

AMORY ENGINEERS, P.C.

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July 2, 2020

Hingham Planning Board
210 Central Street
Hingham, MA 02043

Subject: **185-193 Lincoln Street and 6 Crow Point Lane, Special Permit/Site Plan**

Dear Planning Board Members:

This is to advise that we have reviewed the following documents pertaining to the proposed reconfiguration of the parking areas at the subject site:

- Site Plan Set (4 sheets), revised June 29, 2020, prepared by Cavanaro Consulting
- Response to Comments letter dated June 30, prepared by Cavanaro Consulting

The documents have been prepared to address comments contained in our June 11, 2020 letter to the Board as well as comments from Ms. Savage-Dunham dated June 12, 2020. Below are our original comments in plain text, followed by the current status of each in **bold text**.

1. The drainage calculations indicate that post-development rate and volume of runoff will not exceed existing conditions. However, the proposed HydroCAD calculations model the entire area tributary to the rear of the site as discharging to the infiltration trench. This is not accurate as there will be runoff collected in the seven existing catch basins located within the tributary area. While the catch basins within the area appear to ultimately discharge to the same wetland, the post development rate and volume of stormwater runoff will essentially be the same as existing. **Cavanaro acknowledged this comment – not further response required.**
2. All existing catch basins that have discharge pipes should have gas-trap hoods added¹ if possible. We note that the discharge pipes are shown to be PVC and the gas traps could be PVC tees or bends with vertical pipes extending from the bottom to trap grease and oils. **Addressed – existing catch basins are specified to be fitted with PVC tees as recommended.**
3. A detail for the infiltration trench should be shown on the plans. We recommend that the detail show the bottom 20-inches of the crushed stone fully encapsulated in filter fabric so that only the top four inches of crushed stone would need to be cleaned and/or removed and replaced when it becomes clogged. **Addressed – an Infiltration Trench Detail has been added to Sheet 4 and it shows the filter fabric to be installed as recommended.**

¹ This was discussed with Ms. Fournier and will likely be required by the Conservation Commission.

4. Construction of the crushed stone trench is specified to be prior to paving. The construction phase Stormwater Operation and Maintenance (O&M) plan specifies sedimentation fence to be placed around the perimeter of the trench. We agree with placing sediment controls around the trench until the contributing area is stabilized and recommend that the sediment controls be shown on the infiltration trench detail (Comment 3). **Addressed – the Silt Fence detail on Sheet 4 shows the fence to be installed upstream of the infiltration trench and there is a note specifying this on Sheet 3.**
5. The Stormwater Report claims 80% total suspended solids (TSS) removal. While SMS allows 80% TSS removal credit for infiltration trenches, the entire site will not discharge to the trench so the 80% TSS removal will only be from the stormwater that gets to the trench. We note that between the trench and gas-trap hoods added to catch basins (Comment 2), stormwater quality will be improved over existing conditions. **Cavanaro acknowledged that the 80% TSS removal would only be from a portion of the property and that runoff water quality will be improved with the addition of the outlet tees in existing catch basins.**
6. We recommend silt sacks be installed in all catch basins during construction. A silt sack detail should be included on the plans. **Addressed – a Catch Basin Silt Sack detail has been added to Sheet 4 and there is a note on Sheet 3 specifying silt sacks in all existing catch basins during construction.**
7. The two existing catch basins in the northwest area of the site are shown to have 4-inch PVC discharge pipes with notes stating that the outlets were not found. The pipes either lead to a leaching trench/structure or discharge directly to the wetland. In our conversation with Ms. Fournier we agreed that the Applicant should determine where the pipes discharge and, if in the wetlands, an assessment should be made if scour protection is required. We agreed that this could be a condition of approval that would require this during construction and any scour protection be coordinated with Conservation. **Addressed – notes on Sheet 3 specify that the discharge ends of the pipes are to be located and an assessment made to determine whether scour protection is required.**
8. The plans indicate that the wetland line shown is “approximate” based on “record location.” Survey Note 3 on the plans references an Order of Conditions issued by the Conservation Commission on 10/21/1986 (likely the source of the record wetland line). Ms. Fournier advised that the Conservation Commission typically requires wetland delineation to have occurred within three years of an application. The Commission will likely require the line be delineated to reflect actual current conditions. **Addressed – South River Environmental flagged the limits of the bordering vegetated wetland in June 2020 and that flagged line is depicted on the revised plans.**
9. Currently there is a maintained grass strip between the rear parking lot and the wetlands. This area will be slightly expanded in the proposed conditions. Ms. Fournier advised that the Commission typically prefers that maintained lawns not be adjacent to the wetlands. She and I agreed that a meadow mix should be planted between the wetland and crushed

stone trench/parking areas, replacing the existing maintained grass strip. **Addressed – the plans specify this area to be plated with mitigation plantings (New England Conservation/Wildlife Mix) which are specified on Sheet 3. The note specifies that the area may be mowed a maximum of once yearly.**

10. The Long Term Pollution Prevention Plan specifies that “snow plowed from the driveways or parking areas will be temporarily stored in available lawn areas. No snow shall be stored within the wetland.” The largest area for snow storage is adjacent to the wetlands. The parking area adjacent to the crushed stone trench is proposed to be lined with vertical concrete curb (with breaks for runoff) which will prevent some snow storage in that area. Concrete curb should also be considered along the western edge of the parking/driveway areas to prevent snow deposition in the adjacent wetland. If the proposed number of parking spaces exceed the spaces required then an area on the pavement should be designated for snow storage. **Concrete curb is specified along the western edge of the parking lot as suggested and two parking spaces in the northeast corner of the rear parking lot are designated for snow storage. In a response to one of Ms. Savage-Dunham’s comments regarding snow storage, Cavanaro stated “no snow shall be stored in wetland resource areas. Moreover, the Applicants are agreeable to a condition of approval that in the event of a large snow event that exceeds snow storage on the site, snow will be removed and hauled off site. Owner shall provide a copy of this Snow Plowing Operation & Maintenance Guide to the snow plowing contractor at the onset of each season.” Should the Board approve the project, we recommend this be a condition of approval.**

11. The plans should include a table listing the number of existing, required and proposed parking spaces. **Addressed – a parking table has been added to Sheet 1. The table indicates that 100 spaces are required. ZBL §V-A.2.N allows a 10% reduction for mixed uses through a Special Permit A3, which would require 90 spaces and 91 spaces are proposed.**

Please give us a call should you have any question.

Very truly yours,

AMORY ENGINEERS, P.C.

By:



Patrick G. Brennan, P.E.



PGB

cc: Loni Fournier, Conservation Senior Planner