

Section 3.2.13 Impact Analysis of the Natural and Built Environment

Below is a list of several points from Section 3.2.13 of the Town of Arlington’s Ch. 40B Application that the proponent must address. Several other items have also been added as they are important to mention for background and context.

The items begin with Construction Phase Impacts and end with an Assessment of the Completed Development on the Environment.

Construction Phase Impacts

An eighteen-month, preliminary Construction Management Plan (Figure 1) has been developed by Aberthaw Construction, the Construction Manager currently performing Pre-Construction Services, and Bohler, the Site Civil Engineer. The plan indicates a phased approach; that is, four primary phases and sub-phases, as described in greater detail below:

PHASE NO.	WORK DESCRIPTION	LOCATION*	START**	FINISH**
1	Demolition	Building 2	mid-June 2021	end-July 2021
	Site Grading	North side of site, near Mirak Chevrolet parking lot.	mid-June 2021	end-July 2021
2	Demolition	Loading Dock, Building 1, Infill/Garage, and Drying Sheds.	mid-July 2021	mid-Sept 2021
2a	Bridge Replacement	Mill Brook	early-Aug 2021	early-April 2022
2b	Utility Installation	Ryder St and Mass Ave connector driveways.	early-Aug 2021	late-Sept 2021
3	Construction	Buildings 1, 3, and 4	late-Aug 2021	mid-Dec 2022
4	Construction	Building 2	late-Feb 2021	mid-Dec 2022
4a	Paving/Landscaping	Ryder St driveway connector, Mill Brook walkway, and areas adjacent to Buildings 1, 3, and 4.	early-June 2022	late-Oct 2022
4b	Paving/Landscaping	Driveway to Mass Ave and adjacent to Building 2.	early-Aug 2022	late-Oct 2022

*Refer to Figure 1.

**Dates and durations are preliminary and subject to change.

Pre-Construction and Site Mobilization

Prior to the start of any activity on site, building permits and affidavits pertaining to controlled construction must be in place. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared as part of the construction stormwater registration process required by the EPA and will be provided to the Town if requested. A SWPPP is a document outlining best management practices for controlling stormwater runoff and preventing sediment from entering adjacent waterways during construction.

Sediment and erosion control measures, in the form of haybales, haysocks or silt fence, will be staked in place around the perimeter of the site and maintained for the duration of construction. Other measures

Section 3.2.13 Impact Analysis of the Natural and Built Environment

such as vehicle wash-off areas, sediment trap/filters at catch basins, silt fences around stockpiled soils, and a spill management kit, will all be employed.

A series of Pre-Construction Meetings were held with MassHousing, the Town of Arlington, and adjoining neighborhood residents. The list of meetings is as follows:

	MEETING/PRESENTATION	DATE
1	MassHousing Introductory Meeting	February 13, 2020
2	Introductory Mtg (Town Mgr and Planning & Community Development)	March 26, 2020
3	Follow-Up Mtg (Town Mgr and Planning & Community Development)	April 2, 2020
4	Mr. Byrne Introductory Presentation	April 17, 2020
5	Mr. DeCoursey Introductory Presentation	April 28, 2020
6	Mr. Hurd Introductory Presentation	April 29, 2020
7	Ms. Mahon Introductory Presentation	May 14, 2020
8	Mr. Diggins Introductory Presentation	June 24, 2020
9	Abutters Presentation	June 24, 2020
10	Select Board Members	June 29, 2020
11	Conservation Commission Introductory Meeting	July 23, 2020
12	Conservation Commission RDA Hearing #1	August 20, 2020
13	ISD & Fire Dept. Introductory Meeting	August 31, 2020
14	ISD, Fire Dept., and DPW Site Meeting	September 17, 2020
15	Conservation Commission RDA Hearing #2	September 17, 2020
16	Conservation Commission RDA Hearing #3	October 1, 2020
17	Arlington Historical Commission Presentation	October 6, 2020

In addition to numerous meetings with Town Officials and abutters, the development team met on site with members of the Inspectional Services Department, Fire Department, and Department of Public Works to review Site Utilities, Traffic and Pedestrian Access, proposed Hydrant Locations, etc.. This meeting took place on September 17, 2020 and meeting notes were subsequently sent to the Town.

