

Ref: 8252

September 30, 2019

Mr. Robert Levy, Chair
Zoning Board of Appeals
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Response to Transportation Peer Review
Proposed Multifamily Residential Development – 136 and 140 Worcester Street (Route 9)
Wellesley, Massachusetts

Dear Chairman Becker and Members of the Zoning Board of Appeals:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the September 9, 2019 letter prepared by VHB on behalf of the Zoning Board of Appeals (ZBA) in reference to their review of the April 2019 *Transportation Impact Assessment* (the “April 2019 TIA”) prepared by VAI in support of the proposed multifamily residential development to be located 136 and 140 Worcester Street (Route 9), in Wellesley, Massachusetts (hereafter referred to as the “Project”). Listed below are the comments that were identified in the subject letter pertaining to the April 2019 TIA that required a response followed by the requested information.

1.0 Introduction

Comment #1 (PARKING): *Generally, a parking ratio of 1.5-2.0 is desired for a residential project such as this one. The applicant's ratio of 1.50 spaces/unit is acceptable. VHB notes that the Site Plans show 63 parking spaces (34 garage spaces and 29 surface spaces), resulting in a slightly higher parking ratio of 1.58 spaces/unit. The Applicant should confirm the final number of units and spaces being proposed on the Site.*

Response: The Project will include 63 parking spaces to support 40 residential units, or a parking ratio of approximately 1.58 spaces per unit.

Comment #2 (STUDY AREA): *The interchange of Worcester Street (Route 9) at Cedar Street is located just ¼ mile to the west of the Site and will be utilized by every vehicle arriving to the Site from the east to turn around on Worcester Street (Route 9). The Applicant should provide a qualitative assessment of the Project's impacts at this specific location as well.*

Response: The Project is expected to add 8 vehicles to the Route 9/Cedar Street interchange during the weekday morning peak-hour and 14 vehicles during the weekday evening peak-hour, or approximately one additional vehicle every 4 to 8 minutes during the peak hours, a level of impact that would not result in a significant change (increase) in motorist delays or vehicle queuing within the interchange over existing or predicted future conditions without the Project.

2.0 Existing Conditions

Comment #3 (PEDESTRIAN ACCOMMODATIONS): *While there appears to have been a crosswalk across the Dearborn Street approach to Worcester Street, the pavements markings delineating the crosswalk have almost entirely faded. As this is a likely pathway for pedestrians to and from the Project site, VHB recommends that these pavement marking be refreshed/re-installed as part of the mitigation for the Project.*

Response: The Applicant will repair the crosswalk markings across the Dearborn Street approach to Route 9 as a condition of the approval of the Project subject to receipt of all necessary rights, permits and approvals.

Comment #4 (CRASH DATA): *The study notes that the intersection of Worcester Street at Sunlife Park / Wellesley Gateway is included in MassDOT's Highway Safety Improvement Program as a high crash cluster for 2013-2015. VHB notes that this location is not included in MassDOT's most recent HSIP maps (2014-2016) and that the recent upgrades associated with the Route 128 Add-a-lane project at this interchange appear to be working well.*

Response: Comment noted. No response required.

3.0 Future Conditions

Comment #5 (BACKGROUND PROJECTS): *VHB concurs with including the background projects listed above. VHB defers to the Town of Wellesley to confirm that the list above is comprehensive.*

Response: No response necessary.

Comment #6 *VHB concurs with the manner in which all the above data is presented. The information is consistent with the recommended practices of the ITE and the resulting automobile trips all appear to be accurately presented.*

Response: No response necessary.

Comment #7: *Based on the information presented in the study, no thresholds that would trigger the need for project review under the Massachusetts Environmental Policy Act (MEPA) are met from a traffic generation or parking perspective*

Response: No response necessary.

Comment #8 (EXISTING SITE CREDIT): *The study does not mention an existing credit for the existing single-family residence on the site. While it will not impact the findings of the study, the applicant should please clarify is the site was vacant at the time of that the traffic counts were conducted.*

Response: The existing single-family home was vacant at the time that the traffic counts that form the basis of the April 2019 TIA were completed (October 2017).



