1.0 Introduction

On behalf of the Massachusetts Department of Conservation and Recreation (DCR), BSC Group, Inc. (BSC) is filing this Notice of Intent (NOI) to the Newton Conservation Commission for Phase 1 of a roadway and corridor improvement project located along Hammond Pond Parkway in Newton, Massachusetts. The NOI has been prepared in accordance with the Massachusetts Wetlands Protection Act (MGL c.131 §40) and regulations (310 CMR 10.00). The current phase of the project centers on the northern section of Hammond Pond Parkway between Beacon Street and Boylston Street (Route 9), a distance of approximately one mile. DCR proposes construction of a shared-use path on the west side of the roadway, a reduction in road travel lanes and width, and new traffic signal design at two existing signalized intersections. With the exception of the southern portion of the project, the roadway will be reduced to two lanes to accommodate the pedestrian and bicycle improvements that will also provide better access to City of Newton and DCR parklands and trails. Between the driveway to The Shops at Chestnut Hill south to Bolyston Street, the existing lanes will be milled and retained and the shared path will be added in place of an existing sidewalk. Streetscape design elements and ornamental lighting will create a more aesthetically pleasing corridor, and a landscape buffer will be used to separate the travel lanes from the path. Full depth reconstruction of the reduced roadway and upgrades to stormwater management are also proposed. The proposed improvements would make the Hammond Pond Parkway a successful example of the Complete Streets policy and design approach, making the corridor accessible to bicyclists and pedestrians. Eventually, DCR intends to complete the improvements over the second mile of the corridor from Route 9 to Horace James Circle in Brookline in Phase 2.

Portions of the proposed work lies within the 200-foot Riverfront Area to a perennial stream locally known as Hammond Brook, and the 100-foot buffer zone to several intermittent stream banks and Bordering Vegetated Wetlands (BVW). The majority of the impacts to jurisdictional areas are considered redevelopment as the existing roadway and travel lane cross section is reconfigured to accommodate the shared-use trail and parkway improvements. Some clearing and meeting grades along the edge of the tree line is required to install the full extent of the trail as well as creating space to improve stormwater quality and management. Grassy and previously compacted shoulder areas will be converted to both the paved trail and stabilized granular stone walking path, but the existing roadway will also be narrowed and portions converted to a wide landscape buffer strip. The landscape buffer will be planted with native species and intercept much of the stormwater run-off from the new trail. The majority of the proposed activities can be reviewed as a limited project per 310 CMR 10.53(6) which allows for the construction of footpaths, bikepaths, and other non-motorized access along Riverfront Area, and 310 CMR 10.53(3)(f) which permits maintenance and improvement of existing public roadways. Please refer to the Environmental Resources Maps in Attachment B, and Project Site Plans (Attachment E) for additional details.

Project Need and Goals

As noted, DCR is planning a two-phase project to bring Hammond Pond Parkway into greater compliance with Complete Streets policy and design approach. The current configuration of the parkway does not have formalized pedestrian access, bicycle facilities, or a shoulder that is usable by bicyclists. The high volume and speed of traffic are a significant deterrent to safe bicycling or pedestrian travel. Since the northern section of the Parkway connects Route 9 and other heavily developed residential and commercial areas, it is in the unique position of providing access opportunities to both the Hammond Pond Reservation and City of Newton Webster Conservation Area. The proposed reconfiguration and improvements would safely allow and enhance that access, restoring the idea of a parkway and not just a vehicular connecting roadway. DCR is seeking an Order of Conditions to perform the necessary improvements where work occurs in areas jurisdictional to the Wetlands Protection Act.

2.0 Existing Conditions

Hammond Pond Parkway is a historic parkway designed by architects Charles Eliot and The Olmstead Brothers and built in 1934. The parkway is listed on the National Register of Historic Places as part of the Metropolitan Park System of Greater Boston and is designated as a connecting roadway. The Parkway extends for approximately two miles from Beacon Street in Newton, south to Horace James Circle in Brookline. However, Phase 1 and the subject of this Notice of Intent is the approximately one-mile section between Beacon Street and Boylston St. (Route 9). It is a paved roadway consisting of four lanes of traffic, two in each direction. In the section between The Shops at Chestnut Hill driveway south to Boylston St, the lanes drop to a total of three. The parkway crosses over the D Branch of the Massachusetts Bay Transit Authority's Green Line on a single span overpass bridge. The majority of the parkway is surrounded by forested conservation land in Hammond Pond Reservation and Webster Conservation Area. A parcel owned by Boston College is located in the southern half of the project section followed by the entrance to The Shops at Chestnut Hill, just before its terminus at the Route 9 overpass.

The paved roadway cross section is generally 44 feet wide with a right-of way that extends for more than 100 feet wide. Sloped and vertical granite curbing as well as some areas of country drainage are found throughout the corridor. Numerous catch basins are situated at low points in the roadway. Formalized sidewalk is located near the southern terminus with compacted grassy, sandy shoulders in other locations.

2.1 Wetland Resource Areas and Jurisdiction

Wetland resource areas are located on both sides of the parkway. A desktop review of the Project area was conducted using available resources such as MassGIS data layers, USGS 7.5 Minute Quadrangle, aerial photography, and FEMA National Flood Hazard maps. The desktop analysis was refined with field delineation along the project corridor.

Site visits were conducted in February of 2019 by BSC wetland scientists to identify and delineate jurisdictional wetland resource areas in the vicinity of the project site. Wetland resource areas were delineated in accordance with the methods developed by the Massachusetts Department of Environmental Protection's (MassDEP) Delineating Bordering Vegetated Wetlands under the Massachusetts Wetlands Protection Act, dated 1995, as well as definitions set forth in the Wetlands Regulations 310 CMR 10.00 (Wetlands Protection Act Regulations). Existing conditions, jurisdictional resource areas, and buffer zones in relation to the proposed activities are shown in Attachment B Figures and the Project Site Plans in Attachment E.

Inland Bank

As defined in the WPA regulations 310 CMR 10.54 (2), bank is a portion of land surface that normally abuts and confines a waterbody. The upper boundary of Bank is the first observable break in slope. A 100-foot buffer zone extends outward from the limit of Bank. The delineation identified three different stream channels along the project corridor and bank boundaries were marked with sequentially numbered blue survey flags.

- Stream 1 is known locally as Hammond Brook and located several hundred feet south of the Beacon Street intersection. It flows from the east to the southwest and crosses under the Parkway in a concrete box culvert. While the stream is not identified on the USGS topographic maps and would not initially be considered perennial under that threshold, a centerline is present on the USGS Streamstats program. The basin characteristics report indicates a contributing watershed over 1.8 square miles in size. This qualifies the stream as perennial per 310 CMR 10.58(2)(1)b and a 200-ft Riverfront Area was established on Project Plans. The stream channel is approximately 5 to 7 feet wide on average and flow was 0.5 to 1 foot deep. Substrate was rocky and sandy with some organics.
- Stream 2 was located parallel and to the west of the parkway, connecting several areas of mostly forested BVW. Substrate was similar to Stream 1 and the channel was less that 5 feet wide on average. The stream is not displayed on the USGS topographic maps and a centerline was not available in the Streamstats program. This stream was determined to be intermittent.
- Stream 3 is located in the southern half of the corridor and just north of the Boston College property. It flows under the Parkway from west to east. The stream channel is approximately 3 to 6 feet wide on average and flow was less than 1 foot deep. Substrate was coarse sand with organics. While the stream is not identified on the USGS topographic maps, a centerline is present on the USGS Streamstats program. In this case, the contributing watershed was only 0.05 square miles in size and not large enough to meet the characteristics of a perennial stream. This stream was determined to be intermittent.

All of the streams are located in a forested setting and banks are heavily vegetated. The dominant overstory vegetation consists of red maple (*Acer rubrum*) with variations between American elm (*Ulmus americana*), green ash (*Fraxinus pennsylvanica*), gray birch (*Betula populifolia*), and black birch (*Betula lenta*). Mixed oaks are also present in the adjacent uplands.

Bordering Vegetated Wetlands

As defined in the WPA regulations 310 CMR 10.55 (2)(a): Bordering Vegetated Wetlands (BVW) are freshwater wetlands which border on creeks, rivers, streams, ponds, and lakes where soils are saturated or inundated as a result of a specific hydrology (M.G.L. c. 131, § 40), which results in the predominance of hydrophytic vegetation. The wetland boundaries were marked with sequentially numbered pink survey flags and a 100-foot buffer zone extends outward from each.

Wetland 1/Wetland 5

Wetland 1 is located on the west side of the parkway, south of the Beacon St intersection and north of the MBTA Commuter Rail line. It is associated with Hammond Brook and hydrologically connected through the stream channel to Wetland 5 on the east side of the parkway. Dominant vegetation consists of red maple, American elm, green ash, speckled alder (*Alnus incana*), black willow (*Salix nigra*), nannyberry (*Viburnum lentago*), and northern arrowwood (*Viburnum dentatum).* Soils within the wetland are classified as hydric with surface water observed. Wetland 1/5 is classified as a palustrine forested (PFO) wetland.

Wetland 2

Wetland 2 is associated with intermittent stream 2 and runs parallel along the west side of the parkway, south of the MBTA commuter rail line. Dominant vegetation within Wetland 2 consists of red maple, gray birch, red oak (*Quercus rubra*), musclewood (*Carpinus caroliniana*), sweet pepperbush (*Clethra alnifolia*), highbush blueberry (*Vaccinium corymbosum*), and cinnamon fern (*Osmunda cinnamomea*). Soils within the wetland are classified as hydric and some shallow ponding was observed. Wetland 2 is classified as a palustrine forested (PFO) wetland with pockets of emergent vegetation (including a stand of *Phragmites*).

Wetland 3/Wetland 6

Wetland 3 is located on the western side of the parkway approximately 310 feet north of the driveway to the Boston College campus. It is associated with intermittent stream 3 which crosses the parkway and connects to Wetland 6 on the east side. Dominant vegetation consists of red maple, black birch, pin oak

(*Quercus palustris*), poison ivy (*Toxicodendron radicans*), sweet pepperbush, highbush blueberry, and maleberry (*Lyonia ligostrina*). Soils within the wetland are classified as hydric and surface water was present. Wetland 3/6 is classified as a palustrine forested (PFO) wetland.

Wetland 4

Wetland 4 is located just north of the entrance to the Shops at Chestnut Hill on the western side of the parkway. Dominant vegetation consists of red maple, sweet pepperbush, highbush blueberry, and sensitive fern (*Onoclea sensibilis*). Soils within the wetland are classified as hydric and were saturated. Wetland 4 is classified as a palustrine forested (PFO) wetland.

Wetland 7

Wetland 7 is located on the eastern side of the parkway across from the Boston College campus driveway approximately 115 feet from the roadway. The associated buffer zone does not extend to the project area.

Bordering Land Subject to Flooding/City of Newton Floodplain Protection District

As defined in the WPA regulations 310 CMR 10.57 (2)(a): Bordering Land Subject to Flooding (BLSF) is an area with low, flat topography adjacent to and inundated by flood waters, which extends from the banks of waterways and waterbodies. BLSF is the estimated maximum lateral extent of flood water which will theoretically result from the statistical based on the 100-year frequency storm. According to FEMA National Flood Hazard Layer Map Number 25017C0558E) dated June 4, 2010, the project corridor is not located in the 100-year floodplain. A small corridor of the City of Newton Floodplain Protection District is associated with Hammond Brook and appears to extend to an area proposed for placement of stormwater drainage outlets. An additional area is associated with Stream 3 but is located immediately downstream of the limits of the parkway right-of-way.

Riverfront Area

As defined in the WPA regulations 310 CMR 10.58 (2)(a): Riverfront Area (RFA) is the area of land between a river's mean annual high water (MAHW) line and a parallel line measured 200-feet horizontally. As described, Hammond Brook is a perennial stream and RFA is offset from the Top of Bank, coincident with MAHW. The RFA encompasses a portion of the parkway's travel lanes, shoulders and forested side slopes adjacent to Hammond Brook. The shoulders are compacted and either sandy or low, maintained grass. Informal vegetation is present at the edge of shoulders with adjacent forested canopy.

Buffer Zone

A 100-foot Buffer Zone extends outward from the limit of each Bank and BVW. Buffer zone from Wetlands 1/5, 2. 3/6 and 4 encompass portions of the project site. Existing roadway travel lanes, shoulders, driveways, and vegetated/forested areas are all located in the buffer zone.

