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May 26, 2019

Revised October 22, 2019

Polly Selkoe, Assistant Director for Regulatory Planning
BROOKLINE DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
333 Washington Street
Brookline, MA 02445

RE: 445 Harvard Street
Revised Architectural Preliminary Peer Review Report

Dear Polly:

I'm writing to provide you with a preliminary Peer Review Report in accordance with my proposal submitted to you dated February 27, 2019. I expect to make a presentation to the ZBA on **Wednesday, October 23, 2019**. As this is the fourth proposed 40B development on Harvard Street that I have reviewed for the ZBA, I have condensed the "assessment of surrounding residential and nonresidential areas_neighborhood reconnaissance," Section #3, repeating observations from previous reports (new site specific comments appear in blue in Section 3).

1. Review of the Developer's Application, Plans, and Drawings (and other related documents)

Documents reviewed (comments on documents contained in Section 5 below):

- Drawing set "445 Harvard Street...ZBA Submission" dated April 7, 2019, Embarc Architecture. 29 sheets, including aerial views, site photos, site plan, building plans and elevations, shadow studies, parking apparatus information, landscape plans (Verdant Landscape Architecture), unit matrix, and civil engineering plans (McKenzie Engineering Group).
- Project narrative produced by Embarc (not dated).
- 445 Harvard Site Approval Application dated March 2018.
- Letter to Neil Wishinsky (Select Board) from Katy Lacy (MHP) dated April 2, 2018.
- Letter to Katy Lacy (MHP) from Brookline Select Board dated May 3, 2019.
- Project Eligibility Letter to Shimon Cohen from Judith Jacobson (MHP) dated July 2, 2018.
- JFK Place Comprehensive Permit Application dated July, 2018.
- Construction Phase Best Management Practices Operation and Maintenance Plan prepared by McKenzie Engineering Group dated July 20, 2018.
- Transportation Impact Analysis produced by VAI dated July 23, 2018
- 445 Harvard Street Design Update drawing set dated September 4, 2019 (images A1 through A14).
- 445 Harvard Street Design Update drawing set dated September 17, 2019 (images A1 through A10).
- 445 Harvard Street ZBA Presentation slide set dated October 18, 2019 (images A1 through A14).
- Passenger Car turning Analysis, Sight Triangle Project Driveway, Sight Triangle Harvard Street diagrams.

Town and Peer Review Reports:

- Letter to Polly Selkoe from Fuss & O'Neill dated April 9, 2019 (environmental technical review).
- Memo to Alison Steinfeld from Environmental Partners dated 07/11/2019 (peer review of TIA).
- Memo to James Fitzgerald from Walker Consultants dated September 18, 2019 (peer review parking).
- VAI "Proposed Mixed-Use Development" slide show dated October 2, 2019 (TIA summary).
- Letter to Brookline ZBA from Department of Public Works Transportation Board dated October 4, 2019 (with attachment).

Communications from citizenry:

- Email to Alison Steinfeld from Mark Rosen dated April 27, 2018.
- Email to Maria Morelli from Caroline Buckley dated April 23, 2018.
- Email to Alison Steinfeld from Sue Tamber Housman dated April 29, 2018.
- Email to Alison Steinfeld from Elizabeth Mora dated April 29, 2018.
- Email to Alison Steinfeld from Maurice Karpman dated April 29, 2018.
- Email to Alison Steinfeld from Bert Waters dated April 29, 2018.
- Email to Alison Steinfeld from Margolis Hadassah dated April 29, 2018.
- Letter to Alison Steinfeld from Sloat Shaw dated April 29, 2018.
- Letter to Alison Steinfeld from Ann West dated April 30, 2018.
- Letter to Alison Steinfeld from Rhonda Goodwin dated April 30, 2018.
- Letter to the Planning Board from Carol Macbain (undated).
- Letter to Alison Steinfeld from Judith Vanderkay (undated).
- Letter to Polly Selkoe/Zoning Board of Appeals from 455 Harvard LLC dated 4/29/18.
- Letter to Selectmen and Planning Department from Janet Echelman (undated).
- Letter to Alison Steinfeld from Yolanda Rodriguez (undated).
- **Email to Polly Selkoe from Mark Rosen dated January 16, 2019.**
- **Letter to Polly Selkoe from Lee and Marilyn Rosenbaum dated June 3, 2019.**
- **Letter to Polly Selkoe from 455 Harvard LLC dated 6/21/19.**

