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August 31, 2021

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Jenny Raitt, Director  
Department of Planning and Community Development  
Town of Arlington  
50 Pleasant Street  
Arlington, Massachusetts 02476

RE: Response to Town of Arlington Review  
Dated August 23, 2021  
Thorndike Place Comprehensive Permit Application

Dear Ms. Raitt:

On behalf of the Applicant, Arlington Land Realty LLC, BSC Group, Inc. (BSC) is pleased to provide the following responses to comments related to the site design of the Thorndike Place residential project on Dorothy Road in Arlington, Massachusetts. These comments were received in a memorandum from you to the Zoning Board of Appeals dated August 23, 2021. This response to comments letter is only providing responses to site design related comments. Responses to other comments will be provided under separate cover. For clarity, we have repeated the Town's original comments in standard text and our responses have been stated in italics.

**2. Circulation, Parking, Access, and Connections:** The Transportation Advisory Committee (TAC), DPCD staff, and the Arlington Fire Department provided a review of traffic and circulation including reviewing and updated Traffic Impact Assessment Study (TIAS), and provides the following comments:

- Bike parking is minimal, even if calculated from Arlington's previous bike parking ordinance. By the Department's calculations, two or three short-term bike racks should be located at the main entrance, and at least double the amount of long-term storage being proposed for a development of this size. Seniors also ride bicycles.

*BSC Response: An additional bike rack has been added for a total of two (2) exterior bike racks located adjacent to the main entrance and shown on Sheet C-103.*

- The Smolak & Vaughan narrative notes that "guests, visitors or staff will have available exterior bicycle parking with stations outside the building's main entrance," however only one bike rack is shown. The Applicant should identify the additional bike racks being proposed on the plans.

*BSC Response: Two (2) exterior bike racks are located adjacent to the main entrance and shown on Sheet C-103.*

- The BSC's layout and materials plan is missing call-out for an accessible curb ramp for the ladder-style crosswalk that crosses the driveway to the turnaround (on the lower end of the crosswalk where it meets the other crosswalk). The Applicant should add this detail to the plan.



*BSC Response: Call out for an Accessible Curb Ramp Type "B" has been added to Sheet C-103 in this location.*

- The Applicant should clarify the limits of the six-foot privacy fence near the ten-foot-wide driveways for each end duplex unit. Snow removal and ability to open car doors could be difficult with ten-foot-wide driveway due to proximity of the house and fence.

*BSC Response: The fence will turn north and end at the duplex building at each end. This has been more clearly shown on Sheet C-103.*

- Driveways fronting on Dorothy Rd. should utilize a two-foot diameter return stone consistent with Town requirements rather than the five-foot diameter curb stones indicated on the plans.

*BSC Response: Driveways have been revised to use 2-foot curb stones, consistent with Town requirements. See Sheet C-103.*

### Emergency Vehicle Access

- The Applicant should clarify whether a truck will be able to circle the roundabout. If not, indicate if a truck will be able to make a three-point turn and exit onto Dorothy Rd going forward or if it will need to back out.

*BSC Response: Truck turning exhibits are provided that show the Arlington Fire truck being able to make a three-point turn along the driveway leading to the senior living main entrance. Also included is turning movement exhibit demonstrating an ambulance's ability to circle the roundabout.*

- The Applicant should clarify whether the access road behind the principal structure can support the weight of a fire truck and demonstrate how the turning radius of the emergency access can accommodate a large fire truck.

*BSC Response: Turning movement plans are attached demonstrating the ability of a large fire truck to traverse through the entire rear of the site. The access road will be constructed of a 6-foot wide, porous asphalt lane with 7-feet of reinforced grass to each side. The reinforced grass will be constructed with Grasspave2 as manufactured by Invisible Structures or engineer approved equal. Details for the Grasspave 2 system are included on Sheet C-203.*

- Additional details regarding maintenance of the access road and path would be helpful. The emergency access path around the rear of the building is 20 feet wide, while the walking path is six feet wide. Please clarify how the emergency access road will be maintained, including whether the 20-foot path will be plowed in the winter.

