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February 28, 2006

Jay Szklut
Planning and Economic Development Manager
Town of Belmont
19 Moore Street
Belmont, MA 02478

Re: The Residences at Acorn Park

Dear Jay:

Rizzo Associates, Inc. (Rizzo), on behalf of AP Cambridge Partners II, LLC has reviewed the letters received from various Town of Belmont departments and others regarding The Residences at Acorn Park. We are providing the following responses specific to the site civil related matters raised in various letters.

Planning Department Letter (February 9, 2006)

Comment #1 - Specifications for the pump station and force main need to be submitted and should be reviewed by a qualified consulting engineer.

Response #1 - *The final design of the force main location (horizontally and vertically) and pump station will occur as part of standard engineering and will be incorporated in submittals to local DPW and Massachusetts Department of Environmental Protection for the sewer connection permit.*

Comment #2 - An operation and maintenance agreement should be executed holding the developer responsible for all operation and maintenance of the wastewater service connection.

Response #2 - *We will work with the Town to develop a mutually acceptable agreement.*

Comment #3 - A qualified consulting engineer needs to evaluate the proposed volume of wastewater to determine whether a 10" sanitary sewer main is required to handle flows from the new development.

Response #3 - *We agree.*

Comment #4 - Belmont should seek the assistance of a qualified consulting engineer to help develop an agreement for inflow and infiltration associated with the project's wastewater flows.

Response #4 - *We understand that an I/I study will be completed by the Town to identify system-wide I/I issues. To the extent that there are capacity issues due to I/I along the project's sewer route that are attributable to the project, the developer understands that an I/I contribution may be a condition of Approval.*

Comment #5 - A qualified consulting engineer should thoroughly review the stormwater management proposal to comment on all aspects of the design.

Response #5- *We understand that a peer review of the project will be completed as part of the town's review process. We will provide whatever information the peer review engineer needs.*

Comment #6 - The decision to characterize the existing conditions of the site as woods (fair condition) instead of woods (good condition) and the implications of this determination should be evaluated.

Response #6 *Please refer to attached calculations with revised existing conditions characterizations. The design calculations submitted to the Town based the wooded portions of the site as being in "fair condition." The reference of poor, fair and good condition to the woods cover are specifically called out in Technical Release-55 (TR-55) as follows:*

- *Poor Condition – Forest litter, small trees, and brush are destroyed by heavy grazing or regular burning.*
- *Fair Condition – Woods are grazed but not burned, and some forest litter covers the soil.*
- *Good Condition – Woods are protected from grazing, and litter and brush adequately cover the soil.*

The existing site cover was considered "Fair" since the area is frequently used by hikers and various areas are trampled and small, trees and brush are not present. Although the site is not "grazed", it is not pristine.

The implications to peak rates of runoff for the 2-, 10-, 25-, 50-, and 100-year storm events are shown in table 1.

| Storm Event | Woods (Fair Condition) | Woods (Good Condition) | Woods (Fair Condition) | Woods (Good Condition) |
|-------------------|-------------------------------|-------------------------------|--------------------------------|--------------------------------|
| | Pre-Development Rate (CFS) | Pre-Development Rate (CFS) | Post-Development Rate (CFS) | Post-Development Rate (CFS) |
| 2-Year, 24-Hour | 6.2 | 5.49 | 6.1 | <u>5.55</u> |
| 10-Year, 24-Hour | 13.1 | 12.22 | 11.7 | 10.84 |
| 25-Year, 24-Hour | 17.9 | 16.90 | 15.8 | 14.74 |
| 100-Year, 24-Hour | 25.5 | 24.41 | 22.7 | 21.50 |

It is understood that the rate of runoff will decrease for both the pre- and post-development with a "Good Condition" cover type. The anticipated post-development peak rate of runoff for the 2-year, 24-hour storm event is slightly greater (0.06 cfs) than the pre-development storm. See underlined in table above.

Comment #7 - The development should be evaluated to determine what impact a floodplain elevation increase above the projected 9.8 NGVD elevation would have.

