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March 5, 2019

Hingham Planning Board
Hingham Zoning Board of Appeals
210 Central Street
Hingham, MA 02043

Subject: 315 Lincoln Street, Special Permit – Site Plan

Dear Planning and Zoning Board Members:

This is to advise that we have reviewed the following documents pertaining to the proposed Dunkin' restaurant at the subject site:

- Site Development Plans (16 sheets), dated February 19, 2019, prepared by CHA
- Stormwater Report, dated February 2019 prepared by CHA
- Transmittal letter, with application forms, dated February 19, 2019 by Drohan Tocchio & Morgan, P.C.
- Correspondence:
 - Email: Stephen M. Girardi, Engineering Manager, Hingham Municipal Lighting Plant (HMLP), February 20, 2019
 - Email: Michael Clancy, Building Commissioner, February 20, 2019

The purpose of our review has been to evaluate conformance with Hingham Zoning By-Laws (ZBL), and good engineering practice.

Background

The 33,406± square foot (s.f.) parcel is located off the north side of Lincoln Street between USS Amesbury Drive and Shipyard Drive. The parcel is 300 feet wide and the proposed development would be within the western portion of the site which encompasses about 60% of the parcel (183 feet wide). The eastern portion of the site (117 feet wide) is a reciprocal parking easement, shared with the Avalon property to the east. The majority of the site proposed for development is currently impervious with pavement surrounding an existing 5,320± s.f. commercial building. The site is located in the Industrial zoning district.

The proposal calls for razing the existing building and construction of a new 2,070± s.f. Dunkin take-out restaurant with twelve parking spaces. Impervious area on the site will be reduced with landscaped areas around the building and parking. A patio constructed of permeable pavers is proposed in front of the building. Concrete walks are proposed along the front and sides of the building and the existing concrete sidewalk along Lincoln Street is proposed to be removed and reconstructed.

The proposed stormwater system would consist catch basins, manholes, piping and underground/subsurface infiltration systems consisting of plastic chambers surrounded by

crushed stone. The catch basins would have deep sumps and gas-trap hoods and the subsurface systems would have isolator rows for pre-treatment of the stormwater. Overflow from the subsurface systems would be discharged through a piped connection to the MassDOT stormwater system in Lincoln Street. Sewer, water and gas utilities would be provided by connection to existing utilities on the site. A new utility pole is proposed in front of the building with underground conduit proposed from the pole to the building.

Comments

1. As noted above, there is a proposed connection to the MassDOT stormwater system in Lincoln Street. Planning Board Rules and Regulations prohibit connections from abutting property into roadway drain systems. We recommend consultation with the MassDOT to determine 1) if the proposed connection will be permitted and 2) if high-density polyethylene pipe will be allowed for the connection.
2. The outlet from underground system UG-2 is not modeled correctly in the calculations. The lowest outlet (4" orifice modeled at El. 17.45) cannot be modeled below the outlet pipe from the system (12" at El. 17.7). Also, the outlet pipe is shown to be a 24-inch pipe on Sheet C-201.
3. Proposed inspection ports for the subsurface infiltration systems should be shown in plan on Sheet C-201. Inspection ports should be large enough to allow for cleaning of the isolator rows.
4. The drawdown calculation for UG-2 has the bottom area of the system incorrect. It should be 265 s.f., which would make the drawdown time 14.1 hours.
5. The Long-Term Stormwater Pollution Prevention and Operation & Maintenance Plan (O&M) and the Long Term Structural Best Management Practice Inspection & Maintenance Matrix After Construction (Matrix) are not consistent. Catch basins are specified to be cleaned quarterly on page 5 of the O&M and annually on the Matrix. Outlet control structures are specified to be inspected once a year on page 6 of the O&M and semi-annually on the Matrix.
6. The Demolition – Erosion & Sediment Control Plan (Sheet C-003) shows catch basins on and adjacent to the site to have inlet protection. We recommend that the catch basin approximately 180 feet east of the site, near the intersection of USS Amesbury Drive also have inlet protection during construction.
7. The O&M specifies that snow storage will be located adjacent to parking and drive aisles. These areas should be identified on the plans.

8. ZBL Section V-A.5.m requires screening to shield abutters from headlights and headlight glare from shining into public ways. There is no proposed screening along 1) the rear property line and 2) the three parking spaces on the west side of the building.
9. The proposed loading/delivery area should be identified on the plans.
10. It is unclear how many seats are proposed in the restaurant. Sheet C-101 states that there will be 36 seats but page 3 on Form 2D states that there will be 24 seats.
11. As noted above the existing concrete sidewalk along Lincoln Street is to be removed and reconstructed. In order to provide safe pedestrian passage along Lincoln Street, we recommend that the sidewalk not be removed until the contractor is ready to construct the new sidewalk to limit the time that there is no sidewalk present.
12. The eastern portion of the subject parcel has a "reciprocal parking easement" on which there is parking for the adjacent Avalon project. This parking area was designed with an entrance off USS Amesbury Drive and a second from the portion of this site proposed for development. The proposed Dunkin project will cut off the second means of access/egress from the Avalon parking lot.

Please give us a call should you have any question.

Very truly yours,

AMORY ENGINEERS, P.C.

By:



Patrick G. Brennan, P.E.



PGB