(REFERENCE MATERIALS)

- Local 40B Review and Decision Guidelines published by MHP and Edith Netter, November 2005
- Handbook: Approach to Chapter 40B Design Reviews, prepared by The Cecil Group, Inc. for DHCD, MassDevelopment, MassHousig, and MHP, January, 2011

2. Initial Meeting at the site with the Developer's Design team and Representative(s) of the Town

Members of the development team conducted a site walkthrough at 445 Harvard Street on April 24, 2019. Attending included Cliff Boehmer (Architectural Peer Reviewer), Polly Selkoe, Alison Steinfeld, Dartagnan Brown (architect), and Victor Sheen (development manager).

Observations at the walkthrough included reviewing approximate building location, viewing conditions at abutting properties (including a mural on the Harvard Street neighbor's wall), and review of the setback distance and scale of the neighboring homes and commercial properties to the north and east. The development manager stated during the walkthrough that he is considering purchasing the neighboring structure on Thorndike Street and would not tear it down. All parties agreed that by doing so, the major scale impact to neighboring structures, at least along Thorndike, would be mainly absorbed by the new developer.

As important, the building under construction at 455 Harvard Street was observed (which was at the time of the site visit, fully framed and sheathed). That structure is also mixed use, four stories, with 17 residential units (about 490SF of site area/unit). The proposed construction at 445 is five stories, with 25 residential units (about 405SF of site area/unit). Having the building across the street under construction was a rare opportunity to use a "full scale model" in progress, as a means to analyze the success of mitigation strategies that were employed in response to the fact that the site is in a transitional zone (i.e., various accommodations to the building and site design, recognizing that the new structure abuts an existing smaller scaled, residential neighborhood). Strategies at 455 included height reduction to three stories near the Thorndike abutter, as well as inflecting the footprint in order to increase the Thorndike setback to more closely align with the existing adjacent home and open up the view down Thorndike Street.

Another nearby 40B development at 420 Harvard Street (designed by the same architect as 445 Harvard) is also under construction. Also mixed use, that structure is five stories for part of footprint, and includes 24 units (about 452SF of site area/unit). This building, as is evident from the images included at the end of this report, incorporates mitigation strategies that help to tie the building into the existing context.

3. Conduct site visit and reconnaissance assessment of surrounding residential and nonresidential areas within one mile of the project site. (This section is predominantly a repeat of the analysis contained in previous Harvard Street Peer Review reports. New comments are highlighted in blue at the end of the section).

Harvard Street/Avenue is an approximately 2-mile stretch of road that runs between Cambridge Street in Boston, south/southeast to Washington Street in Brookline. It passes through several Brookline concentrated commercial areas, including Brookline Village, Coolidge Corner (Brookline's largest commercial area), JFK Crossing, and then into Boston where Commonwealth Avenue intersects, creating another concentrated commercial area. Generally, on Harvard Street in Brookline, between the more concentrated commercial zones, there are a variety of building types and uses, with some variation in scale and setback. Most prevalent are 1.0 story commercial uses, with little or no setback. There are a variety of 3-story, masonry apartment buildings with no setback, or with modest setbacks adequate for landscaping. Several large "historic" woodframe, former homes exist, generally with significant, landscaped setback. The street wall is periodically broken by parking lots, or atypical, most likely existing non-conforming uses (e.g., gas stations, supermarket with open field of parking along the street, etc.). Taller, civic or religious structures are set back from the street to compensate for their increased building height.

