

TOWN OF WELLESLEY



MASSACHUSETTS

## ZONING BOARD OF APPEALS

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ROBERT W. LEVY  
WALTER B. ADAMS  
DEREK B. REDGATE

October 9, 2018  
7:30 pm  
Juliani Meeting Room  
Town Hall

Zoning Board of Appeals Members Present: Richard L. Seegel, Chairman  
David G. Sheffield  
Derek B. Redgate

### 2018-24 WELLESLEY PARK, LLC, 148 WESTON ROAD

Present at the public hearing were Victor Sheen, D'Artagnan Brown and Bob Engler.

Robert Nagi, VHB, discussed his peer review of the Vanasse Traffic Study. He said that the site plans have been revised since the original submittal in February. He said that the study looks at existing and future conditions and evaluates them against similar situations and industry standards. He said that the impacts and future nature have been accurately described. He said that the study was professional and up to industry standards.

Mr. Nagi said that the proposal is for 67 parking spaces for a 55 unit development. He said that having one space per unit would leave 12 parking spaces available for visitors, guests and deliveries. He said that VHB would like to see the count raised to more of an industry standard at 1.45 spaces per unit. He said that they do not want spillover to surrounding neighborhoods.

Mr. Nagi said that they looked at traffic volumes and peak hours. He said that VHB asked the applicant to include Saturday conditions in their study.

Mr. Nagi said that the applicant's study included future projects that may have an impact, including the new sports complex and Wellesley Crossing at 8 Delanson Circle.

Mr. Nagi said that VHB looked at Vanasse's analysis of traffic flow at intersections, level of service, and signalized operations.

Mr. Nagi discussed sight lines at the site driveway. He said that VHB asked the Applicant to show a triangle in which no signs that would block sight lines would be placed.

Mr. Nagi discussed recommendations for driveways being wide enough for two-way traffic, signs that are understandable, a note on the plans for signage to comply with typical standards.

Mr. Nagi asked that the Applicant evaluate having a sidewalk from the project to the existing network.

Mr. Nagi discussed school bus operations, consistent pick up, coordination with the School Department, and connection from the building to the sidewalk to wait for the bus.

Mr. Nagi discussed promotion of alternative methods of transportation.

Mr. Nagi asked that the number of spaces for potential electric vehicle charging be identified.

Mr. Nagi discussed safety in the area, including the intersection Weston Road and Linden Street, which is a high crash location. He discussed the need for a roadside safety audit and reviewing police reports to look at the number and severity of crashes.

Mr. Nagi discussed potential signal timing changes with added traffic from the project.

Mr. Nagi discussed safe and secure bicycle parking within the garage space.

Mr. Nagi asked for additional detail on the underground parking, including interior turning and access to spaces, particularly at the end of the aisle.

Mr. Nagi asked about use of the amenity building and how it will relate to traffic and parking.

Mr. Nagi said that the site looks dense from a layout perspective. He expressed concerns about turning radii for moving and delivery trucks, safe and efficient access to the sides of the building for emergency vehicles, move in locations and how they will be managed throughout the project, parking restrictions, and garbage and refuse handling. He said that a construction detail should include staging, limited parking, access routes to and from the site, contractor parking, and schedule.

Mr. Nagi said that more information is needed about traffic and accessibility.

Art Stadig, P.E., Parking Consultant, said that he reviewed the materials and submitted a report a week ago. He said that the drawings were dated earlier in the year and what was presented tonight is slightly different. Mr. Sheen said that there are no changes in the garage. He said that there is a potential change to the clubhouse.

Mr. Stadig said that the property is located in a 15,000 square foot Single Residence District that does not allow multi units. He said that if the requirements for the district are applied, there should 1.5 parking spaces for one to two bedroom units and two parking spaces for three bedroom units. He said that this project with 55 units would need 86 parking spaces. He said that if the census was applied, 1.42 spaces would be required for the units, for a total of 78 spaces required. He said that he typically looks at visitor parking, service people and home health care workers. He said that 86 to 87 would be reasonable for this project. He said that 66 spaces are proposed.

Mr. Stadig said that there was not a lot of information about access control for the doors. He said that a 16 foot wide opening could be a problem. He discussed making the access wider or having two doors so that traffic can move in and out. He said that operations and flow of delivery and garage trucks should be looked at. He asked about the ramp slopes. He said that they may be quite tight.

Mr. Stadig discussed electric vehicle charging, parking space and aisle dimensions, maneuverability, striping, headroom, accessible spaces, sprinklering, ventilation and noise. He discussed space issues and reduced parking counts associated with the utility room and bike layout.

