

To Wayland Zoning Board of Appeals

From: John Sax - President of the Willow Brook Condominium Association

Date: March 11, 2021

Subject: Three Unresolved Issues in the Loker field project

There are three important issues that I believe have not been resolved in the Loker project. They are:

- 1) The safety of the access road from Rt30 to the Loker property,
- 2) The placement of storm water management system diffusion chambers under the parking lot.
- 3) The issues with hazardous waste remnants raised in Dan Hill's memo.
 - ["Loker Recreation Project – Review of Historic Contamination Issues" February 26, 2021 \(rev\)](#)
Incorrectly listed as "Notes on the CMG Environmental File Review from D. Hill" in the public comment document section of the ZBA Loker project document archive.

1) Safety of the Rt 30 Access Road

As pointed out in my memo to the ZBA

"Comments on the Weston and Sampson February 26 2019 submission to the ZBA on 198-501.2 and 198-606.2 compliance for the Loker turf field project (ZBA case 18-27) February 22, 2021

- The access road is very narrow particularly at the first sharp turn going uphill where road width drops to 17 feet. This is also the part of the road with and a steep incline.
- This means that cars will barely be able to pass each other even in the best conditions as shown in figure 1 below. Cars will be forced to move very slowly up and down the hill as the pickup and drop of children.
- Since there is no sidewalk, any children dropped off along rt 30 or those children who hop out of their cars on the access road will share the narrow roadway with cars coming to and from the parking lot.
- The lack of lighting in the project as it was sent out to bid in 2019 made this situation even more dangerous at night.
- I applaud the Recreation Commission's modification of the plans to include an optional lighting alternative in the mandatory specifications of the project. We need to make sure the change is reflected in the official request for bids.

While lighting helps at night it does not entirely solve the safety problem.

- There is still no sidewalk on the narrow access road making it dangerous for pedestrians at any time.
- As shown the Figure 2 below even a few cars on the access road will make it almost impossible for an ambulance or fire truck to get to the field or the parking lot.
- There is not enough room for cars going to and from the parking lot to move off to the side for emergency vehicles.
- Cars moving up and down the road must move to the parking lot to get out of the way of an emergency vehicle. This means cars coming down the hill will have to back up past the sharp turn to get out of the way. The likelihood of a fender bender accident or a collision with a pedestrian as drivers rush to get out of the way is significant enough to present a real danger.

As shown in figure 2 is that the field is so large it blocks the Rice road access to the property.

- The existing access from Rice road which currently runs all the way to the parking lot could become an emergency vehicle access road for the field and parking lot.

- That option is not feasible in the current design because the excavation needed to level the north west corner of the field means that the Rice road access will stop where the ground drops from the access road level to the field level.

If the field size is reduced so that it no longer blocks the Rice road access as shown in figure 3 below the access could then be dedicated to emergency vehicles which would give them easy access to both the field and the parking lot.

2) Placement of storm water management diffusion chambers under the parking lot. (This issue is current in front of the Conservation Commission).

The DEP storm water management regulations require:

- That storm water diffusion chambers have at least 6 inches of gravel and 2 feet of soil beneath them to allow water to diffuse in the soil.
- Chambers placed under a driveway or parking lot also must have a layer of gravel between the pavement and the top of the chamber to absorb static and dynamic loading vibrations from vehicles.
- For Loker this would require a clearance of about 10 feet between the ground surface and either ledge or groundwater.

It is quite likely that these DEP requirements cannot be met with the current design of a large artificial turf field on the Loker property.

- All of the test holes dug by Weston and Sampson on the Loker property hit ledge somewhere between 4 and 6 feet. This makes it likely that ledge will be found at the same depth under the parking lot area.
- No other area in the recreation portion of the Loker property is large enough to hold the diffusion chambers.

In order to minimize the risk and cost of project failure the town must know if the diffusion chambers can be buried under the parking lot before general construction begins on the project. This requires that the diffusion chamber placement be the first order of work on the project before any other tasks like tree removal or excavation for the field.

3) Investigation of Hazardous waste remnants on the Loker property

While there was a significant cleanup of the property twenty years ago, the standards for measuring potentially hazardous chemicals have changed enough that some chemicals now considered hazardous may have been left as unidentified in tests 20 years ago. Dan Hill's [memo](#) listed at the top of this document do an excellent job of explaining the problem. They also include recommendations of what additional work he recommends should be done on the property to assure its safe use for an athletic field. The town must make clearly state how much risk from remaining hazardous wastes it takes if it does not follow Dan Hill's recommendations.

