

January 29, 2013

Meghan Jop
Planning Director
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

RE: A&M Project #1917-01
Wellesley Country Club Pool
Renovation and Rehabilitation
Wellesley, MA

Ms. Jop:

On behalf of our client, the Wellesley Country Club and General Manager Martin Ryan, Allen & Major Associates (A&M) is providing this response letter to comments and issued from the municipal departments as solicited during the Project of Significant Impact (PSI) review process. The following municipal letters are addressed herein:

- Letter to Meghan Jop dated January 7, 2013 from the Town of Wellesley Fire Department
- Letter to George Saraceno dated January 14, 2013 from the Department of Public Works Water & Sewer Division
- Letter to Meghan Jop dated January 15, 2013 from the Department of Public Works Engineering Division

All changes based on this letter are contained herewith or in the revised plans dated January 28, 2013 prepared by A&M. The response to comments are in the order presented from the original review. The initial comment (shown in *italics*) precedes the response (shown in **bold**).

Letter to Meghan Jop dated January 7, 2013 from the Town of Wellesley Fire Department

Comment 1: *The Wellesley Fire Department has reviewed the project with Allen & Major Associates with regard to hydrant placement, emergency vehicle access and street numbering. The fire department has no objection to move forward at this time with this project but reserves the right for final approval at the time of issuing a building permit with further review of the complete set of building documents.*

Response 1: **Once prepared, the building documents will be reviewed with the Fire Department to ensure any potential issues are addressed. No additional response required.**

Letter to George Saraceno dated January 14, 2013 from the Department of Public Works Water & Sewer Division

Comment 1: *The existing 6 inch valve acting as a curb stop at approximately the property line needs to be shown on the plans.*

Response 1: **The valve location has been added to the plans as requested.**

- Comment 2: *The proposed 6 inch water service connection to the existing 6 inch should be constructed with a 6 inch tee and not a tap tee and valve.*
- Response 2: **The connection has been revised to include a 6 inch tee and isolation valve in place of the tap.**
- Comment 3: *Consideration should be given to placing a 6 inch valve on the leg of the existing service to the tennis building so in case of problems each building may be isolated without cutting off water supply to the other building.*
- Response 3: **A shutoff valve for the tennis facility has been added to the plans for future isolation needs.**
- Comment 4: *If exterior valves are proposed at the entrance to the proposed pool building, they should be called out on the plans.*
- Response 4: **The pool building may have exterior water service connections (hose bibs, etc.) however, the building plans have not been completed. Once prepared, the building plans will be reviewed with the Water Division as requested.**
- Comment 5: *The water meter and backflow provisions for the pool building need to be coordinated and approved by the Water and Sewer Division.*
- Response 5: **Similar to Response 4, when the building plans are completed they can be reviewed with the Water Division for the meter and backflow prevention devices.**
- Comment 6: *The existing water service to the existing pool needs to be shown on the plans.*
- Response 6: **There is no water connection to the pool. A&M assumes the intention was to show the existing line to the pool building. The 2" existing water service that will be cut and capped has been added to the plan. The site survey information does not provide the connection location at Wellesley Avenue. This will need to be determined prior to construction.**
- Comment 7: *A note should be added to the plans that the Country Club needs to inform the Water and Sewer Division of the demolition plans of the existing pool so that the Division may coordinate its work of cutting and capping the existing water service in Wellesley Avenue.*
- Response 7: **A note requiring owner and contractor to coordinate with the Water Division has been added to the Demolition Plan (Sheet C-1) and the Utility Plan (Sheet C-4).**
- Comment 8: *A sewer manhole needs to be provided where the 6 inch building sewer changes direction and goes to PSMH#1.*
- Response 8: **In place of an additional manhole, the alignment of the building sewer has been modified to remove the previous angle point. A&M believes the building sewer can**

be installed directly to PSMH#1 without the need for a mid-line structure. Additionally, the grease trap can be connected to PSMH#1.

