RESIDENCES AT ALEWIFE STATION

195 & 211 CONCORD TURNPIKE

SUPPLEMENT TO SPECIAL PERMIT APPLICATION

03/21/2017

c | d | p

TheMcKinnonCo. Complex Urban Development

E-ICON ARCHITECTURE

C W D G Copley Wolff Design Group Landscape Architects & Planners

BSC GROUP

VAi Vanasse & Associates, Inc. Transportation Engineers & Planners

COVER LETTER

The McKinnon Co.
Complex Urban Development

March 20, 2017

H. Theodore Cohen, Chair
And
Members of the Cambridge Planning Board
344 Broadway
Cambridge, MA 02139

Dear Mr. Cohen and Members of the Board,

Thank you for scheduling us to return to the Planning Board on April 4, 2017. We have worked with the Community Development Department, DPW and DTT&P to respond to the questions raised by the Planning Board at the February 21st hearing.

All of your questions are important. That said, we especially look forward to making it clear that our Project is designed to keep our residents, and their belongings safe from future flood events. BSC is preparing to discuss this in details at the hearing.

Sincerely,

Richard McKinnon
On behalf of
Criterion Development Partners

One Leighton St. Unit 1905, Cambridge, MA 02141 Email: McKinnoncompany@comcast.net Tel. 617.354.4365 Fax. 617.354.4811

FLOODPLAIN

TRAFFIC

ARCHITECTURE/LANDSCAPE/URBAN DESIGN

Question 1

Provide a non-technical narrative that includes: flood projections relative to garage & building entries; potential for overtopping of Amelia Earhart dam; likelihood of car damage from flooding; duration of flooding; emergency vehicle access during flood events; and mitigation measures including flood gates.

Answer

Certain areas of the Project Site are within the 100-year floodplain and floodway associated with the Alewife Brook (Little River). The 100-year floodplain is delineated by the Federal Emergency Management Agency ("FEMA") and is subject to the Massachusetts Wetlands Protection Act (the "Act"). The Cambridge Conservation Commission administers and enforces the Act locally. In accordance with the Act, the Applicant filed a Notice of Intent with the Conservation Commission (with a review copy to Massachusetts Department of Environmental Protection (MassDEP)) and received an Order of Conditions in November 2016. This concluded the Project's regulatory wetlands and floodplain review.

While the FEMA floodplain mapping is based on historic rainfall events, many communities, including Cambridge, are concerned with anticipated climate conditions resulting from global climate change. Global climate change is expected to result in increasing heat, precipitation-driven flooding, sea level rise and coastal storm surges. The local impacts of global climate change have been evaluated in the City's Climate Change and Vulnerability Assessment ("CCVA") that was issued in parts in November 2015 and February 2017. The CCVA included projected flood conditions in 2030 and 2070 based on recent and projected precipitation events as impacted by anticipated climate change. Given this forward-looking information, the Department of Public Works ("DPW") requested that the Applicant design the Project to accommodate the 2030 100-year flood event, during which flood levels at the Site are projected to reach an elevation of 7.46' on the Site; and to be able to recover from the 2070 100-year flood event during which floodwaters are projected to reach an elevation of 11.16' on the Site. As described in this narrative, the Applicant has complied with this request.

It is important to recognize that the 2070 flood elevations projected in the CCVA are based on the best information currently available today and the analysis will continue to be updated over time. Future analysis will also consider the implementation of any infrastructure improvements to address local or regional flooding or coastal storm surges. In particular, the 2070 flood elevations projected in the CCVA reflect a breaching of the Amelia Earhart Dam on the Mystic River. Many neighboring communities, as well as the State, are actively studying the effects of climate change on regional flooding and the critical infrastructure improvements needed to avoid these types of catastrophic events. To the extent that infrastructure improvements are implemented at a local or regional level, flood levels anticipated in the CCVA will be reduced.

Flood Resilient Project Design
The Project includes several measures to address flood resiliency through building design elements and ongoing adaptation:

- **Building & Parking Garage Design**
  The Project has been designed so that the first floor building slabs are located higher than the projected 2030 100-year flood elevation of 7.46'. Specifically, top of the parking garage slab is located at elevation 8.17'. and the building lobby spaces are located at elevation 8.50'. All of the foundations are specifically designed to remain structurally stable during flood events. The parking garage slab is supported on pile foundations and elevated above the finished grade so that there is open space between the bottom of the slab and the ground. During a flood event, water will flow into and out of this space. In fact, compared to existing conditions, the Project provides 896 cy of additional flood storage for the projected 2030 100-year flood event. The building has been designed so that no residential unit is located below the second floor level of elevation 21', which is substantially higher than even the projected 2070 100-year flood elevation of 11.16'.

- **Mechanical & Electrical Services**
  To minimize disruption due to potential mechanical or electrical outages during flood events, all interior ground-level mechanical rooms will be waterproofed. Additionally, the Applicant will work with Eversource to evaluate options for elevating or waterproofing proposed exterior electrical equipment.

- **Building Materials**
  Building materials throughout the first floor of the buildings, which house only lobby areas, bike rooms and parking structure, will consist primarily of non-porous materials (i.e. tile, stone, concrete, etc.). To the extent porous materials must be used they will be mold- and mildew- resistant.

