JC ENGINEERING, INC.

Civil & Environmental Engineering

2854 Cranberry Highway
East Wareham, Massachusetts 02538
Ph. 508-273-0377 Fax 508-273-0367

May 23, 2022

Town of Wareham Planning Board
Attn: Michael King
54 Marion Road
Wareham, MA 02571

RE: Site Plan Review for 246 Marion Road, Wareham

Dear Mr. King:

JC Engineering has received comments from Charles L. Rowley, PE, PLS., dated May 10, 2022, pertaining to the proposed parking lot expansion at 246 Marion Road and offers the following in response. The comments from Mr. Rowley are shown in italics.

General Comments

1. *The project consists of the expansion and relocation of the parking arrangement for an existing restaurant located in an MR-30 zoning district. The current number of delineated parking spaces is 20 with an area noted as "existing parking area" but with no number of spaces listed. A potential additional 7 spaces is noted in the parking table.* There are approximately 27 spaces under the current parking lot configuration.

2. *The MR-30 does not allow restaurants, indicating that the use may be non-conforming. The expansion of the parking area may be considered the expansion of a non-conforming use. The total number of proposed and delineated parking spaces is 32.* It was the Comissioner's opinion that since no additional structure is proposed, then a permit from the Zoning Board of Appeals is not necessary. The new parking lot configuration increases the total parking count by 5 spaces.

3. *It is recommended that the applicant get an opinion from the Building Commissioner as to whether a variance from the ZBA is necessary.* The Building Commissioner was consulted prior to any applications being prepared. It was the Comissioner's opinion that since no additional structure is proposed, then a permit from the Zoning Board of Appeals is not necessary.

4. *The site plan indicates that there are 75 seats. It is assumed that the future outside seating is not included in this count.* To account for the potential of future outdoor expansion of the restaurant, the parking spaces were moved away from the building to allow for such future expansion, pending review from the various Boards and

Commisions, as necessary. There is no outdoor seating planned at this time, so there are no exterior seats used in the parking space requirements for this application.

Parking

1. *The project is subject to the requirement of Article 9, Parking of the Zoning By-Law*. No Comment

2. *The restaurant parking requirements are one space for every 5 seats. If 75 seats are the current occupancy, then the total number of spaces required is 15. Section 910 of the Zoning By-Law indicates relief from the parking requirements may be obtained by applying to the Board of Appeals for a Special Permit.* No relief is being requested from the required number of parking spaces.

3. *Section 931, Egress requires that egress cannot be within 100 feet of the centerline of the intersection of the adjacent street. The most northerly egress point on Brown Street is not compliant with this requirement and should be closed. The Route 6 entry and the northeasterly egress onto Brown Street are in compliance with the requirement.* This proposal includes the relocation and slight expansion of a current parking lot for a restaurant that previously utilized 2 curb cuts from Marion Road and one long curb cut along Brown Street. The most northerly curb cut along Marion Road and closest to Brown Street is currently not being used since the restaurant was rebuilt in 2018, and will continue to not be used under the proposed configuration. To allow for continued use of the area between the building and Marion Road, all existing egress points are being maintained along Marion Road and Brown Street.

4. *Section 970, Standing and Loading, requires that these features be shown on the site plan. See Section 972 which deals with blocking of parking spaces or parking lot aisle. None of these details are shown.* With the proposed change of the parking spaces from angled to parallel that are adjacent to Marion Road, this allows for additional space across the front to of the structure to allow for a loading space that won't impact vehicles from maneuvering within the property. The location of a 300 s.f. area has been shown on the revised Plan.

Landscaping

1. *The project does not appear to fall under Article 10, Landscaping because there is no proposed expansion of the existing building.* Due to this property containing a commercial use, the layout of the new parking lot maintains and/or improves a buffer zone adjacent to the residential uses.

2. *There is a voluntary 20-foot wide landscape area consisting of existing vegetation and new plantings for the south and east sides of the project area that abut residential uses and a small area along Brown Street.* Due to an encroachment from the abutting lot, a number of trees and fencing is proposed to provide a buffer between the parking lot and the abutter.

Article 12 (Section 1240) Lighting

1. *A determination should be made as to whether this portion of the By-Law applies to the project. The immediate area for the Route 6 driveway egress and the easterly Brown Street egress are most important and no lighting is shown for the parking area itself.* As this business is currently a breakfast and lunch restaurant, operating hours are primarily during daylight hours. We do point out that there a flood light on the building near the vicinity of the southern egress onto Brown Street and a flood light on a utility pole adjacent to Marion Road.

Stormwater Calculations

1. *The design is based on a test pit location that shows sandy loam soils above fine sand to a depth of 36 inches and with mottling at 32 inches below ground level. No testing has been done in the vicinity of the subsurface infiltration system that is proposed.* The test pit was performed off the side of the existing parking areas and in the general vicinity of all the drainage facilities. There is about 50' separation between the subsurface leaching area and the location of the test pit. The test pit is located within the location of the proposed infiltration basin.

