Jacobs

UPDATED - May 22, 2020

Initial Submission - April 29, 2020

Attention: Swaathi Joseph
Cambridge Community Development Department
344 Broadway
Cambridge, MA 02139

Project Name: The Davis Companies, 75/109 Smith Place

Subject: Planning Board Hearing #2 Presentation and Response to Comments

Dear Swaathi:

UPDATE
Please find the additional comments from CDD addressed at the end of this memo. Also attached as noted previously is an update presentation for submission to the Planning Board with your staffs' comments addressed.
END UPDATE

We appreciate you and your team's continued review and support of the 75/109 Smith Place project by The Davis Companies. With this document you will find 2 attachments. Under Attachment A, you will find the Presentation for the second meeting with the Planning Board for your review. Under Attachment B, you will find a slide-by-slide narrative to aid in the preview of the Planning Board presentation with critical bullet points to help discern the graphic information.

We have also prepared the following responses to the comments made by your staff at the Cambridge Community Development Department (CDD) by Memo dated February 19,2020, comments made by the Planning Board members on February 25th, 2020, as well as those comments received during the additional meetings with CDD staff since (meeting dates 03/25/2020 & 04/08/2020).

The following comment categories were provided by CDD Staff.

A - Site Plan:

A1. *Reconstructing the west side of Smith Place between Wilson and Fawcett with the relocated curb, bicycle lane, street trees, and sidewalk as recommended by the Alewife District Plan, and making improvements as needed to the roadway.*

Response: The Proponent has developed a plan to reconstruct the project frontage per the City of Cambridge preferred street section. As part of the proposed project, that would include the cycle track with buffer zones, a tree planting area, and a new concrete sidewalk. Space for a future raised sidewalk along the building façade would be allocated for installation at a later date. Please refer to the attached presentation for more information.

The existing curb line would remain in place although the Proponent would construct the cycle track buffer with an extra two feet in width to plan for future

westward movement of the curb line to accommodate the full City of Cambridge preferred street section in a later phase. This is contingent on the ability of Eversource to bring electrical services from overhead to underground, which they have stated is not a possibility during the planned construction of the project.

A2. *Planting trees in the building's south setback in anticipation of the future westward extension of Wilson Road.*

Response: The Proponent agrees to coordinate the location of trees to be planted as part of this project in the future Wilson Road Extension street tree zone. Spacing will also conform to the City's standard.

A3. *Committing to cooperate with the owners of the adjoining property to the north to construct the initial portion of Fawcett Street's westward extension. The boundary between the two properties is approximately on the centerline of Fawcett Street and the adjoining property owner has also presented plans that involve driveway access from Smith Place. Unless the first segment of the new street is created and shared between the two properties (or conveyed to the City), the two properties will each have their own separate driveways only a few feet apart from each other on either side of the property line in a location that is planned for a future street connection. If the shared extension of Fawcett cannot be achieved at present, tree locations, underground utilities, pavement, and other features should be placed where they can facilitate Fawcett's westward extension in the future.*

Response: The Proponent is committed to cooperate with the adjacent owners to find efficiencies as it relates to the creation of a shared entry drive and the future coordination of Fawcett Street's westward expansion. Depending on the alignment of project timelines, if a shared drive cannot be built during the initial construction, the Proponent commits to not locating or designing anything along the Northern site boundary that would prohibit the future implementation of a shared drive or the Fawcett Street westward expansion.

A4. *Consider ways to achieve the intent of the recommended elevated walkways along the building's street frontages, acknowledging that under current zoning a green area front yard is required. Limited usable porches, elevated entryways, or similar design features might conform to current zoning while providing a greater sense of activity along the street front. In any case, the future construction of elevated walkways should not be precluded.*

Response: There are no elements of the design that will preclude future construction of the elevated walkways.

The project has taken the following steps to prepare for the future construction of an elevated walkway (boardwalk) along the street frontages;

- Street trees along both Smith Place and Adley Road (future Wilson Extension) have been located in plan to align with the CIty's future street alignment.
- The building entry stair on Smith Place is located so that the elevated walkway can be built at the desired location and incorporates and utilizes stairs for the final future condition.

- Along Adley Road (future Wilson Extension) the project will construct a retaining wall that will allow for trees along the street frontage to be planted at the final desired elevation.
- The retaining wall constructed along Adley Road (future Wilson Extension) will be located and designed to become the future supporting foundation wall for the desired elevated walkway.

A5. *Providing a phasing plan to show how the current project will lead to the desired final condition on Smith, Wilson, and Fawcett, if the construction of the street sections and alignments recommended in the Alewife District Plan are not immediately feasible.*

Response: Phasing Plans and Sections are within the attached presentation. The phasing drawings depict the following phases; Day One (proposed design), Shared North Drive, Utility Undergrounding, and the future implementation of the Alewife Plan with the extensions of Wilson Rd and Fawcett St.

A6. *Increasing the amount of landscape plantings, including street trees at a 20-foot to 30-foot spacing as recommended in the Alewife District Plan.*

Response: The Proponent has increased plantings as shown within the attached presentation, as well as increased the frequency of the street trees to fall within the City standard as requested.

A7. *Reducing the amount of surface parking, both to improve the appearance of the site and to increase the amount of permeable surface.*

Response: The Proponent has moved 9 spaces from the surface lot into the garage. After reconfiguring the surface parking, approximately 5,400 sf of parking lot has been converted to permeable open space.

A8. *Screening the surface parking and utilities by plantings or site walls.*

Response: The Proponent has screened both the surface parking and the utilities by plantings as shown within the attached presentation.

A9. *Locating electrical equipment and utilities within the volume of the building if possible and protected from future (2070) 1%-probability flood levels.*

Response: All utilities, except for the gas meters and the electrical pad are located within the building above the 2070-100-year flood line. Locating the electrical equipment within the building is not possible, however the pad has been located on the highest elevation of the site and is located at an elevation of 24.5′ which is 2.1′ above the 2070-100-year flood line.

A10. *Using permeable pavement where possible.*

Response: VHB does not recommend the use of permeable paving, which is a stormwater management strategy that allows for groundwater recharge. On-site stormwater recharge has been ruled out by the Project LSP because the fill on the property, which is consistent with urban fill and the historic use of this area of Cambridge as a solid waste disposal area, contains compounds which may be mobilized if stormwater is recharged on-site. Those

compounds, including elevated concentrations of petroleum hydrocarbons and total and TCLP (leachable) lead in some of the disposal characterization samples collected at the property, could adversely impact on-site and off-site groundwater quality if on-site groundwater recharge is implemented. Because of this concern, permeable paving is not an option for our project site.

A11. *Including a Bluebikes station.*

Response: The Proponent has included a Bluebikes station as shown within the attached presentation.

B - Site Plan Continuing Review Comments:

Overall Response

The Proponent and the Project Team are willing to meet with DPW Staff during the design of the project to finalize any of the following items. This memo gives a response to each comment as not all may require further coordination or discussion.

B1. *Detailed coordination with CDD and DPW regarding improvements to Smith Place, and the extensions of Wilson Road and Fawcett Street, including alignments, utilities, bicycle lanes, sidewalks, street trees, and other plantings.*

Response: The Proponent has developed a plan to reconstruct the project frontage per the City of Cambridge preferred street section. As part of the proposed project, that would include the cycle track with buffer zones, a tree planting area, and a new concrete sidewalk. Space would be allocated for future plans for a raised sidewalk along the building façade at a later date.

The existing curb line would remain in place although the Proponent would construct the cycle track buffer with an extra two feet in width to plan for future westward movement of the curb line to accommodate the full City of Cambridge preferred street section in a later phase. This is contingent on the ability of Eversource to bring electrical services from overhead to underground. Eversource has stated is not a possibility during the planned construction of the project.

The Proponent and project architect have coordinated with CDD to site the building and proposed utility improvements appropriately to allow for future roadway extensions. The Design Team has taken care to construct improvements during the project phase that will enable and support the vision of the City for not only the Smith Place roadway section, but for Wilson Road and Fawcett Street as well.

B2. *Review of phasing plans for improvements to Smith, Wilson, and Fawcett that will not be undertaken as part of the current project.*

Response: As mentioned in the response to comment B1, the Proponent plans to construct the improvements to the Smith Place roadway section on the west side (project frontage) as part of the current project. Later phases including

the east side of Smith Place, and the extensions of Wilson Road and Fawcett Street will be contingent on the City's coordination with Eversource, and with private land owners adjacent to the Proponent's controlled land.

B3. *Provisions to allow for the future addition of elevated walkways if they are not constructed as part of the current project.*

Response: The Proponent has developed a plan to construct the project frontage per the City of Cambridge preferred street section. As part of the proposed project, that would include in the initial construction the cycle track with buffer zones, a tree planting area, and a new concrete sidewalk. Space would be allocated for future plans for a raised sidewalk along the building façade at a later date.

The project has taken the following steps to prepare for the future construction of an elevated walkway (boardwalk) along the street frontages.

- Street trees along both Smith Place and Adley Road (future Wilson Extension) have been located in plan to align with the CIty's future street alignment.
- The building entry stair on Smith Place is located so that the elevated walkway can be built at the desired location to incorporate and utilize stairs for the final future condition.
- Along Adley Road (future Wilson Extension) the project will construct a retaining wall that will allow for trees along the street frontage to be planted at the final desired elevation.
- The retaining wall constructed along Adley Road (future Wilson Extension) will be located and designed to become the future supporting foundation wall for the desired elevated walkway.

B4. *Design and location of on-site bicycle and pedestrian paths.*

Response: Current Zoning allows for a 4' wide non permeable path to cross the front yard setback as defined in the zoning ordinance.

Section 20.95.32 – Restriction in Required or Provided Yards, states:
1. Required or Provided Front Yards. That area between the principal front wall plane of a building and a street, whether required or provided, shall consist entirely of Green Area or Permeable Open Space extending along the entire length of the lot. Areas devoted to vehicular use are prohibited from this area with the exception of access drives leading directly to parking facilities located elsewhere on the site, in conformance with the requirements of Article 6.000.

The definition of Open Space, Permeable is defined as: A kind of Green Area Open Space (as defined above) in which the surface material must be permeable, but which surface material is not limited or restricted as to

type. That surface material may include vegetation; rocks, pebbles, wood chips and similar landscaping materials; or unit pavers. All other materials (for example, continuously poured asphalt or concrete) are not allowed except that any material may be used for pedestrian walkways not exceeding forty-eight (48) inches in width or half the width of the area in which they are located, whichever amount is less.

