

OWNERSHIP CERTIFICATE

Project Address: 56 Creighton Street

Application Date: 09/03/2020

This form is to be completed by the property owner, signed, and submitted with the Special Permit Application:

I hereby authorize the following Applicant:

at the following address:

to apply for a special permit for: Conversion to three residential units

on premises located at: 56 Creighton Street, Cambridge, MA

for which the record title stands in the name of: Duncan MacArthur/56 Creighton Street LLC

whose address is: 67 Smith Place, Unit 12A, Cambridge, MA 02138

by a deed duly recorded in the:

Registry of Deeds of County:

**Southern
Middlesex**

Book: 73048

Page: 409

OR Registry District of the Land Court,
Certificate No.:

Book:

Page:



Signature of Land Owner (If authorized Trustee, Officer or Agent, so identify)

To be completed by Notary Public:

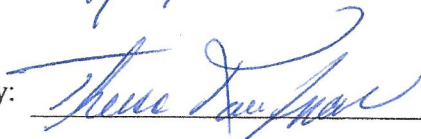
Commonwealth of Massachusetts, County of

Middlesex

The above named *Duncan Mac Arthur* personally appeared before me,

on the month, day and year *09/10/2020* and made oath that the above statement is true.

Notary:



My Commission expires:

01-28-2022



THERESA KAUFMAN
Notary Public
Commonwealth of Massachusetts
My Commission Expires
January 28, 2022

56 CREIGHTON STREET PROJECT NARRATIVE FOR SPECIAL PERMIT

9/3/20

Project Overview

The proposed project will repurpose a commercial printing building in the Porter Square neighborhood. The site is located at the end of Creighton street which is accessed from Massachusetts Ave. between Walden and Regent streets and dead ends at MBTA property along the railway tracks. This is a Residence B zoning district. The existing structure is a two-story (30' tall +/-) brick clad building that has been used for commercial printing. The scale and massing are consistent with many other commercial structures in the immediate area that have already been repurposed as residential units. The lot includes an adjoining linear section of property, 56R Creighton, which is currently used as parking and loading.

The proposed project would convert the commercial building into 3 townhouse style dwelling units. **Each of the three units would be between 2800 and 3100 square feet and have 3 bedrooms.** Off-street parking for each of the units and guests will be accommodated on the contiguous linear property 56R. The proposed conversion would alter the appearance of the existing structure while preserving much of the perimeter structure. **Three new headhouse structures are proposed for the roof that will act as flex spaces to accommodate the post-pandemic reality of working/exercising from home and allow for access to private roof decks.**

The Zoning Ordinance (4.29 and 5.28.2) allows for the conversion of non-residential structures for multi-family residential use through special permit approval process to encourage economic reuse and preservation of buildings in residential districts.

Compliance with Zoning

A special permit pursuant to sections 4.29 and 5.28.2 allowing for the conversion of non-residential structures for multi-family residential use is being sought.

Per 5.28.21, The Planning Board may permit additional GFA to be added to the converted non-residential structure provided all construction creating additional GFA occurs within the physical limits of the existing structure. Existing GFA is **8,366 sq. ft.**. The base allowable GFA = **4,862 Sq. ft. Total Lot Area 11,749. $5000 \times .5 = 2500 + 6749 \times .35 = 2,362 = 4862$ sq. ft.**

The Proposed GFA is **8,885.76** calculated below:

Level 1 4057 SF.

Level 1 covered outdoor area 164 SF.

Level 2 3676 SF.

Level 2 covered outdoor area 0SF.

Level 3 1142 SF.

Level 3 covered outdoor area 0 SF.

Mechanical space subtracted from total GFA 154 SF

Total: 8,885.76 SF.

The increase in floor area beyond the GFA in the existing building is the result of both the addition to, and the redistribution of of the GFA removed from the existing second floor for the proposed head houses. The proposed additions are within the district's allowable building envelope but outside of the limits of the existing structure and thus don't comply with the requirements of 5.28.21. A variance will be sought for additional GFA that is not in conformance with Article 5 Section 5.30 FAR and GFA and Article 8 Section 8.22 for alterations to an existing non-conforming structure from the Zoning Board of Appeal.

