

April 8, 2022

Cambridge Planning Board  
Community Development Department  
Attn: Swaathi Joseph  
City Hall Annex  
344 Broadway  
Cambridge, MA 02139

**Re: Alewife Park – Article 19 Project Review Special Permit Application (PB-387)  
Supplemental Information**

Dear Chair and Members of the Board,

IQHQ-Alewife, LLC (the “Applicant”) is pleased to submit the enclosed supplemental information in response to feedback received from City staff and Planning Board members during their review of the Project Review Special Permit Application pursuant to Article 19.20 of the Cambridge Zoning Ordinance. Specifically, this submission provides supplemental documentation to address City staff and Planning Board member comments included in each the following:

- Cambridge Community Development Department (“CDD”) staff memo dated February 23, 2022;
- Department of Public Works (“DPW”) staff memo dated February 22, 2022;
- Traffic, Parking & Transportation (“TPT”) staff memo dated February 22, 2022;
- Planning Board Hearing written comments dated March 1, 2022; and
- CDD staff comments to the March 23, 2022 draft Supplemental Information Document submission and meeting held March 30, 2022 dated April 4, 2022.

The enclosed materials also address certain comments presented by members of the community during the public hearing process and during our ongoing meetings with the Alewife Study Group and Friends of Jerry’s Pond.

We continue to review the Project extensively with City staff (CDD, DPW, Cambridge Water Department, and TP&T) and believe that all of the provided comments and questions have been addressed at this time. We look forward to meeting with the Board and sincerely thank you for your time and consideration of this Project.

Sincerely,

*David Surette*

David Surette  
Senior Vice President of Development  
IQHQ



# Alewife Park

Cambridge, Massachusetts

SUBMITTED TO **Cambridge Community Development Department**  
City Hall Annex  
344 Broadway  
Cambridge, MA

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The Green Engineer  
Haley & Aldrich

April 8, 2022

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# Supplemental Narrative

We are pleased to submit this Supplemental Narrative in support of the Project Review Special Permit Application, pursuant to Article 19.20 of the Zoning Ordinance, for the Alewife Park project located at 36-64 Whittemore Avenue (the "Project").

## 1.1 Overview

On March 1, 2022, the Applicant presented plans for redevelopment of an approximate 19.6-acre site located at 36-64 Whittemore Avenue within the Alewife section of Cambridge to the Planning Board at a public hearing. Following this presentation, the Project received support from numerous members of the community who spoke in favor of the proposed redevelopment that described the extensive and ongoing level of community involvement in the Project. Additionally, Planning Board members provided feedback on the Project and requested that IQHQ respond to the Board's feedback, which has been summarized below.

The Applicant has made certain updates to the Project Review Special Permit Application that was submitted on December 27, 2021 (the "Application"), in part, based on the comments and recommendations received from City staff in February, Planning Board at the March 1<sup>st</sup> Planning Board Hearing, and feedback received during and following the March 30<sup>th</sup> meeting with City staff. The comments from City staff and members of Planning Board, included requests for the following:

1. Provide further detail for the facades of all three new buildings, and the new envelope to existing Building 2
2. Study the façade wall types and materiality of building facades to address level of vision glass on east and west facades, "softening" the two-story volumes of each building, consistency of mechanical penthouse material, and the application of wall types on the north side of Building 3 (sim. to south side of Buildings 4 and 5).
3. Study the parking garage facades to develop more of an architectural expression of façade through the use of screening elements.

4. Further study the ability to improve the surface lots north of Whittemore Avenue with landscape or other strategies consistent with Article 6. Evaluate the ability to use the surface lots for reuse.
5. Develop a greater sense of entry at the east and west ends of the promenade at a level consistent with the importance of the promenade as a main organizing axis for the Project.
6. Develop a greater sense of hierarchy and increase activation in the central plaza.
7. Further describe the connection from Whittemore Ave to the Linear Park path as a requirement to the SD-3 zoning.

As detailed below, each of these requests has been addressed.

### **1.1.1 Summary of Application Changes**

Based on this feedback, the Applicant has prepared revisions and supplemental material to the Application to address each of these issues. In summary, these changes are as follows:

1. Permeable Open Space has increased from 352,000 SF to 385,500 SF as demonstrated in the dimensional form.
2. The following key changes have been made to the façades of the buildings:
  - a. Building 3 North Façade: Additional vertical notches were added to the north façade to further break down the building length and to provide greater depth to the wall types. The punched window openings within the UHPC wall type were combined with the spandrel panel to create a more vertical proportion. The material within these vertical bands was changed from the dark gray to the warm toned metal panel to create a more harmonious palette. The cornice line at the second floor level was strengthened to add depth to the façade and differentiate from the glassy third floor above. Similar notches were added to the south facades of Buildings 4 and 5 to create a similar impact.
  - b. Building 2, 3, 4 and 5 Two Story Volumes: The façade articulation was updated with a lighter and more varied rhythm of mullion and metal panel jointing to soften the expression of these volumes. Each building has a unique solution to create greater variety along the pedestrian promenade. Trellises were added to buildings 3 and 4 to further soften the volumes and to add pedestrian scale elements to the design. Building 2 massing was updated to provide a similar two story volume with a unique façade expression.
  - c. Building 4 and 5 South Entrances: A canopy trellis was added at the third floor level to improve the legibility of the buildings.
  - d. Building 3 West Façade and Building 4 East Façade: A more varied rhythmic mullion pattern was created on these two building faces to create more consistency with the promenade façade and to provide the opportunity to add spandrel glass and reduce the amount of vision glass facing west and east.

- e. Mechanical Penthouses to all three new buildings: An additional metal panel type was introduced at the mechanical penthouse to create greater variation along the length of the penthouse façade. Vertical notches were also added to break down the length of these facades and a slight variation of color was added, as well. The louver bands have been extended to the parapet, creating less of a punched opening look.
  - f. Garage Façade: The garage facades have been further refined and a framed climbing vegetation system has been introduced together with a scrim system. These two systems work to screen the garage structure and to create a more architectural expression for the garage more consistent with Buildings 3-5.
3. The landscape and streetscape design have been further refined to create greater hierarchy of space at the central plaza as well as the east and west ends of the promenade. A larger plaza that contains the Bluebike station was created at the east end of the promenade as part of the required pedestrian and bike connection between Whittemore Ave and the linear park path.
  4. The new north-south path connecting Whittemore Ave to the Linear Path has been widened to 14'.
  5. The width of the service road has been reduced from 22' to 20'. An additional sidewalk has been added to the north of the service road starting east of the Building 5 loading dock wrapping north east along the service road.
  6. The off-street Parking Spaces have been reduced to meet a 1.0 space per 1,000 SF ratio (609 from 653 spaces).
    - a. The three most easterly surface lots north of Whittemore Avenue (Lots B, C, D) were further improved by adding additional landscaped areas with plantings and trees consistent with the requirements of Article 6.
  7. Our updated plan considers reuse of the lots north of Whittemore as noted below:
    - a. After five (5) years following the occupancy of 95% of GFA, IQHQ will have 18 months to present a plan on reuse for housing or community use for one of Lot A or Lot D. After ten (10) years post occupancy of 95% of GFA, IQHQ will have 18 months to present a plan for reuse for one of the above purposes for whichever of Lot A or Lot D was not the subject of the initial reuse plan. Reuse for the one of the above purposes of Lot C will be considered after ten (10) years following the occupancy of 95% of GFA, and only based on a utilization study of parking indicating that the parking on Lot C is no longer needed to support the project. Lot B will remain as surface parking accessory to Building 28.

### 1.1.2 List of Enclosed Materials

The following supporting materials are enclosed:

- A complete Revised Graphics package with revised and new report figures identified
- Amended Documents, including:
  - Dimensional Form
  - Appendix I: Whittemore Lots
- Other Materials, including:
  - Direct response to city staff and Planning Board member comments received on the December 27, 2021 final Article 19 application submission and March 23, 2022 draft supplemental information submission to the CDD. The response matrix also includes responses to comments from the Pedestrian Committee.
  - Cool Factor Score Sheet

## 1.2 Status of Restrictive Covenant

The Applicant will create restrictive covenants within 18 months of issuance by the Conservation Commission of an Order of Condition for 4-acre habitat and Jerry's Pond area with either the City or a Conservation agency.

## 1.3 Revisions to Dimensional Form

The Dimensional Form has been updated to reflect the total parking count of 609 spaces reduced from 653 and to include correct setback details. Also updated is the proposed open space percentage, the permeable open space square footage, and the other open space. The permeable open space has been adjusted to include the landscape areas added to the north Whittemore lots, the new sidewalk on the north side of the service road, and the enlargement of the east Bluebike plaza. We have combined the permeable paver square footage, previously included in the "other open space", with the permeable open space to provide a single total. This is consistent with the definition of permeable open space in Article 2. All other figures on the dimensional form remain the same from the original Special Permit application dated December 27th, 2021. Refer to 'Amended Materials' for the updated Dimensional Form.

## 1.4 Service Vehicles

An estimated range of 25-30 service vehicles are expected to use the service road on any given day. Service vehicles are not allowed to park or idle on the service road for deliveries. Also, no non-delivery vehicles are planned or likely to use the service road for pick up or drop off.

## 1.5 Cool Factor Calculation

The Applicant has included the Cool Factor Score Sheet as requested by City staff. The score sheet includes the plantings and trees within the development area. Please refer to the Other Materials section of the submission for further details.

## 1.6 Bluebikes Station

In consultation with city staff, the Applicant has refined the Bluebike station configuration. Please refer to the Revised Graphics package for further details.

## 1.7 Revisions to Project Narrative

This section of the Supplemental Narrative is intended to amend certain sections of Volume I of the Application filed on December 27, 2021. Sections of Volume I of the Application are listed below and the proposed changes are shown italicized text and shaded in gray.

### 1.7.1 Chapter 1, Introduction, first paragraph

Intensive community meetings including over **60** focused meetings led by the Alewife Study Group began in January of 2021.

### 1.7.2 Chapter 1, Introduction, second paragraph

The Project creates *a dense, urban-scale* research-based *cluster* or “village”, comprised of three new buildings, a new parking garage, and a combination of improvements and *renovations* to two existing buildings.

### 1.7.3 Chapter 1, Introduction, fourth paragraph

The Applicant requests an Article 19 Special Permit for the Project Site and proposes the improvements to the Jerry’s Pond Commitment Area and other Commitment Areas totaling approximately *\$13,470,000 (thirteen million four hundred and seventy thousand dollars)*.

### 1.7.4 Chapter 1, Section 1.1, second paragraph

The Project will provide approximately **609** parking spaces, including **358** parking garage spaces and **251** surface spaces. The Project will result in a net reduction in the number of registered parking spaces serving the Project Site of **113** parking spaces down from the current existing registered parking count of 722 spaces.



### 1.7.5 Chapter 1, Table 1-1

The only change to Table 1-1 is the Buildings 1 and 2 proposed GFA are now 92,500 and 98,500, respectively. The overall net new GFA remains unchanged at 353,500 GFA.

**Table 1-1 Proposed Development Program Summary**

Use/Element	Approximate Dimensions <sup>1</sup>
Office/Lab/Lobby Total <sup>2</sup>	611,000 sf of GFA
Building 1	92,500 sf of GFA
Building 2	98,500 sf of GFA
Building 3	147,400 sf of GFA
Building 4	130,000 sf of GFA
Building 5	140,200 of GFA
Building 28 (Existing)	2,400 of GFA
Retail	3,500 sf of GFA
Parking Structure <sup>3</sup>	121,000 sf of GFA
Parking Spaces	609 spaces <sup>4</sup>
<b>Total Proposed</b>	<b>735,500 sf of GFA<sup>5</sup></b>
<b>Total Existing to Remain</b>	<b>184,000 sf of GFA</b>
<b>Total Existing to be Demolished</b>	<b>198,000 sf of GFA</b>
<b>Net New Total</b>	<b>353,500 sf of GFA</b>

- 1 All areas are provided as sf of GFA as defined in Article 2 of the Cambridge Zoning Ordinance, which excludes mechanical/unusable spaces (e.g., back-of-house (BOH) and core areas).
- 2 Section 17.32.2 of the Zoning Ordinance provides that all of Office and Laboratory Uses, paragraphs a-f, are permitted in the SD-3.
- 3 Section 17.34.1 of the Zoning Ordinance provides that there shall be no minimum parking requirement for any use within the SD-3.
- 4 Includes the proposed 358 spaces in the parking structure and 251 surface spaces.
- 5 The SD-3 allows for a total of 782,500 sf of GFA. Pursuant to Section 17.33.12 of the Zoning Ordinance, the MBTA lot and the residential lot adjacent to the Project Site are each allotted a minimum FAR of 0.45 which totals approximately 17,649 sf of GFA in the aggregate, thereby leaving approximately 764,751 sf of GFA that can be allocated towards the Project Site. The Applicant, as the owner of the Project Site and the Jerry's Pond Commitment Area, will execute and record a document evidencing the transfer of all allocable FAR from the Jerry's Pond Commitment Area to the Project Site as permitted by Section 17.33.12 of the Zoning Ordinance.

### 1.7.6 Chapter 1, Section 1.3.1.1, second paragraph

*There is a penthouse at the southwest corner of the building that is approximately 20'-4' above the lowest roof level, and a new double height lobby added to the southeast corner of the building. Mechanical equipment is located within a screened area at the far east end of the building and above the one-story loading dock addition to buildings 1 and 2. Both roof screens will be approximately 14'-0" high screen.* The building's primary uses are office and laboratory.

### 1.7.7 Chapter 1, Section 1.3.1.3, first paragraph

The proposed building designs have several massing moves that work to break down the scale of the overall building massing. The length of the buildings along Whittemore Avenue is divided in half with a full height notch that both signifies entry and visually divides the building into two sections. *Additional notches have been added to further breakdown the building into fourths and provide a return to express the three-dimensionality of the façade.* The façades of these *four* sections are treated differently to reinforce *these massing moves*. Refer to Figures 1.14a-h for details on the design development. On the short sides of the building, cantilevers and angled walls respond to the adjacent plazas and public areas to provide cover and bring the scale down to the pedestrian level. Along the pedestrian walk running east to west through the Project Site, the building height has been reduced to two-floors in certain sections to reduce the overall building scale. *The two-story volumes have been articulated with a variety of façade elements to create variety and soften their overall impact.* Refer to Figures 1.15a-g for details on the elevations and material palettes throughout the Project *Site and* refer to Figures 1.16a-j for view perspectives.

### 1.7.8 Chapter 1, Section 1.3.1.3, third paragraph

The three new construction buildings (Buildings 3, 4 and 5) and the new envelope of Building 2 have been designed with a window-to-wall ratio ("WWR") *below* 30% to limit the amount of glass.

### 1.7.9 Chapter 1, Section 1.3.1.4, second paragraph

This will be primarily a *metal panel clad enclosure with punched window openings to provide natural light into the garage stair tower.* *The glazing* is consistent with the low reflectivity glass used for the new construction buildings. *All four* facades of the garage will include a *framework to support a greenscreen system to allow climbing vegetation to scale the building facades.* *Between these frames will be a* textile fabric graphic scrim to partially mask the structure of the garage, providing a pleasing building façade facing the headhouse and four-acre natural area to the south, *neighborhood to the east and the new buildings to the north.*

### 1.7.10 Chapter 1, Section 1.4, Environment/Sustainability, 9<sup>th</sup> bullet

Providing *20* electric vehicle parking and charging stations *within surface lots* day 1 and providing an additional *89* EV-ready parking spaces in the parking garage, equal to 25% of the total garage spaces, *and the remaining 75% will be EV ready.*

### 1.7.11 Chapter 1, Section 1.4, Environment/Sustainability, 11<sup>th</sup> bullet

Providing storm-water harvesting system that reduces the outdoor water use by *90%* or greater.

### 1.7.12 Chapter 1, Section 1.6

*The Applicant has met regularly (almost weekly) with the ASG since the December 2021 Article 19 Application submission, including an on-site review of exterior materials.*

### 1.7.13 Chapter 2, Section 2.1.1, fourth paragraph

The campus style setup of the Project also provides pedestrian pathways that will promote connectivity between the adjacent residential neighborhoods and the open space and recreational areas abutting the Project Site. *More specifically, the east and west ends of the pedestrian corridor or "promenade" will be provided with sculptural gateway elements that welcome the public to the project and provide spaces for amenities such as Bluebike station, new paths connecting to the linear park, and pavilion spaces to enjoy the lively campus environment. The Whittemore entrance to the central plaza will also provide a welcoming experience for the public through the use of similar gateway elements, extensive plantings and a variety of integrated planters and seating types, and we have added a new area with three tiers of amphitheater seating, facing the relocated temporary performance area into the central plaza.*

### 1.7.14 Chapter 2, Section 2.1.2, second paragraph

Oriented in the south-east portion of Building 4, this retail space will provide outdoor seating along the north-south axis through the campus.

### 1.7.15 Chapter 2, Section 2.1.2, fourth paragraph

The new parking garage will be on-grade, and has a stair and elevator tower clad in a metal panel and glass curtainwall to provide a visible and safe connection between the garage and walking path that connects to the buildings. The Parking Garage has been located to minimize the visibility of this parking area from the neighboring streets. Trees, tensile scrim systems, greenscreen climbing vegetations systems, and other screening and buffer improvements will work to minimize visibility of this parking area from the adjacent recreational fields.

### 1.7.16 Chapter 2, Section 2.1.2, tenth paragraph

This bicycle parking program proposes a quantity of proposed bicycle parking spaces that meet the requirements of city zoning to support the full build-out of the Project.

### 1.7.17 Chapter 3, Section 3.1.2, third paragraph

The addition of more than 600 new trees, green space, and seating in various locations throughout the Project Site and Commitment Areas will provide relief on a formerly industrial area with limited green space and public realms.

