

MEMORANDUM

Date: December 15, 2021
To: Town of Lexington Planning Board
From: Tim Bailey AIA, LEED AP
Subject: PSDUP Responses to Comments of Planning Board Sketch Plan Recommendation – 95 and 99 Hayden Avenue

Below in italics are the project team's formal responses to the Lexington Planning Board Findings and Recommendations from the Sketch Plan review of November 10, 2021 for the proposed PD District: authorized

Findings & Recommendations

1. The Project includes the razing of Building A and Building B, renovating Buildings C and D, and construction of new Building 1 (148,000SF), Building 2 (160,000SF), Connectors/Amenities (6,000SF), and additions to Building C + D (12,500SF), all at 99 Hayden Avenue.

Response: *Finding acknowledged. As a minor point of clarification, in addition to demolishing existing Buildings A and B, the Project also proposes to demolish (i) the existing lab space in the current parking garage in order to convert this back into parking as well as (ii) the existing Collaboration Center on the site. In the final phase of the redevelopment, the Project also contemplates the construction of a new bay onto the existing parking garage if parking demands require it. The total building area reflected in the PSDUP has been refined since the Sketch Plan review process. The total net new building area has increased by 57,000 square feet as a result of design enhancements and building efficiency improvements, including expanded mechanical areas to provide for building electrification.*

2. New construction and redevelopment of existing structures should incorporate and be designed to meet the expectations of the Planning Board found in § 176 – 12.0 Site Plan Review and Special Permit Design Regulations.

Response: *Agreed. The Project will be designed to meet applicable Site Plan Review and Special Permit Design Regulations.*

3. When preparing the Project, please utilize the checklists prepared for § 176 – 12.0 Site Plan Review and Special Permit Design Regulations as the project is further designed. Such checklists were designed to guide developers and reduce review time.

Response: *Agreed. The design plans for the Project will continue to be prepared in accordance with the applicable checklist requirements.*

4. The Transportation Safety Group (TSG) and the Department of Public Works (DPW) request that the Applicant review and consider relocating the main entrance drive off Spring Street towards the Spring/Hayden intersection to create better sight lines. The Town requests that a detailed sight line analysis be included in the PSDUP traffic impact study.

Response: *Comment acknowledged. The traffic impact study included with the PSDUP includes a sight line analysis of the existing Spring Street intersection confirming the adequacy of sight lines and making recommendations to ensure these sight lines are maintained.*

5. The Project should provide accessible pedestrian access from the site to the crosswalk at Hayden/Spring Street intersection or consider a new crosswalk elsewhere so that pedestrians can access the sidewalks.

Response: *The project team, including the project's traffic engineer MDM Transportation Consultants, Inc., has evaluated both of the described options. Due to grade change elevations between the project site and the Hayden/Spring Street intersection, an accessible pedestrian access would require a ramp system that is approximately 350 feet long and would significantly disturb the existing slope and vegetation. The Project Team also evaluated a proposed crosswalk across Spring Street at the existing site entrance on Spring Street. At this location there is an existing stone wall within the right-of-way and a path that exists in a Sidewalk Access & Maintenance Easement on the property located at 125 Spring Street that was granted from the owner of the property to Town of Lexington dated March 25, 2015. The project feels this location is a preferable location for connecting the site to the existing pedestrian network. In order to provide this access, a crosswalk with pedestrian signal would need to be installed at this location.*

6. The Project should be designed to ensure adequate fire and public safety access and site circulation while being mindful of natural and wetland features.

Response: *Comment acknowledged. The PSDUP submission includes a vehicle circulation plan that demonstrates the adequacy of truck movements within the site, confirming that fire and public safety vehicles can travel in an unconstrained manner within the driveways, the proposed courtyard area and within proximity to the proposed buildings. All other site driveways remain in their existing geometry and elevations.*

7. The Applicant should submit sewer usage projections and downstream capacity analysis to determine if adequate capacity exists.

Response: *Comment acknowledged. The Project design team has and will continue to coordinate with the Town Engineer regarding the anticipated increase in sewer flow associated with the Project, including providing appropriate use projection and analysis to confirm the adequacy of the system's capacity. Preliminary discussion with the Town*

Engineer has led to a preliminary plan to mitigate the anticipated increase in sewer flows by lining the existing 8-inch sewer line on 95 and 99 Hayden Avenue that currently discharges to the existing pump station. Lining the existing sewer line will reduce inflow and infiltration (I/I) into the pump station and the remainder of the sewer system. The Project design team expects to continue to finalize the mitigation plan for the Project through further coordination with the Town of Lexington Engineering Department in the course of site plan review.