NARRATIVE IN SUPPORT OF THE PETITION FOR SPECIAL PERMIT FOR A PROPOSED AUTO DEALERSHIP ON BRIDGE STREET FAIRHAVEN, MA ASSESSORS MAP 36 LOT 15

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APPENDICES

1.0 INTRODUCTION

It is proposed to construct an auto dealership on the parcel at the northwest quadrant of the intersection of Route 240 with Bridge Street that requires a Special Permit from the Fairhaven Planning Board. This report has been prepared in support of that petition in order to demonstrate how the design meets the performance standards.

2.0 SITE LOCUS

The site is a 4 acre parcel referenced as Fairhaven Assessor's Map 36 Lot 15. It is bordered on the east by Route 240, on the south by Bridge Street, on the west by a Michael Panagakos building and on the north by the Alden Buick parking lot.

3.0 EXISTING SITE CONDITIONS

The site has Bordering Vegetated Wetlands (BVW) along Route 240. West of the BVW is an upland forbe which is mowed annually. A paved driveway running north-south bisects the parcel. There is an intermittent stream which flows southerly to the west of the driveway. This intermittent stream has some BVW associated with it. To the south west of this BVW is an upland area dominated with herbaceous growth.

4.0 THE PROPOSED DEVELOPMENT

It is proposed to construct an auto dealership consisting of a 14,000 square foot building with a paved automotive display area / parking lot. A placed stone retaining wall is proposed along the east edge of the paved area in order to minimize wetland impacts. A total of 4,990 square feet of wetlands will be filled and 6,800 square feet of replication is proposed. The existing driveway is proposed to be relocated westerly while still providing a 25 foot buffer zone to the wetlands. A detention basin is proposed at the southwest corner of the parcel. It will be notched into the water table. It has been designed as a constructed pocket wetlands in order to remove even more total suspended solids than required by the DEP Stormwater Standards and the Stormwater Management Standards in Section 198-31.1 in the Fairhaven zoning bylaws.

5.0 SPECIAL PERMIT CRITERIA

The Special Permit can be issued once the Planning Board is convinced that community values will be preserved and that the surrounding neighborhood will be protected. This is demonstrated in the following subsections:

5.1 Noise, Litter and Smoke Standards

The zoning bylaw prescribes that no noise, amplified sound, vibration, odor or flashing shall be normally perceptible more than 400 feet from the premises. Although the proposed facility will do mechanical repairs which sometimes generate noise, all repairs will be conducted indoors. There will be no noise, amplified sound, vibration, odor or flashing that will be perceptible 400 feet from the property, which in this case is the north side of the Alden Buick building, the west side of the Pasta House building, the south side of the building to the south and the east side of the South Coast Business Center's western parking lot.

5.2 Traffic

The following traffic rates were generated based on the Institute of Transportation Engineer Trips Generation manual. On average, the peak number of daily trip ends on a weekday is projected to be 334 spread over a 13 hour day. That is 167 entering and 167 exiting for an average of 13 vehicles per hour entering and 13 vehicles per hour exiting. On average, the peak number of daily trip ends on a Saturday is projected to be 210 spread over a 12 hour day. That is 105 entering and 105 exiting over a 12 hour day for an average 9 vehicles per hour entering and 9 vehicles per hour exiting.

The peak hour trip ends during the adjacent street's morning peak weekday hour (7 a.m. to 9 a.m.) is projected to be 21 with 16 vehicles entering and 5 vehicles exiting. The peak hour trip ends during the adjacent street's afternoon peak weekday hour (4 p.m. to 6 p.m.) is projected to be 27 with 11 vehicles entering and 16 vehicles exiting. The morning weekday peak hour of the generator is projected to be 22 trip ends with 13 vehicles entering and 9 vehicles leaving. The afternoon weekday peak hour of the generator is projected to be 28 trip ends with 13 vehicles entering and 15 vehicles leaving. The peak hourly trip ends on Saturday is projected to be 30 trip ends with 15 vehicles entering and 15 vehicles leaving. The auto dealership will be a regional facility servicing customers from many nearby municipalities. It is projected that 75% of the traffic will be to and from Route 240 to the east. The following figures present projected peak hour turning movements.