Response #7 *Based on the recent FEMA information submitted to the Town of Belmont as part of the FEMA Floodplain Study of the watershed, the 100-year flood plain elevation is significantly lower than the 9.8 NGVD elevation currently used in the design of the project. We understand that we will be required to meet the FEMA floodplain elevation in force at the time of the permit.*

Comment #8 - The design and performance of each of the proposed 10 new drainage basins should be evaluated.

Response #8- *The detention and retention basins and infiltration systems are designed in accordance with standard engineering practice. Further review of these systems will be under the jurisdiction of the Belmont Conservation Commission as part of the overall drainage system.*

Comment #9 - The Stormwater Management design should be evaluated for performance and DEP compliance.

Response #9- *The stormwater management system does comply with DEP performance standards, however Belmont Conservation Commission will have jurisdiction over the project as part of the Notice of Intent process.*

Site Design-Planning Board Letter (February 10, 2006)

Comment #10 – Proximity of Curb cuts

Response #10 – *Under review by Project Design team.*

Comment #11 – Onsite sidewalks

Response #11 – *Under review by Project Design team..*

Comment #12 – Extend sidewalk on west side of Acorn Park Drive.

Response #12 – *We will review with Town Highway Department.*

Comment #13 – Additional recreational areas for children.

Response #13 – *We will look at site to determine where an appropriate children's play area could be located.*

Comment #14 - Landscaping similar to rest of town.

Response #14 – *We will review a variety of landscaping projects in Belmont to ensure our project has an appropriate landscaping plan*

Comment #15 – Setbacks to Alewife Reservation.

Response #15 – *We have asked for exception from some of the setback requirements applicable to the approved R&D office building previously designed for the site.*

Comment #16 – Stormwater discharge and environmental sensitivity of the Uplands area.

Response #16 – *The Belmont Conservation Commission has jurisdiction over the project as part of the Notice of Intent process.*

Comment #17 – Large trees to be cut down. Can we save some?

Response #17 – *We will determine which trees are closest to the project limit of work line and if healthy and greater than 12-inch diameter and review whether slight modifications in the site plan are warranted.*

Comment #18 – Proximity of handicapped spaces to the elevators.

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Response #18 – *The handicapped spaces are the closest spaces to the building entrances, and the elevator cores are located at those locations as well.*

Board of Selectman Letter (February 6, 2006)

Comment #19 – Access points. Construct footbridge/path over Little River.

Response #19 - *We will take this under advisement. There are a variety of private and public property owners other than the applicant who own the property which would need to be accessed for this footbridge. .*

Belmont Fire Department Letter (February 2, 2006)

Comment #20 – Fire department equipment around the buildings.

Response #20 – *We are committed to working with the Fire Department to come up with a acceptable solution.*

Comments #21 – Water supply availability. Redundant water supply.

Response #21 – *We will review with Fire Department and analyze alternative routes for redundant water supply. In addition we will complete a water distribution model based upon the alternatives presented.*

Comment #22 – Type and number of emergency call responses.

Response #22 – *We will work with the Fire Department and respond to their concerns as the plans get further developed.*

Comment #23 – Fire Prevention Bureau resources.

Response #23 – *We will work with the Fire Department and respond to their concerns as the plans get further developed.*

Uplands Advisory Committee Letter (January 27, 2006)

Comment #24 – Provide renderings of site from public locations

Response #24- *We will discuss with the UAC to better understand the required views.*

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Comment #25 – Provide a plan showing Silver Maple forest with Maples to be removed, saved and a maintenance plan.

Response #25 – *We will survey the healthy Silver Maples of 12-inch diameter or greater, within 10 feet of the proposed limit of work. We will review survey at that time.*

Comment #26 – Show smaller footprint if building heights increased to 7 stories.

Response #26 – *The building program (4 stories) proposed, reduces impacts on views from elsewhere in the area. The shadows created by these buildings have a lesser impact on the ground plane of a multi-family development and its surroundings than those of taller buildings.*

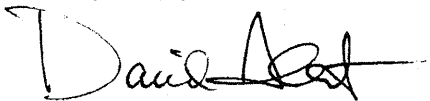
- *In addition, the height in an efficient site layout as proposed leads to more available “sky umbrella” for the residents...especially those whose units are located on the lower floors.*
- *Suburban Neighborhood feel. The proposed 4 story buildings are designed at an appropriate scale and create a very liveable high quality feel for a multi family residential neighborhood in a location such as this.*
- *Costs. Wood frame construction of the four-story building(s) is much less costly than a steel frame building.*

Comment #27 – Control of runoff.

