

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

JACK MORGAN, CHAIR
MARJORIE R. FREIMAN, VICE CHAIR
ELLEN F. GIBBS, SECRETARY
ELIZABETH SULLIVAN WOODS
THOMAS H. ULFELDER

FACSIMILE: (781) 239-1043
TELEPHONE: (781) 431-1019 x2201
WWW.WELLESLEYMA.GOV
BLYTHE C. ROBINSON
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

SELECTMEN'S MEETING
TENTATIVE AGENDA
Wellesley Town Hall – Juliani Room
7:00 P.M. Tuesday, July 17, 2018

1. 7:00 Citizen Speak
2. 7:05 Review Schaller Street Grant of Utility Easement
3. 7:15 Discuss Response to MassHousing – 40B Application for 136-140 Worcester Street
4. 7:45 Approve Common Victualler License – White's Bakery
5. 7:55 Discuss Working Group Recommendations – Development of the Tailby and Railroad Commuter Parking Lots
6. 8:25 Approve Proposed Rents for 978 Worcester Street
7. 8:40 Executive Director's Report
 - Acceptance of Gifts
8. 8:50 New Business and Correspondence

Next Meeting Dates: Tuesday, July 31, 2018 4:00 pm
Tuesday, August 21, 2018 7:00 pm

7/12/2018

Black regular agenda items

Board of Selectmen Calendar – FY18

Date	Selectmen Meeting Items	Other Meeting Items
7/24 <i>Tuesday</i>	No Meeting	
7/31 <i>Tuesday</i>	Meeting Execute State Primary Election Warrant TAILBY INTERVIEWS 4-6 pm, 7-9 pm 2 New Police Appointments – patrolmen Review: Executive Director Approve Dept. Police & Asst. Fire Chief contracts	
8/7 <i>Tuesday</i>	No Meeting	
8/14 <i>Tuesday</i>	No Meeting	
8/21 <i>Tuesday</i>	Meeting Denton Road/Washington Street - 15 Minute Parking Signs GPA - Design Money request Open Warrant for October STM Discuss Veterans Grave Officer position/funding Review Boston Marathon policy Discuss Capital Planning Process	
8/28 <i>Tuesday</i>	No Meeting	
9/3 <i>Monday</i>	TOWN HALL CLOSED (LABOR DAY)	
9/4 <i>Tuesday</i>	No Meeting	
9/11 <i>Tuesday</i>	Meeting	
9/17 <i>Monday</i>	Meeting Diversity Program w/WOW? HPP Joint Meeting with Planning Board	
9/24 <i>Monday</i>	Meeting	
10/1 <i>Monday</i>	No Meeting - Wellesley Club	
10/2 <i>Tuesday</i>	STM	
10/3 <i>Wednesday</i>	STM	
10/8 <i>Monday</i>	TOWN HALL CLOSED (COLUMBUS DAY)	
10/9 <i>Tuesday</i>	Meeting	

7/12/2018

Black regular agenda items

Date	Selectmen Meeting Items	Other Meeting Items
<i>10/15 Monday</i>	Meeting	
<i>10/22 Monday</i>	Meeting	
<i>10/29 Monday</i>	Meeting	
<i>11/5 Monday</i>	No Meeting – Wellesley Club	
<i>11/6 Tuesday</i>	Election Day	
<i>11/12 Monday</i>	TOWN HALL CLOSED – Veterans Day	
<i>11/13 Tuesday</i>	Meeting	
<i>11/19 Monday</i>	Meeting	
<i>11/22 Thursday</i>	TOWN HALL CLOSED - Thanksgiving Day	
<i>11/26 Monday</i>	Meeting	
<i>12/3 Monday</i>	Meeting	
<i>12/10 Monday</i>	Meeting	
<i>12/17 Monday</i>	Meeting	
<i>12/24 Monday</i>	No Meeting	
<i>12/25 Tuesday</i>	TOWN HALL CLOSED – Christmas Day	
<i>12/31 Monday</i>	No Meeting	
<i>1/1 Tuesday</i>	TOWN HALL CLOSED – New Year's Day	
<i>1/7 Monday</i>	No Meeting – Wellesley Club	
<i>1/8 Tuesday</i>	Meeting	

Notes

Quarterly updates

- *Traffic Committee (Deputy Chief Pilecki)*
- *Facilities Maintenance (Joe McDonough)*
- *Wellesley Club Dates 10/1/18, 11/5/18, 1/7/19, 3/4/19*

JULY 17, 2018 MOTIONS

- 2.** **MOVE** to approve a grant of location to Eversource to install 70' of two-inch gas main between the Natick Town line and #17 Schaller Street as a main extension.
 - 3.** **MOVE** to approve the response from the Town to the MassHousing as proposed regarding the development at 136-140 Worcester Street.
 - 4.** **MOVE** that the Board approve a Common Victualler License for White's Bakery through December 31, 2018 and to name David White as Manager.
 - 6.** **MOVE** to approve the proposed affordable unit rental rates for 2018 at Wellesley Place, 978 Worcester Street:

	<u>2018 Rate</u>
Two bedroom units (5)	\$1,780.00
One bedroom units (4)	\$1,591.00

7. **MOVE** that the Board accept a donation of \$840 for the June senior lunch program with Express Gourmet.

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

JACK MORGAN, CHAIR
MARJORIE R. FREIMAN, VICE CHAIR
ELLEN F. GIBBS, SECRETARY
ELIZABETH SULLIVAN WOODS
THOMAS H. ULFELDER

FACSIMILE: (781) 239-1043
TELEPHONE: (781) 431-1019 x2201
WWW.WELLESLEYMA.GOV
BLYTHE C. ROBINSON
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

As we have planned, the meeting is being held on Tuesday will begin at 7:00 PM.

1. Citizen Speak

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

JACK MORGAN, CHAIR
MARJORIE R. FREIMAN, VICE CHAIR
ELLEN F. GIBBS, SECRETARY
ELIZABETH SULLIVAN WOODS
THOMAS H. ULFELDER

FACSIMILE: (781) 239-1043
TELEPHONE: (781) 431-1019 x2201
WWW.WELLESLEYMA.GOV
BLYTHE C. ROBINSON
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

MEMORANDUM

DATE: July 13, 2018
TO: Board of Selectmen
FROM: Blythe C. Robinson, Executive Director
SUBJECT: Weekly Report

Below are various activities of our office and various departments that I would like to bring to your attention.

- Brian and Vern from IT attended a meeting this week at the MLP to participation in a discussion regarding their plans to launch a pilot project to bring internet service to some commercial customers in Wellesley. As you know, they are already providing this service to some town buildings. I am pleased that the MLP reached out to us as we have in house networking expertise that would be needed. How it will work out and to what level we will be involved has yet to be determined.
- Oakland Circle speed bump – we had a resident of this private way come into our office this week to complain about a speed bump one of his neighbors installed on the street. DPW looked into it for us and indicated that one of the residents installs this annually in the summer (it is a temporary rubber fixture). Had it been a permanent paved structure DPW very likely would have informed the residents of the street that unless it was removed they would be responsible for their own plowing going forward. I understand this has happened in other locations. This was a nice reminder for Mike and I to restart our discussions about a policy on plowing private ways.
- 892 Washington Street elm tree – Tom Harrington was contacted by the owner who is unhappy to have been informed that the large elm tree which was the topic of much discussion and negotiation during the CR process is not doing well and will likely need

to come down. Both Brandon and Victor have been out to the site and informed the builder that any removal of significant (>6' DBH) trees from a previously approved LHR project requires a revision. The builder was told that before they remove the tree, they will need to request a revision to the LHR decision. This is not unusual; the Planning Board processes approximately one LHR revision per month. He was also told that due to the particular importance of this tree, it would likely be deemed a major revision, thus requiring Planning Board approval and that the Planning Board would ask for some kind of replacement. Staff made no suggestions as to what form that replacement might take.

- We had a citizen reach out to understand why a number of trees had been cut down in the railroad right of way by Weston and Linden Roads. The MLP believes this is a wireless communication system the federal government is installing along the train track right-of-way. The law governing the rights of railroads is very strong, and they can do virtually anything they need to do in this area without triggering a state or local law.
- I had a chance to catch up with Lenny Izzo this week on a couple of topics and we agreed that we would go ahead and set up a meeting of all of the departments involved in social work/mental health to meet this summer and discuss the topic, how each department works on this topic on their own and in concert with others. I offered to produce a report on this to be shared with the Board, Advisory and others to create a better understanding of the topic that was debated during the past year's budget process.
- As you may have seen I sent out an email about parking at Town Hall. Evidently employees have been complaining to Bonita about having to park off campus at times due to the spaces being taken. We had the OPM at Town Hall before work began to hold meetings with employees to go over logistics like this, unfortunately most chose not to attend. As you saw we're doing our best to mitigate the issue, but the reality is that people's patterns will be upset until the project is completed.
- Brian DuPont convened a meeting this week regarding an electronic time & attendance solution. This was the third demonstration to the departments who are interested in this topic. Our sense having seen three of these is that the solution chosen last year by the schools (Novatime) is the best, and we'll now focus on the cost and logistics to see how we can bring this to fruition.
- Tom Ulfelder was checking in with Wellesley Media and passed on that the work to install the media equipment in the Kingsbury Room is about to start. So hopefully we can make that available for committees to use as a regular spot fairly soon.
- The Building Department continues to monitor the situation at 16 Mountview as you saw from the email thread that was forwarded. I am confident that Mike Grant will see this through to a satisfactory solution.
- IT and the Building department continue to devote several hours a week to implementing electronic permitting. The residential building permits are nearly done and they've started on commercial permits. While we intend to roll those out in the fall, we see an opportunity to implement some simpler permit types sooner. One that comes to mind in our office is banner permits. The ability to put up a banner at the RDF is a highly prized opportunity for the groups that do this, but a perennial thorn in our side trying to manage it. Evidently the responsibility for assigning the permits ended up in our office at some point in the past because MLP and DPW did not want to be in the middle of resolving which group got a permit for any particular week, and on a number of occasions people want them for similar time periods, or to reserve them a

year or two in advance. We see the opportunity to simplify this to essentially be a reservation system. On a first come, first served basis those who want a permit can fill out the on line form and get approval, then do as they do now to drop off the banner to the MLP for them to put up/take down. Of course this would need to be well advertised, clear guidelines and such, but hopefully the sense of fairness and ease of application will be welcomed. I'd appreciate any thoughts you might have on this so we can plan carefully.

2. Review Schaller Street Grant of Utility Easement

Eversource has submitted a request for a grant of location to install 70' of gas line from the Natick line on Schaller Street to accommodate service to two properties at 16 and 17 Schaller Street. This section of the line extends from Natick the 70' into Wellesley, and thus must be approved by both communities. We have reviewed this with the DPW Engineering division and they have no issue with the installation as the street surface has not been replaced within the last five years. We do realize that the signature form does not reflect the current slates of officers of the Board and we've asked Eversource to update this in time for the meeting.

MOVE to approve a grant of location to Eversource to install 70' of two-inch gas main between the Natick Town line and #17 Schaller Street as a main extension.

EVERSOURCE 157 Cordaville Road Southborough, MA 01772

July 9, 2018

Town of Wellesley
Board of Selectmen
525 Washington Street, 3rd Floor
Wellesley, MA 02482

Please approve for Grant Of Location purposes the following plan:

To install 70' of 2.00" plastic gas main on Schaller St. between the Natick Town Line and #17 Schaller St. as a main extension.

Respectfully,

Mark Kish, PE
Fulfillment Supervisor
Gas Planning and Scheduling
Eversource Energy
339-987-8372

PETITION FOR GRANT OF LOCATION

To the Town of Natick Board of Selectmen, Wellesley, Massachusetts.

Eversource Energy requests permission to lay and maintain underground gas main and service pipelines under the surface of the following public way or private way:

Plan name: Schaller St., Wellesley – Grant Of Location - Page 1 of 1

To install 70' of 2.00" plastic main on Schaller St. between the Natick Town Line and #17 Schaller St.

Also, for permission to lay and maintain underground pipelines, regulator pits in the above or intersecting public ways for purpose of making connections with such pipelines and buildings as it may desire for distributing purposes.

Date: 07/09/18

Mark Kish, PE
Fulfillment Supervisor
Gas-Planning and Scheduling
Eversource Energy
339-987-8372

ORDER FOR GRANT OF LOCATION

The Board of Selectmen of the Town of Wellesley, Massachusetts.
ORDERED

That permission be and hereby is granted to Eversource Energy to lay and maintain underground pipelines and regulator pits, under the surface of the following public ways as requested in petition(s) of said company dated as listed below:

To install 70' of 2.00" plastic main on Schaller St. between the Natick Town Line and #17 Schaller St.

Ellen F. Gibbs, Chairman

Jack Morgan, Vice Chairman

Marjorie Freiman, Secretary

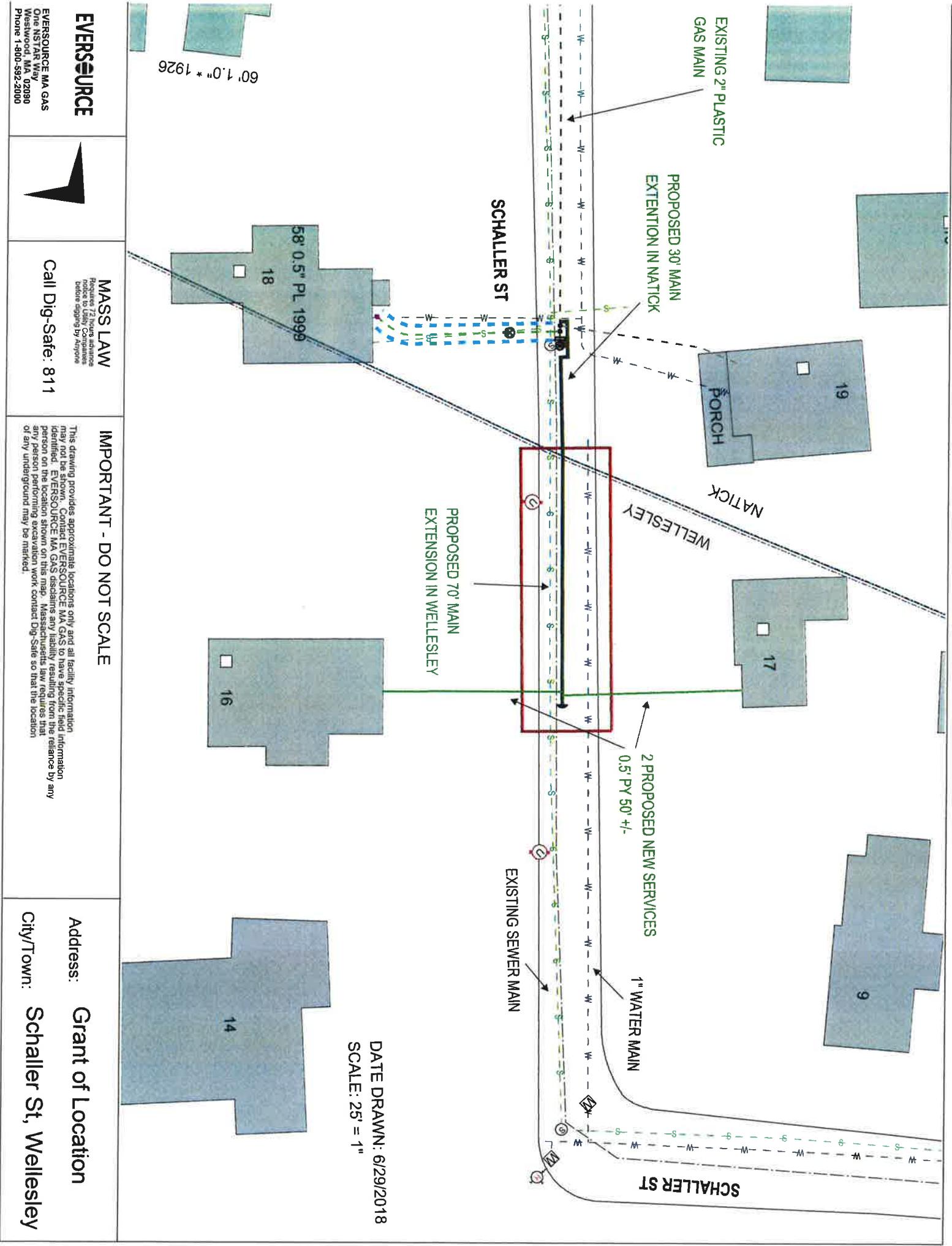
Beth Sullivan Woods

Thomas H. Ulfelder

I hereby certify that the foregoing is a true copy of a location order, and certificate of hearing with notice adopted by the Board of Selectmen of the Town of Wellesley, Massachusetts, on the _____ day of _____ and recorded with the records of location orders of said Town, Book _____, Page _____. This certified copy is made under the provisions of Chapter 166 of General Laws and any additions thereto or amendments thereof.

Attest:

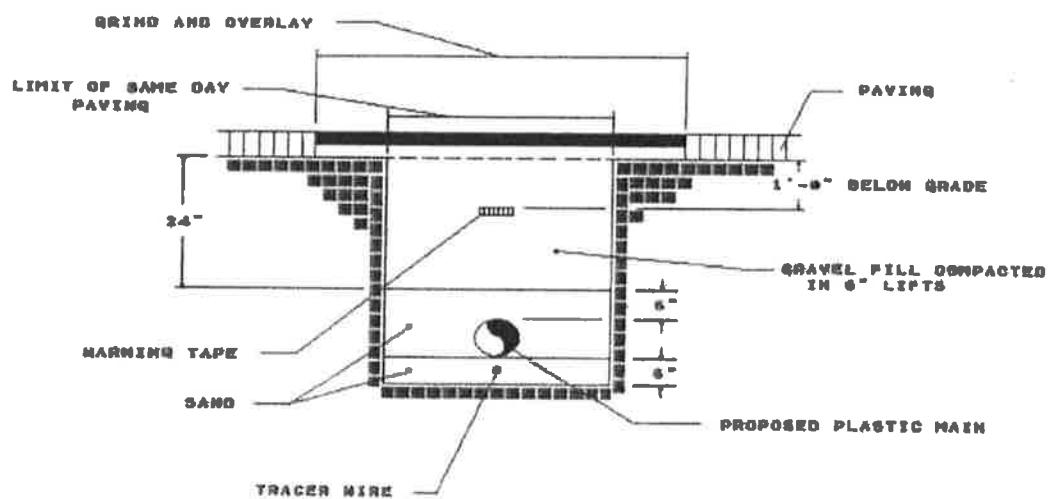
Town Clerk



EVERSOURCE
EVERSOURCE MA GAS
One NSTAR Way
Westwood, MA 02390
Phone 1-800-582-2000

TYPICAL TRENCH DETAIL

NOT TO SCALE



3. Discuss Response to MassHousing – 40B Application for 136-140 Worcester Street

The Planning Board will be joining the Board to discuss the Project Eligibility application for 136-140 Worcester Street. The project sponsor is Dean Behrend, working with SEB, and the proposal includes the construction of a 64-unit rental housing project on a site with a total area of just under 1 acre. The proposal is 20 units more than anticipated from past conversations with Mr. Behrend. The letter includes input from various land use departments. Given the portion of the document that discusses the history of past violations on the site and by the developer, Town Counsel has been asked to review the letter. A site visit was conducted on June 19, and neighbors have been notified of the Board's review of the project at the July 17th meeting. The Town must respond to MassHousing by Monday, July 30th. There has to date been very little neighbor interaction or comments on the project. In your packets you will find the Notice of Project Eligibility from MassHousing, the application and associated plans, and a draft letter. The full set of documents for the project can be viewed online on the 40B page. You can get to the page from the homepage under current projects.

MOVE to approve the response from the Town to the MassHousing as proposed regarding the development at 136-140 Worcester Street.

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

JACK MORGAN, CHAIR
MARJORIE R. FREIMAN, VICE CHAIR
ELLEN F. GIBBS, SECRETARY
ELIZABETH SULLIVAN WOODS
THOMAS H. ULFELDER

FACSIMILE: (781) 239-1043
TELEPHONE: (781) 431-1019 x2201
WWW.WELLESLEYMA.GOV
BLYTHE C. ROBINSON
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

July 18, 2018

Katherine Miller
MassHousing
One Beacon Street
Boston, MA 02108

RE: 136-140 Worcester Street, Wellesley, MA Site Eligibility Response

Dear Ms. Miller:

On behalf of the Town of Wellesley (“the Town”) Board of Selectmen and Planning Board, please find the following comments with respect to the *Comprehensive Permit Site Approval Application* recently submitted by Riverview Crossing, LLC for the construction of a 64-unit residential housing structure on approximately 0.96 acres of land in Wellesley.

Historic Violations

The Town has significant concern over the ability of the applicant to execute the proposed construction in a safe and legal manner given past experiences and violations with the property owner and developer.

Lots addressed as 130 and 136 Worcester Street have historically been in violation of the Zoning Bylaw. Since 2005, the Building Inspector has issued several violation letters for a ZBA decision (90-17) that allowed a variance for the construction of the existing garage on the site. Mr. Behrend has violated the conditions of the variance, as well as Section II (6) Home Occupations of the zoning bylaws on numerous occasions. Under the ZBA decision, the site shall not have storage of trucks or heavy equipment; no equipment used in Mr. Behrend’s landscape business was to be stored onsite; no outside storage of loam, fertilizer, seed or any other materials related to horticulture activity was to be stored on the premises; and the site must meet all Wetlands Committee conditions. Over this past year alone, 14 violations were found and the property owner was fined \$4200. The property was currently brought into compliance, but the fines are outstanding.

In June 2018, Mr. Behrend was fined \$42,000 from the Massachusetts Department of Environmental Protection for improper disposal of asbestos material at a property in Mashpee, MA after it was found his 2016 demolition permit submitted the results of an asbestos inspection to the town that showed the existing house was asbestos-free in 23 tested areas. Mr. Behrend failed to submit the report for the pipe insulation wrapping that had tested positive for asbestos.

On April 14, 2018 on a separate Wellesley property, 16 Mountview Road, the developer (Dean Behrend) was issued a stop work order for violating several sections of the Massachusetts State Building Code, 8th Edition and Town Zoning Bylaw after modifying a structural retaining wall without building permits or

review by the associated structural engineer resulting in a landslide on the sloping land of 16 Mountview Road that threatened the abutting property located at 41 Suffolk Road and became a significant threat to public safety.

Mr. Behrend brought legal claims against the Town for a project that was foreclosed upon in 2012. The project had involved a 24,000 square foot commercial property and a 36-unit apartment structure. Mr. Behrend brought legal claims against the Town in 2014 and 2015 to release Inclusionary Zoning funds that had been escrowed for his property at 978 Worcester Street in order to receive a Certificate of Occupancy for his commercial building, and to begin construction of the residential portion of the project. The project was foreclosed upon, prior to the construction of the residential component and Mr. Behrend sought to have the Town return the escrowed affordable housing funds. The Town ultimately settled with Mr. Behrend in 2015.

Site Constraints

The Town records indicate the project parcels (130, 136, 140, 140R, and 142 Worcester Street) have an area of 39,574 square feet. Adjacent to the parcels are two paper streets (Echo Road and Alpine Street) of which ownership and rights are not clear or reported in the application, and which may make up the remainder of the 41,795 square feet on the application. The proposed development has a gross floor area of 50,420 square feet, a Floor Area Ratio of 1.27, and height greater than 55 feet. The proposed project will render over 60% of the site impervious, and retains 27.73% of the site as “open space,” which the applicant purports to be usable. The Town disagrees with the usable nature of the space given a significant green space area is at the rear of the site where the drainage is located, and the remainder is within wetlands.

Access Limitations

Access to the site is limited on Route 9 with essentially vehicular access only. There are no sidewalks along this section of Route 9 and no pedestrian connectivity to Dearborn Street (450 feet to the east) or Willow Street (562 feet to the west). Bicycle access is within the shoulder or breakdown lane of Route 9.

Density and Proximity to Other Neighborhoods

The property is zoned Single Residence District - 15,000 Square Foot Minimum Area District, which has a maximum density under the Zoning Bylaw of 2.9 units per acre. The density for this project is more than 30 times the density of the abutting and surrounding neighborhoods. Due to the location, the 64 units (70,880 GSF, residential) would be a self-contained neighborhood with no connectivity to anywhere else and no life services or amenities other than 853 SF of a community room.

Wetlands

The development is almost entirely within wetlands and appears to be built to the edges of the Bordering Vegetated Wetland; i.e. wetland flag WF 18 is right at the edge of the property boundary. The Riverfront Area is on the bottom quarter of the property where a rain garden is proposed. The 100-foot Buffer Zone to the BVW (Act) crosses the southern half of the site. Given the potential for impact to the Resource Areas along the southern property boundary: Bordering Vegetated Wetland and Riverfront Area, the applicant must submit an application for a Notice of Intent to the Town of Wellesley Wetlands Protection Committee concurrently with the Massachusetts Department of Environmental Protection. An Alternatives Analysis will be required to minimize impact to the wetlands as part of this application. The alternatives analysis may reduce the scale of the activity. The Rivers Protection Act states that if there is no practicable alternative to locating the project in the Riverfront Area, impacts must be minimized and mitigated so there are no significant adverse impacts. If proposed alterations are deemed likely to impact Riverfront Area, a Resource Area under state jurisdiction, the burden of proof would be on the applicant to show that a project will not have significant adverse impacts to the Riverfront Area and the purposes of the Rivers Protection Act. Within 200-foot riverfront areas, the issuing authority may allow the alteration of up to 5000 square feet or 10% of the riverfront area within the lot, provided that certain conditions are met.

Several components of the proposed construction are activities with potential or significant adverse impact to the wetlands resources. The activities include the location and construction of the retaining wall, the

extensive tree removal and compaction of existing vegetation, the construction of drainage, hardscape, and garage which make the site almost entirely impermeable along with the structural LID stormwater management system.

To summarize, a Notice of Intent will review interests identified in M.G.L. c. 131, § 40 including the protection of ground water supply, flood control, storm damage prevention, prevention of pollution, and protection of wildlife habitat.

Traffic

The proposal includes direct ingress and egress from Route 9. Route 9, however, only allows for vehicles to access the site heading eastbound. Exiting the site, all vehicles must continue eastbound. The site is within close proximity of the turnaround on Route 9, however the distance is so close, that traffic will hinder access to the turnaround. If vehicles cannot make the turn, they may turn down Dearborn Street to reverse direction through that neighborhood. Returning to the site from a westbound direction would require turnarounds at the Cedar Street interchange, which is a heavily congested area, particularly during morning and afternoon school arrival and dismissal times. The intersection is the midpoint between both the Fiske and Schofield Schools. The Cedar Street interchange is also congested during the morning and evening commuting hours, as traffic to and from Neeham and Dover enter and exit Route 9 at this interchange. The direct access to the site is easily passed by, and the town would encourage MassDOT to consider requiring the installation of a deceleration lane for vehicles accessing the site from Route 9 due to the 50 mph speed limit and limited turning radius into the site.

Utilities

An existing water and sewer line is present in Worcester Street in front of the property. MassDOT will commence repaving Route 9 in the summer/fall of 2018 and the Town anticipates there will be a 5-year moratorium on cutting into the pavement.

Proposed Parking

The parking for the site includes 98 parking spaces or 1.53 spaces per unit. The plan includes 10 stackers on the upper parking deck. The proposal does include visitor parking spaces and an area for deliveries which is critical since **on-street parking along Worcester Street is prohibited**. In addition to the complication of stackers, the proposed parking has two parking levels with separate entrances, confusing the on-site circulation.

Public Transportation

The Route 9 site has limited public transportation access. The MetroWest Regional Transit Authority operates the Route 1 bus along Route 9 with a limited schedule Monday through Friday. Residents seeking to take the Route 1 bus would have to walk to the Cedar Street interchange to get the bus. The applicant has indicated they would work with the MWRTA to provide access, which the Town finds highly unlikely given the directional nature of the MWRTA and the lack of ability to “turn around” on Route 9. The other public transportation services noted in the applicant’s submittal are all located in Newton. Access to those would require a safe route along Route 9 through the 128/95 interchange. Currently there are no sidewalk connections from the property heading east bound until after Dearborn Street, but sidewalks have been improved through the Route 9/Route 128 interchange. There are no sidewalk connections heading west along the eastbound side of Route 9 to Willow Street or Burke Lane in order for pedestrians to reach Cedar Street for the Route #1 bus. In summary, there are virtually no public transit options in the vicinity of the proposed project.

Landscape

There are no landscaping plans submitted in the application. The proposed site plan indicates a number of trees will be removed within the property, but does not indicate in any way what proposed screening is proposed for the site. Additionally, a retaining wall is proposed along the entire rear portion of the site, abutting Town conservation land, which has not been detailed in anyway. Mr. Behrend is currently under

controlled construction for a retaining wall failure at 16 Mountview Road, Wellesley, MA after the retaining wall collapsed and the Town has concerns on the proximity of the retaining wall to Town land.

Construction Management

The Town has significant concerns with respect to the practicality of this developer to construct this project on this site. Parking for construction workers in addition to site equipment will be challenging to accommodate on site and therefore will significantly impact the adjacent neighborhoods as parking is not allowed on Route 9. Deliveries will need to be expertly coordinated and offsite parking of workers will be required. Parking, even of a temporary nature in the shoulder of Route 9, given the proximity to the Route 9 turnaround represents a significant safety concern to the Town and has the potential to significantly impede residents accessing the turnaround on Route 9. The developer has not stated in the site application how construction would be staged and coordinated.

Wellesley's Progress on Affordable Housing

As you are more than aware, the Town has recently been inundated with 40B Site Eligibility notices. The Town has not met its 10% threshold, but would like to convey the efforts it has made to increase the Town's affordable housing inventory. The Town of Wellesley has been making steady progress over the last 15 years in increasing the Subsidized Housing Inventory, and anticipates meeting the 10% by 2019-2020. The Town is well underway on developing a Housing Production Plan to assist the Town in expanding its range of housing, including affordable, suitable for elder residents and those who wish to downsize and remain in Town, accessible to members of the local workforce, and more. We anticipate this plan to be complete in September 2018. The Town has also passed a number of zoning provisions to assist with affordable housing as redevelopment opportunities in Wellesley's commercial districts arise. As of October 18, 2017, the Town is at 6.33% of its 10% goal, with 36 units to be added to the Subsidized Housing Inventory within the next several weeks. Below are the Town's actions that have supported development of affordable housing:

- The 2007-2017 Comprehensive Plan was adopted in 2007 with actions for affordable housing.
- The Inclusionary Zoning Bylaw (IZB) was adopted in 2004 which requires residential projects in commercial districts to provide 20% affordable housing, and commercial projects over 10,000 square feet to provide 2% affordable housing (1 unit for every 50,000 square feet constructed).
- 2004: The Town's Community Preservation Committee funded \$65,000 in addition to HUD funds to create a DMR house at 4 Marshall Road (SHI).
- 2005: the IZB was modified to require subdivisions having more than 5 lots to comply with the Bylaw at 20% threshold.
- 2007: the definition of Floor Area Ratio in the Zoning Bylaw was modified to exclude affordable units developed under the IZB from being included in the FAR to increase density and increase opportunities for affordable housing units in commercial districts.
- 2007: The Linden Square project was completed, wherein 7 affordable housing units were created under the IZB (Units have recently been found to be missing from the Town's SHI, but are being added now).
- 2007/2008: permitting began for projects at 978 Washington Street and the former Wellesley Inn site at 576 Washington Street in Wellesley Square; these projects were delayed due to the recession, but both have now been completed, resulting in 7 SHI-eligible units at 978 Worcester and 5 SHI-eligible units at 576 Washington Street. Both projects were developed under the Town's Zoning and subject to the IZB; 978 Worcester St. also resulted in payment in-lieu funds for 1 unit.
- 2009: the permitting of a CVS resulted in the payment of in-lieu funds under the IZB.
- 2011: a 40B project was approved at 65-71 Washington Street resulting in 1 SHI-eligible unit.
- 2012: a project was permitted at 27 Washington Street, resulting in the development of 82 SHI-eligible units, as well as 7 assisted living units not SHI-eligible but permanently deed restricted to be affordable.
- 2012: The Wellesley Housing Development Corporation purchased a two-family dwelling at Peck Ave and a single-family dwelling at 6 Mellon Road, renovating the homes and creating 3 affordable

units; at this time the Town also purchased 9 Highland Road, although it is not on SHI, but it is affordable due to deed restriction not complying with DHCD requirements (Must wait to add on resale per DHCD).

- 2013/2014: a 40B project was approved at 139 Linden Street and added two SHI units in October 2017.
- 2013: Wellesley Square Zoning District was amended to create a special permit to increase density; this benefited and allowed the previously stalled Wellesley Inn project to proceed.
- 2016: The Planning Board approved a Definitive Subdivision plan for 135 Great Plain Ave. that included a payment in-lieu for 2.4 units.
- 2016 to present: The Town has developed the first Unified Plan in the Commonwealth that brings together the Town's strategic plan and comprehensive plan. The complete draft is available on www.wellesleyunifiedplan.com and the Selectmen and Planning Board will adopt the final plan this month that includes a housing strategy that employs a variety of mechanisms to increase housing type and affordability.
- March 2018: The Board of Selectmen with assistance from the Planning Board will be releasing an RFP to develop the Tailby and Railroad Parking Lots for affordable housing and parking.
- March 2018: The Planning Board is seeking FY19 funds to develop a sub-area study and plan, with additional funds to be provided from the Community Preservation Committee, with a focus on development/redevelopment opportunities in a defined area to support the development of additional affordable housing.
- April 2018: Town Meeting approved \$200,000 to the Wellesley Housing Authority from the CPC with support of the Board of Selectmen to study the redevelopment potential of the Barton Road site.
- Housing Production Plan: The Town is underway on the Housing Production Plan and has held three public workshops. The draft of the plan is underway. The Town anticipates adoption of the plan in September 2018.
- **On June 4, 2018, John Hancock announced that they will be redeveloping the Wellesley Office Park site and would like to partner with the Town to construct 350 housing units.**

For reference, 40B projects currently in Comprehensive Permit Review are:

1. Delanson Circle (90 Units)
2. 148 Weston Road (55 Units)
3. 135 Great Plain Avenue (44 Units) - MassHousing

40B Projects approved for Site Eligibility

1. 16 Stearns Road (24 Units)- MassHousing
2. 680 Worcester Street (Previous proposed 20 Units) - MassHousing

Based on all of the reasons articulated above, the proposed development is poorly designed and too intense for a site that is under an acre in size. A project of a more suitable scale may work well on this site; however, the Town has serious concerns about the Developer's ability to execute any plan on this site.

