



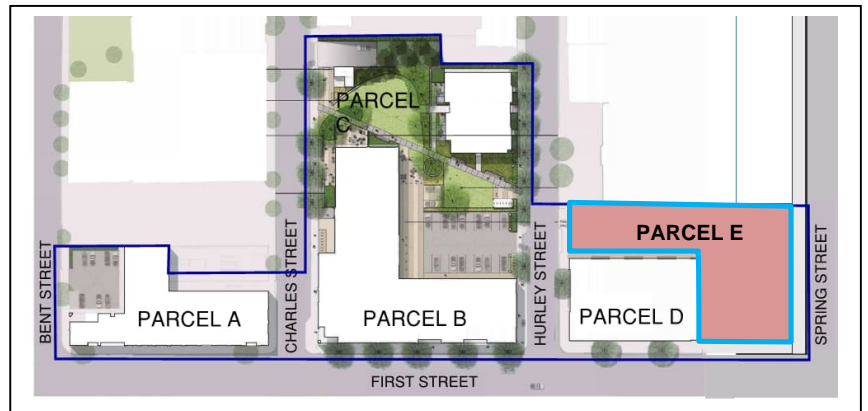
75 FIRST STREET – PUD 231A APPLICATION FOR AMENDMENT #7 (MAJOR)

Final Development Plan - Responses to Planning Board and Departmental Comments

URBAN SPACES

APPLICANT Urban Spaces, LLC

ARCHITECT DMS DESIGN LLC



3/21/23

COMMENTS & RESPONSES

Planning Board Comments From 1/31/23

On January 31st 2023, the Cambridge Planning Board approved the preliminary Development Proposal for PUD 231A / Application for Amendment #7 (Major), and authorized Urban Spaces, LLC to prepare a Final Development Plan to be submitted to the Board and reviewed at a future hearing for possible granting of the special permit, subject to the additional requests for modifications and additional information set forth in the Notice of Preliminary Determination PUD Proposal.

The following represents the development teams responses to the City's questions, comments, and concerns.

- Provide additional details about the transformer location and screening viability with landscape.
The existing transformer located on Hurley St will be screened by a series of vented hinged panels that integrate in with the adjacent brick work for the new building . See pages A1.01A, A1.14A, A1.15A, and A3.02A of Graphics Package
- Clarify how the retail area will be serviced, including loading and trash collection.
The existing retail customer parking spaces and trash / dumpster area will remain as part of the project. This area is designed for box truck unloading that will service the existing and new structures. The underside of the new building above the parking area is 13'-8" clear above the parking. This should afford ample clearance for most commercial vehicles. See page A1.01A of Graphics Package
- Explore further refinement of the corner tower to improve its relationship to the residential entrance.
The corner tower element located at Spring St. and First St. has been extended to the ground plain to create a more stable image for the pedestrian view. The tower now appears a strong vertical element that breaks up the horizontality of the façade, while adding interest and contrast to the overall design. See pages A1.01A-A1.07A and A3.01A, A3.02A, and A4.01A of Graphics Package
- Refine windows proposed in 2-bed units in the corner.
The 2 bed units have 4 window, inclusive of a set of sliding doors as part of a "Juliet" balcony. The bedrooms each have a window and the living / dining area has 2 windows. See pages A1.01A-A1.07A and A3.01A, and A3.02A of Graphics Package
- Explore the facade treatment to improve the residential character of the building with regard to material, color, glazing/fenestration pattern, etc.
A number of changes have been made to the facades in response to this comment. All cementitious materials have been changed to metal cladding, the tower element on the corner of Spring and First Streets has been extended to the grade plane, the materials at the residential entry have been updated to remove the proposed stone cladding and are now proposed to be a warmer color in a wood visual, the entry roof at the residential entry has been extended, planters have been designed at the residential entry, the cornice at the back property line has been redesigned. See page A3.01A-A3.02A of Graphics Package