Response #27 – *Refer to Section 6.0 of the Permit application.*

We appreciate your attention to this matter. Please contact us if you have any questions or require additional information.

Very truly yours,



David M. Albrecht, P.E.
Senior Project Manager

C: Steve Corridan, O'Neill Properties
Rob Eckert, O'Neill Properties
Jim Ward, Nutter McLennan & Fish
Robert Engler, Stockard Engler Brigham, LLC
Laura Rome, Epsilon
Michael Doherty, ADD Inc.

February 23, 2006

Bob Engler
Stockard Engler Brigham LLC
10 Concord Avenue
Cambridge MA 02138

Dear Bob:

A number of areas of concern with respect to the architectural design of the proposed Belmont project were mentioned in the comment letters ADD Inc has received and reviewed to date. The following is a summary of our understanding of the most significant of those areas of concern, followed by our response:

1. **Site Plan / Building Layout** – The concern has been raised that “the proposed project is too dense for the site”, with “virtually no useable open space to enhance the quality of life for the residents”.

Response: The site plan concept was to create an efficient layout, thereby leaving as much natural surroundings as possible. Additionally, the symmetrical “key hole” shaped building layout affords the maximum amount of perimeter views of the surrounding wooded area as possible from the residential units themselves. Despite the letter writer’s own additional comment that the adjacent Alewife Reservation “..is the largest passive recreational area in this region..”, the comment concerning the need for useable open space for the residents is a good one and warrants further consideration and response from the design team as the review process moves forward.

2. **Fire Department vehicle access** - The concern has been raised that “the proposed development does not allow sufficient access to or around buildings B&D.”

Response: While the majority of proposed buildings do have 100% perimeter fire lane accessibility, it is true that the current submitted site plan does not allow 100% access to buildings B&D. Although such 100% access is not technically required for buildings of this size and construction type as defined by the Massachusetts State Building Code, the design team is committed to working with the Belmont Fire Department to review this concern and resolve it to their complete satisfaction.

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3. **Location of parking below wood framed buildings-** The concern has been raised that "the design concept of having many vehicles garaged in a wood frame building could cause multiple hazards".

Response: While the residential floors will be protected wood frame construction (Type 5A as defined by the Massachusetts State Building Code), the basement parking level of each building will be built of non-combustible (steel and concrete) construction, and will be separated from the residential floors by a 2 hour-rated fire separation. In addition, all floors of the buildings will be fully sprinklered, with smoke detection and fire alarm systems. The parking levels will also be ventilated as required by the Massachusetts State Building Code. [The proposed type of construction is in fact rather common for 4 story suburban residential projects in Massachusetts.]

4. **Energy efficiency concerns -** The concern has been raised that the proposed project should "be constructed to "Energy Star" standards based on energy efficiency and environmental concerns."

Response: The proposed project is currently in the Schematic Design stage, during which the overall project size, square footage, unit count and unit mix, and architectural character are being established. Most of the details of the project are still to be worked out during the subsequent Design Development and Construction Documents phases of the design process. ADD Inc has 15 LEED - accredited (Leadership in Energy and Environmental Design) professionals on staff, and is one of the leading Boston-based design firms with respect to environmentally-conscious design. The design team is committed to evaluating the energy efficiency of all building systems, major construction materials, unit appliances and unit fixtures, and then specifying these items with "green design" in mind to the maximum extent economically feasible for this project.

5. **Architectural Design Character -** The concern has been raised that the design character of the proposed project is "not Belmont-like."