- **Landscaping**
  Onsite landscaping is specifically designed for flood resiliency. Landscaping along Concord Turnpike is comprised of a series of raised and mounded plant beds to reduce the degree of saturation during flood events. Elsewhere on the site, plantings will include native or adapted species that can tolerate occasional inundation from floodwater.

- **Flood Action Plan**
  The Applicant will develop a two-pronged plan to address adaptation of the Site to maintain flood resiliency under future conditions and implementation of flood control measures. The Plan will be subject to review and approval by the DPW prior to receipt of a Building Permit. Additionally, the Plan will be reviewed by the Site owner and property management team and submitted to DPW every five years through 2035.

    - **Adaptation Plan**
      Recognizing that the CCVA is an ongoing effort and that the projected flood elevations are subject to change based on changing climate conditions and possible infrastructure changes, the

Applicant will develop an Adaptation Plan for the Project. The review will assess the effectiveness of existing flood resiliency measures and the need to implement additional measures, which might include the need for sand bags/inflatable barriers and/or flood gates at building and garage entry points.

- **Implementation Plan**

  The Applicant will prepare a plan for implementation by onsite management personnel during potential flood events. Elements of the plan will include:
  - preparedness information regarding changes to facility operations
  - resident notification process
  - designated evacuation routes and meeting points
  - deployment of onsite flood controls such as sand bags, inflatable barriers and flood gates

Onsite Conditions During Flood Events
Based on the flood resiliency measures described above and computerized flood modeling we anticipate the following conditions during current and future flood events:

- **FEMA 100-year Flood Event**
  During this event, the parking garages, building lobbies and all residential living areas will remain dry. Assuming off-site electrical service to the Site is maintained, there should be no disruption of onsite electrical or mechanical services. There will be ponding on a majority of the paved areas of the site but onsite roadways will be passable. and access to the garages will be available. With the exception of the sidewalks on the northerly side of the site, on-site walkways will be mostly inundated

- **2030 100-year Flood Event**
  During this event, the parking garages, building lobbies and all residential living areas will remain dry. Assuming offsite electrical service to the Site is maintained, there should be no disruption of onsite electrical or mechanical services. Northerly onsite roadways and access to both parking garages will be passable by typical passenger vehicles. The southerly roadways will be passable by vehicles with higher ground clearance and emergency vehicles. Pedestrians will be able access the northerly building lobbies from the northerly sidewalks but the southerly onsite walkways will not be passable.

  Offsite, areas of flooding up to 24” in depth are expected on Concord Turnpike.

  A graphic illustrating the anticipated building conditions during this flood event is provided in Figure 1.1.

- **2070 100-year Flood Event**
  During this event, all residential living areas will remain dry. The impact to the parking garages, building lobby areas, and mechanical services will depend on the flood control measures in place at that time. Under a worst-case scenario, with no flood controls at the garage or building entries (and with no interim improvements to local or regional flood control infrastructure) there will be approximately 3 feet of water in the parking garages and 2.5 feet of water in the lobby areas. The projected 2070 (100 year) floodwater elevation is noted in Figure 1.1. If the onsite electrical equipment is not protected, on-site mechanical service will be disrupted. The Site will be inaccessible by vehicles and pedestrians. Under these conditions, there is no reason for residents to access any of the first floor building areas and residents will be notified to stay out of these areas.

  By contrast, with flood controls or barriers at the building and garage entries, these areas will remain dry. If the proposed electrical equipment is raised 4 feet or waterproofed in some way and assuming no outage in electrical service to the Site, onsite electrical and mechanical services will be maintained.

  Under either of these flood scenarios, we anticipate that residents will stay in their units and/or access the community courtyards located on the second floor of both proposed buildings, weather permitting. These courtyards are located well above the projected 2070 100-year flood levels. In the case of an evacuation, there will be designated meeting areas in the courtyards and evacuations will occur from these two locations. The need for providing drop-down stairs or lifts at these locations will be evaluated as part of the ongoing Flood Resiliency Adaptation Plan described previously.

  It is important to recognize that in advance of a 2070 100-year flood event during which a coastal storm surge is forecasted to cause a breach of the Amelia Earhart Dam, residents will have sufficient notice of upcoming weather conditions. Just like residents living in other areas of the City that are impacted by flooding, some residents of the Project may opt to relocate prior to a major storm event to minimize potential inconvenience or medical risk.

Other Climate Resilient Design Measures
The Project includes several additional measures to address climate resiliency:
- Green Building Design – the Project will exceed the requirements of LEED (Leadership in Energy and Environmental Design) Silver certification.
- One acre of impermeable area on the Site will be converted to landscaped permeable area, which will reduce stormwater runoff and heat island effect.
- Landscape along the Concord Turnpike frontage is comprised of a series of raised or mounded plant beds to help protect root zones from road salts.
- General at-grade landscape plantings will include native or adapted species that can tolerate occasional inundation associated with flood events.
- A rain garden will be provided to manage stormwater run-off and will be planted with native herbaceous and woody shrub species that will be drought tolerant and able to survive periodic inundation.
- A wet pond will be provided that will be planted with native species that can survive in saturated soils subject to seasonal groundwater inundation.
- Grass pavers will reduce heat island effect.
- Increased tree shade canopy will reduce heat island effect.