Sincerely,



Massachusetts Housing Finance Agency
One Beacon Street, Boston, MA 02108

TEL: 617.854.1000 | www.masshousing.com
Fax: 617.854.1091 | Videophone: 857.366.4157 or Relay: 711

May 29, 2018

Ellen F. Gibbs, Chair
Board of Selectmen
Town of Wellesley
525 Washington Street, 3rd Floor
Wellesley, MA 02428

**Re: Proposed 40B – The Crossings
Wellesley, MA
MH ID No. 994**

Dear Ms. Gibbs:

MassHousing is currently reviewing an application for Site Approval submitted by Riverview Crossing, LLC (the Applicant). The proposed development will consist of 64 rental units of housing on approximately 0.96 acres of land located at 136 and 140 Worcester Street in Wellesley, MA.

The Site Approval process is offered to project sponsors who intend to apply for a Comprehensive Permit under Chapter 40B. MassHousing's review involves an evaluation of the site, the design concept, the financial feasibility of the proposal, and the appropriateness of the proposal in relation to local housing needs and strategies. As part of our review, we are soliciting comments from the local community and we would appreciate your input. You also may wish to include in your response, issues or concerns raised by other city boards, officials or other interested parties. Pursuant to the Massachusetts General Laws Chapter 40B regulations (760 CMR 56.00) your comments may include information regarding municipal actions previously taken to meet affordable housing needs such as inclusionary zoning, multifamily districts adopted under G.L. c.40A and overlay districts adopted under G.L. c.40R. Your comments will be considered as part of our review.

We have been informed by the Applicant that the Town has received a copy of the application and plans for The Crossings. Please inform us of any issues that have been raised or are anticipated in the Town's review of this application. We request that you submit your comments to this office by Thursday, June 28th so we may process this application in a timely manner.

During the course of its review, MassHousing will conduct a site visit, which Local Boards, as defined in 760 CMR 56.02, may attend. The site visit for The Crossings has been tentatively scheduled for Wednesday, June 13th at 10:00 a.m. Please notify me promptly if any

representatives of your office or if other Local Boards plan to attend the scheduled site visit.

Please note that if and when an application is submitted for a comprehensive permit, assistance is available to the Wellesley Zoning Board of Appeals (ZBA) to review the permit application. The Massachusetts Housing Partnership's (MHP) *Ch. 40B Technical Assistance Program* administers grants to municipalities for up to \$15,000 to engage qualified third-party consultants to work with the town's ZBA in reviewing the Chapter 40B proposal. For more information about MHP's technical assistance grant visit MHP's web site, www.mhp.net/40B or e-mail MHP at pcrean@mhp.net.

If you have any questions, please do not hesitate to contact me at (617) 854-1116.

Thank you for your assistance.

Sincerely,



Katherine Miller
Planning and Programs

cc: Blythe C. Robinson, Executive Director
Richard L. Seegel, Chairman, Zoning Board of Appeals
Michael Zehner, AICP, Town Planner



Comprehensive Permit Site Approval Application/Rental

www.masshousing.com | www.masshousingrental.com

Comprehensive Permit Site Approval Application/Rental

Attached is the Massachusetts Housing Finance Agency ("MassHousing") application form for Project Eligibility/Site Approval ("Site Approval") under the state's comprehensive permit statute (M.G.L. c. 40B, Sections 20-23 enacted as Chapter 774 of the Acts of 1969) known as "Chapter 40B". Developers seeking a comprehensive permit to construct affordable housing under Chapter 40B and intending to use a MassHousing financing program or financing through the New England Fund ("NEF") program must receive Site Approval from MassHousing. This approval (also referred to as "project eligibility approval") is a required component of any comprehensive permit application to be submitted to the local Zoning Board of Appeals of the municipality in which the development is to be located.

As part of its review of your application, MassHousing will conduct an inspection of the site and will solicit comments from the relevant municipality. MassHousing will consider any relevant concerns that the municipality might have about the proposed project or the developer. The applicant is encouraged, therefore, to make contact with the municipality prior to submitting the Site Approval application in order to ensure that the applicant understands any concerns that the municipality may be likely to raise regarding the proposed development.

In order for a project to receive Site Approval, MassHousing must determine that (i) the applicant has sufficient legal control of the site, (ii) the applicant is a public agency, non-profit organization or limited dividend organization, and (iii) the applicant and the project are generally eligible under the requirements of the MassHousing program selected by the applicant, subject to final eligibility review and approval. Furthermore, MassHousing must determine that the site of the proposed project is generally appropriate for residential development (taking into consideration municipal actions previously taken to meet affordable housing needs) and that the conceptual project design is generally appropriate for the site. In order for MassHousing to be able to make these findings (required by 760 CMR 56.04 (4)), it is important that you answer all questions in the application and include all required attachments.

Please note that MassHousing requires that all applicants meet with a member of our 40B Department staff before submitting their application. Applications for any projects that have not been the subject of a required pre-application meeting will not be accepted or processed.

Upon completion of its analysis, MassHousing will either issue a Site Approval Letter that approves, conditionally approves or denies the application. If the application is approved, the applicant should apply to the Zoning Board of Appeals within two years from the date of the Site Approval Letter (unless MassHousing extends such term in writing).

Please note that Site Approval from MassHousing does not constitute a loan commitment by MassHousing or any other financing program. All potential MassHousing financing is subject to further review and underwriting by MassHousing's Rental Lending Department.

Please be sure you have familiarized yourself with all of the applicable requirements set forth in the Chapter 40B regulations and guidelines, which can be found at

<http://www.mass.gov/hed/economic/cohed/dhcd/legal/regs/760-cmr-56.html> and
www.mass.gov/hed/docs/dhcd/legal/comprehensivepermitguidelines.pdf.

Instructions for completing the Site Approval Application are included in the application form which is attached. The completed application form and all additional documentation should be sent, after your pre-application meeting has been held, to:

Gregory Watson, Manager of Comprehensive Permit Programs
MassHousing, One Beacon Street, Boston, MA 02108

We look forward to working with you on your proposed development. Please contact Gregory Watson at 617-854-1880 or gwatson@masshousing.com to discuss scheduling your pre-application meeting or if there is any assistance that we can provide in the meantime to make your application process a smooth and efficient one.

Our Commitment to You

MassHousing recognizes that applicants seek some measure of predictability regarding the timeframe for our processing of their applications. Our staff will endeavor to adhere to the following schedule for reviewing applications for site approval:

Within two (2) business days of receipt of your application (provided that you have attended a required pre-application meeting) a member of our staff will notify you of any of the items listed on the checklist at the end of the application form that were missing from your application package. Please note that our acknowledgement of receipt of an item does not indicate that any substantive review has yet taken place.

If your application package is missing any of the items indicated on the checklist by an asterisk, we will not be able to continue processing your application until such items are received.

If we have received the information which is crucial to the commencement of our review process, we will proceed to (i) give the municipality a period of thirty (30) days in which to submit comments relating to your proposal, (ii) schedule and conduct a site visit, and (iii) solicit bids for and commission and review an "as is" appraisal of your site.

If during our review of your application package we determine that additional information or clarification is needed, we will notify you as soon as possible. Depending on when we receive such additional information, this may affect the amount of time required for MassHousing to complete the site approval process.

Assuming that your application package was complete and that you respond in a timely manner to requests for additional information or clarification, we would expect to issue or deny your site approval within 60 days of our receipt of your application package.



**Application for Chapter 40B Project Eligibility/Site Approval
for MassHousing-Financed and New England Fund (“NEF”) Rental Projects**

Please be sure to answer ALL questions. Indicate “N/A”, “None” or “Same” when necessary.

Section 1: GENERAL INFORMATION (also see Required Attachments listed at end of Section 1)

Name of Proposed Project: The Crossings

Municipality: Wellesley

Address of Site: 136 Worcester Street & 140 Worcester Street (Route 9) (including 140R and 142 Worcester)

Cross Street (if applicable): _____

Zip Code: 2481

Tax Parcel I.D. Number(s) (Map/Block/Lot): 140 Worcester (M010, R003, SR-15), 140R Worcester (M010, 140-R004) 136 Worcester Street (M010, R002)

Name of Proposed Development Entity (typically a single purpose entity): Riverview Crossing, LLC

Entity Type: Limited Dividend Organization Non-Profit* _____ Government Agency _____

* If the Proposed Development Entity is a Non-Profit, please contact MassHousing regarding additional documentation that must be submitted.

Has this entity already been formed? Yes No _____

Name of Applicant (typically the Proposed Development Entity or its controlling entity or individual): _____

Riverview Crossing, LLC (owned and controlled by Dean Behrend)

Applicant's Web Address, if any: NA

Does the Applicant have an identity of interest with any other member of the development team or other party to the Proposed Project? Yes _____ No If yes, please explain: _____

Primary Contact Information (required)

Name of Individual: Dean Behrend

Relationship to Applicant: _____

Name of Company (if any): Behrend Construction

Street Address: 869 Worcester Street (Route 9)

City/Town/Zip: Wellesley, MA 02482

Telephone (office and cell) and Email: behrendconstruction@verizon.net

Secondary Contact Information (required)

Name of Individual: Geoff Engler

Relationship to Applicant: 40B Consultant

Name of Company (if any): _____

Street Address: 257 Hillside Ave

City/Town/Zip: Needham, MA 02494

Telephone (office and cell) and Email: gengler@s-e-b.com; 617.782.2300 x202

Additional Contact Information (optional)

Name of Individual: _____

Relationship to Applicant: _____

Name of Company (*if any*): _____

Street Address: _____

City/Town/Zip: _____

Telephone (*office and cell*) and Email: _____

Anticipated Construction Financing: MassHousing _____ NEF Bank

If NEF Bank, Name of Bank: Mutual One Bank

Anticipated Permanent Financing: MassHousing _____ NEF Bank

If NEF Bank, Name of Bank: Mutual One Bank

Total Number of Units 64 # Affordable Units 17 # Market Rate Units 47

Age Restricted? Yes/No No If Yes, 55+ or 62+: _____

Brief Project Description (150 words or less):

The proposal features 64 apartment style units in a single building with two levels of structured parking. The proposed program includes 45 1BR units, 12 2BR units and 7 3BR units ranging in size from 695SF to 1,511 SF. There will be a total of 98 parking spaces with 85 spaces existing under the building. The proposed building will be a total of 5 stories and feature a combination of masonry and wood products. 17 units will be restricted to households earning up to 80% of the area median income.

Required Attachments Relating to Section 1

1.1 Location Map

Provide a USGS or other form of map clearly marked to show the site's location, and an approximate property boundary.

1.2 Tax Map

Provide a copy of municipal tax map (assessor's plan) with subject parcels and parcel ID #'s clearly identified.

1.3 Directions

Provide detailed written directions to the site, noting the entrance to the site, relevant boundaries and any prominent landmarks that can be used for identification purposes.

Application for Chapter 40B Project Eligibility/Site Approval for MassHousing-Financed and New England Fund (“NEF”) Rental Projects

Section 2: EXISTING CONDITIONS / SITE INFORMATION (also see Required Attachments listed at end of Section 2)

In order to issue Site Approval, MassHousing must find (as required by 760 CMR 56.04 (4)) that the site is generally appropriate for residential development.

Name of Proposed Project: The Crossings

Buildable Area Calculations	Sq. Feet/Acres (enter "0" if applicable—do not leave blank)
Total Site Area	41,795.00
Wetland Area (per MA DEP)	
Flood/Hazard Area (per FEMA)	
Endangered Species Habitat (per MESA)	
Conservation/Article 97 Land	
Protected Agricultural Land (i.e. EO 193)	
Other Non-Buildable (Describe)	
Total Non-Buildable Area	0.00
Total Buildable Site Area	41,795.00

Current use of the site and prior use if known: Single Family residence and a landscaping yard/equipment yard

Is the site located entirely within one municipality? Yes No

If not, in what other municipality is the site located?

How much land is in each municipality? (the Existing Conditions Plan must show the municipal boundary lines)

Current zoning classification and principal permitted uses: _____
SR15- Single Residence

Previous Development Efforts

Please list (on the following page) any previous applications pertaining to construction on or development of the site, including (i) type of application (comprehensive permit, subdivision, special permit, etc.); (ii) application filing date; (iii) date of denial, approval or withdrawal. Also indicate the current Applicant's role, if any, in the previous applications.

Note that, pursuant to 760 CMR 56.03 (1), a decision of a Zoning Board of Appeals to deny a Comprehensive Permit, or (if the Statutory Minima defined at 760 CMR 56.03 (3) (b or c) have been satisfied) grant a Comprehensive Permit with conditions, shall be upheld if a related application has previously been received, as set forth in 760 CMR 56.03 (7).

To the best of your knowledge, has this site ever been rejected for project eligibility/site approval by another subsidizing agency or authority? not to our knowledge

Existing Utilities and Infrastructure	Yes/No	Description
Wastewater- private wastewater treatment		
Wastewater - public sewer	X	In Worcester Street
Storm Sewer		
Water-public water	X	In Worcester Street
Water-private well		
Natural Gas	X	In Worcester Street
Electricity	X	In Worcester Street
Roadway Access to Site	X	In Worcester Street
Sidewalk Access to Site		
Other		

Describe surrounding land use(s):

There are single family residences on one side of the property. SunLife is just down the street. Mostly residential in nature but the site is really not connected to any neighborhood

Surrounding Land Use/Amenities	Distance from Site	Available by Public Transportation?
Shopping Facilities	1.0	no
Schools	0.9	no
Government Offices	3.5	no
Multi-Family Housing	1.1	no
Public Safety Facilities	2.1	no
Office/Industrial Uses	0.4	no
Conservation Land	0.7	no
Recreational Facilities	0.7	no
Houses of Worship	1.0	no
Other		

List any public transportation near the Site, including type of transportation and distance from the site:

Cedar Street Bus: 1 is 0.8 miles from the site

Webster Street @central Ave: bus 59 is 1.3 miles from the site

Center Ave @ Noanette Road: bus 59 is 1.4 miles from the site

Site Characteristics and Development Constraints

Please answer "Yes", "No" or "Unknown" to the following questions. If the answer is "Yes" please identify on Existing Conditions Plan as required for Attachment 2.1 and provide additional information and documentation as an attachment as instructed for Attachment 2.4, "Documentation Regarding Site Characteristics/Constraints."

Are there any easements, rights of way or other restrictions of record affecting the development of the site? **no**

Is there any evidence of hazardous, flammable or explosive material on the site? **no**

Is the site, or any portion thereof, located within a designated flood hazard area? **no**

Does the site include areas designated by Natural Heritage as endangered species habitat? **no**

Are there documented state-designated wetlands on the site? **yes**

Are there documented vernal pools on the site? **no**

Is the site within a local or state Historic District or listed on the National Register or Historic Places? **no**

Has the site or any building(s) on the site been designated as a local, state or national landmark? **no**

Are there existing buildings and structures on site? **yes**

Does the site include documented archeological resources? **not to our knowledge**

Does the site include any known significant areas of ledge or steep slopes? **no**

Required Attachments Relating to Section 2

2.1 Existing Conditions Plan

Please provide a detailed Existing Conditions Plan showing the entire site, prepared, signed and stamped by a Registered Engineer or Land Surveyor. Plans should be prepared at a scale of 1"=100' or 1"=200' and should include the following information:

- a. Reduced scale locus map
- b. Surveyed property boundaries
- c. Topography
- d. Wetland boundaries (if applicable)
- e. Existing utilities (subsurface and above ground)
- f. Natural features including bodies of water, rock outcroppings
- g. Existing easements and/or rights of way on the property
- h. Existing buildings and structures, including walls, fences, wells
- i. Existing vegetated areas
- j. Existing Site entries and egresses

Please provide one (1) set of full size (30"x40") plans along with one (1) set of 11x17 reproductions and one (1) electronic set of plans. Please note that MassHousing cannot accept USB flash drives.

2.2 Aerial Photographs

Please provide one or more aerial photograph(s) of the site (such as those available online) showing the immediate surrounding area if available. Site boundaries and existing site entrance and access points must be clearly marked.

2.3 Site/Context Photographs

Please provide photographs of the site and surrounding physical and neighborhood context, including nearby buildings, significant natural features and land uses. Please identify the subject and location of all photographs.

2.4 Documentation Regarding Site Characteristics/Constraints

Please provide documentation of site characteristics and constraints as directed including available narratives, summaries and relevant documentation including:

- Flood Insurance Rate Map (FIRM) showing site boundaries
- Wetlands delineation
- Historic District Nomination(s)

2.5 By-Right Site Plan (*if available*)

MassHousing will commission, at your expense, an "as-is" appraisal of the site in accordance with the Guidelines, Section B (1). Therefore, if there is a conceptual development plan which would be permitted under current zoning and which you would like the appraiser to take into consideration, or if permits have been issued for alternative development proposals for the site, please provide two (2) copies of a "by-right" site plan showing the highest and best use of the site under current zoning, and copies of any existing permits. These will assist the appraiser in determining the "as is" value of the site without any consideration being given to its potential for development under Chapter 40B.

Application for Chapter 40B Project Eligibility/Site Approval for MassHousing-Financed and New England Fund (“NEF”) Rental Projects

Section 3: PROJECT INFORMATION (also see Required Attachments listed at end of Section 3)

In order to issue Site Approval, MassHousing must find (as required by 760 CMR 56.04 (4)) that the proposed project appears generally eligible under the requirements of the housing subsidy program and that the conceptual project design is generally appropriate for the site.

Name of Proposed Project: The Crossings

Project Type (mark both if applicable): New Construction Rehabilitation Both

Total Number of Dwelling Units: 64

Total Number of Affordable Units: 17

Number of 50% AMI Affordable Units: _____

Number of 80% AMI Affordable Units: 17

Number of Market Rate Units: 48

Unit Mix: Affordable Units

Unit Type	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Number of Units		11	3	2	
Number of Bathrooms		1	2	2	
Square Feet/Unit		743	1132	1446	

Unit Mix: Market Rate

Unit Type	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Number of Units		34	9	5	
Number of Bathrooms		1	2	2	
Square Feet/Unit		743	1132	1446	

Percentage of Units with 3 or More Bedrooms*: 10.9%

* Note that the January 17, 2014 Interagency Agreement Regarding Housing Opportunities for Families with Children requires that at least 10% of the units in the Project must have three (3) or more bedrooms. Evidence of compliance with this requirement must be provided at Final Approval.

Number of Handicapped Accessible Units: 4 Market Rate: 3 Affordable: 1

Gross Density (units per acre): 66.70

Net Density (units per buildable acre): 66.70

Residential Building Information

Building Type and Style <i>(single family detached, townhouse, multi-family)</i>	Construction or Rehabilitation	Number of Stories	Height	GFA	Number Bldgs. of this type
multi-family	construction	6	55'	50,420	1

Non-Residential Building Information

Building Type and Style	Construction or Rehabilitation	Number of Stories	Height	GFA	Number Bldgs. of this type

Will all features and amenities available to market unit residents also be available to affordable unit residents?
If not, explain the differences.

The market rate and affordable unit finishes will be consistent throughout the building

Parking

Total Parking Spaces Provided: 98

Ratio of Parking Spaces to Housing Units: 1.53

Lot Coverage (*Estimate the percentage of the site used for the following*)

Buildings: 44.05

Parking and Paved Areas: 16.10

Usable Open Space: 27.73

Unusable Open Space: 12.12

Lot Coverage: 60.15

Does project fit definition of "Large Project" (as defined in 760 CMR 56.03 (6))? Yes/No no

Required Attachments Relating to Section 3

3.1 Preliminary Site Layout Plan(s)

Please provide preliminary site layout plans of the entire Site prepared, signed and stamped by a registered architect or engineer. Plans should be prepared at a scale of 1"=100' or 1" =200', and should show

- Proposed site grading
- Existing lot lines
- Easements (existing and proposed)
- Access to a public way must be identified
- Required setbacks
- Proposed site circulation (entrances/egresses, roadways, driveways, parking areas, walk ways, paths, trails)
- Building and structure footprints (label)
- Utilities (existing and proposed)
- Open space areas
- Schematic landscaping and screening
- Wetland and other restricted area boundaries and buffer zones

Please provide one (1) set of full size (30"x40") plans along with one (1) set of 11"x17" reproductions and one (1) electronic set of plans. Please note that MassHousing cannot accept USB flash drives.

3.2 Graphic Representations of Project/Preliminary Architectural Plans

- Typical floor plans
- Unit plans showing dimensions, bedrooms, bathrooms and overall unit layout
- Exterior elevations, sections, perspectives and illustrative rendering.

3.3 Narrative Description of Design Approach

Provide a narrative description of the approach to building massing, style, and exterior materials; site layout, and the relationship of the project to adjacent properties, rights of way and existing development patterns. The handbook called Approach to Chapter 40B Design Reviews prepared by the Cecil Group in January 2011 may be helpful in demonstrating the nature of the discussion that MassHousing seeks in this narrative.

3.4 Tabular Zoning Analysis

Zoning analysis in tabular form comparing existing zoning requirements to the waivers that you will request from the Zoning Board of Appeals for the proposed project, showing required and proposed dimensional requirements including lot area, frontage, front, side and rear setbacks, maximum building coverage, maximum lot coverage, height, number of stories, maximum gross floor area ratio, units per acre, units per buildable acre; number of parking spaces per unit/square foot and total number of parking spaces (proposed and required).

3.5 Completed Sustainable Development Principles Evaluation Assessment Form (see attached form)

Application for Chapter 40B Project Eligibility/Site Approval for MassHousing-Financed and New England Fund (“NEF”) Rental Projects

Section 4: SITE CONTROL (also see Required Attachments listed at end of Section 4)

In order to issue Site Approval, MassHousing must find (as required by 760 CRM 56.04 (4)) that the Applicant controls the site.

Name of Proposed Project: The Crossings

Describe current ownership status of the entire site as shown on the site layout plans (attach additional sheets as necessary if the site is comprised of multiple parcels governed by multiple deeds or agreements):

- Owned (or ground leased) by Development Entity or Applicant
- Under Purchase and Sale Agreement
- Under Option Agreement _____

Note: The Grantee/Buyer on each document must be either the Applicant or the Proposed Development Entity, or you must attach an explanation showing direct control of the Grantee/Buyer by the Applicant or the Proposed Development Entity.

Grantor/Seller: Trustees of the Blue Hills Norfolk Realty Trust

Grantee/Buyer: Worcester Road Realty Trust

Grantee/Buyer is (check one):

- Applicant Development Entity _____ Managing General Partner of Development Entity _____
General Partner of Development Entity _____ Other (explain) _____

Are the Parties Related? Worcester Road Realty Trust owns 140 Worcester Street currently

For Deeds or Ground Leases

Date(s) of Deed(s) or Ground Lease(s): November 20th, 1989

Purchase Price: \$11,000 (for 140 Worcester Street)

For Purchase and Sale Agreements or Option Agreements

Date of Agreement: February 23, 2018

Expiration Date: 45 days after receipts of all permits and approvals

If an extension has been granted, date of extension: _____

If an extension has been granted, new expiration date: _____

Purchase Price: \$625,000

Will any easements or rights of way over other properties be required in order to develop the site as proposed?

Yes _____ No

If Yes, please describe current status of easement:

Owned (or ground leased) by Development Entity or Applicant _____

Under Purchase and Sale Agreement _____

Under Option Agreement _____

Note: The Grantee/Buyer on each document must be either the Applicant or the Proposed Development Entity, or you must attach an explanation showing direct control of the Grantee/Buyer by the Applicant or the Proposed Development Entity.

Grantor/Seller: _____

Grantee/Buyer: _____

Are the Parties Related? _____

For Easements

Date(s) of Easement(s): _____

Purchase Price: _____

For Easement Purchase and Sale Agreements or Easement Option Agreements

Date of Agreement: _____

Expiration Date: _____

If an extension has been granted, date of extension: _____

If an extension has been granted, new expiration date: _____

Purchase Price: _____

Required Attachments Relating to Section 4

4.1 Evidence of Site Control (required)

Copies of all applicable, fully executed documents (deed, ground lease, purchase and sale agreement, option agreement, land disposition agreement, agreements to purchase easements) showing evidence of site control, including any required easements, along with copies of all amendments and extensions. Copies of all plans referenced in documents must be included.

Application for Chapter 40B Project Eligibility/Site Approval for MassHousing-Financed and New England Fund (“NEF”) Rental Projects

Section 5: FINANCIAL INFORMATION – Site Approval Application Rental 40B

In order to issue Site Approval, MassHousing must find (as required by 760 CMR 56.04 (4)) that an initial pro forma has been reviewed and that the Proposed Project appears financially feasible and consistent with the Chapter 40B Guidelines, and that the Proposed Project is fundable under the applicable program.

The Crossings

Name of Proposed Project: _____

Initial Capital Budget (please enter “0” when no such source or use is anticipated)

Sources

Description	Source	Budgeted
Private Equity	Owner's Cash Equity	6,305,936.00
Private Equity	Tax Credit Equity	
Private Equity	Developer Fee Contributed or Loaned	2,203,289.00
Private Equity	Developer Overhead Contributed or Loaned	
Other Private Equity		
Public/Soft Debt		
Subordinate Debt		
Permanent Debt		17,973,705.00
Permanent Debt		
Construction Debt	<i>For informational purposes only, not to be included in Sources total</i>	17,973,705.00
Additional Source (please identify)		
Additional Source (please identify)		
Total Sources		\$ 26,482,930.00

Pre-Permit Land Value, Reasonable Carrying Costs

Item	Budgeted
Site Acquisition: pre-permit land value (to be determined by MassHousing commissioned appraisal) plus reasonable carrying costs.	1925000

Uses (Costs)

Item	Budgeted
Acquisition Cost (Actual)	
Actual Acquisition Cost: Land	1,925,000.00
Actual Acquisition Cost: Buildings	0.00
Subtotal Acquisition Costs	1,925,000.00
Construction Costs-Building Structural Costs (Hard Costs)	
Building Structure Costs	15,804,000.00
Hard Cost Contingency	936,000.00
Subtotal – Building Structural Costs (Hard Costs)	16,740,000.00
Construction Costs-Site Work (Hard Costs)	
Earth Work	40,000.00
Utilities: On Site	125,000.00
Utilities: Off-Site	
Roads and Walks	100,000.00
Site Improvement	75,000.00
Lawns and Planting	75,000.00
Geotechnical Condition	60,000.00
Environmental Remediation	40,000.00
Demolition	40,000.00
Unusual Site Conditions/Other Site Work	60,000.00
Subtotal –Site Work (Hard Costs)	615,000.00
Construction Costs-General Conditions, Builders Overhead and Profit (Hard Costs)	
General Conditions	985,140.00
Builder's Overhead	328,380.00
Builder's Profit	985,140.00
Subtotal – General Conditions Builders Overhead and Profit (Hard Costs)	2,298,660.00
General Development Costs (Soft Costs)	
Appraisal and Marketing Study <i>(not 40B "as is" appraisal)</i>	10,000.00
Marketing and Initial Rent Up <i>(include model units, if any)</i>	50,000.00
Real Estate Taxes <i>(during construction)</i>	40,000.00
Utility Usage <i>(during construction)</i>	20,000.00
Insurance <i>(during construction)</i>	
Security <i>(during construction)</i>	
Inspecting Engineer	

Budgeted**General Development Costs (Soft Costs) - *Continued***

Fees to Others	1,059,317.00
Construction Loan Interest	98,748.00
Fees to Construction Lender	197,711.00
Fees to Permanent Lender	400,000.00
Architecture/Engineering	60,000.00
Survey, Permits, etc.	
Clerk of the Works	
Construction Manager	100,000.00
Bond Premiums (<i>Payment/Performance/Lien Bond</i>)	50,000.00
Environmental Engineer	85,000.00
Legal	20,000.00
Title (<i>including title insurance</i>) and Recording	45,000.00
Accounting and Cost Certification (<i>incl. 40B</i>)	
Relocation	
40B Site Approval Processing Fee	2,500.00
40B Technical Assistance/Mediation Fund Fee	3,580.00
40B Land Appraisal Cost (<i>as-is value</i>)	5,000.00
40B Final Approval Processing Fee	
40B Subsidizing Agency Cost Certification	
Examination Fee	
40B Monitoring Agent Fees	
MIP	
Credit Enhancement	
Letter of Credit Fees	
Other Financing Fees: Tax Credit Allocation Fee	
Other Financing Fees	150,000.00
Development Consultant	
Other Consultants (<i>describe</i>) lottery	35,000.00
Other Consultants (<i>describe</i>) peer review	35,000.00
Syndication Costs	
Soft Cost Contingency	123,343.00
Other Development (Soft) Costs	
Subtotal - General Development Costs (Soft Costs)	2,590,199.00

Developer Fee and Overhead

Developer Fee	2,203,289.00
Developer Overhead	
Subtotal - Developer Fee and Overhead	2,203,289.00

Capitalized Reserves

Development Reserves	
Initial Rent-Up Reserves	
Operating Reserves	110,782.00
Net Worth Account	
Other Capitalized Reserves	
Subtotal - Capitalized Reserves	110,782.00

Summary of Subtotals

Item	Budgeted
Acquisition: Land	1,925,000.00
Acquisition: Building	0.00
Building Structural Costs (Hard Costs)	16,740,000.00
Site Work (Hard Costs)	615,000.00
General Conditions, Builder's Overhead, Profit (Hard Costs)	2,298,660.00
Developer Fee and Overhead	2,203,289.00
General Development Costs (Soft Costs)	2,590,199.00
Capitalized Reserves	110,782.00
Total Development Costs (TDC)	26,482,930.00
 Summary	
Total Sources	26,482,930.00
Total Uses (TDC)	26,482,930.00

Projected Developer Fee and Overhead*: 2203289

Maximum Allowable Developer Fee and Overhead**: 2203289

Projected Developer Fee and Overhead equals 100% of Maximum Allowable Fee and Overhead

* Note in particular the provisions of Section IV.B.5.a of the Guidelines, which detail the tasks (i) for which a developer may or may not receive compensation beyond the Maximum Allowable Developer Fee and Overhead and (ii) the costs of which must, if the tasks were performed by third parties, be included within the Maximum Allowable Developer Fee and Overhead.

** Please consult the most recent DHCD Qualified Allocation Plan (QAP) to determine how to calculate the Maximum Allowable Developer Fee and Overhead. If you have questions regarding this calculation, please contact MassHousing.

Initial Unit/Rent Schedule

Affordable Units @ 80% AMI	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Number of Units		11	3	2	
Number Square Feet		743	1132	1446	
Monthly Rent		1374	1635	1885	
Utility Allowance		92	123	147	

Affordable Units @ 50% AMI	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Number of Units					
Number Square Feet					
Monthly Rent					
Utility Allowance					

Describe utility allowance assumptions (*utilities to be paid by tenants*):

Market Rate Units	Studio	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Number of Units		34	9	5	
Number Square Feet		743	1132	1350	
Monthly Rent		2378	3622	4627	

Initial Rental Operating Pro-Forma (for year one of operations)

Item	Notes	Amount
Permanent Debt Assumptions		
Loan Amount	Lender:	17973705
Annual Rate		4.65
Term		40
Amortization		40
Lender Required Debt Service Coverage Ratio		1.2
Gross Rental Income		1904280
Other Income (utilities, parking)		51720
Less Vacancy (Market Units)	5% (vacancy rate)	-81946
Less Vacancy (Affordable Units)	5% (vacancy rate)	-20724
Gross Effective Income		1853330
Less Operating Expenses	Per Unit: 10386	664693
Net Operating Income		1188637
Less Permanent Loan Debt Service		990531
Cash Flow		198106
Debt Service Coverage		1.2

Describe "other income": underneath parking for market rate units only + misc expenses

Rental Operating Expense Assumption

Item	Notes	Amount
Assumed Maximum Operating Expenses	Calculated based on Net Operating Income, Debt Service and required Debt Service Coverage listed above.	10386
Assumed Maximum Operating Expense/Unit*	Number of Units:	64

* MassHousing may request further detail regarding projected operating expenses if such expenses appear higher or lower than market comparables.

Required Attachments Relating to Section 5

5.1 New England Fund Lender Letter of Interest

Please attach a Letter of Interest from a current Federal Home Loan Bank of Boston (FHLBB) member bank regarding financing for the proposed development.

NOTE: Binding Construction and Permanent Financing Commitments (or evidence of closed loans) will be required at the time you apply for Final Approval from MassHousing.

5.2 Market Rental Comparables (required)

Please provide a listing of market rents being achieved in properties comparable to the proposed project.

5.3 Market Study (if requested)

MassHousing may require a market study for projects located in areas where the need or demand for the type of housing being proposed cannot be clearly demonstrated.

