



CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

2019 JAN 11 AM 8:39

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02139
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION

Case Number:	339
Address:	541 Massachusetts Avenue
Zoning:	Business B District / Central Square Overlay District
Applicant:	Revolutionary Clinics II, Inc. 9 Bartlet Street, #335, Andover, MA 01810
Owner:	545-565 Mass Ave, LLC 585 Massachusetts Avenue, Cambridge, MA 02139
Application Date:	September 20, 2018
Date of Planning Board Public Hearing:	October 16, 2018; December 18, 2018
Date of Planning Board Decision:	December 18, 2018
Date of Filing Planning Board Decision:	January 11, 2019
Application:	Request for special permits for Revolutionary Clinics II, Inc. to operate a registered marijuana dispensary pursuant to Sections 11.800 and 10.43 of the Zoning Ordinance occupying approximately 6,025 square feet in the existing building at 541 Massachusetts Avenue.
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.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Special Permit Application submitted on 9/20/18, including, *inter alia*, Application Forms, Project Narrative, Description of Activities, Service Area, Transportation Analysis, Community Outreach Summary, Dimensional Form, and plan sets prepared by Elton + Hampton Architects, dated 7/25/18, including Context Map, Proximity Uses Map, Site Plan, Building Elevations, Renderings, and Floor Plans.
2. Revised plan sets prepared by Elton + Hampton Architects, dated 9/24/18.
3. Presentation slides shown to Planning Board on 10/16/18.
4. A letter dated 11/13/18 from Timothy R. Flaherty documenting responses to comments from the Planning Board.
5. Updated plan set dated 9/7/18 and revised through 11/6/18, prepared by Elton + Hampton Architects.
6. Presentation slides shown to Planning Board on 12/18/18.

City of Cambridge Documents

7. Report issued by Central Square Advisory Committee, dated 10/1/18.
8. Memorandum from CDD staff dated 10/10/18.
9. Memorandum from Joseph E. Barr, Director of Traffic, Parking and Transportation, dated 10/12/18.
10. Memorandum from CDD staff dated 12/10/18.

Other Documents

11. Email communication from Phillip Sego, dated 10/13/18.
12. Email communication from Charles Franklin, dated 10/14/18
13. Letter from Ellis I. Washington, St. Paul AME Church, dated 10/16/18.
14. Letter from Michael Monestime, Executive Director, Central Square Business Association, dated 12/18/18.

APPLICATION SUMMARY

The Applicant, Revolutionary Clinic II, Inc., having received a provisional certificate of registration from Massachusetts Department of Public Health, is proposing to operate a registered marijuana dispensary (RMD) at 541 Massachusetts Avenue, in Central Square, for retail sales. No cultivation or processing will occur on site. Products will be cultivated, processed, and packaged at a facility located in Fitchburg, Massachusetts. The Applicant proposes to establish the retail RMD in a portion of the existing building. The proposal includes the renovation of the existing building, approximately 6,025 square feet in area including a separate wellness retail space at the corner facing Massachusetts Avenue and Norfolk Street that will activate the street frontage. The 541 Massachusetts Avenue facility will only dispense cannabis products that are cultivated and processed at the Applicant's Fitchburg facility. The proposed facility will be designed and operated in accordance with state and local regulations for RMDs and will be subject to oversight by the Massachusetts Department of Public Health. The project does not propose adding any off-street parking, but will provide 4 long-term bicycle parking spaces and contribute to the City Public Bike fund for 6 short-term parking spaces. Loading and deliveries are proposed to be provided by secure vehicles on Norfolk Street.

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. Approval of a Registered Marijuana Dispensary (RMD, Section 11.800)

The proposed site is located within the Business B District (BB). The Planning Board may grant a special permit approving an RMD within this district upon finding that the proposal meets the criteria set forth in Section 11.804. The Board finds that these criteria are met, for the reasons set forth below.