Adherence to Conservation Commission Order of Conditions

In addition to the SWPPP, the project will adhere to the Arlington Conservation Commission's Order of Conditions. The project proponents have gone before the Conservation Commission several times and will return with a Notice of Intent after the ZBA process concludes. The resultant Order of Conditions will prescribe measures to be taken during the construction process to ensure that the Mill Brook and groundwater are protected. Additionally the Construction Manager will erect a chain-link fence to secure the site perimeter and may place a construction trailer(s) on site.

Adherence to Street Occupancy & Trench Permitting Regulations

The Construction Manager has reviewed the Town's Street Occupancy & Trench Regulations and will make certain that the subcontractors familiarize themselves with the document and adhere to its requirements.

Section 3.2.13 Impact Analysis of the Natural and Built Environment

NFPA 241 Plan

Prior to any demolition, as further described below, a National Fire Prevention Association (NFPA 241) plan will be submitted to and approved by Arlington Fire Prevention and implemented. This plan includes a description of impairments to the existing life-safety and notifications' systems, such as sprinklers and smoke detectors. Typically new standpipes are installed with fire hose connections in existing buildings and addressable smoke detectors are replaced with heat detectors so as to mitigate false-alarms being triggered (and called into the Fire Department) due to dust generated during demolition.

Abutter Notification

Prior to mobilizing on site, the direct abutters will all be notified and a communication plan will be devised for notices and updates during construction. Arlington Fire Prevention will be included in this notification plan.

Works Hours

The Town of Arlington has implemented a policy whereby construction activity (including demolition) needs to take place between the hours of 8am and 6pm on weekdays. This policy will be adhered to by the contractors in conformance with the Town's Noise Ordinance.

Site Access

Site access by construction vehicles will be by Mass Ave, Ryder Street, and the Quinn Access Road for the duration of construction.

Phase 1: Demolition and Site Grading

During this phase, Building 2, located just south of the Mill Brook and across from Workbar, will undergo hazardous materials abatement. An abatement work plan will be implemented and the work will be carried out under the supervision of a third-party hygienist, hired by the developer. All necessary reporting will be done by the hygienist and filed with the appropriate authorities having jurisdiction.

Prior to demolition of Building 2, utilities will be cut and capped and the overhead electrical wires that remain live and serving neighboring buildings (within ten feet of Building 2) will be wrapped with high-visibility rubber by Eversource. The building will be demolished using a combination of track-mounted excavators and by hand where space between Building 2 and neighboring buildings is constricted.

The driveway, leading across the bridge to the north side of the site, may be closed intermittently while work progresses. The timing and duration of this and any other on-site road closures will be evaluated by the Construction Manager in concert with the demolition sub-contractor when the subcontract is awarded. Neighbors and direct abutters will be notified, as will Arlington Fire Prevention. As part of the demolition, the overhead connecting corridor to Workbar will also be removed and the exterior wall of that building will be restored. The garage and loading dock spanning the Mill Brook will be removed, as will the entirety of the building's foundations.

Section 3.2.13 Impact Analysis of the Natural and Built Environment

During demolition, the contractor will be responsible for implementing fire watch and police details as required by the Town and will use hoses to wet-down any debris piles to control dust. Fire hydrant(s) will likely be used to provide the water and will be metered accordingly.

Site Grading on the north side of the property will take place during Phase 1. A drainage swale will be created to intercept and divert water runoff from properties to the north and northwest into new drainage pipes which will flow through a series of catch basins and drain manholes before being treated by a water quality unit for removal of sediment, floatable debris, and hydrocarbons. The runoff will discharge into Mill Brook as it does currently. This approach has been discussed with the Department of Public Works.

Phase 2 Demolition

During this phase, additional demolition will take place in and around Building 1. The Infill/Garage structure will be removed along with the adjacent, single-story Drying Sheds. The same sediment and dust-control measures, noted above, will be implemented. The foundations of the loading dock, Infill/Garage, and Drying Sheds will be completely removed. The smokestack adjoining the Drying Sheds and Building 3 will also be removed along with its foundation.

Selective demolition will take place inside of Building 1, including sandblasting of the interior masonry, timber deck, and beams.