CDD Staff has requested that the bicycle path be a minimum of 5' wide and is, positioned to align with the future expansion of Wilson Road. The size and location of the on-site short-term bicycle parking as well as the additional Bluebikes station is located on the attached plans.

- 50 long term bicycle spaces
- 10 Short term bicycle spaces
- 53' Blue Bike Station

B5. *Location and size of the shared bicycle (Bluebikes) station and short-term bicycle parking areas.*

Response: See the response to comment #4

B6. *Coordination of planting standards and species selection for trees and other plantings with the DPW and the recommendations of the Urban Forest Master Plan.*

Response: The Project Team welcomes the opportunity to review the species selection for trees and other plantings with CIty staff as required as the design progresses.

B7. *Review of the locations of street trees.*

Response: As shown on the attached plans, the street trees have been located so that they align with the future road alignments of Smith Place and the Wilson Road westward expansion.

B8. *Review of stormwater mitigation systems.*

Response: VHB, on behalf of the Proponent, submitted a memorandum to Cambridge DPW on October 18, 2019. In this memorandum it was outlined that the site had been evaluated in existing and proposed conditions to mitigate stormwater quantity and quality.

Currently VHB proposes a combination of three and four-foot deep precast concrete subsurface detention chambers. These chambers allow the detention of peak stormwater flows to alleviate capacity issues and the potential of combined sewer overflows in the City of Cambridge municipal infrastructure. This follows the guidance of DPW in detaining the difference between the 2-year 24-hour pre-construction hydrograph and the 25-year 24-hour post-construction hydrograph.

As part of the mitigation plan, it was presented to DPW that the project would achieve the required 65 percent removal of phosphorus with the use of

increased green open space and two Jellyfish water quality units. See the response to comment B13 for more information on Jellyfish units.

VHB designed these systems as detention only to be conservative in site runoff rate calculations and phosphorus removal calculations. Geotechnical information and on-site testing performed in August of 2019 by Haley & Aldrich reveals that subsurface infiltration may be possible at the site. This option will be further evaluated to increase phosphorus removal and initiate recharge of stormwater directly to the groundwater table.

B9. *Review of location and screening of site mechanical/electrical equipment.*

Response: The Proponent has undergone the proper studies to show that mechanical equipment is sufficiently screened from view from public streets. As shown within the attached presentation, views from immediately surrounding the building as well as further down Smith Place towards Concord Ave depict the screening is the proper height to cover the exhaust equipment.

B10. *Review of screening of surface parking.*

Response: The Proponent has developed a plan that locates the reduced surface parking in the rear of the building shielding view from Smith Place, as well as a designed outdoor employee area with landscaping features that protect the view from the present private way Adley Road, as well as the possible future expansion of Wilson Rd.

B11. *Review of lighting.*

Response: The Proponent will install City standard street lights along the project frontage. During the refinement of the design the Project Team welcomes the opportunity to review both the architectural lighting as well as the street lighting with City staff.

B12. *Elevation of electrical equipment above the 2070 100-year flood level.*

Response: The electrical pad has been located on the highest elevation of the site and is located at an elevation of 24.5' which is 2.1' above the 2070-100-year flood line and is shown within the attached presentation.

B13. *Description of the "structural water quality units" and coordination of their design with CDD and DPW.*

Response: The structural water quality unit has been designed to be provided by a specific manufacturer. The Contech Jellyfish Filter is a stormwater quality treatment technology featuring high flow pre-treatment and membrane filtration in a compact stand-alone system. Jellyfish removes floatables, trash, oil, debris, TSS, fine silt-sized particles, and a high percentage of particulate-bound pollutants; including phosphorus, nitrogen, metals and hydrocarbons. The Jellyfish Filter has been tested in the field and laboratory, and is performance verified by the New Jersey Department of Environmental Protection, as well as numerous other stormwater regulatory agencies.

NJDEP stormwater BMP testing and verification is regarded as the most stringent in the country. A well-maintained Jellyfish unit can deliver up to 59% phosphorus removal. This is the highest available removal rate of phosphorus that has been independently tested and verified.

C - Architectural Design:

C1. *Providing multiple exterior entry doors on the building's east, north, and south facades to allow for potential future first floor retail and more activity along the street.*

Response: The attached elevations depict areas that will be able to be utilized for future tenant entries.

C2. *Designing spaces that could accommodate light manufacturing or retail functions on the first floors on Smith, Wilson, and/or Fawcett, accessible from elevated entryways.*

Response: The ground floor is designed with a floor-to-floor height of 18' providing ample room for light manufacturing, retail or other active uses. The storefront will be designed in a way to allow for the future addition of tenant entries, that will be accessible from the future elevated walkways.

C3. *Providing canopies above the first-floor facades, or at least provisions for future canopies, to protect pedestrians on future elevated walkways and to shade the building's extensive first floor glazing.*

Response: The project has provided provisions for future canopies as shown in the attached elevations and plans. As adding canopies will increase the projects GFA, additional GFA has been added to the overall building total to allow for the future addition without the need for a Special Permit. The total GFA added for canopies is 2,875 sf.

C4. *Considering sun screening for the building's heavily glazed upper floors.*

Response: The Design Team studied adding fixed external sun shading (horizontal and vertical fins). The greatest solar exposure is on the south façade, and the south façade has little glazing on the upper two floors. The lower floor is shaded from high sun angles by the overhang of the second floor. On the east and west facades, the Design Team recommends operable interior fabric shades over fixed exterior shades. The solar exposure on the east and west facades is mainly early morning and late afternoon low sun angle glare which is partially mitigated by the surrounding buildings. Fixed external shading that would fully mitigate low sun angles would also block views to the street below. Operable internal shading can be deployed when needed, and then retracted when not, restoring the views to the street.

C5. *Creating a courtyard on Smith Place to accentuate the division of the façade into two parts. (The Smith Place façade is approximately 360 feet long, well over the 200-foot maximum length recommended by the Alewife District Plan.)*

Response: The attached plans, elevations and 3d views show a courtyard has been added to the design to break up the massing into two parts

C6. *Committing not to locate tenant rooftop equipment outside of the penthouse screening.*
Response: The Proponent commits that all visible mechanical equipment will be located behind a mechanical screen.

C7. *Using a white, green, or blue roof to reduce Urban Heat Island Effect.*
Response: The project is using an EPDM roof with a white cap sheet to reduce the Urban Heat Island Effect, a roof compliant with SSc5 of the LEED Rating System.

C8. *Providing more articulation in the penthouse façade.*
Response: The attached plans and elevations depict more articulation into the penthouse façade.

D - Architectural Design Continuing Review:

D1. *Review of all exterior buildings materials and colors, including joints in the panel system, details at corners, glass specifications, spandrel glass or solid panels in the curtain wall system, window mullions, etc.*
Response: The Project Team is happy to work with CDD Staff during design to review the above aspects of the building.

D2. *Construction of a mock-up for planning board review, showing all exterior colors and materials, prior to ordering materials.*
Response: A Visual Mock-up will be constructed and reviewed with CDD Staff, as requested.

D3. *Review of the proposed roof system.*
Response: As mentioned previously the roofing system is an EPDM with white cap sheet, we are happy to review any further details that may be required with CDD Staff.

D4. *Further development of the building's facades, including the provision of a courtyard on the Smith Place Façade.*
Response: The attached plans and elevations show the inclusion of the Courtyard as requested.

D5. *Review of provisions, if any, to exclude floodwater from the underground parking garage.*
Response: The building has been sited to be above both of the 2070-10yr and 2070-100yr flood levels. Additionally, the entrance to the garage has been located so that it is well above the high-water level. The loading dock also has provisions to utilize a flood barrier system to prevent water from entering the building. The attached plans and diagrams depict this approach.

D6. *Potential of accommodating future light manufacturing and/or retail on the first floor.*

Response: The ground floor is designed with a floor-to-floor height of 18' providing ample room for light manufacturing, retail or other active uses. The storefront will be designed in a way to allow for the future addition of tenant entries, that will be accessible from the future elevated walkways.

E - Sustainable Design Continuing Review:

E1. *Indicate which credits that are being considered for the additional 5 points in LEED rating.*
Response: These credits are described on page 35 of the Special Permit application dated 10.23.2019.

E2. *Provide a brief summary of key recommendations that had an impact on the building's current design as part of the integrative design process.*
Response: It is early in the design process but the key recommendations thus far that have had an impact on the current design are as follows, as the design progresses a full list of elements will be documented.
- Massing and Orientation – Low window to wall ratio on N/S facades
- Basic Envelope Attributes – Low U Value window wall systems, with high performance glass
- Lighting Levels – All LED Fixtures with Occupancy and Sun sensors, designed to exceed requirements of ASHRAE/IES 90.1
- Thermal Comfort
  - Summer: 72 degree F/55% RH
  - Winter: 70 degree F/ No humidity control
  - 40% Office / 60% Laboratory

E3. *Clarify the discrepancy between the energy model and the statement of energy design intent from Energy Star.*
Response: The 124 kbtu/sf/yr in the energy model was correct. The SEDI input had an issue with unit conversion that caused the results to be lower than modelled. After updating the SEDI inputs, the Energy Star score is deemed Not Applicable for a Lab/Office.

E4. *Provide information on steps that will be taken to share with tenants the project's sustainable design features, goals, and objectives, as well as sustainable every-day practices.*
Response: The Davis Companies along with the Design Team will generate the Tenant Design and Construction Guidelines that will be shared with every tenant as an attachment to their lease exhibit.

The Guidelines will contain descriptions of each sustainability measure that was implemented in the base building project and would relate it to the project's LEED Core/Shell pursuit. Additional content will inform the readers

of those features that specifically benefit the tenant, particularly if they were to pursue their own LEED certification as related to their fit out.

Examples of products used will be provided where appropriate, and information will be provided as related to the project's location and surrounding amenities. Additional insight on operational aspects will be provided, such as green cleaning or integrated pest management measures, for example.

E5. *Submit the Net Zero Narrative information required by the recent amendments to Section 22.20.*
Response: The Net Zero Narrative was submitted on February 19, 2020.

F - Planning Board Meeting Comments – From Board Members:

Hugh Russell:

F1. *More open space/More trees, the better*
Response: The project has moved 9 spaces from the surface lot into the below grade parking garage. After reconfiguring the surface parking, approximately 5,400 sf of parking lot has been converted to permeable open space. Trees have been planned for this area as shown within the attached presentation.