Mr. Redgate asked about queue and time delay on Weston Road when Hardy School gets out between 2:30 and 3:30 pm. He said that during peak times there can be very long queues on Weston Road southbound. He asked what can be done to understand the time delay for residents. He said that the north and south routes are limited because of the railroad crossing. Mr. Nagi said that they typically look at commuter peak hours. He said that they could ask the applicant to look at the midday peak between 2 and 4 pm. He said that during the evening peak between 4 and 6 pm, the number of vehicles added by this project will not generate a lot of traffic leaving the site but coming to it. He said that they asked the applicant to look at signal timing changes. He said that there could be some operational improvements at the Linden/Weston intersection. Mr. Sheffield said that 2:30 to 5:30 pm is peak traffic on Weston Road with school and Mass Pike traffic. He said that the pass by from Weston to Linden is not clearly marked. Mr. Nagi said that a safety evaluation may address some of the opportunities.

Mr. Redgate asked about emergency access. Mr. Nagi said that not all side of the building will be accessible. Mr. Zehner said that currently the tallest buildings in Wellesley are at Wellesley Green and on the Wellesley College Campus.

Mr. Sheffield discussed the possibility of using the electrical substation for temporary construction parking.

Mr. Nagi said that typical construction hours for towns restrict large trucks during morning and evening peak hours. He said that large construction vehicles, except for concrete trucks, will be scheduled off-peak. He said that regular deliveries could be restricted.

Michael Cave, 144 Weston Road, said that his home is adjacent to the project. He said that he watches the conditions on Weston Road daily from pre-dawn to late at night. He said that with the volume of traffic, the road is unsafe at many times, particularly in the morning when it is almost impossible to cross the street at school time. He said that he was struck from behind while attempting to enter his driveway. He said that cars are stopped because of the Weston/Central signal, the left turn from Weston to Linden and the pedestrian signal. He said that it is a congested situation and this project will add 67 cars. He said that these conditions will debase the quality of life and have an impact on the people who have invested in maintaining historic dwellings. He said that there was a fatality on Weston Road when a bicyclist was struck by a truck. He said that there could be more with people attempting to cross Weston Road.

Holly Rossignol, 148 Weston Road, asked about ventilation for parking. Mr. Seegel said that the Board does not have information about that yet.

Mr. Sheen said that since the previous hearing, they re-submitted updated civil plans to Mr. Zehner and the Engineering Division. Mr. Zehner said that the foundation and retaining wall were out of sync. Mr. Sheen said that the walls are now consistent with the architectural plans. He said that drainage has been updated. He said that if the clubhouse/amenity building is eliminated, it will add 17 parking spaces. He said that the

driveway could be a straighter run into the garage with additional parking on either side. He discussed allocation of compact parking spaces.

Mr. Seegel said that the parking space that abut the walls and columns may not be usable. He said that reducing the number of units would be good. Mr. Sheen said that the strategy is to get to a 1.4 to a 1.5 parking ratio, which may involve moving the amenity space within the building. He said that they are looking at installation of a sidewalk to the Linden intersection and are in the process of confirming the right of way issues. Mr. Sheffield said that the amenity building was previously presented as a positive because it helped to maintain the scale along Weston Road. Mr. Sheen said that there has been no final determination on that. Mr. Sheffield said that space is needed for ventilation equipment. Mr. Brown said that they will further clarify that.

Mr. Sheen said that there is a natural dip towards the middle of the property that will allow for installation of a garage that will be outside of public view. He said that the building was pushed back to take advantage of the existing bowl.

Mr. Seegel asked that calculations of open space be submitted to the Board. Mr. Zehner confirmed that the emergency drive was included in the calculation of open space.

Mr. Sheffield said that allowing a multi family in a single residence zone would be spot zoning. Mr. Sheen said that an advantage of this project is that it enjoys immediate access to 40 plus acres and walkability to downtown.

Mr. Redgate asked that any new or revised materials be submitted to the Board at least five days before a hearing.

The Board discussed continuing the hearing to October 30, 2018, when it would review architectural and engineering plans, as well as further traffic and parking responses.

Mr. Sheffield moved, Mr. Redgate seconded the motion, and the Board voted unanimously to continue the hearing to October 30, 2018.

As there was no further business to come before the Board, the hearing was adjourned at 9pm.

Respectfully submitted,

Lenore R. Mahoney  
Executive Secretary