



Town of Brookline

Massachusetts

PLANNING BOARD

Town Hall, 2nd Floor
333 Washington Street
Brookline, MA 02445-6899
(617) 730-2130 Fax (617) 730-2442

Kenneth Goldstein, Chairman
Mark J. Zarrillo, Clerk
Sergio Mondigliani
Linda K. Hamlin
Steven Heikin
Bob Cook
Jonathan Simpson

To: Brookline Board of Appeals
From: Brookline Planning Board
Date: Oct. 10, 2013
Subject: **Construct a five-story hotel (97,755 gfa) with up to 72 parking spaces**
Location: 111 Boylston Street (formerly Red Cab site) and 0 Kerrigan Place, 10-12 Kerrigan Place and 0 Boylston Street

Atlas Sheet: 37B
Block: 185
Lot(s): 18-25, 26, 26-01, 27

Case #: BOA 2013-0083
Zoning: G-(DP)
Lot Area (s.f.): ±27,859 (111 Boylston St.)
±2,797 (0 Kerrigan Place)
± 2,793 (10-12 Kerrigan Place)
±2,160 (Kerrigan Place includes
Town Owned Parcel)

Board of Appeals Hearing: **October 24, 2013, at 7:15 p.m.**

BACKGROUND

November 1993, Fall Town Meeting: This property, as well as several others along Boylston Street, was rezoned from I-1.0 to G-2.0.

November 2007 – May 2008: Developer Leggat McCall proposed a four story, 70,000 s.f. retail, general and/or medical office building with 265 parking spaces on property that also included a small town-owned parcel and two lots to the west of Kerrigan Place.

March 2008 - July 2008: After holding four meetings to consider this development proposal and hear citizen comment, the Planning Board recommended conditional approval.

September 4, 2008, Case # 080009: The Zoning Board of Appeals approved relief for the proposed Leggat McCall building subject to conditions.

September 24, 2008: Neighbors to the project appealed the Board of Appeals decision to Land Court. The appeal was withdrawn April 15, 2009.

February 25, 2010: The applicant requested a one-year time extension of the special permits to extend through April 15, 2011. The request was subsequently withdrawn.

May 21, 2010: A preliminary subdivision was submitted to Planning Board thereby freezing zoning for the 111 Boylston Street parcel (but not the 0 Kerrigan Place parcel) at G-2.0.

May 27, 2010: Town Meeting approved a zoning amendment changing the zoning from G-2.0 to G-1.0 (DP) with an August 1, 2011 sunset date.

April 20, 2011: The Planning Board approved a definitive subdivision plan which created two lots on a new cul-de-sac road.

May 27, 2011: Town Meeting approved a zoning amendment changing the zoning from G-1.0 (DP) to G-(DP). Due to the previous subdivision filing for the 111 Boylston Street parcel, the developer has the option to use the frozen underlying zoning or the G-DP zoning for the 111 Boylston Street parcel.

May 2011 – August 2011: Developer GLC proposed a three-story building with approximately 42,700 s.f. of general and/or medical office space at 111 Boylston Street with 139 parking spaces located at the building's lower level, ground floor and on the lot across Kerrigan Place. A Design Advisory Team met three times to work with the development team and neighbors to refine the site plan and elevations.

May 2011 - September 2011: After holding meetings to consider the development proposal and hear public comment, the Planning Board recommended conditional approval.

September 15, 2011, Case #s 2011-0046 and 2011-0047: The Zoning Board of Appeals approved relief for the proposed GLC building subject to conditions.

SITE AND NEIGHBORHOOD

The proposed development is to be located on four existing lots, together with Kerrigan Place, a private way, all of which will be combined into one, including 111 Boylston Street (the former Red Cab site to the east of Kerrigan Place), a front lot to the west of Kerrigan Place at 0 Kerrigan Place, a small town-owned parcel to the east of Kerrigan Place (abutting the T tracks) and a lot which contains a three story, multi-family dwelling located at 10-12 Kerrigan place. The 2007/2008 Leggat McCall proposal encompassed these same four lots. The 2011 GLC proposal included all of the parcels referenced above with the exception of the lot located at 10-12 Kerrigan Place.