2.2 NHESP Mapped Habitat

According to the most-recently published (2021) information using the 15th Atlas and MassGIS data layers, there are no Natural Heritage Endangered Species Program (NHESP) Priority Habitats of Rare Species, Estimated Habitats of Rare Wildlife within the vicinity of the proposed project. A Certified Vernal Pool is located within both BVW Wetland 1 and Wetland 2, just north and south of the MBTA corridor respectively. Each of the basins appear to be located over 100 feet from the parkway layout. A mapped potential vernal pool is also located within Wetland 2 and within 100 feet of the parkway. However, this appears to be the same area with the stand of *Phragmites*. Wetland 3 is also mapped with both Potential and Certified Vernal Pool symbology. There will be no change to the treeline, no direct impacts, and no stormwater discharges to this portion of the wetland.

2.3 Other Resource Areas

According to MassGIS data layers and classifications provided in 314 CMR 4.00, the project area does not fall within areas contributing to Outstanding Resource Waters (ORW) or Public Water Supplies, nor Areas of Critical Environmental Concern (ACEC) (301 CMR 12.00). The established basin limits of Certified Vernal Pools would be ORWs but there are no direct discharges proposed to these areas.

3.0 Proposed Project Description

As noted previously, the purpose of the project is to improve the pedestrian and bicycle facilities and access along the parkway. This creates a safer, more aesthetically attractive corridor with greater connectivity between the conservation areas and commercial and residential areas. It restores and reconfigures the intent of a Parkway for all users and not only a connecting roadway for vehicles. The proposed changes will also improve stormwater quality and management. The project components are summarized as follows. Please refer to Project Plans (Attachment E) and the Stormwater Management Report (Attachment D) for additional details.

- Provide safe bicycle and pedestrian accommodation along Hammond Pond Parkway.
  A twelve-foot wide, paved, shared-use path will be constructed to the west of the existing roadway travel lanes. This will largely be constructed in the existing footprint of the compacted, sandy shoulder from Beacon Street south to the driveway at The Shops. From The Shops south to Route 9, the shared-use path will be expanded over the existing sidewalk. A four-foot wide, stabilized granular pavement sidewalk will also be added to the east side of the roadway cross-section. This will provide better pedestrian access to new formalized, but limited, crossings on the Parkway for users entering from the east side of the corridor. While portions of the existing roadway will be reclaimed for these uses, development of the compacted shoulders and some clearing and grading will be necessary. Any clearing will generally include informal vegetation along the edges of the roadway and shoulder cross-section, but a narrow strip of canopy trimming or removal will be necessary in places. Some grading to meet adjacent topography with the expanded cross section will also be required

- Construct a 15-foot wide landscaped buffer between the shared-use path and travel lanes
  The vegetated buffer will be installed at the edge of the travel lane guardrail and adjacent to the path. It will be heavily planted with native tree and shrub species and seeded for an herbaceous understory. Species will include maple, elm, birch, pine, oak, sassafras (*Sassafras albidum*), dogwood (*Swida*), and witch hazel (*Hamamelis virginiana*) among others. Please refer to Landscape Plans (Attachment E) for additional details. The path will be graded so that the majority of stormwater run-off is directed to the buffer for attenuation and infiltration.

- Reduce the number of travel lanes and width of the paved roadway between Beacon Street and The Shops driveway. Maintain existing travel lane configuration (three total) from The Shops driveway to Route 9.
  The number of travel lanes in the northern portion of the corridor will be reduced from four to two bidirectional lanes. Parts of the reclaimed space will be used to accommodate the landscape buffer and extended cross section that includes the path and sidewalk. Full depth reconstruction is proposed for the remaining travel lanes and granite curbing will be installed.

- Reconfiguration of the Former Boston and Albany Railroad Bridge over the MBTA Riverside Line. The number of travel lanes will be reduced and reconfigured with concrete barriers to provide the continuous separation of the shared-use path. Portions of the bridge rail will also be replaced.

- Provide improved access to adjacent conservation areas. Formalize and enhance parking area on the east side of the parkway across from the Boston College property. This will require some ledge removal, grading, and paving, but will be located outside of WPA jurisdictional area.

- Provide new traffic signal design at two existing signalized intersections and install ornamental streetscape as such as lighting

- Stormwater management improvements. This includes installation of six Stormceptors, abandoning existing direct discharges to stream culverts, and attenuation in the landscape buffer. Please see the Stormwater Report for further details.

3.1 Work in Wetland Resource Areas

Bank and Land Under Waterbodies and Waterways

Although the roadway cross section will be reconfigured, there will be no direct impacts to the Bank, channel or the streambeds (Land Under Water). No in-water work is proposed and the existing culverts will be maintained during the full-depth road reclamation. The culverts for both Hammond Brook and intermittent stream 3 extend beyond the limits of the new cross sections and will not require extensions or replacements. Roadway drainage that currently discharges directly into the sides of the Hammond Brook culvert will be plugged and new stone outlet protection pads will be added to the downstream side of the parkway with opportunities for overland flow. Intermittent stream 2 is located well beyond the roadway right-of-way, within the adjacent forest.

Bordering Vegetated Wetlands

Although the boundaries of BVW are near the edge of the existing roadway layout in some locations and 100-ft buffer zones extend into the project limits, no direct impacts to wetlands are proposed.

200-foot Riverfront Area

Since Hammond Brook crosses the parkway in an existing culvert, it is impossible to avoid siting the roadway reconfiguration and improvements in this resource area. The majority of the work within the RFA constitutes redevelopment, including full depth reclamation of the existing roadway or grading and seeding portions of the existing shoulders. While the shoulders are generally compacted and previously disturbed, converting grassed areas to the paved shared use trail or stabilized granular sidewalk was considered in the impact calculations. Extending the cross section of the roadway and adjacent areas to include the trails and wide landscape buffer also resulted in some narrow encroachment and clearing into vegetated areas beyond the shoulders. The conversion of roadway to the landscaped buffer also occurs within RFA but is characterized as a restoration of previously developed areas. This will be heavily planted with native species and replace impervious surfaces with loam. While the planted buffer is an improvement to the conditions, its purpose of separating the trail from the travel lanes means that developed areas do move slightly closer to the stream while the restored areas are present but separated. The stormwater improvements also result in some additional clearing in the RFA in order to install the drainage pipes and stone outlet protection. Existing conditions will be improved through enhanced stormwater water quality in the landscape buffer and Stormceptors, and abandoning direct discharges to the stream. Disturbance for stormwater management is typically not included in RFA impact calculation thresholds and the project also qualifies for review under several limited projects. Since the activities include a footpath/bike path in RFA and improvements to existing roadway, the Commission has the discretion to determine the project has met the performance standards to the extent practicable.

Work within Buffer Zone

At least four distinct areas of 100-ft buffer zone to BVW are present along the project footprint. Work activities in the buffer zone are generally the same as RFA; reconfiguration of the roadway cross-section to include restoration with the landscape buffer, formalizing and widening trails and sidewalks along the previously disturbed shoulders, and some narrow bands of clearing and grading along the existing tree line. Approximately 87,000 sf of buffer zone is present within the project footprint and the majority of work is redevelopment or restoration of previously disturbed area.

Table 1 below provides an overview of impacts, redevelopment, and mitigation with regard to the RFA.

Table 1 – Summary of Estimated Riverfront Area Impacts

Activity in the Hammond Brook RFA	Impacts 0-100 ft Inner RFA (SF)	Impacts 100-200 ft Outer RFA (SF)	**Total RFA (SF)**
Impacts to Natural Area: Vegetation clearing: Up to 10 ft trimming and encroachment into tree/brush line. (Includes for drain lines, outlet protection pads)	8,294	5,168	**13,462**
Impacts to Disturbed Area: Grass/compacted shoulder converted to either stabilized sidewalk or paved, shared-use path	3,944	3,509	**7,453**
Total impacts to Natural or Disturbed RFA	**12,238**	**8,677**	**20,915**
Degraded: Existing pavement: Full depth reclamation, remains paved roadway	7,929	7,483	**15,412**
Disturbed: Within project footprint but grass areas will be restored to grass or temporary erosion controls installed	1,000	1,000	**2,000**
Total impacts with no change to existing characteristics	**8,929**	**8,483**	**17,412**
Degraded to Restored Vegetation to offset impacts: Pavement converted to landscape buffer	4,840	4,262	**9,102**
Total	**26,007**	**21,422**	**47,429**

4.0 Stormwater Management

This project is both a redevelopment project and incudes the construction of a footpath/bikepath. In accordance with the DEP Stormwater Management Handbook, standards 1, 8, 9 and 10 have been fully met. In addition, the project has met all other standards (Standards 2, 3, 4, 5, 6, and 7) to the maximum extent practicable. Additional compliance details are provided in the Stormwater Management Report in Attachment D.

5.0 Alternative Analysis

Since Hammond Brook crosses the parkway, it isn't possible to avoid redevelopment activities in this resource. Due to the proposed cross-section and the need to have a buffer between the shared-use trail and traffic, restoration of degraded or disturbed areas occurred further from the stream while some new impacts encroached slightly closer. The impacts to RFA were necessary for beneficial uses such as the improved stormwater management and ensuring a more accessible and connected parkway corridor. Various alternatives have been reviewed while acknowledging the activities proposed can be reviewed as a limited project.

- No-Build or Maintain Existing Parkway Configuration: A no-build alternative or even a maintenance project focusing on repaving the existing travel lanes and updating some streetscape elements or signals would not realize any of the local and public benefits that the improvements and reconfiguration provide. The reconfiguration of the cross section is what achieves DCR's goals to improve safety and accommodations for cyclists and pedestrians and move closer to a complete street design. It allows for the restoration of pavement with the landscape buffer and installation of the shared path. With either a no-build or maintain in place, impacts to RFA would remain as redevelopment of previously degraded or disturbed areas in their current condition.

- Maintain Existing Parkway Travel Lanes and Install a Shared-Use Path: This alternative would likely result in much greater amounts of clearing in RFA and buffer zone, extensions of existing culverts or replacement crossings, and direct wetland and stream impacts. This assumes that the cross section of travel lanes would be retained, a buffer between the path and roadway would be maintained and the path construction would encroach over 20 feet into the tree line. While the trail would be present, retaining the same amount of lanes and travel speed may still deter or detract from some of the safety improvements.

- 10-Foot Wide Landscape Buffer and/or Not including the 4-foot sidewalk on the eastern side of the Parkway: In various stages of design, the landscape buffer between the path and travel lane has been proposed at both 6-feet wide and 10-feet wide. A narrower buffer would potentially reduce some of the RFA encroachment impacts noted since the overall cross-section would be scaled back slightly. However, public input and feedback is what finally established the 15-foot wide buffer. The larger buffer also allows for more restoration, greater number of native plantings, and the greater benefit of stormwater run-off attenuation. Public feedback also requested the additional 4-foot sidewalk on the opposite side of the parkway. With limited pedestrian crossings, visitors entering the corridor or accessing features along the eastern side would not have the benefit of a formalized trail until they were able to reach a location to safely cross to the shared-use path.

6.0 Construction Mitigation Measures

The project has been designed to incorporate construction Best Management Practices (BMPs) to ensure adequate protection to wetland resource areas during construction. Any disturbed areas will be stabilized and restored following the completion of project activities. This will be achieved specifically by limiting alteration within resource areas to the maximum extent practicable. BMPs will also consider spill prevention, secondary containment; and concrete washout area.

Erosion and Sedimentation Controls

Siltation barriers composed of compost filter tubes will be installed at the limits of work. Sedimentation barriers will be checked on a weekly basis and following significant storm events. Sediment controls will remain in-place during all phases of the project and will be removed once the area is sufficiently stabilized. Catch basins and other drainage inlets will be protected. Please refer to Project Plans for erosion and sedimentation control details and the proposed locations of controls.

Construction Stockpiling Locations

All stockpile locations and staging areas will be located away from resource areas, buffer zones and stormwater conveyances where feasible. In the event stockpiled materials must be left on site overnight, the piles will be covered with tarps and surrounded by erosion control measures (e.g. wattles, compost filter tubes).

7.0 Regulatory Compliance

According to the Wetlands Protection Act regulations, on-site wetland resource areas are presumed significant in varying capacities to flood control, storm damage prevention, prevention of pollution, wildlife habitat, fisheries habitat, protection of public water supply, and protection of groundwater supply.

