



June 3, 2019

Ref: 12293.38

Mr. Greg Tuzzolo, Chair
Town of Maynard Planning Board
195 Main Street
Maynard, MA 01754

Re: Application for Special Permit – 24 Main Street, Green Star Herbals

Mr. Tuzzolo,

Vanasse Hangen Brustlin, Inc. (VHB) has completed a second Special Permit review for the submittal of the proposed Greenstar Herbals project located at 24 Main Street in Maynard, Massachusetts. VHB received the following items for review:

- Response to Peer Review Letter prepared by Places Associates, Inc, dated May 10, 2019

VHB has been requested to review the submitted materials for compliance with Massachusetts Stormwater Management Regulations, as applicable to this type of project. VHB has also reviewed the plans for constructability issues and general comments based on standard engineering practice on the proposed design. VHB has additionally reviewed the design plans and documents for conformance with the Special Permit and any section regarding Registered Marijuana Dispensary (Section 7.7 of the Zoning By-Law) and Marijuana Retailers (Section 7.9 of the Zoning By-Law). This application was reviewed per Special Permit criteria only and did a Site Plan Review per the Zoning Regulations was not conducted.

Please note that this letter follows the format of VHB's original comment letter dated May 8, 2019. Comments in our original comment letter has been reiterated and are provided in plain text, the *responses from Places Associates, Inc (PA)*, are provided in underlined and italic text, and **additional comments from VHB are provided in bold text. Any remaining issues regarding additional revisions or documentation required from Places Associates, Inc. are highlighted in yellow.**

The Applicant has provided the following General Response for this project:

As noted in the project narrative, page 6, the proposed changes to the site are minimal and include the reduction of impervious area (~ 650 sf) in the outer riverfront (100' -200' buffer) by the creation of landscaped islands. Also included is the re-stripping of the parking areas and construction of a new wood framed building egress ramp in the overall location of the existing one. We are required to install a new fire service water line as the existing building is not currently sprinkled. We are installing a sidewalk in a portion of the site that is currently paved.

101 Walnut Street
PO Box 9151
Watertown, Massachusetts 02471
P 617.924.1770
F 617.924.2286

Engineers | Scientists | Planners | Designers



The only significant site-work proposed is along the river's edge, where we are proposing the removal and remediation of the un-paved area that is currently occupied by invasive plant species (Japanese Knotweed). During pre-submission review sessions, we were informed that the Conservation Commission will require that we eliminate the invasive species.

Japanese knotweed grows vigorously, creating dense colonies that make it hard or impossible for other native plants to survive. Its ability to out-compete other species results in an altered natural ecosystem.

As a result of this required disturbance, we are proposing the construction of a raingarden as an improvement over existing condition. The excavation for the raingarden is centered on the area where the cluster of knotweed exists. Knotweed spreads by rhizomes (roots) and the most effective way to remove the plant is to completely remove the soils and roots in the area of the cluster.

Based on the above, the creation of the raingarden is an attempt to provide an improvement, as this project qualifies as a "redevelopment" under the DEP's Stormwater Standards. Those standards require "7. A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: ... Existing storm water discharges shall comply with Standard 1 only to the maximum extent practicable."

The changes proposed to the existing drainage system are simply to cut the existing drainage pipe and install a flared end section to accommodate the new raingarden. All catch basins are to be cleaned as part of the overall action.

Finally, we have asked if the disturbance immediately adjacent to the river is eligible for a designation and filing as an "Ecological Restoration Limited Project" per 310 CMR 10.53, 5 –riparian corridor re-naturalization. DEP has advised us, through the Maynard Conservation Commission's agent to file this portion of the project that way.

For the reasons noted above, it is our belief that the inclusion of the raingarden is an attempt at "maximum extent practicable" and is resulting in an overall net benefit to the river and its environs. Quantifying the volume of runoff and related design criteria are not, in our opinion, needed, as the basin size will be based on the amount of root mass and soils to be removed to eliminate the invasive species.

The applicant has provided a list of waiver requests referencing specific sections of the Zoning By-Law, but given the Special Permit Peer Review only, we are not sure these waiver requests are required.

