

**TOWN OF WELLESLEY**  
WELLESLEY, MASSACHUSETTS 02481

DAVID J. HICKEY JR., P.E.  
TOWN ENGINEER

DOUGLAS R. STEWART, P.E.  
ASSISTANT TOWN ENGINEER



20 MUNICIPAL WAY  
781-235-7600  
FAX 781-237-0047

DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION

January 24, 2019

Smart Growth Zoning Program  
Department of Housing and Community Development  
100 Cambridge Street — Suite 300  
Boston, Massachusetts 02114

Attn: William Reyelt, Director

**Re: Wellesley Office Park Redevelopment**  
**William Street**  
**Wellesley, MA**

Dear Mr. Reyelt:

In connection with the Application for Preliminary Determination of Eligibility for 40R Zoning for the proposed redevelopment of the Wellesley Office Park at William Street, Wellesley, MA, a project that is estimated to result in up to a total of approximately 550 new multi-family residential units ("Future Zoned Units"), the Department of Public Works offers the following related information as required by Chapter 40R of the General Laws of Massachusetts. The purpose of this letter is to certify, pursuant to 760 CMR 59.03(1)(j), that the "impacts of the build-out of Future Zoned Units within the District will not overburden Infrastructure ... as it exists or may be practicably upgraded to provide adequate accommodation of the demands of the District's existing and future residents and uses." Please note that there is no Dedicated Open Space or public recreational facilities that would be impacted by the proposed District, as contemplated by 760 CMR 59.03(1)(j).

Water Supply

The site is currently serviced by two municipal water supply lines, including a 12-inch main that enters the site near 80 William Street running under State Route 95/128, and a 6-inch main that enters the site under William Street from the property's frontage on State Route 9. Records indicate that the complex uses approximately 26,000 gallons per day (GPD), a significant portion of which is for irrigation. The applicant's engineer has estimated that the first phase of the proposed development will add approximately 35,500 GPD and the ultimate build out will add an additional 26,500 GPD, resulting in an additional total of approximately 62,000 GPD. A fire flow test from 2013 indicates that there is adequate flow and pressure for firefighting the current development on the property. There are plans to conduct additional tests.

The DPW is concerned with the age of the infrastructure and the restricted access to the larger, 12-inch main beneath State Route 95/128. Any disruption to this main, especially something that would have an extended repair timeframe, requires the development to rely on a 6-inch feed, which is generally considered inadequate for firefighting purposes. The additional fire flow test will further inform this concern, however, it is possible that either a new water main or upsizing of the 6-inch water main will be required to serve the project. The Town and the applicant are working together to assess this and respond as required to assure acceptable capacity is achieved. Overall the Town uses between 2 and 3 million gallons per day (MGD) in non-summer months and can experience peak days in the summer between 5 and 6 MGD. The Town has a maximum capacity of 6.5 MGD and we are confident that this proposed development can be served within our current capacity (excepting the need to limit irrigation activity during an extended drought period).

### Sanitary Sewer

William Street is serviced by a gravity sanitary sewer collection system that is pumped in a 4-inch force main beneath State Route 95/128. The pump station is located near 80 William Street and includes two, 200 gallons per minute (gpm) pumps in a small wet well, though we believe one pump may not be functioning. There is no emergency backup power provided for the pump station. The system has been maintained by the Wellesley Office Park for many years. The pump station discharge line is 4-inch cast iron main that runs westerly beneath State Route 95/128 to an easement on the opposite side of the Highway. All sewerage in the Town is ultimately discharged to the MWRA.

Based on the projected increased sewerage flow, the age and the current condition, the sewer pump station is being proposed by the applicant to be replaced with a new station, including a properly sized wet well, dual operation pumps on a serviceable slide rail system with an emergency backup power source. The Town is also working with the applicant to replace the force main beneath the State Route 95/128 to ensure reliable service for the proposed development.

### Traffic / Transportation

William Street has a unique access situation where entering traffic must come from a Route 9 on-ramp, referred to as the Frontage Road, and can only exit to Route 9 in a westerly direction. The Town is aware that there is an evening peak congestion problem that is only relieved by police detail control. The applicant is studying the issue and is considering geometric changes, traffic lights or possible auxiliary lanes to improve safety and lesser congestion. The Town is working with the applicant on this issue, which ultimately will require MassDOT approval; however, based upon the attached review by Beta Group, Inc. (the Town's on-call consultant), there are options to mitigate this deficiency.

