

Hanover Wellesley

40R Multifamily Project

Zoning Board of Appeal
October 31, 2019

PROJECT TEAM

Owner

John Hancock Real Estate



Attorney

Goulston & Storrs



Residential Developer

Hanover Company



Residential Architect

CUBE 3



Civil Engineer

Stantec



Traffic Consultant

Vanasse & Associates



Sustainability Consultant
Steven Winter Associates, Inc.



AGENDA

David Hall Hanover Company	Introduction	Objective & Background
Peter Tamm Goulston & Storrs	40R Bylaw	Development Agreement Water/Sewer Infrastructure Obligations Traffic Infrastructure Obligations Public Safety Obligations Sustainability Obligations
Brian O'Connor CUBE 3	Building	Existing Building & Parking Proposed Ground Floor & Metrics Site Circulation Landscaping Off-Site Recreation
	Design	Renderings Materials Palette Residential Amenities Master Signage Plan
Jeff Dirk Vanasse & Associates	On-Site	Vehicular, Pedestrian, Bike Circulation Public Safety, Deliveries, Retail, Etc.
	Off-Site	William Street, Frontage Road, Route 9 Pedestrian Realm and TDM Program

Timeline

August 2019:

- Pre-Filing Review Meetings

Fall 2019:

Site Plan Review Process

- Filing made September 10, 2019
- Reports submitted to ZBA within 30 days of receipt of application
- **ZBA Hearing**
- ZBA Decision (within 120 days of application)

WPC Filings/Process

- ANRAD
- Notice of Intent Filing
- Seek Certificate of Compliance (to close outstanding OOC for trails with DCR)
- Hearing and issuance of OOC for Project, COC for trails OOC.

By End of 2019:

- ZBA Decision Issued

Regulatory Process

October 2018:

- Approval of Wellesley Housing Production Plan

November 2018:

- 40R Town Development Review Team Meeting

December 2018 – January 2019:

- Board of Selectmen 40R Hearings

March 2019:

- 40R Meetings with Town Committees

April 2019:

- Advisory Board and Planning Board 40R Hearings

May 2019:

- Town Approval of 40R Zoning Overlay

July 2019:

- DHCD Final Approval of 40R Zoning Overlay

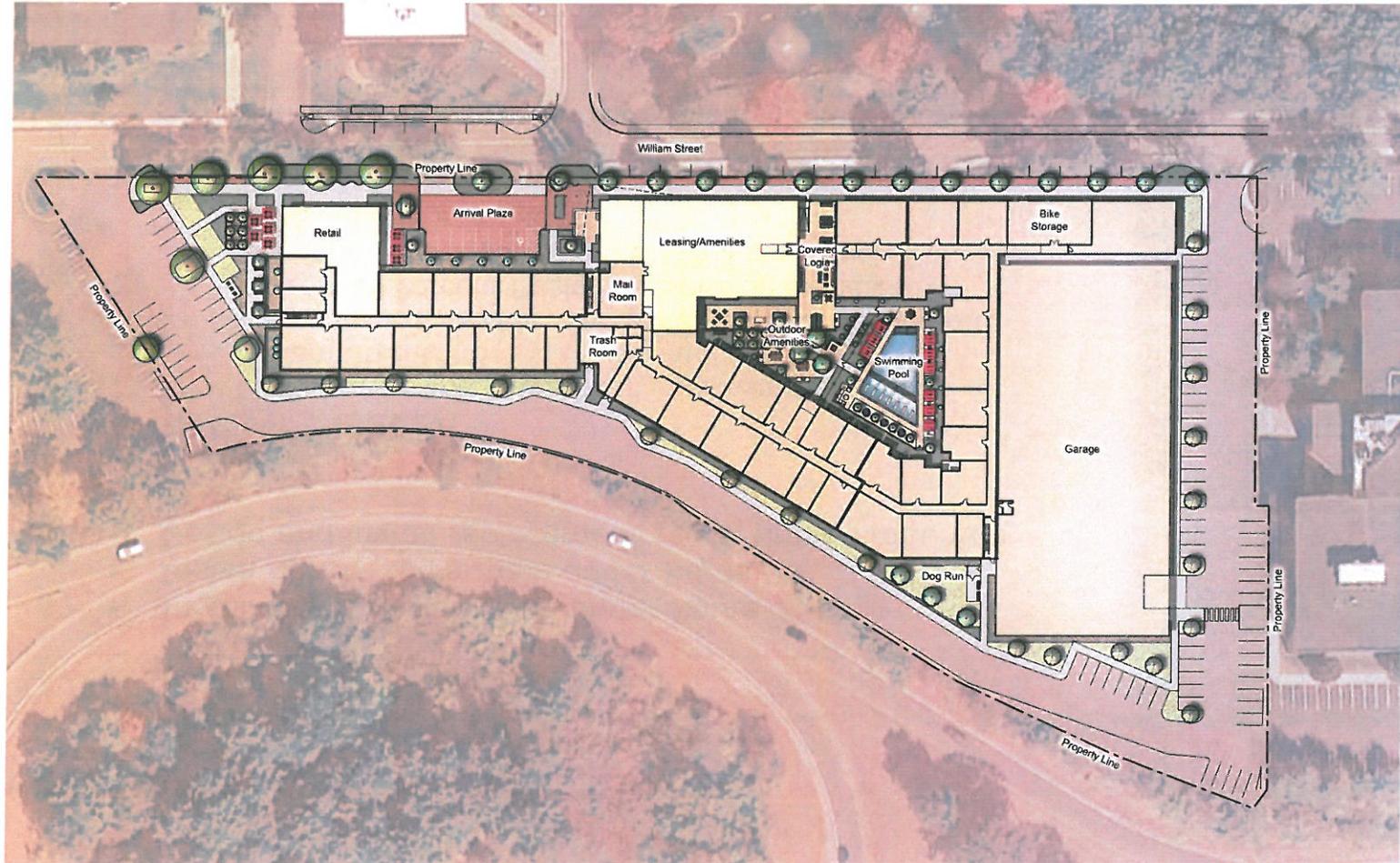
Introduction

Consistency with Town Planning Goals

- Furthers Goals of Housing Production Plan
 - Creates much-needed affordable housing in Wellesley (88 units)
 - ALL 350 units count on SHI, allowing the town “safe harbor” and meeting 10% statutory minima
- Net Positive Annual Revenue (+ \$900,000)
 - 40 R incentive and bonus payments (\$1.35M+)
 - Taxes and fees
 - Municipal infrastructure
 - Public safety
- School Aged Children
 - 65 Students across all grades



Site Plan



Development Agreement

Water & Sewer

- Install new 12" water line under Route 95
- Install new 6" force main under Route 95
- Design and install replacement sewer pump station on site

Traffic Infrastructure

- Hanover Wellesley:
 - Traffic safety and operational improvements at the William Street/Frontage Road intersection
 - Prepare plans, studies, and documentation required to support 25 Percent Design Submission to MassDOT for additional improvements to the William Street/Frontage Road/Route 9 intersection
- Future:
 - Additional traffic mitigation measures as may be warranted in accordance with potential future project phases

Public Safety

- Purchase and install police and fire communications equipment at the site as specified by the police and fire departments

