



PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS

March 9, 2007

Town of Scituate Zoning Board of Appeals
Attn: Mr. John F. Danehey, Chairman
600 Chief Justice Cushing Highway
Scituate, MA 02066

**Re: Comprehensive Permit Application Peer Review
Herring Brook Meadow 60 Unit Development
126-132 Chief Justice Cushing Highway
Scituate, MA**

Dear Mr. Danehey:

As requested by the Scituate Zoning Board of Appeals, Pennoni Associates Inc. (Pennoni) has prepared our initial technical review of the above referenced project. This submission has been reviewed for compliance with the regulations of the Housing Appeals Committee, 760 CMR 30.00 and 31.00, the Guidelines for Local Review of Comprehensive Permits, the Massachusetts Department of Environmental Protection (MADEP) Stormwater Management Policy, Town of Scituate Regulations, as well as current standard engineering practices.

The following Items have been provided to Pennoni for our initial peer review:

1. Herring Brook Meadow, Scituate, MA, Comprehensive Permit Application Under M.G.L. Chapter 40B, Sections 20-23, Submitted by Herring Brook Meadow, LLC, October 2006, comprising of the following sections:
 - a) Project Data Summary
 - b) Applicant Status
 - c) Site Approval Letter from Mass Housing, dated May 26, 2006
 - d) Development Team
 - e) Site Control, including copy of deed indicating ownership by Applicant
 - f) Site Plans prepared by Sitec Environmental entitled, "Herring Brook Meadow – 126-132 Chief Justice Cushing Highway, Scituate, MA, dated October 6, 2006" (11 sheets)
 - g) Architectural Layout Plans and renderings prepared by Phung/Porzio entitled "Proposed New Residential Development at 126-132 Chief Justice Cushing Hwy., Scituate, MA", dated January 26, 2005 (11 sheets)
 - h) DHCD Subsidized Housing Inventory
 - i) Existing Site Conditions Report by Sitec Environmental entitled – "Proposed Herring Brook Meadow Residential Community - Environmental Setting, Stormwater Flood Analysis & Mitigation", dated October 10, 2006



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- j) Existing Site Conditions Report by Sitec Environmental entitled - "Proposed Herring Brook Meadow Residential Community – Proposed Open Space & MA Wetlands Protection Act Compliance Measures", dated October 11, 2006
 - k) List of Exceptions (Waivers) to the town of Scituate local regulations
 - l) Traffic Report prepared by McMahan Associates entitled – "Traffic Impact Study for the Herring Brook Meadow Residential Development", dated October, 2006

As of the date of the initial peer review, the following items have not been provided to Pennoni for review:

1. The on-site Amphidrome wastewater treatment system and subsurface sewage disposal system (including associated soil percolation and deep test pit results), as well as the accompanying hydro-geologic report.
2. The MBTA studies/analysis of Route 3A/Route 123/Country Way/Driftway Intersection performed by Sverdrup Civil, Inc.

The following constitutes Pennoni's initial review of the items provided to us:

1.0 PLANS & DRAWINGS

1.1 Site Plan

- 1.1.1. The site layout includes several dead-end parking aisles, which may create conflicts and potential hazards between solid waste removal vehicles and pedestrians/children. Solid waste removal vehicles will be required to travel in a reverse direction to access dumpsters. In particular, solid waste removal vehicles accessing dumpsters located at the northerly parking lot will be required to back-up over 200' in order to access the dumpsters. The Scituate Fire Chief should verify the adequacy of the dead-end parking aisles regarding the ability of current town emergency vehicles to comfortably maneuver into and out of the dead-end parking aisles as currently proposed. Due to the excessive 200' length of the northerly parking lot, the 22' aisle width should be increased to 24' to better facilitate the back-up movement by solid waste removal vehicles or Scituate Fire Department apparatus. The applicant should indicate the largest design vehicle that can successfully circulate throughout the site.
- 1.1.2. The Scituate Fire Chief should also verify the need for dedicated fire lanes alongside proposed building locations.
- 1.1.3. There are currently six (6) parking stalls situated along the proposed site driveway accessing Chief Justice Cushing Highway (Route 3A). The location of these spaces should be redistributed elsewhere along the site, as vehicles backing out of these spaces will tend to conflict with vehicles entering and exiting the site along the site driveway. In particular, vehicles backing out of the four (4) parking stalls directly across from the southerly parking lot will tend to conflict with the turning movements out of this parking lot.