To the west of the site is Davis Path, a pedestrian way over the MBTA tracks linking Boylston Street and White Place. To the west of Davis Path is the Boylston Street Playground. The Green "D" line MBTA railroad tracks run between the north side of the Boylston Street properties and the south side of the White Place properties. Currently, there is a blighted warehouse building and a three decker multi-family home on the site, which the applicant is proposing to demolish. With the exception of several trees located along the western property line of 0 Kerrigan Place, the remainder of the site is paved and primarily used for parking.

The site slopes down from Boylston Street, and has approximately a 10-foot grade change from the north and south property lines. The surrounding neighborhood includes residential and commercial properties along Boylston Street, the Boylston Street playground, the Old Lincoln School, and residential dwellings along White Place to the north, across the MBTA tracks.

APPLICANT'S PROPOSAL

The applicant, Claremont Brookline Suites LLC, is proposing to construct a five-story building for a Hilton Homewood Suites Hotel with approximately 97,755 s.f. of gross floor area and up to 72 parking spaces.

The appearance of the building's mass is commercial along Boylston Street and broken down visually into smaller pieces facing the MBTA property and White Place. The facade of the building is composed primarily of masonry and contains a layered composition of pre-cast concrete, insulated metal panels, and punched window openings of glass. As a result of the DAT process, there were a number of material changes made to provide relief in the massing of the building and activation of the street at the pedestrian level. The clapboard, cement board, and metal panel system at the rear of the building steps down to relate to the scale of the houses on White Place. The proposed FAR for the development is 2.77. (The allowed FAR by special permit is 3.0.)

Parking for up to 72 cars will be located down a ramp leading to an area underneath and behind the building and will not be visible from Boylston Street. Access to the parking area will be off of Boylston Street. The existing curb cut at Kerrigan Place will be reconstructed to accommodate a two-way entrance to the parking area. At the rear of the site the garage levels will be screened from White Place with a landscape buffer and fencing. Modifications to the existing curb cut along a portion of Boylston Street adjacent to the hotel entrance will bring the sidewalk in 3' to create a drop-off/loading zone. The sidewalk will then widen to 12' for pedestrian travel. Above the parking levels are five levels of hotel rooms and associated common areas and back-of-house facilities. Mechanical equipment will be housed on the roof and will be screened from view. The hotel will be limited service with a small meeting room for hotel guests and no restaurant for patrons not staying at the hotel.

The Design Advisory Team - Mark Zarrillo (PB), Sergio Modigliani (PB), Tom Nally (EDAB), Angela Hyatt (architect), Charles Osborne (neighborhood rep.) and Merelice (neighborhood rep.) – has met twice thus far to work with the development team and neighbors to refine the site plan and elevations. There were a number of material changes made to provide relief in the massing of the building and to activate the Boylston Street facade at the pedestrian level. Particular attention was given to ensure that each façade responds directly to its immediate context. The clapboard, cement board, and metal panel system at the rear of the building steps down to relate to the scale of the houses on White Place. Other refinements to the White Place façade include, pulling in the fence corners at the rear of the building to allow for landscaping facing White Place, expanding and screening both terraces with landscaping and creating a green roof on the one rear module which can be viewed from White Place residences. Proposed site landscape improvements include trees and vegetated screening along the Davis Path facade.

