



JC ENGINEERING, Inc.

Civil & Environmental Engineering

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

July 11, 2023

Town of Wareham
Zoning Board of Appeals
Memorial Town Hall
54 Marion Road
Wareham, MA 02571

RE: Comments on Site Plan Review Referral, Petition #21-23, Angela Mckeown

Dear Board Members,

We have reviewed the letter entitled “Comments on Site Plan Review Referral, Petition #21-23, Angela Mckeown” prepared by the Wareham Planning Board and dated June 14, 2023. Please see below the comments listed on this letter followed by our responses and a description of plan changes shown in red.

Comments

- The site is located in the WV-2 zoning district, which is intended to be primarily higher density residential with some commercial use; such as professional offices. The number of units proposed on the site is in keeping with the zoning. However, the problems seen by the Planning Board result from a design prototype that does not accommodate the higher density proposed at the site.

The number of units on the site has decreased and the layout of the site has been modified to create better maneuverability throughout.

- The project design does not conform to section 820 et al., Multiple Family residential development in the Wareham Zoning Bylaws; particularly section 827. There are no sidewalks proposed, but a new driveway entrance on to Main St is proposed, right across the street from the highly trafficked CVS/Dunkin Donuts shopping center, setting up the serious potential for pedestrian versus vehicle, and vehicle versus vehicle, conflicts.

The proposed driveway entrance now sits directly between the two entrances to the plaza across the street, leaving approximately 100 feet of roadway between the proposed driveway entrance and both entrances to the plaza. The existing staircase in front of the subject property will remain in place for pedestrians wanting to access the sidewalks along main street.

- Very few dimensions are noted on the plan, but the garages are too small for two spaces, as spaces are specified under Article 9 of the Wareham Zoning Bylaw. This puts the second car out

on the driveway apron, with no room for visitor parking. No visitor parking is provided for the center building, as well.

Building sizes have been increased to allow for 2 parking spaces within each unit's garage. The driveway aprons directly in front of each garage have been increased to allow an additional 2 parking spaces for each proposed unit. A new parking lot area has been created to account for parking in the main building as well as additional spaces for their guests.

- We assume that no ADA units are being constructed because no ADA parking is provided. This should be clarified.

This is correct. No ADA parking spaces are provided as no ADA units are being constructed.

- The egress onto Main Street is a problem for several reasons. It breaks through a granite block stone wall that is an historic and esthetic character element for Main Street. It requires substantial grading [not shown] and presumably retaining walls that will substantially change the site esthetics as a detriment. It will cause a cascade of stormwater to runoff down the driveway and out into the busy street [Main Street], causing a serious hazard. It will be subject to icing and dangerous slippery conditions in the winter. We recommend the Town's engineer consultant report on the project.

A small portion of this wall will be altered only to allow access to the property which is consistent with the other properties nearby. Grading is shown on the plan and has been designed to provide a safe and easily accessible driveway for vehicles entering and exiting the site. The drainage system will be designed to capture a 100-year storm and the runoff leaving the site post-development will be lower than the pre-development runoff.

- The Fire Dept. has not yet commented on this plan, but we feel that those comments will require modifications to the plan.

The fire department has done a preliminary review of the revised plans and has requested 25' turning radius at the entrance of the property and a fire hydrant be added to the site. We have incorporated both of these changes into the site layout. They also referred to 527 CMR regarding the slope of the driveway, which allows a 10% maximum slope for fire department access roads. The proposed driveway has a maximum of an 8% slope.

- There is very little open space for children or adults on the site. State housing programs typically require 450 sf of usable open space per unit. This amount of usable area is not available on the plan.

The duplexes are now set back 18 feet from the respective property lines directly behind each unit. Each unit also has an 8'x16' patio adjacent to the rear of the unit. Considering each unit is 28' wide and 18' away from the property line behind the unit, each unit will have a back yard of 504 S.F. (This does not account for any side yard).

July 11, 2023

•While the design of the new duplex buildings is generally acceptable, they come with several problems. The size of the garage was already mentioned. In addition, the two color scheme on the facade is not in character with the neighborhood, and the side walls present a blank wall to the neighbors which is also not in character with the neighborhood. Without going up in stories, the building layout takes up space on the property that doesn't allow for a well-organized or designed site.

The garage sizes have been increased to allow for appropriate parking spaces. Color schemes have not been finalized but will be consistent with the neighborhood. All walls on the duplexes will have a minimum of 3 windows each. The number of stories for these duplexes has been maximized to allow for smaller building footprints.

Respectfully yours,

A handwritten signature in black ink, appearing to read 'S. Iamele', written over a light blue horizontal line.

Samuel J. Iamele, EIT, CSE
Project Engineer

Cc: File; Client