Per 5.28.21, The Planning Board may permit a greater number of dwelling units with the maximum permissible number of units determined by dividing the GFA of the structure permitted by **5.28.21** (after deducting half of the amount of GFA added to the existing structure such that it exceeds twice the normal district limit) by **1,100 for the first 10 units**.

The base number of allowable dwelling units per **table 5-1 Section 5.3**, is 3.6 or 3 units.

The proposed GFA of **9,798** is more than twice allowed **4862 x 2 = 9,724**.

Half of additional **1716 = 858** deducted from building area for dwelling unit calculation: **11,749-858=10,891 sq. ft.**

Allowable from 5.28.21 = 10,891/1100 = 9.9 or 9 units.

Based on the size of the existing building, parking requirements and the availability and creation of open space and natural light, we determined that maintaining the base allowable 3 units per **table 5-1 Section 5.3**, was the appropriate distribution of space.

Per 5.28.21 the required setbacks are those of the structure existing at the time of conversion to residential use. The proposed head house additions will be set back from the perimeter of the existing structure on all sides other than the side facing 52R which is 30' from the property line facing the tracks - all will conform to district setback requirements.

The existing building height is **30'** which is under allowable height of **35'**. **The roof of the proposed head houses will be 35'.**

The planning board may waive the open space required by the district with special permit. The existing linear parcel 56R is currently entirely paved and used for parking and loading. We will be reclaiming some of the paved area for landscaping and permeable open space. There is currently **2,180 SF** of open space. We are proposing to increase the open space area to **5,567 SF.**, an increase from **18% to 47%** which is beyond the **40%** required by base zoning. The area that will meet the dimensional requirements for private open space will be increased from **1,488 SF to 2,941 SF which exceeds the 50% base zoning requirement.** Significant private roof decks are proposed on the third level as part of the increase in private open space. Because the deck is **aligned with the third floor of the head houses** it is below the perimeter wall allowing for visual and auditory privacy.

To avoid the possibility of adding to Creighton Street's on-street parking load six off-street parking spots will be provided on the adjacent linear parcel 56R. We will be requesting as part of the special permit the board allow us to waive the requirements of **6.44.1** requiring a (5) foot setback from side or rear property line. The rear property line of 56R is adjacent to MBTA property along the commuter rail tracks rendering the intent of the Ordinance for parking to be setback from a neighboring property moot. Trash and recycling will also be housed on the 56R property. They will be covered by a structure conforming to the requirements of an accessory building as prescribed in **4.21** of the Ordinance. Bicycle parking will also be provided on Creighton street, in the area formally used for loading, in accordance with the requirements of **6.100**.

Compliance with Criteria Specific to Special Permits Being Sought

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.

Special Permit approval is required by Article 5, Section 5.28.2 to convert this existing building and use to Multi-Family residential thus meeting the requirements of the Ordinance.

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

Off-street parking for 2 cars for each of the proposed 3 units will be provided on the 56R adjacent lot which is/was used for parking and loading for the printing facility. Because it will now be residential use, the traffic patterns and degree of access and egress will be or reduced from the daily commercial use.

(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 use is consistent with the zoning ordinance use requirements. The current commercial use is less compatible with the district character than the proposed residential use in the predominately residential district. The development of adjacent uses will not be adversely impacted.

(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 conversion of the site from current non-conforming commercial use to conforming residential use will facilitate a decrease in nuisance and hazard. *The proposed project is in keeping with the goals for health, safety and welfare that are laid out in Section 19.30 Citywide Urban Design Objectives, which states that new projects should be responsive to the existing or anticipated pattern of development.*

(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.

Section **5.28** of the Zoning Ordinance encourages the reuse and sustainable repurposing of the existing commercial structure for residential use. The proposed project will not impair the integrity of the district or adjoining district or derogate from the intent and purpose of this Ordinance. The proposed project, of **(3) three-bedroom residential units** will be consistent with the residential character of the surrounding neighborhood.

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

*The proposed new use and construction on the site will be consistent with the Urban Design Objectives set forth in **19.30***

19.30 Citywide Urban Design Objectives

Pursuant to Section 19.31 New projects should be responsive to the existing or anticipated pattern of development. Indicators include:

(1) Heights and setbacks provide suitable transition to abutting or nearby residential zoning districts that are generally developed to low scale residential uses.