There is also some two-story commercial use, particularly within the Coolidge Corner area (retail on first level, other commercial use on the second floor). There appears to be very little mixed residential/commercial development (i.e., most commercial buildings are 100% commercial, and most multi-family buildings are 100% residential). There is only one (two, counting the attic level of the S.S. Pierce Building, assuming it is residential), 4-story residential building with no setback from Harvard Street (south of Coolidge Corner at Vernon Street). One other 4-story residential building is just north of Coolidge Corner, but it is set back something like 12 to 15 feet from the sidewalk.

The tallest structure on the entire length of Harvard Street (with the possible exception of the bell-tower at St. Mary's) appears to be the Brookline Professional Building, a five story (parking at first level) commercial structure set back about 10 feet from the sidewalk. The entire length of Harvard Street is very pedestrian friendly, with fully-adequate-to-broad sidewalks, articulated by some street trees, activated by many commercial storefronts, and some outdoor dining opportunities. The length of Harvard Street is served by buses, and it crosses two Green Line train tracks (B and C), and dead ends in another (D).

So while there is a wide range of building types and scale along Harvard Street, there is a consistent attitude towards maintaining a pleasant streetscape. Larger civic/religious structures are set back with landscaping and/or extended entry zones (e.g., grand staircases), and smaller scale residential and commercial uses hold the sidewalk streetwall line, or are set back enough for modest landscaping.

Generally, side streets that intersect Harvard are lined with one and two-family, 2.5 story woodframe homes, hip or gable roofs, with setbacks adequate for landscaping and creation of a semi-private outdoor zone. Interspersed among the small structures are numerous 3-story, typically masonry, flat-roof multi-family structures, with common entry vestibules that create the transition from street to private corridors and stairs. This pattern of smaller woodframe homes mixed in with three story masonry multi-family buildings on side streets is very similar after passing into Boston onto Harvard Avenue.

As noted above, directly across Thorndike Street is another mixed use 40B structure under construction. Diagonally across Harvard is an active gas station. Immediately across Harvard are single story commercial uses built tight to the sidewalk.

The 445 site is located in a stretch of Harvard Street that bends towards the NNW after passing through JFK Crossing heading towards Boston. It is in an L-1.0 district that allows an FAR of 1.0 and a maximum building height of 40 feet. Required setbacks are 10 feet front, ten feet + L/10 at side, and 30 feet at rear. Nearby is a mixed use 40B development at 420 Harvard, and soon to come is a new 6-story mixed use development at 384 Harvard Street (closer to Coolidge Corner).

4. Consult with the Applicant's design team, as appropriate.

There have been two, very productive working sessions with the applicant's design team since the site walkthrough on April 24, 2019, and the ZBA hearing on May 29: June 12 and September 4, 2019. In addition to new drawings to review, the architect has constructed a physical model that was discussed at the sessions.

5. Provide an oral presentation to the ZBA within approximately one month of the notice to proceed.
Said presentation shall include comments and preliminary recommendations on the following:

The previous May 26th design peer review report was presented at the May 29 ZBA hearing. This report will be presented a ZBA hearing on Wednesday, October 23, 2019.

a. *Orientation of buildings in relation to each other, and to streets, parking areas, open space, and on-site amenities, and to solar access.*

The proposal is to build a new five-story, mixed use building that covers most of the site with building footprint. Included in the program are 25 residential units (13 @ 1-BR, 9 @ 2-BR, 3 @ 3-BR) (current unit mix not confirmed on Oct. 18 drawings), 20 parking spaces (19 of which are "mechanized", the 20th is a required accessible space) within the building footprint, and a café space (SF not indicated on drawing) accessed at the corner of Thorndike and Harvard Streets. The residential entry is on Thorndike at approximately the midpoint of the building frontage along Thorndike. The building height along Harvard Street is approximately 47 feet, with a stepped back fifth floor that is indicated at 58 feet. The 47-foot height is maintained at the abutting property on Thorndike, but rising up to 58 feet beyond a stepback that appears to vary from approximately 11 feet to 8 feet. The drawings do not indicate the height of the rooftop mechanical area. Floor to floor height is 14 feet for the commercial level, with 11 feet for each residential floor. (October 18 drawings do not include building sections that confirm current building height and step back dimensions at various floors).

