

May 27, 2021

Sturbridge Planning Board
Town of Sturbridge
Ms. Jean Bubon, AICP
308 Main Street
Sturbridge, MA 01566

**Re: PARE Engineering Peer Review Comment / Response Letter
Proposed Noble Travel Center & EV Discovery Center
195, 197, 201 & 201A Charlton Road (Route 20), Sturbridge, MA
CMG ID 2020-127**

Dear Members of the Planning Board,

CMG is providing the enclosed Site Plan entitled “Noble Energy Proposed Travel Center & EV Discovery Center”, prepared by CMG, revise date May 27, 2021 for your review.

Please see CMG’s annotated responses relating to each of PARE Corporation’s May 12, 2021 Peer Review comments.

Traffic Impact Study, dated April 2021

Comments 1. ~ 18.

Please refer to “Response to Comment Letter” from Jeff Dirk, PE, Vanasse & Associates, Inc., dated May 20, 2021 (Submitted under separate cover) for traffic related comments 1. ~ 18.

Stormwater Management Report

1. *Introduction - The applicant does a good job describing the property, the methodology, the soil testing and conditions and the existing and proposed conditions for the storm water systems.*

The proposed storm water system ties into the State drainage system at Route 20. The peak discharges from the site and water quality measures have been incorporated into the design. The applicant should however provide more information for where this system leads to beyond the crossing under Route 20 and determine if any other permits need to be obtained.

CMG Response: The portion of the site discharging to the quad-grate catch basin structure within the Route 20 right-of-way ultimately discharges beneath Route 20 via a 2' x 3' culvert to an off-site drainage system which outlets to daylight behind the Cornerstone Bank based on available Mass DOT Highway Improvement Plans and 1999 Cornerstone Bank property mapping. It appears this outlet conveys stormwater to an off-site wetlands system adjacent to Hobbs Brook behind the Cornerstone Bank property greater than 200 ft. from the project site.

Based upon the ANRAD filed and approved by the Conservation Commission, the proposed Noble project work area is not located within any jurisdictional area or buffer. According to 310 CMR 10.02(2)(d):

“Any activity proposed or undertaken outside the areas specified in 310 CMR 10.02(1) and outside the Buffer Zone is not subject to regulation under M.G.L. c. 131, § 40 and does not require the filing of a Notice of Intent unless and until that activity actually alters an Area Subject to Protection under M.G.L. c. 131, §40”.

The proposed site plan includes a detailed Soil Erosion and Sedimentation Control Plan and the project will require a Construction Period Stormwater Pollution Prevention Plan (SWPPP) to prevent any type of off-site alteration to any jurisdictional wetlands. Based upon the Conservation Commission’s ANRAD determination and the proposed erosion controls, it is CMG’s opinion there is no additional required permitting associated with the proposed drainage system. MassDOT will review the proposed drainage improvements as part of the MEPA EENF review and State Highway Access permitting process.

2. *Hydrologic Analysis - The information and analyses performed pertaining to this section are complete. The results of the analyses indicate a decrease in post peak rate runoff at all five analysis points for the 2, 10, 25 and 100-year, 24-hour storm event. Analysis provided is acceptable.*

CMG Response: Comment noted.

3. *Stormwater Standards -*

- *Standard 1- No New Untreated Discharges- Met. Stormwater is treated throughout the site with a combination of deep sump catch basins with hoods, oil-grit separators, and water quality units for treatment. Stormwater is discharged into an existing facility.*
- *Standard 2- Peak Rate Attenuation - Met. Post-development discharge rates do not exceed pre- development peak discharge rates as shown by the analysis and as shown on Table No. I within the Appendix of the report.*
- *Standard 3 - Recharge to Groundwater- There is no recharge being proposed as contaminated soils and high groundwater exist. This project is a redevelopment and there is a reduction in impervious area and infiltration is restricted.*

- *Standard 4 - Water Quality- Met. The applicant has met this standard the TSS removal calculations and a proposed Long-Term Operation and Maintenance Plan has been provided and is acceptable.*
- *Standard 5 - Land Uses with Higher Pollutant Loads - Met. The applicant has incorporated storm water BMP's determined by the Department. A Long-Term Pollution Prevention Plan is included in the report.*
- *Standard 6 - Critical Areas- Pare agrees that this development does not lie within a Zone II or Interim Wellhead Protection Area of a public water supply. Applicant is to confirm that the stonnwater will not discharge to any other critical area.*
- *Standard 7- Redevelopment - Pare is in concurrence that the site is a redevelopment and that all of the pertinent Stormwater standards will be met on-site.*
- *Standard 8 - Construction Period Controls- Met. A plan for inspections, the need for an EPA-NPDES Stormwater General Permit and an Erosion and Sediment Control Plan have been provided or identified and are found to be acceptable.*
- *Standard 9- Operations and Maintenance Plan- Met. A plan has been provided along with an O&M Compliance Statement and Inspection & Maintenance Schedule are provided. All are acceptable.*
- *Standard I 0- Illicit Discharges to Drainage System - This standard is to be addressed as part of the final "Storm Water Management System Long-Term Operation & Maintenance Plan."*

CMG Response: Comment noted.

