

# AMORY ENGINEERS, P.C.

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July 21, 2021

Cohasset Planning Board  
41 Highland Avenue  
Cohasset, MA 02025

Subject: **808 Chief Justice Cushing Highway – Site Plan Review**

Dear Planning Board Members:

This is to advise that we have reviewed the following documents prepared by Morse Engineering Company, Inc. in support of the application for Site Plan Review for a new commercial building at the subject location:

- Proposed Commercial Site Plan (6 sheets), revised July 14, 2021
- Cut & Fill Plan, (1 sheet), dated July 14, 2021
- Category 3 Stormwater Permit Application Package, revised July 14, 2021
- Response to comments letter, dated July 14, 2021

The documents have been prepared to address comments contained in our June 17, 2021 letter to the Board as well as comments raised at the June 23, 2021 public hearing. Below are our original comments in plain text, followed by the current status of each in **bold text**.

1. The footprint of the proposed building should be listed on the plan. The percent coverage is listed to be 23.7% in the Zoning Requirements Table. However, the parking calculations indicate that the office space would be 1,930 s.f. and the contractor bays would be 4,580 s.f., which, if it is all one story, would make the building 6,510 s.f. or about 26% coverage. The ZBL only allows up to 25% coverage. **Addressed – in the June 23, 2021 public hearing, the Applicant’s engineer advised that the footprint of the building is 5,955 square feet, which is 23.7% of the lot area. An architectural plan set has been submitted and the front portion of the building contains office space on the second and third floors.**
2. ZBL §300-7.3.C(1) specifies that “no portion of any entrance or exit driveway to the area shall be closer than 150 feet to the centerline of a street intersecting the street servicing the entrance or driveway.” The driveway off Chief Justice Cushing Highway is about 90 feet from the centerline of Brewster Road and the driveway off Brewster Road is about 115 feet from the centerline of Chief Justice Cushing Highway. We note that the driveway off Brewster Road is in the same location as the existing gravel driveway and the driveway off Chief Justice Cushing Highway is further away from Brewster Road than the existing paved driveway. **This is an existing nonconformity which will be improved along Chief Justice Cushing Highway under proposed conditions. The**

**curb cut off Chief Justice Cushing Highway is proposed to be one-way into the site so that all exiting traffic will be required to utilize Brewster Road.**

3. ZBL §300-12.6.C requires two permanent survey monuments to be located on the subject property and shown on the plan. No permanent survey monuments are shown on the subject property. **Addressed – two permanent survey markers are shown on Sheet 3.**
4. We note that essentially the entire site will be filled to raise the grade of the site in order to provide the required minimum two feet of separation from the bottom of the porous pavement to seasonal high groundwater. A mass balance analysis should be provided so that the Board knows the amount of fill and truck trips that will be required to bring the site to proposed grade. **A cut and fill plan has been submitted which indicates that the net fill will be about 2,112 cubic yards which would require about 125 truckloads of fill.**
5. We note that the porous pavement wraps around the rear of the building to within ten feet of the proposed septic leaching system, which complies with Title 5 setback requirements. However, MassDEP Stormwater Standards require a fifty foot setback between an infiltration BMP (porous pavement) and a septic leaching facility. Some of the porous pavement in front of the building would also be within fifty feet of the septic leaching facility. **Addressed – the limits of the porous pavement have been revised to provide the required fifty foot setback from the septic leaching facility.**
6. The MassDEP Stormwater Standards also require that porous pavement be set back from slab foundations a minimum of ten feet and cellars a minimum of twenty feet. Some of the porous pavement is adjacent to the building slab foundation (contractor bays). It is not clear if there will be a cellar under the office portion of the building. **Addressed – in the response Morse indicates that the entire building will be slab on grade and an impervious liner is now proposed between the porous pavement and the building to prevent saturation around the foundation.**
7. Areas for snow storage should be shown on the Site Plan. **Snow storage areas are shown on the revised Site Plan. However, there is not a lot of area for snow storage and hauling of snow offsite will likely be required during larger storms. Also, the storage area adjacent to the dumpster will be on the pavement and will restrict access around that end of the building.**
8. The proposed slope near the intersection of Brewster Road and Chief Justice Cushing Highway is 2:1 (horizontal to vertical). Erosion control blankets may be required to protect the slope until it is stabilized with vegetation. **Addressed – erosion control blankets are specified for areas with 2:1 slopes.**
9. The inspection checklist in the Post Construction Phase Operation & Maintenance Plan (O&M) should specify quarterly inspections of the crushed stone overflow trenches to be

consistent with the narrative in the O&M. **Addressed – the O&M inspection checklist has been revised to specify quarterly inspections of the crushed stone trenches.**

10. There is a note on Sheet 3 of the plan that specifies all proposed lighting to be dark-sky compliant and shielded to prevent light spillover onto adjacent properties. The Board should determine whether this is sufficient or whether a lighting design/photometric plan should be submitted. **Informational for the Board’s consideration, no response required.**

Due to the revised setbacks for the porous pavement, the post-development calculations have been revised. The revised calculations indicate that the post development rate and volume of runoff will not exceed existing conditions. **Based on our review, we believe that the project will comply with the Stormwater Management Bylaw.**

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