

PLANNING & COMMUNITY
DEVELOPMENT

KRATTENMAKER O'CONNOR & INGBER P.C.

ATTORNEYS AT LAW

2020 JAN 21 P 2:08

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CHARLES G. KRATTENMAKER, JR.
MARY WINSTANLEY O'CONNOR
KENNETH INGBER

OF COUNSEL: RAYMOND SAYEG

January 21, 2020

VIA EMAIL

Jennifer Raitt, Director
Department of Planning and Community
Development
Town of Arlington
730 Massachusetts Avenue
Arlington, MA 02476

Re: Docket No. 3602 / 1207-1211 Massachusetts Avenue

Dear Jenny:

Thank you for your memorandum of January 7, 2020. I will respond to the items raised in the order in which you have listed them.

1. A traffic study will be submitted by Mr. Doherty.
2. See the revised plans.
3. The revised plans show screening where the proposed mechanical's will be located. This also reflects a reduction in the proposed venting for the building at this time. It should be noted that the final locations will be determined on the IFC (Issued for Construction) plans and will not be visible to the surrounding neighborhood.
4. See the updated information attached as Exhibit "A".
5. See the updated information attached as Exhibit "B".
6. The petitioner will not be providing this information as it is proprietary and is not relevant to the relief requested.
7. This information was provided in the materials delivered on January 2, 2020. There are two properties with solar panels behind the subject property – 18 Pierce Street and 24 Clark Street. Neither is impacted.
8. See the updated information attached.
9. Resolved – no response required.

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Jennifer Raitt, Director
January 21, 2020
Page 2

Comments provided by ARB:

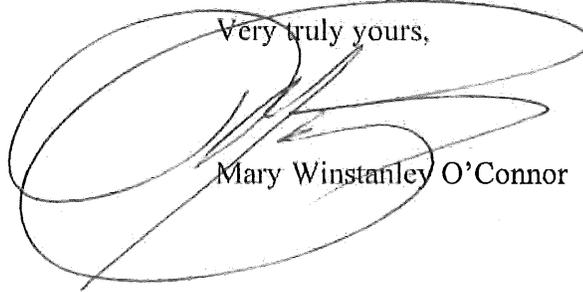
1. A draft traffic study will be submitted by Mr. Doherty.
2. Updated information was included in the package delivered on December 2, 2019. Additional information will be provided with the submission on January 20, 2020.
3. Resolved – no response is required.
4. Resolved as indicated above. Additional detailed information will be included in the January 20, 2020 submission.
5. Detailed information will be included in the January 20, 2020 submission.
6. Resolved – no response required.
7. Resolved – no response required.
8. Resolved – no response required.
9. This has been revised and was included in the December 2, 2019 submission.
10. I would suggest that no parking is required for the restaurant as it is a prior nonconforming use. The DAV had a kitchen and restaurant and had no parking. I would suggest that this is substantially similar to the restaurant use being proposed for the Balich 5 & 10, where no parking is available on site.
11. Resolved – no response required.
12. Resolved – no response required.
13. Resolved – no response required.
14. Updated information will be provided with the January 20, 2020 submission.

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Jennifer Raitt, Director
January 21, 2020
Page 3

Please do not hesitate to contact me to discuss this matter. In advance, I thank you.

Very truly yours,

A handwritten signature in black ink, appearing to be 'Mary Winstanley O'Connor', is written over a large, loopy scribble that partially obscures the text below it.

Mary Winstanley O'Connor

MWO/ccg
Enclosures
6214

cc: James Doherty

Exhibit A

The FAR for this proposal is 1.5 as provided for by the mixed use bylaws. As mentioned in your correspondence, Section 5.3.6 provides for bonus space based on certain criteria.

For this proposal we are requesting a modest increase of 10% or 2,104 s.f.. This request is based on the 'Public Access' provision and will provide for a public art and presentation area located in the front right area of the lot. We intend to provide through an easement to allow various groups the opportunity to have presentations and events for the community.

Exhibit B

As detailed on our revised plans, we are providing open space on three sides of the proposed building; the rear, left side and in front of the building. The open space will consist of a grass landscaped area and pervious paver area. The total will be 2,741 s.f.

Lighting

The lighting proposed for the site will consist of energy efficient LED low profile lighting. Deflectors and other technology will be utilized to ensure lighting does not spill into the neighborhood. To ensure the desired results are achieved, we will be conducting a photometric study prior to finalizing the installation.

To: James Doherty
1211 Massachusetts Avenue Realty Trust

Date: January 16, 2020

From: Michael A. Santos, PE

Proj. No. 28408.00

Re: 1211 Massachusetts Avenue – Arlington, MA
Traffic Information Summary

BSC Group, Inc. has conducted an evaluation of the transportation characteristics and impacts of the proposed hotel development to be located at 1211 Massachusetts Avenue (the “Project”) in Arlington, Massachusetts. This evaluation provides information related to trip generation characteristics of the Project, vehicular circulation and operations on the site, and parking supply.

Project Description

The Project will consist of the construction of a new 50-room hotel and restaurant at 1211 Massachusetts Avenue. The Project site is located along the north side of Massachusetts Avenue and is adjacent to Clark Street on the west. Vehicular access will be provided by a valet operated pick-up/drop-off area with two curb cuts along Massachusetts Avenue. Access to the parking area will be along the east side of Clark Street, on the north side of the site.

The existing site consists of both 1207 and 1211 Massachusetts Avenue and contains a 2,500 square foot (sf) Disabled American Veterans (DAV) building, a used car dealership, an automobile service station, and a three-bedroom apartment, which contains 3,031 sf. There are currently two curb cuts along Massachusetts Avenue and one curb cut along Clark Street that provide access to the existing uses on the site. The DAV building recently closed and operated similarly to a restaurant. All uses on the existing site will be demolished as part of the Project.

Site Access

Vehicular access to the site will be limited to pick-up/drop-off and valet operations. A one-way, semi-circular driveway will be located at the front of the site, adjacent to Massachusetts Avenue. Two-curb cuts will be provided to allow westbound vehicular flow through the site, with the eastern curb cut operating as enter-only and the western curb cut operating as exit-only. An additional curb cut will be provided along the east side of Clark Street to provide access to the parking area in the rear of the building. Right-turns onto Clark Street northbound from the parking area will not occur, as the parking will be valet and controlled by the hotel operator.

Pedestrian access will be provided for the hotel lobby and the restaurant along Massachusetts Avenue. Sidewalks are currently provided along Massachusetts Avenue and Clark Street, with a painted crosswalk across Clark Street. The Project will upgrade all adjacent sidewalks, curb ramps, and crosswalks that serve the site to current standards set forth by the Americans with Disabilities Act (ADA). Bicycle racks will be provided for guests and visitors along Massachusetts Avenue. A secure and covered bicycle storage room will be provided within the lower level of the building for employees of the future uses on the site.

The Massachusetts Bay Transportation Authority (MBTA) operates the #77 and #79 buses along Massachusetts Avenue, adjacent to the Project site, with inbound and outbound stops immediately east of the site, near the intersection of Massachusetts Avenue/Appleton Street. Both buses provide access between Arlington Heights and the MBTA’s Red Line. The #77 bus provides access to Harvard Station,

approximately 4.5 miles to the east, and the #79 bus provides access to Alewife Station, approximately 2.5 miles to the east.