Application for Chapter 40B Project Eligibility/Site Approval for MassHousing-Financed and New England Fund (“NEF”) Rental Projects

Section 6: APPLICANT QUALIFICATIONS, ENTITY INFORMATION, AND CERTIFICATION

In order to issue Site Approval MassHousing must find (as required by 760 CRM 56.04 (4)) that the applicant is either a non-profit public agency or would be eligible to apply as a Limited Dividend Organization and meets the general eligibility standards of the program.

Name of Proposed Project: The Crossings

Development Team

Developer/Applicant: Dean Behrend / The Crossing, LLC

Development Consultant (if any): SEB, LLC

Attorney: _____

Architect: McKay Architects

Contractor: _____

Lottery Agent: SEB Housing, LLC

Management Agent: TBD

Other (specify): _____

Other (specify): Environmental Engineer: EcoTec

Role of Applicant in Current Proposal

Development Task	Developer/Applicant	Development Consultant (identify)
Architecture and Engineering	developer	
Local Permitting		SEB, LLC
Financing Package	developer	
Construction Management	developer	
Other		

Applicant's Ownership Entity Information

Please identify for each of (i) the Applicant and, if different (ii), the Proposed Development Entity, the following (collectively with the Applicant and the Proposed Development Entity, the “Applicant Entities”): the Managing Entities, Principals, Controlling Entities and Affiliates of each.

Note: For the purposes hereof, “Managing Entities” shall include all persons and entities (e.g. natural persons, corporations, partnerships, limited liability companies, etc., including beneficiaries of nominee trusts) who are managers of limited liability companies, general partners of limited partnerships, managing general partners of limited liability partnerships, directors and officers of corporations, trustees of trusts, and other similar persons and entities which have the power to manage and control the activities of the Applicant and/or Proposed Development Entity.

"Principal or Controlling Entities" shall include all persons and entities (e.g. natural persons, corporations, partnerships, limited liability companies, etc., including beneficiaries of nominee trusts) that shall have the right to:

- (i) approve the terms and conditions of any proposed purchase, sale or mortgage;
- (ii) approve the appointment of a property manager; and/or
- (iii) approve managerial decisions other than a decision to liquidate, file for bankruptcy, or incur additional indebtedness.

Such rights may be exercisable either (i) directly as a result of such person's or entity's role within the Applicant or the Proposed Development Entity or the Managing Entities of either or (ii) indirectly through other entities that are included within the organizational structure of the Applicant and/or Proposed Development Entity and the Managing Entities of either.

In considering an application, MassHousing will presume that there is at least one Principal or Controlling Entity of the Applicant and of the Proposed Development Entity. Any person or persons who have purchased an interest for fair market value in the Applicant and/or Proposed Development Entity solely for investment purposes shall not be deemed a Principal or Controlling Entity.

"Affiliates" shall include all entities that are related to the subject organization by reason of common control, financial interdependence or other means.

1. Applicant

Name of Applicant: The Crossings

Entity Type (limited liability company, limited partnership, limited liability partnership, corporation, trust, etc.):
LLC

State in which registered/formed: MA

List all Managing Entities of Applicant (you must list at least one): _____

Dean Behrend

List all Principals and Controlling Entities of Applicant and (unless the Managing Entity is an individual) its Managing Entities (use additional pages as necessary):

Behrend Construction

List all Affiliates of Applicant and its Managing Entities (use additional pages as necessary):

Behrend Construction

2. Proposed Development Entity

Name of Proposed Development Entity: Riverview Crossing, LLC

Entity Type (*limited liability company, limited partnership, limited liability partnership, corporation, trust, etc.*):
LLC

State in which registered/formed: MA

List all Managing Entities of Proposed Development Entity (*you must list at least one*):

Behrend Construction

List all Principals and Controlling Entities of Proposed Development Entity and (*unless the Managing Entity is an individual*) its Managing Entities (*use additional pages as necessary*):

Dean Behrend

List all Affiliates of Proposed Development Entity and its Managing Entities (*use additional pages as necessary*):

Certification and Acknowledgment

I hereby certify on behalf of the Applicant, *under pains and penalties of perjury*, that the information provided above for each of the Applicant Entities is, to the best of my knowledge, true and complete; and that each of the following questions has been answered correctly to the best of my knowledge and belief:

(Please attach a written explanation for all of the following questions that are answered with a "Yes". Explanations should be attached to this Section 6.)

Is there pending litigation with respect to any of the Applicant Entities? Yes No

Are there any outstanding liens or judgments against any properties owned by any of the Applicant Entities? Yes No

Have any of the Applicant Entities failed to comply with provisions of Massachusetts law related to taxes, reporting of employees and contractors, or withholding of child support? Yes No

Have any of the Applicant Entities ever been the subject of a felony indictment or conviction? Yes No

During the last 10 years, have any of the Applicant Entities ever been a defendant in a lawsuit involving fraud, gross negligence, misrepresentation, dishonesty, breach of fiduciary responsibility or bankruptcy? Yes No

Have any of the Applicant Entities failed to carry out obligations in connection with a Comprehensive Permit issued pursuant to M.G.L c. 40B and any regulations or guidelines promulgated thereunder (whether or not MassHousing is or was the Subsidizing Agency/Project Administrator) including, but not limited to, completion of a cost examination and return of any excess profits or distributions? Yes No

Have any of the Applicant Entities ever been charged with a violation of state or federal fair housing requirements?
Yes No

Are any of the Applicant Entities not current on all existing obligations to the Commonwealth of Massachusetts, and any agency, authority or instrument thereof? Yes No

I further certify that the information set forth in this application (including attachments) is true, accurate and complete as of the date hereof to the best of my/our knowledge, information and belief. I further understand that MassHousing is relying on this information in processing the request for Site Approval in connection with the above-referenced project; and

I hereby acknowledge our commitment and obligation to comply with requirements for cost examination and limitations on profits and distributions, all as found at 760 CMR 56.04(8) and will be more particularly set forth in a Regulatory Agreement by and between the Applicant and MassHousing.

I hereby acknowledge that will be required to provide financial surety by means of bond, cash escrow and a surety escrow agreement or letter of credit with the agreement that it may be called upon or used in the event that the Developer fails either to (i) complete and submit the examined Cost Certification as required by 760 CMR 56.04(8) and the Regulatory Agreement, or (ii) pay over to the Subsidizing Agency or the Municipality any funds in excess of the limitations on profits and distributions from capital sources as required by 760 CMR 56.04(8) and as set forth in the Regulatory Agreement.



I further certify that we have met with a representative of the 40B Department at MassHousing and understand the requirements for a) completing this application and b) the procedures if and when Site Approval is granted, including the requirement for (i) the use of the standard MassHousing Regulatory Agreement, (ii) submission to MassHousing, of a cost certification examined in accordance with AICPA attestation standards by ninety days of project completion (and prior to permanent loan closing if MassHousing is the permanent lender), of an audited cost certification by an approved certified public accountant and (iii) the posting of surety for completion of the cost certification as a condition of Final Approval by MassHousing under Chapter 40B.

Signature: D Belm
Name: D Behreel
Title: Owner
Date: 5-9-18

Required Attachments Relating to Section 6

6.1 Development Team Qualifications

Please attach resumes for principal team members and list of all relevant project experience for 1) the team as a whole and 2) individual team members. Particular attention should be given to demonstrating experience with (i) projects of a similar scale and complexity of site conditions, (ii) permitting an affordable housing development, (iii) design, and (iv) financing. The development team should demonstrate the ability to perform as proposed and to complete the Project in a competent and timely manner, including the ability to pursue and carry out permitting, financing, marketing, design and construction.

6.2 Applicant Entity 40B Experience

Please identify every Chapter 40B project in which the Applicant or a member of the project team has or had an interest. For each such project, state whether the construction has been completed and whether cost examination has been submitted.

6.3 Applicant's Certification

Please attach any additional sheets and any written explanations for questions answered with "yes" as required for Certification.

Application for Chapter 40B Project Eligibility/Site Approval for MassHousing-Financed and New England Fund (“NEF”) Rental Projects

Section 7: NOTIFICATIONS AND FEES

Name of Proposed Project: The Crossings

Notice

Date(s) of meetings, if any, with municipal officials prior to submission of application to MassHousing:	<u>Aug & Oct 2017</u>
Date copy of complete application sent to chief elected office of municipality:	<u>May 11 2018</u>
Date notice of application sent to DHCD:	<u>May 11 2018</u>

Fees (all fees should be submitted to MassHousing)

MassHousing Application Processing Fee (\$2500) Payable to MassHousing:	<u>\$2,500</u>
Chapter 40B Technical Assistance/Mediation Fee Payable to Massachusetts Housing Partnership:	<u> </u>
a. Base Fee: <i>(Limited Dividend Sponsor \$2500, Non-Profit or Public Agency Sponsor \$1,000)</i>	<u>\$2,500</u>
b. Unit Fee (all projects) \$50 per Unit:	<u>\$3,200</u>
Total TA/Mediation Fee (Base Fee plus Unit Fee):	<u>5,700</u>

Land Appraisal Cost

You will be required to pay for an "as-is" market value appraisal of the Site to be commissioned by MassHousing. MassHousing will contact you once a quote has been received for the cost of the appraisal.

Required Attachments Relating to Section 7

- 7.1** Narrative describing any prior correspondence and/or meetings with municipal officials
- 7.2** Evidence (such as a certified mail receipt) that a copy of the complete application package was sent to the chief elected official of municipality (may be submitted after the application is submitted to MassHousing)
- 7.3** Copy of notice of application sent to DHCD
- 7.4** Check made out to MassHousing for Processing Fee (\$2500)
- 7.5** Check made payable to Massachusetts Housing Partnership for Technical Assistance/Mediation Fee
- 7.6** W-9 (Taxpayer Identification Number)

Application Checklist

The documentation listed below must, where applicable, accompany each application. For detailed descriptions of these required documents, please see the relevant sections of the application form.

* Applications missing any of the documents indicated by an asterisk will not be processed by MassHousing until MassHousing receives the missing item(s).

- * Completed application form, and certification under pains and penalties of perjury (one (1) signed original) accompanied by one (1) electronic copy of the complete application package
- * Location Map
- Tax Map
- * Directions to the Proposed Site
- * Existing Conditions Plan
- Aerial Photographs
- Site/Context Photographs
- * Documentation Regarding Site Characteristics/Constraints
- * By Right Site Plan, if applicable
- * Preliminary Site Layout Plan(s)
- * Graphic Representations of Project/Preliminary Architectural Plans
- * Narrative Description of Design Approach
- * Tabular Zoning Analysis
- Sustainable Development Principles Evaluation Assessment Form
- * Evidence of site control (*documents and any plans referenced therein*)
- Land Disposition Agreement, if applicable
- * NEF Lender Letter of Interest
- Market Rental Comparables
- Market Study, if required by MassHousing
- * Development Team Qualifications
- Applicant's Certification (*any required additional sheets*)
- Narrative describing prior contact (*if any*) with municipal officials
- * Evidence that a copy of the application package has been received by the chief elected official in the municipality (*may follow after initial submission of application package, but site visit will not be scheduled nor request for municipal comments made until such evidence is received by MassHousing*)
- Copy of notification letter to DHCD
- * Fees payable to MassHousing and Massachusetts Housing Partnership (*once an appraiser has been selected by MassHousing and an appraisal fee quoted, an additional non-refundable appraisal fee will be required*).

SUSTAINABLE DEVELOPMENT CRITERIA SCORECARD

Project Name: The Crossings

Project Number: _____

Program Name: _____

Date: _____

MassHousing encourages housing development that is consistent with sustainable development designs and green building practices. Prior to completing this form, please refer to the Commonwealth's Sustainable Development Principles (adopted May 2007) available at: [Sustainable Development Principles](#)

DEVELOPER SELF-ASSESSMENT (for consistency with the Sustainable Development Principles)

Redevelop First

Check "X" below if applicable

If Rehabilitation:

- Rehabilitation/Redevelopment/Improvements to Structure
- Rehabilitation/Redevelopment/Improvements to Infrastructure

If New Construction:

- Contributes to revitalization of town center or neighborhood
- Walkable to:
 - (a) transit
 - (b) downtown or village center
 - (c) school
 - (d) library
 - (e) retail, services or employment center
- Located in municipally-approved growth center

Explanation (Required)

The project supports a local and regional housing need and provides mixed income rental housing within convenient commute by train and bus to employment bus in the Boston/Metro West area.

Optional – Demonstration of Municipal Support:

Check "X" below if applicable

- Letter of Support from the Chief Elected Official of the municipality*
- Housing development involves municipal funding
- Housing development involves land owned or donated by the municipality

*Other acceptable evidence: Zoning variance issued by ZBA for project; Minutes from Board of Selectman meeting showing that project was discussed and approved, etc.

Explanation (Required)

The proposed multi-family development is approximately 66 units per acre which is a density greater than the surrounding neighborhood. All municipal services are directly servicing the proposed property.

Method 2: Development meets a minimum of **five (5)** of the Commonwealth's *Sustainable Development Principles*, as shown in the next section below.

If the development involves strong **municipal support** (evidence of such support must be submitted as an attachment), the development need only meet **four (4)** of the *Sustainable Development Principles*. However, one (1) of the Principles met must be **Protect Land and Ecosystems**.

Please explain at the end of each category how the development follows the relevant *Sustainable Development Principle(s)* and explain how the development demonstrates each of the checked "X" statements listed under the *Sustainable Development Principle(s)*.

(1) Concentrate Development and Mix Uses

Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.

Check "X" below if applicable

- Higher density than surrounding area
- Mixes uses or adds new uses to an existing neighborhood
- Includes multi-family housing
- Utilizes existing water/sewer infrastructure
- Compact and/or clustered so as to preserve undeveloped land
- Reuse existing sites, structures, or infrastructure
- Pedestrian friendly
- Other (discuss below)

Explanation (Required)

The proposed multi-family development is approximately 66 units per acre which is a density greater than the surrounding neighborhood. All municipal services are directly servicing the proposed property.

(2) Advance Equity & Make Efficient Decisions

Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.

Promote development in accordance with smart growth and environmental stewardship.

Check "X" below if applicable

- Concerted public participation effort (beyond the minimally required public hearings)
- Streamlined permitting process, such as 40B or 40R
- Universal Design and/or visibility
- Creates affordable housing in middle to upper income area and/or meets regional need
- Creates affordable housing in high poverty area
- Promotes diversity and social equity and improves the neighborhood
- Includes environmental cleanup and/or neighborhood improvement in an Environmental Justice Community
- Other (discuss below)

Explanation (Required)

The project will use the comprehensive permit process with a goal to create market rate and moderate income rental housing catering to an under-served community in a very upscale community. The housing will be appropriate for a population with mobility impairments as well as other physical limitations. The developer and supporting team will continue to maintain an open line of communication with Town Officials and abutters throughout the permitting process; providing opportunities for feedback and keeping them informed of any project modifications.

(3) Protect Land and Ecosystems

Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality and accessibility of open spaces and recreational opportunities.

Check "X" below if applicable

- Creation or preservation of open space or passive recreational facilities
- Protection of sensitive land, including prime agricultural land, critical habitats, and wetlands
- Environmental remediation or clean up
- Responds to state or federal mandate (e.g., clean drinking water, drainage, etc.)
- Eliminates or reduces neighborhood blight
- Addresses public health and safety risk
- Cultural or Historic landscape/existing neighborhood enhancement
- Other (discuss below)

Explanation (Required)

The Applicant has retained Eco Tech who has completed an environmental evaluation of the property including a wetland flagging. The proposed project will adhere to all applicable DEP environmental standards as part of the proposed development.

(4) Use Natural Resources Wisely

Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water and materials.

Check "X" below if applicable

- Uses alternative technologies for water and/or wastewater treatment
- Uses low impact development (LID) or other innovative techniques
- Other (discuss below)

Explanation (Required)

The project will be designed for energy efficiency, with a goal of reducing its overall energy consumption by approximately 20% over the baseline. Recycled and non-toxic materials will be used in the common areas and apartment units. Apartments will be supplied with Energy Star rated lights and appliances and low flow plumbing fixtures.

(5) Expand Housing Opportunities

Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and single-family homes, in a way that is compatible with a community's character and vision and with providing new housing choices for people of all means.

Check "X" below if applicable

- Includes rental units, including for low/mod households
- Includes homeownership units, including for low/mod households
- Includes housing options for special needs and disabled population
- Expands the term of affordability
- Homes are near jobs, transit and other services
- Other (discuss below)

Explanation (Required)

The proposed development will provide moderate income households (80% AMI) an additional rental housing option in Wellesley. The project provides housing with immediate and convenient vehicular access to major employment hubs which are accessible via Route 95, Route 9 and the Masspike. The project expands the affordable housing stock in Wellesley adding 64 units of mixed income rental housing in a compatible and attractive design. The term of affordability will be in perpetuity.

(6) Provide Transportation Choice

Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.

Check "X" below if applicable

- Walkable to public transportation
- Reduces dependence on private automobiles (e.g., provides previously unavailable shared transportation, such as Zip Car or shuttle buses)
- Increased bike and ped access
- For rural areas, located in close proximity (i.e., approximately one mile) to a transportation corridor that provides access to employment centers, retail/commercial centers, civic or cultural destinations
- Other (discuss below)

Explanation (Required)

(7) Increase Job and Business Opportunities

Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training and entrepreneurial opportunities. Support growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology and fisheries.

Check "X" below if applicable

- Permanent jobs
- Permanent jobs for low- or moderate-income persons
- Jobs near housing, service or transit
- Housing near an employment center
- Expand access to education, training or entrepreneurial opportunities
- Support local businesses
- Support natural resource-based businesses (i.e., farming, forestry or aquaculture)
- Re-uses or recycles materials from a local or regional industry's waste stream
- Support manufacture of resource-efficient materials, such as recycled or low-toxicity materials
- Support businesses that utilize locally produced resources such as locally harvested wood or agricultural products
- Other (discuss below)

(6) Provide Transportation Choice

Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.

Check "X" below if applicable

- Walkable to public transportation
- Reduces dependence on private automobiles (e.g., provides previously unavailable shared transportation, such as Zip Car or shuttle buses)
- Increased bike and ped access
- For rural areas, located in close proximity (i.e., approximately one mile) to a transportation corridor that provides access to employment centers, retail/commercial centers, civic or cultural destinations
- Other (discuss below)

Explanation (Required)

(7) Increase Job and Business Opportunities

Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training and entrepreneurial opportunities. Support growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology and fisheries.

Check "X" below if applicable

- Permanent jobs
- Permanent jobs for low- or moderate-income persons
- Jobs near housing, service or transit
- Housing near an employment center
- Expand access to education, training or entrepreneurial opportunities
- Support local businesses
- Support natural resource-based businesses (i.e., farming, forestry or aquaculture)
- Re-uses or recycles materials from a local or regional industry's waste stream
- Support manufacture of resource-efficient materials, such as recycled or low-toxicity materials
- Support businesses that utilize locally produced resources such as locally harvested wood or agricultural products
- Other (discuss below)

Explanation (Required)

(8) Promote Clean Energy

Maximize energy efficiency and renewable energy opportunities. Support energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.

Check "X" below if applicable

- Energy Star or equivalent*
- Uses renewable energy source, recycled and/or non-/low-toxic materials, exceeds the state energy code, is configured to optimize solar access, and/or otherwise results in waste reduction and conservation of resources
- Other (discuss below)

*All units are required by MassHousing to be Energy Star Efficient. Please include in your explanation a description of how the development will meet Energy Star criteria.

Explanation (Required)

Energy star efficient appliances will be featured in all apartments.

(9) Plan Regionally

Support the development and implementation of local and regional, state and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation and housing that have a regional or multi-community benefit. Consider the long term costs and benefits to the Commonwealth.

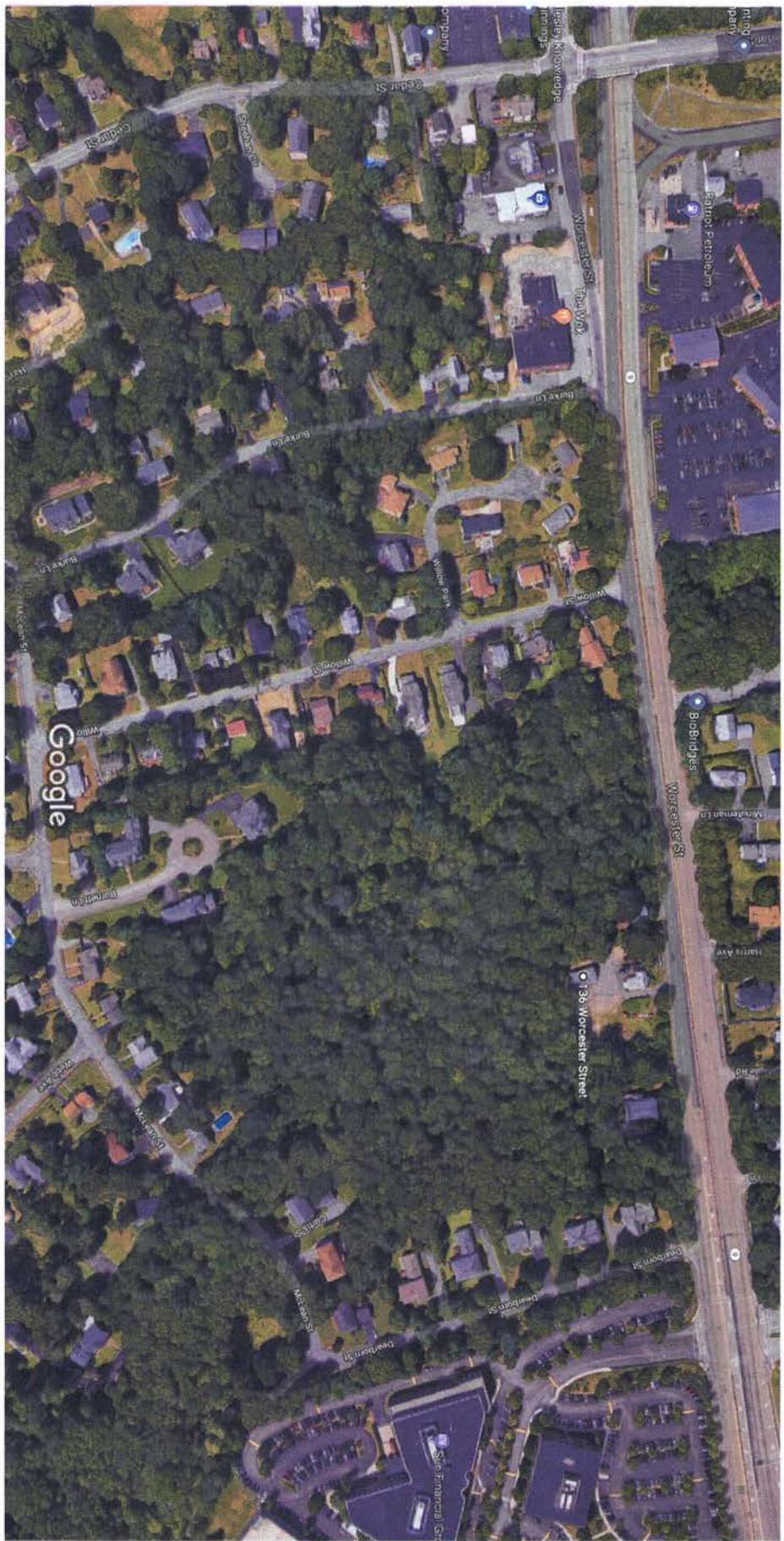
Check "X" below if applicable

- Consistent with a municipally supported regional plan
- Addresses barriers identified in a Regional Analysis of Impediments to Fair Housing
- Measurable public benefit beyond the applicant community
- Other (discuss below)

Explanation (Required)

The project supports a local and regional housing need and provides mixed income rental housing within convenient commute by train and bus to employment bus in the Boston/Metro West area.

For further information regarding 40B applications, please contact Greg Watson, Manager, Comprehensive Permit Programs, at (617) 854.1880 or gwatson@masshousing.com



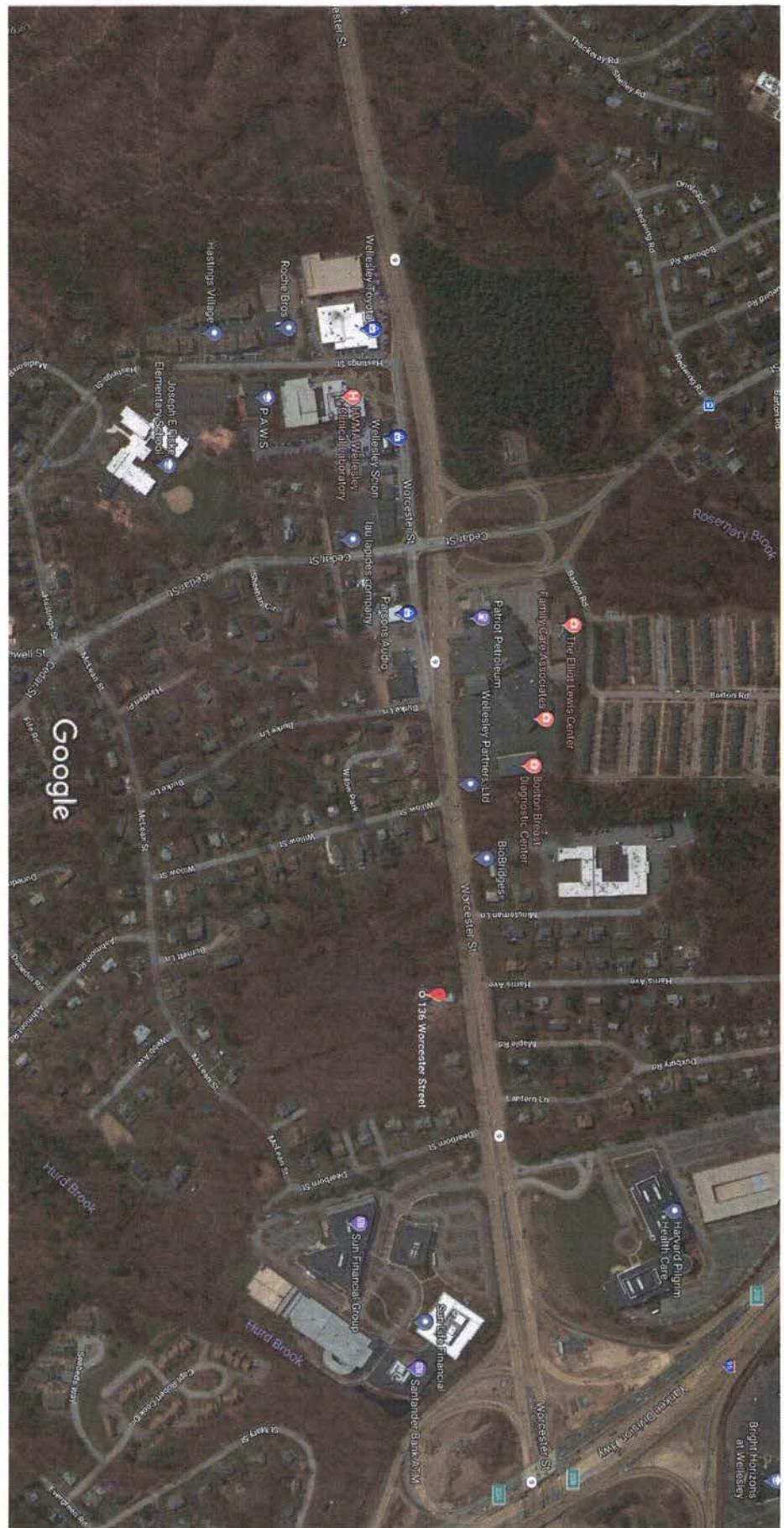
DELAYS

Light traffic in this area

No known road disruptions. Traffic incidents will show up here.

Google Maps

136 Worcester Street, Wellesley MA



DELAYS

Moderate traffic in this area

No known road disruptions. Traffic incidents will show up here.

Town of Wellesley, MA



Google Maps One Beacon Street to 136 Worcester St Drive 16.4 miles, 25 min

One Beacon Street

1 Beacon St, Boston, MA 02108

Get on I-90 W from Congress St

- ↑ 1. Head east on Beacon St toward Freedom Trail 6 min (1.3 mi)
- ↑ 2. Continue straight onto School St 98 ft
- ↲ 3. Turn left onto Washington St 0.1 mi
- ↲ 4. Turn right onto Water St 108 ft
- ↲ 5. Turn right onto Congress St 463 ft
- ↲ 6. Use the 2nd from the right lane to turn right onto Purchase St 0.3 mi
- ↲ 7. Use the left lane to take the I-93 S ramp to I-90 W/Quincy/Worcester 0.5 mi
- ↲ 8. Keep right at the fork, follow signs for Interstate 90 W 417 ft
- ↲ 9. Keep right, follow signs for Route 90 W/Mass Pike/Worcester and merge onto I-90 W 0.2 mi

Follow I-90 W and I-95 S to Wellesley. Take exit 20B from I-95 S

- 10. Merge onto I-90 W 16 min (14.0 mi)
 - ▲ Partial toll road
- ↲ 11. Keep left to stay on I-90 W 3.0 mi
 - ▲ Toll road
- ↲ 12. Take exit 15A toward I-95 S 8.1 mi
 - ▲ Toll road
- ↲ 13. Use the right lanes to continue toward I-95 S 0.3 mi
- 0.2 mi

14. Keep right at the fork, follow signs for I-95 S/State Route 128 S/Cape Cod/S Shore and merge onto I-95 S

2.3 mi

15. Take exit 20B to merge onto MA-9 W/Worcester St toward Framingham/Worcester

0.2 mi

Continue on MA-9 W. Drive to Worcester St

16. Merge onto MA-9 W/Worcester St

3 min (1.1 mi)

0.6 mi

17. Take the Cedar St exit toward Needham/Dover

0.1 mi

18. Turn right onto Cedar St

456 ft

19. Turn left onto Worcester St (signs for MA-9 E/Boston/Brookline)

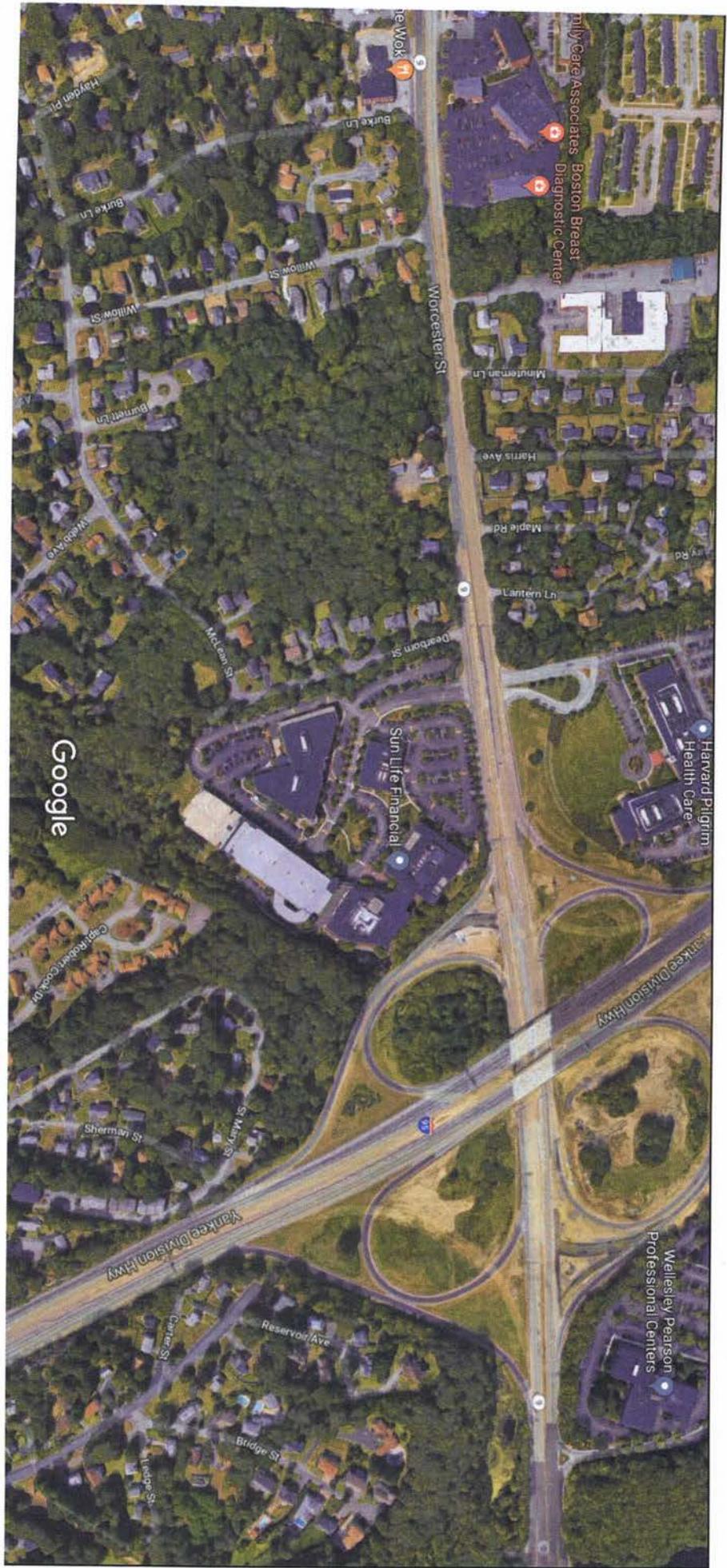
Destination will be on the right

0.3 mi

136 Worcester St

Wellesley Hills, MA 02481

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.







