

SUPPLEMENT TO NARRATIVE
LINCOLN WOODS DEFINITIVE SUBDIVISION PLAN
435-439 LINCOLN STREET, LEXINGTON, MA

February 24, 2016

The following information is a summary of the Plan & Specification modifications the development team has made in response to Planning Board and Staff comments and recommendations at the Planning Board's initial Definitive Hearing on this project on January 20, 2016. This summary is to be read as a supplement to the initial Narrative Description which was filed with the Board prior to our January 20th meeting.

1. **FIRE DEPT REVIEW:** Gary Larson provided a detailed Turning Radius Diagram, as well as an in-depth letter and description, concerning the ability of the largest Lexington fire-truck to make the cul-de-sac turning radius as designed. Copies of his letter and diagram are attached. A meeting was held with Lexington Fire Dept. to discuss this information, and to request a letter of approval.
2. **SITE CONSTRUCTION, GRADING & UTILITY PLAN REVISIONS:**
 - A. **Cul-De-Sac:** The cul-de-sac now is designated a One-Way with traffic to travel only in a counterclockwise direction.
 - B. **Drainage & Wall At Units 8 & 9:** The location of the Fieldstone walls (about 4' high and at least 12'+ feet from closest part of structures) and the grading swales around both houses are better defined on the Grading and the Landscape Plans to eliminate any drainage concern at this location.
 - C. **Sewer Grinder Pump:** The location of Sewer Grinder Pump, Backup Generator and the underground propane tank to fuel the generator have been relocated closer to Lincoln Street in response to concerns over quicker and more efficient access for fueling and servicing. Details and information concerning this state-of-the-art triple pump system, with monitoring and alarm controls, as well as generator sizing, has been provided by the sewer pump subcontractor (F.R. Mahoney & Associates) added to the Plans and Details sheets. A Honeywell 11 kw propane fueled backup generator has been specified for this system.
 - D. **Garages:** Units having 1 car garages are properly identified as such.
 - E. **Underground services & light poles:** Locations of proposed street lanterns, underground services to lanterns and underground services to the houses and facilities for three media suppliers have been added to the plans. Details page includes underground conduit and cable diagrams.
 - F. **Wetland Flagging:** The Development team has had the wetlands across Lincoln Street reflagged and these have been located updated on our plans.
 - G. **Drywells:** Construction detail of the concrete drywell to be used for each building has been added to the plans.

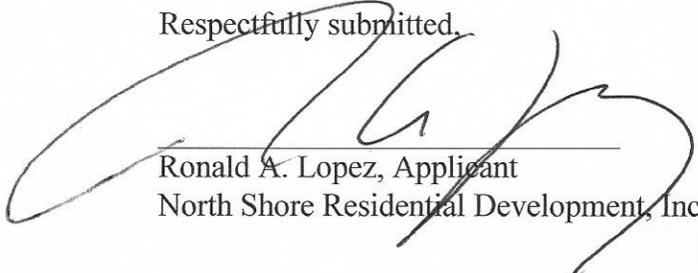
- H. **Drainage Catchbasins:** Two additional catchbasins and one drain manhole have been added to Lincoln Woods Drive to improve drainage.
 - I. **Flow from infiltration fields:** Additional grading contours and flows have been added to provide assurances of any overflow from drainage infiltrators away from home structures and toward Lincoln Street.
 - J. **Erosion & Sediment Control:** A detailed Erosion & Sediment Control plan has been added to the Plan Set as page 13.
3. **LANDSCAPING PLAN:** The following revisions and additions have been made to the Landscape Plan in response to Planning Board comments:
- A. **Street Lanterns:** Location, type, design and details have been included in Plan. They include Dark Sky compliant fixtures.
 - B. **Revision of plant species:** After review of Ms. Johnson's recommendations for plant material, the following changes to the Planting Schedule were made:
 - Balsam Fir replaced White Fir
 - Summersweet replaced Miss Kim Lilac.
 - C. **Pump & Generator Screening:** Additional planting of Dense Yews and Rhododendron have been added as screening for the pump station/ generator.
 - D. **Snow Storage:** Snow storage areas and snow storage access ways have been identified on the revised Landscape Plan
 - E. **Existing Trees:** The number of existing 6"+ caliper trees on the site have been identified along with the numbers to be saved and removed for the project. (every effort was made to save the majority of the mature quality trees existing on site)
 - F. **Invasive Species:** Notes have been added describing work to remove invasive plant species, both within the Limit of Work and within 15' outside the LOW border line, and replace it with native plants.
 - G. **Buried Rubbish:** Notes have been added describing work to remove all buried rubbish from the rear of the site during the trail installation work.
 - H. **Cedar Trees bordering on the Left:** At the request of the neighbor at 443 Lincoln Street, the Applicant will coordinate with the neighbor for the removal and replacement of the existing line of cedar trees on the bordering lot line.
4. **TRAIL DESIGN AND CONSTRUCTION:** The Trail Plan has been revised to include the following revisions:
- A. **Bridge Extension:** At the request of the City of Cambridge, the license area and trail improvement will be extended another 30' to reach and cross Hobbs Brook with a rustic bridge/platform.