Also being proposed are two internally illuminated "Homewood Suites Hilton" building identification signs: one to be located on the front facade nearest the western edge of the building and another on the eastern facade of the building. The applicant is also proposing two banner signs; a Homewood Suites channel sign above the main entrance to the building on Boylston Street; and another channel sign denoting the main entrance to the parking garage on Boylston Street. Both building identification signs will require zoning relief for the height pursuant to 7.00.1.b (height greater than 25' from ground level). The building identification sign on the east facade will also require zoning relief under 7.03.1.d (signs not permitted on building walls not parallel or within 45 deg. parallel to the street, except one identification sign not to exceed 12 s.f. for a building with a single business). The banner and channel signs will require relief subject to 7.00.1.c (projecting signs more than 12 inches from the wall and larger than 12 s.f). The applicant may obtain the necessary relief via special permit for all of the above citations with the exception of 7.00.1.c and 7.03.1.d, which require variances as (a) the banner and channel signs project more than 12 inches from the wall and are larger than 12 square feet and (b) the sign on the east elevation is not parallel or 45 degrees parallel to the street and exceeds the area size limit of 12 square feet. Additionally, the applicant will need to seek the necessary permission from the State for all projections into the front setback as the banner and channel signs project over the lot line into State property. Formal sign plans were not included with the applicant's initial plan submission. As such, they were cited under 7.00.1.d for the size of the building identification signs as it was believed both exceeded what is allowed even with a permitted increase of up to 25%. The applicant has subsequently provided more details for the building identification signs, which still require relief, but are not subject to 7.00.1.d. Complete sign plans have not been submitted yet, such as the lettering style and colors, and the applicant will return to the Planning Board for the required design review at a later date. The approximate size of the building identification and blade signs is outlined below.

The applicant initially met with the Building Department to review plans on August 26, 2013. The applicant formally submitted a set of plans and supporting materials on September 5, 2013 to the Building Department.

The most current set of plans and materials submitted are as follows:

- Impact Statement and zoning memo, Claremont, dated 9/20/13
- Site & Architectural Plans, Group One Partners, Inc., dated 9/20/13
- Landscape Plans, Stantec, dated 9/20/13
- Transportation Impact Study & Access Plan, Vanasse & Associates, dated 9/11/13

FINDINGS

The Developer is utilizing the G-DP zoning approved by Town Meeting, May 2011.

5.06.4; Special Districts (Davis Path)

Paragraph g.4; Projections into front setback

The proposed banners along the front façade do not violate Brookline's front yard setback but the applicant will need permission from the state for the banners to project over the state owned sidewalk.

Paragraph g.5; Determination of compliance

This section requires that any building facade parallel or within 45 degrees parallel to a property line, other than the eastern property line, be designed with the same quality of design as the front façade. Visual articulation must be achieved through the use of varied materials or changing the depth of the plane of the building face by at least two feet every 3500 feet. The applicant has complied with this provision.

Paragraph g.7.b and c

For a Limited Service Hotel (Use 8A), a special permit may allow an FAR of up to 3.0 and .5 parking spaces for each hotel room.

Floor Area	Allowed	Proposed	Finding
Floor Area Ratio* (% of allowed)	3.0	2.77 (42,785 s.f.)	Complies

Parking	Required	Proposed	Finding
Spaces .5 per hotel room (127-130 rms)	64-65 spaces	Up to 72 spaces (but not less than .5 per hotel room)	Complies

Section 5.09(a, h) – Design Review: Any new structure which fronts on Boylston Street, or any new non-residential use in a non-residential district with more than 10,000 s.f. of gross floor area or with 20 or more parking spaces, requires a special permit subject to the design review standards listed under Section 5.09.4 (a-1). The applicant has submitted an Impact Statement that addresses community and environmental standards. The most relevant sections are included below.