### Certification

The above outline of the current conditions at the Wellesley Office Park indicates that upgrades to the water, sewer systems and, possibly, the traffic controls within, and immediately adjacent to the area are necessary to support the proposed development. However, I can confirm and certify that, following the completion of the upgrades identified in the enclosed report prepared by Stantec Consulting Services, Inc., the District's existing water and sewer infrastructure will have adequate capacity to meet or exceed the potable water and wastewater treatment required by the District's existing and future residents and uses. Further, I can confirm and certify that, pursuant to the enclosed report prepared by Vanasse & Associates, Inc. and the enclosed preliminary review by Beta Group, Inc., there is an actionable plan to implement improvements to existing roadways sufficient to accommodate the traffic demands of the Future Zoned Units, subject to review and approval of the Massachusetts Department of Transportation. Any further non-residential development within the District would be subject to further review with respect to necessary transportation upgrades as described in the Vanasse report. Lastly, the Wellesley Municipal Light Plant has confirmed, pursuant to the attached memorandum, that it has adequate capacity with existing

infrastructure to provide the necessary electricity to support the District's existing and future residents and uses, including the Future Zoned Units.

If you have any further questions or require additional information, please contact me or Blythe Robinson, Executive Director at 781-431-1019, ext. 2200 or via email at [brobinson@wellesleyma.gov](mailto:brobinson@wellesleyma.gov).

Sincerely,



David J. Hickey, Jr., P.E.  
Town Engineer

Cc: Dave Cohen  
Bill Shaughnessy  
Doug Stewart  
Tom Harrington

MUNICIPAL LIGHT BOARD

EDWARD J. STEWART, III, CHAIR  
PAUL L. CRISWELL  
DAVID A. T. DONOHUE  
KATHARINE GIBSON  
JEFFREY P. WECHSLER

**TOWN OF WELLESLEY**  
WELLESLEY, MASSACHUSETTS 02481



RICHARD F. JOYCE, DIRECTOR  
4 MUNICIPAL WAY  
WELLESLEY, MA 02481-2431  
781-235-7600  
FAX 781-489-2154

MUNICIPAL LIGHT PLANT

December 31, 2018

Mr. William Reyelt, Director  
Smart Growth Zoning Program  
Department of Housing and Community Development  
100 Cambridge Street, Suite 300  
Boston, Massachusetts 02114

Re: Wellesley Office Park Redevelopment, William Street, Wellesley, MA

Dear Mr. Reyelt:

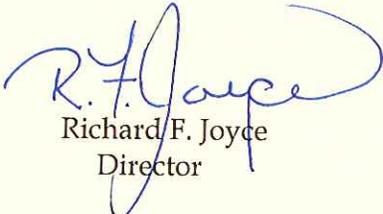
In connection with the application for approval of the Sustainable Growth Overlay District and the "Wellesley Office Park Redevelopment" in William Street, Wellesley, MA, the Wellesley Municipal Light Plant ("WMLP") is providing an overview and conditional certification as required by Chapter 40R of the General Laws of Massachusetts.

**Electric Service**

Electric service to the existing Wellesley Office Park buildings on William Street is provided by two WMLP supply lines emanating from Eversource's Station 292 in Newton. The WMLP's service terminates at the source side of the customer-owned, auto-transfer switchgear located approximately 100 feet from the intersection of Route 9 and William Street. As a Large General Primary Rate customer Wellesley Office Park is responsible for the electric service to each of the buildings. The WMLP has evaluated its "Use Rights" at Station 292 and the available capacity on the supply lines. Based on this evaluation the WMLP has determined the existing infrastructure up to the source side of the customer-owned, auto transfer switchgear has capacity available to serve the proposed electrical load. The Wellesley Office Park Redevelopment design, however, separately meters the new facilities and will require significant modifications to the customer-owned infrastructure.

Please do not hesitate to contact me via email, [djoyce@wellesleyma.gov](mailto:djoyce@wellesleyma.gov) or direct dial, 781-235-7601 if any further explanation is required.

