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August 25, 2020

Maria Morelli, Senior Planner
BROOKLINE DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
333 Washington Street
Brookline, MA 02445

RE: 500 Harvard Street
Architectural Preliminary Peer Review Report

Dear Maria:

I'm writing to provide you with a preliminary Peer Review Report in accordance with my proposal submitted to Alison Steinfeld dated April 12, 2020. I expect to make a presentation to the ZBA on September 30, 2020. In accordance with my proposal, I my review is organized as follows:

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

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

- 500 Harvard Street, Brookline, MA Comprehensive Permit Application dated October 2019 (including detailed review of MassHousing PEL, Architectural Project Narrative, Architectural Plans, Engineering Plans).
- Applicant slide show for Zoning Board of Appeals dated December 18, 2019.
- Shadow Studies (existing and proposed).
- Conceptual Building/Site Sections (not dated).
- Traffic Assessment-500 Harvard Street prepared by VAI dated March 13, 2020.
- 500 Harvard Street Brookline, MA Traffic & Parking Narrative.
- Transportation Demand Management Plan dated May 2020.

Town and Peer Review Reports:

- Letter to MassHousing from Select Board re: Application for 40B Project Eligibility Letter dated December 20, 2018.
- 500 Harvard Street 40B Site Plan Review and Design Analysis dated 1.16.2020
- 500 Harvard Street Parking Peer Review memo prepared by Walker Consultants dated June 17, 2020.
- 500 Harvard Street Traffic Peer Review memo prepared by Environmental Partners dated June 26, 2020.

Communications from citizenry:

- Email to Polly Selkoe from Lee Biernbaum dated November 28, 2019.
- Email to Select Board from John Duesenberry & Debra San dated December 1, 2018.
- Email to Polly Selkoe from Victoria Longino dated December 4, 2018.
- Email to Karen Martin and Neil Wishinsky from Michael Maso dated December 5, 2018.
- Email to Polly Selkoe from Susie Davidson dated December 6, 2018.
- Memo to The Brookline Select Board from Vitaly and Anna Veksler dated December 7, 2018.
- Letter to the Town of Brookline form Margareta White dated December 7, 2018.
- Email to Polly Selkoe from Joanna Gallimore dated December 13, 2018.
- Email to Maria Morelli from Lisa Coady dated December 10, 2019.
- Email to Maria Morelli from Eddine Saiah dated December 15, 2019.
- Email to Maria Morelli from Valerie Samuels dated December 17, 2019.
- Email to Maria Morelli form Anna Kolodner dated December 18, 2019.
- "Eddine Saiah Summary of concerns presented on January 2020" (undated)

(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, MassHousing, and MHP, January, 2011

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

This reviewer visited the site at 500 Harvard and its surrounding neighborhoods on June 5, 2020. No members of the development team or Town representatives attended.

3. Conduct site visit and reconnaissance assessment of surrounding residential and nonresidential areas within one mile of the project site.

Harvard Street/Avenue is a 2-mile stretch of road that runs between Cambridge Street in Boston, south/southeast to Washington Street in Brookline. It passes through several of Brookline's 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. Very near 500 Harvard, four 40B developments have been approved, two of which are complete or very near completion (420 and 455 Harvard). 384 Harvard is under construction. 445 has yet to commence construction. These buildings range in height from 4 to 6 stories, and all have incorporated mitigation strategies into their design that helps integrate the buildings into the existing context. All four of the new structures have contributed to setting a precedent for mixed use development along Harvard Street.

Several large "historic" woodframe, former homes still exist, generally with significant, landscaped setbacks. The street wall along Harvard is periodically broken by parking lots, or atypical, most likely existing currently 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 and to provide a landscaped transition zone.

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). Until the new 40B developments, there was very little mixed residential/commercial development (i.e., most commercial buildings are 100% commercial, and most multi-family buildings are 100% residential). There was only one (two, counting the attic level of the S.S. Pierce Building, assuming it is residential), a 4-story residential building with no setback from Harvard Street (south of Coolidge Corner at Vernon Street). One other 4-story residential building in Brookline is just north of Coolidge Corner, but it is set back something like 12 to 15 feet from the sidewalk. There are two four story mixed use residential buildings with minimal setback at the southern corners of Commonwealth Avenue and Harvard in Boston.

If 500 Harvard Street is constructed as currently conceived, it will be the tallest structure on the entire length of Harvard Street (including the stretch in Boston that runs to Cambridge Street). Currently, the tallest structure (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.

