

Minutes
Northampton Conservation Commission
2nd Floor Hearing Room, City Hall, Northampton, Mass.
January 23, 2020

| Members | Present | Time |
|---------------------|---------|------|
| Kevin Lake, Chair | x | |
| Mason Maronn | | |
| Randy Krotowski | x | |
| Jack Finn | x | |
| Jason Perry | | |
| Alec Bernstein | x | |
| Elizabeth Wroblicka | x | |
| Staff | Present | Time |
| Sarah LaValley | x | |

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| <i>Meeting Opened At:</i> 5:31 p.m. | <i>By:</i> Kevin |
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| <i>Minutes Approved:</i> None | <i>Motion By:</i> | <i>Second By:</i> | <i>Unanimous:</i> |
|----------------------------------|-------------------|-------------------|-------------------|

Public Comment
none

5:30 PM – Continuation: Notice of Intent under the Northampton Wetlands Ordinance for construction of a new 3-story apartment building and related site and utility work within wetland resource areas and buffer zones. Dewey Court Properties LLC, 34 Dewey Court, Map ID 31D-217

Randy moved to continue the hearing until March 12 at 5:30 PM. Seconded by Jack, the motion carried unanimously.

5:30 PM – Notice of Intent for bridge replacement – I91 over US Route 5 and B&M Railroad, and widening of Mount Tom Road/US 5. Work proposed within bordering vegetated wetland and bordering land subject to flooding (CT River). MassDOT, roadway rights of way.

Steve Cronkite and Haris Awal, Parsons, and Paul King and Rob Natario, MassDOT, represented the project. Steve stated that the project will include replacement of the 91 northbound bridges, and Route 5 improvements from the levee to Atwood Drive. The bridges are functionally obsolete and need replacement and turning lanes are being added on Route 5 to reduce congestion. Bike lanes will be added, as well as pedestrian signals at highway ramps. 100% design drawings are expected in May, with fall construction anticipated. The project was designed to minimize resource area impacts. Temporary and permanent BVW disturbance will be created through Route 5 widening, and temporary impacts from bridge staging. Bridge pier column footprints will be the same as existing. A replacement wetland will be created adjacent to the project site at just over a 1:1 ratio. Compensatory flood storage will not be exactly 1:1 at each elevation due to challenges in finding opportunities for cut at the higher elevations, so an excess is provided in lower elevations so that no overall decrease in flood storage is created.

There are currently no stormwater best management (bmp) practices existing anywhere as part of Route 5 in the vicinity, the project will create a bioretention area that will preserve existing mature trees. Rob Natario added that the project has improved from initial designs, and the wetland area within the cloverleaf will be more recognized than it currently is.

Randy asked about stormwater management during construction phases. Steve replied that a federal SWPPP and bmp's will be required, and the temporarily disturbed wetland will be seeded.

Kevin noted that the area sometimes has a noticeable organic odor, and wondered if this could be due to past contamination. Steve will look into this, and suggested that it could also be related to the sewage treatment plant.

Sarah asked how this project was approached differently than past highway projects. Rob replied that wall construction options to minimize wetland disturbance were sought, and improving stormwater was a priority.

The Commission agreed that test pits, wetland construction details, installed wetland flagging, and updated information regarding the Water Quality Certification are needed.

Alec moved to continue the hearing until March 132 at 6:00 PM. Seconded by Randy, the motion carried unanimously.

As there was no further business the meeting adjourned at 6:30 PM