140

140 Waterman Street













WELLESLEY CROSSING

PROPOSED WAIVER LIST

ZONING BYLAW

SECTION II	SINGLE FAMILY DISTRICTS (SR10)
REQUIRED:	One-Family Dwelling in SR10 (Single Residence Zoning District)
PROPOSED:	Multi-Family rental project consisting of 64 units (46 market rate and 18 affordable) under M.G.L. c. 40B with parking and appurtenances as shown in accompanying plans (the Multi-Family Project)
SECTION IV	GENERAL RESIDENCE DISTRICT (GR)
REQUIRED:	Two-Family Dwelling in GR (General Residence Zoning District)
PROPOSED:	Multi-Family rental project consisting of 90 units (72 market rate and 18 affordable) under M.G.L. c. 40B with parking and appurtenances as shown in accompanying plans (the Multi-Family Project)
SECTION XVI	RESTRICTIONS AFFECTING ALL DISTRICTS
REQUIRED:	Construction of other than single or two family buildings per section XVIA (Project Approval) and section XXV (Special permit).
PROPOSED:	Multi-family Project per M.G.L. c. 40B Comprehensive Permit process
SECTION XVIA	PROJECT APPROVAL FOR PROJECTS OF SIGNIFICANT IMPACT
REQUIRED:	Design review, Site Plan Review and Special Permit
PROPOSED:	ZBA review through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations
SECTION XVIB	INCLUSIONARY ZONING
REQUIRED:	Provide affordable housing or cash contribution for Projects of Significant Impact under Section SVIA (Project Approval)
PROPOSED:	Provide affordable units per Multi-family Project and Comprehensive Permit
SECTION XVIC	DRAINAGE REVIEW
REQUIRED:	Review by DPW and Planning Director of grading and drainage plans and other materials as may be required in accordance with local specifications
PROPOSED:	ZBA review through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations
SECTION XVIE	TREE PROTECTION & PRESERVATION
REQUIRED:	Submission of Tree Protection & Mitigation Plan for review and approval by Building Commissioner and/or Planning Board in accordance with local specifications
PROPOSED:	ZBA review and approval of Landscaping Plan through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations

SECTION XVIII.B	AREA REGULATIONS/RATIO OF BUILDING TO LOT AREA
REQUIRED:	9,266 S.F.
PROPOSED:	24,775 S.F.
SECTION XIX	YARD REGULATIONS
REQUIRED:	Front Yard 30 feet Side Yard 20 feet Rear Yard 20 feet
PROPOSED:	Front Yard 20 feet on Linden Street; 15 feet on Hollis Street Side Yard 13.7 feet Rear Yard 24.2 feet
SECTION XX	
HEIGHT OF BUILDINGS	
REQUIRED:	45 feet or 3 stories
PROPOSED:	56 feet based upon an average grade plane of 155.5 feet
SECTION XXI	OFF-STREET PARKING
REQUIRED:	Parking Plan approved by the Building Commissioner and/or Planning Board with local specifications for setbacks, quantity of spaces, design, construction, landscaping, screening and administration including no tandem spaces
PROPOSED:	ZBA review and approval of Site Plan through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations, including 100 parking spaces
SECTION XXII	DESIGN REVIEW
REQUIRED:	Signage and Project Approvals (Section XXIIA) reviewed by Design Review Board.
PROPOSED:	ZBA review and approval of Site Plan and Signage plans through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations
SECTION XXIIA	SIGNS
REQUIRED:	Design Review Board, Building Commissioner and/or ZBA review of quantity, location and design of signs per local specifications.
PROPOSED:	ZBA review and approval of Site Plan and Signage plans through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations
SECTION XXIID	RETAINING WALLS
REQUIRED:	Special Permit and Design Review requirements and 10' setback from the property line if retaining wall greater than 4' height
PROPOSED:	ZBA review and approval of Site Plan including retaining wall specifications through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations Including a 5' setback from the easterly property line for up to a 7' tall retaining wall

RULES AND REGULATIONS FOR TREE PRESERVATION AND PROTECTION

REQUIRED: Tree Preservation, Protection, Replanting, Removal, Bond and Banking approved by Building Commissioner or Planning Board in accordance with local regulations

PROPOSED: ZBA review and approval Landscaping plans through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations

DPW MINICIPAL STORMWATER DRAINAGE SYSTEM RULES AND REGULATIONS

REQUIRED: Storm water management approved by DPW in accordance with local regulations

PROPOSED: ZBA review and approval of Storm water Management plans through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations

DPW SEWER RULES AND REGULATIONS

REQUIRED: Sewer connection, construction and fees pursuant to DPW Sewer Rules and Regulations

PROPOSED: Sewer connection, construction and fees reviewed and approved by ZBA through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations including fee waiver for affordable units

BOARD OF HEALTH REGULATIONS FOR SUBSURFACE SEWAGE DISPOSAL SYSTEMS

REQUIRED: Subsurface Sewage Disposal System construction and specifications pursuant to Board of Health Regulations for Subsurface Sewage Disposal System

PROPOSED: Subsurface Sewage Disposal System construction and specifications reviewed and approved By Board of Health in accordance with state law and regulations (Title 5)

DPW WATER RULES AND REGULATIONS

REQUIRED: Water connection, construction and fees pursuant to DPW Water Rules and Regulations.

PROPOSED: Water connection, construction and fees reviewed and approved by ZBA through M.G.L. c. 40B Comprehensive Permit process in accordance with state law and regulations Including fee waiver for affordable units

EcoTec, Inc.

102 Grove Street
Worcester, MA 01605-2629
(508) 752-9666
FAX (508) 752-9494

To: Dan Behrend
Via email

From: Scott Jordan

Date: September 15, 2017

Re: Wetland Flagging Memorandum, 130-136
Worcester Street, Wellesley,
Massachusetts

This memorandum including the attached sketch map is provided to EcoTec's client to explain the work that was done and to facilitate locating wetland flags and other identified resources. It is neither intended nor should it be used for any other purpose. This memorandum is not intended to be used as part of a wetland filing; a formal wetland resource evaluation will be provided for that purpose.

Attached is a rough sketch of the wetland flag and boundary locations at the above-referenced property that were delineated on September 14, 2017. In the table below, you will find the flag series numbers, flag type, and wetland types and locations. Locate all of these listed flags, including red test plot flags located near wetland flag A12. These test plot flags will be referenced in our wetland resource evaluation report.

Flag Numbers	Flag Type	Wetland Types and Locations
Start A1 to A17 Stop	Blue Flags	Boundary of Bordering Vegetated Wetlands located in or near the southern portion of the site that is associated with a mapped perennial stream.
Start R1 to R9 Stop	Red Flags	Mean Annual High-water Line (MAHWL) of mapped perennial stream located offsite to the south.

The wetland resource areas listed in the table above were delineated in accordance with the Massachusetts Wetlands Protection Act (the “Act”; M.G.L c. 131, § 40) and its implementing regulations (the “Regulations”; 310 CMR 10.00).

FEDERAL WETLANDS

EcoTec has presumed that federal wetland boundaries are conterminous with the delineated Bordering Vegetated Wetlands or Bank. Federal wetland jurisdiction can be determined by the U.S. Army Corps of Engineers (“Corps”) upon the filing of a Jurisdictional Determination or through the submittal of an Application for Permit to the Corps.

LOCAL WETLANDS PROTECTION BYLAW

The Town of Wellesley has a wetlands protection bylaw (“Bylaw”) and has associated regulations (“Bylaw Regulations”). Provisions include a 25-foot No Disturbance Zone from the wetland edge and a 75-foot Limited Disturbance Zone which includes the remainder of the 100-foot Buffer Zone.

Wetland Flagging Memorandum

September 15, 2017

Page 2.

BUFFER ZONE

A 100-foot Buffer Zone extends horizontally outward from the A-series flags under the Regulations and the Bylaw and Bylaw Regulations. The Buffer Zone is considered a resource area under the Bylaw and Bylaw Regulations.

RIVERFRONT AREA

Based upon a review of the current USGS Map, Boston South Quadrangle, dated 1987, there is a stream which may be located within 200 feet of the site. Based upon observations made during the site inspection, there are no additional unmapped streams located on or within 200 feet of the site.

Based upon the stream mapping, the stream would be designated as perennial and would contain a 200-foot Riverfront Area under the Act/Regulations.

BORDERING LAND SUBJECT TO FLOODING (BLSF)

Based upon a review of the Flood Insurance Rate Map, Norfolk County, Massachusetts, Map Number 25021C0028E, Effective Date July 17, there are no mapped Zone A or Zone AE 100-year floodplains located on or near the site. The southern portion of the site is mapped as Other Flood Areas: Zone X, which is defined as areas located within the 0.2% annual chance flood (i.e., 500-year floodplain).

The project engineer should determine the presence and extent or absence of Bordering Land Subject to Flooding on the site. When present, Bordering Land Subject to Flooding would occur in areas where the mapped Zone A / 100-year flood elevation is located outside of or upgradient of the delineated Bordering Vegetated Wetlands (or in the absence of Bordering Vegetated Wetlands, Bank) boundary. Bordering Land Subject to Flooding does not have a 100-foot Buffer Zone under the Regulations, but has a 200-foot Buffer Zone under the Bylaw and Bylaw Regulations.

VERNAL POOLS

Vernal pools are not a resource area under the Act or Regulations; they are simply a type of wildlife habitat that may occur within other wetland resource areas (or even within unregulated uplands). Vernal pools are considered a wetland resource area under the Bylaw and Bylaw Regulations.

Based upon a review of the *Massachusetts Natural Heritage Atlas*, On-line Data Viewer, there are no mapped Certified Vernal Pools on the site. There are no mapped Certified Vernal Pools located within approximately 500 feet of the site. Certified Vernal Pools are Outstanding Resource Waters (“ORWs”) under the Massachusetts water quality regulations.

Based upon a review of the Spring 2001 *Massachusetts Aerial Photo Survey of Potential Vernal Pools*, there are no mapped Potential Vernal Pools on the site. There are no mapped Potential Vernal Pools located within approximately 500 feet of the site.

Wetland Flagging Memorandum

September 15, 2017

Page 3.

This mapping information is provided for general information purposes only, and should not be considered definitive regarding the presence or absence of vernal pools.

During the site inspection, an area on the site, within the vicinity of flags R6-R7, that could potentially qualify for certification as a vernal pool pursuant to the March 2009 Guidelines for the Certification of Vernal Pool Habitat were observed on the site. Observations would need to be made in the spring (i.e., mid-March to May) to document the requisite vernal pool biology and hydrology. Off-site observations were not made.

Under the February 4, 2015 Massachusetts General Permits issued by the Army Corps of Engineers under the U.S. Clean Water Act, a discharge of dredge or fill material within a vernal pool depression or the presence of an on-site or off-site (if known) vernal pool within 500 feet of a regulated activity elevates a Self-Verification (SV) eligible project to Pre-Construction Notification (PCN) required project.

RARE SPECIES

Based upon a review of the *Massachusetts Natural Heritage Atlas*, On-line Data Viewer, the site is not located within a mapped Estimated Habitat [for use with the Act and Regulations] and is not located within a mapped Priority Habitat [for use with Massachusetts Endangered Species Act (M.G.L. Ch. 131A; “MESA”) and MESA Regulations (321 CMR 10.00)].

DISCLAIMER

The reader should be aware that the regulatory authority for the determination of wetland jurisdiction rests with local, state, and federal authorities. Please note, that any work on the site, depending upon its scope, proximity to wetlands, and other project specific factors, may trigger the need for permitting under various local, state, and federal statutes.

The wetland report will be prepared shortly. If you have any questions, please feel free to contact me at any time.

Wetland Flagging Memorandum

September 15, 2017

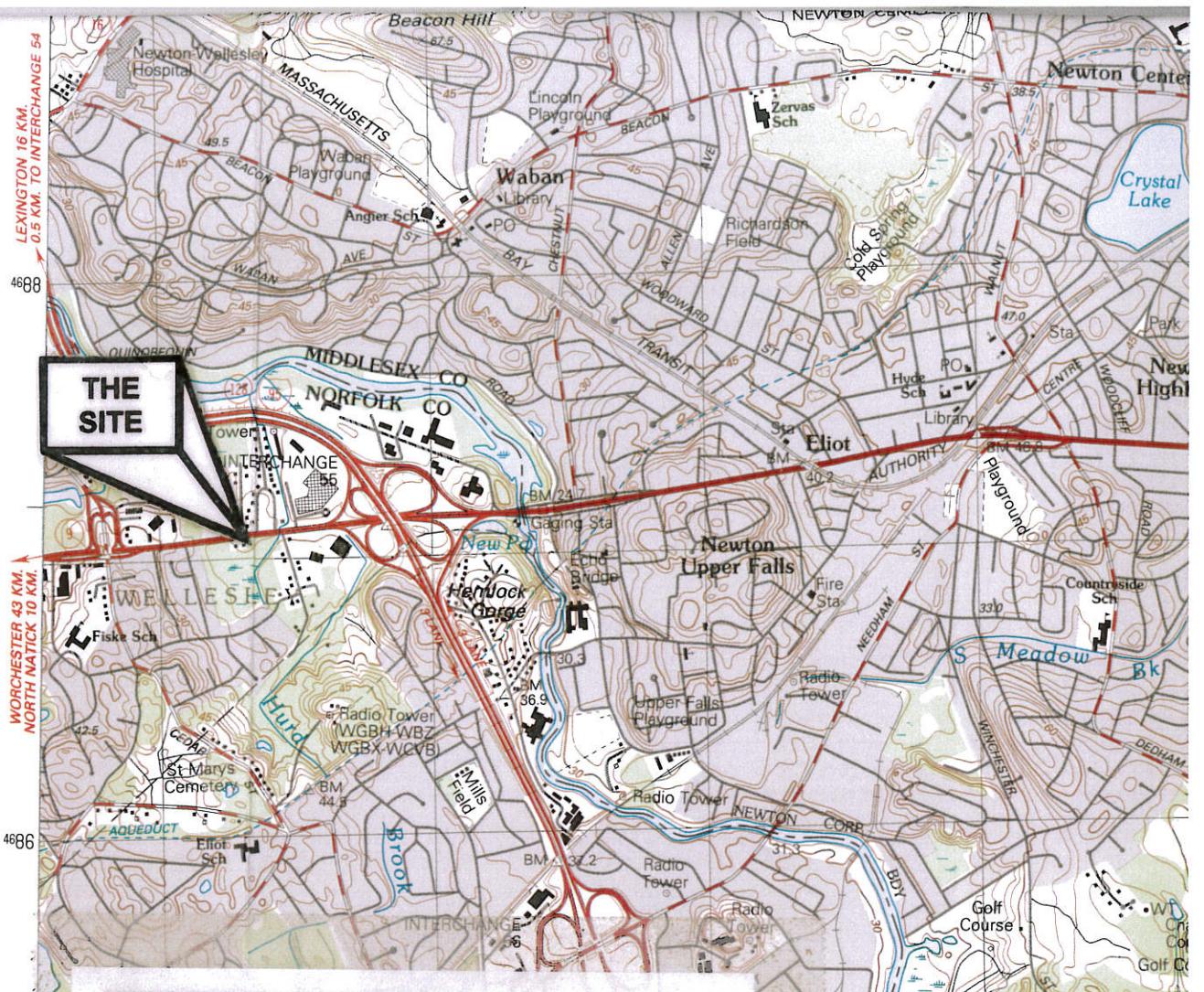
Page 4.

**Wetland Delineation Field Sketch
130-136 Worcester Street, Wellesley
September 15, 2017
Prepared By: EcoTec, Inc.: Scott Jordan**

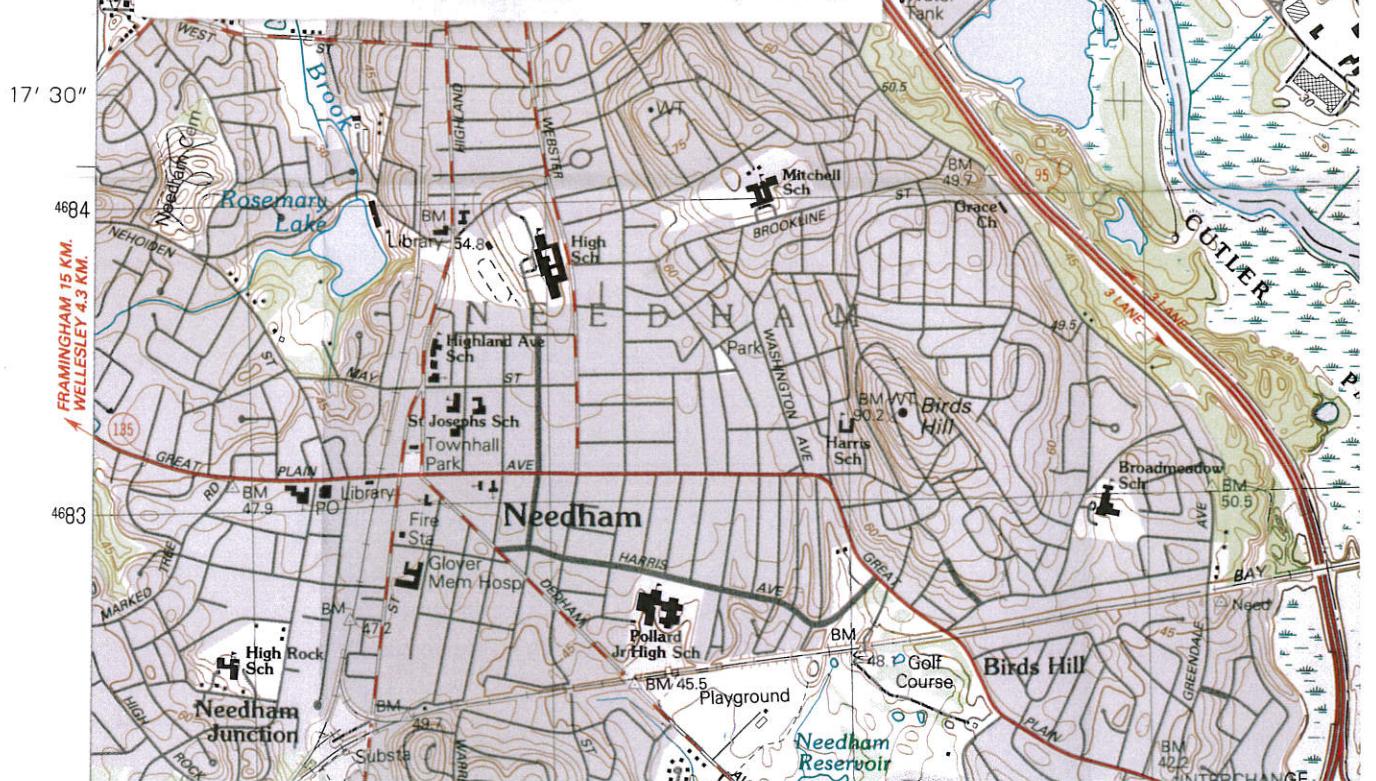
NOT TO SCALE

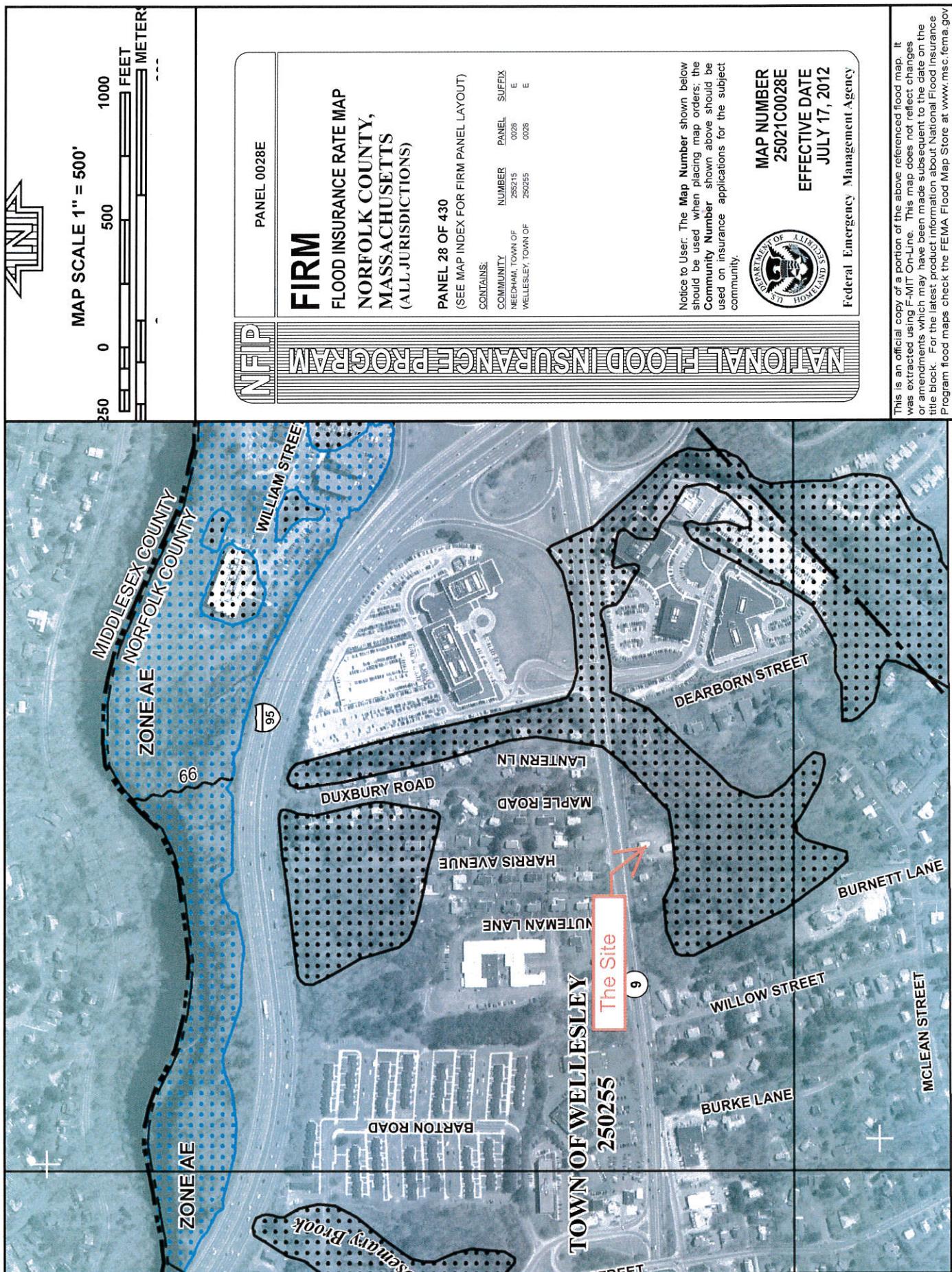
This sketch is intended to provide a rough location of wetland delineation flags to facilitate field location. It should not be relied upon for any other purpose.



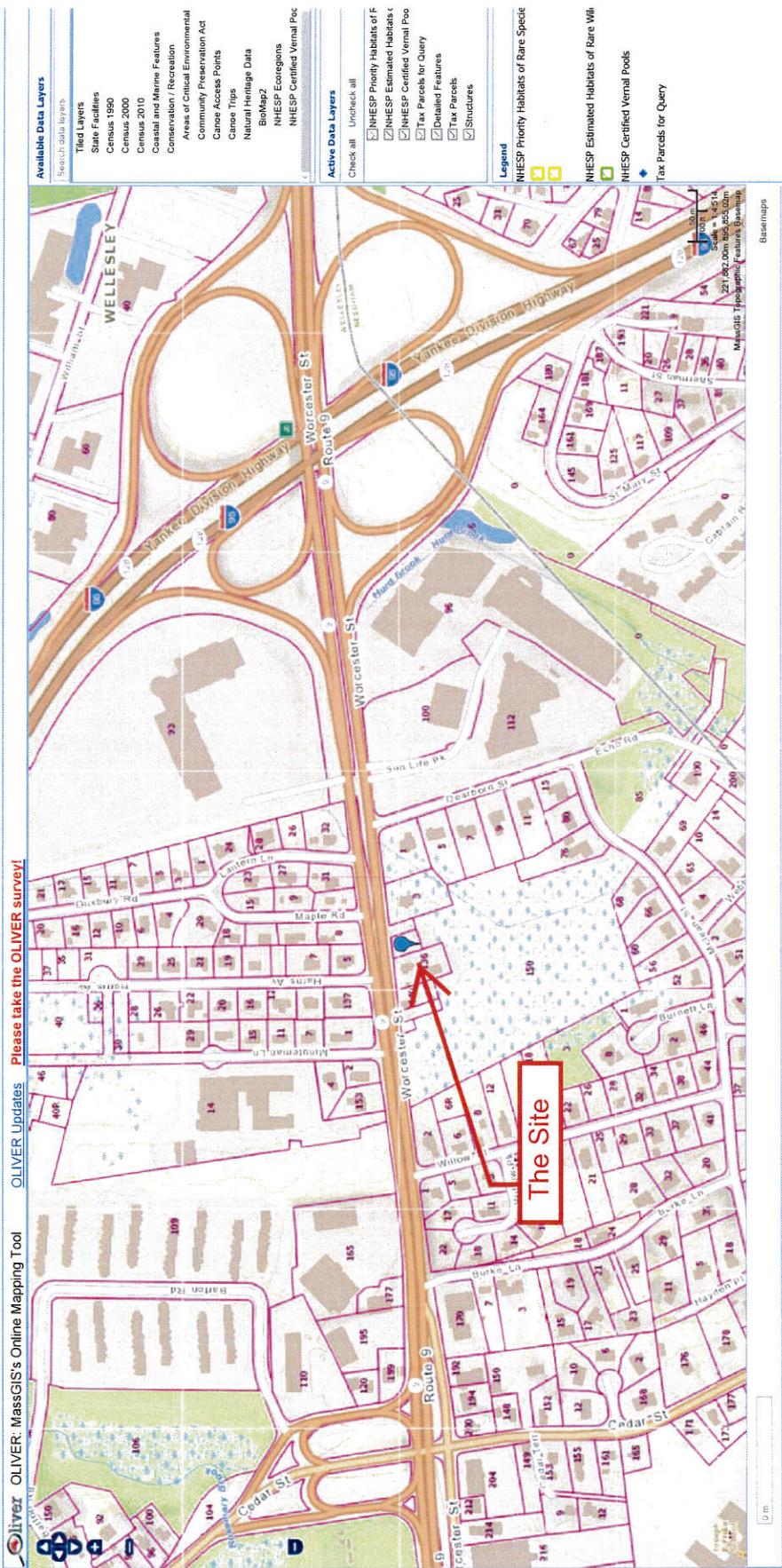


USGS TOPOGRAPHIC MAP
BOSTON SOUTH QUADRANGLE
1:25,000 Scale, Metric, 1987

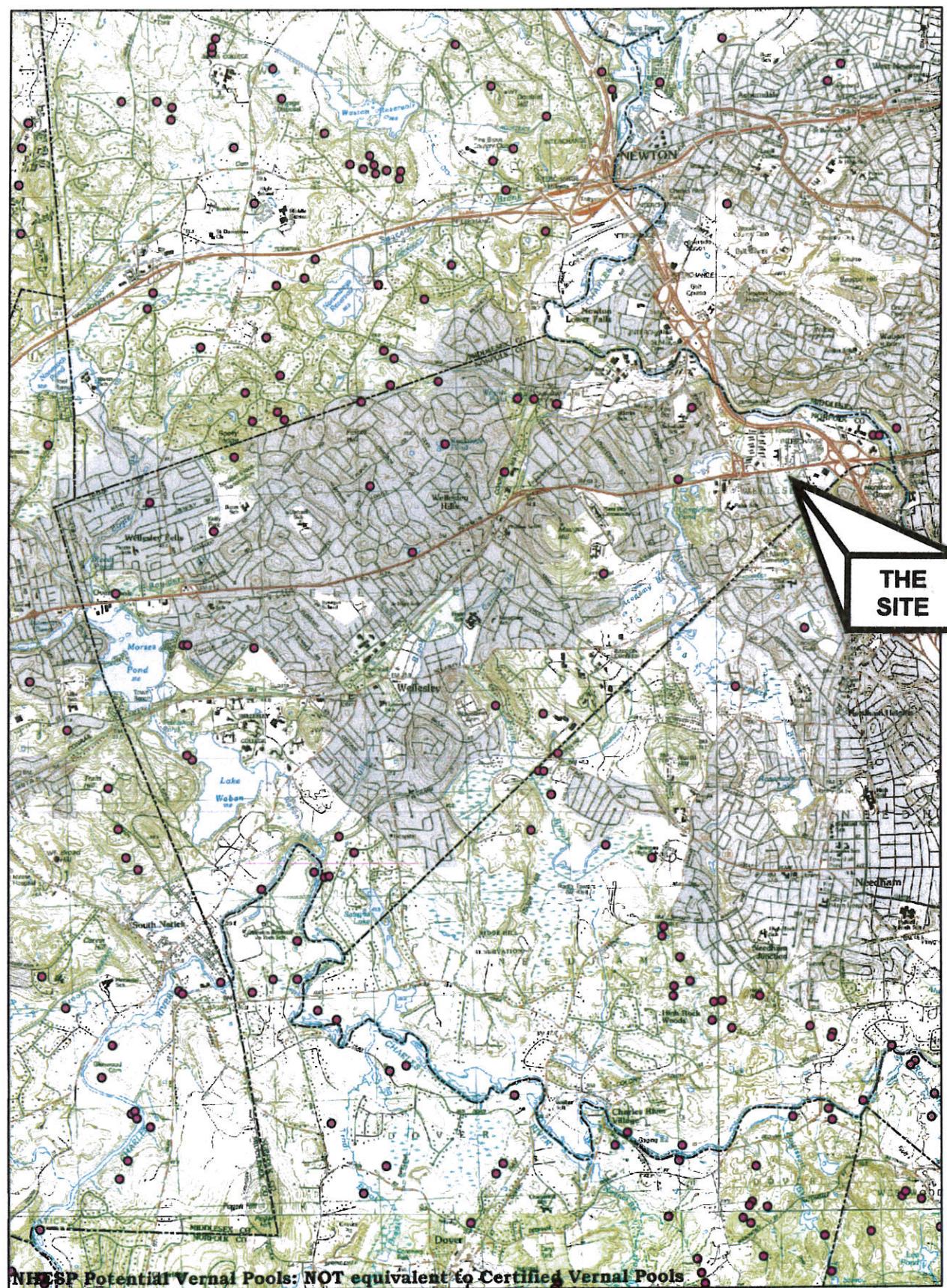




Natural Heritage Atlas On-line Data Viewer Output 9/15/2017



Wellesley Potential Vernal Pools



12/GIS/VernalPoolMaps/WellesleyPVPs.01.mxd

0 0.5 1 2 3 4 Miles

TRANSPORTATION IMPACT ASSESSMENT

**PROPOSED RESIDENTIAL DEVELOPMENT
136 WORCESTER STREET (ROUTE 9)
WELLESLEY, MASSACHUSETTS**

Prepared for:

**BEHREND CONSTRUCTION
Wellesley, Massachusetts**

March 2018

Prepared by:

**VANASSE & ASSOCIATES, INC.
35 New England Business Center Drive
Suite 140
Andover, MA 01810
(978) 474-8800
www.rdfa.com**



35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
Office 978-474-8800
Fax 978-688-6508
Web: www.rdva.com

Dear Reviewer:

This letter shall certify that this *Transportation Impact Assessment* has been prepared under my direct supervision and responsible charge. I am a Registered Professional Engineer (P.E.) in the Commonwealth of Massachusetts (Massachusetts P.E. No. 38871, Civil) and hold Certification as a Professional Traffic Operations Engineer (PTOE) from the Transportation Professional Certification Board, Inc. (TPCB), an affiliate of the Institute of Transportation Engineers (ITE) (PTOE Certificate No. 993). I am also a Fellow of the Institute of Transportation Engineers (FITE).

Sincerely,

VANASSE & ASSOCIATES, INC.

A handwritten signature in black ink that reads "Jeffrey S. Dirk".

Jeffrey S. Dirk, P.E., PTOE, FITE
Principal

CONTENTS

EXECUTIVE SUMMARY	1
Recommendations	2
INTRODUCTION	5
Project Description	5
Study Methodology	6
EXISTING CONDITIONS	7
Existing Traffic Volumes	8
Spot Speed Measurements.....	9
Pedestrian and Bicycle Facilities.....	9
Public Transportation	10
Motor Vehicle Crash Data.....	10
FUTURE CONDITIONS	13
Future Traffic Growth	13
Project-Generated Traffic.....	15
Trip Distribution and Assignment.....	16
Future Traffic Volumes - Build Condition.....	16
TRAFFIC OPERATIONS ANALYSIS	18
Methodology	18
Analysis Results	21
SIGHT DISTANCE EVALUATION.....	24
CONCLUSIONS AND RECOMMENDATIONS	26
Conclusions	26
Recommendations	27

FIGURES

No.	Title
1	Site Location Map
2	Existing Intersection Lane Use, Travel Lane Width and Pedestrian Facilities
3	2017 Existing Weekday Peak-Hour Traffic Volumes
4	2024 No-Build Weekday Peak-Hour Traffic Volumes
5	Trip-Distribution Map
6	Project-Generated Weekday Peak-Hour Traffic Volumes
7	2024 Build Weekday Peak-Hour Traffic Volumes

TABLES

No.	Title
1	Study Area Intersection Description
2	Vehicle Travel Speed Measurements
3	Motor Vehicle Crash Data Summary
4	Trip-Generation Summary
5	Peak-Hour Traffic Volume Increases
6	Level-of-Service Criteria for Unsignalized Intersections
7	Level-of Service Criteria for Signalized Intersections
8	Unsignalized Intersection Level-of-Service and Vehicle Queue Summary
9	Signalized Intersection Level-of-Service and Vehicle Queue Summary
10	Sight Distance Measurements

EXECUTIVE SUMMARY

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a 65-unit residential apartment community to be located at 136 Worcester Street, in Wellesley, Massachusetts (hereafter referred to as the “Project”).