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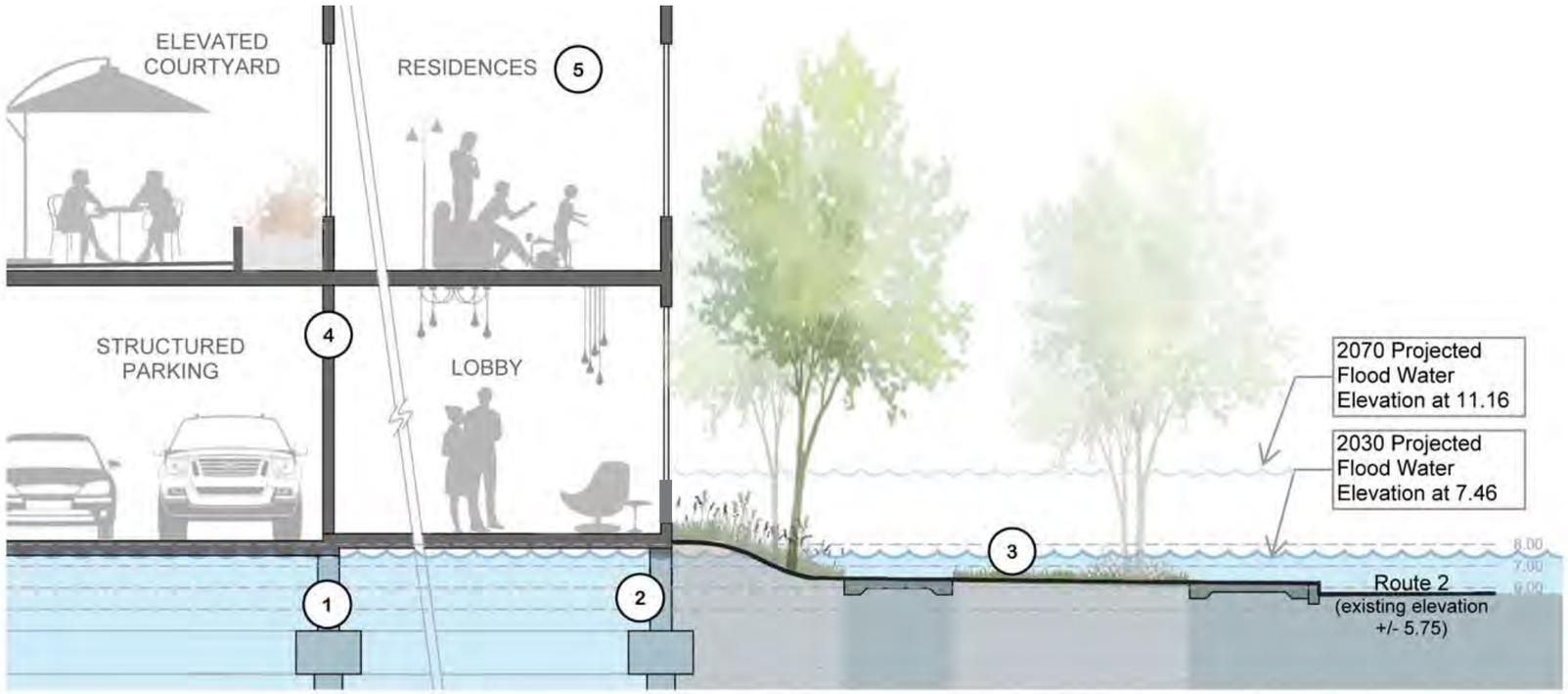


1. Deep Foundation - piles/piers designed to be structurally stable in flood conditions.
2. Open Base Structure - allows free passage of water below structure and through perforated screen to allow floodwaters to recede naturally. Increase on-site flood storage (present + future 2030).
3. Permeable Surfaces/Open Space - Increases pervious area on site by 1 acre (over 4 times the existing pervious area) to reduce stormwater runoff. Two separate rain gardens create a resilient landscape.
4. Green Building Design - will meet and exceed requirements of LEED (Leadership in Energy and Environmental Design) Silver certification.
5. No Residential Units at Ground Level

2030 & 2070 100 YEAR STORM EVENT SITE CONDITIONS **FIG. 1.1**

BUILDING RESILIENCY

BSC GROUP

Question 2

What are flood gates and how do they function?

Answer

A floodgate is a type of flood barrier or shield that prevents floodwaters from breaching building openings. Types of flood barriers recognized by FEMA are illustrated in Figure 2.1 and include: sliding, lift-out, modular, bolted, and flip-up panels. The panels typically have rubber gaskets that form watertight compression seals. Both manual and passive floodgates are available. In the context of the Project, we are suggesting that floodgates would be considered under the Flood Adaptation Plan as a measure to protect the proposed buildings from the projected 2070 100 year flood event.

