

Comments on "Sudbury Station" developer proposal

I find troublesome many aspects of the proposal in hand.

1. **Size and profile.** 250 units is an enormous number, representing a density that is far beyond the scale of the historic center of Sudbury. This unit count should be significantly reduced. The currently proposed plan calls for a radical regarding and tree removal fully to the cemetery without buffer and to the rail trail with a towering retaining wall.
2. **Building typology.** With buildings four stories high and with as many as 44 units per building, this proposal is beyond being compatible with the historic center character. These structures should be no more than three stories high with massing modulated to echo individual houses joined into larger blocks. Further, apartment blocks with long interior corridors, as proposed, make alienating social environments.
3. **Traffic load and circulation.** We have spent several years in design and construction of the new traffic alignments in the center. 250 units demand a new public roadway to bypass the center. This development should not be fed by one or two private driveways. This should include a public roadway connecting Concord Road with Hudson Road in alignment with Peakham Road, affording traffic relief rather than traffic congestion. See attached sketch.
4. **Proximity to historic resources.** The terrain of this parcel climbs to the cemetery and is crowded with an incompatible set of building profiles and masses. The development of structures should congregate at the lower portion of the site along the rail trail where the grade is less steep and the cut and fill can be less severe. Working with the existing contours of the land will help create harmony.
5. **Urban forms and communal environments.** If there is to be a dense development at the center of Sudbury, then it should become a coherent urban village, not just a collection of apartment blocks as is currently proposed. The designers and reviewers should study the work of DPZ and other New Urbanists while considering the historic precedents they draw from. The public spaces and linkages are as important as the architectural details. Putting the majority of the parking underground, as already proposed, is a positive gesture.

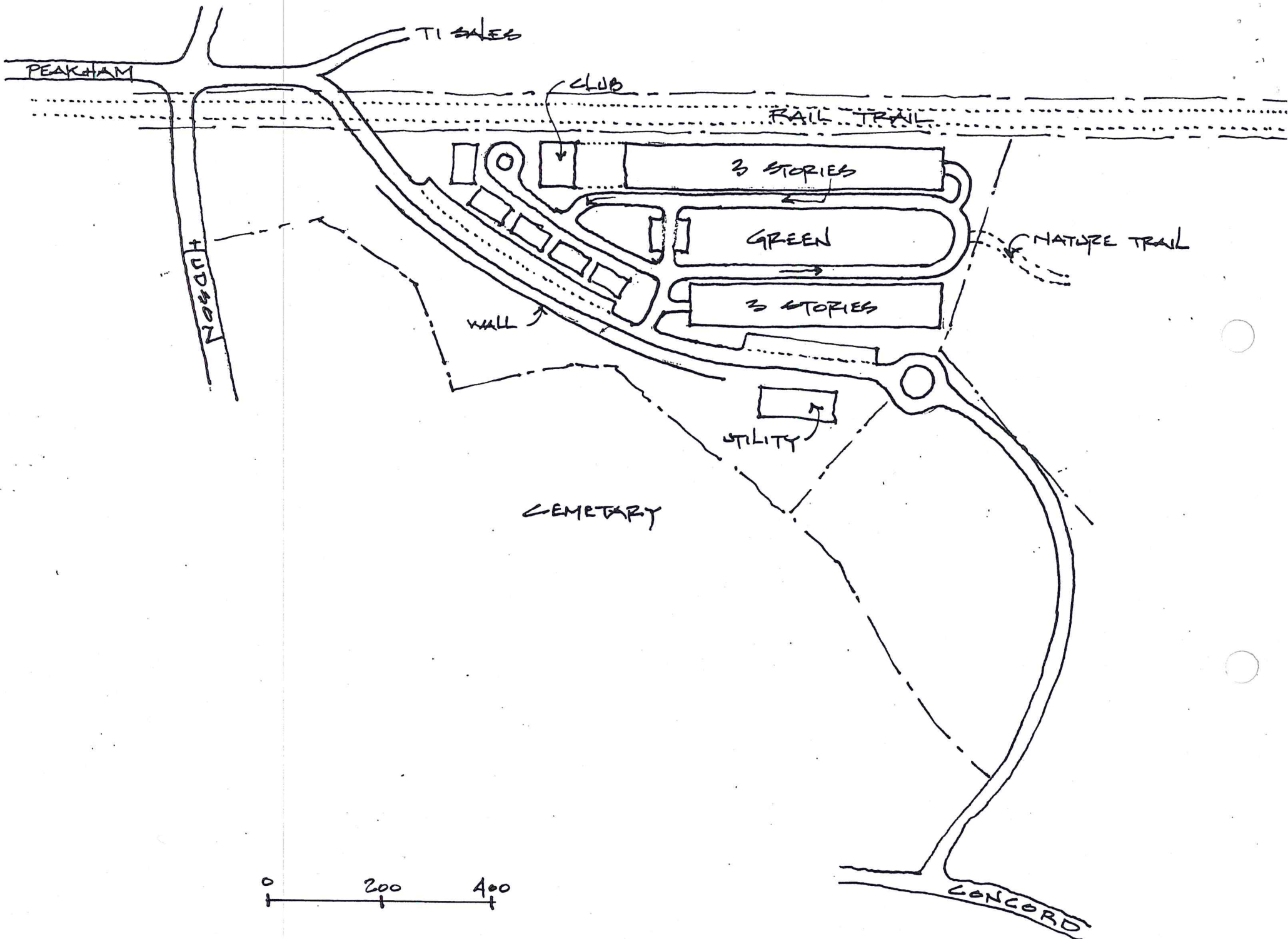
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April 26, 2016

Received 5/17/16

RECEIVED
MAY 17 2016

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APRIL 26, 2016