11.804 Special Permit Criteria. In granting a special permit for a Registered Marijuana Dispensary, in addition to the general criteria for issuance of a special permit as set forth in Section 10.43 of this Ordinance, the Planning Board shall find that the following criteria are met:

(a) The Registered Marijuana Dispensary is located to serve an area that currently does not have reasonable access to medical marijuana, or if it is proposed to serve an area that is already served by other Registered Marijuana Dispensaries, it has been established by the Massachusetts Department of Public Health that supplemental service is needed.

There are currently four RMDs that have received special permits in Cambridge, three of which are in operation. The Massachusetts Department of Public Health has continued to permit additional dispensaries given that only a small number have been established thus far. The four other RMDs that have received special permits in Cambridge are in other areas of the city, all more than 1,800 feet from 541 Massachusetts Avenue, satisfying the distance requirement of Section 11.802.8.

(b) The site is located at least five hundred (500) feet distant from a school, daycare center, preschool or afterschool facility or any facility in which children commonly congregate, or if not located at such a distance, it is determined by the Planning Board to be sufficiently buffered from such facilities such that its users will not be adversely impacted by the operation of the Registered Marijuana Dispensary.

The Application Documents indicate the Henry Bucker School is located within a 500-foot distance of the site. The Board finds that the proposed RMD is sufficiently buffered and will not adversely impact the school use. This finding is based on the facts that the proposed RMD is not located on Bishop Allen Drive on which the school is located and separated by parking lots and buildings. The Board also found that the dance, music and sports facilities referenced at the hearing were either not the types of facilities encompassed by this section or were sufficiently distant and buffered from the proposed RMD.

(c) The site is designed such that it provides convenient, safe and secure access and egress for clients and employees arriving to and leaving from the site using all modes of transportation, including drivers, pedestrians, bicyclists and public transportation users.

Primary access to the facility is proposed on Massachusetts Avenue, where there is convenient access to sidewalks and various modes of public transportation. There is on-street parking, public parking lots, and bicycle parking spaces in the immediate vicinity in addition to multiple bus stops and Central Square MBTA Red Line station. The customer entry and exit are proposed through a recessed entrance on Massachusetts Avenue. The deliveries will use the Norfolk Street entrance and vehicles will use public parking or loading areas located in the vicinity. All access doors will be monitored for security purposes as required by state regulations.

(d) Traffic generated by client trips, employee trips, and deliveries to and from the Registered Marijuana Dispensary shall not create a substantial adverse impact on nearby residential uses.

A transportation analysis prepared by Howard Stein Hudson has been provided with the Application, and has been reviewed by the Traffic, Parking and Transportation Department (TP&T). While there is limited data about traffic generated by an RMD, given the anticipated client base and experience with RMDs elsewhere in Massachusetts the expectation is that the traffic will not be significantly greater than that of a typical retail establishment of similar size and should have minimal impacts on transportation in the Central Square vicinity. The proposed RMD is located in a predominantly commercial district that supports retail establishments of this scale. The Applicant has committed to submitting a loading and service delivery management plan for approval by TP&T staff and to implementing both transportation demand management (TDM) measures and a monitoring program of employee and customer visits as well as loading and pick-up activities of this project to mitigate any unexpected transportation impacts.

(e) Loading, refuse and service areas are designed to be secure and shielded from abutting uses.

Loading and delivery operations specific to the RMD are anticipated to occur approximately three times per week. An interior service area is provided for holding materials after they are delivered and refuse before it is picked up. Loading is proposed to occur using the Norfolk Street entrance as noted in the Traffic Impact Statement prepared by Howard Stein Hudson in accordance with state regulations. All regulated material waste will be transported back to the Fitchburg facility for approved disposal. All other trash will be disposed as per city regulations.

(f) The building and site have been designed to be compatible with other buildings in the area and to mitigate any negative aesthetic impacts that might result from required security measures and restrictions on visibility into the building's interior.

