

## Department of Permitting and Inspections

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### MEMORANDUM

To: Development Review Board

From: Mary O'Neil, AICP, Principal Planner

Date: March 4, 2020

Zoning Permit: ZP20-0656CA

RE: 70 Pearl Street (formerly 68, 70, & 80-90 Pearl Street; 13-15 and 19 George Street)

**Note: These are staff comments only. Decisions on projects are made by the Development Review Board, which may approve, deny, table or modify any project. THE APPLICANT OR REPRESENTATIVE MUST ATTEND THE MEETING.**

**File Number:** ZP20-0656CA

**Address:** 70 Pearl Street

**Zone:** FD5/RH    **Ward:** 3C

**Date application accepted:** January 17, 2020 (incomplete); Full plans 2.13.2020.

**Applicant/ Owner:** 3-11 ½ George St. LLC (Rick Bove) and the City of Burlington

**Request:** Changes to hotel room count and senior housing bedroom count influencing parking waiver issued on April 23, 2019 decision by DRB. (ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.) Modest increase in coverage, one additional foot of height to hotel to accommodate insulation.

#### Background:

##### 13-15 George Street



- ZP19-0353CA/MA; Demolish buildings at 68 Pearl St., 19 George St. and 13-15 George St. Merge 19 and 13-15 George St.; 68, 70, and 80 Pearl Street. Construct underground parking garage, hotel, restaurant, and 20 unit senior housing building. Approved April 23, 2019.
- ZP17-0261SP; Sketch Plan Review; Demolish 64 Pearl Street and build 39-unit apartment building with 1 commercial space on 64 and 70 Pearl Street; provide 60 space underground parking. Demolish 13 and 19 George Street, combine lots and build 17-unit apartment building in RH. Renovate 3-11 George Street. October 2016.
- ZP13-0713CA; demolish existing structures; construct new residential building (in association with ZP13-0707 CA/MA at 3-11 George Street for a total of 26 residential units and one commercial unit. Denied, October 15, 2013. Appealed to VSCED, appealed to Vermont Supreme Court, notice of dismissal December 2015.

- ZP12-0893CA; replace area at rear of building **due to fire damage**; remove door and staircase, replace windows with clad wood windows. Replace aluminum siding at rear with vinyl. No change in use. April 2012.

### 19 George Street



- ZP19-0532CA/CU; Demolish buildings at 68 Pearl St., 19 George St. and 13-15 George St. Merge 19 and 13-15 George St.; 68, 70, and 80 Pearl Street. Construct underground parking garage, hotel, restaurant, and 20 unit senior housing building. Approved April 23, 2019.

- ZP17-0261SP; Sketch Plan Review; Demolish 64 Pearl Street and build 39-unit apartment building with 1 commercial space on 64 and 70 Pearl Street; provide 60 space underground parking. Demolish 13

and 19 George Street, combine lots and build 17-unit apartment building in RH. Renovate 3-11 George Street. October 2016.



### 64 (68) Pearl Street

- ZP19-0534CA/MA; Demolish buildings at 68 Pearl St., 19 George St. and 13-15 George St. Merge 19 and 13-15 George St.; 68, 70, and 80 Pearl Street. Construct underground parking garage, hotel, restaurant, and 20 unit senior housing building. Approved April 23, 2019.

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- ZP17-0261SP; Sketch Plan Review; Demolish 64 Pearl Street and build 39-unit apartment building with 1 commercial space on

64 and 70 Pearl Street; provide 60 space underground parking. Demolish 13 and 19 George Street, combine lots and build 17-unit apartment building in RH. Renovate 3-11 George Street. October 2016.

- ZP12-0297CA; Add vestibule and window and exterior door to side entry. Proposed vestibule on existing pavement – no change to coverage. September 2011.
- ZP02-070 / S01-027; Final plat approval to demolish two mixed use structures, replacing with one mixed-use building (34 units and commercial). Proposal includes renovations to 3 George Street and the configuration of the public parking lot. Approved August 7, 2001.
- CU 2002-011; conditional use for construction of a mixed use four story, 45' high mixed use building in Accordance with Article 17. See above.
- ZPCU-2003-001; change of use, portion of first floor, establish credit union, video rental, retail and tanning salon & laundromat. Approved August 2, 2002.

