

CITY OF CAMBRIDGE, MASSACHUSETTS

PLANNING BOARD

CITY HALL ANNEX, 344 BROADWAY, CAMBRIDGE, MA 02142

2011 DEC 7 10:46
OFFICE OF THE CITY CLERK
CAMBRIDGE, MASSACHUSETTS

NOTICE OF DECISION AMENDMENT TO SPECIAL PERMIT

Case Number:	175 Amendment #3 (Major)
Address:	1-5, 7-13, 23 East Street; 1 Leighton Street
Zoning:	North Point / PUD-6
Applicant:	ASN Maple Leaf (Office) LLC, Archstone North Point II LLC and North Point Apartments Limited Partnership 1250 Broadway, 12 th Floor New York, NY 10001
Owner:	Same as Applicant
Application Date:	August 30, 2011
Date of First Public Hearing:	September 20, 2011
Date of Preliminary Determination:	September 20, 2011
Date of Second Public Hearing:	November 1, 2011
Date of Final Development Plan Decision:	November 1, 2011
Date of Filing Decision:	December 7, 2011

Application: Major Amendment to Final Development Plan (Section 12.37.3) and Project Review Special Permit (19.25) to permit the conversion of one existing 61,251 square-foot building from general office to multifamily dwelling use.

Decision: **GRANTED, with conditions.**

Appeals, if any, shall be made pursuant to Section 17 of Massachusetts General Laws, Chapter 40A, and shall be filed within twenty (20) days after filing of the above referenced decision with the City Clerk. Copies of the complete decision and final plans, if applicable, are on file with the Community Development Department and the City Clerk.

Authorized Representative of the Planning Board: Jeffrey C. Roberts JCR 12/07/11.

For further information concerning this decision, please contact Liza Paden at 617-349-4647, or lpaden@cambridgema.gov.

DOCUMENTS SUBMITTED

Application Documents and Supporting Material

1. Planned Unit Development Special Permit Application dated August 30, 2011 containing: Cover Sheet, Summary of Application, Fee Schedule, Narrative, Dimensional Form, Ownership Certificate, Project Narrative.
2. Transportation Impact Study for Maple Leaf Residential prepared by Vanasse & Associates, dated August, 2011.
3. Plans and Illustrations for Charles E. Smith Residential prepared by ADD Inc. dated September 10, 2002.
4. Survey and Utility Plans prepared by Beals + Thomas (last revision dated 05/16/2011).
5. Plans and Illustrations for Maple Leaf Building prepared by ICON Architecture, dated August 31, 2011.
6. Supplemental Illustrations for Maple Leaf Building prepared by ICON Architecture, dated November 1, 2011.

Other Documents

7. Letter from Charles Marquardt dated September 20, 2011.
8. Letter from Barbara Broussard representing East Cambridge Planning Team dated September 20, 2011.
9. Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated November 1, 2011.

SUMMARY OF APPLICATION

The Applicant proposes to amend the prior Final Development Plan and Project Review Special Permit authorized by Planning Board Special Permit #175 to allow the conversion of a single existing building (“Maple Leaf Building”) from commercial use to residential use. The prior Final Development Plan authorized the continued commercial use of the existing building. Overall, the proposed Amendment increases the residential component of the Planned Unit Development by 61,251 square feet of Gross Floor Area and 104 dwelling units, and decreases the commercial Gross Floor Area by 61,251 square feet.

FINDINGS

Based on a review of submitted Application materials and testimony given at the public hearing, the Board finds that the proposed amendment meets all standards and criteria for granting a Major Amendment to a Planned Unit Development as set forth in Article 12.000 of the Zoning Ordinance, and for granting a Project Review Special Permit as set forth in Article 19.000 of the Zoning Ordinance, as further set forth below.

1. Major Amendment to a Final Development Plan (12.37)

Major amendments, as specified in Section 12.37.3, shall be considered as an original application for a Special Permit to construct a PUD and shall be subject to procedures specified in Section 12.34 through 12.36. The Planning Board shall decide whether proposed changes are major or minor. ... Major amendments represent substantial deviations from the PUD concept approved by the Planning Board. Major amendments shall include, but not be limited to, large changes in floor space, mix of uses, density, lot coverage, height, setbacks, lot sizes, open space; changes in the location of buildings, open space, or parking; or changes in the circulation system.

