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 November 30, 2021

Town of Wareham Planning Board

Memorial Town Hall

54 Marion Road

Wareham, MA 02571

 Re Site Plan Review for Phase IV

 Bay Pointe Club, LLC

Attention: Richard Swenson, Chairman

Dear Chairman Swenson:

 I am in receipt of a site plan application including a request for a modification to the Special Permit issued to Bay Pointe Club, LLC for Phase IV of the project. Phase IV is a proposal for 52 units of housing and is shown on plans by Principe Engineering dated October 1, 2021 and Nov. 4, 2021. Drainage calculations, traffic report and landscape plans are included as well as building plans that show the footprint of each and overall shape and outside facades.

General:

1. After discussion with the applicant, Town Planner Ken Buckland, Town Counsel Richard Bowen and Assistant Town Planner Aaron Shaheen it was decided that a revised purchase and sale document should be executed for the property.
2. The original Special Permit did not include the CEDA property. To do so under a modification of the Special Permit requires that the purchase and sale document include specific language that would technically tie the two properties together. The revised document is to be filed with the project proposal. Receipt of this document has not been confirmed.
3. It is assumed that this project, if part of the Special Permit, would relate only to the residential uses proposed. The golf course was purposely set apart from Phases I, II and III. This phase, however, will have golf related uses on the same parcel of land. Will there need to be any specific changes as to use of the site? How are limits of liability to be determined?
4. The written documents required by Section 580.6(a-d) of the Zoning By-Law were not included in the materials received for review.
5. In addition to the 28 units of housing in Phase I of the Special Permit, 52 new units will now be discharging sewer flow to the existing sewer pump station that also includes the Bay Pointe Condominiums. A calculation of current pump capacity for this additional flow should be submitted. This is unrelated to the capacity of flow that was approved by the Sewer Commissioners.
6. The Onset Fire Department should be given the plan set for review and comment.

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Plans:

Sheet 2 of 8

1. The perimeter metes and bounds should be shown on the plan of existing conditions, sheet 2 of 8.
2. Unit Density for the project is 6,281 s.f./unit. Phases I, II, and III have a unit density of 71,634 s.f./ unit based on the approved Phase I plans. This latter density has not changed for Phases II and III.
3. The plan shows two parking areas, one for the golf “Pro Shop” and one that is presumed to be parking for the pavilion that is situated on the opposite side of Bay Pointe Drive.
4. A portion of the lot shown is in the MR-30 zoning district but is not included within the proposed development area. Except for the paved parking areas and existing building, the lot is wooded with a significant stand of white pine and understory vegetation. There are no wetlands on the lot.

Sheet 3 of 8

1. The original sheet was dated October 1, 2021 and has been updated to November 4, 2021 with some revised information.
2. The plan shows the location of seven proposed buildings with a total of 121 parking spaces if garage spaces are included in the count. A total of 23 garage spaces are proposed. It is unclear as to how the parking summary was arrived at as shown. The total number of one-bedroom units and two-bedroom units should be identified.
3. Visitor spaces should be identified on the plan and should be separate from spaces directly in front of garages.
4. The project site access is via two driveway cuts on Bay Pointe Drive. The first driveway is intended to be one way in for Buildings A and B. The second driveway is for two-way traffic. Part of the driving lane for these parking spaces is located within the layout of Bay Pointe Drive. As such, it does not qualify as off-street parking. The curb radii should be at 20 feet for all such returns.
5. A turning template for a single unit 20-foot wheelbase was placed at each of these two driveways. The template shows that the entrances will not be accessible to emergency vehicles except for a right angle turn at the second entrance. An ambulance may be able to turn but fire apparatus of any size would need to be staged on Bay Pointe Drive.
6. Parking spaces are shown as 9’ x 18’. Section 933.1 of the Zoning By-Law requires spaces to be 9.5’ x 19’ with parallel spaces at 9’ x 22’.
7. No handicap spaces are shown.
8. The site plan shows that the golf shop and related parking are also on the site. The same parking space dimensions need to be applied here as well.
9. The minimum garage pavement width should be shown.
10. The backing area for the first unit in Building A is too small and too close to the building to be of use.
11. Are there any plans to connect the 52 units to that portion of the site designated as the golf shop and parking via sidewalks? If so, they should be shown on the plan.
12. There are no trash facilities shown.
13. There is no mail delivery area shown.
14. Provisions for snow removal should be shown.