Obligations



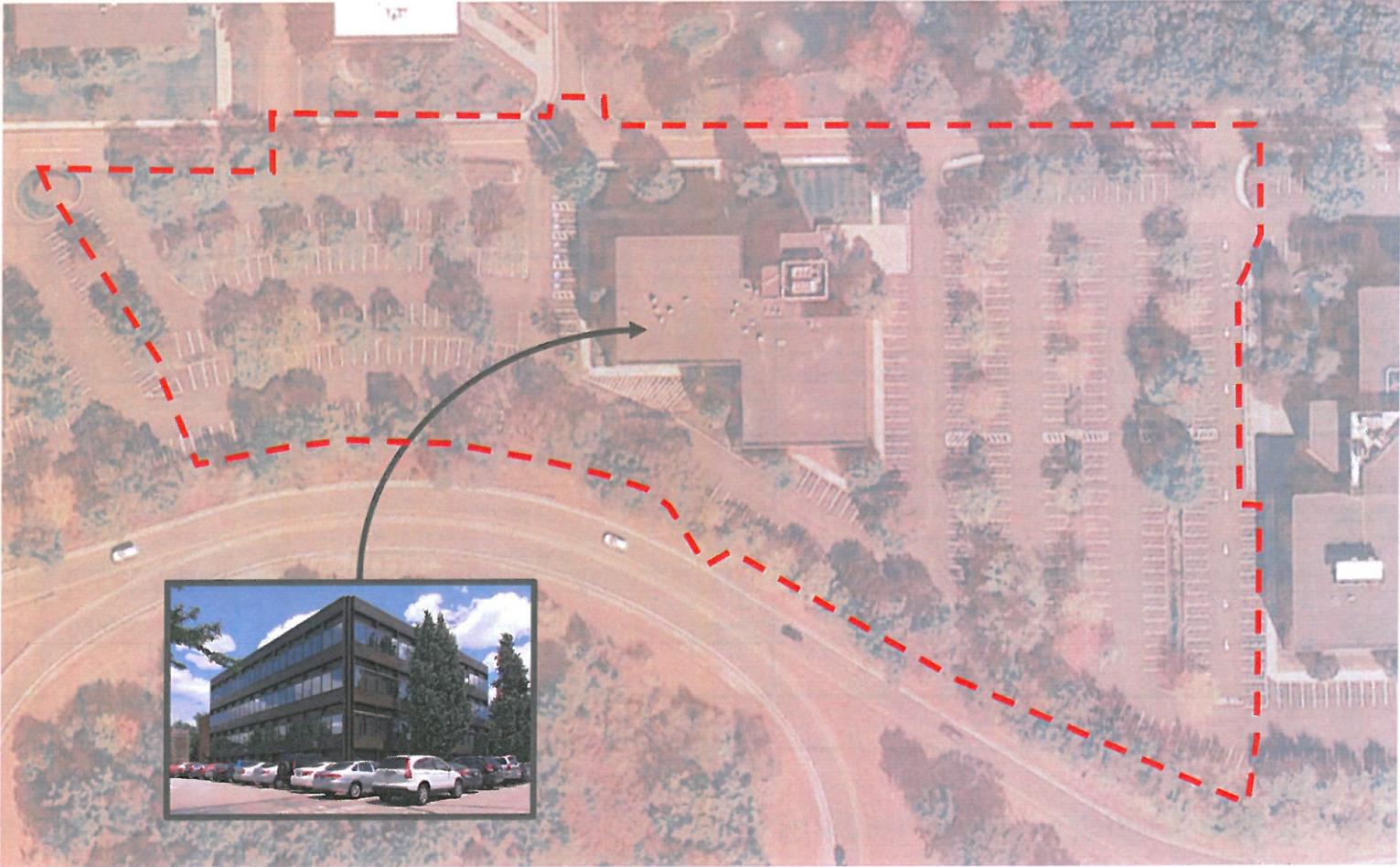
Development Agreement

Sustainability Obligations

Overall Site Planning, Development and Management	Strategy/Goal	Hanover Wellesley
Reduce urban heat island effects	Use of light colored hardscape materials, light colored roofs, and installation of shade trees in development area. Minimize the removal of existing trees	Site: Low-impact Design Strategies, Reduce Heat Island Effect (Tree Save, Tree Cover) – See L1.01TM
Reduce outdoor water use	Study feasibility of irrigation wells and/or rainwater harvesting to separate irrigation systems from potable water supply. Use of drought resitant plantings and permeable pavers where possible	Irrigation: Private Irrigation Well (if possible), Drought Tolerant Plants & Minimal Lawn Area (see I.6.01), Drip Irrigation in Landscape Beds with Timer and Rain Sensors
Stormwater Management - reduction and quality improvements	Introduce new Stormwater Management System on Phase I site to reduce peak rates of runoff and improve water quality	Operations: Stormwater Management Plan (see C-400), Emergency Action Plan for Extreme Weather
Enhancement of open space	Work with DCR for enhancement of public access to public open spaces	Off-Site Recreation: Applicant/Owner continues to work with DCR to expand connections to existing Charles River paths, Currently assessing locations within office park for Children's Play Area, Pet Friendly Spaces (see L1.03)
Protection of floodplain	Provide compensatory storage as required, and additional storage if possible	Compensatory flood storage provided to address impacts - see Compensatory Storage Plan (see C-400)
Wetlands / natural resource protection	Reduce impervious surfaces and introduce modern stormwater management system to replace existing outdated system. No new disturbance to naturally vegetated areas. Water quality improvements resulting from stormwater management system	Site Protection: Building on Previously Developed Land (see EX-1), Modern stormwater management system in compliance with applicable stormwater standards will better manage runoff and improve surrounding water quality (see C-400)
Site energy saving	Install low energy site lighting with minimal lighting spill / dark sky fixtures	Site Lighting: Dark Sky Friendly Fixtures (see L3.01), LED Fixtures to minimize light trespass and glare
Reduction of individual vehicular access to site	Implement robust Transportation Demand Management (TDM) Program. Provide sheltered bicycle parking. Provide shuttle to public transit	Reduced Vehicle Access: Covered bicycle parking within residential building (see A-101), Expansion of use of existing park shuttle for access to public transportation, additional TDM measures per traffic analysis and development agreement.
Manage landscapes using natural materials and reduce use of chemicals for landscaping and maintenance	Use of native and adaptive plantings and natural fertilizers, if needed	Landscape Maintenance: Comprehensive O&M Plan to Address Landscape Maintenance
Individual Building Development		
Design and construction of buildings with reduced consumption of water and sewer services	Introduce low flow fixtures for Phase I	Water: Low Flow Water-Sense Labeled Plumbing Fixtures (forthcoming in Plumbing design drawings)
Minimize construction waste	Install high efficiency heating and cooling systems. Use efficient lighting controls. Install high performance building envelope. Use on-demand hot water heaters in Phase 1 residential building	Energy: PV-Ready Garage Roof Design, Meets Stretch Code Requirements, EnergyStar Appliances & Exhaust Fans, Smart Lighting Controls, Units are Individually Metered, High-efficiency Water Meters, Grade I Insulation
Bicycle Facilities	Install electric vehicle charging stations for use by residence of the project	Transportation: Bike Storage & Repair Stations, EV Charging Stations and ZipCar Parking within Structured Parking (forthcoming in parking garage drawings)
Flood Prevention	FFE of structure more than 1' above flood elevation (exceeding code requirement)	Flood Prevention: Building designed to remain above existing as it changes throughout the site (see A-101) with compensatory flood storage provided to address impacts

40 William Street

Existing



40 William Street

Proposed

350 Units

11% Studios
49% One Beds
33% Two Beds
7% Three Beds
25% Affordable

425,238 GSF

11,450 Amenity
4,000 Retail

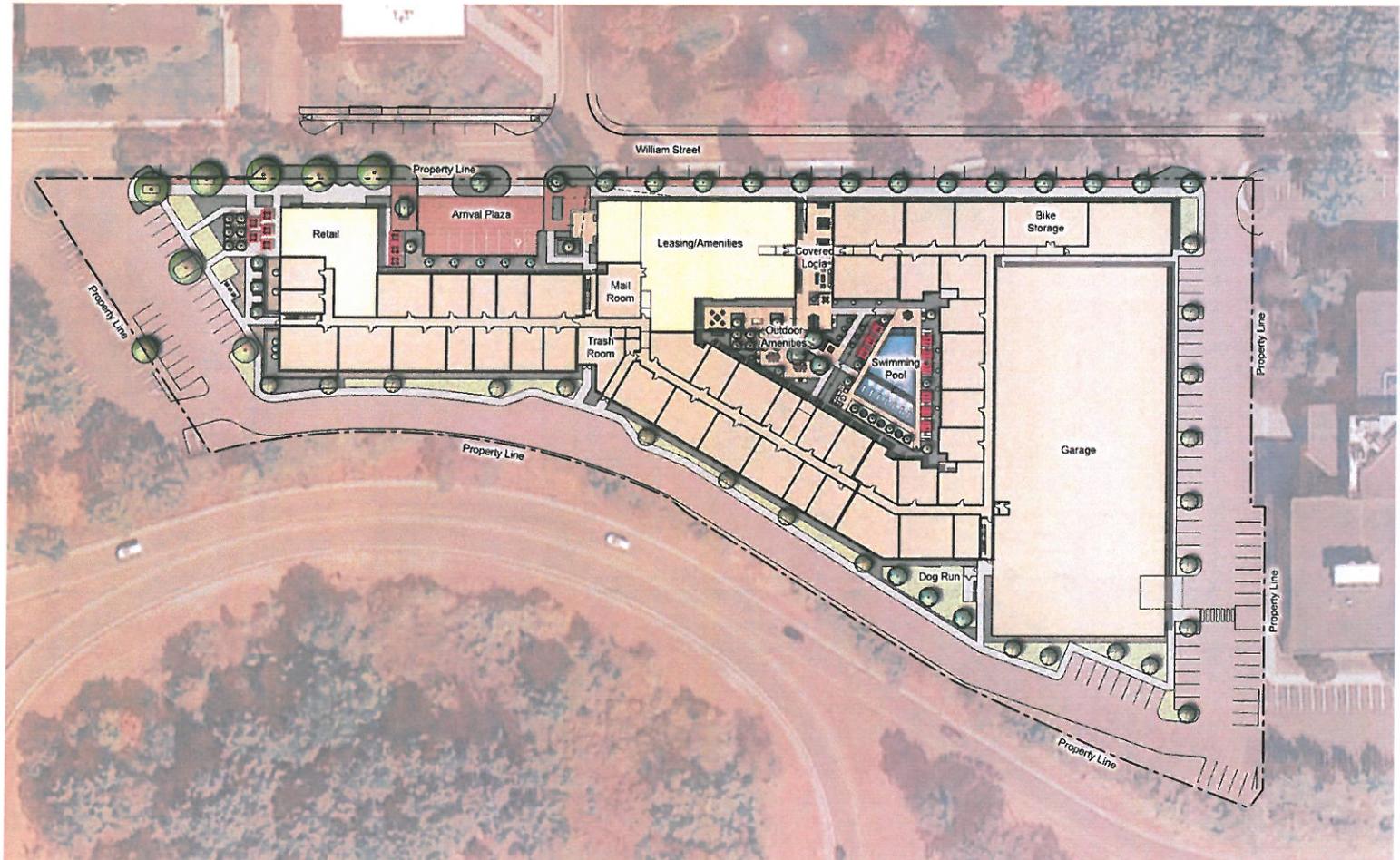
Residential Building

Height - 68'-1"