Phase 2a Bridge Replacement

The bridge spanning the Mill Brook Conduit and connecting the south and north sides of the site will be replaced and the roadway between Workbar and the future Building 2 will be widened. The wider roadway will accommodate two-way traffic and provide much needed and improved access for emergency vehicles to the north side of the site. The roadway and bridge are being designed by Bohler Engineering and Nitsch Engineering, respectively, to handle normal vehicular and truck loading as well as the largest emergency apparatus (a 95-foot ladder truck) that the Town Fire Department uses. Information pertaining to the fire apparatus (size, weight, height, and turning radius) has been provided by Arlington Fire Prevention and given to the engineers for the design of the road and bridge.

Nitsch Engineering, the bridge engineer, has developed a design for the new bridge crossing over the Mill Brook to replace the existing bridge. After investigating the existing conditions and various options to construction the new bridge, the design for the places the supports on top of the existing conduit walls. This is how the current bridge is supported. Supporting the new bridge on top of the existing conduit walls is advantageous because it avoids underground utilities, including the MWRA's sewer line, that traverses the site from east to west. The hydrology of the Mill Brook will not be impacted by this new design. The final design of the bridge will be reviewed by the Mass Department of Transportation.

Phase 2b Utility Installation

During this phase, new water, sewer, drainage, telecommunications, electric, and natural gas, infrastructure will be installed. The final pathways and means of serving the various buildings on the site and maintaining electrical and telecommunications service to neighboring properties are currently being

Section 3.2.13 Impact Analysis of the Natural and Built Environment

evaluated. Facilities exist in both Mass Ave and Ryder Street to adequately serve the site and neighboring properties. Service pathways include coming off of Mass Ave down the driveway, north to the site and off of Ryder Street east into the site. Neighbors will be notified well in advance of any service outages while utilities are being installed. The contractor will work with the utility providers to endeavor to limit service outages, as much as possible, to off-hours times (nights and weekends).

Phase 3 Construction, Buildings 1, 3, and 4

Building 1, the existing four-story, brick and timber-beam building will be renovated into residential dwellings. Building 3 will be renovated into an amenity building or “great room” for use by residents of the complex. Building 4 will be a new building with residential dwellings, consisting of four-story wood-frame construction over a two-level concrete and steel garage podium.

All new life-safety systems, finishes, electrical/lighting, telecommunications, security, and HVAC systems, will be installed in these buildings.

Contractors will adhere to the Town’s work-hour policy, described above. Any deviation from this policy, including weekend work, will be applied for through the authorities having jurisdiction within the Town, if it is determined necessary to maintain the construction schedule. Measures described above from Pre-Construction/Mobilization through Site Access, will be maintained throughout this phase.

Phase 4 Construction, Building 2

Similar to that described above for Building 4, Building 2 shall be designed for residential dwellings as a panelized wood building, four-stories of wood-frame construction over a single-level concrete and steel garage podium. Measures described above from Pre-Construction/Mobilization through Site Access, will be maintained throughout this phase.

Phases 4a and 4b Paving and Landscaping

These are the final phases of construction comprising new paving of roadways, sidewalks, and landscaping within the site. Paving consists of a combination of bituminous concrete (asphalt), poured-in-place concrete, and masonry pavers. Setting of curbs, and planting trees, grass, and shrubs will also take place during this phase.

This phase also includes installing new railings (which may require some modifications to the top of the existing Mill Brook conduit wall) along the Mill Brook Walkway and on the bridge, and includes dismantling of the sediment and erosion control measures described above.

By this time, temporary (and possibly permanent) Certificates of Occupancy will have been applied for and possibly granted for all of the buildings/dwelling units within the complex, following successful inspections by the authorities having jurisdiction. The affordable housing lottery will be underway and preparations for resident move-ins will have been made.

Section 3.2.13 Impact Analysis of the Natural and Built Environment

Evaluation of Pre-Development Conditions

Please refer to 3.2.6 Report on Existing Site Conditions for information.

Post-Development Impacts:

- ***Surface and Groundwater Quantity and Quality***

Post-Development, the surface run-off quantity and quality will be greatly improved over what it is today. The current site is 93.6% impervious. Post-Construction, this condition will be reduced by 22.1%, meaning that 22.5% (or close to 20,000 square feet) of the site will be planted, pervious space. This will dramatically increase the amount of natural water infiltration, significantly reducing runoff into the Mill Brook. Additionally, through the implementation of sediment screening measures and manhole structures that will allow ease of access to clean the drain lines, the quality of runoff into the Mill Brook will be significantly improved.