- ZP01-411 / S01-027; preliminary and final plat to demolish two mixed use structures, replacing with one mixed use building (34 units and commercial). Proposal includes renovations to 3 George Street and the reconfiguration of the public parking lot. May, August 2001.
- ZP12-0297CA; add vestibule with window and exterior door to side entry. Proposed vestibule on existing pavement, no change to coverage. September 2011.
- ZP96-085; remove existing door to ATM area and replace with a 32” out-swinging door. The existing Carrara glass will not be altered, removed or covered by this change. August 1995.
- ZP96-067; installation of three parallel signs for the ATM in Bove’s. August 1995.

### 70 Pearl Street (Parking lot)

- ZP19-0536CA; Demolish buildings at 68 Pearl St., 19 George St. and 13-15 George St. Merge 19 and 13-15 George St.; 68, 70, and 80 Pearl Street. Construct underground parking garage, hotel, restaurant, and 20 unit senior housing building. Approved April 23, 2019.
- ZP17-0261SP; Sketch Plan Review; Demolish 64 Pearl Street and build 39-unit apartment building with 1 commercial space on 64 and 70 Pearl Street; provide 60 space underground parking. Demolish 13 and 19 George Street, combine lots and build 17-unit apartment building in RH. Renovate 3-11 George Street. October 2016.

### 80 Pearl Street (Victoria Place)

- ZP19-0535CA; Demolish buildings at 68 Pearl St., 19 George St. and 13-15 George St. Merge 19 and 13-15 George St.; 68, 70, and 80 Pearl Street. Construct underground parking garage, hotel, restaurant, and 20 unit senior housing building. Approved April 23, 2019.

(See 64/68 Pearl Street, above for redevelopment and subsequent permits.)

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**Overview:** In previous permitting, the DRB approved a parking waiver based on the number of hotel rooms, likely occupancy rates, a parking management plan, and the number of bedrooms within the senior housing portion of the project. The applicant now wishes to **diminish the number of hotel rooms**, but **increase bedrooms** (not units) **within the senior residential portion** of the plan. Two parking spaces have been eliminated from the plan. Substantive changes to the foundational basis of the issued parking waiver requires re-review by the Board.

Physical changes for the portion of the project within the Form District are subject to review by staff per Article 14.

**Recommended motion:** The applicant team has submitted an updated parking analysis and revised Shared Parking Calculations Report prepared by Lamoureaux & Dickinson supporting the modifications to the originally approved plan. As the reduction in hotel rooms has reduced the total demand so that no surplus vehicles are predicted at any time of day, continued

consideration of the 20 space (50%) parking waiver for the senior residential portion of the project is supportable. Additional building height is subject to Section 14.6.4 (f), and falls within allowable limits. **Certificate of Appropriateness approval**, per the following findings and conditions is recommended.

## **I. Findings**

### **Article 2: Administrative Mechanisms**

#### **Section 2.7.8 Withhold Permit**

**Per this standard**, the applicant is required to remedy all violations and close out all zoning permits issued after July 13, 1989 prior to issuance of a Certificate of Occupancy for this permit. See attached list for guidance on open permits/violations. **Affirmative finding as conditioned.**

### **Article 4: Zoning Maps and District (for Senior Lofts portion of the development)**

#### **Table 4.4.5-3, Residential District Dimensional Standards**

RH zoning district coverage is limited to 80%. A modest increase in coverage from the originally approved plan is proposed, yet within allowable limits. (79.9%). **(Affirmative finding)**

### **Article 6: Development Review Standards (For 20-unit senior housing project only)**

#### ***Part 1, Land Division Design Standards***

##### ***Sec. 6.1.2, Review Standards***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

#### ***Part 2, Site Plan Design Standards***

##### ***Sec. 6.2.2, Review Standards***

###### ***(a) Protection of important natural features***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

###### ***(b) Topographical alterations***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

###### ***(c) Protection of important public views***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

###### ***(d) Protection of important cultural resources***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

###### ***(e) Supporting the use of alternative energy***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(f) Brownfield sites*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(g) Provide for nature's events*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(h) Building location and orientation*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(i) Vehicular access*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(j) Pedestrian access*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(k) Accessibility for the handicapped*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(l) Parking and circulation*