4.0 Intersection Capacity Analysis

No comments were offered that required a response

5.0 Sight Distance Evaluation

Comment #9 (SIGHT DISTANCE): *The Study indicates that there is adequate sight distance looking to the west at the West Site Driveway; however, VHB's field observations indicated that there is existing vegetation restricting the view to the west. The applicant should consider trimming back the vegetation, within the right of way, to meet the minimum sight distance requirements.*

Response: The Applicant will include the trimming of the subject vegetation within the public right-of-way along Route 9 as a part of the MassDOT State Highway Access Permit application for the Project and, subject to MassDOT approval, will trim the vegetation to improve sight lines to and from the Project site driveways.

Comment #10 (SIGHT DISTANCE): *The Applicant will need to submit plans to MassDOT for their review and concurrence as part of their Highway Access Permit procedure and may have additional comments on the driveway design as it's currently presented. The applicant should illustrate sight triangle areas for the Project site driveway on the Site Plans along with a note to indicate: "Signs, landscaping and other features located within sight triangle areas shall be designed, installed and maintained so as not to exceed 2.5-feet in height. Snow windrows located within sight triangle areas that exceed 3.5-feet in height or that would otherwise inhibit sight lines shall be promptly removed."*

Response: The sight triangle areas and requested note will be added to the Site Plans.

6.0 Conclusions and Recommendations

Comment #11 (Emergency Access): *The Applicant should coordinate with the Town of Wellesley Fire Department for suitability in meeting the NFPA (National Fire Protection Agency) standards for residential design. The Applicant should present information from the Fire Department noting that they've reviewed the access needs for the facility and that fire apparatus can effectively handle a response to the facility from a turning radius and building access perspective.*

Response: The Applicant reviewed the site layout with the Fire Prevention Deputy Chief (Mr. Steven Mortarelli) of the Wellesley Fire Department on July 21st, 2019. At that meeting, the Deputy Chief indicated that the plans as presented were acceptable to the Department.

Comment #12: *VHB notes that the Site Plans provide STOP signs and STOP bars on both driveway approach to Worcester Street. There are "One Way" and "Right Turn Only" signs present at both driveway approaches and a "One-Way" sign along the internal roadway in front of the building. MassDOT will need to review and approve any signage on Wellesley Street/Route 9 as part of the Highway Access Permit process.*

Response: Comment noted. The Applicant will apply for a State Highway Access Permit from MassDOT for all work that will be completed within the public right-of-way along Route 9,



including the installation of signs and pavement markings. The Applicant understands that MassDOT approval will be a condition of the Comprehensive Permit.

Comment #13 (SIGNAGE): The Applicant should add a similar note to the site plans that all signs and pavements markings within the Site should conform to the MUTCD.

Response: The requested note will be added to the Site Plans.

Comment #14 (SIDEWALK): It appears that internal sidewalks and a crosswalk provide a connection to a proposed sidewalk along the Site Frontage, however, VHB notes that the sidewalk does not extend beyond the limits of the Project frontage. In order to make this project less focused on the automobile and provide a connection beyond just the frontage of the site, the Applicant should extend the proposed sidewalk approximately 300 feet so that it connects with the existing Worcester Street sidewalk, located to the east.

Response: Subject to receipt of all necessary rights, permits and approvals, the Applicant will design and construct the requested sidewalk segment along Route 9. The Applicant would anticipate this request to be a condition of the Comprehensive Permit.

Comment #15 (PICK UP/DROP OFF LOCATIONS): VHB notes that there is a proposed bus shelter on the Site Plans. The Applicant should provide an update to the Board on the discussions with the Town's School Department on the placement of this school bus shelter.

Response: The Applicant will consult with the School Department on the design and location of the proposed school bus shelter. The Applicant would expect this to be a condition to receiving a building permit.

Comment #16 (SIGHT DISTANCE): See comment #10.

Response: See response to Comment #10.

Comment #17 (ELECTRIC VEHICLE CHARGING STATION): The Applicant should provide an update to the Board on the number and location of any electric vehicle charging stations within the garage and if any additional spaces can be designated as EV Charging-ready

Response: The Project will initially provide three (3) EV charging outlets for use by residents and will include the necessary infrastructure to add three (3) additional charging outlets to accommodate future demand for EV charging.

