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May 8, 2020

Clark H. Brewer, Chairman
Cohasset Planning Board
Town Hall
41 Highland Avenue
Cohasset, MA 02025

**Re: Site Plan Review and Special Permit
124 Elm Street and 87 Elm Street, Cohasset
CHI Elm Street Realty LLC**

Dear Mr. Brewer:

This office represents CHI Elm Street Realty LLC (“CHI Elm Street”). CHI Elm Street requests (i) Site plan review in accordance with § 300-12.6 of Town of Cohasset Zoning Bylaws (the “Zoning Bylaws”) and (ii) a Special Permit in the Harbor Village Business Overlay District (“HVBOD”) under §§ 300-22.1 through 300.22.9 of the Zoning Bylaws, in connection with a mixed-use development project (the “Project”) at 124 Elm Street, Assessor’s parcel 30-021 (“124 Elm Property”), and at 87 Elm Street, Assessor’s parcel 27-004 (“87 Elm Property”) (collectively the “Project Properties”).

I. Project Overview

The proposed redevelopment plan for the Project Properties transforms a portion of Cohasset Harbor that currently includes a dilapidated and near obsolete 1970’s style motor inn and an existing, nearly vacant and uninhabitable multifamily building that includes unoccupied retail space. The two properties have suffered from years of neglect and blight and specifically, the motor inn offers limited to no public benefits to the residents of Cohasset and physically blocks access to Cohasset Harbor.

The proposal to redevelop the Project Properties activates public use of Cohasset Harbor and provides for significant benefits. The proposal combines a program that includes twenty-nine (29) multifamily residential units, a 20,000 square foot (“s.f.”) waterfront public park that includes a 10-foot wide public shoreline accessway, a new and unobstructed view corridor extending down Elm Street, multiple commercial spaces throughout the properties accounting for nearly 4,000 gross s.f. that includes outdoor seasonal kiosks and all designed to significantly increase public

pedestrian, vehicular and bicycle access to Cohasset Harbor and reinvigorate an area in need of investment.

A sample of the many new proposed public benefits is highlighted in the following table:

Added Town Benefit	Existing	Proposed
Public Park total	0 s.f.	20,000 s.f.
Captains Walk (10 ft. wide)	0 s.f.	2,700 s.f.
25 ft. No-Build Setback	0 s.f.	6,735 s.f.
Public Park outside of C. 91 Jurisdiction Line	0 s.f.	8,815 s.f.
Public Park east of C. 91 Jurisdiction Line	0 s.f.	11,185 s.f.
View Corridor down Elm Street	None	Unobstructed
Public Veterans Parking	17 spaces	17 spaces
Margin Street Parking	0 spaces	3 spaces
Dedicated Bike Spaces	0 spaces	10-20 spaces

The Project accomplishes the following stated goals per the Harbor Village Business Overlay (“HVBOD”) Zoning Bylaw:

- Encourages a vibrant mix of uses, including multifamily residential, to support increased public access to and commercial activity within Cohasset Harbor.
- Activates the edge of Border Street and Summer Street, Elm Street and Margin Street, and the Cohasset waterfront generally, allowing commercial uses to contribute to public activity in the area.
- Encourages physical and commercial links between Cohasset Harbor and Cohasset Village, anchoring Elm Street at each end with a complementary mix of commercial and residential uses and providing a new unobstructed visual view corridor extending down Elm Street.
- Ensures that new development in the Harbor area is consistent with the Municipal Cohasset Harbor Plan, including the requirements for public access under Massachusetts General Laws Chapter 91.