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- 1.1.4. Individuals who drive directly into the last parking stalls located at the terminus of most of the dead-end parking aisles would have difficulty in directly backing out of these stalls at both the northerly and easterly parking lots. A longer paved flare at both northerly parking aisles should be provided to better facilitate vehicles backing out of these parking stalls.
 - 1.1.5. Where all sidewalks terminate at curb lines, provide wheelchair ramps and corresponding detail.
 - 1.1.6. Based on current Massachusetts AAB requirements and the current number of parking stalls indicated (120), the Site Plan, as a whole, appears to have adequate standard handicap and van accessible handicap parking spaces. However, if two (2) bedrooms per unit are proposed for both of the 15-unit buildings, a minimum of 30 parking stalls will be required for each building. Therefore, Massachusetts AAB Regulations (*Sec. 23.3.1 – “Accessible parking spaces serving a particular building shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance”*) will require that two dedicated handicap parking stalls be dedicated for these buildings.
 - 1.1.7. As a betterment to the current handicap parking stall distribution for this site, the current handicap parking stall servicing the easterly building could easily be converted into a van accessible space to better service this building. Also, by switching around the standard handicap and handicap van accessible parking stalls servicing the northwesterly and northeasterly buildings, a significant number of parking stalls, which are currently offset to each other across the aisle between the two buildings, can be redistributed to provide symmetry with the corresponding stalls directly across the aisle.
 - 1.1.8. Handicap designated building units should be indicated on the Site Plan, with handicap parking stalls conveniently located for these building units.
 - 1.1.9. The westerly limits of the sidewalk servicing the easterly building terminate at a proposed parking stall. This parking stall is an obvious pedestrian obstruction and should be omitted at this location and relocated elsewhere, to provide a fluid pedestrian connection to the terminated sidewalk directly across the parking lot. By omitting the parking space at this location and redistributing the parking stall layout in this vicinity, the parking stall layout can be realigned to provide symmetry with the corresponding spaces directly across the 24' aisle.
 - 1.1.10. Consideration should be given to providing guardrail for the three (3) parking stalls at the northerly end of the easterly parking lot (3:1 slope at this location).
 - 1.1.11. Fencing or guardrail should be indicated above the proposed retaining wall running parallel to the site driveway.
 - 1.1.12. The current location of the south building is too close to abutting property lines and should be relocated. Access to the rear of this building should be provided for emergency vehicles.
 - 1.1.13. Aisle widths within the easterly parking lot are excessive (35'), and should be reduced to limit the overall total of impervious proposed surface.

- 1.1.14. There are no provisions for on-site spillover and guest parking, over and above the two (2) dedicated parking spaces per unit. A designated on-site spillover and guest parking lot is recommended since parking along Route 3A is prohibited due to it being classified as a state highway.
- 1.1.15. The applicant should indicate the required number of spaces based on the total number of units/bedrooms.
- 1.1.16. The plans should indicate a stop line and corresponding stop sign at the site exit. Consideration should be given regarding the placement of internal stop line and stop signs at the southerly parking area termination with the site driveway, as well as the easterly termination of the site driveway.
- 1.1.17. The proposed sidewalk along the southerly side of the access driveway should be extended to Route 3A, and a crosswalk should be provided across Route 3A to provide a direct and safe site access to Chief Justice Cushing Park, directly across Route 3A.

1.2 Grading Plan and Stormwater Management Plan

- 1.2.1. Provide inlet protection for the existing catch basins in the roadway. A detail for the type of inlet protection selected should be added to the details.
- 1.2.2. Provide a temporary construction entrance/exit, a detail for which should be added to the details.
- 1.2.3. A soil and loam stockpile area should be indicated, and temporary erosion controls for the soil and loam stockpiles should be included in the Operation and Maintenance Plan.
- 1.2.4. Areas designated for snow storage should be indicated on the Grading Plan, Stormwater Management Plan, or Site Plan. Areas designated for snow storage should be located in areas where melting snow will not subsequently runoff into wetland resource areas. If snow storage is proposed over landscaping components, verify that these landscape features will be tolerant to snow loadings.
- 1.2.5. On the Grading Plan, at all proposed wheelchair ramp locations, project applicant's engineer should indicate that adequate grading compliance to ADA regulations can be achieved by indicating actual proposed grades at the four (4) ramp corners, four (4) level landing corners, and at high-side and low-side curb transitions.
- 1.2.6. Building entrance locations and grading should be shown on the grading plan to verify that the building slab elevations shown will provide conformance with Massachusetts AAB Regulations.
- 1.2.7. Structural and geotechnical support calculations should be provided for any retaining walls over 4' high.
- 1.2.8. Many components of the storm drainage collection system are below FEMA and town of Scituate 100-year flood elevations. Due to backwater effects during instances of inundation, consideration should be given regarding raising the entire on-site stormwater collection system above established 100-year flood elevations.