This assessment was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the Town of Wellesley; was performed in accordance with MassDOT’s *Transportation Impact Assessment (TIA) Guidelines* and the Traffic Review standards for a Project of Significant Impact (PSI) as defined in Section XVIA of the Town of Wellesley Zoning Bylaw; and was conducted pursuant to the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE)¹, the Project is expected to generate approximately 354 trips on an average weekday (two-way, 24-hour volume), with 23 vehicle trips expected during the weekday morning peak-hour and 29 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to operate at a level-of-service (LOS) D or better under all analysis conditions where an LOS of “D” or better is defined as “acceptable” operating conditions;
3. Independent of the Project, specific movements at the Worcester Street/Sunlife Park/Wellesley Gateway intersection were identified as operating at capacity (defined as LOS “E”) during both the weekday morning and evening peak hours, with Project-related impacts at the intersection defined as an increase in average motorist delay of less than 1.0 seconds and a predicted increase in vehicle queueing of approximately one (1) vehicle;
4. All movements exiting the Project site driveway intersection with Worcester Street are expected to operate at LOS D during the peak hours and a predicted vehicle queue of approximately one (1) vehicle;

¹*Trip Generation*, 9th Edition; Institute of Transportation Engineers; Washington, DC; 2012.

5. The Worcester Street/Sunlife Park/Wellesley Gateway intersection was found to have a motor vehicle crash rate below the MassDOT average crash rate for a signalized intersection, but was included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash cluster location for 2013-2015. This intersection is currently under construction as a part of MassDOT's I-95/Route 128 Add-A-Lane project. In addition, a second right-turn lane will be added to the Sunlife Park driveway that will be constructed by Sunlife. It is expected that the reconstructed intersection and the associated improvements to the adjacent Route 9/I-95/Route 128 interchange (Exit 20) will include specific improvements to enhance safety; and
6. Lines of sight to and from the Project site driveway intersections with Worcester Street were found to exceed or could be made to exceed the required minimum distance for the intersections to function in a safe and efficient manner.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project will be provided by way of two driveways that will intersect the south side of Worcester Street adjacent to the east and west property lines, with the east driveway accommodating vehicles both entering and exiting the Project site and the west driveway serving as a one-way entrance driveway. All movements at the Project site driveways are restricted to right turns only to/from Worcester Street due to the concrete median barrier along Worcester Street opposite the driveways. The following recommendations are offered with respect to Project access and internal circulation:

- The two-way Project site driveway should be a minimum of 24-feet in width and the one-way, entrance only driveway should be a minimum of 20-feet in width, with both driveways designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Town of Wellesley Fire Department pursuant to the requirements of NFPA® 1.²
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided. In addition, appropriate traffic control signs (i.e., "One-Way" "Do Not Enter" and "No Left Turn") should be installed to indicate the one-way direction of travel along the front of the building.

²National Fire Protection Association (NFPA)® 1, *Fire Code*, Seventh Edition; NFPA; Quincy, Massachusetts; 2015; as amended per 527 CMR.

- All signs and pavement markings to be installed within the Project site shall conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).³
- A sidewalk should be provided to link the proposed building to Worcester Street.
- A school bus waiting area should be provided at an appropriate location defined in consultation with the Town.
- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Trees and vegetation located along the Project site frontage should be trimmed or removed in order to provide the necessary line of sight for motorists existing the Project site driveway.
- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.
- Consideration should be given to installing electric vehicle charging stations within the Project site.

Sidewalk Improvements

As documented as a part of this assessment, sidewalks are not currently provided along Worcester Street in the vicinity of the Project site. As such, the Project proponent will construct a sidewalk along the Project site frontage to include the installation of ADA compliant wheelchair ramps for crossing the Project site driveways.

Transportation Demand Management

Public transportation services are not provided within the immediate study area; however, public transportation services are provided to the Town of Wellesley by the Massachusetts Bay Transportation Authority (MBTA) (Wellesley Square Station on the Framingham/Worcester Line of the commuter rail system) and the Metro-West Regional Transit Authority (MWRTA), and are available to the east of the Project site in the City of Newton (MBTA subway service on the D Branch of the Green Line). In addition, the MWRTA also operates Paratransit Services for passengers who meet ADA requirements and provides transportation services for seniors and the disabled through the Wellesley Council on Aging. In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures should be implemented as a part of the Project:

- The owner or property manager will contact MassRIDES to obtain information on facilitating and encouraging healthy transportation options for residents of the Project;
- Information regarding public transportation services, maps, schedules and fare information should be posted in a central location and/or otherwise made available to residents;
- A “welcome packet” should be provided to residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available

³*Manual on Uniform Traffic Control Devices* (MUTCD); Federal Highway Administration; Washington, D.C.; 2009.

- through MassRIDES' and their NuRide program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;
- Residents should be made aware of the Emergency Ride Home (ERH) program available through MassRIDES, which reimburses employees of a participating MassRIDES employer partner worksite that is registered for ERH and that carpool, take transit, bicycle, walk or vanpool to work;
 - Pedestrian accommodations should be incorporated within the Project site consisting of a sidewalk extending to Worcester Street;
 - A mail drop should be provided in a central location; and
 - Secure bicycle parking should be provided consisting of weather protected bicycle parking located in a secure area within the building.

With implementation of the above recommendations, safe and efficient vehicular, pedestrian and bicycle access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.

INTRODUCTION

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a 65-unit residential apartment community to be located at 136 Worcester Street (Route 9) in Wellesley, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project, along Worcester Street and at the following specific intersections: Worcester Street at Dearborn Street and Worcester Street at Sunlife Park/Wellesley Gateway.

PROJECT DESCRIPTION

The Project will entail the construction of a 65-unit residential apartment community to be located at 136 Worcester Street in Wellesley, Massachusetts. The Project site encompasses approximately $0.86\pm$ acres of land that is bounded by Worcester Street to the north and residential properties and areas of open and wooded space to the south, east and west. Figure 1 depicts the Project site location in relation to the existing roadway network. At present the Project site is occupied by a single-family home and associated outbuildings and appurtenances that will be removed to accommodate the Project.

Access to the Project will be provided by way of two driveways that will intersect the south side of Worcester Street adjacent to the east and west property lines, with the east driveway accommodating vehicles both entering and exiting the Project site and the west driveway serving as a one-way entrance driveway. All movements at the Project site driveways are restricted to right turns only to/from Worcester Street due to the concrete median barrier along Worcester Street opposite the driveways.

On-site parking will be provided for 100 vehicles consisting of 11 surface parking spaces and 89 spaces in a two-level parking garage located beneath the proposed building,⁴ or a parking ratio of approximately 1.54 spaces per dwelling unit. This parking ratio is within the range of values

⁴Ten (10) of the garage parking spaces will be mechanical lift spaces.

Transportation Impact Assessment - Proposed Residential Development - Wellesley, Massachusetts



Figure 1
Site Location Map



Vanasse & Associates, Inc.
Transportation Engineers & Planners

documented by the Institute of Transportation Engineers (ITE) for an apartment community in a suburban setting.⁵

STUDY METHODOLOGY

This study was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the Town of Wellesley; was performed in accordance with: i) MassDOT's *Transportation Impact Assessment (TIA) Guidelines*; ii) the Traffic Review standards for a Project of Significant Impact (PSI) as defined in Section XVIA of the Town of Wellesley Zoning Bylaw; and iii) the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon from the existing conditions base year (2017) was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The analysis conducted in stage two identifies existing or projected future capacity, safety, and access issues, as these areas relate to the transportation infrastructure.

The third stage of the study presents and evaluates measures to address deficiencies in the transportation infrastructure, if any, identified in stage two of the study.

⁵*Parking Generation*, 4th Edition; Institute of Transportation Engineers; Washington, D.C.; 2010. Observed parking demand ratios for an apartment community were found to range from 0.59 to 1.94 spaces per dwelling unit, with an average parking demand of 1.23 spaces per dwelling unit and an 85th percentile peak parking demand of 1.94 spaces per dwelling unit.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions within the study area was conducted in October 2017. The field investigation consisted of an inventory of existing roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; traffic volumes; and operating characteristics; as well as posted speed limits and land use information within the study area. The study area for the Project was selected to contain the major roadway providing access to the Project site, Worcester Street, as well as the following specific intersections: Worcester Street at Dearborn Street and Worcester Street at Sunlife Park/Wellesley Gateway.

The following describes the study area roadway and intersections as observed in October 2017.

Roadway

Worcester Street (Route 9)

- Four-lane urban principal arterial roadway under MassDOT jurisdiction
- Traverses in a general east-west direction and provides access to Interstate 95 (I-95)/Route 128 to the east of the Project site
- In the vicinity of the Project site provides two 12 to 18-foot wide travel lanes per direction separated by a concrete barrier or raised median and guardrail, with variable width (1 to 7-foot wide) marked shoulders
- Posted speed limit is 45 miles per hour (mph)
- Sidewalks are provided along the north side of the roadway and along the south side east of Dearborn Street and west of Willow Street
- Illumination is provided by way of street lights mounted on wood poles
- Land use within the study area consists of the Project site, residential and commercial uses, and areas of open and wooded space

Intersections

Table 1 and Figure 2 summarize lane use, traffic control, and pedestrian and bicycle accommodations at the study area intersections as observed in October 2017.

Table 1
STUDY AREA INTERSECTION DESCRIPTION

Intersection	Traffic Control Type ^a	No. of Travel Lanes Provided	Shoulder Provided? (Yes/No/Width)	Pedestrian Accommodations? (Yes/No/Description)	Bicycle Accommodations? (Yes/No/Description)
Worcester St./ Dearborn St.	S	3 through lanes and 1 left-turn lane on Worcester St. eastbound; 1 right-turn lane on Dearborn St.	Yes – 1 to 3-feet on Worcester St.	Yes – Sidewalks along the north side of Worcester St. and south side east of Dearborn St., and along east side of Dearborn St.; crosswalk provided for crossing Dearborn St.	No
Worcester St./ Sunlife Pk./ Wellesley Gateway	TS	1 left-turn lane and 3 through lanes on Worcester St. eastbound; 1 left-turn lane, 3 through lanes and a right-turn lane on Worcester St. westbound; 1 left-turn/through lane and 1 right-turn lane on Sunlife Pk.; 1 left-turn lane, 1 through lane and 1 right-turn lane on Wellesley Gateway	Yes – 1 to 5-feet on Worcester St.	Yes – Sidewalks along both sides of Worcester St. and along the east side of Sunlife Pk. and the west side of Wellesley Gateway; crosswalks, traffic signal equipment and phasing provided for crossing Sunlife Pk., Wellesley Gateway and the Worcester St. west leg	No

^aTS = traffic signal control; F = flashing signal/beacon; S = STOP-sign control; NC = no control present.

^bCombined shoulder and travel lane width equal to or exceed 14 feet.

EXISTING TRAFFIC VOLUMES

In order to determine existing traffic-volume demands and flow patterns within the study area, manual turning movement counts (TMCs) and vehicle classification counts were completed in October 2017 while public schools were in regular session. The TMC's were conducted at the study intersections during the weekday morning (7:00 to 9:00 AM) and evening (2:00 to 6:00 PM) peak periods on October 3rd (Tuesday). These time periods were selected for analysis purposes as they are representative of the peak-traffic-volume hours for both the Project and the adjacent roadway network.

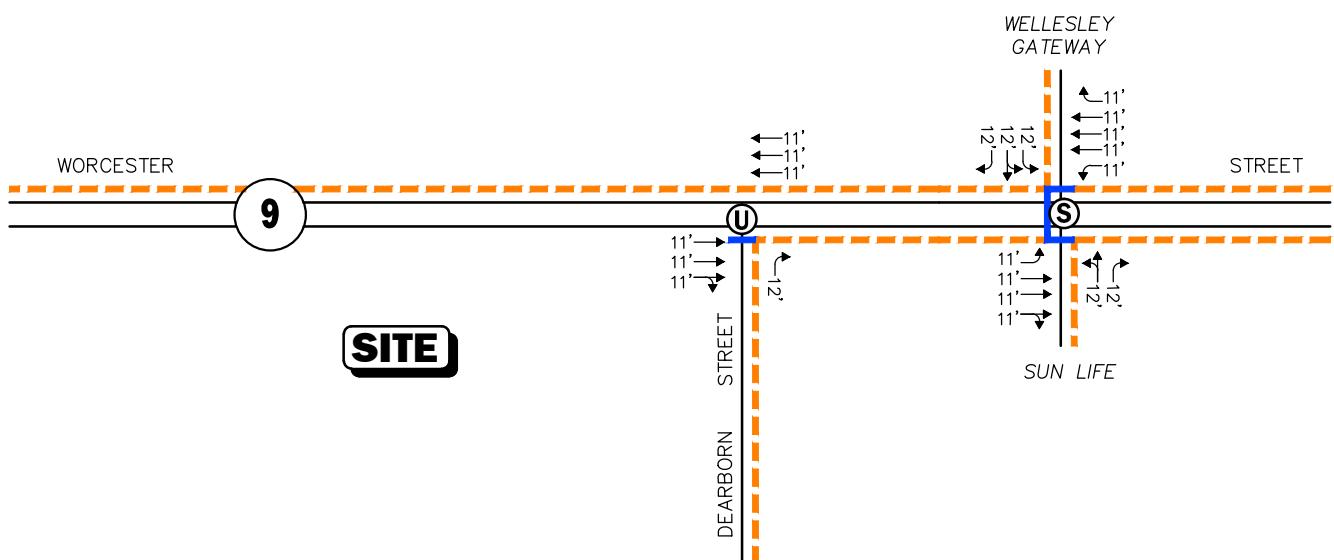
Traffic-Volume Adjustments

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic volume data from MassDOT Continuous Count Station No. H8502 located on I-95 south of Quinobequin Road in Wellesley were reviewed.⁶ Based on a review of this data, it was determined that traffic volumes for the month of October are approximately 7.0 percent above average-month conditions and, therefore, the traffic counts that form the basis of this assessment were not adjusted downward in order to provide a conservative (above-average) analysis condition. The 2017 Existing weekday morning and evening peak-hour traffic volumes graphically depicted on Figure 3.

⁶MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2017.

Legend:

- (S) Signalized Intersection
- (U) Unsignalized Intersection
- Sidewalk
- Crosswalk
- XX' → Lane Use and Travel Lane Width



Not To Scale

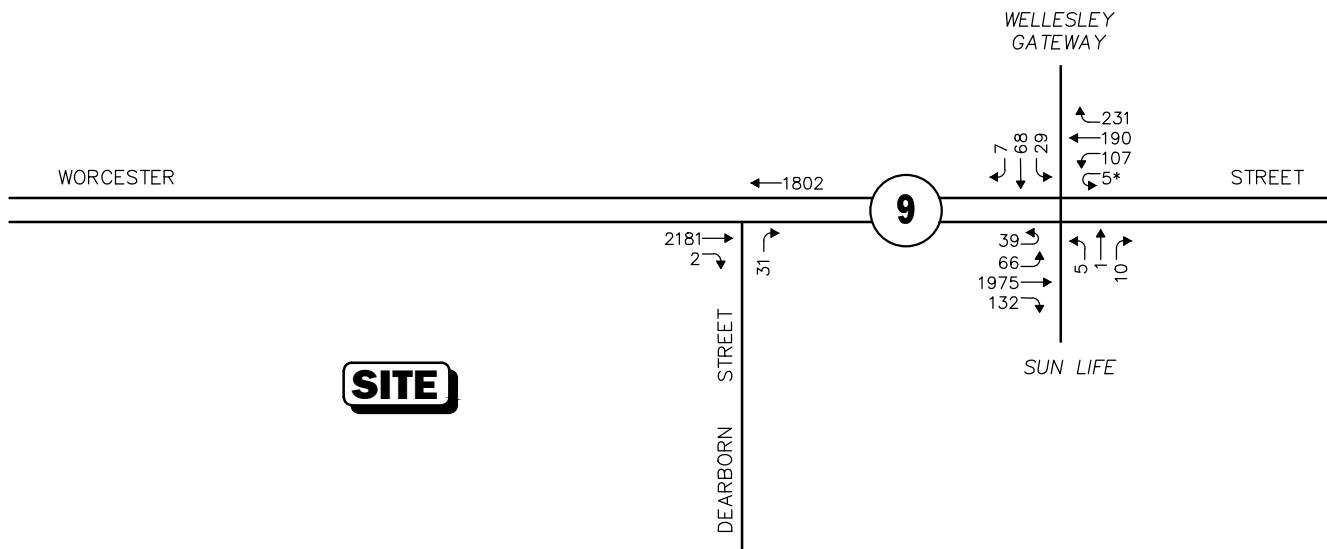


Vanasse & Associates, Inc.
Transportation Engineers & Planners

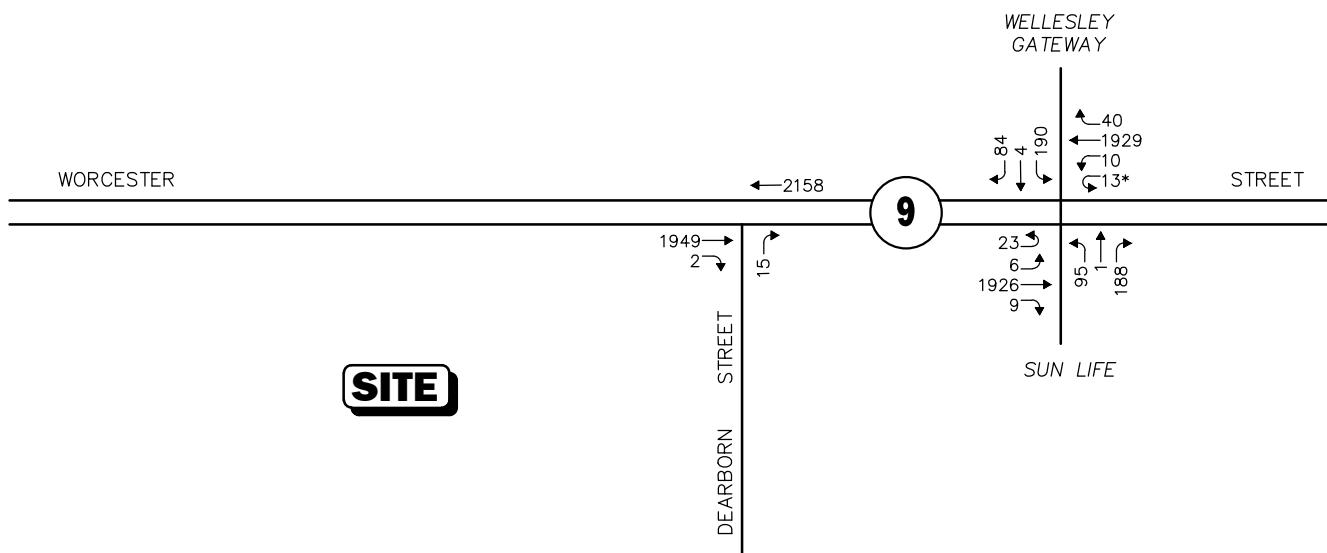
Figure 2

**Existing Intersection Lane Use,
Travel Lane Width and
Pedestrian Facilities**

WEEKDAY MORNING PEAK HOUR (8:00 - 9:00AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45PM)



* Illegal movement.
Not To Scale



Vanasse & Associates, Inc.
Transportation Engineers & Planners

Figure 3

**2017 Existing
Peak Hour Traffic Volumes**

SPOT SPEED MEASUREMENTS

Vehicle travel speed measurements were performed on Worcester Street in the vicinity of the Project site using a radar speed measuring device. Table 2 summarizes the vehicle travel speed measurements.

Table 2
VEHICLE TRAVEL SPEED MEASUREMENTS

	Worcester Street	
	Eastbound	Westbound
Mean Travel Speed (mph)	45	47
85 th Percentile Speed (mph)	50	53
Posted Speed Limit (mph)	45	45

mph = miles per hour.

As can be seen in Table 2, the mean vehicle travel speed along Worcester Street in the vicinity of the Project site was found to be approximately 45 mph in the eastbound direction and 47 mph westbound. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be approximately 50 mph in the eastbound direction and 53 mph westbound, which is 5 mph to 8 mph above the posted speed limit (45 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances, and is often used in establishing posted speed limits.

PEDESTRIAN AND BICYCLE FACILITIES

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in October 2017. The field inventory consisted of a review of the location of sidewalks and pedestrian crossing locations along the study roadways and at the study intersections, as well as the location of existing and planned future bicycle facilities.

Pedestrian Facilities

As detailed on Figure 2, sidewalks are provided along the north side of Worcester Street and along the south side east of Dearborn Street and west of Willow Street; along the east side of Dearborn Street; along the east side of Sunlife Park; and along the west side of Wellesley Gateway. Marked crosswalks are provided for crossing Dearborn Street, Sunlife Parkway, Wellesley Gateway and the Worcester Street west leg of the Worcester Street/Sunlife Park/Wellesley Gateway intersection. The traffic signal system at the Worcester Street/Sunlife Park/Wellesley Gateway intersection includes pedestrian traffic signal equipment and phasing. A sidewalk is not provided along the south side of Worcester Street between Willow Street and Dearborn Street, a distance of approximately 1,200 linear feet (lf) which includes the Project site frontage.

Bicycle Facilities

Formal bicycle facilities were not identified within the study area and neither the segment of Worcester Street in the vicinity of the Project site nor Dearborn Road provide sufficient width (paved shoulder or combined travel lane and paved shoulder) to support bicycle travel in a shared traveled-way configuration.⁷ It was noted that the traffic signal system at the Worcester Street/Sunlife Park/Wellesley Gateway intersection includes bicycle detection.

PUBLIC TRANSPORTATION

Public transportation services are not provided within the immediate study area; however, public transportation services are provided to the Town of Wellesley by the Massachusetts Bay Transportation Authority (MBTA) (Wellesley Square Station on the Framingham/Worcester Line of the commuter rail system) and the Metro-West Regional Transit Authority (MWRTA), and are available to the east of the Project site in the City of Newton (MBTA subway service on the D Branch of the Green Line). The closest public transportation services to the Project site are available from Eliot Station on the D Branch of the Green Line subway system, which is located off Lincoln Street and within an approximate 6-minute driving distance. The MWRTA also operates Paratransit Services for passengers who meet ADA requirements and provides transportation services for seniors and the disabled through the Wellesley Council on Aging.

The public transportation schedules and fare information are provided in the Appendix.

MOTOR VEHICLE CRASH DATA

Motor vehicle crash information for the study area intersections was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2011 through 2015, inclusive) in order to examine motor vehicle crash trends occurring within the study area. The data is summarized by intersection, type, severity, roadway and weather conditions, and day of occurrence, and presented in Table 3.

As can be seen in Table 3, the Worcester Street/Dearborn Street intersection experienced an average of less than one (1) reported motor vehicle crash per year over the five-year review period and was found to have a motor vehicle crash rate below both the MassDOT statewide and District average crash rate for an unsignalized intersection for the MassDOT Highway Division District in which the intersection is located (District 6).

The Worcester Street/Sunlife Park/Wellesley Gateway intersection was reported to have experienced a total of 27 crashes over the five-year review period, the majority of which resulted in property damage only; occurred on a weekday, under clear weather and during daylight; and were classified as rear-end type crashes. This intersection was found to have a motor vehicle crash rate that was below both the MassDOT statewide and District average crash rate for a signalized intersection; however, the intersection is included on MassDOT's Highway Safety Improvement Program (HSIP) listing as high crash cluster location for 2013-2015.

⁷A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

Table 3
MOTOR VEHICLE CRASH DATA SUMMARY^a

Traffic Control Type: ^b	Worcester Street/ Dearborn Street	Worcester Street/ Sunlife Park/ Wellesley Gateway
	U	TS
<i>Year:</i>		
2011	0	4
2012	0	3
2013	0	11
2014	0	6
<u>2015</u>	<u>1</u>	<u>3</u>
Total	1	27
Average	0.20	5.40
Rate ^c	0.03	0.29
MassDOT Crash Rate: ^d	0.58/0.53	0.77/0.70
Significant? ^e	No	No
<i>Type:</i>		
Angle	0	4
Rear-End	1	18
Head-On	0	0
Sideswipe	0	4
Fixed Object	0	1
Pedestrian/Bicycle	0	0
<u>Unknown/Other</u>	<u>0</u>	<u>0</u>
Total	1	27
<i>Conditions:</i>		
Clear	1	18
Cloudy	0	2
Rain	0	5
<u>Snow/Ice</u>	<u>0</u>	<u>2</u>
Total	1	27
<i>Lighting:</i>		
Daylight	0	22
Dawn/Dusk	0	2
Dark (Road Lit)	1	3
<u>Dark (Road Unlit)</u>	<u>0</u>	<u>0</u>
Total	1	27
<i>Day of Week:</i>		
Monday through Friday	1	21
Saturday	0	4
<u>Sunday</u>	<u>0</u>	<u>2</u>
Total	1	27
<i>Severity:</i>		
Property Damage Only	1	24
Personal Injury	0	3
<u>Fatality</u>	<u>0</u>	<u>0</u>
Total	1	27

^aSource: MassDOT Safety Management/Traffic Operations Unit records, 2011 through 2015.

^bTraffic Control Type: U = unsignalized; TS = traffic signal.

^cCrash rate per million vehicles entering the intersection.

^dStatewide/District crash rate.

^eThe intersection crash rate is significant if it is found to exceed the MassDOT crash rate for the MassDOT Highway Division District in which the Project is located (District 6).

MassDOT defines a H SIP eligible cluster as: "...*a cluster in which the total number of 'equivalent property damage only' crashes is within the top 5 percent of all clusters in that region. 'Equivalent property damage only' is a method of combining the number of crashes with the severity of crashes based on a weighted scale where a fatal crash is worth 10, an injury crash is worth 5 and a property damage only crash is worth 1.*" Designation as a HSIP location allows for MassDOT to prioritize funding for safety-related improvements in a specific region of the state. This intersection is currently under construction as a part of MassDOT's I-95/Route 128 Add-A-Lane project. In addition, a second right-turn lane will be added to the Sunlife Park driveway that will be constructed by Sunlife. It is expected that the reconstructed intersection and the associated improvements to the adjacent Route 9/I-95/Route 128 interchange (Exit 20) will include specific improvements to enhance safety.

The detailed MassDOT Crash Rate Worksheets and High Crash Location mapping are provided in the Appendix.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2024, which reflects a seven-year planning horizon from the existing conditions base year (2017) consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2024 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2024 No-Build traffic volumes reflect 2024 Build traffic volume conditions with the Project.

FUTURE TRAFFIC GROWTH

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Wellesley Planning Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes at the study intersections. Based on this discussion, the following projects were identified for inclusion in this assessment:

- **Sport Complex, 900 Worcester Road, Wellesley Massachusetts.** This proposed project will entail the construction of a 130,000 square foot (sf) sport complex that will include two (2) regulation-size ice rinks, a synthetic turf field and a 35,000 sf health club with an aquatics center that will feature an Olympic-size swimming pool to be located at 900 Worcester Road in Wellesley, Massachusetts.
- **Wellesley Square Residences, 8 Delanson Circle, Wellesley, Massachusetts.** This proposed project consists of the construction of a 95-unit residential apartment community to be located at 8 Delanson Circle in Wellesley, Massachusetts.
- **16 Sterns Road, Wellesley, Massachusetts.** This proposed project consists of the construction of a 36-unit residential condominium community to be located at 16 Sterns Road in Wellesley.
- **680 Worcester Street, Wellesley, Massachusetts.** This proposed project consists of the construction of a 20-unit residential apartment community to be located at 680 Worcester Street in Wellesley, Massachusetts.
- **Wellesley Park, 148 Weston Road, Wellesley, Massachusetts.** This proposed project consists of the construction of a 55-unit residential apartment community to be located at 148 Weston Road in Wellesley, Massachusetts.

Traffic volumes associated with the aforementioned specific development projects by others were obtained from their respective traffic studies or using trip-generation information available from the Institute of Transportation Engineers (ITE)⁸ for the appropriate land use, and were assigned onto the study area roadway network based on existing traffic patterns where no other information was available. No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from Continuous Count Station No. H8502 located on I-95 south of Quinobequin Road in Wellesley were reviewed. Based on a review of this data, it was determined that traffic volumes within the study area have remained relatively stable over the past several years. In order to provide a prudent planning condition for the Project, a 1.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The MassDOT and the Town of Wellesley were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2024 within the study area. Based on these discussions, the following roadway improvements were identified:

- **I-95/Route 128 Bridge Reconstruction (Part of the I-95/Route 128 Add-A-Lane Project) Needham-Wellesley, Massachusetts.** This project is being undertaken by MassDOT and entails the reconstruction of six (6) along bridges along I-95/Route 128 in Needham and Wellesley in conjunction with the I-95/Route 128 Add-A-Lane Project to

⁸Ibid 1

provide an additional 12-foot wide travel lane and a 10-foot wide shoulder in each direction, as well as the addition of new collector/distributor roads between Highland Avenue and Kendrick Street. In addition, new signalized intersections have been constructed at the intersection of Worcester Street with the I-95 north and southbound ramps which are coordinated with the Worcester Street/Sunlife Park/Wellesley Gateway intersection. This project is expected to be complete by 2019 and is reflected in both the 2024 No-Build and 2024 Build condition analyses.

- **Sunlife Park Driveway Improvements, Wellesley, Massachusetts.** This project is being undertaken by Sunlife and entails the construction of a second right-turn lane on the Sunlife Park driveway approach to Worcester Street. In conjunction with the improvements, new traffic signal indications will be provided and pedestrian equipment will be relocated. This project is expected to be complete by 2018 and is reflected in both the 2024 No-Build and 2024 Build condition analyses.
- **Resurfacing and Related Work on Worcester Street, Wellesley, Massachusetts.** This project is being undertaken by MassDOT and will entail the resurfacing of Worcester Street from Dearborn Street to the Natick town line (approximately 4.8 miles). The scope of the project will include milling and resurfacing; wheelchair ramp reconstruction; sidewalk repairs and improvements; traffic signal upgrades; and new pavement markings and recessed roadway deflectors. This Project is currently in the preliminary design phase and a construction start date has not yet been established.

No other roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

The 2024 No-Build condition peak-hour traffic-volumes were developed by applying the 1.0 percent per year compounded annual background traffic growth rate to the 2017 Existing peak-hour traffic volumes and then adding the peak-hour traffic volumes associated with the identified specific development projects by others. The resulting 2024 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figure 4.

PROJECT-GENERATED TRAFFIC

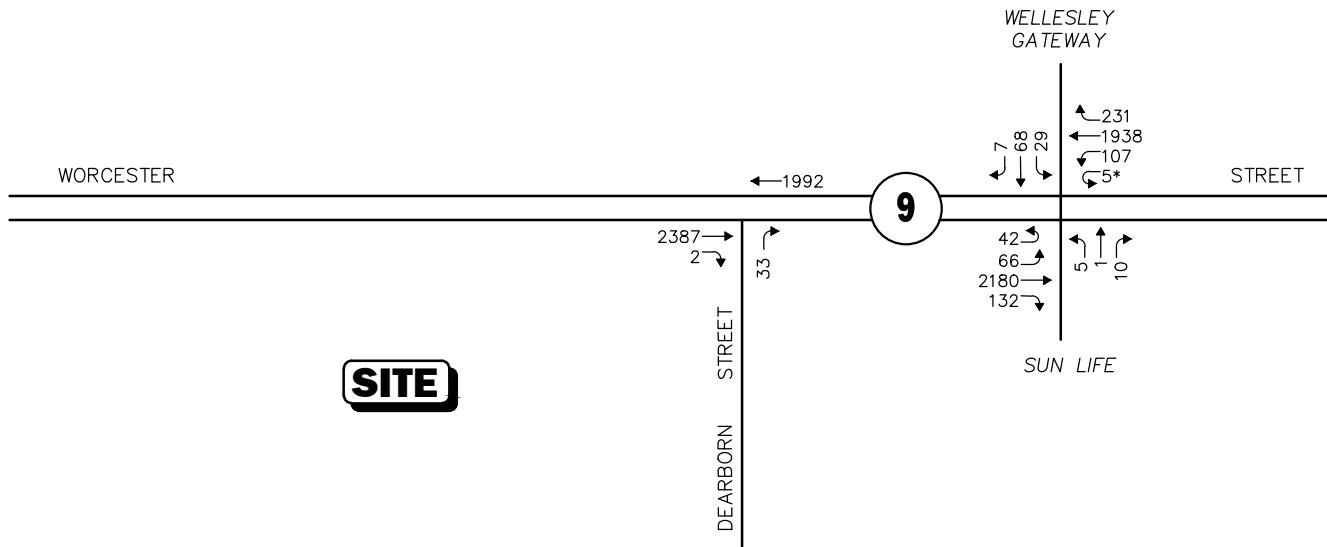
Design year (2024 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the construction of a 65-unit residential apartment community. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE⁹ for a similar land use as that proposed were used. ITE Land Use Code (LUC) 221, *Mulifamily Housing (Mid-Rise)*, was used to develop the base traffic characteristics of the Project.