II. The Project Team

CHI Elm Street has assembled a team of professionals from best in class design, engineering and other firms that create a well-balanced project team with a local presence. The team members are:

Applicant:	CHI Elm Street Realty LLC 71 South Main Street Cohasset, MA 02025
Architect:	CBT Architects, Inc. 110 Canal Street Boston, MA 02114
Landscape Architect:	Klopper Martin Design Group 69 Canal Street Boston, MA 02114
Civil Engineer:	Cavanaro Consulting, Inc. 687 Main Street Norwell, MA 02061
Legal:	Drohan Tocchio & Morgan, P.C. 175 Derby St. Suite 30 Hingham, MA 02043
Structural Engineer:	Veitas and Veitas Engineering 639 Granite Street Braintree, MA 02184
Traffic Engineer:	Vanasse & Associates Inc 35 New England Bus Center Dr Andover, MA 01810

III. Existing Conditions

CHI Elm Street has site control over the Project Properties by virtue of a purchase agreement with CHI, LLC, the record owner. CHI, LLC holds title in fee simple of the Project Properties by deed from Cohasset Harbor Associates LP, dated August 11, 2016, recorded with the Norfolk County Registry of Deeds (the "Registry") at Book 34352, Page 253, and filed with said Registry as Document No. 1359620, creating Certificate of Title No. 193866. Since a portion of the proposed work for the Project will be performed on a portion of the Town-owned parcel located at 2 Border Street, parcel 32-021, CHI Elm Street has also consulted with the Town prior to filing the Project applications.

The 124 Elm Property is situated in the Cohasset Waterfront Business (“WB”) and HVBOD zoning districts. See § 300-22.2 of the Zoning Bylaws. The 124 Elm Property consists of 1.23 ± acres and has frontage on Elm Street and Margin Street. The 124 Elm Property is the site of the Cohasset Harbor Inn. The Project Locus lies in FEMA F.I.R.M. Zone AE (El. 10) as shown on Community Panel No. 25021C0256E, dated July 17, 2012, as modified. Certain areas of the 124 Elm Property also fall within the jurisdiction of the Massachusetts Public Waterfront Act, G.L. c. 91.

The motor inn building on the 124 Elm Property was constructed under a Special Permit granted by the Cohasset Zoning Board of Appeals (“Board of Appeals”) on March 15, 1972, as modified on January 1, 1974 and January 16, 1975. The Special Permit allowed the construction of 58 rooms with baths, a two room apartment, a function room, sauna and pool area. The modified Special Permit required a total of 67 off-street parking spaces which were provided on both of the Project Properties.

The 87 Elm Property is situated in Downtown Business (“DB”) and HVBOD zoning districts. The 87 Elm Property consists of 0.49 ± acres and has frontage on Elm Street. The 87 Elm Property is improved with an existing residential and commercial mixed-use building. The 87 Elm Property also lies within the FEMA F.I.R.M. Zone AE (El. 9) flood zone.

IV. The Proposed Redevelopment

A. Mixed-Use Buildings and Waterfront Public Park

CHI Elm Street proposes to construct two (2) three-story mixed-use buildings (the “North Building” and “South Building”, respectively) on the 124 Elm Property and one (1) two story mixed-use building on the 87 Elm Property (the “West Building”).

The North Building is proposed to contain thirteen (13) multifamily residential units with a gross floor area totaling 34,336 s.f., which includes one retail unit containing 2,427 s.f. The residential units for the Project range between 1,117 s.f. and 2,999 s.f. The South Building is proposed to contain six (6) multifamily residential units with a gross floor area totaling 14,882 s.f., which includes an amenity for unit owners containing 661 s.f. The Project incorporates extensive public accommodations at the 124 Elm Property including the 20,000 s.f. waterfront public park which includes the 10-foot wide Captains Walk which will connect to the Town’s Veteran’s Park. CHI Elm Street has chosen to leave the majority of land in Chapter 91 jurisdiction open space. The public park will feature multiple activation nodes, including, but not limited to, the pedestrian accessway, lawns, walkways, seating areas, wayfinding, bicycle racks, seasonal kiosks and an outdoor patio adjacent to interior public retail space.

The West Building is a one (1) two-story building proposed to contain ten (10) multifamily residential units with a gross floor area of 19,424 s.f., which includes an additional retail unit containing 987 s.f. and an additional amenity containing 1,206 s.f. The total gross floor area for the Project is 68,642 s.f. The Project complies with all dimensional zoning requirements under

the Zoning Bylaws, including floor area ratio, building heights, structural coverages, and minimum yard setbacks.