Yours truly,

  
Richard F. Joyce  
Director

## Wellesley Office Park - Smart Growth Rezoning (40R)

### Proposed Municipal Infrastructure Improvements and Cost Share

	Improvement	Estimated Cost to Developer	Estimated Cost to Town
<b>Infrastructure Improvements</b>			
Water Line	Installation of new 12" water line under Route 95 [50/50 split - est. cost \$500,000]	\$250,000	\$250,000
Sewer Pump Station	Replacement of pump station	\$250,000	\$0
Sewer Line	Replacement of force main under Route 95 [50/50 split - est. cost \$500,000]	\$250,000	\$250,000
Gas	Gas service as required	TBD	\$0
Electrical	Electrical service as required	TBD	\$0
<b>Transportation Improvements</b>			
Roadways	Signalization of William Street / Frontage Road	\$180,000	\$0
<b>Miscellaneous</b>			
Emergency Services	Police/fire communications equipment	\$20,000	\$0
<b>Estimated Total</b>		<b>\$950,000</b>	<b>\$500,000</b>

Further redevelopment phases within Wellesley Office Park may require additional municipal infrastructure or roadway improvements based upon impacts and subject to (i) approval by MassDOT, (ii) issuance of a special permit and/or (iii) terms and conditions of the development agreement to be entered into and authorized by town meeting.

To:	Michael Zehner	From:	Frank Holmes, P.E. Boston (Causeway St) MA Office
File:	Wellesley Office Park – Infrastructure Improvements Summary and Cost Estimate	Date:	January 17, 2019

**Reference: Wellesley Office Park – Residential Redevelopment**

This memorandum summarizes the order of magnitude cost associated with the infrastructure improvements proposed to support the phased redevelopment of Wellesley Office Park. Table 2 on page 2 itemizes each infrastructure improvement under consideration and the order of magnitude cost.

**Water System Summary**

The Wellesley Office Park is serviced by two municipal water lines. The first is a 12" line crossing beneath I-95 and entering the site on the northwestern side. The second is a 6" entering the site from Route 9 and following the William Street alignment. Within the boundary of route 9, approximately 1,700 feet to the West of the Williams Street and Route 9 intersection, these lines connect forming a loop.

The Town of Wellesley's DPW has informed us leaks have occurred in the 6" water line in Route 9 that have required repair. Furthermore, the DPW points to the age of the 12" municipal water line under Route 128 as a concern to the DPW with respect to its condition. Without upgrades, one concern that has been raised is that in the event the existing 12" water line under Route 128 were to fail, the 6" service from route 9 would not be able to provide adequate fire protection service to the Wellesley Office Park.

A flow test was conducted on January 16<sup>th</sup>, 2019 to determine available pressure and flow. The results are summarized in table 1 below.

**Table 1 – Flow Test Results**

Location	Static Pressure (psi)	Residual Pressure (psi)	Discharge Pressure (psi)	Calculated Discharge (gpm)	Calculated Discharge at 20psi (gpm)
Wellesley Office Park	116	100	80	1,501	3,950

**Proposed Improvements:**

As a result of these identified concerns regarding the present condition of both municipal water lines, we are proposing to install a new 12" water service crossing I-95 parallel to the existing 12" service (See Table 2, Item 1).

It is assumed that the new 12" service line would be installed and connected to the existing looped network allowing domestic potable water and fire protection service for the site to continue by this

**Reference: Wellesley Office Park - Residential Redevelopment**

new line in the event either of the existing service lines failed. This scenario will require approval by MassDOT for installation of a new service line beneath Route 128.

**Sanitary System Summary**

The Wellesley Office Park sanitary main flows by gravity through the park following the Williams Street alignment. At the rear of #80 Williams Street is an ejector pit with a duplex 200 gallon per minute pump system that pumps sanitary waste through a 4" force main crossing I-95 that connects to the Wellesley municipal gravity system on the western side of I-95. Due to the increased flow resulting from the Phase 1 residential development, an increase of inflow exceeding the capacity of the 200 GPM pump system is expected.

**Proposed Improvements:**

As part of the Phase 1 residential development, the force main (Table 2, Item 2) and pump station (Table 2, Item 3) will be replaced. The force main will be upsized from 4" to a 6", and the new pump station will include 350GPM pumps in a duplex configuration, new controls, 3,500-gallon pump station structure and back-up power.

**Table 2 – Order of Magnitude Cost Estimates**

Item	Description	Order of Magnitude Cost
1	Installation of Redundant 12" Water line crossing I-95	\$500,000
2	Installation of 6" Sanitary Force Main crossing I-95	\$500,000
3	Sanitary Pump Station	\$250,000

**Cost Estimate Methodology**

Cost estimates have been completed based on historical data available from Stantec projects of similar scope. The estimates are high level estimates without detailed design drawings and do not reflect site specific conditions. Projects used as a reference and assumptions for each estimate are included in the following sections.