Comment 9: *An inside drop where the proposed 8 inch sewer connects into it needs to be provided in the ESMH.*

Response 9: **The plans have been revised to indicate the drop manhole requirement. A drop manhole detail has been added to the revised plans.**

Letter Meghan Jop dated January 15, 2013 from the Department of Public Works Engineering Division

Comment 1: *The cover page for the Application should state Project of Significant Impact. The Site Plan Review is a separate review process through the Zoning Board of Appeals.*

Response 1: **The cover page of the drawings has been revised to only indicate the PSI review portion of the application.**

Comment 2: *The existing on-site closed stormwater drainage system and sanitary sewer system should be television inspected after connections are made in the field.*

Response 2: **A note has been added to the site plans requiring the contractor to video inspect the immediate downstream segments of the storm and sanitary systems after the proposed connections are completed.**

Comment 3: *Revise plan C-4, Proposed Utilities Plan, to show that the new sewer increase is 1,407 GPD per flow calculations as stated in the Water System Impact Analysis.*

Response 3: **The net increase in sewer flows of 1,549 gallons per day has been added to the Utility Plan to be consistent with the analysis report.**

Comment 4: *Provide a separate sediment and erosion control plan. The plan should include sediment and erosion controls for the limit of work east of the proposed pool site and along Wellesley Avenue. Show designated materials stockpile locations for demolition and installation purposes on the sediment and erosion control plan and/or demolition plan.*

Response 4: **An erosion and sediment control plan has been included in the revised plan set. The plan includes direction for additional siltation controls along the eastern parking lot and Wellesley Avenue. It also provides preliminary direction for material and stockpile storage. Additional details will be contained within a Construction Management Plan that will be submitted with the Site Plan Review application to the Zoning Board of Appeals.**

Comment 5: *Relocating the existing transformer will require screening from Wellesley Avenue. An easement for relocating the transformer will be required. The easement provides access for the Town of Wellesley Municipal Light Plant and others.*

- Response 5: **After the initial submission of the PSI application, A&M had an opportunity to meet with Wellesley Municipal Light and Power to review the site design. During the meeting, it was determined that the best course of action would be to leave the existing transformer in place as long as there is sufficient access to maintain it. In the revised plan set, the existing transformer is to remain and a stabilized driveway will be provided adjacent to it for WMLP access. The driveway will be stabilized with GrassPave tiles to allow for service vehicles. We will review with WMLP the applicability and/or necessity of changing the current access easements onsite.**
- Comment 6: *The project shows the elimination of 45 parking spaces surrounding the pool site, most of which are located west of the existing pool house. Provide an extensive explanation of current and future parking at the Club House parking lot as it relates to this project. Show that the loss in parking spaces from this project will not create a parking issue during and after construction.*
- Response 6: **The Town's peer review consultant, BETA Group Inc, raised a similar issue in their review of traffic and circulation for the benefit of the Board of Selectmen review. Attached hereto is the initial review memorandum from BETA, the response letter from A&M, and the sign off letter from BETA. Within these letters are the parking management considerations that the Club will employ during construction. A&M believes this correspondence will sufficiently address this comment.**
- Comment 7: *According to the Traffic Impact and Access Study submitted by Ron Muller and Associates, there will be no increase in traffic based on the Institute of Transportation Engineers (ITE) Trip Generation Manual for athletic clubs as there will be no increase in membership or employees. We have some concerns that the initial or seasonal impacts may be created because the facility will be new and existing members may increase activity. This was not analyzed.*
- Response 7: **Please refer to Response 6. The Club does anticipate a curiosity increase immediately following the completion of construction of the pool project, but this interest will quickly dissipate and traffic levels will return to normal. The traffic study is able to make the statement of no impact based on the closed membership of the Club. The limited number of club certificates has already been incorporated into the traffic numbers and as such can't generate new traffic.**
- Comment 8: *The proposed ADA parking/van accessible parking spaces at the Club House parking lot is at a considerable distance from the entrance to the pool house building and the sidewalk is discontinuous. We are concerned that this does not meet the intent of all of the ADA requirements. We recommend closer proximity or addition of sidewalks on the south side of the access road that will connect the proposed pool house building to the proposed parking spaces.*
- Response 8: **The layout plan does meet current ADA regulations both for quantity of spaces and location. There is a single ADA/van space immediately adjacent to the pool house entrance. 2 additional spaces are located at the base of the reconstructed driveway. Members using these spaces will be required to use the sidewalk on the north side of the site driveway along with pedestrian traffic. Under ADA regulations, an ADA**

path can also exist within a driveway. While not desirable in this instance, the slope of the driveway meets ADA regulations for slope that it can be used as a path.