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## Amended Documents

Dimensional Form

Appendix I: Whittemore Lots

**DIMENSIONAL FORM**

**Project Address:** 36-64 Whittemore Ave.

**Application Date:**

	Existing	Allowed or Required (max/min)	Proposed	Permitted
Lot Area (sq ft)				
Lot Width (ft)				
Total Gross Floor Area (sq ft)				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Floor Area Ratio				
Residential Base				
Non-Residential Base				
Inclusionary Housing Bonus				
Total Dwelling Units				
Base Units				
Inclusionary Bonus Units				
Base Lot Area / Unit (sq ft)				
Total Lot Area / Unit (sq ft)				
Building Height(s) (ft)		55' -0"		
Front Yard Setback (ft)		25' -0"		
Side Yard Setback (ft)				
Side Yard Setback (ft)				
Rear Yard Setback (ft)				
Open Space (% of Lot Area)				
Private Open Space				
Permeable Open Space				
Other Open Space (Specify)				
Off-Street Parking Spaces				
Long-Term Bicycle Parking				
Short-Term Bicycle Parking				
Loading Bays				

**Use space below and/or attached pages for additional notes:**

The proposed campus includes 3 new construction buildings, 1 new parking structure and two existing buildings on site.

## DIMENSIONAL FORM

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**Project Address:** 36-64 Whittemore Ave.

**Application Date:** 4/7/2022

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(\*) - Existing Front Yard Setback Additional Information (Front Yard - facing Whittemore Ave):

1. Existing Building 1 (to remain) has a front yard setback of approximately 21' feet, which is compliant with the required front yard setback applicable to the property pursuant to Section 17.33 of the Cambridge Zoning Ordinance.

2. Existing Building 2 (to remain) has a front yard setback of approximately 0' feet, which is compliant with the required front yard setback applicable to the property pursuant to Section 17.33 of the Cambridge Zoning Ordinance.

**Surface Area Being Collected per Lot (sf)**

<b>A</b>	115 Whittemore	6,600
<b>B</b>	91-99 Whittemore	9,700
<b>C</b>	73 Whittemore	29,400
<b>D</b>	53-59 Whittemore	8,300

**Green Space per Lot (sf)**

<b>A</b>	115 Whittemore	1,870
<b>B</b>	91-99 Whittemore	3,350
<b>C</b>	73 Whittemore	8,300
<b>D</b>	53-59 Whittemore	4,900
<b>Total</b>		<b>±18,420</b>

**Legend**

- LOT GRADED TO INLET
- PROPERTY LINE
- FEMA FLOODPLAIN EL. 18.76



**North Lots A19 Exhibit  
Proposed Conditions  
Alewife Park | Cambridge, MA**

Source:  
Prepared for:  
Date: 03/23/2022



# Alewife Park

Cambridge, Massachusetts

SUBMITTED TO **Cambridge Community Development Department**  
City Hall Annex  
344 Broadway  
Cambridge, MA

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Boston, MA 02108

PREPARED BY **VHB**  
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Boston, MA 02110

*In association with:*  
Goulston & Storrs  
Galluccio and Watson, LLP  
Gensler  
Shadley Associates  
The Green Engineer  
Haley & Aldrich

April 8, 2022



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## Other Materials

Response to Comments Received Post-Article 19 Submission (dated December 27, 2021)

- RESPONSES TO 2/22/2022 CDD MEMO
- RESPONSES TO 2/22/2022 DPW MEMO
- RESPONSES TO 2/22/2022 TPT MEMO
- RESPONSES TO 3/1/2022 PLANNING BOARD COMMENTS
- RESPONSES TO 4/4/2022 CDD REVIEW COMMENTS

Cool Factor Score Sheet

RESPONSES TO 2/22/2022 CDD MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
1	CDD Memo dated 2/23/2022	<b>Proposed Dimensions Gross Floor Area and Floor Area Ratio</b>		The Application proposes to enter into a restrictive covenant with the City to prohibit future building construction in the areas around the MBTA headhouse and Jerry's Pond, which the Applicant also controls. Such a covenant, or other mechanism to constrain development rights on other lots controlled by the Applicant, could be made a condition of a special permit to ensure the zoning requirements are met.	IQHQ has agreed to enter into a restrictive covenant or other recordable instrument or instruments with regard to which the City, or third party reasonably acceptable to IQHQ, will be the beneficiary that, with the exception of minor improvements to amenities included in the approved site plan, will prohibit construction of buildings in (i) the four-acre natural habitat area situated within the Project Site in the area depicted on Figure 1.7a and (ii) the Jerry's Pond Commitment Area. The applicant will create restrictive covenants within 18 months of issuance by the Conservation Commission of an Order of Condition for 4-acre habitat and Jerry's Pond area with either the City or a Conservation Agency.	NA
2	CDD Memo dated 2/23/2022	<b>Other Dimensional Standards</b>		While the new buildings appear to be sited sufficiently far away from the rear and side yard setback lines, it is unclear what those setback figures are. One of the existing buildings that will be renovated is located within the required front yard setback but will be maintained as an existing nonconforming condition. Similarly, the large, existing surface parking lot at the northeastern corner of the development site is located within both the required front yard setback and a required side yard setback.	Setbacks are noted and shown on Figures 1.6 and 1.8. Building 2 is to remain as an existing conforming structure within the 25' Whittemore Ave setback per Section 17.33.4.4. The East parking lot will also remain as a non-conforming condition within the 25' setback from Whittemore Ave and the east setback. The dimensional form has been updated to reflect the setbacks that are included in the graphic package.	1.8
3	CDD Memo dated 2/23/2022	<b>Minimum Distance Between Buildings</b>		Since there are multiple buildings on one lot, the development is also subject to Section 5.13 of the Zoning Ordinance. This standard requires that the minimum distance between buildings is 10 feet or the sum of the heights of the buildings divided by six, whichever figure is greater. It is not specified in the graphic materials if the proposed development meets this requirement. Because the dimensional standards are as-of-right, and cannot be adjusted by Planning Board special permit, they would be reviewed for compliance at the building permit stage.	The Project acknowledges this comment and will include plans dimensioned in between buildings included in final Permit Set.	1.9
4	CDD Memo dated 2/23/2022	<b>Open Space</b>		The proposal includes a significant amount of open space due to development constraints in the southern portion of the site, including the GFA limitations noted above and other environmental constraints. In addition to the aforementioned covenant restricting future building development, the Application proposes several voluntary commitments related to the landscaping and programming of this open space area as well as the Jerry's Pond area, discussed further in this memo. The proposal also includes open spaces within the development area, particularly in the form of a "promenade" that will be programmed with various activities. The area is described as a "community benefit" and could meet the definition of Publicly Beneficial Open Space, though that is not specified. It would be helpful to understand more about how that programmed area will be available to neighborhood residents – for example, would there be programming available on the weekends, or would the spaces be available for neighborhood groups to use.	We believe all open space should be considered Publicly beneficial open space.  We're excited to continue to work with the neighborhood on the future programming and use of the plaza. Founding member of Alewife Study Group, David Bass, was instrumental on the temporary performance stage and will be a resource when programming the activities on site. The design of the promenade and open space is activated by use of permanent seating, temporary stage, movable exterior furniture, landscaping pockets, etc. The neighborhood will remain involved in the programming of use of the spaces.	NA
5	CDD Memo dated 2/23/2022	<b>Proposed Parking, Bicycle Parking, Loading, and Connectivity</b>				
6	CDD Memo dated 2/23/2022	<b>Off-Street Parking</b>		The proposal to construct an above-grade parking structure also aligns with the Alewife District Plan, with improvements to provide landscaping and meet environmental goals. The proposal would also maintain existing parking lots in their current, non-conforming condition. In the future, area planning would support the redevelopment of surface parking lots to other uses, or design.	The neighborhood prioritized providing appropriate parking. The three most easterly surface lots (Lots B, C, D) north of Whittemore Avenue were further improved by adding additional landscaped areas with plantings and trees consistent with the requirements of Article 6. A future transition for reuse was also evaluated for a portion of the lots. This transition would be closely reviewed with the community and city staff.	1.7c
7	CDD Memo dated 2/23/2022	<b>Bicycle Parking</b>		The location of and access to the bicycle parking appears to comply with zoning but will be reviewed in further detail at the building permit stage. At that time, the applicant should revise their drawings to indicate the slope of the ramps providing access to bicycle parking. It would also help to better understand the dimensions of the short-term bicycle racks, as they do not appear to comply with the design standards.	Bike parking is compliant as currently designed. See detail site plan layout and grading.	5.9a-g
8	CDD Memo dated 2/23/2022	<b>Special Access Requirements</b>		– Section 17.36.3 prohibits any "building, structure, parking facility or access road" from having access to Harvey Street, "except as may be necessary for emergency vehicles." The Application shows a road connection to Harvey Street with a gate, and states that "Harvey Street will be restricted to emergency vehicle access only, and pedestrian and bicycle use."	We will work with neighborhood and city on restricting vehicular access at Harvey.	NA
9	CDD Memo dated 2/23/2022			– Section 17.36.4 of the Zoning Ordinance requires the construction of a pedestrian and bicycle connection between Linear Park and Whittemore Avenue in the vicinity of Madison Avenue. This connection must be designed to a standard comparable to the improvements in the Linear Park and the Minuteman Bikeway. There is an existing connection between Linear Park and Whittemore Avenue created as part of an adjacent development at 33 Cottage Park Avenue (PB-276), but that is a relatively narrow walking path that does not meet the City's standards for a multiuse path. The Application cites pedestrian and bicycle connections to Linear Park in general but does not specify whether any connection is intended to meet the requirement in Section 17.36.4. This should be explored further with staff and is discussed in both the Urban Design Report and the memo from TP+T.	The Project is providing a new 14' path connecting Linear Path with Whittemore Ave. It was carefully designed with input from the community and city staff to balance impact on habitat and trees while also providing a meaningful connection. We believe our plan is compliant to the Zoning Ordinance.	1.17e
10	CDD Memo dated 2/23/2022	<b>Special Permits Project Review Special Permit</b>		As a single project, this development is not proposed to be built in phases and would not be subject to the special phasing provisions that are characteristic of PUDs. The Project Review Special Permit would approve the design for all buildings at once, without an individual design review process for each building. Also, the development would not be subject to the provisions for Major and Minor Amendments in the PUD zoning. If the special permit is granted, then a future amendment could still be sought under the normal Project Review Special Permit procedures.	Based on the SF involved, we do not believe we need a phasing plan. We are beginning the renovations to Buildings 1 and 2 and believe we can execute 3, 4, 5 and garage within the next 3 years.	NA
11	CDD Memo dated 2/23/2022	<b>Flood Plain Overlay District Special Permit</b>		This project is also seeking a special permit due to its location within the Flood Plain Overlay District. The findings for this special permit are relative to plans submitted by the applicant to the Conservation Commission and the City Engineer. See their respective reports and recommendations for more information.	The Project is pleased to note the Project as presented received ConCom Approval in December 2021.	NA
	CDD Memo dated 2/23/2022	<b>Other Zoning Requirements</b>				
12	CDD Memo dated 2/23/2022	<b>Green Building Requirements</b>		Additional submissions and reviews will be required at the building permit and certificate of occupancy stages.	The Project acknowledges this comment and will address accordingly.	NA
13	CDD Memo dated 2/23/2022			In its review, staff offered the following advisory comments:		
14	CDD Memo dated 2/23/2022			Buildings 1 and 2 (renovation):		
15	CDD Memo dated 2/23/2022			Design excellence is important to the city and involves higher level of sustainability. Considering the significance of the project in terms of location, community interest and involvement, we encourage the Project Architect to advance a higher level of energy performance, and green building strategies.	Team has been, and will continue to explore opportunities for additional efficiency and energy performance points.	NA

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No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
16	CDD Memo dated 2/23/2022			Staff appreciate the reuse of existing structural elements (i.e., floors, roofs, envelope) and requested more information on how much of each structural element will be used and how the commitment will be documented.	Building 1 will reuse the majority of the existing building envelope, with the exception of a new entrance door system at the promenade and Whittemore entrances. The building structure (including super structure, foundations and composite floor construction) will be reused. A new rooftop screen is being provided to screen new mechanical systems being installed for the building. The commitment will be documented through building permit plans and specifications.	NA
17	CDD Memo dated 2/23/2022			Staff had the following comments on the Net Zero Narrative: The existing building renovation provides an excellent opportunity to provide a better transition to Net Zero at Day One by providing re-cladding with additional insulation through a metal panel system and high-performance glazing.	Building 2 will receive an entirely new building envelope on all building facades. The superstructure of the building will be reused as well as the floor construction, and will be supplemented as required. The building will also have new building MEP systems, plumbing fixtures, and elevators. The new expansion areas of the building on the west, east and south sides will be provided with new structure and envelope. The commitment will be documented through building permit plans and specifications.	NA
18	CDD Memo dated 2/23/2022			The proposed U value for the window is at .55. This seems to be in the high- range considering the latest in double-pane, insulating glass technology. Staff asked if high performing double pane or triple glazing has been considered.	Building 2 includes a new envelope on all four sides of the building. That system includes window assembly U-value of U-0.35 (code: U-0.42). Building 1 is in great condition and the windows are existing double pane. All criteria are above and beyond stretch code.	NA
19	CDD Memo dated 2/23/2022			The VLT for the vertical glazing at the ground level is very low at only .44. Transparency is important for views and connectivity to and from open spaces and public realm. Staff recommended at least a VLT of .60-.70.	Building 2 includes a new envelope on all four sides of the building. That system includes window assembly U-value of U-0.35 (code: U-0.42), not .55. Building 1 is in great condition and the windows are existing double pane.	NA
20	CDD Memo dated 2/23/2022			Staff recommended using air source heat pumps for space heating, and possibly for heat pump for domestic water heating as new technology is available.	In response to the earlier CDD review of the project, we have increased the visibility of the ground floor glass. We also have an alternate glass that has a VLT of 61%, while balancing performance of the building. It also has a exterior reflectance of 12%, which is very clear and will allow great transparency into the ground floor.	NA
21	CDD Memo dated 2/23/2022			Regarding stretch code, it is not clear if the project is designed to meet the ASHRAE 90.1-2013 standard or if that standard is considered non-applicable.	The design team fully studied the use of full electric heat for this building. The use of electric heat would not be feasible at this point with the current technology and infrastructure available.	NA
22	CDD Memo dated 2/23/2022			Buildings 3,4, 5	Structural provisions have been incorporated within the current building designs to allow for future updates of systems.	NA
23	CDD Memo dated 2/23/2022			Continue assessment information on embodied carbon by using Tally or EC3 modeling.	The building 2 project is being designed to meet the MA Energy Code baseline ASHRAE 90.1-2016 Massachusetts based energy code w/ MA 2020 Amendments.	NA
24	CDD Memo dated 2/23/2022			Pursue additional credit points in impactful LEED categories including Energy & Atmosphere and Material Resources, Water Efficiency, and Indoor Environmental Quality.	Gensler conducted Life Cycle Assessments (LCA) using both EC3 & full OneClick LCAs for Buildings 3, 4, and 5. LCAs are attached here for reference.	1.29-1.34
25		Green Roofs Requirement			Team has been, and will continue to explore opportunities for additional points.	NA
26		Incentive Zoning			Comments acknowledged.	NA
27		Voluntary Commitments			Comments acknowledged.	NA
28		Community Engagement			Comments acknowledged.	NA
	CDD Memo dated 2/23/2022	Special Permit Conditions				
29	CDD Memo dated 2/23/2022	Approved Development		Authorized development would need to conform with the submitted application materials. An Approved Dimensional Form would be attached as an Appendix. A restrictive covenant or other mechanism would be required to ensure that development rights on the non-developed parts of the site would be limited to comply with SD-3 zoning.	An updated dimensional form is included in A19 supplemental package.	Dimensional Form
30	CDD Memo dated 2/23/2022	Permitted Uses		The special permit would authorize the uses proposed in the application, which would include Office and Laboratory uses listed in Section 4.34 and Retail or Consumer Service Establishments listed in Sections 4.35 and 4.36, as permitted in the zoning district. In the future, uses that are allowed by zoning but not authorized by the special permit would require Planning Board approval, and uses that are limited by the Zoning Ordinance (e.g., requiring a separate special permit from the Planning Board or BZA) would need to seek the necessary relief.	Comment acknowledged.	NA
31	CDD Memo dated 2/23/2022	Design Review		CDD staff would review and approve design details at the construction documents phase, prior to issuance of a building permit, to certify that the plans conform to the Planning Board's approval. Board members may cite specific areas of focus for detailed review, based on the Urban Design Report and Board discussion.	IQHQ suggests the condition to read as follows: "The Project will be subject to continuing design review by CDD. Before issuance of each Building Permit for the Project, CDD will certify to the Superintendent of Buildings that the final plans submitted to secure a Building Permit are consistent with and meet all condition of the Special Permit."	NA
32	CDD Memo dated 2/23/2022	Transport & Infrastructure		Work being done on City property would be subject to review and approval by appropriate City departments, including DPW, TP+T and CDD. Transportation mitigation measures, as recommended in the TP+T memo, would be included as conditions.	The Project acknowledges this comment and will address accordingly.	NA
33	CDD Memo dated 2/23/2022	Sustainability		Development will be subject to the Green Building Requirements in Section 22.20, which will be reviewed again by CDD staff at the building permit and certificate of occupancy stages. CDD would also review for compliance with Green Roof Requirements in Section 22.35.	The Project acknowledges this comment and will address accordingly.	NA
34	CDD Memo dated 2/23/2022	Housing		Development will be subject to Incentive Zoning requirements, which will be certified by the CDD Housing staff at the building permit and certificate of occupancy stages.	IQHQ will make Incentive Payment to the City of Cambridge Affordable Housing Trust in amounts to be certified by CDD Housing staff at the building permit and certificate of occupancy stages.	NA
35	CDD Memo dated 2/23/2022	Public Benefits		The voluntary commitments offered by the developer and agreed to by the Planning Board would be incorporated into the conditions, subject to certification by the appropriate City staff. Staff would recommend that further consultation with appropriate departments be conducted when implementing these commitments, particularly with respect to the design of publicly accessible open spaces and the provision of public services. Staff would also recommend consultation with CDD staff if food trucks are employed, to consider participating in the City's Food Truck Program.	The Project acknowledges this comment and will address accordingly throughout the design and permitting process for the commitment areas. The Project has also agreed to participate with the City's Food Truck Program.	NA
36	CDD Memo dated 2/23/2022	Construction Management Program		Per Section 18.20, staff would recommend a Construction Management Program be provided and approved by TP+T, DPW, and other applicable City departments before issuance of a building permit. This program would also include a community outreach program designating a point of contact to provide information to the public during the construction process and notification panels posted on the site with project information.	The Project acknowledges this comment and will address accordingly. The team will review the proposed Construction Management Plan with the City staff as well as the community to create a thorough plan including community outreach strategies.	NA
	CDD Memo dated 2/23/2022	Urban Design Commitments				
37	CDD Memo dated 2/23/2022	Key Recommendations		Further improve pedestrian and bicycle connectivity between the Linear Path, the Whittemore neighborhood, the Harvey Street neighborhood, Russell Field, Jerry's Pond, and the Alewife MBTA station.	The project has greatly improved the bike and pedestrian capacity across the entire site. The team has provided an additional slide that outlines the improvements between the Linear Path, Whittemore Ave, the MBTA station, the Harvey Street entrance, and Jerry's Pond. The team worked closely with neighborhood to create direct connections to Linear path and we feel that we have reached a balance between connectivity and minimizing habitat disruption. It is expected that the pathway improvements along the Linear Path near the southwest corner of the football field (which is in the Commitment area) will continue to evolve through continued input from City departments and community groups.	5.6a