Parking and Loading

The Project will provide a total of 27 parking spaces for the hotel uses. A tandem-style garage will be located in the rear of the building on the north side of the site and will contain 24 parking spaces. An additional three spaces will be located along the north side of the site in a surface lot. All parking on the site will be valet and will serve both the hotel and restaurant uses. The Project will not have any spaces for self-parking. On-street parking is allowed along both sides of Massachusetts Avenue. The Project will not change the overall number of available on-street parking spaces.

All loading and trash operations will occur in the rear of the building via the Clark Street curb cut. Deliveries will occur either in the pick-up/drop-off area or in the rear of the building, depending on the anticipated duration. Deliveries and loading operations will be limited to single-unit box trucks and smaller vehicles.

Trip Generation

Trip generation estimates for the Project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. Trip generation estimates were developed for the proposed 50-room hotel. Table 1 presents the trip generation for the Project.

Table 1
Trip Generation Summary

Time Period	Project Trips			Existing Trips					Net Change
	Hotel ¹	Restaurant ²	Total	DAV Club ²	Auto Dealership ³	Automobile Service Station ⁴	Apartment ⁵	Total	
AM Peak Hour									
Entering	14	15	29	15	1	3	0	19	+10
Exiting	<u>10</u>	<u>13</u>	<u>23</u>	<u>13</u>	<u>0</u>	<u>1</u>	<u>1</u>	<u>15</u>	<u>+8</u>
Total	24	28	52	28	1	4	1	34	+18
PM Peak Hour									
Entering	15	17	32	17	0	3	1	21	+11
Exiting	<u>15</u>	<u>10</u>	<u>25</u>	<u>10</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>13</u>	<u>+12</u>
Total	30	27	57	27	1	5	1	34	+23

1 Based on ITE Land Use Code (LUC) 310 – Hotel (50 Rooms)

2 Based on ITE LUC 932 – High Turnover Sit Down Restaurant (2,800 sf)

3 Based on ITE LUC 841 – Automobile Sales, Used (264 sf)

4 Based on ITE LUC 942 – Automobile Care Center (1,650 sf)

5 Based on ITE LUC 220 – Multi-Family Housing, Low-Rise (1 unit)

Based on the trip generation and mode share data, the Project is expected to generate 52 vehicle trips during the weekday morning peak hour and 57 vehicle trips during the weekday evening peak hour. When compared to the existing uses on the site, this results in a net increase of 18 trips during the weekday morning peak hour and 23 trips during the weekday evening peak hour.

The peak hour trips are typically the most critical because those time periods are when the adjacent roadways experience the highest traffic demands throughout the course of the day. The peak hour increases represent

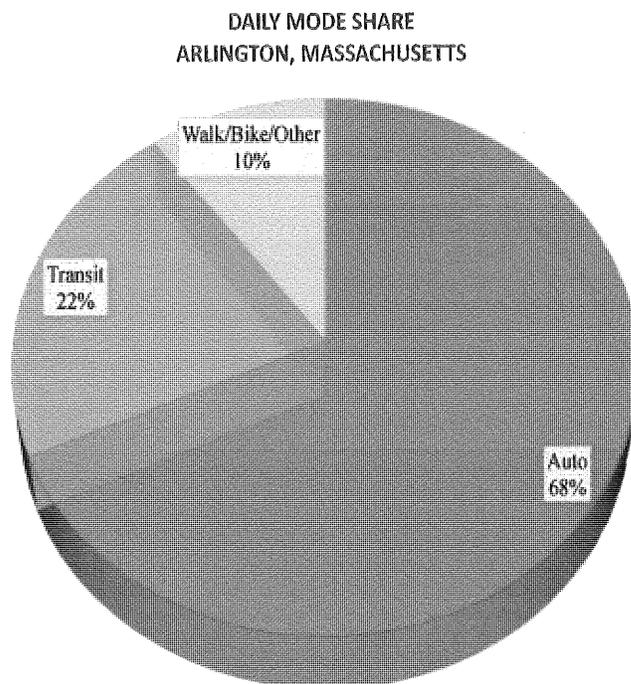
approximately one additional trip every 2-4 minutes.

The trip generation estimates provided in Table 1 do not consider alternative modes of transportation such as walking, bicycling, and transit usage. Based on the location of the site and the proximity to two highly used MBTA bus routes (Routes #77 and #79), it is expected that a portion of the trips will be made by public transportation. It is also expected that a portion of the hotel-related trips will be made by taxi or ride-hailing service and will not use Clark Street for parking purposes. The following section discusses the mode shares for travel in the vicinity of the Project.

Modes of Travel

Mode-split data for the census tract in Arlington in which the Project site is located were obtained from the United States Census. The primary modes of travel for the Project are expected to be transit, walk/bicycling, and vehicular usage. The US Census provides travel mode shares over the course of an average weekday for commuting purposes only. However, the mode shares to provide an insight into the availability and convenience of non-vehicular modes of travel. The mode shares for the census tract in which the Project site is located are presented in **Figure 1**.

Figure 1
Modes of Travel



As shown in Figure 1, the predominant mode of commuting travel in this area of Arlington is by vehicle (68 percent). Transit trips account for approximately 22 percent of travel and the remaining 10 percent of trips are made by walking, biking, or other travel modes.

As previously stated, the mode shares represent daily commuting trips. It is expected that the hotel and restaurant usage of the Project will include taxi trips and may not exactly reflect commuting patterns. Additionally, the restaurant will serve the hotel guests and residents of the surrounding neighborhoods, allowing for a further reduction in vehicle-based trips. Further, the commuter mode share percentages do indicate that there are opportunities other than driving for guests of the hotel once they are on-site.

Summary

This evaluation indicates that the proposed development is expected to generate a minimal amount of vehicular traffic during the commuter peak hours (approximately one new trip every 3-4 minutes). The Project is expected to have a minimal impact on the surrounding roadway network throughout most of the day. The periods that will experience the most impact will occur mostly during off-peak hours. Hotels typically have check-in times in the early afternoon and check-out times in the late morning, which occur

outside of commuter peaks. The restaurant will have the highest impacts after the weekday evening commuter peak hour when traffic volumes are typically lower.

The Project will provide on-site parking for 27 vehicles, which will be operated by the hotel's valet service. Self-parking will not be provided on the site. The parking will be valet-only and will be operated by the hotel. Right-turns from the parking area on to Clark Street northbound will not occur and the Project will have minimal impact to the residential neighborhood north of the site. All loading, trash servicing, and deliveries will occur on the Project site and will not have impacts to Massachusetts Avenue or Clark Street. As part of the Project, all adjacent sidewalks, crosswalks, and curb ramps will be upgraded in accordance with ADA standards.