Comment 9: *On Sheet C-2, Proposed Layout and Materials Plan, show the existing traffic flow arrows and linework in a lighter shade than proposed linework.*

Response 9: **The weight of the existing conditions print style has been adjusted on the revised plans.**

Comment 10: *The site should be closed with a screened construction fence and shown on sheet C-1, Proposed Site Preparation and Demolition Plan.*

Response 10: **The construction fence has been added to the revised plans. It also calls for visual screening.**

Comment 11: *The proposed gas and telephone utilities shown on the Proposed Utilities Plan, C-4, should be located at least 5 feet away from the proposed underground infiltration system.*

Response 11: **The proposed utility layouts have been revised to provide a five foot clear space around the infiltration system.**

Comment 12: *The existing Watershed Plan, EW-1 should show the bituminous asphalt swale as stated in the Proposed Drainage Patterns section of the Drainage Report that discusses Study Point #2.*

Response 12: **The call out to the bituminous swale has been added to the existing watershed plan.**

Comment 13: *The proposed stormwater drainage system, should show a pre-treatment BMP prior to discharging to the roof infiltration system rather than a diversion manhole.*

Response 13: **The layout of the drainage system has been revised based on comments received. Prior to the infiltration system, a Stormceptor Model 450 will be installed to provide Total Suspended Solids and other contaminant removal prior to recharge.**

Comment 14: *The proposed underground roof infiltration system is designed to have an up gradient overflow mechanism; we prefer a down gradient and less complicated and more efficient overflow connection, if possible, connecting to PCB#1 or a separate proposed manhole, which would eliminate 132 feet of RCP pipe.*

Response 14: **A&M has found that the overflow weir configuration works well in underground systems in order to maximize storage potential. While the overflow/diversion structure remains the same, its location has been updated to downstream of the underground system. It will then connect into the existing system at a proposed manhole.**

Comment 15: *Proposed water quality #1 (PWQ#1) should replace the existing manhole in the parking lot.*

- Response 15: **The plans have been revised to denote replacement of the existing manhole structure.**
- Comment 16: *The soil report provided relies on published information from the Natural Resources Conservation Service which shows a variety of soil characteristics, Hydrologic Soil Group (HSG) A-D for the entire Country Club site. However, for Zoning Board of Appeals (ZBA) Site Plan Review, the plans should show the location of test pits and any groundwater encountered in the area of the proposed underground roof infiltration system. We recommend that on-site test pits and/or borings be conducted.*
- Response 16: **The initial stormwater design was based on the soil reports available from the NRCS. Using this information for the basis of design was appropriate based on previous soil testing conducted throughout the club property. However, A&M has engaged a Geotechnical consultant to perform test pits, subsurface infiltration tests, and borings that will be used for the building foundation design. This information will be provided when available as requested.**
- Comment 17: *The project requires a special permit for working in the Water Supply District, Section XIVE, Water Supply Protection District in the Town of Wellesley Zoning Bylaws, latest edition.*
- Response 17: **No response required.**
- Comment 18: *Show all water connections for filling the pools and connections to gazebo and play area if necessary.*
- Response 18: **There will be no dedicated water connections for filling of the pools. The initial fill will be done through tanker trucks. Any additional water needed to adjust pool levels will be maintained through a pump and filtration system located in the basement of the building. The level of water from fall to spring is managed in a manner that requires very small amounts of water to be added in the spring. The equipment for the pool is currently under design. When completed, this can be provided for review. There are no proposed water service connections for the gazebo and play areas.**
- Comment 19: *See attached memo dated January 14, 2013 from the Superintendent of the Water & Sewer Division.*
- Response 19: **The referenced memo is addressed above.**
- Comment 20: *Show the drain pipe connections from the proposed swimming pool to the sanitary sewer system. Backwashing of the swimming pool will require a municipal connection. Draining the swimming pool also requires a municipal connection to the sanitary sewer system. Dechlorination of the swimming pool water is required prior to discharge. The plans should specify the backwashing and dechlorination process.*
- Response 20: **The drain pipe connection for the pool system is shown from the equipment room of the proposed building to the sanitary system. The internal plumbing of the building will coordinate the sanitary discharge line and the discharge line from the pool**

