



2018 01802820
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#294-18

1314 Washington Street, 31 Davis Street, 33 Davis Street

CITY OF NEWTON

IN CITY COUNCIL

November 5, 2018

ORDERED:

That the Council, finding that the public convenience and welfare will be substantially served by its action, that the use of the site will be in harmony with the conditions, safeguards and limitations set forth in the Zoning Ordinance, and that said action will be without substantial detriment to the public good, and without substantially derogating from the intent or purpose of the Zoning Ordinance, grants approval of a SPECIAL PERMIT/SITE PLAN APPROVAL to construct a 29,952 square foot mixed use development including bank, office, and retail use and a restaurant with 120 seats, three stories, and 40 feet high, extend height and setback nonconformities, reduce the number of required parking stalls, waive certain parking facility dimensional, screening and landscaping requirements, and waive certain off-street loading facility requirements, as recommended by the Land Use Committee for the reasons given by the Committee through its Chairman, Councilor Gregory Schwartz:

- 1) the site in a Business 1 (BU1) district is an appropriate location for the proposed mixed use development as designed given the adjacent neighborhood's mix of residential and commercial land uses and structures of varying scales and heights (§7.3.3.C.1);
- 2) the proposed mixed use development as designed, developed, and operated will not adversely affect the neighborhood (§7.3.3.C.2);
- 3) the proposed mixed use development as designed, developed, and operated will not create a nuisance or serious hazard to vehicles or pedestrians (§7.3.3.C.3);
- 4) access to the site over streets is appropriate for the types and numbers of vehicles involved (§7.3.3.C.4)
- 5) the site in a Business 1 (BU1) district is an appropriate location for a restaurant with 120 seats (§7.3.3.C.1);
- 6) the proposed restaurant with 120 seats will not adversely affect the neighborhood (§7.3.3.C.2);
- 7) the proposed restaurant with 120 seats will not create a nuisance or serious hazard to vehicles or pedestrians (§7.3.3.C.3);
- 8) access to the site over streets is appropriate for the types and numbers of vehicles involved for the proposed restaurant (§7.3.3.C.4);

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 Newton, MA 02459

- 9) the proposed extension of the existing structure's nonconformities with regard to height and side setback would not be substantially more detrimental to the neighborhood than the existing nonconforming structure (§7.8.2.C.2);
- 10) literal compliance with the parking facility requirements of §5.1 is impracticable due to the nature of the use, or the location, size, width, depth, shape, or grade of the lot, or that such exceptions would be in the public interest, or in the interest of safety, or protection of environmental features (§5.1.13).

PETITION NUMBER: #294-18

PETITIONER: HQ, LLC and its successors and/or assigns = owner

ADDRESS OF PETITIONER: 57 River Street
Suite 106
Wellesley, MA 02481 Lots A, B, C

LOCATION: 1314 Washington Street, 31 Davis Street, 33 Davis Street, Ward 3,
on land known as Section 33, Block 10, Lots 1, 11, and 12,
containing approx. 30,301 sq. ft. of land

OWNER: HQ, LLC

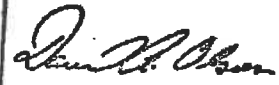
ADDRESS OF OWNER: 57 River Street
Suite 106
Wellesley, MA 02481

TO BE USED FOR: Bank, restaurant or retail, and office use

EXPLANATORY NOTES: Special permit per §7.3.3 to:

- allow a building in excess of 20,000 square feet (§4.1.2.B.1)
- allow a three-story building in the BU1 district (§4.1.2.B.3, §4.1.3)
- Extend a nonconforming structure with regard to height (4.1.3, §7.8.2.C.2)
- extend a nonconforming structure with regard to side setback (§4.1.3, §7.8.2.C.2)
- allow a restaurant with more than 50 seats (§4.4.1, §6.4.29.C.1)
- waive the requirement of using the A-B+C parking formula (§5.1.3.B, §5.1.13)
- allow a 1/3 reduction in overall parking (§5.1.4.C)
- waive 24 required parking stalls (§5.1.4, §5.1.13)

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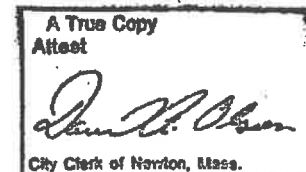
City Clerk of Norton, Mass.