The existing driveway was constructed to be a "right turn only" exit which requires vehicles destined for Route 240 to go through the Alden Road / Bridge Street signalized intersection, turn around in one of the businesses parking lots and return through the Alden Road / Bridge Street signalized intersection. This is inconvenient for the vehicles and tends to needlessly overload the queues at the intersection. It is proposed that the existing driveway be shifted westerly so the vehicles exiting the dealership's driveway are 430 feet from the Route 240 / Bridge Street intersection. The Route 240 traffic signal and the Bridge Street / Alden Road traffic signal interrupt traffic flow going through the intersections thereby creating gaps which will allow vehicles leaving the dealership to safely turn left toward Route 240. There is excellent site visibility for vehicles exiting to Bridge Street with no vertical or horizontal obstructions in either direction. The highest number of vehicles turning left out of the drive is projected to be 12 in one hour which is on average one vehicle every 5 minutes.

Since there are gaps in the traffic every few minutes, the peak hourly traffic is not projected to generate a queue of vehicles exiting or entering facility.

5.3 Impact to Development on Adjacent Parcels

All adjacent parcels have already been developed. The Alden Buick auto dealership is to the north, Route 240 and the South Coast Business Center are to the east, the Brahmin Handbag Outlet is to the south and the Panagakos retail building is to the west. None of these businesses will be negatively impacted by the operation of an auto dealership.

6.0 PARKING LOT DESIGN

The majority of the parking spaces shown are for displaying new and used automobiles. In accordance with Section 198-27E of the Fairhaven Zoning Code "areas for storage of dealers stock (vehicles for sale) shall be determined by design capacity of property used for that purpose as shall be outlined by Site Plan Review. These shall be based on prudent practice and shall take into account fire equipment and servicing, as may be determined by the Site Plan Review." The minimum number of spaces for customers and employees are to be determined by the Planning Board per section 198-27B(4) of the Fairhaven Zoning Code based on:

- Accepted industry standards, if any for that particular use.
- The requirement of this section for similar use
- The anticipated needs of the use of that particular property.
- The intent of this section as stated in Subsection A(1).

The maximum amount of employees and customers is as follows:

Owners - 1
Sales Managers - 2
Sales Consultants - 3
Service Manager - 1
Service Advisors - 1
Parts Manager - 1
Technicians - 3
Peak Customers:
Sales - 4
Service & Parts - 6

This is a total of 22 people projected to be at the dealership at a peak hour. A total of 50 spaces are being provided.

7.0 VARIANCE REQUESTS

Several Variances will be petitioned from the Fairhaven Zoning Board of Appeals. Section 198-18 of the Fairhaven Zoning Bylaw requires a minimum 25 foot rear yard. A ten foot rear yard will be requested. Section 198-27c(1) and (4) of the Fairhaven Zoning Bylaw requires a 50 foot wide vegetated strip along the frontage with a tree every 40 feet and low shrubs. A 50 foot wide vegetated buffer is proposed along the Route 240 frontage but no trees are proposed. A vegetated strip with trees and shrubs are proposed along Bridge Street but it is proposed to be narrower than 50 feet.

Section 198-31.1A(1)a of the Fairhaven Zoning Bylaw requires that there be no increase in the volume of runoff which can only be accomplished by infiltrating all runoff from impervious surfaces. The poorly percolating soil and near surface water table make infiltration impractical.

8.0 REQUIRED PERMITS

An Order of Conditions will be required from the Fairhaven Conservation Commission under the Massachusetts Wetland Regulations and the Fairhaven Wetland Bylaw. A Special Permit will be required from the Fairhaven Planning Board. Variances will be required from the Fairhaven Zoning Board of Appeals as noted in Section 7 of this report.

Permits will also be required for water and sewer connections.

9.0 STORMWATER MANAGEMENT

The stormwater system has been designed so that the post development rate of flow will be less than under existing conditions for the full range of design storms (2 year to 100 year). It is impractical to have no increase in the volume of runoff because the soils have a very low permeability, estimated at less than .2 inches per hour. In addition, the groundwater is near the surface for most of the year. Section 198-31.1 of the Fairhaven Zoning Bylaw presents the Stormwater Management Standards. These standards are analogous to the DEP standards.