a. Preservation of Trees and Landscape

The existing site is almost entirely comprised of impervious surfaces. The proposed development will reduce the total impervious area by approximately 1,800 square feet by increasing landscaped areas on the project site. Though the Zoning Bylaw requires no landscape open space, the project allocates approximately seventeen percent (17%) of the lot to open space. Six percent (6%) is green space at grade while the other eleven percent (11%) is green space on roof deck. Landscape improvements include the use of trees, and vegetated screening along Davis Path. Existing “volunteer” invasive trees consisting of Norway Maples will be removed. The large existing Elm along the edge of the path has been examined with the Town’s tree warden who concurs with the development team that the tree is reaching the end of its natural life, has sustained significant structural damage, and is susceptible to Dutch elm disease which is attacking a number of the elms left in the Town. For those reasons, and the fact that the grade will be changed around the tree, it will be removed. New trees will be placed along the edge of Davis Path providing a similar canopy and structure to the volunteer trees and the elm that line the path today with appropriate varieties for the locale. A green screen will be constructed along the edge of the proposed garage wall facing Davis Path providing evergreen screening for the length of the garage wall and the path.

b. Relation of Buildings to Environment

The site is an urban site with very limited open space and limited natural features. The proposed building will provide needed open space to the occupants of the hotel while providing planted natural areas along the edges of the property to benefit the public along Davis path and the residents along White Place. A green roof is being provided on one of the lower roof areas to enhance the visual impact of the roof from the abutting properties. This will also provide additional green space on the site.

c. Relation of Buildings to the Form of the Streetscape and Neighborhood

The proposed development will relate harmoniously to the terrain and to the use, scale, and architecture of many of the existing buildings along route 9 that have functional or visual relationships to the proposed building. The proposed development is consistent with the newer buildings constructed at Brookline Place, along the lower end of Boylston Street near Washington Street, and the office, retail and mixed-use buildings recently constructed near Cypress Street.

Shadow and massing studies were done to insure consistency with the intent of the sky-plane zoning to minimize impacts on surrounding residential neighbors on White Place. The design submitted with this application reflects what the design team feels is a building that best responds to the DAT and the neighbors' concerns. The MBTA track right of way is 26' wide and abuts the entire rear of the property as well as the rear of all of the abutting properties on White Place. The proposed garage is designed to take advantage of the existing grades on the site and is set back 20' feet from the property line, an improvement over the existing building which is built right up to the property line. The six-story mass of the building, which is built above the parking deck, will be sited directly on the Route 9 property line with a zero setback, pushing the mass farther away from the abutting homes and therefore creating the least possible shadow. The portion of the building that is closest to the buildings on White Place has been designed with minimal window openings and glass so as to minimize impacts to the residents on White Place and maximize privacy.

The building is set back from the edge of the park where the garage abuts the park to provide a comfortable relationship for both pedestrians along Davis Path and users of the Boylston Street Playground. A seating wall with planting is proposed as an amenity to the park. The existing site varies significantly in elevation from elev. 41.7 at the curb cut on Boylston Street to elev. 31.8 at the lowest point within the site. The proposed first floor elevation has been set based on the existing grades and will maintain the existing elevation along Boylston Street.

The Boylston Street streetscape will be improved to reflect the goals of the Comprehensive Plan and the Gateway East study as well as to comply with the sky-plane zoning. The building will be set back 5 feet at the first floor resulting in an arcade which widens the sidewalk in this area. Street trees will be added at regular intervals along the street frontage. Some benches, trash receptacles and furnishings consistent with the Town's standards will be added in front of the site if desired by the Planning Board and ZBA.

d. Open Space

All open space has been designed to add to the visual amenities of the vicinity by maximizing its visibility for persons passing the site or overlooking it from nearby properties. The location and configuration of usable open space will be designed to encourage social interaction, maximize its utility, and facilitate maintenance. An operation and maintenance plan will be prepared for use during and after construction. This plan will provide instructions for regular maintenance of the open space areas including, but not limited to trash removal, de-icing, pavement sweeping, and the mowing, pruning, and fertilizing of landscaped areas.

e. Circulation

With respect to vehicular, bicycle and pedestrian circulation (including entrances, ramps, walkways, drives, and parking), special attention has been given to the location and number of access points to the public streets, width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, demand for and availability of bicycle parking and storage facilities, and arrangement of parking areas that are safe, convenient, and do not detract from the use and enjoyment of proposed buildings and the neighboring properties. As part of the proposed development, a garage and parking area for up to 72 vehicles will be constructed. Sole access to and egress from the parking area will be off of Boylston Street, via the reconstruction of the existing curb cut at Kerrigan Place to accommodate a two-way entrance.

