

Amended Preliminary Site Development and Use Plan  
For CD district at 45, 55 and 65 Hayden Avenue, Lexington, MA

**APPENDIX F-1**  
**TO**  
**AMENDED PRELIMINARY SITE DEVELOPMENT AND USE PLAN**

**SPECIAL TOWN MEETING**  
**NOVEMBER, 2009**  
**ZONING AMENDMENT TO COMMERCIAL DISTRICT NUMBER 9**

**45, 55 and 65 HAYDEN AVENUE**

**APPENDIX D TO ORIGINAL PSDUP (TRAFFIC MITIGATION TO ADDRESS**  
**INTERSECTION TRAFFIC CAPACITY TEST)**

APPENDIX D  
TO  
PRELIMINARY SITE DEVELOPMENT AND USE PLAN

**SPECIAL TOWN MEETING  
NOVEMBER 19, 1997  
CRO to CD REZONING 55 HAYDEN AVENUE**

**TRAFFIC MITIGATION TO ADDRESS  
INTERSECTION TRAFFIC CAPACITY TEST**

RECEIVED  
97 NOV -5 PM 4: 2  
TOWN CLERK  
LYINGTON MASS

The applicant shall be responsible for positive traffic control, by use of a traffic control officer, at the following intersections:

Waltham Street and Hayden Avenue, (which includes the Exit 54B off-ramp from Route 2 on the east side or the Route 2- Waltham street interchange)  
Hayden Avenue and the Exit 54A off-ramp from Route 2 (on the west side of the Route 2- Waltham Street interchange)

to improve the traffic level of service rating for those intersections to "D" or better as required by subsection 12.3 of the Zoning Bylaw.

**Cost Sharing**

The costs of traffic control shall be shared with the redeveloped 16 Hayden Avenue property, as set forth below.

The costs of traffic control officers for those intersections will be shared according to the following formula:

**Initially, for new floor space, compute the projected total number of vehicular trips generated by each property during both the AM and PM peak traffic hours according to the ITE "Trip Generation Manual" (see ZBL paragraph 12.2.4. a.1), PLUS the actual trips entering and leaving the property during both the AM and PM peak traffic hours (see paragraph 12.2.3.ZBL) generated by the existing use, if any, of each property participating in the cost sharing.**

To determine the cost share for each property, divide the total number of projected and actual vehicular trips for each property by the total number of projected and actual vehicular trips generated by all properties participating in the cost sharing.

The cost sharing shall be computed separately for the AM and PM peak hour. The actual trips entering and leaving a property with an existing use shall be based on a traffic study conducted during the 12 months prior to the computation of the AM and PM peak period (see paragraph 12.2.3.ZBL) by a qualified traffic engineer (see paragraphs 12.2.2.ZBL).

Where more than one new use is proposed on a property and those new uses have different ITE trip generation rates, the projected total number of vehicular

trips for the new floor space on the property shall be based on the trip generation rates for the different new uses calculated separately based on the amount of gross floor area they will occupy. Any floor area in a parking structure or under a building is not included in this calculation.

RECEIVED  
MAY 5 1997  
TOWN CLERK  
LEXINGTON MASS

### **Adjustment of Cost Sharing**

The cost sharing shall be adjusted, after the buildings on all affected properties have been occupied, to reflect counts of actual trips.

In the calendar year following the year in which the last certificate of occupancy has been issued for all property included in this cost sharing arrangement, and after the completion of the first full calendar year of payments into the Fund, a property owner, participating in this cost sharing arrangement, may request that the actual trip generation be analyzed. That property owner shall pay sufficient funds for the Town of Lexington to conduct a traffic study. The Town may retain a traffic consultant of its choosing or use its own personnel to conduct the study. After completion of the traffic study, the Town may adjust the proportionate payments at the next payment period and thereafter.

If the owners of other properties, i.e. those not included in this Special Town Meeting and Article 28, 1997 Annual Town Meeting, subsequently join in the cost sharing for traffic control officers for the intersections described above, their share shall be computed in the same manner as described above.

The special permit with the site plan (SPS) required by paragraph 8.2.3. shall not be granted unless it contains a condition, as provided in paragraph 12.3.3.ZBL, that an agreement has been executed by the Town of Lexington for positive traffic control by use of a traffic control officer at the following intersections:

- Waltham Street and Hayden Avenue, (which includes the Exit 54B off-ramp from Route 2 on the east side of the Route 2 - Waltham Street interchange)
- Hayden Avenue and the Exit 54A off-ramp from Route 2 (on the west side of the Route 2 - Waltham Street interchange).

If the Town of Lexington determines that it is necessary to modify or make other physical improvements to either of the two above mentioned intersections, in order to permit a traffic control officer to manage traffic safely or more effectively, Spaulding & Slye will contribute at least \$15,000 to the Town of Lexington for such modifications and improvements. Such payment shall be a condition of the granting of a special permit with site plan review and shall be made prior to the issuance of a certificate of occupancy.

With respect to the following intersections:

- Spring Street and Concord Ave.,
- Spring Street and Hayden Ave., and
- Spring Street and Marrett Road

the requirements in subsection 12.3.ZBL, that an intersection likely to be affected by the proposed development currently have, or will have, adequate capacity shall be considered to be satisfied by the provisions of special permits with site plan review granted by the Board of Appeals to:

Raytheon Company, SPS dated February 2, 1988  
191 Spring Street Trust, SPS dated December 20, 1988

RECEIVED  
97 NOV -5 PM 4: 26  
TOWN CLERK  
LEXINGTON MASS