PA Response: We defer to the Board regarding this matter. The waivers are requested to be sure to provide a complete submittal. If not required or applicable we will respectfully request that they be withdrawn.



STORMWATER MANAGEMENT COMMENTS

The applicant has not provided a stormwater report; therefore, these stormwater comments are limited to only the information provided, additional comments may be provided with the submittal of a complete stormwater report that meets Massachusetts Stormwater Regulations.

1. The Applicant is showing existing catch basins and drain lines at the northeast corner of the parking lot that do not appear to connect anywhere. The Applicant shall confirm where this stormwater discharges.

PA Response: It is our belief that the discharge is located on the easterly side of the building at the top of slope, adjacent to the river. The pipe is 6" dia. pvc and we cannot trace it. We can revise the plan to depict an estimated location.

VHB Response: Applicant shall provide an updated plan and if an exact location of the drain lines and outlet are not known, the words "assumed location" or estimated location" can be added to the plan.

2. The Applicant is proposing a raingarden near the bank of the Assabet River. Per Massachusetts Stormwater regulations infiltration can not be credited within 50-ft of an open water body. The Applicant should consider relocating the raingarden closer to parking lot to allow for more infiltration. Construction of the raingarden might be made easier by relocating the raingarden away from the steep river bank slope.

PA Response: Note the description above for the location of the raingarden. We are decreasing the amount of impervious on the site and do not need any storm water credits for recharge.

VHB Response: Comment has been addressed.

3. The Applicant should provide stormwater calculations to determine if the size of the raingarden, and stone overflow are adequately sized for the volume of water the raingarden will receive.

PA Response: Note the description above for the location/sizing of the raingarden. We are not proposing this system to meet specific design criteria, it will achieve some storm water treatment while at the same time will aid in the restoration of the riverfront area by removing the invasive species.

VHB Response: VHB understands that the Applicant only needs meet the Stormwater Standards to the maximum extent practicable, but this doesn't mean they don't have to provide calculations demonstrating how the system is designed. We recommend that the Applicant should provide calculations to show that the rates and volume of water to the raingarden do not overload the system. If the raingarden and/or overflow are undersized the system could fail causing significant impacts and erosion potential to the downstream areas, specifically the river.



4. The Applicant should provide pipe sizing to confirm that the drainage system proposed is adequately sized.

PA Response: No changes to the existing catch basins or pipes leaving the catch basin are proposed. A decrease in the impervious area to the catch basin adjacent to the river is proposed.

VHB Response: Comment has been addressed.

5. The existing parking lot grading appears to be sheeting to the front of the building. If the drainage system fails, how is the Applicant preventing water from flooding the building. The building elevation is minimally higher than the parking lot low point near the building entrance.

PA Response: No changes to the existing parking lot grading, catch basins or pipes leaving the catch basin are proposed. Like any other private site, the Owner will need to be sure that the drainage system is operating and will need to institute a regular maintenance program as part of his site operations to ensure that it does not fail.

VHB Response: While we understand no changes to existing conditions are proposed, the Applicant should provide the maintenance schedule for the drainage system to demonstrate that proper measures are taken to prevent flooding.

6. The Applicant should include drainage details for all work being proposed within the parking lot and raingarden.

PA Response: No changes to the existing parking lot grading, catch basins or pipes leaving the catch basin are proposed, except for the addition of a flared end section on the existing pipe as it enters the raingarden area. If requested, we can add a detail for the installation of the flared end-section (HDPE) and outlet stone.

VHB Response: The Applicant should provide detail and sizing for the flared end section and outlet stone. The Applicant has also mentioned the installation of a "Snout" oil/sediment trap on the outlets of the existing catch basins, a detail of this installation should also be included.

GENERAL ENGINEERING COMMENTS

1. The Applicant should consider including bollards or other protection near the building doorway.

PA Response: We have no objection to installing protective bollards to protect the projecting entryway at the front of the building.

VHB Response: We recommend that the Applicant provide updated plans with these details.

2. We recommend that the sidewalk proposed should be cement concrete walk, if an integral curb is proposed as part of the proposed sidewalk.



