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January 20, 2022

Hingham Planning Board
210 Central Street
Hingham, MA 02043

Subject: **213-215 Cushing Street, Preliminary Flexible Development Plan**

Dear Planning Board Members:

This is to advise that we have reviewed the following documents pertaining to the proposed Preliminary Flexible Development Plan at the subject site:

- Site Plan set (11 sheets), revised January 7, 2022, prepared by Crocker Design Group (CDG)
- Response to comments letters from CDG dated September 23, 2021 and January 12, 2022
- Transmittal letter from Drohan, Tocchio & Morgan, P.C., dated January 12, 2022

The documents have been prepared to address comments contained in our September 21, 2021 letter to the Board as well as comments raised at the September 27, 2021 public hearing. Below are our original comment in plain text, followed by the current status of each in **bold text**.

1. The Conceptual Subdivision Plan (Sheet FRD-4), or yield plan, shows six residential lots accessed from a 475 foot long dead-end cul-de-sac roadway layout. We have the following concerns about the yield plan:
 - a. The roadway geometry in front of Lot 5 is incorrect. The radius shown to be 244 feet should be 223 feet, the length of that curve should be 44.63 feet, the length of the tangent to the west should be 86.18 feet and the tangent to the east should be 0.02 feet. The frontage of Lot 5 should be 150.09 feet total. **Addressed – the plan has been revised accordingly.**
 - b. We calculate the frontage of Lots 2 and 3 to be 149.94 feet and 149.97 feet respectively. Please see the red geometry shown on the attached mark-up of Sheet FRD-4. **Addressed – the geometry has been revised to provide the required 150 feet of frontage for each lot.**
 - c. The area of the FEMA flood zone should be listed for each lot (3, 4 & 5). ZBL §IV-B.13.d does not allow flood zone to be counted toward the required 40,000 s.f. of upland area. **Addressed – the lot areas have been updated to include FEMA flood zone areas as well as wetland areas and net effective lot area.**
2. The open space calculation shown on the Preliminary Flexible Development Plan (Sheet FRD-3) needs to be corrected. The calculation notes that there is 147,966 s.f. of green space and 11,172 s.f. of basins, the sum of these is 159,138 s.f. but the plan indicates that

the sum is 169,692 s.f. The 147,966 s.f. of green space is 45.38% of the total site area and it meets the minimum 40% open space without including wetlands and basins. When basins and wetlands are included, the total open space would be 199,841 s.f., which is about 61.3% of the total site area. **The revised plan does not list the open space, wetland and basin areas in square feet. The plan indicates that the open space 53% of the parcel area excluding wetlands. The 53% open space includes tree preservation area, roadway landscaped area, basins and septic areas. The plan also indicates that the basins account for 7.3% of the open space.**

3. ZBL §IV-D.9.d requires an open space buffer along the perimeter of the site, and it is to be a minimum of 100-feet wide along abutting properties. The proposed perimeter open space buffer is only fifty feet wide along some of the north, south and east abutting properties. **No change.**
4. ZBL §IV-D.5.a.ii requires trees with a caliper of 6 inches or greater to be shown on the Preliminary Flexible Development Plan. **Addressed – trees with a caliper of 6 inches or greater have been located via survey and shown on the plan.**
5. ZBL §IV-D.5.a.iii requires the Preliminary Flexible Development Plan to comply with the requirements of Planning Board Rules and Regulations §3.B(1) and (2), which require percolation tests in accordance with Board of Health (BOH) regulations. We understand that the Applicant is coordinating percolation testing with the BOH. **Addressed – additional test pits and percolation tests have been performed onsite as required. We note that we also witnessed test pits for drainage purposes on December 15, 2021.**
6. The driveway for proposed Unit 1 on the Preliminary Flexible Development Plan is only fifteen feet long between the structure and the sidewalk. A vehicle parked in this driveway would block the sidewalk. Additionally, ZBL §IV-D.9.c requires a minimum of twenty-three feet from the edge of sidewalk (or road when no sidewalk) to a structure when parking in the driveway is proposed. We note that the twenty-three feet is also not provided at Units 2 and 6. **Addressed – all driveways are now a minimum of twenty-three feet from the back of sidewalk or Cape Cod berm.**
7. ZBL §IV-D.9.c also requires dedicated guest parking to be provided when building layouts or street design does not provide for adequate on-street or off-street parking. At twenty feet wide, parking along the street should be prohibited and dedicated guest parking spaces should be considered. **Addressed – the roadway (driveway) is now proposed to be twenty-four feet wide.**
8. The proposed sidewalk is shown to be immediately adjacent to the back of the Cape Cod berm. There should be a grass strip between the berm and sidewalk to provide a visual separation between vehicular and pedestrian traffic. We recommend a minimum width of four feet for the grass strip. If there is not sufficient room for a grass strip a vertical curb should be provided to protect pedestrians from vehicular traffic. **Addressed – there is a four foot wide grass strip proposed between the sidewalk and Cape Cod berm.**

Please give us a call should you have any question.

Very truly yours,

AMORY ENGINEERS, P.C.

By:



Patrick G. Brennan, P.E.



PGB