F2. *Loading dock in the flood zone – how to deal with this?*
Response: Refer to comment A9.

F3. *Basement plan – elevators and stairs do not align*
Response: The re-submitted plans are coordinated.

F4. *Penthouse screen walls – dark penthouse doesn't disappear as well*
Response: The project suggests changing the penthouse color to Silversmith by PPG, it is represented in the attached documentation.

F5. *No information on spandrel glass*
Response: The project has obtained a spandrel glass sample and the spandrel glass is also represented in the attached documentation.

F6. *Building is kind of retro – need to reduce walls of glass facing east and west*
Response: Refer to comment C4.

F7. *Glass below counter height/Look at inventive expressions about glass*
Response: As shown in the attached documentation, modern lab buildings tend to keep an aisle along the glass for both equity of the staff (no one owns the window) and to aid in paths of egress. The lower register of the glazing is important in low rise buildings, as views to the sky are ample with smaller adjacent buildings, and the connection to the streetscape is more important.

F8. *Possibility of pushing façade forward*
Response: Due to zoning restrictions and the alignments requested by CDD Staff to align the building with the Alewife District Plan, moving the façade forward is not permitted.

Mary Flynn:

F9. *Amount of glass should be reduced a bit*
Response: Refer to comment F6.

F10. *Reduce parking ratio as much as possible*
Response: Refer to comment A7.

F11. *Review proposal from City Engineer*
Response: VHB has provided DPW & Engineering with information on the stormwater management plan, sanitary sewer generation and design, water demand and supply, and flood event resiliency in a memorandum dated October 18, 2019.

The City engineer has been invited to attend public hearings regarding the project. In addition, after reviewing the technical information provided and described above, she recommended the project develop an Action Plan for tenants and users in the event of a flood. As the design progress and these applicable entrances, routes, and areas become clearer, the Proponent will develop and action plan as part of the Stormwater Control Permit process with DPW.

Lou Bacci:

F12. *Expand courtyard*
Response: Refer to comment C5.

F13. *Reduce parking*
Response: Refer to comment A9.

F14. *Deal with existing utility poles*
Response: The project is working with Eversource to provide clarity on available options, the proposed solution would be to relocate 1 utility pole to make room for the entry drive.

F15. *Blank side walls need articulation*
Response: A updated design for the North/South elevations is attached for consideration in the attached documentation.

F16. *Glazing needs to be reduced*
Response: Refer to comment F6.

F17. *Screening? (Jacobs Clarification of Comment - See others Penthouse Comments)*
Response: Refer to comment F7.

F18. *As much as possible future site work in place at this time*
Response: Refer to comment A4.

Ted Cohen:

F19. *Don't see the need for a courtyard*
Response: The Project Team feels that the courtyard makes a stronger entry and design, the attached documentation represents that change.

F20. *Compromise on glazing*
Response: Refer to comment F6.

F21. *Penthouse is quite large; need to address equipment in front of penthouse*
Response: Refer to comment C6.

Catherine Preston:

F22. *Break up long wall, wants to see options*
Response: Refer to comment C5.

F23. *Details w/ CIty departments on phasing of Smith Place improvements*
Response: Please refer to the response to Comment B1.

Tom Sieniewicz:

F24. *Open space comes up short.*
Response: Refer to comment A7.

Corinne Espinoza:

F25. *What happens in case of flooding?*
Response: Refer to comment D5 and attached presentation depicting flood resistance

F26. *Can we do permeable paving here?*
Response: Refer to comment A10.

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G – Planning Board Meeting Comments – From CDD Staff Members:

Erik Thorkildsen:

G1. *Elevated sidewalk in future*

Response: The Project Team is committed to make provisions for the future implementation of the elevated sidewalk.

G2. *Sense of courtyard – splitting building*
Response: Refer to comment C5.

Joe Barr:

G3. *Parking to Zoning minimum*
Response: Refer to comment A7.

G4. *Full width of Smith Place at this time – in front of the project*
Response: The scope of work that the Proponent is committed to is described in the response to comment B1.

As stated, the Proponent will design and plan all improvements to enable future build-out of a raised sidewalk, the east side of Smith Place, and the extensions of Wilson Road and Fawcett Street. The execution of the full vision of the City of Cambridge will take the coordination and design efforts of multiple property owners, the City and private utility companies including Eversource.

As part of this project, the Proponent can construct specific improvements to the west side of Smith Place on an individual and separate track.

Additional CDD Staff Comments Provided 5.13.2020:

I1. *Provide a revised dimensional form updating open space and permeable open space.*
Response: A revised dimensional form has been included within this submission.

I2. *A complete plan set of the revised design must be provided.*
Response: Volume 2 of the Special Permit Application has been revised to include the requested materials and updated information.

I3. *The numbers on the graphic scales are too small to read.*
Response: The graphic scales have been updated to provide clarity to the scale numbers.

I4. *On the street sections, show the centerline of the existing right of way and its width.*
Response: Existing right of ways have been identified where they exist, the widths have also been dimensioned.

I5. *Where there are two or more drawing on the sheet, provide separate drawing titles below or next to them.*
Response: Individual drawing titles have been added

I6. *It would be more consistent with the ADP to call the elevated sidewalk an "elevated walkway".*

Response: Title has been revised.

I7. *Add a Landscape Plan that explains what the different colors of ground cover indicate, indicate plant species, paving materials, lighting, spot grades, etc., & locate any existing trees on the site. Clarify whether the trees at the north part of the west boundary are on the site Davis Companies' site or on the neighbors.*

Response: A landscape plan has been added to the presentation that describes the different elements of the design. There are no existing tress on the site as confirmed during meetings with DPW. All rendered trees shown on the Day One Site Plan are on the project's property.

I8. *Green Building professional's accreditation provided in the original submission expired in Dec 2019. Provide an updated accreditation certificate/Affidavit.*

Response: Updated accreditation is attached.

I9. *It is still unclear which 5 "possible" credits are being pursued. Provide the attached checklist for LEED 4 version. The checklist with the original submission did not indicate 'possible' credits.*

Response: An updated LEED checklist depicting the "Maybe Points" has been included within this package.

I10. *Original submission indicated that the project is pursuing 6 credits under Optimize Energy Performance (E&A c2) targeting 13% reduction in energy use. Net Zero narrative indicates that it is targeting 17% reduction in energy use. Clarify whether this means that the project is now pursuing 8 credits under Optimize Energy Performance (E&A c2).*

Response: LEED EAc2 percent reduction is based on cost ($) as required by LEED. The Net Zero Narrative is based on energy (kBtu). At this point the project is still pursuing the stated points for EAc2.

I11. *Revised Green Building report has to be approved to be in compliance with Article 22.20 before the final updated materials are submitted to the Planning Board.*

Response: The Net Zero Narrative submitted was based on examples provided by the City of Cambridge 1/16/2020 and completed and resubmitted 2/18/2020. The Project Team received an email from Wendell Joseph on 02/20/2020 indicating there were no additional questions.

I12. *When the application discusses the ability to move the Smith Place curb in the future if the Private utility can underground the utilities thus removing the poles, they should also acknowledge that there is another option to relocate the poles. While the City acknowledges it will be tough to accommodate a new alignment for these poles, it could and should be evaluated.*

Response: The Proponent acknowledges that there are two options for the utility poles in the future condition: (a) utility poles are replaced with underground infrastructure as shown in the "Future Utility Undergrounding Diagrams", or (b) the utility poles are relocated above ground to a location

outside of the preferred roadway location. This above ground re-location would be reviewed at later date with Eversource, and could place the poles at a variety of different locations (2-ft inboard of the current location within the cycle track buffer zone, east side of Smith, etc.).

The Proponent has located the City-required elements behind the utility line such as the cycle track, landscape area, sidewalk to all be installed in the final location requiring no future adjustments. This is accomplished Day One with a wider cycle track buffer condition allowing the utility poles and curb to remain.

I13. *When the Applicant addresses future tree planting, there should be a commitment to meeting the full breadth of the Master Plan not just spacing and/or species selection. There will be planting details that will become standard and maintenance requirements.*

Response: The Proponent and their Design Team are committed to meeting the requirements of the Master Plan, including planting details and maintenance requirements.

I14. *It would be helpful to acknowledge, clearly, that the details of the road section will be worked out with the City Departments. DPW still has not seen the engineered plans of the layout to really know how this "Day One" plan is fitting into the street scape.*

Response: The Proponent and the Design Team understand that there will be ongoing dialogue with City departments with review of engineered plans prior to the start of construction.

I15. *It is unclear how the Project will meet the City's preferred Smith Place cross-section design if the overhead wires cannot be undergrounded. City staff had indicated to the applicant should come up with a long-term plan if the overhead wires cannot be undergrounded. No such plan appears to be included.*

Response: See the Proponent's response to comment #12. The design does not preclude future relocation of utility undergrounding or relocation upon future requirements to do so in coordination with Eversource and all other utility companies utilizing the current above ground utility poles.

I16. *It is not acceptable for the cycle track to be constructed "contingent" on the ability of Eversource to bring electrical services from overhead to underground. The application should be clearer about this statement about the cycle track being "contingent" on Eversource bringing the electrical service underground.*

Response: The Proponent submitted response letter dated 04.29.2020 states that the sidewalk, tree zone and the raised cycle track will be constructed as part of the Day One plan on the west side of Smith Place along the proposed buildings frontage. The submission states that moving the curb line to the preferred Alewife District Plan location is contingent on the ability to either relocate or "move" the utility poles or place the utilities

underground. The construction of the raised cycle track is not contingent on that condition.

I17. *TP+T does not believe a driveway connecting the site to Adley Road will be necessary. No data has been provided on why that extra driveway will be necessary and that area should remain as green space and not a future driveway.*

Response: Currently, Adley Road is a private way and the Proponent does not request a curb cut to Adley Road at this time. When the Wilson Road westward expansion is executed, the Proponent anticipates improved traffic flow by diverting turns from mid-block on Smith Place to the intersection at Smith and Wilson. The Proponent also anticipates reduced truck movements to the loading dock in the parking area as a result of this modification.