The project has been designed to comply with the General Performance Standards listed in 310 CMR 10.00 to the extent practicable. As a limited project intending to increase accessibility and connectivity on existing infrastructure, some setbacks and requirements are not feasible with the proposed design.

General Performance Standards

Riverfront Area (RFA), 310 CMR 10.58 (5)

The majority of the project activities represent a redevelopment of the Riverfront Area associated with Hammond Brook. Work will encroach or alter approximately 20,915 sf of RFA along the edge of the roadway cross section and in the layout right-of-way. Redevelopment projects must comply with the following standards cited under 310 CMR 10.58(5) but bike paths, footpaths and non-motorized trails are allowed limited project review under 10.58(6).

a) *At a minimum, the proposed work [must] result in an improvement over existing conditions of the capacity of the riverfront area to protect the interests identified in M.G.L.c.131 Section 40*

   While the purpose of the proposed project is to bring the public safely along the corridor and allow better access to conservation areas, it also reduces the overall impervious surface, proposes native species restoration and conversion of existing paved areas, and improves stormwater quality going directly to the river.

b) *Stormwater management is provided according to standards established by the Department*

   Stormwater management and quality will be improved through the formalized drainage system, increased levels of pollutant removal with Stormceptors, abandonment of direct discharges to streams, and outlet protection. Management is provided to the extent feasible and required for both bike path/footpath projects and redevelopment.

c) *Within 200 foot riverfront areas, proposed work shall not be located closer to the river than existing conditions or 100 feet, whichever is less*

   A majority of the proposed work within the RFA occurs within previously disturbed or degraded areas. However, as described some encroachment will occur to install the trail while the restoration areas will be set back from the stream.

d) *Proposed work, including expansion of existing structures, shall be located outside the riverfront area or toward the riverfront area boundary and away from the river*

   As noted, with the existing roadway cross-section, the public requests for greater buffer, and the goal to the

install the shared path, there is not a feasible way to avoid the riverfront area with the stream crossing under the parkway.

e) The area of proposed work shall not exceed the amount of degraded area, provided that the proposed work may alter up to 10% if the degraded area is less than 10% of the riverfront area

The proposed project will be located within previously disturbed or degraded areas to the extent practicable and includes restoring over 9,100 sf to native vegetation. The total RFA within this section of roadway layout and right-of-way was estimated to be approximately 69,930 sf. The total degraded RFA (impervious roadway) in the project limits, is approximately 24,500 sf and greater than 10%. About 9,100 sf of this is being restored to the landscape buffer but over 20,915 will either have some additional encroachment or conversion from even a disturbed condition. This condition will require limited review.

f) When an applicant proposes restoration on-site of degraded riverfront area, alteration may be allowed notwithstanding the criteria of 310 CMR 10.58(5)(c), (d), and (e) at a ratio in square feet of at least 1:1 of restored area to area of alteration not conforming to the criteria

As mentioned 9,100 sf of degraded area will be restored but it doesn't fully cover the encroachment or conversion to trail surface at a 1:1 ratio.

g) Riverfront area mitigation.

While there is some alteration to existing vegetation, the project proposes to create more pervious area and better stormwater quality than the site currently has.

8.0 Summary

DCR has filed this Notice of Intent under the Massachusetts Wetlands Protection Act for various Improvements along Hammond Pond Parkway in Newton, MA. The information contained in this Notice of Intent application sufficiently describes the site, proposed work, and the effect of said work on the interests identified in the Wetlands Protection Act. The application further demonstrates that the project can be constructed in accordance with the applicable general performance standards for the affected resource areas to the extent practicable and as a Limited Project. The Applicant therefore respectfully requests that the Newton Conservation Commission issue an Order of Conditions with appropriate conditions for work to proceed as described in this narrative and as shown on the project plans.

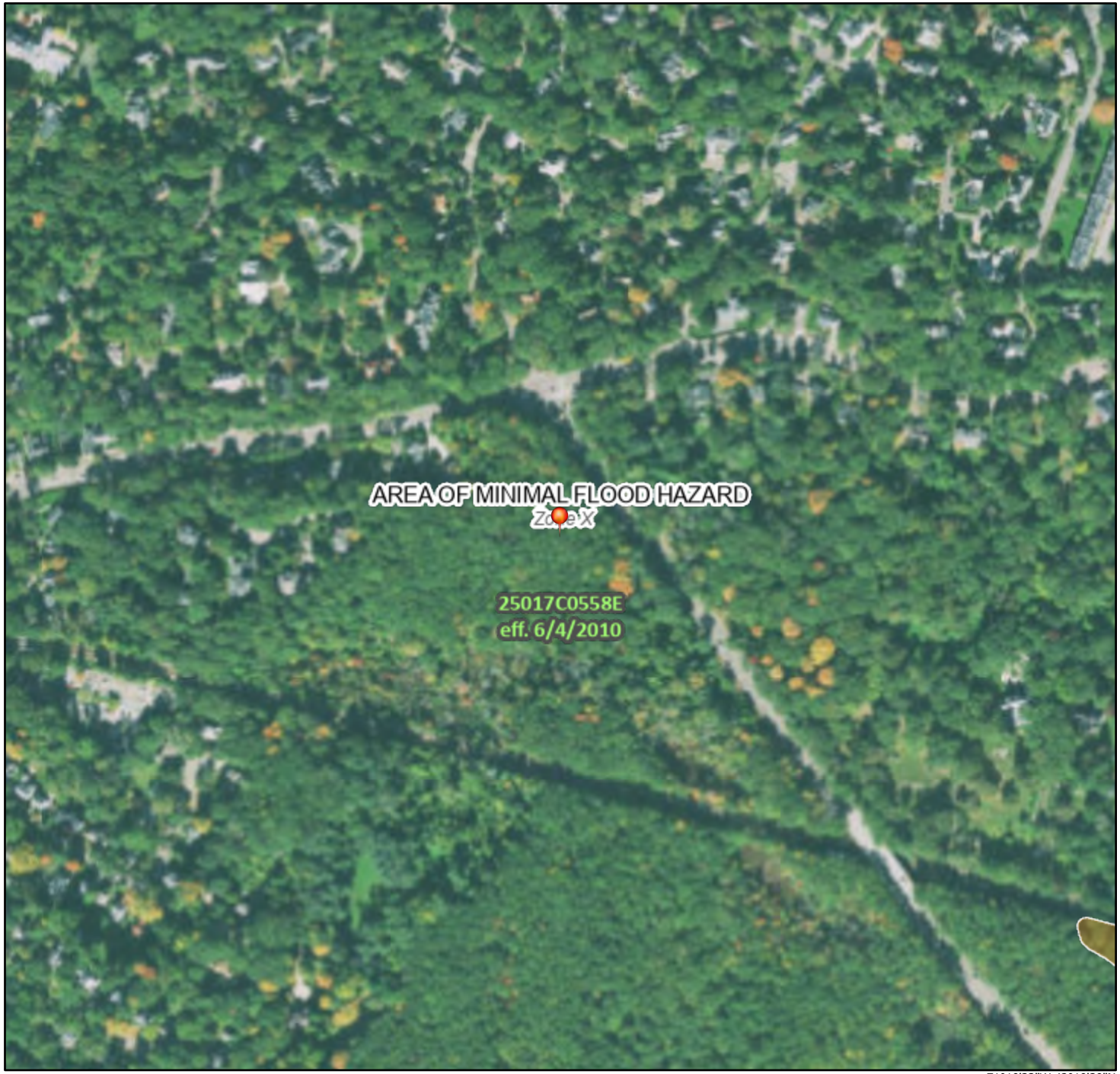
dcr MASSACHUSETTS DEPARTMENT OF CONSERVATION AND RECREATION

Hammond Pond Parkway – Proposed Section View

National Flood Hazard Layer FIRMette

FEMA

71°11'11"W 42°20'5"N



71°10'33"W 42°19'39"N

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/8/2021 at 8:08 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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National Flood Hazard Layer FIRMette

FEMA

71°10'54"W 42°19'49"N

71°10'16"W 42°19'22"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/8/2021 at 6:50 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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MASSACHUSETTS DEPARTMENT OF CONSERVATION & RECREATION

PLAN AND PROFILE OF

HAMMOND POND PARKWAY

IN THE CITY OF

NEWTON

MIDDLESEX COUNTY

NEWTON
HAMMOND POND PARKWAY

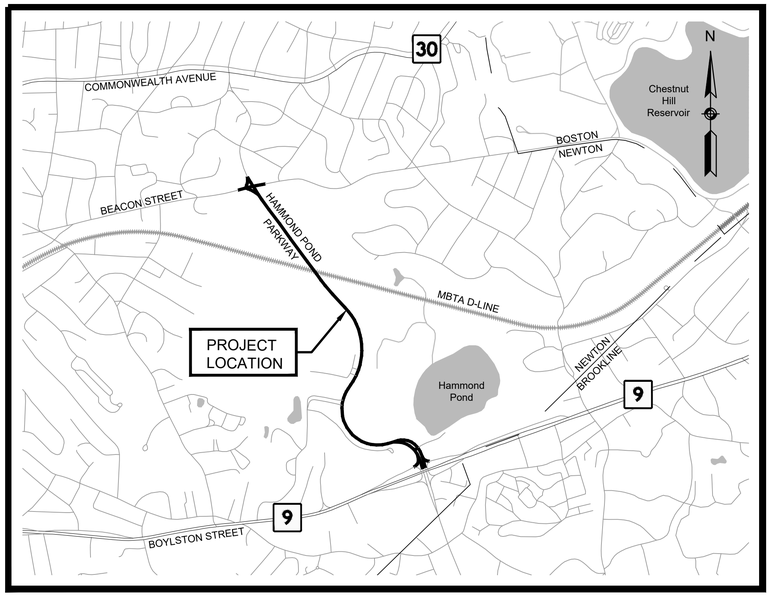
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	1	30
PROJECT FILE NO.		-	

TITLE SHEET & INDEX
NOTICE OF INTENT PLAN SET

THESE PLANS ARE SUPPLEMENTED BY THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2021, THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE 2015 OVERHEAD SIGNAL STRUCTURE AND FOUNDATION STANDARD DRAWINGS, MASSDOT TRAFFIC MANAGEMENT PLANS AND DETAIL DRAWINGS, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, AND THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK.

INDEX

NOI SUBMITTAL



600 0 600 1200
600 0 600 1200
SCALE: 1" = 600'

LENGTH OF PROJECT = 4,468.60 FEET = 0.846 MILES

DESIGN DESIGNATION (HAMMOND POND PARKWAY)

DESIGN SPEED	35 MPH
ADT (2019)	16,800
ADT (2029)	17,660
K	8%
D	56% NB
T (PEAK HOUR)	1%
T (AVERAGE DAY)	1%
DHV	1,344
DDHV	753
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL

DESIGN DESIGNATION (BEACON STREET)

DESIGN SPEED	35 MPH
ADT (2019)	24,515
ADT (2029)	25,770
K	10%
D	55% EB
T (PEAK HOUR)	1%
T (AVERAGE DAY)	2%
DHV	2,452
DDHV	1,348
FUNCTIONAL CLASSIFICATION	URBAN PRINCIPAL ARTERIAL

