35 long-term bicycle parking spaces, and a retail area of 480 square feet.
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: Swaathi Joseph

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

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DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application submitted on 2/8/2016, containing the Special Permit Cover Sheet, Dimensional Form, Ownership Certificate, Narrative, plan set titled Development of 95-99 Elmwood Street, prepared by Peter Quinn Architects LLC, dated 2/1/2016.
2. Revised plan set with revision date 3/30/2016.
3. Updated Special Permit Submission materials submitted on 5/23/2016, including tree mitigation plan and revised plan set dated 5/23/2016.
4. Updated Special Permit Submission materials submitted on 6/15/2016, including: narrative documenting revisions, Street & Property Maintenance Agreement dated 6/10/2016, and summary public outreach dated 6/10/2016.

City of Cambridge Documents

5. Memorandum to the Planning Board from Department of Public Works staff, dated 4/11/2016
6. Memorandum to the Planning Board from Community Development Department staff, dated 4/12/2016
7. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 4/14/2016
8. Memorandum to the Planning Board from Traffic, Parking and Transportation Department staff, dated 6/21/2016
9. Memorandum to the Planning Board from Community Development Department staff, dated 6/21/2016

Other Documents

10. Letter to the Planning Board from Blair Galinsky, Davis Design/Development Corp., dated 4/17/2016
11. Email communication to the Planning Board from Stephen Keen dated 4/19/2016
12. Email communication to the Planning Board from Blair Galinsky dated 4/19/2016
13. Email communication to the Planning Board from Kent Johnson dated 5/2/2016

APPLICATION SUMMARY

The Applicant proposes to demolish the two existing buildings located on two adjacent parcels, 95 and 99 Elmwood Street, to construct a new building with 34 residential units, underground parking for 34 cars, a shed for 35 long-term bicycle parking spaces, and a small retail space. The proposal also includes addition of sidewalks and street trees on Elmwood Street. The base zoning is Business A-2 (BA-2) District. The site is also within the Massachusetts Avenue Overlay District (MAOD) and North Massachusetts Avenue Subdistrict (NMAAS); however, the standards of the NMAAS generally do not apply as the lots do not have frontage on Massachusetts Avenue. The Applicant reviewed the proposal with staff at the Cambridge Historical Commission, who did not find the existing buildings to be significant and therefore no demolition review hearing was required. The requested special permits are discussed in detail in the Findings below.

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. Project Review Special Permit (Section 19.20)

(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.

The project size is below the Article 19.23 threshold to require a Traffic Impact Study (TIS) and hence none is required. A communication from the Traffic, Parking and Transportation Department (TPT) on April 14, 2016 indicates that a project of this size, at this location, would be expected to generate about 7 vehicle trips in the morning peak hour and 6 vehicle trips in the evening peak hour and concluded that the traffic impact from the project will be minor. TPT provided comments on matters related to access, egress, circulation patterns and other transportation considerations for the site. Another communication from TP&T on June 21, 2016 indicates that TP&T generally supports the applicant's commitments in the proposed Street and Maintenance Agreement.

(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed project is consistent with the Urban Design Objectives set forth in Section 19.30, as described below. In considering these Findings the Board also relies on the additional guidance provided in the North Massachusetts Avenue Urban Design Guidelines, which are applicable in this district.

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

The anticipated pattern of development in the area is established in the North Massachusetts Avenue Urban Design Guidelines. The proposed new residential building will conform to the base zoning requirements as well as the additional MAOD standards (Section 20.100), which require pedestrian entrances and minimum 25% clear glass on façades facing public streets and parks. The scale of development is similar to other existing or permitted buildings in the district. The siting and orientation of the building are consistent with existing streetscape patterns in the area while they also respond to the unique conditions of the site. Though the project does not directly front Massachusetts Avenue, the design promotes the objectives of the North Massachusetts Avenue Urban Design Guidelines through architectural variation, smaller-scale features that are compatible with surrounding buildings, and an inviting streetscape and pedestrian realm. The design also promotes the particular objectives of the Trolley Square area by creating connections to Linear Park and including some commercial space to create interest at the ground floor. There are no historic buildings impacted by this project.

