



Greatland Realty Partners
101 Federal Street, 19th Floor
Boston, MA 02110
(857) 209-8202
www.greatlandpartners.com

To: Planning Board, Town of Lexington
From: Kevin Sheehan, Managing Partner
Date: July 29, 2020
Re: 1050 Waltham Street – Revolution Labs
Site Plan Review
Project Update

Thank you for your continued review of our new life science development at 1050 Waltham Street, which we have named Revolution Labs. We submitted our site plan review application for the project on July 15, which includes plan updates that are consistent with the PSDUP and the MOU, as approved at Town Meeting on June 1. We are excited to review our site plan application with you at the public hearing on August 12, and we would like to provide you with the following update of our progress to aid your review of our application.

Site Design

Stormwater. We have completed a notice of intent application that was submitted to the Lexington Conservation Commission on July 7. Our stormwater strategy reduces the impervious area within the 25', 50' and 100' wetland buffer zones on site, enhances the existing wetlands, and provides new stormwater treatment and storage systems that meet or exceed the state and local standards. The public hearing at the Conservation Commission was opened on July 27 and was continued to August 10, to allow the Town time to complete its engineering report before voting on the application.

Sewer. We have completed an analysis of sewer capacity, which has been submitted to the Town Engineer as required by section V of the MOU. The results of our analysis show there is adequate capacity in the municipal system to accommodate the proposed development.

Landscape Design

The landscape design for the project is consistent with the regulatory plans attached to the PSDUP. We have further developed the landscape details and designs which are included with the site plan review application, and we have made the following changes:

- Surface parking at the building entry was eliminated to provide better flow of vehicular circulation and reduce paved area.
- A seating area/bus shelter and a space for a future public bike share (e.g., "Bluebikes") were added as required by sections II.B.8 and II.B.9 of the MOU.

In addition, we have continued to work with our neighbors at Brookhaven to accommodate an accessible pedestrian connection between the properties, and provide appropriate plantings and screening, as shown on the site plans.

Building Design

The building footprint, massing and elevations are consistent with the regulatory plans attached to the PSDUP. We have continued to develop the structural and mechanical systems of the building, as well as the common areas required to support a life science tenancy, including back of house spaces such as the loading dock, utility and storage rooms, and the mechanical level equipment layout. In addition, we have developed both indoor and outdoor amenities for the building occupants, including bike storage, lockers, and showers, as required by section II.A.1 of the MOU, to promote bike transportation to the building.

Parking Structure

Our site plan for the project includes a garage design that is consistent with the PSDUP. Our initial plan will provide striping for 416 spaces, with capacity to add striping for up to 475 spaces if required by occupants of the building. As shown on the site plan, we intend to use the excess space in the parking structure for an outdoor amenity space, which could include a sport court or other active use.

The parking garage will also include electric vehicle charging stations, and bike parking, as required by sections II.A.1 and VII.3 of the MOU, and will include a solar canopy as required by section VII.4 of the MOU.

Lighting

The site plan review application included a lighting design narrative, a lighting schedule, a site lighting plan, and a photometric report by HLB Lighting Design. The lighting design as proposed will minimize light trespass and enhance public safety in accordance with section 5.4 of the Lexington Zoning Bylaw, as required by Section IX of the MOU.

Acoustics

The site plan review application included a community noise evaluation by Acentech, as required by section VI.1 of the MOU. This study has established proposed limits that will be used to design the building mechanical systems in compliance with the Town of Lexington Noise Ordinance and the MOU, and for future testing to confirm compliance if needed.

Sustainability

The project team for Revolution Labs has a strong commitment to sustainable development. We have continued to explore innovative and cost-effective ways to design, build and operate the building that are better for the environment and the project occupants. Accordingly, we have included an updated LEED checklist with our site plan review application, which shows a minimum

silver rating, as well as a comparison to the Lexington Integrated Design and Construction Goals, as required by section VII.1 of the MOU.

In addition, as required by section VII.2 of the MOU, we have studied electric-based HVAC systems, and other energy conservation measures in connection with the building HVAC design. We have worked with the utility company incentive program (MassSave) to develop and evaluate these options. Although an all-electric HVAC system for lab use is not feasible at this time, we are pursuing a design that will allow tenants to install electric-based HVAC systems for any office use within the building (we expect a typical life science tenant to include a mix of approximately 50/50 lab/office use).

As noted above, we have included electric vehicle charging stations in the parking garage and we have further developed the design of a solar canopy for the parking garage as required by sections VII.3 and VII.4 of the MOU. We will continue to work with Eversource to implement these sustainable features for the project.

Roadway Improvements

The roadway improvement plans included with our application show a new, relocated crosswalk on Waltham Street as required by section II.B.5 of the MOU. Two crosswalk options were developed and reviewed with the Town Engineer prior to submission of the site plan review application, and the Rapid Rectangular Flashing Beacon (RRFB) crossing located adjacent to the Waltham Town Line (south of the site driveway) as originally proposed and referenced in the MOU was selected by the Town as the preferred design. The roadway improvement plan also includes striping for bike lanes as required by section II.B.6 of the MOU. The preliminary roadway improvement plans as submitted have been reviewed with and approved by the Town Engineer; these preliminary plans will be advanced to final with appropriate details and specifications that will be subject to final approval by the Town Engineer.

Signage

Locations and sizes for project signage, consistent with the PSDUP requirements, are shown on the site plans and building elevations.