Parking for the North and South Buildings will be accommodated in a new underground garage and above grade on the exterior portions of the 124 Elm Property. Parking for the residential units will be located exclusively in the new underground garage. Parking for the West Building is proposed above grade underneath the residential units and on the exterior portions of the 87 Elm Property. There will be fifty-eight (58) spaces for the residential units and twenty-three (23) spaces for the retail uses for a total of eighty-one (81) parking spaces. The total number of parking spaces at the Veteran's Park will remain the same at seventeen (17) parking spaces.

B. Designed in Strict Conformance with Design Guidelines

The Project satisfies and conforms to the design guidelines as set forth in the Village Business District & Harbor Village Business Overlay District Design Guidelines ("Design Guidelines") adopted by the Planning Board on November 20, 2019.

The Project promotes a mix of uses, variety in future development, and sustainable construction techniques as the buildings will qualify and be LEED certifiable. All efforts have been made to coordinate the proposed Project with the surrounding infrastructure and will create many new publicly accessible improvements designed to increased pedestrian, bicycle and water access by creating a new 20,000 s.f. waterfront public park and enhance existing connections between the downtown and the harbor. The Project also creates a view corridor down Elm Street where views are presently obstructed.

Site and building design are intended to maintain and enhance the quality of life for Cohasset residents, both within and adjacent to the Harbor Village Business Overlay District as the design takes into account and is respectful of surrounding uses and structures. The proposed development complements the scale and architecture of existing buildings in the vicinity that have a functional or visual relationship to the proposed building. The new buildings are appropriately designed for the site, address human scale by including architectural detail at street level, and will become a positive asset to the architectural character of the district. The Project has been designed to increase public safety in the area, predominantly focused around vehicular traffic and increased site lines.

The building materials reflect the character of Cohasset and more specifically the area surrounding the district and convey a sense of quality, durability and permanence. The buildings will be made of materials that are durable, economically maintained, and of a quality that will retain their appearance over time and include a combination of materials in order to create visual interest. The height, massing and organization of the buildings has been designed to be consistent with the Design Guidelines and the surrounding neighborhoods and reinforces the street lines while providing architectural relief where appropriate given its scale. The building facades are unique, yet timeless, and offer a variety of features designed to enhance the opportunity for connection between activity within the buildings and activity at the street level.

The proposed Project includes a wide variety of roof lines consistent with the district and surrounding neighborhoods and complement the principal building in terms of style, detailing, and materials. The proposed roofs are generally simple and symmetrically pitched, deviating from symmetry only in the configuration of gables and hips. All mechanical equipment will be screened from view from streets and/or are integrated into the overall design of the building by use of materials, placement, roof shape or form, or other means. Windows and doorways have been designed to be consistent with the Design Guidelines and offer a variety of features that are appropriate for the overall design.

The building and garage entrances are sited to minimize the impact of vehicular turning movements on safe and efficient movement of vehicles, pedestrians, and cyclists within vehicular rights-of-way and propose to utilize two existing curb cuts. Further, the Project eliminates multiple other existing curb cuts which significantly makes the site safer and more efficient. No new curb cuts are being requested where the curb cut would result in the net loss of on-street parking available for public use. Building entrances provide direct access to sidewalks or paths to emphasize pedestrian ingress and egress as opposed to accommodating vehicles.

All new parking areas, sidewalks, paths and pass-through walkways are designed to be accessible to the handicapped in accordance with applicable laws including the Americans with Disabilities Act and the Rules and Regulations of the Massachusetts Architectural Access Board. Where provided, sidewalks and paths connect proposed buildings with parking intended to serve the use. The project utilizes existing pedestrian connections across Elm Street and the existing crosswalk delineates the pedestrian connection with painted striping.