- allow parking in the front and side setbacks (§5.1.8.A.1, §5.1.13)
- allow reduced parking stall dimensions (§5.1.8.B.2, §5.1.13)
- waive end stall maneuvering space requirements (§5.1.8.B.6, §5.1.13)
- allow reduced aisle width (§5.1.8.C.1, §5.1.8.C.2, §5.1.13)
- waive perimeter screening requirements (§5.1.9.A, §5.1.13)
- waive interior landscaping requirements (§5.1.9.B, §5.1.13)
- waive lighting requirements (§5.1.10.A, §5.1.13)
- waive the off-street loading facility requirements (§5.1.1, §5.1.13)

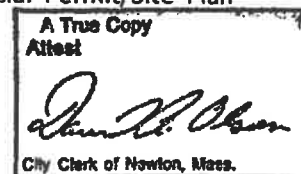
ZONING: Business 1 (BU1)

Approved subject to the following conditions:

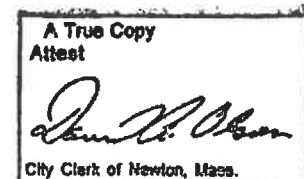
1. All buildings, parking areas, driveways, walkways, landscaping and other site features associated with this Special Permit/Site Plan Approval shall be located and constructed consistent with
 - a. A plan entitled "ALTA/NSPS Title Survey, Mark Development, LLC, 31 & 33 Davis Street & 1314 Washington Street, City of Newton, Middlesex County, Commonwealth of Massachusetts," prepared by Control Point Associates, Inc., dated August 1, 2017 as revised through August 3, 2018, signed and stamped by Gerry L. Holdright, Registered Land Surveyor.
 - b. A set of site plans entitled "Site Development Plans for Proposed Mixed Use Development for Mark Development, Location of Site Map #33, Block # 10, Lots # 1, 11 & 12, 31 & 33 Davis Street and 1314 Washington Street, City of Newton, Middlesex County, Massachusetts," prepared by Bohler Engineering, as revised through September 10, 2018, signed and stamped by J.G. Swerling, Registered Professional Engineer, consisting of the following sheets:
 - i. Cover Sheet (Sheet Number 1 of 15);
 - ii. General Notes Sheet (Sheet Number 2 of 15);
 - iii. Demolition Plan (Sheet Number 3 of 15);
 - iv. Site Plan (Sheet Number 4 of 15);
 - v. Grading & Drainage Plan (Sheet Number 5 of 15);
 - vi. Utility Plan (Sheet Number 6 of 15);
 - vii. Soil Erosion and Sediment Control Plan (Sheet Number 7 of 15);
 - viii. Soil Erosion Control Notes and Details Sheet (Sheet Number 8 of 15);
 - ix. Landscape Plan (Sheet Number 9 of 15);
 - x. Landscape Notes and Detail Sheet (Sheet Number 10 of 15);
 - xi. Lighting Plan (Sheet Number 11 of 15);