Comment #18 (TDM RECOMMENDATIONS): Should the Board elect to consider applying conditions to the Project's approval, the recommendations outlined within the TDM section (and elsewhere) should be memorialized.

VHB notes that in July 2019, MassRides ceased its operation in Massachusetts. The Applicant should seek to identify a similar service either offered by the Commonwealth or through a private TMO/TMA for the area.

Response: The Applicant is receptive to a condition requiring implementation of the TDM measures that are outlined in the April 2019 TIA to include a statement that the Applicant will participate in a successor service to MassRIDES or a private TMO/TMA to the extent that such a private entity provides said services to the Project locus.

Comment #19 (BICYCLE PARKING ACCESS): *The TDM section of the study indicates that secure bicycle parking will be provided within the building; however, the architectural plans do not indicate where this parking area will be located. The Applicant should identify where bicyclists can find secure, weather protected bicycle parking spaces on the site plan.*

Response: The location of bicycle parking within the Project site will be added to the architectural plans.

COMMENTS ON THE SITE PLAN

Response: The following comments pertaining to the Site Plans will be provided by others under separate cover:

Comment #20: *The Applicant has provided Vehicle Tracking demonstrating that a passenger vehicle and compact vehicle can access various spaces within the garage. Additional detail should be provided to demonstrate how a driver would be able to access and egress from these spaces, especially the compact spaces at the end of the underground parking line.*

Response: The Applicant has added the supplemental vehicle turning movements requested to the Site Plan set. The analysis shows all vehicle types and turning movements can be accommodated.

Comment #21: *The Applicant should clarify how delivery vehicles and moving trucks are expected to access the site and provide a Vehicle Tracking© (or a similar analysis technique) for delivery vehicles which demonstrates how loading truck movements through the site can be managed without impacting parking and/or other static objects within the site. Turning radius for delivery trucks should be noted and the Applicant should present a detailed move-in management plan so that multiple trucks don't arrive at the same time for the move-in areas (if limited by space).*

Response: The Applicant has shown how loading and delivery trucks can be accommodated on the site with its supplemental vehicle turning movement analysis. Most delivery trucks can be easily accommodated in the front of the site without impacting parking or impeding vehicular access at any point. Moreover, the Applicant/owner will ensure that the property manager has established a clear protocol for when/how tenant moves can be scheduled, as well as other anticipated and controllable arrivals.

Comment #22: *The Applicant should provide a Vehicle Tracking© (or similar) turning radius assessment demonstrating how refuse/garbage trucks will access the loading area.*

Response: The Applicant has shown how refuse/garbage trucks can be accommodated on the site with its supplemental vehicle turning movement analysis.



Comment #23: *The Applicant has provided Vehicle Tracking demonstrating that Wellesley Fire "Engine" and "Tower" Trucks are able to access and maneuver the driveway and is able to back out of the garage entrance. The Applicant should coordinate with the Town of Wellesley Fire Department for suitability in meeting the NFPA (National Fire Protection Agency) standards for residential design. The Applicant should present information from the Fire Department noting that they've reviewed the access needs for the facility and that fire apparatus can effectively handle a response to the facility from a turning radius and building access perspective.*

Response: The Fire Department has reviewed the site layout and the Applicant has committed to meeting all NFPA standards and will work with the Fire Department as the building permit set of drawings is developed to confirm all requested fire suppression infrastructure is properly reflected.

Comment #24: *A narrative as to how the Applicant intends to stage the construction of the facility on Worcester Street with no on-street parking should be considered. Given the limited available roadways surrounding the site, staging of equipment and employees will be challenging. Where will the contractors park and where/how will deliveries be made as the site without disrupting the overall flow of traffic along Worcester Street would be helpful to understand.*

Response: The staging of construction vehicles will occur within the Project Site, including materials deliveries and contractor parking. No parking will be permitted along Route 9 or proximate neighborhood streets. To the extent that a temporary lane or shoulder closure is required along Route 9 to allow for construction activities, a Temporary Traffic Control Plan will be implemented in accordance with MassDOT standards.

We trust that this information is responsive to the comments that were raised in the September 9, 2019 letter from VHB concerning their review of the April 2019 TIA prepared in support of the Project. If you should have any questions or would like to discuss our responses in more detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



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JSD/jsd

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File