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Page three

1. Some pavement berms are noted as “bituminous berms”. It is assumed to mean Cape Cod berms and not bituminous curb which would not be recommended. Some intermediate spaces between parking stalls appear to have curbs but not all. Please explain. Are these areas raised?
2. The plan should be submitted to the Onset Fire Department for review and comment.

Sheet 4 of 8

1. Sheet 4 shows the proposed grading of the site and the area surrounding the site to the east. Limits of work should be identified and shown on the plan.
2. The plan shows new grading at 1-foot intervals. Based on the contours shown there are some areas where surface runoff may have a tendency to pond.
3. In front of the last unit in Building B where the garage floor is at elevation 37 and the nearest catch basin rim grade is 37.37.
4. In front of Building F where runoff may be trapped behind the curb lines.
5. The grading of Bay Pointe Drive and the two entrance points for the project should be checked to ensure that no runoff from Bay Pointe Drive enters the site or is otherwise captured with suitable catch basins.
6. The project shows three proposed retaining walls that are necessary for site grading. Proposed top of wall elevations should be shown in each case.
7. The grading and proximity of the buildings to such as property boundaries, sidewalks and driveways show that there is very little space dedicated to outside activities. One common area is shown adjacent to Building C where the grading is relatively steep.
8. Buildings E and F are shown with walk-out elevations as grade. Drainage swales and slopes to the sediment forebay areas are close by with limited level areas near the buildings. At the end of Building E the distance from walkout to beginning of slope is only 3 feet. The same occurs for the first unit of Building F.
9. Paved waterways are shown as the means by which roof runoff and pavement runoff will be conveyed to the drainage system. It is recommended that this runoff be intercepted by catch basins prior to reaching the end of the paved waterways.
10. In the southeast corner of the site the rim grade of a proposed basin is at elevation 27.80. The adjacent contour is at elevation 28. There is potential for clogging of this basin from grass clippings and other natural litter that could cause the basin to overtop and flow onto abutting land. This can be avoided by collecting the runoff prior to reaching the low point as shown.
11. At the northeast corner between Buildings F and G there is a wide paved waterway that leads to a sediment area. With a proposed drainage line in the vicinity, a catch basin could be placed at the entrance of the paved waterway to intercept the surface runoff and reduce the impact on the landscaped grass areas.
12. The grading and orientation of the paved waterway near the northerly entrance drive should also include a catch basin and pipe to reduce the impact of runoff toward the parking area and nearby retaining wall.

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If the pipe end is turned toward the swale that parallels the parking area there will be less chance of flow entering the parking surface.

1. There is no indication that roof runoff is collected but is allowed to flow over ground. Where this takes place could impact parking spaces, sidewalks or garage spaces.
2. Sidewalks are shown as 4.5 feet wide including the curb. Curb stops should be place in each parking space to prevent bumper overhang into the walking area of the sidewalks. No handicap ramps are shown.
3. Include curbing and stop sign symbols in the legends and abbreviations.
4. No exterior lighting is shown for parking areas and sidewalks.

Sheet 5 of 8

1. The trench detail should include how pavement sections will be addressed.

Sheet 6 of 8

1. This sheet shows a stockpile detail and construction entrance detail but it is not identified as to where these will be on site.

Sheet 7 of 8

1. Sheet shows a stop sign detail but the locations are not noted on the site plan except by symbol that is unidentified.

Sheet 8 of 8

1. Flared End detail should show stone placed under the flared end for a distance of at least 2 feet to eliminate scouring at the flared end. Geotextile fabric should be placed under the stone to prevent erosion of soil.
2. The catch basin detail should show the 12” elbow for discharge pipe a minimum of 12” below the flow line of the pipe. The structure should be set on a 6” thick bed of 1-1/2” crushed stone.
3. The precast manhole detail should have the same boxed note shown for the catch basin. The structure should be set on a similar bed of crushed stone. The note regarding stone is acknowledged but it should be shown on the details as well.
4. A sidewalk detail should be shown along with handicap details.
5. A paved waterway detail should be shown.
6. If roof runoff is to be collected, piping details should be shown.