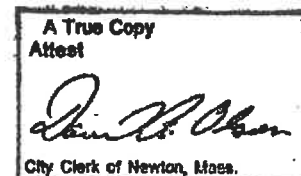
- xii. Construction Detail Sheet (Sheet Number 12 of 15);
 - xiii. Construction Detail Sheet (Sheet Number 13 of 15);
 - xiv. Construction Detail Sheet (Sheet Number 14 of 15);
 - xv. Construction Detail Sheet (Sheet Number 15 of 15).
- ii. A set of architectural plans entitled "1314 Washington, Special Permit Submission," prepared by Elkus Manfredi Architects, dated March 19, 2018, signed and stamped by John Hall Martin, Registered Architect, consisting of the following sheets:
- i. Conceptual Site Plan (p. 2)
 - ii. Basement Level Comparison (p. 3);
 - iii. Ground Level Comparison (p. 4);
 - iv. Second Level Comparison (p. 5);
 - v. Third Level Comparison (p. 6);
 - vi. Washington Street Elevation (North) (p. 7);
 - vii. Highland Street Elevation (West) (p. 8);
 - viii. Davis Street Elevation (South) (p. 9);
 - ix. Alley Elevation (East) (p. 10);
 - x. Context Section (p. 11).
2. The petitioner shall comply with the City's Noise Control Ordinance, Sections 20-13 et seq of the Revised Ordinances 2017, at all times, which may require among other measures, the installation and maintenance of acoustical treatments of any and all Heating, Ventilation and Air Conditioning (HVAC) units to comply with the provisions of said Ordinance.
3. All utilities shall be located underground from the property line.
4. Deliveries to the property shall be limited to 8:00 AM – 5:00 PM; deliveries shall be made only with so-called "box trucks" or smaller vehicles (excepting only in the event of emergencies where additional supplies are required, such as a storm or flood, and as approved by the Inspectional Services Department). All deliveries to the property shall be made on the site and delivery trucks shall not park or unload from any street.
5. Prior to the issuance of any Certificate of Occupancy pursuant to this Special Permit/Site Plan Approval, the petitioner shall provide a final Operations and Maintenance Plan (O&M) for stormwater management to the Engineering Division of Public Works for review and approval. Once approved, the O&M must be adopted by applicant and recorded at the Middlesex South District Registry of Deeds herewith. A certified copy of the O&M shall be submitted to the Engineering Division of Public Works.
6. Prior to the issuance of any Building Permit pursuant to this Special Permit/Site Plan Approval, the petitioner shall provide a Final Site Plan for review and approval by the Department of Planning and Development, Engineering Division of Public Works and Fire Department.
7. Prior to the issuance of any Building Permit pursuant to this Special Permit/Site Plan Approval, the petitioner shall



- a. record at the Middlesex South District Registry of Deeds an Approval Not Required (ANR) plan duly-approved in accordance with Massachusetts General Laws Chapter 41 Section 81P that has the effect of combining the three separate lots that are the subject of this special permit (land presently known as Section 33, Block 10, Lots 1, 11, and 12) into one lot as well as all required documents evidencing such combination of the lots and their conveyance into common ownership; and
 - b. file certified copies of such recorded documents with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.
8. Prior to the issuance of any building permit pursuant to this Special Permit/Site Plan Approval the petitioner shall submit a Construction Management Plan (CMP) for review and approval by the Commissioner of Inspectional Services, the Director of Planning and Development, and the City Engineer. The Construction Management Plan shall be consistent and not in conflict with relevant conditions of this Order and shall include, but not be limited to, the following provisions:
- a. 24-hour contact information for the general contractor of the project.
 - b. Hours of construction: construction shall be limited to between the hours of 7:00 a.m. and 5:00 p.m. on weekdays, and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays except in emergencies, and only with prior approval from the Commissioner of Inspectional Services. The petitioner shall consider local traffic and pedestrian activity relating to the nearby public school in determining hours and routes for construction vehicles.
 - c. The proposed schedule of the project, including the general phasing of the construction activities and anticipated completion dates and milestones.
 - d. Site plan(s) showing the proposed location of contractor and subcontractor parking, on-site material storage area(s), on-site staging areas(s) for construction and delivery vehicles, and location of any security fencing.
 - e. Proposed methods for dust control including, but not limited to: covering trucks for transportation of excavated material; minimizing storage of debris on-site by using dumpsters and regularly emptying them; using tarps to cover piles of bulk building materials and soil; locating a truck washing station to clean muddy wheels on all truck and construction vehicles before exiting the site.
 - f. Proposed methods of noise control, in accordance with the City of Newton's Ordinances. Staging activities should be conducted in a manner that will minimize off-site impacts of noise. Noise producing staging activities should be located as far as practical from noise sensitive locations.
 - g. Tree preservation plan to define the proposed method for protection of any existing trees to remain on the site.
 - h. A plan for rodent control during construction.
 - i. The CMP shall also address the following:
 - safety precautions;
 - anticipated dewatering during construction;



