

TOWN OF WELLESLEY



MASSACHUSETTS

BOARD OF SELECTMEN

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WWW.WELLESLEYMA.GOV
HANS LARSEN

EXECUTIVE DIRECTOR OF GENERAL GOVERNMENT

MEMO

Date: June 20, 2008
To: Rick Brown, Planning Director
From: Hans Larsen, Executive Director 
RE: 978 Worcester Street PSI Traffic Study

At their June 9, 2008 meeting, the Board of Selectmen voted (5-0) to approve the 978 Worcester Street Redevelopment (PSI 08-01) traffic study as being professionally prepared and that it adequately addresses the traffic and pedestrian safety impacts and to forward all recommendations agreed to by BETA Group, Beals Associates, and Vanasse & Associates. These recommendations include:

- BETA's final recommendations regarding site access/egress (attached)
- Traffic signal improvement plan for Overbrook Drive at Route 9
 - Replace existing traffic signal controller
 - Replace all existing incandescent signal/pedestrian signal heads with new LED lights
 - Install new wheelchair ramps, crosswalk lines, pavement markings, push buttons and an Opticom pre-emption system.
 - Replace or install loop detectors as necessary
 - Coordinate this intersection with the Oak Street at Route 9 intersection in Natick either by radio or GPS system control.
- Traffic monitoring at Overbrook Drive and Beechwood Road at 6 and 12 months after full occupancy
- Traffic monitoring at site entrance/exit at 6 and 12 months after full occupancy
- Future commitment for a "frontage road" (dependent on Kehoe land development)

Copies of the relevant documents are enclosed.

In addition the Board of Selectmen recommends that the developer be required to repair sidewalks on the south side of Worcester Street from Grove Road in Natick to a point 600 feet east of the project and the north side from Ottaway Circle to 951 Worcester Street (Dunkin Donuts).

If you have any questions, please do not hesitate to contact me.

Connolly, Terry

From: Kien Ho [KHo@BETA-Inc.com]
Sent: Friday, June 20, 2008 4:23 PM
To: Connolly, Terry
Subject: FW: Scanned Image from BETA Group
Attachments: BETA_MA_1_SCAN_6497_000.pdf

Terry,

Here is our final comment on the revised egress site plan. Please include this e-mail and our sketch into your package.

Kien

-----Original Message-----

From: Kien Ho
Sent: Friday, June 06, 2008 11:06 AM
To: 'Larsen, Hans'
Cc: Jeff Freudberg; Cunningham, Chief Terrence M.; Fader, Steve; 'Pakstis, Mike'; Connolly, Terry
Subject: FW: Scanned Image from BETA Group

Hans,

We are comfortable with the revised egress design and have minor comments on the revised egress driveway (see attached sketch). We recommend that the "island" be modified to provide the following :

1. the stop bar for the eastbound travel direction will be inside the parking lot instead of outside or in the egress roadway.
2. ensure that the right turn is physically restricted.

The island modification is necessary from a safety standpoint and will loose one parking space with the handicapped space being shifted to the east.

Please call if you have any questions.

Kien

-----Original Message-----

From: BETA@BETA-Inc.com [mailto:BETA@BETA-Inc.com]
Sent: Friday, June 06, 2008 10:29 AM
To: KHo@BETA-Inc.com
Subject: Scanned Image from BETA Group

<div align=center>

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6/20/2008

BEALS ASSOCIATES INC.

June 3, 2008

Patricia Leavenworth, P.E.
Massachusetts Highway Department
District 4
519 Appleton Street
Arlington, MA 02174

ATTN: Michael Formichella

RE: 978 Worcester Street Access
Route 9, Wellesley, MA

Ms. Leavenworth

We are writing on behalf of Wellesley Realty Associates, Wellesley MA regarding a proposed mixed use development at 978 Worcester Street (Route 9) in Wellesley. The subject site is located on the south side of Route 9 and abuts town owned land along Morse's Pond. The site is currently developed with a long narrow motel building, parallel to the easterly property boundary, which is intended for demolition. There is also a two-story existing motel annex also to be demolished. The proposed development is comprised of the construction of 36 unit residential condominium building and a 24,000 square foot two-story building with retail on the first floor and offices on the second floor.

During the process of town review of the project, the issue of access to the site has been raised. The proponent is proposing two curb cuts on Route 9, a one-way entrance onto the property and a one-way exit onto Route 9. Travel along Route 9 is easterly only, thereby only allowing a right hand turn both onto and off the site. Please see attached plan that illustrates the proposed access. We believe this is the best access both onto and off the site.

In addition, as part of the local review for the project, improvements to the traffic signal at Overbrook Drive and Route 9 have also been recommended as discussed at the site meeting on May 5, 2008. The proponent has agreed to make improvements to the controls at the traffic signal at Overbrook Drive (an intersection just west of the subject property).

The Town has requested that we obtain documentation from MHD regarding concurrence with these two recommendations.

Please feel free to contact us should you require additional information.

Sincerely,
Beals Associates, Inc.

