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June 24, 2016

Marc C. Laredo
Chairman, Land Use Committee
City Council
City of Newton
1000 Commonwealth Avenue
Newton, MA 02459

Re: 255 Newtonville Ave. Docket #48-16

Dear Chairman Laredo;

We would like to ask the question "What would be a great project for 255-257 Newtonville Ave?". The petitioner answers that a great project would have the following characteristics:

- ✓ The project should conform to the Comprehensive Plan. The 2007 Comprehensive Plan states on page 3-28, "The key for the City will be to maintain the current land area used for business use and to ensure that land needed for business use is not lost as land becomes redeveloped in the future."
- ✓ The project should provide a transitional use from the Manufacturing zone to the Residential zones, and present to the residential district a significant setback from the streets and a substantial landscape buffer.
- ✓ The project should take full advantage of the site contours to face the bulk of the building to the Turnpike and minimize the apparent height from the neighborhood.
- ✓ The project should minimize traffic to the extent possible, and minimizing traffic may imply a project with less employment opportunity than alternative projects.
- ✓ The project should provided a needed public service.
- ✓ The project should have a minimal environmental and energy footprint.
- ✓ The project should provide significant mitigation of effects.

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Over the past several months Storage Development Partners has provided information on each of these points, and we think in summary that this proposal is by all measurements a great project.

At the May 24 continued public hearing Councilors asked various questions to which we would like to respond, and it might also be helpful in view of the time delay to restate and clarify our position on the benefits of the project and the mitigation provided.

Questions Raised by the Council

1. **Traffic Generation.** The Council asked for a review of the traffic generation data. We understand that the City's Traffic Engineer has provided a review to be appended to the Planning Department report.

In addition to the City's report the petitioner has commissioned a third study of the actual traffic generation of the current two storage facilities at 300 Needham Street and 945 Moody Street focusing in particular on the early morning hours. The supplemental report is attached as **Exhibit A**.

The report shows that any concern of early morning traffic is misplaced. In 6 hours of morning observation at Moody Street there were an aggregate of 6 cars. In 4 hours of morning observation at Needham Street which is almost twice the size as the proposed project there were 6 cars.

The supplemental report summarizes the actual traffic generation of Newton's two existing comparable facilities in three different observation periods from August, 2015 to May and now June 2016, and the conclusions are inescapable that the storage use generates a remarkably low traffic count.

2. **Zoning.** The Council asked for a review of the current zoning of the property and uses allowed as of right. You have received a memorandum from Robert Waddick, Esq. dated June 1, 2016.

There is agreement that the property is in the Manufacturing District and that the land has been protected from certain zoning changes under G.L. c. 40A §6.

Zoning Ordinance Section 4.4.1 sets forth the allowed uses in the Manufacturing District. While the applicant does not propose any uses other than a storage facility the most likely alternate as-right uses which might make sense at the site are office or health club uses, either or both of which would generate multiples of the traffic proposed by the storage use and could have longer operating hours. We are also aware that housing developers have in the past approached the owner, and we have spoken to them about proposals for 150 units of housing under G.L. c. 40B.

Clarification: The Manufacturing District allows 2 stories as of right with a special permit required for a three story building, which has been requested. *However, notwithstanding that the petitioner had requested a special permit for height and for f.a.r. as was required under the prior zoning ordinance the current ordinance appears to allow a three story building to have a*

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height of 36' and an f.a.r of 1.5 as a matter of right. To the extent the Planning Department and the Law Department may concur, the petitioner will withdraw the request for the f.a.r. and height waivers and maintain the request for the special permit for 3 stories.

Attached as **Exhibit B** are pages 4-16 and 4-17 of the Zoning Ordinance which contain the dimensional requirements for the Manufacturing District.

In this light - the petitioner's position and understanding is that the dimensional relief sought under the new zoning ordinance is ONLY a three story building, and the third story faces only the Turnpike.

3. Site Plan

The Council expressed and reflected concern by certain neighbors about the adequacy of surplus parking, and we understand that that concern may also be mentioned in the City traffic review. The petitioner is confident that the concern is misplaced. The parking provided on the site is at least 2 times the parking required for comparable facilities at any data point we have found and exceeds both industry standards and experience. In addition we note that the property is situated on two public ways which currently allow parking.