Virtually 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 and retail 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 scales along Harvard Street, there is a consistent attitude towards maintaining a pleasant, active streetscape (including in the Boston stretch). 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 and entry stairs.

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.

The 500 Harvard site is at the northwest corner of Harvard and Kenwood, a very short distance from the Boston city line to the north. To the east across Harvard, there is a very large parking area for over 100 cars that is bookended by a TJ Max to the north and a Santander small bank to the south. To the west along Kenwood are small scale, woodframe homes, typically 2.5 stories high. There is a regular spacing of buildings with landscaped front yards, porches, and well defined entries. Kenwood is tree-lined, typically planted in a narrow planting strip that separates the sidewalks (both sides) from the street. It is one-way, with parking only allowed on the north side of the street. Traffic is calmed by the parallel parking and speed humps. There is a large public park at the end of Kenwood where it intersects with Columbia Street.

To the north on Harvard Street is an existing three story, masonry condominium development, Avalon Terrace. The main body of the building appears to be set back 8 to 10 feet from the back of sidewalk, with a planted area in-between for most of the length of the L-shaped structure. This development fills the remainder of the block to the north, and rounds the corner onto Verndale Street where it runs to the west to engage with woodframe homes similar in scale, materials, and level of detail to those on Kenwood.

Avalon Terrace's façade is a mix of brick and stone, simply but effectively detailed. A cantilevered ornamented cornice line strongly defines the flat roof line, approximately 30 feet above grade. The building is rounded at the northern corner to ease the transition around the corner. A similarly scaled bay is at the southern end of the building on Harvard where it meets the subject site. This building, the very-similar masonry, 3-story residential building across Verndale (a kind of mirror image of the Verndale), the immediate neighbors on Kenwood, and the streetscapes on Harvard and Kenwood are the most critical pieces of context that should be considered in developing the design for 500 Harvard.

4. Queries for Applicant's design team, as appropriate.

There has been no contact between this reviewer and the development team.

5. Provide an oral presentation to the ZBA. Said presentation shall include comments and preliminary recommendations on the following:

This report will be presented a ZBA hearing on Wednesday, September 30, 2020.

a. *Orientation of building in relation to parking areas, open space, and on-site amenities.*

The proposal is to build a new six-story, mixed use building that covers most of the site with building footprint. Included in the program are 30 residential units (3@ Studio, 17@ 1-BR, 7@ 2-BR, 3@ 3-BR), and 6 parking spaces within the building footprint (5 of which are "mechanized", the 6th is a required accessible space). The residential lobby entry is at the northern most point of the building on Harvard Street. The second means of egress for the residential program is a stairwell located mid-way along the Kenwood façade. As currently represented, there are two entries to the 1,740SF retail space, one near the residential entry on Harvard, the other on the rounded corner at Harvard and Kenwood. Entry to the parking area is on Kenwood, in and out of two roll-up garage doors at the western most end of the building. There is a grade change along the Harvard Street and Kenwood Street frontages that does not appear to be depicted on the building

elevations or sections included in the submitted drawings (the northern corner on Harvard is at 43.7, and rises up to 47.73 at the western most corner of the site on Kenwood).

The building height to parapet level along Harvard Street is represented in the Conceptual Building/Site Section as 72'-0"; the same height is indicated along Kenwood Street (see note above regarding grade changes across the site). Neither the sectional or elevational drawings indicate the height of the rooftop mechanical areas or supplemental structures (stairtower, elevator over-run, etc.). The Conceptual Building/Site Sections indicate a uniform 15-foot floor-to-floor for the commercial level, with 10'-8" for each residential floor above. The building footprint appears to be virtually uniform throughout its height (i.e., no discernable stepbacks are clear from the drawings or SketchUp model at any level).

The engineer's site plan indicates a proposed 4.5' bituminous sidewalk along 2/3 of the length of the building that separates it from Avalon Terrace to the north. The remainder of that elevation is effectively zero setback. A 4'-0" bituminous sidewalk is proposed along the entire west elevation (which faces the neighbor on Kenwood) with a tapered grass strip that appears to vary in width from 1 to 3 feet wide. This is the only landscaping noted on any of the drawings. Other than these walkways, there are no open areas indicated on the plans. No site amenities are indicated, and interior building amenities are limited to the residential lobby, mail area, trash room, and the 6 parking spaces. Note that this deficiency was cited in MassHousing's PEL: *"The Applicant should be prepared to discuss opportunities for open space accessible to all tenants."*

There is a proposed 6-inch setback on both Harvard and Kenwood Street. There appears to be about 12 feet from face of curb to the building façade along Harvard, something like 7.5 feet along the primary elevation on Kenwood. It is not clear from the drawings how much further the garage doors are set back.