Cynthia Theriault, P.E.

cc: Jeff Dirk, Vanesse Associates Inc.
Dean Behrend, Wellesley Realty Associates

Prepared for:

DEAN BEHRERD
WELLESLEY REALTY ASSOC.
P.O. BOX 81004
WELLESLEY, MASSACHUSETTS
02481

Prepared by:

BEALS ASSOCIATES INC.
88 NORTH WASHINGTON ST.
BOSTON
MASSACHUSETTS
02114
617.742.8854
617.742.0310

NOTICE:
SITE PLAN 91029 WORKSHEET 57.
DATE: NOV. 18, 2003
BY: FIELD RESOURCE INC.
AND CONSULTING DESIGN OF INC.
DRAWING NO. 03-001
NO. 1000
WELLESLEY, MA
BY: FIELD RESOURCE INC.
WELLESLEY, MA
PROJECT NO. 03-001
REVISIONS: 1.00
SHEET NO. 14 OF 14

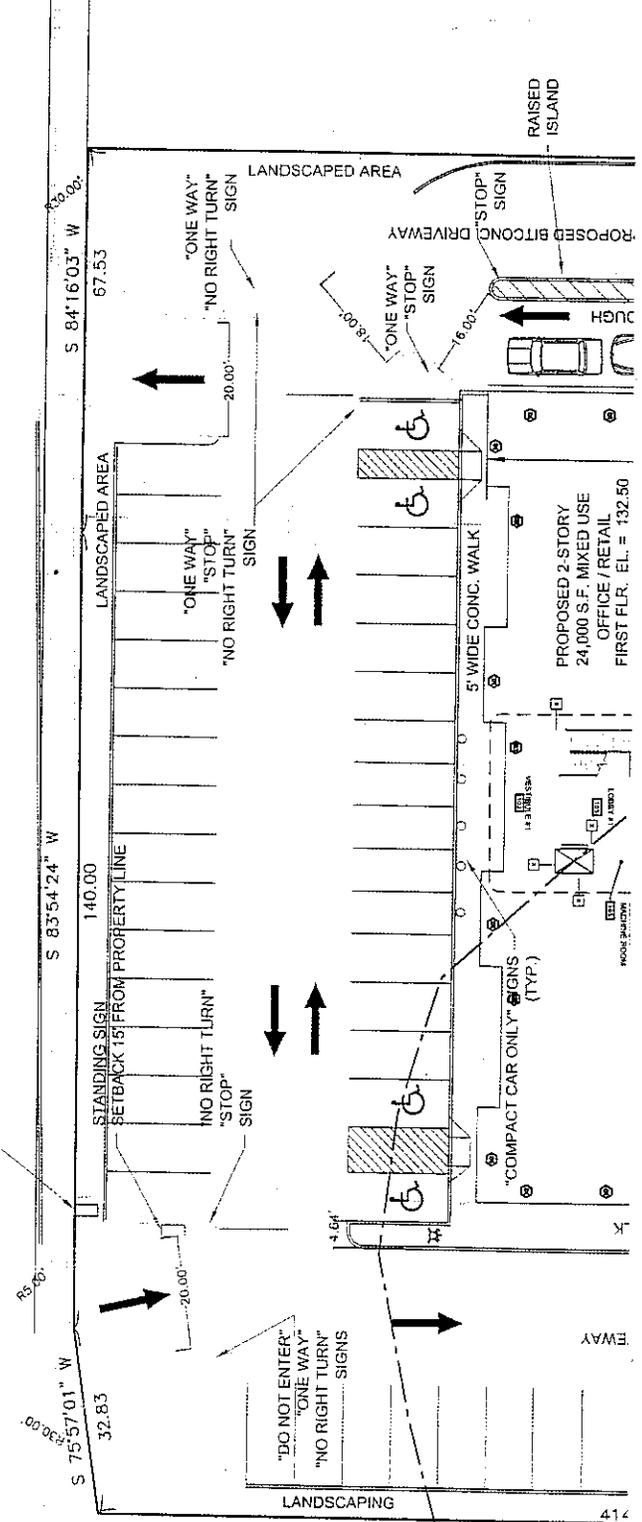
NOTES:
PARKING REQUIREMENTS: 10 SPACES (11 SPACES IN MEMORANDUM)
20' MAX. COMPACT SPACES + 42 SPACES
HANDICAPPED SPACES + 2 SPACES
PROVIDED: 100%
STREETCART AND STATIONARY (15' x 15')
HANDICAPPED (11' x 15')
100%
100%
LANDSCAPED AREA: 2,572 S.F. (2,572 S.F. REQUIRED) 80% OF PROVIDED
LANDSCAPED AREA + 25,721 S.F.
ONE STANDING SIGN SHALL BE PLACED ON THE PROPERTY AS
INDICATED ON THIS PLAN. ALL OTHER STANDING SIGNS SHALL BE
50 S.F. IN AREA AND SHALL HAVE LETTERING NO LARGER THAN
4 INCHES
GRAPHIC SCALE
1" = 20' (SEE PLAN)

97A WORCESTER STREET
REDEVELOPMENT PROJECT
IN THE TOWN OF
WELLESLEY, MASSACHUSETTS
PROPOSED SIGNAGE &
ACCESS PLAN

| | |
|-----------------|--|
| DATE: | JANUARY 15, 2008 |
| REVISIONS: | DATE: 1/15/08 |
| By: | Construction Committee - Franka Center |
| Project: | 97A Worcester Street |
| Sheet No.: | 14 |
| Project Name: | 97A Worcester Street |
| Project Number: | C-250 |
| Sheet Number: | 14 |

PROPOSED CURBING TO MATCH EXISTING CURBLINE ON
WORCESTER STREET. SITE TO BE GRADED DOWNGRADIENT
FROM ROUTE 9 SUCH THAT NO STORMWATER RUNOFF
FROM THE SITE WILL FLOW ONTO ROUTE 9.