Landscape Plans

1. The plan suggests that much of the landscape features are around the perimeter with very little associated with the buildings. Some islands associated with parking spaces have a single tree and others have no landscaping at all.
2. The plans include several details for a variety of fencing near the retaining walls. The fences for the walls that are more than 4 feet in height need to be of a safety type design but also that will provide some viewing. This is especially true of the walls near Building E and Building G where the walls are close.
3. The plans show a variety of surfaces, porches and entries. How will they be incorporated into the final construction so as to provide a variety as is implied by the details?

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1. Landscape plantings appear to have a significant variety of plants and species but there is no information as to areas to be defined by loam and seed or to how adjacent areas will be protected against erosion.

Stormwater Report

1. The report is dated August 27, 2021 and has been completed to include the 2-year, 10-year, 25-year and 100-year storm events.
2. The pre-construction conditions show a single discharge point that is off site near the Green Links Condominium property (Assessors Map 9, Lot 1005. Currently much of the runoff is overland flow that is intercepted by natural cover prior to leaving the site. This would include the existing paved area even though the vegetated buffer to Green Links is limited.
3. There are two concerns with respect to the design of the infiltration area that intercepts all of the project runoff.
4. A berm set at elevation 25 is designed against the boundary of the Green Links Condominium property where a residential building is located. The berm varies in height from 1 to 4 feet above the existing grade. There is no provision in the cross section of the berm to prevent stormwater from pushing through during large storm events and eroding the bank along the property boundary.
5. The point of discharge for the stormwater is at a lower elevation where, during the 100-year storm event the spillway will be discharging water in the direction of areas off site that historically have flooded. While the report suggests that overall, runoff is somewhat reduced, it is nevertheless discharged at a single point rather than as sheet flow over the existing ground.
6. For the reasons cited above it is recommended that the design incorporate some amount of sub-surface infiltration that will reduce the impact downstream and reduce the peak elevation of runoff during the 100-year event. The peak elevation is calculated at 24.14 which is less than 12 inches below the top of the berm. Test pit logs indicate that ground water is 10 feet below the surface of the ground which should give sufficient depth to incorporate sub-surface infiltration construction.
7. The Stormwater Report should include reference to the meeting all of the Stormwater Standards and there should be an Operation and Maintenance Report for during construction and post-construction conditions citing who will be responsible for implementation.

Traffic Report

1. The report lists 94 units of mixed residential housing as part of the golf course property. This was reported as being in error at the public hearing held on November 22, 2021 and should be 84 units.
2. The report only gives trip generation numbers for the proposed development and does not include the numbers that would be associated with the 84 units of housing in Phases I, II and III, the existing condominiums at the end of Cahoon Road or any of the traffic generated by golf course activities. Total numbers would be more relevant to the amount of traffic anticipated entering and leaving Bay Point Drive.
3. The original traffic volume report from Mass DOT for Onset Avenue is now 8 years old and was taken in August of 2013. Later data was taken in August, 2019 after the beginning of the Covid pandemic and may suggest the reason for the numbers being lower than in 2013. It is more realistic

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to expect traffic volumes to resume and get greater as the concerns from the pandemic are reduced and more normal activity resumes. What would

be the expectations if projections ahead 5 or 6 years from 2013 data were included under normal circumstances?

1. The only recommendation for improvements at the intersection of Bay Pointe Drive and Onset Avenue is for a painted stop line. It is recommended that any landscaping that may ultimately be done at this intersection include the submittal of a plan to the Planning Board showing the proposed work and that site distances from Bay Pointe Drive onto Onset Avenue can be improved.

 This concludes the review of the information received for this project. Please feel free to contact me if you have any questions.

Very truly yours,

Charles L. Rowley

Charles L. Rowley, PE, PLS

cc. Board Members

 Ken Buckland, Wareham Town Planner

 Aaron Sheehan, Ass’t Town Planner

 David Riquinha, Building Commissioner

 Tim Fay, Bay Pointe Club, LLC

 Tom Principe, Principe Engineering

 Jim Munise, BOS Liaison to Planning Board