

TOWN OF WELLESLEY



MASSACHUSETTS

## BOARD OF SELECTMEN

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

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FACSIMILE: (781) 239-1043  
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BLYTHE C. ROBINSON  
EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

### SELECTMEN'S MEETING

#### *TENTATIVE AGENDA*

Wellesley Town Hall – Great Hall

**6:30 P.M. Monday, November 20, 2017**

1. 6:30 Joint Meeting with Planning Board
  - Discuss & Select Consultant for Housing Production Plan
  - 148 Weston Road- 40B Letter

Next Meeting Dates: Monday, November 27, 2017 7:00 p.m.  
Saturday, December 2, 2017 8:00am- 1:00pm  
Monday, December 4, 2017 7:00 p.m.



11/16/2017

Black regular agenda items

**Board of Selectmen Calendar – FY17**

<b>Date</b>	<b>Selectmen Meeting Items</b>	<b>Other Meeting Items</b>
<i>11/27 Monday</i>	<b>Meeting</b> DPW Benchmarking Study Trail Signs - MWRA Cochituate Aqueduct Finalize 148 Weston Road Letter Deputy Police Chief - Final Interview Modify Minutes of 9/18/17 Approve minutes of 10/23 & 10/30 Boy Scout Proclamations	<b>FYI-Tuesday 11/21- Unified Plan Steering Committee</b>  <b>Unified Plan Public Forum/ Open House- Wednesday- 11/29 7:00PM Great Hall</b>
<i>12/2 Saturday</i>	<b>BUDGET Meeting- Kingsbury Room, Police Station</b> Budget Workshop - 8 AM - 1 PM	
<i>12/4 Monday</i>	<b>Meeting</b> Tax Classification Hearing (7:15 - Advertised) Retirement Board - Discuss COLA amendment Vote to open/close warrant for ATM Approve CV and alcohol licenses being renewed Appoint Deputy Chief Police Unified Plan update from Marjorie BOS- vote on operating budgets Executive Session - Health Insurance & Police Contracts Marathon Bib Entries	
<i>12/11 Monday</i>	<b>Meeting</b> Audit Committee Quarterly Traffic Update Great Plain Avenue St. Andrews Posting Update Hilltop/Pine Tree Road Capital Request Timing of Brook/Benvenue; Brook/Amherst Discuss Marijuana bylaw Naming of Additional Rooms in Tolles Parsons Center National Grid Petition	<b>FYI-Tuesday 12/14- Unified Plan Steering Committee</b>
<i>12/18 Monday</i>	<b>Meeting</b> STM - Open/Close Warrant	
<i>12/25 Monday</i>	<b>TOWN HALL CLOSED</b>	
<i>1/1/18 Monday</i>	<b>TOWN HALL CLOSED</b>	
<i>1/8 Monday</i>	<b>Meeting</b>	
<i>1/15 Monday</i>	<b>Town Hall Closed – MLK</b>	
<i>1/16 Tuesday</i>	<b>Meeting</b>	<b>Friday 1/19 &amp; Saturday 1/20- MMA Annual Meeting &amp; Trade Show- Please let Heidi Henderson know if you would like to attend.</b>
<i>1/22</i>	<b>Wellesley Club</b>	

11/16/2017

Black regular agenda items

<i>Date</i>	<i>Selectmen Meeting Items</i>	<i>Other Meeting Items</i>
<i>Monday</i>		
<i>1/23 Tuesday</i>	<b>Meeting</b>	
<i>1/29 Monday</i>	<b>Meeting</b>	
<i>2/5 Monday</i>	<b>Possible STM Date</b>	
<i>2/6 Tuesday</i>	<b>Possible STM Date</b>	
<i>2/12 Monday</i>	<b>Meeting</b>	
<i>2/19 Monday</i>	<b>Town Hall Closed – President’s Day</b>	
<i>2/20 Tuesday</i>	<b>Meeting</b>	
<i>2/26 Monday</i>	<b>Meeting</b>	
<i>3/5 Monday</i>	<b>Wellesley Club- Town Affairs Night</b>	
<i>3/6 Tuesday</i>	<b>Meeting</b>	<b>Tuesday 3/6- Town Election</b>
<i>3/12 Monday</i>	<b>Meeting</b>	
<i>3/19 Monday</i>	<b>Meeting</b>	
<i>3/26 Monday</i>	<b>ATM Starts</b>	
<i>3/27 Tuesday</i>	<b>ATM</b>	
<i>4/2 Monday</i>	<b>ATM</b>	
<i>4/3 Tuesday</i>	<b>ATM</b>	

**Notes**

*Quarterly updates*

- *Traffic Committee (Deputy Chief Pilecki)*
- *Facilities Maintenance (Joe McDonough)*
- *Wellesley Club Dates 1/22/18, 3/5/18*

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The joint meeting with the Planning Board and Wellesley Housing Development Corporation will begin at 6:30 pm in the Great Hall.

### **1. Discuss & Select Consultant for Housing Production Plan (HPP)**

The Board received the responses to the HPP previously and they were sent out by Michael Zehner in anticipation of the interviews. The interviews are scheduled for Friday, November 17<sup>th</sup> and will begin at 3:30 pm with Karen Sunnarborg and Abacus Planning, followed by Judi Barrett and Jennifer Goldson at 4:15 pm. Wellesley Media will be taping the interviews, and we anticipate viewing will be available by Friday evening.

Since the joint meeting is being held at the Planning Board's main meeting, we would anticipate them calling the joint meeting after the BOS and WHDC convene. Therefore, I have not included motions.

### **2. 148 Weston Road – 40B Letter**

The Land Use Committee met on Wednesday, November 15 to review the proposed 55 unit project to be located at 148 Weston Road. In addition to the staff comments, I reached out to Beta for additional information on the traffic volumes and to the Police for accident data. This is an initial draft.

The Town sent notice on Monday 11/13 via mail to abutters of 148 Weston Road notifying them of the meeting. The draft letter has been posted online, and has been emailed to those abutters who have signed up for email notification as well as via News and Announcements.

### **3. Additional documents**

In addition to the 148 Weston Road Letter, correspondence in the digital FNM includes a series of letters received (largely form letters) on 135 Great Plain Avenue. Michael Zehner or I have responded to the emails notifying neighbors and interested parties on next steps.