Nonetheless, at the request of the Planning Department the petitioner has caused to be prepared a revised site plan Sheet SP-1 with a revision date of June 23, 2016 a copy of which is attached as **Exhibit C**. The revised site plan creates a row of 9 parking spaces on the west side of the property in the area that was formerly the drive aisle. The drive aisle is partially shifted to the east and 5 new parking spaces are provided under the building. The change in parking is:

From: 9 spaces plus 3 loading = **12 total**

To: the proposed 9 spaces on the west of the drive plus

7 spaces on the east of the drive (5 under the building) plus

3 loading = **18 total**

The revision to the site plan does not change the impervious surface or the substance of the grading or drainage but shifts one parking area from the east side of the driveway to the west and adds parking on the east under the building. The revised site plan will result in approximately 1000 s.f. less of building area.

Together with the site plan we are also providing an updated west elevation sheet A5.02 to show the revised parking under a portion of the building. If the Committee wishes to substitute this site plan we will be able to conform the floor plans and engineering by the time of the Council vote.

4. Idling Trucks. Councilors asked about idling trucks on the street. We note that G.L. c. 90 Section 16A prohibits motor vehicles from idling for more than 5 minutes, and the petitioner reiterates that there is a good deal of excess

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parking on the site, that the gate control is at the northerly portion of the building allowing 120 feet of stacking in addition to the parking which is certainly sufficient.

5. Crime. We are advised that the Planning Department has checked with the Newton and Waltham Police Departments and has found no unusual levels of activity or nothing atypical for commercial areas of the City. We note in particular that the Norcross property has over the past years been the subject of breaking and entering, vandalism and equipment theft all of which have been reported to the Newton Police. It is likely that the secure storage facility will be less subject to criminal activity than the current offices and construction yard.

Benefits of the Project

We have stated the benefits of the project in my letter of April 27 which I believe are worth restating. Our starting point is that a special permit request must, in addition to satisfying the requirements of Section 7.3.3 C also provide advantages to the City in exchange for the increased from 2 to 3 stories sought for the project. The applicant wants to raise and answer the question, "Why is this project better than the other uses allowed as of right?" In summary the answer is that in exchange for a building of 3 stories instead of 2 stories as contemplated by the Ordinance the proposed development provides the City and the neighborhood:

- A decrease in traffic of approximately 90% from the as-right use
- An absolute decrease in projected traffic from the actual traffic to and from the current buildings
- An increase in setbacks beyond all requirements of the ordinance - up to 4 times the required setback along Lewis Terrace
- An extensively landscaped property with no lighted windows facing the neighbors
- A parking facility for only 15 cars, in addition to loading areas, all set back considerably and located on the side of the building opposite from the residential neighborhood
- A useful service of public self storage complementing modern lifestyles

We have not sufficiently emphasized the value of the storage facility as a service to the public. Households are shrinking, living situations are diverse, contingent and temporary. Members of the Council have used storage facilities in the City for temporary storage, and it is an industry which is growing to satisfy a real need. Industry provided data indicates:

- 75% of storage unit users live within 2 miles of the facility
- 54% of the use is related to moving in or moving out
- commercial uses average 15-20% of the use

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- of the commercial uses about 1/3 (5-6% overall) are contractors and about 1/3 are inventory stocks. The balance are for dead file storage.

Mitigation

The project is subject to significant mitigation which will provide both on-site and off-site benefits to the City. The mitigation package includes:

- The payment to the City under Revised Ordinances Section 22-81 et seq. has been estimated at approximately \$160,000. We understand that the contribution should allow acquisition of over 300 street trees which by policy of the Parks and Recreation Department will be planted primarily in the Newtonville/Newton Corner area.
- The project landscape plan shows over 1,500 plants on the site including 129 new trees.
- The petitioner has offered to plant 2 trees on the City land at the intersection of Lewis Terrace and Newtonville Ave. and one tree in the island between Newtonville Ave. and East Side Parkway.
- The petitioner has offered to contribute \$10,000 towards a study of the traffic at East Side Parkway/Newtonville Ave./ Lewis Terrace.
- The petitioner has offered to relocate and replace approximately 200 linear feet of sewer main and repair approximately an additional 350 linear feet at a cost estimated at \$180,000.
- The petitioner will be installing drainage and erosion/sediment control on the site which currently runs untreated storm drainage directly into Laundry Brook. The drainage system has been approved by the Conservation Commission.
- The petitioner has offered to collect water from portions of the roof into cisterns on the north and east sides of the building in order to conserve water for landscape maintenance.