A proposed underground parking facility, accessed from George Street, will provide the minimum requirement of one- per- unit (20) on-site parking spaces for the Lofts. The Neighborhood Parking District requires 2 parking spaces per unit resulting in an overall requirement of 40 parking spaces. See revised *Pearl and George Parking Plan* and *Shared Parking Calculations for Required Off-Street Parking*, prepared by Lamoureaux & Dickinson for further detail. The applicant is requesting a continued 20 space (50%) parking waiver for the senior housing. See Article 8 for additional detail. **(Affirmative finding)**

*(m) Landscaping, fences, and retaining walls*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(n) Public plazas and open space*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(o) Outdoor lighting*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*(p) Integrate infrastructure into the design*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

### **Part 3, Architectural Design Standards**

#### **Sec. 6.3.2, Review Standards**

##### **(a) Relate development to its environment:**

###### *1. Massing, Height and Scale:*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

###### *2. Roofs and Rooflines.*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

###### *3. Building Openings*

Revised building elevations reflect modification of the number of arrangement of window openings on the north, south and the west (rear) elevation of the senior lofts, likely a reflection of rearrangement of floor plans. As the building will be sprinkled, this should have no bearing on egress requirements. **(Affirmative finding)**

##### **(b) Protection of Important Architectural Resources:**

*Burlington's architectural and cultural heritage shall be protected through sensitive and respectful redevelopment, rehabilitation, and infill. Where the proposed development involves buildings listed or eligible for listing on a state or national register of historic places, the applicant shall meet the applicable development and design standards pursuant to Sec. 5.4.8. The introduction of new buildings to a historic district listed on a state or national register of historic places shall make every effort to be compatible with nearby historic buildings.*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

##### **(c) Protection of Important Public Views:**

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

##### **(d) Provide an active and inviting street edge:**

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

##### **(e) Quality of materials:**

*All development shall maximize the use of highly durable building materials that extend the life cycle of the building, and reduce maintenance, waste, and environmental impacts. Such materials are particularly important in certain highly trafficked locations such as along major streets, sidewalks, loading areas, and driveways. Efforts to incorporate the use of recycled*

*content materials and building materials and products that are extracted and/or manufactured within the region are highly encouraged.*

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

*Owners of historic structures are encouraged to consult with an architectural historian in order to determine the most appropriate repair, restoration or replacement of historic building materials as outlined by the requirements of Art 5, Sec. 5.4.8.*

Not applicable.

***(f) Reduce energy utilization:***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

***(g) Make advertising features complementary to the site:***

Any signage will require separate permitting. **(Affirmative finding as conditioned)**

***(h) Integrate infrastructure into the building design:***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

***(i) Make spaces secure and safe:***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

**Article 8: Parking**

***Sec. 8.1.8, Minimum Off-Street Parking Requirements***

A 15 room reduction in the number of hotel rooms (93-rooms approved; 78 now proposed) reduces the hotel parking requirement from 70 parking spaces (0.75 spaces per room) to 59 spaces. The existing Victoria Place requires 18 parking spaces based on prior permit approvals. The proposed café requires no parking. The 20-unit senior housing development requires at least 40 parking spaces (2 spaces per dwelling unit). In all, 97 onsite parking spaces are required. A total of 86 actual parking spaces will be provided onsite; however for the purposes of calculating parking, an underground parking space is counted as 1.75 space per Sec. 14.6.7 (d) of the Downtown Code. The project includes 48 underground parking spaces that can be counted as 84 parking spaces. For the purposes of calculating minimum onsite parking, 122 parking spaces can be counted. Required parking for Victoria Place (18) + Hotel Champlain (59) + Senior Lofts (40) = 117 required parking spaces. A 50% parking waiver was originally issued for the Senior Lofts building, reducing the parking on-site for that residential use from 40 to 20 spaces. This revised plan has increased the bedroom count for the Lofts.

Approved April 23, 2019: 18 (1 bedroom) units and 2 (2 bedroom) units; **total bedroom count 22.**

Proposed: 4 (1 bedroom) units and 16 (2 bedroom) units; **total bedroom count 36.**

## **Net gain of 14 bedrooms.**

The applicant requests continued approval of that 50% parking waiver. See Sec. 8.1.15 for details.