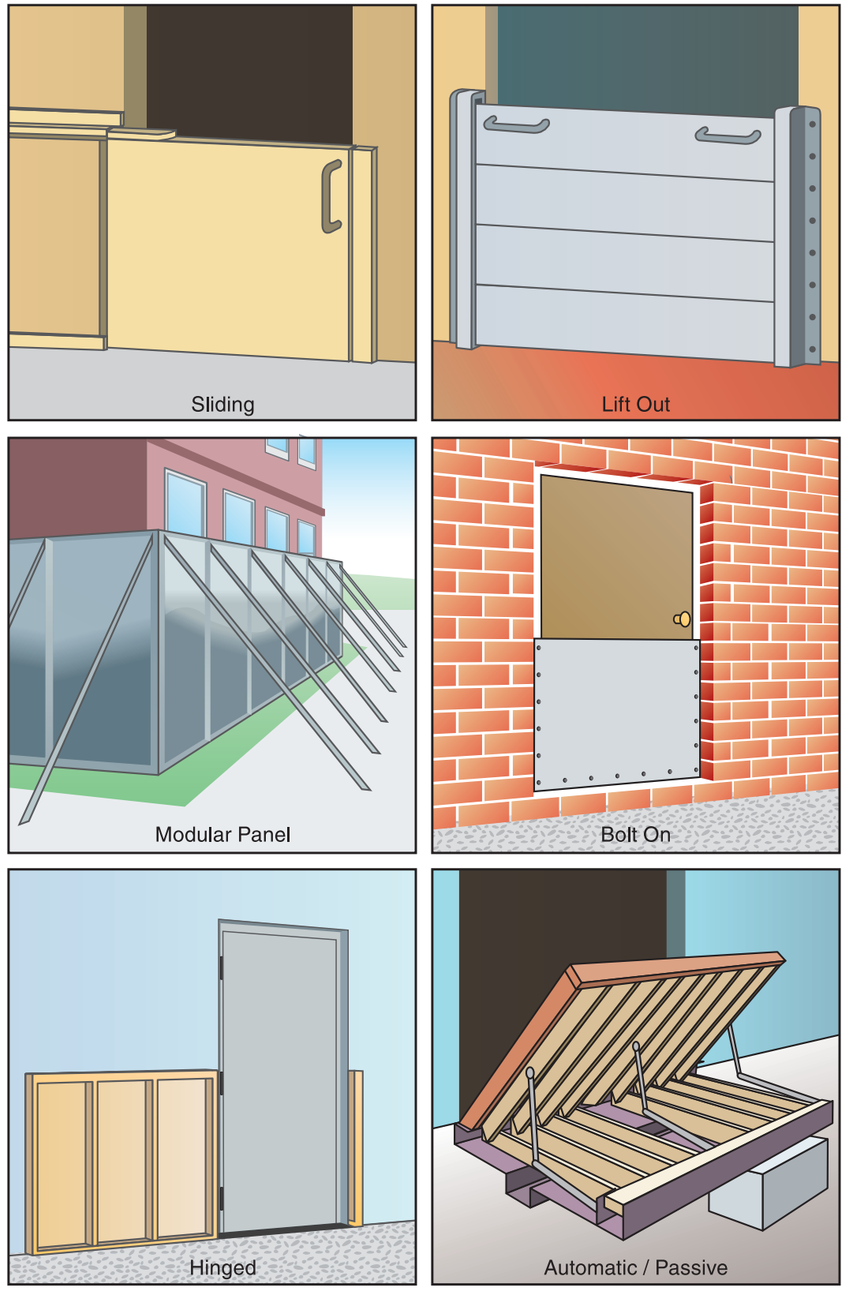


FIG. 2.1 Floodproofing Non-Residential Buildings, FEMA P-936, July 2013.

Question 3

Are the proposed building materials flood-resilient?

Answer

To minimize potential damage and repair time associated with flood events, it is the Applicant's intention to maximize the use of flood-resistant materials in the areas of the building below projected flood elevations. FEMA defines such materials as "any building product capable of withstanding direct and prolonged contact with floodwaters without sustaining significant damage." *Per FEMA's Technical Bulletin 2, Flood Damage-Resistant Materials Requirements (2008)*, such floor and wall materials include but are not limited to: cement board/fiber-cement board; non-paper-faced gypsum board; concrete; wood (solid, decay-resistant); ceramic, porcelain and concrete tile.

Question 4

Can the lease include a disclosure about the risks associated with the site being located in the floodplain?

Answer

Of course. The Applicant will include a disclosure in the lease regarding the Project's location within the 100-year floodplain and subjectivity to flooding.