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

The project makes great efforts to enhance the pedestrian and bicycle activity in the immediate area. The main entrance is oriented toward anticipated routes of pedestrian and bicycle movement and transparency is maximized on the ground floor, which results in an active street edge. The project proposes street edge improvements to Elmwood Street, including new sidewalks, and public connections to Linear Park for pedestrians and bicyclists from Elmwood Street as well as direct connections to Linear Park from the proposed residential building, all of which will significantly improve pedestrian and bicycle connections for the project and the neighborhood. Bicycle parking is also provided per base zoning requirements.

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

The project's contribution to Linear Park with the proposed retail use at the corner, creation of an accessible pedestrian and bicyclist connection, and removal of the chain link fence are positive urban design impacts. Such a change capitalizes on the community asset and also has the potential to act as a catalyst for other underutilized sites in the area. The proposed sidewalk improvements, planting of new street trees and reduced curb cut

will have significant positive impacts on the public realm. Likewise, placing the parking below grade enables the housing units, lobby and retail space to front the street, activating it and creating a pleasant pedestrian experience. The building also has many outdoor spaces, in the form of balconies, patios, roof decks, and a publicly accessible seating area, as well as significant landscaping, which softens the building base and also contributes to the landscape setting of Linear Park.

Rooftop mechanical equipment and services will be set back from the roof edge and screened appropriately to minimize visual and acoustical impacts on adjacent uses. Throughout the review process, significant improvements have been made to the treatment of façades and landscaping to make them more attractive to passersby, and the detailed designs will be subject to final review by City staff. Trash and other service functions are housed internally, with a handicapped van accessible space located to the side of the driveway in front of the location of electrical transformer equipment.

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

Traffic impacts have been discussed previously in these Findings. The project will be designed to meet strict Department of Public Works (DPW) stormwater standards applicable as per City of Cambridge Wastewater and Stormwater Drainage Use Regulations. Open space permeability will increase as a result of the development, which will assist to minimize stormwater run-off from the site. A communication from the Department of Public Works dated April 11, 2016 indicates that the proposed development is not anticipated to have any issue meeting all of the requirements of the DPW as the project will be subject to a thorough and complete engineering review at the time of the Building Permit Application. The project will meet the Green Building Requirements set forth in the Zoning Ordinance.

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

The project aligns with the city's development policies by transforming a currently unused auto repair site into a new residential development, resulting in the transformation of a currently unappealing streetscape into a more pleasant and lively pedestrian environment with round-the-clock residents. Though the project is not subject to requirements for ground floor retail, it proposes to include a small community-oriented retail space fronting Linear Park, which will contribute a stronger sense of place in the neighborhood. There are no historic buildings or resources affected.

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

The project will contribute thirty-four (34) housing units of varying sizes, including affordable units as required by the Inclusionary Housing provisions of the Zoning

Ordinance. A variety of units are proposed, including three-bedroom units to accommodate larger-sized households including families with children.

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

The Project enhances the open space amenities in the neighborhood by creating a strong edge to the intersection of Fawcett Street and Linear Park. The proposed sidewalk improvements, street trees and reduced curb cut will have a significant impact on the public realm. Further, placement of the parking below-grade enables the housing units, lobby and retail space to front the street, activating it and creating a pleasant pedestrian experience. The building also has many outdoor spaces, in the form of balconies, patios, roof decks, and a publicly accessible seating area, as well as significant landscaping, which softens the building base and also contributes to the landscape setting of Linear Park.

2. General Criteria for Issuance of a Special Permit (Section 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, or ...

Upon granting of the requested special permits, it appears that the requirements of the Ordinance will be met.