I18. *The bike lane shown on the opposite side of Smith Place is not practical because it runs into a curb extension. The plan needs to be updated to be realistic for the opening day plan and not show a bike lane that cannot be created. The applicant should work with TP+T about the design of that block.*

Response: The bike lane graphic has been removed, the Design Team will work with TP+T during the construction documentation of the project to ensure proper striping of the bike lane for this block.

I19. *It is unclear if the Bluebikes station location will have the necessary solar exposure needed for power. The Applicant needs to confirm with CDD and denote on the plan if it is confirmed that the location is acceptable.*

Response – According to the Bluebikes Representative, the solar panel requires approx. 6hrs of sunlight per day, it is confirmed that this location will receive such sun duration if placed at the southern edge of the Bluebikes station.

I20. *The minimum required parking for the new building is 136 total spaces and a total of 154 spaces are proposed. The approved PTDM plan indicates that it is difficult to meet the required single occupant vehicle mode-split commitment with the proposed 154 spaces. TP+T is having discussions with the Applicant about the final number of parking spaces and suggests that issue be resolved before the final updated materials are submitted to the Planning Board.*

Response – The Proponent is in ongoing discussions with TP+T regarding the PTDM plan.

Suggestions:

1. *Consider locating the transformer and switchgear inside the building instead of located on the site.*

Response: In this location of Cambridge, Eversource has requested an exterior installation for the transformer and switchgear, for the purposes of safety and ongoing maintenance.

2. *The Project has increased the 4-foot path to 5 feet on the side of the building to access the long-term bicycle parking room. This meets City ordinance 6.100 which calls for 5 feet access aisles to bicycle parking facilities. The Applicant should also determine a safe way for bicyclist to pass in front of the loading dock.*
   Response: The Proponent will add signage for both the bicyclists and trucks and will add both a rumble strip in the bicycle path as well as truncated domes at the end of the path prior to the loading dock on both sides.

3. *The applicant should consider having accessible ramps on both sides of the main entry stairway instead of on only one side, which may be more attune to a universal design so that people who need to use the ramp have access from either direction from which they come from.*
   Response: The current design is consistent with universal design requirements; the ramp will contain handrails on both sides to meet requirements. An additional ramp would negatively impact open space and permeability calculations.

Comments on Slides:

Sheet 6 Future Planned Alignments:

- *Indicate that the violet/purple lines show the lines of future façades (as opposed to curbs or something else).*
  Response: A label has been added

- *It would be good to have a version of the right-hand plan showing the proposed building. Perhaps that would be more useful than the drawing on the left.*
  Response: A plan depicting how our building fits within the Alewife District Plan boundaries has been added.

Slide 17 Day one site Plan:

- *Is there a reason why the south crosswalk on Smith Place is not the corner of the block?*
  Response: The crosswalk has been amended to connect to the corner.

- *Shouldn't there be a crosswalk at the intersection of Fawcett and Smith?*
  Response: The requirement of a crosswalk at Fawcett and Smith will be discussed with TP+T with engineered drawings as the project continues.

- *Do the bike rack and tree shown at 10 Wilson Road exist?*
  Response: The bike racks are planned and are in progress with Bluebikes. The trees have been removed from the plans since this is not our project parcel and not pertinent to our project.

- *Show both the buildings on the east side of Smith.*

Response: Both buildings were shown, a darker profile line and tone have been added for clarity.

- *The light green rectangles on the north and south sides of the projecting entry element in the forecourt seem to not agree with the width of the entry element as shown in elevation and section.*
  Response: The plans and the elevations are coordinated; these light green areas are plantings within the glass vestibule.

- *Is this the Landscape Plan? (see the note below)*
  Response: A landscape plan with a family of possible plantings has been attached to the presentation for review.

Slide 18 Day One Existing Elements:

- *Show the buildings on the east side of Smith Place on site plans.*
  Response: Both buildings were shown, a darker profile line and tone have been added for clarity.

Slide 19 Day One Subdivision Plan:

- *Should we show a future easement on the north and south sides of the site, for when those streets are created?*
  Response: The Proponent believes these easements can be put into place if/when the easement is needed for future work imposed by the westward expansion of the street network.

Slide 20 Day one Smith Plan:

- *It would be really good if this sheet made it clear that it shows both the day one condition and a later phase when the recommendations of the ADP are realized: that the sheet consists of separate drawings showing what will change and what will remain the same.*
  Response: Labels have been added for clarity

- *Label the two sets of dimensions, e.g.: "Day One Plan and Section", "Future Alewife Plan and Section".*
  Response: Labels have been added for clarity

- *On the right hand (long term) drawing, it looks like the series of small orange rectangles next to the buffer indicate the difference in its width due to moving the curb. Either delete it, so that we can more easily see the change in buffer width and curb location, or label it.*
  Response: The orange dotted line has been removed.

- *It would be clearer if the colored hatching for the elevated walkway did not extend from the long-term section into the day one plan. And if the white strip between the long term and day one diagrams continued so that it would separate the diagrams.*
  Response: The tone extension has been removed

- *Use a fatter outline on the building at 10 Wilson Road.*
  Response: A darker profile line and tone have been added for clarity.

- *Show the current right of way and its centerline.*
  Response: The current right of way centerline has been added.

- *Do the bike rack and tree at 10 Wilson road exist?*
  Response: The bike racks are planned and are in progress with Bluebikes. The trees have been removed from the plans since this is not our project parcel and not pertinent to our project.

Slide 21 Day One Smith Section:

- *Show centerline of the existing right of way.*
  Response: The current right of way Centerline has been added.

- *When the elevated walkway is constructed, it should also be for public use.*
  Response: The Proponent understands and agrees that once the elevated walkway is constructed it will also be for public use, an easement for such use will be created once construction of the elevated walkway is deemed necessary for the district.

- *Should the: public use easement: extend to the façade, so that when the elevated sidewalk is creates, it is public?*
  Response: Currently there will be a public sidewalk on Day One. We do not believe a public easement that extends to the face of the building is needed at this time.

- *Is seems that there should be a drawing after this showing the long-term section.*
  Response: The long-term section is included within the "Future Alewife Plan" section of the presentation.

Slide 22 Day One Wilson/Fawcett Plan:

- *As on slide 20, extending the hatch and tone for plan features of the day one drawing continuously into the long-term drawings makes it hard to realize that they show different phases.*
  Response: The tone extension has been removed

- *A horizontal white strip dividing them would help.*
  Response: The tone extension has been removed

- *It would be clearer if the various tones hatches were added to the long-term drawings, so you can more easily tell what all those zones are.*
  Response: Tone hatches have been added.

- *As on the other sections, include the existing centerlines of the streets (Wilson and Fawcett).*

Response: The current right of way centerline has been added.

Slide 23 Day one Wilson/Fawcett Section:

- *It seems like there should be a drawing after this showing the long-term sections.*
  Response: The long-term section is included within the "Future Alewife Plan" section of the presentation.

Slide 26 Shared North Drive Plan:

- *The shared north drive should have a sidewalk.*
  Response: The North Drive is not intended for pedestrian entry, the sidewalk would have no place to connect to, this sidewalk would also negatively affect the permeability of the site.

Slide 27 Shared North Drive Plan:

- *Same comments as on slide 20.*
  Response: See the Proponent's responses to Slide 20.

Slide 28 shared North Drive Section:

- *Is this meant to be the long-term condition? If so it should show the elevated sidewalks.*
  Response: This plan depicts a shared North Drive that could be included within Day One if the neighboring property owner is able to coordinate in time for implementation. As noted previously, due to the grade of the site at the north end of the building, an elevated sidewalk is not required.

- *Maybe it's really the phase when the first part of the Fawcett Extension is created in cooperation with the neighbors to the north, but before the elevated sidewalks are installed on Adley and Fawcett.*
  Response: This plan depicts possible cooperation between adjacent property owners to create a shared entry drive. The intent is not to create the first phase of the Fawcett Street extension.

- *The very similar color of the bike lane and the similar width tree line is a little confusing.*
  Response: Noted.

Slides 30 and 31 Utilities:

- *Are there also overhead data lines, and will they be dealt with as part of this?*
  Response: There are a number of different utility entities on the pole, not just Eversource.

- *Same comments as on slide 20 about graphically separating day one and long-term conditions.*
  Response: See previous response on slide 20

Slide 34 Future Site Plan:

- *Should show the elevated walkway on Fawcett.*
  Response: As noted previously, an elevated sidewalk is not required on Fawcett Street. As the grade is above the flood line, an elevated sidewalk would be multiple feet above the ground floor of the building.

Slide 35 Future Site Plan:

- *It would be good to show the actual section profile of the proposed building.*
  Response: Please refer to Slide 37 and 38 for building sections.

Slide 38 Future Site Plan:

- *Since these are showing the proposed long-term condition, some of the dimension strings are redundant.*
  Response: The redundancy is show compliance.

Slide 43 Proposed Ground floor Plan:

- *See the comment on slide 17 about the entry element.*
  Response: See previous response for Slide 17; the plans are coordinated.

Additional comments: *provided via email on 05.18.2020*

I1. Staff would like to see a revised "Narrative" with a clear path analysis towards achieving a net-zero building as highlighted in the amended Article 22. The Narrative must include the components set forth in Paragraph (c), Section 22.25.1 of the Zoning Ordinance.
Response: The Net Zero Narrative submitted was based on examples provided by the City of Cambridge 1/16/2020 and completed and resubmitted 2/18/2020. Section 22.25.1 references an effective date of 4/30/2020 where paragraph (c) requires:

At a minimum, this narrative shall include the following information:

(1) Anticipated building envelope performance, including roof, foundation, walls and window assemblies, and window-to-wall ratio;
   a. This analysis starts at the bottom of page 2 of 4. The proposed design exceeds the requirements of the component performance requirements per the referenced analysis equation 4-2.

(2) Anticipated energy loads, baseline energy simulation tool assumptions, and proposed energy targets, expressed in terms of site energy use intensity ("EUI"), source EUI, and total greenhouse gas emissions;
   a. Anticipated energy loads are stated on page 2 = 19,010,574 kBtu/yr

b. Baseline energy simulation tool assumptions as stated on page 1 are equivalent to ASHRAE 90.1-2016
c. Proposed EUI site/total ghg emissions are on page 2 = 124.6 kBtu/sf/yr and 1,616 tons of co2. Not previously stated is the source EUI of 258 kBtu.