The Planning Board finds that the proposed Amendment represents a substantial deviation from the approved PUD concept, given the change in the mix of uses, and therefore constitutes a Major Amendment. Final approval of the Major Amendment is subject to the same standards as approval of a Final Development Plan as set forth in Section 12.36. The Board finds that the proposed Amendment meets these standards, as set forth in further detail below.

In making these Findings the Board is guided by the standards of Section 12.35.3 of the Zoning Ordinance. The Board accepts and makes reference to the Narrative provided in the Special Permit Application as it responds to those standards.

(1) The Final Development Plan conforms with the General Development Controls set forth in Section 12.50, and the development controls set forth in the specific PUD district in which the project is located.

The Final Development Plan remains in conformance with the General Development Controls and the specific development controls of the PUD-6 District. The only proposed dimensional changes to the approved Final Development Plan are an increase in residential use with a commensurate decrease in commercial use, and an increase in dwelling units, neither of which violate the limitations of the PUD-6 District. Motor vehicle parking for all uses is provided at the ratio approved in Amendment #2 to Special Permit #175 (granted May 4, 2010), which includes a reduction in required parking granted as per Section 6.35.1.

(2) The Final Development Plan conforms with adopted policy plans or development guidelines for the portion of the city in which the PUD district is located.

The Final Development Plan remains in conformance with the Eastern Cambridge Planning Study and the Eastern Cambridge Design Guidelines. The conversion of commercial use to residential use is consistent with the goal of creating new residential uses in that area, which is also explicitly stated in the purpose of the PUD-6 District.

(3) *The Final Development Plan provides benefits to the city that outweigh its adverse effects. In making this determination the Planning Board shall consider the following:*

(a) *The quality of the site design, including integration of a variety of land uses, building types, and densities; preservation of natural features; compatibility with adjacent land uses; provision and type of open space; provision of other amenities designed to benefit the general public*

The proposed Amendment will not alter the design of buildings, open spaces, or other physical elements of the approved Final Development Plan. The conversion of the Maple Leaf building to residential use is compatible with other uses in the area and will continue to contribute positively to the variety of building types and the distinct streetscape of the district. The proposed exterior renovations to the Maple Leaf building and associated landscaping will improve the visual quality of the area.

(b) *Traffic flow and safety*

The proposed Amendment will not substantially change traffic patterns from the approved Final Development Plan. The Transportation Impact Study for the Final Development Plan (discussed further below in these Findings) indicates that the conversion of the Maple Leaf building to residential use will result in a reduced traffic impact from its previous use, and will have a negligible overall impact on the adjacent street system.

(c) *Adequacy of utilities and other public works*

Existing utilities, water, sewage, and stormwater infrastructure will be sufficient to meet the needs of the proposed residential uses in the Maple Leaf building. The Applicant will work with the appropriate City departments to ensure regulatory compliance and a continuation of services during the renovation and residential conversion.

(d) *Impact on existing public facilities within the city*

The Final Development Plan will have no substantial impact on public facilities.

(e) *Potential fiscal impacts*

The Final Development Plan will result in a positive fiscal impact through the conversion of an existing building to a productive use, thereby increasing the taxable value to the City, and through the creation of new housing units that will attract new residents to Cambridge.

2. Amendment to Project Review Special Permit (19.20)

(19.25.1) Traffic Impact Findings. Where a Traffic Study is required as set forth in Section 19.24 (2) the Planning Board shall grant the special permit only if it finds that the project will have no substantial adverse impact on city traffic within the study area as analyzed in the Traffic Study. Substantial adverse impact on city traffic shall be measured by reference to the traffic impact indicators set forth in Section 19.25.11 below.