The width of interior driveways, aisles, and parking stalls will be in compliance with the Town of Brookline design standards as well as best engineering practices. There will be ample signage to direct visitors upon entrance to and exit from the site. Bicycle racks will be provided in a central location that is readily accessible and close to building entrances. Walkways and visual barriers will be provided for added pedestrian safety as well as vehicle exiting alarms required by the Brookline Zoning Bylaw.

f. Stormwater Drainage

Special attention will be given to proper surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Clean storm water runoff from the roof will be collected internally and connected to the existing municipal drainage system. Storm water runoff from open or surface parking areas (not including the garage) will be collected and routed through a water quality structure prior to discharge into the municipal drainage system. Surface water from all paved areas will be collected at locations that will not obstruct the flow of vehicular or pedestrian traffic nor create ponding of water in paved areas. Area drains will collect runoff from landscaped areas where necessary, and will also be connected to the municipal drainage system. Since there will be an overall decrease in impervious surfaces by five percent (5%), flow and volume of storm water contributing to the municipal system will be reduced in the proposed condition. The current storm sewer on Kerrigan Place will be relocated into the adjacent storm line in Boylston Playground. These improvements have been previously reviewed with the Town's Engineering Department and DPW and the park will be restored in-kind when the work is completed.

g. Utility Service

Electric, telephone, cable TV and other utility lines and equipment will be located underground from the source in the public way to the building on the site. The locations and screening of the transformers will be chosen based on site aesthetics and access for maintenance. Trash collection will be accommodated through a proposed trash room located adjacent to the loading space just to the left of the driveway entrance. Trash will be stored in Totes and brought to the street for pickup. The collection of refuse will be performed by a private company on a regular basis. The times of collection will be consistent with Town of Brookline regulations and will not interfere with site activities nor disturb abutting properties. Water services for domestic and fire protection will be connected to the existing twelve (12) inch water main in Boylston Street. Sewer service from the proposed building will be connected to an existing twelve (12) inch sewer line located within a utility easement at the rear of the project site. Storm drains in the subsurface garage floors will be routed through a particle separator prior to discharging into the municipal sewer system, per the Massachusetts State Building Code.

h. Special Features

Service areas, truck loading areas, utility structures, and similar accessory areas and structures whether on the building or on the ground, will conform to the Town of Brookline regulations regarding setbacks and screening requirements. The location of such areas, as indicated on the site plans, is incorporated into the design so as to not detract from the architectural and aesthetic values that the proposed project will bring to the site. The loading area is located at the southeast corner of the site for easy access and to minimize noise to the abutters. If the warrant article on waiving number and size of loading areas by special permit passes, the loading dock configuration may change.

i. Safety and Security

With respect to personal safety, all open and enclosed spaces will be designed to facilitate building evacuation and maximize accessibility by fire, police, and other emergency personnel and equipment. The proposed building will be fully sprinklered and will comply with the Massachusetts Building Code, Plumbing Code, and the Massachusetts Architectural Access Board Regulations. All exterior spaces and interior public and semi-public spaces will be designed to minimize fear and probability of personal harm or injury by increasing the potential surveillance by neighboring residents and passersby of any accident or attempted criminal act. There will be ample lighting within all parking areas to provide the safest environment. Site lighting will be designed and arranged to avoid interference with abutting properties, as described in the Microclimate section below. Traffic access to and from the facility has been designed to avoid safety hazards for vehicles or pedestrians traveling on Boylston Street.