(3) A description of ways in which building energy performance has been integrated into aspects of the green building project's planning, design, and engineering, including building use(s), orientation, massing, envelope systems, building mechanical systems, on-site and off-site renewable energy systems, and district- wide energy systems;
a. While several design components such as orientation and massing are largely dictated by the site parameters, preliminary energy modeling has been a significant driver of the integrative energy process and will continue to drive future decisions impacting energy performance.

(4) A description of the technical framework by which the green building project can be transitioned to net zero emissions in the future (acknowledging that such a transition may not be economically feasible at first), including future net zero emissions options for building envelope, hvac systems, domestic hot water, interior lighting, and on- and off-site renewable energy sources;
a. This analysis begins on page 3 accounting for future hvac, lighting, and renewable technology advances. Plus, plug load and ventilation energy use advances are anticipated in the future. The resulting EUI is 91.9 kBtu/sf which would be offset by off-site renewables bringing the total building carbon emissions to net zero.

(5) A description of programs provided by local utility companies, government agencies, and other organizations that provide technical assistance, rebates, grants, and incentives that can assist in achieving higher levels of building performance, summarizing which entities have been contacted and which programs could be utilized in the green building project.
a. Description of the Mass-Save program is included on page 2. Eversource generally holds their incentive charettes during the Schematic Design phase of a project and we will pursue all economically feasible incentives.

I2. Green Building professional's accreditation provided in the original submission expired in Dec 2019.

Response: Attached to this response is an updated accreditation.

I3. *The preliminary checklist for LEED credits provided is unclear as to what are the "Maybe" or "Possible" credits that might potentially be pursued. The checklist dated 12/5/2019 with the original submission did not indicate 'possible' credits.*

Response: An updated LEED checklist depicting the "Maybe Points" has been included within this package.

I4. *The original submission indicated that the project is pursuing 6 points out of 18 under Optimize Energy Performance (E&A c2) targeting 13% reduction in energy use. The Net Zero narrative indicates that it is targeting 17% reduction in energy use. Clarify whether this means that the project is now pursuing 8 credits under Optimize Energy Performance (E&A c2).*

Response: LEED EAc2 percent reduction is based on cost ($) as required by LEED. The Net Zero Narrative is based on energy (kBtu). At this point the project is still pursuing the stated points for EAc2.

I5. *Staff recommends pursuing additional points under Optimize Energy Performance (E&A c2).*

Response: Design is in preliminary stages and will continue to focus on improving energy performance during design development and final construction drawings via system approach and equipment selections.

I6. *Since this is a 60% lab and 40% other office building what other systems used to reduce energy consumptions? Is recycling and energy recovery ventilation (ERV) equipment from exhaust air (where applicable) used?*

Response: The building mechanical system will incorporate high efficiency exhaust air heat recovery systems to reduce both energy usage and carbon emissions.

I7. *Staff also recommends pursuing Renewable Energy Production and Demand Response credits. For Renewable Energy Production, staff suggest targeting 10%.*

Response: The Proponent will consider this as the project progresses through the design phases.

I8. *Identify the type of heat pump system anticipated for domestic hot water and what other technology system anticipated to be used with the heat pump system proposed? For example, is a variable refrigerant flow (VRF) heat pump system anticipated?*

Response: AHA will be using air source heat pump technology for domestic and laboratory water needs within the building.

I9. *It is not clear why some of the opportunities discussed in the "Future Options" are not considered for implementation in the proposed design? For example, given that the building roof could potentially accommodate a 50kW system for on-site renewable energy generation, why not implement that now?*

Response: The building will be designed to be solar ready, since this is a core & shell project, if the tenant is interested in pursuing photovoltaics, we will implement this design.

I10. It is recommended the applicant explore other grade level option for on-site renewable energy generation to supplement the roof top (50kW) system. For example, consider installing pv systems over the open space area on the west side of the building. This area has a southern exposure that is worth exploring. And based on the total installed system capacity, identify how much that would offset in terms of on-site energy use?

Response: The Proponent is willing to study the implications of this with credit offsets as we progress through the design.

I11. Considering that the core and shell building is intended to accommodate a lab use for about 60% of the GFA of the building, clarify what type of comparable lab facility that is projected to have a site energy (LUI) of 124.6 kBtu/sf/yr? Also, identify that type's source energy use (LUI).

Response: The modeled site EUI of 124.6 kBtu/sf is equivalent to 258 kBtu/sf of source energy use. Because this is a core and shell building, this is based on default usage assumptions for tenant equipment, lighting, occupancy, and air change requirements. Laboratory energy use varies significantly based on air changes per hour and plug load equipment. The energy model assumed low/conservative energy use for these process loads to not over state energy savings from higher efficiency HVAC or envelope characteristics.

124.6 kBtu site EUI is 17.6% better than a code minimum building with the same assumptions for future tenants. The source EUI of 258 kBtu/sf is in line with the 253 kBtu/sf energy use of the laboratory Cambridge provided on 1/16/2020 which had a 50/50 lab/office split.

I12. Show the roof area layout that would potentially be solar ready to receive roof top pv.; and identify any building system components needed to prepare for the anticipated area to be solar ready including electrical, mechanical or structural framing accommodations?

Response: The penthouse roof would be solar ready and has the anticipated structural loads imbedded into the structural design. There are no additional components required to support future PV required by the Landlord.

I13. What are the potential building infrastructure elements that should be incorporated in the current design to allow for the building to transfer to whole building electric heating and cooling?

Response: The current design includes all electric cooling for the building. Low temperature heating hot water will be evaluated to determine if any of the current infrastructure can effectively and efficiently be sized to accommodate lower temperature heating water, so when larger heat pump technologies are developed in the coming years, the building can look to implement in place of natural gas boilers.

I14. It is our understanding that the project is pursuing LEED Gold and that it has been registered w/the USGBC. Please provide a confirmation of registration with the USGBC/GBCI, if available? A screen shot of USGBC number is acceptable.

Response: Below is a screenshot of the USGBC number - 1000124852

Conclusion

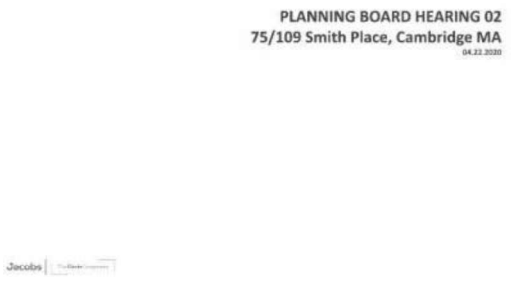
Through the review of the Planning Board and CDD staff we see the proposed design setting the standard for future implementation of the Alewife Plan. We strongly believe that the project has been improved by this process and appreciate the time and effort of the board members and CDD Staff. We look forward to presenting the updated information to the Planning Board as soon as possible. If there are points of clarity the team can address in the interim, please reach out as required.

Submitted Respectfully

Chris Leary, AIA
Vice President, Director of Operations

Brian Cook, AIA
Principal

Attachment B – Slide-by-Slide Narrative



Slide 01 **TITLE**

Slide 02 **ANGENDA**

- Rendering was presented to the planning board on 02.25.2020, it is here for reference.

Slide 03 **TITLE SLIDE**

Slide 04 **EXISTING SITE PLAN**

- Project site located in the Fresh Pond neighborhood of Cambridge.
- Surrounding buildings are 1-3 story commercial/industrial buildings, many of which are multi-tenant
- Surrounding streets are in disrepair, especially Smith Place

Slide 05 **Existing Aerial View**

- Aerial view of existing project site with exiting site photographs

Slide 06 **Future Planned Alignments**

- An image of the proposed Alewife Plan Street Overlay
  - The magenta lines depict the proposed street right of way
- 75/109 Smith has used these lines as the guiding principle for placing our building not to prohibit the future expansion westward of either Wilson Road or Fawcett Street

Slide 07 **Future Planned Alignments**

- This plan depicts how the proposed building is situated within the preferred ROW lines of the Alewife District Plan
  -

Slide 08 **TITLE SLIDE**

Slide 09 **Reduction of Surface Parking**

- This is the previously presented site plan. Presented to the Planning Board on 02.25.2020 showing the larger parking area for reference.
- The highlighted area is the zone of parking area reduction, equaling just over 5,400 sf.
- The surface parking has been reduced by 9 spaces in total

Slide 10 **Reduction of Surface Parking**

- Proposed updated site plan, after 5,400 sf parking area reduction.
- Proposed design creates and outdoor employee area, with additional trees and a permeable "patio" area.
- A total of 9 spaces were removed from the surface parking area and move to the underground parking garage.

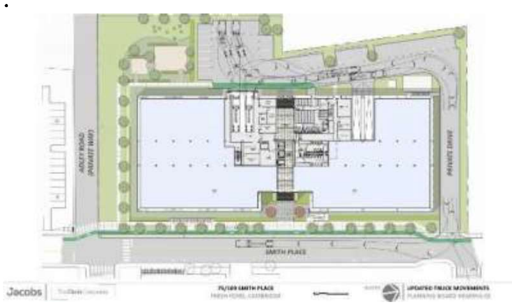
Slide 11 **Updated Vehicle Access**

- Proposed plan maintains
  - 9 Surface HOV Parking Spaces
  - 1 Surface Car Share Parking Space
- Underground Parking entrance is on the rear of the building
- Vehicles/Delivery Trucks use a single entry drive on the north of the bulding.