5 Stories of Type IIIA
Over 1 Story Type IA

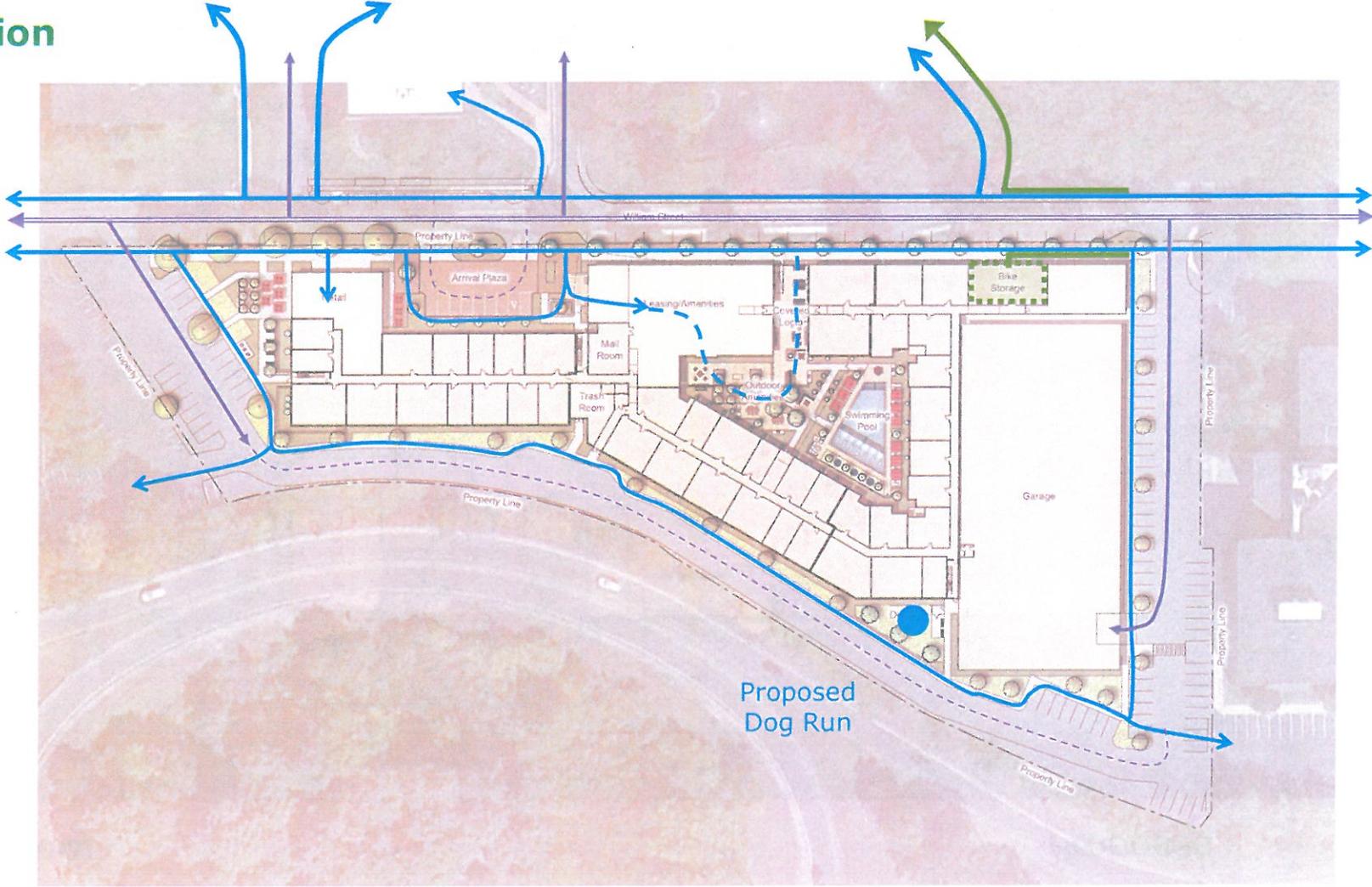
Open Parking Garage

591 Parking Spaces



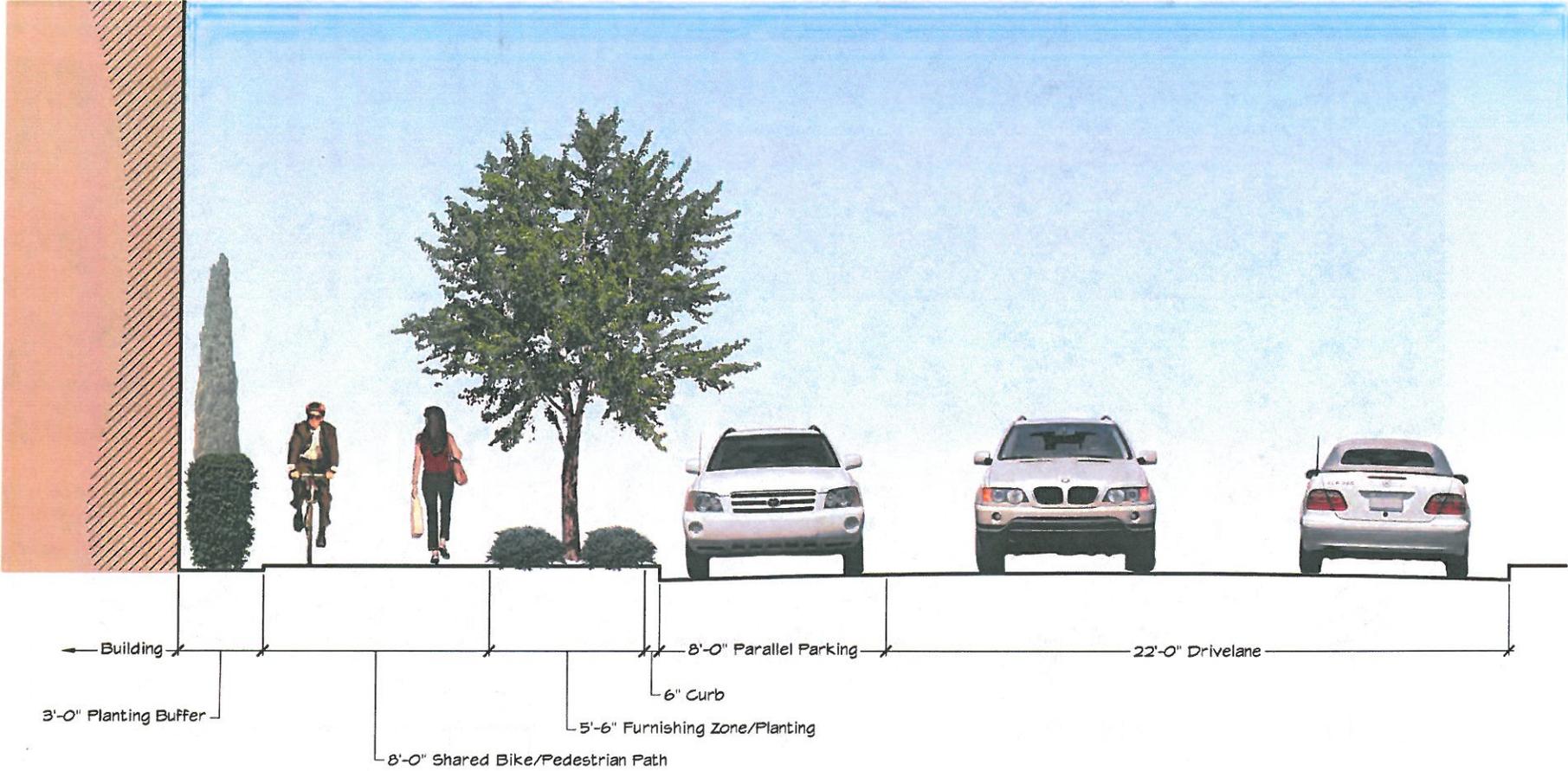
Site Circulation

VEHICULAR
PEDESTRIAN
BIKE



Site Circulation

Complete Streets



Recreation

Off-Site Trail Connections



Recreation

Storage Options



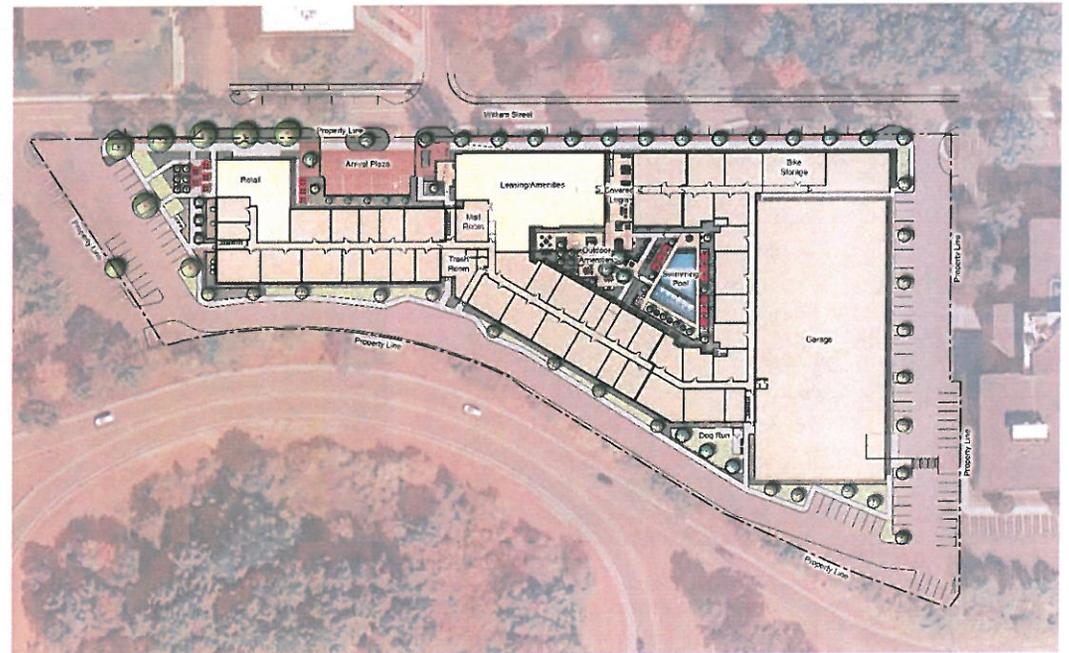
Residential Amenities



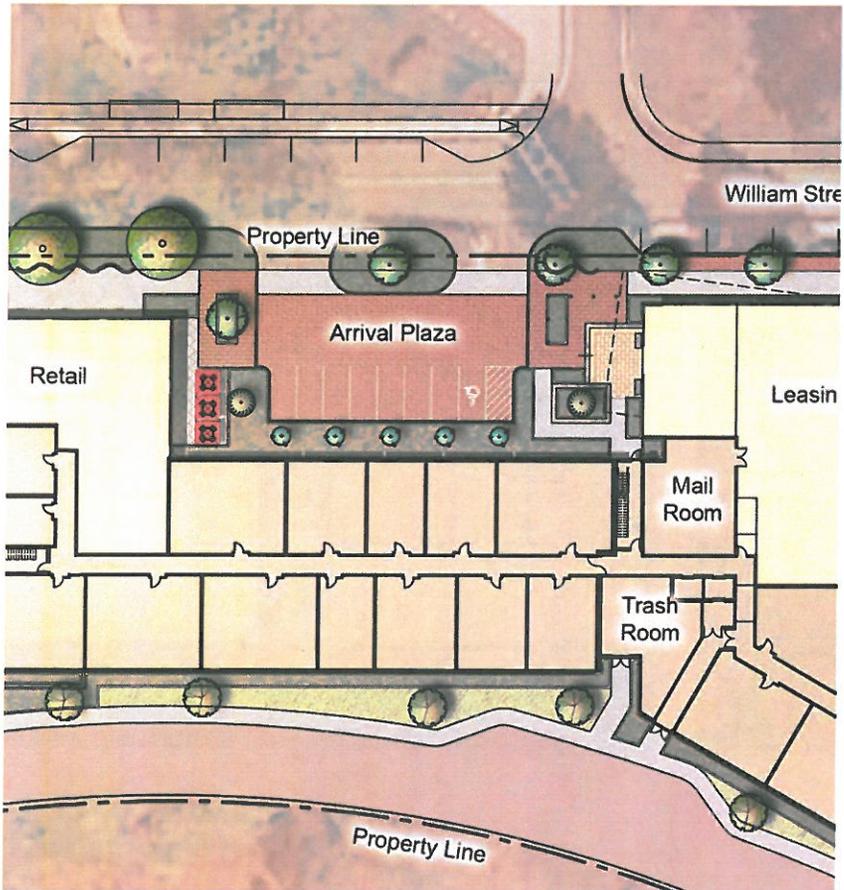
Wellesley Design Guidelines

Context

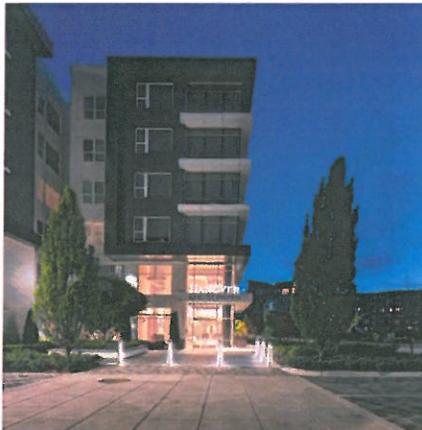
- Public Realm
 - Opportunities created for outdoor seating
 - Continuous green buffer between pedestrian and vehicular realms
 - Retail located at active corner
 - Transparency – views through to courtyard, clubhouse, and retail
- Relation to off-site features
 - Use of Complete Streets concept to link to rest of office park
 - Connections from site to existing DCR trail network