All sidewalk materials will be consistent with the Design Guidelines and State and local requirements and meet accessibility standards. Landscape features throughout the proposed project will be selected such that they enhance the pedestrian environment such as plazas, sitting areas, and outdoor cafes. All landscaping will be consistent with the Design Guidelines and will provide for a variety of trees, bushes, grasses, street furniture, and features generally designed to balance public and private uses within the proposed project.

The parking plan is consistent with the Design Guidelines and features a balanced combination of private underground residential parking, public surface parking, decked screened residential parking and public parking on permeable surfaces. There are also spaces provided for short term "grab and go" parking located on Margin Street to service one of the commercial spaces.

Lighting will be designed to increase safety and reduce light trespass, glare and light pollution. All outdoor lighting will comply with the Design Guidelines and will be provided along all waterfront pedestrian accessways, promenades, pass-through walkways, and walkways connecting new buildings to the water's edge. There will be no light spilling and glare emission into the harbor or adjacent properties. Exterior signage at the project will be governed by Section 6 of the Cohasset Zoning Bylaws and will include a combination of residential, commercial and public wayfinding signage. The Project will include private trash receptacles for the residential uses located within the confines of the building. The Project will also include trash receptacles located throughout the public spaces.

One of the most significant components of the proposed Project and the predominant feature of the overall site design is a 20,000 s.f. waterfront public park. The park includes common open space and facilities designed to be functional and well-integrated with the built environment. The ownership of the park can be either privately owned as part of the overall condominium structure or publicly owned through an existing land trust or similar organization. The spaces have been designed for minimal ongoing maintenance and water usage and it is anticipated that it will be professionally maintained through a professional management/maintenance contract.

The public park is the gateway to a new safe, convenient and accessible pedestrian network on the Project site. The public park incorporates a 10-foot wide Captains Walk to be constructed along the entire Project shoreline and which will connect with the Veteran's Park. Cohasset will realize a public accessway along the majority of the Harbor shoreline where previously large portions were privatized. The Project also includes a view corridor along Elm Street. The Project was designed to maximize open spaces and pedestrian accessibility in conformance with the General Public Policy Objectives of the Design Guidelines.

C. Project Submittals

The Project is depicted in the following sets of plans:

- 1) Site Plan Set Site Plan Review and Special Permit, 87 and 124 Elm Street, Cohasset, MA 02025 prepared by Cavanaro Consulting, dated April 25, 2020 (containing 7 sheets);
- 2) Cohasset Planning Board Packet, prepared by CBT Architects, Inc. dated April, 2020 (containing 31 sheets); and
- 3) Landscape Site Plan, Grading Plan and Planting Plans, prepared by Klopfer Martin Design Group dated April 10, 2020 (containing 3 sheets).

Additionally, CHI Elm Street submits the following:

- 1) Stormwater Report preparing by Cavanaro Consulting, Inc. dated April 2020;
- 2) Traffic Impact Assessment by Vanasse & Associates, Inc. dated April 2020; and
- 3) Fiscal Impact Assessment prepared by Fougere Planning & Development, Inc. dated March 31, 2020.

A. The Project Meets the Site Plan Approval Standards Set Forth in § 300-12.6.

- 1. The Proposed development will be harmonious with and not harmful, injurious or objectionable to existing or future uses in the area. (§300-12.6B(1)).**

The Project consists of replacing the dilapidated motor inn at the 124 Elm Property and the existing nearly vacant and uninhabitable multifamily building at the 87 Elm Property with three mixed-use residential and retail buildings. As indicated above, the proposed mixed uses are consistent with purposes of the HVBOD Zoning Bylaw at § 300-22.1 which include encouraging

a vibrant mix of uses, including multifamily residential, to support increased public access to and commercial activity within Cohasset Harbor. The Project is also consistent with the proposed Municipal Cohasset Harbor Plan/ Master Plan and the requirements for public access under G.L. c. 91 and specifically designed to achieve many of their objectives. The proposed mixed uses will continue to maintain appropriate relationship with the surrounding neighborhood and will enhance the neighborhood given the amount of public visual and physical access now being provided.