Slide 12 **Updated Vehicle Access**

- Underground Parking Garage increased by 9 parking spaces (moved from surface lot)
- Proposed plan maintains
  - 7 HOV Parking Spaces
  - 2 Electric Vehicle Parking Space

	Slide 13	**Updated Bicycle Facilities**
		• The bicycle path is aligned both in plan and elevation with the final raised cycle track location per the Alewife Plan in preparation for the extension of Wilson Road in the future.
		• Proposed plan adds
		  ○ (1) 53' Blue Bike Station along Smith place
		• Proposed plan maintains
		  ○ 5' dedicated bike path to long term bicycle parking
		  ○ 50 Long term bicycle parking spaces
		  ○ 4 toilet/shower rooms for bicycle parking use
		  ○ 10 Short term bicycle parking spaces along Smith Place

. 	Slide14	**Updated Truck Movements** • Delivery Trucks/Vehicles use a single-entry drive on the north of the building • Truck maneuvering is located in the rear of the building within the surface parking lot • The maneuvering zone of the parking lot is shielded from view along Adley Road by landscape features in the outdoor "patio" area. • The building has 2 loading berths, one of which will be used for the trash compactor.
	Slide15	**Updated Dimensional Information** • New Column Added to show updated metrics for proposed design. • Off Street Parking broken into 2 sub categories (surface/Garage) • Blue Bikes Station information added.
	Slide16	**TITLE SLIDE – Preparation for Alewife Implementation**

Slide 15 table:

	Existing	Allowed or Required	Previously Proposed 2.25.2020	Proposed 4.27.2020
Total Gross Floor Area (sq ft)	[illegible]	[illegible]	142,153 sf	144,175 sf
Total Floor Area Ratio	[illegible]	1.5	1.26	1.273
Building Height (ft)	15'-30'	55'	52'-9"	52'-9"
Front Yard Setback (ft)	[illegible]	15'	25'-9"	25'-9"
Side Yard Setback - Side (ft)	[illegible]	15'	46'-9"	46'-9"
Side Yard Setback – Side (ft)	61'	15'	40'-9"	40'-9"
Rear Yard Setback (ft)	41'	15'	53'-9"	53'-9"
Open Space (% of lot area)	[illegible]	15%	27%	29%
Permeable Open Space (sf)	[illegible]	15%	29%	29%
Off Street Parking Spaces	[illegible]	[illegible]	154	154
Surface Parking	[illegible]		38	30
Garage Parking	N/A	-	116	124
Bicycle Parking Spaces	0	[illegible]	50/10	50/10
Loading Bays	0	2	2	2
BlueBikes Station	N/A	N/A	N/A	YES

Slide17 **TITLE SLIDE – Day One Plan**

- Sub-agenda for Alewife Implementation

Slide18 **Day One – Site Plan**

- Proposed plan includes the following City requested improvements

SMITH PLACE

- Raised 5′ cycle track with buffers along western edge of Smith Place per Alewife Plan
- 5′ wide tree zone per Alewife Plan
- 5′ wide sidewalk per Alewife Plan
- 12′ clear zone for future implementation of elevated walkway

Adley Road

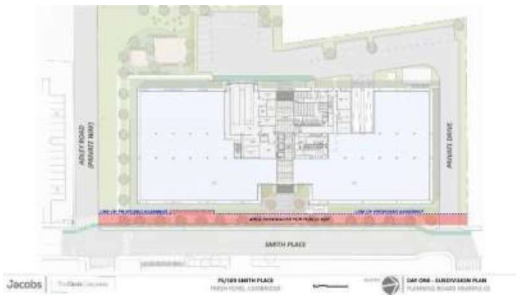
- 5′ wide bicycle path, aligned with future raised cycle track (pending Wilson Rd westward expansion)
- 5′ wide tree zone per Alewife Plan
- 12′ clear zone for future implementation of elevated walkway

Slide 19 **Day One – Landscape Plan**

- Plan depicts locations of existing elements as requested by CDD Staff, including
  - (E) Hydrant location
  - (E) Curb cut locations, shown in magenta
  - (E) Curb lines
  - Shift required of existing utility pole at proposed entry drive

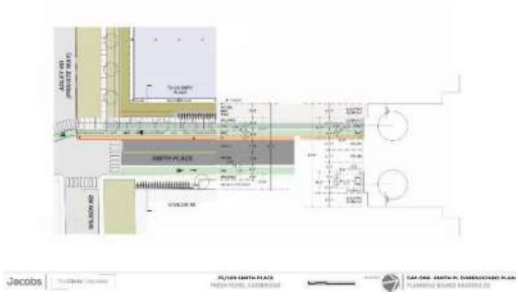
Slide 20 **Day One – Existing Elements**

- Plan depicts locations of existing elements as requested by CDD Staff, including
  - (E) Hydrant location
  - (E) Curb cut locations, shown in magenta
  - (E) Curb lines
  - Shift required of existing utility pole at proposed entry drive



Slide 21 **Day One – Subdivision Plan**

- Proposed Easement as the Area Designated for Public Use

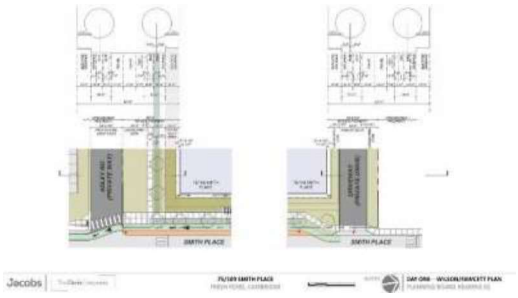


Slide 22 **Day One – Smith Place Dimensioned Plan**

- Plan depicts the alignment of the proposed Day One plan with the future goals of the Alewife Plan Street Section
- Elements in Alignment
  - Future Elevated Walk
  - Sidewalk
  - Tree Zone
  - Raised cycle track
  - Buffer

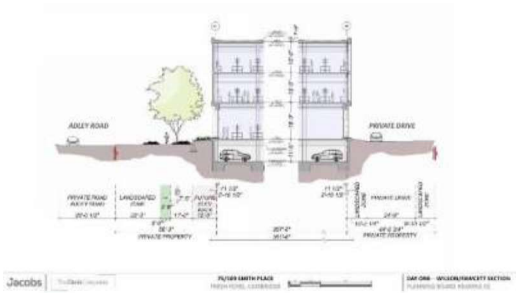
Slide 23 **Day One – Smith Place Cross Section**

- Cross Section of the Proposed Day One Smith place
  - Cross section depicts all alignments noted on Slide 20
  - Additional information
    - Public Use Easement in relation to property line.



Slide 24 **Day One – Wilson/Fawcett Plan**

- Plan depicts the alignment of the proposed Day One plan with the future goals of the Alewife Plan Street Section
- Elements in Alignment
  - Tree Zone
  - Raised cycle track

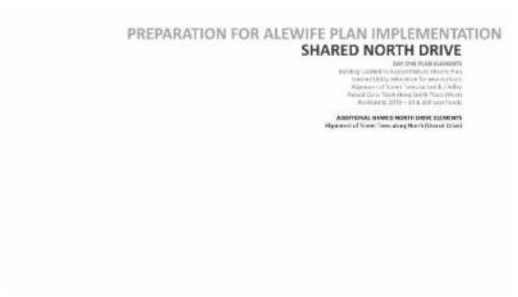


Slide 25 **Day One – Wilson/Fawcett Section**

- Cross Section of the Proposed Day One Smith place
  - Cross section depicts all alignments noted on Slide 23

Slide 26 **Day One – Resiliency Diagram**

- The proposed design keeps all essential infrastructure above the 2070-100 yr flood levels, including
  - The entire ground floor
  - Electrical Transformer pad, located in rear
  - Underground Garage Entrance
- The mouth of the loading dock is below flood level, and therefore is protected by a deployable flood barrier to maintain a dry building environment.



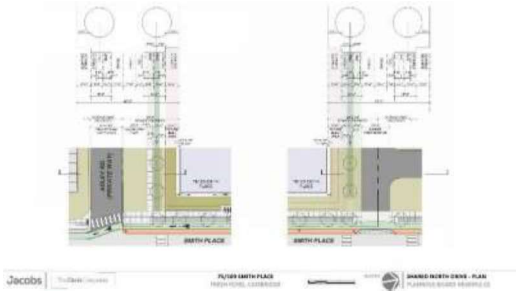
Slide 27 **TITLE SLIDE – Shared North Drive**

- Sub-agenda for Alewife Implementation
  - This phase includes everything noted within the Day One plan, plus items noted herein.

Slide 28 **Shared North Drive – Site Plan**

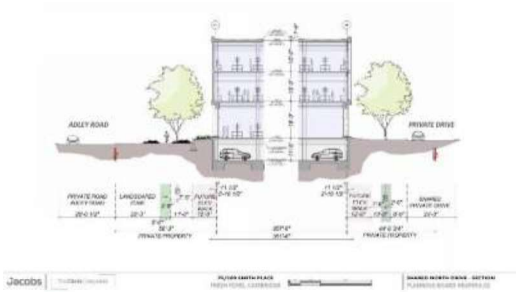
- The proponent is currently engaged in conversation with the neighboring property owner (CC&F) in regard to a mutual cooperation to reduce total curb cuts and share an entry drive.

  This plan depicts a proposed layout for such future cooperation, final layout and engineering to occur in concert between both entities.



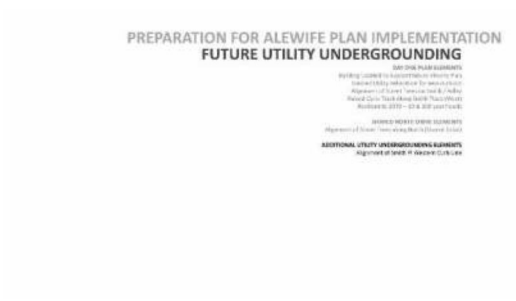
Slide 29 **Shared North Drive - Plan**

- Adley Rd Side refer to slide 22 description
- Shared North Drive
  - Southern curb line established for 75/109 parcel for future Fawcett Extension
  - 5' Tree zone in alignment for Fawcett Rd extension
  - Space allocated for elevated walkway, sidewalk and raised cycle track



Slide 30 **Shared North Drive - Section**

- Cross Section of Shared North Drive
  - Cross section depicts all alignments noted on Slide 27

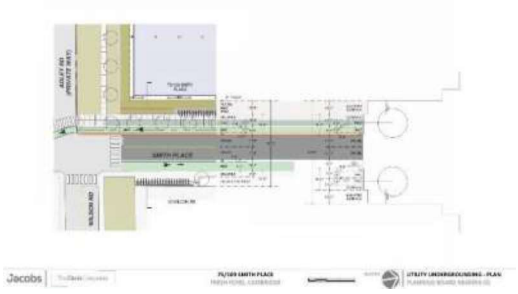


Slide 31 **TITLE SLIDE – Future Utility Undergrounding**

- Sub-agenda for Alewife Implementation
- This phase includes everything noted within the Day One plan, the Shared North Drive Plan, plus items noted herein.

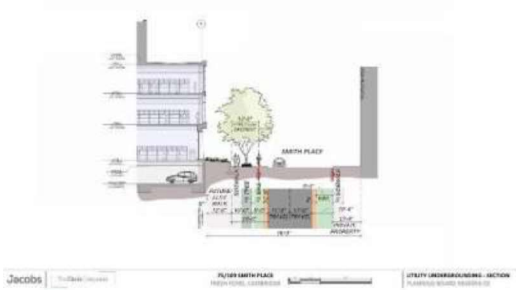
Slide 32 **Utility Undergrounding – Site Plan**

- Pending Eversource agreement and participation, once the existing surface utility lines are moved undergrounding, the western curb line of Smith Place would shift 2’ west, establishing the permanent curb line per the Alewife Plan.