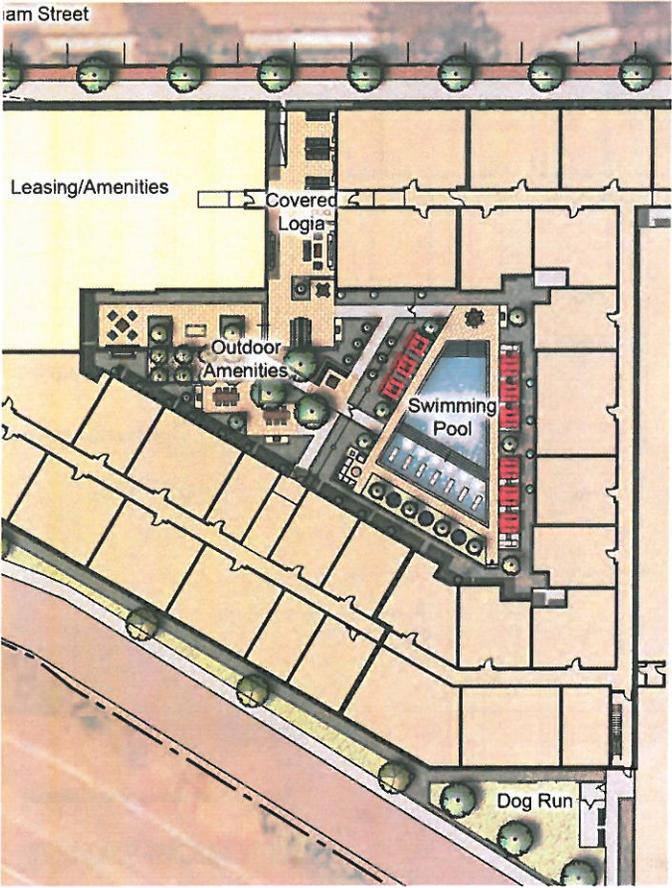
Landscaping



Arrival Plaza



Landscaping

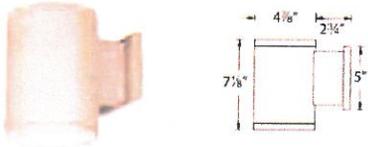


Courtyard

Proposed Exterior Lighting

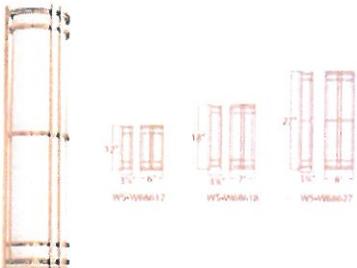
TUBE ARCHITECTURAL DS-WS05

LED Wall Mounts



SKYSCRAPER – model: WS-W686

LED Interior & Exterior Sconce



T630LEDB
SMALL LED TRAPEZOIDAL
CUT-OFF WALL PACK

16'-0" High Parking Pole Light

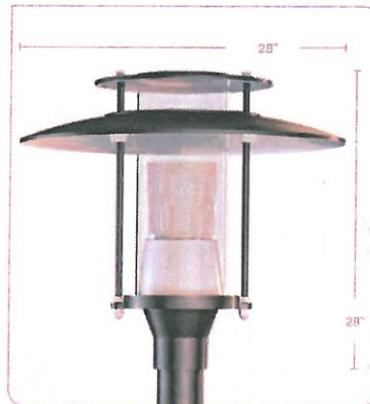
PHILIPS
GARDCO

Site & Area

EcoForm



10'-0" High Pedestrian Pole Light



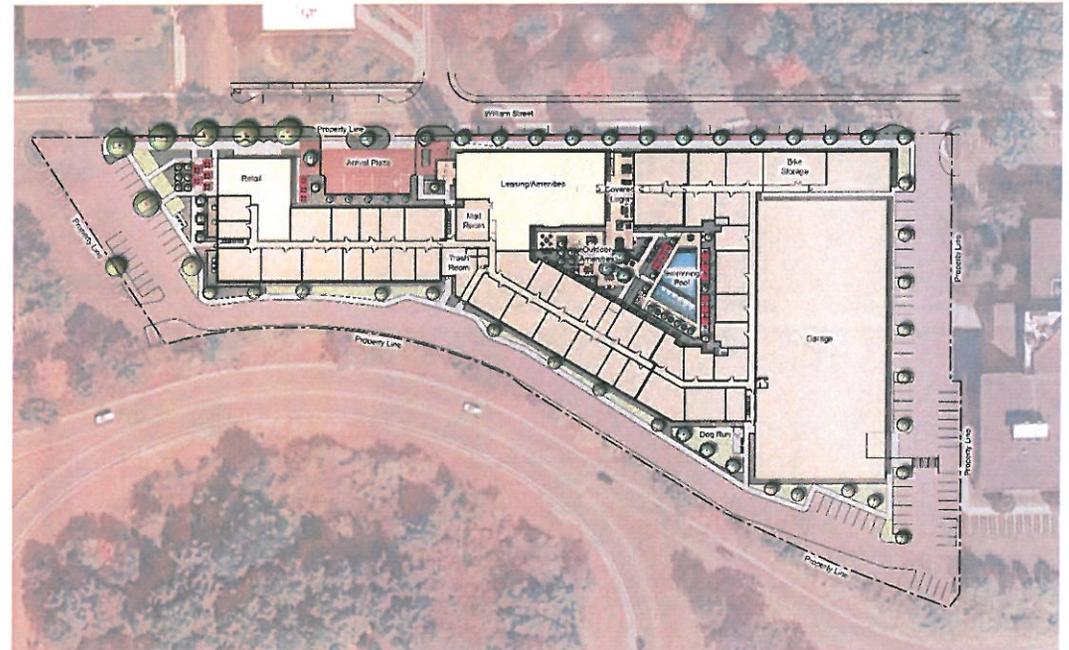
GC5022 - CA / LS
60W LED T5 120 - 60W LED TYPE 5



Wellesley Design Guidelines

Open Space

- Landscaping
 - Continuous landscape buffer
 - Retail plaza broken up with plantings
- Preservation of Landscape
 - New development utilizes existing topo conditions and grade changes
- Connections
 - Seeking collaboration with DCR to increase trail connectivity
 - Wide sidewalks
- Tree Canopy
 - Mature, healthy trees preserved where possible
 - Diversity of plantings







Materiality

Smooth Metal
Panel White



Fiber Cement
Panel White
(Rear)



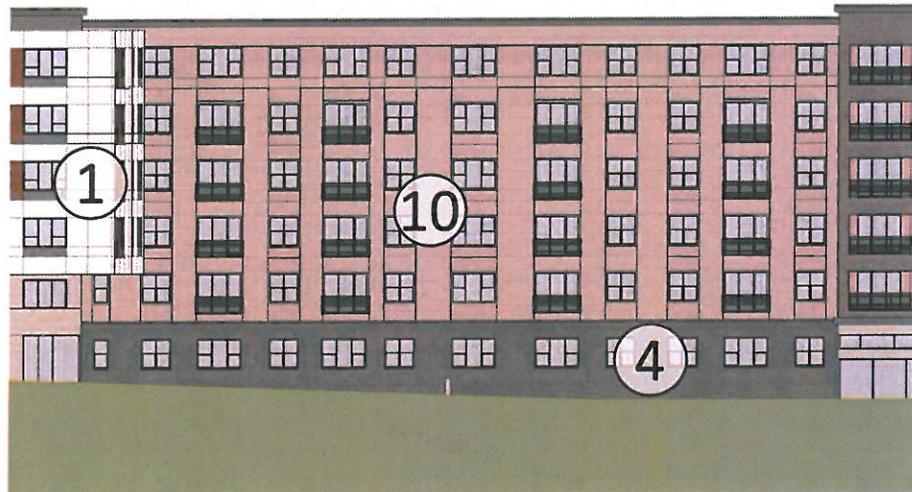
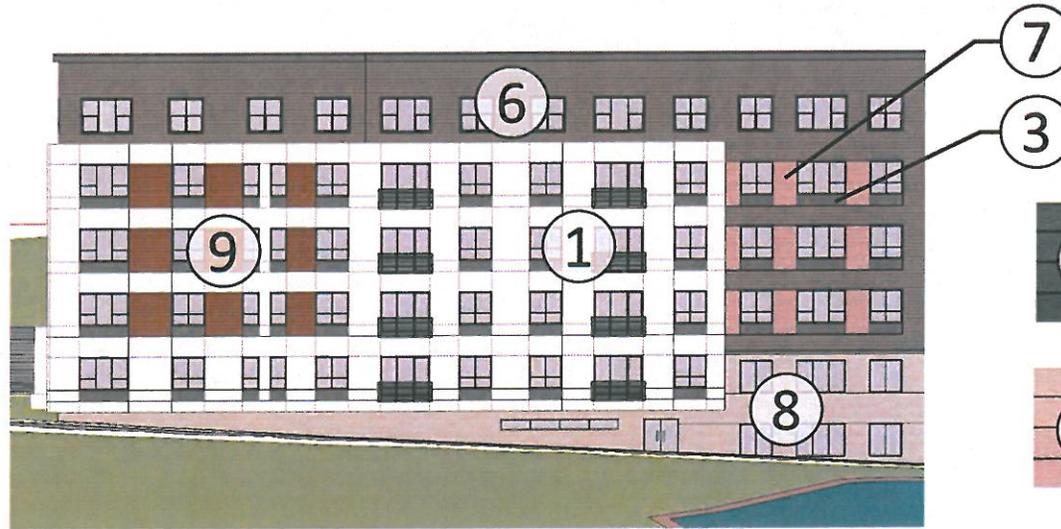
Fiber Cement
Panel
Gray



Dark Gray
Brick



Light Gray
Brick
(Rear)