WORCESTER STREET
(STATE HIGHWAY VARIABLE WIDTH)



APPROX. 100' x 100' REPAIR ZONE
FLOODPLAIN LINE
EXISTING LOT LINE

ENTRANCE EASTMONT

- PROPOSED GRANITE PAVEMENT
- PROPOSED GRAVEL DRIVEWAY
- ESTIMATED BORDERING VEGETATED WETLAND
- APPROX. 27' x 100' WETLAND BUFFER ZONE
- EROSION CONTROL STRUCTURE OF WORK
- PROPOSED WATER
- PROPOSED SEWER
- PROPOSED DRIVE
- PROPOSED CATCHBASIN
- PROPOSED DRIVE MANHOLE



PROPOSED TREE



Deval L. Patrick
Governor

Timothy P. Murray
Lt. Governor

Bernard Cohen
Secretary

Luisa Parewonsky
Commissioner



May 28, 2008

Ms. Cynthia Theriault, P.E.
Beals Associates, Inc.
98 North Washington Street
Boston, MA 02114

Re: Wellesley, Route 9
978 Worcester Street
Proposed Mixed Use Development

RECEIVED BY
JUN - 5 RECD
BEALS ASSOCIATES, INC.

Dear Ms. Theriault:

This is written in response to the permit application, plan, and supporting materials submitted for the subject development.

The District Traffic Section has reviewed this submission and has the following comments and recommendations relative to the proposed improvements to the Overlook Drive at Route 9 intersection:

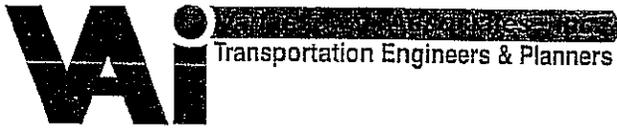
- Please identify any existing problems including signal timing and phasing.
- Provide a traffic signal improvement plan for MassHighway's review and approval.
- It is strongly recommended that the following items be installed or replaced:
 - Replace the existing traffic signal controller.
 - Replace all incandescent signal/pedestrian heads with new LED lights.
 - Installing new wheelchair ramps (ADA/AAB compliant), crosswalk lines, pavement markings, push-buttons and an Opticom pre-emption system at this intersection.
 - Replace or install loop detectors as necessary.
 - Coordinate this intersection with the Oak Street at Route 9 intersection in Natick either by radio or GPS system control.

Once these items are addressed the District will continue with the processing of this application. Please direct any questions relative to this correspondence to Michael Formichella, District Permit Engineer, at 781.641.8451.

Sincerely,

Patricia A. Leavenworth, P.E.
District Highway Director

STM/stm



10 New England Business Center Drive
Suite 314
Andover, MA 01810-1066
Office 978-474-8800
Fax 978-688-6508

Ref: 4926

May 27, 2008

Mr. Hans Larsen
Director of General Government
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Proposed Mixed-Use Development
978 Worcester Street (Route 9)
Wellesley, Massachusetts

Dear Mr. Larsen:

Vanasse & Associates, Inc. (VAI) is providing updated information concerning the elements of the traffic monitoring program to be completed as a condition of the approval of the proposed mixed-use development to be located at 978 Worcester Street (Route 9) in Wellesley, Massachusetts (the "Project"). Specifically, as discussed with BETA Group, Inc. (BETA), the Town's Traffic Engineer, the traffic monitoring program for the Project described in our May 15, 2008 letter will be expanded to include 72-hour (Thursday through Saturday) vehicle travel speed measurements along Overbrook Drive and Beachwood Road. Should the speed measurements indicate that the 85th percentile vehicle travel speed along these roadways increases by more than 5 miles per hour (mph) over conditions prior to the commencement of the monitoring program, the escrow monies to be deposited with the Town by the Project proponent can be used toward the implementation of appropriate speed control measures within the Overbrook Neighborhood area of the Town.

If you should have any questions regarding this supplemental information or the elements of the transportation mitigation program for the project, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Jeffrey S. Dirk', is written over the typed name. The signature is enclosed in a hand-drawn oval.

Jeffrey S. Dirk, P.E., PTOE
Vice President

cc: K. Ho, P.E., PTOE – BETA Group, Inc.
C. Theriault, P.E. – Beals Associates, Inc.
D. Behrand – Wellesley Realty Associates
RDV, BG, MAS, File

Connolly, Terry

From: Kien Ho [KHo@BETA-Inc.com]
Sent: Friday, June 20, 2008 4:35 PM
To: Connolly, Terry
Subject: FW: 978 Worcester st

Please also include this e-mail into your package.

From: Kien Ho
Sent: Monday, May 26, 2008 10:20 PM
To: 'Jeffrey S. Dirk, P.E.,PTOE'; Jeff Freudberg
Cc: Kien Ho; hlarsen@wellesleyma.gov; Connolly, Terry; Cynthia Theriault; Bernie Guen; behrendconstruction@verizon.net
Subject: RE: 978 Worcester st

Jeff D.,

Thanks for clarifying the 110% traffic volume related to future mitigation requirement. Our concern is that the 110% volume criteria does not factor in future speeding issue on residential streets. The escrow should also include potential speeding issues caused by the project. For example, escrow should also include future mitigations for dynamic speed signs (approximately \$15K each assume using solar type), Also, we will need to agreed on the limits of the traffic monitoring locations which will include residential streets. Please call if you have any questions.

Thanks
Kien

From: Jeffrey S. Dirk, P.E.,PTOE [mailto:jdirk@rdva.com]
Sent: Sunday, May 25, 2008 7:18 AM
To: Jeff Freudberg
Cc: Kien Ho; hlarsen@wellesleyma.gov; Connolly, Terry; Cynthia Theriault; Bernie Guen; behrendconstruction@verizon.net
Subject: RE: 978 Worcester st

Jeff,

With respect to the last item on your list (traffic monitoring), you are correct that the reference was to 110 percent of the forecasted volume. The purpose of this proposed condition is to provide the Town with the ability to use the escrow monies to complete an off-site roadway and/or intersection improvement within the study area to address a specific safety or capacity related concern should the actual experienced traffic volumes generated by the project exceed 110 percent of the traffic volumes forecasted for the project.