Slide 33 **Utility Undergrounding - Plan**

- Plan depicts the alignment after the future utility undergrounding with the future goals of the Alewife Plan Street Section
- Elements in Alignment
  - Future Elevated Walk
  - Sidewalk
  - Tree Zone
  - Raised cycle track
  - Buffer
  - (2) travel lanes



Slide 34 **Utility Undergrounding - Section**

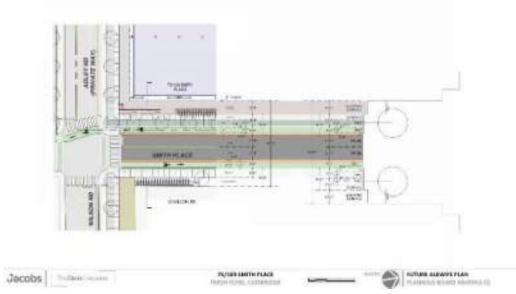
- Cross Section of Smith Place
  - Cross section depicts all alignments noted on Slide 31

Slide 35 **TITLE SLIDE – Future Utility Undergrounding**

- Sub-agenda for Alewife Implementation
- This phase includes everything noted within the Day One plan, the Shared North Drive Plan, the Utility Undergrounding Plan, plus items noted herein.

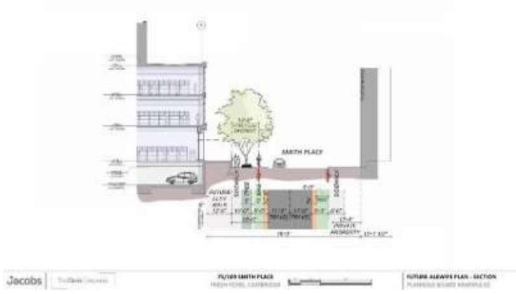
Slide 36 **Future Alewife Plan – Site Plan**

- Pending future implementation by the City to impose the westward expansion of Wilson Rd and Fawcett Street, this plan depicts a potential layout that aligns with the goals of the Alewife Plan.



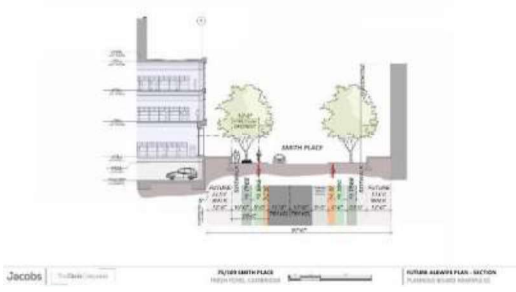
Slide 37 **Future Alewife Plan**

- Plan depicts the alignment after the future implementation of the Alewife Plan Street Section
- Elements in Alignment
  - Future Elevated Walk
  - Sidewalk
  - Tree Zone
  - Raised cycle track
  - Buffer
  - (2) travel lanes
- Eastern edge of Smith Place will not adjust during the phase due to existing buildings, therefore the green infrastructure zone in this plan is used as a cycle track with buffer.



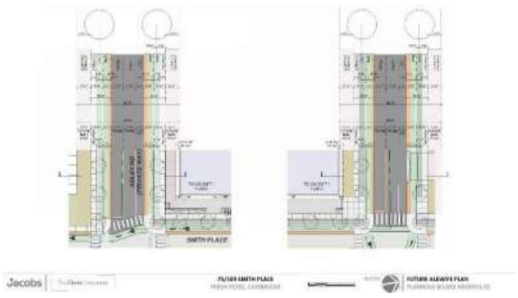
Slide 38 **Future Alewife Plan - Section**

- Cross Section of Smith Place
  - Cross section depicts all alignments noted on Slide 35



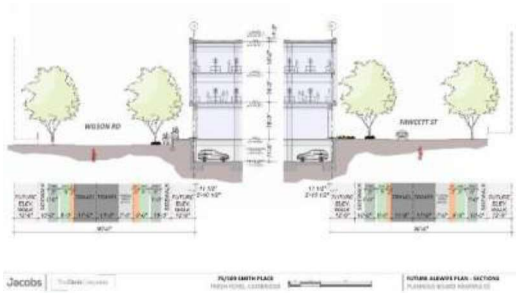
Slide 39 **Future Alewife Plan - Section**

- Cross Section of Smith Place
  - Cross section depicts all alignments noted on Slide 35
  - Fully compliant cross section ignoring existing buildings along eastern side of Smith Place



Slide 40 **Future Alewife Plan**

- Plan depicts a fully compliant streetscape per the Alewife Plan for both Wilson Rd and Fawcett Street extensions.



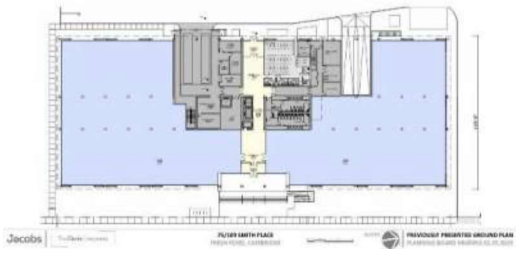
Slide 41 **Future Alewife Plan - Sections**

- Cross Sections at Wilson Rd and Fawcett Street extensions
  - Cross sections depict all alignments noted on Slide 38.

Slide 42 **Future Alewife Plan – Resiliency Diagram**

- The proposed design keeps all essential infrastructure above the 2070-100 yr flood levels, including
  - The elevated walkway
  - The entire ground floor
  - Electrical Transformer pad, located in rear
  - Underground Garage Entrance
- The mouth of the loading dock is below flood level, and therefore is protected by a deployable flood barrier to maintain a dry building environment.

Slide 43 **TITLE SLIDE**



Slide 44 **Previously Presented Ground Plan**

- Plan presented to the Planning Board on 02.25.2020

Slide 45 **Proposed Ground Floor Plan**

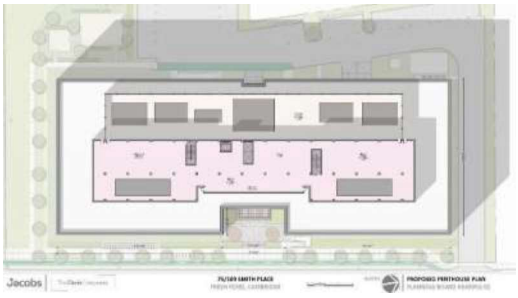
- Elements added/adjusted in response to comments
  - Added courtyard to break up building massing along Smith Place
  - Reduced length of entry stairs per CDD staff suggestions
  - Added additional landscaping into entry plinth

Slide 46 **Proposed Second Floor Plan**

- Elements added/adjusted in response to comments
  - Added courtyard to break up building massing along Smith Place

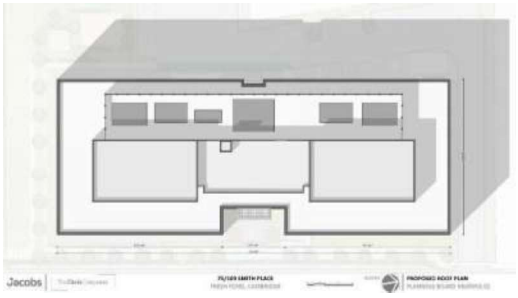
Slide 47 **Proposed Third Floor Plan**

- Elements added/adjusted in response to comments
  - Added courtyard to break up building massing along Smith Place
  - Top of 2 story vestibule is a small terrace for the occupants of the 3rd floor.



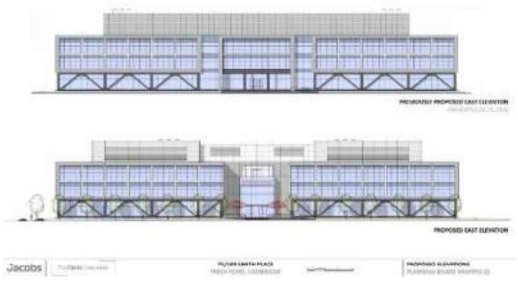
Slide 48 **Proposed Penthouse Plan**

- Elements added/adjusted in response to comments
  - Removed mechanical equipment on Smith Place side of the penthouse
  - Adjusted the massing of the penthouse to create more interest, changes made in both plan and elevation



Slide 49 **Proposed Roof Plan**

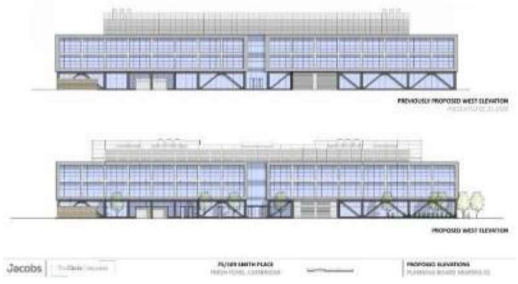
- Elements added/adjusted in response to comments
  - Removed mechanical equipment on Smith Place side of the penthouse
  - Adjusted the massing of the penthouse to create more interest, changes made in both plan and elevation



Slide 50 **Proposed Elevations**

- Elements added/adjusted in response to comments
  - Entry Courtyard
  - 2 Story entry vestibule
  - 3rd floor terrace
  - Trees and landscaping at entry plinth
  - Reduced entry stair length
  - Blue Bike Station
  - Retaining wall for future elevated walkway
  - Revised Penthouse massing
  - Changed the color of the penthouse to be more silver in color (see material palette)
  - Decreased spacing on street trees, approx. 25' o.c.

.