*BSC Response: The emergency access road will be plowed in the winter to maintain access. The 7-feet to each side of the 6-foot porous asphalt lane will be constructed of Grasspave2 as manufactured by Invisible Structures or engineer approved equal, which is a plowable surface.*

- The Applicant should identify the nearest hydrant and the connection to the FDC on the plans.

*BSC Response: Hydrants are shown on Sheet C-105 of the plan set. The FDC location will be determined in coordination with the building fire protection system design and fire department review prior to building permit.*

### **3. Utilities:** The Department of Public Works has the following comments: Sewer

- Sewer service connections require a wye connection and not a saddle at the sewer main.

*BSC Response: Plans have been revised to use wye connections. See Sheet C-105.*



- Each sewer service shall require a cleanout located within 10ft of the foundation consistent with Town requirements.

*BSC Response: Cleanouts have been added as required. See Sheet C-105.*

- Oil/Gas separator location and design elevations should be included in garage utility plans.

*BSC Response: The final oil/gas location and design elevations will be determined by the building plumbing engineer and will be included with final building constructions documents submitted for building permit.*

- A camera inspection should be performed for the sewer and drain lines in the immediate vicinity of any proposed work. Video catalog should be maintained, and a post construction camera inspection shall be performed to ensure that work associated with the project did not negatively impact the adjacent utilities.

*BSC Response: Per the February 16, 2021 response to comments, prior to construction, a CCTV sewer pipe inspection will be performed along the 14/18' sewer main from the existing manhole located to the west of the proposed surface parking lot to the manhole located adjacent to the southwest lot corner of 56 Dorothy Road. Repair of any existing deficiencies identified as part of the pre-construction inspection will be the responsibility of the Town. Upon completion of construction, a post-construction CCTV sewer pipe inspection will be performed through this same pipe. Based on the outcome of the post-construction inspection, should construction result in damage and/or disturbance to pipe, the pipe shall be repaired/replaced at the expense of the site contractor.*

#### Water

- All water main connections to the Town main located in Dorothy Road shall include a triple water gate configuration and utilize a Tee connection.

*BSC Response: Triple water gates and tee connections have been added for the water main connections. See Sheet C-105.*

- The proposed water service for the duplex units indicates a 4" DICL pipe. This configuration may be oversized for a duplex unit. A water shut off shall be located at the back side of the sidewalk for each duplex service line.

*BSC Response: As final sizing of the water connections will be performed as part of the building permit submittal; the plans have been revised to utilize a 2-inch copper service with a notation that final service size to be verified at construction plans. See Sheet C-105.*

- It is recommended the 8" water line be looped between the two connections to Dorothy Road to improve water quality and redundancy and feed the proposed fire hydrants with 6" lines.

*BSC Response: The two 8-inch water lines have been looped as recommended. See Sheet C-105.*

#### **4. Stormwater:** The Department of Public Works has the following comments:

- Each infiltration system should include an accessible observation port at grade and monitor pipe extending to the bottom of stone elevation for inspection purposes.

*BSC Response: A note has been added to the details on Sheet C-203 requiring access ports for each system and where these ports shall be located.*

- All Area drains and catch basins shall have suitably sized sumps to capture and remove sediment.



*BSC Response: All area drains and catch basins include appropriate sumps. See details on Sheet C-202.*

- The Estimated Seasonal High Groundwater Elevation should be utilized for the design of each infiltration system and building foundation. No building floors shall be installed within the ESHGW level. Subsurface infiltration systems shall maintain a minimum 2ft offset for the ESHGW and as needed include groundwater mounding calculations. Proposed elevations should be indicated for each basement floor, garage floor and infiltration system.

*BSC Response: All infiltration systems include a minimum of 2-feet of separation to estimated seasonal high groundwater elevation (ESHGW) and groundwater mounding calculations are included in the Stormwater Report. Basement floor, garage floor and infiltration system elevations are identified on the plans. See Sheet C-104.*

Should you have any questions on this information, please do not hesitate to reach out to me at (617) 896-4386 or [drinaldi@bscgrop.com](mailto:drinaldi@bscgrop.com).

Sincerely,  
BSC Group, Inc.

Dominic Rinaldi, P.E., LEED AP BD+C  
Senior Associate

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