



# Project Summary



Building 1 Unit Count (Age Restricted):				
Floor	1B	2B	3B	Total
4th Floor	7	7	0	14
3rd Floor	7	11	0	18
2nd Floor	7	11	0	18
1st Floor	5	9	0	14
<b>Total</b>	<b>26</b>	<b>38</b>	<b>0</b>	<b>64 Units*</b>
<b>Affordable</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>16 Units</b>

\*Age restricted units must be 25% min. of total units

218\* .25 = 54.5 -- 55 units min.

This is a requirement per the zoning.

Building 2 Unit Count:				
Floor	1B	2B	3B	Total
4th Floor	8	8	0	16
3rd Floor	9	9	1	19
2nd Floor	9	9	1	19
1st Floor	8	7	1	16
<b>Total</b>	<b>34</b>	<b>33</b>	<b>3</b>	<b>70 Units</b>
<b>Affordable</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>18 Units</b>

Building 3 Unit Count:				
Floor	1B	2B	3B	Total
4th Floor	10	8	0	18
3rd Floor	10	12	0	22
2nd Floor	10	12	0	22
1st Floor	10	12	0	22
<b>Total</b>	<b>40</b>	<b>44</b>	<b>0</b>	<b>84 Units</b>

Lobby (garage level)

<b>Affordable</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>21 Units</b>
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Unit Totals:				
Floor	1B	2B	3B	Total
4th Floor	25	23	0	48
3rd Floor	26	32	1	59
2nd Floor	26	32	1	59
1st Floor	23	28	1	52
<b>Total</b>	<b>100</b>	<b>115</b>	<b>3</b>	<b>218 Units</b>

<b>Affordable</b>	<b>25</b>	<b>29</b>	<b>1</b>	<b>55</b>	<b>Units</b>
	<b>25.00%</b>	<b>25.22%</b>	<b>33.33%</b>		<b>25.23% Affordable</b>

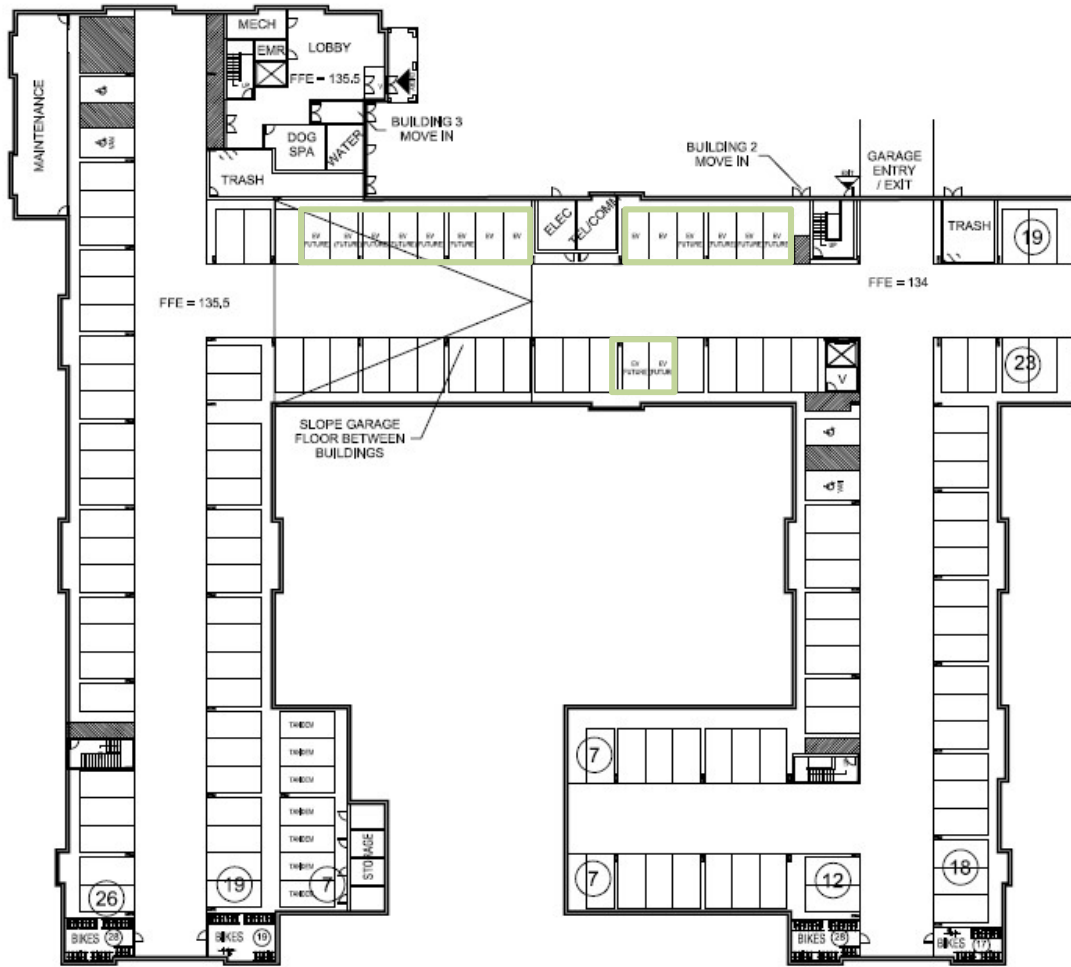
1 BED RATIO:	45.87%
2 BED RATIO:	52.75%
3 BED RATIO:	1.38%
TOTAL:	100%

TOTAL PODIUM PARKING SPACES	180
TOTAL SURFACE PARKING SPACES	168
TOTAL PARKING SPACES	348
PARKING RATIO PER UNIT	1.60

The River's Edge Project will contain 55 affordable housing units (25% of the total project). With the increase from 190 to 218 units, the number of affordable units has increased by 7. Most importantly, all 218 units will be counted towards the Town of Wayland's affordable housing stock and the State's mandated affordable housing minimum of 10%. This will further protect the Town of Wayland from future "40B" development exposure for years to come.

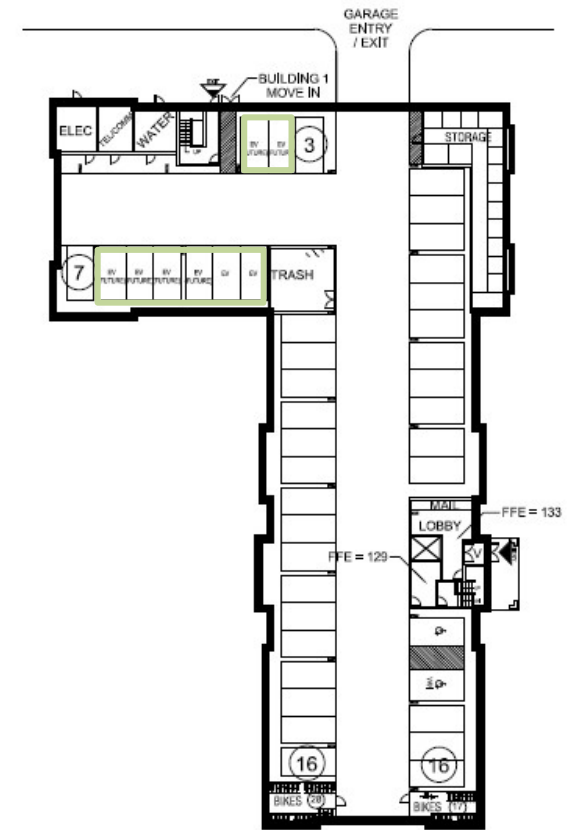
<b>Building Type</b>	<b>Units</b>	<b>Affordable Units</b>	<b>Affordable %</b>
Age-Restricted	64	16	25%
Non Age-Restricted	154	39	25%
<b>TOTAL PROJECT</b>	<b>218</b>	<b>55</b>	<b>25%</b>