- ***Groundwater Recharge***

Due to the significant reduction of the impervious surface area of the site and improved drainage measures described above, our engineers have determined that a groundwater recharge system is not necessary and, therefore, will not be implemented.

- ***Open Space and Recreational Areas and Space***

Please refer to 3.2.6 Report on Existing Site Conditions for a description of the open space and recreational areas near the development site. In addition, the development will feature new public/pedestrian access to the Mill Brook corridor that does not exist today. This is consistent with the goals of the Arlington Master Plan as it relates specifically to this site and to other underutilized, industrial sites along the Corridor.

- ***Wildlife Habitats/Corridors, Wetlands and Bodies of Water (including streams and rivers, both localized and general).***

There are no wildlife corridors or habitats present on the site and wetland areas are confined to the Mill Brook Conduit. As described above, improved natural water infiltration will reduce the amount of runoff into the Mill Brook and, by extension, the Lower Mystic Lake. Other bodies of water, such as Spy Pond in East Arlington are not affected by the Mill Brook. Additionally, existing invasive and non-native plant species will be replaced with native species within the development.

- ***Species of Concern in Massachusetts***

There are no animal species of concern in Massachusetts apparent on this site; however the proponents and designers recognize the need to incorporate native species of plant life into the landscape design of the site. The project will incorporate only plants from the Town's approved list.

- ***Historic and Cultural Resources***

Please refer to Section 3.2.6 Report on Existing Site Conditions for a description of the history and current uses of the site. None of the buildings on the site are on the National Register of Historic Buildings, however the proponents of the development went before The Arlington Historical Commission on October 6, 2020 to introduce the project and discuss the proposed modifications to the site and buildings thereon. Additionally, the proponents have filed a Project Notification Form with the Massachusetts Historical Commission and have received confirmation from the MHC that the "...project is unlikely to affect significant historic or archeological resources." The proponents are committed to highlighting the historic and cultural resources of the complex by preserving the most significant buildings on the site and providing professional photographic documentation of the

Section 3.2.13 Impact Analysis of the Natural and Built Environment

structures to be removed, and meaningful, accessible, and durable interpretive signage inside and outside of the remaining buildings and along the new Mill Brook walkway.

- **Mitigation of Identified Post-Development impacts**

The development proponents will be pleased to respond to any identified Post-Development Impacts once comments from the Town of Arlington ZBA are received.

- **Mitigation Measures Requiring Continuing/Periodic Maintenance & Proposed Maintenance Plan.**

The Mirak Family intends to own and maintain the development in perpetuity. Therefore, materials and systems have been selected with longevity in mind. A property maintenance plan is being devised and will be similar to that successfully utilized at other developments undertaken by the Mirak family. One of the main goals of the development team is to see that this site becomes a responsible and sustainable resource in the Town for generations to come.

Assessment of Completed Development on the Environment

There are a number of very positive effects that the proposed development will have on the environment – that is the immediate site, the larger community, and broader environment (as applicable), as follows:

- **Elements of Smart Growth & Transit-Oriented Development (TOD)**

This is perhaps the most exciting aspect of the project – that is, promoting a pedestrian-friendly living environment and reducing the dependence on private automobiles. Although the project is not strictly looked at as a TOD by the Town, many of the design elements of a TOD have been incorporated.

According to the State of Massachusetts' definition, a TOD is "...an approach to development that focuses land uses around a transit station or within a transit corridor". The site is located less than a quarter of a mile from Massachusetts Avenue, a major public transit (bus and bicycle) route that links Arlington Center, Alewife Station, and Harvard Square; Alewife and Harvard Sq. being Massachusetts Bay Transportation Authority Red Line stations that further connect to points east, Downtown Boston, and the commuter rail network.

The Minuteman Commuter Bikeway is also located within a quarter mile of the site. The Bikeway is a 10-mile route that connects Belmont to Alewife Station by passing through Lexington and Arlington and provides an alternative to vehicular and mass-transit commuting.

With Workbar essentially being part of the development site, residents will have the option to explore an alternative to the more traditional, remote workplace. Memberships are available that allow people to reserve a variety of workstations, desks, and conference rooms where almost all types of business can be carried out.