The site plan indicates a proposed 30-foot long loading zone on Harvard Street in an area that is currently a curb cut. Open space on the site is limited to a 5-foot setback that increases to 10'-3" to the neighbors on Harvard/Coolidge Streets, and varies from 5 feet to 10 feet from the neighbor on Thorndike Street. Setbacks from Thorndike Street and Harvard Street are minimal. Footprint of the building has changed significantly since the April 7 set of drawings that was discussed in the previous design peer review report. Current plan has outdoor patio space/mural viewing area that opens out onto Harvard Street, as well as increased setbacks on Thorndike and from the neighbor on Thorndike Street.

The landscape plan indicates "bistro-style seating" in a patio space in the wider (10 feet) area adjacent to the Coolidge Street neighbors, with a 6-foot fence and some plantings meant to provide some privacy. This seems significantly inadequate given proposed unit count (note that of the three new 40B projects either proposed or under construction on Harvard Street...420, 445, 455...this one has the least amount of site area per unit. Two benches and two bike racks are indicated (one each on Thorndike and on Harvard). One street tree is indicated as preserved on Harvard, with a new street tree provided on Thorndike. No new landscape plan is provided in the new drawings (however, as noted above, there is increased usable outdoor space within the site area).

Due to the orientation of the building, and to the fact that it is a corner site open on two sides with lower scale buildings towards the east, three elevations of the new structure will have very good access to sunlight at different times during the day virtually year-round. The north elevation facing the Thorndike Street neighbor will receive limited morning light during parts of the year. Shadow studies have been included in the application materials, and not unexpectedly, have indicated that most of the impact will be on Thorndike Street itself, and to the neighboring properties on Thorndike Street and Coolidge (which will be significantly different impact given the small scale of the existing structure and large amount of open area at the existing gas station development at 445 Harvard). New massing, along with increased setbacks and step-backs will decrease shadow impact on neighbors, however no new shadow studies are included in October 18 drawings.

b. Function, use and adequacy of open space and landscaped areas.

As noted above, open space is very limited. Most of it serves for little more than for service and egress functions (and perhaps to provide a viewing area of the mural on the existing next door building on Harvard). See notes above about new patio space. Not known if patio will only be usable by café tenant.

c. Use and treatment of natural resources.

This reviewer is not aware of any natural resources that are threatened by the proposed development.

d. Building design, massing and scale in relationship to the surrounding context and topography.

The proposed building, similar to the other under-construction mixed use structures on Harvard Street, employs a traditional tripartite vertical proportioning system of base, body, and cap. In the case of 445, the top 'attic' level is set back between 6 and 11 feet from the first floor footprint. Current plan indicates a multi-faceted attic form, with variable setbacks from the roof of the fourth level (dimensions not indicated on plans). Step-backs are adequate to provide patio spaces for the top floor units. Mechanical equipment space open to the sky is included within the footprint of the attic level. Building is still fundamentally tripartite, but with more variation between treatment of base, mid-section, and attic than what was previously indicated. Generally, a more contemporary appearance (specifically in contrast to 420 and 455 Harvard).

The renderings and Project Narrative indicate that the first floor is clad in full height storefront and large format panels (actual material not indicated). This first floor scale is similar to the existing one-story commercial uses along Harvard Street. The three-story body and "attic level" are clad in "materials that will draw from the neighboring structures (various cladding, siding materials and color palette)." The elevations and renderings indicate patterns of various sizes of panels on those floors, specific materials not called out. New drawing set includes "Precedents – Façade and Massing Strategy" sheet with photographs of building materials similar to those rendered on building elevations. No actual material callouts are indicated, however.