# Building Plans: Garage



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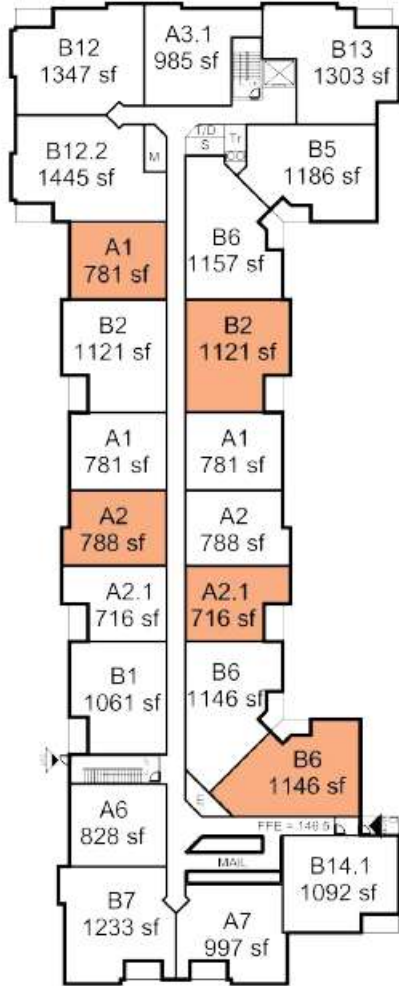
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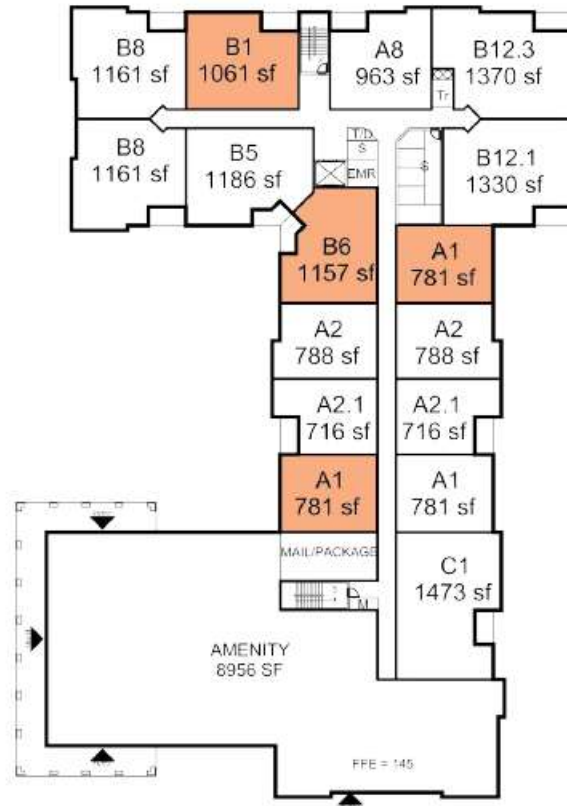
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# Building Plans: First Floor

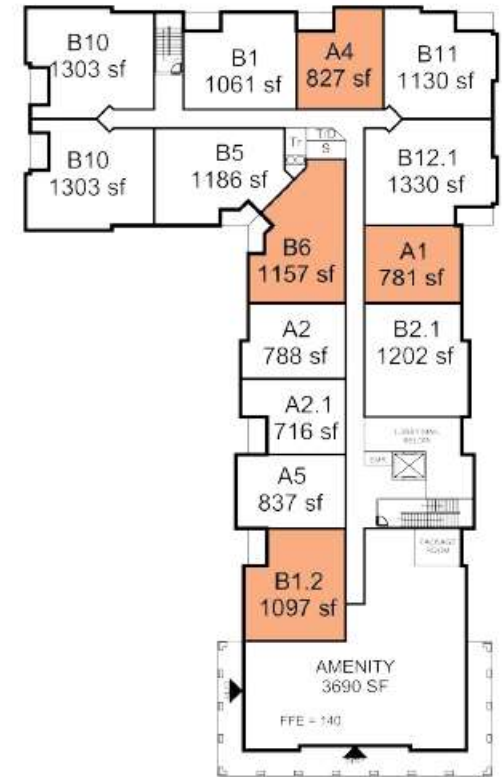
■ DENOTES REPRESENTATIVE AFFORDABLE UNIT LOCATIONS, FINAL LOCATIONS ARE SUBJECT TO CHANGE



3



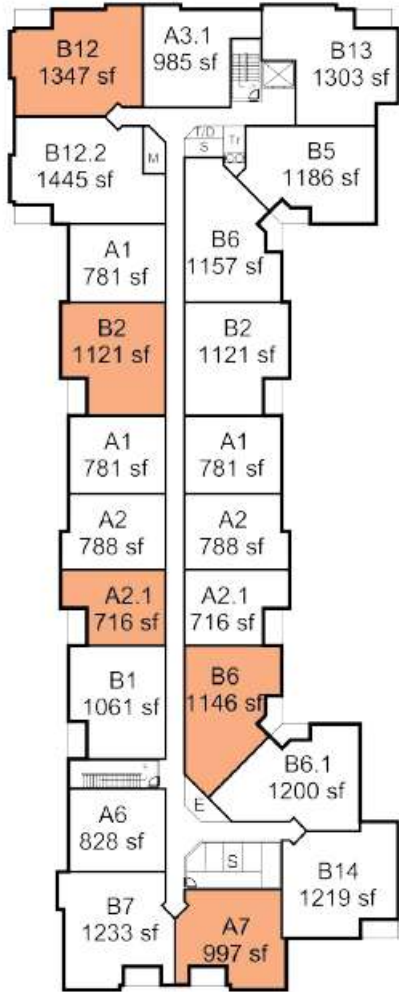
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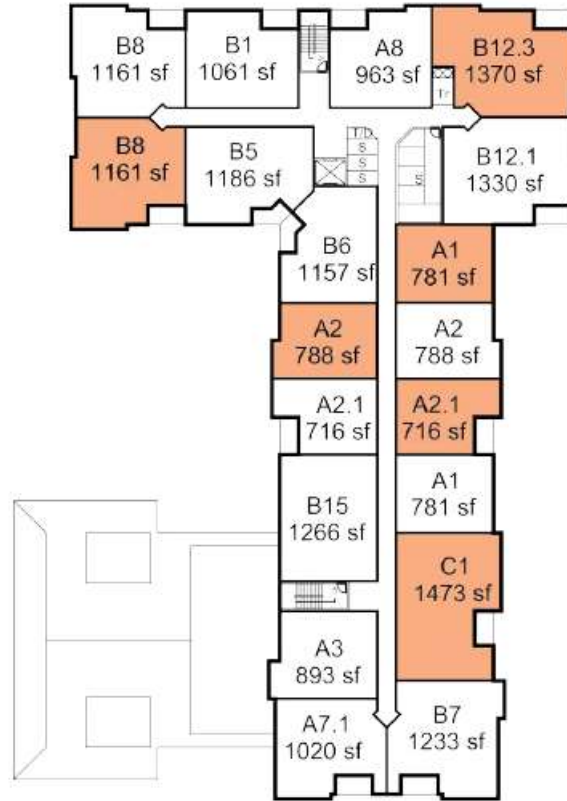
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# Building Plans: Second Floor

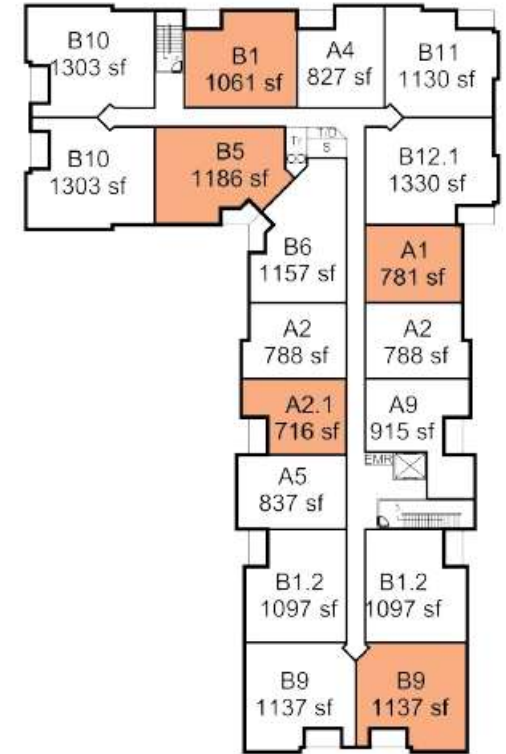
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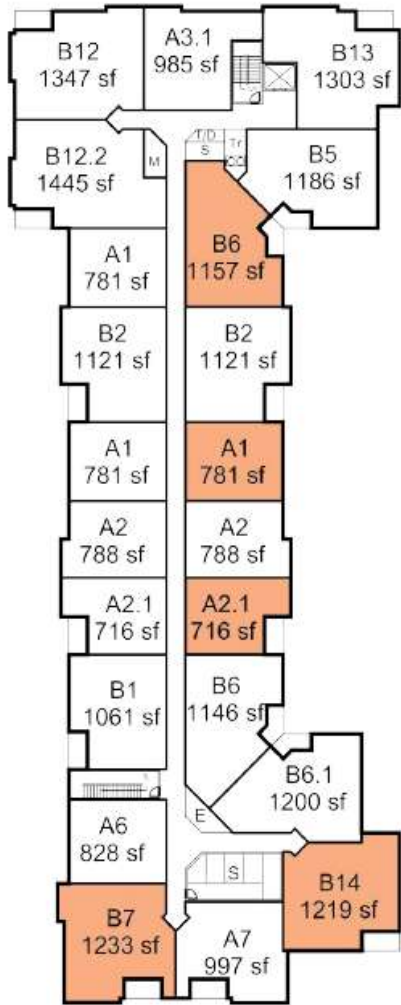
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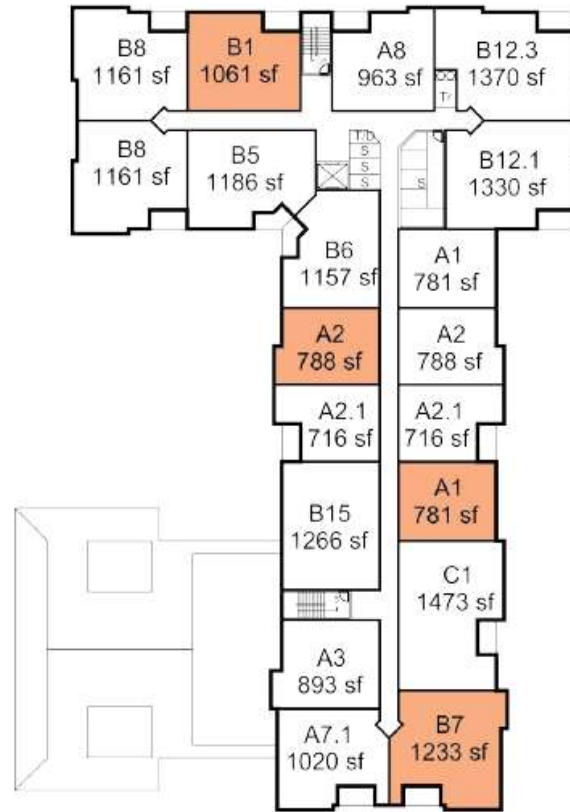
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# Building Plans: Third Floor