Question 5

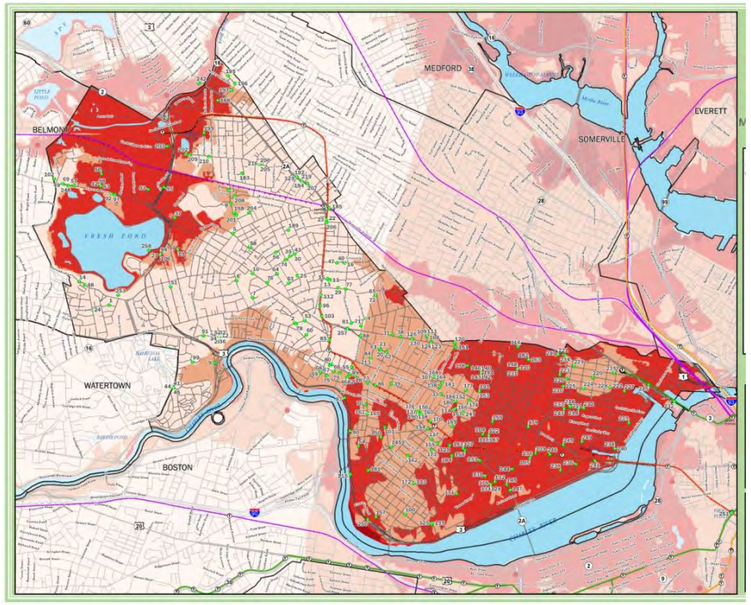
What is the status of the City's emergency response planning for flooding?

Answer

As of November 1, 2004, all municipalities wishing to continue to be eligible to receive Federal Emergency Management Agency (FEMA) funding for hazard mitigation grants had to adopt a local multi-hazard (flood, earthquake and hurricane) mitigation plan. The Metropolitan Area Planning Council (MAPC) received a grant from FEMA to assist the City of Cambridge and eight (8) other communities in developing a regional multiple-hazard mitigation plan. The City of Cambridge Hazard Mitigation Plan was updated in 2015 and is under review by FEMA.

CITY OF CAMBRIDGE

HAZARD MITIGATION PLAN 2015 UPDATE



MAPC
METROPOLITAN AREA PLANNING COUNCIL

Metropolitan Area Planning Council

Final Plan

FEMA Approval Pending Adoption

March 11, 2016

TRAFFIC

Question 6

Has Traffic, Parking & Transportation (“TP&T”) reviewed the proposed site access and egress? Should acceleration & deceleration lanes be provided on Route 2?

Answer

As Route 2 is a state highway, the Applicant met with MassDOT early in the project planning phase to discuss site access/egress and the proposed driveway design reflects MassDOT’s input. MassDOT concurred that replacing the 4 two-way driveways that currently serve the Site with a single entry drive and a single exit drive would improve safety along Route 2 for both pedestrians and vehicles as the number of conflict points will be decreased. Furthermore, unlike the existing driveways, the proposed driveways will be clearly defined by raised curbing and clearly visible. The Applicant will be seeking a MassDOT Access Permit. During the permit process the Applicant will discuss the feasibility of additional mitigation, such as advanced signage, with MassDOT.

In their memo of February 16, 2017 TP&T acknowledged that “…the proposed driveways are reasonable”. They also confirmed that the Project will require MassDOT approval.

Question 7

Should the Project's mitigation contribution be increased?

Answer

The Applicant proposes to increase the cash contribution from $125,000 to $200,000. We are working with TP&T on a plan to pave the multi-purpose path across the former DCR parking lot from Discovery Park towards the Alewife T Station. The path is a critical element of the Applicant's efforts to encourage transit use by residents of the Project and is similarly critical to tenants of Vox on Two, and employees and visitors of Discovery Park. In its current condition, the path is often impassable due to mud or snow that can't be plowed. Our ability to use the contribution to pave the path is, of course, subject to the approvals of others.

Additionally, the Applicant will run a retail shuttle service for tenants at no charge. We will invite Vox on Two to participate and will survey residents to assess desired stops and schedule.

The total cash contribution of $200,000 consists of the following:

- $25,000 towards a Hubway Station in the Alewife area
- $25,000 towards the study of a dedicated bus/HOV lane or queue jump lane for the Route 2 access ramp into Alewife Station
- $75,000 towards feasibility study and/or design of Alewife bicycle & pedestrian bridge and commuter rail station
- $75,000 towards paving of the multi-use path between Discovery Park and Alewife T Station

Other elements of Project mitigation include:

- Relocation of the MBTA's variable message sign, transformer and communication cable located in the sidewalk along the site frontage, as requested by MassDOT
- Demolition of the existing MBTA bus shelter located just east of the Site and restoration of the area
- Charlie Card subsidy of 50% of the cost of a 3-month MBTA Link Pass for up to two adult tenants per unit at move-in
- Annual TMA membership
- Annual Trip Generation and Mode Split Reporting
- Shuttle Service to neighborhood retail and Alewife T Station

Question 8

How do school buses circulate and where is pick-up/drop-off?

Answer

According to the Cambridge Public Schools Transportation Department, the Project will be serviced by smaller vans that pick up and drop off each child at his/her respective school. We are proposing that on-site pick-up and drop-off occur in the designated loading area on the south side of Building 1.

FIG.8.1

Question 9

Can the Proponent provide shuttle service to nearby shopping centers to reduce the tenants' dependence on private vehicles?

Answer

This is an excellent suggestion. The Proponent will provide such transportation free of charge for our tenants. The shuttle stops and frequency will be determined based on input from tenants. We anticipate a minimum of two round trips per week and that the stops will include both the Alewife Brook Parkway Shopping Center (Trader Joe's) and Fresh Pond Mall (Whole Foods). Additionally, to facilitate a sense of community between tenants of the Project and those at Vox on Two, we will reach out to the owner of that property to see if they are interested in participating in this shuttle service.