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No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
38	CDD Memo dated 2/23/2022			Enhance Whittemore Avenue by the design of buildings and landscape.	Whittemore Avenue has been enhanced with the demolition of the majority of existing buildings that face Whittemore Ave. This has allowed for access into the campus at the center of the site along Whittemore Ave, providing a connection from the neighborhood south toward the MBTA station. Additionally, the 25' setback along building 3 provides space for new landscaping and tree plantings. New trees are also being proposed within and around the Whittemore parking lots to further enhance the experience along Whittemore Ave.	1.16a-1.16a.2
39	CDD Memo dated 2/23/2022			Minimize the intrusion of buildings into the 4-acre natural/wooded area between the proposed buildings, Russell Field, and the MBTA headhouse.	The team worked closely with neighborhood to site buildings to minimize impact on flood plain, trees, while respecting the required site setback. The adjustments we made to the garage based on CDD feedback improved the overall plan and reduced our impact on the four acre habitat.	NA
40	CDD Memo dated 2/23/2022			Further reduce impermeable area and the urban heat island effect.	The proposed design will provide a great improvement to heat island effect. Several contributors to improving heat island include high albedo roof materials including green and solar array, lighter color surface material and pavers, shading as result of extensive landscaping plan and tree planting, solar array to shade east parking deck, substantial increase to permeable areas and additional trees at the lots north of Whittemore. The team has also incorporated a green / living wall at the garage facade. The team will look for additional opportunities to reduce impermeable area, plant trees and reduce heat island effect.	1.16h, 1.16j, 1.17a-1.19, 1.27
41	CDD Memo dated 2/23/2022	<b>Design Guidelines</b>		Pedestrian and bicycle connections should be provided to the extension of the Linear Path along the axis of Harvey Street.	A connection to Harvey Street for bike and pedestrians is an important part of our bike and pedestrian improvement plan. The design team has prepared a new figure outlining the bike and pedestrian improvements across the site.	5.6a
42	CDD Memo dated 2/23/2022			Buildings should be located and configured to create streetwalls along Fresh Pond Parkway, Whittemore Avenue, and the extension of the Linear Path.	Buildings have been located to provide an appropriate streetwall along Whittemore based on the zoning setbacks. This also provided a landscape area for trees and other plantings as a buffer to the neighborhood to the north.	1.8-1.9
43	CDD Memo dated 2/23/2022			Pedestrian-friendly sidewalks, lined by curbside street trees, should be provided.	The proposed sidewalk system included in the design is lined by curbside trees throughout the campus.	1.17a
44	CDD Memo dated 2/23/2022			Surface parking lots, if any, should be located on the interiors of blocks, or below buildings or landscaped terraces.	The project is proposing reuse of existing parking lots east of Building 3 and north along Whittemore to minimize impacts on soil disruption.	1.7c
45	CDD Memo dated 2/23/2022	<b>Connections and Circulation</b>	1.	To emphasize the Promenade's public character, the East Plaza should be reconfigured to create a clear and welcoming route from the Alewife Linear Park to the Promenade. The design of this area should be coordinated with the city's ongoing study to improve the Linear Park.	Multiple connections to the Linear Path have been created between Harvey Street and Whittemore Ave. We worked closely with the neighborhood to locate and design a path which provides separate bike and pedestrian paths from Whittemore to the Linear path. In addition, the east end of the promenade provides an entry plaza, including a blue bike station, as a celebrated connection to the Linear Path through a 14' wide multi-modal path.	1.17e
46	CDD Memo dated 2/23/2022		2.	To further enhance the public feel of the development, consideration should be given to providing a more direct, less meandering path from the East Plaza to the Promenade's Central Plaza, with more consistently aligned and spaced trees.	The promenade has been developed as the main organizing axis of the project. It has been designed with very subtle bends along its length with edges that dissolve into a variety of landscape moments. The promenade is approximately 900' in length and is more akin to an academic campus with irregular moments that an urban street block with regularly spaced trees lining its length. The East Plaza is a deliberately informal very welcoming "doorstep" into the promenade, and is meant to have smaller scaled, more varied landscape spaces and experiences. Upon entering either the east or west end of the promenade, the building walls provide a clear framework for the landscape spaces between them, and the pedestrian walk is always a minimum of 20' wide to accommodate life safety and fire apparatus.	1.17a-b, 1.17d
47	CDD Memo dated 2/23/2022		3.	A new entry forecourt - the "Whittemore Gateway" - is proposed on Whittemore Avenue, leading to the Central Plaza. To make a more inviting entrance to the site from Whittemore Avenue, consideration could be given to gradually sloping its full length up to the elevated grade in the interior of the building group, rather than providing a complex of steps and ramps directly on Whittemore Avenue. In addition, a broader forecourt could be considered, with activating uses in the adjoining buildings, and the provision of a consistent canopy trees on the courtyard's east and west sides to help draw pedestrians into the heart of the building group.	Our team revised the design of the Whittemore Gateway to provide a more inviting entrance to the site and an entrance to Building 2 from Whittemore. We have reviewed the idea of a more gradual grade from the sidewalk to the resilience height of elevation 24', however, the new entry at Building 2 would require steps and ramps in this area as proposed. We have incorporated the placement of tree plantings to provide a clear and welcoming invitation into the site and the addition of an architectural "L" shaped gate.	1.16a.2
48	CDD Memo dated 2/23/2022		4.	A pedestrian path extends south from the Central Plaza to the "Harvey Gateway" at the perimeter loop drive, where it faces the north side of the parking garage. Consideration could be given to instead creating a more direct connection between the Whittemore Gateway directly through the Central Plaza to the 4-acre natural/wooded area. Means could include the adjustment of the location of the parking garage further west, the adjustment of the gap between buildings 4 and 5 farther east, and the relocation of the transformer/switchgear equipment proposed at the east end of the parking garage to a less obtrusive location.	The campus has been organized around the central east-west promenade axis. The connections north and south from this axis are less formal and designed to provide episodic moments versus a more formal north-south axis. The north-south path is meant to be more about discovery that allows for engagement with moments like the central plaza, Whittemore Ave gateway and Harvey Street gateway. Our plan is not intended to handle high volumes of people traveling north to south through the side  Also, the elevations at Whittemore Ave, the central plaza and four acre habitat would not allow for a direct view through the site. The switchgear is for the garage only and has been sized to support a transition to 100% EV stations within the garage. It has been located specifically to minimize impact on floodplain and trees. It will be screened with an Ipe wood screen, generous plantings and new trees.	NA
49	CDD Memo dated 2/23/2022		5.	A shuttle drop-off is planned where the west end of the pedestrian corridor meets the site's perimeter loop drive, and service vehicles will enter the pedestrian corridor at this location. Consideration could be given to creating a stronger sense of entry to the site by the design of paving, site furniture, the location of trees, the design of building facades, etc.	Our team agrees with the comment and has revised the design to include exterior elements to increase the sense of entry at the western plaza.	1.16b, 1.17c
50	CDD Memo dated 2/23/2022		6.	The application proposes improvements to the existing path that runs from the blank north side of the MBTA headhouse past the west end of the proposed garage to the perimeter loop driveway. Consideration could be given to adjusting its alignment to lead more directly to the headhouse's entrance at its east end.	The Project's goals have been to minimize impacts to the environment and soil. The multi-use path as shown is located where an existing path and landscaped shoulder are located. Taking advantage of the existing alignment has allowed the path improvements to be designed in a fashion that does not require removal of trees and impacts to floodplain. A re-alignment to the east is expected to require additional tree removal and filling in the floodplain that would require additional compensatory storage.	5.6a
51	CDD Memo dated 2/23/2022		7.	Consideration should be given to providing a more natural and direct route linking the existing path along the west side of Russell Field to the MBTA headhouse. A range of possibilities exist for its exact route; each has its own advantages and raises different issues.	The Project and community had a goal of retaining as much unbroken, uninterrupted open space between the service road, garage, Russell Field and the MBTA head house while still preserving a multitude of options for pedestrians and cyclists to enjoy the adjacent habitat. As such, the Project elected to prioritize the uninterrupted open space for the benefit and protection of habitat. The project team opined that a direct route may promote speed and would directly and indirectly impact the quality of the habitat. Please note there are numerous connection options along the linear path being introduced as part of the project, making for interesting looped path opportunities for pedestrian and cyclists. This includes widening of the path to the south-east of the garden and providing a new pedestrian path at the strip of the path to the south of the garden.	1.22a
52	CDD Memo dated 2/23/2022		7.a.	A new path starting from the bend in the existing path at the northwest corner of Russell Field to the headhouse would be the most direct, but would proceed through the natural/wooded area and need to minimize impacts on hydrology and habitat (a boardwalk should be considered).	The Project and community had a goal of retaining as much unbroken, uninterrupted open space between the service road, garage, Russell Field and the MBTA head house while still preserving a multitude of options for pedestrians and cyclists to enjoy the adjacent habitat. As such, the Project elected to prioritize the uninterrupted open space for the benefit and protection of habitat. The project team opined that a direct route may promote speed and would directly and indirectly impact the quality of the habitat. Please note there are numerous connection options along the linear path being introduced as part of the project, making for interesting looped path opportunities for pedestrian and cyclists. This includes widening of the path to the south-east of the garden and providing a new pedestrian path at the strip of the path to the south of the garden.	1.22a

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53	CDD Memo dated 2/23/2022		7.b.	A new path at the southern apex of the proposed community garden area, rounding off the existing very sharp corner, could reduce the congestion at the four-way intersection, but would not ameliorate the crowded conditions on the path west from that intersection to the MBTA headhouse. (Note that the proposed location of the community garden in this area has the potential to further increase pedestrian and bicycle traffic at this already awkward corner.)	The neighborhood asked us to look at this early in the process. We've made significant improvements to that corner, specifically in rounding off the tight turn on the northwest corner, which will greatly improve visibility and safety, and providing a new pedestrian path at the strip of the path to the south of the garden. This can further be reviewed during Jerry's Pond permitting process.	1.22a
54	CDD Memo dated 2/23/2022		7.c.	A path in an intermediate location could also be considered, such as a route through the northern portion of the area proposed for the Community Garden.	The Project has received many thoughtful comments related to the pathways and has made improvements both within the Development Area as well as in the Commitment areas. It is expected that the pathway improvements along the Linear Path near the southwest corner of the football field (which is in the Commitment area) will continue to evolve through continued input from City departments and community groups. In addition, a path north of the garden would create tree and wetland resource impacts.	NA
55	CDD Memo dated 2/23/2022		8.	Section 17.36.4 of the Zoning Ordinance requires that a path be created between the Linear Park and Whittemore Avenue, designed to a standard compatible with the Linear Park and the Minuteman Bikeway — The location and design of the proposed path should be clearly documented, and its connection to the Linear Park should be readily apparent.	The Project is providing a path connecting the linear path with Whittemore Ave. It was carefully designed with input from the community to balance impact on habitat and trees while also providing a meaningful connection. We believe our plan is compliant to the Zoning Ordinance.	1.17e
56	CDD Memo dated 2/23/2022	Gates	9.	While the gate at the west end of Harvey Street is required by zoning (17.36.4), the need for the other three gates should be evaluated, balancing their benefits in preventing cut-through traffic with the detrimental implication that the site is an exclusive precinct.	Minimizing pass-through traffic is a priority of the neighborhood. We believe that bollards restricting vehicle flow, but allowing pedestrian and bike access, proposed by neighborhood, are necessary. We will landscape and design the bollards in a way that is welcoming for non-vehicular users.	1.17e
57	CDD Memo dated 2/23/2022		10.	In any case, all the gates and the approaches to them should be designed to allow free pedestrian and bicycle passage, to convey that the public is welcome to the site, and to prevent traffic entering the gates from backing up on to adjoining streets.	Minimizing pass-through traffic is a priority of the neighborhood. We believe that bollards restricting vehicle flow, proposed by neighborhood, are necessary. The design will allow free passage of bikes and pedestrians through the bollards. We prioritize bike and ped connections and will landscape and design the bollards in a way that is welcoming for non-vehicular users.	1.17e
58	CDD Memo dated 2/23/2022		11.	The applicant should collaborate with the city to reconstruct the western end of Harvey Street as appropriate to accommodate pedestrian, bicycle, and limited vehicular traffic.	We've spent a lot of time working with neighbors on the conflicts and concerns at the western end Harvey Street. This is a priority of ours and we'll continue to work with the neighborhood and City on a solution.	NA
59	CDD Memo dated 2/23/2022		12.	The possibility of shared bicycle and vehicle use on the north/south drive at the west end of the parking garage should be evaluated. Eliminating the proposed separate two way separated bicycle path in this location would enable the garage to be located significantly to the west, reducing its intrusion into the natural wooded area. (In any case, it seems inconsistent that vehicles and bicycles are proposed to share the perimeter loop drive's carriageway, but a separated bicycle path is provided on the west side of the Garage, linking to the MBTA headhouse.)	These paths are part of a direct connection of the Linear Path to the west and south side of the site. We have worked closely with the neighborhood on the location of safe paths. It is critical to maintain the bike lane in it's current condition as the loop road to the west of the garage will have a high level of vehicular traffic given the garage entry / exit. The service road to the north of the garage will be limited for vehicular access. Further, removing these paths and moving the garage west will not save additional trees as the garage was sited in a manner to reduce impacts upon floodplain. A shift to the west would create further floodplain impacts and mitigating those impacts would increase the need for tree removal.	1.17i, 6.4
60	CDD Memo dated 2/23/2022		13.	Curb to curb widths should be the minimum practical to accommodate emergency vehicles and the turning radii of trucks at loading docks.	The project has selected curb to curb widths felt to be the practical, safe minimums to accommodate vehicular traffic including radii of delivery trucks, bicycle, service and emergency vehicles. Road and access widths have been reviewed with the Cambridge Fire Department.	1.9
61	CDD Memo dated 2/23/2022		14.	To create a more welcoming entrance to the site from Harvey Street and a more direct route for pedestrians and bicyclists, consideration should be given to aligning the east/west portion of the perimeter loop drive more closely with Harvey Street.	Since vehicular traffic is not allowed through Harvey Street, this is not a site plan priority. We have focused on pedestrian and bike capacity and connectivity.	NA
62	CDD Memo dated 2/23/2022	Siting and Massing	15.	Consideration should be given to moving the southern lab/office buildings (Buildings 4 and 5), the garage, and the perimeter loop drive north by reducing the façade-to-façade widths of the promenade and perimeter loop road. This would locate the buildings and drive more substantially on portions of the site that are currently paved or occupied by buildings, allowing the natural/wooded area to be enlarged, and reducing the number of existing trees and amount of understory vegetation that needs to be removed.	The zoning limits development and prioritizes flood storage and habitat protection. Utilizing those priorities, we developed the most appropriate and feasible site plan in concert with the community. Code requires that the buildings be separated by a minimum of 40', even on a contiguous site.	1.9
63	CDD Memo dated 2/23/2022		16.	As noted above, the need for the proposed separate two-way bicycle lane on the west side of the garage should be evaluated. If it is not needed, the garage could be moved west, thereby increasing the size of the natural/wooded area, further reducing the number of trees that need to be removed, and better screening the garage as seen from Russell Field.	These paths are part of a direct connection of the Linear Path to the west and south side of the site. We have worked closely with the neighborhood on the location of safe paths. It is critical to maintain the bike lane in it's current condition as the loop road to the west of the garage will have a high level of vehicular traffic given the garage entry / exit. The service road to the north of the garage will be limited for vehicular access. Further, removing these paths and moving the garage west will not save additional trees as the garage was sited in a manner to reduce impacts upon floodplain. A shift to the west would create further floodplain impacts and mitigating those impacts would increase the need for tree removal.	1.17i, 6.4
64	CDD Memo dated 2/23/2022		17.	Consideration should be given to adjusting the lengths of the two buildings on the south side of the Promenade so as to locate the gap between them – the "Harvey Gateway" – in closer alignment with the pedestrian entry to the site from Whittemore, thereby creating a more direct visual and pedestrian connection between the Whittemore neighborhood through the complex to the 4-acre natural area.	The campus has been organized around the central east-west promenade axis. The connections north and south from this axis are less formal and designed to provide episodic moments versus a more formal north-south axis. The north-south path is meant to be more about discovery that allows for engagement with moments like the central plaza, Whittemore Ave gateway and Harvey Street gateway. Our plan is not intended to handle high volumes of people traveling north to south through the side  The elevations at Whittemore Ave, the central plaza and four acre habitat would not allow for a direct view through the site.  The floor plates of the three new buildings have been designed with planning depths, structural bays and overall dimensions to optimize the use for research and life science tenants. Reducing the length of Building 5 and lengthening Building 4 would negatively impact the planning of the buildings and make them less desirable for lab planning.	NA
65	CDD Memo dated 2/23/2022		18.	To further strengthen this connection, consideration should be given to relocating the transformer and switchgear from its proposed site at the east end of the proposed garage, where it intervenes between the Harvey Gateway and the 4-acre natural/wooded area and will be prominent for users of the perimeter driveway.	We have extensively studied the location of the garage electrical equipment. The switchgear is for the garage only and has been sized to support a transition to 100% EV stations within the garage. It has been located specifically to minimize impact on floodplain and trees. It will be screened with an lpe wood screen, generous plantings and new trees. The transformers and switchgear for the each building have been located within the building footprint, ground floor, to minimize impact on the overall site and provide resiliency.	NA
66	CDD Memo dated 2/23/2022		19.	The east and west ends of buildings 4 and 5 have been adjusted to relate more directly to the perimeter loop drive's curved bends, but the sawtooth outside corners of the Building 4 remain at odds with the drive's geometry, creating a sense of disjunction between architectural form and public space. Further adjustments could be contemplated to create a more harmonious relationship between the building massings and the geometry of the drive.	Our Building 4 west façade and Building 5 east facade and building massing was adjusted to relate to the curving loop road. The orthogonal steps in the massing are important for interior planning of the space for life science companies. Curved facades are not conducive to lab planning and provide inefficient floor plates. Also, the stepped massing provides for landscape pockets to provide transition between the road and the building face as well as shade to the sidewalk and service road.	NA