- Change the color of the west elevation to more closely match the brick.
West elevation primary material has been revised to aluminum panels that more closely match the brick. Brick renderings have been updated to more closely represent the true color of the building. See page A3.01A-A3.02A of Graphics Package
- Provide more pedestrian scale at the residential entrance through articulation of marble joints.
The residential entrance has been modified for better integration of the storefront and canopy. The stone / marble panels have been revised to improve the articulation of the stone panels. This creates a more pedestrian and human scale. See page A1.01A and A3.01A of Graphics Package
- Provide additional information on site access in and around the building, including access to the deck and available headroom/impacts on balconies
The building's primary resident entry point is directly off of Spring St. This was selected so as to benefit from the reduced pedestrian traffic along this corridor. The second and less prominent egress to the residential portion is located to the south of the rear of the entrance lobby. This allows shorter and easier access to the 21 Charles St. parking garage. Commercial entrances are located along First St for maximum pedestrian traffic interaction, with the potential for an additional commercial entrance off Spring St. See page A1.02A and A4.01A of Graphics Package

The roof deck was mistakenly labeled as having public access. In actuality, the roof deck is private and only serves the residents of 75 First St
- Provide more detail regarding the design of the wall behind the short-term bicycle parking on Spring Street.
The area behind the short term bicycle parking off of Spring St. houses the new Eversource SC vault for the building. The 12' x 12' opening will be concealed as an extension of the surrounding exterior panels, with required louvers arranged to blend in with the exterior patterning. The louvers will be of a similar material and scale as the metal panels on the return walls and the ceiling of this area. Downlights will be installed in the ceiling. See page A3.01A and A1.12A of Graphics Package

CDD Zoning and Development Comments From 1/25/23

Proposed Retail Use

- Additional clarity is requested from the applicant on the specific proposed uses in this space, both in the short, medium, and long term. It will be helpful for the Planning Board to understand and approve the full range of retail and other uses that might be anticipated in this space, to avoid the need for the Planning Board to make Case-by-case determinations when different uses are proposed

The applicant is seeking to take advantage of the buildings location on First Street by creating an active ground floor use that will be compatible with the multi family nature of the building and contribute to the street life on First Street. Based on the applicant's experience along the First Street corridor for more than a decade maintaining flexibility of uses is essential. It is envisioned that the space can serve some combination of resident amenity or small public facing activity. Obviously retail would be highly desirable, but has proven challenging. As a result, the applicant seeks the ability to tenant the space with the full range of business and consumer uses permitted in the base zoning district.

Proposed Residential Use

- Additional information is requested form the applicant on the mix of unit sizes.

The current mix of residential units is as follows:

75 FIRST ST. UNIT MATRIX

3/17/2023

| Unit Type | 2nd FL | 3rd FL | 4th FL | 5th FL | 6th FL | Total |
|-----------|--------|--------|--------|--------|--------|-------|
| Studio | 3 | 2 | 0 | 0 | 3 | 8 |
| 1 BD | 14 | 14 | 14 | 14 | 14 | 70 |
| 2BD | 2 | 2 | 2 | 2 | 2 | 10 |
| 3BD | 0 | 0 | 1 | 1 | 0 | 2 |
| TOTAL | 19 | 18 | 17 | 17 | 19 | 90 |

Proposed Public Space

- What additional public amenities (e.g., public restrooms, free public wi-fi) will be included in the public space that can help to support a welcoming public atmosphere.

The building is a mixed-use multifamily building. The residential portion of the building is private, and the non-residential space is classified as commercial. There will not be any publicly accessible amenities or spaces in the building.

- Will there be any limitations or stipulations on the public's access and use of the space, and will public access be guaranteed through a legal mechanism (and if so, what will be the process)? How will any rules on public access and use be made clear to the public?

The building is a mixed-use multifamily building. The residential portion of the building is private, and the non-residential space is classified as commercial. There will not be any publicly accessible amenities or spaces in the building.