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- 1.2.9. Consideration should be given to proposing water quality swales immediately after all proposed drainage outlets in order to provide for additional removal of total suspended solids.

1.3 Utility Plan

- 1.3.1. It remains unclear as to whether the existing 8" water main within Route 3A can provide adequate flows to the up-sized 10" waterline proposed for this development. Hydrant flow testing of the existing hydrant directly across the proposed driveway will be required to verify that adequate water pressure or fire flows can be provided based on the up-sized 10" waterline and the number of residential units proposed. Otherwise, it is recommended that the number of units proposed be reduced to meet the fire flow demands required for this site, in conjunction with the possible limited flow rates and pressures that the existing 8' water main in Route 3 may be able to provide.
- 1.3.2. The applicant's engineer should clearly indicate the means of fire suppression within the proposed buildings, and provide separate fire flow lines to each building to accomplish adequate fire suppression.
- 1.3.3. Water mains to fire hydrants should be increased to 8" diameter.
- 1.3.4. The Fire Chief should review the spacing of the proposed on-site fire hydrants since the fire hydrant spacing may exceed 500' in some instances when fire hoses are laid out around the proposed residential buildings and parked vehicles.
- 1.3.5. The Mass Housing Site Approval Letter of May 26, 2006 identifies that town officials have previously recommended that an on-site looped waterline connection be provided. Consideration should be given to providing for this, especially if any subsequent fire hydrant flow tests indicate less than favorable results.
- 1.3.6. The type of site lighting fixtures proposed should be indicated in the Legend. Based on the foot-candles generated by the proposed light fixtures, a photometrics plan should be included in the plan set to indicate no spillover lighting to abutters.
- 1.3.7. Due to instances of tidal flooding, buoyancy calculations should be provided on all components of the on-site gravity sewage collection, treatment, and disposal systems. Any "floating" of sewage structures would compromise the integrity of the closed sewage collection, treatment, and disposal system, potentially causing the leeching of untreated sewage or treatment chemicals into groundwater, and subsequently Herring Brook and the North River. In general, many components of the on-site sewage collection, treatment, and disposal system are below the FEMA and town of Scituate 100-year flood elevations. Due to a potential public safety hazard, the entire on-site gravity sewage collection, chemical treatment, and subsurface sewage disposal system should be raised above established 100-year flood elevations.
- 1.3.8. The Utility Plan should show all utility service connections (water, sewer, electric, and telecommunications), gates, shutoffs, exterior meters, etc. to the individual buildings or units.



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- 1.3.9. It appears that there will be utility conflicts between sewer services (not currently shown on the utility plans) and roof drain lines. Some potential utility conflict locations include the sewer service line for the northerly unit within the northwesterly building, the northerly unit within the northeasterly building, and possibly others. It is recommended that the applicant's engineer provide sewer profiles, including the horizontal and vertical layout of utility services, to ascertain utility conflicts at crossings with all other utilities.
 - 1.3.10. The Utility Plan should be revised to indicate a 10' (minimum) separation between waterline and sewer/force mains along the site driveway, as well as within the southerly parking lot.
 - 1.3.11. The Utility Plan should indicate the means of treatment, including specific vertical separations, at all waterline and sewer/force main crossings, or at any locations where a 10' separation between water and sewer/force mains cannot be achieved.
 - 1.3.12. Provide size, type, and cover depth of the proposed force main between chemical control building and subsurface absorption system.
 - 1.3.13. All utility structures proposed under travel ways and parking areas should indicate that they will have the ability to withstand AASHTO HS-20 wheel loadings, including any cleanouts for drain lines, cleanouts, or inspection portals that may be required for the subsurface absorption systems proposed under pavement structures, and inspection or access portals that may be required for the amphidrome system anoxic tank.
 - 1.3.14. Show site locations of vents proposed for the subsurface absorption systems, as most of the subsurface absorption systems are under pavement structures. If required, show vent location for anoxic tank (for amphidrome system), which is also currently shown under pavement structure.
 - 1.3.15. The applicant's engineer should verify that there are no existing residential wells on abutting property within 100' of the primary and secondary soil absorption systems.
 - 1.3.16. Consideration should be given to provide restrictions relating to the parking stall immediately adjacent to the chemical control building. It remains unclear at this stage of the peer review as to the regular maintenance schedule associated with the amphidrome system and if this parking stall should be subsequently reserved for the amphidrome system maintenance provider, or for utilization by town inspection or emergency vehicles.
 - 1.3.17. At SMH-6, the in and out sewer pipes are currently aligned at an acute turning angle with respect to the sewer flow within this structure, and would be susceptible to clogging and subsequent sewer backups upstream of this structure. An additional sewer manhole should be proposed to alleviate this situation.
 - 1.3.18. Provide bollard protection (and corresponding detail) at the southeast corner of the amphidrome system chemical control building, and along the chemical control building's east face.
 - 1.3.19. Provide separate conduit line designations for power and telecommunications, and corresponding detail, as power and telecommunications cannot be placed in the same conduit. Revise Utility Plan legend accordingly.



