

# AMORY ENGINEERS, P.C.

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April 8, 2021

Cohasset Planning Board  
Cohasset Zoning Board of Appeals  
41 Highland Avenue  
Cohasset, MA 02025

**Subject: 147 South Main Street – Special Permits and Site Plan Review**

Dear Planning and Zoning Board Members:

This is to advise that we have reviewed the following documents in support of the applications for Special Permits and Site Plan Review for a new mixed-use building at 147 South Main Street:

- Site Plan – Proposed Redevelopment, 147 South Main Street (5 sheets), dated April 5, 2021, prepared by Morse Engineering Company, Inc. (Morse)
- Photometric Plan, dated April 5, 2021, prepared by Visual
- Architectural Drawings prepared by Rockwood Design, Inc.:
  - ZBA Set – 1/28/21 (5 sheets), submitted with original application materials
  - ZBA Set – 1/27/21 (4 sheets), sent as revised drawings via email on April 7, 2021
- Stormwater Permit Application Package, dated March 24, 2021, prepared by Morse
- Letters from Attorney Adam J. Brodsky of Drohan, Tocchio & Morgan, P.C. to the Chair of each Board, dated February 2, 2021
- Documentation Supporting a Permanent Solution with No Conditions and Immediate Response Action (IRA) Completion Statement, dated February 27, 2020, prepared by Stantec

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

## **Background**

The proposed project site is a 20,129 square foot (s.f.) parcel located at 147 South Main Street. In addition to South Main Street, the parcel also has frontage on Spring Street as it is an “L” shape wrapping around the 151 South Main Street property at the corner of South Main and Spring Streets. It is located in the Residence A Zoning District as well as the Floodplain and Watershed Protection and Water Resource Overlay Districts. The site is also located partially within FEMA Flood Zone AE with a base flood elevation of 9. The parcel was formerly occupied by a two-story mixed use building which was destroyed by fire in 2019. The former uses included two residential apartments on the second floor and an automotive repair facility on the first floor. The former building was non-conforming with respect to the side line setback and the site was non-conforming with respect to the maximum allowed impervious coverage.

The proposal calls for construction of a new two-story mixed use building with three retail/office units on the first floor and three residential units on the second floor. There would also be three small storage units on the first floor which would be for use by the residential units. The proposed building would be set back into the lot about seventy feet further from South Main Street than the former building. Driveway access to the site would be through the existing curb cut off South Main Street. When entering from South Main Street there would be eight nose-in (90°) parking spaces on the right (north), two parallel spaces on the left (south) and then another seven nose-in spaces to the left, further into the site, south of the proposed building (17 total parking spaces).

Sewer service would be provided by extension of the existing sewer service off South Main Street. Gas service would also be provided by connection to the existing gas main in South Main Street and water service would be provided by connection to the existing water main in Spring Street. It is not clear how the building would be served by electric/telephone/CATV utilities. Stormwater runoff from the majority of the parking lot and half of the building roof would be directed to a rain garden in the southern portion of the lot. The other half of the roof runoff would be directed to a subsurface infiltration system consisting of plastic chambers surrounded by crushed stone. The entire rear portion of the driveway/parking lot and the eight nose in parking spaces to the north would be surfaced with porous asphalt pavement. The remainder of the driveway/parking area would be standard pavement. Runoff from a small portion of the entrance driveway would flow toward South Main Street where it would be collected in an existing municipal catch basin just off the northeast corner of the property.

### **Comments**

1. The proposed retail/office space area needs to be clarified. It is listed as 2,700 s.f. on the Site Plan and in footnotes in both of Attorney Brodsky's letters; 2,031 s.f. in the body of both of Attorney Brodsky's letters and the original architectural plans, and the 'revised' architectural plans have incorrect areas and are not to scale. This area is necessary in order to accurately calculate the required parking spaces.
2. The Site Plan and 'revised' architectural plans are inconsistent. The Site Plan shows landscaped areas in front of some of the entrance doors and decks, which are not shown on the architectural plans, off the rear of the building. Updated sets of both plans should be provided.
3. The flood zone boundaries should be shown on the Site Plan and the flood map reference should be updated to reflect the Letters of Map Revision that have been issued for this area (16-01-063P effective March 21, 2017 and 18-01-0234P effective January 19, 2018).
4. We note that essentially the entire site will be filled and the elevation raised by one to two feet. In accordance with ZBL §300-9.7.H(3) the Applicant's engineer should provide documentation that the filling in the flood zone will not adversely affect the adjacent properties and that compensatory flood storage is not required.
5. Proposed erosion controls should be shown and detailed on the plan to ensure compliance with §300-12.6.B(3). The Construction Phase Operation & Maintenance Plan references

an erosion control barrier and stabilized construction entrance. Silt sacks should also be installed in nearby catch basins that could collect runoff from the site.

6. There are four test pit logs and locations shown on the site plan which indicate that seasonal high groundwater is between El. 3 and 5.6. The MassDEP Stormwater Standards require a minimum of two feet of separation between the bottom of infiltration best management practices (BMP's) and seasonal high groundwater. Test Pit 1 is within the footprint of the rain garden, seasonal high groundwater was found to be at El. 5.1 and the bottom of the rain garden is at El. 4.5, which is within the seasonal high groundwater. The bottom of the proposed porous asphalt storage layers is 27-inches (2.25 feet) below the pavement surface, which would require that seasonal high groundwater be at least 4.25 feet below the surface. With seasonal high groundwater at El. 5, porous asphalt with a finish grade below El. 9.25 would not have the required minimum separation to groundwater. Except for a small area in the middle of the eight northern parking spaces, the entire finish grade of the driveway/parking areas is less than 9.25.
7. The MassDEP Stormwater Standards also require that infiltration systems be set back from slab foundations and property lines a minimum of ten feet. Some of the porous pavement is within ten feet of the building slab foundation and property lines. The proposed subsurface infiltration system is also about nine feet from the slab foundation.
8. Locations of inspection ports on the subsurface infiltration system should be shown on the Site Plan.
9. The proposed light fixtures should be dark-sky compliant and equipped with shields to prevent light trespass/spillover onto adjacent residential properties. The photometric plan indicates that there will be light spillover onto 62 Spring Street and minor spillover onto 143 South Main Street.
10. Areas for snow storage should be shown on the Site Plan.
11. A detail and/or specifications for the dumpster enclosure should be included on the Site Plan.

Please give us a call should you have any question.

Very truly yours,

AMORY ENGINEERS, P.C.

By:



Patrick G. Brennan, P.E.