(19.25.11) Traffic Impact Indicators. In determining whether a proposal has substantial adverse impacts on city traffic the Planning Board shall apply the following indicators. When one or more of the indicators is exceeded, it will be indicative of potentially substantial adverse impact on city traffic. In making its findings, however, the Planning Board shall consider the mitigation efforts proposed, their anticipated effectiveness, and other supplemental information that identifies circumstances or actions that will result in a reduction in adverse traffic impacts. Such efforts and actions may include, but are not limited to, transportation demand management plans; roadway, bicycle and pedestrian facilities improvements; measures to reduce traffic on residential streets; and measures undertaken to improve safety for pedestrians and vehicles, particularly at intersections identified in the Traffic Study as having a history of high crash rates.

The indicators are: (1) Project vehicle trip generation weekdays and weekends for a twenty-four hour period and A. M. and P.M. peak vehicle trips generated; (2) Change in level of service at identified signalized intersections; (3) Increased volume of trips on residential streets; (4) Increase of length of vehicle queues at identified signalized intersections; and (5) Lack of sufficient pedestrian and bicycle facilities. The precise numerical values that will be deemed to indicate potentially substantial adverse impact for each of these indicators shall be adopted from time to time by the Planning Board in consultation with the TPTD, published and made available to all applicants.

The Applicant submitted an updated Transportation Impact Study considering the proposed amendment, which was certified complete and accurate by the Traffic, Parking and Transportation Department. No traffic impact indicators are exceeded. The proposed conversion from office use to residential use will result in a decrease in vehicle trip generation from the Maple Leaf building. Transportation Demand Management (TDM) measures will continue to be implemented as required by the prior Special Permit #175.

No additional motor vehicle parking will be provided and the amount of parking in the approved Final Development Plan will not change. The existing parking in the adjacent One Leighton Street building will be sufficient to accommodate the new uses, according to

information provided by the Applicant and supported by the Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation dated November 1, 2011.

(19.25.2) Urban Design Findings. The Planning Board shall grant the special permit only if it finds that the project is consistent with the urban design objectives of the city as set forth in Section 19.30. In making that determination the Board may be guided by or make reference to urban design guidelines or planning reports that may have been developed for specific areas of the city and shall apply the standards herein contained in a reasonable manner to nonprofit religious and educational organizations in light of the special circumstances applicable to nonprofit religious and educational activities.

The Board finds that the proposed amendment is consistent with the Urban Design Objectives in Section 19.30, as set forth below, and as further detailed on pages 8-10 of the narrative portion of the Special Permit Application.

(19.31) New projects should be responsive to the existing or anticipated pattern of development.

The proposed amendment remains consistent with present uses and future plans for the area, as previously set forth in the PUD Findings.

(19.32) Development should be pedestrian and bicycle-friendly, with a positive relationship to its surroundings.

The proposed Amendment does not substantially change pedestrian and bicycle access from the approved Final Development Plan, which includes pedestrian and bicycle amenities throughout the development area as well as connections to nearby public transportation service. Bicycle parking for new dwelling units authorized by this amendment will be provided in the existing One Leighton Street building.

(19.33) The building and site design should mitigate adverse environmental impacts of a development upon its neighbors.

The alterations to the design of the Maple Leaf building will not result in additional adverse impacts on neighbors. The Applicant will prepare acoustical studies to aid in mitigating any additional noise impacts from exterior mechanical equipment, and to ensure that such systems conform to the City of Cambridge Noise Ordinance. Trash handling and exterior lighting will be managed to reduce or screen impacts on neighbors, and the improved façade treatment and landscaping will help to beautify the area.

(19.34) Projects should not overburden the City infrastructure services, including neighborhood roads, city water supply system, and sewer system.

Existing roads and infrastructure services will not be adversely impacted by the proposed conversion from office to residential use.

(19.35) New construction should reinforce and enhance the complex urban aspects of Cambridge as it has developed historically.

The proposed plan continues to retain and renovate an existing building among the new construction occurring on surrounding sites.

(19.36) Expansion of the inventory of housing in the city is encouraged.

The proposed Amendment increases the residential component of the Planned Unit Development by 61,251 square feet and 104 dwelling units.

(19.37) Enhancement and expansion of open space amenities in the city should be incorporated into new development in the city.