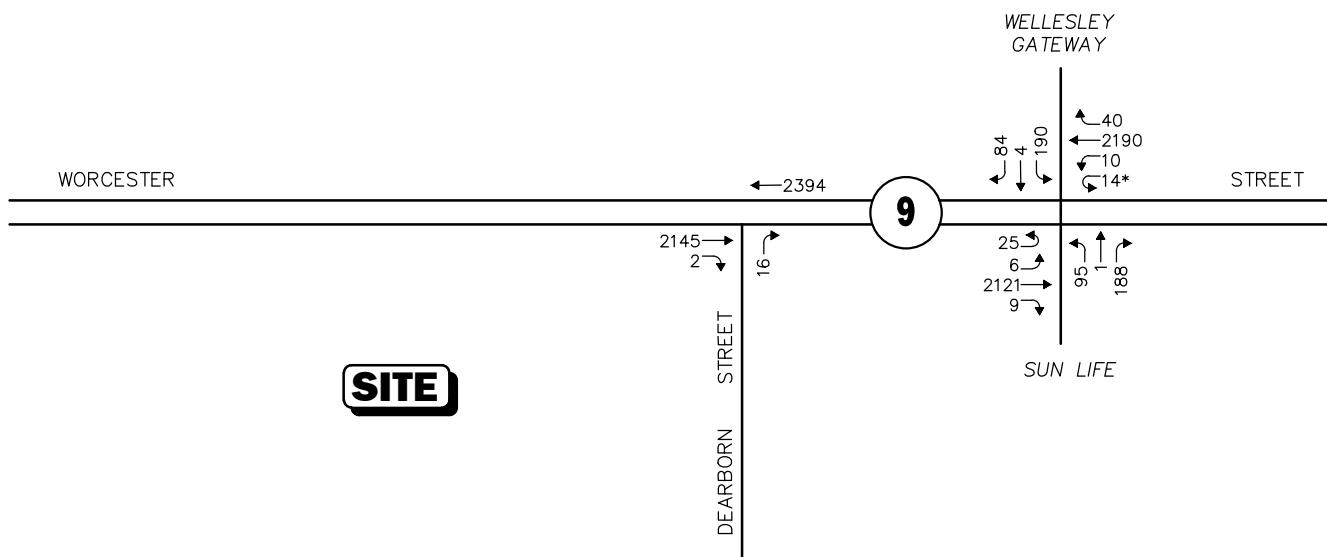
Table 4 summarizes the traffic characteristics of the Project using the above methodology.

⁹Ibid 1.

WEEKDAY MORNING PEAK HOUR (8:00 - 9:00AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45PM)



* Illegal movement.

Not To Scale

Figure 4

2024 No-Build
Peak Hour Traffic Volumes

Table 4
TRIP GENERATION SUMMARY

Time Period/Direction	Vehicle Trips Proposed Residential Community (65 Units) ^a
<i>Average Weekday Daily:</i>	
Entering	177
<u>Exiting</u>	<u>177</u>
Total	354
<i>Weekday Morning Peak Hour:</i>	
Entering	6
<u>Exiting</u>	<u>17</u>
Total	23
<i>Weekday Evening Peak Hour:</i>	
Entering	18
<u>Exiting</u>	<u>11</u>
Total	29

^aBased on ITE LUC 221, *Mulifamily Housing (Mid-Rise)*.

Project-Generated Traffic Volume Summary

As can be seen in Table 4, the Project is expected to generate approximately 354 vehicle trips on an average weekday (two-way, 24-hour volume, or 177 vehicles entering and 177 exiting), with 23 vehicle trips (6 vehicles entering and 17 exiting) expected during the weekday morning peak-hour and 29 vehicle trips (18 vehicles entering and 11 exiting) expected during the weekday evening peak-hour.

TRIP DISTRIBUTION AND ASSIGNMENT

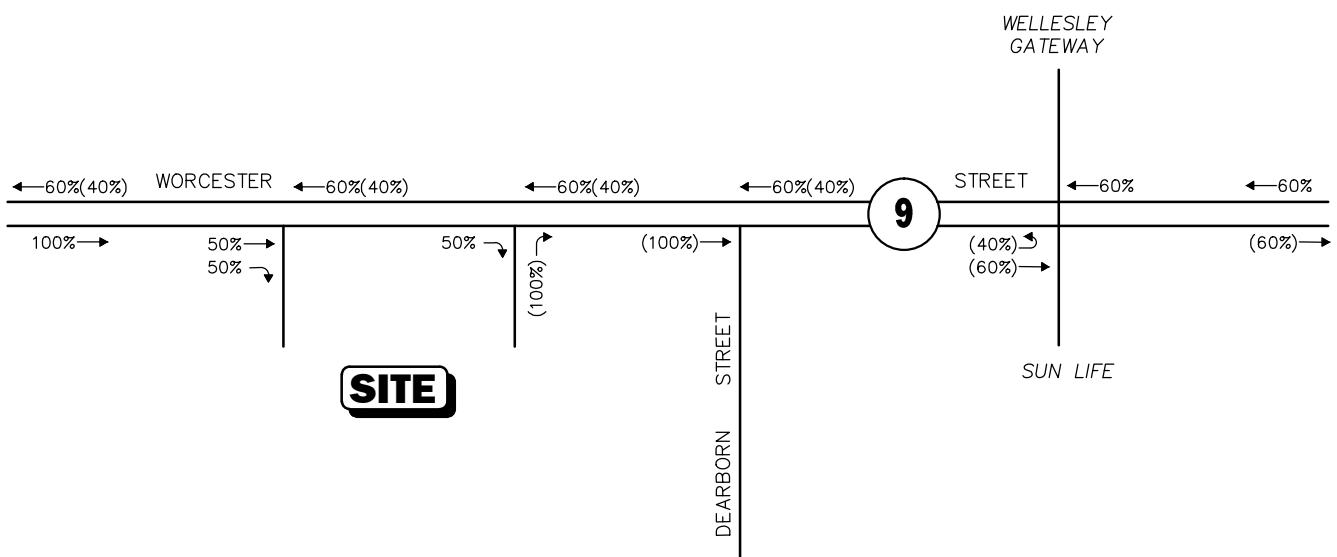
The directional distribution of generated trips to and from the Project site was determined based on a review of Journey-to-Work data obtained from the U.S. Census for persons residing in the Town of Wellesley, and then refined based on existing traffic patterns within the study area during the commuter peak periods. This methodology is consistent with the residential nature of the Project and commuter traffic patterns during the peak hours. The general trip distribution for the Project is graphically depicted on Figure 5. The additional traffic expected to be generated by the Project was assigned on the study area roadway network as shown on Figure 6.

FUTURE TRAFFIC VOLUMES - BUILD CONDITION

The 2024 Build condition traffic volumes were developed by adding the traffic expected to be generated by the Project to the 2024 No-Build condition traffic volumes. The 2024 Build weekday morning and evening peak-hour traffic-volumes are graphically depicted on Figure 7.

Legend:

- XX **Entering Trips**
- (XX) **Exiting Trips**



Not To Scale



Vanasse & Associates, Inc.
Transportation Engineers & Planners

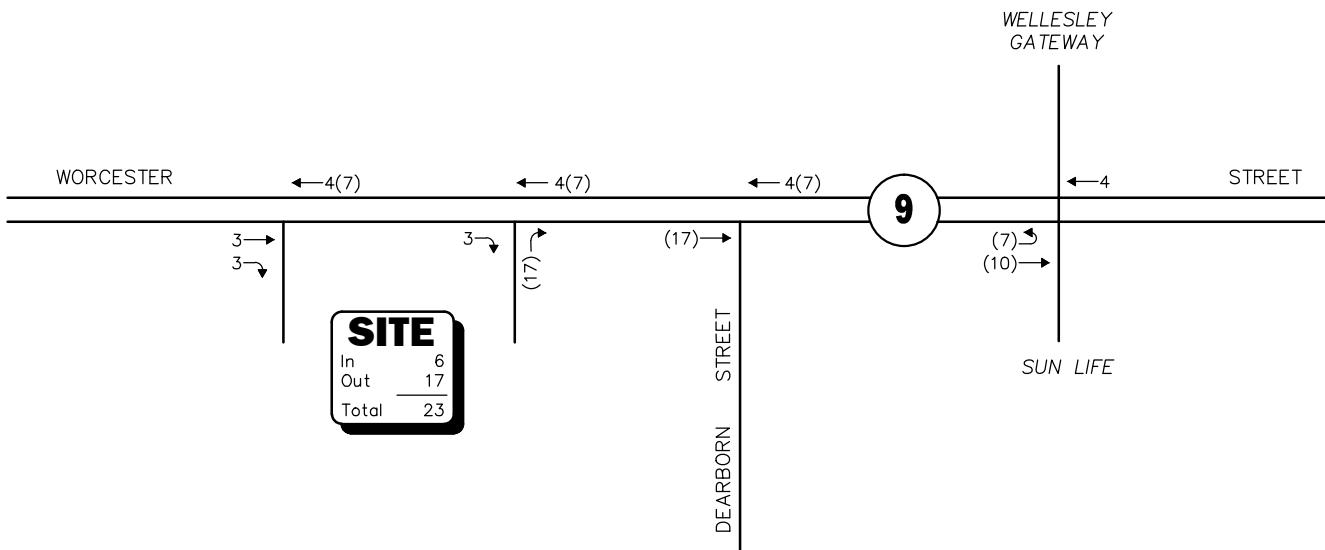
Figure 5

Trip Distribution Map

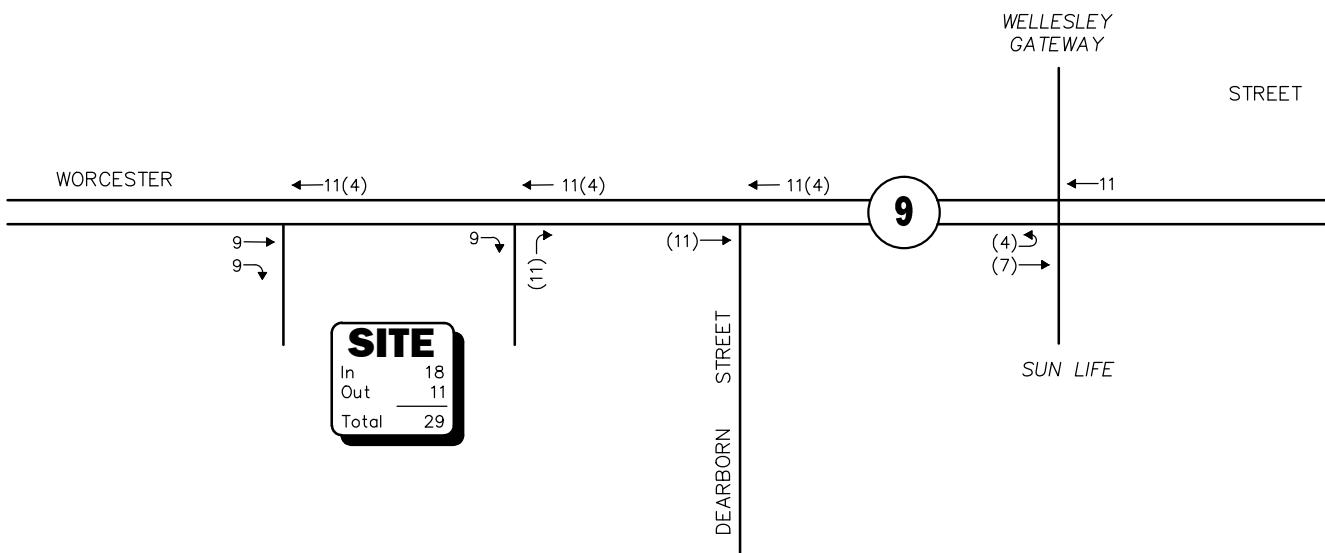
WEEKDAY MORNING PEAK HOUR (8:00 - 9:00AM)

Legend:

- XX Entering Trips
- (XX) Exiting Trips



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45PM)



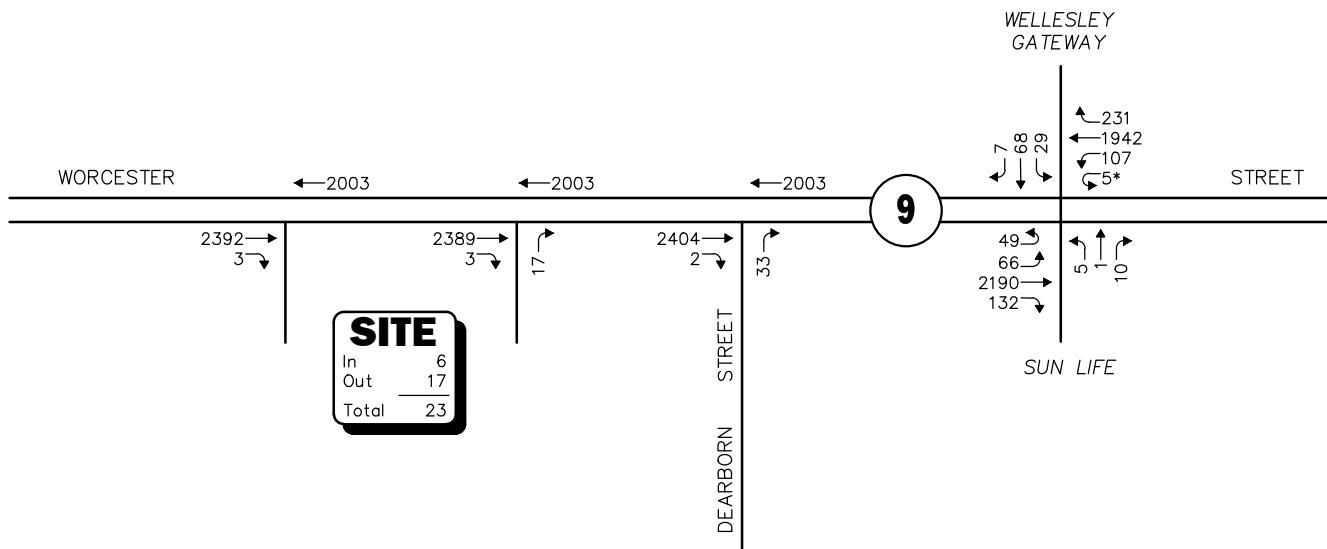
Not To Scale

VAI Vanasse & Associates, Inc.
Transportation Engineers & Planners

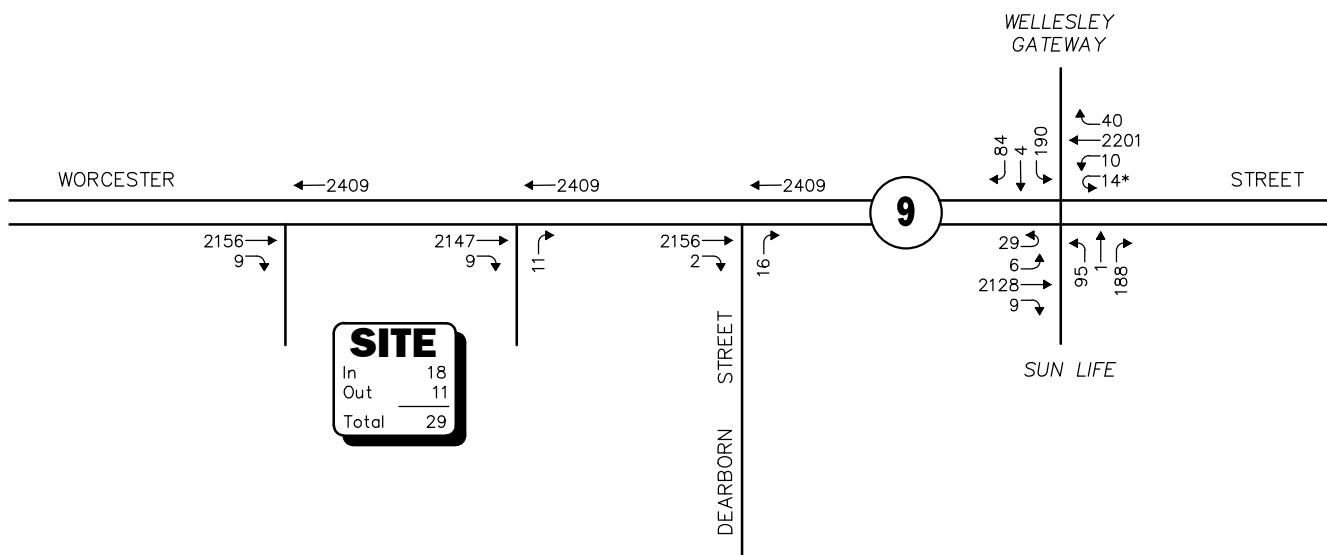
Figure 6

**Project-Generated
Peak Hour Traffic Volumes**

WEEKDAY MORNING PEAK HOUR (8:00 - 9:00AM)



WEEKDAY EVENING PEAK HOUR (4:45 - 5:45PM)



* Illegal movement.
Not To Scale

VAI Vanasse & Associates, Inc.
Transportation Engineers & Planners

Figure 7

2024 Build
Peak Hour Traffic Volumes

Note that no adjustment (reduction) was applied to the Build condition traffic volumes to reflect the removal of the existing single-family home that occupies the Project site.

A summary of peak-hour projected traffic-volume increases outside of the study area that is the subject of this assessment is shown in Table 5. These volumes are based on the expected increases from the Project.

Table 5
PEAK-HOUR TRAFFIC-VOLUME INCREASES

Location/Peak Hour	2017 Existing	2024 No-Build	2024 Build	Traffic Volume Increase Over No-Build	Percent Increase Over No-Build
<i>Worcester Street, east of Sunlife Park/Wellesley Gateway:</i>					
Weekday Morning					
Weekday Morning	4,152	4,505	4,519	14	0.3
Weekday Evening	4,359	4,767	4,785	18	0.4
<i>Worcester Street Eastbound, west of Project Site:</i>					
Weekday Morning					
Weekday Morning	2,183	2,389	2,395	6	0.3
Weekday Evening	1,951	2,147	2,165	18	0.8
<i>Worcester Street Westbound, west of Project Site:</i>					
Weekday Morning					
Weekday Morning	1,802	1,992	2,003	11	0.6
Weekday Evening	2,158	2,394	2,409	15	0.6
<i>Dearborn Street, south of Worcester Street:</i>					
Weekday Morning					
Weekday Morning	31	33	33	0	0.0
Weekday Evening	15	16	16	0	0.0

As shown in Table 5, Project-related traffic-volume increases outside of the study area relative to 2024 No-Build conditions are anticipated to range from 0.0 to 0.8 percent during the peak periods, with vehicle increases shown to range from 0 to 18 vehicles. *When dispersed over the peak-hour, such increases would not result in a significant impact (increase) on motorist delays or vehicle queuing outside of the immediate study area that is the subject of this assessment.*

TRAFFIC OPERATIONS ANALYSIS

Measuring existing and future traffic volumes quantifies traffic flow within the study area. To assess quality of flow, roadway capacity and vehicle queue analyses were conducted under Existing, No-Build and Build traffic volume conditions. Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

METHODOLOGY

Levels of Service

A primary result of capacity analyses is the assignment of level of service to traffic facilities under various traffic-flow conditions.¹⁰ The concept of level of service is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Six levels of service are defined for each type of facility. They are given letter designations from A to F, with level-of-service (LOS) A representing the best operating conditions and LOS F representing congested or constrained operating conditions.

Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year.

¹⁰The capacity analysis methodology is based on the concepts and procedures presented in the *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Unsignalized Intersections

The six levels of service for unsignalized intersections may be described as follows:

- *LOS A* represents a condition with little or no control delay to minor street traffic.
- *LOS B* represents a condition with short control delays to minor street traffic.
- *LOS C* represents a condition with average control delays to minor street traffic.
- *LOS D* represents a condition with long control delays to minor street traffic.
- *LOS E* represents operating conditions at or near capacity level, with very long control delays to minor street traffic.
- *LOS F* represents a condition where minor street demand volume exceeds capacity of an approach lane, with extreme control delays resulting.

The levels of service of unsignalized intersections are determined by application of a procedure described in the 2010 *Highway Capacity Manual*.¹¹ Level of service is measured in terms of average control delay. Mathematically, control delay is a function of the capacity and degree of saturation of the lane group and/or approach under study and is a quantification of motorist delay associated with traffic control devices such as traffic signals and STOP signs. Control delay includes the effects of initial deceleration delay approaching a STOP sign, stopped delay, queue move-up time, and final acceleration delay from a stopped condition. Definitions for level of service at unsignalized intersections are also given in the 2010 *Highway Capacity Manual*. Table 6 summarizes the relationship between level of service and average control delay for two-way stop controlled and all-way stop controlled intersections.

Table 6
LEVEL-OF-SERVICE CRITERIA FOR
UNSIGNALED INTERSECTIONS^a

Level-Of-Service by Volume-to-Capacity Ratio		Average Control Delay (Seconds Per Vehicle)
$v/c \leq 1.0$	$v/c > 1.0$	
A	F	≤ 10.0
B	F	10.1 to 15.0
C	F	15.1 to 25.0
D	F	25.1 to 35.0
E	F	35.1 to 50.0
F	F	> 50.0

^aSource: *Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010; page 19-2.

¹¹*Highway Capacity Manual*; Transportation Research Board; Washington, DC; 2010.

Signalized Intersections

The six levels of service for signalized intersections may be described as follows:

- *LOS A* describes operations with very low control delay; most vehicles do not stop at all.
- *LOS B* describes operations with relatively low control delay. However, more vehicles stop than LOS A.
- *LOS C* describes operations with higher control delays. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- *LOS D* describes operations with control delay in the range where the influence of congestion becomes more noticeable. Many vehicles stop and individual cycle failures are noticeable.
- *LOS E* describes operations with high control delay values. Individual cycle failures are frequent occurrences.
- *LOS F* describes operations with high control delay values that often occur with over-saturation. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Levels of service for signalized intersections were calculated using the Percentile Delay Method implemented as a part of the Synchro™ 8 software as suggested by MassDOT. The Percentile Delay Method assesses the effects of signal type, timing, phasing, and progression; vehicle mix; and geometrics on “percentile” delay. Level-of-service designations are based on the criterion of percentile delay per vehicle. Table 7 summarizes the relationship between level-of-service and percentile delay, and uses the same numerical delay thresholds as the HCM method. The tabulated percentile delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to entire intersections.

Table 7
LEVEL-OF-SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

Level of Service	Percentile Delay Per Vehicle (Seconds)
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	> 80.0

Vehicle Queue Analysis

Vehicle queue analyses are a direct measurement of an intersection's ability to process vehicles under various traffic control and volume scenarios and lane use arrangements. The vehicle queue analysis was performed using the Synchro™ intersection capacity analysis software which is based upon the methodology and procedures presented in the 2010 *Highway Capacity Manual*. The Synchro™ vehicle queue analysis methodology is a simulation based model which reports the number of vehicles that experience a delay of six seconds or more at an intersection. For signalized intersections, Synchro™ reports both the average (50th percentile) the 95th percentile vehicle queue. For unsignalized intersections, Synchro™ reports the 95th percentile vehicle queue. Vehicle queue lengths are a function of the capacity of the movement under study and the volume of traffic being processed by the intersection during the analysis period. The 95th percentile vehicle queue is the vehicle queue length that will be exceeded only 5 percent of the time, or approximately three minutes out of 60 minutes during the peak one hour of the day (during the remaining 57 minutes, the vehicle queue length will be less than the 95th percentile queue length).

ANALYSIS RESULTS

Level-of-service and vehicle queue analyses were conducted for 2017 Existing, 2024 No-Build and 2024 Build conditions for the intersections within the study area. The results of the intersection capacity and vehicle queue analyses are summarized in Tables 8 and 9. The detailed analysis results are presented in the Appendix.

The following is a summary of the level-of-service and vehicle queue analyses for the intersections within the study area.

As can be seen in Tables 8 and 9, ***the addition of Project-related traffic to the study area intersections is not predicted to result in a change in LOS or a significant increase in vehicle queuing over No-Build conditions***. Project-related impacts at the study area intersections were identified as follows:

Worcester Street/Dearborn Street – No change in LOS or vehicle queuing predicted to occur over No-Build conditions, with Project-related impacts defined as an increase in average motorist delay of less than 1.0 seconds.

Worcester Street/Sunlife Park/Wellesley Gateway – No change in LOS predicted to occur over No-Build conditions, with Project-related impacts defined as an increase in average motorist delay of less than 1.0 seconds and in vehicle queuing of approximately one (1) vehicle.

Worcester Street/East Project Site Driveway – Right-turn movements exiting the Project site driveway were shown to operate at LOS D during both the weekday morning and evening peak hours with predicted vehicle queues of approximately one (1) vehicle. All movements along Worcester Street were shown to operate at LOS A during the peak hours with negligible vehicle queuing predicted.

Worcester Street/West Project Site Driveway – All movements are predicted to operate at LOS A with negligible vehicle queuing.

Table 8
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Unsignalized Intersection/ Peak Hour/Movement	2017 Existing				2024 No-Build				2024 Build			
	Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Worcester Street at Dearborn Street												
Weekday Morning:												
Worcester Street EB TH/RT	2,183	0.0	A	0	2,389	0.0	A	0	2,401	0.0	A	0
Dearborn Street NB RT	31	17.5	C	1	33	19.4	C	1	33	19.5	C	1
Weekday Evening:												
Worcester Street EB TH/RT	1,951	0.0	A	0	2,147	0.0	A	0	2,155	0.0	A	0
Dearborn Street NB RT	15	14.9	B	1	16	16.2	C	1	16	16.2	C	1
Worcester Street at the East Project Driveway												
Weekday Morning:												
Worcester Street EB TH/RT	--	--	--	--	--	--	--	--	2,392	0.0	A	0
East Project Site Driveway NB RT	--	--	--	--	--	--	--	--	17	32.0	D	1
Weekday Evening:												
Worcester Street EB TH/RT	--	--	--	--	--	--	--	--	2,156	0.0	A	0
East Project site Driveway NB RT	--	--	--	--	--	--	--	--	11	25.8	D	1
Worcester Street at the West Project Driveway												
Weekday Morning:												
Worcester Street EB TH/RT	--	--	--	--	--	--	--	--	2,395	0.0	A	0
Weekday Evening:												
Worcester Street EB TH/RT	--	--	--	--	--	--	--	--	2,165	0.0	A	0

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; UT = U-turning movements; LT = left-turning movements; TH = through movements; RT = right-turning movements.

Table 9
SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

Signalized Intersection/Peak-hour/Movement	2017 Existing				2024 No-Build				2024 Build			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th	V/C	Delay	LOS	Queue 50 th /95 th
Worcester Street at Sunlife Park and Wellesley Gateway												
<i>Weekday Morning:</i>												
Worcester Street EB UT/LT	0.66	74.5	E	4/8	0.67	74.8	E	4/8	0.69	75.3	E	4/9
Worcester Street EB TH/RT	0.70	15.1	B	15/22	0.76	17.0	B	18/26	0.77	17.1	B	18/26
Worcester Street WB LT	0.67	74.4	E	4/8	0.67	74.4	E	4/8	0.67	74.4	E	4/8
Worcester Street WB TH	0.58	12.4	B	12/16	0.63	13.8	B	14/18	0.63	13.8	B	14/18
Worcester Street WB RT	0.20	0.7	A	0/1	0.20	0.7	A	0/1	0.20	0.7	A	0/1
Sunlife Park NB LT/TH	0.12	60.5	E	1/1	0.12	60.5	E	1/1	0.12	60.5	E	1/1
Sunlife Park NB RT	0.07	0.4	A	0/0	0.05	0.2	A	0/0	0.05	0.2	A	0/0
Wellesley Gateway SB LT	0.26	61.9	E	1/3	0.26	61.9	E	1/3	0.26	61.9	E	1/3
Wellesley Gateway SB LT/TH	0.60	75.3	E	3/5	0.60	75.3	E	3/5	0.60	75.3	E	3/5
Wellesley gateway SB RT	0.02	0.1	A	0/0	0.02	0.1	A	0/0	0.02	0.1	A	0/0
Overall	--	17.5	B	--	--	18.6	B	--	--	18.8	B	--
<i>Weekday Evening:</i>												
Worcester Street EB UT/LT	0.25	62.1	E	1/3	0.27	62.5	E	1/3	0.30	63.4	E	1/3
Worcester Street EB TH/RT	0.69	19.1	B	17/20	0.76	21.1	C	21/23	0.76	21.2	C	21/23
Worcester Street WB LT	0.19	61.1	E	1/2	0.20	61.4	E	1/2	0.20	61.4	E	1/2
Worcester Street WB TH	0.67	18.9	B	17/19	0.74	20.9	C	20/23	0.75	21.0	C	20/23
Worcester Street WB RT	0.04	0.3	A	0/0	0.04	0.3	A	0/0	0.04	0.3	A	0/0
Sunlife Park NB LT/TH	0.66	75.7	E	4/6	0.66	75.7	E	4/6	0.66	75.7	E	4/6
Sunlife Park NB RT	0.53	24.7	C	3/6	0.35	20.5	C	2/3	0.35	20.5	C	2/3
Wellesley Gateway SB LT	0.69	76.9	E	4/7	0.69	76.9	E	4/7	0.69	76.9	E	4/7
Wellesley Gateway SB LT/TH	0.68	76.6	E	4/7	0.68	76.6	E	4/7	0.68	76.6	E	4/7
Wellesley Gateway SB RT	0.23	4.1	A	0/1	0.23	4.1	A	0/1	0.23	4.1	A	0/1
Overall	--	23.4	C	--	--	24.6	C	--	--	24.7	C	--

^aVolume-to-capacity ratio.

^bPercentile delay per vehicle in seconds.

^cLevel-of-Service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; UT = U-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE EVALUATION

Sight distance measurements were performed at the intersection of Worcester Street at the Project site driveways in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)¹² requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 10 presents the measured SSD and ISD at the subject intersections.

¹²A Policy on Geometric Design of Highway and Streets, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2011.

Table 10
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Recommended Minimum (SSD)	Desirable (ISD) ^b	Measured
Worcester Street at the East Project Site Driveway			
<i>Stopping Sight Distance:</i>			
Worcester Street approaching from the west	495	--	650+
<i>Intersection Sight Distance:</i>			
Looking to the west from the Project Site Driveway	495	530	173/650+ ^c
Worcester Street at the West Project Site Driveway (Entrance)			
<i>Stopping Sight Distance:</i>			
Worcester Street approaching from the west	495	--	650+

^aRecommended minimum values obtained from: *A Policy on Geometric Design of Highways and Streets*, 6th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2011; and based on an approach speed of 55 mph along Worcester Street.

^bValue shown is the intersection sight distance for a vehicle turning right exiting a roadway or driveway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cWith the removal of vegetation along the Project site frontage.

As can be seen in Table 10, the available lines of sight at the Project site driveway intersections with Worcester Street were found to exceed or could be made to exceed the required minimum distance to function in a safe (SSD) and efficient (ISD) manner based on a 55 mph approach speed along Worcester Street, which is 10 mph above the posted speed limit (45 mph) and 2 to 5 mph above the measured 85th percentile vehicle travel speed (50-53 mph).

CONCLUSIONS AND RECOMMENDATIONS

CONCLUSIONS

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a 65-unit residential apartment community to be located at 136 Worcester Street, in Wellesley, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE¹³, the Project is expected to generate approximately 354 trips on an average weekday (two-way, 24-hour volume), with 23 vehicle trips expected during the weekday morning peak-hour and 29 vehicle trips expected during the weekday evening peak-hour;
2. The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to operate at LOS D or better under all analysis conditions where an LOS of “D” or better is defined as “acceptable” operating conditions;
3. Independent of the Project, specific movements at the Worcester Street/Sunlife Park/Wellesley Gateway intersection were identified as operating at capacity (defined as LOS “E”) during both the weekday morning and evening peak hours, with Project-related impacts at the intersection defined as an increase in average motorists delay of less than 1.0 seconds and a predicted increase in vehicle queuing of approximately one (1) vehicle;
4. All movements exiting the Project site driveway intersection with Worcester Street are expected to operate at LOS D during the peak hours and a predicted vehicle queue of approximately one (1) vehicle;

¹³Ibid 1.

5. The Worcester Street/Sunlife Park/Wellesley Gateway intersection was found to have a motor vehicle crash rate below the MassDOT average crash rate for a signalized intersection, but was included on MassDOT's Highway Safety Improvement Program (HSIP) listing as a high crash cluster location for 2013-2015. This intersection is currently under construction as a part of MassDOT's I-95/Route 128 Add-A-Lane project. In addition, a second right-turn lane will be added to the Sunlife Park driveway that will be constructed by Sunlife. It is expected that the reconstructed intersection and the associated improvements to the adjacent Route 9/I-95/Route 128 interchange (Exit 20) will include specific improvements to enhance safety; and
6. Lines of sight to and from the Project site driveway intersections with Worcester Street were found to exceed or could be made to exceed the required minimum distance for the intersections to function in a safe and efficient manner.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with implementation of the recommendations that follow.

RECOMMENDATIONS

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

Project Access

Access to the Project will be provided by way of two driveways that will intersect the south side of Worcester Street adjacent to the east and west property lines, with the east driveway accommodating vehicles both entering and exiting the Project site and the west driveway serving as a one-way entrance driveway. All movements at the Project site driveways are restricted to right turns only to/from Worcester Street due to the concrete median barrier along Worcester Street opposite the driveways. The following recommendations are offered with respect to Project access and internal circulation:

- The two-way Project site driveway should be a minimum of 24-feet in width and the one-way, entrance only driveway should be a minimum of 20-feet in width, with both driveways designed to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle as defined by the Town of Wellesley Fire Department pursuant to the requirements of NFPA® 1.¹⁴
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided. In addition, appropriate traffic control signs (i.e., "One-Way" "Do Not Enter" and "No Left Turn") should be installed to indicate the one-way direction of travel along the front of the building.