In addition, the project proponents will implement a park-share program whereby forty covered parking spaces during weekdays and ten spaces on weekends and at night on the site will be shared between Workbar and the apartment residents. From 8am to 5pm, parking spaces used by residents who commute to work by car will be shared with Workbar members. The advantage to doing this is

Section 3.2.13 Impact Analysis of the Natural and Built Environment

that it eliminates the need for a separate dedicated parking lot for Workbar, thus reducing paved areas and mitigating heat-island effects.

Another important aspect of TODs is their proximity to shopping, entertainment, and employment. This site is uniquely situated such that all of these amenities are well within walking or biking distance as is access to local government offices, schools, and places of worship.

- ***Hazardous Materials Abatement***

At the close of the demolition phase, all hazardous materials, identified on the site, will have been completely removed and disposed of in accordance with Massachusetts Law. Materials that need to be abated include asbestos-containing flooring, glazing compounds, asphaltic coatings on brick walls and ceilings, sealants, tar paper behind aluminum siding, paper beneath flooring, caulking, insulation materials, mastics, asphaltic roofing materials, and perimeter flashing/sealants. Removing these hazardous materials under the Law and under the supervision of a licensed, third-party hygienist mitigates exposure to future occupants and the possibility that proper abatement procedures may not be fully understood and overlooked.

- ***Reuse of Existing Buildings***

The adaptive reuse of two existing buildings - Building 1, a 4-story brick and timber-beam building and Building 3, a 1-story masonry building - will offset thousands of kilowatt hours of electricity and diesel fuel from being expended, should they be built from the ground-up.

- ***Stormwater Management***

There is currently no stormwater management or treatment of storm runoff for water quality at the existing site. The proposed project has been designed so that proposed impervious areas including the building roof and paved parking and driveway areas will be collected and passed through the proposed drainage system for treatment prior to discharge. The proposed system will discharge to Mill Brook as it does under existing conditions.

Total impervious area will be less than existing as a result of construction of the proposed project. This will result in a decrease in post-development peak rates of runoff from pre-development conditions for the 2-, 10-, 25- and 100-year storm events. The proposed decrease in impervious area will result in an increase in groundwater recharge.

Runoff from the site and roofs will be collected in the proposed storm sewer system. Water quality treatment will be provided via deep sump catch basins, and a proprietary water quality unit. Although the site is a redevelopment, all applicable stormwater standards will be met to the maximum extent practicable.

- ***Renewable Energy***

The Mirak Family has been a great proponent of using renewable energy sources to power, heat, and cool their buildings. Solar arrays have been installed on the roofs of Workbar and on the existing buildings within the Mill complex. A geothermal system provides the heating and cooling energy for the Workbar building. The geothermal system on Workbar will be kept active but separated from the remainder of the development. The existing solar array on the roof of Workbar and Building 1 will be modified during the redevelopment process. The extent of the modifications will be determined by the proponents.

Section 3.2.13 Impact Analysis of the Natural and Built Environment

- ***Traffic Impacts***

A Traffic Impact Report (TIR) was prepared by Nitsch Engineering that considered seven (7) intersections and twelve (12) adjacent roadway segments. Automatic Traffic Recorder (ATR) data was collected for a 48-hour period from February 4 to February 5, 2020, during the peak weekday hours of the morning (7am-9am) and afternoon (4pm-6pm). Turning Movement Count (TMC) data was recorded at the seven study intersections, also during the peak weekday hours of the morning and afternoon. It is important to note that the data collection was done in February 2020, pre-COVID-19, when traffic was still heavy. A signalization analysis was also done among other types of analyses such as Level of Service and Traffic Operations.

The TIR shows no appreciable difference, post-development, in trips generated to/from the site and no new signals are warranted. The TIR also indicates that the number of proposed on-site parking spaces will meet the demands of the project.

Additionally, a bicycle room will be available to all residents and the proponents encourage bicycle use in and around the property and as an alternative method of commuting to work. Provisions have been put in place as part of the site design to allow for a safe separation of cars and bicycles.