Figure 9.1 provides some context between the site location and Alewife Station, along with attractions within easy walking or biking distance and shopping destinations in the immediate area. It is expected that the shuttle service would extend between the site and the areas in the vicinity of the Fresh Pond Rotary, such as the Alewife Brook Parkway Shopping Center and Fresh Pond Mall. Other areas in Arlington and Belmont can be reached via one or several bikepaths.

Travel Time Map

FIG. 9.1 Proposed Shuttle Bus Route

Question 10

More info on pedestrian routes & bus stops?

Answer

Bus and shuttle stop locations are shown in Figure 10.1 to the right.

Pedestrian connections between Vox on Two, Discovery Park, and the AC Hotel are shown in Figure 10.1. Also shown is the bus stop on Acorn Park Drive where residents can board the MBTA buses to Alewife or take these buses to locations to the west. This stop was recently relocated from the eastbound side of Route 2 to the DCR parking lot. These buses include the following:

- 62 Bus - Bedford VA Hospital, via Lexington Ctr
- 67 Bus - Turkey Hill, Arlington via Arlington Ctr
- 76 Bus - Hanscom Field, Bedford via Lexington Ctr
- 84 Bus - Arlmont Village, Arlington via Lake St

In addition to the MBTA buses, the 128 Business Council operates several shuttles between Alewife Station and Waltham via Route 128, stopping at various office parks. These include the following:

- Bus A-Wyman St; Including Shire (Lexington) and Hobbs Brook Office Park (Waltham)
- Bus B-Prospect Hill/City Point; Including Boston Properties (Waltham)
- Bus C-Winter St; Including Sanofi, National Grid, AstraZeneca (Waltham)
- Bus D-Winter St; Inclucing Davis Marcus, Bay Colony Corp. Ctr (Waltham)
- Bus E-Vox on Two (Direct)

These routes operate for an approximate 3-hour window during the weekday morning and weekday evening time frames.

FIG. 10.1

Question 11

How can we make the Project less car-oriented and reduce the number of single occupancy vehicles?

Answer

We are providing the following measures to minimize our tenants' reliance on personal vehicles:

- A designated on-site Transportation Coordinator & Information Center
- Charlie Card for new tenants
- A minimum of 2 car-share spaces at no charge – more spaces can be provided subject to demand
- Charging tenants separately for leasing a parking space
- 20 bicycles for use by tenants at no charge
- Free bicycle parking
- On-site bike maintenance area and free use of equipment
- A convenient, designated area for tenants to be picked-up
- Creating a multi-use connection to Discovery Park for convenient pedestrian and bike access to Alewife and Acorn Park Drive.

Given that the Site is located adjacent to a regional highway and within a 10-minute walk of Alewife, we have tried to find a balance in the number of parking spaces realizing that some tenants rely on their personal vehicles and others choose not to own a vehicle or minimize use of such a vehicle. Additionally, we do need to accommodate deliveries, move-in activity and guest parking.

We have also incorporated changes to minimize the car-oriented design of the Project as illustrated in the following section of this Supplement.

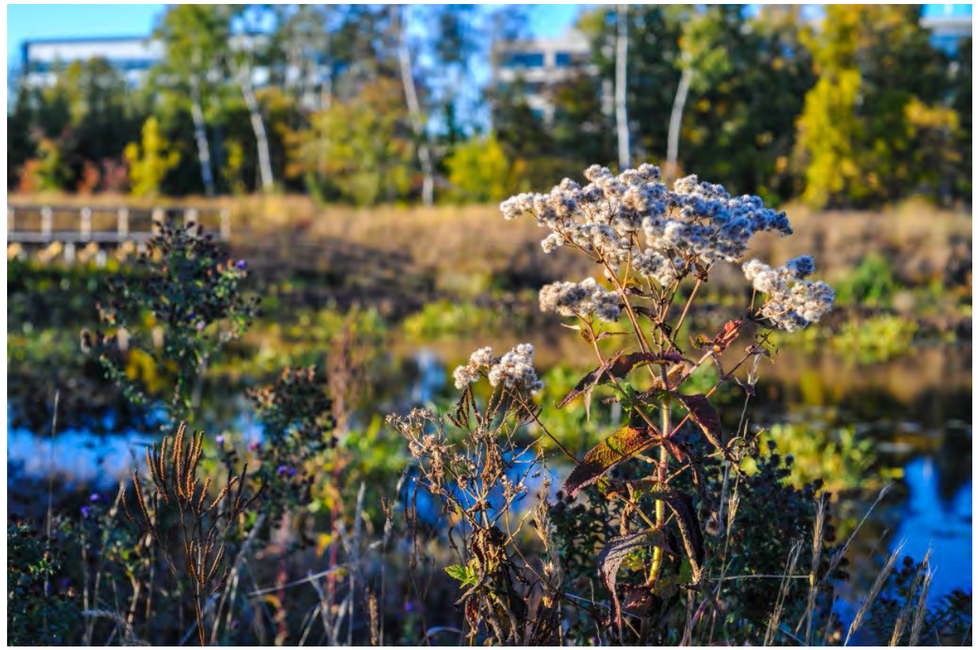
Question 12

How can we improve the Project's sense of neighborhood and community?