The Central Square Advisory Committee has reviewed this project and issued a report in support. The original proposal was changed in response to the comments from the Planning Board to include a separate retail space at the corner of Massachusetts Avenue and Norfolk Street. The exterior changes to the building proposed are meant to activate the streetscape, especially the active storefront presence on Massachusetts Avenue. The sales area and regulated material handling area are not visible from the streetscape on Massachusetts Avenue. The installation of signage and security lighting will be in conformance with local requirements for signage and lighting as well as state regulations specific to RMDs.

2. Approval of Parking, Bicycle Parking and Loading Requirements for an RMD

In approving an RMD, the Planning Board is responsible for determining the required amount of parking, bicycle parking, and loading in accordance with Section 11.802.6 of the Zoning Ordinance, as set forth below.

11.802.6 Parking and Loading. Notwithstanding anything to the contrary in Article 6.000 of this Ordinance, the required number of parking and bicycle parking (both long-term and short-term) spaces and the required number of loading bays for a Registered Marijuana Dispensary shall be determined by the Planning Board based on the transportation analysis and other information related to operational and security plans provided by the applicant. Except as set forth above, all parking, bicycle parking and loading facilities shall conform to the requirements set forth in Article 6.000.

The Application proposes no automobile parking on-site and indicates that necessary loading and service activities will occur on Norfolk Street using secure vehicles. The Applicant proposes that clients and staff will walk, drive, bike or use public transportation in order to get to the RMD; and that bicyclists will use public bicycle racks in the vicinity and that drivers will use either existing metered parking or public parking facilities near the facility in Central Square. Four long-term bicycle parking spaces are proposed within the building for the employees.

The transportation analysis provided by the Applicant and comments provided by TP&T indicate that the proposed use will likely generate only modest parking demand compared to a retail use of a similar scale, and that the loading needs of the facility can be reasonably accommodated. Therefore, the Board finds that the proposed parking and loading arrangements for the RMD will be sufficient, subject to the additional TDM and monitoring measures recommended by TP&T and agreed to by the Applicant.

For bicycle parking, the Board accepts the recommendation of TP&T that since space is limited at the site, a contribution be made to the City's Bicycle Parking Fund for six bicycle parking spaces (or three bicycle racks), as would be required for a retail establishment similar to the proposed size of the RMD.

Details of the automobile parking, bicycle parking, loading and TDM requirements are set forth in the Conditions of this Special Permit Decision.

3. General Criteria for Issuance of a Special Permit (10.43) and (20.305)

The Planning Board finds that the proposal 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 ...

With the requested special permit, 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 ...

As set forth above in these findings, the proposed use is not expected to adversely impact traffic patterns or the retail-oriented character of the area in general.

(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 RMD will be operated in accordance with applicable state and local regulations, and will generate pedestrian and vehicular traffic equal to, or less than, that generated by a similarly sized allowed retail use. Therefore, the RMD use and location will not adversely impact 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, or ...

The proposed RMD will be operated in accordance with applicable health and safety regulations, as well as state and local regulations particular to RMDs, which are specifically intended to prevent nuisance or hazard.

(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 site is located within Business B District, which allows RMDs, as was recently authorized in a zoning amendment adopted by the City Council in 2017.

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

The proposed new use will minimally impact the design of the building, and all exterior alterations will be conducted in accordance with applicable zoning and other regulations for RMDs. The proposal includes a retail space at the corner of Massachusetts Avenue and Norfolk Street to activate street frontage as recommended by the goals and objectives of Central Square Action Plan.

20.305 Standards for Issuance of Special Permits. In addition to the general standards for the issuance of a special permit found in Section 10.40 of the Zoning Ordinance, the special permit granting authority shall in addition make the following findings:

(1) The proposed development is consistent with the goals and objectives of the Central Square Action Plan:

- encourage responsible and orderly development;*
- strengthen the retail base to more completely serve the needs of the neighborhoods;*
- preserve the Square's cultural diversity;*
- create active people oriented spaces;*
- improve the physical, and visual environment;*
- provide retail establishments that serve people of diverse economic and social groups who live in the surrounding neighborhoods;*
- encourage the development of new mixed income housing; and*
- promote compatible retail adjacent to residential uses*

The Board finds the proposed uses to be consistent with these goals and objectives. The new retail use at the corner will help to strengthen the retail base by attracting additional foot traffic, while sufficiently screening the RMD activities from the streetscape. The project will not alter the physical features of the building design, provide a unique service to patrons and will be compatible with adjacent uses.