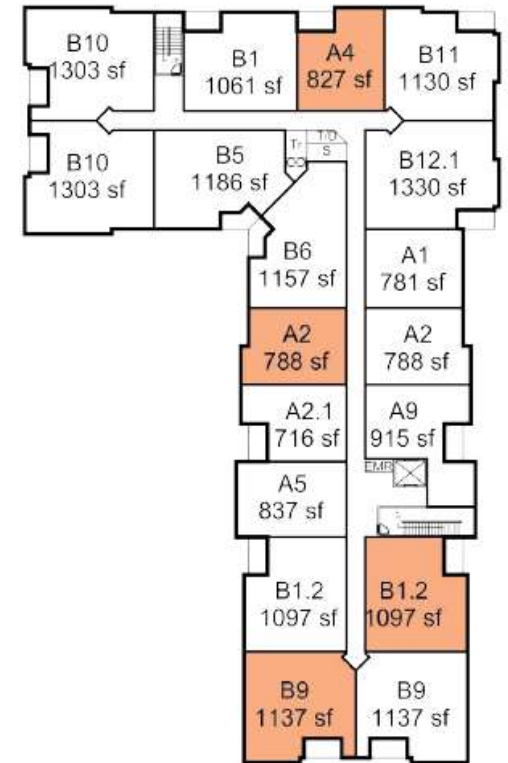
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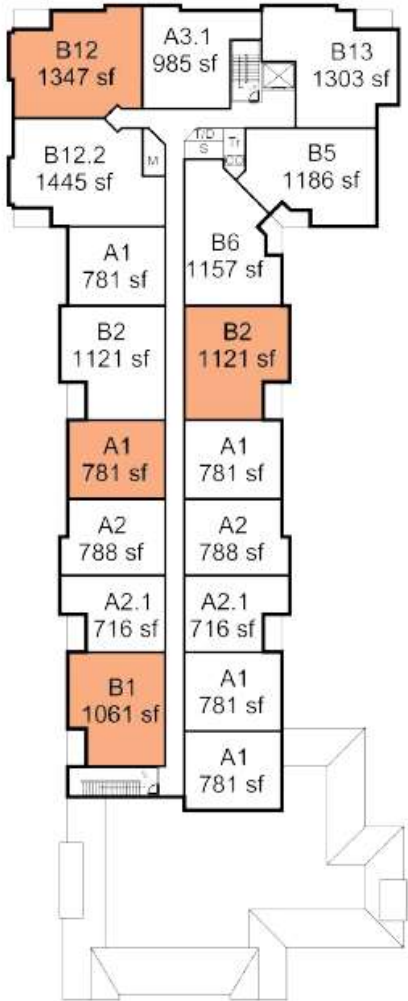
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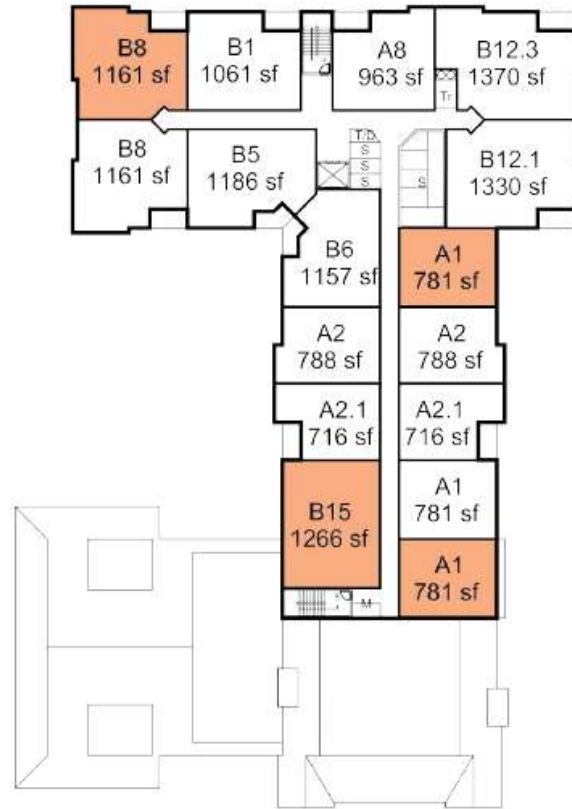
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# Building Plans: Fourth Floor