LEED v4.1 BD+C: Hospitality
Project Checklist

Project Name: Lexington Hotel
Date: 1/20/2020

Lexington Hotel

1/20/2020

Y	?	N								
			Credit	Integrative Process						1

0	0	0	0	0	0	0	0	0	0	0
										16
			Credit	LEED for Neighborhood Development Location						16
			Credit	Sensitive Land Protection						1
			Credit	High Priority Site						2
			Credit	Surrounding Density and Diverse Uses						5
			Credit	Access to Quality Transit						5
			Credit	Bicycle Facilities						5
			Credit	Reduced Parking Footprint						1
			Credit	Electric Vehicles						1

0	0	0	0	0	0	0	0	0	0	0
										13
			Prereq	Storage and Collection of Recyclables						Required
			Prereq	Construction and Demolition Waste Management Planning						Required
			Credit	Building Life-Cycle Impact Reduction						5
			Credit	Building Product Disclosure and Optimization - Environmental Product						2
			Credit	Building Product Disclosure and Optimization - Sourcing of Building Product						2
			Credit	Building Product Disclosure and Optimization - Material In						2
			Credit	Construction and Demolition Waste Management						2

0	0	0	0	0	0	0	0	0	0	0
										10
			Prereq	Construction Activity Pollution Prevention						Required
			Credit	Site Assessment						1
			Credit	Protect or Restore Habitat						2
			Credit	Open Space						1
			Credit	Rainwater Management						3
			Credit	Heat Island Reduction						2
			Credit	Light Pollution Reduction						1

0	0	0	0	0	0	0	0	0	0	0
										16
			Prereq	Minimum Indoor Air Quality Performance						Required
			Prereq	Environmental Tobacco Smoke Control						Required
			Credit	Enhanced Indoor Air Quality Strategies						2
			Credit	Low-Emitting Materials						3
			Credit	Construction Indoor Air Quality Management Plan						1
			Credit	Indoor Air Quality Assessment						2
			Credit	Thermal Comfort						1
			Credit	Interior Lighting						2
			Credit	Daylight						3
			Credit	Quality Views						1
			Credit	Acoustic Performance						1

0	0	0	0	0	0	0	0	0	0	0
										11
			Prereq	Outdoor Water Use Reduction						Required
			Prereq	Indoor Water Use Reduction						Required
			Prereq	Building-Level Water Metering						Required
			Credit	Outdoor Water Use Reduction						2
			Credit	Indoor Water Use Reduction						6
			Credit	Cooling Tower Water Use						2
			Credit	Water Metering						1

0	0	0	0	0	0	0	0	0	0	0
										6
			Credit	Innovation						5
			Credit	LEED Accredited Professional						1

0	0	0	0	0	0	0	0	0	0	0
										4
			Credit	Regional Priority: Specific Credit						1
			Credit	Regional Priority: Specific Credit						1
			Credit	Regional Priority: Specific Credit						1
			Credit	Regional Priority: Specific Credit						1

0	0	0	0	0	0	0	0	0	0	0
										33
			Prereq	Fundamental Commissioning and Verification						Required
			Prereq	Minimum Energy Performance						Required
			Prereq	Building-Level Energy Metering						Required
			Prereq	Fundamental Refrigerant Management						Required
			Credit	Enhanced Commissioning						6
			Credit	Optimize Energy Performance						18
			Credit	Advanced Energy Metering						1
			Credit	Grid Harmonization						2
			Credit	Renewable Energy						5
			Credit	Enhanced Refrigerant Management						1

52 | 0 | 0 | 0 | 0 **TOTALS** Possible Points: **110**
40 to 49 points, Silver: 50 to 59 points, Gold: 60 to 79 points, Platinum

SPECIAL PERMIT - SITE PLAN REVIEW

1211 Massachusetts Avenue
Arlington, MA 02476

December 12, 2019



LINCOLN ARCHITECTS LLC
1 Mount Vernon Street, Suite 203
Winchester, MA 01890
781.721.7721

LOCUS PLAN



DRAWING LIST

ARCHITECTURAL

COVER SHEET

- L1.1 EXISTING CONDITION DIAGRAM
- L1.2 PROPOSED PLOT PLAN
- L1.3 SITE PLAN / LANDSCAPING PLAN
- A0.1 RENDERING IMAGE / VIEW FROM MASSACHUSETTS AVENUE
- A0.2 RENDERING IMAGE / BIRDS EYE VIEW FROM MASSACHUSETTS AVENUE
- A1.1 LOWER LEVEL/MAIN LEVEL FLOOR PLAN
- A1.2 SECOND & THIRD FLOOR PLAN/FOURTH FLOOR PLAN
- A4.1 BUILDING ELEVATIONS
- A4.2 BUILDING ELEVATIONS
- A5.1 EXISTING BUILDING - SHADOW STUDY/SUMMER SOLSTICE
- A5.2 EXISTING BUILDING - SHADOW STUDY/WINTER SOLSTICE
- A5.3 EXISTING BUILDING - SHADOW STUDY/AUTUMN EQUINOX
- A5.4 EXISTING BUILDING - SHADOW STUDY/SPRING EQUINOX
- A6.1 PROPOSED BUILDING - SHADOW STUDY/SUMMER SOLSTICE
- A6.2 PROPOSED BUILDING - SHADOW STUDY/WINTER SOLSTICE
- A6.3 PROPOSED BUILDING - SHADOW STUDY/AUTUMN EQUINOX
- A6.4 PROPOSED BUILDING - SHADOW STUDY/SPRING EQUINOX



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Revisions

PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

EXISTING CONDITIONS

Project Number
2017.032

Drawing Scale
1" = 20'

Drawn By
GMc

Checked By
GMc

Date Issued
12/12/19

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PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

PLANTING PLAN

Project Number
2017.032

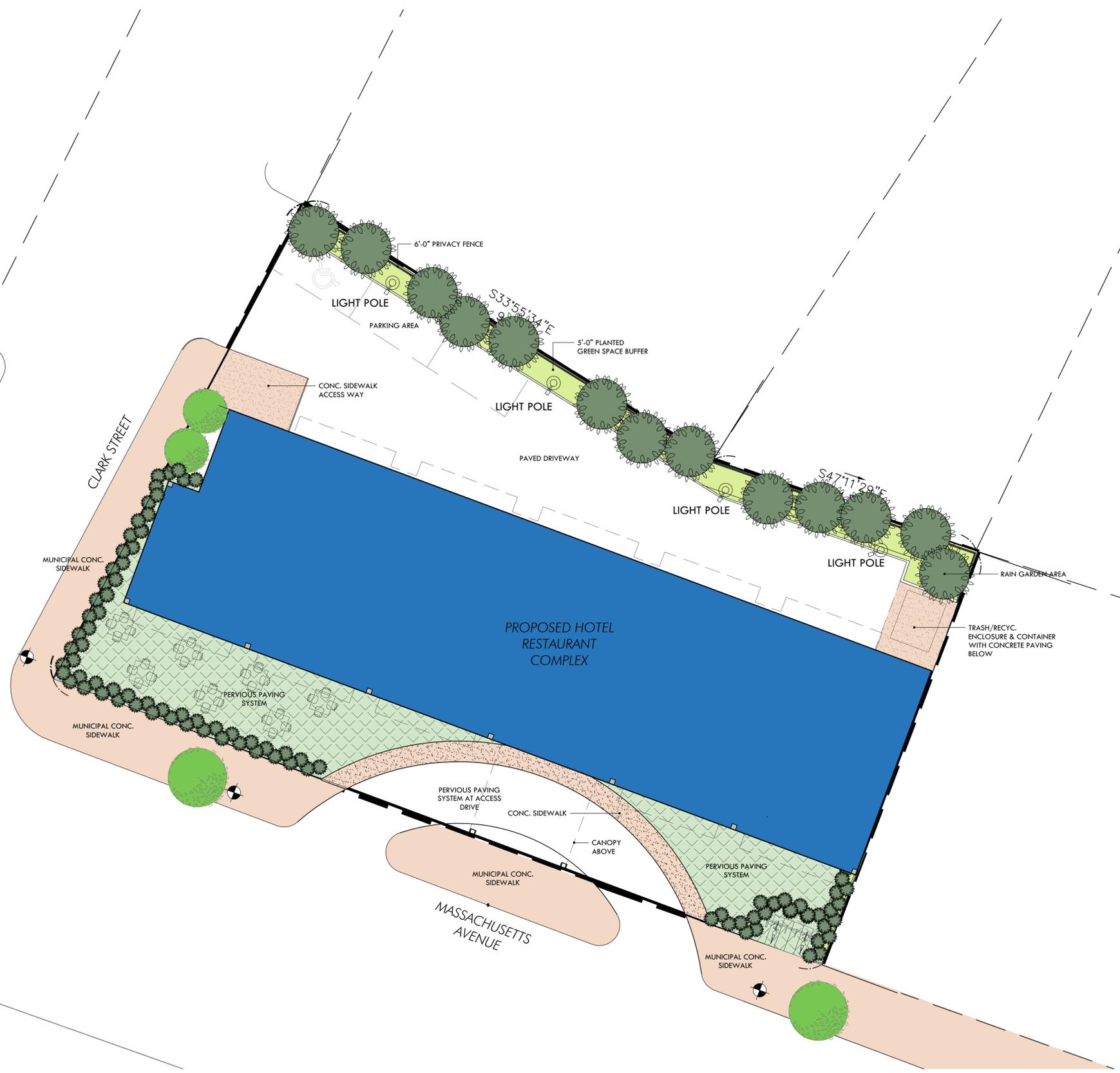
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Drawn By
GMc