The abutting structure on Thorndike Street presents a gambrel form elevation to the subject site. The gambrel appears to provide a habitable third floor with additional floor area provided by two dormers facing Thorndike Street. Its first floor appears to be set approximately 2 to 2.5 feet off of grade. The façade that faces 445 is flat, with a large roof overhang that provides some visual interest. The application materials indicate that the ridge height of the Thorndike neighbor is approximately 40 feet. There does not appear to be an elevation or rendering of the proposed north elevation of 445 that faces the Thorndike neighbor. Current drawings do not include elevations all around the proposed building.

The relationship to the neighbors on Harvard and Coolidge is quite different (and difficult to determine, as there also do not appear to be proposed elevations or renderings of those views in the application materials). The next structure along Harvard is a single story commercial use, very typical for that part of Harvard Street. The aggregated structure at 64 Coolidge is very close to 445's property line (perhaps as little as 1 foot?), with no windows in the façade closest to 445. That part of 64 Coolidge is flat-roofed, two stories tall. Most of the rest of the structure is a hip-roofed-with-dormers 2.5 story "original" large home. The abutter at 70 Coolidge has a one-story garage that appears to be as close as the addition to 64. However, the main house is set back considerably further from the border with 445 (varying from 20 to 25 feet). There is significant usable back yard space at 70 Coolidge. The main structure there is 2.5 stories tall, with a gable roof that includes three dormers. Height is not indicated in the application drawings.

Generally, as depicted in the project renderings, 445 Harvard Street is very similar in appearance to the project under construction at 420 Harvard Street. Whether this strategy makes sense is difficult to judge given the lack of renderings that perhaps most importantly, relates the 445 proposed structure to the under-construction neighbor across Thorndike. See note above about intentional contrast with 420 and 455.

Fundamentally, it is this reviewer's opinion that the proposed structure is incompatible with the existing pattern of development, even when the new nearby larger scale mixed-use buildings are taken into consideration. There appears to be no effort to relate its design to the new neighbor at 455, either in building

scale/massing or material selection. Establishing a relationship with 455 is critical, as the two new buildings create a gateway to Thorndike Street (which is a relatively narrow, two-way street). Unlike 455, the proposed 445 holds tight to Thorndike for its entire length. By contrast, the Thorndike setback along 455 increases the further one moves into the smaller scaled established residential area. In that way the landscaping along 455 makes a nice transition into the larger front yards that are typical along Thorndike's existing homes.

The current design has made major massing and footprint changes to relate to neighboring buildings on all sides. While taller than 455, the change in approach to the attic level, including the significant setback along Thorndike, and a strong change in color between body and attic, creates a strong datum at the fourth floor level (the height of 455). The footprint of the proposed building along Thorndike has adopted the same approach as 455, that is, increasing setback as the building gets closer to the small scale residential neighbor. The garage entry is set back further than the body of the building (floors 2 through 4). The footprint has changed along Harvard as well with the creation of the patio space.

Furthermore, other than setting back the fifth floor...which probably should be eliminated altogether....there is minimal mitigation provided on the north and east elevations to diminish the impact of scale to the Thorndike and Coolidge neighbors. Again, by contrast, the four story new structure at 445 cuts its height down to three stories where it meets its neighbor to the north on Thorndike Street for more than 20 feet before rising up to four stories. Looking slightly further afield to the building under construction at 420 Harvard, while that building reaches 5 stories in part of the footprint, it has provided a level of scale mitigation that is appropriate for new structures on transitional sites. To visually express the differences between 445 and the two new similarly programmed buildings at 455 and 420 Harvard, there are images included at the end of this report. As noted above, in this reviewer's opinion, the massing has been sufficiently modified to convincingly integrate the five story proposed structure into challenging settings on all sides.

e. Side and rear elevations visible from the public street, public areas and from the vantage point of nearby residential neighborhoods.