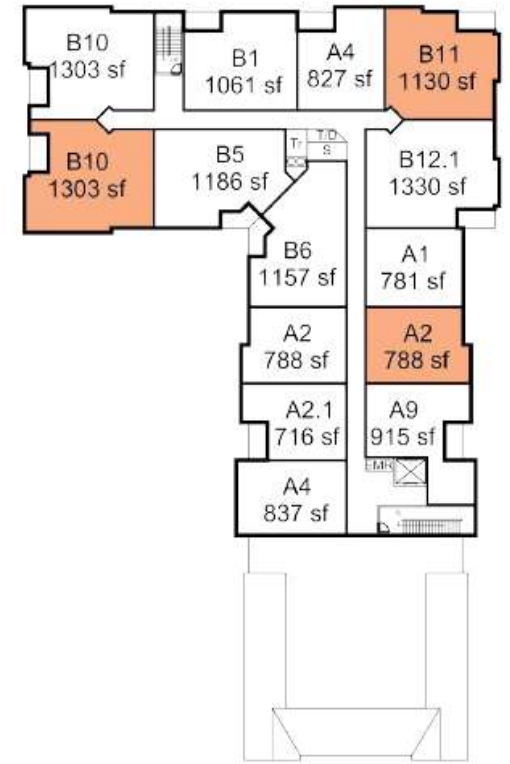
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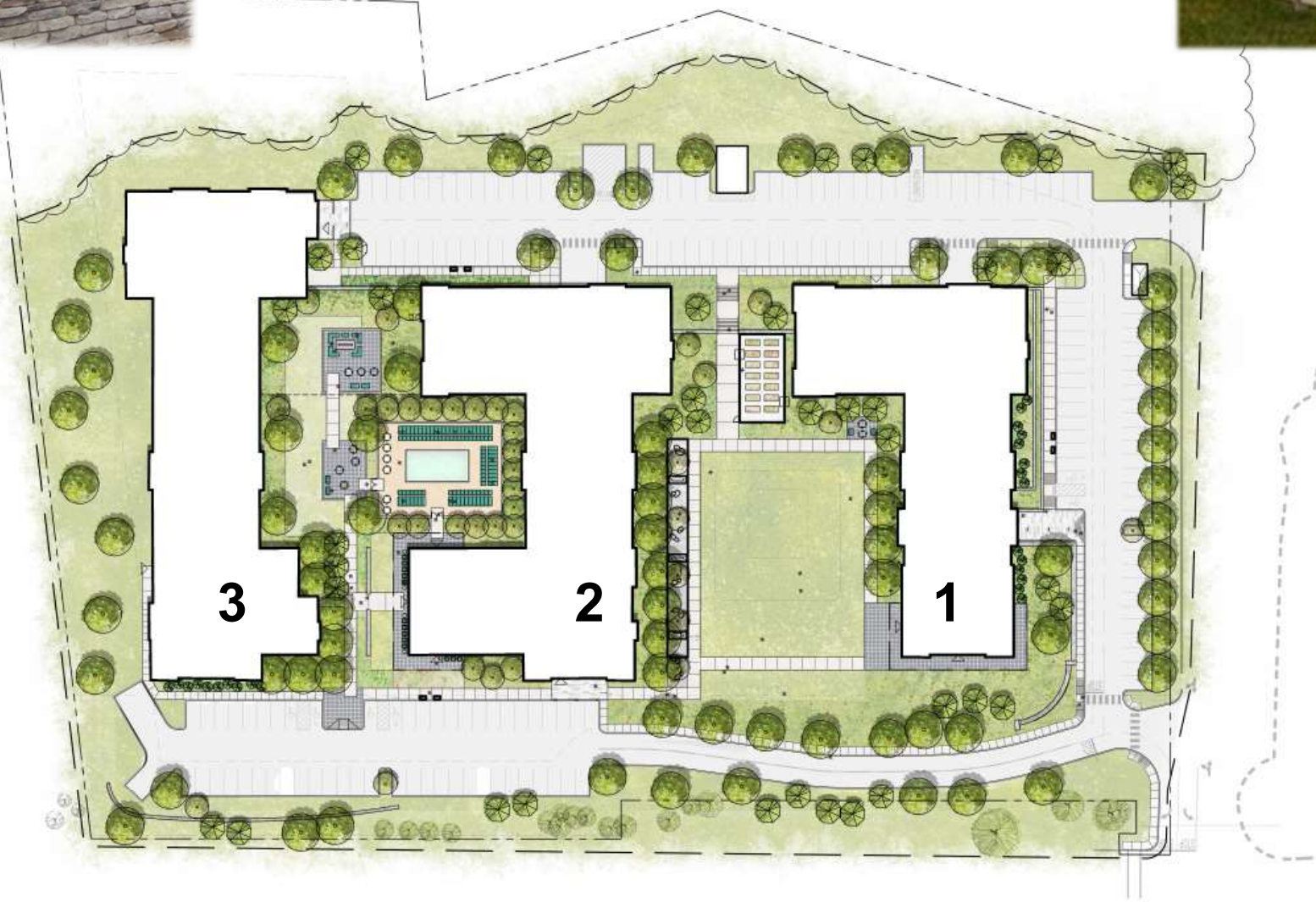
2



1



# Landscape Plan



# Building 1 Previous Design

Building 1 @ EL. 133



# Site Modifications @ Building 1

**Building 1 lowered by 4 feet (EL. 133 to EL. 129)  
Building 3 raised by 1.5 feet (EL. 134 to EL. 135.5)**



# Building Renderings: Main Entry



# Building Renderings: Amenity Building



# Building Renderings: Amenity Building



# Building Renderings: Building 2/3 rear



# Building Renderings: Buildings 2/3 from Rt. 20 (westbound)





# Building Renderings: Buildings 2/3 from Rt. 20 (eastbound)



# Building Materials



Material A



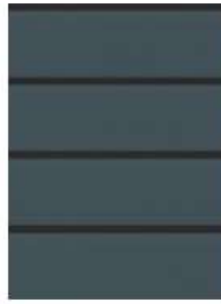
Main Body Color:  
Buildings 1 & 3 3-story front: board and batten siding  
Building 2 3-story front: clapboards  
All buildings 4th floor: board and batten siding  
Accent gables: board and batten siding

Material B



Main Body Color:  
Clapboard siding floors 1-3

Material C



Accent Color:  
Shed roofed bays: clapboards  
Building 3 front "knuckle": clapboards

Material D



Trim Color:  
Eaves and Rakes  
Balcony Railings  
Columns  
Window and Door Casing

Material E



Amenity Building  
Board and batten siding

Material F



Inset balcony walls



## **STRETCH CODE**

Massachusetts utilizes the 2015 IECC (International Energy Conservation Code) which is the most stringent in the nation. The project will be designed to meet the Massachusetts Stretch Code requirements for energy efficiency (adopted by Wayland in 2010) which is 10% more efficient than the 2015 IECC. The project will meet NGBS Silver (National Green Building Standard) which requires 3<sup>rd</sup> party verification for: Grade 1 Insulation installation, Air sealing, Blower door testing and duct testing for air sealing

## **HEATING & COOLING**

The heating and cooling system for the apartments will be individual vertical fan-coil air handling units (Aquatherm) with energy efficient motors and seven day programmable thermostats that will help reduce the demands on utilities. Per the 2015 IECC, all apartments will have fresh air intake ducted directly from the exterior. All units will utilize MERV 8 air filters. Each apartment will be provided with a gas-fired hot water heaters producing hot water for the plumbing fixtures and the fan-coil. The heaters will be 90%+ efficient.

## **WATER: HOT WATER**

All residential units will have a high efficiency (93%+/-) tankless hot water heater that provides hot water on demand only when needed by the resident

## **WATER: PLUMBING FIXTURES**

Low flow/flush Water Sense plumbing fixtures are specified as 1.28 GMP for toilets, 1.0 GPM for lavatory faucets, 1.5 kitchen faucets and 1.5 shower heads for a reduction in water usage of 30% compared to the baseline.

## **LIGHTING**

Almost all of the building will be equipped with high efficiency LED lighting in the apartments, common areas, garages and exterior site lighting. Occupancy sensors will be installed in all common areas and back of house spaces to reduce energy consumption when the spaces are not occupied. We strategically lamp the apartments to limit the need for residents to provide additional lighting that may not be LED.

## **APPLIANCES**

Residential appliances that qualify are specified as ENERGY STAR . There are no ENERGY STAR certified ovens, ranges, range hoods, or microwave ovens.

## **RADON MITIGATION:**

We will provide a Radon mitigation system in each building with a 15 mil. Class A vapor barrier vented to the roof.



# Green/Energy Efficient Building Design (2 of 2)

## **EV STATIONS**

We have doubled the total number EV charging stations from (24) to (48) which represents 14% of the 348 parking spaces on site. Of that total, (12) EV charging stations will be provided at occupancy with conduit to install (36) future spaces.

## **BICYCLE STORAGE**

Each building will be provided with a bicycle storage room and a fix-it station for maintenance. There is capacity for 137 bicycles in the rooms and the ability to add wall mounted racks in front of the parking spaces if additional spaces are needed after occupancy.

## **WINDOWS**

Operable, Low E insulated glass windows are provided in each unit with a U-value = .29, SHGC = .31 and VT = .55. Standard glazing can have a U value of .48.

## **ROOF:**

The roof is a 'bathtub' style roof with a pitched roof at the perimeter and a recessed flat roof in the middle to hide the rooftop condensing equipment. A high albedo white roof will be specified at the flat portion of the roof to reflect sunlight and absorb less heat than a standard black roof surface.

## **SOLAR PANELS & GREEN ENERGY**

Rooftop area is limited due to the pitched roof required to hide the condensing units per the River's Edge RFP. We have had discussions with multiple local Solar Energy companies and have a plan to provide (100) solar panels located on the west facing pitched roof areas which would produce approximately 40,000kw/hrs per year. We will engage a solar consultant during the design phase to design a plan to maximize solar capacity on the site.