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

The proposed construction of 34 new dwelling units with 34 off-street parking spaces is not anticipated to cause particular congestion or hazard as the access is through Somerville. A communication from TP&T dated April 14, 2016 indicates that the project is expected to have only a minor vehicle traffic impact in 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, or ...

The proposed residential use complies with allowed uses in this district, and hence will not adversely affect adjacent uses that exist or are anticipated in the future. The proposed project will improve the streetscape with landscape improvements.

(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 proposed uses will not create nuisance or hazard, and all development activity will adhere to applicable health and safety regulations.

(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 proposed use is encouraged by City plans for the area and the Zoning Ordinance. The neighborhood is transitioning from mostly commercial to include a variety of multi-family dwellings, and the proposed multi-family development of 34 dwellings would fit this existing and anticipated pattern of development.

(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 the citywide urban design objectives, as set forth earlier 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 and other supporting materials submitted to the Planning Board, and the additional Conditions of this Special Permit Decision. The project plans hereby approved by the Planning Board are those with revision date May 23, 2016. 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. Prior to issuance of a building permit, the following design elements, in particular, shall be subject to review and approval by CDD:
 - a. Selection of building materials and colors, subject to subsequent review of a mock-up section as set forth below.
 - b. Landscape details, including material and plant selection.
Mechanical equipment located on the exterior of the building, including visual and acoustical screening materials.
4. Prior to the final selection of colors and textures for façade materials, the Permittee shall erect a mock-up(s) of an exterior wall section on or near the building site to be reviewed by CDD for comment. Members of the Planning Board shall be notified when the mock-up is erected and given an opportunity to view the materials and transmit any comments to CDD.
5. Prior to issuance of a building permit, the following design elements shall be subject to review and approval by the Traffic, Parking and Transportation Department (“TP&T”):
 - a. The design and layout of parking areas, to make sure the parking spaces are designed to be as functional as possible for drivers to maneuver in and out the spaces. Minor adjustments to the garage layout plan may be approved as necessary to meet applicable standards.
 - b. The design and layout of bicycle parking facilities, to ensure that applicable City standards are met. Minor adjustments to the layout may be approved as necessary to meet applicable standards.

6. Prior to issuance of a building permit, the Permittee shall approach adjacent property owners and the City of Somerville to determine if it is feasible to extend the proposed Elmwood Street sidewalk to the Tannery Brook Row/Elmwood Street intersection, either as part of this project or in the future, and report to TP&T on how that might be accomplished.
7. Prior to issuance of a building permit, the Permittee shall receive final approval from the City Arborist on a Tree Mitigation Plan. To the extent deemed feasible by the City Arborist, such plan shall include the planting of new trees on Linear Park adjacent to the project site, as well as the planting of trees of comparable quality and quantity on the side of the multiuse pathway opposite the project site. The mitigation plan shall also provide for maintenance, including watering, of new trees on both sides of Linear Park as is deemed feasible without disturbing the multiuse path. If necessary to achieve the stated objective, payments for the planting in Linear Park may be provided in lieu of the cost of the trees, irrigation system, and related maintenance.
8. As represented at the public hearing, all utilities shall be provided from Somerville in order to avoid substantial disturbance to Linear Park.
9. On-site parking, including parking fees, shall be managed to accommodate the parking needs of residents, visitors and retail employees on-site to the extent feasible, and to avoid or minimize spillover parking. If requested by TP&T, the Permittee, within 30 days of the request, shall provide TP&T information on the number of parking spaces rented or leased and peak occupancy rates of parking facilities.
10. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).
11. The Permittee shall be responsible for maintaining the section of Elmwood Street adjacent to the property in such a way as to ensure unimpeded access by emergency vehicles to and from the site as well as unimpeded public pedestrian and bicycle access from Elmwood Street to Linear Park. Features to be maintained include the sidewalk, street paving, pavement markings, street trees, landscaping, bicycle parking, lighting, and fencing/bollards, and maintenance activities shall include parking management, snow and ice removal, trash removal, and street sweeping, and shall be conducted in general accordance with the Street and Property Maintenance Agreement provided by the Permittee and attached to this decision, as well as the following conditions:
 - a. Any street signs shall not appear to look similar to standard City signs and shall be reviewed by TP&T prior to being installed.
 - b. TP&T and the Cambridge Police Department shall be informed of any parking regulations and proposed enforcement mechanisms.
 - c. Parking regulations shall take into account the needs for emergency vehicle access.
 - d. The Permittee may share street and sidewalk maintenance responsibilities with other property owners or entities through mutual agreements.