2. Natural Resources will not be unduly exhausted. (§ 300-12.6B(2))

The Project will comply with the Massachusetts Wetlands Protection Act, G.L. c. 131, § 40, and the Cohasset Wetlands Protection Bylaw, Article XIV, and all other environmental laws and regulations.

3. Erosion will be controlled during and after construction and will not adversely affect adjacent or neighboring property or public facility or services (§ 300-12.6B(3))

The Project will comply with the Massachusetts Stormwater Standards as incorporated into the Massachusetts Wetlands Regulations at 310 CMR 10.10.05(k) and the Cohasset Stormwater Management Bylaw. The Project will also comply with the U.S. Environmental Protection National Pollution Discharge Elimination System (“NPDES”) Stormwater Discharge from Construction Activities General Permit requirements.

4. The increased or decreased runoff due to development on the site will not be injurious to any downstream property owners or cause hazardous conditions on adjoining streets (§ 300-12.6B(4))

Please see above.

5. The Project will not result in undue pollution of ground or surface waters whether fresh or salt (§ 300-12.6B(5))

Please see above.

6. That movement of vehicular and pedestrian traffic within the site and in relation to access streets will be safe and convenient. (§ 300-12.6B(6))

Vanasse & Associates, Inc. (“VAI”), a traffic engineering firm, has concluded that after accounting for vehicle trips generated by the existing uses at the Project Properties that will be removed to accommodate the Project, the Project is expected to generate substantially fewer vehicle trips. Additionally, VAI concluded that all movements at the study area intersections are predicted to continue to operate at a level-of-service (“LOS”) B or better during peak-hours. (LOS D or better is considered acceptable traffic operation). Further, VAI concluded that the parking supply that will be provided at both properties is sufficient to accommodate the predicted peak parking demands for the proposed uses. Lastly, VAI concluded that lines of sight at the Project

site driveway intersections were found to exceed or could be made to exceed the recommended minimum distance for safe operation based on the appropriate approach speed with implementation of recommended site distance improvements. VAI opined that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of its recommendations.

B. The Project Conforms to the Design and Performance Standards of the Zoning Bylaws, §§ 300-12.4 and 300-22.6.

Procedures (§ 300-22.12.4)

CHI Elm Street has submitted an application and plan set satisfying the technical requirements of § 300-22.12.4.

Additionally, CHI Elm Street secured a Fiscal Impact Analysis dated March 31, 2020, prepared by Fougere Planning & Development, Inc., a land use planning firm (“Fougere”). Fougere concluded that the Project will have a net annual positive fiscal impact to the Town of \$376,895 using conservative assumptions. Annual gross property taxes will increase from \$62,930 to \$397,955. CHI Elm Street proposes to construct a new 20,000 s.f. public waterfront park at an estimated cost of over \$1,000,000. Additionally, Fougere estimated the building permit fees to be an additional \$250,000. Lastly, Fougere concluded that the Project will result in additional positive economic activity in the local economy, with short term benefits of construction jobs and long term benefits of new residents supporting local businesses, including restaurants, which contributes to local tax revenue.

Design and Performance Standards (§ 300-22.6A)

§ 300-22.6A.

1. The floor area ratio (“FAR”) for the Project is 0.92, which are less than the maximum allowable FAR of 1 per §300-22.6A(1).
2. The total residential gross floor area of each of the dwelling units is greater than 700 s.f. and less than 3,000 s.f.
3. Ground floor parking is screened from view of the public right of way.
4. The Project provides open space and facilities of public accommodation as defined by the requirements of G.L. c. 91 and the proposed Cohasset Municipal Harbor Plan/Master Plan. The Project further provides the 10-foot wide Captains Walk, accessible from public right of ways on Elm and Margin Streets, along the shoreline of the Property. The Project also provides a view corridor that aligns with the southern edge of Elm Street, allowing a visual view of the Cohasset Harbor for pedestrians walking down Elm Street.