¹⁴Ibid 2.

- All signs and pavement markings to be installed within the Project site shall conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).¹⁵
- A sidewalk should be provided to link the proposed building to Worcester Street.
- A school bus waiting area should be provided at an appropriate location defined in consultation with the Town.
- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Trees and vegetation located along the Project site frontage should be trimmed or removed in order to provide the necessary line of sight for motorists existing the Project site driveway.
- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.
- Consideration should be given to installing electric vehicle charging stations within the Project site.

Sidewalk Improvements

As documented as a part of this assessment, sidewalks are not currently provided along Worcester Street in the vicinity of the Project site. As such, the Project proponent will construct a sidewalk along the Project site frontage to include the installation of ADA compliant wheelchair ramps for crossing the Project site driveways.

Transportation Demand Management

Public transportation services are not provided within the immediate study area; however, public transportation services are provided to the Town of Wellesley by the MBTA (Wellesley Square Station on the Framingham/Worcester Line of the commuter rail system) and the MWRTA, and are available to the east of the Project site in the City of Newton (MBTA subway service on the D Branch of the Green Line). In addition, the MWRTA also operates Paratransit Services for passengers who meet ADA requirements and provides transportation services for seniors and the disabled through the Wellesley Council on Aging. In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures should be implemented as a part of the Project:

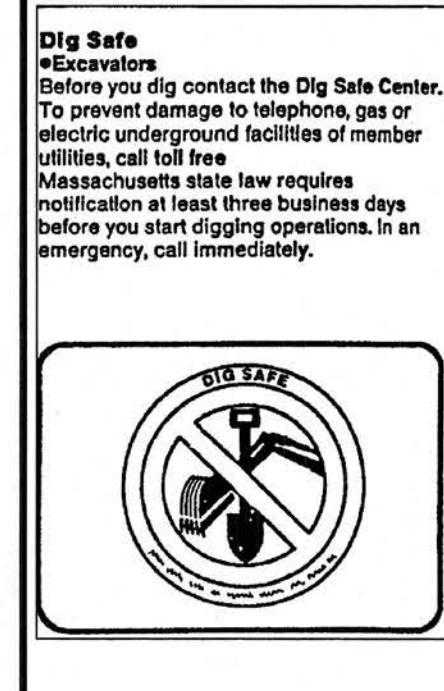
- The owner or property manager will contact MassRIDES to obtain information on facilitating and encouraging healthy transportation options for residents of the Project;
- Information regarding public transportation services, maps, schedules and fare information should be posted in a central location and/or otherwise made available to residents;
- A “welcome packet” should be provided to residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available through MassRIDES’ and their NuRide program which rewards individuals that choose

¹⁵Ibid 3.

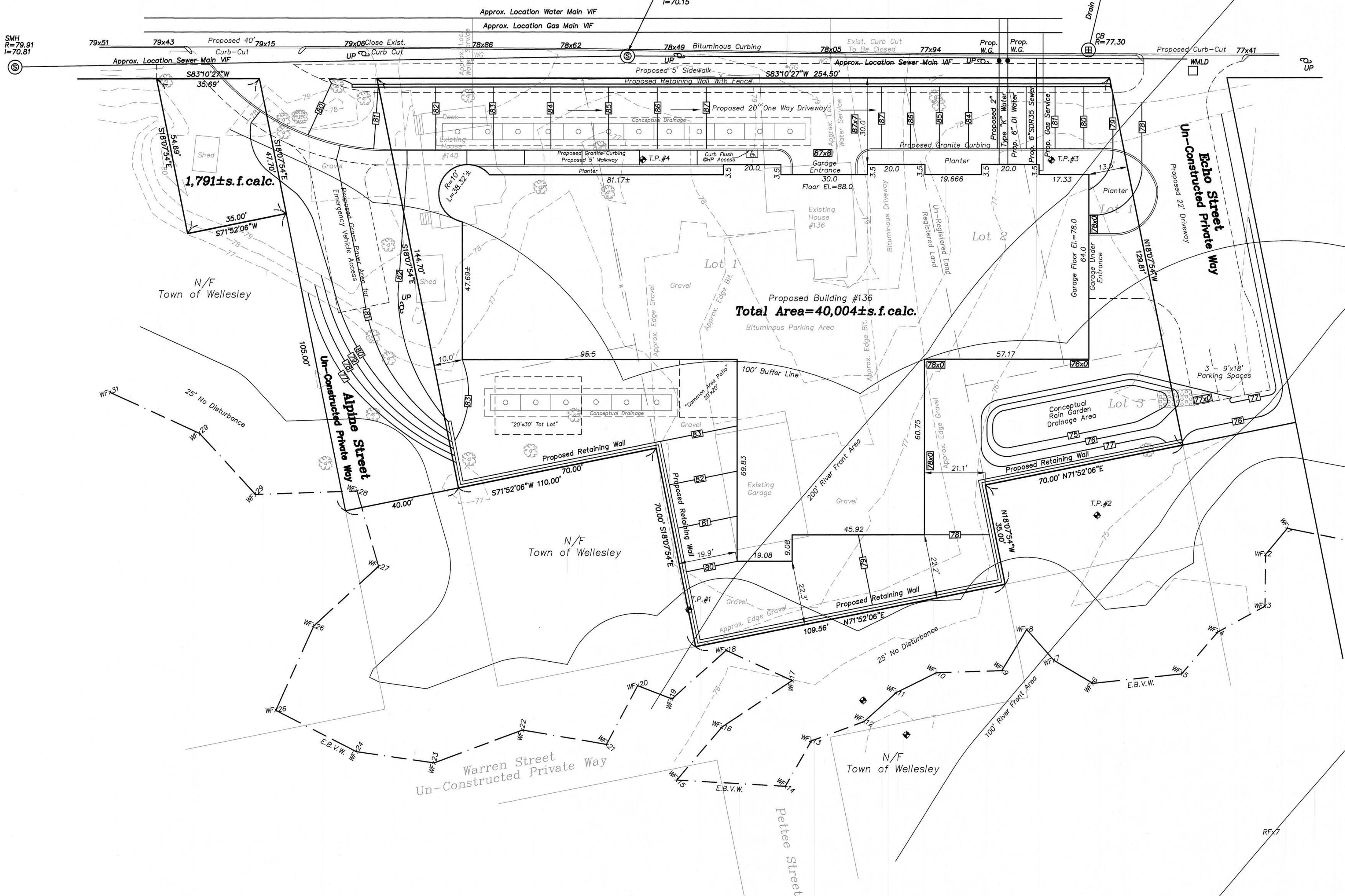
- to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;
- Residents should be made aware of the Emergency Ride Home (ERH) program available through MassRIDES, which reimburses employees of a participating MassRIDES employer partner worksite that is registered for ERH and that carpool, take transit, bicycle, walk or vanpool to work;

- Pedestrian accommodations should be incorporated within the Project site consisting of a sidewalk extending to Worcester Street;
- A mail drop should be provided in a central location; and
- Secure bicycle parking should be provided consisting of weather protected bicycle parking located in a secure area within the building.

With implementation of the above recommendations, safe and efficient vehicular, pedestrian and bicycle access will be provided to the Project site and the Project can be accommodated within the confines of the existing and improved transportation system.



Worcester Street



NOTE
UTILITIES SHOWN WERE COMPILED FROM ACTUAL FIELD LOCATIONS,
CONTRACTORS NOTES, BEST AVAILABLE INFORMATION AND MAY OR MAY NOT
BE CORRECT. FIELD VERIFY PRIOR TO ANY EXCAVATION.

REVISIONS	
DATE	DESCRIPTION



~Proposed Conditions Site Plan~

136 & 140 Worcester Street
Wellesley, Massachusetts

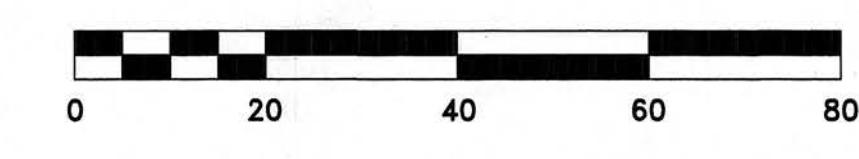
Scale: 1"=20' April 24, 2018

VERNE T. PORTER Jr., PLS
Land Surveyors - Civil Engineers
354 Elliot Street Newton, Massachusetts 02464

Project: 17043

Checked By: V. Porter Jr.

Drawn By:



Sheet 2 of 1

Proposed Residential Development

**136-140
Worcester Street
Wellesley, MA**

OWNER

mckay architects

**35 Bryant Street
Dedham, MA 02026**

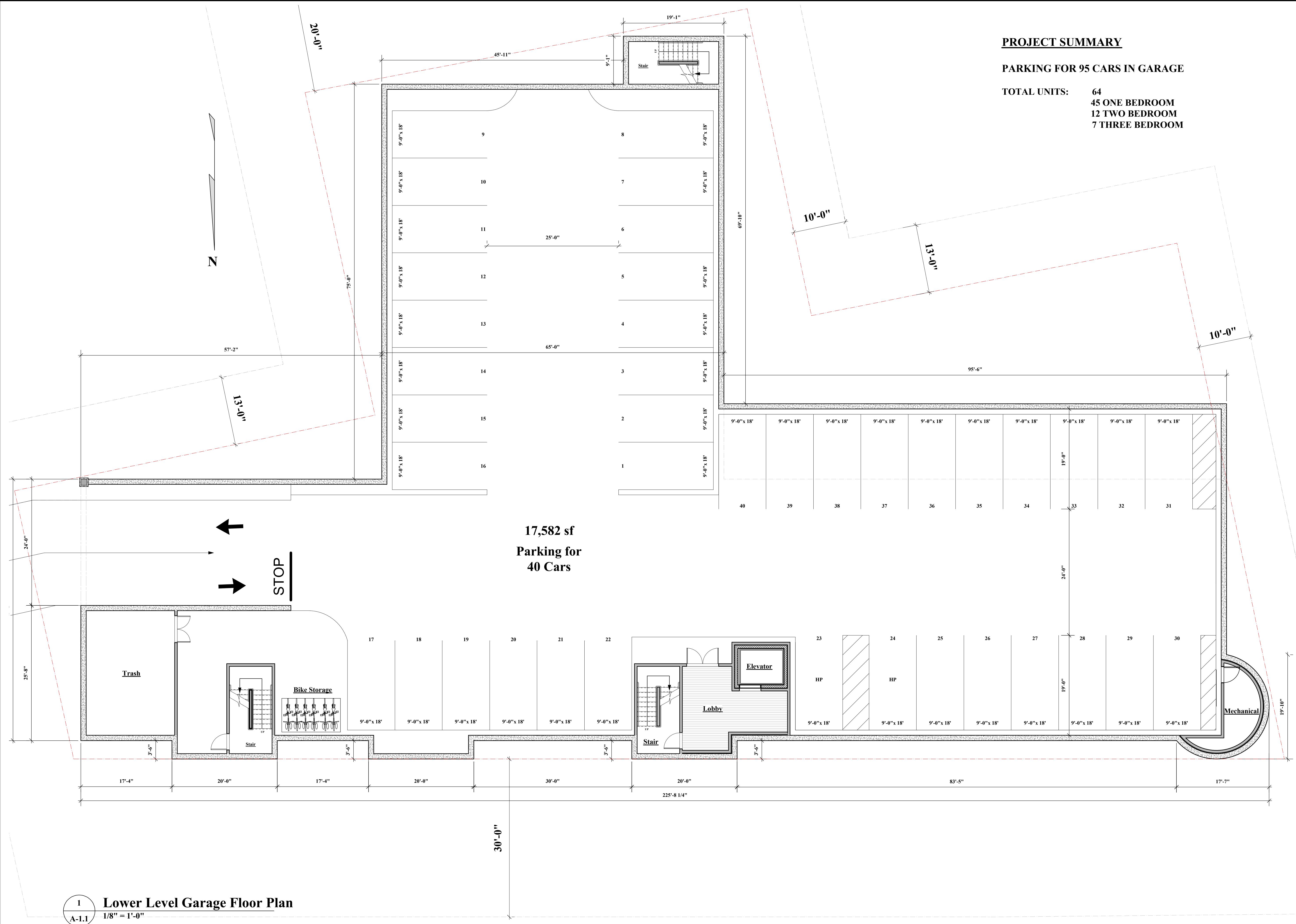
OWNERSHIP & USE OF DOCUMENTS

These drawings and specifications are the property and copyright of McKay Architects and shall not be used in whole or in part, or shall be assigned to a third party without the express written permission of McKay Architects.

Contractor to verify all information and dimensions in the field prior to start of construction and is to notify McKay Architects of any discrepancies

Lower Level Garage Floor Plan

3 NO	
TE	
	5.1.18
G BY	RJM
D BY	MLM
ALE	1/8" = 1'-0"



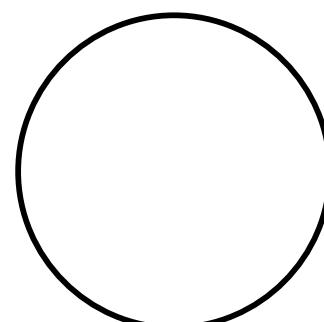
**Proposed
Residential
Development**

**136-140
Worcester Street
Wellesley, MA**

OWNER

architects
mckay

35 Bryant Street
Dedham, MA 02026
ph.781.326.5400
www.mckayarchitects.net



REV #	DATE	ISSUANCE
1	1-30-18	UNIT COUNT
2	2-26-18	PROPERTY ADDITION
3	3-22-18	UNIT MIX

OWNERSHIP & USE OF DOCUMENTS
These drawings and specifications are the property and copyright of McKay Architects and may not be copied in whole or in part, or shall be assigned to a third party without the express written permission of McKay Architects.

Contractor to verify all information and dimensions in the field prior to start of construction and to notify McKay Architects of any discrepancies.

First Floor Plan

JOB NO

DATE

5.1.18

DWG BY

RJM

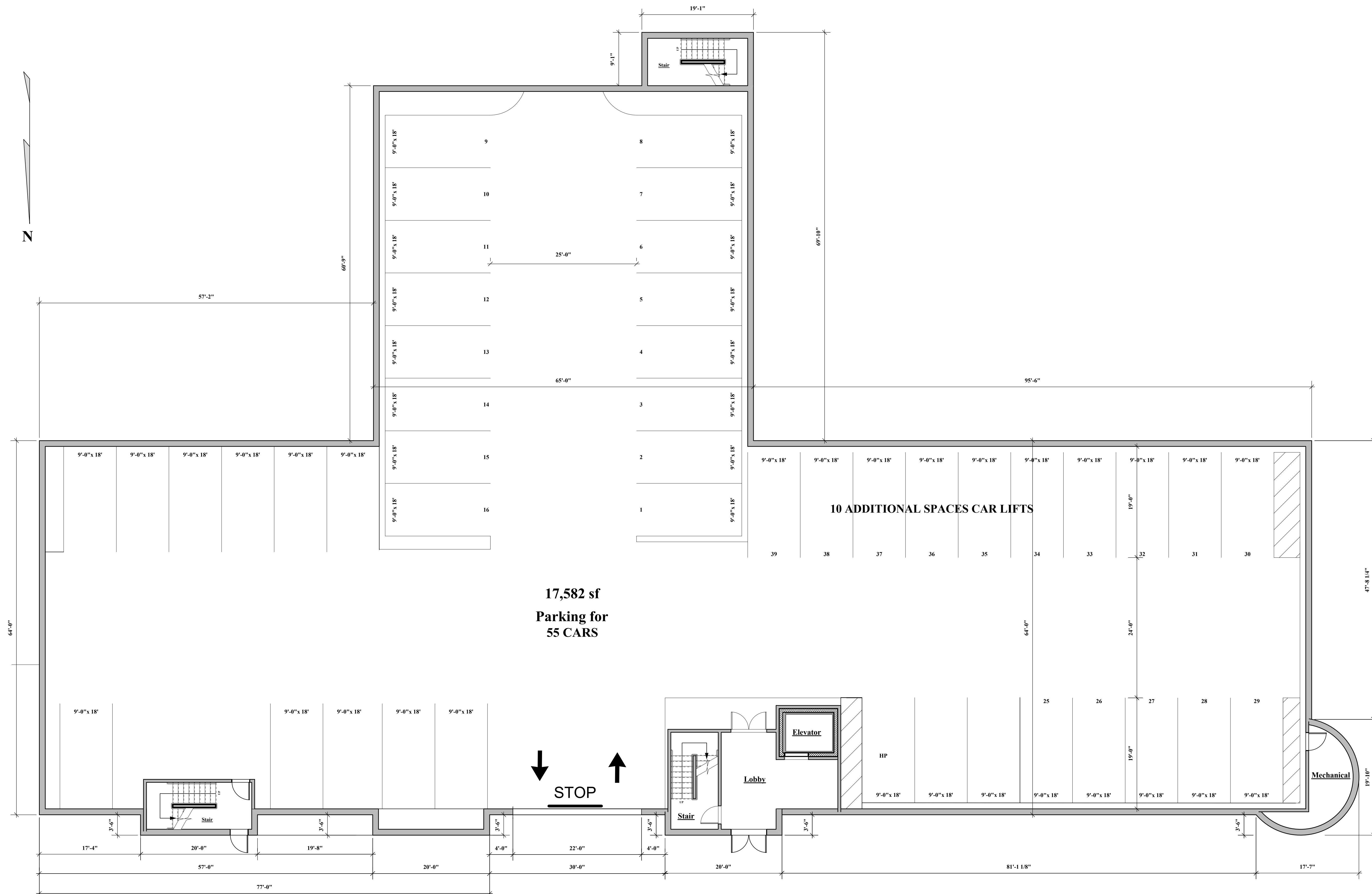
CKD BY

MLM

SCALE

1/8" = 1'-0"

A-1.2



Proposed Residential development

**136-140
Worcester Street
Wellesley, MA**

OWNER

mckay architects

**35 Bryant Street
Dedham, MA 02026**

OWNERSHIP & USE OF DOCUMENTS

These drawings and specifications are the property and copyright of McKay Architects and shall not be used in whole or in part, or shall be assigned to a third party without the express written permission of McKay Architects.

Contractor to verify all information and dimensions in the field prior to start of construction and is to notify McKay Architects of any discrepancies

Second Floor Plan

B NO	
TE	
	5.1.18
G BY	RJM
D BY	MLM
ALE	1/8" = 1'-0"



1 Second Floor Plan
1/2" = 1'-0"

$$A=1.3 \quad 1/8'' = 1'-0'$$

$$3 \quad 1/8" = 1'-0"$$

Proposed Residential Development

**136-140
Worcester Street
Wellesley, MA**

OWNER

mckay architects

**35 Bryant Street
Dedham, MA 02026**

SUMMARY

THIRD FLOOR

**ELEVEN 1 BR UNITS
THREE 2 BR UNITS
TWO 3 BR UNIT
16 UNITS THIS FLOOR**



OWNERSHIP & USE OF DOCUMENTS

**These drawings and specifications are the
property and copyright of McKay Architects
and shall not be used in whole or in part, or
shall be assigned to a third party without the
express written permission of McKay
Architects.**

Architects.

Contractor to verify all information and dimensions in the field prior to start of construction and is to notify McKay Architects of any discrepancies

Third Floor Plan

DB NO	
DATE	
WG BY	5.1.18
KD BY	RJM
SCALE	MLM
	A-1.4
	1/8" = 1'-0"

Third Floor Plan

THIRD FLOOR Plan

A-14 **1/8" = 1'-0"**

Proposed Residential Development

**136-140
Worcester Street
Wellesley, MA**

OWNER

mckay architects

**35 Bryant Street
Dedham, MA 02026**

ph.781.326.5400

www.mckayarchitects.net

SUMMARY

FOURTH FLOOR

ELEVEN	1 BR UNITS
THREE	2 BR UNITS
TWO	3 BR UNITS
<u>16 UNITS THIS FLOOR</u>	



Fourth Floor Plan

DB NO	
DATE	5.1.18
DWG BY	RJM
KD BY	MLM
SCALE	1/8" = 1'-0"



Fourth Floor Plan

1/8" = 1'-0"

Proposed Residential Development

**136-140
Worcester Street
Wellesley, MA**

OWNER

mckay architects

**35 Bryant Street
Dedham, MA 02026**

ph.781.326.5400

www.mckayarchitects.net

SUMMARY

FIFTH FLOOR

ELEVEN 1 BR UNITS
THREE 2 BR UNITS
TWO 3 BR UNIT
16 UNITS THIS FLOOR



Fifth Floor Plan

DB NO	
DATE	
WG BY	RJM
KD BY	MLM
CALE	1/8" = 1'-0"

Fifth Floor Plan
1/8" = 1'-0"
A-1-6

Proposed Residential Development

**136-140
Worcester Street
Wellesley, MA**

OWNER



*Proposed Development
136-140 Worcester Street
Wellesley Mass.*

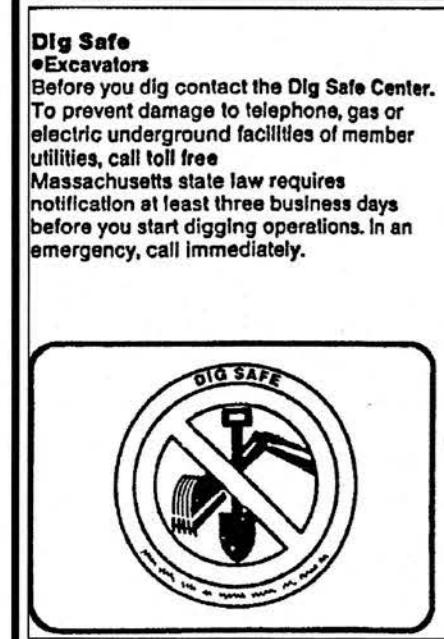
EV #	DATE	ISSUANCE
1	1.30.18	UNIT COUNT
2	2.26.18	PROPERTY ADDITION
3	3.22.18	UNIT MIX

OWNERSHIP & USE OF DOCUMENTS

**These drawings and specifications are the
property and copyright of McKay Architects
and shall not be used in whole or in part, or
shall be assigned to a third party without the
express written permission of McKay
Architects.**

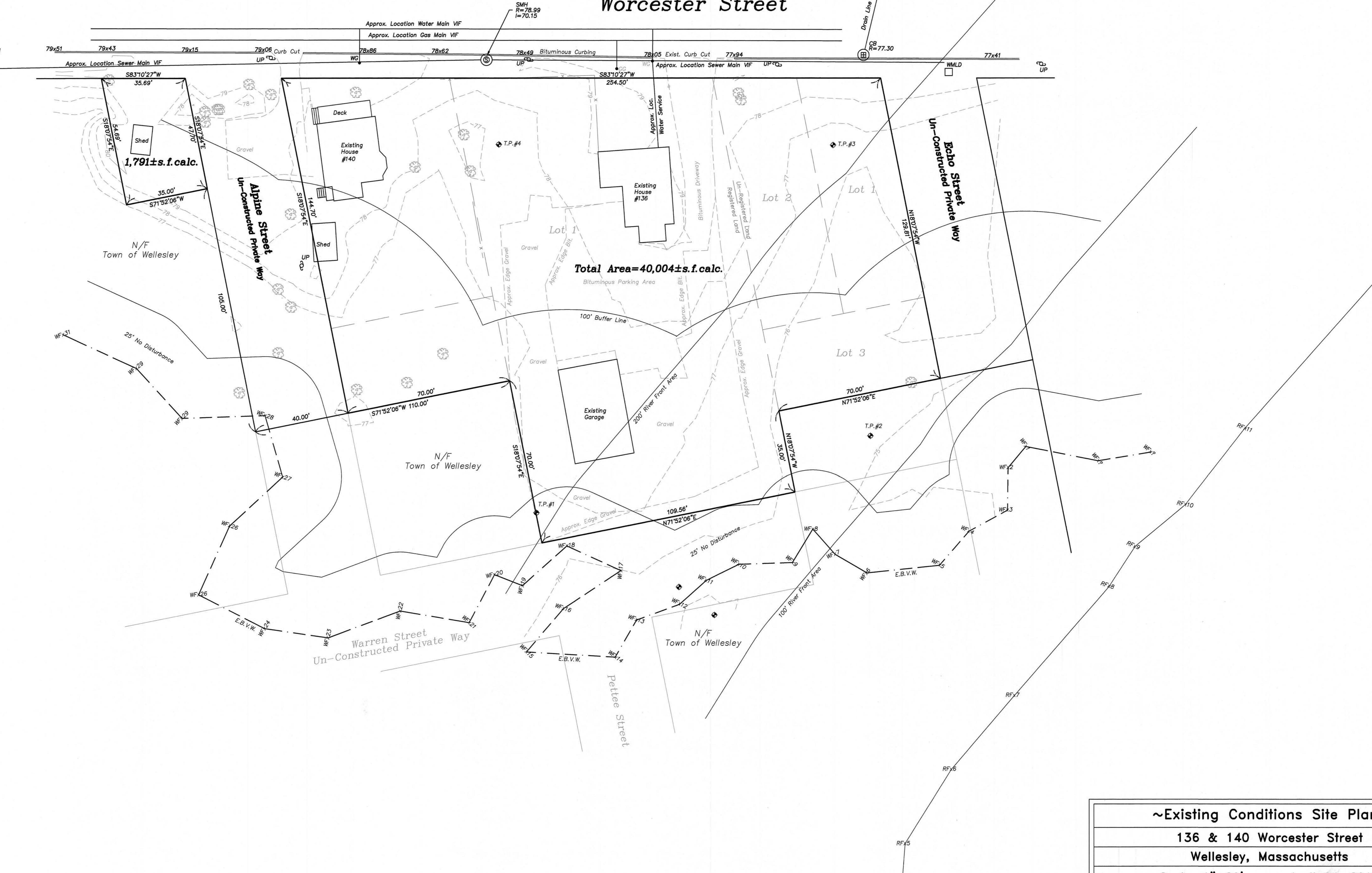
Contractor to verify all information and dimensions in the field prior to start of construction and is to notify McKay Architects of any discrepancies

DB NO	
DATE	5.1.18
WG BY	RJM
KD BY	MLM
CALE	



Excavators
Before you dig contact the Dig Safe Center.
To prevent damage to telephone, gas or
electric underground facilities of member
utilities, call toll free
Massachusetts state law requires
notification at least three business days
before you start digging operations. In an
emergency, call immediately.

Worcester Street



~Existing Conditions Site Plan~

36 & 140 Worcester Street

Wellesley, Massachusetts

scale: 1 " = 20' April 24, 2018

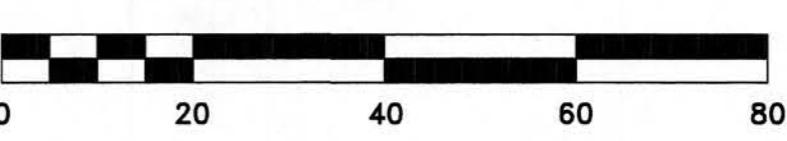
VERNE T. PORTER Jr, PLS

D Surveyors – Civil Engineers

354 Elliot Street Newton, Massachusetts 02464



NOTE
UTILITIES SHOWN WERE COMPILED FROM ACTUAL FIELD LOCATIONS,
CONTRACTORS NOTES, BEST AVAILABLE INFORMATION AND MAY OR MAY NOT
BE CORRECT. FIELD VERIFY PRIOR TO ANY EXCAVATION.



ject: 17043

© 2013 Pearson Education, Inc.

Edited by: M. S. S. S.

Page 1 of 2

Sheet 1 of 2

4. Approve Common Victualler License – White's Bakery

Enclosed with your packet is an application for a CV license from White's Bakery which plans to open their store at 380 Washington Street (Playhouse Square) in the space recently vacated by TD Bank. As this is a change of use, and the square footage of the bakery exceeds 1,100 square feet, our regulations require that they have a traffic study performed. The applicants have performed the traffic study, which has found there will be no detrimental impacts to the change in use. As you can see from the application, all of the relevant departments have signed off on this application. Staff has asked Beta to do a confirmatory review of the traffic study, and the Town anticipates sign off from Beta on Monday, July 16th.

MOVE that the Board approve a Common Victualler License for White's Bakery through December 31, 2018 and to name David White as Manager.

TOWN OF WELLESLEY



MASSACHUSETTS

COMMON VICTUALLER LICENSE APPLICATION

Date Applied:	Date Approved:		Date Issued:		
Office Use Only	Fees Paid:	Tax Cert:	Resumes:	T&P Info:	Plan:
					Interview:

The undersigned hereby applies for a Common Victualler License in accordance with the provisions of Massachusetts General Law 140, Section 2.

(PLEASE TYPE OR PRINT CLEARLY)

Name of Applicant: WHITES BAKERY + CAFE Date: 6/20/2018

D.O.B: [REDACTED] S.S.N: [REDACTED] Dr. Lic #: [REDACTED] Fed. ID #: [REDACTED]

Business Address: 1041 PEARL STREET BROCKTON, MA. 02301

Home Address: 70 BARINABAS ROAD WEST FALMOUTH, MA. 02574

Business Telephone: 508-584-5100 Home Telephone: [REDACTED]

Name & Location of Establishment: 380 WASHINGTON STREET

Applying for: Common Victualler License only Common Victualler & Liquor License

Common Victualler & Wine & Malt _____

Enclose Copy of Floor Plan

Size of Floor Space (square feet): 2,100 Number of Seats: 14 Number of Employees: 4-5

CHECK ONE (1) if you are unsure ask the Building Department)

No Change of Use: _____ Partial Change of Use: _____ Full Change of Use: _____ New Use: _____
(See attached details regarding Required Traffic & Parking Information.)

PLAN REVIEW AND/OR PRELIMINARY APPROVAL (Required Before Common Victualler License will be Approved)

Reviewing Department	Signature of Approving Authority	Date of Plan Review Approval
Building Department:	<i>Micheal L</i>	<u>6/20/18</u>
Health Department:	<i>JHD</i>	<u>7/6/18</u>
Fire Department:	<i>DP JEM</i>	<u>7-6-18</u>
Design Review:	<i>John E. Murphy</i>	<u>6/20/18</u>

COMMON VICTUALLER LICENSE APPLICATION (continued)

What will be the hours of operation? MONDAY - SATURDAY - 7:00 - 7:00 SUNDAY 7:00 - 6:00

Time(s) of Peak Customer Activity 10:00 AM - 4:00 PM

Est. Number of Customers at Peak Time(s): 250 Est. Number of Employees at Peak Time(s): 4

What provisions have been made for trash removal? WASTE MANAGEMENT DUMPSTER ON SITE

How much parking is needed? 10 SPACES

How will parking be provided? PARKING ON SITE

What are delivery times? 6:00 A.M.

I the undersigned state that the information provided in this application, and associated attachments, is true and accurate to the best of my knowledge:

Signature: David A. White Printed Name: DAVID A. WHITE Date: 6/20/2018

Note: No Common Victualler License will be approved until the applicant addresses all issues and/or concerns to the satisfaction of the Board of Selectmen; and no CVL will be issued until all required inspections have been conducted, permits granted, and final approvals given.

FOR OFFICE USE ONLY

FINAL PERMITS/APPROVALS GRANTED (Required Before CVL will be Issued)

Approving Department	Yes	No	If "No." Reason Why	Date of Final Approval
Building Department:				
Health Department:				
Fire Department:				
Design Review:				

Commonwealth of Massachusetts



CORI REQUEST FORM

	LICENSEE NAME:		CITY/TOWN:	
--	----------------	--	------------	--

APPLICANT INFORMATION

LAST NAME:	WHITE	FIRST NAME:	DAVID	MIDDLE NAME:	ALBERT	
MAIDEN NAME OR ALIAS (IF APPLICABLE):				PLACE OF BIRTH:	QUINCY, MA.	
DATE OF BIRTH:		SSN:		ID THEFT INDEX PIN (IF APPLICABLE):		
MOTHER'S MAIDEN NAME:		DRIVER'S LICENSE #:		STATE LIC. ISSUED:	MA.	
GENDER:	MALE	HEIGHT:	6'	WEIGHT:	210	
			2"		EYE COLOR:	BROWN
CURRENT ADDRESS:	90 BARNABAS ROAD WEST FALMOUTH, MA.					
CITY/TOWN:	WEST FALMOUTH	STATE:	MA.	ZIP:	02574	
FORMER ADDRESS:	108 OLD DOCK ROAD					
CITY/TOWN:	WEST FALMOUTH	STATE:	MA.	ZIP:	02574	

PRINT AND SIGN

PRINTED NAME:	DAVID WHITE	APPLICANT/EMPLOYEE SIGNATURE:	David White
---------------	-------------	-------------------------------	-------------

NOTARY INFORMATION

On this		before me, the undersigned notary public, personally appeared	
(name of document signer), proved to me through satisfactory evidence of identification, which were			
to be the person whose name is signed on the preceding or attached document, and acknowledged to me that (he) (she) signed it voluntarily for its stated purpose.			
			NOTARY

DIVISION USE ONLY

ACQUITTED BY:		SIGNATURE OF CORI AUTHORIZED EMPLOYEE
<small>The DCI Identity Theft Index PIN Number is to be completed by those applicants that have been issued an Identity Theft PIN Number by the DCI. Certified agencies are required to provide all applicants the opportunity to include this information to ensure the accuracy of the CORI request process. All CORI request forms that include this field are required to be submitted to the DCI via mail or by fax to (617) 620-9214.</small>		

MEMORANDUM

93 Stiles Road, Suite 201, Salem, New Hampshire 03079 USA
800 Turnpike Street, Suite 300, North Andover, Massachusetts 01845 USA
Phone (603) 212-9133 and Fax (603) 226-4108
Email tepp@tepllc.com and Web www.tepllc.com

Ref: 1430
Subject: Traffic Assessment
Proposed White's Bakery
380 Washington Street
Wellesley, Massachusetts
From: Kim Eric Hazarvartian, Ph.D., P.E., PTOE
Principal
Date: July 13, 2018

**INTRODUCTION**

TEPP LLC has prepared this traffic assessment memorandum (TAM) for White's Bakery. The bakery will:

- be located at 380 Washington Street in the Town of Wellesley, Massachusetts
- replace the previous bank with the bakery
- use the existing floor area of about 2,163 square feet (sf)

This TAM concludes that the area traffic impacts of proposed change in use will be insignificant.