NOVEMBER 2021

COMMONWEALTH OF MASSACHUSETTS
KELLAN D. LEWIS
NO. 52632
REGISTERED
1-10-2022

BSC GROUP
803 Summer Street
Boston, Massachusetts 02127
www.bscgroup.com 617 896 4300

dcr
Massachusetts
251 Causeway Street, 9th Floor
Boston, MA 02114

DATE	DESCRIPTION	REV #
11/15/2021	NOI SUBMISSION	

GENERAL SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
JB	JB	JERSEY BARRIER
CB	CB	CATCH BASIN
		CATCH BASIN CURB INLET
FP	FP	FLAG POLE
GP	GP	GAS PUMP
MB	MB	MAIL BOX
		POST SQUARE
		POST CIRCULAR
WELL	WELL	WELL
EHH	EHH	ELECTRIC HANDHOLE
		FENCE GATE POST
GG	GG	GAS GATE
BHL #	BHL #	BORING HOLE
MW #	MW #	MONITORING WELL
TP #	TP #	TEST PIT
		HYDRANT
		MASONRY PLUG
		LIGHT POLE
CO.BD.		COUNTY BOUND
		GPS POINT
		CABLE MANHOLE
		DRAINAGE MANHOLE
		ELECTRIC MANHOLE
		GAS MANHOLE
		MISC MANHOLE
		SEWER MANHOLE
		TELEPHONE MANHOLE
		WATER MANHOLE
MHB	MHB	MASSACHUSETTS HIGHWAY BOUND
MON		MONUMENT
SB		STONE BOUND
TB		TOWN OR CITY BOUND
		TRAVERSE OR TRIANGULATION STATION
TPL or GUY	TPL or GUY	TROLLEY POLE OR GUY POLE
HTP		TRANSMISSION POLE
UFB	UFB	UTILITY POLE W/ FIREBOX
UPDL	UPDL	UTILITY POLE WITH DOUBLE LIGHT
ULT	ULT	UTILITY POLE W / 1 LIGHT
UPL	UPL	UTILITY POLE
		BUSH
SIZE & TYPE		TREE
		STUMP
		SWAMP / MARSH
WG	WG	WATER GATE
PM	PM	PARKING METER
		OVERHEAD CABLE/WIRE
		CURBING
99		CONTOURS (ON-THE-GROUND SURVEY DATA)
100 / 99		CONTOURS (PHOTOGRAMMETRIC DATA)
		UNDERGROUND DRAIN PIPE (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND ELECTRIC DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND GAS MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND SEWER MAIN (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND TELEPHONE DUCT (DOUBLE LINE 24 INCH AND OVER)
		UNDERGROUND WATER MAIN (DOUBLE LINE 24 INCH AND OVER)
		BALANCED STONE WALL
		GUARD RAIL - STEEL POSTS
		GUARD RAIL - WOOD POSTS
x	x	CHAIN LINK OR METAL FENCE
		WOOD FENCE
		COMPOST FILTER TUBES
		TREE LINE
		SAWCUT LINE
		TOP OR BOTTOM OF SLOPE
		LIMIT OF EDGE OF PAVEMENT OR COLD PLANE AND OVERLAY
		BANK OF RIVER OR STREAM
		BORDER OF WETLAND
		100 FT WETLAND BUFFER
		200 FT RIVERFRONT BUFFER
		STATE HIGHWAY LAYOUT
		TOWN OR CITY LAYOUT
		COUNTY LAYOUT
		RAILROAD SIDELINE
		TOWN OR CITY BOUNDARY LINE
		PROPERTY LINE OR APPROXIMATE PROPERTY LINE
		EASEMENT

TRAFFIC SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
1	1	CONTROLLER PHASE ACTUATED
		TRAFFIC SIGNAL HEAD (SIZE AS NOTED)
		WIRE LOOP DETECTOR (6' x 6' TYP UNLESS OTHERWISE SPECIFIED)
		VIDEO DETECTION CAMERA
		MICROWAVE DETECTOR
		PEDESTRIAN PUSH BUTTON, SIGN (DIRECTIONAL ARROW AS SHOWN) AND SADDLE
	*	EMERGENCY PREEMPTION CONFIRMATION STROBE LIGHT
		VEHICULAR SIGNAL HEAD
		VEHICULAR SIGNAL HEAD, OPTICALLY PROGRAMMED
		FLASHING BEACON
		PEDESTRIAN SIGNAL HEAD, (TYPE AS NOTED OR AS SPECIFIED)
RRSG	RRSG	RAILROAD SIGNAL
OR		SIGNAL POST AND BASE (ALPHA-NUMERIC DESIGNATION NOTED)
	20'	MAST ARM, SHAFT AND BASE (ARM LENGTH AS NOTED)
		HIGH MAST POLE OR TOWER
		SIGN AND POST
		SIGN AND POST (2 POSTS)
	20'	MAST ARM WITH LUMINAIRE
		OPTICAL PRE-EMPTION DETECTOR
		CONTROL CABINET, GROUND MOUNTED
		CONTROL CABINET, POLE MOUNTED
		FLASHING BEACON CONTROL AND METER PEDESTAL
		LOAD CENTER ASSEMBLY
		PULL BOX 12"x12" (OR AS NOTED)
		ELECTRIC HANDHOLE 12"x24" (OR AS NOTED)
		TRAFFIC SIGNAL CONDUIT

PAVEMENT MARKINGS SYMBOLS

EXISTING	PROPOSED	DESCRIPTION
		PAVEMENT ARROW - WHITE
ONLY	ONLY	LEGEND "ONLY" - WHITE
	SL	STOP LINE - 12" WHITE LINE LOCATED 4' BEHIND CW (TYP)
	CW	CROSSWALK - 12" WHITE LINES (WIDTH - 10', LADDERING - 3' O.C. (2' SPACING))
	SWL	SOLID WHITE LINE - 6"
	SYL	SOLID YELLOW LINE - 6"
	BWL	BROKEN WHITE LINE - 6" (10' LINE, 30' SPACE)
	BYL	BROKEN YELLOW LINE - 6" (10' LINE, 30' SPACE)
	DWL	DOTTED WHITE LINE - 6" (3' LINE, 9' SPACE)
	DYL	DOTTED YELLOW LINE - 6" (3' LINE, 9' SPACE)
	DWLEx	DOTTED WHITE LINE EXTENSION - 6" (2' LINE, 6' SPACE)
	DYLEx	DOTTED YELLOW LINE EXTENSION - 6" (2' LINE, 6' SPACE)
	DBWL	DOUBLE WHITE LINE - 6"
	DBYL	DOUBLE YELLOW LINE - 6"

ABBREVIATIONS

GENERAL

AADT	ANNUAL AVERAGE DAILY TRAFFIC
ABAN	ABANDON
ADJ	ADJUST
APPROX.	APPROXIMATE
A.C.	ASPHALT CONCRETE
ACCM PIPE	ASPHALT COATED CORRUGATED METAL PIPE
BIT.	BITUMINOUS
BC	BOTTOM OF CURB
BD.	BOUND
BL	BASELINE
BLDG	BUILDING
BM	BENCHMARK
BO	BY OTHERS
BOS	BOTTOM OF SLOPE
BR.	BRIDGE
CB	CATCH BASIN
CBCI	CATCH BASIN WITH CURB INLET
CC	CEMENT CONCRETE
CCM	CEMENT CONCRETE MASONRY
CEM	CEMENT
CI	CURB INLET
CIP	CAST IRON PIPE
CLF	CHAIN LINK FENCE
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CSP	CORRUGATED STEEL PIPE
CO.	COUNTY
CONC	CONCRETE
CONT	CONTINUOUS
CONST	CONSTRUCTION
CR GR	CROWN GRADE
DHV	DESIGN HOURLY VOLUME
DI	DROP INLET
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DW	STEADY DON'T WALK - PORTLAND ORANGE
DWY	DRIVEWAY
ELEV (or EL.)	ELEVATION
EMB	EMBANKMENT
EOP	EDGE OF PAVEMENT
EXIST (or EX)	EXISTING
EXC	EXCAVATION
F&C	FRAME AND COVER
F&G	FRAME AND GRATE
FDN.	FOUNDATION
FES	FLARED END SECTION
FLDSTN	FIELDSTONE
GAR	GARAGE
GD	GROUND
GG	GAS GATE
GI	GUTTER INLET
GIP	GALVANIZED IRON PIPE
GRAN	GRANITE
GRAV	GRAVEL
GRD	GUARD
HDW	HEADWALL
HMA	HOT MIX ASPHALT
HOR	HORIZONTAL
HYD	HYDRANT
INV	INVERT
JCT	JUNCTION
L	LENGTH OF CURVE
LB	LEACH BASIN
LP	LIGHT POLE
LSA	LANDSCAPED AREA
LSCSF	LAND SUBJECT TO COASTAL STORM FLOOD
LT	LEFT
MAX	MAXIMUM
MB	MAILBOX
MH	MANHOLE
MHB	MASSACHUSETTS HIGHWAY BOUND
MIN	MINIMUM
NIC	NOT IN CONTRACT
NO.	NUMBER
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
P.G.L.	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
POC	POINT ON CURVE
POT	POINT ON TANGENT
PRC	POINT OF REVERSE CURVATURE
PROJ	PROJECT
PROP	PROPOSED
PSB	PLANTABLE SOIL BORROW
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	2	30
PROJECT FILE NO.		-	

LEGEND & ABBREVIATIONS
NOTICE OF INTENT PLAN SET

ABBREVIATIONS (cont.)

GENERAL

PVT	POINT OF VERTICAL TANGENCY
PVMT	PAVEMENT
PWW	PAVED WAY WATER
R	RADIUS OF CURVATURE
R&D	REMOVE AND DISPOSE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDWY	ROADWAY
REM	REMOVE
RET	RETAIN
RET WALL	RETAINING WALL
ROW	RIGHT OF WAY
RR	RAILROAD
R&R	REMOVE AND RESET
R&S	REMOVE AND STACK
RT	RIGHT
SB	STONE BOUND
SHLD	SHOULDER
SMH	SEWER MANHOLE
ST	STREET
STA	STATION
SSD	STOPPING SIGHT DISTANCE
SHLO	STATE HIGHWAY LAYOUT LINE
SW	SIDEWALK
T	TANGENT DISTANCE OF CURVE/TRUCK %
TAN	TANGENT
TBM	TEMPORARY BENCHMARK
TEMP	TEMPORARY
TC	TOP OF CURB
TOS	TOP OF SLOPE
TYP	TYPICAL
UP	UTILITY POLE
VAR	VARIES
VERT	VERTICAL
VC	VERTICAL CURVE
WCR	WHEEL CHAIR RAMP
WG	WATER GATE
WIP	WROUGHT IRON PIPE
WM	WATER METER/WATER MAIN
X-SECT	CROSS SECTION

TRAFFIC SIGNAL

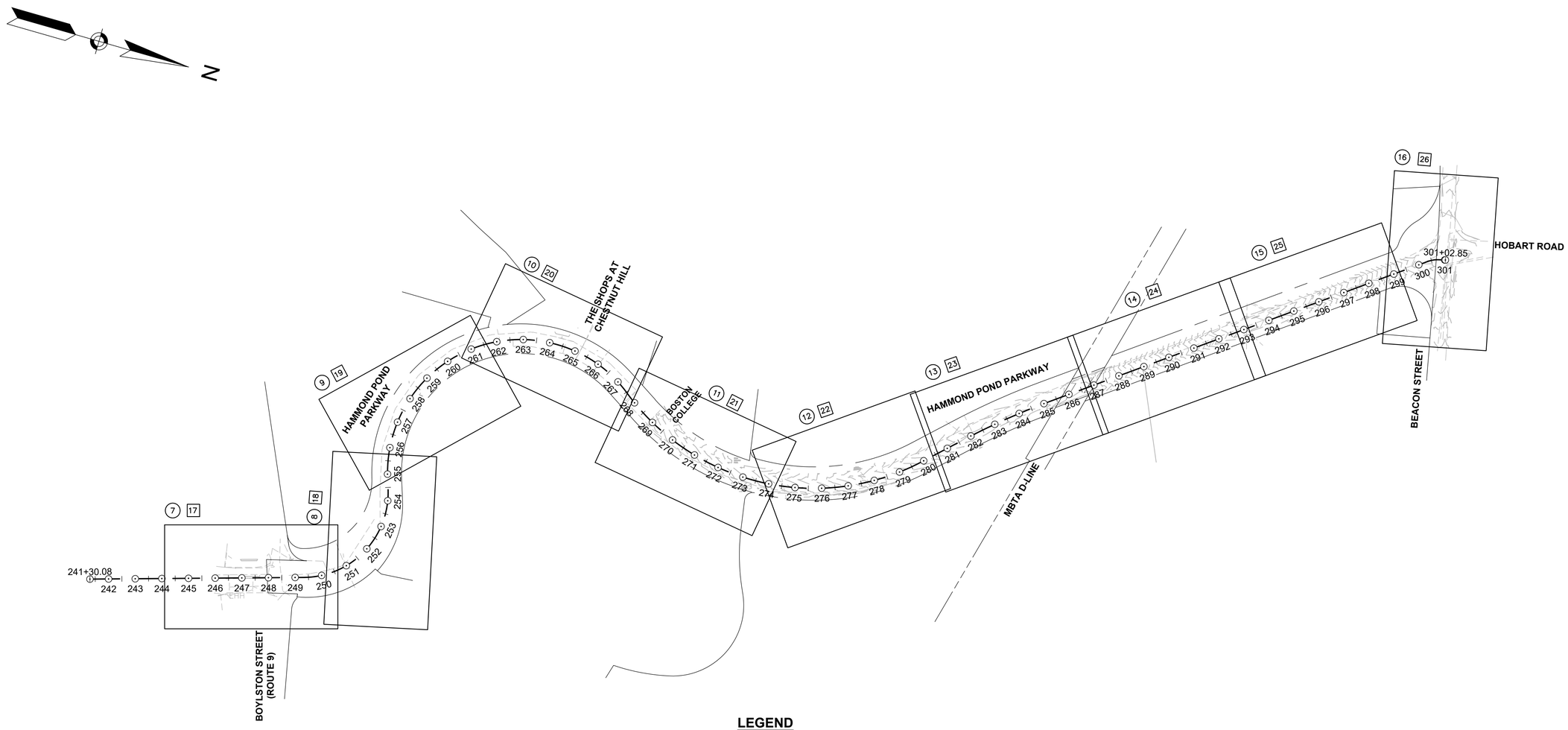
CAB.	CABINET
CCVE	CLOSED CIRCUIT VIDEO EQUIPMENT
DW	STEADY DON'T WALK
FDW	FLASHING DON'T WALK
FR	FLASHING CIRCULAR RED
FRL	FLASHING RED LEFT ARROW
FRR	FLASHING RED RIGHT ARROW
FY	FLASHING CIRCULAR AMBER
FYL	FLASHING AMBER LEFT ARROW
FYR	FLASHING AMBER RIGHT ARROW
G	STEADY CIRCULAR GREEN
GL	STEADY GREEN LEFT ARROW
GR	STEADY GREEN RIGHT ARROW
GSL	STEADY GREEN SLASH LEFT ARROW
GSR	STEADY GREEN SLASH RIGHT ARROW
GV	STEADY GREEN VERTICAL ARROW
OL	OVERLAP
PED	PEDESTRIAN
PTZ	PAN, TILE, ZOOM
R	STEADY CIRCULAR RED
RL	STEADY RED LEFT ARROW
RR	STEADY RED RIGHT ARROW
TR SIG	TRAFFIC SIGNAL
TSC	TRAFFIC SIGNAL CONDUIT
W	STEADY WALK
Y	STEADY CIRCULAR AMBER
YL	STEADY AMBER LEFT ARROW