Open space will continue to be provided within the Planned Unit Development as authorized by the prior Special Permit #175.

3. General Criteria for Issuance of a Special Permit (10.43)

The Planning Board finds that the project meets the General Criteria for Issuance of a Special Permit, as set forth below.

10.43 Criteria. Special permits will normally be granted where specific provisions of this Ordinance are met, except when particulars of the location or use, not generally true of the district or of the uses permitted in it, would cause granting of such permit to be to the detriment of the public interest because:

(a) It appears that requirements of this Ordinance cannot or will not be met, or ...

The requirements of the Ordinance will be met, as previously set forth in these Findings.

(b) traffic generated or patterns of access or egress would cause congestion, hazard, or substantial change in established neighborhood character, or ...

Traffic, access and egress will not be affected by the proposed amendment, as previously set forth above.

(c) the continued operation of or the development of adjacent uses as permitted in the Zoning Ordinance would be adversely affected by the nature of the proposed use, or ...

Adjacent uses will not be adversely affected, as previously set forth in these Findings.

(d) nuisance or hazard would be created to the detriment of the health, safety and/or welfare of the occupant of the proposed use or the citizens of the City, or ...

The proposed development will continue to meet all applicable health and safety requirements.

(e) for other reasons, the proposed use would impair the integrity of the district or adjoining district, or otherwise derogate from the intent and purpose of this Ordinance, and ...

The proposed amendment does not impair the integrity of the district and is consistent with the intent of the Ordinance, as previously set forth in these Findings.

(f) the new use or building construction is inconsistent with the Urban Design Objectives set forth in Section 19.30.

The proposed Amendment is consistent with those objectives, as previously set forth in these Findings.

DECISION

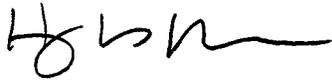
Based on a review of the Application Documents, testimony given at the public hearings, and the above Findings, the Planning Board hereby GRANTS the requested Amendment to Special Permits subject to the following conditions and limitations. Hereinafter, for purposes of this Decision, the Permittee shall mean the Applicant for the requested Special Permits and any successor or successors in interest.

1. All use, building construction, and site plan development shall be consistent with the plans, drawings and other materials authorized by Special Permit #175 and all subsequent amendments, except where those materials are superseded by plans, drawings and materials referenced in the Application Materials and dated August 31, 2011, and November 1, 2011. Appendix I summarizes the amended dimensional features of the project as approved.
2. The project shall be subject to continuing design review by the Community Development Department (CDD). Before issuance of each Building Permit for the project, CDD shall certify to the Superintendent of Buildings that the final plans submitted to secure the Building Permit are consistent with and meet all conditions of this Decision. As part of CDD's administrative review of the project, and prior to any certification to the Superintendent of Buildings, CDD may present any design changes made subsequent to this Decision to the Planning Board for its review and comment.
3. All authorized development shall abide by all applicable City of Cambridge Ordinances, including the Noise Ordinance (Chapter 8.16 of the City Municipal Code).

4. As part of continuing design review, and prior to the issuance of a Building Permit for the Maple Leaf Building, the Permittee shall provide to CDD a report by a certified acoustical engineer evaluating the noise impact of exterior mechanical systems, including through-wall units containing noise-generating equipment, and determining that such systems shall comply with the City of Cambridge Noise Ordinance. CDD shall review this report with the Planning Board prior to certifying that this Condition has been met.
5. Throughout design development and construction, development authorized by this Major Amendment shall conform to the Green Building Requirements set forth in Section 22.20 of the Cambridge Zoning Ordinance.
6. All authorized development will continue to be subject to the Conditions set forth in Special Permit #175 and all subsequent Amendments, except where such Conditions are superseded by this Amendment #3. Included in these Conditions is a requirement to implement the Transportation Demand Management (TDM) measures summarized in the Memorandum from Susan Clippinger, Director of Traffic, Parking and Transportation, dated November 1, 2011, attached to this Decision.