- Information related to planned frequency of events and/or programming of the public space, and what other activities might be utilized to help draw visitors.
The building is a mixed-use multifamily building. The residential portion of the building is private, and the non-residential space is classified as commercial. There will not be any publicly accessible amenities or spaces in the building.

Traffic and Transportation

- Additional clarification from the applicant should be provided on how parking spaces will be assigned and managed. While 342 off street parking spaces for the entire PUD is compliant with zoning, additional details on the allocation of these spaces to each building within the PUD is requested.

Parking for the office tenants in Building A and the residential tenants in Buildings B and C is currently located in a 142 vehicle below grade parking facility under Buildings B(21 Charles St). The amount of office parking space in the garage is limited to 42 vehicles. The remaining 100 spaces are for the residents of Buildings B and C. An analysis of existing demand reveals that only 41 % of those spaces are actually being used. As a result, the residents of Building E will be given the opportunity to lease spaces in the garage on a monthly basis. Pedestrian access and egress to the garage will occur through the headhouse in the open space between Buildings B and C. An enhanced pedestrian entry at the rear of the building has been designed to facilitate access to and from the garage.

**75 First St Cambridge MA
Parking Analysis**

9/19/2022

| Residential Building | Total Residential Units | Residential Unit Occupancy % | Total Parking Spaces | Parking Spaces Occupied | Surplus Parking Spaces | Parking Occupancy Ratio |
|---------------------------------------|-------------------------|------------------------------|----------------------|-------------------------|------------------------|-------------------------|
| Actual | | | | | | |
| 33 Rogers (Axiom) | 115 | 99.2% | 64 | 51 | 13 | 0.45 |
| 50 Rogers (Prism) | 136 | 97.8% | 102 | 54 | 48 | 0.41 |
| 270 Third (Vivo) | 91 | 96.7% | 76 | 34 | 42 | 0.39 |
| | 342 | 98.0% | 242 | 139 | 103 | 0.41 |
| Pro-Forma | | | | | | |
| 21 Charles (Parcel B- Flats on First) | 118 | 98.0% | | | | |
| 22 Hurley (Parcel C- Flats on First) | 18 | 98.0% | | | | |
| | 136 | 98.0% | 102 | 55 | 47 | 0.41 |
| 75 First (Parcel E) | 90 | 98.0% | 0 | 35 | -35 | 0.40 |
| | 226 | 98.0% | 102 | 90 | 12 | 0.41 |
| TOTAL | 568 | 98.0% | 344 | 229 | 115 | 0.41 |

Resiliency to Flooding

- Project still does not sufficiently demonstrate that it is built to be protected from flooding in the 2070-10 year event.

The project has been revised to meet the requirements of the 2070-10 and 2070-100 year projected flood events. The building entrances are now designed with passive flood protection gates to prevent water from entering the building while still providing proper egress and zones of refuge. All critical MEP infrastructure on the first floor is situated on concrete platforms of 24" above grade, or hung from the walls providing the same clearances. See page A1.00A, A1.01A, A1.02A of Graphics Package

- Other resiliency measures outlined in the memo are inconsistent with what is shown in the plans and will require clarification.
Plans and drawings have been revised to reflect the answer to the above. See page A1.00A, A1.01A, A1.02A of Graphics Package

Urban Design Comments From 1/25/23

Massing and Siting

- The massing and siting proposed for the Hurley Street façade results in a less than ideal urban design outcome. The blank stairwell, combined with the exposed transformer, and gaping, open parking area under the building create a poor pedestrian environment. Consideration should be given to either enclosing the transformer within the footprint of the building or moving the transformer to a less obtrusive location. The floating stair element on Floors 2 through 6 should also be reviewed. It would be preferable if it aligned with the other portions of the façade or was somehow accommodated under the roofline. Improvements to the below-building experience for residents accessing the rear door should also be considered.