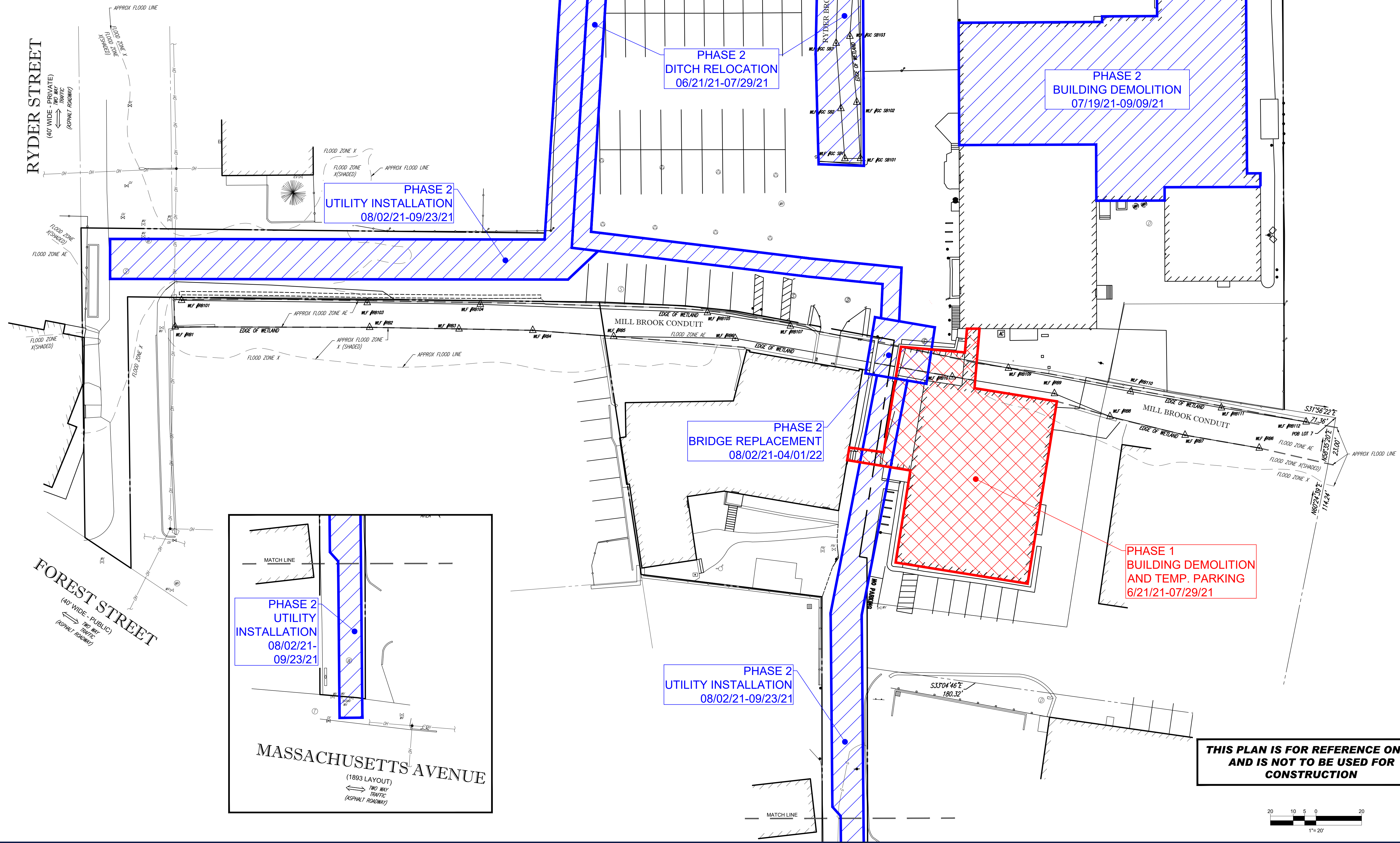
The complete TIR is included in Section 3.2.14.

- ***Reintroduction of Native Plant Species***

Re-introducing native plant species has many benefits for the site and larger community. Native plant species attract and support native birds, pollinators, and other wildlife. In addition to food, native plant species provide many more of the shelter resources wildlife requires than non-natives. Planting natives, in turn, supports greater biodiversity and abundance of native wildlife. Typically native plants require less maintenance and less water than non-natives.