- 1.3.20. Show locations for electrical transformer and building mechanical pads. Consideration should be given to provide landscaping to adequately shield these pads.
- 1.3.21. Elevations of the underground electrical conduit system should be indicated to verify their vertical placement above any 100-year flood inundations.
- 1.3.22. The Fire Chief should review the need for an on-site fire alarm system, complete with centrally located fire alarm boxes.

1.4 Landscaping Plan

- 1.4.1. Proposed trees within the subsurface absorption systems should be relocated to other areas.
- 1.4.2. The Zoning Board should consider recommending that the project proponent provide a means of site irrigation, which can be accomplished by incorporation of a site irrigation well or a series of underground cisterns designed to receive a portion of the roof runoff.
- 1.4.3. The Zoning Board should consider recommending that the project proponent provide a means of a direct connection walking surface/bicycle route (pervious pavers or gravel) between site sidewalk system and the mowed path connection to the local trail system, in association with educational and directional (mapping) signage.
- 1.4.4. Consideration should be given to providing additional landscape planting areas for a portion of the pavement gore lines indicated on the Site Plan, which will reduce the total amount of impervious surface proposed for this project.
- 1.4.5. The Mass Housing Site Approval Letter of May 26, 2006 identifies that town officials have previously recommended that a "green buffer" along Route 3A, consistent with other nearby developments along Route 3A, be provided. Consideration should be given to providing for this landscape feature. An existing conditions site plan showing structures situated along Route 3A within a half-mile radius of this site should be generated.
- 1.4.6. A children's playground area (with corresponding details) should be designated somewhere within the open space.
- 1.4.7. Consideration should be given regarding locations for outdoor bicycle storage areas (including details for any bicycle storage features, bike racks, etc.).

1.5 Details

- 1.5.1. The Catch Basin (single and double frame and grate), Manhole and CDS unit details should include specific frame and grate models.
- 1.5.2. The Grading Plan and Stormwater Management Plan appear to indicate double grate catch basins at CDS-2 and CDS-3. If that is the intent, then a detail should be provided.
- 1.5.3. The Typical Utility Trench Detail should specify minimum pipe cover depths for the respective utilities.
- 1.5.4. Details for the following items should be added to the plans:



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- Construction entrance/exit.
 - Inlet protection
 - At-grade clean-outs for drainage pipes
 - “Wye” connection
 - ILSF area construction (soils, grading, planting, etc.)
 - Proposed site lighting poles and fixtures
 - Treatment at waterline and sewer/force main crossings
 - Electrical transformer pads
 - Retaining wall
 - Dumpster pad enclosure
 - Fire hydrant and appurtenances
 - 6’ high universal board fence along southerly property line, or any other fencing proposed
 - Guardrail
 - Bollards
 - Power and communications duct bank/conduits
 - All sign details, including signs for handicap accessible parking spaces

2.0 DRAINAGE REVIEW

2.1 General Comments

- 2.1.1. Soil Maps should be included in submission to verify boundaries.
- 2.1.2. F.I.R.M. should be included in submission to verify Flood Plain Boundary.
- 2.1.3. Subcatchment areas for individual catch basins should be delineated and flows to grates calculated.
- 2.1.4. Catch Basin grate capacity calculations should be provided.
- 2.1.5. Pipe calculations should be provided; including capacities, minimum and maximum velocities, etc., and each pipe’s capacity should be verified as adequate for the 25-year storm.
- 2.1.6. The “wye” drainage connections throughout the project should be provided with at-grade cleanouts.