Portions of the south façade along Hurley St have been revised for a better urban design outcome. The existing transformer located on Hurley St will be screened by a series of vented hinged panels that integrate in with the adjacent brick work for the new building. As such the south staircase will no longer appear to be floating. This will provide an improved pedestrian experience. The parking area below the building that serves the retail tenants at 85 First St is open on 2 sides. The space will be well lit from above and from lighted bollards along the pedestrian pathway. This will provide a safe and comfortable walking experience for residential tenants and retail customers. See page A3.01A and A3.02A of Graphics Package

- While the ground floor sidewalk setbacks and relatively tall ground floor are positive urban design moves, the upper sections of the building overhang these zones. Given the narrow sidewalks, staff seek further clarification about how this impacts the pedestrian experience and the ability to accommodate new street trees. The overhang seems unnecessary on Hurley Street, when the project could further overhang the parking lot and Parcel D building. Additionally, the adjacent Cambridgeside redevelopment incorporates 10-foot setbacks for the whole building to help create a more generous pedestrian environment.

City zoning allows for the building to be built to the property line which abuts the sidewalk. To create a wider sidewalk and better pedestrian / urban experience, the development team have set back the first floor of the building along Spring St and First St to allow for a grander / wider sidewalk. This adds 5'-8" of sidewalk along Spring St. and 4'-0" along First St. The continuous retail frontage proposed along First Street creates a lively and continuous pedestrian friendly street for nearly the entire length of First Street. See pages A1.01A, A3.01A and A3.02A of Graphics Package

Continuing Review / Further Study

- There are discrepancies between the elevations and renderings, which should be addressed. Staff prefer the more subtle expression depicted in the elevations.

The design team has addressed the discrepancies between elevations and has remedied the situation. See page A3.01A, A3.02A, A1.08A, and A1.12A of Graphics Package

- For the façade, the expressed frames seem good in concept; however, they are poorly executed in the design renderings. While the frames provide vertical articulation, their pattern is not always consistent, and the contrasting material draws further attention to their irregular rhythm. The pillar/chimney element at the corner of First and Spring Streets, and the small 2 over 2 windows, are the most notable irregularities. Some simplification would improve the project's façade composition.

A number of changes have been made to the facades in response to this comment. All cementitious materials have been changed to metal cladding, the tower element on the corner of Spring and First Streets has been

extended to the grade plane and is now connected to planters have been designed at the residential entry. The rendering package will be updated for the next hearing. See page A3.01A, A3.02A, A1.08A, and A1.12A of Graphics Package

- Staff also have concerns about the use of fiber cement for the frames in terms of its sustainability performance, durability, and workmanship issues associated with achieving crisp details.
Fiber cement panels have been changed to a more aesthetically pleasing aluminum panel system.
- While the balconies help enliven the façades, in the renderings the coloring of the railings seems to visually cut off the window openings. Matching the railing color to the window frames as shown on the elevations is preferred.
The color of the railings picks up on the colors used for the main residential entrance and for the sides of the residential balconies. The pickets express a lighter shade of gray than the surrounding metal panels and provide visual interest to the facades. Matching the color of the railings to the window frames was explored but ultimately rejected for the current scheme. See page A3.01A, A3.02A, A1.08A, and A1.12A of Graphics Package
- Consider use of brick details such as soldier courses, lintels/sills, etc., and fenestration details to provide visual enrichment and depth compatible with the masonry and fenestration details of older buildings in the area.
Brick detailing can be seen in the north east tower along Spring St and at the south west tower at Hurley St. See page A3.01A, A3.02A, A1.08A, and A1.12A of Graphics Package
- The brick appears paper thin where it turns the corner at the party wall (west elevation), which is cementitious panel. Consider extending its depth to provide some dimension.
This detail has been revised to address the issue. Cementitious panels have been replaced with aluminum panels. See page A3.01A, A3.02A, A1.08A, and A1.12A of Graphics Package
- The grey and black color palette is a little drab and appears quite dull in the renderings and elevations. The desire to match the existing Parcel D retail building is not considered necessary by staff.
The rendering package will be updated for the next hearing and we are confident that the updated drawings will better showcase how the color palette highlights to design of the facades.
- The entire ground floor treatment/pedestrian experience from Hurley Street should be reviewed in detail, including making the residential entry a more attractive/more prominent site feature. Consider adding visual interest at the pedestrian scale - changes in materials, more glazing, a canopy, plantings, subtle lighting, a trellis around the stairwell, etc.
The residential entrance at Spring St. has been modified for better integration of the storefront and canopy. The stone / marble panels have been revised to improve the articulation of the stone panels. This creates a more pedestrian and human scale. See page A1.01A and A3.01A.

