



# Places Associates, Inc.

Planning, Landscape Architecture, Civil Engineering and Surveying  
Certified WBE

May 10, 2019

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

Re: Response to Peer Review, VHB dated May 8, 2019  
Special Permit – Green Star Herbals, 24 Main Street, Maynard  
Places Associates' Project No. 5390

Dear Mr. Tuzzolo and Members of the Board;

We are in receipt of the Peer Review of the submittal made on behalf of our client, Green Star Herbals, Inc as dated May 8, 2019. This letter notes that a separate review of the Traffic Impact and Access Study prepared by Green International will be forthcoming under separate cover.

Our responses follow the overall format of the review letter. Our responses are in ***bold italic text***:

1. List of Waivers: The reviewer notes that a list of waivers was provided, but given the Special Permit Peer Review, they are un-sure if waiver requests are required.  
***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 If not required or applicable we will respectfully request that they be withdrawn.***

2. Stormwater:

***General Response:***

***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.***

***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-sub mission 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.***<sup>1</sup>

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<sup>1</sup> Washington State Invasive Species Counsel – Japanese Knotweed Fact Sheet, on line.

*As a result of this required disturbance, we are proposing the construction of a raingarden as an improvement over existing conditions. 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.*

#### Other Stormwater Responses

1. Existing stormwater discharge location:  
*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.*
2. Raingarden Location:  
*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.*
3. Raingarden sizing:  
*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.*
4. Pipe sizing:  
*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.*

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5. Existing Parking Lot Grading and Drainage:  
*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.*
6. Drainage Details:  
*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.*
2. General Engineering Comments:
  1. Bollards or other protection should be provided near the building doorway.  
*We have no objection to installing protective bollards to protect the projecting entryway at the front of the building.*
  2. Sidewalk should be cement concrete.  
*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.*
  3. Is it possible to maintain existing stone wall and build a sidewalk up against it?  
*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.*
  4. Shown existing and proposed waterlines:  
*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.*
  5. Provide a more protected pedestrian path to front door.  
*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.*
  6. ADA curb ramp where the walkway meets the road and crosses the driveway.  
*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.*
  7. Add spot grades at new curb to clarify drainage patterns.  
*We will revise the plan to accommodate this request.*
  8. Add a painted centerline at first 50' of driveway to delineate entry and exit lanes.

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*We will revise the plan to accommodate this request.*

9. All signs shall meet MUTCD standards.  
*See sign legend on sheet C-5. All signs are referenced to MUTCD specifications.*
  10. Turning movements for access to loading docks should be provided for largest vehicle expected to access the site.  
*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.*
  11. Provide turning movement for passenger cars.  
*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.*
  12. Provide turning movement for garbage truck access to dumpster  
*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.*
  13. Curb stops and bollards should be provided along all the parking spaces at the west side of the building near the ramp.  
*We will revise the plan to accommodate this request.*
  14. Remove pavement or cross hatch area to prevent parking in delineated area.  
*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 agree to install an additional curb stop to the space to the north, preventing intrusion into this area.*
  15. Show door location and swing direction for all access points to the building.  
*See Plan A1.0 of the architectural plans, sheet 5 of 16, which depicts door locations and swings.*
  16. Site Lighting plan, noted under separate cover.  
*We will investigate the location of this plan and provide it to the Board.*
3. Traffic comments:

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VHB notes that the review of the traffic will be provided under separate cover.

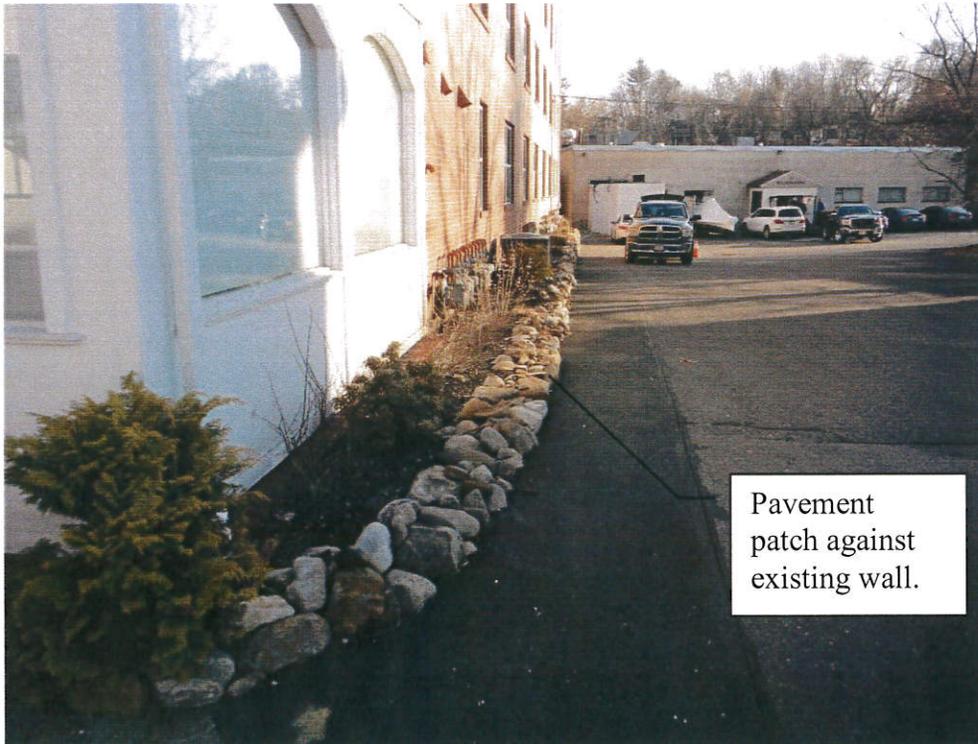
***The traffic report was developed by another project consultant. We do not have a copy of that review memo and therefore cannot comment on its contents.***

On behalf of our client, Green Star Herbals, Inc. we appreciate the review and the opportunity to respond to the review. It is our anticipation that we will be receiving other comments from the Board and others at the pending public hearing. We will revise our plans to accommodate the above comments and any new comments that we may receive.

Very truly yours,  
Places Associates, Inc.  
By:

  
William E. Murray, RLA  
Project Manager

Cc: Thomas Morey, Green Star Herbals, Inc.



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