2.2 Stormwater Flood Analysis and Mitigation Report – HydroCad Model

- 2.2.1. Existing and Proposed subcatchment area totals do not match. The areas need to be checked and the pre vs. post area totals should match.



- 2.2.2. The Tc description for Existing Area #1 indicates a flow length of 565'. The graphic depiction scales 450' +/-.
- 2.2.3. Proposed Area #4 description has the area input as 1,541 acres. This should be checked and revised as needed.
- 2.2.4. Proposed Area #4 description has Tc entered as "Direct Entry," while all other areas are described by segments. The input should be consistent for all areas.
- 2.2.5. Proposed Subcatchment #4 indicates flows toward the Right-of-Way. Whereas there are no existing flows going into R.O.W., this would constitute an increase in flows to a site boundary, which is not allowed. We suggest the designers review and revise the grading at the driveway such that flows are directed into a swale back into the property, or otherwise off the roadway.
- 2.2.6. Subcatchment #2 should be divided into separate areas for each catch basin, and the flows to each routed through the pipes. This method more appropriately reflects the travel path and time through the system.
- 2.2.7. The proposed relocated ILSF is not described in the model. It should be described to determine if the water reaching the basin is adequate for it to qualify as an ILSF (i.e. there should be ¼ acre-feet of water in the basin during a one-year storm).

2.3 Operation and Maintenance Plan

- 2.3.1. The construction portion should provide a specific schedule of inspections (i.e. daily or weekly), rather than vague terms like "frequent."
- 2.3.2. The plans indicate some steep grading (areas of 3:1). These areas should be provided specific erosion controls during and after grading operations.
- 2.3.3. It should be noted on the plans and reports that the project requires a NPDES Phase 2 permit (Notice of Intent). Therefore, the Operation and Maintenance Plan should incorporate NPDES requirements, including inspection documentation, etc. Alternately, the language included in this submission could reference a separate document that would include all NPDES requirements.
- 2.3.4. In order to receive a 10% TSS removal credit for street sweeping, it should be performed four (4) times a year. Otherwise, because the 10% credit does not appear to be needed for compliance with Stormwater Policy, the designers could simply remove the 10% credit from the TSS calculations.

3.0 LIST OF EXCEPTIONS TO THE ZONING BYLAWS AND OTHER LOCAL LAND USE REQUIREMENTS

3.1 General Comments

The statement is made that "the Applicant also seeks waivers from the applicability of such other sections of the Zoning Bylaws, Planning Board Rules and Regulations, Board of Health Rules



and Regulations, Scituate Wetlands Protections Bylaws and Regulations, and/or such other local by-laws, rules and regulations that would otherwise be applicable to this development ""

Pennoni recommends that the Applicant formally request specific waivers to all of the town by-laws and regulations.

In addition to the current "List of Exceptions to the Zoning Bylaws and Other Local Land Use Requirements", Pennoni recommends the following additional waiver to the town zoning by-laws be requested by the Applicant:

- Per sec. 530.5.D.8 pg. 55 and sec. 760.6 pg. 92, two private off-street parking spaces shall be available for use by occupants of each affordable accessory dwelling, but in no case there shall be less than one parking space per bedroom. The current peer review package only includes the floor layout for Building "D". If more than two bedrooms per unit is proposed, the waivers from the above two sections should be formally requested.

Pennoni also recommends that the following additional waiver to the town subdivision regulations be requested by the applicant:

- Per Sec. 6.3.2.2 pg.22, an Index sheet showing entire parcel at a scale of 1"=100' shall be included in the drawing set.
- Per Sec. 6.3.3.1.a pg. 23, a bar (graphic) scale on sheet 2, 4 and 8 of 11 and date of survey shall be shown.
- Each plan and cover sheet shall have a statement per Sec. 6.3.3.e pg. 23.
- Per Sec. 3.k pg. 25, the location of any zoning district boundaries, and including the boundaries, of overlay zoning district that may lie within the locus of the plan shall be shown on the plan.
- Per Sec. 3.l pg. 25, all setback lines established by the zoning bylaws shall be shown by broken lines on the plans.
- Per Sec. 7.3.2.7 pg. 69, in no case shall a water main be less than 8" diameter pipe.
- Per Sec. 7.5.4 pg 73, retaining walls shall have a maximum height of 4' above ground level and shall be no closer than 30' to any lot line except when necessary to stabilize a street or driveway.
- Per Sec. 8.2.1.2 pg. 77, all storm drain shall be reinforced concrete pipe.
- Per Sec. 8.2.1.10 pg. 78, all drainage pipes shall end in a concrete or masonry headwall having dimensions and constructed in accordance with MHD standards.
- Per Sec. 8.3.1 pg. 79 and sec. 3.a pg 80, all streets, including sidewalks and grass plots shall be constructed in conformance with the typical roadway cross section shown in Appendix B (Roadway: 1.5" top course, 1.5" industrial binder course, 2" binder course, 15" gravel over 4' frost free material, Sidewalk: 2" bit. conc. over 8" gravel).
- Per Sec. 4.a pg. 80, sidewalks shall be constructed of either Bituminous or Portland Cement Concrete.