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November XX, 2017

Katherine Miller  
MassHousing  
One Beacon Street  
Boston, MA 02108

RE: 148 Weston Road, Wellesley, MA Site Eligibility Response

Dear Ms. Miller:

On behalf of the Town of Wellesley (“the Town”) Board of Selectmen and Planning Board, please find the following comments with respect to the *Comprehensive Permit Site Approval Application* recently submitted by Wellesley Park, LLC for the construction of a 55-unit residential housing structure on an approximately 0.82 acre parcel in the Town.

### **Site Constraints**

The site has an area of 35,967 square feet. The proposed development has a gross floor area of 65,756 square feet, a Floor Area Ratio of 1.83, and height greater than 62 feet. The density for this project is 66 units per acre. The proposed project will render over 77% of the site impervious, and retains 23% of the site as “open space,” which the applicant purports to be usable. The Town disagrees with the usable nature of the space given its limited area and dual use as a fire access road. The Town further notes that the entire site is within a Zone II Wellhead Protection Area and the proposal does not acknowledge how the project will protect groundwater recharge or mitigate for non-source pollution.

### **Density**

As proposed, this project is the densest of the five (5) pending projects with a density of 66 units per acre (or 654 sf of lot area per unit); comparatively, the second densest project, immediately across the street from a commuter rail station, is at Delanson Circle with 63 units per acre (or 686 sf of lot area per unit). The property is zoned Single Residence District - 15,000 Square Foot Minimum Area District, which has a maximum density under the Zoning Bylaw of 2.9 units per acre. The density for this project is far too great given existing traffic volumes, queueing and stacking issues, at an area in Town where there is already a high accident rate. In the immediate area of 148 Weston Road there have been over 26 accidents in the last 5 years, including a fatality of a bicyclist just passed the Weston Road/Linden Street intersection. The area has a number of multi-family structures; however, all are located on Linden Street.

Within close proximity to the project site along Linden Street, multi-family housing exists at reasonable densities and heights. At 2-20 Linden Street there are 10 units at a density of 6.78 units per acre. These units are housed within two-story structures. At 3-25 Linden Street there are 10 units at a density of 8.7 units per acre. These units are also housed in two-story structures. Along Linden Street you will find similar

densities and design of multi-family units with the highest density at approximately 17.7 units per acre at 37-63 Linden Street. These units again are two-story structures.

### **Traffic**

Potential traffic associated with the project is a significant concern given longstanding issues with traffic volume and delays along Weston Road. At the site visit, Masshousing noted the Town could identify mitigation measures. The following outlines the Town's concerns, and that the mitigation measures are essentially non-existent. On average, Weston Road experiences traffic volumes of approximately 16,000 cars daily. The Town has conducted numerous studies on Weston Road in an attempt to mitigate existing traffic, with limited success. It is one of the few north/south corridors running through the Town and is greatly used by residents and commuters alike. Hardy School is also currently located on Weston Road to the north, and school traffic adds to the existing congestion. The intersection of Weston Road at Central Street is known to operate with poor conditions (Level of Service F) during the commuting peak periods due to the high traffic demand. The resulting southbound queues on Weston Road typically found to extend beyond 1,000 feet from Central Street. At times, the southbound queues extend as far back as Turner Road (approximately 2500 feet). These queues extend through the Linden Street intersection blocking vehicles from entering Weston Road. Due to the traffic congestion and long queue on Weston Road, Curve Street and Howe Street have been used as a cut-through street to get to Linden Street. Traffic congestion is also generated by heavy volumes at the Route 9 and Weston Road Interchange. Vehicles entering and exiting the Route 9 ramps experience significant delays (Level of Service F) due to the heavy volumes on Weston Road. In the northbound direction, queues generated by school activity and the Route 9 ramps were found to extend back to Turner Road (approximately 1,700 feet) in the morning peak hour.

The Town most recently studied Weston Road as part of the purchase of the North 40 in 2014 and in review of a school project (Hardy, Hunnewell, and Upham) in 2016. Due to the limited right of way width of 40 feet, the existing volumes, and existing impediments including the MBTA rail line bridge, the mitigation is limited. Improvement would likely only improve with the expansion of the bridge width, which would require a taking of property. In considering the ability to construct a wider bridge or new bridge, cost (ranges from \$1.5 to \$5.5 million depending on scenarios), negotiations with MassDOT and MBTA are all limiting factors.

As part of the 2014 study, Beta Engineering, the Town's traffic consultant, noted the intersection of Weston Road at Central Street (135) has a volume capacity of 1,800 vehicles during the morning and afternoon peak hours. For this intersection, the morning peak hour is between 7:30 am to 8:30 am, and the afternoon peak hour is between 4:30 pm - 5:30 pm. Traffic data indicates approximately 2,300 cars are traveling through the intersection during these peak hours, exceeding the volume capacity by approximately 500 cars. As noted above, queues for the Weston Road/Central Street intersection can extend during these times approximately 1,000 to 1,700 feet back from the intersection along Weston Road. This is an existing site condition, and should additional uses be added to the site, the circulation pattern and vehicle trips would be additive to the existing traffic volumes. Increased volume generated to/from the proposed site will exacerbate these existing safety and traffic operational concerns.

In addition to the existing traffic volumes, the Town was notified on November 8, 2017 that site eligibility has been granted by Massachusetts Housing Partnership for a 90-unit project located at Delanson Circle. This project is located approximately 1900 feet from the proposed project. Linden Street provides the east/west access to Weston Road, the north/south access of Wellesley. Traffic in the immediate area will be exacerbated from the Delanson Road project.

### **Abutting Properties**

The setbacks of the proposed project are inadequate and juxtapose a 62-foot-tall building, 25 feet from the property line of a single residence home located at 144 Weston Road. This proposal has situated the proposed structure essentially on top of Town land with setbacks of 5 feet. The design is totally out of

character with the neighborhood, which as noted above does include multi-family housing on Linden Street. On Weston Road, the neighborhood is comprised of low 1 ½-story Cape Style, Farmhouse style Colonials, and Dutch-style Colonials. Newer homes constructed along Weston Road have followed historic patterns and are low-profile in nature. The proposed monolithic structure will significantly rise above the area, and likely will be seen from Wellesley College given the height, glass architectural design, and impacts from lighting.