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No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
67	CDD Memo dated 2/23/2022		20.	The boxy two-story elements that project from the main masses of Buildings 3, 4, and 5 disrupt the continuity of the Promenade and thereby weaken the connection between the Central Plaza and the Alewife Linear Park. Their forms and materials suggest that they have a special function related to the public nature of the promenade, such as building entrances or amenity spaces. With one exception, however, they do not. Consideration should be given to adjusting the form of these elements to enhance the continuity of the Promenade: reducing their size and/or giving them more unique forms (perhaps curvilinear), and if possible, giving them more ground floor? public uses.	The promenade has been developed as the main organizing axis of the project. It has been designed with very subtle bends along its length with edges that dissolve into a variety of landscape moments. The promenade is approximately 900' in length and is more akin to a campus with irregular moments that an urban street block with regularly spaced trees lining its length. The two-story elements provide a break in the overall street wall of the promenade facade, reducing the scale and reinforcing the more informal geometry of the promenade. The orthogonal nature of the plan is important for lab planning within the building. More organic shapes would provide inefficient planning for lab use.  Design team updated the two story projections and developed a unique solution for each building to create variety along the promenade as well as scale the projections to the pedestrian. These two story projections can be utilized by the tenants as outdoor terraces and are being proposed as green roofs on all buildings. Additionally, the design team has created a two-story projection as the main entrance to building 2 at the central plaza.	1.17a-d, 1.16b-1.6f.2
68	CDD Memo dated 2/23/2022		21.	The existing surface parking lots on the north side of Whittemore and at the northeast corner of the site disrupt the continuity of Whittemore Avenue and contribute to the Urban Heat Island Effect. 21. If parking needs decline in the future, consideration should be given to developing these sites as housing or other neighborhood-serving uses.	The neighborhood requested adequate parking at the Whittemore lots. The three most easterly surface lots (Lots B, C, D) north of Whittemore Avenue were further improved by adding additional landscaped areas with plantings and trees consistent with the requirements of Article 6. A future transition for reuse was also evaluated for a portion of the lots. This transition would be closely reviewed with the community and city staff.	1.7c
69	CDD Memo dated 2/23/2022	<b>Landscape Design – Open Space and Public Realm</b>		Site design should minimize the urban heat island effect and stormwater runoff.	Our design greatly minimized heat island effect and stormwater management. Strategies to reduce heat island include use of green roofs, light-colored hardscape materials, addition of trees in existing parking lots, light-colored pavement surface treatment on existing lots, PV parking canopy, and limit development footprint.	NA
70	CDD Memo dated 2/23/2022		22.	The curb-to-curb width of the site's drives should be no wider than necessary.	The project has selected curb to curb widths felt to be the practical, safe minimums to accommodate vehicular traffic including radii of delivery trucks, bicycle, service and emergency vehicles. Road and access widths have been reviewed with the Cambridge Fire Department.	1.9
71	CDD Memo dated 2/23/2022		23.	The drives should be provided with curbside shade trees.	Our design includes curbside shade trees throughout our site.	1.17a
72	CDD Memo dated 2/23/2022		24.	Consideration could be given to providing additional trees within the Whittemore Avenue parking lots, to reducing the widths of their very broad existing curb cuts, and to collaborating with the city to provide more closely spaced curbside trees along the streets bordering them.	The neighborhood requested adequate parking at the Whittemore lots. The three most easterly surface lots (Lots B, C, D) north of Whittemore Avenue were further improved by adding additional landscaped areas with plantings and trees consistent with the requirements of Article 6.	1.7c
73	CDD Memo dated 2/23/2022			The 4-acre wooded/natural area, while small, enhances the parklike feeling of the Russell Field area, offers habitat to wildlife, and screens the site's existing buildings from view from the south. As noted above, the proposed garage will intrude into the 4-acre area, necessitating the removal of some fairly large trees, which given the garage's height, will likely make it prominent from Russell Field. In addition, extensive regrading, removal of existing vegetation, and replanting is proposed in the 4-acre natural/wooded area, in part to accommodate stormwater.	Comment acknowledged.	NA
74	CDD Memo dated 2/23/2022		25.	A greater understanding of the intended character and uses of the natural/wooded area would be helpful.	The neighborhood took many steps to fence off and protect these areas which resulted in the re-naturalization of the areas. Our vision for the character of the natural wooded area includes several goals. Where we have to do earthwork, we will increase the amount of open meadow planted in an informal, irregular "naturalistic" pattern, using native pollinator species. At the forest edge and in the understory, we will supplement the very narrow range of existing tree species, using all native new trees, of a variety of sizes at the time of planting, to greatly increase the variety of the seasonal qualities of the trees, including the spring flowering, the fall color, and the winter silhouettes of the trees. Like the meadow, our tree plantings will be placed with the goal to be that the landscape appears to be entirely natural.	1.17k
75	CDD Memo dated 2/23/2022		26.	As noted above, consideration should be given to relocating the garage farther west, so as to preserve the existing trees at its east end.	Relocating the garage further west would require elimination of the multi-use paths connecting the service road to the shared multi-modal path towards the MBTA headhouse. These paths are part of a direct connection of the Linear Path to the west and south side of the site. We have worked closely with the neighborhood on the location of safe paths. It is critical to maintain the bike lane in its current condition as the loop road to the west of the garage will have a high level of vehicular traffic given the garage entry / exit. The service road to the north of the garage will be limited for vehicular access. Further, removing these paths and moving the garage west will not save additional trees as the garage was sited in a manner to reduce impacts upon floodplain. A shift to the west would create further floodplain impacts and mitigating those impacts would increase the need for tree removal.	NA
76	CDD Memo dated 2/23/2022		27.	A fence is shown at the western edge of the 4-acre area, but it is not clear from the application whether the other sides of the area will be fenced.	Yes, all other sides of the habitat will be fenced. The type of proposed fencing varies to respond to specific site conditions. In some cases we propose repairing the vinyl coated chain link and leaving it in place, in others we are using the new boardwalks as fencing. A low wood guardrail is proposed at the east side of the natural area, and steel picket fencing at the MBTA headhouse.	1.17h
77	CDD Memo dated 2/23/2022			The public uses concentrated in and around the Central Plaza include a temporary performance space, food trucks, and retail and amenity space and will accommodate daily use and special events. Adjustments could be made to the landscape design of the project's open spaces to further create a welcoming sense of place.	We believe our plan will provide many welcoming opportunities and a strong sense of place across the entire promenade for the users and public to enjoy. The patterns in the landscape are developed with many very sculptural, detailed subspaces which respond to the unique forms of the site, and seating is also provided throughout to further reinforced the thoughtful placemaking.	1.17b-c
78	CDD Memo dated 2/23/2022		28.	The public character and uses of the Central Plaza - the crossroads of the development - would be enhanced by the provision of a clear flexible open space with more intimate and occupiable edges. Consideration could be given to creating a simpler and more consistent arrangement of canopy trees and low plantings that would shelter and frame the space and enrich its edges, and a pavement design that would emphasize it as a unique component of the development's public realm.	The design has evolved to include many unique and intimate spaces with a structural layout. We believe our plan will provide many welcoming opportunities and a strong sense of place across the entire promenade for the users and public to enjoy. The patterns in the landscape are developed with very sculptural, detailed subspaces which respond to the unique forms of the site, and seating is also provided throughout to further reinforced the thoughtful placemaking.	1.17b
79	CDD Memo dated 2/23/2022		29.	Additional ground floor activating uses could be considered, if feasible.	The glass at the ground floor will be highly visible to contribute to activation on the ground floor. Ground floor interior areas will be curated and intentional at key pedestrian locations.	NA
80	CDD Memo dated 2/23/2022		30.	More information on the design, features, and programming of the Central Plaza's "temporary performance platform" would be helpful.	We're excited to continue to work with the neighborhood on the future programming and use of the plaza. David Bass was instrumental on the temporary performance stage and will be a resource when programming the activities on site. The design of the promenade and open space is activated by use of permanent seating, temporary stage, movable exterior furniture, landscaping pockets, etc. The neighborhood will remain involved in the programming of use of the spaces.	NA
81	CDD Memo dated 2/23/2022			At the east end of the Promenade, a paved area, necessitated by the turning radius of emergency vehicles, is designated as the "East Plaza". As the adjoining buildings do not address it with active uses, and the Central Plaza is nearby, it seems possible that it will be underutilized.	There is intentional distinction between the East and Central Plaza designs and uses. The East Plaza is meant to be a quieter alternative to the Central Plaza. It has a different solar aspect so it will attract users at different times of the day, and it is located adjacent to the east-west and north-south pedestrian and bicycle routes near Harvey Street. The East Plaza will act as the Gateway for the Harvey Street neighborhood.	1.17b, 1.7d, 1.17e

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No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
82	CDD Memo dated 2/23/2022		31.	Consideration should be given to adjusting the pavement, plantings, and site furniture to prioritize the creation of a direct and legible connection between the Promenade and the Linear Path.	The connections between the Promenade and the Linear Path are highly legible at a pedestrian scale, as there are strong openings and frames provided by the architecture. We want to maintain as much contiguous green space for habitat, to minimize the soil disturbance, and to retain as many existing trees as possible within this area. While we have greatly increased the pedestrian and bicycle circulation, as well as public access and enjoyment, this overall project site area is an intersection of many connections and uses, and the community, and we feel that with our layout the project will succeed in balancing and maintaining the best use of the many competing uses.	1.7d, 1.17e
83	CDD Memo dated 2/23/2022			A community garden is proposed outside the southern boundary of the development area site, at the apex of the vegetated area adjoining the busy intersection of paths leading to Russell Field, the MBTA headhouse, the Linear Path, and Jerry's Pond.	The location was selected through an extensive community process and review with Green Cambridge. It was important that the communal garden be in a place that was central to the activity that occurs in and around Russell Field and the Rindge Tower community. We have included improvements to the paths adjacent to the garden location.	1.22a
84	CDD Memo dated 2/23/2022		32.	The location of the garden should be evaluated in the context of the heavy bicycle and pedestrian use of the adjoining paths.	The location was selected through an extensive community process and review with Green Cambridge. It was important that the communal garden be in a place that was central to the activity that occurs in and around Russell Field and the Rindge Tower community. We have included improvements to the paths adjacent to the garden location. We will continue to develop the detailed design of the pedestrian and bicycle circulation in the future.	1.22a
85	CDD Memo dated 2/23/2022		33.	In any case, care should be taken in the design of the gardens and the location of their entrances to avoid creating additional congestion on the paths and blocking sight lines for their users.	The location was selected through an extensive community process and review with Green Cambridge. It was important that the communal garden be in a place that was central to the activity that occurs in and around Russell Field and the Rindge Tower community. We have included improvements to the paths adjacent to the garden location. We will continue to develop the detailed design of the pedestrian and bicycle circulation in the future.	1.22a
86	CDD Memo dated 2/23/2022			As a public benefit, the project will undertake extensive improvements to Jerry's Pond, creating public access to it, transforming it into an educational asset, and improving pedestrian and bicycle movement along Rindge Avenue. Changes will include new universally accessible boardwalks, overlooks, paths, a boardwalk along Rindge Avenue with new street trees, and an "Eco Center Pavilion".	Comment acknowledged.	NA
87	CDD Memo dated 2/23/2022		34.	More information on the site's educational program would be helpful.	Please reference the attached letter from Audubon with draft proposal for programming of the Eco-Center.	Reference Audubon Letter in Appendix
88	CDD Memo dated 2/23/2022		35.	Consideration should be given to reducing the number of paths connecting the proposed boardwalk on the east side of the Pond to the existing pedestrian paths linking the MBTA headhouse to Rindge Avenue.	The paths were reviewed via community process. The additional connections of the boardwalk were designed to increase safety of the paths providing more opportunities for exit if required. This can further be reviewed during Jerry's Pond permitting process.	NA
89	CDD Memo dated 2/23/2022		36.	Care should be taken to minimize the impact of lighting on habitat around the pond.	The habitat surrounding Jerry's Pond has been greatly considered by our wildlife expert and their recommendations informed the design of the proposed lighting to date. We will continue to develop these details.	NA
90	CDD Memo dated 2/23/2022		37.	Interpretive signage addressing history and natural features will be provided as a public benefit. In addition, wayfinding signage should be provided to locate the site's pedestrian and bicycle paths in the context of the Linear Path, the Minuteman Trail, and the regional trail system.	Yes, the signage package will include both interpretive and wayfinding signage.	NA
91	CDD Memo dated 2/23/2022			As part of the project, the applicant proposes to refurbish the exterior of the MBTA headhouse and improve the paved plaza around it with new paving and trees.	Comment acknowledged.	NA
92	CDD Memo dated 2/23/2022		38.	Consideration could be given to designing the paved area between the headhouse and the Alewife Brook Parkway (Route 16) underpass for recreational uses, such as a skate park.	A request for a skate park was received through the community process and will be reviewed with the MBTA during detailed design process.	NA
93	CDD Memo dated 2/23/2022		39.	Public art is suggested at the MBTA headhouse. Other locations could also be considered.	Our team is open to additional locations to support public art.	NA
94	CDD Memo dated 2/23/2022	<b>Architectural Character</b>		The outward facing facades of the buildings – those facing Whittemore Avenue and the 4-acre natural area - are relatively opaque. The inward facing facades – those facing the Promenade - are more heavily glazed. This strategy of transparency and opacity helps convey that the buildings are components of an urban block that addresses adjoining streets and open spaces, and that contains an internal public space with its own distinct character.	Comment acknowledged.	NA
95	CDD Memo dated 2/23/2022		40.	Consideration should be given to more strongly differentiating the group's perimeter facades from those facing the promenade to create a stronger sense of place in the interior of the group.	The facades facing Whittemore Ave were designed to express a grounded, 2-story, punched window scale more consistent with the residential neighborhood. The combination of metal panel areas and UHPC areas break down the facade into four zones to help scale the overall building length. These four zones are further defined with vertical notched in the facade. The interior promenade facades have a more consistent facade pattern the full length of the building. This wall type is lifted to provide a transparent ground floor. The syncopated rhythmic pattern and texture of the materials contrast with the more regular rhythm of facade elements on the street side. The detailing of these two facade types further contrasts these two facades. The design team has provided additional details to the City staff and Planning Board for further review.	1.15j-1.15j.10
96	CDD Memo dated 2/23/2022		41.	As noted above, consideration could be given to reducing the projection of the two floor boxy elements into the Promenade, reshaping them for more compatibility with the linear nature of the Promenade (for instance considering curvilinear shapes), and to giving them a particular function (such as entry or active use space).	The promenade has been developed as the main organizing axis of the project. It has been designed with very subtle bends along its length with edges that dissolve into a variety of landscape moments. The promenade is approximately 900' in length and is more akin to an academic campus with irregular moments that an urban street block with regularly spaced trees lining its length. The two-story elements provide a break in the overall street wall of the promenade facade, reducing the scale and reinforcing the more informal geometry of the promenade. The orthogonal nature of the plan is important for lab planning within the building. More organic shapes would provide inefficient planning for lab use.  Design team updated the two story projections and developed a unique solution for each building to create variety along the promenade as well as scale the projections to the pedestrian. These two story projections can be utilized by the tenants as outdoor terraces and are being proposed as green roofs on all buildings. Additionally, the design team has created a two-story projection as the main entrance to building 2 at the central plaza.	1.16c-d, 1.16f
97	CDD Memo dated 2/23/2022			The building's flat facades, clad primarily with panelized systems and including areas of curtainwall fenestration, differ from those of the surrounding neighborhoods in relief, scale, and detail.	Comment acknowledged.	
98	CDD Memo dated 2/23/2022		42.	While a contrast in scale and character is an inevitable result of locating large commercial buildings in a primarily residential area, more could be done in terms of detail, subtle changes in plane, and proportions to address the public realm with more visually engaging facades.	The facades facing Whittemore Ave were designed to express a grounded, 2-story, punched window scale more consistent with the residential neighborhood. The combination of metal panel areas and UHPC areas break down the facade into four zones to help scale the overall building length.  The design team has redesigned the north side of building 3 and the south sides of building 4 and 5. The updated facade wall types create more continuity of materiality and scale while continuing to breakdown the overall facade length. The redesign also incorporates pronounced notches in the facade, that further emphasize the breakdown of the overall facade length. These notches extend to the mechanical penthouse as well.	1.15a - 1.16m