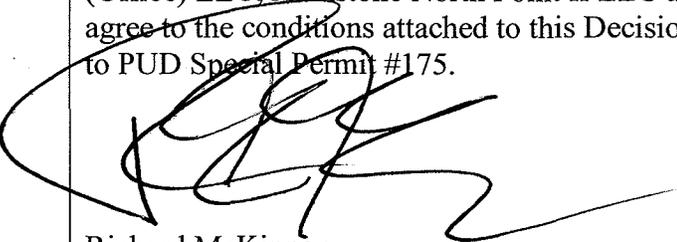
Voting in the affirmative to GRANT the Special Permits were Planning Board Members Tom Anninger, H. Theodore Cohen, Hugh Russell, William Tibbs, Steven Winter, Pamela Winters, and Associate Member Ahmed Nur, appointed by the Chair to act on the case, constituting at least two thirds of the members of the Board, necessary to grant a special permit.

For the Planning Board,



Hugh Russell, Chair.

Pursuant to Section 12.36.4 of the City of Cambridge Zoning Ordinance, ASN Maple Leaf (Office) LLC, Archstone North Point II LLC and North Point Apartments Limited Partnership agree to the conditions attached to this Decision approving the granting of a Major Amendment to PUD Special Permit #175.



Richard McKinnon
Authorized Representative, ASN Maple Leaf (Office) LLC, Archstone North Point II LLC and
North Point Apartments Limited Partnership

A copy of this decision #175 – Amendment #3 (Major) shall be filed with the Office of the City Clerk. Appeals, if any, shall be made pursuant to Section 17, Chapter 40A, Massachusetts General Laws, and shall be filed within twenty (20) days after the date of such filing in the Office of the City Clerk.

ATTEST: A true and correct copy of the above decision filed with the Office of the City Clerk on December 7, 2011, by Jeffrey C. Roberts, authorized representative of the Cambridge Planning Board. All plans referred to in the decision have been filed with the City Clerk on said date.

Twenty (20) days have elapsed since the filing of the decision. No appeal has been filed.

DATE:

City Clerk of Cambridge

Appendix I: Approved Dimensional Chart

	Allowed or Required	Permitted (PB #175)	Proposed Amendment	Permitted
Lot Area (sq ft)	100,000	247,431	247,431	No Change
Total GFA (sq ft)	964,981	932,815	932,815	No Change
Residential	954,477 to 964,981 ¹	797,850 to 932,815	859,101 to 932,815	+ 61,251
Non-Residential	10,504 max	65,610 to 71,775	4,359 to 10,504	- 61,251
Inclusionary Bonus	222,688 max ²	215,265	No change	No Change
Total FAR	3.90	3.77	3.77	Consistent with Application Documents and applicable zoning requirements
Residential	3.85 to 3.90 (3.0 base) ¹	3.48 to 3.77	3.73 to 3.77	
Non-Residential	0.04 max	0.27 to 0.29	0.02 to 0.04	
Inclusionary Bonus	0.90 max	0.87	No change	
Total Dwelling Units	No reqs.	767	871	+ 104
Base Units	No reqs.	TBD ³	TBD ³	Consistent with Application Documents and applicable zoning requirements
Inclusionary Bonus Units	No reqs.	TBD ³	TBD ³	
Base Lot Area / Unit (sq ft)	No reqs.	TBD ³	TBD ³	
Total Lot Area / Unit (sq ft)	No reqs.	323	284	
Lot Width (ft)	None	450	450	No Change
Height (ft)	85 – 220	85 – 220	No change	Consistent with Application Documents and applicable zoning requirements
Yard Setbacks (ft)	None	Variable	No change	
Open Space (% of Lot Area)	20-24%	20-24%	20-24%	Consistent with Application Documents and applicable zoning requirements
Private Open Space	No reqs.	N/A	N/A	
Permeable Open Space	No reqs.	N/A	N/A	
Off-Street Parking Spaces	<i>See below</i> ⁴	<i>See below</i> ⁴	<i>See below</i> ⁴	<i>See below</i> ⁴
Handicapped Parking Spaces	<i>As required</i>	<i>As required</i>	<i>As required</i>	Consistent with Application Documents, PTDM and other applicable requirements
Bicycle Spaces	436	389	448	
Loading Bays	1	4	4	

¹ The requirements of the PUD-6 district allow a maximum base FAR of 3.0 where the project is 100% residential (with the exception of ground-floor retail or consumer service establishments, which are exempt from FAR requirements).