Checked By
GMc

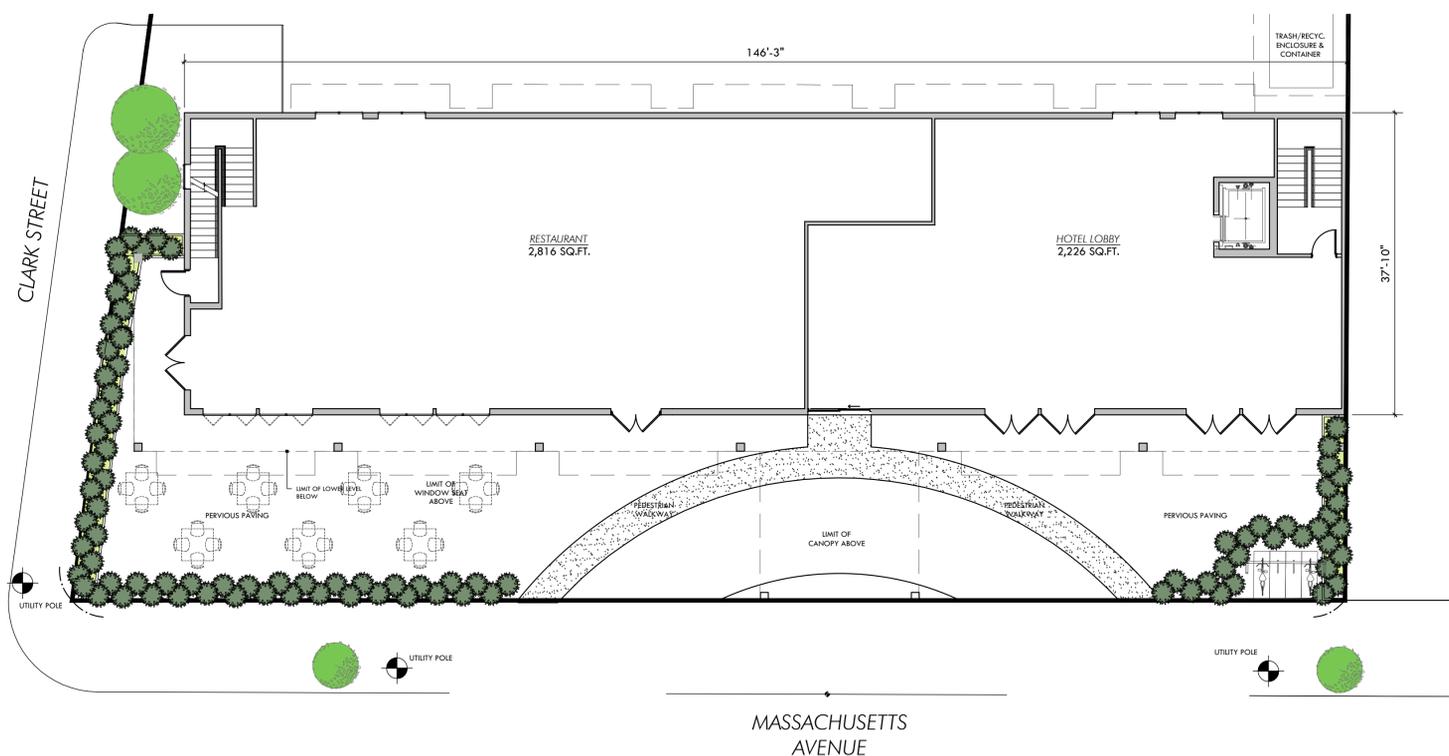
Date Issued
12/12/19

L1.3





1 LOWER LEVEL FLOOR PLAN
SCALE: 3/32"=1'-0"



2 FIRST FLOOR PLAN
SCALE: 3/32"=1'-0"

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PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

**LOWER LEVEL
FIRST FLOOR
FLOOR PLANS**

Project Number	2017.032
Drawing Scale	3/32"=1'-0"
Drawn By	GMc
Checked By	GMc
Date Issued	12/12/19

A1.1

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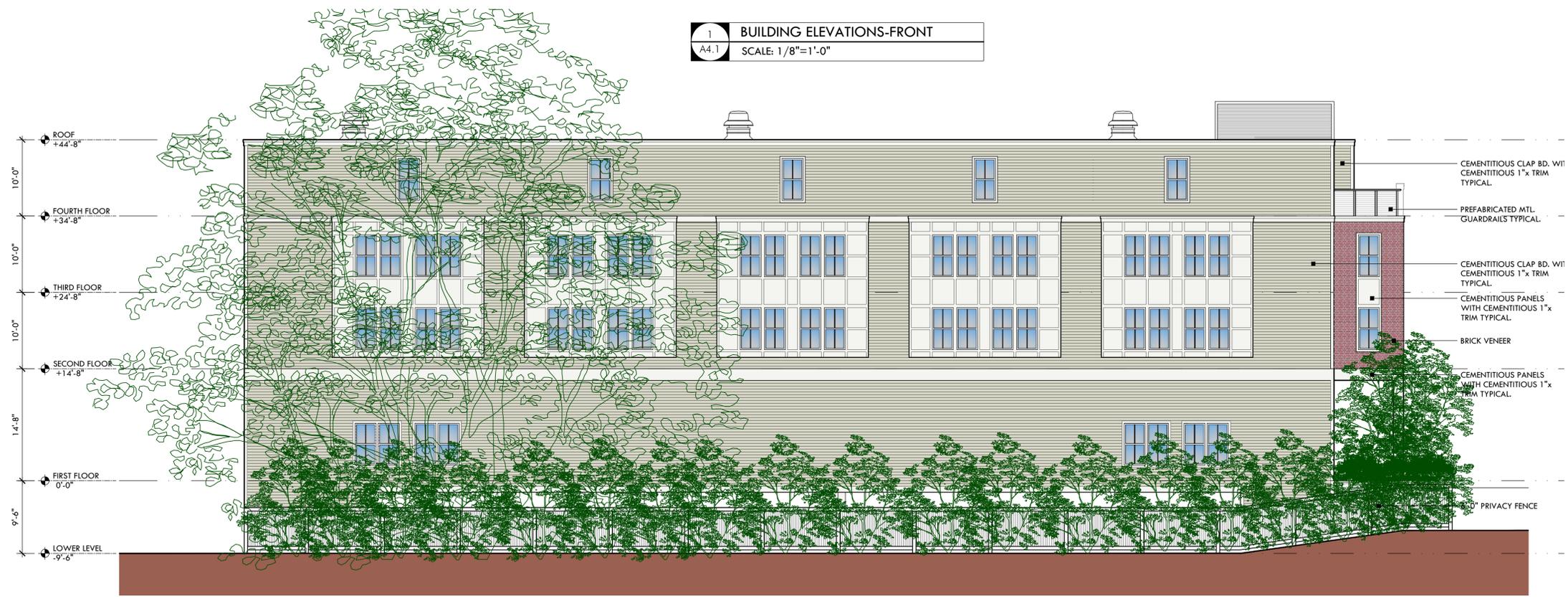
Revisions

PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

BUILDING ELEVATIONS

Project Number
2017.032
Drawing Scale
1/8"=1'-0"
Drawn By
GMc
Checked By
GMc
Date Issued
12/12/19

A4.1



2 BUILDING ELEVATIONS- REAR
A4.1 SCALE: 1/8"=1'-0"



1 BUILDING ELEVATIONS-SIDE
A4.2 SCALE: 1/8"=1'-0"

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PROPOSED HOTEL COMPLEX
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Arlington, MA

BUILDING ELEVATIONS

Project Number
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Drawing Scale
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GMc
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12/12/19

A4.2



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PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

SHADOW STUDY
EXISTING CONDITIONS
SUMMER SOLSTICE

Project Number
2017.032
Drawing Scale
N.T.S.
Drawn By
GMc
Checked By
GMc
Date Issued
12/12/19



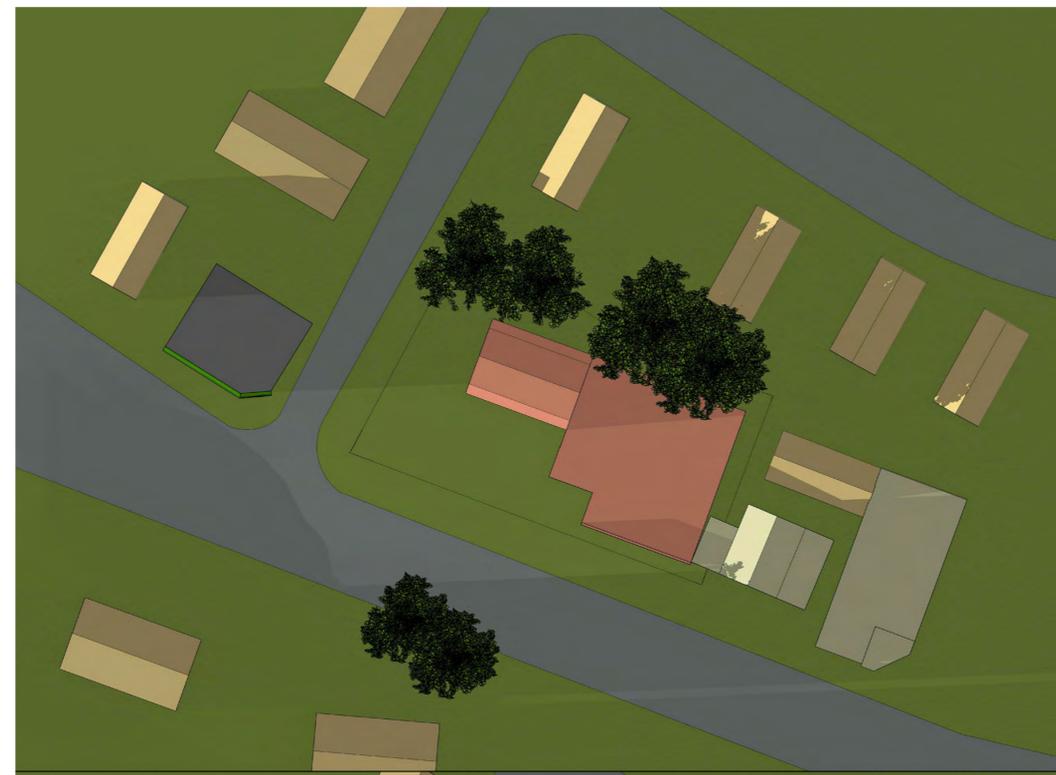
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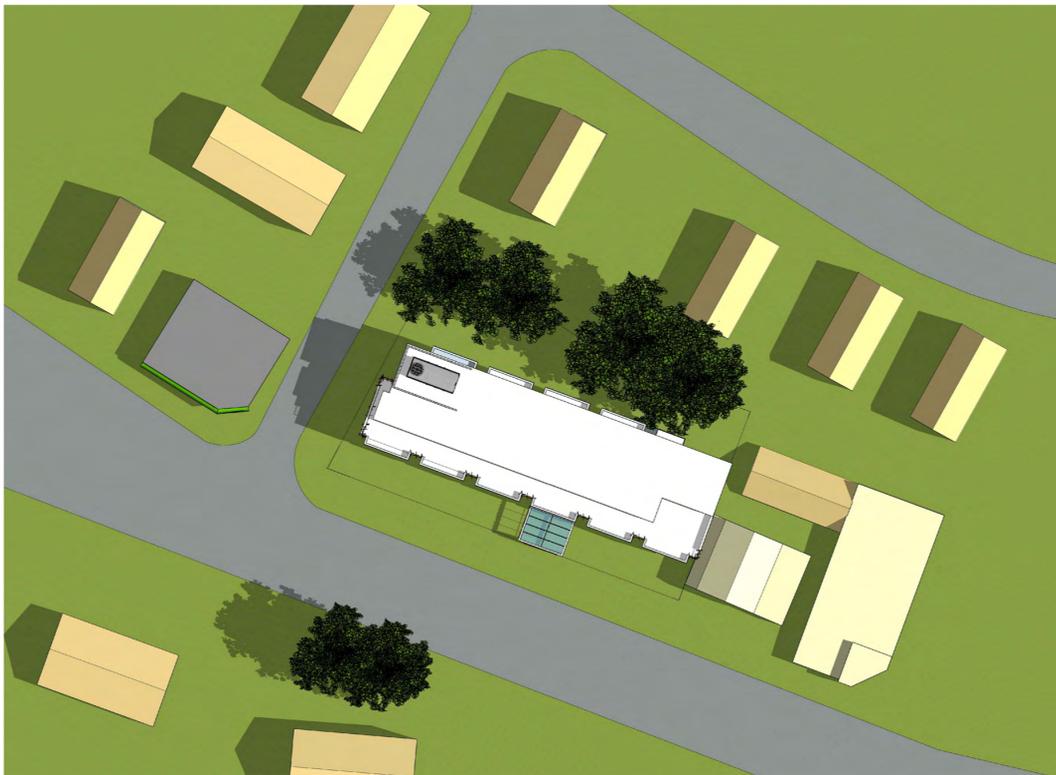
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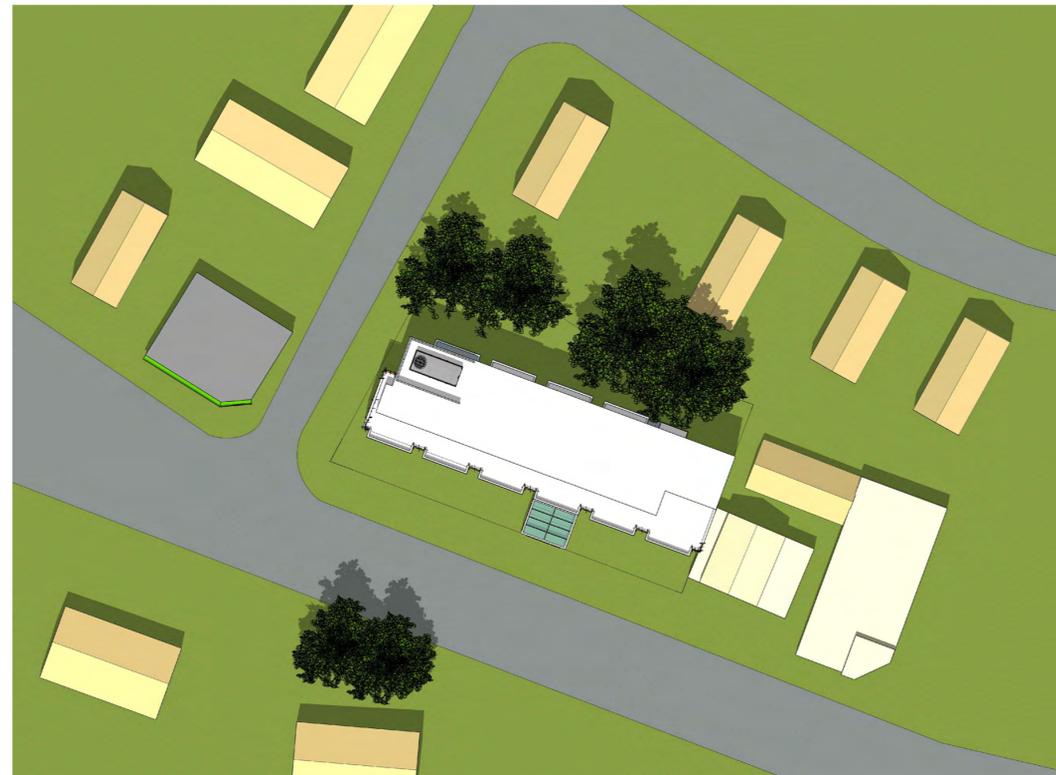
PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