## **LANDSCAPE:**

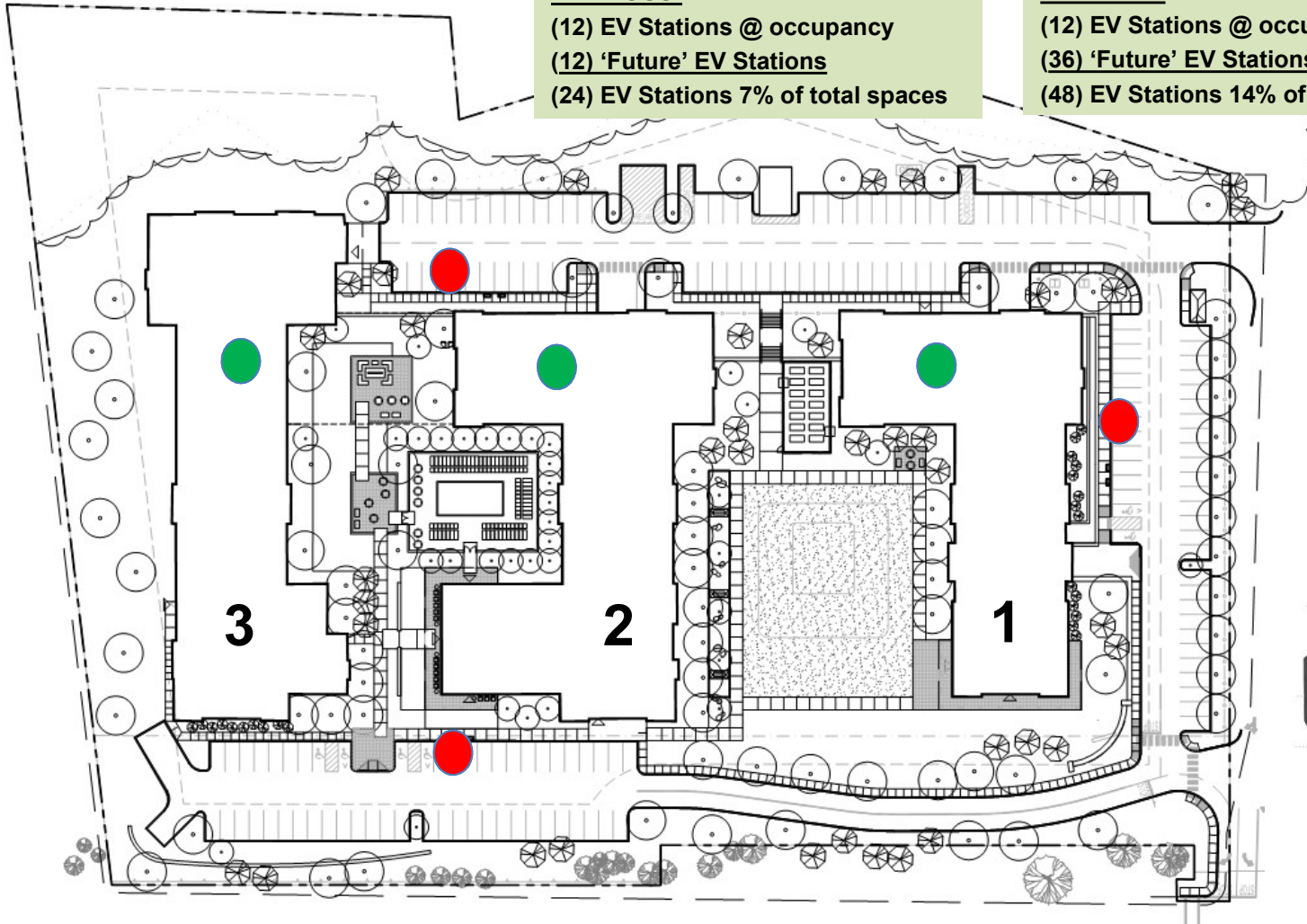
Many existing trees and understory plants along the perimeter of the site, including along Route 20, will remain and additional trees and shrubs will be added to these edges to provide additional screening and habitat. Turf grass will be added in key areas adjacent to buildings and parking, including a large lawn at the courtyard between buildings one and two. Native trees, shrubs, and perennials will be planted in mulched beds around the foundations of buildings and behind retaining walls. Small areas for vegetable and herb gardens for resident use will also be designated within the courtyards. The landscaped areas at the perimeter of the buildings and courtyards will have irrigation but we will not irrigate the sides and rear of the site to blend in with the natural surroundings and vegetation.



# Electric Vehicle Charging Stations

**PREVIOUS:**  
 (12) EV Stations @ occupancy  
 (12) 'Future' EV Stations  
 (24) EV Stations 7% of total spaces

**CURRENT:**  
 (12) EV Stations @ occupancy  
 (36) 'Future' EV Stations  
 (48) EV Stations 14% of total spaces



**EXTERIOR:**  
 (2) EV Stations @ occupancy  
 (6) 'Future' EV Stations

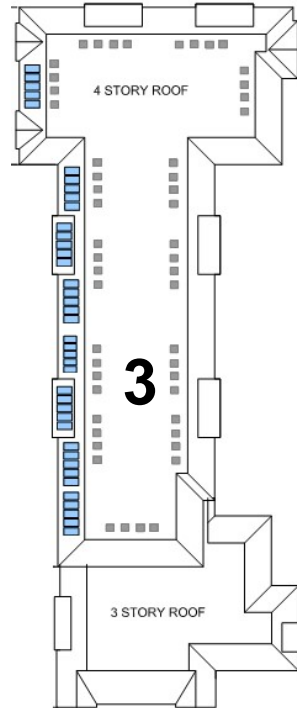
**INTERIOR (GARAGE):**  
 (2) EV Stations @ occupancy  
 (6) 'Future' EV Stations



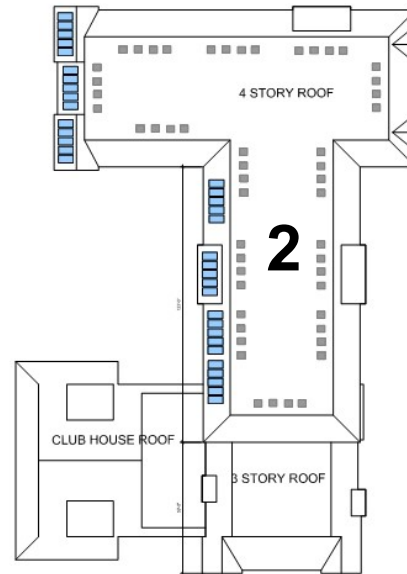
# Solar Panel Locations

## SOLAR PANELS & GREEN ENERGY

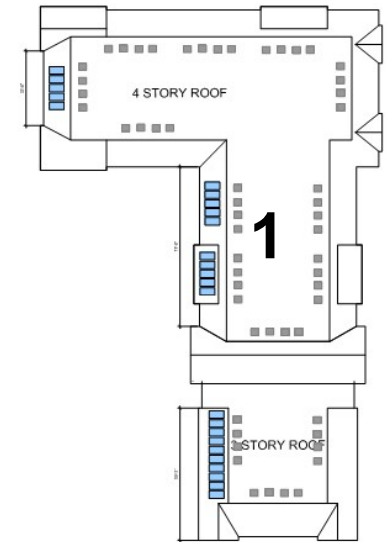
Rooftop area is limited due to the pitched roof required to hide the condensing units per the River's Edge RFP. We have had discussions with multiple local Solar Energy companies and have a plan to provide (100) 395w solar panels located on the west facing pitched roof areas which would produce approximately 40,000kw/hrs per year. We will engage a solar consultant during the design phase to design plan to maximize solar capacity on the site to potentially include portions of the south and flat roof surfaces.