2. *The design calls for the removal of all soils under the sediment basin and infiltration basin shown on the plan to reach the "C" layer of sand indicated in the test hole observation. It is to be replaced with loam sand which has a Rawls infiltration rate of 2.41 inches per hour. This replacement soil would need to be tested after placement according to the DEP Stormwater Handbook. This should be made a requirement of site plan approval for the project.* No Comment.

3. *Unsuitable soil also needs to be removed and replaced under the proposed subsurface infiltration and storage system and for a distance of five feet around the perimeter. This material also should be tested for infiltration capacity.* The subsurface leaching detail has been revised to show the stripout of unsuitable materials and replacement with clean, granular fill beneath and 5' around the basin.

4. *The stormwater calculations are using an infiltration rate of 8.27 inches per hour, the Rawls rate for sand in the case of the subsurface infiltration area. Any fill used around and under this system would need to have that rate in order for the calculations to be acceptable. A determination of the rate prior to the placement of structures should be made a requirement.* The plans specify that clean, coarse sand shall be placed around the proposed subsurface infiltration area, which would have an infiltration rate of 8.27 inches per hour.

5. *The calculations include a small drainage area that includes pavement and roof runoff going to Brown Street. This runoff should be separated from the rest of the drainage sub-catchment that goes overland.* The revised drainage calculations show a separate subcatchment area that under pre-and post-development drains into Brown Street. To

ensure that the peak rates of runoff are not exceed, additional roof area was required to be piped into the subsurface infiltration basin. A 6" gutter line has been noted on the plan to connect two specific gutter downspouts that drain into Brown Street under pre-development.

Plans

1. *In the stormwater calculations noted above it is noted that a portion of runoff goes to Brown Street. From the existing conditions at Brown Street, it appears that some ponding may occur near the end of the existing sidewalk. This should be checked with appropriate adjustment to grading so that the sidewalk area will be safe from ponding and icing conditions.* Additional details have been included on the Plan to ensure ponding does not occur at the end of the sidewalk at Brown Street under post-development as it does under pre-development. Also, some of the existing pavement will be sawcut and replaced with a cape cod berm to maintain a gutter line along Brown Street to avoid any ponding in this area.

2. *The detail sheet calls for 12 inches of base material in two 6-inch layers with 3 inches of bituminous asphalt paving over it. There is not enough elevation above the subsurface infiltration area to maintain this depth of base and pavement.* The subsurface concrete leaching chambers are suitable for H-20 loading and will be installed on a base of crushed stone. The depth of cover over the structures varies from 7" to 11", which will provide enough room for the specified pavement depth of 3" and between 4" to 8" of gravel base directly above the concrete structures.

3. *The Outlet Structure Detail should show how the frame and cover are to be secured.* The Detail has been revised.

4. *The spillway cross section should be detailed for top and base dimension, width and with filter fabric separating soil and stone.* A detail has been added to the Plan.

5. *The stone riprap at the southeast corner of the pavement should be dimensioned for depth, width and cross section shape. Filter fabric should be placed under the stone and with 6 inches of fabric secured to the binder course of pavement with bituminous tack. The wearing surface should then cover the end of the filter fabric.* A detail has been added to the Plan.

6. *The site plan should indicate the total number of seats to be within the future outdoor seating area.* Exterior seating is not being permitted at this time. Any future expansion to the seating capacity will be subject to additional review by the Building Commissioner and/or various Boards prior to expansion.

7. *It appears that reconstruction of the entrance at Brown Street may require an adjustment of the existing sidewalk and removal of curbing. This should be detailed*. Additional details have been provided on the Plan to show the modification to the existing sidewalk.

8. *The existing curb cut for Route 6 appears not to be changed in any appreciable way. However, the Brown Street egress does. It is recommended that this egress be approved by the Municipal Maintenance Department.* Any necessary permits from the Municipal Maintenance Department will be applied for prior to construction.

9. *There is no turning radius or route travel plan for fire apparatus in the plan set. The Fire Department should be consulted and with notice sent to the Planning Board of its findings.* A fire truck access path detail is included on Sheet 3 of 5.

10. *The Conservation Commission should be contacted by the applicant regarding notice that there are no wetlands within 100 feet of the project area.* The conservation agent has been contacted regarding this project. There are no areas on this property that are under jurisdiction of the Conservation Commission.

Thank you for your assistance on this project. Feel free to contact this office should you have any additional questions or comments.

Sincerely,

Bradley Bertolo

Bradley M. Bertolo, EIT, CSE
Project Engineer

Cc: 246 Marion Road LLC