The minimal setbacks surrounding the property leave no room for an adequate buffer. The grades of the property decline to the rear of the site, which is a concern for the Town on stormwater run-off, but in addition provide for no landscape buffer or screening. The minimal attempt at open space on the site, based on the fire access plan, would preclude plantings other than grass immediately abutting residential properties. The top floor balconies will further encroach on the privacy of the immediate abutters located at 144, 138, and 130 Weston Road.

To the north and west of the property, the abutting land is owned by the Town and is commonly referred to as the North 40. The rear parcel line touches the Cochituate Aqueduct, an historic resource listed on the National Register of Historic Places. The Cochituate Aqueduct is owned by the Town and is used for trail walking, but also has utilities including water and sewer. The site design has not taken advantage of this asset, which may be the only safe pedestrian access point to a safe crosswalk at Linden Street.

### **Stormwater**

The submitted plans currently do not include information on stormwater calculations or management. The project site is located within Wellesley College's Wellhead Zone II. Design should take into account the stormwater Best Management Practices (BMPs) for Wellhead protection districts as regulated by MassDEP. In general, given the dense site configuration, there is limited availability for subsurface retention in the small "open space" area directly abutting the rear of the property at 144 Weston Road. For drainage purposes, it should be noted that snow melt from surface parking and access drives will either drain into the subsurface system or be directed to the Town's sewer system and needs to account for suspended solids, filtration and volume. The small "open area" that could be an area for the subsurface infiltration, also will be the fire access and turnaround. The subsurface area would also need to account for the load of a fire truck. The Town wants to note it will be completely opposed to any stormwater systems located underneath the foundation/garage of the building.

### **Proposed Parking**

The parking for the site includes 60 parking spaces or 1.09 spaces per unit. The proposal does include 6 visitor parking spaces and a small area for deliveries which is critical since **on-street parking along Weston Road is prohibited**. The Town continues to remain concerned that the parking is insufficient to house residents with largely one car in a suburban environment, regardless of the proximity to the MBTA station. Although parking has been provided for deliveries, the turning radius, should cars be parked in the visitor spaces appears to be limited. The Town's notes trash is not part of the plan, but likely will be required to be located at grade and will deplete the surface parking areas.

### **Fire Access**

The proposed access and egress to the site for the Fire Department proposes to include essentially a backout/turn movement using "open space" areas on the site that likely would be reinforced. There is no access from the north or west sides of the parcel from Town land which is tree covered. When responding to an EMS call a fire truck, ambulance, and police car respond. The fire access lane will be needed to remain clear to allow for a fire truck to exit the site for these various calls. That will include maintaining clearance 365 days a year and will require plowing and limited plantings. The narrow access passage between the driveway and the property at 144 Weston Road will be challenging with snow plowing/clearing as well as when vehicles are parked in the surface lots.

### **Site access**

The proposal includes direct ingress and egress from Weston Road. Weston Road, as noted above, has existing capacity issues and often times forms long queues from Central Street back to almost Route 9. The access to the site heading northbound on Weston Road does not have suitable width to create a left hand turning lane. Access to the site heading north will create backups that will further impact the Linden Street and Central Street intersections. The Town is also confident that significant stacking and queuing on-site will occur during the morning peak due to the existing volumes on Weston Road. The short driveway area and garage likely will not be able to handle the potential stacking on site.

The location of the driveway is also troubling. The project location has a minimal frontage on Weston Road. The developer is proposing to keep the existing driveway in its location, which directly abuts the residential driveway of 144 Weston Road. The lights of turning vehicles will significantly disrupt the livability within this house. Turning into the site, a driver feels like they are turning into 144 Weston Road's driveway. The developer proposes a small "amenities" building, which should be removed. The driveway should be altered to create some buffer for the residential abutter. In doing this, the only way to then make parking and access work is to decrease the size of the building.

### **Pedestrian access**

The project location has no pedestrian amenities on the west side of Weston Road. Residents would be required to cross Weston Road to the existing sidewalk. Safe passage across Weston Road during the peak times would be encouraged at the Municipal Light Substation located at the intersection with Linden Street. The proposed plan has no pedestrian access proposal to safely move its residents to points of interest or the commuter station. The interior configuration of pedestrian access is located directly against the residential property located at 144 Weston Road, with no screening or buffering proposed. With snow conditions and the limited ingress and egress into the site, pedestrian access will be limited to the travel way in the site.

### **Public Transportation**

The MetroWest Regional Transit Authority has the Route 8 commuter bus which travels along Weston Road. The site should have bus accommodations adjacent to the site on Weston Road for tenants seeking public transportation.

### **Construction Concerns**

The Town has significant concerns with respect to the practicality of constructing this project on this site. The size of the site makes it impossible to stage cranes or other construction equipment, or to stockpile materials on site for construction. Additionally, parking for construction workers will be extremely limited and therefore will significantly affect the adjacent property and neighborhoods as parking is not allowed on Weston Road or Linden Street. Adjacent neighborhoods along Howe Street, Turner Road, Curve Street, or Avon Road could be impacted. These neighborhoods already experience significant cut-through traffic due to the traffic volumes and delays along Weston Road. The narrow nature of roads such as Howe, Curve, and Avon, combined with the existing hilly topography, will make travel dangerous should construction workers park in the area. The developer will be required to have parking off-site and to shuttle workers to the site. Deliveries will need to be expertly coordinated. Parking, even of a temporary nature within Weston Road, represents a significant safety concern to the Town and has the potential to significantly impede safety in a high crash and heavily congested area. The developer has not stated in the site application how construction would be staged and coordinated.

### **Landscape**

The site is surrounded by dense forests, including significant tree stands located within the North 40. Without ever coming to the Town to discuss potential by-right development the property owner cleared the site of 95% of the preexisting trees. The project proposes to situate the structure to the rear of the *pork chop*-shaped lot, but does not address any landscaping or screening of the site. The dense site design further limits the ability to screen with the placement of sidewalks against existing property lines, and fire access drives over the minimal open space area. The site is too dense to accommodate the design, and the neighbors will have no relief from the monolithic structure.