Plans / Miscellaneous Comments

1. *C-1.0: Demolition Plan- Callout for "Ex. DMH -9 to remain. Contractor to protect in place during construction". Do not see it as part of future drainage design. Please clarify.*

CMG Response: This note is removed from the Demolition Plan. Please see revised sheet C-1.0.

2. *C-2.0: Site Layout Plan- Provide turning templates for delivery trucks and fire truck apparatus throughout critical areas on-site to ensure full access around the site can be provided- in particular large trucks and fire apparatus being able to make turns into the Proposed EV Discovery Center.*

CMG Response: The Truck Turn Figure now shows adequate access to both proposed buildings using Sturbridge's largest fire apparatus, (E-One Midmount Ladder Truck). Additionally, the revised Truck Turn Figure now shows the proposed delivery truck accessing and leaving the proposed loading area behind the Travel Center. Please see revised sheet C-6.0.

3. *C-2.0: Site Layout Plan- Please review means for improving pedestrian traffic within the parking lot of the travel center in particular for the six (6) spaces located west of the pumps. Uses being proposed within the travel center may draw families /children.*

CMG Response: The proposed six (6) parking spaces located west of the pumps have been changed to employee parking spaces in order to deter pedestrian traffic in this area.

4. *C-2.0: Site Layout Plan- What will be the travel center hours of operations be? When will trash be picked up? When will deliveries be scheduled? Trying to get an understanding of how they will operate when facility is open.*

CMG Response: The Travel Center is expected to operate 24 hours per day. The site has been designed to have a dedicated loading area at the rear of the building as to allow for continued operation of the drive thru area and avoid pedestrian conflicts. Deliveries are expected to occur during normal business hours. Regarding fuel deliveries, they are expected to occur during normal business hours as well, however, will occur during the off-peak hours of the facility to assist in avoiding site circulation conflicts.

The EV Discovery Center showroom is expected to operate Monday -Saturday 9 am – 5 pm, and Sunday 12-5 pm. The restaurant is anticipated to operate Tuesday - Sunday 11 am - 11 pm, and close on Mondays. The office uses will operate during normal business hours 8 am – 5 pm Monday - Saturday.

5. *C-2.0: Site Layout Plan- Information will need to be provided to MassDOT for the State Highway Line and curb offsets for laying out the curb along Route 20 and at the site entrances.*

CMG Response: Comment acknowledged; all information as may be required by MassDOT will be added to the plans in coordination with Mass DOT permitting.

6. *C-2.0: Site Layout Plan - Crosswalks are called out to be 5-foot wide. Crosswalks are typically 8 foot in width. Please review.*

CMG Response: The crosswalks are revised to include 8-foot widths throughout the entire site. Please see revised Site Layout Plan, Sheet C-1.0.

7. *C-2.0: Site Layout Plan: Provide more detail for layout of columns for deck above for EV center to ensure ADA is met for clearance for entrance.*

CMG Response: The locations of the three (3) proposed supports for the 2nd floor restaurant deck is now shown on the plan set. The location of the proposed ADA route is revised to include a reduced sized ADA sidewalk transition which allows for approximately 7 feet of clearance. Please see revised ADA Plan, Sheet C-3.3.

8. *C3.1: Grading & Drainage Plan Sheet 1 of 2: Should sidewalk from back door to dumpster/loading areas be a ramp for dollies/carts?*

CMG Response: CMG is in agreement with Pare that the above-mentioned sidewalk would be best utilized as a ramp. The plan set is revised to show a break in the curb line at this proposed ramp. Please see revised Site Layout Plan, Sheet C-2.0.

9. *C3.3: ADA Accessible Ramp Details - Detectable warning panels need to be installed on wheelchair ramps.*

CMG Response: Detectable Warning Strips are now shown on all proposed sidewalk ramps. Please see revised Site Layout Plan, Sheet C-1.0 & revised ADA Plan, Sheet C-3.3.

10. *C 5 .0: Erosion & Sediment Control Plan: Revise callout for Gravel Construction Exit to Crushed Stone Construction Exit.*

CMG Response: The callout for the proposed Gravel Construction Exit is now revised to indicate a Crushed Stone Construction Exit. Please see revised Erosion & Sediment Control Plan, Sheet C-5.0.

11. *C 6.0: Truck Turn Figure: As discussed above, provide turning templates for trucks accessing the EV Center.*

CMG Response: The Sturbridge fire truck apparatus is now shown on the revised Truck Turn Figure to show adequate access in the vicinity of the proposed E.V. Building. Please see revised Truck Turn Figure, Sheet C-6.0.

Please contact Rob Lussier or me if you need any additional information at (774) 241-0901.

Sincerely,

CMG ENVIRONMENTAL, INC.



David T. Faist, PE
Principal Engineer



Robert Lussier
Project Engineer