² The maximum inclusionary bonus is treated as a portion of the residential development in this table.

³ To be determined during the application of the Inclusionary Housing requirements.

⁴ As approved in Amendment #2 (Major), the required parking ratio shall be 0.8 spaces per dwelling unit for residential uses and there shall be no required parking for non-residential uses. Two car-share vehicles will also be provided.



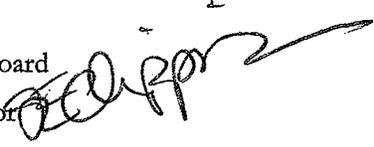
CITY OF CAMBRIDGE
Traffic, Parking and Transportation
344 Broadway
Cambridge, Massachusetts 02139

www.cambridgema.gov/traffic

Susan E. Clippinger, Director
Brad Gerratt, Deputy Director

Phone: (617) 349-4700
Fax: (617) 349-4747

MEMORANDUM

To: Cambridge Planning Board
From: Sue Clippinger, Director 
Date: November 1, 2011
Re: Maple Leaf Residential Project, 23 East Street

The Traffic, Parking & Transportation (TP&T) Department has reviewed the Transportation Impact Study (TIS) for the proposed Maple Leaf Residential project located at 23 East Street by ASN Maple Leaf LLC, Archstone North Point II LLC & North Point Apartments Limited Partnership. We certified the TIS as complete and reliable on September 7, 2011.

The proposed project is to change the existing 61,252 sf Maple Leaf building from a general office use to a multi-family dwelling with 104 units. Vehicle and bicycle parking for the Maple Leaf building will be provided in the existing Archstone parking garage.

The Maple Leaf Residential project is expected to generate a total of:

- 144 daily vehicle trips, including 12 AM and 12 PM peak hour vehicle trips,
- 86 daily transit trips (7 AM/7 PM peak hour),
- 70 daily pedestrian trips (6 AM/6 PM peak hour),
- 24 daily bicycle trips (2 AM/2 PM peak hour).

The TIS indicated that there will be no Planning Board Special Permit Transportation Criteria exceedences (the full summary is attached). TP&T has the following comments for this project:

1. **Traffic Impacts.** Driveway counts at the existing Archstone residential building were used to estimate the traffic impacts for the proposed Maple Leaf residential project. The Archstone building currently has 381 occupied units (about 90% occupied) and generates approximately 524 daily vehicle trips (257 vehicles entering and 267 exiting the garage daily) and 43 peak hour vehicle trips. The data was converted to trip rates (trips per unit) and applied to the proposed Maple Leaf building, which resulted in 144 daily trips, 12 AM and 12 PM peak hour vehicle trips. The trip generation is low because the area is well served by public transportation including Lechmere Station, Bunker Hill and North Stations, MBTA and EZ ride bus routes, numerous connections for pedestrian and bicycle travel including the Charles River path network and future Somerville Community path, and strong TDM measures as required for Archstone pursuant to their Planning Board Special Permit #175.

In addition to the low number of new vehicle trips estimated for the project, conversion from office to residential use will also result in less vehicle trips than if the Maple Leaf building was a fully occupied office building.