- B. Cambridge Support:** The City of Cambridge continues to show support for this Trail plan as currently designed. See letter of support from Cambridge Watershed Manager David Kaplan, attached hereto.
- C. License Area:** The trail area and level of work we will do in the trail area has changed and increased. In cooperation with the City of Cambridge Solicitors office, our team has prepared a Plan of License Area to implement the Trail construction. A reduced copy of that Plan is hereto attached. The result will be a trail, and access to a larger trail system, that is a major amenity to the Town and to the subdivision residents.
- D. Additional Plan Revisions:** Miscellaneous additional trail revisions:
- The trail will be compliant, to the extent possible, with the Architectural Access Board regulations.
 - Trail walking surface will either be "Fibar" engineered wood fiber, or stone and stone-dust compacted surface, either of which are durable and are AAB compliant as surefooted walking surfaces.
 - Parking area to be stone and stone-dust compacted surface.
 - Patio to be either natural stone or earth toned pervious pavers with three commercial benches to maximize their southerly exposure.

5. CONDOMINIUM DOCUMENT REVISIONS:

- A. Fire Lane & No Parking Controls:** Restrictions have been added to the proposed Master Deed identifying the main driveway as a Fire Lane and prohibiting any parking on the main driveway (except for identified visitor parking spots at the cul-de-sac location). Monetary fines have been added for any violations. **(See Master Deed, pages 8-10 for all restrictions)**
- B. Cul-De-Sac:** The cul-de-sac has been deemed a One-Way in the counter-clockwise direction to control traffic and for safety.
- C. Fencing:** The installation of any fencing between the City of Cambridge property Trail and the development property is generally prohibited. Should a safety or trespassing issue arise from the Trail area, the Condominium may be permitted to install an unobtrusive separation (such as a 3' high black chain-link fence installed in the shrubbery).
- D. Exclusive Use Areas:** Exclusive Use areas of Units have been modified to permit at least 10' wide access paths to the common and snow storage areas.
- 6. LINCOLN WOODS DRIVE** – Attorney John Farrington has verified that there is no conflict with the street name of Lincoln Woods Drive with an apartment complex on Wells Road in Lincoln which is 3-4 miles away.

Respectfully submitted,



Ronald A. Lopez, Applicant
North Shore Residential Development, Inc.

4 February 2016

Gary Larson, RLA, ASLA
6 Wadman Circle
Lexington, MA 02420

Mr. John Fleck, Assistant Fire Chief
Lexington Fire Dept.
45 Bedford St.
Lexington, MA. 02420

Re: **Lincoln Woods**
Proposed Balanced Housing Subdivision
Lincoln St.

Dear John,

Thank you for meeting with me earlier this week to review fire protection items relating to the subject proposed housing development project. The project will provide 14 new homes. Ten dwelling units will be provided in five duplex structures and the remaining four will be free standing single family units. The homes will be located along a common driveway off Lincoln St. near the Lincoln Town Line. The length of the common driveway from the edge of Lincoln St. along the centerline to the far end of the cul-de-sac is about 375 ft.

The common driveway will be 20 ft. in width to the pear shaped cul-de-sac. The pavement width around the cul-de-sac will be 25 ft. The diameter of the outside curb is 100 ft. A 'cape cod berm' is proposed as curbing with a 4 ft. wide sidewalk abutting the curb providing a total continuous paved diameter of over 109 ft. The island is defined by a curb 50 ft. in diameter with the curb set back an additional 4 ft. to provide for two parallel parking spaces on each side, for a total of four guest parking spaces. Parking in this location will not interfere with emergency vehicle access. (See attached sketch). The minimum turning radius for the large ladder truck is 42 ft., which will easily be accommodated by the proposed common driveway.

Attached is a sketch showing the ladder truck with a minimum turning radius at the end of the cul-de-sac and at the common driveway entrance at Lincoln St. Circulation at both locations is easily accomplished.

Two hydrants will be provided for fire protection. One hydrant, (existing) is located near the edge of Lincoln St. It will be slightly relocated to accommodate the proposed driveway location and to insure the health of the existing nearby large Oak trees. A new

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Lincoln Woods
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hydrant will be located at the end of the cul-de-sac. Although the water service in Lincoln St. is provided by a 6 inch diameter pipe, both hydrants will be serviced by a new 8 inch pipe within the project limits.