The proposed project intends to maintain existing building setbacks and the proposed head houses will be below the district allowable height of 35' as specified in 5.1 of the Ordinance. The height and massing of the existing building is consistent with many other converted commercial structures abutting the MBTA tracks.

(2) New buildings are designed and oriented on the lot so as to be consistent with the established streetscape on those streets on which the project lot abuts. Streetscape is meant to refer to the pattern of building setbacks and heights in relationship to public streets.

The established streetscape will remain unchanged in regard to setbacks. *The proposed additional headhouses are set back from the street and will conform to allowable district height requirements.* The scale and massing of the structure is consistent with other adjacent converted commercial structures abutting the MBTA tracks.

(3) In mixed-use projects, uses are to be located carefully to respect the context, e.g. retail should front onto a street, new housing should relate to any adjacent existing residential use, etc.

N/A - The proposed project is only residential.

(4) Where relevant, historical context are respected, e.g. special consideration should be given to buildings on the site or neighboring buildings that are preferably preserved.

Section 5.28 of the Zoning Ordinance encourages the reuse and sustainable repurposing of the existing commercial structure for residential use. The Director of the Cambridge Historical Commission has reviewed the existing structure and has issued a jurisdiction advice form finding it to be not significant and therefore not preferably preserved. The proposed conversion, while altering the appearance of the existing structure will reuse much of the perimeter structure and all new work will take place entirely within the existing volume.

Pursuant to Section 19.32 Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings. Indicators include:

(1) Ground floors, particularly where they face public streets, public parks, and publicly accessible pathways, consist of spaces that are actively inhabited by people, such as retail stores, consumer service businesses and restaurants where they are allowed, or general office, educational or residential uses and building lobbies. Windows and doors that normally serve such inhabited spaces are encouraged to be a prominent aspect of the relevant building facades. Where a mix of activities are accommodated in a building, the more active uses are encouraged facing public streets, parks and pathways.

The proposed project adds both windows and doors to the ground floor level facing both Creighton Street and the adjacent property 56R which will be used for open space and parking.

In commercial districts, such active space consists of retail and consumer service stores and building lobbies that are oriented toward the street and encourage pedestrian activity on the sidewalk. However, in all cases such ground floor spaces should be occupied by uses (a) permitted in the zoning district within which the building is located, (b) consistent with the general character of the environment within which the structure is located, and (c) compatible with the principal use for which the building is designed.

N/A

(2) Covered parking on the lower floors of a building and on-grade open parking, particularly where located in front of a building, is discouraged where a building faces a public street or public park, and publicly accessible pathways.

All of our proposed parking will be on 56R along the property line bordering the MBTA tracks.

(3) Ground floors should be generally 25-50% transparent. The greatest amounts of glass would be expected for retail uses with lesser amounts for office, institutional or residential use.

N/A

(4) Entries to buildings are located so as to ensure safe pedestrian movement across streets, encourage walking as a preferred mode of travel within the city and to encourage the use of public transit for employment and other trips. Relating building entries as directly as possible to crosswalks and to pathways that lead to bus stops and transit stations is encouraged; siting buildings on a lot and developing site plans that reinforce expected pedestrian pathways over the lot and through the district is also encouraged.

The principal entry to two of the units will face Creighton street. The primary entry for the other unit will face the adjacent lot 56R which will be used to help satisfy open space requirements and parking. Paths from the entry to Creighton street sidewalk will be provided.

(5) Pedestrians and bicyclists are able to access the site safely and conveniently; bicyclists should have, secure storage facilities conveniently located on-site and out of the weather. If bicycle parking is provided in a garage, special attention must be paid to providing safe access to the facilities from the outside.

Per section 6.103.2.c of the Ordinance, Bicycle parking is exempt for this project because there are only 3 units.

(6) Alternate means of serving this policy objective 19.32 through special building design, siting, or site design can be anticipated where the building form or use is distinctive such as freestanding parking structures, large institutional buildings such as churches and

auditoriums, freestanding service buildings, power plants, athletic facilities, manufacturing plants, etc.