Fiber Cement
Siding
Gauntlet Gray



Fiber Cement
Siding Tan



Porcelain Tile
Antique
Marble



Porcelain Tile
Wooden Tile
Almond



Fiber Cement
Siding Taupe

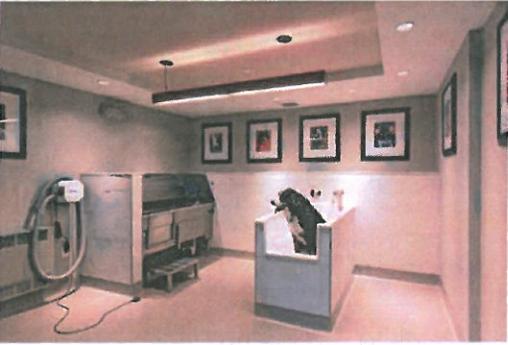
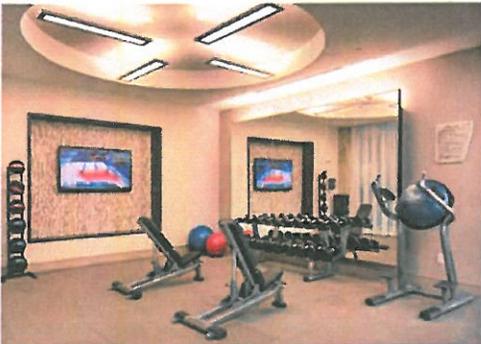
Wellesley Design Guidelines

- Height and Massing
 - Higher ground floor for retail and amenity functions
 - Massing is broken up through use of varied material palette
 - Loggia and Arrival Plaza jog building back to prevent long, continuous streetwalls
- Setbacks + Stepbacks
 - Upper floor steps back at William Street corner
 - Inset balconies offer variation in building façade
- Materials
 - Retail / amenity ground floor transparency
 - Durable, high-quality materials
- Mechanical Equipment
 - Unit HVAC equipment located on roof
 - Landscaping used to screen views of transformers

Building



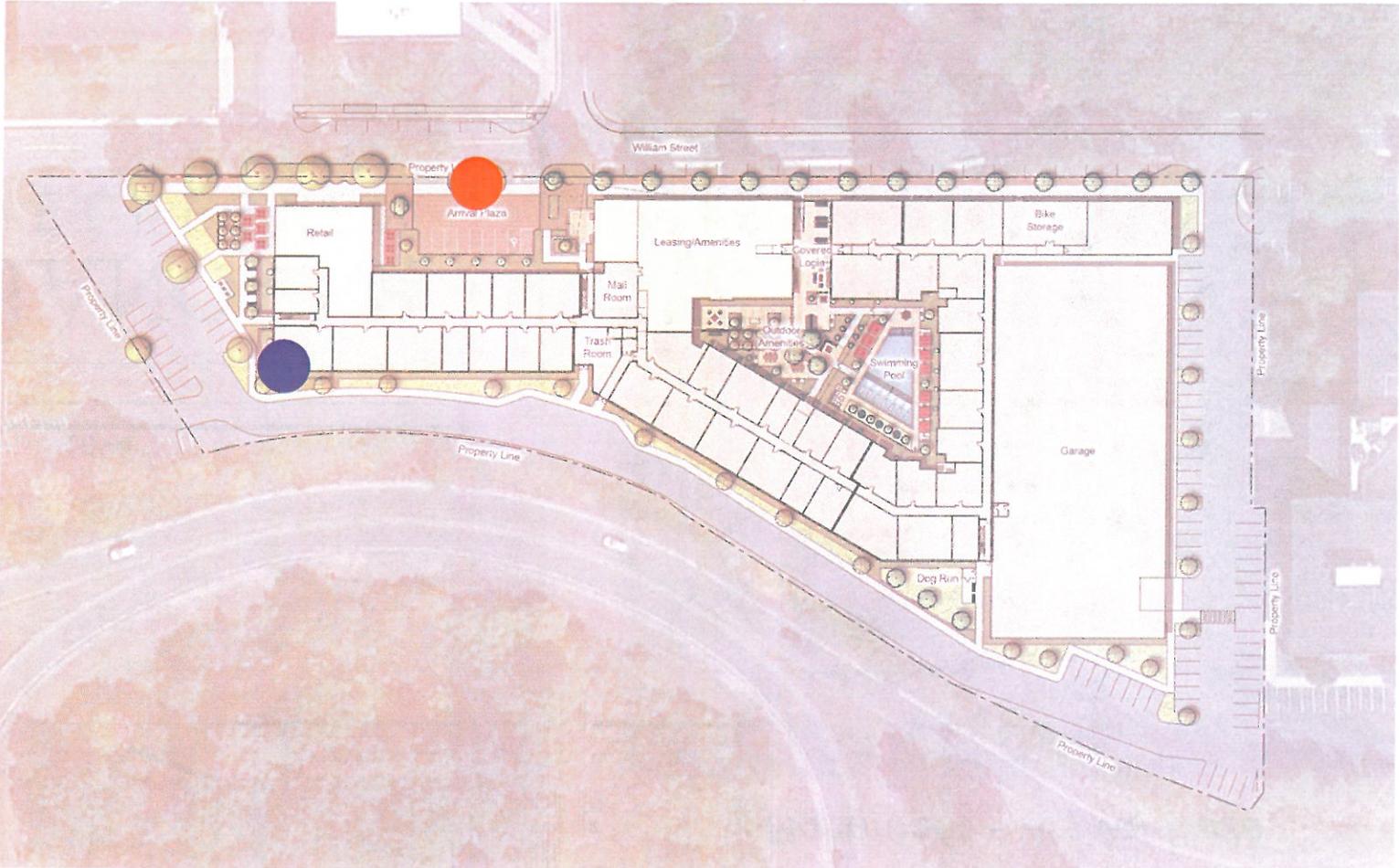
Residential Amenities



Signage

Anticipated Signage

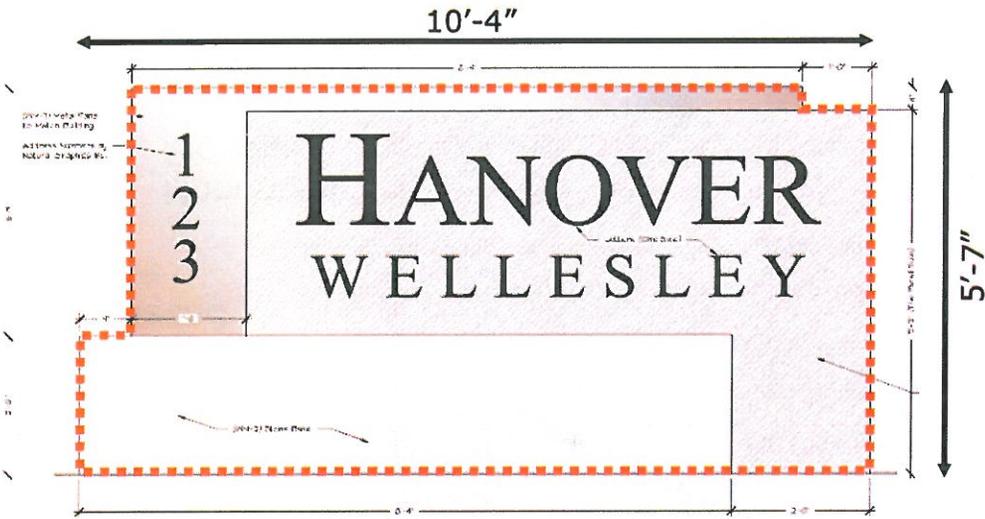
- Monument Signage
- Building Signage



Signage



Monument – Arrival Plaza



Approximately 55 SF

Signage



Approximately 80 SF

Building – Route 128



Wellesley Design Guidelines

- Wall Signs
 - High quality materials, externally lit
- Standing Signs
 - Scaled for vehicular speeds
 - High quality materials, use of uplighting

Signage





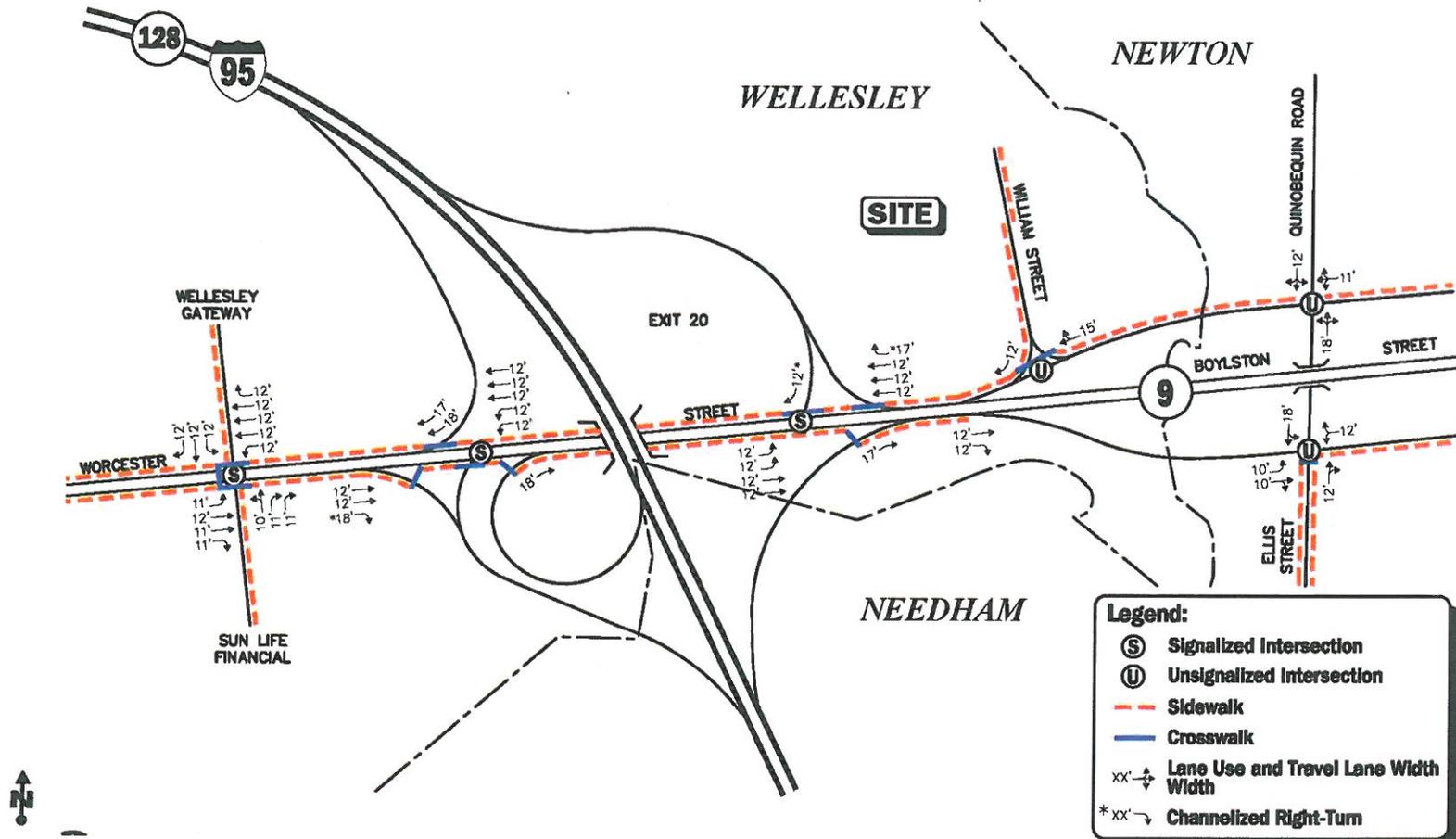
Transportation Impact Assessment Summary

- Prepared in accordance with MassDOT's Transportation Impact Assessment (TIA) Guidelines and the Traffic Review standards for a Project of Significant Impact (PSI) as defined in Section XVIA of the Town of Wellesley Zoning Bylaw;
- Includes a detailed assessment of traffic volumes, pedestrian and bicycle accommodations and public transportation services;
- The Project will not have a significant impact (increase) on motorist delays or vehicle queuing over Existing or anticipated future conditions without the Project (No-Build conditions), with the majority of the movements at the study intersections shown to operate at a level-of-service (LOS) D or better under all analysis conditions where an LOS of "D" or better is defined as "acceptable" operating conditions;
- The Route 9/I-95/Route 128 ramp intersections and the Route 9 east and westbound Frontage Road intersections with Quinobequin Road and Ellis Street were identified as high crash locations; however, this designation predates the recent improvements to the interchange area; and
- Lines of sight at the Project site driveway intersections with William Street and at the Route 9 westbound Frontage Road/William Street intersection were found to exceed or could be made to meet or exceed the recommended minimum sight distance to function in a safe manner.