SHADOW STUDY
EXISTING CONDITIONS
AUTUMN EQUINOX

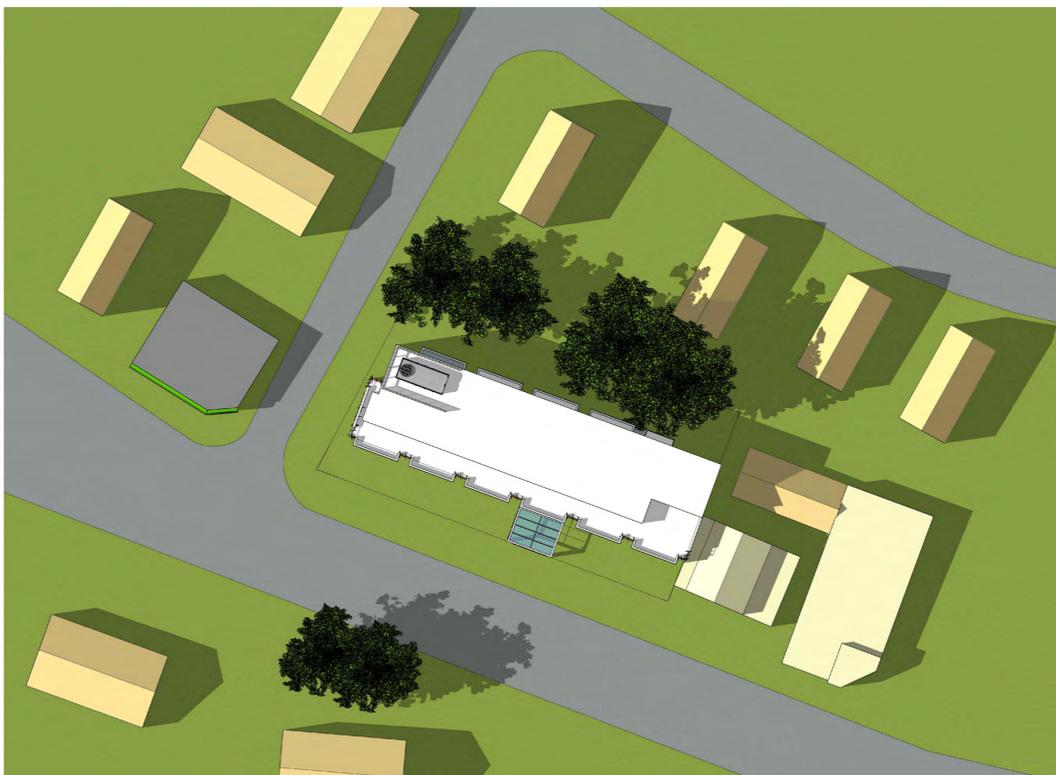
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Drawn By
GMc
Checked By
GMc
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12/12/19