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No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
99	CDD Memo dated 2/23/2022		43.	Consideration could be given to the expression of structural bays, to details of fenestration and materials, especially at the ground floors.	On the street side, we have intentionally grouped the façade types to breakup the overall building lengths. On the promenade side, we are expressing the structural bays at the ground floor as part of the rhythmic expression of that façade. Additional details have been provided in new figures.	1.10f, 1.15h-i
100	CDD Memo dated 2/23/2022			The four-floor parking garage will be visually prominent from multiple vantage points and directly adjoins the 4-acre natural/wooded area. It is designed as an open frame.	Comment acknowledged.	NA
101	CDD Memo dated 2/23/2022		44.	Consideration should be given to providing it with more opaque facades or louvers, or to screening it with climbing vegetation.	The garage facades have been redesigned to incorporate climbing vegetation at the base as well as rising up on the building facades to the full height of the garage. These frames provide a climbing structure for vegetation and create a rhythm along the façade that echoes the facade rhythm of the new proposed research buildings. Between these frames, are panels of scrim to screen the garage. The combination of the two systems will allow the garage to better blend with the new landscape elements and create a more pleasing backdrop to the surrounding habitat.	1.16h, 1.16j
102	CDD Memo dated 2/23/2022	<b>Materials, Colors, and Details</b>		Ultra-High Performance Concrete (UHPC) cladding panels are proposed, with a certain amount of texture and variation in color. The color schemes have been conceived in relation to colors found in the adjoining residential areas, which will enhance the project's fit with its context.	Comment acknowledged.	NA
103	CDD Memo dated 2/23/2022		45.	Glass selection should allow visibility into the building interiors, particularly at ground floors. The proposed glass has a fairly low Visible Light Reflectance value, but is less transparent than desirable, particularly at the ground floor. Alternatives should be considered.	In response to the earlier CDD review of the project, we have increased the visibility of the ground floor glass. We also have an alternate glass that has a VLT of 61%, while balancing performance of the building. It also has an exterior reflectance of 12%, which is very clear and will allow great transparency into the ground floor.	NA
104	CDD Memo dated 2/23/2022		46.	As is typical for laboratory buildings, the mechanical penthouses and screening will represent a considerable portion of their overall height. Care should be taken in the design and their material and color selection to minimize their visual impact.	We were intentional with setting back the mechanical penthouse away from the exterior façade to reduce sightlines. We have chosen a metal color and finish that will successfully blend into various sky conditions. By setting it back, we are increasing the opportunity for a variety of green roof solutions.	NA
105	CDD Memo dated 2/23/2022		47.	The parking garage directly adjoins the 4-acre wooded/natural area. Means such as opaque, louvered, or vegetatively screened facades should be considered to minimize the impact of its lighting on the natural area.	The garage facades have been redesigned to incorporate climbing vegetation at the base as well as rising up on the building facades to the full height of the garage. These frames provide a climbing structure for vegetation and create a rhythm along the façade that echoes the facade rhythm of the new proposed research buildings. Between these frames, are panels of scrim to screen the garage. The combination of the two systems will allow the garage to better blend with the new landscape elements and create a more pleasing backdrop to the surrounding habitat. The project has also selected a light fixture that reduces infiltration outside of the garage footprint along with occupancy sensors.	1.16h, 1.16j
106	CDD Memo dated 2/23/2022	<b>Ground Floor Design and Uses</b>	48.	Small retail and amenity spaces are indicated on the drawings, located at the east end of building 4 and the west end of Building 5. Consideration could be given to providing additional retail or other active uses that would benefit the residential neighborhoods, including at the Whittemore Gateway.	We do not have a high capacity for the site and believe that 3,500 SF is the appropriate amount for retail. The location of the proposed retail was selected by community review and process. Additional retail along the Whittemore Ave area would increase traffic conflicting with the neighborhood goals of traffic reduction.	NA
107	CDD Memo dated 2/23/2022		49.	Of the three buildings adjoining Whittemore Avenue, the middle one (Building 2) lacks a street facing entrance. To help enliven the street, an entrance should be provided.	We have incorporated a street facing entrance at Building 2 at the East addition. There is a 5' differential from the Whittemore Ave sidewalk and the Buildings 1st floor that will be accommodated with stairs and required ramping.	1.11c, 1.16a.2
108	CDD Memo dated 2/23/2022		50.	The first-floor facades facing Whittemore Avenue and the perimeter loop drive include large opaque areas. Consideration could be given to increasing their transparency where possible, and to providing more visually engaging detail in areas that must remain opaque.	Loading docks, switchgear and transformers have all been located internally to the building footprint. The service areas of the building have been intentionally located away from the promenade and areas we are activating. Plantings proposed between opaque areas and the neighborhood will be of a scale to help screen and transition to the adjacent sidewalk.	NA
109	CDD Memo dated 2/23/2022	<b>Mechanical Systems</b>		Building mechanical systems will be located at roof level in enclosed mechanical penthouses or screened with enclosures to hide the equipment and contain the noise generated. Site located electrical equipment is proposed on the south side of the perimeter loop drive, next to the parking garage.	Comment acknowledged.	NA
110	CDD Memo dated 2/23/2022		51.	Consideration should be given to accommodating the electrical equipment in a less obtrusive location, concealed within the parking garage or one of the buildings if possible. If not, an attractive enclosure should be provided for the equipment.	Building switchgear and transformers have all been located internal to each buildings footprint. The switchgear is for the garage only and has been sized to support a transition to 100% EV stations within the garage. It has been located specifically to minimize impact on floodplain and trees. It will be screened with an Ipe wood screen, generous plantings and new trees.	NA
111	CDD Memo dated 2/23/2022	<b>Loading and Parking</b>		New trees are proposed in the existing surface parking northern lots on the north side of Whittemore Avenue, and photovoltaic panels shading the cars in the existing east lot.	Comment acknowledged.	NA
112	CDD Memo dated 2/23/2022		52.	The parking lots on Whittemore Avenue are detrimental to the quality of the street and to the adjoining residences. The provision of features such as continuous street trees, more internal trees, other landscaping, low walls, the reduction of curb cut widths, etc. would reduce their negative impacts.	The neighborhood requested adequate parking at the Whittemore lots. The three most easterly surface lots (Lots B, C, D) north of Whittemore Avenue were further improved by adding additional landscaped areas with plantings and trees consistent with the requirements of Article 6.	1.7c
113	CDD Memo dated 2/23/2022			The project will provide short- and long-term bicycle parking spaces and a Bluebike station.	The project will include 42 short-term and 138 long-term bicycle parking spaces, and a 27-dock BlueBike Station as requested per TP&T memo.	5.9a-5.9g
114	CDD Memo dated 2/23/2022		53.	Their dimensions and clearances, and the design of access routes to them should be reviewed with city staff.	Agreed. They will be reviewed.	NA
115	CDD Memo dated 2/23/2022	<b>Environmental Impacts</b>		The existing and proposed buildings face the Whittemore neighborhood, and together with the parking garage and the drives directly adjoin the 4-acre natural/wooded/meadow area. Careful design and control of lighting will be needed to minimize impacts and disruption to the neighborhood and to habitat.	Shades and occupancy sensors will be included in tenant criteria of work. Exterior lighting will be thoughtful and intentional to minimizing light pollution to surrounding properties. We have been and will continue to work with the city staff on the design of site lighting to minimize light trespass into the natural areas and the residential neighborhood and of methods for the control of interior and exterior lighting for the lab/office buildings and garage.	NA
116	CDD Memo dated 2/23/2022		54.	Blackout shades at fenestration, timers, fixture shielding, and more opaque facades on the parking garage should be considered.	The garage facades have been redesigned to incorporate climbing vegetation at the base as well as rising up on the building facades to the full height of the garage. These frames provide a climbing structure for vegetation and create a rhythm along the façade that echoes the facade rhythm of the new proposed research buildings. Between these frames, are panels of scrim to screen the garage. The combination of the two systems will allow the garage to better blend with the new landscape elements and create a more pleasing backdrop to the surrounding habitat. The project has also selected a light fixture that reduces infiltration outside of the garage footprint along with occupancy sensors.	1.16h, 1.16j
117	CDD Memo dated 2/23/2022			While both the 4-acre and the 7-acre Jerry's Pond areas are fairly small, they are habitat for numerous plant and animal species. As noted above, the 4-acre natural/wooded area is proposed to be extensively regraded and replanted.	Comment acknowledged.	NA
118	CDD Memo dated 2/23/2022		55.	Consideration should be given to options that would preserve more of the existing large trees.	The Project team, working closely with members of neighborhood, have thoroughly reviewed opportunities to preserve more trees. As a result of this close coordination and commitment to examining feasible measures to reduce tree impacts, the Project as presented to the Planning Board reduced tree impacts by almost half from original site plans. The project will continue to explore opportunities for additional tree savings throughout construction.	NA



RESPONSES TO 2/22/2022 CDD MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
119	CDD Memo dated 2/23/2022		56.	Care should be taken in grading and species selection to maximize the area's benefits as natural habitat while accommodating floodwater.	Careful consideration has been given to maximizing native tree selections for habitat and ecosystem while accommodating floodwater.	NA
120	CDD Memo dated 2/23/2022		57.	Maintenance regimens should be reviewed by city staff.	Maintenance regimens have been submitted and approved via ConCom process.	NA
121	CDD Memo dated 2/23/2022		58.	Consideration should be given to reducing the number of radial boardwalks leading to Jerry's Pond.	The paths were extensively reviewed via community process. The additional connections of the boardwalk were designed to increase safety of the paths providing more opportunities for exit if required.	NA
122	CDD Memo dated 2/23/2022	<b>Sustainability</b>		The renovated and new buildings will be built to the LEED Gold standard. First Floors will be elevated above 2070 100-year flood level, no basement spaces are provided, and extensive changes to site topography and storage tanks will accommodate stormwater. Green and biosolar roofs are provided. The renovation, rather than replacement of two of the existing buildings, should constitute a savings in embodied carbon.	Comment acknowledged.	NA
123	CDD Memo dated 2/23/2022		59.	Improvements to the building's energy performance should be considered, including more energy efficient windows; see the Z&D memo.	Building 2 includes a new envelope on all four sides of the building. That system includes window assembly U-value of U-0.35 (code: U-0.42). Building 1 is in great condition and the windows are existing double pane. Buildings 3-5 have also been designed with a high performance envelope. All criteria are above and beyond stretch code.	NA
124	CDD Memo dated 2/23/2022		60.	The embodied carbon in the new buildings should continue to be assessed.	Gensler conducted Life Cycle Assessments (LCA) using both EC3 & full OneClick LCAs for Buildings 3, 4, and 5. LCAs are attached here for reference.	1.29-1.34
125	CDD Memo dated 2/23/2022			Photovoltaic panels are provided over some of the parking spaces in the east surface parking lot.	Comment acknowledged.	NA
126	CDD Memo dated 2/23/2022		61.	Consideration could be given to providing them over more of the lot's spaces, and also in the parking lots on the north side of Whittemore Avenue.	A principle of the project at the request of the community is to minimize soil disruption where possible.	NA
127	CDD Memo dated 2/23/2022	<b>Public Benefits</b>		The project will provide extensive public benefits, some of which are discussed above and in the Z&D memo.	Comment acknowledged.	NA
128	CDD Memo dated 2/23/2022		1.	Clarification should be provided regarding the internship opportunities listed under the Community Benefits.	Six Rindge Tower young adult residents joined the IQHQ career start program. Weekly meetings were held where interns participated in job-learning programs, resume workshops, project meetings, etc. gaining professional experience and exposure from the real estate and development industry ranging from landscape design to construction management.	NA
129	CDD Memo dated 2/23/2022		2.	A more detailed understanding of the programming of amenity spaces should be provided, and whether neighborhood groups will be able to the spaces.	We're excited to continue to work with the neighborhood on the future programming and use of the plaza. David Bass was instrumental on the temporary performance stage and will be a resource when programming the activities on site. The design of the promenade and open space is activated by use of permanent seating, temporary stage, movable exterior furniture, landscaping pockets, etc. The neighborhood will remain involved in the programming of use of the spaces.	NA
130	CDD Memo dated 2/23/2022		3.	More information on the proposed Food Trucks would be helpful, including the anticipated schedule and program. Staff would like to encourage opportunities for Cambridge residents and BIPOC business-owned food trucks, similar to the City's Food Truck Program. See: <a href="https://www.cam.gov/Public-Benefits">https://www.cam.gov/Public-Benefits</a>	The food trucks were a request of the community and we're happy to collaborate with the Food Truck Program as the project progresses.	NA
131	CDD Memo dated 2/23/2022	<b>Continuing Review Summary</b>		The following is a summary of issues that staff recommends should be further studied by the Applicant, either in preparing revised materials if the Planning Board continues the hearing to a future date, or as conditions for ongoing design review by staff if the Board decides to grant the special permit:	Comment acknowledged.	NA
132	CDD Memo dated 2/23/2022		1.	Clarification of the design of paths and drives to minimize impediments to pedestrian and bicycle movement, and to avoid creating the sense that the development is a private enclave.	The Project has met numerous times with the community and City staff on the routes and types of accommodations and those consultations have resulted in the site plan presented to the Planning Board. The very creation of the numerous access points and pedestrian/bicycle accommodations is intended to open the development and avoid sense of "private enclave," greatly improving existing conditions. We have prioritized bike and pedestrian connections throughout the site and have worked closely with the community to insure that they have landscape and other design elements that are welcoming to the surrounding community.	5.6a
133	CDD Memo dated 2/23/2022		1.a.	Review of pedestrian and bicycle paths, crosswalks, drives, curb cuts, etc. relative to the City's standards.	The Project has proposed numerous pedestrian and bicycle facilities and believes all are consistent with City's expectations and contextual standards.	NA
134	CDD Memo dated 2/23/2022		1.b.	Collaboration with city staff on the routes and designs of bicycle and pedestrian paths linking the Linear Path with the MBTA headhouse and the Alewife Station.	The Project has met numerous times with City staff on the routes and types of accommodations and those consultations have resulted in the site plan presented to the Planning Board. We will continue to work with City staff as requested.	5.6a
135	CDD Memo dated 2/23/2022		1.c.	Collaboration with city staff on the connection between the Promenade and to the Linear Park, informed by preliminary or final conclusions about desired improvements to the latter that will result from the ongoing Linear Park Study.	We worked closely with the neighborhood and City staff to locate and design a path which provides separate bike and pedestrian paths from Whittemore to the Linear path and promenade. The proposed design is informed by preliminary or final conclusions about desired improvements to the latter that will result from the ongoing Linear Park Study. Multiple connections to the linear path have been created between Harvey Street and Whittemore Ave. In addition, the east end of the promenade provides an entry plaza, including a blue bike station, as a celebrated connection to the Linear Path through a 14' wide multi-modal path.	1.17d-e
136	CDD Memo dated 2/23/2022		1.d.	Collaboration with city staff on the connection between the Linear Park and Whittemore Avenue, also informed by the Linear Park Study.	The project is providing a path connecting the linear path with Whittemore Ave. It was carefully designed with input from the community to balance impact on habitat and trees while also providing a meaningful connection.	1.17e
137	CDD Memo dated 2/23/2022		1.e.	Review of the design of vehicular gates so as to invite ready pedestrian and bicycle access through the site while precluding unintended vehicular through traffic, and of their precise location to prevent traffic at the gates from backing up onto city streets.	The gates will need to be carefully designed so that they accomplish their primary purpose of eliminating unwanted cut-through traffic at the neighborhoods request, while also maintaining the desired permeability and safety for pedestrians and cyclists. We prioritize bike and pedestrian connections and we will landscape and design the bollards in a way that is welcoming for non-vehicular users.	1.17e
138	CDD Memo dated 2/23/2022		2.	Collaboration with city staff on the creation of a separate right turn bus lane to the Route 2 entry ramp located just to the west of the development site.	The Project team will continue to collaborate with TP+T, MassDOT and the MBTA on future assessment of improved bus access considerations along the Alewife Station Access Road connecting to Route 2.	NA
139	CDD Memo dated 2/23/2022		3.	Adjustments to building massing and landscape design to strengthen the form of the Promenade and Central Plaza, to increase connectivity between the Central Plaza and the natural area south of the buildings, and to create a more harmonious relationship between building massing and the loop driveway.	The three story buildings were further sculpted to create two story volumes next to the central plaza that further reduce the scale next to the heart of the campus. The paths connecting the neighborhood to the central plaza were intentional in order to provide a moment to pause as you pass through the site. Encouraging activation and enjoyment of the space. Our plan is not intended to handle high volumes of people traveling north to south through the side. We have designed a connection that encourages engagement with the central plaza. Additionally the elevation of the Whittemore sidewalk the plaza and four acre habitat do not allow for a direct line of site between the two.	1.16b-f, 2, 1.17a-d
140	CDD Memo dated 2/23/2022		4.	Review by city staff of plant species and locations, planting standards, and maintenance regimens, within the group of buildings, along the city owned streets, in the 4-acre natural/wooded area, around Jerry's Pond, and in the parking lots on the north and south sides of Whittemore Avenue.	We have been and will continue to work with the city staff on the planting including species and locations, planting standards, and maintenance regimens, for all project areas as described.	NA

RESPONSES TO 2/22/2022 CDD MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response	Figure / Reference
141	CDD Memo dated 2/23/2022		5.	Review of the amount, type, and location of ground floor retail and other active uses, and of the project's food truck program.	We do not have a high capacity for the site and believe that 3,500 SF is the appropriate amount for retail. The location of the proposed retail was selected by community review and process. Additional retail along the Whittemore Ave area would increase traffic conflicting with the neighborhood goals of traffic reduction. Our team will collaborate with the City's Food Truck Program.	NA
142	CDD Memo dated 2/23/2022		6.	Review of the design of site lighting to minimize light trespass into the natural areas and the residential neighborhood and of methods for the control of interior and exterior lighting for the lab/office buildings and garage.	We have been and will continue to work with the city staff on the design of site lighting to minimize light trespass into the natural areas and the residential neighborhood and of methods for the control of interior and exterior lighting for the lab/office buildings and garage.	NA
143	CDD Memo dated 2/23/2022		7.	Review of the location of site-located electrical equipment and the design of its enclosure.	We have extensively studied the location of the garage electrical equipment. The switchgear is for the garage only and has been sized to support a transition to 100% EV stations within the garage. It has been located specifically to minimize impact on floodplain and trees. It will be screened with an lpe wood screen, generous plantings and new trees.	NA
144	CDD Memo dated 2/23/2022		8.	Review by city staff of short- and long-term bicycle parking spaces and the Bluebike station for required clearances, dimensions, and the design of access routes.	We have been and will continue to work with the city staff on the short- and long-term bicycle parking spaces and the Bluebike station for required clearances, dimensions, and the design of access routes.	1.17e
145	CDD Memo dated 2/23/2022		9.	Collaboration with city staff on the selection and acquisition of public art.	We are excited to work with the City staff on the selection and acquisition of public art.	NA
146	CDD Memo dated 2/23/2022		10.	Review of all exterior materials, colors, and details, including a materials mockup for each building, by city staff and the Planning Board prior to any exterior materials being ordered. The mockup should include features such as the upper floor and first floor vision glass, spandrel glass, mullion systems, metal cladding, penthouse cladding and screening, attachment details, etc.	The project will provide a visual mockup to review all exterior materials for the project.	NA