N/A

Pursuant to Section 19.33 The building and site design should mitigate adverse environmental impacts of a development upon its neighbors. Indicators include:

(1) Mechanical equipment that is carefully designed, well organized or visually screened from its surroundings and is acoustically buffered from neighbors. Consideration is given to the size, complexity and appearance of the equipment, its proximity to residential areas, and its impact on the existing streetscape and skyline. The extent to which screening can bring order, lessen negative visual impacts, and enhance the overall appearance of the equipment should be taken into account. More specifically:

The proposed project will improve the streetscape and be sensitive to the visual impact on the surrounding neighborhood. The project will use energy efficient systems that will be quiet and minimal. The systems will be screened and located near the center of the roof, setback from the sightline of pedestrians on the street and higher than the sightline from 3rd floor abutter windows.

(2) Trash that is handled to avoid impacts (noise, odor, and visual quality) on neighbors, e.g. the use of trash compactors or containment of all trash storage and handling within a building is encouraged.

The trash and recycling will be located away from public view on the adjacent lot 56R and comply with the Ordinance requirements that the storage areas are not to be located in the front yard. The receptacles will be covered and screened to minimize odor and visual impact.

(3) Loading docks that are located and designed to minimize impacts (visual and operational) on neighbors.

The existing loading dock will be repurposed as both permeable open space and the front entry for units 1 and 2 .

(4) Stormwater Best Management Practices and other measures to minimize runoff and improve water quality are implemented.

Yes

(5) Landscaped areas and required Green Area Open Space, in addition to serving as visual amenities, are employed to reduce the rate and volume of stormwater runoff compared to pre-development conditions.

We will be increasing the amount of permeable surface on the adjacent lot 56R which is currently paved.

(6) The structure is designed and sited to minimize shadow impacts on neighboring lots, especially shadows that would have a significant impact on the use and enjoyment of adjacent open space and shadows that might impact the 19-13 operation of a Registered Solar Energy System as defined in Section 22.60 of this Zoning Ordinance.

Per discussions with immediate abutters, the proposed headhouses have been shifted away from 54 Creighton which reduces/eliminates shadow impact.

(7) Changes in grade across the lot are designed in ways that minimize the need for structural retaining walls close to property lines.

There will be no significant changes to the existing grade.

(8) Building scale and wall treatment, including the provision of windows, are sensitive to existing residential uses on adjacent lots.

The neighbors at 52-54 Creighton are the only adjacent property owners that will have any change to a facade facing their property. The development team has met with the property owners several times and the following provisions have been agreed upon to mitigate the potential loss of privacy:

The design, shall include, along the property line between 52-54 Creighton St. and 56 Creighton St.: the full brick wall the length of the back bedroom with block glass windows only which will allow for light but no visual transparency.

(9) Outdoor lighting is designed to provide minimum lighting and necessary to ensure adequate safety, night vision, and comfort, while minimizing light pollution.

Lighting will be utilized at both the primary and secondary entry of each unit and at walkways to provide safe access to the building entries and parking. The lighting will be sensitive and minimal, while providing safety and improved visual environment at night.

(10) The creation of a Tree Protection Plan that identifies important trees on the site, encourages their protection, or provides for adequate replacement of trees lost to development on the site.

Significant trees location on 56R will be preserved. New trees incorporated in the future landscaping will be consistent with Ordinance requirements.

Pursuant to 19.34 Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system. Indicators include:

(1) The building and site design are designed to make use of water-conserving plumbing and minimize the amount of stormwater run-off through the use of best management practices for stormwater management.

The proposed project will use water-conserving plumbing fixtures and best management practices for stormwater management.

(2) The capacity and condition of drinking water and wastewater infrastructure systems are shown to be adequate, or the steps necessary to bring them up to an acceptable level are identified.

The proposed project will have adequate drinking water and wastewater infrastructure systems.

(3) Buildings are designed to use natural resources and energy resources efficiently in construction, maintenance, and long-term operation of the building, including supporting mechanical systems that reduce the need for mechanical equipment generally and its location on the roof of a building specifically. The buildings are sited on the lot to allow construction on adjacent lots to do the same. Compliance with Leadership in Energy and Environmental Design (LEED) certification standards and other evolving environmental efficiency standards is encouraged.