Beals Associates will provide responses and supplemental information to address your remaining questions/comments concerning the site plan and parking. If you should have any questions, please feel free to contact me.

Jeffrey S. Dirk, P.E., PTOE
Vice President
Vanasse & Associates, Inc.
10 New England Business Center Drive, Suite 314
Andover, MA 01810

Phone: 978-474-8800
Fax: 978-688-6508

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6/20/2008

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From: Jeff Freudberg [mailto:JFreudberg@BETA-Inc.com]
Sent: Friday, May 23, 2008 3:29 PM
To: Jeffrey S. Dirk, P.E.,PTOE; 'Cynthia Theriault'
Cc: Kien Ho; 'harsen@wellesley.ma.gov'; 'Connolly, Terry'
Subject: 978 Worcester st

Jeff, Cynthia--The following are what we believe are outstanding issues with regard to 978 Worcester St:

- Site Drive exit too close to Lee Volvo Drive; can it be moved?
- Site egress/drive thru/Parking aisle too confusing (safety concern)--need to revise site circulation; suggest counterclockwise loop plus physical separation of drive thru
- parking analysis did not take into account gated parking for residential use; need to revise parking analysis
- frontage road concept not possible due to Kehoe proposed building and 978 parking concerns; need alternate connection in back of property, is there a location for this?
- need to clarify 10% increase in VAI 5/15/08 letter regarding traffic monitoring; what is meant by 10% increase? Did you mean 110% of forecast? Which mitigation does this refer to?

Let me know your thoughts and call to discuss if necessary. Once we are resolved we will issue a formal comment letter.

Thanks.

Have a good weekend.

Jeff F

Jeffrey G. Freudberg, P.E., PTOE
Senior Traffic Engineer
BETA Group, Inc.
315 Norwood Park South
Norwood, MA 02062

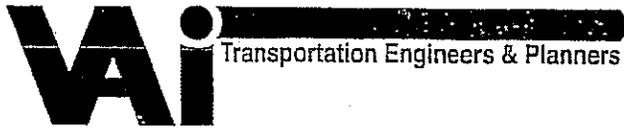
Phone: 781-255-1982
Fax: 781-255-1974
e-mail: jfreudberg@beta-inc.com

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10 New England Business Center Drive
Suite 314
Andover, MA 01810-1066
Office 978-474-8800
Fax 978-688-6508

Ref: 4926

May 15, 2008

Mr. Hans Larsen
Director of General Government
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Proposed Mixed-Use Development
978 Worcester Street (Route 9)
Wellesley, Massachusetts

Dear Mr. Larsen:

Vanasse & Associates, Inc. (VAI) is providing supplemental information in response to the summary of issue areas identified in the May 9, 2008 Traffic Peer Review letter prepared by BETA Group, Inc. (BETA) concerning their review of the April 18, 2008 Supplemental Traffic Impact Assessment (TIA) prepared by VAI in support of the proposed mixed-use development to be located at 978 Worcester Street (Route 9) in Wellesley, Massachusetts (the "Project"). Responses to the comments concerning the site plan and parking analysis for the Project will be provided by Beals Associates, Inc. under separate cover. The specific outstanding issue areas identified in BETA's subject letter and addressed herein are as follows:

- Provide a revised traffic analysis for the Project driveways to reflect the one-way entrance and exit configuration;
- Verify the Route 9 vehicle queue analysis;
- Provide a vehicle queue analysis for the Starbucks coffee shop drive-through facility; and
- Commit to the implementation of a traffic monitoring and reporting program for the Project and the establishment of an escrow fund for future mitigation.

Detailed responses to each of these issue areas are provided in the following sections.

REVISED DRIVEWAY ANALYSIS

The Project trip assignments and Build condition traffic volume networks and associated analyses have been revised to reflect the operation of the west Project driveway as a one-way entrance drive and the east Project driveway as a one-way exit drive. Figures 18R3, 19R3 and 20R3 depict the revised 2011 Build condition weekday morning, weekday evening, and Saturday midday peak hour traffic volume networks, respectively, with Table 11AR3 summarizing the results of the revised traffic operations analysis for the Project driveway intersections with Route 9. Note that the revisions were confined to the Project driveways only and do not impact the prior analyses completed for the remaining study intersections.

**Table 11AR3
 UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND
 VEHICLE QUEUE SUMMARY**

| Unsignalized Intersection/Peak Hour/Movement | 2011 Build | | | |
|--|---------------------|--------------------|------------------|--|
| | Demand ^a | Delay ^b | LOS ^c | Queue ^d 95 th |
| <i>Worcester Street Eastbound at the West Site Drive:</i> | | | | |
| Weekday Morning | | | | |
| Worcester Street EB TH/RT | 2,390 | 00 | A | 0 |
| Weekday Evening | | | | |
| Worcester Street EB TH/RT | 2,462 | 0.0 | A | 0 |
| Saturday Midday | | | | |
| Worcester Street EB TH/RT | 1,955 | 0.0 | A | 0 |
| <i>Worcester Street Eastbound at the East Site Drive :</i> | | | | |
| Weekday Morning | | | | |
| Worcester Street EB TH/RT | 2,279 | 0.0 | A | 0 |
| East Site Drive NB RT | 89 | 20.1 | C | 1 |
| Weekday Evening | | | | |
| Worcester Street EB TH/RT | 2,328 | 0.0 | A | 0 |
| East Site Drive NB RT | 184 | 35.7 | E | 4 |
| Saturday Midday | | | | |
| Worcester Street EB TH/RT | 1,758 | 0.0 | A | 0 |
| East Site Drive NB RT | 179 | 15.9 | C | 2 |

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicles.