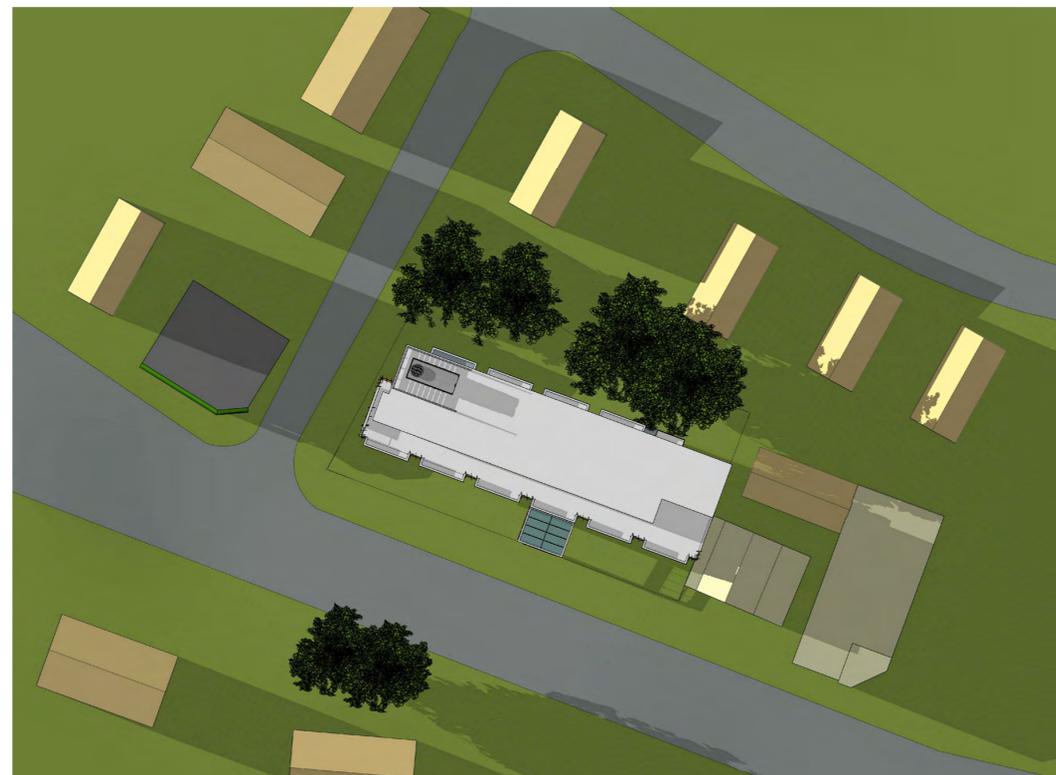
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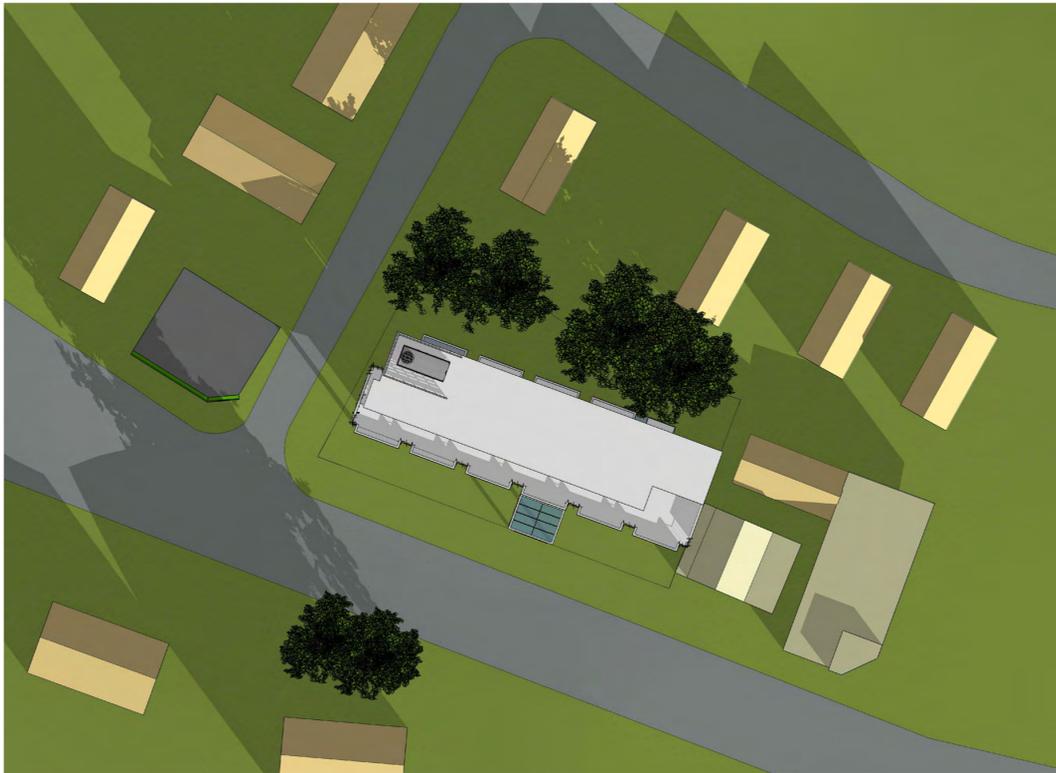
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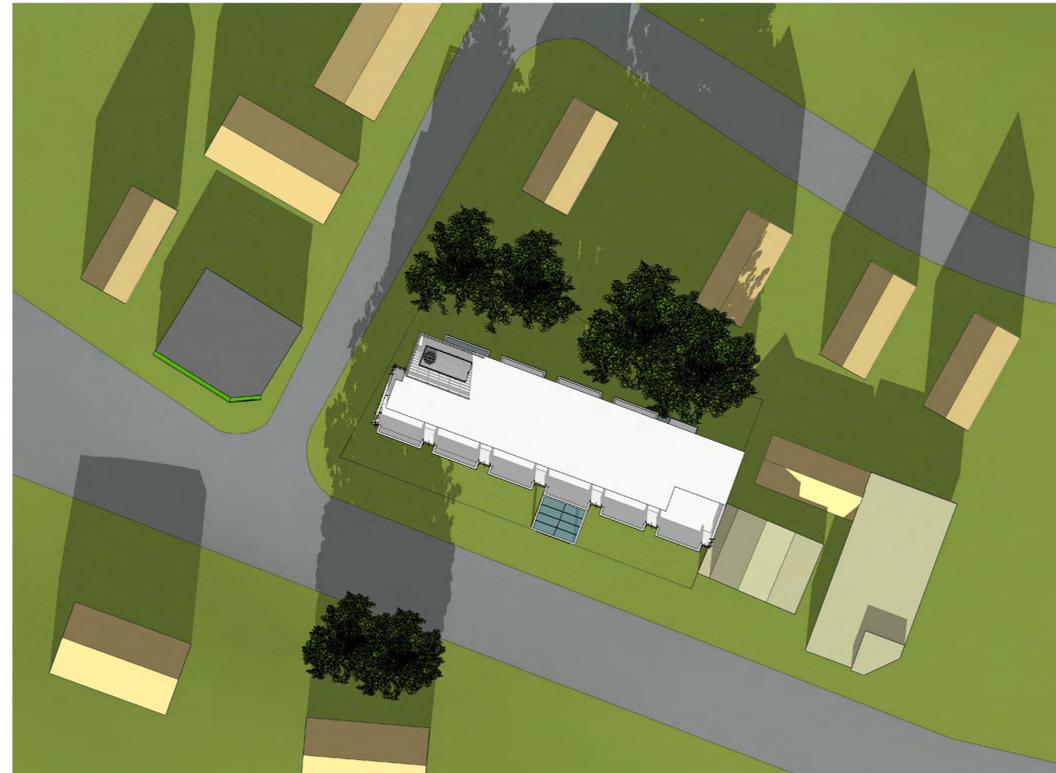
PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