PA Response: There is no need to build the sidewalk out of concrete. The curbing is proposed to be pre-cast concrete. The curbing will clearly define the edge of the walk by both its vertical exposure and the contrast of concrete to asphalt.

VHB Response: Comment addressed

3. The Applicant is calling to maintain an existing stone wall to the east of the entry driveway. Is it possible to maintain this free standing balanced wall, and construct a sidewalk right up against it?

PA Response: See picture attached where the existing pavement was patched up to the edge of the wall. The contractor will be required to install a compacted graded gravel base up to the edge of the wall, supporting those stones in place. As was performed for the pavement patch (gas line?) the asphalt can be placed and compacted in-place to hold the eastern edge of the walk securely.

VHB Response: While we question maintaining the integrity of the wall with the proposed construction activities, this comment has been addressed.

4. There is a note calling out a new waterline and tapping sleeve, the Applicant should show the existing and proposed waterline locations.

PA Response: We have worked with the water department to identify where the existing water service line is on the site but they do not have information on it. The proposed sprinkler service line is labelled on the Site Plan in two locations, but apparently the CADD layer for that line was turning off. We will update the plan.

VHB Response: We recommend that the Applicant provide updated plans.

5. The plans show the sidewalk from the street ending behind parking spaces at the front of the building which would force pedestrians to walk in the parking lot to get to the front door. The Applicant should consider creating a pedestrian connection to the front door without having pedestrians walk through the parking lot. Applicant should consider reorganizing the parking lot in the area of the bike rack, sidewalk and three parking spaces, to provide a more protected pedestrian path.

PA Response: This path is similar to any other retail facility where a fire lane exists between the parking area and front door and customers must take care getting to the front door. The front door of this facility protrudes out and accommodating a path along the front of the building would project the parking spaces to the north and impede the right of way and reduce the available space for the backing up of the three spaces in this area.

VHB Response: If reconfiguring the parking spaces and pedestrian walk is not an option, the Applicant should consider providing striping from the end of the walk to the front entrance to define the pedestrian space.



6. Applicant should show an ADA curb ramp at the end of the walkway where it meets the road and crosses the driveway. The Applicant should also include a curb ramp detail that has a detectable warning panel.

PA Response: Our observation of the sidewalk in this area is that the sidewalk and driveway are at the same grade and a ramp is not needed or able to be provided. We will investigate this item further.

VHB Response: Comment Addressed.

7. The Applicant is proposing new curb within the parking lot. They should include spot grades to clarify drainage patterns.

PA Response: We will revise the plan to accommodate this request.

VHB Response: We recommend that the Applicant provide updated plans.

8. A 4-inch wide, painted double-yellow centerline also shall be added extending from the Stop line at the parking lot driveway approximately 50-feet into the site to delineate access and egress at the driveway entrance.

PA Response: We will revise the plan to accommodate this request.

VHB Response: We recommend that the Applicant provide updated plans.

9. Any traffic-control signs proposed should conform to the standards in the Manual on Uniform Traffic Control Devices (MUTCD).

PA Response: See sign legend on sheet C-5. All signs are referenced to MUTCD specifications.

VHB Response: Comment has been addressed.

10. Turning movement figures should be provided showing access to both loading docks for a WB-50, or largest vehicle expected to access the site. Also demonstrating that a truck can access the loading dock between two parking spaces.

PA Response: Except during construction, the largest trucks accessing the site will be the dumpster truck. Deliveries for marijuana containing products arrive in un-marked transit vans that are able to pull into the building's loading/unloading dock. We anticipate that UPS/FedEx and WB Mason delivery vehicles will occasionally visit the site. We anticipate that they will park in front of the building temporarily and depart without using the side parking lot. Once the facility is built, there is no need for semi's to visit the site.

We note that this site design has no significant change from the existing condition, except that the rear loading docks will not be used at all.