(2) The building and site designs are consistent with "Urban Design Plan for Central Square" as outlined in the "Central Square Action Plan" and the "Central Square Development Guidelines";

Moderate changes proposed for the exterior of the building including installation of wall signage, window treatments with art displays, and murals are consistent with design guidelines for Central Square. The retail use at the corner maintaining a high degree of visual transparency for the façade immediately adjacent to the sidewalk is consistent with the urban design objectives for Central Square.

(3) The building and site designs adequately screen the parking provided and are sensitive to the contributing buildings in the vicinity;

No parking is proposed.

- (4) *No National Register or contributing building is demolished or so altered as to terminate or preclude its designation as a National Register or contributing building; and*
- (5) *No National Register or contributing building has been demolished or altered so as to terminate or preclude its designation within the five (5) years preceding the application.*

The existing building is not listed in the National Register of Historic Places. The property is within the Central Square National Register District but the existing structure is not deemed a “contributing building”.

In addition, exterior alterations will be subject to ongoing review by Community Development Department (CDD) staff, where applicable. Therefore, the Board finds no inconsistency with applicable urban design objectives.

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.

1. This special permit shall authorize only Revolutionary Clinics II, Inc. (Permittee) to establish and operate a Registered Marijuana Dispensary (RMD) at 541 Massachusetts Avenue, Cambridge, in substantial conformance with the Application Documents and supplemental documents and information submitted by the Applicant to the Planning Board as referenced above. No other type of marijuana establishment is hereby permitted. Any activity that involves the cultivation, processing, manufacturing, packaging, storage, transportation, sale, or use of marijuana products for non-medical purposes shall require an amendment to this special permit, and shall require compliance with all applicable state and local regulations for such activity.
2. This special permit is not transferrable to any other RMD seeking to operate at 541 Massachusetts Avenue, and shall not apply to any RMD operated by Revolutionary Clinics II, Inc. at any other location within the City of Cambridge.
3. This special permit is conditioned upon ongoing registration of the approved RMD with the Massachusetts Department of Public Health or its successor agency, and shall terminate if such registration is terminated or fails to be renewed.
4. The approved RMD shall be operated in accordance with all applicable state and local regulations, including but not limited to regulations set forth by the Massachusetts Department of Public Health or its successor agency, as well as any additional regulations promulgated by local agencies.
5. A ground-floor active retail space, separate from the approved RMD, shall be created at the corner of Massachusetts Avenue and Norfolk Street in accordance with the revised Application Documents with revision date November 6, 2018, and presentation to the Planning Board on December 18, 2018. Such active retail space shall be occupied by retail and consumer service uses permitted in the district as set forth in Section 4.35 of the Zoning Ordinance, but not for sales of marijuana products or accessories, during the time that the approved RMD is in operation.
6. Alterations to the building shall occur in substantial conformance with the revised application documents with revision date November 6, 2018, and presentation to the Planning Board on December 18, 2018. 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.

