

TOWN OF WELLESLEY



MASSACHUSETTS

ZONING BOARD OF APPEALS

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

October 16, 2018
7:30 pm
Juliani Meeting Room
Town Hall

Zoning Board of Appeals Members Present: Richard L. Seegel, Chairman
J. Randolph Becker
Walter B. Adams

ZBA 2017-99, DELANSON REALTY PARTNERS, LLC, 8 DELANSON CIRCLE

Present at the public hearing were Victor Sheen and Dartagnan Brown.

Mr. Seegel asked that the applicant submit something in writing regarding the use of Hollis Street. He said that a concern is overburdening the street. Mr. Sheen said that Hollis Street is a private way that they own to the center along their frontage. He said that they switched the primary entrance to Linden Street.

Art Stadig, Walker Consultants, said that they performed a parking review, based on the latest design and provided in a report dated October 12, 2018. He said that they first reviewed the plans in February for 90 residential units with parking on the lowest level. He said that the plans consisted of 126 parking spaces with 118 of them being semi-automated and within the building. He said that there will be five accessible spaces and three standard spaces outside the building. He said that changing the vehicle access from Hollis to Linden was an improvement. He said that there will be a residential drop off area on and loading bay with an overhead door on Hollis Street. He said that the site is located in two zoning districts, General Residence and 10,000 square foot Single Residence. He said that they looked at requirements for multi family and limited apartment districts, which were 1.5 to 2 parking space per unit. /unit. He said that 90 units would require 140 spaces, at 1.56 spaces per unit. He said that they looked at the census data and that would require 1.62 spaces per unit. He discussed discrepancies in the car count. He said that there is no visitor parking within the facility. He said that typical peak visitor volume is 0.15 per unit on nights and weekends. He said that they estimated 14 visitor vehicles during peak. He said that with only four spaces on site, 10 visitor vehicles would have to park elsewhere. He said that Walker Consultants believe that the residential parking will be 20 to 25 spaces short of what would be adequate and visitor parking will be 10 spaces short. He said that the width of the doors and entry are a little narrow but can be adjusted. He said that there may be an occasional temporary queue.

Mr. Adams asked about moving the door at the entrance back to allow for additional queuing area. Mr. Stadig said that it could be done but the door looks nicer at the face. He discussed high performance doors that allow for quick id to get in.

Mr. Seegel asked if there is sufficient width for cars to simultaneously go in and out. Mr. Stadig said that 20 feet is narrow for two way traffic.

Mr. Stadig discussed the electric vehicle charging stations and mechanical lift system. He said that the mechanical system has been used in other parts of the country and does work because residents know how to use the system. He said that the headroom of the system could be challenging.

Mr. Stadig said that attention should be paid to fire suppression systems.

Mr. Stadig discussed parking dimensions. He said that the 17.1 foot spaces do not meet the Zoning requirement for 18 by 8.6 feet. He discussed height limitations. He said that the height will work for the majority of vehicles.

Mr. Stadig said that the outside spaces will meet the dimensions but the drive lane will not. He recommended 20 feet for a two-way drive aisle.

Mr. Stadig said that the number of accessible spaces is acceptable. He recommended confirmation that the spaces meet ADA requirements.

Mr. Stadig said that a ventilation system will be required for the parking facility. He said that the system should be reviewed.

Mr. Stadig said that the 20 to 25 space deficit is for overnight parking.

Mr. Stadig said that the numbers in the Traffic Report are reasonable.

Mr. Stadig said that headroom in the drive lane should be generous and high enough to accommodate vans. He said that an overhead door for loading could accommodate higher vehicles.

The Board discussed possible issues with trucks blocking parking spaces in the garage.

Mr. Stadig described the City Lift parking system. He said that blocking the drive aisles is not big concern with the system. The Board asked about ledge removal for the proposed pit below the level of the floor. The Chairman expressed concerns about backing out of the outside spaces. Mr. Stadig said that the lack of visitor spaces is a big concern. The Chairman said that there no parking will be allowed on Hollis or Linden Streets. Mr. Sheen said that visitors typically come at night or on the weekends. He said that there are 220 parking spaces on town property that could potentially handle the overflow. The Chairman said that the Applicant has to rely on this parcel of land for parking. He questioned whether the parking as it is configured.

The Board discussed ventilation in the garage.

Robert Nagy, VHB, discussed traffic. He said that his evaluation was based on the original study in February. He said that the site plan has been revised to take traffic off of Hollis and put it on Linden. He

said that what happens inside can be managed but visitor parking is a concern, with only four spaces, three of which are usable by the general public and one is accessible.

Mr. Nagy asked for additional information regarding rights to use Hollis Street.