**Water and Sanitary infrastructure crossing I-95 (Items 1 and 2)**

Estimates for this scope have been derived based on two projects, each utilizing an alternate method of trenchless installation. One of the projects is a water infrastructure improvement project for the Dedham – Westwood water district involving a 600' crossing of I-95 using pipe jacking. The second project was a directional drill installation across the Annisquam River in Gloucester. For each of the projects detailed cost estimates were performed based on engineered plans, and the approximate average per linear foot cost used a baseline to estimate the order of magnitude costs for the Wellesley Office Park project.

**Reference: Wellesley Office Park - Residential Redevelopment**

*Assumptions*

- 20% contingency included
- Design / engineering costs not included
- Ledge removal / ledge drilling not included
- Assumes access for jacking pits on abutting properties
- Assumes no dewatering is required and installation will occur above ground water

**Sanitary Pump Station (Item 3)**

<b>Description</b>	<b>Unit Cost (\$)</b>
(2) 350 GPM Pumps	\$80,000
Controls	\$60,000
3,500 Gallon Structure	\$30,000
Interior Piping and Valves	\$30,000
Contingency	\$50,000
Order of Magnitude Estimate	<b>\$250,000</b>

*Assumptions*

- 25% contingency included
- Back-up power will be required. This estimate does not include provisions for a generator or sound attenuation enclosure.
- Design / engineering costs not included
- Assumes electrical service is provided in the vicinity
- Annual operation and maintenance costs not included

**Stantec Consulting Services Inc.**

**Frank Holmes, P.E.**  
Principal

Phone: (617) 654-6059  
Fax: (617) 523-4333  
frank.holmes@stantec.com

## MEMORANDUM

**TO:** Mr. Michael D. Zehner, AICP  
Planning Director  
Town of Wellesley  
Planning Department  
525 Washington Street  
Wellesley, MA 02482

**FROM:** Mr. Jeffrey S. Dirk, P.E., PTOE, FITE   
Principal  
Vanasse & Associates, Inc.  
35 New England Business Center Drive  
Suite 140  
Andover, MA 01810-1066  
(978) 474-8800, ext. 830  
[jdirk@rdva.com](mailto:jdirk@rdva.com)

**DATE:** January 17, 2019

**RE:** 8021

**SUBJECT:** Wellesley Office Park Redevelopment  
William Street Access Improvements  
Wellesley, Massachusetts

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In furtherance of our discussions concerning the planned mixed-use redevelopment of the Wellesley Office Park which is located off William Street in Wellesley, Massachusetts (hereafter referred to as the "Project"), Vanasse & Associates, Inc. (VAI) has refined the phased improvement strategy for William Street. These refinements were discussed at the working group meeting on January 16, 2019 that included representatives from Town Departments, including the Planning Department, Police Department and the Department of Public Works, as well as the Town's transportation consultant BETA Group, Inc. Consistent with the discussions at our meeting, the two (2) step approach to improving William Street has been refined as follows:

- **Step 1: Traffic Control** – The initial improvement is depicted on the attached "Conceptual Improvement Plan" and would entail the installation of a traffic control signal that would control both Frontage Road westbound and the exit from William Street, and would include: i) a pedestrian phase for crossing William Street; ii) police officer override capability; and iii) video monitoring capability for use by the Police Department. The intent of this improvement is to eliminate or reduce the need to assign a police officer to the intersection in order to facilitate exiting movements from William Street. Visibility of the traffic signal indications for Frontage Road would be suitably shielded from view by approaching motorists on Route 9 westbound. The traffic control signal would include the installation of an emergency vehicle pre-emption system (OPTICOM™ or similar) to clear the intersection of vehicles for emergency response to William Street. No substantial geometric roadway improvements are anticipated to be necessary to implement the Step 1 improvements.
- **Step 2: Full Access to Route 9** – The second step of the William Street improvements would entail initiation of a feasibility study and preparation of conceptualized plans for additional improvements to the William Street/Frontage Road/Route 9 intersection that shall consider the addition of a right-turn slip-lane from William Street to the I-95 northbound on-ramp and providing a full access intersection with Route 9, as well as any other appropriate improvements and alternatives, considering specific uses and traffic patterns/impacts. The feasibility study and

associated concept plans would be presented to the Town for review prior to initiating discussions with MassDOT.