j. Microclimate

With respect to the localized climate characteristics of the area surrounding the property, the proposed development will minimize, insofar as practicable, any adverse impacts on light, air, and water resources, and on noise and temperature levels of the immediate environment.

k. Energy Efficiency

To the maximum extent possible, energy-efficient technology and renewable energy resources will be used on the proposed project. The technology and resources used will adhere to the principles of energy-conscious design with regard to orientation, building materials, shading, landscaping, and other elements. Efforts will be made to harmonize energy-related components with the character of the building and its surroundings and to prevent adverse effects on the energy consumption of neighboring structures and on the environment. The project program includes the redevelopment of an existing vacant property and the building will be built to the current energy standards for office and retail construction thereby improving the existing conditions. By reusing an existing site, the proposal intentionally develops within the existing built environment rather than on a natural site.

Section 5.74; Fences and Terraces in Rear Yard: Fences or walls over seven feet high above the natural grade may be allowed by special permit in cases where the Board of Appeals determines that it is warranted to mitigate noise or other detrimental impacts or provide greater safety, such as when a property is bounded by active train tracks, as is the case with this property. The rear fence along the edge of the parking will be over seven feet high. A special permit is needed.

6.07; Design and Layout of Off-Street Loading Facilities

Art. XI submitted for Fall 2013 Town Meeting, if approved, would allow a special permit to waive the dimensional requirements for the loading area. If it passes, there is an alternate plan submitted that would allow a smaller loading area, and this would enable three additional hotel rooms. The applicant is requesting a special permit to permit the smaller loading in the event the proposed zoning amendment is approved, since the loading requirements for a limited service hotel can be easily accommodated without providing the loading area otherwise required by zoning.

Section 7.00.1.b; Signs in All Districts: No sign or other advertising device, or part thereof, shall be more than 25 feet above ground level except signs announcing the name of an individual building by special permit of the Board of Appeals. Two signs with the name of the hotel will be rise up to 46 feet above ground level; therefore, special permit relief is required.

Section 7.00.1.c; Signs in All Districts (Projecting Banners) No signs may project more than 12 inches out from the wall to which it is attached without the approval of the Planning Board, no projecting sign may be larger than 12 s.f. in area per face, and the Planning Board may limit the number of banner signs. The channel and banner signs will project more than 12 inches out from the walls to which they are attached and will exceed 12 s.f.; therefore, a variance will be needed.

Section 7.00.1.d; Signs in All Districts: In cases where an attached sign size larger than permitted in this Article VII is appropriate because of the size of a natural space for a sign on a facade or because of other architectural features of a building, a larger attached sign up to but not more than 25% larger than permitted by the specific regulations in this Article may be allowed by the Planning Board in accordance with the procedures of **§7.03, paragraph 2.** only if such an increase is necessary to fill the most appropriate sign area on the building and the sign location is a proper one for an oversized sign. No relief is necessary under this provision.

Section 7.03.1.d; Signs in L,G, I and O Districts: Signs shall not be permitted on building walls not parallel or within 45 degrees of parallel to the street, except for one directional or identification sign not exceeding twelve square feet in area for structures with a single business . The applicant is proposing one façade sign on the east wall of the hotel which does not face a street which is larger than twelve square feet. Therefore, this sign would require variance relief.

PLANNING BOARD COMMENTS

The Planning Board strongly supports this hotel development proposal and recommends approval of the required relief. The Planning Board believes the redevelopment will greatly improve the appearance of the Route 9 corridor and Davis Path and will be an overall enhancement to the Town in an area that has many vacant storefronts. The Red Cab building, itself, has been empty for an extended period of time and is in a state of disrepair and dilapidation.

The design proposed by the developer addresses many of the issues raised by neighbors during meetings about the appropriate zoning for this area and conforms to the recently created G-(DP) zoning district. All setbacks have been met, as well as the design criteria for the rear façade, which requires visual articulation and varied materials to make the building contextual with the historic White Place neighborhood. The front of the building and the rear have distinct appearances in order to complement the different neighborhoods they face.