Prior Filings

The petitioner has made a series of prior filings in this petition, and we do not wish to burden the Council with additional copies. Information or plans which we have previously submitted are available, and we can make additional copies if it would be helpful. In particular we note that the record does contain:

- Prior traffic reports of Planning Solutions dated September 21, 2015 and May 16, 2016
- Massing depictions showing angle views of the building superimposed on the site
- A specific tree removal plan showing trees to be removed and saved
- Carlisle roof color samples for the color of the roof

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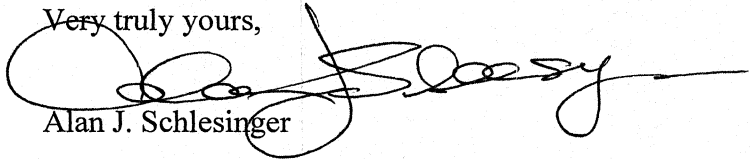
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- Truck turning radius plans
- Draft construction management plan
- Information on operating hours

The petitioner wishes to note that we have worked very diligently over the past year with the neighborhood and the City to present a project which is worthy of support. The building has been significantly redesigned and moved to save trees at additional costs for the design, the trees, building shoring and the cost of utility relocation. We have worked with specific neighbors on specific items of design, resulting in plantings, the cistern concept and removal of the "notch" area of the building as requested. The petitioner has been responsive and flexible in the project, and we believe that this facility will prove to be a welcome addition to the neighborhood.

Very truly yours,


Alan J. Schlesinger

cc: Land Use Committee
Councilors Albright, Norton, Leary, Ciccone
Alexandra Ananth
Nadia Khan

Exhibits

- Exhibit A Planning Horizons Report June 21, 2016
- Exhibit B Zoning Ordinance Pages 4-16, 4-17
- Exhibit C Revised Site Plan, West Elevation

To: Land Use Committee of the Newton City Council

From: Lou Mercuri, Planning Horizons

Re: 255-257 Newtonville Avenue

Date: June 21, 2016

On behalf of the petitioner for this land use petition, Planning Horizons is submitting this supplemental report regarding the supporting customer count surveys for the proposed self storage facility location at 255-257 Newtonville Avenue in Newtonville.

At the May 24 public hearing, requests were made by the Council to undertake additional traffic counts during early morning hours and Planning Horizons conducted comparable facility counts between June 8 and June 13, 2016. Our original detailed report dated September 21, 2015 to the Council will be referenced in this report; in particular, the data from earlier counts in August and September 2015 will be noted. Other sections of that report, including project overview, existing conditions, and survey methodology remain the same and will generally not be reproduced here. A second supplemental report dated May 16, 2016 was subsequently filed and expanded on the findings of the initial report through additional field surveys.

Since the filing of the first supplemental report in May, a total of 5 additional traffic surveys totaling 10 hours of observations were conducted. The following summarizes the dates, times, and locations of these surveys:

1. Public Storage, 945 Moody Street at the Newton line, with 1015 storage units; A total of 6 hours of surveys between 6:00 AM and 8:00 AM on Wednesday June 8, Thursday June 9, and Saturday June 11, 2016
2. EZ Storage, 300 Needham Street, Newton;, with 1400 storage units; A total of 4 hours of surveys between 6:00 AM and 8:00 AM on Wednesday June 8 and Monday June 13, 2016

Public Storage offers storage access from 6:00 AM to 9:00 PM every day. The office hours are 9:30 AM to 6:00 PM Monday through Friday, and 9:30 AM to 5:00 PM on Saturday and Sunday. EZ Storage operates storage access from 6:00 AM to 9:00 PM every day. The office hours are 9:00 AM to 6:00 PM Monday through Saturday, and 10:00 AM to 4:00 PM on Sunday.

Results of Counts/Surveys

The following data compiled in chart form identifies the results of the most recent surveys at both facilities using 15-minute increments. Four different weekdays and one Saturday were captured. Generally counts conducted in early to mid June correspond to average to above-average activity at these facilities, when compared with the rest of the year.

1. Public Storage, 945 Moody Street, Waltham

Date: Wednesday, June 8, 2016 Time: 6:00 AM – 8:00 AM 60° , Sunny			
	# vehicles entering site (all)	# vehicles exiting site	# trucks/vans entering site
6:00-6:15	0	0	0
6:15-6:30	0	0	0
6:30-6:45	0	0	0
6:45-7:00	0	0	0
7:00-7:15	0	0	0
7:15-7:30	0	0	0
7:30-7:45	0	0	0
7:45-8:00	1	0	1
TOTAL	1	0	1

Date: Thursday, June 9, 2016 Time: 6:00 AM – 8:00 AM 55° , Sunny			
	# vehicles entering site (all)	# vehicles exiting site	# trucks/vans entering site
6:00-6:15	0	0	0
6:15-6:30	1	0	0
6:30-6:45	0	1	0
6:45-7:00	0	0	0
7:00-7:15	0	0	0
7:15-7:30	0	0	0
7:30-7:45	0	0	0
7:45-8:00	0	0	0
TOTAL	1	1	0

