

MEMORANDUM

TO: Ms. Meghan Jop
Executive Director
Town of Wellesley
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FROM: Mr. Jeffrey S. Dirk, P.E., PTOE, FITE 
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RE: 8021

SUBJECT: Preliminary Transportation Impact Assessment Update
Wellesley Office Park Redevelopment – William Street
Wellesley, Massachusetts

Vanasse & Associates, Inc. (VAI) is providing an update to the November 15, 2018 Preliminary Transportation Impact Assessment (PTIA) and the prior PTIA update dated January 17, 2019 that was prepared in support of the redevelopment of the Wellesley Office Park which is located off William Street in Wellesley, Massachusetts (hereafter referred to as the “Project”). The purpose of this update is to present an overview of the planned elements of a comprehensive transportation improvement program that will be advanced as the redevelopment of the office park is advanced in order to reflect this plan, by reference, in a Development Agreement to be entered into between the Project proponent and the Town of Wellesley.

It is envisioned that the improvements will be phased as the redevelopment proceeds in order to address the specific impacts that are attributable to each phase. At this time, Phase I of the Project (a multifamily residential project of approximately 350 units) has been specifically defined with reasonable certainty and is expected to commence construction in 2019 pending receipt of all necessary rights, permits and approvals, including enactment at Town Meeting of the planned “Smart Growth” overlay zoning district under MGL 40R.

Future phases of the Project will be advanced as market conditions dictate and are expected to occur over the next several years, with the potential addition of up to 250 multifamily units (600 units total) and new uses associated with additional master-planned redevelopment within the office park (e.g., potential for hotel, accessory retail space and new office use, etc.) that may also be authorized under the new mixed-use zoning overlay. Any such additional impacts beyond the Phase I residential community will be assessed separately for consideration by the Town of Wellesley in connection with the planned new overlay zoning and in local review of specific master-planned project elements.

The following summarizes the initial elements of the transportation improvement program that will be advanced for the Project and will be further refined, modified and expanded in conjunction with the Town and the appropriate permit granting authorities, including the Massachusetts Department of Transportation (MassDOT) from whom a State Highway Access Permit will be required for Phase I and subsequent phases of the redevelopment.



PHASE I RESIDENTIAL COMMUNITY

Project Description

Phase I of the Project will entail the removal of a 76,767 square foot (sf) office building and associated appurtenances (Building 40) and the construction of a multifamily residential project of approximately 350 units on the office building site. The replacement of the office building (assuming full occupancy) with the residential community is expected to result in a net increase in traffic to the office park of approximately 17 vehicle trips during the weekday morning peak commuter hour and approximately 53 vehicle trips during the weekday evening peak commuter hour. In the context of the overall volume of traffic along Route 9 and within the I-95/Route 128/Route 9 interchange, such increases over the course of a one-hour period will not result in a significant impact (increase) on motorist delays or vehicle queuing. Further, and as demonstrated in the November 15, 2018 PTIA, the recently completed improvements to the Route 9 corridor and at the Route 9/I-95/Route 128 interchange afford sufficient capacity to accommodate the relatively modest increase in traffic associated with Phase I of the Project, particularly given the off-setting directional flow of traffic associated with the residential use.

Transportation Improvement Program

Given the limited impacts that are predicted to occur as a result of Phase I of the Project due to the off-set attributable to the removal of the office building, the elements of the transportation improvement program for Phase I are designed to: i) reduce the overall volume of traffic associated with the office park; ii) improve traffic operations along Route 9 and within the I-95/Route 128/Route 9 interchange; and iii) advance the planning for access improvements that will be formalized as a part of the future development phases for the Project. The elements of the Phase I transportation improvement program are as follows:

- ***Traffic Signal Timing*** – Design and implement an optimal traffic signal timing, phasing and coordination plan for the signalized intersections that comprise the Route 9/I-95/Route 128 interchange.
- ***William Street Access Improvements*** – Initiate discussions with MassDOT to improve access to William Street from Frontage Road, to include minor geometric improvements to improve pedestrian safety and to create a parking area for a police vehicle. To the extent that MassDOT indicates that such access improvements are acceptable, the improvements will be designed and permitted through MassDOT prior to the issuance of a Certificate of Occupancy (CO) for the Phase I multifamily residential building, and will be constructed and operational prior to achieving 60 percent occupancy of said building, subject to receipt of all necessary rights, permits and approvals.

In addition, the necessary plans, studies and documentation required to support a formal 25 Percent Design Submission to MassDOT for additional improvements to the William Street/Frontage Road/Route 9 intersection will be advanced. The improvements will include the addition of a right-turn slip-lane from William Street to the I-95 northbound on-ramp and any associated roadway, traffic control or related improvements. The 25 Percent Design Submission and associated plans and documentation will be presented to the Town for review prior to submission to MassDOT, and will be completed and submitted to MassDOT prior to the issuance of the final CO for the Phase I multifamily residential building.