The above calculation omits the 30 required spaces to be available to the public between 8:00 am and 5:00 pm as required by the Purchase and Sale Agreement for the parking lot; assuming those 30 spaces are not leased as allowed by the agreement. (See *Shared Parking Calculations for Required Off-Street Parking.*) (**Affirmative finding** if *Shared Parking and Parking Plan* acceptable to DRB)

### ***Sec. 8.1.9, Maximum Parking Spaces***

As a continued parking waiver is requested, the proposed surface parking onsite does not approach the maximum parking limitation. (**Affirmative finding**)

### ***Sec. 8.1.10, Off-Street Loading Requirements***

Not applicable.

### ***Sec. 8.1.11, Parking Dimensional Requirements***

Parking spaces are dimensionally compliant. Almost all are standard size (9' x 20'). A handful are compact. Structural columns minimally affect the dimensions of some parking spaces. Back up distances range between 24' and 20' and are acceptable. Back-up length affords sufficient space for the required 20' wide two-way drive aisles.

The Department of Public Works requests verification that the curb cuts comply with the Vermont Agency of Transportation "Standards for Residential and Commercial Driveways, B-71." Concrete sidewalks shall continue across the Pearl Street and George Street driveways. (**Affirmative finding as conditioned**)

### ***Sec. 8.1.12, Limitations, Location, Use of Facilities***

#### ***(a) Offsite parking facilities***

Not applicable.

#### ***(b) Downtown street level setback***

Not applicable.

#### ***(c) Front yard parking restricted***

Not applicable.

#### ***(d) Shared parking in the Neighborhood Parking Districts***

Not applicable.

#### ***(e) Single story structures in Shared Use Districts***

Not applicable.

#### ***(f) Joint use of facilities***



As enabled by this section, parking for all of the proposed uses will share spaces within the onsite parking areas. See attached *Bove-Pearl and George Parking Plan*, revised February 10, 2020 in support. **(Affirmative finding)**

*(g) Availability of facilities*

None of the proposed parking will be used for the storage or display of vehicles or materials by offsite users. Parking will be for employees, visitors, patrons, and residents. Per the purchase and sale agreement with the city, 30 of the parking spaces will be managed for public use between 8:00 AM and 5:00 PM. **(Affirmative finding)**

*(h) Compact car parking*

The limitation on compact parking spaces pertains only to parking garages. No compact spaces are proposed within the proposed garage. **(Affirmative finding)**

***Sec. 8.1.13, Parking for Disabled Persons***

No change from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA.

***Sec. 8.1.14, Stacked and Tandem Parking Restrictions***

With the reduction in hotel room count, no surplus vehicles are predicted at any time during the day. The revised parking management plan addresses this change, and assures valet service to manage all hotel parking and to address arrangement in the event of need. See Section 8.1.15 below. **(Affirmative finding)**

***Sec. 8.1.15, Waivers from Parking Requirements / Parking Management Plans***

As noted above, 122 onsite parking spaces can be counted, whereas the minimum requirement is 117 parking spaces. While no longer a shortfall, the change in bedroom count at the Senior Lofts requires reassessment of the issued 20 space parking waiver. The net increase of 14 bedrooms in the residential portion of this plan may be accommodated by the public parking spaces assured in the negotiated agreement between the applicants, the reported availability of on-site shared parking intermittently throughout the day, and with the property's close proximity to downtown and multiple means of transportation. The proposed parking management plan relies on a shared use system with hotel patrons using the parking later in the evening into early morning.

As revised, the parking management plan no longer reflects tension in parking demand (with the diminishment of hotel rooms) that spurred waiver approval based on valet parking for all hotel-generated vehicles and makes provision for stacked parking during peak demand times. Project total parking demand is 97 spaces, with 122 calculated on-site. Spaces for the existing Victoria Place uses remain unchanged except that spaces will not be assigned. The spaces for the senior housing remain unchanged.

In the unlikely event that anticipated peak parking demand is exceeded, the management plan states that some stacking in the lower level is achievable (see *Pearl and George Parking Plan*, p. 2) and in a more unlikely event, vehicles may be parked in off-site city garages. **(Affirmative finding if acceptable to DRB)**

### **Sec. 8.2.5, Bicycle Parking Requirements**

The senior housing building requires 2 short term bike parking spaces (1 per 10 units) and 2 long term bike parking spaces (1 per 10 units). Bike racks adjacent to the building will provide the short term spaces. A dedicated bicycle storage room within the senior housing building will provide space for the required long term bike parking spaces.