EB = eastbound; NB = northbound; TH = through movements; RT = right-turning movements.

As shown in Table 11AR3, all movements at the intersection of Worcester Street at the west Project driveway are expected to operate at LOS A with negligible vehicle queuing during the peak periods under the 2011 Build conditions. Under 2011 Build conditions, the critical movements at the intersection of Worcester Street at the east Project driveway (right-turn movements from the east driveway) are expected to operate at LOS C during the weekday morning and Saturday midday peak hours, and at LOS E during the weekday evening peak hour. Vehicle queues at the intersection were shown to range from 0 to 4 vehicles during the peak periods. All movements along Route 9 were shown to operate at LOS A during the peak periods at both Project driveways with negligible vehicle queuing. The detailed capacity analysis worksheets are attached hereto.

ROUTE 9 VEHICLE QUEUE ANALYSIS

As presented in VAI's October 29, 2007 response to comments letter, VAI collected vehicle queue data on the Route 9 eastbound approach to the intersection of Route 9 at Oak Street on Tuesday, September 18, 2007 during the weekday morning peak commuter hour (8:00 to 9:00 AM) as identified by the manual turning movement counts (TMCs) conducted at this location and presented in the July 17, 2007 Traffic Impact and Access Study (TIAS). During this one hour time period, a maximum vehicle queue of 65 vehicles was observed, which is equivalent to a vehicle queue length of approximately 1,625 feet. A review of the traffic operations analysis conducted at this intersection under 2006 Existing conditions during the weekday morning peak hour for the Route 9 eastbound approach indicates that the v/c ratio was over 1.00 and that the reported vehicle queues may be longer than reflected by the analysis software. This result is generally consistent with the observed values.

In addition, VAI collected vehicle queue data on the Route 9 westbound approach to the intersection of Route 9 at Overbrook Drive on Wednesday, September 19, 2007 during the weekday evening peak commuter hour (4:45 – 5:45 PM) as identified by the TMCs conducted at this location and presented in the July 17, 2007 TIAS. During this one hour time period, a maximum vehicle queue of 60 vehicles was observed on the Route 9 westbound approach, which is equivalent to a vehicle queue length of approximately 1,500 feet. A review of the traffic operations analysis conducted at this intersection under 2006 Existing conditions during the weekday evening peak hour for the Route 9 westbound approach indicates that the volume to capacity ratio (v/c) was also over 1.00 and that the reported vehicle queues may be longer than reflected by the analysis software. Again, this result is generally consistent with the observed values.

For your use, the vehicle queue observation summary sheets are attached hereto.

STARBUCKS COFFEE SHOP DRIVE-THROUGH FACILITY VEHICLE QUEUE ANALYSIS

As presented in the April 18, 2008 TIA, vehicle queue observations were performed at the drive-through window facility of an existing Starbucks coffee shop located off Route 3A in Cohasset, Massachusetts, that is of similar size and layout as the proposed coffee shop. The vehicle queue observations were completed between 7:00 to 9:00 AM on a weekday, which represents the peak customer period and, correspondingly, the peak vehicle queue at the drive-through window. During this peak time period, the average observed drive-through window vehicle queue was found to be 2 vehicles, with a maximum observed queue of 4 vehicles. The field observation summary sheet is attached hereto.

Mr. Hans Larsen
May 15, 2008
Page 4 of 4

TRAFFIC MONITORING PROGRAM AND ESCROW FUND

As requested by BETA, the Project proponent will implement a traffic monitoring program in order to measure the actual volume of traffic generated by the Project. The monitoring program will include weekday morning (7:00 to 9:00 AM), weekday evening (4:00 to 6:00 PM), and Saturday midday (11:00 AM to 2:00 PM) peak period manual turning movement counts at the Project driveway intersections with Route 9 (entering and exiting traffic only), as well as 72-hour (Thursday through Saturday) automatic traffic recorder counts on both Project driveways. The monitoring program will be conducted at 6 and 12 months after full occupancy of the Project, with the results of the monitoring program provided to the Town of Wellesley. The Project proponent will escrow monies with the Town for the completion of future roadway and intersection improvements in an amount to be jointly determined between the Town and the Project proponent. If at the conclusion of the monitoring period the measured traffic volumes for the Project do not exceed 10 percent of the trip projections established by VAI for the Project, the escrow monies shall be returned to the Project proponent.

We trust that this information is responsive to the identified outstanding issue areas raised by BETA in their May 9, 2008 Peer Review letter concerning the Project. As stated, responses to the comments concerning the site plan and parking analysis for the Project will be provided by Beals Associates, Inc. under separate cover. If you should have any questions regarding this information or would like to discuss our responses in detail, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.