filtration system. The filter system will backwash into the sanitary line on a time release basis via storage tanks to prevent inundation or surcharge of the municipal system. The backwash water will pass through an automatic dechlorination system, except in reverse. The design of the filtration system is currently underway. Additional details can be provided when completed.

Comment 21: *Provide calculations for sizing of the proposed 2,000 gallon grease trap, including buoyancy calculations.*

Response 21: **The grease trap was designed based on a sewer rate of 15 gallons per day per seat (310 CMR 15.203). The proposed building floor plan provides for approximately 30 seats. However, pool deck seating is not accounted for. At a volume of 2,000 gallons, there would be an allowable design capacity of 133 seats well beyond the anticipated seating with a factory of design safety. The buoyancy calculations for the tank have been included with detail 4 on Sheet Det-6.4 of the revised plan set.**

Comment 22: *The Sewer System Impact Analysis shows an increase of sewer flow to the Town's sanitary sewer system. The Sewer System Impact Analysis should provide a detailed overview of the Town's sanitary sewer system down gradient from the project site as it relates to the impact of the increased sewer flow.*

Response 22: **The proposed sewer main connects to the existing 8" trunk line that flows to the Inverness Road area and ultimately to the Brookside trunk line. A&M provided a typical line capacity for this run in the PSI application. An 8 inch line provides a flow of 490 gallons per minute. The 1,549 gallon per day (1.07 gpm) net sewer increase represents 0.2% of the line capacity. If the municipal line included a peak factor design of 3.0 (typical), then the net sewer increase represents 0.6% of line capacity. Both calculations indicate no impact.**

Comment 23: *See attached memo dated January 14, 2013 from the Superintendent of the Water & Sewer Division.*

Response 23: **The referenced memo is addressed above.**

Comment 24: *The proposed Little Leaf Linden (TC) trees lining the access drive are too close to the proposed subsurface stormwater system and should be located further away. The proposed roadway may need to be shifted to the north to provide enough space for landscaping.*

Response 24: **The layout of the underground infiltration system has been modified to provide enough width for the plantings.**

Comment 25: *The refuse generated from the site will continue to be removed by private haulers and will not impact the Town of Wellesley refuse disposal program.*

Response 25: **No response required.**

Comment 26: *The current recycling program will continue at new pool facility.*

Response 25: **No response required.**

We believe the above responses satisfy the issues raised. If you require further information or need anything addition please contact our office.

Very truly yours,

ALLEN & MAJOR ASSOCIATES, INC.



Philip Cordeiro, PE

Project Manager

pcordeiro@allenmajor.com

cc: C. Guiffre/M. Ryan - Wellesley Country Club
T. Barletta – Bramhall Architects
L. Shea, Wilder and Shea
A&M File 1828-02

Enclosures

Date: January 16, 2013
To: Hans Larsen, Executive Director of
General Government Services
From: Kien Ho, PE, PTOE  BETA Project #: 3840
Subject: Wellesley Country Club Pool
Replacement – Traffic Peer Review

BETA Group, Inc. has reviewed the traffic impact and access study for the proposed Wellesley Country Club swimming pool replacement and renovation project. The study was prepared by Ron Muller Associates, dated December 3, 2013.

The existing swimming pool area is located north of Wellesley Avenue, and abuts the existing Wellesley Country Club main parking lot. The renovation project proposes to remove all existing structures and features in the pool area. An 8,380 square foot pool house is proposed to replace the existing 2,250 square foot building. The existing swimming pool will be expanded by two lanes. Other existing structures, i.e. a kiddie pool, gazebo, and play area, will also be replaced. The project proposes the removal of 46 parking spaces, which will be relocated to the existing maintenance building footprint area located east of the project site. Approximately 56 parking spaces will be created within the existing maintenance building footprint.