Site Location Map



Existing Intersection Lane Use, Travel Lane Width and Pedestrian Facilities



Trip Generation Summary



Time Period/Direction	Vehicle Trips Proposed Residential Community (350 Units) ^a
Average Weekday Daily:	
Entering	953
<u>Exiting</u>	<u>953</u>
Total	1,906
Weekday Morning Peak Hour:	
Entering	30
<u>Exiting</u>	<u>87</u>
Total	117
Weekday Evening Peak Hour:	
Entering	90
<u>Exiting</u>	<u>57</u>
Total	147
Saturday:	
Entering	741
<u>Exiting</u>	<u>741</u>
Total	1,482
Saturday Midday Peak Hour:	
Entering	75
<u>Exiting</u>	<u>79</u>
Total	154

^aBased on ITE
LUC 221,
Multifamily
Housing (Mid-
Rise).

Traffic Volume Comparison

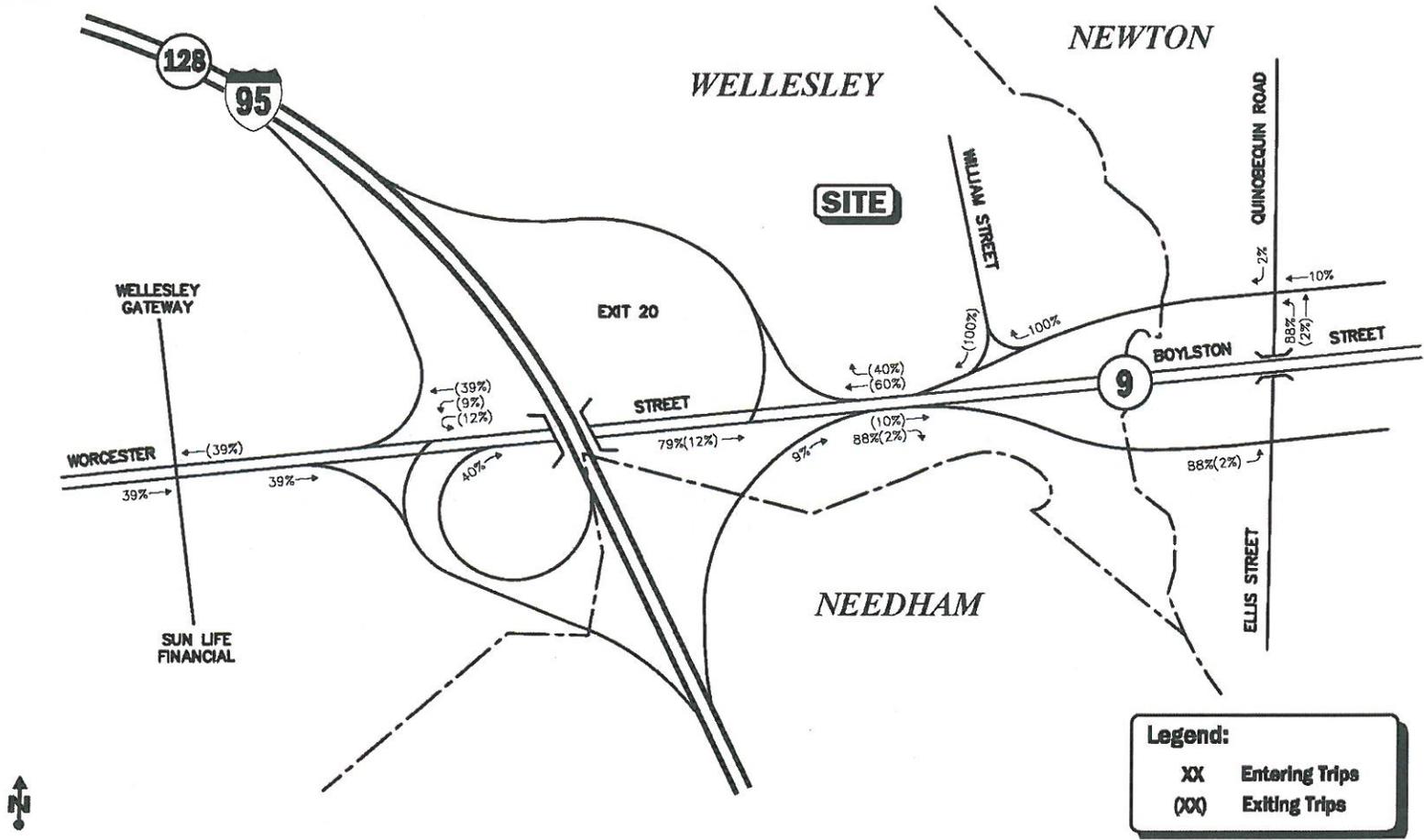


Time Period/Direction	Vehicle Trips		
	(A) Proposed Multifamily Residential Community (350 Units) ^a	(B) Existing Office Space (76,676 sf) ^b	(A-B) Difference
Average Weekday Daily:	1,906	646	+1,260
Weekday Morning Peak Hour:	117	100	+17
Weekday Evening Peak Hour:	147	94	+53
Saturday Daily:	1,482	49	+1,433
Saturday Midday Peak Hour:	154	4	+150

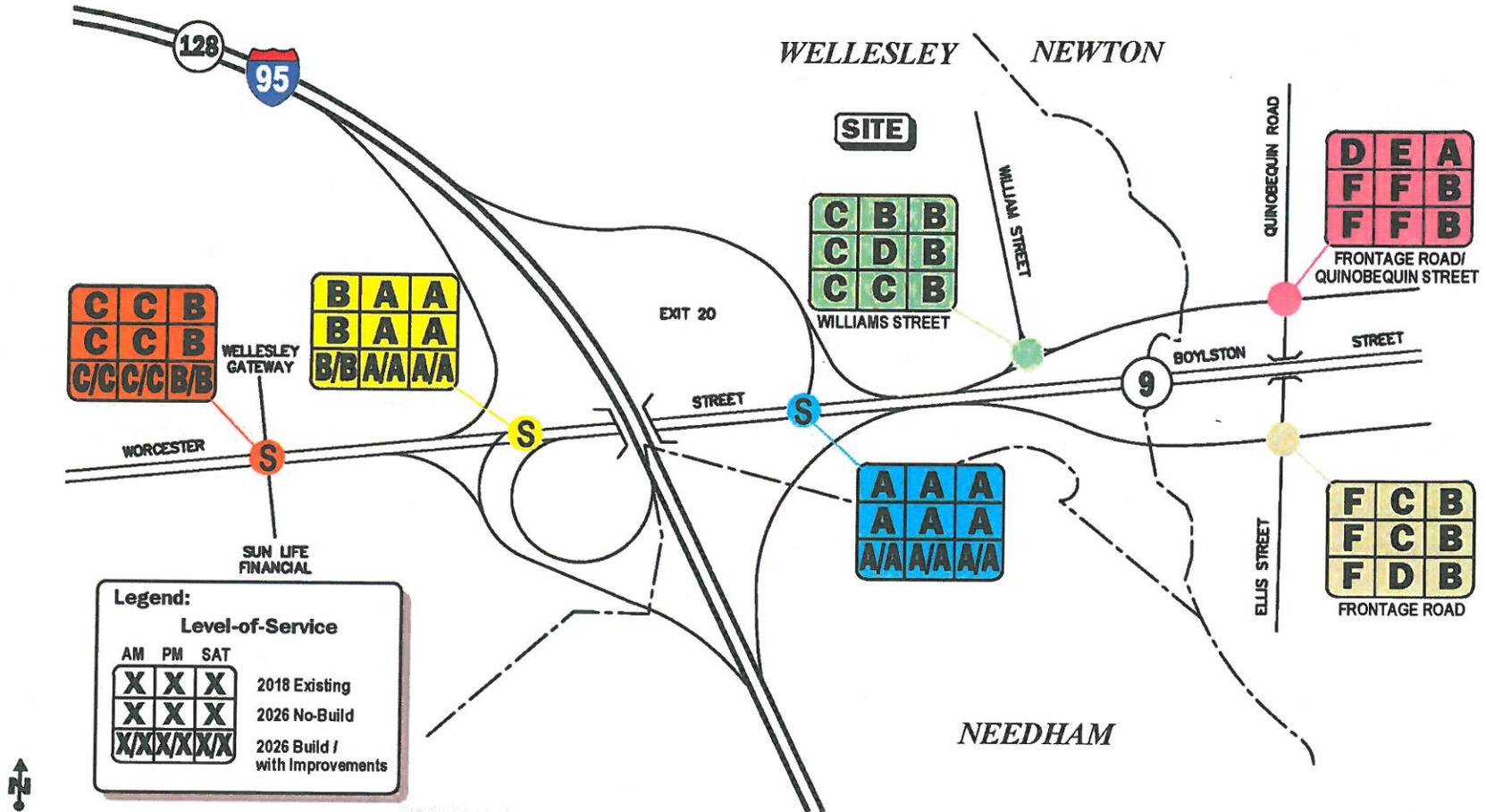
^aBased on ITE LUC 221, *Multifamily Housing (Mid-Rise)*.

^bBased on trip-rates derived from the ATR counts that were conducted on William Street.