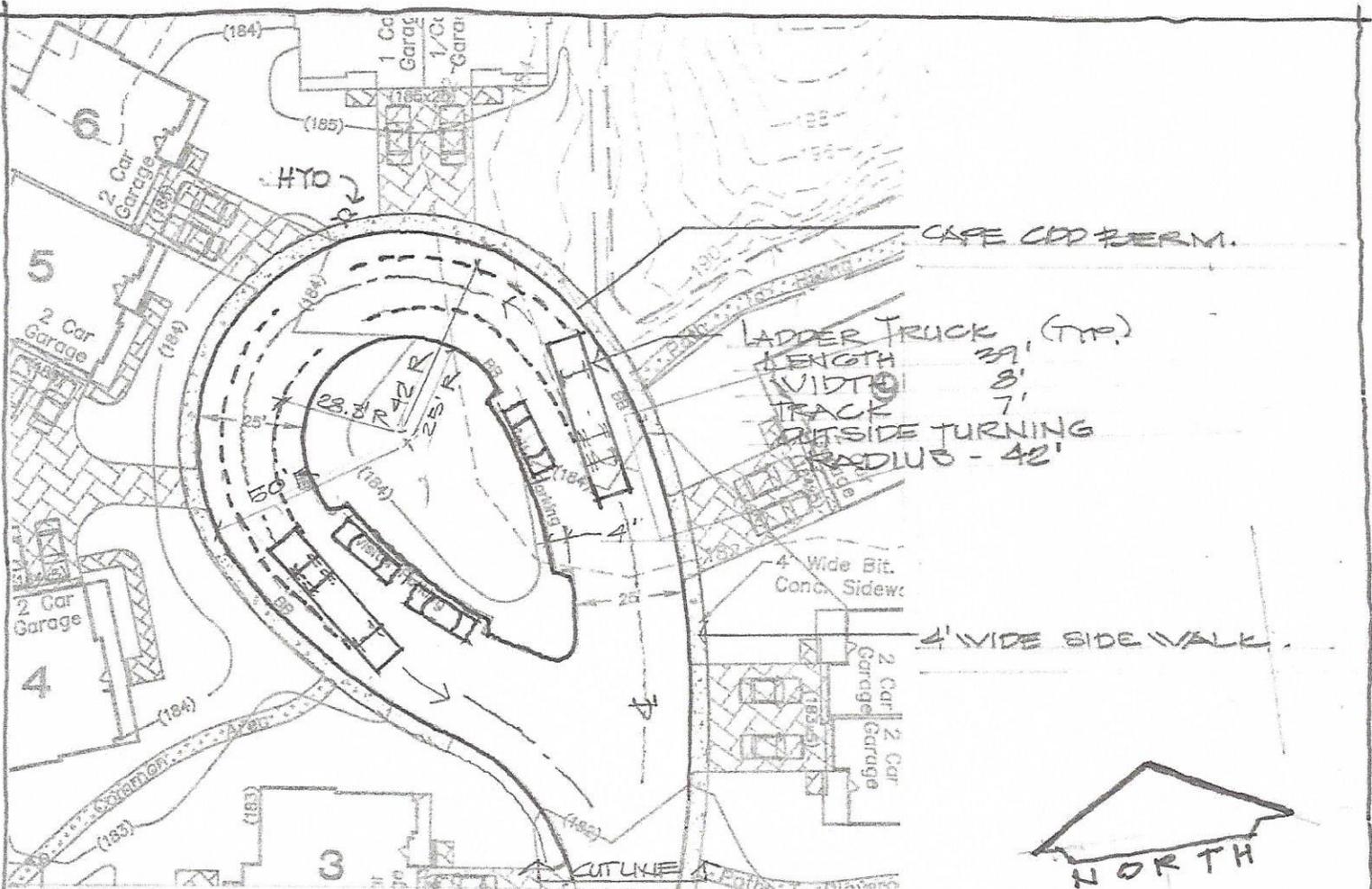
The Project has been submitted to the Planning Bd. for Definitive Site Plan approval. The initial Hearing was held on January 20, 2016 and continued to February 24. We anticipate that the Hearing will be closed at that time. To that end, we have been asked if you would advise the Planning Dept. of your thoughts on the proposed project in terms of adequacy of road and cul-de-sac width for fire equipment use and access, the proposed location of the fire hydrants and obviously, other concerns you may have from a fire safety stand point. Should you have any questions or need additional information, please do not hesitate to contact me.