Mr. Nagy discussed Saturday conditions, vehicle queuing on Crest Road and Linden Street, upgrading timing programs at Crest Road, traffic response times, and some backup at MBTA. He asked for graphics to understand how that driveways will not be blocked.

Mr. Nagy asked that the sight lines be shown on a plan. He asked for more detail about school drop off and pickup, electric vehicle chargers, pedestrian upgrades and who will pay for them, alternative transportation opportunities, and details on bike amenities.

Mr. Nagy said that the circulation plan has changed. He asked for information about emergency vehicles, truck turning movements, how garbage and loading trucks will pull in and unload.

Mr. Nagy discussed emergency response. He said that the massing of the project is in the middle of the site and there are limited access roads. He asked that the town comment on that.

The Chairman asked about the grade of the driveway from the garage to Linden Street. Mr. Sheen said that it will be 6.6 percent, four feet over 60 feet. He said that there is room to adjust it. The Chairman expressed concerns about sight distances coming up the ramp.

Grade at intersection is flat

Mr. Nagy said that there was not much information about construction management. He said that the building and garage footprint will be dense on the site. He asked where staging will be.

Mr. Nagy said that the signage complies with uniform traffic devices, is adequate and understandable.

A Board member asked about the proposed vehicle drop off at the front. Mr. Nagy said that he was comfortable with the drop off but would like more information about the loading dock and interaction with the drop off. He said that Hollis Street is narrow and his preference is that the vehicles are off of the street.

Mr. Zehner asked about alignment of the garage driveway and the commuter lot. Mr. Nagy said that he would like to see them line up directly across like a typical four way intersection.

A Board member asked about the impact of 90 units on traffic on Linden and adjacent streets. Mr. Nagy said that proposed improvements at Crest Road will improve overall operations.

Cliff Boehmer, Architect, said that he wrote a preliminary analysis in August. He discussed the impact on the public realm, on Hollis and Linden Streets, on existing and neighboring structures. He said that this is a suitable site for residential development. He said that because topography slopes steeply north and east, there is an opportunity to put a building of a smaller scale that will work with the site, minimize impact, ease transition into the neighborhood, and present a façade on Linden Street that is compatible with uses across the street.

Mr. Boehmer discussed impact to the neighbor's side, not enough mitigation on the north side, visitor parking, narrow of lane on north side, concerns about emergency vehicle getting to the back, and closeness of the building on the north side to the neighbor.

Mr. Boehmer discussed providing a planting buffer to the neighboring home. He expressed concerns that the drive lane along the edge is not wide enough to back out. He said that putting the accessible spaces on the outside is not compatible with ADA. He said that the height of the proposed building will have a serious impact on the neighbor's views.

Mr. Boehmer said that there is not adequate space for young children. He said that landscaping for an amenity space should not interfere with stormwater management.

Mr. Boehmer said that he did not see a lot of effort to mitigate the scale and make the building more residential looking. He said that the windows are out of scale for a residential neighborhood. He said that a simple solution would be to have an L shaped building with an indentation off of Hollis Street.

Mr. Boehmer said that a 3-d model would be helpful, as well as street views.

The Chairman said that the building looks commercial. Mr. Boehmer said that the massing is not refined. He said that the proportions will read better with different materials at the top and set back. He said that the Developer has expressed a willingness to look at it.

Mr. Boehmer discussed an integrated approach for traffic, parking and the site plan.

Mr. Brown said that they surveyed the heights of neighboring buildings on Oakencroft. He said that they are working with a civil engineer on the parking area. He said that they are working with a landscape architect to pull the northern wing back and increase the fire lane access 29 feet and provide more visitor parking. He said that they will look at revisiting the design of the building, the appearance of the top floor, and smaller windows. He said that they will look at alternative designs for the drop off area. He said that the intent is to preserve existing tree coverage. He said that they will look at increasing the buffer and energy efficiency.

Mr. Brown said that trash will be managed by a private waste company. He described the proposed operations.

Mr. Brown said that they will work on the CMP.

Dan Hill, Esq., said that he represents the neighbors and abutters. He read a list of questions regarding intersection improvements at Crest Road and queuing, proposed development at the Tailby Lot, queuing impact caused by residents waiting to park their cars in the garage, width of the fire lane, impact of project on abutting trees, retaining walls, shadow study, and drainage plans.

The Chairman said that all of the trees on the site should be identified and the trees that will be removed be identified.

Zully Hedreen, 50 Curve Street, asked about trash, compactor and recycling operations, and renewable energy. She discussed issues with cars exiting from the T Lot in the evening and queuing problems.

Mr. Becker moved, Mr. Adams seconded the motion and the Board voted unanimously to continue the hearing to November 15, 2018.

As there was no further business to come before the Board, the hearing was adjourned at 9:39 pm.

Respectfully submitted,

Lenore R. Mahoney
Executive Secretary

DRAFT