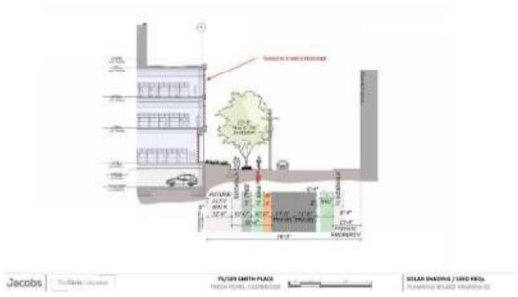


Slide 51 **Proposed Elevations**

- Elements added/adjusted in response to comments
  - Revised Penthouse massing
  - Included selected mechanical equipment so depict screening
  - Changed the color of the penthouse to be more silver in color (see material palette)

Slide 52 **Proposed Elevations**

- Elements added/adjusted in response to comments
  - Revised North/South elevations to be more visually interesting, design creates articulation within the panels to create a basket weave.
  - Revised Penthouse massing
  - Included selected mechanical equipment so depict screening
  - Changed the color of the penthouse to be more silver in color (see material palette)



Slide 53 **Solar Glare / LEED**

- The greatest solar exposure is on the south façade, and the south façade has little glazing on the upper two floors. The lower floor is shaded from high sun angles by the overhang of the second floor. On the east and west facades, the design team recommends operable interior fabric shades over fixed exterior shades. The solar exposure on the east and west facades is mainly early morning and late afternoon low sun angle glare which is partially mitigated by the surrounding buildings. Fixed external shading that would fully mitigate low sun angles would also block views to the street below. Operable internal shading can be deployed when needed, and then retracted when not, restoring the views to the street

Slide 54 **Glass Height – Shire / Modern Lab**

- Precedent Image of another Jacobs Project, that shows the intended lab layout
  - Office Social Equity – No owners of windows

Slide 55 **Tenant Access Points**

- Elevations show where proposed design maintains future possibilities for additional tenant or retail doors.
- Also shows areas where canopies could be added in the future.

Slide 56 **Previously presented rendering from Smith Place/Wilson Rd Corner**

- Presented to Planning Board on 02.25.2020

Slide 57 **NEW - View from Smith Place**

- Mechanical screen properly screens rooftop equipment

Slide 58 **NEW - View from Sidewalk Approach**

Slide 59 **NEW – Smith Place/Wilson Rd Intersection**

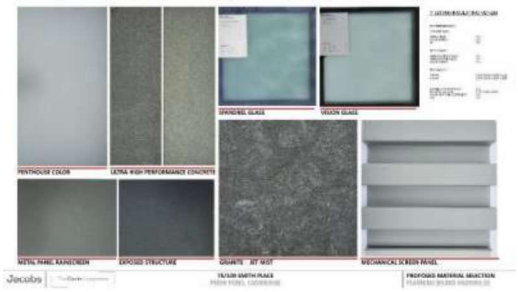
Slide 60 **NEW – Aerial View**

- Mechanical equipment modeled, cannot see from other views

Slide 61 **NEW – Approaching Front Entry**

Slide 62 **TITLE SLIDE**

MATERIALITY

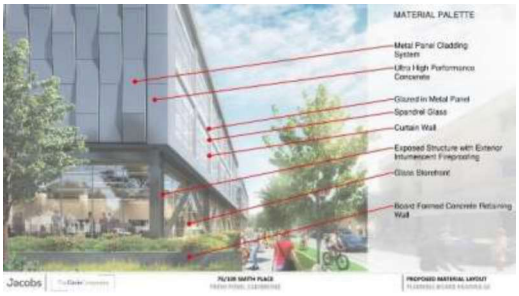
	Slide 63	**Material Types**

Slide 64 **Material Palette Slide**

Slide 65 **Material Palette Slide**

Slide 66 **Material Palette Slide**

Slide 67 **Material Palette Slide**



VI. DIMENSIONAL FORM

	Existing	Allowed or Required (Max/min)	Proposed
Lot Area (sq ft) Parcel 1	60,036 sf	Min 5,000 sf	113,246 (1)
Lot Width (ft) Parcel 1	235’	50’	220’ (1)
Lot Area (sq ft) Parcel 6	53,210 sf	Min 5,000 sf	Combined in above
Lot Width (ft) Parcel 6	203’	50’	Combined in above
Total Gross Floor Area (sq ft) (3)	32,670 sf	169,869 sf	***144,175 sf***
Residential Base	N.A.	N.A.	N.A.
Non-Residential Base	N.A.	N.A.	N.A.
Inclusionary Housing Bonus	N.A.	N.A.	N.A.
Total Floor Area Ratio	.29	1.5	***1.273***
Residential Base	N.A.	N.A.	N.A.
Non-Residential Bas	N.A.	N.A.	N.A.
Inclusionary Housing Bonus	N.A.	N.A.	N.A.
Total Dwelling units	0	0	0
Base units	N.A.	N.A.	N.A.
Inclusionary Bonus Units	N.A.	N.A.	N.A.
Base Lot Area / Unit (sq ft)	N.A.	N.A.	N.A.
Total Lot Area / Unit (sq ft)	N.A.	N.A.	N.A.
Building Heights(s) (ft)	15- 30’	55’ (2)	52’-9”
Front Yard Setback (ft)	6.8 - 29.9’	15’	25’-9”
Side Yard Setback - Side (ft)	15’	15’	46’-9”
Side Yard Setback - Side (ft)	61’	15’	40’-9””
Rear Yard Setback (ft)	41’	15’	***51’-9”***
Open Space (% of lot area)	1%	15%	29%
Private Open Space (sf)	0	N.A	0
Permeable Open Space (sf)	.08%	25%	29%
Other Open Space	0	N.A	0
Off-Street Parking Spaces	156	136/270	154
Bicycle Parking Spaces	0	32/9	50/10
Loading Bays	0	2	2

(1) Parcel 1 and Parcel 6 are to be combined in 1 total parcel
(2) Total height of building is increased in the Alewife Overlay district. Base zoning allows for 35’
(3) Total SF includes both existing buildings

GREEN BUSINESS CERTIFICATION INC. CERTIFIES THAT

emily reese

HAS ATTAINED THE DESIGNATION OF

LEED AP® Building Design + Construction

by demonstrating the knowledge and understanding of green building practices and principles needed to support the use of the LEED green building program.

10100924-AP-BD+C

CREDENTIAL ID

22 DEC 2009

ISSUED

19 DEC 2021

VALID THROUGH

MAHESH RAMANUJAN
PRESIDENT & CEO, U.S. GREEN BUILDING COUNCIL
PRESIDENT & CEO, GREEN BUSINESS CERTIFICATION INC.

LEED v4 for BD+C: Core & Shell

Project Checklist

Project Name: 101 Smith Place

Date: 5.28.20

Y	Y	N			
1	0	0	Credit	Integrative Process	1

11	0	9	**Location and Transportation**		20
0	0	0	Credit 1	LEED for Neighborhood Development Location	16
2	0	0	Credit 2	Sensitive Land Protection	1
2	0	1	Credit 3	High Priority Site	2
4	0	2	Credit 4	Surrounding Density and Diverse Uses	5
1	0	5	Credit 5	Access to Quality Transit	5
1	0	0	Credit 6	Bicycle Facilities	1
0	0	1	Credit 7	Reduced Parking Footprint	1
1	0	0	Credit 8	Green Vehicles	1

7	0	4	**Sustainable Sites**		11
Y			Prereq 1	Construction Activity Pollution Prevention	Required
1	0	0	Credit 1	Site Assessment	1
1	0	1	Credit 2	Site Development - Protect or Restore Habitat	2
1	0	0	Credit 3	Open Space	1
0	0	3	Credit 4	Rainwater Management	3
2	0	0	Credit 5	Heat Island Reduction	2
1	0	0	Credit 6	Light Pollution Reduction	1
1	0	0	Credit 7	Tenant Design and Construction Guidelines	1

8	0	3	**Water Efficiency**		11
Y			Prereq 1	Outdoor Water Use Reduction	Required
Y			Prereq 2	Indoor Water Use Reduction	Required
Y			Prereq 3	Building-Level Water Metering	Required
2	0	0	Credit 1	Outdoor Water Use Reduction	2
4	0	2	Credit 2	Indoor Water Use Reduction	6
1	0	1	Credit 3	Cooling Tower Water Use	2
1	0	0	Credit 4	Water Metering	1

15	2	16	**Energy and Atmosphere**		33
Y			Prereq 1	Fundamental Commissioning and Verification	Required
Y			Prereq 2	Minimum Energy Performance	Required
Y			Prereq 3	Building-Level Energy Metering	Required
Y			Prereq 4	Fundamental Refrigerant Management	Required
5	0	1	Credit 1	Enhanced Commissioning	6
6	2	10	Credit 2	Optimize Energy Performance	18
1	0	0	Credit 3	Advanced Energy Metering	1
0	0	2	Credit 4	Demand Response	2
0	0	3	Credit 5	Renewable Energy Production	3
1	0	0	Credit 6	Enhanced Refrigerant Management	1
2	0	0	Credit 7	Green Power and Carbon Offsets	2

Y	Y	N			
5	0	9	**Materials and Resources**		14
Y			Prereq 1	Storage and Collection of Recyclables	Required
Y			Prereq 2	Construction and Demolition Waste Management Planning	Required
0	0	6	Credit 1	Building Life-Cycle Impact Reduction	6
1	0	1	Credit 2	Building Product Disclosure and Optimization - Environmental Product Declarations	2
1	0	1	Credit 3	Building Product Disclosure and Optimization - Sourcing of Raw Materials	2
1	0	1	Credit 4	Building Product Disclosure and Optimization - Material Ingredients	2
2	0	0	Credit 5	Construction and Demolition Waste Management	2

7	2	1	**Indoor Environmental Quality**		10
Y			Prereq 1	Minimum Indoor Air Quality Performance	Required
Y			Prereq 2	Environmental Tobacco Smoke Control	Required
2	0	0	Credit 1	Enhanced Indoor Air Quality Strategies	2
1	1	1	Credit 2	Low-Emitting Materials	3
1	0	0	Credit 3	Construction Indoor Air Quality Management Plan	1
2	1	0	Credit 4	Daylight	3
1	0	0	Credit 5	Quality Views	1

6	0	0	**Innovation**		6
5	0	0	Credit 1	Innovation	5
1	0	0	Credit 2	LEED Accredited Professional	1

2	1	1	**Regional Priority**		4
0	0	1	Credit 1	Regional Priority: Building Life-Cycle Reduction	1
1	0	0	Credit 2	Regional Priority: Indoor Water Use Reduction	1
1	0	0	Credit 3	Regional Priority: High Priority Site	1
0	1	0	Credit 4	Regional Priority: Optimize Energy Performance	1

62	5	43	**TOTALS**	Possible Points:	**110**

Certified: 40 to 49 points, **Silver:** 50 to 59 points, **Gold:** 60 to 79 points, **Platinum:** 80 to 110

NOTES:

Project checklist is for informational purposes only and is subject to change throughout the design and construction phases.