Due to the orientation of the building and its scale compared with nearby context, and to the fact that it is a corner site, all elevations with the exception of half of the height of the northern elevation will have good access to direct sunlight and/or views of open sky at different times during the day, virtually year-round. Shadow studies have been included in the application materials, and not unexpectedly, they indicate that most of the impact will be on the south-facing windows of the condominium development to the north, the first few small scale home on Verndale Street, and to the immediate neighbor on Kenwood to the west. There are also significant shadows cast on Harvard Street in the afternoon.

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

As noted above, there is no usable open space, and no space available for any buffering landscape materials between the proposed structure and the Kenwood neighbor to the west.

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, setbacks, massing and scale in relationship to the surrounding context and topography.

Unlike the other nearby mixed-use 40B developments, the proposed building design at 500 Harvard has made no meaningful gestures that accommodate, or even recognizes nearby context. This determination is based on the façade "language", the building's placement on the site (i.e., setbacks), the proposed monolithic massing, and the overall scale of the building.

As noted in Section 3 above, the proposed structure, if built as currently depicted, would be the tallest building along the entire length of Harvard Street. This aspect alone does not preclude the feasibility of a building on the site that's taller than existing context. Rather, it is the sum of a multitude of design attributes that make its height untenable. The fully unarticulated, uniformly fenestrated façade is a sheer plane that rises up abruptly from the sidewalk a full 72 feet to the parapet level. There is no comparable treatment at any point along Harvard Street/Avenue. This is immediately adjacent to a well-articulated, meaningfully set-back 30-foot tall building to the north, and close to a 2.5 story small residence to the west. Essentially, given

the proposed massing, it isn't possible to determine what kind of height the site can responsibly support if the building were more thoughtfully designed.

The type of streetscape resulting from this approach can work in some well-established, successful urban environments (see attached image from Main Street, Worcester). But at this location in Brookline (and nearby Boston), the proposed building does not "creates a dialogue with the existing architectural context in Brookline", nor does it "create a modern expression that is not foreign to its surroundings" (quotes are excerpted from the Architectural Project Narrative included in the submitted materials).

While the building elevations indicate a variety of materials and horizontal striations to attempt to break down the massing of the building and make reference to materials that can be found in nearby residential and commercial structures, the abrupt jump in scale and lack of detail make it impossible to connect anything you see with context.

Suggestions for reconceiving the massing, setbacks, step-backs, and other mitigation strategies are included in Section "o" below.

e. Impact of streetscapes (major thoroughfare and abutting residential neighborhood).

As noted above, this reviewer believes that the proposed building is incompatible with the existing streetscape on either Harvard or Kenwood. This is both from the perspective of the pedestrian experience and the impact on nearby residences. It is the minimal setbacks relative to the height of the building that are the main issue as far the creation of a pleasant streetscape.

f. Sensitivity to character defining features of Harvard Street.

A sense of the nature of Harvard Street as it passes through Brookline and Boston is outlined in Section 3 above. While it is the case that the character of the street "peters out" in the area near 500 Harvard due to anomalous building types and large open spaces created by parking lots, the development of the site is an opportunity to strengthen the streetscape in a manner that is consistent with the defining features of Harvard Street, make a notable entry point to Brookline, and set an example for the future development of nearby underutilized sites.

g. Viewsheds of the project visible from the public street, public areas and from the vantage of nearby residential neighborhoods.

The current site is occupied by a commercial use, including parking spaces that are unscreened from the street. The proposed structure eliminates visible parking and fills in the existing curb cut onto Harvard Street. The proposed mixed use proposes to continue an active commercial use on Harvard. Given the height of the structure, it will be visible from the south on Harvard, probably from as far away as the intersection with Coolidge (although maturing street trees could serve to obscure that view). The view of the building from the west on Kenwood, with the exception of the closest small residences, will largely be obscured by existing homes and trees.

h. Pedestrian and vehicular access and circulation, adequacy of accessible provisions. Of particular interest are the implications of access and egress in terms of pedestrians, bicyclists and motorists. Adequacy of parking, visitor loading, drop-off/pick-up facilities.

