



To: Richard L. Seegel
Chairman
Zoning Board of Appeals
525 Washington Street lower level
Wellesley, Ma 02482

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From: William R. Bergeron, P.E.
Project Engineer

Date: February 6, 2019

Subject: #680 Worcester Street, Wellesley, Massachusetts Summary and Response to Outstanding Comments

Dear Board Members,

For the benefit and convenience of the Zoning Board of Appeals, and for its municipal departments, we have attempted to provide a list of the remaining town concerns as we understand them.

1. Question: Appropriateness of the site access between the garage and the Worcester Street project entrance.

The Traffic Report prepared by Vanasse & Associates, Inc., reviewed and confirmed by the Town's peer review consultant VHB/Vanasse Brustlin, Inc., indicates that there will be approximately 2 vehicles entering the site and 5 vehicles exiting the site during the AM peak hour. There were no problems or wait times for the entering vehicles but there was an anticipated delay at the exit drive of 31 seconds per vehicle during the peak hour. This would result in a total wait time of approximately 2.58 minutes. Therefore 95.7% of the time there is no vehicle at the driveway area during the A.M. peak hour. Likewise the P.M. peak hour analysis indicates that there will be 5 entering vehicles and 4 exiting vehicles. Again the entering vehicles do not have any delay. The exiting vehicles are anticipated to have a 28.8 seconds delay. This results in a total wait time of approximately 1.91 minutes. Therefore 96.8% of the time there will be no vehicles waiting in the driveway area during the P.M. peak hour.

The reviews conducted by both the Applicant's traffic engineer and the ZBA's traffic peer reviewer indicate that vehicles will not be stacked up either on Worcester Street entering

the Site or on the access driveway or garage entrance exiting the Site. Further, both studies indicated that the site can accommodate internal turning movements without issue. And since those studies the 19.5 foot driveway width between the building and lobby area has been increased to a minimum of 20 feet for the two way traffic.

The delivery drop off area provides space for an SU-30 vehicle (typical 30 foot long vehicle) to park and not interfere with the minimum 20 foot wide two way movements. Rubbish collection will be coordinated with the building management to be off peak hour times.

2. Question: Adequacy and access to the existing 6 inch sanitary sewer main.

The information contained in the Hayes Engineering, Inc. letter dated October 17, 2018 to David J. Hickey, Jr. P.E., Town Engineer outlines the excess hydraulic capacity of the existing sewer line based on generally accepted engineering practices and principles. The existing line can accommodate at a minimum 7 times the required peak flow capacity of the project. As a practical matter, with modern water saving appliances, the existing line can accommodate 17 times the required peak flow capacity.

We do not understand that Mr. Hickey disputes that the existing sewer main has excess capacity. Rather, the request to replace the existing 6 inch sewer main with a new 8 inch main represents the Engineering Department's desire to have the Applicant upgrade the existing sewer main at its cost, not the Town's. In addition to being unnecessary, the replacement of the main within a narrow 20 foot wide sewer easement which lies over three developed, single-family house lots (all of which appear to have encroached upon the easement) would be an unnecessary and significant disruption to these residences. The Applicant proposes to inspect the existing line by TV along with any cleaning or sealing of any deficiencies using modern sewer maintenance equipment. This strategy is more advisable to enhance the existing line. The Applicant has offered to provide this work as a condition in the Comprehensive Permit.

The Town's existing legal access for maintenance of the existing sewer main has always been through the 20 foot wide sewer easement from Francis Road. The proposed project does not interfere or change this access in any way. The easement remains the Town's only legal access to repair, maintain or replace this sewer line. The access issue raised by Town Engineer relates to the Town's preference for a second, more desirable means of reaching the sewer line from Worcester Street for potential sewer maintenance issues. To accommodate this desire, the Applicant has changed its plans to enable vehicular access through the proposed garage by providing an enhanced ceiling height designed to allow for a 13.5 foot vehicle height clearance. This ceiling height clearance allows full access for all Town of Wellesley sewer maintenance vehicles including backhoes. The Applicant would expect this municipal access to be included as a condition in the Comprehensive Permit.

3. Question: Adequacy of the onsite snow storage.

The actual open area to the sky where snow could accumulate on the driveway and refuse areas is relatively small. Provisions have been made on site to provide snow storage for more than 55 inches of snowfall. This is more than the average annual Wellesley snowfall of 49 inches.

4. Question: onsite vehicle turning movements.

The ZBA indicated a desire to see how the SU-30 vehicle would access the delivery vehicle space. We prepared and attached a turning movements representing how an SU-30 vehicle will be able to maneuver on site with little disruption to other vehicles and that no blocked access will be caused except for perhaps a few seconds while the SU-30 vehicle backed into the loading space. Once the vehicle has backed into the space, the roll out containers will then be emptied and placed back in the storage area. The clear height of the parking garage is 13 feet 6 inches so the SU-30 vehicle, as well as many of Municipal vehicles, will have full access under the parking garage to enhance the onsite turning ability.

The delivery/drop off area will be available for normal daily deliveries. The Property Manager will also specify in the lease agreements that moving vehicles will be restricted to SU-30 vehicles or smaller and will be assigned a specific time and day when they will be allowed to park in the loading area. The use of larger vehicles will be strictly restricted and enforced by the Property Manager.

An additional turning movement plan has also been added to show typical passenger car access to the garage parking areas. The assignment of the stacker spaces will be determined by the Property Manager and based on tenant vehicles represented in the lease application. The stacker parking spaces can accommodate the majority of passenger vehicles.

Several meetings and communications with Charles DiGiandomenico Fire Prevention-Deputy Chief on October 4, 2018 confirmed that the emergency access was acceptable.

5. Question: Site Logistics.

The proposed site will provide sufficient area to allow access for construction vehicles and activities. The initial work will access the site from the existing driveway until the retaining wall and site have been leveled in the vicinity of the southwesterly side of the site. The construction access at the new site driveway will then be established. The area for the foundation will then be excavated as needed. This does not require major excavation depths. The foundation forms will then be installed and concrete trucks will have access from inside the garage area for most of the foundation. The 40 foot by 80 foot area behind the building along with the 20 foot easterly side yard will provide construction areas for construction equipment, cranes, and access. The use of the garage podium construction with the 13.5 foot clear height will provide a covered area in the garage that will be available for contractors and equipment and supplies. On other projects these supplies are set on pallets to allow easy movements with floor jacks should construction trades need access to a specific area. The exterior area behind the building will be available for large construction equipment vehicles such as a crane should one be needed. The use of boom lifts and scissor lifts will provide access to all sides of the building to aid the wood framed construction and finish siding process. Therefore as with large projects on small lots there will be challenges but nothing that is out of the ordinary for modern construction practices.

We hope this information is helpful in addressing the remaining design related items.

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