§ 300-22.6B.

1. The Project complies with requirement that a minimum of fifteen (15) percent of the building area be dedicated to publicly accessible ground floor commercial or non-residential uses pursuant to § 300-22.6B.(1). The gross floor area for the Project is 68,642 s.f. CHI Elm Street proposes 22,750 s.f. of publicly accessible ground floor commercial and non- residential use or 34.6 percent.
2. The multifamily residential units on the ground floor are not in conflict with the requirements of G.L. c. 91 and the proposed Cohasset Municipal Harbor Plan/ Master Plan.
3. The first floor residential uses will not have an adverse impact on the continuity of any retail or services uses located adjacent to a public right-of-way.

C. The Project Requires Waivers of Parking Standards.

The total required parking for the Project is seventy-nine (79) spaces under § 300-7.1 of the Zoning Bylaws. While CHI Elm Street is proposing a total eighty-one (81) parking spaces, the proposed allocation of parking spaces does not conform to the Zoning Bylaws. CHI Elm Street proposes a total of fifty-eight (58) parking spaces for the multi-family residential use (which exceeds the required 44 parking spaces)¹ and twenty-three (23) parking spaces for the retail use (which is less than the required 35 parking spaces). The dimensions and configuration of the parking spaces are also atypical as discussed below.

Parking for the prior uses of the Project Properties has been historically treated flexibly. John Carzis, the applicant for the original Special Permit for the motor inn, was prepared to provide parking for 110 cars but the Board of Appeals agreed that a lesser number was sufficient. Additionally, the Special Permit later was modified to allow Mr. Carzis to change the boundaries of the particular spaces at his convenience, provided that the rearrangement did not diminish the number of off-street parking spaces available. The plans associated with the Special Permit show atypically sized and configured parking spaces with some as small at eight (8) ft. x twenty (20) ft. and some configured as tandem parking spaces. The drive aisles also appeared narrower than typical.

¹ CHI Elm Street proposes two (2) parking spaces for each residential dwelling unit rather than 1.5 spaces per unit as allowed under § 300-22.7A.

CHI Elm Street also requests that the Planning Board also approach parking for the Project flexibly. The HVBOD Bylaw and the Design Guidelines allow for such flexibility.² Accordingly, CHI Elm Street requests the following waivers:

1. Reducing the number of parking spaces for the retail use.

CHI Elm Street proposes to reduce the retail parking spaces from 35 to 23 parking spaces. The peak parking demand of the residential and retail uses will not coincide, and the accumulated parking demand at any one time shall not exceed the total capacity of the Project. VAI has determined that the proposed on-site parking supply should be sufficient to accommodate the predicted parking demands for the uses. VAI also calculated that the peak parking demand for retail use would be 3.74 parking spaces per 1,000 s.f. (85th percentile Saturday (Non-December)). This corresponds to 13.09 parking spaces necessary to satisfy peak demand. CHI Elm Street is proposing more parking spaces than required to satisfy the peak parking demand.

2. Reducing the size of the parking spaces as follows:

- a) North Building garage from 9.5 ft. x 20 ft. to 9.0 ft. x 18.5 ft.;
- b) Exterior parking at the 124 Elm Property adjacent to the Town parcel from 9.5 ft. x 20 ft. to 9.0 ft. x 18.0 ft.; and
- c) West Building garage from 9.5 ft. x 20 ft. to 9.0 ft. x 18.0 ft.

The existing parking spaces at the Project Properties are generally less than the typical size and on Veteran's Park the parking spaces are as small as 6.6 ft. x 15.9 ft.

3. Reducing the drive aisle for the parking associated with Veteran's Park from 24.0 ft. to 20.7 ft.- 22.8 ft., which is consistent with the existing drive aisle width.
4. Allowing one (1) exterior parking space at the 87 Elm Street Property closer than five (5) feet from the property boundary. There is presently unstriped parking within the 5 foot setback.
5. Allowing three (3) parallel parking spaces along Margin Street on the 124 Elm Property closer than five (5) feet from the property boundary.