The residential entrance on the south side of the building is a secondary means of egress. It is meant to provide more convenient to access the 21 Charles St parking. This has been redesigned to have a better presence and a friendlier more welcoming look. The retail parking area space will be well lit from above and from lighted bollards along the pedestrian pathway. This will provide a safe and comfortable walking experience for residential tenants and retail customers. See page A1.01A and A3.01A.

- The lower canopy at the residential entrance (see Sheet A1.12) seems heavy and should be further refined.
The residential entrance at Spring St. has been modified for better integration of the storefront and canopy. The stone / marble panels have been revised to improve the articulation of the stone panels. This creates a more pedestrian and human scale. See page A1.01A and A3.01A.
- On all streets, additional street trees should be considered to achieve a spacing of between 20 and 25-feet.
The team is addressing this with the City Arborist and is working to add additional street trees to the 75 First St. project.
- The overhead wires on Spring Street are unsightly and should be undergrounded, if possible.
Eversource has indicated that this will not be possible
- If the transformer on Hurley Street is to remain in its currently location, additional plantings, or creative screening approaches should be studied.
The existing transformer located on Hurley St will be screened by a series of vented hinged panels that integrate in with the adjacent brick work for the new building . See page A1.01A and A3.02A.
- As mentioned in the Zoning memo, further clarification regarding the proposal to make the rooftop garden publicly accessible should be provided, including wayfinding and signage concepts.
The building is a mixed-use multifamily building. The residential portion of the building is private, and the non-residential space is classified as commercial. There will not be any publicly accessible amenities or spaces in the building.

The roof deck was mistakenly labeled as having public access. In actuality, the roof deck is private and only serves the residents of 75 First St.

Application Materials

- It is difficult to see how the project fits within the existing context and future context provided by the Cambridgeside development. Elevations and perspectives should include more context.
Please see the attached Updated Graphics Package 3/21/23
- Fix the discrepancies between the renderings and elevations. The color of the bays and railings is shown differently.
Discrepancies have been fixed. See page A3.01A, A3.02A, A1.08A, and A1.12A of Graphics Package
- Add graphic scales to all elevation and section drawings.
Graphic scales have been added to all elevation and section drawings
- Revise the site layout plan to show the upper story setback of the adjacent City parking garage.
Site plan has been revised. See page A1.01A of Graphics Package
- Submit a landscaping plan for the site, including expanded sidewalk areas and the Parcel D rooftop. This should include new plantings and street trees details, street furniture, and hardscape materials.
Plans have been updated. See page A1.01A of Graphics Package

- Provide zoomed-in/focused elevations of all ground floor facades – showing storefront windows, mullion details, sill/water table details, materials, and colors.
Elevations have been updated. See page A3.01A, A3.02A of Graphics Package
- Provide upper façade details with dimensions that show the depth created by the bays, windows (reveals), balconies, etc.
Please see the attached Updated Graphics Package 3/21/23
- Provide information regarding the visual light transparency and reflectance of all glazing. Low iron glazing show be utilized for all ground floor facades.
Please see the attached Updated Graphics Package 3/21/23
- Provide additional perspective views showing the building in context, including zoomed-in views to show the pedestrian experience on Hurley Street.
Additional perspectives have been provided. See page A1.14A, A1.15A, A3.02A of Graphics Package

Department of Public Works Comments From 1/25/23

Resiliency to Flooding

- The information provided related to how the project will address the flooding elevation is not sufficient to demonstrate that the City Standards have been met. We have outlined some of our concerns below and plan to review these concerns with the Applicant as the design progresses.