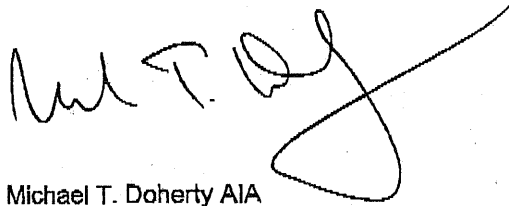
Response: Responding to a comment as non-specific as this is somewhat challenging. The natural inclination might perhaps be to ask "exactly what is Belmont-like?" And although this might seem at first like a flippant response, in fact there must be many different buildings in the community that might be considered to be "Belmont-like" - presumably many of which are not alike one another at all. This is simply to say that, like any town of its size, there is a certain amount of variety of architectural character and styles to be found in Belmont. And so not everyone will necessarily agree on what is "Belmont-like" and what isn't. What we

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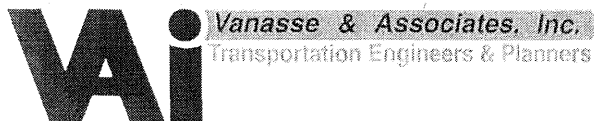
hopefully can all agree on is that taking the comment to heart, and looking a bit closer at some of the exterior building materials, design elements, precedents and design motifs that are to be found in Belmont can only help the design team improve the character of the project as the process moves forward.

Thank you for the opportunity to respond in writing to these important issues. Please feel free to contact me with any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Doherty". The signature is fluid and cursive, with a large loop at the end.

Michael T. Doherty AIA
Senior Associate Principal



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Andover, MA 01810-1066
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Ref: 4452

February 27, 2006

Mr. Jay Szklutz
Planning and Economic Development Manager
Office of Community Development
19 Moore Street
Belmont, MA 02478

Re: The Residences at Acorn Park
Belmont, Massachusetts

Dear Mr. Szklutz:

Vanasse & Associates, Inc. (VAI) is providing detailed responses to the traffic/transportation related comments raised in the February 9, 2006 letter prepared by the Town of Belmont Department of Public Works and the February 10, 2006 letter prepared by the Town of Belmont Planning Board concerning their review of the January 2006 Traffic Impact and Access Study (TIAS) prepared by VAI in support of The Residences at Acorn Park to be located off Acorn Park Drive in Belmont, Massachusetts. Listed below are each of the traffic/transportation related comments raised in the aforementioned letters followed by our detailed response.

Town of Belmont Department of Public Works

- Comment:** "I reviewed the Traffic Impact and Access Study prepared by Vanasse & Associates, Inc., dated January 23, 2006, and offer the following comments. A qualified consulting traffic engineer should be retained to thoroughly evaluate the study and related proposed improvements."
- Response:** VAI looks forward to the opportunity to work in a cooperative effort with the Town and the selected review consultant in evaluating the proposed project.
- Comment:** "The proposed changes to the intersection of Cross Street and Brighton Street should be evaluated and recommendations should be made for possible design improvements and construction alternatives. The traffic report does not recognize that Brighton Street and Cross Street, is newly reconstructed roadway."
- Response:** As presented in the January 2006 TIAS, the project proponent will design and implement an optimal traffic signal timing and phasing plan at the intersection of Cross Street at Brighton Street. With the implementation of the planned improvements, overall operating conditions at the intersection were shown to improve to a level-of-serve D during both peak periods with the addition of project-related traffic. No additional improvements appear to be required at this intersection in order to accommodate the project.

Comment: "The mitigation plan for the intersection of Lake Street and Cross Street should be developed."

Response: A detailed Conceptual Improvement Plan depicting the recommended geometric improvements at the intersection of Lake Street at Cross Street will be prepared and submitted under separate cover.

Comment: "The Town of Belmont in April 2006 will be constructing a round-about at the intersection of Blanchard Road/Grove Street/Washington Street. The proposed changes to the intersection of Concord Avenue and Blanchard Road should be evaluated to determine if there will be any adverse impacts at the round-about."

Response: The planned improvements to be completed at the intersection of Concord Avenue at Blanchard Road will consist of the design and implementation of an optimal traffic signal timing and phasing plan for the intersection. These improvements are not anticipated to result in residual negative impacts at the intersection of Blanchard Road/Grove Street/Washington Street that would impact traffic patterns or intersection operations.