The existing maintenance building will be relocated to the existing paddle court facility area located on Forest Street. The Wellesley Country Club does not plan to increase membership or staff due to the renovations of the pool area. While the proposed pool building is expected to increase in size, it will not provide any additional athletic facilities within the building that would increase traffic generation. Therefore, the report concluded that the number of vehicle trips and associated traffic flow to the existing club will remain the same.

Although the country club will not be adding staff or members, this project will potentially encourage more members to use the new facility. We would like to request that the proponent provides information related to the current use of the existing facility and the associated parking utilization during the peak season. This information will allow us to evaluate the potential increase in vehicular trips to the site and the adequacy of parking for the site as a result of the proposed renovations. In addition, will the new facility be hosting special events? Will this project be constructed at the same time as the proposed Maintenance facility relocation project? If the two projects are constructed at the same time, how will on-site parking and traffic circulation be managed?

In order to complete our review, we have requested the proponent to provide the additional information identified above.



10 Main Street
Lakeville, MA 02347
Tel: (508) 923-1010
Fax: (508) 923-6309

January 25, 2013

Mr. Kien Ho, PE, PTOE
BETA Group Inc.
315 Norwood Park South
Norwood, MA 02062

RE: A&M Project #1917-01
Wellesley Country Club Pool
renovation

Mr. Ho:

On behalf of the applicant, Wellesley Country Club (WCC), Allen & Major Associates, Inc. (A&M) would like to provide this additional information as requested in a memorandum issued by BETA group dated January 16, 2013. The memorandum is in reference to the traffic review conducted on behalf of the Wellesley Board of Selectmen for the Project of Significant Impact (PSI) review.

The PSI application to the Town included a traffic analysis letter prepared by Ron Muller Associates, Inc. The letter noted that no new traffic is generated by this project. The submission made reference to traffic counts conducted in 2012 as part of another separate PSI submission made to the Town though no new study was submitted with this PSI application.

The renovation and rehabilitation of the pool facility is intended as an enhancement to an existing club amenity for exclusive use of their members and not as an enticement for membership. The Club expects that upon completion of the pool project there will be a moderate increase in the usage of the pool that will quickly dissipate over time. The spike would be attributed to increased interest in the new facility. This is similar in nature to that experienced at completion of the clubhouse project. This history puts the Club in the unique position of having management experience in patron usage during transitional periods.

The current pool building is open from Memorial Day to Labor Day each year making it a "summer season" activity with the heaviest usage occurring on holidays (Memorial Day, Independence Day, and Labor Day). By tracking member data, this allows the club to schedule activities around these dates to avoid overcrowding. During the operating season, the average arrival time at the pool house is 11:30 am with a departure time between 3 and 5 pm.

In 2006, the Club obtained a permit under PSI review for the construction of the clubhouse building. A traffic study was submitted at the time that projected traffic volumes within a 5 year period. Having completed a PSI traffic study in 2012, we are able to document that the speculative growth has not occurred and the surrounding intersections have not been impaired during this period. This supports a finding of the ability of the intersections and adjoining roadways to absorb any minor spike in usage that may occur when the project is completed while not generating additional trips. The average peak time usage of the pool occurs at a time that is not only off peak to the morning and evening peak hour volumes, but also to Babson College which will be in summer session.

Having tracked member usage since 2003, the Club has identified a decline in amenity usage over the last three years that indicates a trend based on the average age of the member and the varied interests of those

members and their guests. In 2010 there were 16,514 visits; in 2011, 16,047, and in 2012, 14,546. This trend is consistent with the lack of growth experienced in traffic volumes in the area. This is not to negate the necessity of the pool rehabilitation as the members who frequent the pool have requested the proposed upgrades.

As it currently does, the Club will host two to three events per season at the pool house and a larger regional pool event every six years. These events are scheduled and managed around other events to avoid conflict.