The DPW will look for passive protection of the structure up to the 2070-10 year event, ideally establishing the floor elevation above the design flood. The Application proposes sand bags and gasketed doors at all first floor entrances. The DPW will look for specific details and specifications for these measures to ensure that the protection is adequate. Deployable measures are not adequate to address this Standard.

The project has been revised to meet the requirements of the 2070-10 and 2070-100 year flooding events. The building entrances are now designed with passive flood protection gates to prevent water from entering the building while still providing proper egress and zones of refuge. All critical MEP infrastructure on the first floor is situated on concrete platforms of 24" above grade, or hung from the walls providing the same clearances. See page A1.00A, A1.01A, A1.02A of Graphics Package

- With respect to the "recovery" standard for the 2070-100 year elevations, there appears to be inconsistencies between what is noted in the resiliency discussion and what is shown on the plans.
These inconsistencies have been resolved and a comprehensive design has been developed to meet the requirements of the 2070-10 and 2070-100 year flooding events. See page A1.00A, A1.01A, A1.02A of Graphics Package
- The graphical plans show an electrical room on the first floor and the elevator mechanical room in the basement, both below the 2070-10 and 100 year flooding elevations. Clarification and details of how these spaces will be designed to meet the standards will need to be provided.
The project has been revised to meet the requirements of the 2070-10 and 2070-100 year flooding events. The building entrances are now designed with passive flood protection gates to prevent water from entering the building while still providing proper egress and zones of refuge. All critical MEP infrastructure on the first floor is situated on concrete platforms of 24" above grade, or hung from the walls providing the same clearances. See page A1.00A, A1.01A, A1.02A of Graphics Package

Urban Forest

- Applicant should evaluate impacts on Street Trees along both the First Street and Spring Street frontages.
The City Arborist has indicated that additional street trees would be viable and enhance the project. The team is addressing this with the City Arborist and is working to add additional street trees to the 75 First St. project.
- Trees on an abutting parcel have significant canopy that extends into the project parcel. The Applicant shall address the potential impact on these trees in establishment of the building structure.
The team is working with their arborist to provide acceptable tree protection to help provide the highest degree of survivability of the neighboring trees. The developer has been very successful in maintaining tree survivability at similar project in this area. See attached Bartlett memo 3/10/23.

Traffic, Parking, + Transportation Comments From 1/23/23

Parking and Transportation

- According to the PUD Amendment #7, Urban Spaces LLC proposes to provide vehicle parking for the Project in the underground parking garage located under Parcel B and C. However, the Project's Dimensional Form indicates zero off-street parking spaces for the Project. The Planning Board may want the parking shown in the Dimensional Form to be clarified or corrected.

Parking figures were shown as "zero" in the dimensional form. However the project anticipates providing the residents, approximately 35 spaces located at the underground 21 Charles St parking garage. Parking for the office tenants in Building A and the residential tenants in Buildings B and C is currently located in a 142 vehicle below grade parking facility under Buildings B(21 Charles St). The amount of office parking space in the garage is limited to 42 vehicles. The remaining 100 spaces are for the residents of Buildings B and C. An analysis of existing demand reveals that only 41 % of those spaces are actually being used. As a result, the residents of Building E will be given the opportunity to lease spaces in the garage on a monthly basis. Pedestrian access and egress to the garage will occur through the headhouse in the open space between Buildings B and C. An enhanced pedestrian entry at the rear of the building has been designed to facilitate access to and from the garage.