Answer

We have several thoughts about how to facilitate the sense of neighborhood and community:

- Include information about Community events and meetings on display monitors in the lobby area;
- Sponsor an annual educational program with guest speakers who will talk about the history and habitat of the Alewife Brook Reservation. The event will be open to the community;
- Work with Vox on Two to provide shared shuttle services to Alewife and to neighborhood shopping centers to facilitate interaction between the tenants of both properties.
- Reach out to the appropriate people at Discovery Park and Vox to create social events and see if there are common interests . This could include but not be limited to chess clubs, cyclists clubs, walking groups and Holiday events.



ARCHITECTURE/LANDSCAPE/URBAN DESIGN

Question 13

Will there be large mechanical units on the roof and if so, should they be screened?

Answer

No we do not foresee the need for large common area mechanical equipment on the roof. The common areas of the building will be conditioned with gas fired furnaces and cooled with rooftop condensing units such as those in Fig 13.1 which are not visible by line of site at grade. If there is a need for large rooftop units they will be screened appropriately.

FIG. 13.1

Question 14

Because you will be able to see into and drive through the covered parking in Building 1 it should not look like a parking garage. What kind of lighting and finishes are proposed?

Answer

The drive thru is proposed to have the same finish material as the base of the building – a wood-look shiplap type siding/cladding. The ceiling of the garage will be coffered to allow a coved light to provide soft, gentle lighting in this area—potentially this will be an LED strip light that can have color rendition.

FIG. 14.1

FIG. 14.2

Question 15

While the current design incorporates measures to reduce the massing of the buildings along Route 2, are there additional height or façade changes that can be made to further reduce the feeling of a wall of housing and differentiate the two buildings. As a gateway to the City, perhaps a dramatic element should be included.

Answer

The design has been refined to further reduce the building massing and to differentiate the two buildings:

•Building 1 Sixth floor has been redesigned to look like a rooftop penthouse -- pulled back 20 feet from the front and 12 feet from the sidewalls

•Building 1 Fifth Floor has been recessed to allow the leading corner volume to be more prominent. This entry bay wraps the drive entry corner and incorporated a significant vertical “wrap” that projects from the building, allowing a place for signage and interest. The bay is lifted up off of the first floor so that it integrated into the entry canopy beyond.

•Building 1 bays have been widened to create a more regular pattern – A “pop-up” bay engages the fifth floor to add interest

•Building 1 cornice has been lowered to the Fourth Floor – creating a strong line at this height, and lowering the apparent overall height of these projecting facades

•Building 2 has been further refined into three volumes – the center volume now steps back and the fifth floor and has been clad in the “white” siding of the attic story, allowing that material to step down to the ground. Darker bays form the connection between this volume and the two side projections.

•Building 2 bays have been modified, to have a consistent proportion as those on building 1

These changes are illustrated in Figures 15.1 through 15.3

FIG. 15.1

FIG. 15.2

FIG. 15.2

FIG. 15.3

FIG. 15.3

Question 16

How can we add more open space and programmable areas into the site and along pedestrian walkways? Can we move the buildings closer to Route 2 and relocate the open space along Route 2 into the site?

Answer

We cannot push Building 1 closer to Route 2 as we are purposely creating an offset from the Vox building face to eliminate the feel of a straight wall of buildings. Additionally, the rain garden between Building 1 and Route 2 is a critical element of the Site's resiliency design. It serves as a drainage element and compensatory flood storage area and cannot be relocated internal to the site based on grading requirements. However, without moving the buildings closer to Route 2, we have made numerous changes to the proposed site design that achieve the goal of increasing open space on the Site.

- The Patio outside of the Building 2/Route 2 lobby has been expanded – by shifting the drive entry to the garage, we have lengthened this southern facing patio area, providing more trees and places to sit and meet.
- The roadway intersection has been designed as a raised crossing, with specialty paving – allowing residents moving thru this area to cross on a diagonal, if desired. The raised table will slow cars turning through this area.
- A broad, tree-lined walkway has been incorporated, extending from the Building 2/Route 2 Lobby all the way back to Discovery Park. Building 2 was been redesigned / "trimmed" to set back on its southwest corner. This has allowed a wider walkway focused on a children's play area at its southern terminus, with an iconic, sculptural play structure focusing one's view.
- A new lobby has been incorporated on the southern side of Building 2 – allowing residents coming or going to the "T" convenient access to the building. A bike room occupies the corner of the building, visibly encouraging residents to make use of bikes to ride out and beyond the development.
- A Children's play area has been expanded – to provide view along the path, and allow children to make good use of the southern spot on the site, alongside Discovery Park.
- Due to a southern exposure of the building that will have sun all day long. A wood deck provides a place to sit and look out at the playground. The walkway merges into the path required for Fire Truck access along this façade of the building. Decks are stacked along this façade, opening out to the southern light and overlooking the play area and Discovery Park.
- Decks have been added along the southern façade – to provide a very residential feel along this southern façade.

FIG. 16.1

FIG. 16.2

Question 17

How do we fit into and complement the existing neighborhood consisting of Vox and Discovery Park?

