



ENGINEERING DIVISION
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RESPONSES TO WAREHAM ENGINEERING COMMENTS FEBRUARY 25, 2022

Comments on response letter of February 8

1. Parking issues remain unresolved. My letter to the Planning Board of February 7, 2022 included several issues with respect to sidewalk clearance, parking space dimensions and the need for accessible ramps in accordance with the requirements of 521 CMR 10, Public Use and Common Use Spaces in Multiple Dwellings.
RESPONSE: Curb stops have been added to areas adjacent to the sidewalk to assist in sidewalk clearance, parking space dimensions meet town standards, and access ramps have been added adjacent to ADA parking spaces/accessible units.
2. The response of February 8, 2022 from Principe Engineering continues to infer that sidewalk clearance is not an issue, that the Board has the authority to waive full compliance with parking space dimensions and that the 521 CMR only applies to public buildings.
RESPONSE: Curb stops have been added to areas adjacent to the sidewalk to assist in sidewalk clearance, parking space dimensions meet town standards, and access ramps have been added adjacent to ADA parking spaces/accessible units.
3. I have contacted Building Commissioner, David Riquinha and asked whether accessible routes and handicap access are required. He informed me via e-mail that such provisions are required and would be enforceable under the Building Code.
RESPONSE: Curb stops have been added to areas adjacent to the sidewalk to assist in sidewalk clearance, parking space dimensions meet town standards, and access ramps have been added adjacent to ADA parking spaces/accessible units.
4. 521 CMR 10.1 indicates that any new construction of multiple dwellings of 3 or more units requires compliance with common use spaces outside the building and include among other things mailboxes, walks, sidewalks, parking lots and garages.
RESPONSE: Curb stops have been added to areas adjacent to the sidewalk to assist in sidewalk clearance, parking space dimensions meet town standards, and access ramps have been added adjacent to ADA parking spaces/accessible units. It is not physically possible to make all of the walks/sidewalks accessible due to site slopes.
5. While it may be under the authority of the Inspections Department to enforce such common use spaces, it only makes sense to include the accommodations of common use as part of the site plan to avoid having to return for a Special Permit modification if the current plan does not comply. I recommend that the plans be revised to reflect the requirements for access as required by 521 CMR 10 and 23.

RESPONSE: Curb stops have been added to areas adjacent to the sidewalk to assist in sidewalk clearance, parking space dimensions meet town standards, and access ramps have been added adjacent to ADA parking spaces/accessible units. It is not physically possible to make all of the walks/sidewalks accessible due to site slopes.

6. Sheet 4 of 17 is the grading plan for the site. It was noted that the grading in several areas will not allow for sufficient pipe cover with contours as shown. The response does not adequately address the issue.

RESPONSE: The plan has been revised to ensure that adequate cover over the pipes is provided.

7. It was suggested for Sheet 5 of the plan set that there might be a conflict between the depth of the water main and a stormwater pipe crossing. The response suggests that this possible conflict was not checked to see if it exists. Now is the time to make appropriate provision to avoid the problem in the field.

RESPONSE: With all due respect, our response to this comment did not indicate that the conflict was not checked. Our response indicated that since water lines are pressurized, this allows the water mains to be installed in a manner that does not conflict, as per common construction practice.

8. The response to the Concrete Curb Detail should be revised to show that the curbing will be backed up with cement concrete brought level with the binder course of mix. As noted in the detail it is only for those cases where the curbing is set before any binder is placed. The detail is unacceptable.

RESPONSE: Detail has been revised.

9. The retaining wall detail has been revised from a built-up block wall as previously shown to a reinforced cantilever retaining wall. This may require special shoring protection between Building E and the property of an abutter. In any case the reinforcement shown in the wall section should be relocated away from the neutral axis of the section in conformance with the common practice of reinforced concrete design. No base material is shown. The profiles of each proposed wall no longer fit the design of the wall as shown in the cross-section detail.

RESPONSE: Detail and profiles have been revised.

10. It remains questionable if the stone trenches proposed for the disposal of roof runoff will be sufficient given that we have no way of knowing where the building downspouts will be located. Given the depth of the stone shown in the detail on Sheet 17 of the plan set, much of the runoff may be trapped behind curbing or Cape Cod berms.

RESPONSE: The project is located on Plymouth-Carver complex soils, which are excessively drained, loamy coarse sand. Infiltration of the roof runoff via multiple downspouts into these trenches and the sandy subsoil is not anticipated to be of concern.

Plans

1. The plans show that a new pump station is proposed for the project. A force main is also shown but there is no indication as to where the connection will be. The new station would not connect to the existing pump station located on Bay Pointe Drive.

RESPONSE: See attached sewer summary provided by PEI.

1. There is now a question as to whether the existing pump station that was designed to handle the flow from the Bay Pointe Drive pump station and from Phases II and III will be sufficient to handle the additional flow for 52 more units.
 - a. Is the size of the pump station in Phase II large enough to handle the added volume in case both the Bay Pointe Condominium station and the new pump station should activate at the same time, and
 - b. Are the pumps in the Phase II station of sufficient pumping capacity to overcome the increase in volume that could be delivered to the station if nothing is done to increase holding capacity?

RESPONSE: See attached sewer summary provided by PEI.

2. No provision is shown for a generator to provide stand-by power.

RESPONSE: A generator pad was shown and labeled on the previous plans.

1. What is the reason for requiring four pumps?

RESPONSE: P See attached sewer summary provided by PEI.

Stormwater

1. The concerns regarding the proximity of the stormwater sediment forebays to Buildings E and F shown on the plan are not changed. The plans remain as originally shown.

RESPONSE: These locations will be maintained. The location of the sediment containment areas have not been relocated.

General Comment

Nothing has been received or reviewed with respect to an upgrade of the Purchase and Sale agreement between the Town of Wareham and Bay Pointe Club, LLC.

The need for the upgrade was the result of consensus reached on November 4, 2021 at a meeting attended by the Applicant, Town Planner, Assistant Town Planner, Town Counsel and your Consultant.