7. The Permittee shall address the following design comments through the continuing design review process set forth above. Each of the below items shall be subject to CDD review and approval of the final design details prior to issuance of a Building Permit:
 - a. All exterior materials, colors, façade alterations and details in addition to the murals on the building façades.
 - b. Specifications for window glass, design of the window display boxes and their lighting, and options for the administration and curation of the window displays.
 - c. Any proposed mechanical equipment on the rooftop, façade or exterior of the building.
 - d. All exterior signage, lighting, and other security features that may be required by state regulations. To the extent possible, any proposed outdoor lighting shall be designed to conform to the guidelines recommended in the proposed Cambridge Outdoor Lighting Ordinance.
8. The Permittee shall coordinate with the Department of Public Works regarding any planned reconstruction of public spaces adjacent to the site.
9. The permitted operating hours of the approved RMD shall be between 9:00 AM and 9:00 PM daily.
10. There shall be no required off-street parking for the permitted RMD use. In order to meet the requirement for short-term bicycle parking spaces, the Permittee shall make a contribution to the City's Bicycle Parking Fund in accordance with Section 6.104.2-b of the Zoning Ordinance equivalent to the amount necessary to provide six (6) bicycle parking spaces or three (3) racks. Such contribution shall be made prior to the issuance of a Building Permit.
11. The Permittee shall contribute \$35,000 to the City prior to issuance of a Building Permit to improve transit services and information in Central Square and to support the use of transit for employees and patrons, such as providing real-time bus arrival information at bus stops.
12. The Permittee shall be required to implement a transportation demand management (TDM) program and a transportation monitoring and reporting program including, at a minimum, the following measures, which shall be certified by the TP&T and CDD prior to issuance of a Certificate of Occupancy for the approved RMD:
 - a. Provide 65% MBTA T-Pass subsidies, up to the federal fringe benefit limit, to all employees (may be pro-rated for part-time employees). The program shall be administered by the employer through the MBTA Corporate Pass Program.
 - b. Offer all employees Gold Level Blue Bikes bikeshare membership; to be administered through the Blue Bikes Corporate Program by the employer.

- c. Provide lockers for employees that walk or bike to work.
- d. Have available an air pump and bicycle repair tools for employees and customers to use when needed.
- e. Designate an employee of the facility as a Transportation Coordinator (TC) to manage the implementation of the TDM measures and a transportation monitoring program. The TC shall:
 - i. Post in a central and visible location (i.e. lobby for customers, break room for employees) information on available non-automobile services in the area, including, but not limited to:
 - 1. Available pedestrian and bicycle facilities in the vicinity of the Project site.
 - 2. MBTA maps, schedules and fares.
 - 3. "Getting Around in Cambridge" map (available from CDD).
 - 4. Locations of bicycle parking.
 - 5. Carsharing/ridematching programs.
 - 6. Blue Bikes bikesharing system.
 - 7. Carpooling/vanpooling programs.
 - 8. Other pertinent transportation information.
 - Instead of or in addition to posting paper MBTA schedules, provide a real-time transit and Blue Bikes display screen or tablet in a central location to help people decide which mode to choose for each trip.
 - ii. Compile up-to-date transportation information explaining all commuter options and provide to all employees. This information should also be distributed to all new employees as part of their orientation.
 - iii. Provide or describe to customers information on transportation options to access the site.
 - iv. Provide and maintain information on the project's website, newsletters, social media, etc., on how to access the site by all modes, with emphasis on non-automobile modes.
 - v. Participate in any TC training offered by the City of Cambridge or a local Transportation Management Association.
 - vi. Implement an annual transportation monitoring program which will involve surveying employees and customers on their travel modes and where they customarily park (cars and bicycles). The annual monitoring program shall continue for 10 years following the issuance of a Certificate of Occupancy for

the RMD, at which time TP&T will work with the Permittee to determine if it would be beneficial to continue the monitoring program.