## **Wellesley's Progress on Affordable Housing**

As you are more than aware, the Town has recently been inundated with 40B Site Eligibility notices. The Town has not met its 10% threshold, but would like to convey the efforts it has continually made to increase the Town's affordable housing inventory. The Town of Wellesley has been making steady progress over the last 15 years in increasing the Subsidized Housing Inventory and consistently passing zoning provisions to assist with affordable housing as redevelopment opportunities in Wellesley's commercial districts occur. The Town as of October 18, 2017 is at 6.33% of its 10% goal, with upwards of 36 units in the process of being added to the Subsidized Housing Inventory within the next several months. Below are the Town's actions that have supported development of affordable housing:

- The 2007-2017 Comprehensive Plan was adopted in 2007 with actions for affordable housing.
- The Inclusionary Zoning Bylaw (IZB) was adopted in 2004 which requires residential projects in commercial districts to provide 20% affordable housing, and commercial projects over 10,000 square feet to provide 2% affordable housing (1 unit for every 50,000 square feet constructed).
- 2004: the Town's Community Preservation Committee funded \$65,000 in addition to HUD funds to create a DMR house at 4 Marshall Road (SHI).
- 2005: the IZB was modified to require subdivisions having more than 5 lots to comply with the Bylaw at 20% threshold.
- 2007: the definition of Floor Area Ratio in the Zoning Bylaw was modified to exclude affordable units developed under the IZB from being included in the FAR to increase density and increase opportunities for affordable housing units in commercial districts.
- 2007: the Linden Square project was completed, wherein 7 affordable housing units were created under the IZB (Units have recently be found to be missing from the Town's SHI, but are being added now).
- 2007/2008: permitting began for projects at 978 Washington Street and the former Wellesley Inn site at 576 Washington Street in Wellesley Square; these projects were delayed due to the recession, but both have now been completed, resulting in 7 SHI-eligible units at 978 Worcester and 5 SHI-eligible units at 576 Washington Street. Both projects were developed under the Town's Zoning and subject to the IZB; 978 Worcester St. also resulted in payment in-lieu funds for 1 unit.
- 2009: the permitting of a CVS resulted in the payment of in-lieu funds under the IZB.
- 2011: a 40B project was approved at 65-71 Washington Street resulting in 1 SHI-eligible unit.
- 2012: a project was permitted at 27 Washington Street, resulting in the development of 82 SHI-eligible units, as well as 7 assisted living units not SHI-eligible but permanently deed restricted to be affordable.
- 2012: the Wellesley Housing Development Corporation purchased a two-family dwelling at Peck Ave and a single-family dwelling at 6 Mellon Road, renovating the homes and creating 3 affordable units; at this time the Town also purchased 9 Highland Road, although it is not on SHI, but it is affordable due to deed restriction not complying with DHCD requirements (Must wait to add on resale per DHCD).
- 2013/2014: a 40B project was approved at 139 Linden Street providing 2 SHI units (Added to SHI in October 2017).
- 2013: Wellesley Square Zoning District was amended to create a special permit to increase density; this benefited and allowed the previously stalled Wellesley Inn project to proceed.
- 2016: the Planning Board approved a Definitive Subdivision plan for 135 Great Plain Ave. that included a payment in-lieu for 2.4 units.
- 2016 to present: the Town is developing a new Comprehensive Plan; known as the Unified Plan, the Plan is combining typical land use planning with all aspects of the Town's government to serve as a master strategic plan for the Town. The Plan is expected to be adopted in the Winter/Spring 2018. [www.wellesleyunifiedplan.com](http://www.wellesleyunifiedplan.com)

- July 2017 to present: the Planning Board and Housing Development Corporation, have aggregated \$35,000 for the creation of a Housing Production Plan for the Town. The Town is currently interviewing consultants.
- November 2017: the Planning Board is seeking FY19 funds to develop a sub-area study and plan, with additional funds to be provided from the Community Preservation Committee, with a focus on development/redevelopment opportunities in a defined area to support the development of additional affordable housing.

For reference, 40B projects currently in Project Eligibility are:

1. Delanson Circle (90 Units) ~ 1900 feet from proposed project (MHP-granted)
2. 135 Great Plain Avenue (44 Units) ~ 2 miles from the proposed project (MassHousing)

Other 40B projects being considered in Wellesley:

1. 136 Worcester Street (44 Units) ~3 miles from proposed project

Recent projects denied site eligibility, but likely to return as 40b projects are:

1. 680 Worcester Street
2. 16 Stearns Road

Based on the above, it is apparent that the proposed development is poorly designed and too intense for a site that is less than an acre in size. There is no doubt that more affordable housing opportunities are necessary in the Town of Wellesley, but such opportunities should be more respectful of existing neighborhoods and land uses, as well as the eventual residents of the development. This proposal creates a significant traffic and safety concern and must be denied at this level of density.

Sincerely,

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Ellen F. Gibbs, Chair

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Jack Morgan, Vice Chair

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Marjorie R. Freiman

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Beth Sullivan Woods

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Thomas Ulfelder

## Jop, Meghan

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**From:** Mike Brennan <msbrennan@gmail.com>  
**Sent:** Wednesday, November 15, 2017 9:05 PM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** Mic Renan; mbusby@masshousing.com  
**Subject:** Proposed 40B Site at 135 Great Plain Avenue

Dear Ms. Jop and Mr. Zehner,

We live at 80 Fuller Brook Road, directly on the aqueduct and a very short distance from proposed 40B site at 135 Great Plain Ave. We are writing to express our strong objections to and serious concerns about this project. We believe that if this project were to proceed, it would severely impact the flood plane and eco-system that is part of the project area. Further, there would be a number of other significant negative impacts to the area homeowners. These include the following:

- \*Effect on abutting protected Wetlands;

- \*The removal of 1000+ trees;

- \*Ground water displacement problems;

- \*Potential/likely flooding of neighboring properties;

- \*Sewerage problems;

- \*Increased flooding in the area of Brook St. & Great Plain Ave;

- \*Soil erosion and environmental effects caused by the removal of trees;

- \*Puddling and black ice at the corner of Brook St & Great Plain Ave;