VHB Response: Based on the plans provided the Applicant is only occupying the front area of the building and the loading dock for that section. If there is potential that another



tenant could occupy the rear space, including the rear loading dock, the Applicant should not restrict the use of the loading dock by larger vehicles for that future tenant. We recommend that either a turning movement should be provided for a WB-50 to the rear loading dock, or a Condition be added to the Planning Board's Approval that the rear of the building not be developed while this use is permitted for the front of the building.

11. Turning movement figure should also be provided showing passenger car access to the parking spaces at the end of the drive aisle.

PA Response: The car parking configuration is a standard with a full 24' aisle to allow pulling into and out of an 18.5' long and 9' wide space. This is a standard configuration for parking and we do not understand the request for turning movements for passenger cars.

We note that this site design has no significant change from the existing condition.

VHB Response: Typically, dead end parking lots will have a 5-ft extension to the drive aisle to allow the end spaces an area to back into when leaving the parking space. The current configuration does not have that 5-ft extension, therefore showing a passenger vehicle exiting these spaces was requested to show that this maneuver works, or the applicant can provide an additional 5-ft extension to the drive aisle, or 2 spaces could potentially be eliminated?

12. Turning movement should also be provided showing the garbage truck access to the dumpster.

PA Response: We will develop this movement. However, please note that the Owner has the ability to require the dumpster company to service the facility before and after work hours. In the alternate, we can use roll-out 50 gallon containers if this is an issue. The only trash that the site generates is from non-marijuana containing packaging, meals and similar trash and is not significant.

We note that this site design has no significant change from the existing condition.

VHB Response: We recommend that the Applicant provide turning movement information as indicated.

13. Curb stops and bollards should be provided along all the parking spaces at the west side of the building near the ramp.

PA Response: We will revise the plan to accommodate this request.

VHB Response: We recommend that the Applicant provide updated plans.

14. Along the west side of the building there is a portion of the pavement that is called out to remain, applicant should either remove this pavement or cross hatch it with yellow pavement markings to prevent parking in this area.



PA Response: The pavement is part of the building's egress route and cannot be removed for that reason. We will revise the plan to show hatching in this area, even though we have agreed to install an additional curb stop to the space to the north, preventing intrusion into this area.

VHB Response: We recommend that the Applicant provide updated plans.

15. Applicant should show door location and swing direction for all access points to the building.

PA Response: See Plan A1.0 of the architectural plans, sheet 5 of 16, which depicts door locations and swings.

VHB Response: Comment has been addressed.

16. VHB could not locate the lighting plan, stated that it would be under a separate cover from the site plans.

PA Response: We will investigate the location of this plan and provide it to the Board.

VHB Response: We recommend that the Applicant provide updated plans.

TRAFFIC COMMENTS

- VHB will provide a separate memorandum regarding our review of the "Traffic Impact and Access Study, prepared by Green International Affiliates, Inc., dated March 2019"

PA Response: The traffic report was developed by another project consultant. We do not have a copy of that review memo and therefore cannot comment on its contents.

VHB Response: Applicant can respond to the traffic memo provided.

ADDITIONAL COMMENTS:

Based on feedback from the first public hearing held for this project, the Town Staff have requested that some offsite Regulatory Signage be installed to discourage wrong way travel on River Street. Additionally, DPW is requesting that the Project mitigate its proposed impacts to the downtown by replacing many missing trees in existing tree pits within the sidewalk areas in the downtown area. DPW will provide graphics of requested signage as well as the tree replacement later this week.

If you have any questions or comments, please call me at 617-607-1577.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wayne Tuzzolo".

Mr. Greg Tuzzolo, Chair
Ref: 12293.37
June 3, 2019
Page 9



Wayne P. Amico, P.E.
Senior Team Leader, Transportation

cc: Gregory Johnson, Town Administrator: gjohnson@townofmaynard.net
Megan Zammuto, Assistant Town Administrator: mzammuto@townofmaynard.net
Bill Nemser, Town Planner: bnemser@townofmaynard.net
Katlin Young, Con Com Agent: kyoung@townofmaynard.net
Marie Morando, DPW: mmorando@townofmaynard.net
Brianne Belschner, Pat Dunford - VHB: bbelschner@vhb.com, pdunford@vhb.com