To the extent that MassDOT is agreeable, the Step 1 improvements can be designed and permitted through MassDOT prior to the issuance of a Certificate of Occupancy (CO) for the first multifamily residential building (350 units) to be located within the office park, with the Step 1 improvements to be constructed and operational prior to achieving 60 percent occupancy of said building, subject to receipt of all necessary rights, permits and approvals. We have provided supporting documentation and analyses that demonstrate that the existing transportation infrastructure affords sufficient capacity to accommodate the relatively modest increase in traffic that the first multifamily residential building will generate during the weekday peak traffic volume periods when compared to those of the fully occupied office building that the multifamily building will replace (approximately 17 additional vehicle trips during the weekday morning peak-hour and 53 additional vehicle trips during the weekday evening peak-hour). That being said, the Stage 1 improvements are intended to address the comments received from the Police Department concerning the potential need to add a police detail during the weekday morning peak period in order to facilitate exiting maneuvers from William Street as a result of the addition of the multifamily building.

The feasibility study associated with the Step 2 improvements would be completed prior to the issuance of the final CO for the first multifamily residential building and presented to the Town and MassDOT. To the extent that MassDOT approves the feasibility study and the associated improvements, the Step 2 improvements would be designed, permitted and constructed prior to the issuance of a CO for any additional new building constructed within the office park, including additional multifamily residential development beyond the first residential building, again, subject to receipt of all necessary rights, permits and approvals from the Town of Wellesley and MassDOT, as may be applicable.

cc: Wellesley Office Park Redevelopment Team (via email)



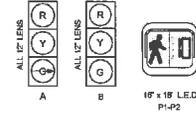


WILLIAM STREET

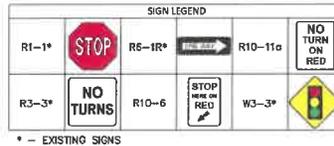
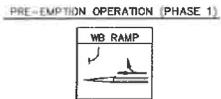
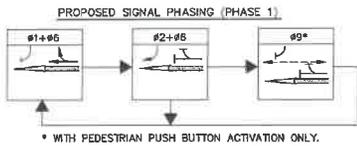
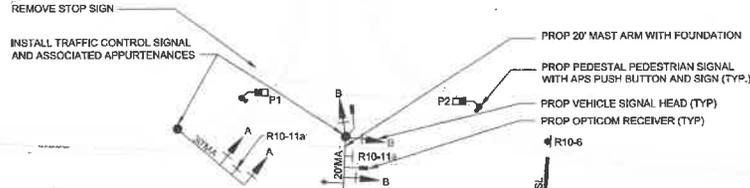
BOYLSTON STREET

(ROUTE 9)

SIGNAL IDENTIFICATION



- NOTES:
1. ALL SIGNALS SHALL HAVE 12" L.E.D. WITH 6" FLAT BACKPLATES AND 3" YELLOW RETROREFLECTIVE BORDERS.
  2. ALL SIGNALS SHALL HAVE TUNNEL VISORS.



- NOTES:
1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.
  2. BASE PLAN INFORMATION OBTAINED FROM MASSDOT SIGN AND PAVEMENT MARKING PLANS PROJECT NO. NHP-95-2(122).

CONCEPTUAL IMPROVEMENT PLAN  
ROUTE 9 AT WILLIAM STREET

PROJECT:  
WELLESLEY OFFICE PARK REDEVELOPMENT  
WELLESLEY, MASSACHUSETTS

PROPOSER:  
JOHN HANCOCK LIFE INSURANCE COMPANY (U.S.A)  
BOSTON, MASSACHUSETTS

NO.	REVISIONS	DATE

DESIGNED BY: **SG** DATE: 1/14/19  
 DRAWN BY: **JTG/AD** SCALE: 1" = 20'  
 CHECKED BY: **JSD** SHEET 1 OF 1

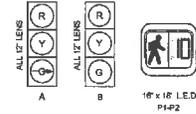


WILLIAM STREET

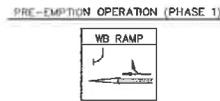
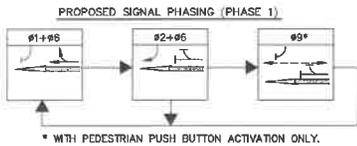
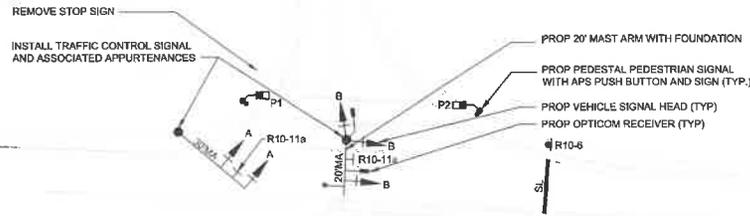
BOYLSTON STREET

(ROUTE 9)

SIGNAL IDENTIFICATION



- NOTES:  
1. ALL SIGNALS SHALL HAVE 12" L.E.D. WITH 6" FLAT BACKPLATES AND 9" YELLOW RETROREFLECTIVE BODICES.  
2. ALL SIGNALS SHALL HAVE TUNNEL VISORS.