- \*Increased traffic resulting in dangerous conditions for drivers, pedestrians and cyclists, particularly in the area of Brook Street (already a major morning commuter cut-through) and Great Plain Ave;

- \*The Great Plain rotary, is already the site of the highest number of crashes in Wellesley— this project would only make this traffic hazard worse;

- \*Traffic related to BSC and RDF, which already generate considerable congestion in this dangerous area would be significantly increased by this project;

- \*Violates Wellesley's Natural Resource Protection Development Bylaw (NRPD Bylaw) <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

- \*Disrupts historic structures <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

Concerns involving the homeownership experience of neighbors:

- \*A 44-unit housing complex should not be built in a residential, wooded neighborhood of single-family homes;

- \*Project is completely out of scale with the neighborhood in terms of design and density;

\*Seriously impingement/infringement on the privacy of abutters;

\*Radically alters the neighborhood and negatively impacts the experience of area homeowners;

\*Many current owners chose this neighborhood because it provides a private, quiet, and more rural wooded environment, which would no longer exist if this project were to proceed; and

\*Would lower property values in the area

Sincerely,  
Susan & Michael Brennan

Mike Brennan  
[msbrennan@gmail.com](mailto:msbrennan@gmail.com)

## Jop, Meghan

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**From:** Julie Bryan <julierbryan113@gmail.com>  
**Sent:** Thursday, November 16, 2017 9:25 AM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com  
**Subject:** Objection to 40B on Great Plain Ave

Dear Ms. Jop and Mr. Zehner,

I am a neighbor of the proposed 40B at [135 Great Plain Ave](#), and am writing to express my strong objection to this project because of the significant negative impact on the use and enjoyment of the property, as well as the critical safety and environmental concerns. With a 44 unit development, there will be 50-150 new residents, and the destruction of the land surrounding the area to build that development is of utmost concern.

Major safety and environmental concerns:

\*Effect on abutting protected Wetlands

\*The removal of 1000+ trees

\*Ground water displacement problems

\*Potential flooding of neighboring properties

\*Sewerage problems

\*Puddling and black ice at the corner of Brook St & Great Plain Ave

\*Increased traffic resulting in dangerous conditions for drivers, pedestrians and cyclists

\*The Great Plain rotary is already the site of the highest number of crashes in Wellesley— this project would greatly exacerbate this problem with no fewer than 50 new cars driving around and through the rotary.

\*BSC and RDF already generate considerable congestion in this dangerous area, which would be greatly exacerbated by this housing complex

\*Violates Wellesley's Natural Resource Protection Development Bylaw (NRPD Bylaw) <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

\*Disrupts historic structures <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

Concerns involving the use and enjoyment of the area by neighbors:

\*A 44-unit housing complex should not be built in a residential, wooded neighborhood of single-family homes

\*Project is completely out of scale with the neighborhood in terms of design and density

\*Seriously impinges on the privacy of abutters

\*Radically alters the neighborhood and negatively impacts the experience of area homeowners

\*Many current owners chose this neighborhood because it provides a private, quiet, and more rural wooded environment, which would be seriously compromised by this project

\*Would lower property values in the area

This is a terrible project with an enormous impact on traffic and safety in the area where dozens of small children live and play. The potential impact on the Sudbury path and surrounding wetlands cannot be ignored. While having 40B housing in Wellesley is important and welcome, a project such as this one is clearly designed only to maximize profits to the developer rather than offering a thoughtful, well-planned 40B housing option.

Sincerely,

Julie Bryan  
54 Fuller Brook Road

## Jop, Meghan

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**From:** Becky Donahue <rebeccajdonahue@gmail.com>  
**Sent:** Wednesday, November 15, 2017 10:38 PM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com  
**Subject:** Objection to Great Plain Ave 40B

Dear Ms. Jop and Mr. Zehner,

As neighbors of the proposed 40B at [135 Great Plain Ave](#), we are writing to express our objections to this project on safety and environmental grounds, as well as how it would negatively impact the experience of area homeowners.

Major safety and environmental concerns:

- \*Effect on abutting protected Wetlands

- \*The removal of 1000+ trees

- \*Ground water displacement problems

- \*Potential flooding of neighboring properties

- \*Sewerage problems

- \*Puddling and black ice at the corner of Brook St & Great Plain Ave

- \*Increased traffic resulting in dangerous conditions for drivers, pedestrians and cyclists

- \*The Great Plain rotary is already the site of the highest number of crashes in Wellesley— this project would greatly exacerbate this problem.

- \*BSC and RDF already generate considerable congestion in this dangerous area, which would be greatly exacerbated by this housing complex

- \*Violates Wellesley's Natural Resource Protection Development Bylaw (NRPD Bylaw) <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

\*Disrupts historic structures <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

Concerns involving the homeownership experience of neighbors:

\*A 44-unit housing complex should not be built in a residential, wooded neighborhood of single-family homes

\*Project is completely out of scale with the neighborhood in terms of design and density

\*Seriously impinges on the privacy of abutters

\*Radically alters the neighborhood and negatively impacts the experience of area homeowners

\*Many current owners chose this neighborhood because it provides a private, quiet, and more rural wooded environment, which would be seriously compromised by this project

\*Would lower property values in the area

Sincerely,

Ryan and Rebecca Flanagan  
56 Fuller Brook Road

Sent from my iPhone

## Jop, Meghan

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**From:** JACK KINCH <j.kinch@comcast.net>  
**Sent:** Wednesday, November 15, 2017 11:14 PM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com  
**Subject:** Objection to Great Plain Ave 40 B

Subject: Objection to Great Plain Ave 40B

Dear Ms. Jop and Mr. Zehner,

As neighbors of the proposed 40B at 135 Great Plain Ave, we are writing to express our objections to this project on safety and environmental grounds, as well as how it would negatively impact the experience of area homeowners.