RESPONSES TO 2/22/2022 DPW MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response
<b>Urban Forest</b>					
1	DPW Memo dated 2/22/2022			a. Before applying for a Building Permit, the Permittee shall either provide written confirmation that there has been no change to the Certified Tree Study, or shall provide a revised Tree Study for certification by the City Arborist if plan progression has resulted in changes. The Permittee shall also submit any required mitigation payment to the Tree Fund at that time. The DPW will certify if this condition is met before issuance of a Building Permit.	The Project acknowledges this comment and will address accordingly prior to filing for a Building Permit.
2	DPW Memo dated 2/22/2022			b. Before applying for a final Certificate of Occupancy, the Permittee shall provide an As-Built planting plan to the DPW that confirms the following: 1) sizes, species, and locations of all existing trees removed; 2) sizes, species, locations and approximate planting dates of all installed tree plantings; and 3) a revised Tree Study for certification by the City Arborist if plan progression has resulted in changes. The DPW reserves the right to visit the site to confirm As-Built Plan and plant conditions. In instances where Certificate of Occupancy is sought prior to final planting being installed, Permittee shall submit a plan for the work to be approved by the Urban Forestry Division.	Agreed, to the point that is possible within the limits of a recognized planting season. It is not possible to plant in the winter, and it may be that we have to approach the DPW with a request for a temporary waiver for this requirement, with the absolute understanding and requirement, as dictated by DPW, that we are required to complete the planting at the earliest possible time within the recognized planting season.
3	DPW Memo dated 2/22/2022			c. One year after final planting installation, the Permittee shall submit an updated report on the plant conditions after the establishment period to be reviewed and certified by the Urban Forestry Division as the projects final compliance with the Tree Protection Ordinance.	The Project acknowledges this comment and will address accordingly.
<b>Conservation Commission</b>					
4	DPW Memo dated 2/22/2022				Comments acknowledged.
<b>Stormwater Management</b>					
5	DPW Memo dated 2/22/2022				Comments acknowledged.
<b>Sanitary Sewer</b>					
6	DPW Memo dated 2/22/2022			This increase will trigger the requirement for the project to remove 4 times the net increase in flow of infiltration and/or inflow (I/I) from the sewer system. The City is working with the Applicant to establish mitigation for the added flows.	The Project acknowledges this comment and looks forward to continued collaboration with DPW on this mitigation.
<b>Private Utilities</b>					
7	DPW Memo dated 2/22/2022			The Application provides some narrative related what will be required at the site to support the private utility connections. The Narrative does not include any specific information related to the scope of the utility work required within the Public Right of way. The DPW will look to understand the scope of this work for the entire buildout prior to any construction commencing, as it will be critical for us to evaluate sequencing, construction impacts and surface mitigation requirements.	The Project team has been working with private utility providers to define the service scenarios described in the Application. Upon further definition of that work and prior to construction of any new buildings, the Applicant will share anticipated work scope with the DPW.
<b>Public Infrastructure:</b>					
8	DPW Memo dated 2/22/2022				Comments acknowledged.
<b>Review Scope</b>					
9	DPW Memo dated 2/22/2022				Comments acknowledged.
<b>Project Phasing and Construction</b>					
10	DPW Memo dated 2/22/2022				Comments acknowledged.

RESPONSES TO 2/22/2022 TPT MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response
1	TP&T Memo dated 2/22/2022	Automobile Parking		TP+T expects that the additional 3,500 square feet of retail space will not be a destination retail use that will attract many vehicle trips and will primarily serve the site users. It is important to note that because the Project proposes to reduce the parking supply from 681 spaces existing to 653 spaces proposed, it does not require preparation of a Parking and Transportation Demand Management Plan. As a result, all of the mitigation requirements—including transportation demand management measures—will need to be included in the Special Permit.	Comment acknowledged. The Project team has worked closely with TP+T and the community to delineate a very robust TDM Plan. It is our understanding that this TDM Plan will become part of our forthcoming Special Permit in lieu of PTDM - as we do not trigger the PTDM Ordinance.
2	TP&T Memo dated 2/22/2022			Overall, TP+T believes that the Project would potentially be better if it was consistent with the Alewife Plan's recommendation for a maximum 0.8 parking ratio. This is the case both because the Project is located right next to the Alewife MBTA station and because the greater the number of parking spaces makes it more likely that employees will drive to work and more difficult to achieve a low single occupancy mode share. TP+T also notes the changing work patterns with more people working remotely also reduces daily parking demands.	We have updated our initial plan to reduce parking to meet a 1.0 spae per 1,000 SF ratio and conform to Article 6 which increases surface permeability and landscaped areas in lots B, C and D.  The neighborhood prioritized providing appropriate parking. The Project is in discussion with the city regarding an updated parking plan reducing the quantity of proposed parking spaces in the northern lots over time.
3	TP&T Memo dated 2/22/2022			We recognize that the Project is moving forward under the current zoning and that the proposed parking does represent a reduction from the current supply. However, we would also like to explore how the parking supply could potentially be adjusted in the future to bring it closer to the Envision Alewife plan recommendations. One option for the Planning Board to consider could be a condition like the 75-101 Smith Place Project that permits the Project to have a higher parking ratio initially (i.e., to attract tenants) while providing a mechanism to enable and/or require a future reduction in the parking ratio. Triggers for when the parking would need to be reduced could be ten years after the issuance of the first Occupancy Permit, or another agreed upon time frame or milestone. However, it's important to note that it is harder to change people's habits away from driving to work if they are provided with parking spaces initially.	Per note above, our project team is in discussion with the city regarding a plan to reduce parking overtime.
4	TP&T Memo dated 2/22/2022			In addition to the number of parking spaces, another important consideration is the location of the parking spaces. The Project proposes to generally maintain the four existing surface parking lots on the northern side of Whittemore Avenue. TP+T does not know what IQHQ-Alewife LLC's future plans are for those lots, but if site parking supply is reduced, then those lots could be put towards another use.	Comment acknowledged. The Project team will continue to collaborate with TP+T staff on parking issues - including locations where it may be appropriate to reduce parking supply, as noted.
5	TP&T Memo dated 2/22/2022	Bicycle Parking		The long-term bicycle parking spaces appear to meet the City's Bicycle Parking requirements. Some of the short-term bicycle parking spaces, however, appear to not fully meet the City's Bicycle Parking zoning layout requirements. For example, a required 8-foot-long short-term bike space appears to be only 6 feet long. The Project team should work with TP+T and CDD staff to make sure all the bicycle parking spaces comply with zoning dimensions.	The Project team will continue to collaborate with staff to ensure that bicycle parking quantities and their design and implementation are zoning compliant.
6	TP&T Memo dated 2/22/2022	Site Plan, Service and Loading		The Project site will have access from Whittemore Avenue and the Alewife Access Road. To prevent cut through traffic through the site, (which according to the TIS was observed during the evening peak hour between Whittemore Avenue and the Alewife Access Road), the Project proposes roadway gates for its internal roadways. TP+T has no issue with gates for private roads if they don't cause back-ups onto public roadways. However, we do note various pros and cons for the gates. They may prevent some undesirable traffic on the residential streets north of the site, but they will also make site feel and function as a much more exclusive area. Allowing vehicles to travel in their most direct route can also reduce some level of traffic. Other development areas in Cambridge, such as Technology Square and the future MIT Volpe exchange parcel project have or will have private roadways that are open to the public and feel like city streets. They can serve as an important part of an urban transportation network.	We believe the presence of gates at the internal gateways is important to proactively manage cut-through traffic from Alewife Brook Parkway to Whittemore. In consultation with Whittemore neighborhood residents, we will evaluate the necessity of the proposed gate to the west of Building 4. The best use might be to keep the gate, but only close it when especially needed to manage cut-through traffic. The gate shown at the loop road connection is existing and is to remain. The proposed gates at the Whittemore and Harvey connections will be removable bollards encouraging pedestrian and bicycle circulation.
7	TP&T Memo dated 2/22/2022			The Project will also have an access at the end of Harvey Street. However, to prevent neighborhood impacts on Harvey Street, a gate will restrict access from Harvey Street to emergency vehicles, pedestrians and bicycles. TP+T supports a gate at Harvey Street as proposed, but would like to work closely with IQHQ and the immediate neighbors to look at design options that could reduce the likelihood of cars unintentionally continuing Harvey Street beyond Clifton Street while also improving the crossing at Linear Path	The Project team will continue its active collaboration with TP+T staff and community - including design considerations for the gate configuration at Harvey Street - as suggested.
8	TP&T Memo dated 2/22/2022			The site circulation plan will create new vehicle trips using the Rt. 2 eastbound off-ramp and Steel Place intersection which will cause delays to other vehicles heading to the important Alewife MBTA station from the west. Vehicles exiting the Project will use the Alewife Access Road back to Rt. 2 westbound which will add delays for vehicles exiting the MBTA Alewife Station. TP+T believes that in lieu of creating an entirely new circulation plan for the site, the Project should mitigate these trips. TP+T recommendations are discussed below under Transportation Mitigation.	Comment acknowledged
9	TP&T Memo dated 2/22/2022			TP+T, in coordination with the Community Development Department (CDD) is continuing to review the overall site plan and internal roadway circulation plan, including roadways, sidewalks and pathway designs. We believe that there are improvements that can still be made to better integrate bike and pedestrian connections in the site. For example, there should be a stronger and clearer connection between the "Promenade" and the Linear Path; a pedestrian/bicycle path between Linear Path and Whittemore Avenue is required in zoning (Article 17.36.4), and widths and buffers should match Cambridge standards. The CDD memo has more comments about the site and circulation plan. Overall, it's important that the path widths meet national standards, roadways are no wider than needed, bicycle facilities are protected, and sidewalks have street trees to provide shade (including for the new Service Road which may also be used by the public).	The Project is providing a new path connecting Linear Path with Whittemore Ave. It was carefully designed with input from the community to balance impact on habitat and trees while also providing a meaningful connection. We believe our plan is compliant to the Zoning Ordinance.
10	TP&T Memo dated 2/22/2022			The Project will have 8 total loading bays on site, which TP+T supports, and thinks is positive. Loading bays will accommodate 40-foot-long trucks (WB-40).	Comment acknowledged.

RESPONSES TO 2/22/2022 TPT MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response
11	TP&T Memo dated 2/22/2022	Transportation Mitigation		One of the most important mitigation items TP+T recommends is to design and construct a bus-only lane along the Alewife Access Road (loop road) after vehicles exit the arched tunnel under Alewife Brook Parkway. A large portion of the Alewife Access Road loop road is owned by the Applicant and the bus-only lane would benefit site employees that are using transit and exiting the MBTA Alewife Station. The dedicated bus lane on the loop road would pair with the dedicated bus lane recently created by MassDOT on the Rt. 2 eastbound off-ramp to access the MBTA Alewife station. Therefore, bus riders would have priority over single-occupancy vehicles for both entering and exiting the MBTA Alewife Station. The local community has also expressed an interest in the widening of the arched tunnel to accommodate safer bicycle facilities connecting from the Minuteman Bikeway to the site. Within one year of the issuance of the first Building Permit for the Project, IQHQ- Alewife LLC should therefore independently study both the widening of the arched tunnel and the construction of a bus-only lane along the loop road, for review by the City, MassDOT, MBTA, DCR, and Cambridge Conservation Commission. Should the bus-only lane on the loop road be determined to be feasible, the Applicant shall develop 100% design plans for review by the relevant agencies, and then construct those improvements within five years (or sooner) of the Project's first Certificate of Occupancy or another timeline if reasonably necessary due to conditions outside the control of the Applicant and as approved by the City and MassDOT. These improvements shall also include any necessary intersection changes at the Alewife Access Road/Rt. 2/16 intersection to support the bus-only lane, as well as creating any necessary compensatory flood storage and providing an easement across any land that is owned by the Applicant. Completion of the widening of the arched tunnel will not be the responsibility of the Applicant, but they shall provide 100% design plans to the appropriate agency for construction.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
12	TP&T Memo dated 2/22/2022			A second important mitigation item is, if requested by TP+T, to fund the signalization of the Steel Place/Alewife Access Road intersection, including transit priority treatment and Miovision traffic equipment or similar traffic control equipment approved by TP+T. This improvement is expected to cost approximately \$250,000 (subject to inflation). The improvement should be completed prior to the issuance of a final certificate of occupancy for the Project or a later date as approved by TP+T.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
13+A5	TP&T Memo dated 2/22/2022			The Applicant should fund a 27-dock public bikeshare station (Bluebikes or its successor) on the Project site. Payment will be made prior to the issuance of a Building Permit. The Project proponent will be responsible for securing a siting/licensing agreement if the station is on proponent's property prior to Certificate of Occupancy.	The Proponent will fund and site a 27-dock Bluebikes station on-site as noted by TP+T.
14	TP&T Memo dated 2/22/2022			Reconstruct the driveway apron on Rindge Avenue to better accommodate MBTA buses turning off Rindge Avenue into the Comeau Park parking lot without having an abrupt bump. TP+T believes that the slope of the driveway apron needs adjusting, and the curb cut width may not need to be widened, however, final design shall be approved by the Department of Public Works (DPW). The improvement should be completed prior to the issuance of the Project's first Occupancy Permit.	The Proponent is committed to designing and constructing appropriate improvements at the Comeau Field driveway along Rindge Avenue to improve MBTA bus turning movements.
15	TP&T Memo dated 2/22/2022			The Applicant should work with the city to improve and reconstruct the end of Harvey Street west of Clifton Street to improve safety for pedestrians and bicyclists that access the Project site.	The Project team will continue its active collaboration with TP+T staff and community - including design considerations for the gate configuration at Harvey Street - as suggested.
16	TP&T Memo dated 2/22/2022			In order to support the increasing number of people walking and bicycling in the area -- including people of all ages and abilities -- and minimize user's conflicts, a more direct pedestrian and bicycle connection should be created between the Linear Path and the MBTA's east headhouse, designed in such a way as to minimize impact on habitat and hydrology (for example, a more direct connection in the vicinity of the community garden area).	The Project team will continue to collaborate with TP+T staff on assessing opportunities to further improve pedestrian/bicycle connections and associated geometric considerations.
17	TP&T Memo dated 2/22/2022			To align with recent requests from the City Council for electric vehicle charging in development projects, the Project should install EVSE in 25% of spaces, or one dual-head Level 2 charger for every two vehicles served. The remaining 75% of spaces should be EV-ready (wiring installed to, in the future, support installation of an additional dual-head Level 2 charger for every 2 vehicles served. In addition, the project should ensure sufficient capacity in electrical panel and transformer to support future installation of chargers serving all spaces.	The Proponent is committed to adhering to the new City of Cambridge EV Charging Policy - and will install EV charging capability in 88 spaces initially - with the remaining spaces EV-ready, as required.
18	TP&T Memo dated 2/22/2022			Provide and maintain publicly accessible sidewalks and paths, including performance of crack repairs, snow and ice removal. IQHQ-Alewife LLC shall have a maintenance agreement with the Department of Public Works (DPW) prior to the issuance of the first Occupancy Permit for the publicly accessible pedestrian/bicycle connections as mutually agreed upon between IQHQ-Alewife LLC and DPW.	Proponent will provide and maintain publicly accessible sidewalks and paths, including performance of crack repairs, snow and ice removal. IQHQ-Alewife LLC shall have a maintenance agreement with the Department of Public Works (DPW) prior to the issuance of the first Occupancy Permit for the publicly accessible pedestrian/bicycle connections.
19	TP&T Memo dated 2/22/2022			It is also important to note that the Applicant has committed to significant improvements around Jerry's Pond, including adding new and expanded bicycle and pedestrian connections from Rindge Avenue, Alewife Brook Parkway, and the area around the MBTA's east headhouse. Taken together, all of these improvements and enhancements will contribute significantly to improving sustainable transportation access to both the Project site and the Alewife area in general.	Comment acknowledged.
20	TP&T Memo dated 2/22/2022	Proposed Transportation Demand Management (TDM) Measures		Charge employees 100% market rate parking fee by the day while working to mitigate the potential impacts of Cambridge residents parking on nearby streets.	In discussion with TP&T.
21	TP&T Memo dated 2/22/2022			Permanently reserve and post signs that designate 5% of parking spaces for carpool/vanpool parking.	Proponent is committed to initially allocating 10% of parking spaces for registered carpools/vanpools at a discounted rate.
22	TP&T Memo dated 2/22/2022			Provide carpool/vanpool parking at discounted rate	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
23	TP&T Memo dated 2/22/2022			Provide employees 100% transit pass subsidies, up to the federal fringe tax benefit.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
24	TP&T Memo dated 2/22/2022			Allow pre-tax purchase for all federal fringe benefit categories	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.