Standard 1 - No Untreated Discharges

Standard 1 requires that there be no untreated storm discharges and that there be no erosion to wetlands. As shown on the site plans, the site's stormwater will be conveyed by pipe to the proposed detention basin. The stormflow will pass through a Stormceptor storm treatment system prior to discharging to the detention basin. Therefore, Standard 1 will be met.

Standard 2 - Peak Rate Attenuation

Standard 2 requires that for inland wetland systems there be no increase in the peak stormflow. The

hydrologic computations that are presented in Appendix G demonstrate that the detention basin has been designed to decrease the peak rate of flow for the full range of design storms, therefore, Standard 2 will be met.

Standard 3 - Stormwater Recharge

Standard 3 requires that post-development groundwater recharge approximate current groundwater recharge. The soil is Ridgebury fine sandy loam which is in hydrologic group "C". The estimated infiltration rate is less than .2 inches per hour, therefore, it is impractical to infiltrate.

Standard 4 - Water Quality

Standard 4 requires removal of 80% of total suspended solids from the storm runoff. Under developed conditions, the runoff will be collected in deep sump catch basins and then passed through Stormceptor storm treatment systems which have been approved by the STEP process. Both of these Best Management Practices (BMPs) are listed in Table LUHPPL of the Stormwater Manual as being acceptable for sites with higher pollution loads. The flow will then pass through a constructed pocket wetlands.

BMP	TSS Removal Rate	Initial Pollution Load	Amount Removed	Remaining Load
Deep Sump Catch Basins	.25	1.00	.25	.75
Stormceptor	.80	0.75	.60	.15
Constructed Pocket Wetlands	.80	0.15	.12	.03
Total TSS Removal	**97%**			

Since 97% of the TSS will be removed, Standard 4 will be met.

Standard 5 - Land And Uses With Higher Pollution Loads

The proposed facility is not considered a land use with higher pollution loads. Nevertheless, proposed source controls are presented in Appendix B - Permanent Operation and Maintenance Plan. As presented in the preceding subsection, the proposed BMPs are indicated as being acceptable for land uses with higher pollution loads on Table LUHPPL of the Stormwater Manual. The storm system has been designed to, at a minimum, pass the first one inch of runoff through these BMPs, therefore, Standard 5 will be met.

Standard 6 - Critical Areas

The site does not discharge to critical areas, however, as detailed in the preceding subsection, all standards for discharge to critical areas in the Stormwater Manual are being met by this storm system BMP design, Therefore, Standard 6 will be met.

Standard 7 - Redevelopment Project

Qualified redevelopment projects are allowed to only meet standards 1 to 6 to the "maximum extent practicable". This proposed development partially qualifies as a redevelopment project since it has a driveway and lawn areas. Part of the project is only required to meet Standards 1 through Standard 6 to "the maximum extent practicable", as stated in the preceding six subsections. All six standards will be met and therefore, Standard 7 will be met.

Standard 8 - Construction Period Controls

Standard 8 requires the preparation and implementation of an erosion and sediment control program for the site construction phase. Appendix A of the site plans present this program which is in full compliance with Standard 8.

Standard 9 - Long Term Operation and Maintenance Program

Standard 9 requires the preparation of an ongoing program to maintain the stormwater quality and quantity controls in optimal operating condition. Appendix B presents a Permanent Operation and Maintenance Program which is in full compliance with Standard 9. Therefore, Standard 9 will be met.

Standard 10 - Prohibition of Illicit Discharges

Standard 10 prohibits illicit discharges to stormwater management systems. Appendix C presents an Interim Illicit Discharge Statement which is in compliance with Standard 10. The Order of Conditions should include the requirement that a Final Illicit Discharge Statement be provided when construction is complete.

10.0 CONCLUSION

The proposed auto dealership will provide a modern facility that will provide a desirable tax base on a long underutilized parcel. It will provide a safe and convenient service while placing little demand on town services.