The issues associated with vehicular access have been discussed in detail in the traffic peer review and responses from the proponent. The primary concern appears to be a safety issue related to relatively fast moving cars turning from Harvard onto Kenwood, combined with the distance of the building entry drive from the corner with Harvard. There is an additional safety concern related to the likelihood that drivers exiting the parking garage at 500 would drive the wrong way up Kenwood in order to avoid circling around side streets. Both of these concerns are credible, and should be addressed in the project design.

There are also a few potential noise-related issues that include the sound generated by the stacked parking system, the garage doors, as well as any safety alarms that warn pedestrians that a car is exiting the garage.

Whether the number of proposed parking spaces is “adequate” is outside this reviewer’s realm of expertise. It seems clear that the size of the site precludes the ability to come close to the number of spaces recommended in the parking peer review (or to meet the ratio achieved in some other 40B developments). This would be difficult even if the entire lot were a surface parking lot. Ramping underground does not help in the existing plan, as the ramp itself, in order to be drive-able, would leave very little space available in the basement space.

From a neighborhood impact perspective, the inclusion of the indicated at-grade parking within the building footprint has exacerbated the issue of building height, in particular because of the dimensional requirements of the proposed stacking equipment. Note that the garage level slab is the highest point on the building’s Kenwood and Harvard elevations, which exacerbates the problem.

Another potential issue associated with the proposed parking plan (in addition to it increasing the building height) is related to the number of proposed accessible spaces (which is one). The problem with the single accessible space is related to the Massachusetts Architectural Access Board’s regulation 10.3 that states the number of accessible spaces provided in a multi-family building “shall be provided in sufficient numbers to meet the needs of the dwelling unit occupants.” Because the building must include 2 fully accessible dwelling units, it can be argued that *two* accessible spaces are necessary. The challenge is compounded by the additional MAAB requirement that one of the spaces must be van accessible.

To achieve two accessible spaces (including the van accessible space) in the current plan, the stacker system may have to be abandoned (as it may not be the case that any stacker space can be used as an accessible space), and the van aisle would have to be relocated so that it could serve two parking spaces. If clearance to the trash room and access to the residential lobby were to be maintained within the garage, the result could be as few as a total of three parking spaces.

One option that could be considered to achieve the same total number of proposed spaces (six, but including two accessible spaces) without increasing building height (that is, not using a stacker system) would be to relocate the building service spaces to a full or partial basement level, reorient the Kenwood Street stair tower, and move the elevator closer to Harvard Street. If stackers were used, something like nine spaces could be possible.

The civil engineering plans indicate that outdoor bike racks sufficient for 30 bikes will be located on the west wall of the building, accessed by the walkway mentioned above. One would assume that these are hanging racks, which would require lifting the bike to place it in the hanger. There do not appear to be any other racks on the site plan.

The civil plans also note that the gas meters for the development will be installed on that wall (note that neither the meters nor the bicycle racks are shown on the architectural elevations). The west elevation also shows areas of metal mesh screens, most likely for garage ventilation. Care should be taken that there actually is adequate space on that side of the building to accommodate all of these features, as well as ensuring that there is sufficient clearance for properly accessing and using the bike hanging system.

Drop off and delivery is proposed to be accommodated by restricting parking at two spaces on Harvard Street during specified hours. This approach seems reasonable, however, there may not be consensus at this point as to which hours should be for delivery only.

i. Integration of building and site, including but not limited to preservation of existing tree cover, if any.
As discussed above, the building footprint fills out the maximum possible site area, with the potential exception of the side yard space on the north side (which does not serve any function associated with the proposed new structure, other than perhaps easing the construction of the buildings foundation and accommodating zero-setback widows in Avalon Terrace). As such, there really is no available site to integrate into the building design beyond doors that open onto public walkways.

As far as tree cover, there is one existing street tree that is shown on the civil engineer's plans

j. Exterior materials.

Proposed façade materials include fiber cement panels, masonry (no specific detail provided), vinyl windows, storefront, and a bolt-on aluminum awning. The Architectural Project Narrative states that the "massing is broken up into two floors of a dark panel over four floors of red brick." There does not appear to be an outline specification or other source that establishes the quality level of the materials. As there is a very wide range of qualities of all the generic materials that are called out, and given the scale, prominence, and exposure of the proposed structure, a better understanding of the actual materials palette is critical.

k. Exterior lighting

Submitted materials do not include a lighting plan.