Maple Leaf Residential Project

- 2 **Parking.** The Archstone project has more than enough parking to accommodate the parking needs for the 104 unit Maple Leaf project. The Archstone garage has 434 parking spaces and 297 spaces are leased today (0.78 spaces leased per occupied unit), which leaves 137 available parking spaces. The TIS also reported the maximum parking utilization (4 AM in the morning) was 273 cars parked in the garage, which leaves 161 un-occupied spaces, further verifying that there are more than enough available parking spaces to accommodate the Maple Leaf residential project.
- 3 **TDM Measures.** In order to continue the low vehicle trip generation, the same transportation demand management measures (TDM) for Archstone North Point project (Special Permit #175) should be extended to residents of the Maple Leaf building, including:
 - a. Provide an MBTA Charlie Card, with the value of a combined bus/subway pass to each adult member of a new household upon move in. Up to two Charlie Cards total per household are required; more may be distributed, but are not required. This requirement renews each time a new household moves in to incentivize new households to use public transportation.
 - b. Free use of services provided by the Charles River Transportation Management Association (CRTMA) including the EZ Ride Shuttle.
 - c. As stated in the TIS, continue to charge for parking to encourage residents to not own a vehicle.
 - d. Make available the use of three car sharing spaces in the Archstone garage, if desired by a local car-share company. Car-share vehicles will be available for use by the general public as well as the residents.
 - e. Provide air pumps and other bike tools, such as a "fix-it" stand in the bicycle storage areas in the Archstone garage.
 - f. Annual survey of residents mode splits, biannual garage driveway and parking utilization counts.
 - g. Market the availability of alternative modes of transportation by posting information such as MBTA and shuttle schedules, at centralized, prominent locations in the building.
 - h. Extend the services of the Archstone North Point transportation coordinator (TC) to manage the TDM program for the Maple Leaf building.

Cc: Brian Murphy, Susan Glazer, Susanne Rasmussen, Stuart Dash, Roger Boothe, Liza Paden, Cara Seiderman, Stephanie Groll, CDD; Adam Shulman, TPT; Rich McKinnon; Scott Thornton, VAI.

CITY OF CAMBRIDGE

Special Permit Transportation Impact Study (TIS)

Summary Sheet

Planning Board Permit Number: 175

Project Name: Maple Leaf Residential

Address: 23 East Street

Owner/Developer Name: Archstone

Contact Person: Mr. Lee Bloch

Contact Address: 1250 Broadway, 12th Floor

New York, NY 10001

Contact Phone: 212-915-3800

ITE sq. ft.: 104 units

Zoning sq. ft.: _____

Land Use Type: Residential Apartment

Existing Parking Spaces: 0 Use: _____

New Parking Spaces: 0 Use: _____

Date of Parking Registration Approval: _____

Trip Generation:

	Daily	AM Peak Hour	PM Peak Hour
Total Trips	324	28	27
Vehicle	144	12	12
Transit	86	7	7
Pedestrian	70	6	6
Bicycle	24	2	2

Mode Split (person trips): Vehicle: 46 %

Transit: 25 %

Pedestrian: 21 %

Bicycle: 8 %

Transportation Consultant: Vanasse and Associates, Inc.

Contact Name: Scott W. Thornton, P.E.

Phone: 978-474-8800

Date of Building Permit Approval: _____

Planning Board Permit Number: 175

Project Name: Maple Leaf Residential

Total Data Entries = 3 Total Number of Criteria Exceedences = 0

1. Project Vehicle Trip Generation

Weekday = 144 AM Peak Hour = 12 PM Peak Hour = 12

Meets Criteria? [Y/N]	Y/Y/Y
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2. Level of Service (LOS)

Introduction of all 12 vehicle trips unlikely to degrade operations at either Museum Way at Monsignor O'Brien Highway or at East Street at Cambridge Street and Monsignor O'Brien Highway intersection, therefore no exceedences would exist.

3. Traffic on Residential Streets - None

No residential streets in study area; therefore no exceedences exist.

4. Lane Queue (for Signalized Intersections Critical Lane)

Introduction of all 12 vehicle trips unlikely to degrade operations at either Museum Way at Monsignor O'Brien Highway or at East Street at Cambridge Street and Monsignor O'Brien Highway intersection, therefore no exceedences would exist.

5. Pedestrian and Bicycle Facilities

No exceedences related to lack of sidewalks exist as all adjacent streets have sidewalks and crosswalks with handicapped-accessible wheelchair ramps are present at all intersections in the site vicinity. Streets are sufficiently wide to permit bicycles on travel lanes or to permit the existence of dedicated bicycle lanes and there are no improvements proposed that would eliminate these facilities; therefore no exceedences of these criteria exist. The minor increase in pedestrian trips due to 104 units is unlikely to degrade operations at any of the intersections in the study area; therefore no exceedences related to pedestrian LOS would exist.