Major safety and environmental concerns:

- \*Effect on abutting protected Wetlands
- \*The removal of 1000+ trees
- \*Ground water displacement problems
- \*Potential flooding of neighboring properties
- \*Sewerage problems
- \*Puddling and black ice at the corner of Brook St & Great Plain Ave
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- \*Many current owners chose this neighborhood because it provides a private, quiet, and more rural wooded environment, which would be seriously compromised by this project
- \*Would lower property values in the area

Sincerely,  
Linda and John Kinch

61 Eisenhower Circle

Wellesley, MA 02482

## Jop, Meghan

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**From:** Stephanie Morgan <smorgan1220@verizon.net>  
**Sent:** Wednesday, November 15, 2017 10:00 PM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com  
**Subject:** Subject: Objection to Great Plain Ave 40B

Dear Ms. Jop and Mr. Zehner,

As neighbors of the proposed 40B at 135 Great Plain Ave, we are writing to express our objections to this project on safety and environmental grounds, as well as how it would negatively impact the experience of area homeowners.

Major safety and environmental concerns:

- \*Effect on abutting protected Wetlands

- \*The removal of 1000+ trees

- \*Ground water displacement problems

- \*Potential flooding of neighboring properties

- \*Sewerage problems

- \*Puddling and black ice at the corner of Brook St & Great Plain Ave

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- \*Radically alters the neighborhood and negatively impacts the experience of area homeowners

- \*Many current owners chose this neighborhood because it provides a private, quiet, and more rural wooded environment, which would be seriously compromised by this project

- \*Would lower property values in the area

We hope you truly consider our predicament and take into consideration that while we understand Wellesley does not currently meet the affordable housing percentage, we feel the Great Plain Ave site is not the suitable location for such a large scale and complex project.

Sincerely,

John and Stephanie Morgan  
42 Eisenhower Circle, Wellesley

smorgan1220@verizon.net

## Jop, Meghan

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**From:** Susan Mucci <susanmucci@comcast.net>  
**Sent:** Tuesday, November 14, 2017 10:07 AM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com; Al Mucci  
**Subject:** Objections to Great Plain 40B

Dear Ms. Jop and Mr. Zehner,

As abutters, we are writing to respectfully request your help in preventing the Great Plain 40B from overwhelming and devaluing our community. We attended the October 30th meeting and have read the draft letter to MassHousing.

We question the wisdom of building a 44-unit housing complex in a residential, wooded, single-family home neighborhood abutting **protected Wetlands** at the expense of **1000+ trees**. Major **environmental** and **safety** concerns include potential flooding, sewerage problems, and dangerous conditions for drivers, pedestrians and cyclists as a function of increased traffic (the rotary is the site of the highest number of crashes in Wellesley and the BSC and RDF already generate considerable traffic in the area). Given that the project is completely out of scale with the neighborhood in terms of design and density and would seriously impinge on the privacy of abutters, such a development would radically alter the experience of area home owners and have a negative impact on property values. After living in a thickly settled city area, we moved to this neighborhood precisely because of the privacy and quiet, wooded, and more rural environment it provided.

We wonder how Northland Corporation's initial proposal has morphed into a large 40B— despite concerns raised by the Wellesley Historical Commission two years ago. These concerns, detailing the Town's Natural Resource Protection Development Bylaw (NRPD Bylaw) and the disruption of historic structures, are pasted below along with a link to the page.

Thank you for your consideration.

Sincerely,

Susan and Al Mucci  
53 Eisenhower Circle

<http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

### The Property

135 Great Plain Avenue is a unique parcel of land in Wellesley that may not be known to many by its address, but that all residents have probably driven past on their way to the Town RDF or the Boston Sports Club across the street. To the careful observer, the driveway entrance is known by its stone gates on Great Plain Ave.

### Background

In late 2014, following almost 300 years of private ownership, traceable to the prominent Fuller family of Wellesley, the approx. 12 acre parcel was sold to Burlington-based developer Northland Residential Corporation. Around the time the property came under agreement for purchase and sale, the Wellesley Historical Commission wrote a letter to both the Planning Board and Natural Resources Commission, copying the developer, in which we provided targeted preservation recommendations and outlined our concerns regarding the historical aspects of the property in connection with the requirements of the Town's [Natural Resource Protection Development bylaw](#) (the NRPD Bylaw), which will govern the proposed subdivision of the property. The subdivision of 135 Great Plain Ave. will be the first application of the NRPD Bylaw.

### Subdivision Plan

In 2015, the developer submitted its proposed Definitive Subdivision Application for 135 Great Plain Avenue to the Planning Board. After reviewing the plan, the Historical Commission wrote a public comment letter to the Planning Board, in which we applied the NRPD Bylaw to the plan and outlined our substantive, legal concerns with the proposed subdivision plan. On September 8, 2015, representatives of the Historical Commission attended the first public hearing on the plan before the Planning Board, at which the developer presented its plan, abutters and other members of the public spoke, and a representative of the Historical Commission briefly addressed the Planning Board concerning our comment letter.

Although the Historical Commission commends the developer for proposing to preserve the stone gates on Great Plain Ave. and the fieldstone playhouse located within the property, we raise two substantive concerns with the current, proposed plan, as briefly summarized below:

1. **The Plan Fails to Demonstrate a Context-Sensitive Design, Particularly with Respect to the Natural Setting and Topography of the Property.** The intent of the NRPD Bylaw is to allow innovative, context sensitive design of large subdivisions. In furthering this intent, the NRPD Bylaw requires minimizing the destruction of, and encouraging the permanent preservation of historical, cultural and scenic areas, as well as promoting development that consumes less open land and conforms to existing topography and natural features. Various design requirements apply to subdivisions governed by the NRPD Bylaw, including that landscape shall be preserved in its natural state, insofar as practical, by minimizing tree and soil removal and the removal or disruption of historic, traditional or significant uses, structures or architectural elements. The developer's proposed subdivision plan, a simple lollipop design, shows little — if any — creativity within the context of the property's natural setting, contrary to the express purpose of the NRPD Bylaw. Further, rather than conforming to the natural, wooded existing topography of the land, the plan calls for the entire subdivision area to be significantly clear cut, bulldozed and regraded, again running contrary to the plain language of the NRPD Bylaw.
2. **The Plan Fails to “Minimize Insofar as Practicable” the Removal or Disruption of Historic Structures.** The plan currently proposes that the main house located at 135 Great Plain Ave., built in 1905, be demolished. Based on the factors indicated in our comment letter, the Historical Commission has determined that the house is historically-significant to the Town. As noted above, the removal or disruption of historic, traditional or significant uses, structures or architectural elements shall be minimized insofar as practicable. It is insufficient as a matter of law to interpret the phrase “insofar as practicable” as having been satisfied upon a mere showing that retaining the 1905 house as part of an NRDP-governed subdivision is inconvenient, or even that retaining the 1905 house will require the developer to incur an additional expense. The relevant legal inquiry is instead whether any solution to protect the 1905 house is unfeasible, and arguably whether any such solution would render any development of the property — not merely the specific development scheme that the developer may ideally prefer — uneconomic. The Historical Commission has seen no evidence that this would be the case.