RESPONSES TO 2/22/2022 TPT MEMO

No.	Source	Topic	Memo Reference	Staff Actions/Recommendations	Project Team Response
25	TP&T Memo dated 2/22/2022			Provide Gold-level Bluebikes corporate membership to employees.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
26	TP&T Memo dated 2/22/2022			Provide showers/lockers to employees.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
27	TP&T Memo dated 2/22/2022			Provide at least one publicly available bicycle repair tool stand with pump.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
28	TP&T Memo dated 2/22/2022			Provide electric outlets in bike parking rooms for charging small electric devices such as e-bikes and e-scooters.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
29	TP&T Memo dated 2/22/2022			Designate an on-site Transportation Coordinator to promote walking, biking, taking the bus, train, or shuttle, and carpooling to employees, including posting information on the Project's website and newsletters, coordinating with the Alewife TMA, providing up to date information to all employees, and responding to individual requests for information. Post information about pedestrian and bicycle facilities near the project; MBTA maps, schedules and fares; "Getting Around in Cambridge" maps; carsharing/ride-matching programs; Bluebikes system. Alternatively, the Project can provide real-time transportation information by hanging a screen at building lobbies or locations accessible to all employees and visitors.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
30	TP&T Memo dated 2/22/2022			Become a member of the Alewife TMA, to offer ride-matching services and emergency ride home program for all employees who commute by walk, bike, bus, train, shuttle, or carpool.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
31	TP&T Memo dated 2/22/2022			Provide free shuttle service to Porter Square commuter rail station, which can be eliminated if/when a commuter rail stop is available at Alewife MBTA station.	In discussion with TP&T.
32	TP&T Memo dated 2/22/2022			Hold an annual transportation event day.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
33	TP&T Memo dated 2/22/2022			Provide annual transportation monitoring reports to CDD and TP+T using a form and format as approved by CDD. The monitoring program should include an employee mode share and preference survey and parking/driveway counts for cars and bikes.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
34	TP&T Memo dated 2/22/2022			Tenants will work with the Office of Workforce Development (OWD) to hire Cambridge residents.	Proponent is committed to implementing this specific action in connection with its robust TDM Plan for the Project.
35	TP&T Memo dated 2/22/2022	<b>Other Project Commitments Supported by TP+T</b>		The Project has indicated a commitment to restore the MBTA Alewife Station east headhouse plaza and lighting, subject to MBTA approval, including replacing pavers, providing separated bike and pedestrian circulation, new/improved lighting, green space/planters/trees, clean and repaint the headhouse, replace doors, install art and other items subject to MBTA agreement and approval.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
36	TP&T Memo dated 2/22/2022			The Project has agreed to participate with other developers and the City to help initiate formal study for a new commuter rail stop in the Alewife/Quad area.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
37	TP&T Memo dated 2/22/2022			If MassDOT builds two-way bike/pedestrian paths through the arched tunnel under Alewife Brook Parkway, IQHQ will build connecting bike/pedestrian paths on its property in order to provide a more direct connection between the Linear Path to the east with the Fitchburg Bypass path to the west, and with the Minuteman Path to the north.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
38	TP&T Memo dated 2/22/2022			IQHQ-Alewife LLC has made commitments to police details for afternoon peak hours as available and needed to reduce unwanted cut-through traffic through the Project Site and adjacent neighborhood	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
39	TP&T Memo dated 2/22/2022			The Project has also agreed to allow residential parking on site during specific time periods (weekdays, 6 PM-8 AM, Friday-Sunday, 6 PM-8 AM Monday).	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
40	TP&T Memo dated 2/22/2022			Residents will have access to electric vehicle charging stations.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
41	TP&T Memo dated 2/22/2022			The Project has agreed to allow residents to park on site during declared snow emergencies.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
42	TP&T Memo dated 2/22/2022			The Project will also permit residents direct access across the site and to the MBTA headhouse from the north and east neighborhoods on pedestrian and bicycle connections.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.
43	TP&T Memo dated 2/22/2022			Rt. 16 sidewalk improvements including repairing and adding lights.	Proponent is committed to implementing this improvement action in connection with its comprehensive transportation mitigation plan for the Project.

RESPONSES TO 3/1/2022 PLANNING BOARD COMMENTS

No.	Source	Topic	Planning Board Actions/Recommendations	Project Team Response	Figure / Reference
1	Planning Board Comments 3/1/2022	<b>Overall Comments</b>	Improve organization and thoughtfulness of materials submitted.	Comment acknowledged. Additional photo-realistic renderings have been provided to better communicate the overall project design.	1.16a-1.16j
2	Planning Board Comments 3/1/2022	<b>Community Process</b>	Acknowledgement of an impressive and successful community process for the projects site. Request to provide more detail of the architecture and landscape designs to ensure enough focus has been spent on the important design components of the project.	The Project team believes the thought and detail put into the architecture and landscape design is better represented with the supplemental design package. New updated renderings have been developed to better communicate the extensive landscape plantings and design of the campus. Additional imagery has been added in the landscape section to communicate the design.	1.16a-1.16j, 1.17a-1.20b
3	Planning Board Comments 3/1/2022	<b>The CDD and TP+T Memos</b>	Request to provide detailed responses to the CDD staff memo and the traffic and parking memo. Request to discuss points at next hearing.	Comment acknowledged and responses provided.	NA
4	Planning Board Comments 3/1/2022	<b>Parking Lots</b>	Request to further improve the surface parking lots north of Whittemore Ave in accordance with Article 6.4 of Cambridge Zoning Ordinance.	We have updated our initial plan to reduce parking and conform to Article 6 which increases surface permeability and landscaped areas in lots B, C and D. In addition, the north side of Building 3 has been adjusted to provide additional elements to break down the building length. Please reference updated figure and renderings.	1.7c, 1.16a, 1.16a.2
5	Planning Board Comments 3/1/2022	<b>Parking Count</b>	Request to reduce parking spaces on site and encourage public transit.	The off-street parking spaces have been reduced to meet a 1.0 space per 1,000 SF ratio (609 from 653 spaces). We believe that we have struck a very important balance between minimizing parking availability to promote the use of alternative transportation modes. The Project is in discussion with the city regarding an updated parking plan reducing the quantity of proposed parking spaces over time.	1.7c
6	Planning Board Comments 3/1/2022	<b>Housing</b>	Consider opportunities for affordable housing with unused GFA while preserving significant project and neighborhood parking at Whittemore Ave. Recommendation to partner with Just-A-Start on exploration.	The Projects comprehensive TDM plan in combination with the reduced parking ratio will provide incentives for non-vehicular travel. We have updated our initial plan to reduce parking and conform to Article 6 which increases surface permeability and landscaped areas in lots B, C and D.  The neighborhood prioritized providing appropriate parking. The Project is in discussion with the city regarding an updated parking plan reducing the quantity of proposed parking spaces in the northern lots over time. Our updated plan considers reuse of the lots north of Whittemore as noted below.  After five (5) years following the occupancy of 95% of GFA, IQHQ will have 18 months to present a plan on reuse for housing or community use for one of Lot A or Lot D. After ten (10) years post occupancy of 95% of GFA, IQHQ will have 18 months to present a plan for reuse for one of the above purposes for whichever of Lot A or Lot D was not the subject of the initial reuse plan. Reuse for the one of the above purposes of Lot C will be considered after ten (10) years following the occupancy of 95% of GFA, and only based on a utilization study of parking indicating that the parking on Lot C is no longer needed to support the project. Lot B will remain as surface parking accessory to Building 28.  IQHQ would be happy to discuss options with Just-A-Start. The path routes and types of accommodations have been extensively reviewed with the community and City staff. Those consultations have resulted in the site plan presented to the Planning Board. The very creation of the numerous access points and pedestrian/bicycle accommodations is intended to open the development and avoid sense of "private enclave," greatly improving existing conditions. We have prioritized bike and pedestrian connections throughout the site and have worked closely with the community to ensure that they have landscape and other design elements that are welcoming to the surrounding community. We will continue to work with City staff as requested.	1.7c
7	Planning Board Comments 3/1/2022	<b>Paths</b>	Request to continue design of pedestrian circulation issues to see if the pathways can better fit desire lines.		
8	Planning Board Comments 3/1/2022	<b>Open Space Strategy</b>	Recommendation to use better materials than presented for the public overlooks.	Within the habitat, there is a system of wood railings and metal mesh more consistent with those seen within the Alewife Reservation per the request of the community.	NA
9	Planning Board Comments 3/1/2022	<b>Open Space Strategy</b>	Provide additional detail on why the annual expense for the communal garden will cost approximately \$40,000 per year.	The new community farm and the tree nursery at Alewife Park will be educational growing spaces. Funds provided to Green Cambridge will be used for staffing, interns, supplies, and materials for the community farm and tree nursery. Approximately \$40k will be used to run the community farm. Green Cambridge, a 501c3 non-profit that has been working in the City since 2004.  The farm will be open to the public, with efforts to bring in participants of all levels of age, experience, and time. It will run approximately 32 weeks a year. The funding is used to cover the hours and seasonal supplies needed for the space to be successful. All staff and interns are paid at minimum the Cambridge Living Wage of \$16.65/hr. Additional staff includes youth and young adults in doing skill development, specialists leading workshops, and management costs. Seasonal supplies include plants, seedlings, trays, soil amendments, and testing. Green Cambridge will employ a farm coordinator to be at the site 3-4 times a week to organize participants, coordinate workshops, and be site manager. To successfully create an inclusive community, Green Cambridge will do outreach and advertising, and partnering programs with other organizations.  The tree nursery will not be open to the public outside of tours or planned events. It will be managed by Canopy Crew members, which are primarily CRLS students working as paid interns to learn about arboriculture and urban forestry. Trees grown there will supply the approximately 300 trees planted each year in two seasons that will help to rebuild Cambridge's urban forest.  Green Cambridge has extensive experience creating and managing educational growing spaces using a collaborative model and working with community stakeholders to rebuild our shared urban forest in Cambridge. They first built a communal farm at Hurley Street Neighborhood Farm in 2017, in part with funding provided by Cambridge Public Health. They have since partnered with Cambridge DPW to revitalize and operate the Riverside Press Park along Memorial Drive, to launch Canopy Crew, and have built a learning garden for Nurtury Preschool at Moses Youth Center funded by the Cambridge Redevelopment Authority. They share the Hurley location with City Sprouts, where most of the yield goes to East End House. They advocated for the Urban Forest Master Plan released in Nov 2019 that provided a pathway for Canopy Crew. Our Executive Director Steven Nutter is on the City's Food Planning Task Force and Climate Protection Action Committee.	NA
10					
11	Planning Board Comments 3/1/2022	<b>Garden and Soil Concerns</b>	Request for more information on communal garden and soil issues.	Soils in the communal garden will be imported planting mixes, located in raised beds completely separated from any existing on site soils. The proposed garden will be on a raised platform.	NA
12	Planning Board Comments 3/1/2022	<b>Trees</b>	The City's tree canopy is a focus of the Board. Request to exhaust all efforts to reduce tree impact where possible. Request for more information on work to date.	The project team, along with members of the neighborhood, exhaustively reviewed the site design and the impacts on existing trees. This exhaustive review included reviewing trees on an individual basis to determine if the site design could be altered to minimize impacts. This process resulted in considerable improvements reducing tree impacts by almost half from original site plans.	NA

RESPONSES TO 3/1/2022 PLANNING BOARD COMMENTS

No.	Source	Topic	Planning Board Actions/Recommendations	Project Team Response	Figure / Reference
13	Planning Board Comments 3/1/2022	Architecture	Request for clarification if proposed design is more urban environment vs campus design. Request for more detail on intended use of promenade, quantity of paved area, increase in green space, and hierarchy throughout the promenade.	The east-west promenade is the main organizing element of the project. The new and existing buildings connect to this pedestrian corridor to create a walkable street connecting the project to the neighboring areas through a series of connections that were developed along with the community. The density of the buildings in a cluster does create more of an urban condition, however the informal edges, and meandering shape of the promenade add a layer of informality to the campus. The east and west promenade entrances have been redesigned to provide a better sense of arrival and entry to the site. The central plaza is the heart of the project and provides a variety of types of spaces to enjoy. We have increased the amount of green space and types of seating to provide a more active and green environment based on Planning Board comments. We have also added an informal amphitheater bench layout and temporary performance stage into the central plaza design plans as shown in 1.17B based on CDD feedback. The promenade and central plaza maintain an open area of 20' in width to allow for emergency service access (fire and EMS services).	1.17a - 1.17f.2, 1.16a-g
14	Planning Board Comments 3/1/2022	Architecture	Provide additional detail on the differences between the elevations facing the pedestrian promenade and the elevations facing the site perimeter. Recommendation to change the scale of the architecture at the elevations facing the pedestrian promenade to recognize the fundamental different conditions of the buildings.	The promenade facades have a contrasting wall type and façade expression compared with the street façade. Both in rhythm and structure. The promenade facades are lifted above a more transparent base, while the street facades land to create a two story façade expression. Within the promenade, the two-story projections work to break down the scale along the walkable pedestrian promenade.	1.15a - 1.15p
15	Planning Board Comments 3/1/2022	Architecture	Request to soften the 2 story- projections into the promenade. They are an opportunity for tenant terraces and green roofs overlooking promenade.	Design team updated the two story projections and developed a unique solution for each building to create variety along the promenade as well as scale the projections to the pedestrian. These two story projections can be utilized by the tenants as outdoor terraces and are being proposed as green roofs on all buildings. Additionally, the design team has created a two-story projection as the main entrance to Building 2 at the central plaza.	1.15h-1.15p, 1.16b-1.16f.2
16	Planning Board Comments 3/1/2022	Architecture	Request to further develop the design of the parking garage and study view from the south. Request to provide climbing or in-ground vegetation low down on garage. Trees printed on scrims for upper levels would be visible at a longer distance as a backdrop for preserved woodlands.	The garage facades have been redesigned to incorporate climbing vegetation at the base as well as rising up on the building facades to the full height of the garage. These frames provide a climbing structure for vegetation and create a rhythm along the façade that echoes the facade rhythm of the new proposed research buildings. Between these frames, are panels of scrim to screen the garage. The combination of the two systems will allow the garage to better blend with the new landscape elements and create a more pleasing backdrop to the surrounding habitat. The Project has also selected a light fixture that reduces infiltration outside of the garage footprint along with occupancy sensors.	1.16h, 1.16j
17	Planning Board Comments 3/1/2022	Architecture	Provide additional articulation of mechanical penthouses on the north side of Building 3 and south sides of Building 4 and Building 5.	The design team has proposed alternating panels of varying metal panel corrugation to create a subtle differentiation to the mechanical penthouse façade. This articulation along with added building notches will help breakdown the overall length of the mechanical penthouse facade.	1.15p, 1.16a
18	Planning Board Comments 3/1/2022	Architecture	Request to improve the design on the elevations, specifically the north side of Building 3 and the south sides of Building 4 and Building 5 - to make them less of a patch-work of different design ideas.	The design team has redesigned the north side of Building 3 and the south sides of Building 4 and 5. The updated façade wall types create more continuity of materiality and scale while continuing to breakdown the overall façade length. The redesign also incorporates pronounced notches in the facade, that further emphasize the breakdown of the overall facade length and create greater depth at the facade types such that they feel less "pasted on" to the facade. These notches extend to the mechanical penthouse as well.	1.15h, 1.15k, 1.15n, 1.16a
19	Planning Board Comments 3/1/2022	Architecture	Reduce glass curtain wall areas.	The east and west facades that had larger extents of vision glass have been redesigned to both reduce the amount of vision glass as well as a new pattern that follows the rhythm of the promenade facades, creating more continuity of design.	1.16c, 1.16e
20	Planning Board Comments 3/1/2022	Architecture	Wrap the Promenade elevations around the ends of the building to get better sun shading on east and west facades.	The pattern of the promenade façade was wrapped to the west façade and additional spandrel glass was added to reduce the amount of vision glass on the east and west facades.	1.16c, 1.16e
21	Planning Board Comments 3/1/2022	Architecture	Recommendation to remove precedent imagery and replace with photorealistic imagery of proposed design.	Precedent images have been adjusted or replaced with building photorealistic images to better communicate the building design.	throughout
22	Planning Board Comments 3/1/2022	Architecture	Provide context to location of the Whittemore Gateway as it does not seem to relate to any desire lines.	The Whittemore gateway entrance location was a desire line closely coordinated with the community living to the north of the site. This connection provides a convenient connection through the site south to the MBTA headhouse. It also provides a connection to the heart of the campus - the central plaza.	NA
23	Planning Board Comments 3/1/2022	Architecture	Request for more detail on the proposed fence types and railing detailing throughout.	Due to the resilience height of the project at elevation 24' (approx. 4' above the current site), a stair and ramp system had to be designed to negotiate between existing and proposed grades throughout the project. The design of the systems breakdown into two types. The Ipe and steel post system is utilized at the building entrances and at various other building access locations for both stairs and ramps. Within the habitat, there is a system of wood railings and metal mesh more consistent with those seen within the Alewife Reservation.	1.17f-1.17f.2, 1.17h
24	Planning Board Comments 3/1/2022	Architecture	Recommendation to construct and study a new model at a larger scale.	A new model has been provided at 1"=20' scale and will be shared at the next meeting. Photos of the model are included in the updated package, Figures 1.16i-1.16o.	1.16i-1.16o
25	Planning Board Comments 3/1/2022	Architecture	Request for more detail on the performance of the exterior glazing and future transition to a net zero design.	All of the new research building facades have a window to wall ratio below 30% (between 28-29%), below the recommended WWR. In addition the existing building 2 will include a completely new envelope of the same performance level as the new buildings 3-5. This envelope is comprised of a roof assembly insulation (>R-30), increased CI at opaque wall areas (R-24.9 compared to code required R-15), U-value window assembly of 0.35 (code required 0.42), SGHC of 0.29 and thermally broken window and curtainwall systems. The project also designed the roof structure to support future all electric mechanical systems as part of future transition. The project has provided updated plans for the promenade to encourage activation. Security of the site will be closely managed by IQHQ.	NA
26	Planning Board Comments 3/1/2022	Activation of Promenade	Concern with activation and safety of promenade during nights and weekends.	The project has provided updated plans for the promenade to encourage activation. Security of the site will be closely managed by IQHQ.	NA
27	Planning Board Comments 3/1/2022	Solar Panels	Clarify the impact black solar panels have on heat island effect. Provide comparison to asphalt.	PV panels will have a reduced impact on urban heat island effect than black roofs or asphalt. Solar PV panels are design to absorb light energy from the sun and convert it to electricity. While the PV panels dark color do capture heat, they are thin and lightweight and therefore dissipate heat quickly. This minimizes the likelihood of meaningful changing temperatures at the site due to PV panels. Bio-solar further reduces impact through the heat-dissipating effect of transpiration from vegetation. Asphalt has more thermal mass, so it will hold on to and reradiate heat for longer.	NA
28	Planning Board Comments 3/1/2022	Electric Vehicle Charging Stations	Request for more detail on how the EV charging stations will be controlled and how they are accessible to residents.	The Project has also agreed to allow residential parking on site during specific time periods (weekdays, 6 PM-8 AM, Friday-Sunday, 6 PM-8 AM Monday). Residents will have access to electric vehicle charging stations. The EV charging stations will charge by the individual user.	NA
29	Planning Board Comments 3/1/2022	MBTA Headhouse	Request for status of proposed MBTA headhouse renovations.	The conceptual design for the MBTA is currently under its final stages of review and approval with MBTA staff. No significant changes have been requested to date.	NA