**BUILDING 3**  
40 PANELS



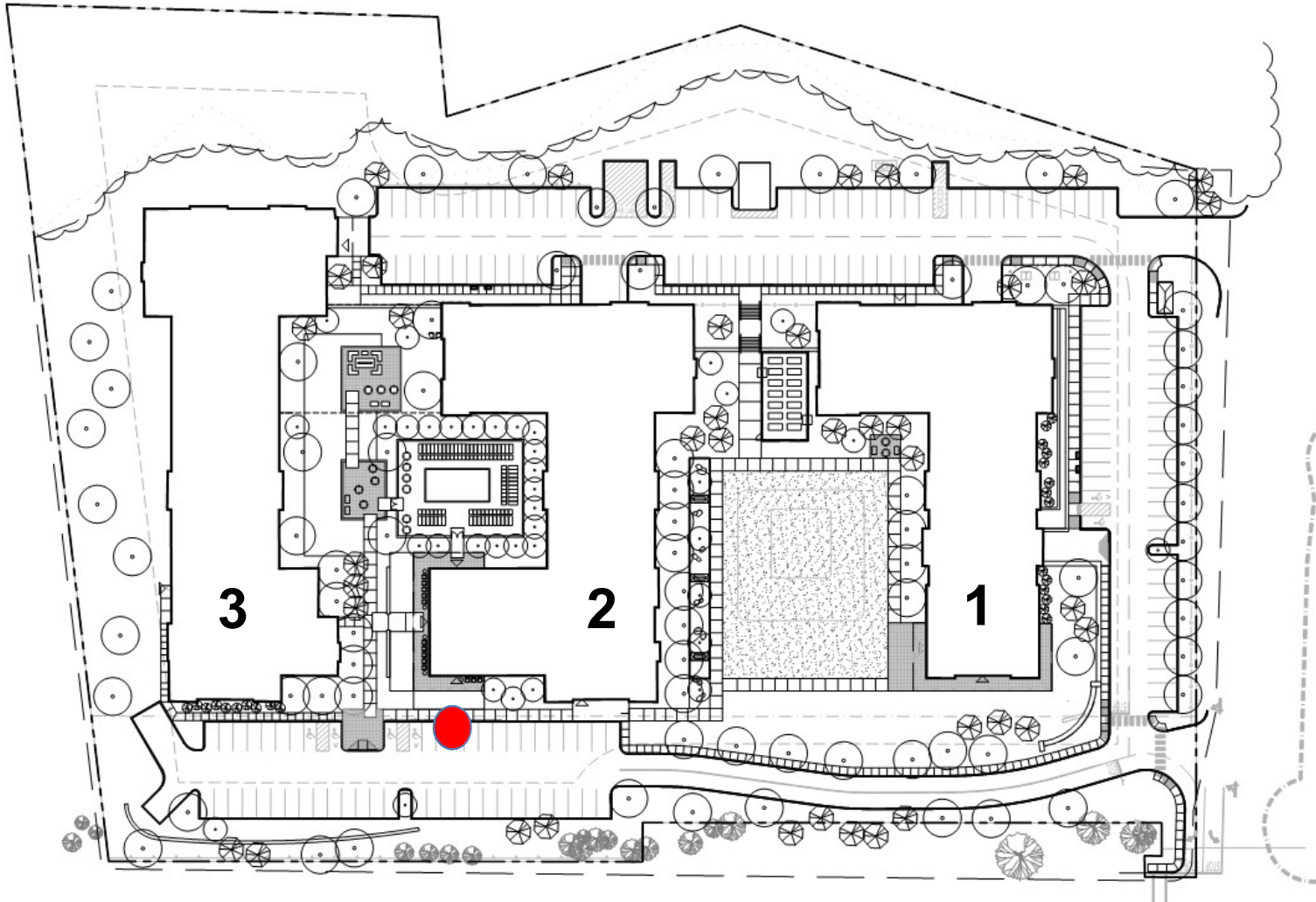
**BUILDING 2**  
35 PANELS



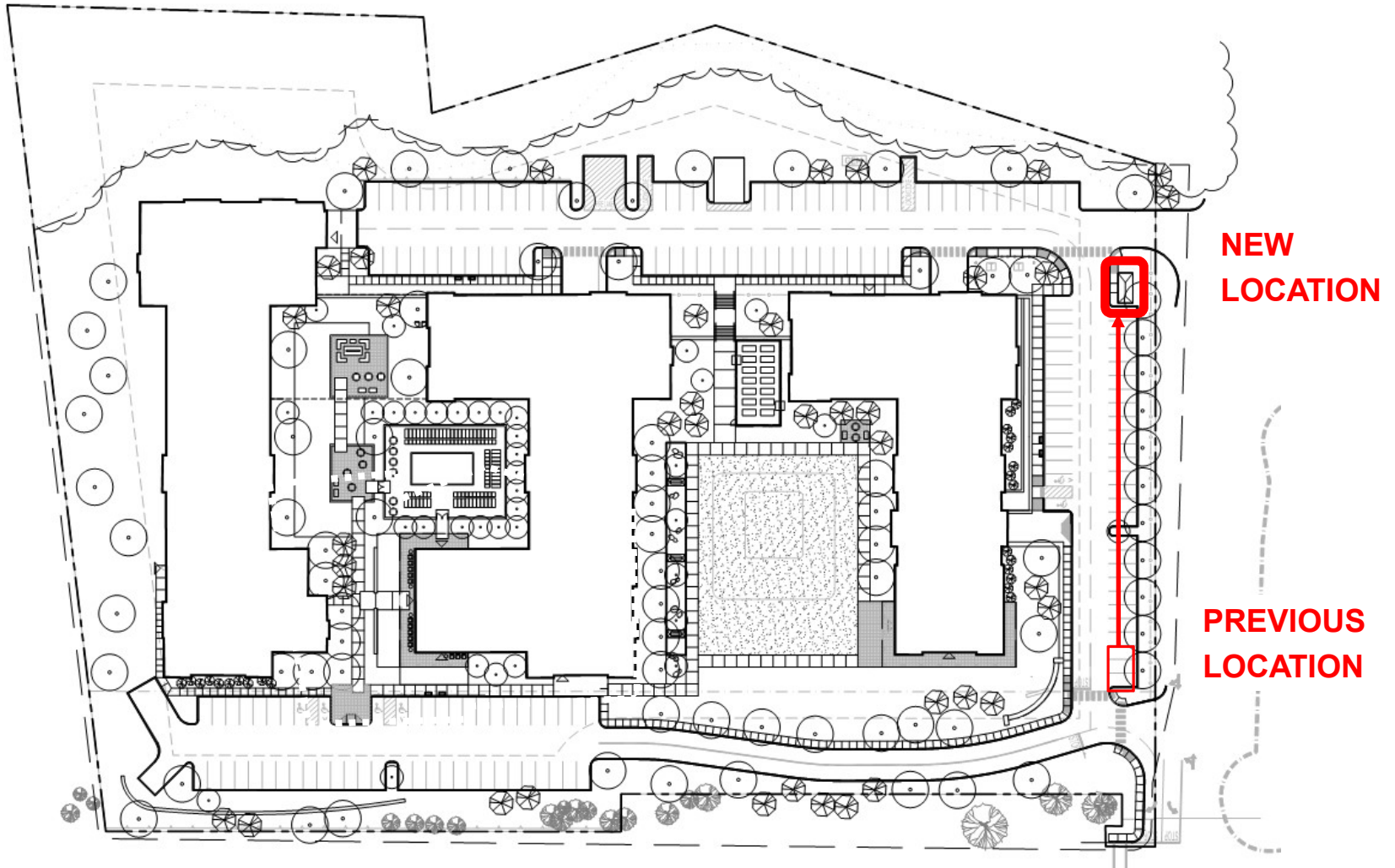
**BUILDING 1**  
25 PANELS

**PV Module**  
78" x 39" PV modules in groups of 5  
WEST FACING

# Ride Sharing Pickup & Drop off location

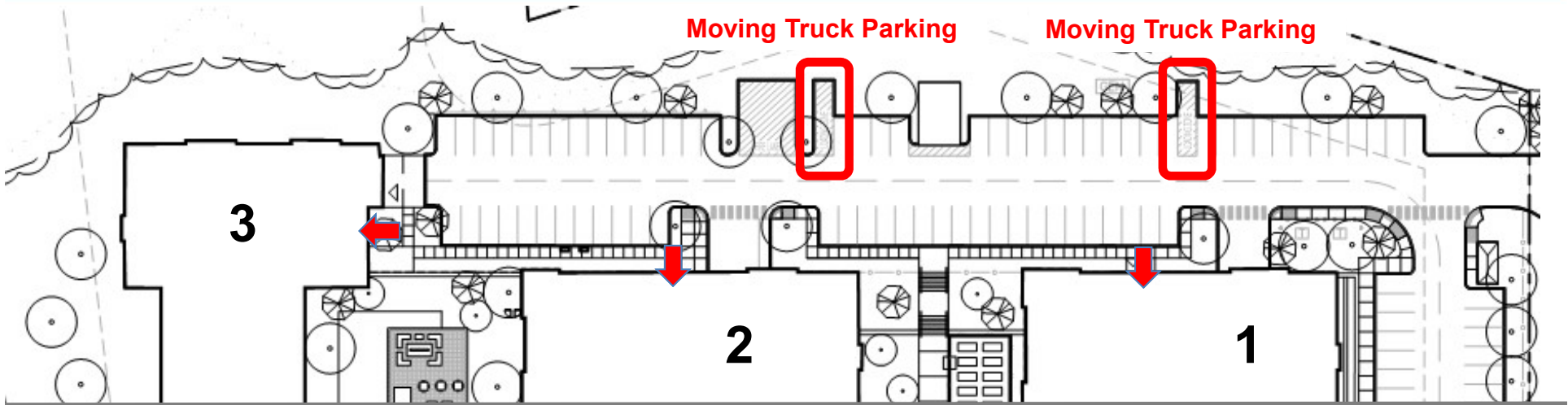


# Bus Shelter

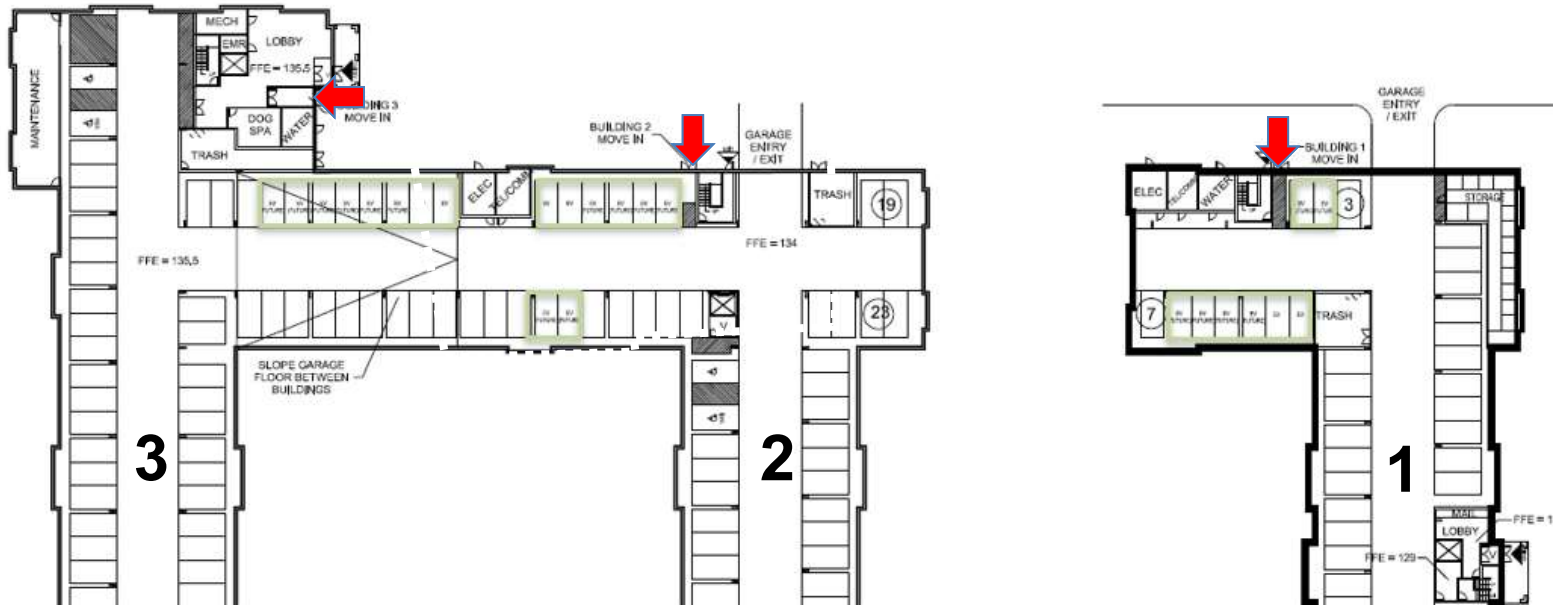




# Move In Locations

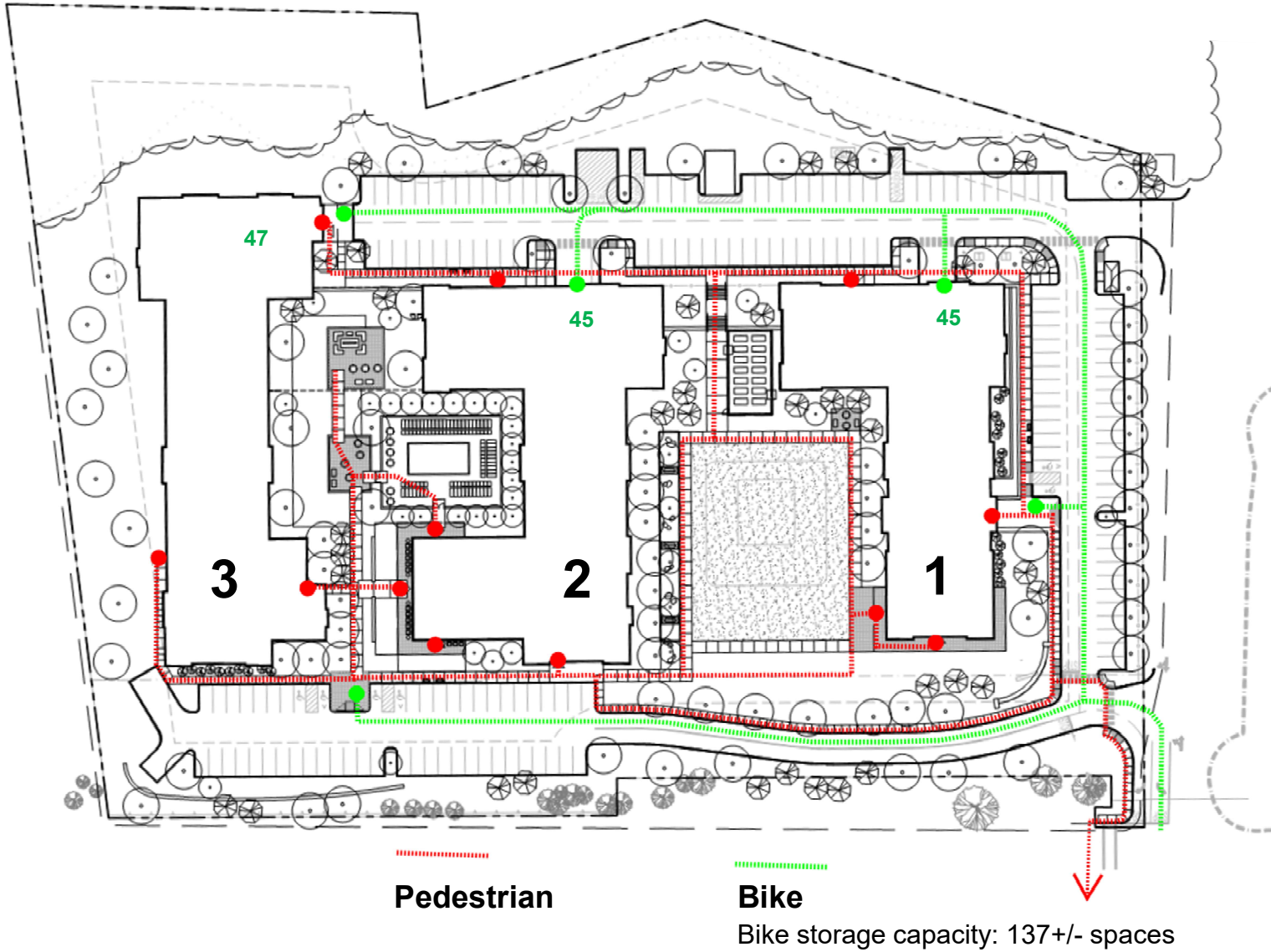


**SITE PLAN**

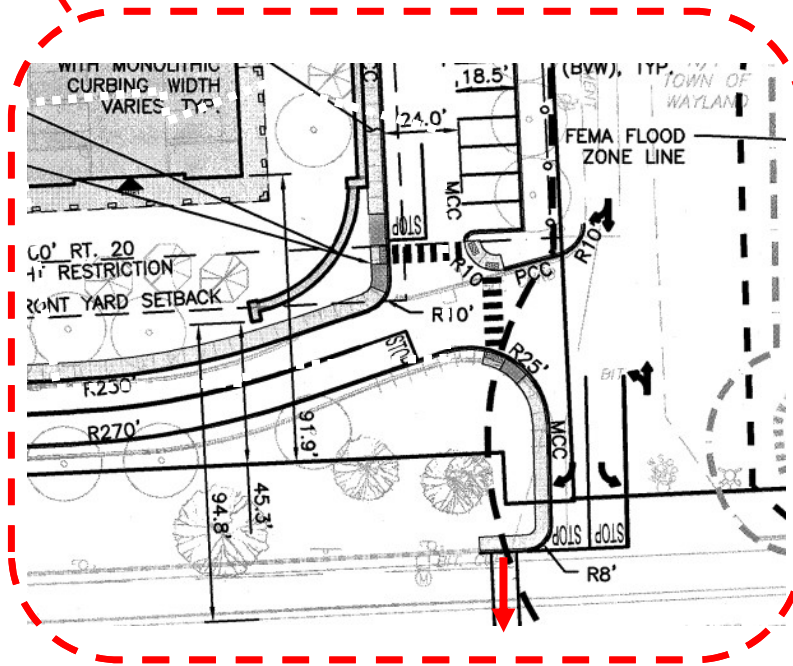


**GARAGE PLAN**

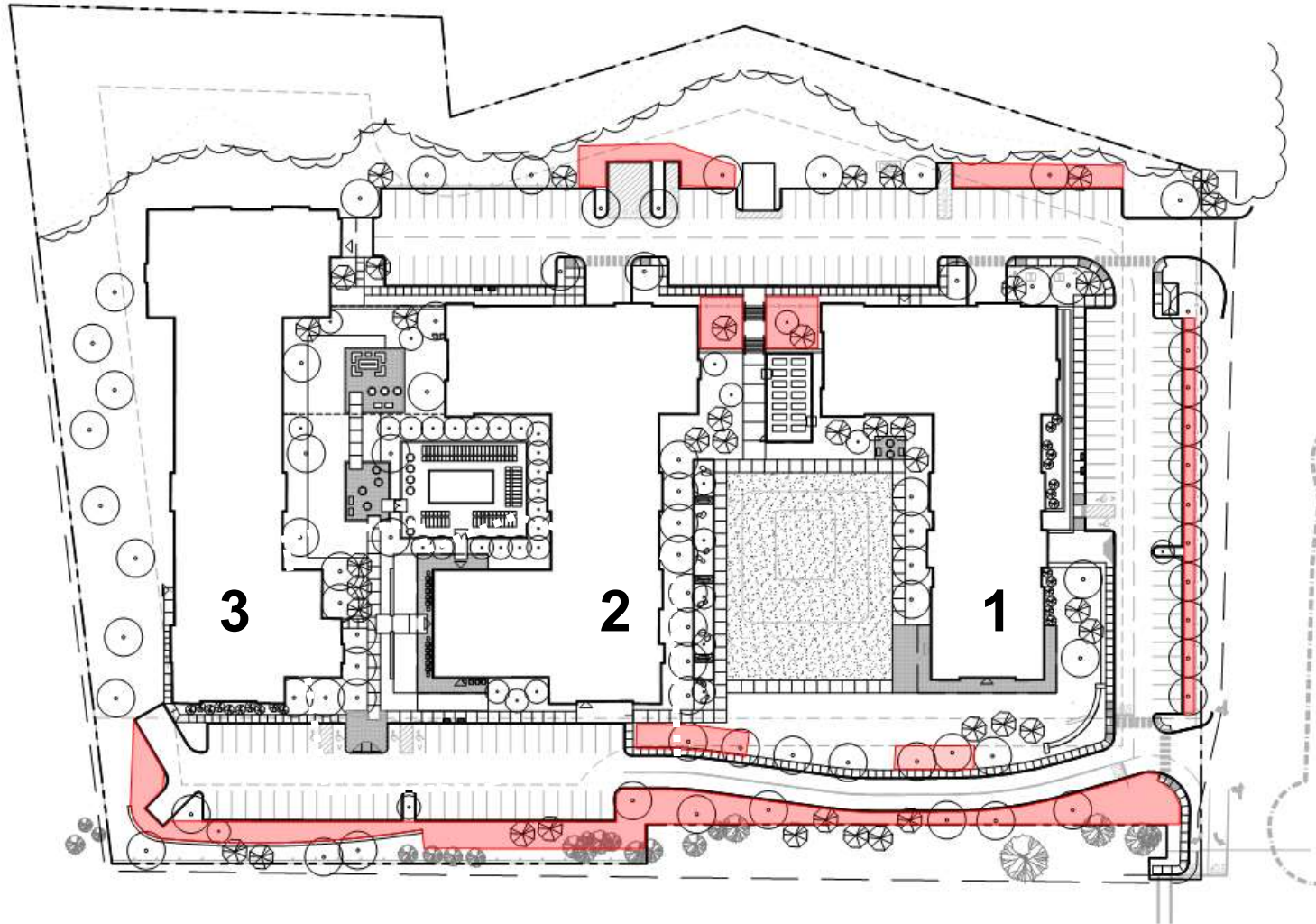
# Pedestrian and Bike Access



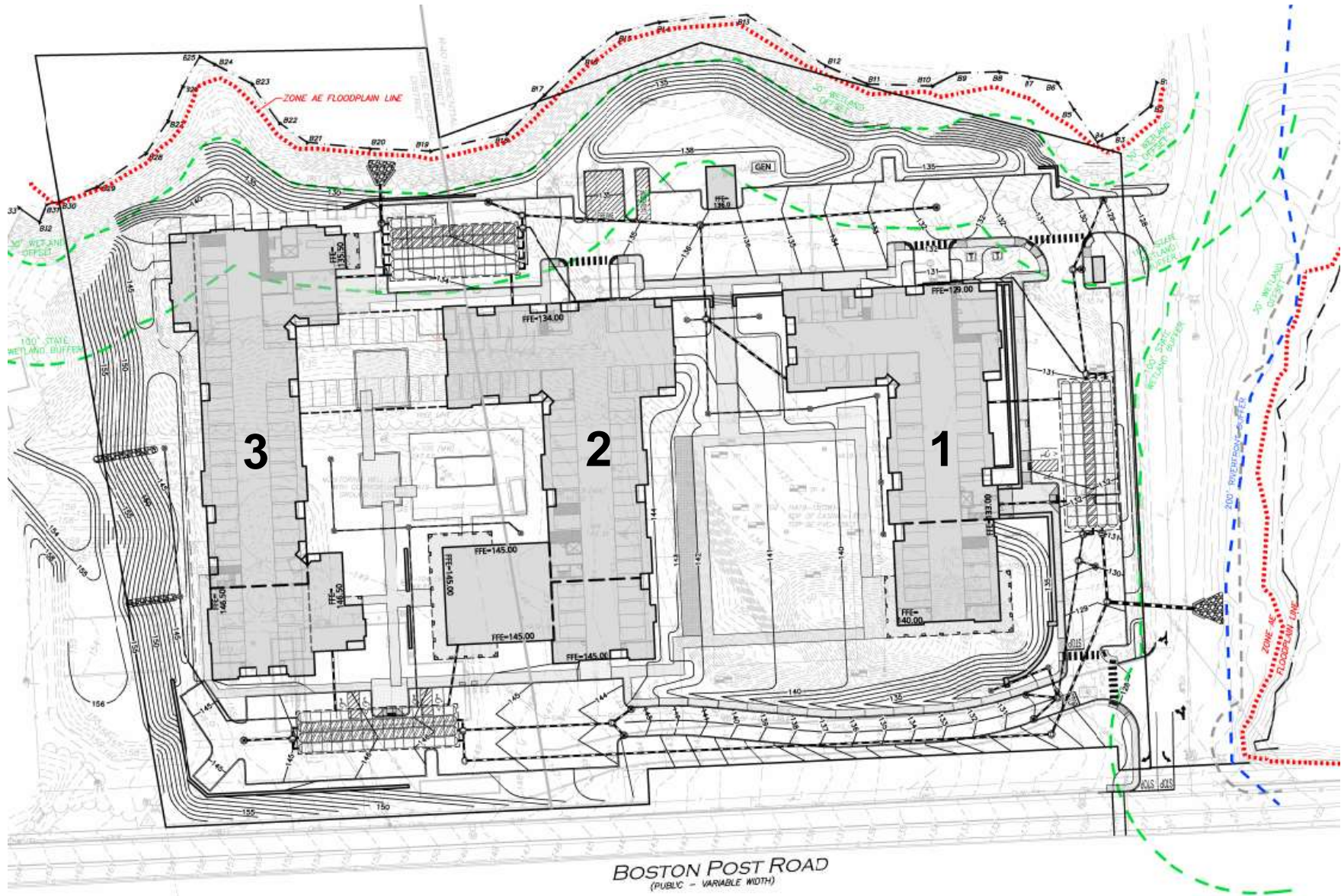
# Crosswalk @ Rt. 20 to the Rail Trail



# Snow Storage



# Grading & Drainage Plan



- The Applicant should provide signage and pavement markings to delineate travel within the on-site parking field to improve site circulation. This should include the installation of a stop-sign and stop-line along the DPW Transfer Station Access Roadway at Boston Post Road
- The Applicant should collaborate with the Town to provide striping along the DPW Transfer Station Access Roadway between Boston Post Road and the drive aisle into the site to provide a left-turn lane and a right-turn lane.
- The Applicant, in coordination with the Town and MassDOT, will evaluate traffic signal timing modifications and optimizations at the intersection of Boston Post Road / Cochituate Road post-occupancy based on future traffic demands.
- To provide enhanced pedestrian accommodations along Boston Post Road to a future Town-sponsored multi-use path and rail trail project, the Applicant has committed to contribute funding for the design and installation of a pedestrian crosswalk with accessible ramps across Boston Post Road at the DPW Transfer Station Access Roadway.

In conclusion, the anticipated traffic generated by the proposed Alta at River's Edge development can be safely and efficiently accommodated within the study area corridors and intersections with the implementation of off-site mitigation as listed.

# Questions?