During the Design Advisory Team meetings, the developer made refinements to the elevations in response to comments by the DAT and neighbors. There were a number of changes to façade material to provide relief in the massing of the rear of the building and to activate the Boylston Street facade at the pedestrian level. Other refinements to the façade facing White Place include pulling in the fence corners at the rear of the building to allow for landscaping facing White Place, expanding and screening both terraces with landscaping, and creating a green roof on the one rear module, which can be viewed from White Place residences.

The Planning Board also supports both the special permit and variance relief for the signage, which will allow flexibility when the Planning Board reviews the location, size and design of the signs and banners at a future Planning Board meeting.

Currently, the applicant proposes one loading area that conforms to the required size. However, for a limited service hotel, they have demonstrated that such a large loading area is not needed. If Art. XI, submitted for Fall 2013 Town Meeting, is approved, it would allow a waiver of the dimensional requirements for the loading area by special permit. An alternate plan with a smaller loading area would allow room for three additional hotel rooms, which would still meet the FAR and parking requirements.

The Planning Board, therefore, recommends approval of the requested relief for the proposal and the submitted plans entitled Site & Architectural Plans, Group One Partners, Inc., dated 9/20/13, and Landscape Plans, Stantec, dated 9/20/13, subject to the following conditions:

- 1. Prior to the issuance of a building permit, final plans for the building, indicating façade details, colors, materials, windows, rooftop details, and placement of utilities for HVAC and transformers, shall be submitted for the review and approval of the Planning Board.**
- 2. Prior to the issuance of a building permit, final site and landscaping plans for the development site and the portion of Boylston Street in front of the building, indicating site design; landscaping; fencing; exterior lighting; drainage details; and garage parking, shall be submitted for the review and approval of the Planning Board and the Director of Parks and Open space or his/her designee.**
- 3. Prior to the issuance of a building permit, the design of all signage shall be approved by the Planning Board.**
- 4. In accordance with Section 5.06.g.7.e of the Zoning By-Law, the applicant shall devote no less than 1% of the hard construction costs (including any site work, above-ground or underground structures, but exclusive of tenant fit-up) towards improvements to the adjacent Davis Path and/ or Boylston Street Playground, with such improvements subject to the review and approval of the Director of Parks & Open Space or his/her designee, or, in the alternative, the applicant shall make a cash payment to the Town in an equivalent amount to be utilized by the Town for such purposes.**
- 5. Maintenance of all landscaping and fencing on the site shall be the responsibility of the owner of the building and the site shall be kept free from trash and graffiti.**
- 6. Prior to the issuance of a building permit, a drainage plan shall be submitted for review and approval of the Director of Traffic and Engineering.**
- 7. Prior to the issuance of a building permit, a construction management plan, including parking locations for construction vehicles, location of port-a-potties, and a rodent control plan, shall be submitted for review and approval by the Building Commissioner, with a copy of the approved plan submitted to the Planning & Community Development Department and posted on the Planning & Community Development Department's website.**
- 8. One temporary construction and/or development sign, no greater than 20 square feet, may be erected on site during the construction, with the design subject to the review and approval of the Assistant Director of Regulatory Planning.**
- 9. Prior to issuance of a final building permit for the remainder of the building, the location of the foundation shall be certified by a registered professional engineer or land surveyor to be in accordance with the approved site plan.**
- 10. Prior to the issuance of a building permit, the applicant shall submit to the Building Commissioner for review and approval for conformance to the Board of Appeals decision: 1) a final site plan, stamped and signed by a registered engineer or land surveyor, including fencing, grading, and location of utilities; 2) final building**

elevations, stamped and signed by :
for the site, and the portion of Boyl
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Appeals decision has been recorded

11. Prior to the issuance of an occupan
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12. Prior to the issuance of the Certific
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