- The Dimensional Form in the PUD Amendment #7 Application indicates 11 off-street spaces located on Parcel D (85 First Street), but page 7 of the Project Narrative says that there are 10 parking spaces on Parcel D. The Planning Board may also want this to be clarified or corrected.

The proposal will maintain the existing 11 retail spaces at 85 First St.

- Page 34 in the Application narrative talked about closing curb cuts on First Street, however, there are no existing curb cuts on First Street. The Applicant should clarify or correct this statement.

The application was incorrect. The existing curb cut is off of Spring St.

- The 75 First Street Planned Unit Development (PUD) 231A Application for Amendment #7 did not directly discuss any transportation mitigation for the Project, however, the Project's TIS, which was included in the Appendix, stated that the Project will implement various Transportation Demand Management Measures (TDM).

TP+T believes the TDM measures described in the TIS is a useful start, but more work is needed for a complete and comprehensive transportation mitigation program for the Project to off-set its transportation impacts, which should also be consistent with other recently approved residential development projects in the area.

Please refer to the attached Traffic Mitigation Memo from Vanasse and Associated Inc dated 3/21/23

Ref: 9180

March 21, 2023

Ms. Brooke McKenna, Acting Chief *and*
Mr. Adam Shulman, Transportation Planner
Department of Traffic, Parking, and Transportation
City of Cambridge
344 Broadway
Cambridge, MA 02139

Re: Proposed Transportation Mitigation – 75 First Street Development (PB No. 231A Amendment 7)
Cambridge, Massachusetts

Dear Ms. McKenna and Mr. Shulman:

On behalf of Urban Spaces LLC, Vanasse & Associates, Inc. (VAI) has prepared the following response to a comment from the Traffic, Parking, and Transportation (TP&T) Department in their January 23, 2023 Memorandum to the Cambridge Planning Board. The comment is provided below followed by our response.

TP&T, January 23, 2023

Comment 1: The 75 First Street Planned Unit Development (PUD) 231A Application for Amendment #7 did not directly discuss any transportation mitigation for the Project, however, the Project's TIS, which was included in the Appendix, stated that the Project will implement various Transportation Demand Management Measures (TDM).

TP+T believes the TDM measures described in the TIS is a useful start, but more work is needed for a complete and comprehensive transportation mitigation program for the Project to off-set its transportation impacts, which should also be consistent with other recently approved residential development projects in the area.

Response: Below is mitigation that was proposed in the TIS:

1. Join the Charles River TMA. This membership will provide residents and employees with a computer-based ridesharing information bank to assist in vanpool and carpool arrangements. Membership with the TMA will also provide details of shuttle bus systems including routes, schedules, frequency, and capacity serving the area.
2. Encourage residents and employees to obtain a Charlie Card and register if for bike parking allowing residents and employees the ability to use the racks at area MBTA stations and Pedal and Park Facilities.
3. Make available public transportation schedules, which will be posted in a centralized location for residents and employees to be located in the lobby of main building.

Ms. Brooke McKenna *and*
Mr. Adam Shulman
March 21, 2023
Page 2 of 2

4. Provide information on available pedestrian and bicycle facilities in the vicinity of the Project site in a central location for residents and employees.
5. Charge for parking at market rates with parking fees unbundled from rent.
6. Provide information about transportation options available to residents via a welcome packet at move-in and to employee at orientations.
7. Offer a 50 percent subsidy for the cost of a bus/subway link pass for three consecutive months to each to each adult member of a residential household up to two per household upon move-in.
8. Air pumps and other bicycle repair tools such as “fix-it” station will be provided in the bicycle storage area.

In addition to these measures, the Applicant is proposing the following additional measures for the project residents:

9. Provide access to EZRide shuttle service to residents, property management staff, and on-site retail employees.
10. The Project must not charge residents or employees for bike parking.
11. Offer a one-year Gold Level Hubway membership to each adult member of each household (up to 2 per household) upon move-in. The one-year membership ends after one-year but begins anew upon unit turnover.
12. Provide for ebike charging outlets in the 75 First Street bicycle storage room.