3.2.13
FIGURE 1



REVISIONS

REV	DATE	COMMENT	CHECKED BY
1	3/10/20	REVISED BUILDING 2 & GRADING	BPB
2	06/15/20	SITE PLAN & GRADING AWP	JMJ
3	07/15/20	CONSERVATION COMMISSION AWP	JMJ
4	08/21/20	CONSTRUCTION PHASING	AWP

811
Know what's below.
Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

PRELIMINARY
THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: W191330
DRAWN BY: AWP
DATE: 02/17/2020
CAD ID: W191330-CVL-4

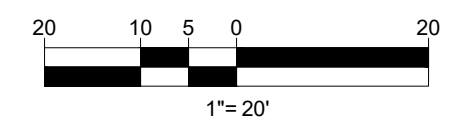
PROJECT:
PROPOSED SITE PLAN DOCUMENTS
FOR
1165R MASS MA PROPERTY LLC
PROPOSED RESIDENTIAL DEVELOPMENT
1165R MASSACHUSETTS AVE.
MIDDLESEX COUNTY
TOWN OF ARLINGTON, MA
MAP #57, BLOCK #2, LOT #10B AND PART OF LOT #15

BOHLER
352 TURNPIKE ROAD
SOUTHBOROUGH, MA 01772
Phone: (508) 480-9900
Fax: (508) 480-9080
www.BohlerEngineering.com

J.M. JOHNSON
PROFESSIONAL ENGINEER
MASSACHUSETTS LICENSE No. 45050

SHEET TITLE:
PHASES 1 & 2
SHEET NUMBER:
PH 1-2
REVISION 4 - 08/21/20

**THIS PLAN IS FOR REFERENCE ONLY
AND IS NOT TO BE USED FOR
CONSTRUCTION**



P:\191330\DRAWINGS\PLAN SET\191330-CVL-4-1-LAYOUT-1.PH 1.2



RYDER STREET
(40' WIDE - PRIVATE)
TRAFFIC
(ASPHALT ROADWAY)

FOREST STREET
(40' WIDE - PUBLIC)
TRAFFIC
(ASPHALT ROADWAY)

MASSACHUSETTS AVENUE
(1893 LAYOUT)
TWO WAY
TRAFFIC
(ASPHALT ROADWAY)

PHASE 4
DRIVEWAY PAVING
& LANDSCAPING
06/06/22-10/20/22

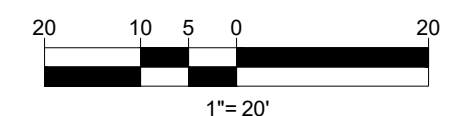
PHASE 4
PAVING, WALKS, &
LANDSCAPING
08/08/22-10/20/22

PHASE 3
BUILDING 1, 3 & 4
CONSTRUCTION
08/23/21-12/15/22

PHASE 4
BUILDING 2
CONSTRUCTION
02/21/22-12/15/22

Should this be
2/21/21? If so
would this be
Phase 3?

**THIS PLAN IS FOR REFERENCE ONLY
AND IS NOT TO BE USED FOR
CONSTRUCTION**



BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	CHECKED BY	DRAWN BY
1	3/10/20	REVISED BUILDING 2 & GRADING	JMJ	BPB
2	06/15/20	SITE PLAN & GRADING	JMJ	AWP
3	07/15/20	CONSERVATION COMMISSION	JMJ	AWP
4	08/21/20	CONSTRUCTION PHASING	JMJ	AWP

Know what's below.
Call before you dig.
ALWAYS CALL 811
It's fast. It's free. It's the law.

PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: W191330
DRAWN BY: AWP
CHECKED BY: JMJ
DATE: 02/17/2020
CAD ID: W191330-CVL-4

PROJECT:
PROPOSED SITE PLAN DOCUMENTS

FOR
1165R MASS MA PROPERTY LLC

PROPOSED RESIDENTIAL DEVELOPMENT
1165R MASSACHUSETTS AVE.
MIDDLESEX COUNTY
TOWN OF ARLINGTON, MA
MAP #57, BLOCK #2, LOT #10B
AND PART OF LOT #15

352 TURNPIKE ROAD
SOUTHBOROUGH, MA 01772
Phone: (508) 480-9900
Fax: (508) 480-9080
www.BohlerEngineering.com

J.M. JOHNSON
PROFESSIONAL ENGINEER
MASSACHUSETTS LICENSE No. 45950

SHEET TITLE:
PHASES 3 & 4

SHEET NUMBER:
PH 3-4

REVISION 4 - 08/21/20

P:\191330\DRAWINGS\PLAN SETS\REV\W191330-CVL-4-4-LAYOUT- PH 3-4.dwg