1. The monitoring program shall include information/observations of the loading activities (locations and frequency of deliveries).
 2. All surveys shall be designed and conducted in a manner approved by TP&T and CDD.
 3. The form of any survey instrument or monitoring method shall be approved before issuance of the Certificate of Occupancy.
 4. Surveying shall begin one year from the date of the first Certificate of Occupancy. If the Certificate of Occupancy is issued between September 1 and February 29, the monitoring should take place during the months of September or October and be reported to the City no later than November 30. If the Certificate of Occupancy is issued between March 1 and August 31, monitoring should take place during the months of April or May and be reported to the City no later than June 30.
13. No loading bays shall be required; however, a loading and service delivery management plan that includes all delivery activity to the facility shall be submitted to and approved by TP&T prior to the issuance of a Building Permit for any improvements associated with the approved RMD. Such a plan shall include the following measures:
- a. At no time shall a vehicle park or stop on any public street or municipal parking lot in a manner that blocks traffic or impedes the flow of pedestrians or bicycles traveling on public streets.
 - b. All loading must be conducted from legal locations, without using No Stopping zones or Double Parking.
 - a. The Permittee shall cooperate with the City to resolve any issues caused by loading, pick-up and drop-off activities associated with the facility on public users and infrastructure.
 - b. In accordance with the proposal, the RMD at 541 Massachusetts Avenue shall not be used as a distribution point for home deliveries.
14. Prior to issuance of a Certificate of Occupancy for the approved RMD, CDD shall certify to the Superintendent of Buildings that all Conditions of this Special Permit Decision are met.
15. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

Voting in the affirmative to GRANT the Special Permits were Planning Board Members Louis Bacci, H Theodore Cohen, Steven Cohen, Mary Flynn, Hugh Russell, and Tom Sieniewicz, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,

A handwritten signature in cursive script that reads "H Theodore Cohen". The signature is written in black ink and is positioned above the printed name of the signatory.

H Theodore Cohen, Chair.

A copy of this decision PB #339 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 has been filed on January 11, 2019 with the Office of the City Clerk, by Swaathi Joseph, duly authorized representative of the Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty days have elapsed since the above decision was filed in the office of the City Clerk and:
_____ no appeal has been filed; or
_____ an appeal has been filed within such twenty days.

The person exercising rights under a duly appealed special permit does so at risk that a court will reverse the permit and that any construction performed under the permit may be ordered undone. This certification shall in no event terminate or shorten the tolling, during the pendency of any appeals, of the periods provided under the second paragraph of G.L. c. 40A, §6.

Date: _____, City Clerk

Appeal has been dismissed or denied.

Date: _____, City Clerk

Appendix I: Approved Dimensional Chart

	Existing	Allowed or Required	Proposed	Permitted
Lot Area (sq ft)	6,025	None	No Change	No Change
Lot Width (ft)	121	None	No Change	No Change
Total GFA (sq ft)	6,025	39,545	No Change	No Change
Residential Base	n/a	n/a	n/a	Consistent with Application Documents and applicable zoning requirements
Non-Residential Base	6,025	13,221	No Change	
Inclusionary Bonus	n/a	n/a	n/a	
Total FAR	1.0	2.75/3.0	No Change	Consistent with Application Documents and applicable zoning requirements
Residential Base	n/a	n/a	n/a	
Non-Residential Base	1.0	1.0	No Change	
Inclusionary Bonus	n/a	n/a	n/a	
Total Dwelling Units	0	n/a	0	0
Base Units	n/a	n/a	n/a	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	n/a	n/a	n/a	
Base Lot Area / Unit (sq ft)	n/a	n/a	n/a	
Total Lot Area / Unit (sq ft)	n/a	n/a	n/a	
Height (ft)	15.9	55	No Change	Consistent with Application Documents and applicable zoning requirements
Front Setbacks (ft)	0	None	No Change	
Side Setback (ft)	0	None	No Change	
Rear Setback (ft)	0	None	No Change	
Open Space (% of Lot Area)	0	None	No Change	Consistent with Application Documents and applicable zoning requirements
Private Open Space	0	None	No Change	
Permeable Open Space	0	None	No Change	
Off-Street Parking Spaces	0	0 ¹	0	0
Long-Term Bicycle Parking	0	4 ¹	4	Consistent with Application Documents and applicable zoning requirements
Short-Term Bicycle Parking	0	6 ¹	0 ²	
Loading Bays	0	0 ¹	0	

¹ Requirement determined by the Planning Board based on the transportation analysis as per Section 11.802.6.

² Provided by making a contribution to the City's Public Bicycle Parking Fund for 3 bike racks.