- Per Sec. 4.b pg. 81, sidewalks shall be constructed on a gravel foundation which shall be a minimum of 15" in thickness or shall otherwise conform to the requirements for roadway foundation.
- Per Sec. 4.c pg. 81, sidewalks shall be to a depth of 3.5" in the case of bit. conc. and 4" in the case of Portland Cement Concrete.
- Per Sec. 4.d pg. 81, bit. Conc. Sidewalks shall consist of 2" of type I-1 binder course and 1.5" of type I-1 top course.

4.0 TRAFFIC IMPACT STUDY REVIEW

4.1 General Comments:

- 4.1.1. Automatic Traffic Recorder count was conducted along site frontage (Route 3A) from September 6, 2006 through September 7, 2006. Applicant should indicate if schools were in full-day session those days.
- 4.1.2. Site traffic was estimated based on ITE Trip Generation Manual for condominiums/townhouses, and is acceptable. The Massachusetts Area Planning Council (MAPC) stated that Scituate is not expected to experience an appreciable increase in the background growth rate over the next five years. For a conservative analysis, the applicant used a 1% per year background growth rate to account for any unforeseen growth for the next five years. Future volumes were estimated by increasing existing volumes by the applicant's background growth rate and adding site traffic. Analyses of future conditions show a marginal impact to the intersection, indicating an adequate number of gaps for the residential development traffic to enter Route 3A. All movements are projected to operate at a Level of Service 'C' or better. However, applicant's traffic engineer should confirm if the nearby 1,100 space parking facility for the local Greenbush commuter rail train station was included in the above existing conditions and future conditions components of the Traffic Impact Study.
- 4.1.3. The available sight distance was measured at approximately 500 feet looking left (southeast) and 800 feet looking right (northwest). Per the American Association of State Highway and Transportation Officials Manual (AASHTO 2004, Fifth Edition) the sight distance measured is acceptable for speeds up to 50 miles per hour (Posted Speed Limit is 50 MPH, as opposed to 40 MPH speed zone as stated in the report) and road grades of 3% or less. If travel speeds are regularly higher than the posted speed limit, police enforcement may be considered.
- 4.1.4. Trip distribution of 90% to/from the northwest and 10% to/from the southeast agrees with AM site traffic figure, but not the PM site traffic figure. Applicant shall provide justification for trip distribution.



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5.0 OTHER COMMENTS

5.1 General

- 5.1.1. Plans and reports should have the signature and certification of a professional engineer registered in the Commonwealth of Massachusetts.
- 5.1.2. The Massachusetts Highway Department (MHD) will likely require an Access Permit for this project, and will subsequently review the site design relating to the proposed driveway and drainage considerations, as well as review the Traffic Impact Study. Consideration should be given to proposing a sidewalk within the state highway layout, which may encourage pedestrian and bicycle travel to the Greenbush Rail Station. This would have to be acceptable to MHD, as well as be consistent with town planning considerations regarding a fluid sidewalk connection system to the Scituate town center on the easterly side of Route 3A. In lieu of indicating a sidewalk within the MHD state highway layout, consideration should be given to providing a bicycle/pedestrian crossing of Herring Brook, in the direction of the Greenbush Rail Station.
- 5.1.3. Soil test results associated with this project should be supplied to this office for review relative to the ability of existing soil types to handle compaction, verification of utility structures adequately placed above groundwater, etc.

A representative of Pennoni will be available at the upcoming March 22, 2007 Scituate Zoning Board of Appeals meeting to review, in detail, the above comments with board members or the project proponent.

Sincerely,

PENNONI ASSOCIATES, INC.

James R. Comeau, P.E.
Senior Engineer

Babar Khan, P.E.
Site/Civil/LA Division Manager

cc: File