

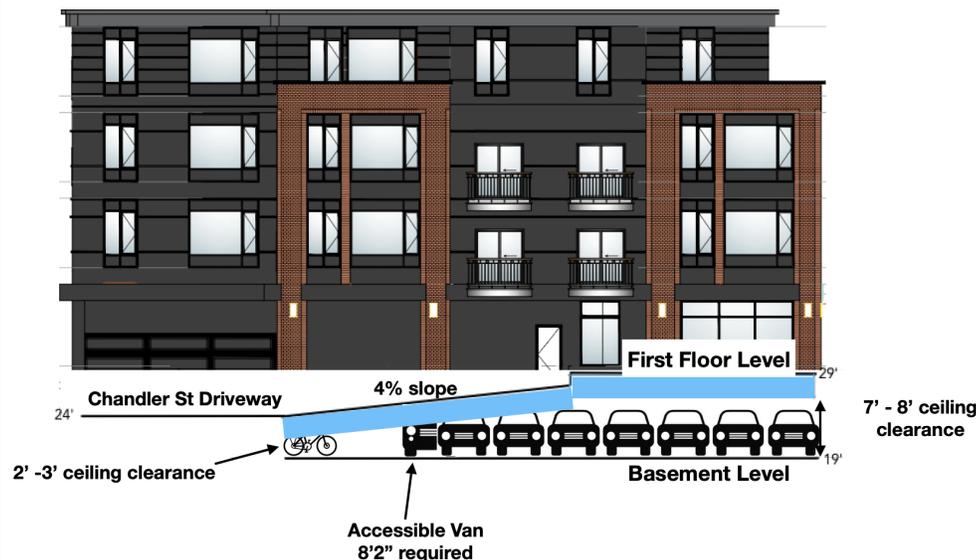
From: Don Seltzer <timoneer@gmail.com>
 To: Rachel Zsembery <rzsembery@town.arlington.ma.us>, KLa@town.arlington.ma.us, Eugene Benson <EBenson@town.arlington.ma.us>, MTintocalis@town.arlington.ma.us, Stephen Revilak <srevilak@town.arlington.ma.us>
 Cc: Claire Ricker <cricker@town.arlington.ma.us>, Kelly Lynema <klynema@town.arlington.ma.us>
 Date: Sat, 21 Jan 2023 11:03:52 -0500
 Subject: Docket 3560 - 190 Mass Ave Ceiling Height issues

CAUTION: This email originated from outside of the Town of Arlington's email system. Do not click links or open attachments unless you recognize the REAL sender (whose email address in the From: line in "< >" brackets) and you know the content is safe.

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.
 Correspondence regarding Docket 3650

To: Arlington Redevelopment Board

In a previous email I called your attention to the lack of dimensioned elevation views of the proposed building. Since then, the applicant has belatedly added an incomplete set of elevation views to the public hearing package. These drawings omit any useful information regarding the parking garage levels, obscuring the unfortunate lack of sufficient ceiling height. I have drawn up what the limited data suggests about these parking levels.



The first floor retail space is at an elevation of 29', slightly above that of Mass Ave. The terrain is sloped downward along Chandler St with the entrance to the parking garage at an elevation of 24'.

The eight tandem parking spaces at street level are sloped at about 4%. There is an entrance ramp leading to the lower level. It descends at a very steep slope of 13% over a run of about 38', dropping down to the lower level elevation of 19'.

A portion of the below grade parking is at 10' below the first floor elevation. Accounting for ceiling structure, the actual clearance is probably 7' - 8'.

Another portion of the below grade parking is under the sloped tandem parking area, with the height clearance dwindling down to only 2' - 3'. This includes the bicycle storage area, the HP van space, and three of the EV car spaces.

Clearly this is impractical. It is also unacceptable under state law which requires that there be a minimum access route clearance of 8'2" for HP vans.

The change in grade from the 24' elevation Chandler St entrance to the 19' parking level is provided by a short, dangerously steep ramp, 13% grade over approximately 38'. Design standards for such ramps recommend that steep ramps over 10% have transition zones with slopes of half the grade. In this instance, the Chandler St entrance driveway should transition to a ramp of 6.5% with a length of least 8', then the 13% ramp, followed by a second 6.5% transition ramp before reaching the level parking area.

Significant redesign is necessary, and may not even be possible considering the limitations of this property. A 11,000 sf lot is not very big and probably cannot accommodate underground parking with safe ramp access. A similar problem arose with an application for a 16,000 sf lot at 10 Sunnyside that came before this Board several years ago. The underground parking was to be accessed by a dangerous 15% ramp with no transition zones at either the street level sidewalk nor the lower level parking.

A related problem with the underground parking is the apparent lack of two independent routes of egress from the lower level of the garage. 780 CMR requires that escape exits be located as remote from each other as practicable. In these plans, the two stairwells are almost adjacent and lead to a single corridor and exit to the outside on the first level. Perhaps the applicant is counting the vehicle ramp as a second method of egress. However, ramps used for egress may not have a slope greater than 8%, and must further have a landing area for every 30" of rise. The proposed design does not satisfy either requirement.

Sincerely,

Don Seltzer
104 Irving St.