- e. The attached Street & Property Maintenance Agreement may be amended in the future by mutual agreement of the Permittee and the City of Cambridge.
12. The Permittee shall be required to implement the following TDM measures to encourage residents to choose preferred modes of transportation including, transit, bicycling and walking over traveling by single-occupancy vehicles.
- a. To establish the habit of using mass transit, each adult member of each household (up to 2) upon move-in will be offered a Charlie Card valued at the cost of 50% of a bus/subway pass at the current fare rate, for 3 consecutive months. For condominiums, this benefit will apply to original condominium owners only. For apartments, this benefit will end after 3 months for the household and begins anew upon unit turnover.
 - b. Provide air pumps and other bike tools in the bicycle storage areas.
 - c. Install a real-time multimodal transportation display screen to help people decide which mode to choose for each trip or post at a transportation information center located in an area that is central, visible, convenient, and equally accessible to all residents and visitors. The center will feature information on:
 - i. Available pedestrian and bicycle facilities in the vicinity of the Project site.
 - ii. MBTA maps, schedules, and fares.
 - iii. Area shuttle map and schedule, if one exists.
 - iv. “Getting Around in Cambridge” map (available at the Cambridge Community Development Department office).
 - v. Location of bicycle parking.
 - vi. Hubway regional bikeshare system
 - vii. Carsharing/Ride-matching programs.
 - viii. Other pertinent transportation information.
 - d. The Property owner or condominium association shall designate a transportation coordinator (TC) for the site to manage the TDM program. The TC will also oversee the marketing and promotion of transportation options to all residents at the site in a variety of ways:
 - i. Posting information in a prominent location in the building and on the Project’s website, social media, and property newsletters.
 - ii. Responding to individual requests for information in person and via phone and email.
 - iii. Provide one new resident packet of transportation information to all units upon move-in.
 - e. The TC will participate in any TC trainings offered by the City of Cambridge or local TMA.

13. 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. CDD shall certify that the applicable requirements are met prior to issuance of a building permit, and again prior to issuance of a certificate of occupancy, for development authorized by this special permit.

Voting in the affirmative to approve the requested special permits were Planning Board Members Catherine Preston Connolly, Steven Cohen, Mary Flynn, Hugh Russell, and Associate Member Thacher Tiffany, appointed by the acting Chair to act on this case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Catherine Preston Connolly, Vice Chair.

A copy of this decision PB #308 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 July 18, 2016, by Swaathi Joseph, 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)	17,535	None	No Change	No Change
Lot Width (ft)	140.69	None	No Change	No Change
Total GFA (sq ft)	18,121	39,279	39,279	39,279
Residential Base	N/A	29,846	27,534	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	18,121	480	480	
Inclusionary Bonus	N/A	8,953	8,953	
Total FAR	1.03	2.24	2.07	Consistent with Application Documents and applicable zoning requirements
Residential Base	N/A	1.7	1.57	
Non-Residential Base	1.03	0.03	0.03	
Inclusionary Bonus	N/A	0.51	0.47	
Total Dwelling Units	0	37	34	34
Base Units	0	29	26	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	N/A	8	8	
Base Lot Area / Unit (sq ft)	N/A	600	604	
Total Lot Area / Unit (sq ft)	N/A	474	515	
Height (ft)	~ 21	45, 35 within 50 feet of residential district	45, 35 within 50 feet of residential district	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0.1	5	5	
Side Setback (ft)	~ 0.4, 0.5	10	10	
Rear Setback (ft)	1.2	20	20	
Open Space (% of Lot Area)	0	None	15	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	None	0	
Permeable Open Space	0	None	15	
Off-Street Parking Spaces	Undelineated	34	34	34
Long-Term Bicycle Parking	0	35	35	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	4	4	
Loading Bays	0	N/A	0	

