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May 21, 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), revised May 20, 2019, prepared by CHA
- Stormwater Report, dated May 2019, prepared by CHA
- Response to comments letter, dated May 17, 2019, prepared by CHA
- Transmittal letter, dated May 20, 2019 by Drohan Tocchio & Morgan, P.C.
- Variance Transmittal letter, with application forms, dated May 20, 2019 by Drohan Tocchio & Morgan, P.C.

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

The documents have been prepared to address comments contained in our March 5, 2019 letter to the Boards, comments from Vanasse & Associates, Inc., dated March 12, 2019 along with comments from various Town departments. The revised Site Development Plans are a complete redesign of the site from the February 2019 submittal.

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 revised proposal calls for razing the existing building and construction of a new 2,070± s.f. Dunkin take-out restaurant with twenty five 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 off the back left (northwest) corner of the building. Concrete walks are proposed along the front and left side of the building with a connection to the concrete

walk in the Avalon parking easement area. The existing concrete sidewalk along Lincoln Street is proposed to be removed and reconstructed. The vehicular access to the existing reciprocal parking easement on the eastern portion of the site will be cut off to non-emergency vehicles with a locked gate and Knox Box for emergency vehicle use.

The proposed stormwater system would consist catch basins, manholes, piping and an underground/subsurface infiltration system consisting of plastic chambers surrounded by crushed stone. The catch basins would have deep sumps and gas-trap hoods and the subsurface system would have an isolator row for pre-treatment of the stormwater. The subsurface system is designed to fully infiltrate all runoff from storms up to the 100-year event. Sewer, water and gas utilities would be provided by connection to existing utilities on the site. A new utility pole is proposed at the front of the site with underground conduit proposed from the pole to the building.

The proposed variance request is to allow the proposed building to be within the rear setback. The required rear setback is 25 feet, the existing building is 9.9 feet from the rear property line and the proposed building is 11 feet from the rear property line. The proposed building would comply with the front and side setback requirements.

Comments

The revised design has either addressed or rendered non-applicable most of the comments from our March 5, 2019 letter to the Boards.

1. There is a proposed light pole located in the center of the proposed subsurface infiltration system. The light pole should be relocated outside of the infiltration system.
2. The area behind the proposed building will be congested. Currently there are two water mains with one of them extremely close to the proposed building. Also, there is proposed for the new building, condenser units, a water service and gas service. We question whether the proposed building can be constructed and the existing building razed without disturbing the existing 8-inch cast iron water main. Once the building is constructed, maintenance and/or repair of the existing water mains and the proposed water and gas services will be difficult with the lack of room for machine access.
3. Snow storage areas are shown to be in the northwest corner¹ of the site and on the permeable paver patio. As noted in the response to comments letter, the O&M specifies that “in the event of a large snow event that exceeds snow storage on the site, snow will be removed and hauled off-site.” Should the Boards approved the project, we suggest this be a condition of approval.

¹ We note that the hatching denoting the snow storage is the same as the loading area hatching. The hatching should be different.

4. In our March 5th letter we noted that there was no proposed screening to shield headlights and headlight glare along 1) the rear property line and 2) the parking spaces on the west side of the building. The revised plan shows a proposed six-foot tall cedar privacy fence along the west property line but nothing along the rear property line. The explanation in the response to comments letter states that the rear property line abuts the Avalon parking structure which has a half-wall about 3-1/2 feet off the property line and therefore, screening is not proposed along the rear line. We want to make the Boards aware of this to determine whether no proposed screening on this site is acceptable.
5. In our March 5th letter we recommended that the sidewalk along Lincoln Street not be removed until the contractor is ready to construct the new sidewalk to limit the time that there is no sidewalk present. Demolition & Erosion Control Note 11 on Sheet C-003 specifies that “contractor to coordinate pedestrian access across the frontage of the site (existing sidewalk) during construction and limit, to the extent practicable, the time for which no sidewalk or pedestrian access is available.” Should the Boards approved the project, we suggest this be a condition of approval.

We understand that Vanasse & Associates, Inc. is providing peer review for the traffic and access/egress issues associated with the project, therefore, we have not commented on those items.

Please give us a call should you have any question.

Very truly yours,

AMORY ENGINEERS, P.C.

By:



Patrick G. Brennan, P.E.



PGB