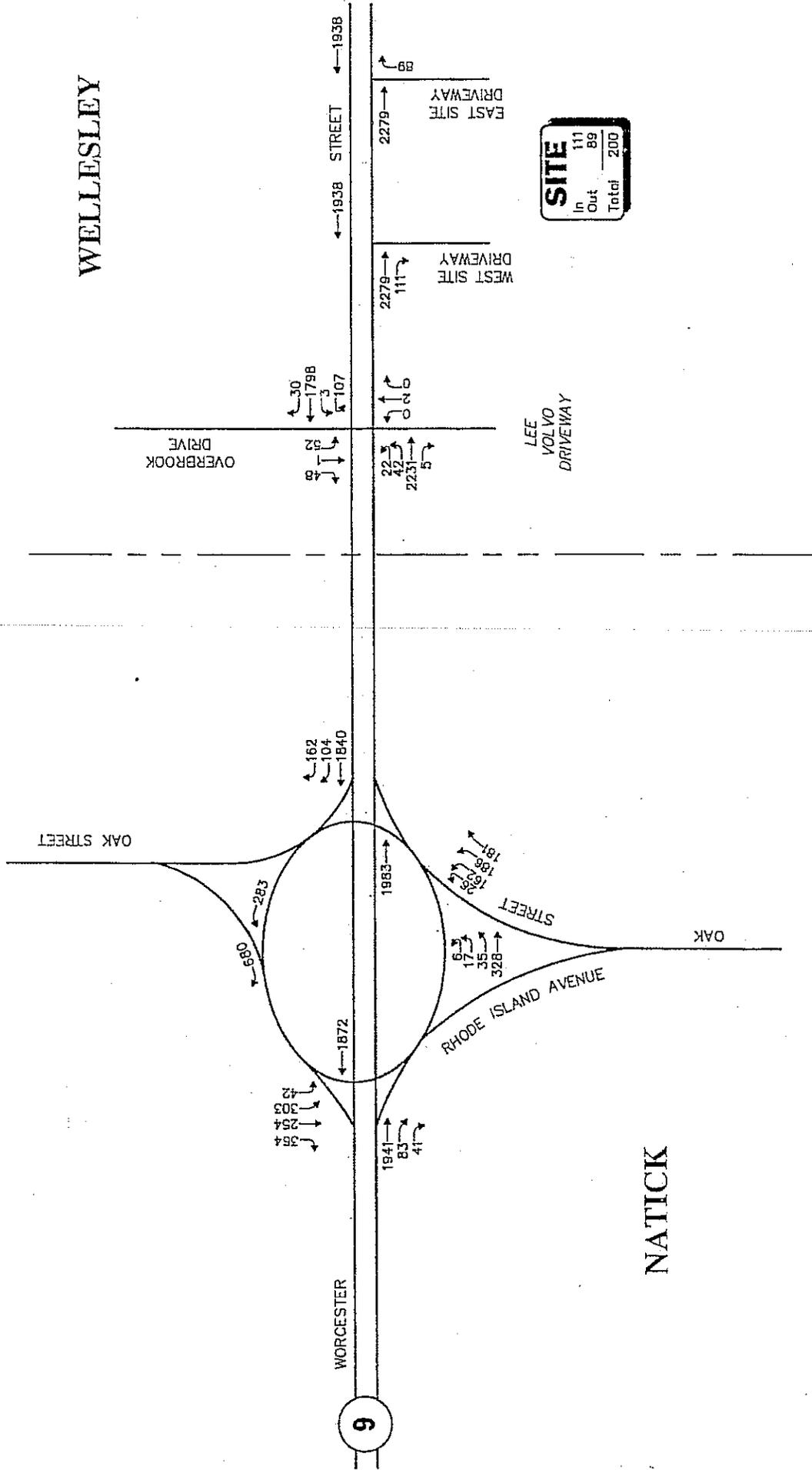


Jeffrey S. Dirk, P.E., PTOE
Vice President

JSD/rla

Attachments

cc: K. Ho, P.E., PTOE – BETA Group, Inc.
C. Theriault, P.E. – Beals Associates, Inc.
D. Behrand – Wellesley Realty Associates
RDV, BG, MAS, File



Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.