See comments above.

f. Pedestrian and vehicular circulation

Vehicular entry to the building is off of Thorndike Street. At that point, Thorndike is a two-way street, with parking allowed on the side of the subject site. Potential issues related to ensuring pedestrian safety at the garage entry, curb cut(s), proposed loading area, noise impact of parking system, parking ratio, etc. are presumably under consideration by a different peer reviewer. There are a number of design suggestions provided within the developer's traffic report, not all of which appear to be incorporated into the design at this stage.

Pedestrian access to the proposed commercial spaces is at the corner of Harvard and Thorndike. Building residents enter off of Thorndike. Various other service doors open up onto the north and east perimeters of the building setback. While the proposed pedestrian experience will be *much* better than the existing situation affords, it would be enhanced with increased setbacks, particularly along Thorndike Street. While the sidewalk is wide along Harvard Street, more flexibility for the use of commercial space would be provided with a more significant setback (specifically, gaining space for outdoor display, tables and chairs, etc.). The setback along Thorndike has been modified, and the Harvard pedestrian/café users' experience is enhanced with the introduction of the outdoor patio space.

g. Integration of buildings and site, including but not limited to preservation of existing tree cover

The current site is fully occupied by a commercial use, including parking and gas pumps in view from Harvard and Thorndike Streets. The proposed structure eliminates visible parking and fills in the existing large curb cuts onto Harvard Street and Thorndike. The proposed mixed use extends active commercial use along Harvard. The developer plans to preserve one street tree along Harvard, and provide a new one on Thorndike. Primary "integration" issue of the proposed structure, as noted above, is related to scale of structure and minimal mitigation strategy. Street tree scope needs to be clarified.

h. Exterior materials

See comments above.

i. Energy efficiency

No information available for review. Brookline has adopted the energy Stretch Code, which will ensure a relatively high level of sustainability, at least from an operating perspective.

j. Exterior lighting

Materials do not include a lighting plan.

k. Proposed landscape elements, planting materials, and planting design

See notes above.

l. Feasibility of incorporating environmental and energy performance standards in the design, construction and operation of the buildings, such as standards required for LEED certification

It does not appear that there is information in the application that expresses the developer's desire to design and construct to a third-party-verifiable level.

m. Any other design-related considerations identified by the consultant in the course of its review

- Floor plans in submission only include "fit plans" with gross square footage indicated. It seems likely that the units are able to conform with accessibility codes. Because the building has greater than 20 rental units, it will need to include at least one Group 2 ("fully accessible") unit. Which unit type is proposed and where will it be? **No change.**
- Because the proposed building has an elevator, all units are required to conform with Group 1 unit requirements. **No change.**
- Common spaces for residents appear to be limited to entry lobby, parking, bike storage, trash room, and circulation. No rental office, common "living room", workout space, etc. are indicated in plans. Residential lobby does not appear to include a package room. **No obvious change, function of all spaces needs to be indicated on plans.**
- Are there any ideas for preserving the public's view of the mural at the adjacent Harvard Street property beyond the narrow walkway that is indicated on the plans? **This has happened with the introduction of the patio space.**
- Is there a possibility that the adjacent property on Thorndike will be added to the project? **No apparent change.**
- Developer's Transportation Impact Assessment recommends a short term loading zone on Thorndike, as well as a 20-foot no parking setback from the project driveway. Neither appear on site plans. **Transportation Board recommends against loading zone in front of building.**
- TIA also notes that the driveway should be a minimum of 20 feet wide. Civil plan indicates 16-foot wide access drive (civil plans may be out of sync with revised at-grade parking plan). **No driveway dimension indicated on new plans.**
- Does the developer intend to incorporate all of the Transportation Demand Management measures that are outlined in the VAI report? **No change.**
- How will retail trash be handled on the site? Plans indicate no access from retail space to ground level trash and recycle space. **No change.**
- Is there adequate sidewalk space to handle all of the residential trash and recycling bins indicated in the ground floor plan? **No change.**
- Not clear from plans where stormwater infiltration system is located. **No change.**
- Bike racks indicated on plans are located on Town property. **Exterior racks not indicated on current plans, although interior bike storage space appears to be expanded.**
- Access to programmed outdoor space on east side of structure not coordinated between architectural and landscape plans. **No new information.**

