

MAYNARD CONSERVATION COMMISSION
Minutes, June 25, 2009, 7:00

PRESENT: Conservation Commission members Fred King (chairman), John Dwyer, Peter Keenan, and Jessica Pfeifer.

Conservation Agent: Linda Hansen

Visitors: Briscoe Lang and David Potter (PARE Corp.)

PUBLIC HEARING:

- Notice of Intent
 - DEP file number 213-0231
 - Rockland Avenue Fire Station
 - Briscoe Lang (PARE Corp.)

Fred King opened the hearing for the Conservation Commission. Mr. Lang identified two wetland areas in the vicinity of the proposed fire station, including series A and series B. Series A consists of the large bordering vegetated wetlands north of the site. Series B consists of a narrow wetland along the abandoned railroad bed that, they felt was of marginal value. Buffer zone impacts are primarily within Series B wetlands.

The emergency exit/main entrance to Route 27 was originally located outside the 50 foot buffer zone from the series B wetlands but then moved to preserve the 72 -inch diameter butternut tree. The Commission is in agreement with Mr. Lang regarding preserving the tree and moving the entrance within the 50 foot buffer zone. The Commission suggested using a certified arborist to provide guidance on protecting the tree during construction and maintaining the health of the tree post construction.

The “country” drainage for the site was designed to encourage sheet flow off the parking lot and drain into the sediment forebay prior to flow into the detention basin. The revised plans also include a drainage swale east of the railroad bed to capture the water from the lower part of the driveway and from the area to the south of the site, including untreated water from the roadway.

The Commission is concerned about pre-treatment TSS removal prior to the infiltration BMPs. The Commission believes that the DEP Stormwater regulations require pretreatment of the stormwater prior to infiltration type BMPs. Deep sump catch basins and sediment forebays prior to infiltration would provide the required 44% TSS removal that is required for an aquifer Zone II.

The slow drain proposed for the detention basin was not included in the stormwater calculations. The Commission discussed the design of the detention basin to achieve both TSS removal and meet the recharge requirements. The extended detention basin could possibly be changed to a bioretention basin. Soil testing in the regions of the detention basins is scheduled for next Tuesday at 8:30. The Commission also requested that the stormwater feature in the southeast corner connect directly to a manhole rather than connect through the deep sump catch basins proposed for either side of the driveway entrance.

The swale intended for the east side of the rail bed may need to be extended further north and narrowed in order to provide enough capacity and allow for the 12 foot width of the rail trail. The submitted calculations did not include this swale and may not need to. This feature could be considered as an improvement of the existing swale and used as part of the mitigation for working in the 50 foot no disturbance zone.

The Commission asked about the use of a Stormwater BMP for drainage from cleaning emergency vehicles which may or may not be contaminated with toxic substances. This is an important issue and the Engineers will look into what the requirements are for truck washing. Discharge from truck washing should also be included in a long term pollution prevention plan.

Approved July 7, 2009

The maintenance plan discusses mowing the area around the detention basin. The presence of nesting birds or other wildlife may effect the mowing cycle. The importance is to remove the woody vegetation, however, if the detention basin is converted to a bioretention basin, then the slopes will be planted and the vegetation management will be adjusted accordingly.

A motion was made, seconded, and approved by all present to continue the hearing until July 7 at 8:00 with the applicant's permission.

Meeting adjourned.