- **Frontage Road/Quinobequin Road/Ellis Street** – Review, design and construct an enhanced sign and pavement marking program for the Frontage Road intersections with Quinobequin Road and Ellis Street in order to improve traffic operations and enhance safety.
- **Pedestrian and Bicycle Improvements** – Improve pedestrian and bicycle access to William Street, including the reconstruction/construction of sidewalks and wheelchair ramps to provide an Americans with Disabilities Act (ADA) accessible travel route for pedestrians to and from Route 9 and Frontage Road.
- **Transportation Demand Management** – A robust Transportation Demand Management (TDM) Program will be implemented for the entirety of the Wellesley Office Park in an effort to reduce the overall traffic and parking demands associated with the development. This new TDM Program will be developed, implemented and supplemented in the course of local permitting of newly developed buildings within the Wellesley Office Park. Development of this new TDM Program will include consideration of the following measures, many of which are currently in the process of being implemented:
 - The owner or property manager will become a MassRIDES employer partner and a member of the Route 128 Business Council, who will assist in the design and implementation of specific measures to encourage the use of alternative modes of transportation to single-occupant vehicles;
 - The Wellesley Office Park shuttle service will continue to be operated and the owner or property manager will consult with the Route 128 Business Council to discuss potential expansion of operating hours and service locations;
 - Coordinate with the Route 128 Business Council and other area businesses (i.e., Sun Life, Wellesley Gateway, etc.) to establish a dedicated shuttle service for the I-95/Route 128/Route 9 interchange area. To the extent that such a shuttle service is established or replaces the Wellesley Office Park shuttle service, the owner or property manager will financially participate in the operational cost of the shuttle through the Route 128 Business Council.
 - Initiate discussions with the Town and the MetroWest Regional Transit Authority (MWRTA) to expand regularly scheduled bus service to William Street.
 - Information regarding public transportation services, maps, schedules and fare information will be posted in a central location in each building and/or otherwise made available to employees and residents;
 - A “welcome packet” will be provided to new employees and residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available through the Route 128 Business Council, MassRIDES and MassRIDES’ Bay State Commute program (formerly NuRide) which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;
 - Employees and residents will be made aware of the Emergency Ride Home (ERH) program available through the Route 128 Business Council and MassRIDES, which reimburses employees of a participating member employer partner that carpool, take transit, bicycle, walk or vanpool to work in the event of an emergency;
 - A mail drop will be provided in a central location in each building;



- Bicycle parking will be provided consisting of: i) secure bicycle parking conveniently located proximate to the building entrances; and ii) weather protected bicycle parking located in a secure area within each building.
- Real-time transportation display technologies will be installed in building lobbies;
- Two (2) parking spaces will be offered within the parking garage of the Phase I residential building for use by car-share services; and
- A minimum of five (5) percent of the parking spaces within the parking garage for the Phase I residential building will include electric vehicle (EV) charging stations, with accommodations provided during construction to allow for an expansion to up to 10 percent.

FUTURE REDEVELOPMENT

Future redevelopment of the Wellesley Office Park beyond Phase I could include the addition of up to 250 multifamily units (600 units total) and the introduction of new uses associated with master-planned redevelopment, such as the potential addition of a hotel, accessory retail space and new office use as may also be authorized under the new mixed-use zoning overlay. As represented on the conceptual master plans for the property, any such additional new development is expected to require the demolition of one or more existing office buildings. In order to support the future phases of the master-planned redevelopment, the following additional transportation improvements and alternatives will be studied (with consideration of specific uses and traffic patterns/impacts) and, if warranted and feasible, certain of these alternatives may be advanced:

- ***Traffic Signal Timing*** – Design and implement an optimal traffic signal timing, phasing and coordination plan for the signalized intersections that comprise the Route 9/I-95/Route 128 interchange (will be required for each phase of the master-planned redevelopment).
- ***William Street Access Improvements*** – To the extent that MassDOT approves the 25 Percent Design Submission for the additional improvements at the William Street/Frontage Road/Route 9 intersection, the improvements will be designed, permitted and constructed in conjunction with any additional new building constructed within the office park, including additional multifamily residential development beyond the Phase I residential building, subject to receipt of all necessary rights, permits and approvals.
- ***Frontage Road/Quinobequin Road*** – Subject to MassDOT approval of the 25 Percent Design Submission, design and construct a traffic control signal at the intersection; restripe the northbound approach (beneath the Route 9 overpass) to provide two (2) northbound travel lanes.
- ***Frontage Road/Ellis Street*** – Restripe the Frontage Road eastbound approach to Ellis Street to provide two (2) travel lanes.
- ***Route 9*** – Initiate a review of the recent improvements to Route 9 west of the Wellesley Gateway/Sun Life Park Drive with regard to access to the residential neighborhoods along the north side of Route 9 between Wellesley Gateway and Cedar Street, specifically accommodations for the deceleration of vehicles transitioning from Route 9 onto neighborhood streets. To the extent that proposed improvement measures resulting from the review are conceptually approved by MassDOT, design and construct the identified improvement measures.



- ***Transportation Demand Management*** – Expand the Transportation Demand Management (TDM) program to include the additional uses.

The aforementioned improvements will be reviewed, modified and expanded in conjunction with the Town and MassDOT as future phases of the master-planned redevelopment are advanced in the course of local and state permitting processes.

cc: Wellesley Office Park Redevelopment Team (via email)