- Does the retail space require two means of egress located further away from each other? **Likely second means will open onto patio space?**
- There is no fire service entry noted on plans. Will direct access for fire department be required (i.e., another exterior entry door). **No change.**
- Fence indicated on landscape plan on Thorndike north property line may interfere with driver's sight line when exiting the garage. **Need revised landscape plan.**
- Rooftop elevator extension, penthouses, mechanical equipment screening, etc. are minimally depicted in the submitted drawings. More detail is required, as they are potentially very visible (and add additional height/shadow impact). **Rooftop mechanical now embedded within 5th floor. Material of screening not yet designated.**
- A Construction Management Plan should be submitted for review. Usable site area during construction will be extremely limited. **No change.**
- Will a ground-mounted transformer be required on the site? Where will it be located? **No change.**
- The preliminary pro-forma indicates no dollars carried for environmental remediation. Is this realistic given the history of the site? **No new information seen by this reviewer.**
- The project appears to provide 5 units that are affordable to people at 50% of median income (20%). **No new information.**

n. Techniques to mitigate visual impact

- (see design-related comments above related to building massing, façade stepbacks, setbacks, landscape buffering) **See notes above.**
- As implied above, serious consideration should be given to entirely eliminating the fifth floor, and creating meaningful step-backs from third to fourth floor on all elevations with abutters. The massing of the building needs to be "sculpted" to ensure that it is compatible with the existing pattern of development and successfully mitigates its impact on abutters and the public realm. **See notes above.**
- Setback along Thorndike should be increased to "ease into" the setback of the structure at 77 Thorndike and to open up views down Thorndike from Harvard. **See notes above.**
- Provision of additional street trees should be considered. **Need new landscape plan.**
- Provide more connections to architecture of 455 Harvard Street, with particular attention paid to scale and materiality. **See notes above.**
- Provide more residential scale articulation on all building elevations. **See notes above. Need to see all building elevations.**
- Ensure that floor to floor height is minimized. **No new information.**

In order to facilitate a more detailed review of this project, the following materials should be submitted as the design develops:

- Missing building elevations, and more detail on elevations already submitted. **No change.**
- Accurate 3-D visual depiction of proposed building, including nearby context, topography and landscaping. SketchUp or Revit model strongly suggested. **3-D model very helpful. Computer model and/or additional renderings would be good.**
- Details of very visible elevation components (garage door very important). **No change.**
- Site plan with all abutting buildings showing dimensioned setbacks. **No change.**
- Site sections showing relationships to all abutting buildings and both Harvard and Thorndike Streets. **No change.**
- A geotechnical and environmental report that "states how the applicant is going to ensure that the site is suitable for residential use" (quoted from Select Board letter to MHP prior to issuance of PEL). **No change.**
- Information regarding projected noise levels of parking mechanisms, and demonstration that garage wall designs properly mitigate impact. **No change.**
- Accurate depictions of rooftop screening dimensions, nature of materials, shadow impact. **No change. **

- Evidence that comments from all relevant town departments have been incorporated into the project. **No change.**
- A site-specific preliminary Construction Management Plan. **No change.**
- A tree protection plan that describes how the existing street tree will be preserved and survive after construction is complete.

Miscellanea:

- How many bikes can be stored in space indicated at grade level?
- How many EV spaces are proposed?
- Is developer adopting the recommended de-coupling of unit rental from parking space rental?
- Can some of rooftop space be used for all resident access to outdoors?

I hope you will contact me with any questions or concerns about this **revised preliminary report**.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Clifford Boehmer', with a long horizontal flourish extending to the right.

Clifford Boehmer, AIA