SIGN LEGEND

R1-1*	STOP	R6-1R*	ONE WAY	R10-11a	NO TURN ON RED
R3-3*	NO TURNS	R10-6	STOP HERE ON RED	W3-3*	TRAFFIC LIGHT

\* - EXISTING SIGNS



- NOTES: 1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.  
2. BASE PLAN INFORMATION OBTAINED FROM MASSDOT SIGN AND PAVEMENT MARKING PLANS PROJECT NO. NHP-95-2(122).

CONCEPTUAL IMPROVEMENT PLAN  
ROUTE 9 AT WILLIAM STREET

PROJECT:  
WELLESLEY OFFICE PARK REDEVELOPMENT  
WELLESLEY, MASSACHUSETTS

PROPOSER:  
JOHN HANCOCK LIFE INSURANCE COMPANY (U.S.A)  
BOSTON, MASSACHUSETTS

NO.	REVISIONS	DATE

WELLESLEY ASSOCIATES, INC.  
 50 Newbury Street, Suite 200  
 Boston, MA 02116  
 (617) 552-1100  
 www.wellesley.com

DESIGNED BY: BC	DATE: 1/14/19
DRAWN BY: JTG/AD	SCALE: 1" = 20'
CHECKED BY: JSD	SHEET: 1 OF 1



January 23, 2019

Blythe Robinson, Executive Director  
Town of Wellesley  
525 Washington Street  
Wellesley, MA 02482

Job #5475-13

Attn: Michael Zehner, AICP  
Planning Director

Re: Wellesley Office Park: Phase 1 - 350 Unit Residential Community  
Preliminary Traffic Summary

Dear Ms. Robinson:

As requested at the meeting held on January 16, 2019, BETA Group, Inc. (BETA) has reviewed the memorandum issued by Vanasse & Associates, Inc (VAI) dated January 17, 2019. The memorandum summarizes the Phase I improvement strategy for the Wellesley Office Park Redevelopment. Phase I of the development consists of replacing the existing Building 40 which consists of 76,676 square feet (SF) of office space with a 350 unit residential building.

The improvement strategy outlined by VAI for Phase I in the memorandum consists of the following:

1. Installation of a traffic signal at the William Street and Frontage Road intersection which would include police override capability and video monitoring equipment for the Wellesley Police Department.
2. Preparation of a Feasibility Study and design plans for a right-turn slip ramp from William Street to the I-95 northbound on-ramp and a full access intersection with Route 9.

In addition, we want to note that the intersection geometry design should accommodate space for a police cruiser to park and for a police officer to manage traffic at the intersection.

For clarification, our recommendation is that the proposed traffic signal at the intersection of William Street and Frontage Road would be implemented upon completion of the proposed 350 residential units. Additionally, the Feasibility Study and conceptual design for the right-turn slip ramp from William Street to the I-95 northbound on-ramp would be completed.

The net difference in overall trip generation for the 350 units results in 17 new trips during the morning peak hour and 53 during the evening peak hour, however, the directional distribution of trips entering and exiting the site between the residential and office land uses is essentially opposite. During the morning peak an increase of 77 vehicles will exit William Street onto Route 9 and during the evening peak 81 additional vehicles will enter Williams Street from Route 9.

While the net increase to the project related traffic will not be significant, there are existing operational safety and capacity issues at the William Street and Route 9 intersection and a police detail is required to manage traffic during the evening peak hour period. A traffic signal at the intersection of William Street and Frontage Road would ensure the intersection operates safely without a police detail, however, due to the heavy traffic volume (550 vehicles) exiting William street during the evening peak

Blythe Robinson, Executive Director

January 23, 2019

Page 2 of 2

period, William Street will continue to experience capacity /queue problems. Therefore the proposed right turn slip ramp will help relieve the William Street queue problem.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,  
BETA Group, Inc.



Kien Ho, P.E., PTOE  
Vice President

cc: Jaklyn Centracchio, P.E.  
Dave Hickey, Town Engineer, Wellesley

Job No: 5475-13