In addition, while the Applicant no longer owns the 107 First Street Garage, the Applicant will discuss with the current owner the possibility of adding Electric Vehicle Supply Equipment (EVSE) to provide charging stations for 10 vehicles.

We trust that the above satisfactorily addresses the comment and if you should have any questions or require additional information, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Scott W. Thornton, P.E.
Principal

Cc: J. Hirsch, Urban Spaces LLC





3.10.2023

Urban Spaces
55 Bent Street
Cambridge MA, 02141

RE: 85 First St, Cambridge Ma Tree Protection
ATTN: Jeff Hirsch, Vice President of Operations

To Whom It May Concern,

Per provided plans and onsite observations, the following tree protection strategies should be implemented to reduce the impacts of construction:

A) City Owned Trees

- First Street- honeylocust, swamp white oak, hackberry
- Spring Street- honeylocust, Serviceberry

Preconstruction Recommendations:

- **Truck/Root Protection-**
 - 2''X4''X6' wood strapping should be installed via wire around the trunk of each tree. No fasteners (screws/nails) should be installed into the trunk. Wiring should not be in contact with the stem at any point and should be monitored throughout construction. (1''x3''x6' wood strapping may be substituted on small diameter trees.)
 - Fencing should be installed around each tree to protect both the trunk/canopy as well as the open tree pit (exposed soil). Fencing should be 6' chain link and encircle each tree. Tying of branching may be necessary to install protective fencing.
- **Pruning-** Reduction and or removal of branches should be completed only when necessary and be in accordance with ISA (International Society of Arboriculture) standards. The City of Cambridge to be notified and approve of any requested pruning prior to the start of work. Pruning to be completed if necessary by an ISA Certified Arborist.



City owned trees: Root Protection Continued

During Construction:

- **Root Protection-** Upon removal of any sidewalk and or existing infrastructure, an ISA Certified arborist to be onsite if work is within the Critical Root Zone (CRZ or 5X Diameter at Breast Height) of all trees. Any removal within this zone should be done under the supervision of an ISA Certified Arborist and be completed by hand. If roots are encountered greater than 2” in diameter the City of Cambridge to be notified prior to any root removal and or pruning.
- **Monitoring:** Tree should be monitored by an ISA Certified Arborist on a monthly basis throughout all phases of construction. Trees to be evaluated for the presence of pest and disease in addition to cultural conditions (i.e. soil moisture). If remedial recommendations are needed to suppress pest and or disease, the City of Cambridge to be notified prior to any application.

B) Abutting Property Trees

- Spring Street- (3) Three Honeylocust

- Per the provided plans provided by Urban Spaces, disturbance (excavation) will be within (+-6') of the three existing honeylocust. The roots of the existings trees are within the limit of work and root loss can be anticipated. Pruning would also need to be completed to remove +-50% of live branches to erect the proposed building within the limit of work at 85 First St, Cambridge Ma.

Recommendations

- Due to both anticipated root loss and canopy loss, the existing (3) honeylocust will be impacted. Potential short term and long-term impacts may occur as a result of construction.
- Alternative construction methods (Helical Pile System) should be considered to avoid root loss. Within the 85 First Street property.
- Pruning should be completed prior to the start of the project by an ISA Certified Arborist to limit inadvertent branch/stem damage throughout construction.
- Prior to the start of construction, an onsite meeting should occur (between tree owner/development team) to review means and methods of construction and tree protection measures.



Thank you,

A handwritten signature in black ink, appearing to be 'A. Balon', is positioned below the 'Thank you,' text. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Andrew Balon
Bartlett Tree Experts
50 Bear Hill Rd, Waltham MA 02451
Commercial Arborist-New England
E: Abalon@bartlett.com
C: 401.617.1480
ISA Certified Arborist- NE-7015
Tree Risk Assesment Qualified