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

No landscape plans are included in the submitted materials.

m. Feasibility of incorporating sustainable building features and energy performance standards in the design, construction and operation of the buildings, such as standards required for LEED certification

There does not appear to be any detailed information about the proposed MEP systems or building envelope design included in the materials beyond "individual environmental controls....modern energy-efficient appliances....low-energy lighting fixtures.....individual residential-style condenser" (this is excerpted from the Project Narrative) . Nor does it appear that there is information in the application that expresses the developer's desire to design and construct to a third-party-verifiable level.

The utility plan indicates a gas service entry off of Kenwood, and a line of 31 meters mounted on the west wall (i.e., it does not appear to be the intent of the developer to comply with Brookline's zero emissions goals).

n. Any other design-related considerations identified by the consultant, public comments, Town departmental comments, or developer-submitted materials.

- Floor plans in submission only include "fit plans" with gross square footage indicated, along with "Typical" plans that provide more detailed information for some of the units. Because the building has greater than 20 rental units, it will need to include at least two Group 2 ("fully accessible") units. It is not known which units are proposed as Group 2. An accessible space is shown in the garage plan.
- Because the proposed building has an elevator, all units are required to conform with Group 1 unit requirements.
- Common spaces for residents appear to be limited to entry lobby, parking, exterior bike storage, trash room, mail space, and circulation. Given lack of any usable outdoor space, should rooftop open space be considered?
- How will trash be handled on the site (residential and commercial)? Plans indicate no access from retail space to ground level trash and recycle space.
- Minimal setbacks on Harvard Street restrict any potential integration of outdoor space into retail use. Small setbacks may also adversely impact trash management plan if rolling bins are anticipated.
- Submitted materials state that if the project requires a transformer, it will be located on the southwest corner of the site. There does not appear to be space in that location if it is above ground.
- Is any fencing on the west boundary proposed?
- If the garage is mechanically ventilated, are areas of metal mesh screening necessary on west elevation?
- The egress stair door on Kenwood door appears to swing excessively over public walkway.
- Living room in "Typical 2-Bedroom Unit Plan" appears to be only 9.5' wide (very narrow).

o. Techniques to mitigate negative impact

- (see design-related comments above related to building massing, height, façade step-backs, setbacks, landscape buffering)

- Significantly increase setbacks on Harvard and Kenwood. At a minimum, Harvard setback should match adjacent building to the north. Kenwood setback should facilitate greater visibility around corner and create space that will facilitate a more inviting corner entry to the retail space (note that Masshousing's PEL states that the "*Applicant should be prepared to engage in dialogue with abutters and address concerns relative to what the Municipality believes are unreasonable setbacks*").
- Setback on west side should be increased to provide for an effective landscape buffer and to decrease shadow impact. Step-backs along that elevation will decrease solar impact on the neighbor.
- Break up the building height by incorporating façade elements that directly relate to important dimensions on the neighboring structures (for example, the heavily ornamented roof cornice on the building to the north). Step back the building at that level all along Harvard Street.
- Meaningfully dimensioned step-backs on all façades can be used to decrease overall mass of the building, and to transition to areas with increased setback where building height can increase without creating negative impact. This is how to determine how much height makes sense on the site.
- Eliminate internal parking as a means to diminish building height and to concentrate resources on building features that are visible from the public realm. As an alternative to providing on-site parking, consideration can be given to methods for subsidizing parking space rentals, particularly for affordable unit residents.
- Replace the 2500SF of parking and expand commercial use to active the façade and eliminate large garage doors. Potentially move residential lobby to Kenwood Street to maximize commercial presence on Harvard. If residential entry is relocated to Kenwood and set back further from the street, there is an opportunity to more closely match to setback of the neighbors on Kenwood
- If more-subtle mitigation strategies prove to be insufficient to better integrate the building into its surroundings and support/strengthen the existing patterns of development along Harvard Street, consideration must be given to entirely eliminating the fifth and sixth floors.
- Provision of additional street trees should be considered.
- In addition to shaping the overall massing of the building, provide more residential scale articulation on all building elevations. Create a more interesting storefront elevation.
- Set back the residential entry area to accentuate that use, break up the expanse of first floor storefront, and provide additional protection from the weather.
- Use protective overhangs along commercial frontage to accentuate the first floor use, make commercial space(s) more inviting, and engage with the sidewalk.
- As is the case in the other approved mixed use 40B's on Harvard Street, differentiate the residential and retail components by a change in plane of the façade.
- Ensure that floor to floor height is minimized. At first floor, if parking must be maintained, consider a system that stacks below grade rather than above the slab (which increases height of first floor).