2837503_HDLEGEND-NOI.DWG Plotted on 8-Dec-21 3:19 PM

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	3	30
PROJECT FILE NO.		-	

KEY PLAN
NOTICE OF INTENT PLAN SET



LEGEND

(XX) **CONSTRUCTION PLANS**

[XX] **LANDSCAPE PLANS**

0 200 400 600 800

SCALE: 1" = 200'

HIGHWAY GUARD DETAILS
STA 250+35 TO STA 263+81 LT
STA 263+81 TO STA 264+31 LT (TANGENT END)
STA 265+89 TO STA 286+83 LT

TRAFFIC SIGNAL CONDUIT
SEE SHEET 49

LIGHTING
SEE SHEET 57

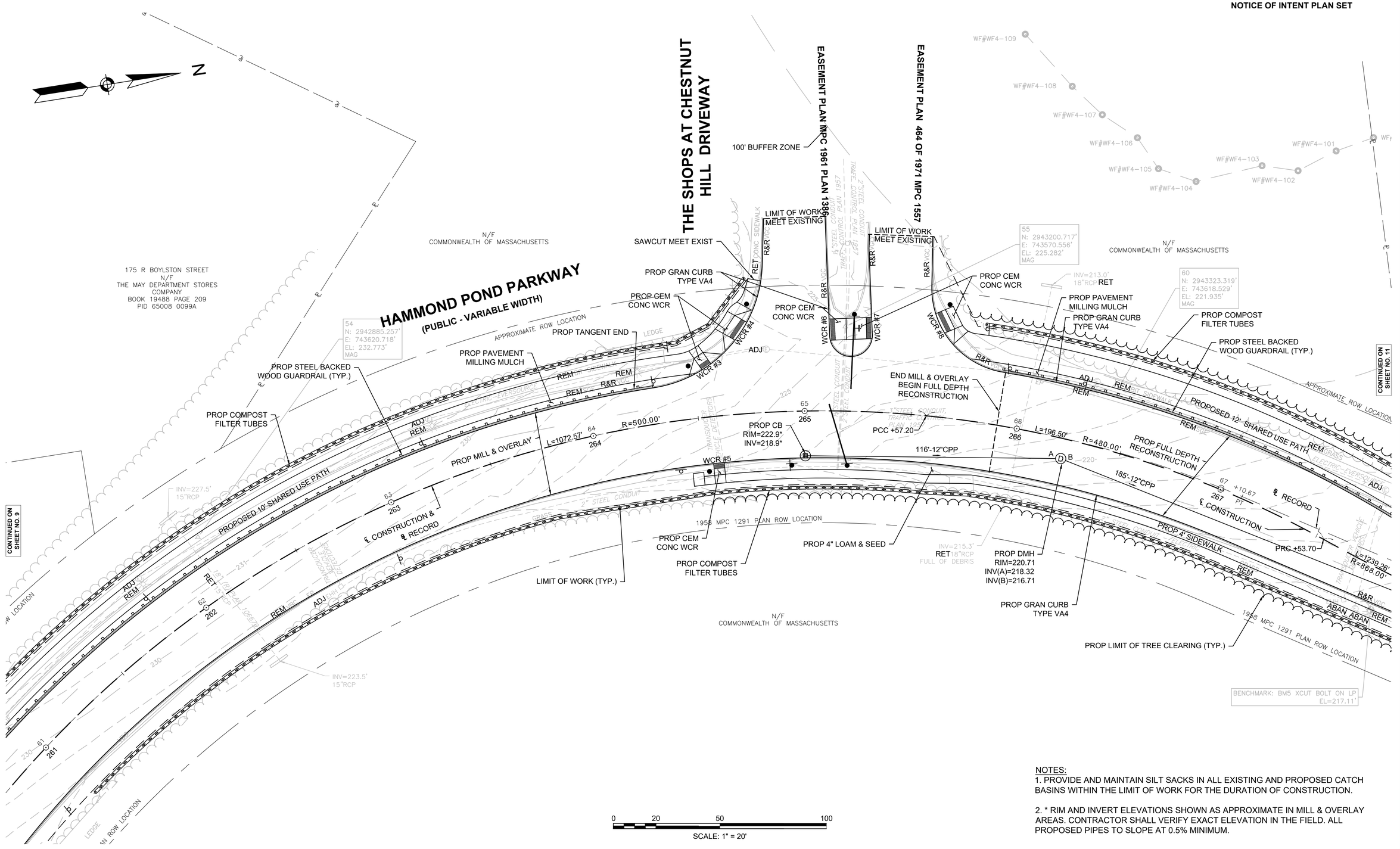
DRAINAGE DETAILS
SEE BELOW

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	10	30
PROJECT FILE NO.		-	

CONSTRUCTION PLAN 4
NOTICE OF INTENT PLAN SET

2837503_HDICONSTRUCTIONPLANS\-NOI.DWG Plotted on 8-Dec-21 3:20 PM



NOTES:
1. PROVIDE AND MAINTAIN SILT SACKS IN ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE LIMIT OF WORK FOR THE DURATION OF CONSTRUCTION.

2. * RIM AND INVERT ELEVATIONS SHOWN AS APPROXIMATE IN MILL & OVERLAY AREAS. CONTRACTOR SHALL VERIFY EXACT ELEVATION IN THE FIELD. ALL PROPOSED PIPES TO SLOPE AT 0.5% MINIMUM.

HIGHWAY GUARD DETAILS
STA 265+89 TO STA 268+33 LT
STA 268+33 TO STA 268+83 (TANGENT END)
STA 270+00 TO STA 276+42 LT

TRAFFIC SIGNAL CONDUIT
NONE

LIGHTING
SEE SHEET 58

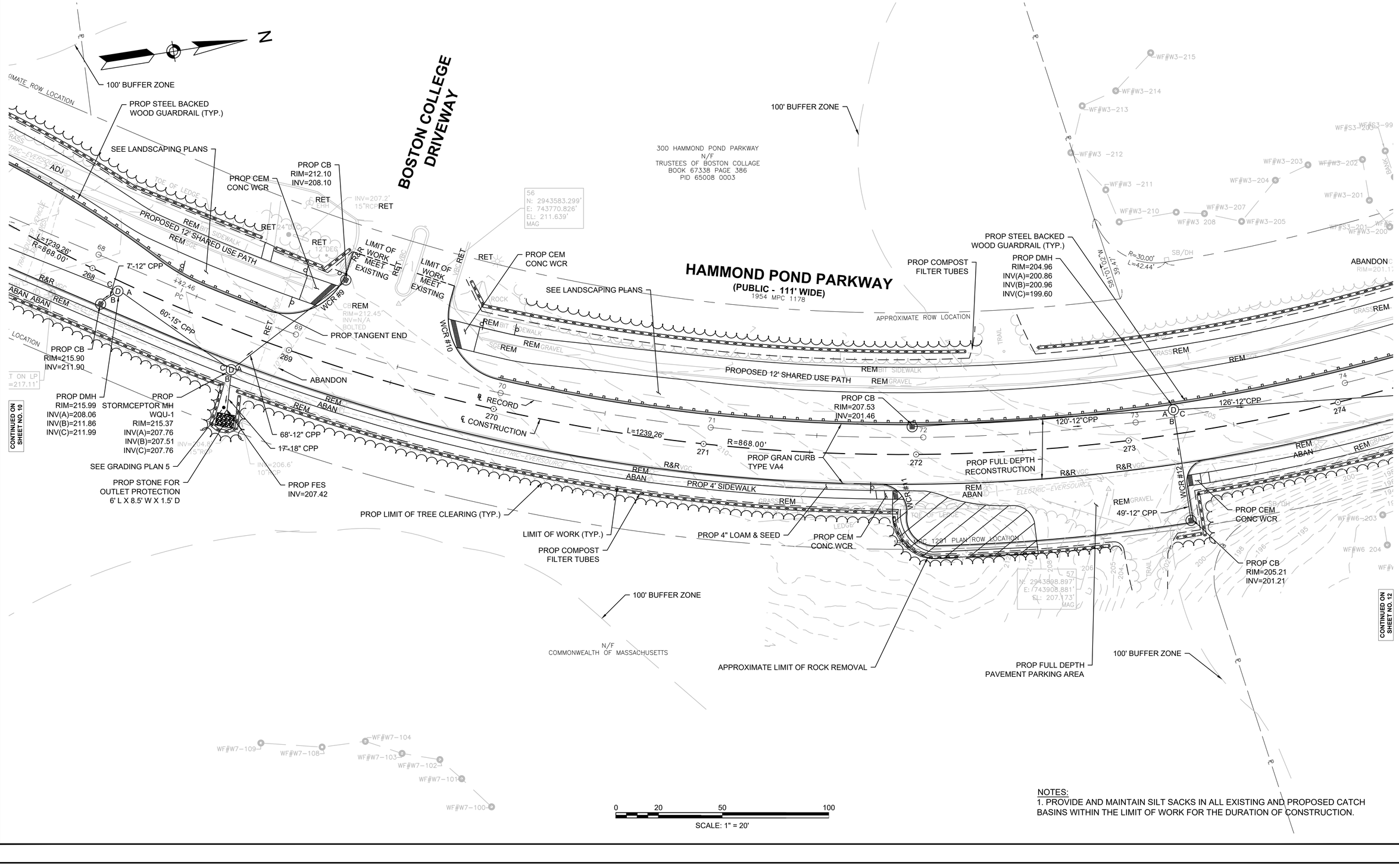
DRAINAGE DETAILS
SEE BELOW

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	11	30
PROJECT FILE NO.		-	

CONSTRUCTION PLAN 5
NOTICE OF INTENT PLAN SET

2837503_HDICONSTRUCTIONPLANS)-NOI.DWG Plotted on 8-Dec-21 3:30 PM



NOTES:
1. PROVIDE AND MAINTAIN SILT SACKS IN ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE LIMIT OF WORK FOR THE DURATION OF CONSTRUCTION.