² Pursuant to § 300-22.7A.(2), on any lot which serves more than one use, the total number of spaces required may be reduced provided that credible evidence is provided that the peak parking demand of the uses does not coincide, and that the accumulated parking demand at any one time shall not exceed the total capacity of the facility. Pursuant to §§ 3.5 and 6.2 of the Design Guidelines, the Planning Board may also waive Off-Street Parking requirements in the Design Guidelines upon a finding that such waiver is not inconsistent with the intent of the Design Guidelines.

D. The Project Meets the Dimensional Requirements Set Forth in § 300-22.8.

- A. There is no minimum required front yard setback. However, the buildings with more than 2 stories shall be required to step the upper story back by a minimum of 10 feet from the public right-of-way. Each of the North, South and West buildings conform to the front yard requirement.
- B. The North and South Buildings are set back more than 25 feet from the shoreline.
- C. The maximum height of the North, South and West Buildings does not exceed 35 feet above Base Flood Elevation.
- D. The Project does not exceed the maximum 80% structural coverage.
- E. The setbacks for side yards for the North, South and West Buildings are greater than the minimum of 10 feet from any adjacent residential building.

E. The Project Will Satisfy the Inclusionary Zoning Requirements Set Forth in § 300-4.3.

In any residential development containing five or more units, a minimum of one unit or 10% of the total number of dwelling units, whichever is greater, shall be required for local action units so as to be eligible for inclusion within the Town's subsidized housing inventory. As an alternative to this requirement, an applicant may contribute to the established Cohasset Affordable Housing Trust to be used for development of affordable housing in lieu of constructing and offering affordable units within the locus of the proposed development or at an off-site locus. CHI Elm Street proposes a fee-in-lieu option and requests authorization to begin calculating the fee. The final determination of acceptable value will be made by the Planning Board.

V. Conclusion

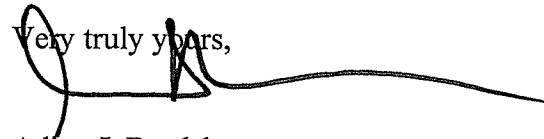
CHI Elm Street and its team of professionals have designed a project consistent with the Town's visions for redevelopment of the Margin Street area and the purposes of the HVBOD. CHI Elm Street engaged in pre-application discussions with Town representatives and incorporated the feedback received into the final design. CHI Elm Street also consulted with neighborhood stakeholders to solicit their concerns which were also considered.

The result is a project which activates public use of Cohasset Harbor by providing, among other things, a 20,000 s.f. waterfront public park which includes a 10-foot wide Captains Walk. The Project also incorporates a view corridor that ensures a view of the Cohasset Harbor for pedestrians walking down the Elm Street where no view presently exists. The Project provides significant public benefits to the residents of Cohasset. CHI Elm Street is prepared to continue to work with the Town and the other stakeholders to address any further concerns. CHI Elm Street

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is devoted to constructing a landmark shoreline redevelopment project which will become a defining feature of the Town for decades to come.

Should you require any additional information, please do not hesitate to contact us. Thank you for your consideration.

Very truly yours,


Adam J. Brodsky
Drohan, Tocchio & Morgan, P.C.

cc: Lauren Lind, Planning Director
Robert M. Egan, Building Commissioner
S. Woodworth Chittick, Chairman, Zoning Board of Appeals
George McGoldrick, CHI Elm Street Realty LLC (via email)
John Edward Lubitz, CHI Elm Street Realty LLC (via email)
John Cavanaro, P.E., Cavanaro Consulting (via email)
Carmen Hudson, P.E., Cavanaro Consulting (via email)
Shawn R. Malloy, AIA, CBT Architects (via email)
Jennifer Ng, PLA, Klopfer Martin Design Group (via email)
Jeffrey S. Dirk, P.E., Vanasse & Associates, Inc. (via email)
Rimas M. Veitas, P.E., Veitas and Veitas Engineering (via email)