- site safety and stability;
 - impacts on abutting properties.
9. The petitioner shall be responsible for securing and paying for any and all police details that may be necessary for traffic control throughout the construction process as required by the Police Chief.
10. No Building Permit shall be issued pursuant to this Special Permit/Site Plan Approval until the petitioner has:
- a. Recorded a certified copy of this Order for the approved Special Permit/Site Plan Approval with the Registry of Deeds for the Southern District of Middlesex County.
 - b. Filed a copy of such recorded Order with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development.
 - c. Filed with the City Clerk, the Commissioner of Inspectional Services, and the Department of Planning and Development, a statement from the Engineering Division approving the Final Site Plan.
 - d. Provided a Final Landscape Plan showing all new plantings, for review and approval by the Director of Planning and Development.
 - e. Obtained a written statement from the Planning Department that confirms the Building Permit plans are consistent with plans approved in Condition #1.
11. The petitioner shall be responsible for repairing any and all damage to public ways and property caused by any construction vehicles. All repair work shall be done prior to the issuance of a final Certificate of Occupancy, unless the Commissioner of Public Works determines that the damage to the public way is so extensive that it limits the use of the public way. In such case the repair work must be initiated within one month of the Commissioner making such determination and shall be conducted consistent with City Construction Standards; and shall be completed within an appropriate time frame, as determined by the Commissioner.
12. No Final Inspection/Occupancy Permit for the use covered by this Special Permit/Site Plan Approval shall be issued until the petitioner has:
- a. Filed with the City Clerk, the Department of Inspectional Services, and the Department of Planning and Development a statement by a registered architect or engineer certifying compliance with Condition #1.
 - b. Submitted to the Department of Inspectional Services and the Department of Planning and Development a final as-built survey plan in paper and digital format.
 - c. Filed with the City Clerk, the Commissioner of Inspectional Services, and the Department of Planning and Development, a statement from the Engineering Division certifying that the final site construction details have been constructed as required in Condition #1.
 - d. Filed with the City Clerk and the Commissioner of Inspectional Services, a statement from the Planning Department approving final location, number and type of plant materials and final landscape features.




- e. Filed with Department of Planning and Development, a statement evidencing the project's compliance with the standards for LEED Silver Certification.
 - f. Recorded the approved Operations and Maintenance Plan ("O & M") referred to in Condition #5, above, with the Middlesex South District Registry of Deeds, and obtained a written statement from the Engineering Division of Public Works that confirms the receipt of a certified copy of the recorded O&M in accordance with Condition #5.
13. Notwithstanding the provisions of Condition #12 above, the Commissioner of Inspectional Services may issue one or more certificates of temporary occupancy for all or portions of the buildings prior to installation of final landscaping providing that the petitioner shall first have filed a bond, letter of credit, cash or other security in the form satisfactory to the Director of Planning and Development in an amount not less than 135% of the value of the aforementioned remaining landscaping to secure installation of such landscaping.
14. All landscaping and fencing on the site shall be maintained in good condition and shall be replaced with similar materials as necessary.
15. Upon occupancy of the mixed-use project authorized by this Special Permit/Site Plan Approval by the petitioner and/or any tenants, the petitioner shall institute a Transportation Demand Management Plan ("TDM Plan"), the details of which are set forth in Schedule A attached hereto. The petitioner shall be obligated to continue such TDM Plan for the life of the mixed-use project and bear any and all costs associated with said plan.

At its sole expense and within 12 months of the issuance of a final certificate of occupancy, the petitioner shall conduct a post-occupancy study of on-site parking at the premises. The scope of the study, which shall be determined by the Director of Planning and Development in consultation with the Director of Transportation, the Ward 3 Councilors, and the petitioner, shall include but not be limited to detailing the commuting modes and methods of all persons employed on-site and the usage of the property's on-site parking stalls on several weekday and weekend days and evenings. The Director of Planning and Development shall have the sole discretion to delay the post-occupancy study if the building has not reached a level of occupancy sufficient in the opinion of the Director to provide accurate information for the on-site parking study.

If the results of the study suggest the TDM Plan is insufficient and/or elements of the TDM Plan should be modified or expanded in order to encourage increased use of public transportation and/or other alternatives to single occupancy automobile travel, the Director of Planning and Development shall, in consultation with the Director of Transportation, the Ward 3 Councilors, and the petitioner, identify revisions to the TDM Plan and/or reasonable additional measures to be implemented in a timely fashion by the petitioner to the satisfaction of the Director of Planning and Development and the Director of Transportation.

In the event the petitioner is ever required to revise the TDM Plan and/or implement additional measures, including but not limited to a valet parking program, or on-site parking attendant, the petitioner shall be required to meet with the Director of Planning and Development, the Director of Transportation (or their designees), and the Ward 3 Councilors,

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12 months after the implementation of such revisions and/or additional measures to assess the effectiveness of such changes and identify, if necessary, any further TDM Plan revisions or additional measures to be undertaken by the petitioner, including but not limited to increasing the annual subsidy for transit passes beyond the \$5,000 annual cap and/or the \$25,000 lifetime cap referenced in Exhibit A to encourage increased use of public transportation and/or other alternatives to single occupancy automobile travel.

