

**Old Colony Planning Council
Agenda**

**Agenda for Meeting No. 553
January 30, 2019**

**Old Colony Planning Council
70 School Street, Brockton, MA 02301**

The listings of matters are those reasonably anticipated by the Chair, which may be discussed at the meeting. Not all items listed may in fact be discussed and other items not listed may be brought up for discussion to the extent permitted by law.

- 1. Call to Order, 7:00 PM**
- 2. Roll Call of Members**
- 3. Minutes of November 28, 2018 Meeting**
- 4. Financial Report for Nov. and Dec. 2018**
- 5. Staff Report**
- 6. Regional Clearinghouse Reviews**

**Mr. Frank P. Staffier, President
Mr. Fred Gilmetti, Secretary
Mr. Fred Gilmetti, Secretary
Ms. Christine Joy, Treasurer
Pat Ciaramella, Executive Director**

Industrial Revenue Bonds

None

Environmental Notifications

See Attachments

7. Old Business

- A.** Report and update on the 2019 District Local Technical Assistance (DLTA) Program. Laurie Muncy, Principal Comprehensive Planner.

8. New Business

- A. *Presentation*** – Presentation and Discussion Regarding Serious Recycling Problems Confronting Massachusetts Cities and Towns and Strategies that DEP and Municipalities are Pursuing to try and Effectively Address and Mitigate Adverse Consequences. **Brooke Nash, Branch Chief, Municipal Waste Reduction Massachusetts Department of Environmental Protection.**
- B.** Review and acceptance of Old Colony Planning Council Annual Audit Report. Tom Hurley and Russell Knapp, Guyder Hurley, P.C.
- C.** Review and consideration of the FFY 2019-2023 Old Colony Transportation Improvement Program (TIP) Amendments 1 (5310 Grant Awards). Pat Ciaramella, Executive Director.

9. Community Concerns

10. Other Business

11. Visitors Comments/Questions

12. Adjournment

*FUTURE MEETINGS: February 27, 2019, March 27, 2019 and April 24, 2019
(Executive Committee Meeting would be convened in the absence of a Council quorum)*

Attachments

Industrial Revenue Bonds (Council Action)

None

Environmental Notifications (Information only)

i. Bridgewater - EEA # 15939 - High Street Water Treatment Plant (ENF) - The Bridgewater Water Department is proposing the High Street Water Treatment Plant (WTP) to treat water drawn from the existing High Street Wells. The purpose of the project is to replace the existing outdated water treatment facilities (at the well houses) with a modern facility that will provide finished water meeting all Massachusetts Department of Environmental Protection (MassDEP) and U.S. EPA primary and secondary water quality standards and associated maximum contaminant levels (MCL).

Currently, blended phosphates are added to wells for sequestering iron. However, this practice is not sufficient and numerous complaints have been received from consumers concerning the quality of the water being supplied. Therefore, the Town is seeking to improve this water quality by implementing a more effective process to remove the iron and manganese in accordance with MassDEP Guidelines and Drinking Water Standards.

ii. Bridgewater - EEA # 4959 - Lakeshore Center (FEIR) - Claremont Lakeside Bridgewater, LLC is proposing an apartment complex (300 units and 540 parking spaces), a 4-story office building (60,000 sf. and 218 parking spaces), and a warehouse (103,000 sf. and 330 parking spaces) at 1 Lakeshore Center in Bridgewater. The proposed apartment complex will consist of two buildings (one 200-unit building, and one 100-unit building) and will be classified under Massachusetts General Law Chapter 40B. The units will include an outdoor swimming pool and a fitness center. The proposed 5-story buildings will consist of a mix of studio, one, two, and three bedroom units. The parking will include 540 parking spaces outside and 60 spaces provided in garages.

This phase would complete a full buildout of the subject parcel that has been the subject of several past MEPA filings for a hotel, office buildings, and industrial uses.

iii. Duxbury - EEA # 15957 - Seawalls Phase 1 and Revetment Footing Protection (ENF) - The project is located at the north end of Duxbury Beach. There are two sections of seawall, which make up the Duxbury Beach Seawalls. The south wall begins at the north end of the Duxbury Beach parking lot (1 Ocean Road South) and extends northward approximately 2,955 feet to Plymouth Avenue. The north wall begins approximately 340 feet north of the terminus of the south wall, at 45 Bay Avenue and extends approximately 850 feet north to the Duxbury/ Marshfield town line.

There are two parts to the project, first is replacement of the sections of seawall that have failed (about 800 linear feet) and are unable to provide the protection they were designed to provide. The replacement seawall will be constructed with a deeper footing, including steel sheeting below the footing, and a higher top of wall elevation of 24.5 Mean Low Water (MLW). The proposed replacement seawall will also be constructed with drainpipes through the wall. The drainage system consists of a continuous crushed stone trench along the top of the footing with 4-inch PVC pipes through the wall at ten feet on center along the trench and at existing grade level behind the wall. This will alleviate hydrostatic pressure on the backside of the wall as well as allow for water return during storm overtopping.

The second part of the project is to construct a revetment on the seaward side of the remainder of the unprotected seawall (approximately 2,175 linear feet) to protect the footing of the wall from undermining and failure. The stone revetment would extend about 13 to 15 feet seaward of the existing seawall. The replacement seawall is also proposed to be constructed with revetment footing protection, which will extend about fifteen feet seaward of the existing seawall. The proposed revetment, both at the replacement wall and along the existing wall is proposed to be below the normal beach grade to minimize loss of beach area and impacts on Priority Habitat. The revetment footing protection for the existing seawall is intended to protect those portions of unprotected wall until they are replaced with new wall. When

funding becomes available and new sections of seawall are replaced, the revetment stone proposed under this project to protect the existing wall will be reused as footing protection for the new wall.

iv. Hanover and Norwell - EEA # 415959 - Peterson Pond Dam Removal (ENF) - Peterson Pond Dam is located off Mill Street in the towns of Hanover and Norwell and is specifically located along Third Herring Brook, which is in the North River drainage basin. The Dam consists of an earthen embankment approximately 250 feet long and about 10 feet high. The upstream side of the dam is an earthen embankment and the downstream side of the dam consists of a vertical stone masonry wall along the right side of the dam and earthen embankment along the left side of the dam.

This removal of the dam is being considered for both dam safety and stream restoration purposes. Removal of the entire horizontal extent of the dam will not be required. The conceptual design of the dam removal was completed such that the water carrying capacity of the channel will be maintained and the full vertical extent of the dam will be removed in the breach. Under significant floods, the former pond area will act as an overbank area. The breach channel has been specifically designed to pass flows of up to the 100-year flood without significant re-impoundment. Massachusetts dam safety regulations consider structures non-jurisdiction if the structure height (and thus the impoundment height) does not exceed six feet {302 CMR 10.06}. The basis of design also considered the feasibility of designing the breach such that significant re-impoundment of the 500-year flood did not occur.

The project includes a proposed channel condition that would consist of removing the remaining concrete and stone portions of the primary spillway and cutting back the embankment portion to the left and right of the spillway such that the remaining channel has the capacity to safely pass, at minimum, the 100-year and 500-year floods without significant re-impoundment in the area upstream of the former dam site.