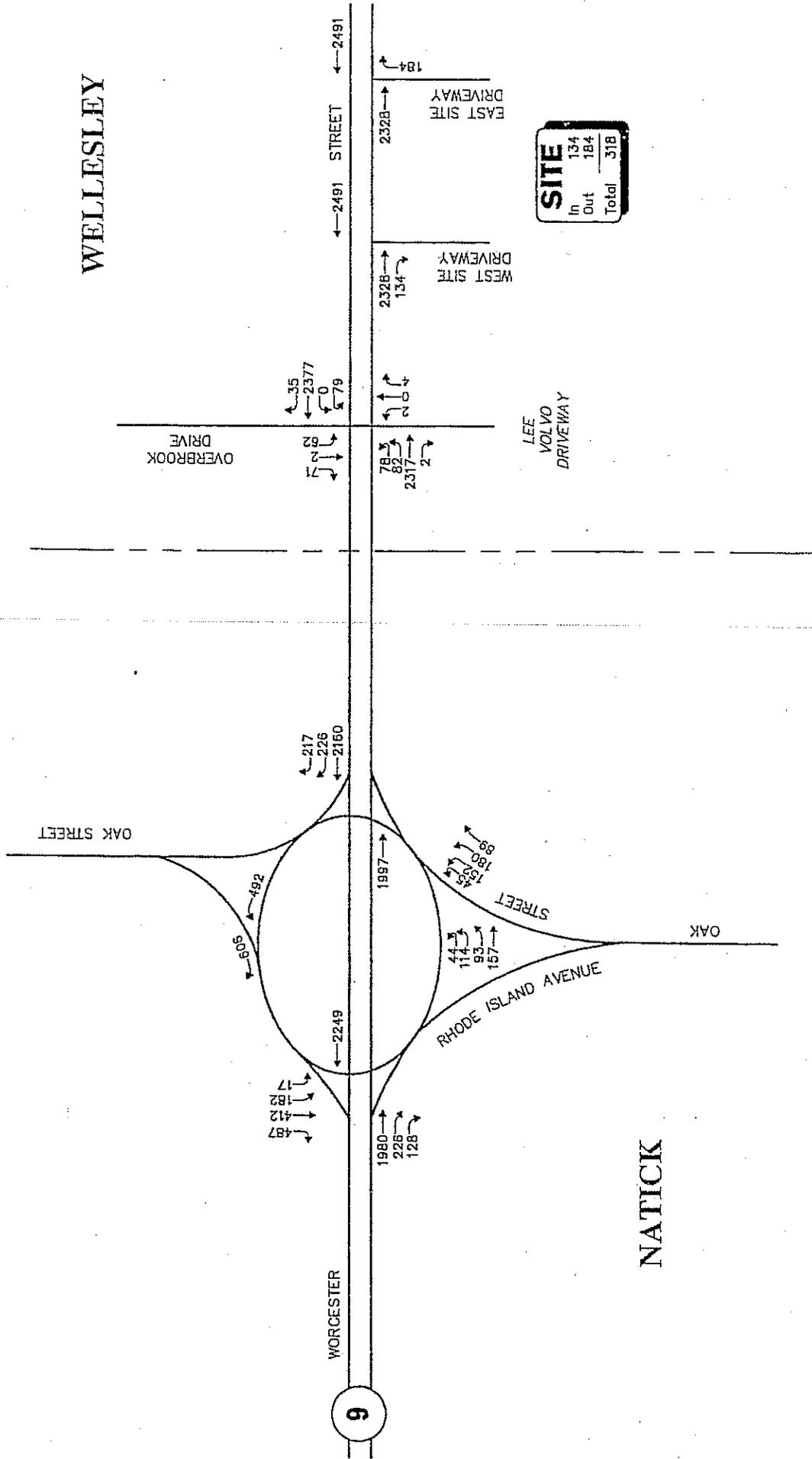
Not To Scale

Figure 18R3

2011 Build
Weekday Morning
Peak Hour Traffic Volumes

Wellesley Associates, Inc.
Transportation Engineers & Planners





Note: Imbalances exist due to numerous curb cuts and side streets that are not shown.
 Not To Scale

Figure 19R3

2011 Build
 Weekday Evening
 Peak Hour Traffic Volumes

VAI
 Transportation Engineers & Planners

May 9, 2008

Mr. Hans Larsen
Director of General Government
Town of Wellesley
525 Washington Street
Wellesley, Massachusetts 02482

3016-34

Re: **Wellesley – Traffic Peer Review for Proposed Mixed Use Development at 978 Worcester Street—Response to 4/18/08 Supplemental Traffic Impact Assessment & 4/18/08 Parking Analysis**

Dear Mr. Larsen:

The following are our comments on the April 18, 2008 Supplemental Traffic Impact Assessment (TIA) prepared by Vanasse & Associates regarding the proposed Mixed Use Development at 978 Worcester Street in Wellesley, Massachusetts. The letter contained an assessment of the traffic impact related to the proposed change in development program including revisions based on BETA Group, Inc. March 24, 2008 review letter.

We also reviewed the 4/18/08 parking analysis by Beals Associates, Inc. This is discussed below.

The TIA reported the change in traffic impact of the project due to a change in the development program. The original development program included the following:

- 6,000 sf/165 seat restaurant
- 2,000 sf Starbucks Coffee Shop
- 4,000 sf bank with drive thru
- 12,000 sf medical office space
- 16 residential condominium units

The revised development program includes the following:

- 10,200 sf retail space
- 1,800 sf Starbucks coffee shop with drive thru window
- 12,000 sf general office space
- 36 condominium units

We want to note that since our last review, the revised program eliminates the restaurant component. It is our understanding that the 10,200 sf retail space does not include a restaurant.

Mr. Hans Larsen

May 9, 2008

Page 2 of 4

The trip generation for the revised development was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual. Land Use Code (LUC) 820 Shopping Center was used for the retail, empirical data for the Starbucks, LUC 720 General Office Building was used for the office, and LUC 230 Residential Condominium/Townhouse was used for the condominiums.

The revised analysis was based on trip generation using the equations method rather than average rates method as recommended in our review letter. The revised development program resulted in a 6% increase in average weekday trips versus the previous development program, 27% less during the weekday morning peak hour; 1% increase during the weekday afternoon peak hour; 70% higher Saturday daily trips and 6% lower Saturday peak hour trips. The overall analysis showed varying Build traffic operations for the revised development program versus the previous program. For example, the intersection of Route 9 at Overbrook Drive improves from LOS C with 30.0 sec delay to LOS C with 25.1 sec delay in the AM peak; from LOS E (58.9 sec) to LOS E (60.8 sec) in the PM peak hour and from LOS C (31.0 sec) to LOS C (33.2 sec) on Saturday peak hour.

The January 15, 2008 site plans shows the westerly site driveway as one way in only and the easterly site driveway as one way out only. However, the analysis in the report shows both driveways being two way. This should be resolved and corrected analysis shown.

We would like to reiterate our comment in our September 6, 2007 letter that the traffic analysis for existing conditions at Route 9/Oak Street and Route 9/Overbrook Drive understates the queue for Route 9 traffic during peak hours. Observations of queues at these intersections show queues back to Route 27 eastbound and to Weston Road westbound are commonly occurring while the traffic analysis shows much shorter queues.

The report states that four vehicle storage will be provided for the Starbucks drive-thru. This should be shown on the site plan and the storage area should not conflict with parking areas. Queue analysis should be provided for our review to ensure the queue does not back up to Route 9.

The mitigation program presented is somewhat different than under the previous development program. The mitigation program includes the following:

- Route 9 at Overbrook Drive—Provide optimal signal phasing and timing plan; replace controller and cabinet; relamp signal head with LEDs; repair detection system; inspect and repair cabling; upgrade signs and pavement markings.
- Route 9 at Oak Street-- Provide optimal signal phasing and timing plan; upgrade detection and signs and pavement markings
- Route 9/Weston Road interchange—The proponent will work with the Town to provide a frontage road on Route 9 at the site to channel traffic to the Overbrook intersection and reduce traffic at Weston Road. Appropriate setbacks at the site will be provided to accommodate a future frontage road.