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H Theodore Cohen, Chairman
Cambridge Planning Board
Cambridge, MA 02139

June 10, 2016

Re: 95-99 Elmwood Special Permit #308
(Street & Property Maintenance Agreement)

Dear Chairman Cohen:

Below is a list of commitments being proposed by 95-99 Elmwood Street, LLC (the "Owner") regarding the maintenance and operation of the proposed multi-family development at 95-99 Elmwood Street (the "Premises") and the northerly portion (150'+/-) of Elmwood Street abutting the Alewife Linear Park bicycle and walking path.

Linear Path Access – The Owner shall, in accordance with the plans submitted to the Cambridge Planning Board Special Permit #308, construct an ADA compliant sidewalk along the Premises frontage and access points to the Linear Path including landscaping, bicycle parking and other design elements as depicted in the revised submission materials. The sidewalk and access points shall be constructed in a manner that is pedestrian and bicycle friendly and will be designed specifically to allow opportunities for future changes and improvements to that section of Elmwood Street. The Owner shall not cause access to the Linear Path to be obstructed or impeded in anyway shall bear the cost and expense of maintaining the sidewalk, landscaping and fencing/bollards adjacent to the premises.

Street Maintenance – The Owner shall initially regrade and pave along the frontage of the Premises. Additionally the Owner has started discussions with the City of Somerville to pave all of Elmwood starting from Tannery Brook Row as part of a public infrastructure improvement for the utility connections into Somerville. The landscaping and cleanup will be handled by a private contractor, with hand pick-up of trash, and leaf blower/broom cleaning of the street and sidewalk. The Owner shall not cause access to the dead-end spur on Elmwood to be obstructed in any manner that would limit or impede access to the Linear Path for pedestrians or cyclist. The Owner shall continue working collaboratively with the Cambridge Community Development and abutters to further activate the dead-end spur of Elmwood Street in a manner that supports the Owner's project, the Linear Path and the surrounding community.

Trash & Recycling – The trash and recycling shall be removed by a private trash removal company, with two, two yard dumpsters for trash and six (6)-eight (8) recycling bins or more as needed. The building management will move the trash and recycling to the street curb once weekly, and a private disposal company will pick it up.

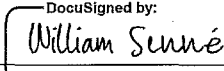
Snow Removal - We are anticipating a standard snow removal contract for plowing Elmwood street snow. Snow deposits will be pushed to the south western most corner of Elmwood street, and in between the trees in front of the building. We will have radiant heating for the sidewalk, garage, and handicap van space, so as to keep the area generally ahead of schedule and safe. Our maintenance staff will take care of the rear walkways by snowblower and shovel with ice melt as needed. The Owner shall use best efforts to ensure that snow removal activities will not impede safe access to the Linear Path.


Common Area Maintenance - A property manager typically will walk the common areas once weekly to assess cleanliness and arrange for repairs. All common areas including the exterior walkways, elevators, and stairways will be cleaned weekly.

Street Parking – The Owner shall consult with the neighbors and abutters to regulate parking along the area that abuts its frontage (approximately 150' +/-) to provide for two hour visitor and resident only parking. Any vehicle parking spaces on Elmwood shall be designed to as to not impede access to the Linear Park by pedestrian or bicycle traffic.

Executed this 10th day of June, 2016 as a sealed instrument

95-99 Elmwood Street, LLC

By: 
Name: William P. Senné
Title: Managing Member

By: 
Name: Adam Siegel
Title: Managing Member