Under Suspension of Rules
Readings Waived and Approved
23 yeas 0 nays 1 absent (Councilor Norton)

The undersigned hereby certifies that the foregoing copy of the decision of the Newton City Council granting a SPECIAL PERMIT/SITE PLAN APPROVAL is a true accurate copy of said decision, the original of which having been filed with the City Clerk on November 7, 2018. The undersigned further certifies that all statutory requirements for the issuance of such SPECIAL PERMIT/SITE PLAN APPROVAL have been complied with and that all plans referred to in the decision have been filed with the City Clerk.

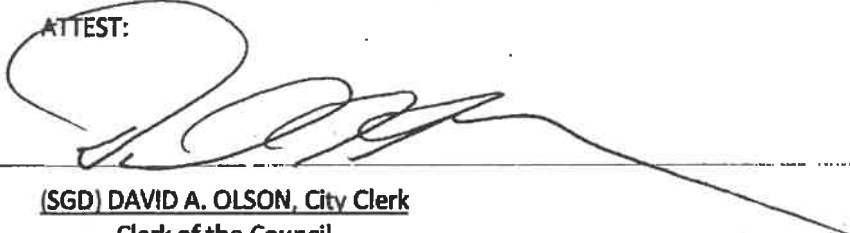
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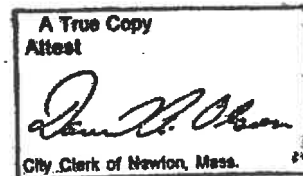
(SGD) DAVID A. OLSON, City Clerk
Clerk of the City Council

I, David A. Olson, as the Clerk of the City Council and keeper of its records and as the City Clerk and official keeper of the records of the CITY OF NEWTON, hereby certify that twenty days have elapsed since the filing of the foregoing decision of the Newton City Council in the Office of the City Clerk on 11/7 and that NO APPEAL of said decision pursuant to G.L. c. 40A, §17 has been filed thereto.

ATTEST:



(SGD) DAVID A. OLSON, City Clerk
Clerk of the Council



HQ, LLC (the "Petitioner")

Petition #294-18

1314 Washington Street, 31 Davis Street, and 33 Davis Street, Newton

Date: October 23, 2018

TRANSPORTATION DEMAND MANAGEMENT PROGRAM (TDM)

The Petitioner agrees to adopt the following measures to encourage alternative forms of transportation and to reduce the number of automobile trips made to and from the site.

Transit Passes

The Petitioner will provide a \$5,000.00 annual subsidy for a period of five years (i.e., maximum subsidy of \$25,000.00 in total) for the cost of transit passes for employees of the Petitioner and other tenants of the building.

Bicycle Services

- **Secure Bicycle Parking.** Covered and secure bicycle parking will be provided on-site in a bike room. These spaces will encourage employees to purchase and utilize bicycles by treating the mode as a legitimate alternative to the private motor vehicle.
- **Bike Share.** Newton is exploring participation in a regional bike share program. Employees of the Petitioner will be encouraged to participate in this program. The Petitioner will also purchase three bikes to be parked on-site for the use of employees of the Petitioner and other tenants of the building for free.

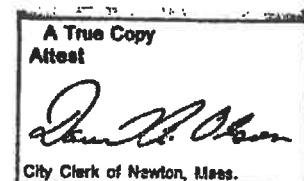
Shared Vehicle Services

Carpool Matching: MassDOT's MassRIDES administers NuRide, a ride matching program that helps people with similar commutes find one another. All employees of the Petitioner will have the option to join this service. The site's user interface is relatively easy to use and helps users identify people with extremely similar commutes by crowdsourcing information.

Marketing and Education

A key element of all TDM programs is letting potential users know that they exist. To that end, the Petitioner will provide information to its employees through channels such as:

- **Annual Mobility Education Meeting.** All employees will be invited to attend a Mobility Education meeting to learn about options once every year.



- The Petitioner's employees will be distributed information packets, both paper and digital, including:
 - Carshare membership information;
 - Bikeshare membership information;
 - Local bicycle map; and
 - Local transit map.

