

AMORY ENGINEERS, P.C.

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June 10, 2019

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

Subject: 25-33 Central 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 mixed-use development at the subject site:

- Existing Conditions Plan, dated November 9, 2018, prepared by Ross Engineering Company, Inc. (Ross)
- Site Plan, dated April 3, 2019, prepared by Ross
- Architectural plans including Floor Plans, Elevations and Perspective Views (10 sheets), dated May 12, 2019, prepared by Kevin Neprud & Associates
- Project Narrative, dated May 16, 2019, prepared by Ross
- Applications (Site Plan Review, Special Permits A-2 and A-3, Forms 2 and 2D), dated May 17, 2019, prepared by Robert L. Shepard
- Correspondences:
 - Letter from Ms. Savage-Dunham to Applicant, dated May 23, 2019
 - Traffic Peer Review Letter from Mr. Jeffrey S. Dirk, P.E. of Vanasse & Associates, Inc., dated May 30, 2019
 - Letter from Ross to Mr. Shepard, dated June 4, 2019

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

Background

The 10,583± square foot (s.f.) site is comprised of two parcels located off the west side of Central Street about 170 feet south of South Street. There are currently two commercial buildings with associated driveways/parking areas. The existing buildings have footprints of about 3,600 s.f. at 25 Central and 1,890 s.f. at 33 Central Street. The site is located in the Business District A and Downtown Hingham Overlay District.

The proposal calls for razing the existing buildings and construction of a new 8,000± s.f. (footprint) mixed-use building with commercial space and garage parking on the first floor and residential condominiums on the second and third floors. Eight, two-bedroom residential units are proposed. Parking would be provided in twenty-three garage spaces, two of which would be tandem spaces (four total) and five would have auto lifts (ten total).

There is an existing catch basin adjacent to the southern property line which collects runoff from the area south of 33 Central Street. The existing catch basin is proposed to be replaced and connected to the municipal storm drain system in Central Street via an 8-inch PVC pipe. Roof drains from the south side of the building are proposed to be connected to this PVC line. Roof drains from the north side of the building are proposed to be connected to another 8-inch PVC pipe which is proposed to tie into an existing municipal catch basin in Central Street. Stormwater from behind the proposed building would runoff to the northwest corner of the site and stormwater from in front of the building would runoff into Central Street. The parking garage would be sloped to an oil/gas separator which is proposed to be connected to the municipal sewer system in Central Street. Water, sewer and gas would be connected to existing underground infrastructure in Central Street. It is unclear whether electric, telephone and CATV utilities would be underground or overhead.

The Applicant is seeking relief from ZBL Section V-A.3, to allow for 18-foot long parking spaces without an overhang. The Form 2D attachment indicates that a waiver is being sought from ZBL Section V-A.2 to allow for parking in excess of that required. The Form 2D attachment also indicates that a waiver is being sought for the auto lift spaces, if applicable¹.

Comments

1. It is difficult to differentiate between existing and proposed features (utilities, grading, etc.) on the Site Plan. Proposed features should be shown dark with existing features a lighter shade of gray. Also, there appear to be some existing utilities shown on the Site Plan that are not shown on the Existing Conditions Plan. All existing utilities should be clearly shown on the Existing Conditions Plan.
2. We believe that the Applicant would need a waiver from ZBL Section V-A.5.e for the proposed tandem parking spaces as well as the auto lift spaces.
3. In his letter, Mr. Dirk requested information on the operation of the mechanical auto lift system. We echo this request as we question the feasibility of having two tiers of vehicles in the garage space.
4. Specifications of the proposed PVC lattice work in the wall openings on the north wall of the parking garage should be provided to verify that the adjacent property will be shielded from headlights in accordance with ZBL Section V-A.5.m. We note that the parking spaces at these wall openings are the auto lift spaces so vehicle headlights won't just be at normal height.
5. In accordance with ZBL Section I-I.4.d, a zoning dimensional table should be included on the Site Plan. The table should indicate existing, required and proposed setbacks, parking requirements, etc.

¹ We assume the applicability would be to ZBL Section V-A.5.e, which requires that "each vehicle may proceed to and from its parking space without requiring the movement of any other vehicle."

6. We question whether the proposed porte-cochere would be in compliance with the required front yard setback.
7. Proposed landscaping should be shown in accordance with ZBL Section I-I.4.e.
8. The Ross letter to Mr. Shepard states that “the entire impervious area of the site directs stormwater runoff to the existing catch basins in Central Street via overland flow” and “the proposed project will continue to discharge all of the site runoff into the Central Street storm drain system.” We agree that as designed, the proposed project will discharge nearly all site runoff into the Central Street storm drain system. However, the grades of the existing site indicate that most of the existing site runoff actually flows around the back side of the building at 25 Central Street and onto the adjacent property to the north and not into Central Street (see attached photos). This, coupled with the additional 400 s.f. of impervious area in the proposed condition, will result in additional flow into the Central Street storm drain system. If the DPW allows the connections to the existing storm drain system, the Applicant’s Engineer should analyze the existing system to verify that it has the capacity to accept the additional flow.
9. If connections to the municipal storm drain system are allowed we also recommend that 1) manholes and/or cleanouts should be provided at any bends in the drain lines and 2) connections to the existing system should be made at drainage structures and not directly into a drain line. We also suggest that the Applicant’s Engineer verify the type of manhole which is shown as an electric manhole on the Site Plan in Central Street north of the property. The manhole cover notes that it is a drain manhole (see attached Google Street View photo). If it is a drain manhole then the connection to the municipal drainage system should be made at the manhole rather than the catch basin as proposed.
10. In accordance with ZBL Section I-I.4.h, erosion controls should be shown and detailed on the plan. Operation and maintenance plans for the erosion controls and stormwater system for both during and post construction should be provided.
11. If exterior lighting is proposed, a lighting plan in accordance with ZBL Section I-I.4.i should be provided.
12. Construction details should be provided for the proposed oil/gas separator and catch basin. We question the constructability of the proposed catch basin as it would have less than ten inches from the rim to the top of the discharge pipe.
13. Proposed grading for the garage entrance should be clarified. The garage floor grade just inside the door is shown to be 96.9 on the Site Plan yet the existing grade just outside the door is 96 and the First Floor Plan (Kevin Neprud & Associates) has the elevation at the garage door at 96.2.

14. The First Floor Plan has the Central Street right-of-way (R.O.W) labeled in the wrong location.

Please give us a call should you have any question.

Very truly yours,

AMORY ENGINEERS, P.C.

By:



A handwritten signature in blue ink that reads "Patrick G. Brennan".

Patrick G. Brennan, P.E.

PGB
enc.



Looking south down Central Street, #33 to the right.



Looking at #33 Central, note pavement slopes to the right, into the property.



Looking west between #25 (right) and #33 (left), note pavement slopes to the back.



Looking east between #25 (left) and #33 (right), note pavement slopes from street to the back.



Looking north behind #25, grass slopes away to the fence.



Image capture: Sep 2017 © 2019 Google

Hingham, Massachusetts

Google

Street View - Sep 2017