HIGHWAY GUARD DETAILS
STA 270+00 TO STA 276+42 LT
STA 276+52 TO STA 286+00 LT

TRAFFIC SIGNAL CONDUIT
NONE

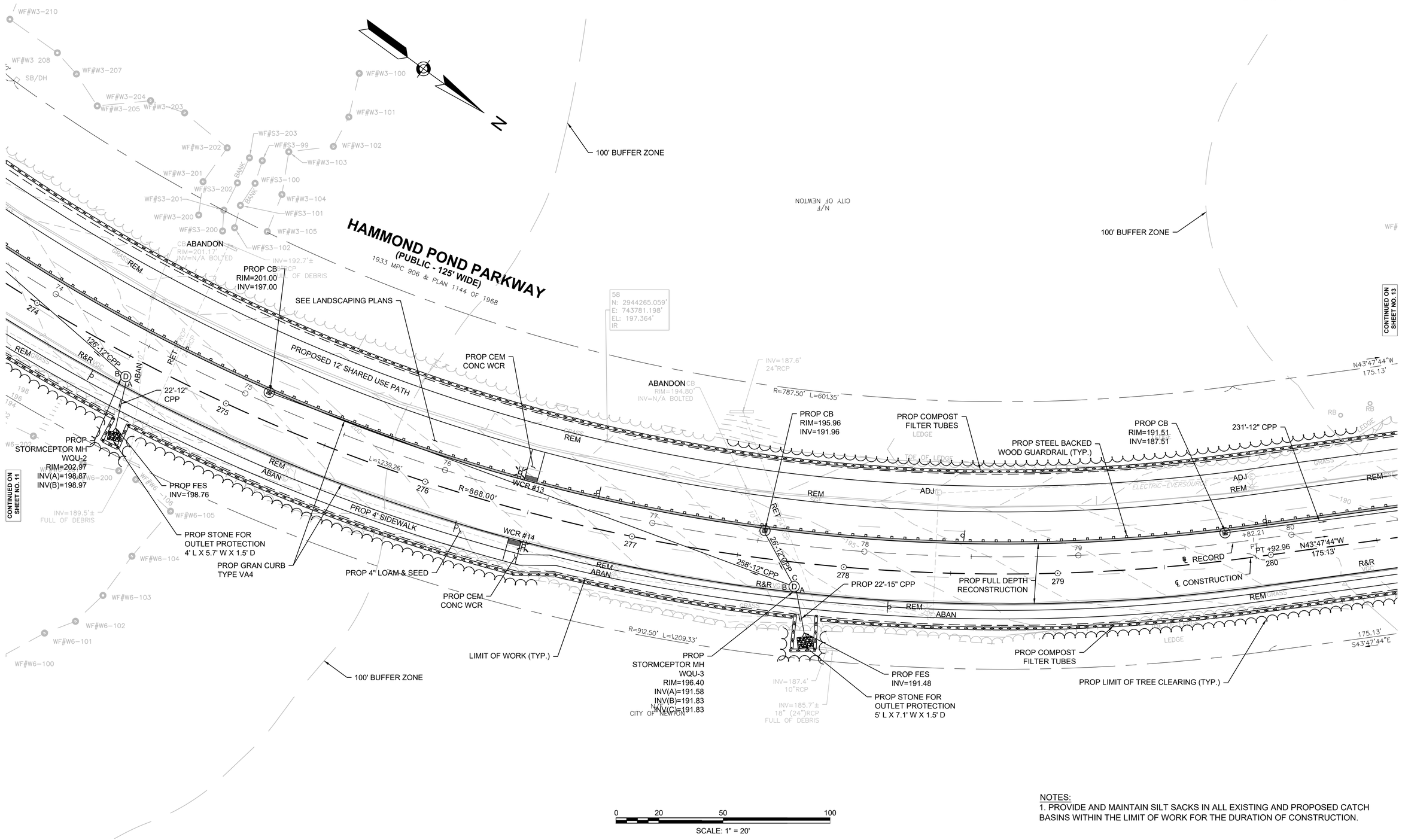
LIGHTING
SEE SHEET 59

DRAINAGE DETAILS
SEE BELOW

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	12	30
PROJECT FILE NO.		-	

CONSTRUCTION PLAN 6
NOTICE OF INTENT PLAN SET



0 20 50 100
SCALE: 1" = 20'

NOTES:
1. PROVIDE AND MAINTAIN SILT SACKS IN ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE LIMIT OF WORK FOR THE DURATION OF CONSTRUCTION.

HIGHWAY GUARD DETAILS

STA 276+52 TO STA 286+00 LT

TRAFFIC SIGNAL CONDUIT

NONE

LIGHTING

SEE SHEET 60

DRAINAGE DETAILS

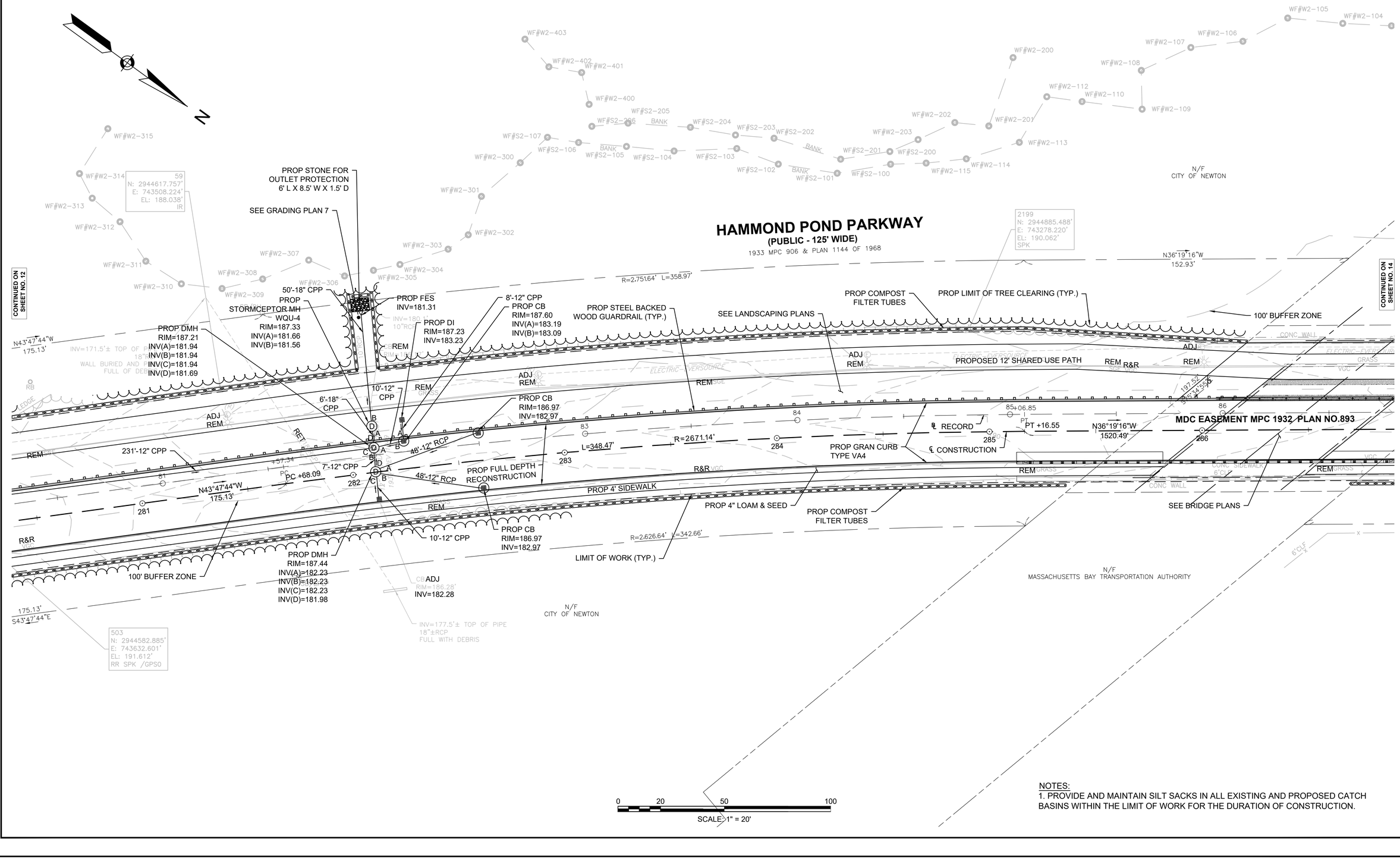
SEE BELOW

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	13	30
PROJECT FILE NO.		-	

CONSTRUCTION PLAN 7
NOTICE OF INTENT PLAN SET

2837503_HD\CONSTRUCTION\PLANS\-NOI.DWG Plotted on 8-Dec-21 3:21 PM



0 20 50 100

SCALE 1" = 20'

NOTES:
1. PROVIDE AND MAINTAIN SILT SACKS IN ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE LIMIT OF WORK FOR THE DURATION OF CONSTRUCTION.