Date: Saturday, June 11, 2016 Time: 6:00 AM – 8:00 AM 55° , Sunny			
	# vehicles entering site (all)	# vehicles exiting site	# trucks/vans entering site
6:00-6:15	0	0	0
6:15-6:30	0	0	0
6:30-6:45	0	0	0
6:45-7:00	1	1	0
7:00-7:15	0	0	0
7:15-7:30	2	0	0
7:30-7:45	0	2	0
7:45-8:00	1	0	0
TOTAL	4	3	0

2. EZ Storage, 300 Needham Street, Newton

Date: Wednesday, June 8, 2016 Time: 6:00 AM – 8:00 AM 60° , Sunny		
	# vehicles entering site* (all)	# trucks/vans entering site
6:00-6:15	0	0
6:15-6:30	0	0
6:30-6:45	0	0
6:45-7:00	0	0
7:00-7:15	0	0
7:15-7:30	0	0
7:30-7:45	1	0
7:45-8:00	2	1
TOTAL	3	1

Date: Monday, June 13, 2016 Time: 6:00 AM – 8:00 AM 55°, Sunny		
	# vehicles entering site* (all)	# trucks/vans entering site
6:00-6:15	0	0
6:15-6:30	1	0
6:30-6:45	0	0
6:45-7:00	1	0
7:00-7:15	1	0
7:15-7:30	0	0
7:30-7:45	0	0
7:45-8:00	0	0
TOTAL	3	0

* It was not possible to survey vehicles exiting the site at this location since both the site entrance and site exit could not be viewed simultaneously.

These surveys reveal the following averages and summarize the activity during early morning hours at both facilities:

1. Public Storage, 6 vehicles entered the site during the 6 surveyed hours, an average of 1.0 vehicles per hour. One of the 6 entering vehicles was a van.
2. EZ Storage, 6 vehicles entered the site during the 4 surveyed hours, an average of 1.5 vehicles per hour. One of the 6 entering vehicles was a van.

Both sites demonstrated negligible volumes of entering traffic during the early morning hours on the days surveyed. Of the total of 12 vehicles entering both site, 4 entered between 6:00-7:00 AM and 8 entered between 7:00-8:00 AM.

As of the time of this report, an overall total of 27.0 hours of traffic/customer surveys have been conducted at Public Storage, EZ Storage and onsite at 255-257 Newtonville Avenue by Planning Horizons. Since there have been multiple reports and considerable data compiled, it is logical to summarize the results of all the studies in tabular form for ease of comparison. Therefore, the following tables identify each site surveyed and chronologically summarize the results.

1. Public Storage, 945 Moody Street, Waltham, 1015 storage units

Date	# Hrs.	Time	# vehicles entering	# trucks/vans entering
Friday, August 28	1.0	9:00-10:00 AM	7	N/C*
Tuesday, September 1	1.0	4:00-5:00 PM	11	N/C
Saturday, September 5	1.0	9:00-10:00 AM	7	N/C

Date	# Hrs.	Time	# vehicles entering	# trucks/vans entering
Tuesday, May 10	3.0	7:30-10:30 AM	7	1
Wednesday, June 8	2.0	6:00-8:00 AM	1	1
Thursday, June 9	2.0	6:00-8:00 AM	1	0
Saturday, June 11	2.0	6:00-8:00 AM	4	0
TOTALS	12.0		38	2

Avg. 3.2
entering trips
per hour

*N/C = Not Counted

2. EZ Storage, 300 Needham Street, Newton, 1400 storage units

Date	# Hrs.	Time	# vehicles entering	# trucks/vans entering
Tuesday, September 1	1.0	9:00-10:00 AM	7	N/C
Friday, September 4	1.0	4:15-5:15 PM	10	N/C
Saturday, September 5	1.0	11:45 AM – 12:45 PM	8	N/C
Wednesday, May 11	3.0	2:45-5:45 PM	15	4
Wednesday, June 8	2.0	6:00-8:00 AM	3	1
Monday, June 13	2.0	6:00-8:00 AM	3	0
TOTALS	10.0		46	5

Avg. 4.6
entering trips
per hour

3. Current site, 255-257 Newtonville Avenue, landscaping business and nonprofit organization (Waypoint Adventures)

Date	# Hrs.	Time	# vehicles entering	# trucks/vans entering
Friday, May 6	2.0	1:30-3:30 PM	14	3
Monday, May 9	2.0	7:30-9:30 AM	6	3
Monday, May 9	1.0	3:30-4:30 PM	8	5
TOTALS	5.0		28	11

Avg. 5.6
entering trips
per hour

Combining the data from September 2015 and May 2016 for the comparable storage facilities during peak daily use reveals several points. First, the total number of vehicle trips to both sites during the 12

hours of observations was 72. This equates to 6.0 trips per hour or roughly one vehicle entering the site every 10 minutes. If both entering and exiting trips are factored in, the projected number of two trips is 12.0 per hour or one trip every 5.0 minutes. Second, the 15-minute intervals reveal a range of between 0 and 4 entering trips during the 48 surveyed intervals. This reveals that traffic to the storage facilities (even at peak times) is relatively small and steady regardless of the day and time.