Trip Distribution



Traffic Operations Analysis Summary





Transportation Improvement Program

- **Traffic Signal Timing** – Design and implement an optimal traffic signal timing, phasing and coordination plan for the signalized intersections that comprise the Route 9 at I-95/Route 128 interchange
- **William Street Access Improvements** – Design and construct minor geometric improvements to improve access to William Street from the Route 9 westbound Frontage Road, enhance pedestrian and bicycle safety and create a parking area for a police vehicle. In addition, the necessary plans, studies and documentation required to support a formal 25 Percent Design Submission to MassDOT for additional improvements to the Route 9 westbound Frontage Road/William Street intersection will be advanced, including the addition of a right-turn slip-ramp to I-95 northbound.
- **The Route 9 westbound Frontage Road at Quinobequin Road/The Route 9 eastbound Frontage Road at Ellis Street** – Review, design and construct an enhanced sign and pavement marking program for the intersections of the Route 9 westbound Frontage Road at Quinobequin Road and the Route 9 eastbound Frontage Road at 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 ADA accessible travel route for pedestrians to and from Route 9 and the Route 9 westbound Frontage Road.

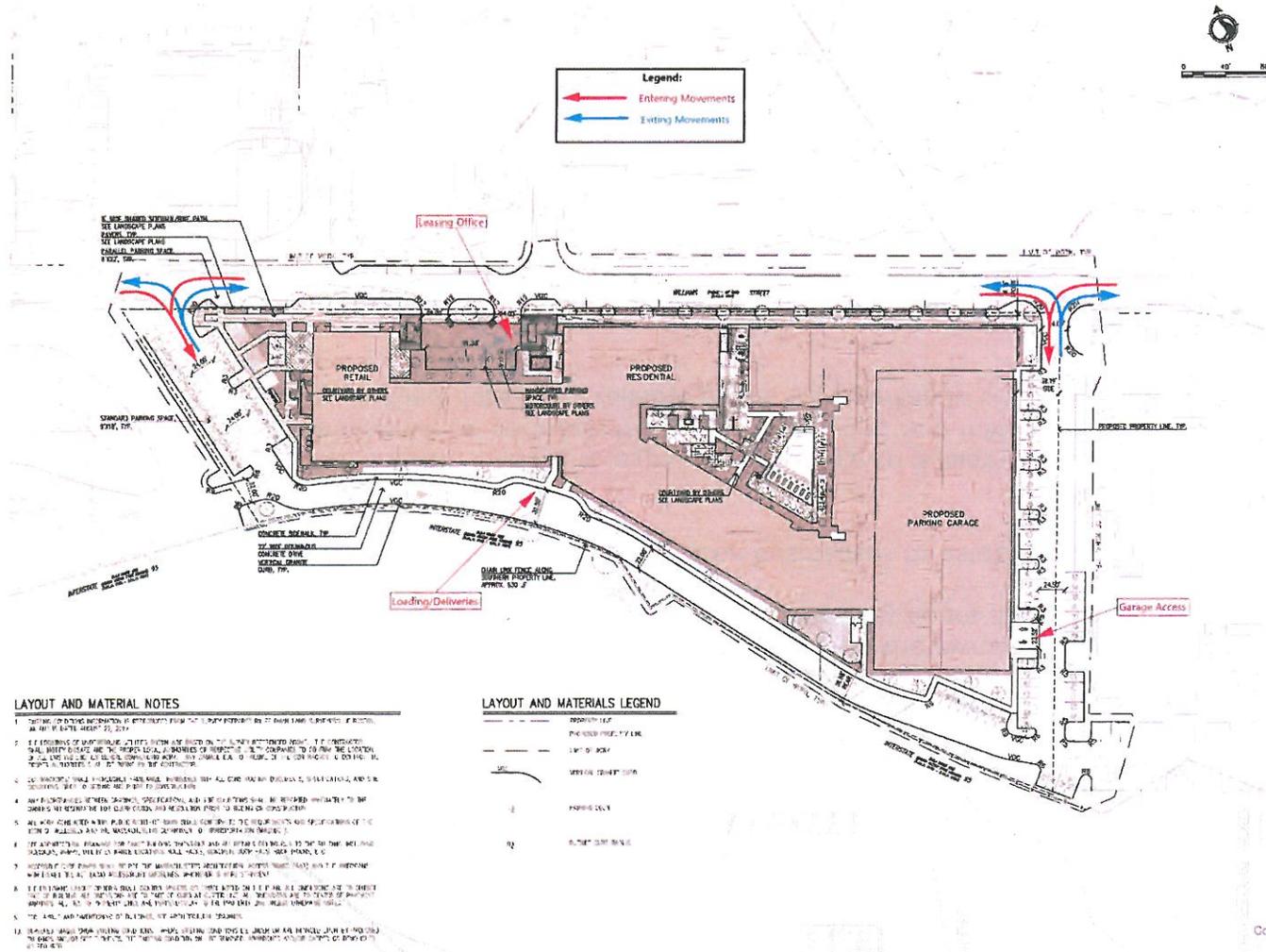


Transportation Improvement Program (Continued)

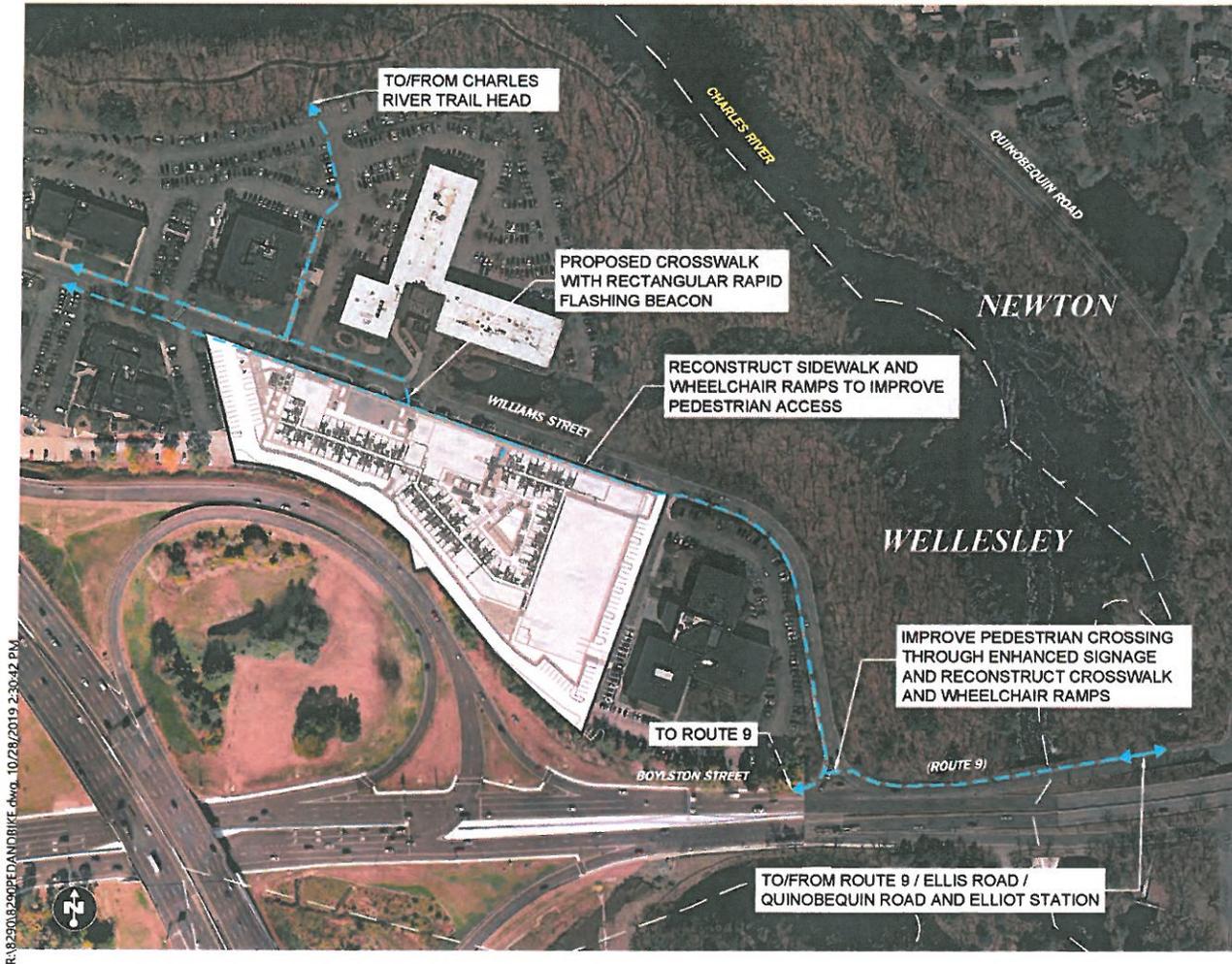
- **Transportation Demand Management:**

- The owner or property manager will become a member of the Route 128 Business Council;
- 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 to establish a dedicated shuttle service for the Route 9/I-95/Route 128 interchange area;
- Initiate discussions with the Town and the MWRTA to expand bus service to William Street.
- Information regarding public transportation services, maps, schedules and fare information will be available to residents and a "welcome packet" will be provided detailing available public transportation services, bicycle and walking alternatives, and commuter options;
- Employees and residents will be made aware of the Emergency Ride Home (ERH) program available through the Route 128 Business Council
- Pedestrian accommodations will be provided and improved;
- A mail drop will be provided in a central location; and
- Secure bicycle parking will be provided
- Real-time transportation display technologies will be installed in building lobbies; and
- Two (2) parking spaces will be offered for use by car-share services.