SITE TRIP GENERATION**BASIC TRIP GENERATION**

Regarding the previous bank use, the Institute of Transportation Engineers (ITE) compiles and publishes trip-generation information for a variety of land uses in *Trip Generation Manual*.¹ This authoritative guide for estimating site traffic includes walk-in bank, land use 911, based on floor area.²

Regarding the proposed bakery use, basic trip generation was based on hourly transactions from Monday, June 25, 2018 to Friday, June 29, 2018 for White's Bakery at 321 School Street in the Town of Mansfield, Massachusetts. This method is conservative in that one vehicle trip could

¹ ITE, *Trip Generation Manual*, 10th edition (Washington DC, September 2017).

² ITE, *Trip Generation Manual*, Volume 2: Data—Services (Land Uses 900-999), pages 1 to 10. Analysis also considered drive-in bank, land use 912, ITE, *Trip Generation Manual*, Volume 2: Data—Services (Land Uses 900-999), pages 11 to 38.

cover more than one transaction. Also, the floor area of the Mansfield facility is about 3,100 sf, compared to 2,163 sf for the Wellesley facility.

TRIP TYPES

Total trips appear on site driveways but not all are added to roads near the site. Accordingly, ITE compiles information on three trip types, based on empirical data for many land uses, in the authoritative Hooper, *Trip Generation Handbook*.³ These three trip types are:

- primary trips that are added to the area and are primarily for visiting the site
- diverted trips that are not added to the general area; these trips are from existing traffic on roads near the site
- pass-by trips that are not added to the general area; these trips are from existing traffic passing the site⁴

RESULTS

Table 1 shows calculated total weekday vehicle-trips due to the proposed change in use as:

- daily, 382 (total of in and out)
- AM-street-peak hour, 20 (9 in and 11 out)
- PM-street-peak hour, 32 (18 in and 14 out)

Not all of the total trips are added to roads near the site.

Table 1 shows calculated weekday primary vehicle-trips due to the proposed change in use:

- daily, 59 (total of in and out)
- AM-street-peak hour, 2 (0 in and 2 out)
- PM-street-peak hour, 2 (3 in and -1 out)

These primary trips are added to roads near the site.

³ Kevin G. Hooper, P.E., Principal Editor, *Trip Generation Handbook*, 3rd edition (Washington DC: Institute of Transportation Engineers, September 2017).

⁴ Definitions of primary trips, diverted trips and pass-by trips are in Hooper, page 93. Data on primary trips, diverted trips and pass-by trips are in Hooper, pages 207, 208, 213 and 214.

Table 1. Calculated weekday trip generation.

Time Period and Direction	Vehicle-Trips											
	Previous Use ^a				Proposed Use ^b				Differences			
	Total	Primary	Diverted	Pass-By	Total	Primary	Diverted	Pass-By	Total	Primary	Diverted	Pass-By
Daily	128	63	27	38	510	122	133	255	382	59	106	217
AM-Street-Peak Hour												
In	7	4	1	2	16	4	4	8	9	0	3	6
<u>Out</u>	<u>5</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>16</u>	<u>4</u>	<u>4</u>	<u>8</u>	<u>11</u>	<u>2</u>	<u>3</u>	<u>6</u>
Total	12	6	2	4	32	8	8	16	20	2	6	12
PM-Street-Peak Hour												
In	11	4	4	3	24	7	5	12	13	3	1	9
<u>Out</u>	<u>15</u>	<u>8</u>	<u>4</u>	<u>3</u>	<u>24</u>	<u>7</u>	<u>5</u>	<u>12</u>	<u>9</u>	<u>-1</u>	<u>1</u>	<u>2</u>
Total	26	12	8	6	48	14	10	24	22	2	2	18

^aTotal vehicle-trips based on ITE, *Trip Generation Manual*, walk-in bank, land use 911, 2,163-sf floor area. Daily and AM-street-peak hour used vehicle-trips for drive-in bank, land use 912, reduced using the ratio of walk-in-bank-to drive-bank vehicle-trips for PM street-peak hour. Primary, diverted and pass-by vehicle-trips based on Hooper, drive-in bank, land use 912. Daily estimates: 49 percent primary, 21 percent diverted and 30 percent pass-by. AM-street-peak hour estimates: 52 percent primary, 19 percent diverted and 29 percent pass-by. PM-street-peak hour: 43 percent primary, 22 percent diverted and 35 percent pass-by.

^bTotal vehicle-trips based on transactions at White's Bakery, 321 School Street, Mansfield, Massachusetts, Monday, from June 25, 2018 to Friday, June 29, 2018. Primary, diverted and pass-by vehicle-trips based on Hooper, fast-food restaurant with drive-through window, land use 934. Daily estimates: 24 percent primary, 26 percent diverted and 50 estimated pass-by. AM-street-peak hour: 23 percent primary, 28 percent diverted and 49 percent pass-by. PM-street-peak hour: 27 percent primary, 23 percent diverted and 50 percent pass-by.

POTENTIAL IMPACTS

ITE suggests that land developments generating at least 100 peak-hour vehicle trips, in the busier direction, are candidates for consideration of traffic impact analysis.⁵ Tabulated peak-hour trip generation due to the proposed change in use is well below this national ITE threshold. Tabulated primary peak-hour trips due to the proposed change in use are particularly minimal: 2 vehicle-trips, total of in and out.

CONCLUSION

This TAM concludes that the area traffic impacts of proposed change in use will be insignificant.

⁵ ITE, *Manual of Transportation Engineering Studies* (Prentice Hall: Englewood Cliffs, New Jersey, 2000), page 144.

5. Discuss Working Group Recommendations – Development of the Tailby and Railroad Commuter Parking Lots

As you know, the Town received six proposals from developers on June 1st in response to the RFP issued by the Town for the purpose of possible redevelopment of the Tailby and Railroad commuter lots. The working group formed by the Assistant Executive Director has met on three occasions (June 25, June 28, and July 11) to review and discuss the merits of each proposal, and consider the long-term impacts to the Town of each proposal. The group has come to consensus on an interview approach to further define the candidates that could proceed under the existing RFP. As the Working Group is advisory to the staff, the Board of Selectmen will need to evaluate the proposals and determine whether they agree with the recommendation.

Included in your packet are several documents which include:

- A memo outlining the process and the working group's recommendation to the Board
- A spreadsheet comparing the critical points of each proposal

The Working Group believes that there is much to be learned by the Working Group interviewing the selected firms, and in turn the firms gaining clarity on the concerns and priorities of the Town prior to any additional interviews by the Selectmen.

NO MOTION

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

JACK MORGAN, CHAIR
MARJORIE R. FREIMAN, VICE CHAIR
ELLEN F. GIBBS, SECRETARY
BETH SULLIVAN WOODS
THOMAS H. ULFELDER

FACSIMILE: (781) 239-1043
TELEPHONE: (781) 431-1019 x2201
WWW.WELLESLEYMA.GOV
BLYTHE C. ROBINSON
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

DATE: July 13, 2018
TO: Board of Selectmen
FROM: Meghan Jop, AICP
SUBJECT: Tailby and RR Working Group Recommendation

In a memo dated May 16, 2018, I outlined proposed steps for reviewing the Tailby and Railroad Lot RFP responses. At the time of the memo, the Town anticipated 3 or 4 responses. On June 1, 2018, the Town received 6 responses from excellent firms with exceptional development teams. As you are aware, the Town received responses from Aura Pritzker, Berkeley, Boston Development Group, Federal Realty, Pennrose, and Trinity Financial. The proposals are also posted online for the public to review. The staff recommendation in May was to pull together a working group to assist with the staff recommendation to the Board and to recommend the top 3 or 4 candidates for the Selectmen to interview.

Staff asked several residents and Town staff to join the working group. The Town is fortunate to have residents and staff with exceptional expertise in a variety of areas that have informed this review process tremendously with thoughtful analysis. The Working Group members who assisted with the review include the following:

- Executive Director – Blythe Robinson
- Assistant Executive Director – Meghan Jop
- Planning Director – Michael Zehner
- Senior Planner – Victor Panak
- DPW Director – Michael Pakstis
- Assistant DPW Director – Dave Cohen
- Town Engineer – Dave Hickey
- NRC Director – Brandon Schmitt
- Building Inspector – Michael Grant
- Assistant MLP Director – Don Newell
- WHDC Representative – Tim Barrett
- Merchant Representative – Demian Wendrow
- DRB Member- Sheila Dinsmoor

- Planning Board Member- Catherine Johnson
- College Heights Neighborhood Representative – Annie Newman (architect)
- Linden Street Merchant- Joe Grignaffini (former TMM, Builder, Designer)
- Town Meeting Member - Steve Fessler (Real Estate professional)
- Resident with Real Estate Development Expertise – Ed Chazen (former PB member, Professor of Real Estate at Boston College)
- Resident with Real Estate Development Expertise – Robert Carley (WHC member, attorney at Massdevelopment)
- Resident with Sustainable Design Expertise – Ellen Watts (former HDC member, architect, Chair, Massachusetts Governor’s Zero Net Energy Buildings Task Force, real estate professional)

The Working Group (WG) has met three times to date on June 25, June 28, and July 11. The WG discussed each of the responses and identified strengths and weaknesses of each proposal. While no single proposal met every objective of the RFP, many had intriguing elements that the WG found to be a benefit to the Town and to Wellesley Square. In review of the responses, the WG also highlighted issues which required further attention including such things as parking location, amount of parking (which is driving the mass and scale of the projects), elimination of retail from proposals, mix of unit types (owner and rental), respondent partnerships, and financing of the projects. The financial proposals submitted by the respondents have not been opened, nor been a component of review.

The WG deliberated for some time as to whether a second RFP should be issued, or whether any of the proposals could move forward to the Selectmen to negotiate a final deal. The WG considered which proposals could make it through the Town Meeting process and evaluation, would be most successful financially, which projects ultimately could be permitted, and which projects would financially benefit the Town. This evaluation was done by using the RFP Evaluation Criteria. During the discussions of the proposals, again it was found that projects had merit, but needed refinement. The RFP process was intentionally open ended to determine what the market would design for the two sites. The 6 responses are unique in housing unit mix, community amenities, commercial components, and architecture and site design. A matrix has been generated for the Board’s review to more easily compare the projects. Victor Panak (Senior Planner) and Claudia Zarazua (Planner) in the Planning Department were a tremendous help in putting the matrix together.

Retention of existing parking counts and the number of units needed for the Town to meet its 10% affordable housing goal were initially the driving force behind the RFP. Following the close of the RFP on June 1, 2018, the Town was informed that the Wellesley Office Park intends to reconfigure their site and add a housing component that would add upwards of 350 units to the Town’s Subsidized Housing Inventory. This information could be something the Board would want to consider in a modified RFP to reach a more desirable density or mass on the two sites, although this discussion was had there was consensus that the locations are optimal for housing and the Town should move forward. With regards to parking, the WG found the Town’s critical need for parking in the area drove the proposals to create parking garage structures to meet the expectation that 290+ parking spaces be preserved. This has been a great point of discussion.

At the July 11th meeting, the WG discussed next steps and recommendation for interviews. The WG reached consensus that the interview process should be a twostep process where the WG interviewed the top 3 or 4 candidates. These initial interviews will help to determine whether the projects could move forward with modification to the Board of Selectmen under the existing RFP. The WG would then either further refine the number of recommended proposals to the Selectmen or recommend a second RFP be issued. The WG intends to keep the July 31st date that was previously determined to conduct their interviews. After consultation with Town Counsel, it has been advised that the WG should interview none

or all of the respondents Based upon this information and the discussion with the WG on July 11th, the proposal would be to interview the 6 respondents on July 31st and to continue with the twostep approach.

The Evaluation Criteria scores conducted by a segment of WG to date ranked the proposals as:

1. Trinity Financial
2. Pennrose
3. Aura-Pritzker
4. Berkeley
5. Federal Realty
6. Boston Development Group

Score sheets for all 6 respondents were submitted by Tim Barrett, Robert Carley, Ed Chazen, Sheila Dinsmoor, Joe Grignaffini, Catherine Johnson, Meghan Jop, Annie Newman, Victor Panak, Blythe Robinson, Brandon Schmitt, Ellen Watts, and Demian Wendrow.

Following the interview process, the financial proposals will be evaluated and scores may be modified. It would then be the intent of the WG to make a recommendation of either a second round of RFP or for the Selectmen to conduct interviews of the top ranked respondents. The WG members have been asked to determine their availability to continue along in this process as it has been a larger time demand than initially anticipated.

	AURA-Pritzker Wellesley	Berkeley	Boston Development Group	Federal Realty; Option A	Federal Realty; Option B	Pennrose	Trinity Financial	
Housing	Total Units	150 + 30 (@ 148 Weston Rd)	180	125	266	234	139	90
	Total Units Added to SHI	125 + 5 (@ 148 Weston Rd)	36	125	167 + 99 (@ 231 Linden St)?	135 + 99 (@ 231 Linden St)?	139	45
	Total Rental Units	120	180	125	167 + 99 (@ 231 Linden St)	135 + 99 (@ 231 Linden St)	139	45 incl. 10 live/work units
	Number of Affordable Units	30	36	32	42 + 25 (@ 231 Linden St)?	34 + 25 (@ 231 Linden St)?	57	23
	Percent Affordable	25%	20%	25%	25%?	25%?	41%	51%
	AMI Affordability	80% of AMI	80% of AMI	80% of AMI	unspecified? 80%?	unspecified? 80%?	80% of AMI, with units restricted for lower tiers down to 20%	80% of AMI
	Units Added to SHI	120	36	125	167 + 99 (@ 231 Linden St)?	135 + 99 (@ 231 Linden St)?	139	45
	Total For-Sale Units	30 + 30 (@ 148 Weston Rd)	0	0	0	0	0	45
	Percent Affordable	16.60%	0	0	0	0	0	0
	AMI Affordability	80% of AMI	N/A	N/A	N/A	N/A	N/A	N/A
Parking	Units Counting Towards SHI	5 + 5 (@ 148 Weston Rd)	0	0	0	0	0	0
	Total Parking Spaces	540 + 60 (@ 148 Weston Rd)	559	318	470 + 180 (@ 231 Linden St)	405 + 180 (@ 231 Linden St)	476	450
	Residential Parking Spaces	240 (5 visitor spaces) + 60 (@ 148 Weston Rd)	224	all shared	235 + 150 (@ 231 Linden St)	203 + 150 (@ 231 Linden St)	183	135 + 22 flex
	Residential Parking Ratio	1.6 at Tailby/RR; 2.0 at 148 Weston Rd	1.24	undetermined	1.4 at Tailby/RR; 1.5 at 231 Linden St	1.5 at Tailby/RR; 1.5 at 231 Linden St	1.3	1.5-1.75
	Public Parking Spaces	300	335	all shared	235 + 30 (@ 231 Linden St)	202 + 30 (@ 231 Linden St)	293	293
	Parking Garage/Underground Spaces	540 + 60 (@ 148 Weston Rd)	559	304	470 + 120 (@ 231 Linden St)	363 + 120 (@ 231 Linden St)	476	450
	Open Air Parking Spaces	0	0	14	60 (@ 231 Linden St)	42 + 60 (@ 231 Linden St)	0	0
	Total Buildings Square Footage*	352,500	419,362	295,125 (not including hotel)	~370,000	~320,000	292,300	202,000
	Residential Area	198,000	201,166	157,170	198,550	166,550	141,148	192,000
	Retail Area	3,500	0	4,500 (not including hotel)	4,500	5,300	0	10,000 (arts space)
Buildings	Parking Area	150,000	211,486	133,455	~160,000	145,800	178,800	
	Community Space**	1,000	10,000	unspecified	1,000	2,500	>500 SF, unspecified	10,000
	*square footage numbers are often estimates or are inconsistent, but these are generally close to accurate							
	**not including open space							
	Total Cost of Construction	\$97,188,600 (w/148 Weston)	\$74,275,986	\$91,179,928	\$68,795,376	\$72,896,845	\$102,337,980	
	Total Hard Costs	\$47,514,300 + \$14,899,300(@148 Weston)	\$52,498,885	\$72,530,604	\$57,036,000	* Unable to determine	\$80,482,500	
						65% Construction loan. Series of tax credit programs including Low Income Tax Credit, MassHousing, Mass Works and an assumption of 1.75M of CPC funds.		
	Construction Loan	65%-75% interest only (RR), 55%-65% interest only Tailby	50% Loan to Value. East Boston, Peoples, BofA and Santander; End would be 65% Debt and 35% Equity	Hotel - 69% debt, 31% equity; Housing Debt 80%; equity 25%	unclear	Mass Works and an assumption of 1.75M of CPC funds.	65% Debt/35% equity	
	Equity	30% of Condo and 45% of Rentals	35%	31%; 25%	unclear	unclear	35%	
Financials	Estimated Real Estate Taxes	\$757,500 + 337,500 (@148 Weston)	\$720,000	\$840,587	\$896,250	\$291,900 (assumes 40% abatement for affordability)	\$1,614,780	
	Cash Flow Assumption	Positive year 2	Positive year 4	Positive year 2	Positive year 1	Positive year 1	Positive year 1	
				PILOT during construction \$522,677;			Community Art space, Town Parking Lot, Remainder must be in price	
	Payments to Town	Infrastructure improvements -\$ 11,850,000	\$4,200,000 or \$200,000 annually	Hotel tax \$143109	\$50,000 annually	In price proposal	proposal	
	Proposed Rents		\$3,299	\$3960 - Market; 55+ Units \$2880	\$3,200			
	Studio	\$2,300						
	1 - bed	\$2,850				\$2,500	\$2,764	
	2- bed	\$3,779				2800/3300	\$3,853	
	3- bed	\$4,925				\$4,600	\$4,858	
	Parking	Parking Revenue 300 spaces	NOI \$152,204	\$229,266	unclear - 20% reduction in spaces	Shared parking with residential - remaining information in proce proposal	Town parking structure	

6. Approve Proposed Rents for 978 Worcester Street

The Board discussed the 2018/19 rents for the affordable housing units at 978 Worcester Street at its meeting last week. The item was tabled until this meeting for the purpose of obtaining from the developer an explanation of their annual costs and how any increases for this next year align with the proposed rent increase. In your packet you will find a letter from Michael Carr of Wellesley Place explaining the rents currently are under the 2016 HUD guidelines. The project was allowed to market the affordable units just last July (2017) based upon the approved 2016 Regulatory Agreement which set the current rental rates. HUD issues new income limits typically in April or May of each year. The property owners have worked to lease up both the market and affordable units over the past year. The market rate units were decreased initially in cost to incentivize renters. The building is now fully occupied with various lease agreements. As tenants' turnover, market rate rents will increase. Please note that while we have obtained this information the regulations on this process only gives the Board the right to approve or reject the rents. The DHCD guidelines also allow the developer to charge the maximum rents as calculated for 80% of the median income. The proposed rents are aligned with the DHCD guidelines.

MOVE to approve the proposed affordable unit rental rates for 2018 at Wellesley Place, 978 Worcester Street:

	<u>2018 Rate</u>
Two bedroom units (5)	\$1,780.00
One bedroom units (4)	\$1,591.00

Meghan C. Jop, AICP
Assistant Executive Director
Town of Wellesley

RE: Wellesley Place Affordable Units
7/12/18

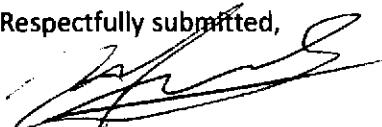
Dear Ms. Jop;

In response to the Selectman's request we submit the following:

- 1) We rented the original 7 affordable units at 2016 HUD maximum allowable rents.
- 2) We did not have any other affordable units available in 2017 and therefor did not take advantage of any 2017 HUD increase on any units at Wellesley Place.
- 3) We are now offering the 2 new affordable units at the 2018 published HUD rental rates for affordable units in the district, that the Town of Wellesley falls, in Massachusetts. The previous 7 units may be raised on a case by case basis

The winter of 2018 is our first year of near full occupancy. We did experience a reversal of market rental amounts on our 2017 rent up process, which seems to have stabilized in 2018.

Respectfully submitted,



Michael F. Carr
Manager Wellesley Place, LLC
978 Worcester Street
Wellesley, Ma
(508) 655-1701

7. Executive Director's Report

Included in your packet are a list of gifts and donations to the COA, one of which for the June lunch program needs to be approved because it exceeds \$500.

MOVE that the Board accept a donation of \$840 for the June senior lunch program with Express Gourmet.

The following gifts have been made to the Wellesley Council on Aging and must be accepted by the Board of Selectmen:

GIFTS TO THE GENERAL COA GIFT ACCOUNT (29054150-483000)

Updated 7/11/2018

Donation from:	Amount(s) / comments regarding gift
Friends of Wellesley Council on Aging	\$840.00 – Donation specific to June Senior Lunch Program with Express Gourmet
Friends of Wellesley Council on Aging	\$262.55 – Donation specific to June senior Lunch Program with Wellesley Bakery
Friends of Wellesley Council on Aging	\$125.98 – 2 Outdoor Storage Containers for TPC Patio Furniture Cushions

Total Donations Listed for General Gift Account = \$1,228.53

8. New Business and Correspondence - Other Documents: The Board will find documents the staff are not seeking action on, but is for informational purposes only. Please find the following:

- ❖ July Jubilation Poster
- ❖ Letter from DPW
- ❖ Commendation from Chief Pilecki

Wellesley Square Merchants' Association invites you to



come join the fun!

WELLESLEY SQUARE JULY JUBILATION SIDEWALK SALE

extraordinary savings

DRINKS • FOOD • FUN

FREE
PARKING
IN THE SQUARE



CHURCH SQUARE

LONDON HARNESS



Hometown Weekly

Hometown Publications, LLC

est. 1996

All July Jubilation Promotional Materials Provided by Hometown Weekly

SATURDAY
JULY 21ST
9:30AM-4:30PM
RAIN DATE SATURDAY, JULY 28TH



Visit ShopWellesleySquare.com for more details

entertainment schedule

Music provided
by our DJ • 9:30-4:30

Boston Red Sox
Official Magician • 12:30-1:00

Dunk Tank • 11-3

(2) Bounce Houses • 10-4

Petting Zoo • 11-3

Face Painting • 10-4

Stilt Walker • 11-3

Smokey The Bear &

The Smokehouse • 10-4

Bubble Zone
Science of Bubbles • 11-3

Tim Brown – Magic & Balloon
Tricks at Wellesley Toy Shop
• 11-2

Stray Pets in Need • 10-4

Open Police Cruiser • 10-4

Kidville Rockin' Railroad
Main Concert • 11:30-12

Open playspace, mini-concerts
and glitter tattoos • 10-4

Juggler & Unicyclist • 12-2

Wellesley Symphony • 10-2

Wellesley Theatre Group -
Various Numbers Performed from
"James and the Giant Peach"
• (Time TBD)

& so much more!

Primary Sponsors

CHURCH SQUARE

LONDON HARNESS

TOWN OF WELLESLEY



MASSACHUSETTS

**DEPARTMENT OF PUBLIC WORKS
PARK DIVISION**

30 MUNICIPAL WAY • WELLESLEY, MA 02481-4925
WWW.WELLESLEYMA.GOV

MICHAEL T. QUINN
ASSISTANT SUPERINTENDENT
DEPUTY TREE WARDEN

TELEPHONE (781) 235-7600, EXT. 3331
FACSIMILE (781) 431-7569
MQUINN@WELLESLEYMA.GOV

July 10, 2018

Michael L. & Martha S. Gervasi
87 Hampshire Road
Wellesley, Ma. 02481

Dear Property Owner,

It has been brought to our attention, by way of a complaint, that the shrubbery and/or trees growing on your property is obstructing the town right of way. The Town of Wellesley has a bylaw concerning use of public ways that is noted below.

49.2 Use of Public Ways: No person shall throw, place or cause to be placed in any public way or public place in the Town, any tree, bush or other planting, or any obstruction, or any garbage, fuel, building material, paper, cards, handbills, leaves, or rubbish of any kind, nor stones or rocks or other objects to act as curbing, except in such a place and manner as shall be directed by the Selectmen and except as hereinafter provided in section 49.2A.

We understand that you may be unaware of this bylaw and that you did not intend to violate this town regulation. To avoid any further action from the Town, we are requesting that you please arrange to correct this situation by cutting back or removing, the shrubbery behind your property line within the next 30 days. If you would like to meet on site to discuss this situation, please feel free to contact me by phone or e-mail. If the situation is not corrected within the designated time period, it may be forwarded to the enforcing authority and the town may exercise its right to cut back the shrubbery.

If you need help in finding a landscape professional, you may call 508-653-3320 or go on line to www.massarbor.org for assistance. If you choose to remove any trees, we can place you on next spring's tree planting list for a replacement planting. I hope you will be able to address this issue as soon as possible to eliminate this problem. Please feel free to contact me, if you wish additional information regarding this situation.

Sincerely,


Michael T. Quinn, MCLP
Deputy Tree Warden / Asst. Supt.

Cc: M. Pakstis D. Cohen
B. Robinson J. Pilecki File

TOWN OF WELLESLEY

MASSACHUSETTS



**DEPARTMENT OF PUBLIC WORKS
PARK DIVISION**

30 MUNICIPAL WAY • WELLESLEY, MA 02481-4925
WWW.WELLESLEYMA.GOV

MICHAEL T. QUINN
ASSISTANT SUPERINTENDENT
DEPUTY TREE WARDEN

TELEPHONE (781) 235-7600, EXT. 3331
FACSIMILE (781) 431-7569
MQUINN@WELLESLEYMA.GOV

July 10, 2018

Joseph M. & Seton C. Spagnuolo
95 Hampshire Road
Wellesley, Ma. 02481

Dear Property Owner,

It has been brought to our attention, by way of a complaint, that the shrubbery and/or trees growing on your property is obstructing the town right of way. The Town of Wellesley has a bylaw concerning use of public ways that is noted below.

49.2 Use of Public Ways: No person shall throw, place or cause to be placed in any public way or public place in the Town, any tree, bush or other planting, or any obstruction, or any garbage, fuel, building material, paper, cards, handbills, leaves, or rubbish of any kind, nor stones or rocks or other objects to act as curbing, except in such a place and manner as shall be directed by the Selectmen and except as hereinafter provided in section 49.2A.

We understand that you may be unaware of this bylaw and that you did not intend to violate this town regulation. To avoid any further action from the Town, we are requesting that you please arrange to correct this situation by cutting back or removing, the shrubbery behind your property line within the next 30 days. If you would like to meet on site to discuss this situation, please feel free to contact me by phone or e-mail. If the situation is not corrected within the designated time period, it may be forwarded to the enforcing authority and the town may exercise its right to cut back the shrubbery.

If you need help in finding a landscape professional, you may call 508-653-3320 or go on line to www.massarbor.org for assistance. If you choose to remove any trees, we can place you on next spring's tree planting list for a replacement planting. I hope you will be able to address this issue as soon as possible to eliminate this problem. Please feel free to contact me, if you wish additional information regarding this situation.

Sincerely,

Michael T. Quinn, MCLP
Deputy Tree Warden / Asst. Supt.

Cc: M. Pakstis D. Cohen
B. Robinson J. Pilecki File



TOWN OF WELLESLEY

WELLESLEY, MA 02482
Telephone 781-235-1212

POLICE DEPARTMENT

JACK PILECKI
Chief of Police

TO: DISPATCHERS KATHLEEN LEE AND THERESE SHURTLEFF
FROM: CHIEF JACK PILECKI
SUBECT: LETTER OF COMMENDATION
DATE: JULY 10, 2018

I recently received a very positive memo from Sergeant Carrasquillo speaking highly of the way you both handled a call for a suicidal male. The reporting party called, asking if we could conduct a well-being check on his roommate, Matthew. Matthew contacted his roommate in Wellesley via a Facebook message, in which he said, he intended to hang himself. Dispatchers Lee and Shurtleff immediately recognized Matthew's name as the same person who was recently arrested in Wellesley for Disturbing the Peace and destroying property at his apartment. They reviewed the arrest reports and learned that Matthew suffers from depression and has expressed suicidal ideations before.

Dispatcher Lee obtained Matthew's mobile phone number from his arrest report and called him. He answered and Disp. Lee was able to keep Matthew on the line from an extended period of time. During their conversation, Disp. Lee was able to confirm Matthew was feeling suicidal and also was able to find out that Matthew was at the Back Bay MBTA train station in Boston. Disp. Shurtleff contacted the MBTA Transit Police and advised them of the situation and provided them with specific information as to where to find Matthew. Additionally, Disp. Shurtleff completed an Emergency Situation Form for US Cellular (Matthew's cell phone provider) and was able to ascertain a more exact location for Matthew by pinging his mobile phone.

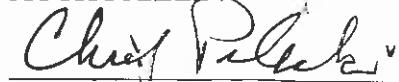
Dispatchers Lee and Shurtleff's focused, efficient and compassionate actions undoubtedly played a vital role in ensuring the safety of Matthew. Furthermore, Sgt. Carrasquillo remarked in his memo that he was especially impressed that Dispatchers Lee and Shurtleff took it upon themselves to proactively begin researching contact and location information for Matthew, in order to make it easier for the patrol officers on the street to locate him.

Your patience, professionalism and willingness to do what was best for Matthew, despite his suicidal state, is a testament to your dedication to your profession and is to be commended. This

case clearly demonstrates our mission to provide much more than just ‘traditional’ policing to our community.

A copy of this commendation will be maintained in your personnel file.

AUTHORIZED:



JACK PILECKI
CHIEF OF POLICE

Cc: Bulletin Board
 Board of Selectmen
 Personnel File



TOWN OF WELLESLEY

WELLESLEY, MA 02482
Telephone 781-235-1212

POLICE DEPARTMENT

JACK PILICKI
Chief of Police

To: Lieutenant Renzella
From: Sergeant Carrasquillo
Date: June 29, 2018
RE: Recommendation for commendations regarding incident #18-581-OF

Lieutenant Renzella,

On Friday, June 29, 2018 at approximately 1:00AM last half officers were dispatched to 544 Washington Street apartment #1 for a wellbeing check regarding one of the residents, who was identified as Matthew [REDACTED]. The reporting party, identified as Gregory [REDACTED] informed ECC dispatcher's Lee & Shurtleff he received a Facebook message from Mr. [REDACTED] in which he said he intended to hang himself this morning.

Mr. [REDACTED] currently resides at [REDACTED] apartment #1 with three other roommates. He was recently arrested by the Wellesley Police (18-40-AR) for disturbing the peace and maliciously destroying property inside his apartment. During his arrest, it was learned Mr. [REDACTED] has a tendency to become extremely violent, he suffers from depression and suicidal tendencies. Upon our arrival at the apartment this morning, it was learned through Mr. [REDACTED] three roommates he was not home and that he left earlier in the evening to go into Boston.

After clearing the scene, I returned to Wellesley Police headquarters and entered the ECC where I observed both dispatcher's Lee & Shurtleff working feverishly and talking on their phones. I learned Dispatcher Lee contacted Mr. [REDACTED] on his cell phone, which was obtained from our in-house arrest record, and he actually answered. Dispatcher Lee displayed

compassion and professionalism toward Mr. [REDACTED] and explained to him she was very concerned about his wellbeing and wanted to ensure he got the help he needed.

Dispatcher Lee was able to keep Mr. [REDACTED] on the phone line for an extended period of time and talk to him about his feelings. During the conversation, Mr. [REDACTED] confirmed to Dispatcher Lee he was feeling suicidal, he confirmed he sent messages to both Mr. [REDACTED] and one of his roommates expressing his desire to hang himself and he expressed a desire to obtain help. Mr. [REDACTED] provided Dispatcher Lee with his approximate location, which was at the Back Bay MBTA train station in Boston.

As Dispatcher Lee was speaking with Mr. [REDACTED], Dispatcher Shurtleff contacted the MBTA Transit Police, advised them of the situation and provided them with specific information as to where to find Mr. [REDACTED]. In addition, Dispatcher Shurtleff was also in the process of contacting Mr. [REDACTED]'s cell phone provider, which she learned was US Cellular, in order to ping his location before Mr. [REDACTED] provided the information.

As a result of the actions of Dispatcher's Lee & Shurtleff, which I might add were actions they took upon themselves to engage in without my prompting, Mr. [REDACTED] was quickly and easily located without incident by officers from the Transit Police who were able to have him transported to Tufts Medical Center for a psychological evaluation and mental health assistance he needed. During this incident, both Dispatcher's Lee and Shurtleff displayed compassion and professionalism toward Mr. [REDACTED] and were able to quickly resolve this situation. Had this incident not been handled in such a swift manner, it is very likely Mr. [REDACTED] would not have been located this morning and, given his mental state, it is highly possible he would have taken his own life. I respectfully recommend Dispatcher's Lee and Shurtleff receive letters of commendations for their personal files regarding their actions during this incident.

Respectfully Submitted,

Sgt. M. Carrasquillo

Sergeant Mark J. Carrasquillo