- The Petitioner will also post the aforementioned information.

Qualified Transportation Fringe Benefits

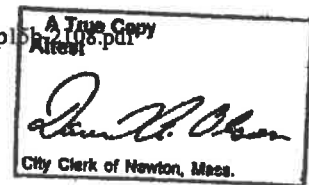
The Federal Commute Benefit program (as of September 2017) allows employees to receive a discount on commute costs through a pre-tax purchase program. This discount encourages employees to carefully consider transportation options, including cost rather than time. Ideally, the benefit "tips the scale" in favor of transit or bicycling by making these options even more affordable as compared to car ownership, insurance, and paying for parking.

The Petitioner's employees will have the opportunity to enroll in Federally designated Commute benefit programs as current legislation allows.¹ In 2018, this means that employees are eligible for:

- Pre-tax payment of \$20 per month for employees who commute by bicycle
- A pre-tax transit pass up to \$260 monthly
- Pre-tax parking payment up to \$260 monthly
- Vanpool fees (including UberPOOL and LyftLine) up to \$260 monthly

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¹ IRS Publication 15-8 provides a recent review of benefits. <https://www.irs.gov/pub/irs-prior/p15-8-108.pdf>



**LONG-TERM STORMWATER SYSTEM OPERATION AND
MAINTENANCE PLAN**

The Stormwater Management Standards

Standard 9: A Long-term Operation and Maintenance (O&M) Plan shall be developed and implemented to ensure that stormwater management systems function as designed.

The Long-term Operation and Maintenance Plan shall at a minimum identify:

1. Stormwater management system(s) owners;
2. The party or parties responsible for operation and maintenance, including how future property owners will be notified of the presence of the stormwater management system and the requirement for proper operation and maintenance;
3. The routine and non-routine maintenance tasks to be undertaken after construction is complete and a schedule for implementing those tasks;
4. Plan that is drawn to scale and shows the location of all stormwater BMPs in each treatment train along with the discharge point;
5. Description and delineation of public safety features; and
6. Estimated operations and maintenance budget.

The Operation and Maintenance Plan shall identify best management practices for implementing maintenance activities in a manner that minimizes impacts to wetland resource areas.

Stormwater Management System

Owner: Mark Development

General Contractor: TBD

The General Contractor shall have all logs and reports as stated within the Stormwater Pollution Prevention Plan readily available at all times for inspection by the City of Newton.

Method of recording for future Owners

- Deed
 Order of Conditions
 Other: Approved Site Plans

DRAINAGE SYSTEM

The following components shall be inspected:

- Inspection during or immediately following initial installation of sediment controls.
- Inspection following severe rainstorms to check for damage to controls.
- Inspection prior to seeding deadlines, particularly in the fall.
- Final inspection of projects nearing completion to ensure that temporary controls have been removed, stabilization is complete, drainage ways are in proper condition, and the final contours agree with the proposed contours on the approved plan.

Storm Events

2-year storm= 3.2 inches

10-year storm=4.9 inches

25 year storm=5.3 inches

100 year storm=8.9 inches

After the occurrence of any of the storm events noted above, or any other heavy rainfall that may have affected stormwater management facilities, the designated inspector shall inspect the components listed below for evidence of scouring or erosion, excessive sediment deposits, clogging of stormwater structures, or any other condition that may adversely affect stormwater management operations.

If any of these conditions are observed, then appropriate actions should be taken to restore the stormwater management facility so that it operates as intended.

COMPONENT: Stormwater Quality Unit (STC 450)

RESPONSIBILITY:

During Construction: General Contractor - TBD

Post Construction: Mark Development

ACTION: Inspection / cleaning

FREQUENCY: Per Manufacturer's Maintenance Guidelines or at least once per six months whichever is more restrictive depending on the rate of sediment accumulation.

DESCRIPTION: See attached Manufacturer's Maintenance Guidelines. All accumulated materials shall be disposed of in accordance with DEP regulations.

BUDGET: Inspection/cleaning- \$500/ yr based on inspections and cleanings of twice a year

COMPONENT: Hooded Deep Sump Catch Basins**RESPONSIBILITY:**

During Construction: General Contractor

Post Construction: Owner

ACTION: Preventative Maintenance, Inspection, Cleaning**FREQUENCY:**

During Construction

Cleaning – As needed during construction or whenever the sediment depth is 1/4 full.