Answer

- This development has two entry faces – both along Route 2 as well as facing Discovery Park. Lobbies have been created at each end of each of the two buildings, encouraging residents to move throughout the site and stich connections where possible.

- A strong pedestrian connection has been created at the southern edge of the site. Connecting the project from Route 2 to discovery park and then onto Alewife.

- The development connects the Bike path coming from VOX across the southwestern tip of the property, where a second lobby for building one allows for direct pedestrian connection.

FIG. 17.1

Question 18

What are the building materials and how will they hold up over time?

Answer

The buildings will be constructed using a post tensioned concrete podium at the ground floor/garage level and 5 stories of fire treated wood framing above. The concrete podium lends itself to construction within a flood zone due to its flood resiliency.

The buildings will be clad with high quality residential scaled materials. All exterior walls will be constructed of non-combustible materials. Facades will consisting of fiber cement siding, panels and trim with a class A fire rating, superior durability and a 50 year warranty

Windows will be energy efficient double glazed casements . Triple glazed windows will be used on the Route 2 elevation facing Route 2 for sound reduction.

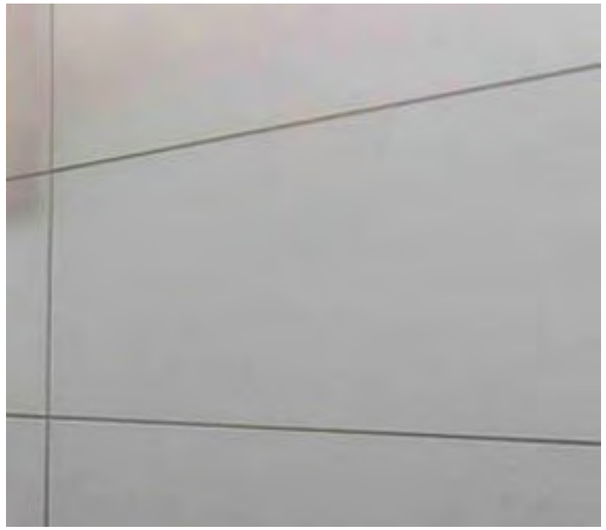


FIG. 18.1
Typical Building Materials

Question 19

Will the Applicant provide a perspective view from Discovery Park which shows the pedestrian experience?

Answer

Figure 19.1 shows the view from the new Discovery Park connection back to the south lobby of Building 2 and the play area.

- The new path to Discovery Park has a southern exposure with large existing trees to provide shade along the path.
- Along the path are planting beds up against the garage as well as planters below each group of balconies breaking up the garage wall.
- A permeable paver is used to define the new pathway from the new play area to the access at Discovery Park
- The exterior wall along the garage will have shiplap treatment and windows to make the garage wall feel more residential.

FIG. 19.1

Question 20

What are the landscaping elements and can we incorporate recommendations from the Cambridge Committee on Public Planting?

Answer

The landscaping elements include a palette of native and adapted species selected for flood tolerance, biodiversity and overall ornamental performance. We agree with the Cambridge Committee on Public Plantings' recommendation for having greater tree species diversity on the Project. Introducing a larger scale tree like a Pin Oak on the Route 2 frontage is a good suggestion which the Project will incorporate.

Pin Oak

QUESTION 21

The project should be LEED certified, rather than certifiable, and should go beyond LEED Silver given the sensitivity and vulnerability of the site.

ANSWER

The Project will obtain LEED Silver certification at a minimum and our design target is Gold.

QUESTION 22

What is the unit mix and who are the prospective tenants?

ANSWER

We anticipate the following attributes from our approximetely 480 tenants

- Average number of tenants per unit: 1.5
- Average age: approximately 38
- 34% under 30; 50% 30-50; 16% over 50
- Percent relocating from out of state: 35%
- Percent relocating from elsewhere in Cambridge: 15%
- Percent relocating from elsewhere in MA: 5%
- 30% work in Cambridge
- Children: Approximately 12% of the units will be occupied by families with children; 40 school-age & 20 younger than 6

The unit mix is provided in Figure 22.1

Building 1 -- Unit Mix

	STUDIO	1BR	2BR	3BR	# of Units
1st Floor	0	0	0	0	**0**
2nd Floor	4	13	8	0	**25**
3rd Floor	7	18	12	2	**39**
4th Floor	9	18	13	0	**40**
5th Floor	9	18	13	0	**40**
6th Floor	9	16	13	0	**38**
	38	**83**	**59**	**2**	**182**
	21%	46%	32%	1%	**UNITS**

Building 2 -- Unit Mix

	STUDIO	1BR	2BR	3BR	# of Units
First Floor	0	0	0	0	**0**
2nd Floor	6	14	6	2	**28**
3rd Floor	6	14	6	2	**28**
4th Floor	6	14	6	2	**28**
5th Floor	6	14	6	2	**28**
6th Floor	4	16	4	2	**26**
	28	**72**	**28**	**10**	**138**
	20%	52%	20%	7%	**UNITS**

TOTAL UNIT MIX

STUDIO	1BR	2BR	3BR	
66	155	87	12	**320**
21%	48%	27%	4%	

FIG. 22.1