The proposed project will utilize energy efficient practices and systems.

Pursuant to 19.35 New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically. Indicators include:

(1) New educational institutional construction that is focused within the existing campuses.

N/A

(2) Where institutional construction occurs in commercial areas, retail, consumer service enterprises, and other uses that are accessible to the general public are provided at the ground (or lower) floors of buildings. Where such uses are not suitable for programmatic reasons, institutional uses that encourage active pedestrian traffic to and from the site.
19-14

N/A

(3) In large, multiple-building non-institutional developments, a mix of uses, including publicly accessible retail activity, is provided where such uses are permitted and where the mix of uses extends the period of time the area remains active throughout the day.

N/A

(4) Historic structures and environments are preserved.

Section 5.28 of the Zoning Ordinance encourages the reuse and sustainable repurposing of the existing commercial structure for residential use. The Director of the Cambridge Historical Commission has reviewed the existing structure and has issued a jurisdiction advice form finding it to be not significant and therefore not preferably preserved. The proposed conversion, while altering the appearance of the existing structure will reuse much of the perimeter structure and all new work will take place entirely within the existing volume.

(5) Preservation or provision of facilities for start-up companies and appropriately scaled manufacturing activities that provide a wide diversity of employment paths for Cambridge residents as a component of the development; however, activities heavily dependent on trucking for supply and distribution are not encouraged.

N/A

Pursuant to 19.36 Expansion of the inventory of housing in the city is encouraged. Indicators include:

(1) Housing is a component of any large, multiple building commercial development. Where such development abuts residential zoning districts substantially developed to low-scale residential uses, placement of housing within the development such that it acts as a transition/buffer between uses within and without the development.

Section 5.28 of the Zoning Ordinance encourages the reuse and sustainable repurposing of the existing commercial structure for residential use by allowing additional dwelling units (with special permit approval) beyond what which would be allowed within the zoning district. While 9 units would be allowed by the Ordinance under 5.28, we determined that based on the size of the existing building, parking requirements and the availability and creation of open space and natural light, maintaining the 3 units allowed per table 5-1 Section 5.3, was the appropriate distribution of space and consistent with the size and scale of the neighborhood.

(2) Where housing is constructed, providing affordable units exceeding that mandated by the Ordinance. Targeting larger family-sized middle-income units is encouraged.

*The proposed project will provide 3 dwellings, each with **three bedrooms which would be capable of accommodating a larger family.***

Pursuant to 19.37 Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city. Indicators include:

(1) On large-parcel commercial developments, publicly beneficial open space is provided.

N/A

(2) Open space facilities are designed to enhance or expand existing facilities or to expand networks of pedestrian and bicycle movement within the vicinity of the development.

Per section 6.103.2.c of the Ordinance, Bicycle parking is exempt for this project because there are only 3 units. However, bicycle access from Creighton Street to any future public path along the MBTA tracks would be accommodated.

(3) A wider range of open space activities than presently found in the abutting area is provided.

The proposed project will increase the current private and permeable open space by adding planting/green areas to the existing paved adjacent property and with the proposed private roof decks that will be at the third floor level of the structure.

Response to 5.28.28 Criteria for Approval of a Special Permit

(a) Provision of Parking. Where it is proposed to add dwelling units above the limits established in the base zoning regulations, the Board shall evaluate the impact of increased numbers of dwelling units above that normally permitted in the district on the demand for on-street parking

by residents and visitors to the proposed building, particularly in neighborhoods where off street parking is limited.

To avoid the possibility of additional on-street parking load to Creighton Street, six off-street parking spots will be provided on the adjacent linear parcel 56R. We will be requesting as part of the special permit the board allow us to waive the requirements of 6.44.1 requiring a (5) foot setback from side or rear property line. The rear property line of 56R is adjacent to MBTA property along the commuter rail tracks rendering the intent of the Ordinance for parking to be setback from a neighboring property moot.