Inspection – As needed during construction but once a month at a minimum.

Post Construction

Preventative Maintenance- Two times per year

Inspection to ensure proper functioning – After every major storm during the first 3 months of operation and twice a year thereafter and when there are discharges through the high outlet orifice.

DESCRIPTION:

Catch basin shall be cleaned by excavating, pumping or vacuuming. The sediment shall be disposed of off-site by the Owner. Inspect quarterly, remove silt when ¼ f

Inspections:

- o Inlet and Outlet condition
- o Sediment Accumulation
- o Oil/Gas Sheen in water

BUDGET: Inspection & Cleanings - \$500/ yr based on semi-annual inspections & cleanings**COMPONENT: Parking Lots & On-Site Driveways****RESPONSIBILITY:**

During Construction: General Contractor

Post Construction: Owner

ACTION: Sweeping and Inspections**FREQUENCY:**

1. Inspection – Every Six Months (Spring and Fall)
2. Sweeping – Twice per year and on a more frequent basis depending on sanding operation.

DESCRIPTION: Paved surfaces shall be inspected every spring to determine if any damage has occurred from snow plowing operations. Asphalt and curbing should be inspected every six (6) months (Spring & Fall) in high traffic areas and truck travel areas for damage. Curbing and/or asphalt is to be repaired using similar materials to prevent erosion of surrounding soils. Parking lots and on-site driveways shall be swept at least twice per year and on a more frequent basis depending on sanding operations. All resulting sweepings shall be collected and properly disposed of off-site in accordance with MADEP and other applicable requirements.

COMPONENT: Subsurface Infiltration Basin**RESPONSIBILITY:**

During Construction: General Contractor

Post Construction: Owner

ACTION: Preventative Maintenance, Inspection, Cleaning**FREQUENCY:**

During Construction

1. Removal of debris from inlet and outlet structures
2. Removal of accumulated sediment
3. Inspection and repair of outlet structures and appurtenances
4. Inspection of infiltration components at least twice annually, and following any rainfall event exceeding 2.5 inches in a 24-hour period, with maintenance or rehabilitation conducted as warranted by such inspection.
5. Inspection of pretreatment measures at least twice annually, and removal of accumulated sediment as warranted by inspection, but no less than once annually.
6. Periodic mowing of embankments
7. Removal of woody vegetation from embankments
8. Inspection and repair of embankments and spillways
9. If an infiltration system does not drain within 72-hours following a rainfall event, then a qualified professional should assess the condition of the facility to determine measures required to restore infiltration function, including but not limited to removal of accumulated sediments or reconstruction of the infiltration trench.

Post Construction

1. Inspections subsurface facility – Two (2) times per with brief inspections conducted after major rain events.
2. Clean isolator row with high pressure water through culvert cleaning nozzle when sediment accumulation reaches a depth of 3 inches or more. A maintenance log shall be kept for all maintenance activities

DESCRIPTION: Infiltration basins are structures designed to temporarily store runoff, allowing all or a portion of the water to infiltrate into the ground. The structure is designed to completely drain between storm events. An underground infiltration basin is specifically designed to retain and infiltrate the entire Water Quality Volume. Some infiltration basins may infiltrate additional volumes during larger storm events, but many will be designed to release stormwater exceeding the water quality volume from the larger storms. In a properly sited and designed infiltration basin, water quality treatment is provided by runoff pollutants binding to soil particles beneath the basin as water percolates into the subsurface. Biological and chemical processes occurring in the soil also contribute to the breakdown of pollutants. Infiltrated water is recharged to the underlying groundwater.

Subsurface infiltration basins may comprise a subsurface manifold system with associated crushed stone storage bed, or specially-designed chambers (with or without perforations) bedded in or above crushed stone

Inspections:

- o Inlet and Outlet condition
- o Sediment Accumulation
- o Oil/Gas Sheen in water

Doc 01802820

Southern Middlesex Land Court
Registry District

RECEIVED FOR REGISTRATION

On: Dec 03, 2012 at 02:05P

Document Fee 75.00

Receipt Total: \$75.00

NOTED ON: CERT 266835 BK 01521 PG 38

ALSO NOTED ON:

Schlesinger + Buchbinder

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