HIGHWAY GUARD DETAILS
STA 287+57 TO STA 300+06 LT

TRAFFIC SIGNAL CONDUIT
NONE

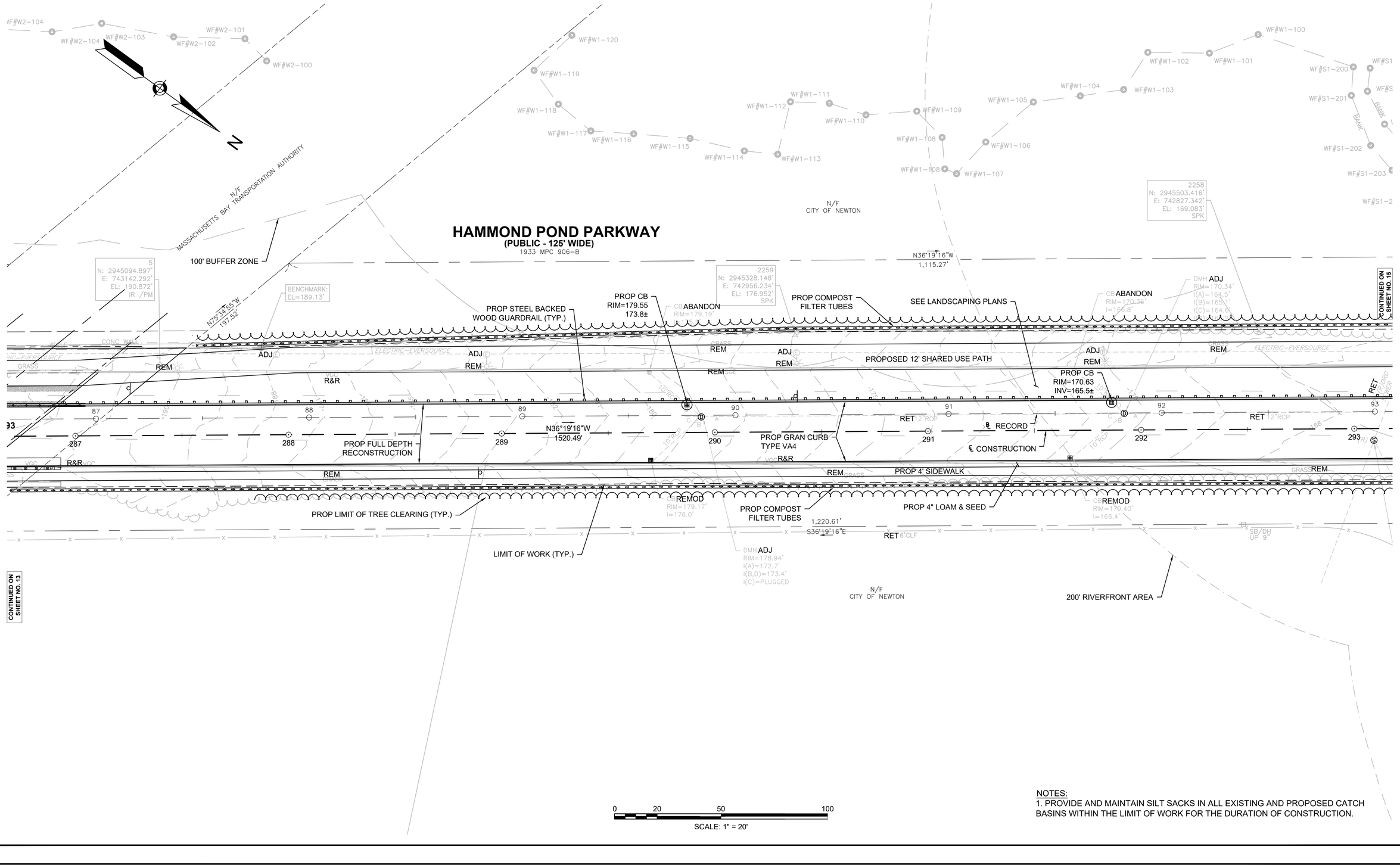
LIGHTING
SEE SHEET 61

DRAINAGE DETAILS
SEE BELOW

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	14	30
PROJECT FILE NO.		-	

CONSTRUCTION PLAN 8
NOTICE OF INTENT PLAN SET



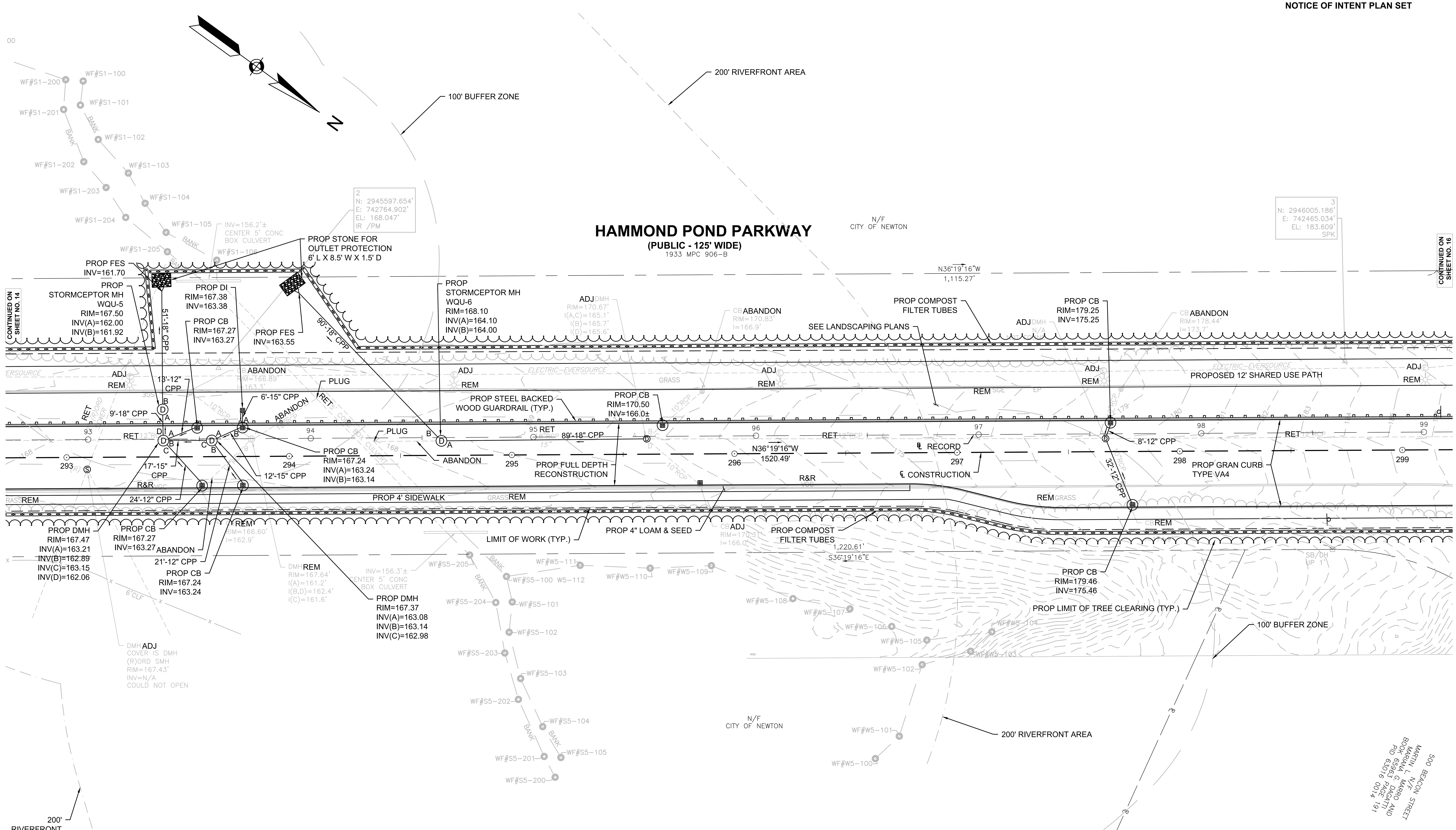
NOTES:
1. PROVIDE AND MAINTAIN SILT SACKS IN ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE LIMIT OF WORK FOR THE DURATION OF CONSTRUCTION.

HIGHWAY GUARD DETAILS	TRAFFIC SIGNAL CONDUIT	LIGHTING	DRAINAGE DETAILS
STA 287+57 TO STA 300+06 LT	NONE	SEE SHEET 62	SEE BELOW

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	15	30
PROJECT FILE NO.	-		

CONSTRUCTION PLAN 9
NOTICE OF INTENT PLAN SET



NOTES:
1. PROVIDE AND MAINTAIN SILT SACKS IN ALL EXISTING AND PROPOSED CATCH BASINS WITHIN THE LIMIT OF WORK FOR THE DURATION OF CONSTRUCTION.

0 20 50 100
SCALE: 1" = 20'

2837503_HD(CONSTRUCTIONPLANS)-NOI.DWG Plotted on 8-Dec-21 3:21 PM

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	20	30
PROJECT FILE NO.		-	

LANDSCAPE PLANS 4
NOTICE OF INTENT PLAN SET

2837503_HD\LANDSCAPEPLANS\-NOI.DWG Plotted on 8-Dec-21 3:22 PM

N

175 R BOYLSTON STREET
N/F
THE MAY DEPARTMENT STORES COMPANY
BOOK 19488 PAGE 209
PID 65008 0099A

N/F
COMMONWEALTH OF MASSACHUSETTS

HAMMOND POND PARKWAY
(PUBLIC - VARIABLE WIDTH)

APPROXIMATE ROW LOCATION

THE SHOPS AT CHESTNUT HILL DRIVEWAY

EASEMENT PLAN MPC 1961 PLAN 1386

EASEMENT PLAN 464 OF 1971 MPC 1557

CONC SIDEWALK

ONLY

ONLY

WF#WF4–109
WF#WF4–108
WF#WF4–107
WF#WF4–106
WF#WF4–105
WF#WF4–104
WF#WF4–103
WF#WF4–102
WF#WF4–101
WF1

N/F
COMMONWEALTH OF MASSACHUSETTS

PROTECT EXISTING PLANTINGS

EXTEND LOAM AND MULCH PLANT BED

LOW-MOW SEED (TYP.)

SHARED USE PATH, SEE CONSTRUCTION PLANS

PRUNE OR REMOVE EXISTING VEGETATION ALONG PROPOSED SHARED USE PATH AND SIDEWALK; SEE CONSTRUCTION PLANS FOR LIMIT OF CLEARING

WOOD GUARD RAIL, SEE CONSTRUCTION PLANS

WOOD GUARD RAIL, SEE CONSTRUCTION PLANS

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

REPAVED ROADWAY, SEE CONSTRUCTION PLANS

SHARED USE PATH, SEE CONSTRUCTION PLANS

LIMIT OF GRADING

APPROXIMATE ROW LOCATION

CONTINUED ON SHEET NO. 21

CONTINUED ON SHEET NO. 19

261
262
263
264
265
266
267

PCC +57.20

+10.67

PRC +53.70

GRANULAR PATH, SEE CONSTRUCTION PLANS

LOW-MOW SEED (TYP.)

BEGINNING OF GRANULAR PATH

1958 MPC 1291 PLAN ROW LOCATION

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

PRUNE OR REMOVE EXISTING VEGETATION ALONG PROPOSED SHARED USE PATH AND SIDEWALK; SEE CONSTRUCTION PLANS FOR LIMIT OF CLEARING

N/F
COMMONWEALTH OF MASSACHUSETTS

0 20 50 100
SCALE: 1" = 20'

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	21	30
PROJECT FILE NO.		-	

LANDSCAPE PLANS 5
NOTICE OF INTENT PLAN SET

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OR LIMIT OF

NS

IMATE ROW LOCATION

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

SHARED USE PATH, SEE CONSTRUCTION PLANS

WOOD GUARD RAIL, SEE CONSTRUCTION PLANS

TOE OF EDGE

BIT SIDEWALK

24"DEC

12"DEC

PRC +53.70

268

269

270

271

272

274

LOW-MOW SEED (TYP.)

CONTINUED ON SHEET NO. 20

BOSTON COLLEGE DRIVEWAY

300 HAMMOND POND PARKWAY
N/F
TRUSTEES OF BOSTON COLLAGE
BOOK 67338 PAGE 386
PID 65008 0003

PRUNE OR REMOVE EXISTING VEGETATION ALONG PROPOSED SHARED USE PATH AND SIDEWALK; SEE CONSTRUCTION PLANS FOR LIMIT OF CLEARING

BENCH LOCATION (TYP.)

HAMMOND POND PARKWAY
(PUBLIC - 111' WIDE)
1954 MPC 1178

SHARED USE PATH, SEE CONSTRUCTION PLANS

LOW-MOW SEED (TYP.)

APPROXIMATE ROW LOCATION

BIT SIDEWALK

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

CONTINUED ON SHEET NO. 22

LIMIT OF GRADING

WF#W3–215
WF#W3–214
WF#W3–213
WF#W3 –212
WF#W3 –211
WF#W3 208
WF#W3–205
WF#W3–204
WF#W3–203
WF#W3–202
WF#W3–201
WF#S3–99
WF#S3–200
WF#S3–201

LOW-MOW SEED (TYP.)

REPAVED ROADWAY, SEE CONSTRUCTION PLANS

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

PRUNE OR REMOVE EXISTING VEGETATION ALONG PROPOSED SHARED USE PATH AND SIDEWALK; SEE CONSTRUCTION PLANS FOR LIMIT OF CLEARING

WOOD GUARD RAIL, SEE CONSTRUCTION PLANS

GRANULAR PATH, SEE CONSTRUCTION PLANS

TOE OF LEDGE

1958 MPC 1281 PLAN ROW LOCATION

BENCH LOCATION (TYP.)

BIKE RACK LOCATION (TYP.)