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

- More detailed information regarding proposed façade materials.
- Detailed floorplans for all units, including Group 2 units.
- Obtain an opinion from the MAAB regarding the required number of accessible parking spaces.
- Details of very visible elevation components (garage doors, garage ventilation screening, gas meters, bike racks, etc.).
- Correct elevations to accurately represent changes in grade along Harvard and Kenwood Streets.
- Site plan with all abutting buildings showing dimensioned setbacks.
- A geotechnical report that includes recommendations for foundation types for the new structure, as well as maintenance of the structural integrity of the neighboring building to the north.
- Because the proposed building is more than 30 feet taller than its immediate neighbor to the north, there could be a resultant increase in snow and ice accumulation on the existing structure. This should be studied with respect to the likelihood of this occurring, the existing building's ability to handle increased loading, roof conditions at the existing building, etc.
- Information regarding projected noise levels of parking mechanisms and garage doors

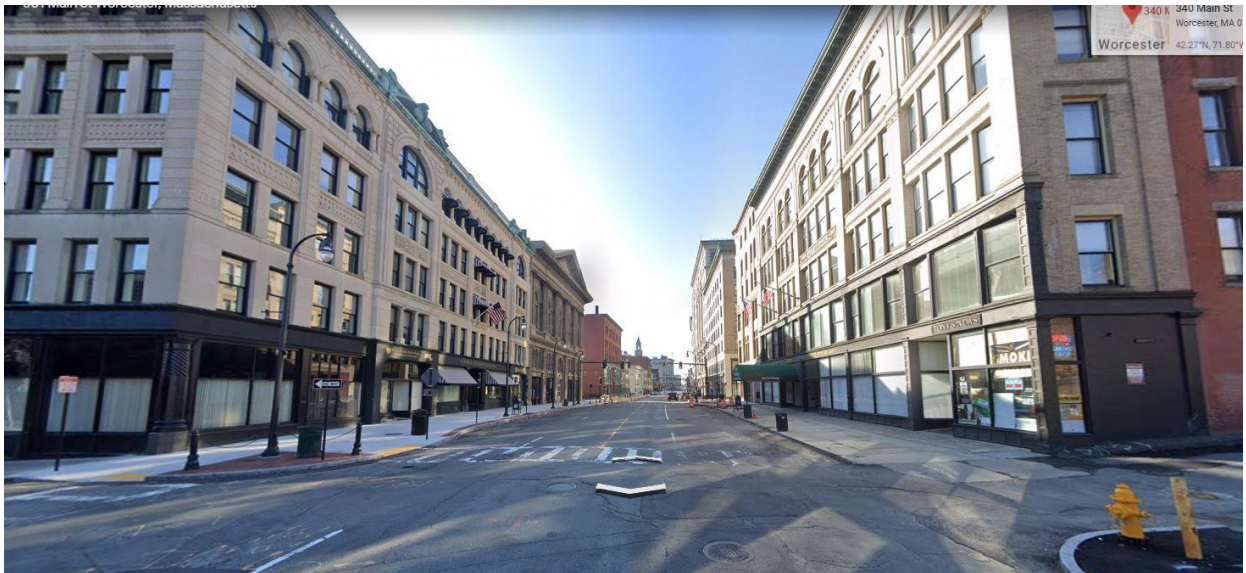
- A more detailed roof plan with mechanical equipment layout, proposed screening dimensions, nature of materials, etc.
- Sightline study that demonstrates visibility of rooftop equipment from Harvard Street approaches.
- A site-specific preliminary Construction Management Plan that includes intentions regarding use of site and street for mobilization/laydown space, tree protection and accommodations that must be made to protect neighboring properties, material deliveries, street closures, construction durations, etc.
- A detailed trash management plan should be provided.

Thanks Maria for the opportunity to work with you on the analysis of this very prominent project. I hope you will contact me with any questions or concerns about this preliminary report.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Clifford Boehmer', written in a cursive style.

Clifford Boehmer, AIA



View of streetscape where proposed building would be "contextual."