## Jop, Meghan

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**From:** Cathy Reilly <cathy2476@yahoo.com>  
**Sent:** Thursday, November 16, 2017 8:40 AM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com  
**Subject:** Subject: Objection to Great Plain Ave 40B

Dear Ms. Jop and Mr. Zehner,

As neighbors of the proposed 40B at 135 Great Plain Ave, we are writing to express our objections to this project on safety and environmental grounds, as well as how it would negatively impact the experience of area homeowners.

Major safety and environmental concerns:

\*Puddling and black ice at the corner of Brook St & Great Plain Ave

\*Increased traffic resulting in dangerous conditions for drivers, pedestrians and cyclists

\*The Great Plain rotary is already the site of the highest number of crashes in Wellesley— this project would greatly exacerbate this problem.

\*Additional traffic/safety concerns, particularly during morning commute hours for school children, where the turnaround traffic towards town on Great Plain avenue causes backups onto Brook St. On bad days, this already backs up all the way to the problematic Benvenue/Brook St intersection while children are trying to walk to school.

\* Let's be honest, that property is not walkable into town or any school, even with proposed pedestrian upgrades, with the exception of maybe the high school. That property would be a > 25-minute walk into town, even for a fast walker.

Concerns involving the homeownership experience of neighbors:

\*A 44-unit housing complex should not be built in a residential, wooded neighborhood of single-family homes

\*Project is completely out of scale with the neighborhood in terms of design and density

Sincerely,

Cathy Reilly  
9 Juniper Rd

## Jop, Meghan

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**From:** Kelly Mulligan Uller <judeandrea@yahoo.com>  
**Sent:** Wednesday, November 15, 2017 9:56 PM  
**To:** Jop, Meghan; Zehner, Michael  
**Cc:** mbusby@masshousing.com; \_Beth Sullivan; Jeff Uller  
**Subject:** 135 Great Plain Avenue 40B Proposal considerations

Dear Ms. Jop and Mr. Zehner,

First, thank you for your time and commitment to making Wellesley such a wonderful and attractive town to live in. Second, there should be many affordable housing options in Wellesley, not just those designated 40B, but at all parts of the housing price spectrum, including 40B.

As neighbors of the proposed 40B at 135 Great Plain Ave, we are writing to express our objections to this *type of project* on safety and environmental grounds, as well as how it would negatively impact the experience of this neighborhood.

Major safety and environmental concerns:

\*Effect on abutting protected Wetlands

\*The removal of 1000+ trees

\*Ground water displacement problems

\*Potential flooding of neighboring properties

\*Sewerage problems

\*Puddling and black ice at the corner of Brook St & Great Plain Ave

\*Increased traffic resulting in dangerous conditions for drivers, pedestrians and cyclists

\*The Great Plain rotary is already the site of the highest number of crashes in Wellesley— this project would greatly exacerbate this problem. There was another motor vehicle crash this week (of 11/13th) which involved injuries, as reported by the Wellesley Police.

\*BSC and RDF already generate considerable congestion in this dangerous area, which would be greatly exacerbated by this housing complex

\*Violates Wellesley's Natural Resource Protection Development Bylaw (NRPD Bylaw) <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

\*Disrupts historic structures <http://www.wellesleyhistoricalcommission.org/projects/135-great-plain-avenue/>

Wellesley should continue to stress the importance of evaluating the impact on the existing water and sewer infrastructure and its relation to continuation of high quality services to the entire neighborhood.

**Concerns involving the homeownership experience of neighbors:**

\*A 44-unit housing complex should not be built in a residential, wooded neighborhood of single-family homes

\*Project is completely out of scale with the neighborhood in terms of design and density - there is no setback regarding the height, size and scale of the proposed buildings along Great Plain Avenue. Triplexes in the town of Wellesley, no matter how well designed, with very little to no setback, therefore wildlife, tree canopy and natural beauty abolished, is sad. More thoughtful consideration and collaboration with the Planning Board should occur to discuss the overall design.

There are very few remaining residential areas of Wellesley like this Great Plain Avenue/Brook St. neighborhood where there are many wooded areas, woodlands, aqueduct path and preserved properties that have not been cleared by tractors and new cookie-cutter homes/developments (like any other suburban town in America) put in its place.

The current land over by Route 9 and Barton Road (off of Cedar Street) has significant land, access to schools (2 within walking distance), playgrounds, public transportation, highway access, sidewalks, etc. to help get more affordable housing in Wellesley. And this is just 1 significant site that should be explored for all the right reasons, not for a developer who poorly planned for a 12 home subdivision and then admittedly decided that it was not in their economic interest to continue with the 12 home plan but instead propose this large scale project. The developer is clearly in this for economic profit since they are only offering the minimum units to be considered 40B - and the placement of the 40B units, as mentioned in a Planning Board meeting or Board of Selectman Meeting does not meet the spirit of what affordable housing should accomplish. If the developer cared about affordable housing, then they should increase the # of affordable homes in the development which would help with Wellesley's deficiency in this area.

\*Seriously impinges on the privacy of abutters

\*Radically alters the neighborhood and negatively impacts the experience of area homeowners

\*Many current owners chose this neighborhood because it provides a *private, quiet, and more rural wooded environment*, which would be seriously compromised by this project

\*There is significant wildlife that is being currently displaced, 1st by the major project at Woodlawn Cemetery and potentially by this development.

- The current wildlife consistently seen on a weekly/daily basis:
- Flocks/families of turkey (we've seen multiples of 20+) that consistently walk on this part of Great Plain Ave/Brook Street section of Wellesley.
- There have been multiple coyote/wolf sightings along this part of Great Plain Ave/Brook Street section of Wellesley.
- Multiple deer that consistently walk through the neighborhood, not to mention all of the other wildlife that live along the aqueduct and wetlands part of the neighborhood.