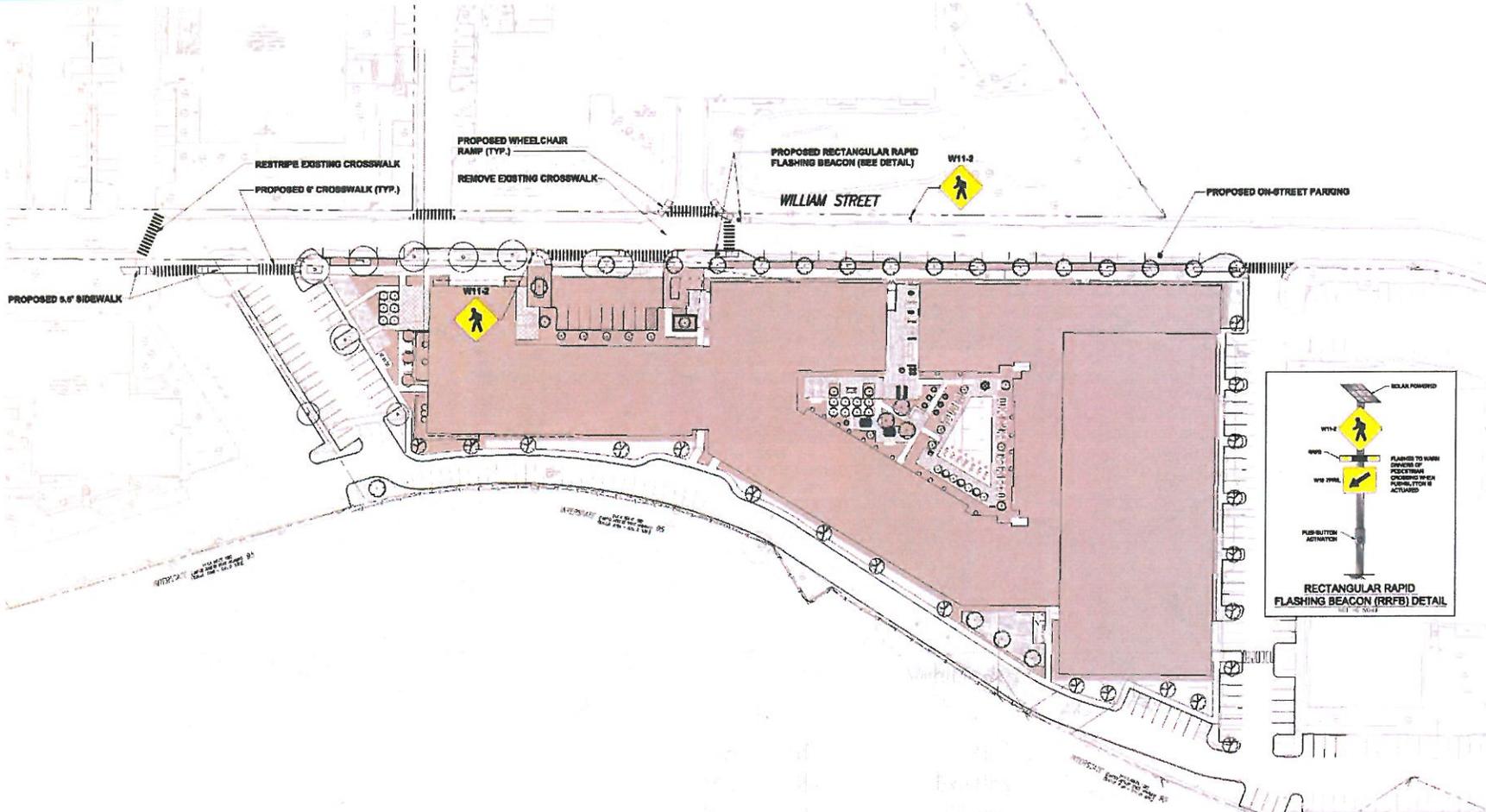
Vehicle Circulation



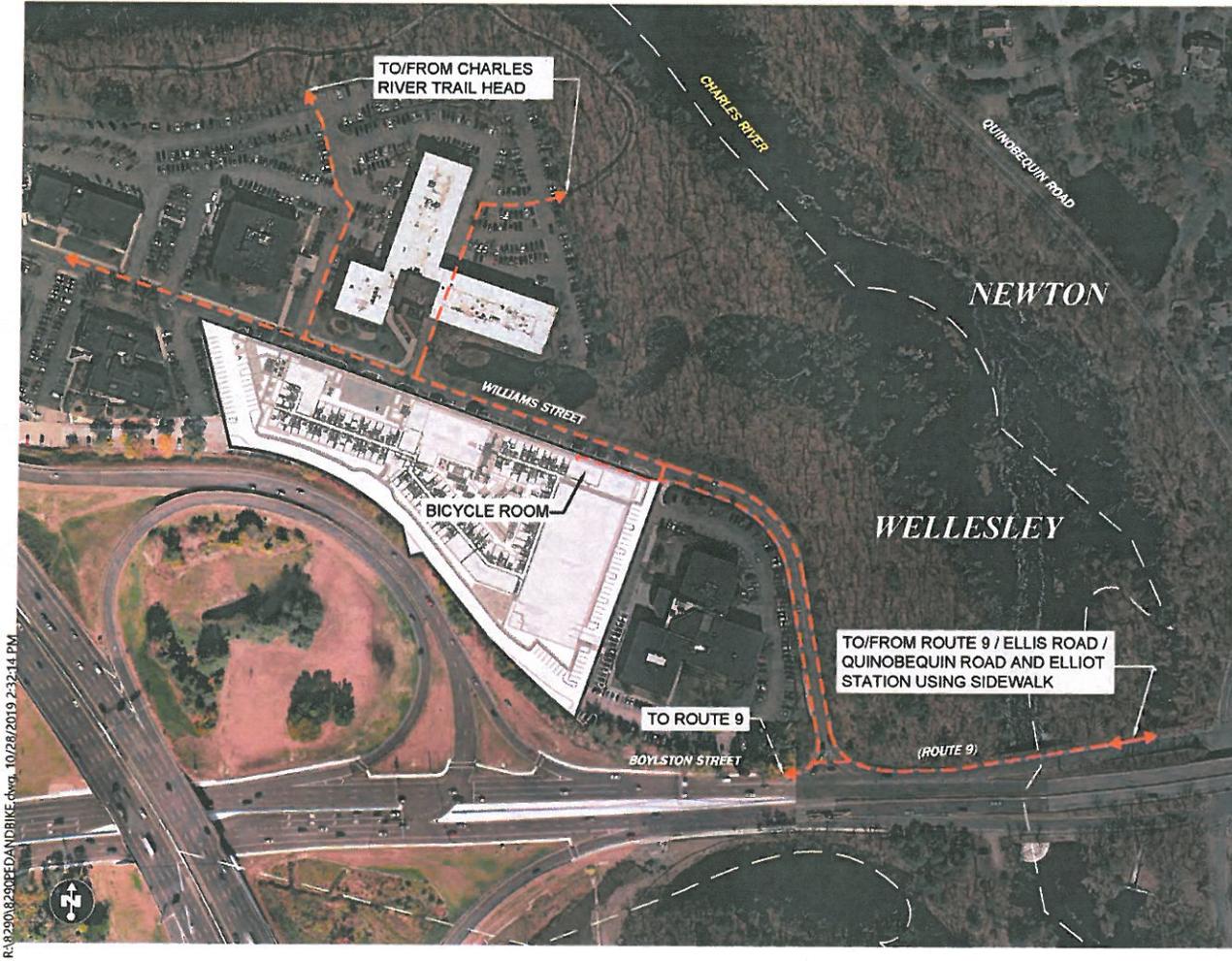
Pedestrian Circulation



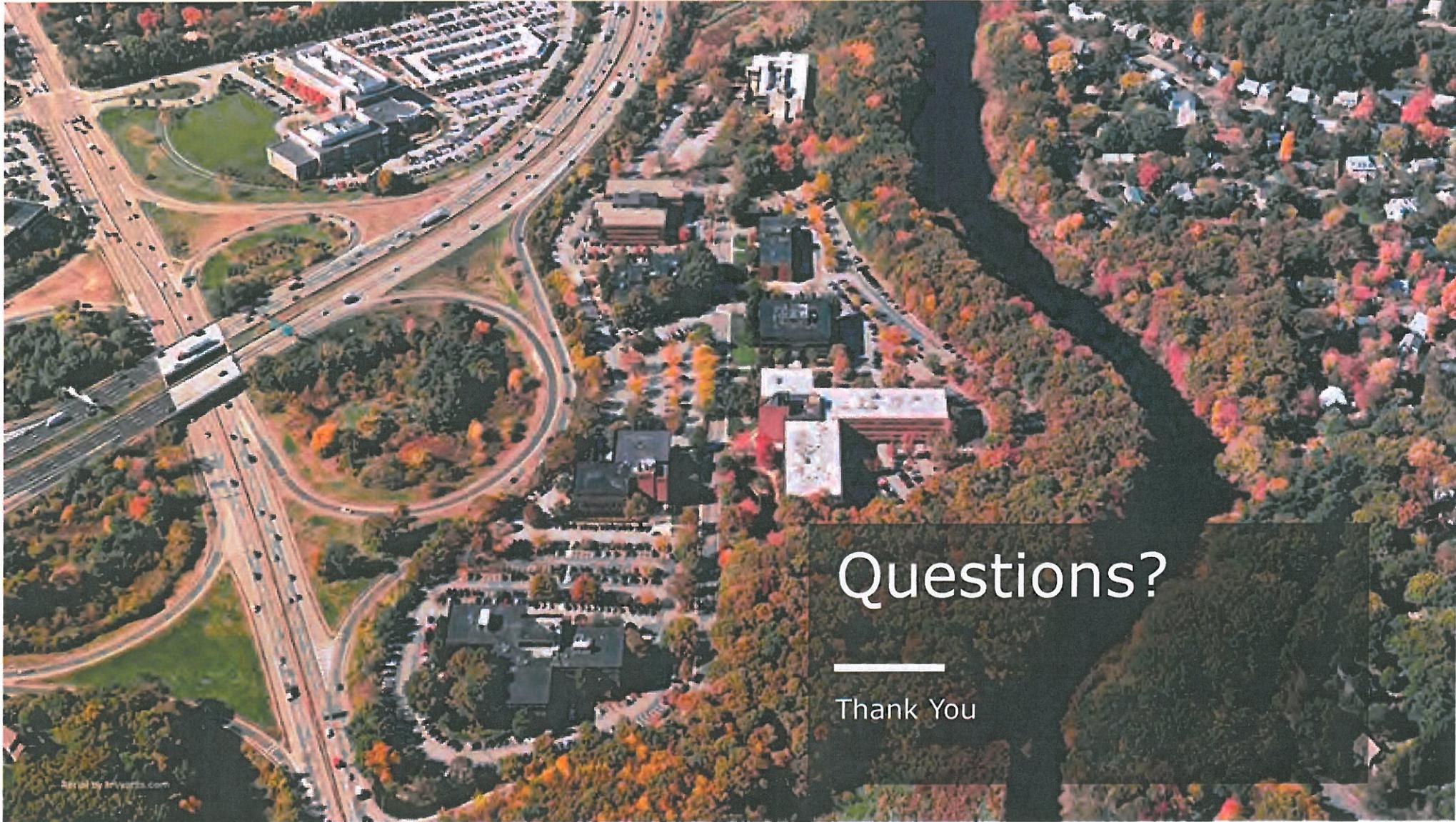
Pedestrian Access Improvements



Bicycle Circulation



RA\23018290CEDAN\BIKE.dwg, 10/28/2019, 2:32:14 PM



Questions?

Thank You