RESPONSES TO 3/30/2022 CITY STAFF MEETING AND COMMENTS RECEIVED ON 4/4/2022

No.	Source	Topic	Staff Actions/Recommendations	Project Team Response	Figure / Reference
1	CDD Meeting Held 3/30/2022	<b>Bus Lane Study on Loop Road</b>	Request more information on the process for working with the MBTA and request to be involved in the process.	The Project is committed to study a dedicated bus lane on the loop road and will continue to work MBTA, CDD and other applicable agencies on the process.	
2	CDD Meeting Held 3/30/2022	<b>Linear Park Study</b>	Request collaboration throughout Linear Park Study, expected to be completed in late 2023.	The Project team is happy to be involved in the Linear Park Study.	
3	CDD Meeting Held 3/30/2022	<b>Bollards / Gates</b>	Request for more information on bollards, gates and operation of when gates are in use. Given location of gate at the jug handle, is a gate necessary at the west end of Building 4?	The gates and bollards will need to be carefully designed so that they accomplish their primary purpose of eliminating unwanted cut-through traffic at the neighborhoods request, while also maintaining the desired permeability and safety for pedestrians and cyclists. We prioritize bike and pedestrian connections and we will landscape and design the bollards in a way that is welcoming for non-vehicular users.	
4	CDD Meeting Held 3/30/2022	<b>ConCom and Tree Study</b>	Request to confirm if updates trigger revisions to ConCom or Tree Study.	The tree study will not be impacted. VHB to reach out to ConCom to advise on how to handle updates to Whittemore lots.	
5	CDD Comments 4/4/42022	<b>Narrative Materials</b>	Describe status of restrictive covenant with the City to prohibit future building construction in the areas around the MBTA headhouse and Jerry's Pond.	The applicant will create restrictive covenants within 18 months of issuance by the Conservation Commission of an Order of Condition for 4-acre habitat and Jerry's Pond area with either the City or a Conservation agency.	
6	CDD Comments 4/4/42022	<b>Narrative Materials</b>	Dimensional Form - Revise to indicate correct figures for all setbacks.	The dimensional form has been updated to reflect the setbacks that are included in the graphic package.	
7	CDD Comments 4/4/42022	<b>Narrative Materials</b>	What is the number of vehicles that will use the service road on a given day? Are they allowed to park or idle along that road? Are any non-delivery vehicles planned or likely to use the road for pick up, drop off, etc.?	An estimated range of 25-30 service vehicles are expected to use the service road on any given day. Service vehicles are not allowed to park or idle on the service road for deliveries. Also, no non-delivery vehicles are planned or likely to use the service road for pick up or drop off. The loading docks have been sized to accommodate trucks to pull entirely into the docks.	
8	CDD Comments 4/4/42022	<b>Narrative Materials</b>	Include Cool Factor calculation.	Cool factor has been included in the narrative materials and additional details can be found in the other materials portion of the submission. The Project's cool factor score is 2.79.	
9	CDD Comments 4/4/42022	<b>Narrative Materials</b>	Include updated information on Bluebikes station (e.g., dock size, location).	Updated information on bluebikes have been included in graphic figure 1.17E. A 33-bike station has been provided with required clearances for access and circulation on all sides. Station is located within a small plaza east of the promenade and north of the Linear Path.	1.17E
10	CDD Comments 4/4/42022	<b>Narrative Materials</b>	Response Matrix - Add comments from the Pedestrian Committee.	The Pedestrian Committee comments have been added to the matrix below.	
11	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Revise 5.12D and 5.12E to include dimensions for all standards identified in Section 6.40, even if those standards aren't being met.	Updated figures include dimension related to Article 6, section 6.4.	5.12D-5/12E
12	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Building 2 bike plan (5.9B) appears to be missing some bike parking dimensions.	Additional dimensions have been added to the Building 2 bike plans within figure 5.9B.	5.9B
13	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Provide a section graphic or an updated rendered view for us to understand the details of the proposed loop road.	Additional rendered view has been added to better communicate the design of the service road.	1.16G2
14	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Create a second version of graphic 1.17A that's zoomed in on the ped/bike connection between Linear Park and Whittemore Ave and shows dimensions of key features (e.g., path; shared road; sidewalk; loading bay width, depth, and turning radius; Bluebikes station).	Enlarged plan view of Whittemore to Linear Park Path has been developed and included in figure 1.17E. Plan shows location of bluebike station, dimensions of paths, loop road, loading dock and truck turning radius.	1.17E
15	CDD Comments 4/4/42022	<b>Graphic Materials</b>	5.6A shows a dashed line connecting the Minuteman Bike Path to the site under the tunnel. This is not feasible as an officially recognized route until the tunnel is replaced by a wider underpass, so the dashed line should be removed or a note should be added reflecting this.	Path was removed from the plan.	5.6A
16	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Consolidate the new graphic material in the March 30th presentation (eg: Whittemore lots, revised connection between the promenade and the linear path, revised linear path near the community garden.) together with the older material.	Site paths were updated to reflect the consolidated materials presented on 3/30.	5.6A
17	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Provide a revised narrative, incorporating the changes in the "Supplemental Narrative"	See supplemental narrative.	
18	CDD Comments 4/4/42022	<b>Graphic Materials</b>	Provide graphic scales throughout and check the ones that have been provided.	Graphic scales have been checked and corrected as required.	
19	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.11B and 1.11D Buildings 1 and 2 plans. What can be said about their roofs? They look different on 1.12. Will there be any rooftop mechanical on building 2? Any screening?	Roof plans have been updated within figures 1.11D for Building 2 and all other site plans for Building 1, creating consistency within all figures for how the roof plans are depicted. There will be mechanical equipment and screening on Buildings 1 and 2.	1.11D and all site plans
20	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.11C Building 2 Plans, and 1.16A2 In the meeting on March 30th we understood that there will be an entrance at the northeast corner of Building 2 – and that this is why the Whittemore gateway can't be gradually sloped instead of having steps and ramps at its north end.	The NE building entrance has been included on the ground floor plan included on 1.11C and the rendering in figure 1.16A2.	1.11C and 1.16A2
21	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.13A and ff Site Sections: is the 23'-10" to the top of the penthouse? What is the overall height of the building including the penthouse?	The heights have been clarified in the building section and overall height to the top of the penthouse included. Building height for zoning purposes is measured to the top of the roof of the highest occupied floor.	1.13A
22	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.13C Site section at the garage. We understood from the meeting on March 30th that the perimeter loop drive will be 20' wide.	The site section has been updated to include the revised loop road width of 20'-0" per the meeting on 3/30.	1.13C
23	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.14H Colors. The drawing seems to show a greater range of colors than the renderings do. Does it need to be updated?	Figures 1.14F-H have been removed as they are not applicable to the final palette of colors that were simplified based on community and CDD feedback.	1.13F-H
24	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.15A and ff Elevations: Check the graphic scales, they don't agree with the dimension strings. Add the floor levels and building heights.	Graphic scale has been checked and updated. Dimensions, floor levels and heights have been added and/or updated.	1.15A-1.15O
25	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.15A and ff Elevations: Glass – where are the two different types used? What are their Visible Light Transmittance values? Provide a more explicit explanation of which materials will be used where, add notes, leader lines, etc. What will the ground floor of buildings 1, 2, and 3, look like on Whittemore, the Perimeter Loop Drive, and the Promenade? – materials, details, fenestration, etc.	Glass types have been clarified and tags included in all enlarged elevations. In addition, all material callouts have been added on all enlarged elevations to better clarify the application of materials to the façade. VLT and other light spec info has been included.	1.15J-1.10; 1.15m-3; 1.15p
26	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.16 and ff. Add key plans for the views that don't have them.	Key plans have been added for rendering views.	1.16A-1.16K
27	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17 Landscape: Depict the design of typical fences, railings, etc.	The design of all fence types and their locations have been indicated on figure 1.21B	1.12B
28	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17 and ff The graphic scales are wrong	All graphic scales have been checked and corrected as needed.	All figures
29	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17B Provide a clearer plan of the Central Plaza, perhaps showing overhead tree canopies lightly, to make the arrangement of the ground plane more legible.	The plan in figure 1.17B has been updated to remove trees for better clarity of planters and seating areas included.	1.17B
30	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17C will the entry pavilions function as shelters for a shuttle bus? Is there a description of the Performance Area?	The entry pavilions could act as shuttle bus shelters as well as general seating. The Project team has opened up the center of the plaza, added backs on the benches and platforms, added an informal amphitheater bench layout and temporary performance stage into the central plaza design plans as shown in 1.17B based on CDD feedback.	1.16E, 1.17B
31	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17D and E: Promenade. Update the plans as per the March 30 presentation. When a truck is parked at the loading dock for Building 3, will it extend beyond the building façade? Will extend into the perimeter loop drive? Verify the dimensions of the bluebike station. What is the curb to curb width of the drive?	1.17D and E have been updated to reflect the updated east path connecting Whittemore Ave to the Linear Park Path. See figures 5.13 and 5.14 for detailed loading dock information. The interior dock is 50' long to accommodate the full length of the anticipated trucks within the loading dock. Trucks will not extend into the loop drive nor will there be any loop drive truck parking. The curb to curb width of the drive will be 20'. Bluebike station dimensions have been included on 1.17E.	1.17D-E, 5.13-5.14
32	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17F What will the transformer enclosure look like?	The transformer enclosure has been designed to include the same planting system and frame system as the garage enclosure. This will screen the electrical equipment similar to the garage. This can be seen in rendering 1.16H	1.16H
33	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.17G Is there a reason to not have curbside trees on the perimeter loop drive? In this drawing, as on a lot of the other ones, the shadow cast by the building excessively obscures the plan information. Is the odd profile of the sidewalk in plan correct?	Trees have been located along the loop drive and Whittemore Ave to provide a tree-lined street design and shading of the paved surfaces. See the overall landscape plan on 1.17A and the enlarged areas.	1.17A
34	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.21A Describe how light trespass from the outdoor fixtures into the 4 acre area will be minimized.	Light trespass has been minimized by the selection of cutoff fixtures that limit the amount of light spilling into the habitat. See page 1.21A. Shades and occupancy sensors will be included in tenant criteria of work. Exterior lighting will be thoughtful and intentional to minimizing light pollution to surrounding properties. We have been and will continue to work with the city staff on the design of site lighting to minimize light trespass into the natural areas and the residential neighborhood and of methods for the control of interior and exterior lighting for the lab/office buildings and garage.	1.21A
35	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.24 The graphic scale is wrong.	Graphic scale has been checked and updated as needed.	1.24

RESPONSES TO 3/30/2022 CITY STAFF MEETING AND COMMENTS RECEIVED ON 4/4/2022

No.	Source	Topic	Staff Actions/Recommendations	Project Team Response	Figure / Reference
36	CDD Comments 4/4/42022	<b>Graphic Materials</b>	1.28 Is it correct that buildings 1 and 2 will have dark colored roofs?	Yes, both existing Buildings 1 and 2 will maintain the existing dark EPDM roof membrane. The south addition of Building 2 will include a green roof.	
37	CDD Comments 4/4/42022	<b>Graphic Materials</b>	2.2 Trees. Shouldn't the lots on the north side of Whittemore be shown? Include plans showing the added trees throughout the whole site. Provide a color key for existing and new trees. Include the plan showing the extent of regrading in the 4 acre area.	The lots north of Whittemore have been added to the site plan and trees indicated. The team has taken into account the future use of the lots (leading to future tree removal if located centrally to lots) and surrounding power lines above the perimeter sidewalk. The tree plan has been updated to include new proposed trees. A legend has been added to indicate existing vs new trees. The extent of grading has been indicated on pages 2.3A-C.	2.3A-2.3C
38	CDD Comments 4/4/42022	<b>Graphic Materials</b>	5.9 Fully dimension the long-term bicycle storage rooms – widths, clearances, spacings, etc.	All bicycle parking figures have been checked for dimensional accuracy and updated as needed. Figure 5.9 was updated to include additional dimensions.	5.8-5.9G
39	CDD Comments 4/4/42022	<b>Graphic Materials</b>	5.13 Show the turning movements of the trucks at the loading docks.	All turning movements have been shown on figure 5.14	5.14
40	Cambridge Pedestrian Committee Letter 2/24/2022	<b>Connectivity to North of Site</b>	We have concerns regarding connectivity for people accessing the site coming from the North (Arlington, etc.), e.g., down Massachusetts Ave to the site. There did not seem to be much focus on how people walking (or cycling) from that direction would be supported and would appreciate some attention to that aspect.	Under existing conditions the site is impermeable to pedestrians and cyclists. Under proposed conditions, the project is opening up a pedestrian access between Buildings 2 and 3. In addition the Project is providing a new, multi-use path connecting Whittemore Street to the Linear Path to the east of Building 3. Please see the updated graphics showing this improved connectivity for pedestrians and cyclists coming from Whittemore Avenue and north.	
41	Cambridge Pedestrian Committee Letter 2/24/2022	<b>Improvements to Surface Lots</b>	We would like to see possible improvements to the surface parking lots, perhaps in the form of increased pedestrian crossings to the site, permeable or high albedo surfacing and increased tree cover to mitigate heat effects.	The Project will be coating the surface parking lots north of Whittemore Avenue with a high albedo paint. The surface lot south of Whittemore will have PV array coverage. Further, IQHQ will be increasing the landscaped areas and planting new trees around the surface lots.	
42	Cambridge Pedestrian Committee Letter 2/24/2022	<b>Construction Impact</b>	We have concerns regarding the impacts of construction to surrounding neighborhoods and the Linear Park, especially with issues of the soil being disturbed and the possible closure of the paths during construction.	IQHQ will be preparing a Construction Management Plan that will seek to minimize construction impacts to the surrounding neighborhoods and the Linear Path. The proposed work will have minimal impact to the Linear Path during construction. We will prioritize maintaining existing path access as much as possible during construction.	
43	Cambridge Pedestrian Committee Letter 2/24/2022	<b>Path Improvements</b>	We have concerns regarding the need for additional improvements to the multi-use paths, including Linear Park. We do appreciate the improvements to the path parallel to Alewife Brook Parkway. The multiuse paths in this area are extremely important in providing walking and bicycling access for all users. With this project, there will be an increased usage of these paths (which is a good thing), and we would like to see more attention to improvements that support the users and reduce conflicts. For example, at the intersection at the southwest corner of the football field, near Jerry's Pond, several paths converge, and we would like to see an expansion of the options for how to support all users in a safe way. There are several options for how this might be done, which may involve increased space, more direct path connections (especially from Linear Park to the Alewife T station), increased visibility, and better lighting. The details of this should be done as part of a more thorough design process evaluation overseen by City departments.	The Project has received many thoughtful comments related to the pathways and has made improvements both within the Development Area as well as in the Commitment areas. It is expected that the pathway improvements along the Linear Path near the southwest corner of the football field (which is in the Commitment area) will continue to evolve through continued input from City departments and community groups.	
44	Cambridge Pedestrian Committee Letter 2/24/2022	<b>Site Safety</b>	We want to make sure that the paths feel safe and comfortable for people at all hours, including evenings and weekends. For example, decreasing the density of usage on some paths, may lead to a lack of 'eyes on the street'. We also want to make sure that there is good pedestrian lighting and appreciate the attention given to that in the proposal.	The paths were reviewed via community process and prioritized safety as a leading design principle. Site lighting will be greatly improved from existing conditions. Security of the site will be closely managed by IQHQ.	

Project Address 36-64 Whittemore Ave Cambridge, MA 02140	Special Permit Number SD-3	Total Lot Area (SF) 853776
Applicant Name IQHQ and Team	Phone Number 000-000-0000	Open Space Requirement (%) 20%
Applicant Contact / Address IQHQ and Team	Email Address	Includes High SRI Roof <input checked="" type="checkbox"/> Yes
Project Description		SRI Value 82
		Result Pass

Enter minimum required open space ratio. If the ratio is less than 20%, enter 20 here.  
Low slope roofs (i.e. ≤ 2:12) must have a minimum SRI of 82. Steep slope roofs (i.e. > 2:12) must have a minimum SRI of 39.

		Outside 20' of PROW	Value Factor		Within 20' of PROW	Value Factor	Contributing Area	
<b>Trees</b> Enter the number of trees in each category. Count each tree only once on this form.	<b>Preserved Existing Trees</b>							
	A1	Understory tree currently <10' canopy spread	0	0.80	+	0	1.60	-
	A2	Understory tree currently >10' canopy spread	69	1.00	+	28	2.00	18,750
	A3	Canopy tree currently <15' canopy spread	281	0.80	+	0	1.60	157,360
	A4	Canopy tree currently between 15' and 25' canopy spread	0	1.00	+	2	2.00	2,800
	A5	Canopy tree currently >25' canopy spread	0	1.20	+	0	2.40	-
	<b>New or Transplanted Trees</b>							
A6	Understory tree	287	0.60	+	39	1.20	32,850	
A7	Canopy tree	229	0.70	+	67	1.40	177,870	
<b>Planting Areas</b> Enter area in square feet of each component in the box provided	B1	Lawn	86146	0.30	+	0	0.60	25,844
	B2	Low Planting	45332	0.40	+	6079	0.80	22,996
	B3	Planting	7410	0.50	+	1070	1.00	4,775
<b>Green Roofs &amp; Facades</b> For definitions, see reference document.	C1	Green Façade	0	0.10	+	0	0.20	-
	C2	Living Wall	0	0.30	+	0	0.60	-
	C3	Green Roof	0	0.30	+	76,592	0.60	45,955
	C4	Short Intensive Green Roof	0	0.50	+	0	1.00	-
	C5	Intensive Green Roof	0	0.60	+	0	1.20	-
<b>Paving &amp; Structures</b>	D1	High-SRI Roof	Required	N/A				
	D2	High-SRI Paving	100	0.1				10
	D3	High-SRI Shade Structure	100	0.2	+	100	0.40	60
<b>Project Summary</b>	Portion of lot area utilizing green strategies . . . . .		57%		Total Contributing Area		489,270	
	Portion of score from green strategies . . . . .		100%		Total Area Goal		170,755	
	Portion of score from trees . . . . .		80%		COOL FACTOR SCORE		2.87	
	Portion of score contributing to public realm cooling . . . . .		28%					

When entering strategies that are within 20' of the public right of way (column L), do not also enter them in column H.

High-SRI roofs are a prerequisite of the Cool Factor and therefore are not assigned a point value.

If your project scores 1 or above, you have successfully met the requirements of the Cool Factor.