PARKING AREA, SEE CONSTRUCTION PLANS

LIMIT OF GRADING

WF#W6–203
WF#W6 204

N/F
COMMONWEALTH OF MASSACHUSETTS

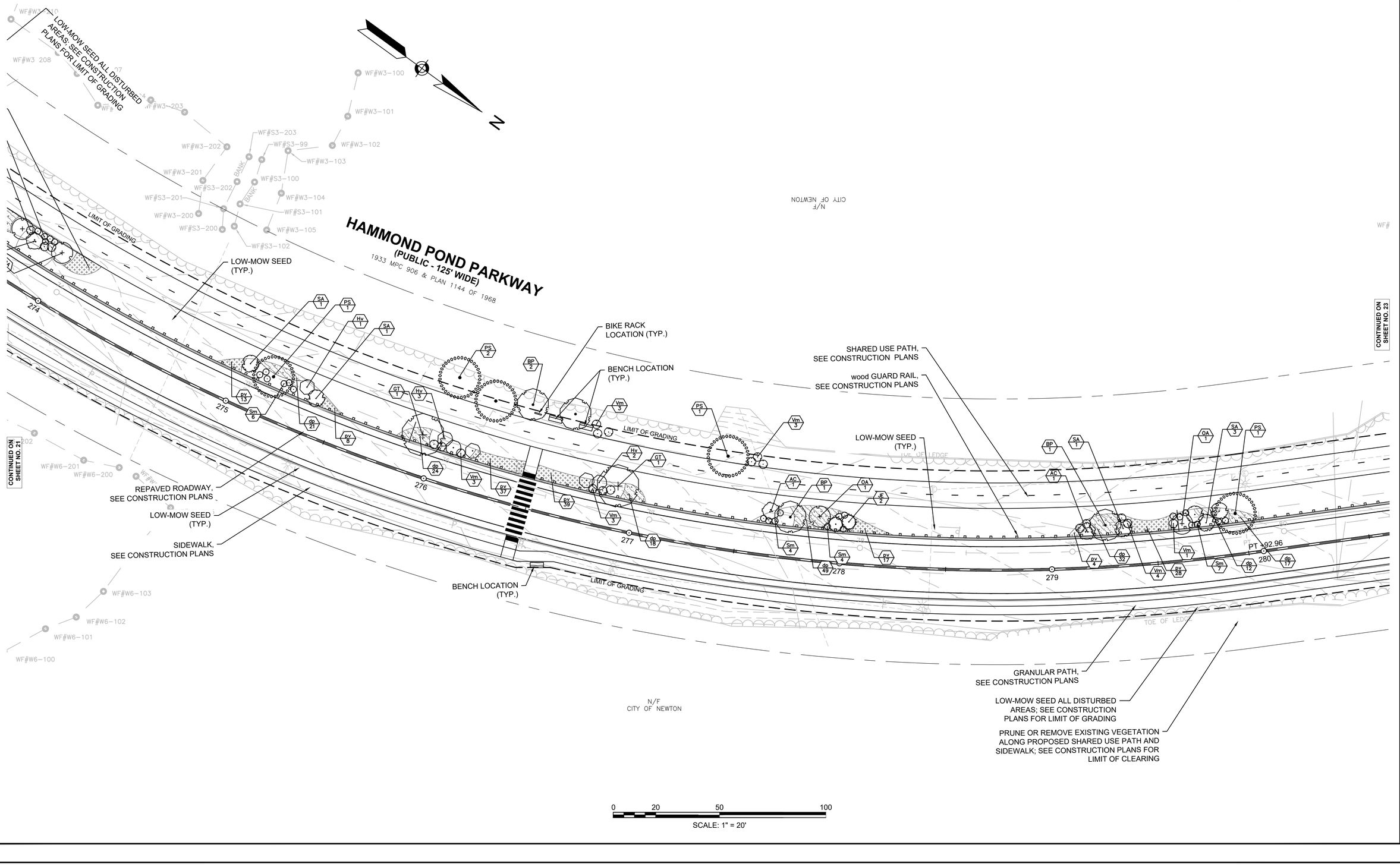
WF#W7–109
WF#W7–108
WF#W7–104
WF#W7–103
WF#W7–102
WF#W7–101
WF#W7–100

0 20 50 100
SCALE: 1" = 20'

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	22	30
PROJECT FILE NO.		-	

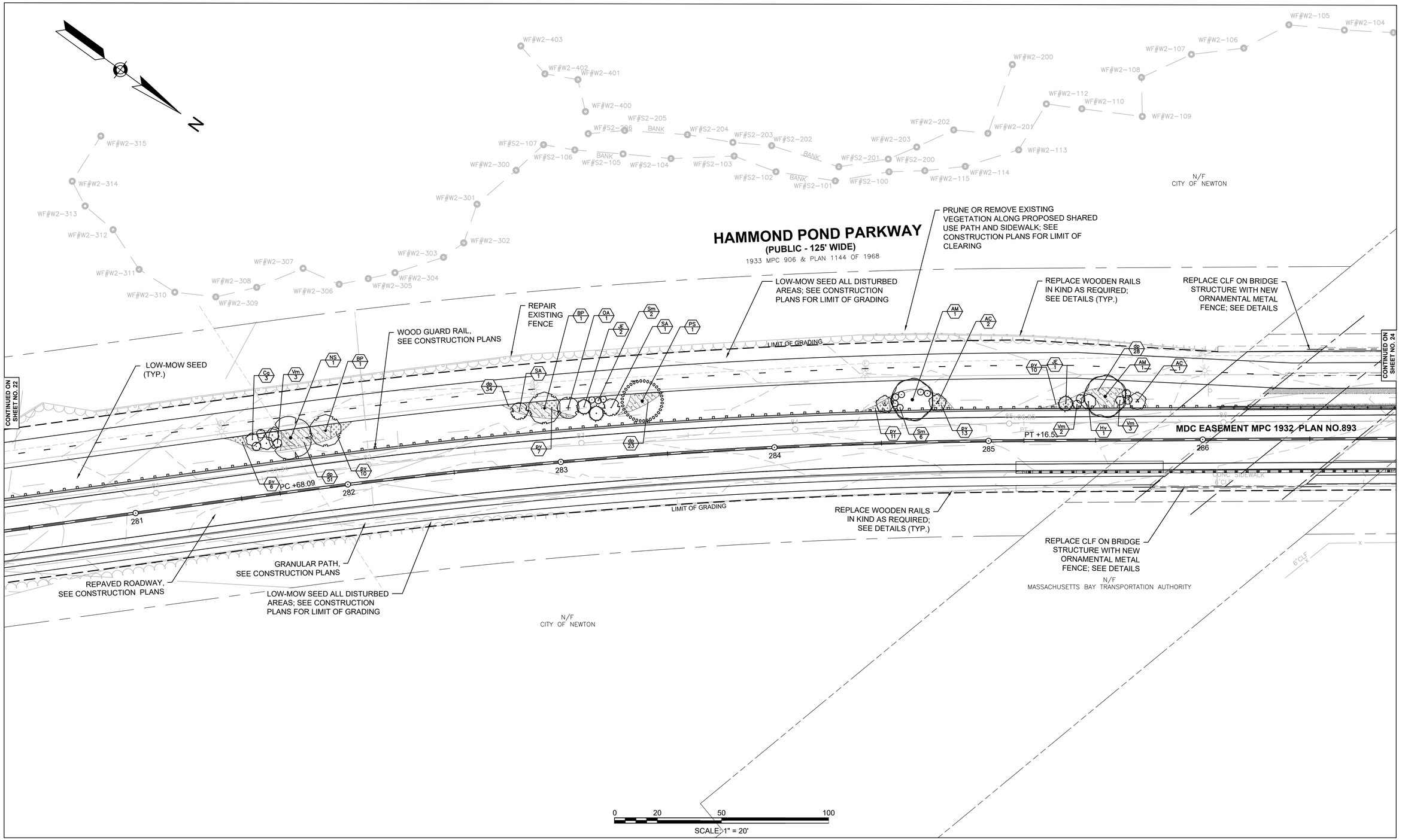
LANDSCAPE PLANS 6
NOTICE OF INTENT PLAN SET



NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	23	30
PROJECT FILE NO.		-	

LANDSCAPE PLANS 7
NOTICE OF INTENT PLAN SET



NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	24	30
PROJECT FILE NO.		-	

LANDSCAPE PLANS 8
NOTICE OF INTENT PLAN SET

WF#W2-104 WF#W2-104 WF#W2-103 WF#W2-102 WF#W2-101 WF#W2-100

WF#W1-120 WF#W1-119 WF#W1-118 WF#W1-117 WF#W1-116 WF#W1-115 WF#W1-114 WF#W1-113 WF#W1-112 WF#W1-111 WF#W1-110 WF#W1-109 WF#W1-108 WF#W1-108 WF#W1-107 WF#W1-106 WF#W1-105 WF#W1-104 WF#W1-103 WF#W1-102 WF#W1-101 WF#W1-100

WF#S1-200 WF#S1 WF#S1-201 WF#S BANK BANK WF#S1-202 WF#S1-203 WF#S1-2

N/F
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

N/F
CITY OF NEWTON

HAMMOND POND PARKWAY
(PUBLIC - 125' WIDE)
1933 MPC 906-B

REPLACE CLF ON BRIDGE STRUCTURE WITH NEW ORNAMENTAL METAL FENCE; SEE DETAILS

REPLACE WOODEN RAILS IN KIND AS REQUIRED; SEE DETAILS (TYP.)

LOW-MOW SEED (TYP.)

SHARED USE PATH, SEE CONSTRUCTION PLANS

WOOD GUARD RAIL, SEE CONSTRUCTION PLANS

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

LIMIT OF GRADING

CONTINUED ON SHEET NO. 23

CONTINUED ON SHEET NO. 25

287 288 289 290 291 292 293

REPAVED ROADWAY, SEE CONSTRUCTION PLANS

LOW-MOW SEED (TYP.)

GRANULAR PATH, SEE CONSTRUCTION PLANS

LOW-MOW SEED ALL DISTURBED AREAS; SEE CONSTRUCTION PLANS FOR LIMIT OF GRADING

PRUNE OR REMOVE EXISTING VEGETATION ALONG PROPOSED SHARED USE PATH AND SIDEWALK; SEE CONSTRUCTION PLANS FOR LIMIT OF CLEARING

LIMIT OF GRADING

6"CLF

UP 9"

N/F
CITY OF NEWTON

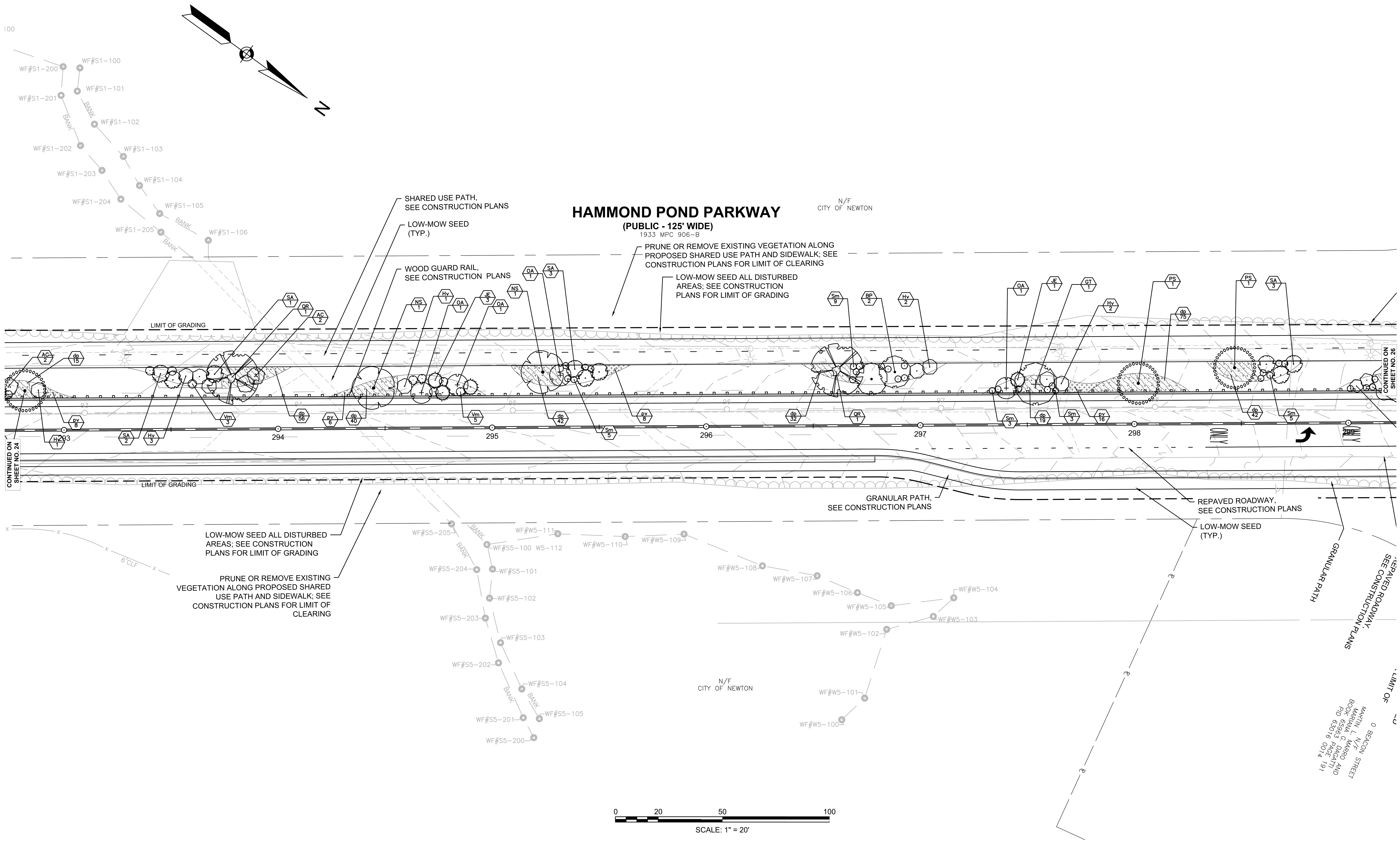
0 20 50 100

SCALE: 1" = 20'

NEWTON
HAMMOND POND PARKWAY

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MA	N/A	25	30
PROJECT FILE NO.	-		

LANDSCAPE PLANS 9
NOTICE OF INTENT PLAN SET



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