SHADOW STUDY
PROPOSED BUILDING
SUMMER SOLSTICE

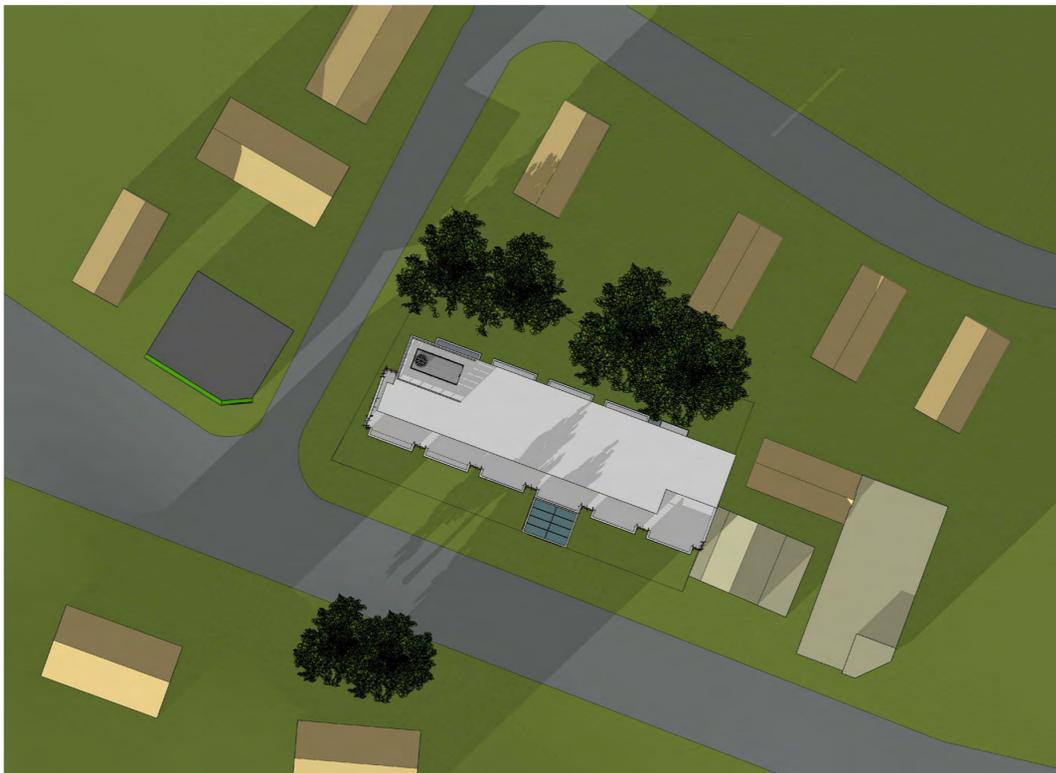
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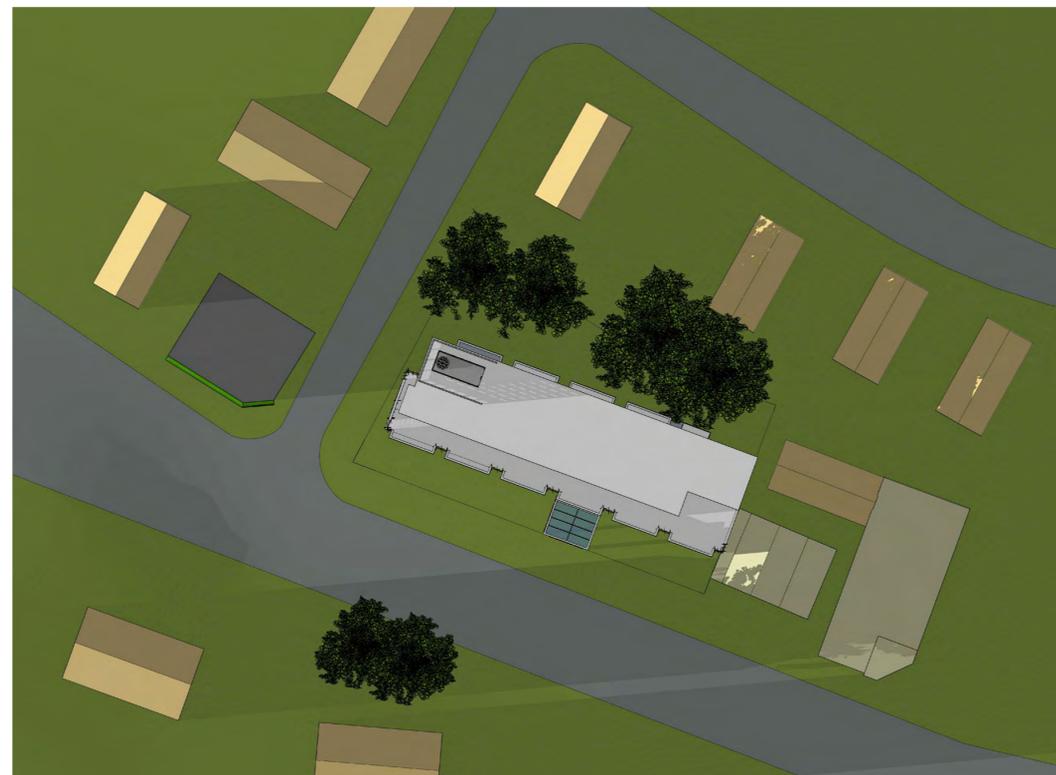
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GMc
Date Issued
12/12/19



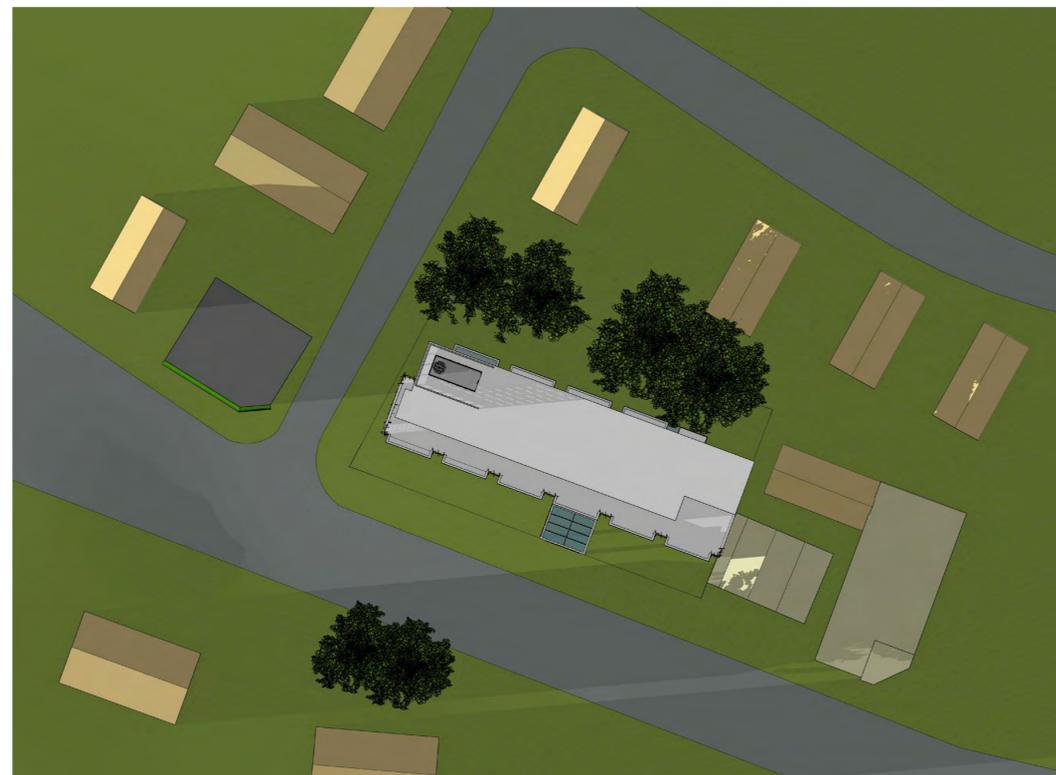
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Arlington, MA

SHADOW STUDY
PROPOSED BUILDING
SPRING EQUINOX

Project Number
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Drawing Scale
N.T.S.
Drawn By
GMc
Checked By
GMc
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