The June 2016 surveys were conducted during the early morning off-peak hours of 6:00 and 8:00 AM at both comparable facilities. The combined average of both sites was 1.2 vehicles entering per hour for the 10.0 hours surveyed.

At the May 24 public hearing, comparisons were made to another storage facility at 128 Bridge Street in Nonantum and the amount of traffic generated by that site. Planning Horizons did not survey 128 Bridge Street because its operation is not analogous to the limited access self-storage facility proposed for 255-257 Newtonville Avenue. While there is a storage facility at 128 Bridge Street (Extra Space Storage), there are also at least three moving businesses with a truck presence on site that generate vehicular traffic not related to self storage. In addition, the facility is "open" in the sense that vehicular gate or key access is not needed to access the storage area. This is very different from the limited gate access proposed for 255-257 Newtonville Avenue. It is therefore very difficult or impossible to separate destination trips to this site attributable to one specific business or another. Any data collected relative to 128 Bridge Street and its site traffic counts would result in unreliable data, especially as it relates to stand alone self storage facilities of comparable size that were surveyed in this report.

Summary and Conclusion

The proposed self-storage facility at 255-257 Newtonville Avenue is a relatively low traffic generator when compared with office or residential uses of a similar scale. Our study of two comparably sized storage facilities reveals an average trip rate of 6.0 trips per hour to each site during peak hours. This figure works out to one trip to the site approximately every ten minutes, even during peak periods. During off-peak hours, specifically the 6:00 AM – 8:00 AM timeframe surveyed in June 2016, the number drops to just 1.2 trips entering per hour on average. The current land use at 255-257 Newtonville Avenue generates 5.6 entering trips per hour but the site is certainly underutilized compared with a potential office, commercial, or residential uses that might occupy it.

The surveys conducted in May 2016 reinforce the earlier findings in 2015 that the late August-early September timeframe is likely the busiest time of year for facilities of this type. Even at the peak hours of the peak times of year, an overall upper limit of approximately 8 vehicles entering per hour can be expected at the Newtonville site. The data acquired from Public Storage in Waltham is most reliable as that facility and the proposed Newtonville facility are nearly identical in size and in the number of storage units.

Sec. 4.3. Manufacturing Districts

4.3.1. District Intent

[Reserved]

4.3.2. Dimensional Standards

A. Applicability.

1. The density and dimensional controls in Sec. 4.3.2 and Sec. 4.3.3 apply to all buildings, structures and uses in each of the listed districts.
2. Where a density or dimensional control is not set forth in the following tables for a use granted by special permit, the most restrictive density or dimensional control applicable to such use in any district where the use is allowed as of right shall be applicable, unless otherwise required in the special permit by the Board of Aldermen.
3. Where a lot does not meet these standards it is nonconforming (see Sec. 7.8).

B. Approval Process.

1. **Special Permit Required.** A special permit is required for any development in the manufacturing districts of 20,000 square feet or more of new gross floor area.
2. **Site Plan Review Required.** A site plan review is required for any development in the manufacturing districts that ranges from 10,000 to 19,999 square feet of new gross floor area. After August 3, 1987, the first addition of less than 2,000 square feet to an existing building or structure is not subject to site plan approval. All buildings, structures and additions shall be located on a lot in single and separate ownership, which lot shall not be available for use in common or in connection with a contiguous or adjacent lot.

