



July 11, 2017

Mr. Sarkis Sarkisian
Wayland Town Planner
41 Cochituate Road
Wayland, MA 01778

**Re: Oxbow Meadows Recreation Fields
Site Plan Review
Wayland, Massachusetts**

Dear Mr. Sarkisian:

Tetra Tech (TT) has performed a review of the proposed Site Plan Review application materials provided by the Town of Wayland Planning Board (PB) for the proposed Oxbow Meadows Recreation Field Project (the Project). The Project includes the construction of a new 110 yard x 70 yard natural turf recreation field and gravel parking area on the former Nike site off of Oxbow Road.

TT has reviewed the following materials:

- Athletic Field at Oxbow Meadows Site Plan Review and Approval Application and supporting material dated 1/24/95 (SPA).
- Traffic Assessment – Proposed Trout Brook Road Recreational Field prepared by The Engineering Corp (TEC) dated February 16, 2017. (Traffic Report)
- Request for Beneficial Use Determination Former Nike Missile Site, 133 Oxbow Road, Wayland, prepared by BETA Group, Inc. dated June 8, 2007. (BUD Application)
- Beneficial Use Determination former Nike Missile Site issued by the Massachusetts Department of Environmental Protection (DEP) dated August 21, 2007. (BUD)
- Final Limited Environmental Site Assessment Report, Nike Site #73 dated March 19, 2004 prepared by Bois Consulting Company, Inc dated March 19, 2004. (ESA)
- Various other documents available on the Town website.

The listed materials were reviewed for conformance with the Town of Wayland Planning Board Site Plan Rules and Regulations (Regulations), MA DEP Stormwater Management Standards and good engineering practice. All materials were found to be consistent with applicable standards of care, generally responsive to the regulations and of sound design. We offer the following specific comments related to traffic, drainage, natural resources and environmental aspects of the Project:

Application

The application materials were responsive to the Regulations with the following specific comments:

1. The application indicates 10 existing paved parking spaces are to remain with an additional 45 gravel parking spaces proposed including 2 accessible spaces yielding a total of 55 spaces. Please note, facilities with 51-75 parking spaces are required to provide at least 3 accessible spaces one of which must be van accessible. We recommend the Planning Board include a condition that the final parking plan must provide adequate accessible parking.
2. Page C-3 (paragraph 6.a.) provides a site area which is inconsistent with prior entries in the application. This does not have any material impact on the application.

3. The proposed parking layout does not provide adequate space to turn around if the lot is full. We recommend the plan restrict parking in the two end stalls for emergency use only. This designated area can be used at other times to turn around if the lot is full.
4. The proposed turnaround at the end of the existing paved parking area provides little value at the location proposed. We recommend eliminating the turn around and consider using the area for a small grass settling/infiltration area to collect runoff from the gravel parking area.

Drainage/Stormwater:

The Project will generally maintain existing runoff patterns and surface conditions and will not result in any substantive change to peak runoff. Any potential increase in peak runoff from the site will be negligible in comparison to existing conditions and will be significantly less than rates generated from the original facility which included significantly more impervious area. We recommend the Planning Board require the Project to maintain current flow patterns to avoid any increase in runoff to downgradient properties.

It is unclear how runoff from the gravel parking area will discharge. Gravel parking areas should be graded as flat as possible and direct runoff directly across the parking surface and away from existing paved areas to avoid accumulation of flows. A small area near (or in place of) the proposed turnaround would provide the ideal location for a small grass settling/infiltration area to contain sediments that may runoff the gravel parking area.

Environmental Conditions and Reports:

The Town of Wayland conducted a Limited Environmental Site Assessment (ESA) on the property prior to its acquisition. ESAs are specifically performed to identify potential environmental risks ahead of property transfer and the scope of review is clearly prescribed in ASTM standards. In this case, a comprehensive ESA including subsurface soil and groundwater sampling as well as bulk samples of various building materials was performed under the direction of a qualified and reputable environmental consultant (Bois Consulting Company). The ESA identified specific areas requiring remediation of lead based paints and asbestos containing materials. No other areas of required or recommended remediation were identified.

The remediation work described was completed as part of the demolition of the existing site features. Demolition was conducted as required by applicable state and federal regulations and in accordance with a Beneficial Use Determination issued by DEP.

Given the history, scope and quality of investigation and the level of inspection and documentation required during the demolition phase, we do not expect there to be any outstanding environmental risks at the site.

Traffic Impact Assessment:

Application materials include a traffic/parking impact assessment prepared by TEC. The report was conducted in a manner consistent with Massachusetts Highway Department standards and good engineering practice. There are some discrepancies between information in the Traffic Report and the application including field size and parking space counts but they are not expected to materially affect the analysis.

Trip generation and distribution was appropriate for the proposed use and the surroundings and we agree with the report's conclusions and recommendations.

We recommend the Planning Board condition the approval requiring the completion of vegetation removal to improve site lines as described in the Traffic Report prior to construction of the improvements.

Natural Resources:

The Project is located within an aquifer protection district but does not propose any new impervious surfaces that would reduce the site's potential for groundwater recharge. No mitigation is required to offset loss of recharge from proposed impervious surfaces.

The proposed use represents a significant net benefit to recharge and fields will be managed by the Wayland DPW according to Best Management Practices which will eliminate potential impacts from pesticides and excessive fertilization.

The Project will disturb more than one acre and will likely require coverage under the United States EPA NPDES General Permit for Stormwater Discharges from Construction Activities (CGP). Compliance with permit conditions will ensure protection of any sensitive downgradient areas from construction impacts. We recommend the Planning Board include a condition requiring CGP coverage.

These comments are offered as guides for use during the Planning Board's review. If you have any questions or comments, please feel free to contact us at (508) 786-2200.

Very truly yours,



Sean P. Reardon, P.E.
Vice President



Steven M. Bouley, EIT
Senior Project Engineer

P:\165245\143-165245-17003\DOCS\OXBOW MEADOWS-PBREVIEW(2017-07-11).DOCX