The club currently has two projects under review with the Town of Wellesley, the pool renovation project and the construction of a turf care maintenance facility. While each project stands alone on design and needs, they are inter-connected as it relates to parking and construction. Within the pool project is the removal of 46 parking spaces (on the western side of the clubhouse lot). Within the turf facility application is the creation of 56 parking spaces (on the eastern side of the clubhouse lot). When completed, there will be a net gain of 10 parking spaces creating a surplus of parking over existing conditions. Since the projects cannot be completed instantaneously, the Club has worked to develop an interim parking management plan similar to that utilized during the clubhouse construction several years ago. The plan creates designated areas for interim parking and contingency plans in the event of overflow or conflict.

The parking management plan will implement the following interim standards:

1. Utilize the existing golf cart staging area for vehicle parking. The staging area is a compacted gravel field to the east of the existing clubhouse. Approximately 15 vehicles can be accommodated within this area.
2. Remove and relocate stockpiled material adjacent to the existing turf maintenance facility. Existing construction machines will be relocated. This will provide an additional 10-12 parking spaces.
3. Require maintenance employees to park in the gravel areas off of Forest Street in the area that will become the new maintenance facility. With an estimated 25 employees during the summer peak, this will free 15-20 parking spaces depending on commuter habits.

The above action plan will mitigate for the loss of the 46 parking spaces, but should conditions warrant the club is also prepared to implement valet parking to alleviate congestion. Additional parking can be accommodated on the groundskeeper property located on Wellesley Avenue.

During construction of the pool project, we will require the contractor to work within defined limits in the immediate vicinity of the project and not within any striped spaces that can be used for club activities. Additional detail on this will be included in the construction management plan that shall be submitted during the Site Plan Review application to the Zoning Board of Appeals. Moreover, WCC will work closely with the contractors to manage disruptions to the onsite parking during construction as it did during construction of the new clubhouse.

Assuming permits are obtained in due course, the construction of the pool project would occur from September 2013 to May 2014 during the winter offseason. The turf care facility project is expected to begin in spring 2014 and be completed in 2015. The turf care project is driven by additional scheduling requirements of the paddle courts being displaced.

January 25, 2013

We believe the action plan to be undertaken by the Club will sufficiently address any parking overlap concerns that the Town may have. The Club has demonstrated their ability maintain minimum standards during these transitional periods.

If you have any questions regarding the information contained herein, please feel free to contact the office.

Very truly yours,

ALLEN & MAJOR ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Philip Cordeiro', written over a horizontal line.

Philip Cordeiro, PE
Project Manager
pcordeiro@allenmajor.com

cc: Wellesley Board of Selectmen
Wellesley Country Club
T. Barletta/R. Bramhall, R. Bramhall Architects
L. Shea/D. Himmelberger
Ron Muller, Ron Muller Associates, Inc.
File



ENGINEERING SUCCESS TOGETHER

MEMORANDUM

Date: January 28, 2013
 To: Hans Larsen, Executive Director of
 General Government Services
 From: Kien Ho, PE, PTOE BETA Project #: 3840
 Subject: Wellesley Country Club Pool
 Replacement – Traffic Peer Review

BETA Group, Inc. has reviewed Allen & Major’s response to our traffic comments. This is documented in a letter dated January 25, 2013. The proponent has provided additional information related to the use of the proposed facility including a parking management plan during the construction of the facility.

Upon completion of the new facility, the Club expects a moderate increase in the usage of the new pool which will dissipate over time. The moderate spike would be attributed to the novelty effect of the new facility. This effect will be similar in nature to that experienced at the completion of the new clubhouse project which the Club has successfully managed patron usage during transitional periods. The Club has also identified a decline in amenity usage since 2003.

The facility is open from Memorial Day to Labor Day each year and the peak usage occurred on holidays (Memorial Day, Independence Day and Labor Day). The typical arrival time is around 11:30 AM and departure time between 3PM and 5PM. These periods are outside of the peak weekday AM and PM commuting periods and peak commuting months.

The Club also provided special events information. These events will be scheduled and managed to avoid conflict with other events in order to ensure parking adequacy within the site.

Therefore, based on the information provided, the moderate spike in usage will not have any adverse impact to traffic circulation and on-site parking. We are satisfied with the additional information provided by the proponent as they have fully addressed our concerns.