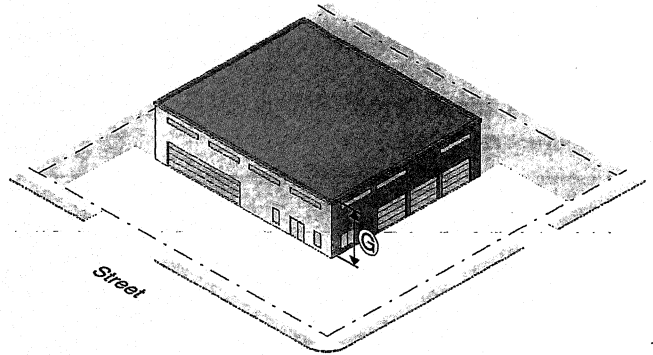
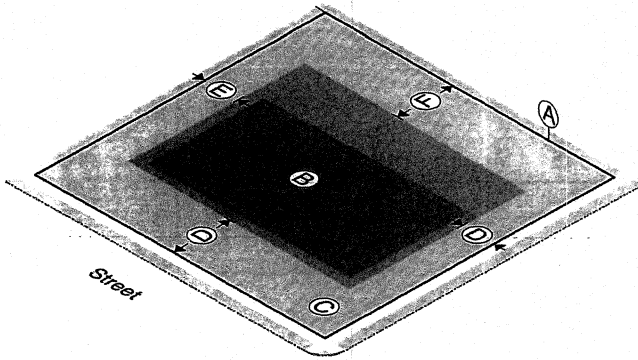
3. **Stories.** A special permit is required based on stories according to the following table:

Stories	LM	M
2 stories	P	P
3 stories	P	SP

P = Allowed by Right
 SP = Special Permit by Board of Alderman Required

(Ord. No S-260, 08/03/87)

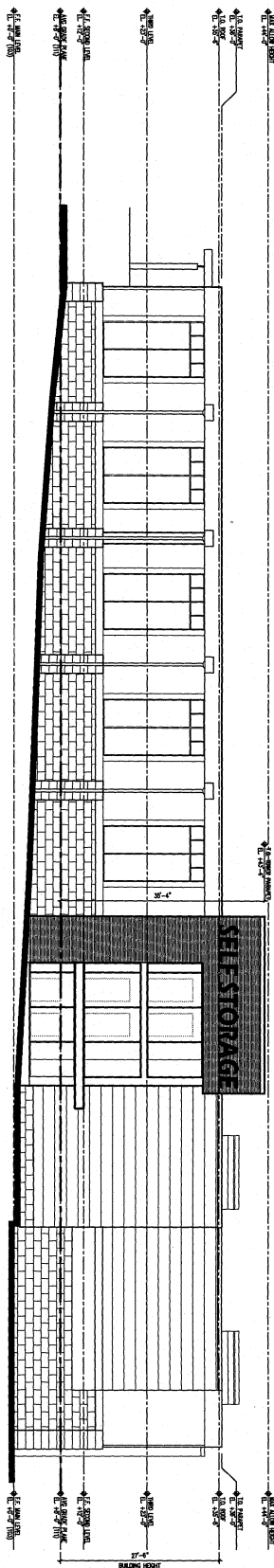
4.3.3. All Building Types in Manufacturing Districts



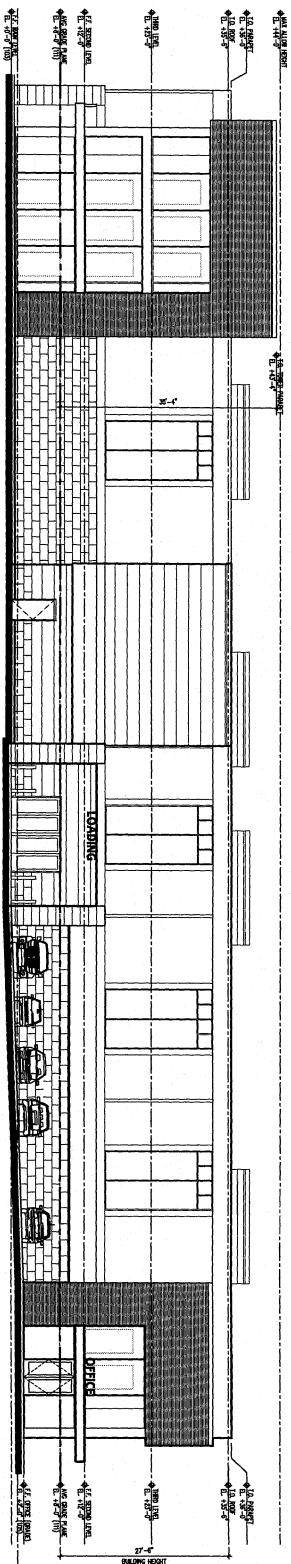
Manufacturing Districts	LM	M
Lot Dimensions		
Ⓐ Lot Area (min) 2 stories 3 stories	0 0	10,000 sf 10,000 sf
Ⓑ Lot Coverage (max)	0.25	--
Ⓒ Beneficial Open Space	--	--
Building Setbacks		
Ⓓ Front (min)	25'	Greater of 15' or ½ bldg ht or Average*
Ⓔ Side (min) Abutting residential or public use district Not abutting residential district Parking setback	40' abutting residential district 20' 5'	Greater of ½ bldg ht or 20' abutting residential or public use district ½ bldg ht 5'; None for landscaping
Ⓕ Rear (min) Abutting residential or public use district Not abutting residential or public use district Parking setback	40' abutting residential district 20' 5'	Greater of ½ bldg ht or 20' abutting residential or public use district ½ bldg ht 5'; None for landscaping
Building and Structure Height		
Ⓖ Height (max) 2 stories 3 stories	24' 36'	24' 36'
Ⓗ Stories (max) see also <u>Sec. 4.3.2.B.3.</u>	3	3
Floor Area Ratio		
Floor Area Ratio (max) 2 stories 3 stories	-- --	1.00 1.50

