

TOWN OF WELLESLEY



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EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

Date: June 19, 2017

To: Deborah Carpenter, Chair
Planning Board

From: Marjorie Freiman, Chair
Board of Selectmen

RE: 900 Worcester Street, PSI-17-01

At its meeting on June 12, 2017, the Board of Selectmen voted unanimously (5-0) to approve the Traffic Impact and Access Study (TIAS) by MDM Transportation Consultants Inc. dated April 2017 and revised May 2017, as being professionally prepared and providing sufficient evidence that the traffic conditions resulting from the proposed 129,716 square foot recreational facility (PSI-17-01) will meet the Town's Project of Significant Impact standards for traffic, pedestrian and bicycle safety with the inclusion of mitigation measures as outlined below. The Board had considered and discussed the TIAS on June 1st and June 5th, and also reviewed and discussed peer review input and suggestions from Kien Ho of Beta Group Inc.

The project meets the PSI threshold for a Roadway Impacted by Development as it will generate 20 or more vehicles at a signalized intersection (Overbrook and Route 9) related to the project in a single direction during any single hour and will increase in ADT by 5%. The threshold for unsignalized intersections have identified Weston Road at the on- and off- ramps and Route 9 at Lexington Road as having 50 or more vehicle trips from the project during the peak hour. To mitigate the impacts of these trips generated, and to improve the flow of traffic, the Board of Selectmen recommends the following mitigation:

- Mandatory installation of signalization at the site and Route 9, across from Lexington Road as presented in Figure 22 of the TIAS, May 2017. Should MassDOT deny the

request for the installation of the signal, the project shall be required to return to permitting.

- As recommended by Beta, installation of an Adaptive Signal System Operations is to be installed as part of the new signal to be integrated with the Route 9 signal at Overbrook Drive, Oak Street (in Natick) and McDonald's (in Natick) contingent upon the installation of the Adaptive Signal System by MassDOT or the Town of Natick at the Overbrook Drive, Oak Street and McDonald's signals. The project proponent shall deposit into escrow \$60,000 prior to the issuance of a Certificate of Occupancy to pay for the additional cost of the Adaptive Signal System Operation for the Site signal. Should MassDOT or the Town of Natick fail to initiate study of said system within two-years post occupancy of the facility, the funds shall be returned to the project proponent.
- Per Beta's recommendation, directional signage to the site shall be added to promote the use of the Cleveland Road on-ramp to Route 9 Westbound and to discourage northbound left turns across Weston Road.

The PSI standards for pedestrian and bicycle circulation require sidewalks within a walking distance of 600 feet of the Project to be provided. The project proponent has analyzed the sidewalks within 600 feet of the 900 Worcester Street site. Although the project proponent notes that MassDOT has a plan to work on sidewalks on Route 9, the likely reconstruction is 15-20 years out on MassDOT's work plan. The Selectmen recommend the following sidewalk mitigation:

- The existing sidewalk connections from the Cochituate Aqueduct to Russell Road shall be reconstructed, contingent upon MassDOT approval, on both the north and south sides of Route 9 to improve the site linkage to the Russell Road and Lexington Road neighborhoods and to provide safe passage for pedestrians and bicyclists traveling along the Cochituate Aqueduct north towards Natick.
- The project proponent shall work with the Wellesley Trails Committee on enhancing the access to the site from the Cochituate Aqueduct from the Sewer Pump house across Dale Street to the site, as well as informing pedestrians of the connection to the northern portion of the Cochituate Aqueduct with the use of the new signal at the site drive and Route 9.

In addition to the sidewalk mitigation, the Selectmen recommend the following condition to ensure alternative modes of transportation can easily access the site:

- Work with the Metrowest Regional Transit Authority to create safe bus stops either on the site or along Route 9, in both east and west directions.

The Selectmen have solicited the Chief of Police's recommendation and his primary concern is the Special Event Management Plan, which shall be reviewed as part of Site Plan Review. The Chief supports the installation of a signal at the site and Route 9.

As part of the Selectmen's review, Beta recommended additional traffic counts be conducted at the exit of 888-892 Worcester Street and the Kingsbury Street/Route 9 intersection. Baseline neighborhood counts were suggested for Beechwood Road, Overbrook Drive, Manor Drive, Russell Road, and Fells Road. The Selectmen recommend these counts be required prior to the issuance of a building permit, if they are not submitted prior to the close of the PSI special permit process. It is the Board of Selectmen's understanding the counts are underway.

To ensure the conservative approach to the study, the Selectmen recommend the Project Proponent perform a follow-up traffic study following completion of the project; the timing of such study shall be determined in collaboration with the Town, but should be conducted in the November to March timeframe to capture the peak hockey use of the facility during the first year of operation. Following the initial study, a secondary study shall be conducted no later than two (2) years following completion of the project during the same time period. Such study shall include, but not be limited to, the following:

- a. The total number of vehicles entering and exiting the site during the weekday PM peak period (4:00 to 6:00 PM) and Saturday Mid-Day peak (11:00AM to 2:00PM) to determine the 10% increase in trip generation.
- b. The study shall include capacity, queuing, and delay analysis of the critical locations listed below:
 - Route 9 / Site Drive intersection
 - Route 9/Overbrook Drive
 - Route 9 On and Off Ramps at Weston Road
 - Overall site circulation efficiency and safety
- c. The study shall include an analysis to evaluate the special event parking management plan that shall be approved as part of the Site Plan review.

Attachments: May 18, 2017 Beta Traffic Peer Review
May 26, 2017 MDM Response to Comments
May 30, 2017 Beta Review of MDM Response
June 2, 2017 Beta Adaptive Signal Cost Estimate