Figure 1



17 Ft wide access road

- Driveway is barely wide enough for two cars
- Sharp turn with steep slope
- No sidewalk Pedestrians compete with cars
- Emergency vehicles use the same access road
- Cars can't move to the side for emergency vehicles

Figure 2

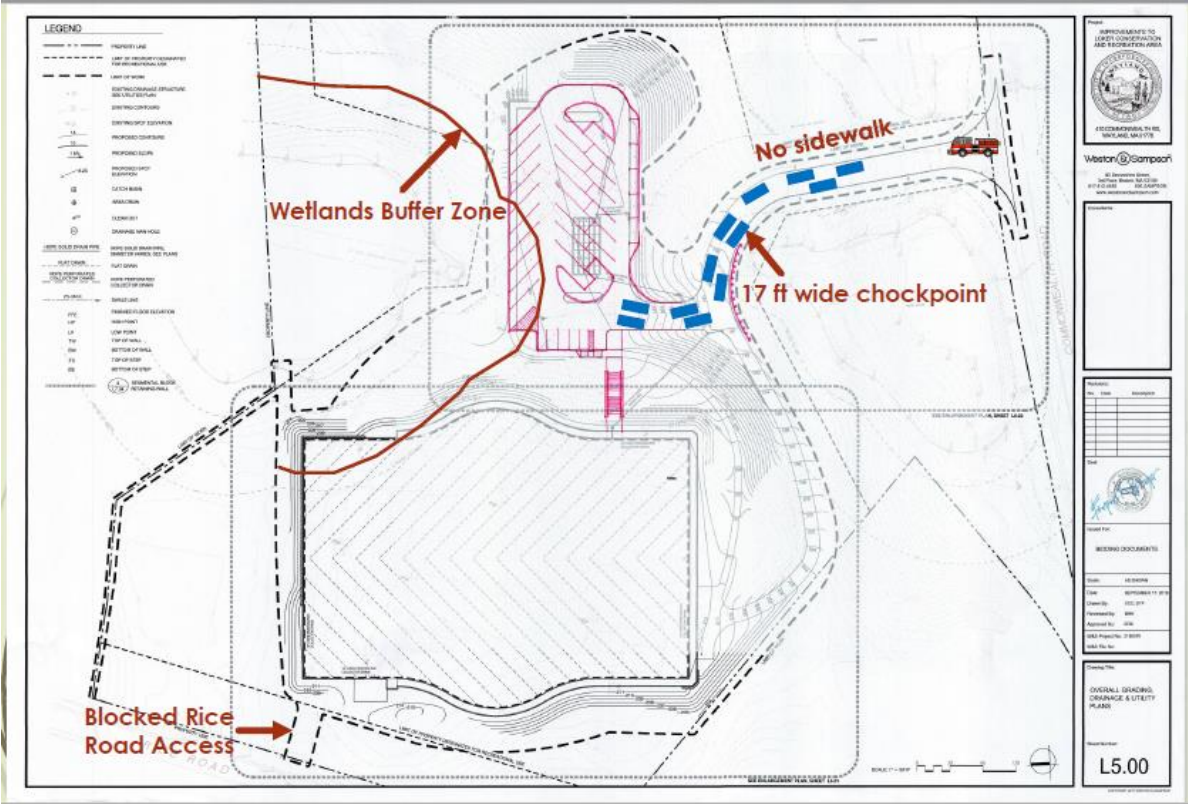


Figure 3

MATERIALS LEGEND:

--- (dashed line)	PROPERTY LINE	--- (solid line)	1" GRADE
--- (dotted line)	EXISTING UTILITY	--- (dashed line)	2" GRADE
--- (dash-dot line)	EXISTING CONCRETE	--- (dotted line)	3" GRADE
--- (solid line)	SET OF WORK	--- (dotted line)	4" GRADE
■ (black square)	SPRINKLER STAIRCASE	--- (dotted line)	5" GRADE
■ (stippled square)	CONCRETE STAIRCASE	--- (dotted line)	6" GRADE
--- (solid line)	CONCRETE STAIRCASE	--- (dotted line)	7" GRADE
--- (solid line)	CONCRETE STAIRCASE	--- (dotted line)	8" GRADE

Proposed Turf field 110yds by 63yds
 Smaller Field 100yds by 60yds