-- Not Allowed

* Average setback is described in Sec. 1.5.3.



3 EXTERIOR ELEVATION - NORTH - MASSACHUSETTS TURNPIKE



4 EXTERIOR ELEVATION - WEST - PARKING & ENTRANCE

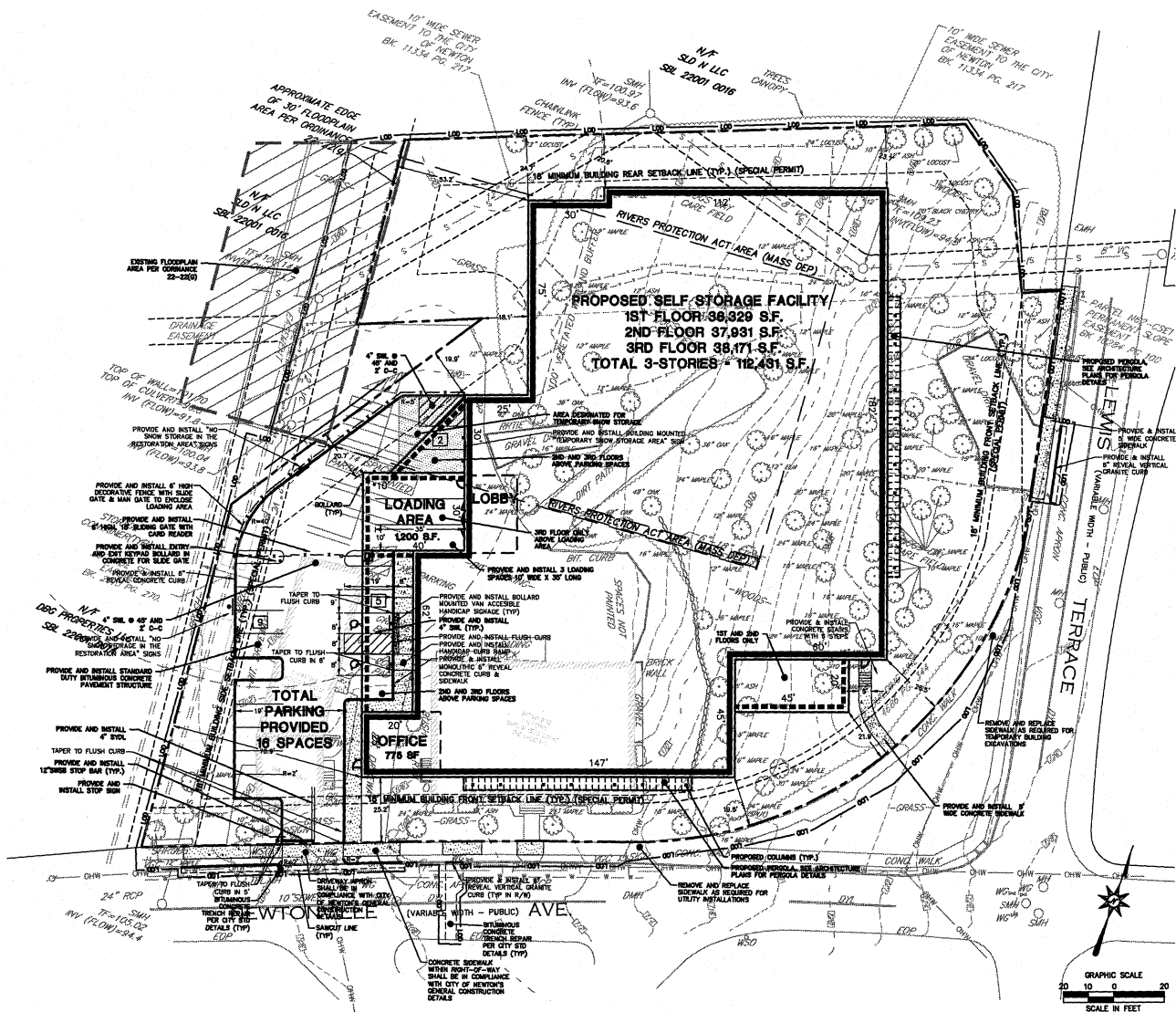
ZONING INFORMATION

ITEM #	ITEM	REQUIREMENTS	PROPOSED	VARIANCE
1	MINIMUM LOT AREA	10,000 SF	76,000 SF 1.74 ACRES	NO
2	MINIMUM FRONT SETBACK	18 FEET (1) = (1/2 BUILDING HEIGHT)	18.6 FEET	NO
3	MINIMUM SIDE SETBACK	18 FEET (1) = (1/2 BUILDING HEIGHT)	18.1 FEET	NO
4	MINIMUM REAR SETBACK	18 FEET (1) = (1/2 BUILDING HEIGHT)	20.9 FEET	NO
5	MAXIMUM BUILDING HEIGHT	38 FEET/3 FLOORS (1)	38'-4" / 3 FLOORS	NO
6	MAXIMUM BUILDING COVERAGE	NO MAXIMUM	31.41 PERCENT	NO
7	MAXIMUM FLOOR AREA RATIO	1.5	1.48	NO

(1) BY SPECIAL PERMIT
 * FRONT SETBACK SHALL BE 18 FEET OR 1/2 BUILDING HEIGHT OR THE AVERAGE SETBACK OF ADJACENT PROPERTIES, WHICHEVER IS GREATER.
 ** SIDE AND REAR SETBACKS SHALL BE 1/2 BUILDING HEIGHT, EXCEPT WHEN ADJUTING A RESIDENTIAL OR PUBLIC USE ZONE, THE SETBACK SHALL BE 1/2 BUILDING HEIGHT OR 20 FEET, WHICHEVER IS GREATER.

PARKING INFORMATION

ITEM #	ITEM	REQUIREMENTS	PROPOSED	VARIANCE
1	BUILDING SIZE	NONE REQUIRED	36,071 S.F. FOOTPRINT (112,431 S.F. TOTAL)	NO
