



13 January 2025

**Project:** Sesuit Harbor Improvement  
Town of Dennis – 351 Sesuit Neck Road

### Project Design Overview

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The proposed Sesuit Harbor Improvements project is intended to be a complete renovation and modernization of the land side Harbormaster facilities and site. Details of the proposed improvements are outlined below:

1. Harbormaster Facilities (Buildings):
  - a. Existing facilities include a  $\pm 200$ sf harbormaster office,  $\pm 265$ sf public restroom building, and a  $\pm 786$ sf workshop/ garage building. All 3 structures are antiquated and no longer adequately support their intended purposes. All 3 are inadequately sized, lack proper accessibility and are inefficiently scattered around the site which contributes to inefficient vehicular circulation and parking as well as pedestrian safety.
  - b. A proposed new Harbormaster office of  $\pm 1,000$ sf with adjoining  $\pm 500$ sf public restroom facility are proposed to properly support harbormaster operations & staff and provide fully accessible restrooms to the public. The 2 functions are combined into a single structure for construction efficiencies and to consolidate pedestrian movement around the site.
  - c. A new workshop/ garage facility of  $\pm 1,524$ sf is proposed at a remote locate on site and will better support ongoing dock maintenance and other marina operations.
  - d. All proposed new buildings will be positioned and constructed to meet or exceed the AE flood zone requirements in which they are located.
  
2. Sesuit Harbor Marina Site:
  - a. The Entire site is within a FEMA AE flood zone EL-14 or EL-15 with the top of the coastal Bank in close proximity to the edge of existing pavement. Much of the existing parking (paved and hardpack gravel) is within the 50' and 100' resource buffers and Conservation Commission Jurisdiction with no stormwater controls in place.
  - b. The proposed site improvements include paving all parking areas and providing compliant stormwater controls for the entire site. The improvements will result in a net reduction to impervious paving within the 50' & 100' resource buffers of over 7,000sf.

- c. A new advanced de-nitrification septic system is being proposed and will be located outside the resource buffer to serve all new structures on site.
3. Site vehicular circulation, parking, and pedestrian circulation:
- a. Existing paved parking at the central and south end of the site is marked to accommodate ±113 spaces. This parking count however is deceptive because many of the spaces and drive aisles do not comply with zoning standards. If the existing paved area was striped per zoning required dimensions, there would be ±99 standard spaces. The noncompliant existing conditions contribute to inefficient parking usage and dangerous circulation conditions for both vehicles and pedestrians.
  - b. The northern end of the site is hard packed gravel and is utilized for boat trailers and tow vehicle parking. The area is not uniform in shape and has no marked spaces, so parking capacity can vary significantly day by day.
  - c. The boat ramp is centrally positioned generally across from the site ingress and egress which can at times contribute to congestion and traffic backups onto Sesuit Neck Road.
  - d. The entire site is proposed to be paved and striped for designated parking and circulation. There will be 120 standard vehicle parking spaces (inclusive of 5 HC) + 18 trailers and tow vehicle spaces for a total of 138 parking spaces.
  - e. The existing curb cut along Sesuit Neck Road will be shifted south ±30' to better align with the boat ramp for improved egress. A new "entrance only" curb cut is proposed at the northern end of the site for boat trailers entering the site. This will provide onsite cueing for ramp access and prevent traffic Backups at the main site ingress and egress curb cut.
  - f. Perimeter sidewalks are being provided to get pedestrians out of the vehicular circulation areas and directing them to the docks or harbormaster offices and public restrooms. A planted pedestrian pathway through site from Sesuit Neck Road to the docks defines separation of trailer parking vs primary non-trailer parking.
4. Zoning, Conservation, and Historic:
- a. All buildings are designed to be in compliance with zoning setbacks.
  - b. Parking improvements are designed to be in compliance with zoning and/or in alignment with their current extends within setbacks.
  - c. The project is intended to be in compliance with all zoning requirements needing no zoning relief.
  - d. The project has received unanimous approval from the local Conservation Commission and was seen as a significant net improvement to site.
  - e. The project is currently in the process of seeking approval from the Old Kings Highway Historic District.