We strongly feel that the scale of this project puts safety as a priority concern. **The # of units, lack of parking and designated areas for emergency vehicles should be a huge concern.** The additional traffic along Great Plain Avenue, particularly as highlighted and noted above, would add to an already dangerous intersection (Wellesley RDF and Babson Skating Rink entrance). Speaking from a personal experience, my 10 year old daughter and Kelly, were driving towards Needham on Great Plain Avenue, on a Sunday morning at 11:30 AM (on September 10, 2017). We were hit head on in a collision (all air bags deployed) by a car hastily pulling out of the RDF (taking a left hand turn towards Wellesley).

The main issue with any traffic coming from that side of Great Plain Avenue, is that traffic builds up, and drivers look for an opening to make a left hand turn back towards the rest of Wellesley (since the RDF is on the

Needham/Wellesley line). Therefore, we've experienced how drivers waiting for that left hand turn get frustrated and make hasty decisions to 'go for it' and cause accidents (like in our case) or near accidents in countless other incidents.

We strongly disagree with a traffic light going in and out of the proposed complex since it will create more traffic issues on Great Plain Avenue, including those who use the Babson Skating Center/BSC and/or RDF. I believe one of the direct abutters spoke at a recent Planning Board meeting and discussed how he timed how many times he and his family turn out of his driveway and onto Great Plain Avenue in one day and timed the time it took to turn onto Great Plain Avenue. This is an example of one family. But it also demonstrates how the other direct abutters and the Brook Street neighborhood would be significantly impacted by the increase traffic volume, especially since Brook St. neighbors use the center left turn section on Great Plain to make their left hand turn, primarily due to the fact that taking a left hand turn from Brook St. onto Great Plain Avenue is dangerous.

Finally, as it relates to affordable housing in Wellesley. We support affordable housing. We support affordable housing at this location (if scaled down properly), but not where it appears to set up potential neighbor conflicts within the development. The out of proportion price between 40B units and non-40B units, and then the disparity of the monthly HOA fees needs to be addressed. For a 40B development like this to work in Wellesley, strong consideration should make the developer (and the state) set up a long-term escrow type of account or fund which will help ensure that exterior maintenance and landscaping, including trash pickup, etc. for the 40B homeowners. Therefore the non-40B homeowners would not feel like they are supplementing the cost for the 40B homeowners. If a homeowner has to choose between living basic needs to pay and HOA, food/clothing and shelter win every time. Another concern is that this developer will come and go in Wellesley. They do not maintain a vested interest in seeing long-term (20+ years) of success. Setting up such fund would help ensure this involvement. If set up and managed properly, the fund could perpetuate to much longer terms. If you look at other '40B and 40B-like' properties around Wellesley, their maintenance and upkeep is not within the neighborhood's standards and there are cultural divides that could have been avoided if set up properly in the first place.

Sincerely,

Jeff and Kelly Uller  
3 Wildon Road

Untitled

Board of Selectmen  
Town of Wellesley

Re the proposed residential construction of 135 Great Plain Avenue, Wellesley

1. It would radically change the character of the area which has long

been single family housing:

2. Forty some apartments on what is being referred to as 12+ acres( but with

wet lands and it's pond is 9 1/2 acres of buildable land) is excessive in

the extreme and causes a raft of serious problems such as

a. a major increase of traffic on an already congested part of

rt. 135 which will necessitate it's thorough redesign and

b. serious safety issues not only with car, truck, school bus travel

but joggers, bikers and children in motion.

Why not consider a lot fewer homes at this location and a town commitment to

allow cluster style housing in another location more suitable, for example

the 40 acres the town recently acquired off Weston Rd. across from Wellesley

College?

Page 1

*Herb Urbach*  
70 Fuller Brook Road  
781-235-2774  
Nov 6, 2017

## Untitled

Board of Selectmen  
Town of Wellesley

I attended the meeting of the Board of Selectmen and Planning Board on Monday, Oct. 30th to discuss the proposed residential construction of 44 condominium units on the 12 acres of land off rt 135. I have lived on 70 Fuller Brook Rd. in Wellesley for 49 years. I know this parcel of land well and it has been a treasure in our neighborhood for these many years. It is one of the reasons we purchased our home in 1968. The pond has been used for skating for the neighbors and the woods are full of wildlife. Our back yard area abuts the Sudbury aqueduct as does this parcel of land in question. Neighbors use this aqueduct to walk their dogs as well as jog and ride their bikes. It is a quiet and safe area. 44 units of housing would change the nature of this area considerably. I cannot see that putting duplexes and triplexes on this prime piece of property would be an asset to the town. I would like to know more about this sudden need for affordable housing and how long our town has been in noncompliance with state mandates. Is it possible to

Untitled

appeal to Mass Housing for a delay in these plans and to consider the effect of so many 40B projects at one time? I think affordable housing would be more appropriate near public transportation or a major highway. I think the Board of Selectmen and the Planning Board should ask for more time to develop a long term solution.



Donna Urbach

Nov. 6, 2017

## Jop, Meghan

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**From:** Kelley Wigren <kelley11@gmail.com>  
**Sent:** Monday, November 13, 2017 10:30 PM  
**To:** Jop, Meghan; Zehner, Michael  
**Subject:** Great Plain Ave 403B

Hello,

I am writing to express my opposition to the Great Plain Ave 40B proposal. I am in favor of more affordable housing in Wellesley, but dispute this location for a few reasons. Building a 44-unit housing complex in a residential, single-family home neighborhood abutting protected Wetlands at the expense of 1000+ trees seems questionable. Environmental and safety concerns include potential flooding and dangerous conditions for drivers, pedestrians and cyclists as a function of increased traffic (the rotary is the site of the highest number of crashes in Wellesley and the BSC and RDF already generate considerable traffic in the area). Given that the project is out of scale with the neighborhood in terms of design and density, it would seriously impinge on the privacy of abutters, and would radically alter the experience of area home owners of which I am one. In addition, such a development likely would have a negative impact on property values. Surely there are other locations or other plans that could provide more affordable housing in Wellesley which would make more sense than this one.

Thank you,

Kelley Wigren