(b) Privacy Considerations. Where significant variations from the normally required dimensional standards for the district are proposed, the Board shall evaluate the impact on residential neighbors of the new housing use and any other proposed use as it may affect privacy. The location and size of windows, screening elements, decks, entries, security and other lighting, and other aspects of the design, including the distribution of functions within the building, shall be reviewed in order to assure the maintenance of reasonable levels of privacy for abutters. In reviewing a proposed development plan, the Board shall consider, among other factors, the potential negative impacts of the new activity on abutters as a result of the location, orientation, and use of the structure(s) and its yards as proposed.

The neighbors at 52-54 Creighton are the only adjacent property owners that will have changes to the facade facing their property and who have a yard abutting the 56 Creighton. The development team has met with the property owners several times and the following provisions to mitigate the negative impacts of the new activity have been agreed upon:

The design, shall include, along the property line between 52-54 Creighton St. and 56 Creighton St.: the full brick wall the length of the back bedroom with block glass windows only which will allow for light but not visual transparency.

(c) Reduction in Private Open Space. Where it is proposed to reduce the amount of onsite Private Open Space below that required in the applicable district, the Board shall evaluate the proposal in light of the following: (1) The extent to which screening and buffering from neighbors will be accomplished (2) The quality and viability of the proposed open spaces as they are designed (3) The tradeoff in benefits and negative impacts of the loss of green space in order to provide the required amount of parking, including consideration of the feasibility 5-12 of alternate parking arrangements that might produce additional green area, such as placing some or all parking within the structure (4) The availability of common recreational spaces within the building to compensate for the loss of usable outdoor open space

With the proposed landscaping of the adjacent lot 56R, and proposed outdoor deck areas at the third floor level, private open space will be increased from the current 18% to 47% which is beyond the 40% required. The floor of the proposed outdoor deck area will be approximately 3' below the parapet of the building allowing for significant screening walls for both visual and auditory privacy. Landscape paths and green space will be incorporated into the adjacent lot which will be programmed with 6 parking spaces 3 required and 3 for guest parking to alleviate neighbor concern that existing street parking will be compromised.

(d) Community Outreach. The Planning Board shall consider what reasonable efforts have been made to address concerns raised by abutters and neighbors to the project site. An applicant

seeking a special permit under this Section 5.28.2 shall solicit input from affected neighbors before submitting a special permit application. The application shall include a report on all outreach conducted and meetings held, shall describe the issues raised by community members, and shall describe how the proposal responds to those issues.

Summary of Community Outreach

On June 19th 2019 we presented our proposed development plan to the neighborhood. Letters were sent to all impacted neighbors from the list provided to us from Community Development. We projected drawings and renderings of our ideas on a white board inside the building. Approximately 15-18 neighbors attended the meeting including the immediate abutters on either side of 56. The reception of our development plan was generally very positive. Most of the comments were questions related to issues of privacy and parking. Neighbors were concerned that the commercial parking lot on 56R which is currently entirely paved may not be available to them and that existing street parking may be compromised. Immediate abutters in 52-54 Creighton were concerned about the potential loss of privacy and the impact of construction on their yard and drive. These issues were address directly with them in subsequent meetings as explained below. Abutters in the adjacent converted property at 57-63 Regent street were concerned about potential loss of privacy at their roof deck and noise during demolition phase of the project. Questions were asked about sustainable building practices. Generally, the neighbors expressed support for the project and express hope that it would attract families to the neighborhood. They felt the design of the renovated and repurposed structure was attractive and in keeping with the other repurposed buildings along the tracks.

We have had multiple follow up meetings with the owners of 52-54 Creighton. They hosted us in their back yard on at least 4 different occasions. We discussed our proposal and saw how it would impact their privacy in the back yard and from their existing windows. We modified our design multiple times to accommodate their privacy and auditory concerns. They have provided written conformation that they are pleased with the current design.

On July 31st we met with members of the Porter Square neighbor's association. Ruth Ryles, who leads the group was generally supportive of our proposal. She invited us to present at their next meeting. Which we gladly accepted. Date TBD.

We presented our design to the North Cambridge Stabilization Committee on September 11th. Approximately 12 people were in attendance. The reception to our design was positive. There were questions about additional street parking, the unit layouts, sustainable building practices and pedestrian circulation around the building.