2	PARKING REQUIRED BY TOWNSHIP	1 SPACE PER FOR (1) EMPLOYEES AND 1 SPACE PER 4,000 S.F. (4 EMPLOYEES PROPOSED/ 4 EMPLOYEES-1 SPACES 112,431 S.F./2,810 S.F.- 40 SPACES TOTAL SPACES NEEDED- 46 SPACES)	16 SPACES (1)	YES
3	MINIMUM PARKING DIMENSIONS	9 FEET WIDE/18 FEET LONG (NO PARKING)	9 FEET WIDE/ 19 FEET LONG	NO
4	MINIMUM AISLE WIDTH	24 FEET MIN.	24 FEET	NO
5	MINIMUM/MAXIMUM ENTRANCE AND EXIT DRIVEWAY WIDTH	20 FEET MINIMUM (3-WAY) AND 25 FEET MAXIMUM	24 FEET	NO
6	MINIMUM FRONT SETBACK	5 FEET	18.0 FEET	NO
7	MINIMUM SIDE SETBACK	5 FEET	6.3 FEET	NO
8	MINIMUM REAR SETBACK	NONE REQUIRED	N/A	NO
9	LOADING SPACES REQUIRED	3 SPACES	3 SPACES	NO
10	MINIMUM LOADING SPACE DIMENSIONS	10 FEET WIDE X 35 FEET LONG X 12 FEET HIGH	10 FEET X 35 FEET	NO
11	MINIMUM INTERIOR LANDSCAPING	5% OF PARKING AREA SHALL BE LANDSCAPED AND 1 TREE (2" CAL. MIN.) PER 10 PARKING SPACES	2 TREES	NO



REFER TO SHEET GN-1 FOR GENERAL NOTES AND SITE PLAN NOTES

FOR PERMITTING PURPOSES ONLY
 NOT RELEASED FOR CONSTRUCTION



355 Riverside Parkway
 Woburn, CT 06405
 (203) 850-9116 Fax

PROPOSED SELF STORAGE FACILITY
 255-257 NEWTONVILLE AVENUE
 NEWTON, MASSACHUSETTS

DESIGNED: A.S.U.
 DRAWN: A.S.U.
 CHECKED: A.S.U.
 APPROVED: 1"-20"
 SCALE: 1502781
 DATE: 6/23/2016
 CAD FILE: SP1502781.DWG
 TITLE: SITE PLAN - ALTERNATE
 SHEET NO. SP-1A