The 78-room hotel requires 8 short term bike parking spaces (2 per 20 rooms) and 4 long term bike parking spaces. Within the same building, the café requires 2 short term bike parking spaces (1 per 500 sf seating space) and 2 long term bike parking spaces (1 per 1,000 sf). The required short term spaces will be provided with bike racks located in front of the hotel entrance. This bicycle parking will require an encumbrance permit issued at the discretion of the City Council with recommendation from the Department of Public Works (Sec. 8.2.5 B). Long term bike parking will be provided with sheltered racks located within the underground parking garage. **(Affirmative finding as conditioned)**

## **Article 14: Downtown Code (Hotel building only)**

### **Section 14.6.4 Building Height**

#### **(f) Design and Public Space Standards Required for Additional Building Height**

*i. Design Standards: The maximum building height and mass is permitted By Right by the underlying Form District, as may be modified by the chosen Building Type and Frontage Type. However, there are a number of ways that building shape, articulations, and choice of materials can be used to reduce the perceived height and mass of taller buildings, and ensure a high quality of design that complements the character of the Downtown and Waterfront area. After a Public Hearing, the Development Review Board shall evaluate any proposal seeking additional Building height under each of the following additional design standards, and find affirmatively that:*

- a. The proposed building presents a design that emphasizes slender, vertically-oriented proportions to assure a rich visually interesting experience as viewed within the context of the downtown skyline; reinforces opportunities for establishing points of reference for visual orientation; and provides visual interest and human scale at the pedestrian level through the use of a variety of scales, materials, fenestration, massing, or other architectural design techniques;*

**Recalculation of building height has determined that an additional 1' is necessary to achieve optimum insulation benefit. 58' had been approved in the original plan. Per 14.3.5-D, height district "E" allows for up to 65 feet. 59' is proposed.**

The proposed hotel will introduce a significant presence along Pearl Street, with a 5-story attenuated façade anchored by the shop-front for a proposed cafe with a lissome articulated façade above. The fifth story is set back to provide an open balcony for a penthouse suite or small function room and to visually moderate the apparent height of the building. Design and material treatments are intended to make reference to the Art Deco façade of the former restaurant, an icon in the community. The height, materials and building treatment will provide an interesting visual experience and a point of reference within the City skyline. The design interest and detailing at the street front will ensure pedestrian enhancement.

The DAB has previously found the proposed plan consistent with this standard.

**(Affirmative finding)**

- a. *Step backs, horizontal and vertical variation, selection of materials, and/or other architectural design technics are used to reinforce the street wall, create transitions from buildings of a smaller mass and height, and reduce the perceived height and mass of upper stories from the street level;*

Material and tonal variation, coupled with the intended fifth floor step-back will help settle the building into the street context and visually modulate the apparent height of the hotel building. The easterly “ell” will be recessed from the street front behind an entry patio, but the combination of stilted support with an open at-grade parking deck, and the dark materials of the upper floor visually slenderize the building mass. Reference is made to exterior elevations, A4.2.

**(Affirmative finding)**

*and,*

- b. *Upper story proportions of the building are oriented and tapered and/or separated into separate masses in order to retain sky view between individual building elements from the public thoroughfare.*

The constraints of the 64-68 Pearl Street site prescribe the slender proportions of the building front. The building face is segregated into discrete portions, defined by window arrangement, materials, and plane. The design successfully creates interest, maximizes the volume, and discretely modulates the mass.

**(Affirmative finding)**

*The DRB may condition approval of additional building height by reducing the By-Right building mass by no more than 10% of the total floor area of the new floors enabled by granting the additional building height. In no case shall the maximum By-Right building height be reduced.*

*ii. Active Public Space and Restrooms*

*A minimum of 20 sf/1,000 sf of the gross floor area above 85 feet shall be dedicated to active and publicly accessible upper story rooftops and terraces, and/or street-level public restrooms as follows....*

Not applicable. The proposed building is not proposed to exceed the threshold of the 85’ standard.

**II. Conditions of Approval**

1. All conditions of approval from approved plan ZP19-0532CA/CU; ZP19-0533CA/MA; ZP19-0534 CA/MA; ZP19-0535CA; ZP19-0536CA not specifically altered herein shall remain in effect.
2. Regarding the parking waiver included in this zoning permit, the applicant shall report back to the Department of Planning & Zoning each year for 3 years from the date of this approval as to actual onsite parking demand.
3. Standard Permit Conditions 1-15.