Regards,

Gary Larson, RLA, ASLA

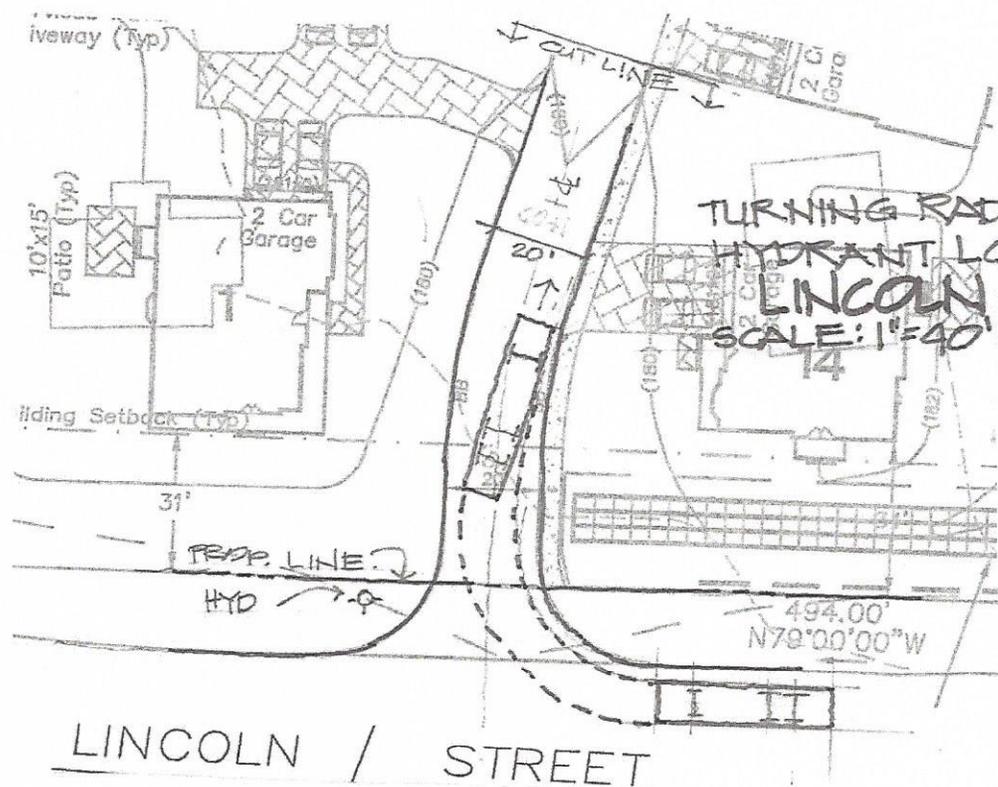
Attachments: Turning Radius Study
Print of Site Construction Plan, Sht. #4

cc: Ron Lopez,
J. Farrington
A. Henry, Planning Director
J. Sullivan



LADDER TRUCK (TYP.)
 LENGTH 39'
 WIDTH 8'
 TRACK 7'
 OUTSIDE TURNING RADIUS - 42'

4' WIDE SIDE WALK



TURNING RADIUS STUDY &
 HYDRANT LOCATION PLAN
 LINCOLN WOODS
 SCALE: 1"=40'
 DATE: 2-3-16

LINCOLN / STREET

GARY LARSON, RLA, ASLA.



CITY OF CAMBRIDGE
MASSACHUSETTS
WATER DEPARTMENT
250 FRESH POND PARKWAY
CAMBRIDGE, MA 02138



617-349-4770

Via email

Lexington Planning Board
Lexington Town Office Building
1625 Massachusetts Avenue
Lexington, MA02420

Re: 435-439 Lincoln Street, Lexington Subdivision Trail Construction

Planning Board Members:

This letter is to inform the Town of Lexington that the City of Cambridge (City) supports North Shore Residential Development, Inc.'s (the proponent) proposal most recently represented on Sheets 4 and 12 of 12 "Site Construction Plan" and "Trail Improvement Plan" dated November 20, 2015, to construct and maintain a trail on Cambridge parcel ID# 35-5. Although not represented on these reviewed plans, it is the City's understanding that the proponent has agreed to construct a stream crossing over "Hobbs Brook" as identified in the plan set. The proposed trail will encourage appropriate use and provide a section of formalized linkage to the Minute Man National Historical Park identified in the West Lexington Greenway Master Plan.

The City of Cambridge Water Department Watershed Division and Law Departments are working with the proponent to develop a License Agreement necessary for trail construction and continued use of City property. The City is maintaining an open dialogue with the proponent to discuss signage, construction details, and long term operation and maintenance. The land is under control of the Water Board who will set restrictions on use, messaged on area postings.

We look forward to working with the Town to discuss and implement successful strategies to best manage this open space and protect sensitive public resources.

Sincerely,

A handwritten signature in black ink, appearing to read "DKaplan".

David Kaplan
Watershed Manager
City of Cambridge Water Department