Comment: "The intersection of Pleasant Street and Brighton Street is identified as an intersection that will be impacted by the development however no mitigation is contemplated. This intersection should be analyzed and redesigned as needed to mitigate impacts for the development. Please note this intersection is currently scheduled for reconstruction under a MassHighway roadway project. Any proposed changes would have to be coordinated with MassHighway."

Response: Overall operating conditions at the intersection of Pleasant Street at Brighton Street were shown to remain at a level-of-service B during both peak periods with the addition of project-related traffic (no change over No-Build conditions). As such, improvements were not recommended at this intersection, nor do they appear to be required, to accommodate project-related traffic.

Town of Belmont Planning Board

Comment: "The application notes that a shuttle service will be operated to the Alewife T-station. *Details of this service including frequency and long term maintenance of the service should be provided. Additionally, the planning Board recommends that a permanent, safe barrier free pedestrian/bicycle path to the Alewife T station be provided and maintained.*"

Response: The project proponent has agreed to fund the establishment, operation and maintenance costs for a dedicated fixed-route shuttle service between the project site and the Alewife MBTA station. This service is estimated to cost approximately \$100,000 per year to operate (capital costs, operations and maintenance). The frequency of service will be determined in consultation with the Town and the MBTA and will be established consistent with the schedule for

the Red Line service to Alewife station during the peak commuter periods. Off-peak service will be on an as-needed basis and coordinated through the property management office.

The proponent will work with the Town of Belmont, the City of Cambridge, the Department of Conservation and Recreation and adjacent property owners in order to establish a pedestrian and bicycle connection between Acorn Park Drive and the Alewife MBTA station.

Comment: "Access to public bus service is noted as an indication of the appropriateness of the site for housing. *The project should provide attractive waiting areas and work with public transit authorities to insure bus service is convenient to the site.*"

Response: The project proponent will work with the Town of Belmont and the MBTA to incorporate appropriate provisions for public transit access to the project site, including attractive, weather protected waiting areas.

Comment: "A complete review of Traffic Impacts and Assessment should be conducted to insure that proposed mitigations are adequate for the increased traffic resulting from this development."

Response: VAI looks forward to the opportunity to work in a cooperative effort with the Town and the selected review consultant in evaluating the proposed project.

Comment: "Accessibility to the site, both from Belmont and in general, for the residents of the proposed complex is a major concern. Given the site's isolation and the large affordable component, it is likely that many residents will be transit-dependent. *A map should be prepared showing the site within its transit context – distance to all stops and the quality of walkways connecting them to the site, pedestrian access around Little Pond and to Lake Street.*"

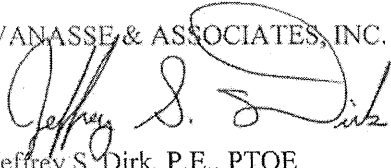
Response: Figure 6, *Public Transportation System*, presented in the January 2006 TIAS is attached and depicts the project site in relation to the overall context of available public transportation services in the area. A sidewalk will be constructed along the project frontage on the south side of Acorn Park Drive that will link the project to existing sidewalk facilities located along Frontage Road and the traffic signal at the intersection of Acorn Park Drive at Frontage Road and the Route 2 eastbound off-ramp. The existing traffic signal system will be modified as necessary to provide pedestrian and bicycle detection, and associated signs and pavement markings. Pedestrian access between the project site and Lake Street is provided by way of the existing sidewalk located along the south side of Frontage Road. Pedestrian access to Little Pond will be reviewed in consultation with the Town of Belmont and the Department of Conservation and Recreation.

Mr. Jay Szklutz
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We trust that this information is responsive to the initial traffic/transportation related comments raised by the Town of Belmont Department of Public Works and the Belmont Planning Board concerning the subject project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE
Associate

JSD/mef

Attachment

cc: S. Corridan - O'Neill Properties
J. Ward, Esquire - Nutter, McClennen & Fish, LLP
R. Engler - Stockard Engler & Brigham
D. Albrecht, P.E. - Rizzo Associates, Inc.
RDV, BG, AJA, File