Mr. Hans Larsen

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- Beachwood Road neighborhood—The proponent will develop and implement a traffic calming plan for the Beachwood Road neighborhood.

Additional mitigation was agreed by the proponent at a field meeting on May 5, 2008. This additional mitigation included the following:

- Route 9/Overbrook Drive—Install Emergency Preemption; Relocate crosswalk across Route 9 toward intersection corner; Install GPS coordination units for coordination with Route 9/Oak Street

In addition, it is recommended that traffic conditions in the project area be monitored for six and twelve months following opening of the development and an escrow fund be established for future mitigation as a result of the monitoring.

The parking analysis by Beals Associates, Inc. dated April 18, 2008 was also reviewed. The parking analysis was based on Wellesley zoning requirements. It shows 77 spaces required for the 24,000 sf of mixed commercial use and 36 spaces required for the 36 condominium units for a total of 113 spaces required. The site plan shows 140 spaces provided including 57 in a garage structure. Based on Institute of Transportation Engineers (ITE) Parking Generation Handbook, 159 spaces would be required. Due to the mixed use nature of the project and sharing of parking, a shared parking analysis was provided. This parking analysis showed 91 spaces required between 7 AM and 5 PM; 105 spaces required between 5 PM and 10 PM; and 72 spaces required between 10 PM and 7 AM; all less the 140 spaces proposed. Due to overlap between uses, it is recommended that the shared parking analysis be revised to include 7AM-8 AM; 8 AM- 9 AM; 4-5 PM and 5-6 PM assuming that there will be some overlap between the residential and other uses.

Also, in the supplemental traffic study, it is stated the proponent will provide space on the site for a future frontage road along Route 9. This would require elimination of 17 spaces based on the site plan, resulting in a total of only 123 spaces. This is marginally adequate for the development. The location for the future frontage road or a roadway/driveway connection to the westerly parcel should be identified on the plans.

Summary of Issues

The following lists outstanding issues discussed above:

- Revise traffic analysis to show one way driveway entrance and exit.
- Verify Route 9 queue analysis results which appear understated.
- Provide revised site plan showing Starbucks drive-thru and queue storage; provide queue analysis for drive-thru.
- Require traffic monitoring program and establish escrow fund for future mitigation.
- Revise shared parking analysis to reflect the overlap usage and discuss impact of future loss of parking due to future frontage road configuration.

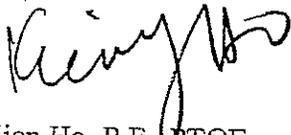
Mr. Hans Larsen

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If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.



Kien Ho, P.E., PTOE,
Senior Associate

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MEMORANDUM

TO: Mr. Hans Larsen
Director of General Government
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

FROM: Mr. Jeffrey S. Dirk, P.E., PTOE 
Vanasse & Associates, Inc.
10 New England Business Center Drive
Suite 314
Andover, MA 01810
(978) 474-8800

DATE: April 18, 2008

RE: 4926

SUBJECT: Proposed Mixed-Use Development
978 Worcester Street (Route 9)
Wellesley, Massachusetts

Vanasse & Associates, Inc. (VAI) has completed a supplemental Traffic Impact Assessment (TIA) in support of the proposed mixed-use development to be located at 978 Worcester Street (Route 9) in Wellesley, Massachusetts. Specifically, this memorandum updates the future 2011 Build conditions for the proposed project from the conditions assessed in the July 17, 2007 Traffic Impact and Access Study (TIAS) and subsequent submissions in support of the project. The methodology used to establish the traffic characteristics of the project are consistent with those requested by BETA Group Inc. (BETA) in their March 24, 2008 review letter, with appropriate adjustments (reductions) applied to account for pass-by trips (retail and coffee shop uses) and internal trips (coffee shop, office and residential uses). As stated in our March 28, 2008 memorandum, this supplemental analysis should be considered as a conservative (high) approach to establishing the traffic characteristics of the project and assessing the impact of the project on the transportation infrastructure. The following summarizes our findings.

PROEJCT REVIEW HISTORY

VAI completed a comprehensive TIAS dated July 17, 2007 in support of the original development proposal for the site that consisted of renovating the existing building situated in the southwest quadrant of the project site to encompass 16 residential condominium units, with a new two-story building to be constructed in the northern portion of the site that was to include a 6,000 square foot (sf)/165 seat restaurant; a 2,000 sf Starbucks coffee shop; 12,000 sf of medical office space; and a 4,000 sf bank with one drive-through lane. The July 17, 2007 TIAS was reviewed by BETA and subsequent a comment letter was issued on September 6, 2007. VAI prepared a response to comments letter dated October 29, 2007 that addressed all comments raised in the BETA review letter in a satisfactory manner, with no additional comments offered from BETA with respect to VAI's responses. On February 15, 2008, VAI issued a supplemental TIA updating the prior assessment completed for the project to reflect the development of 12,000 sf of retail space, 12,000 sf of general office space and 36 residential condominium units. The February 15, 2008 TIA was reviewed by BETA and a subsequent comment letter was issued on March 24, 2008. VAI prepared a supplemental analysis dated March 28, 2008 that addressed all comments raised in the BETA review letter in a satisfactory manner, with no additional comments offered from BETA with respect to VAI's responses.

CONCLUSIONS

As currently proposed, the project will entail the construction of a mixed-use development encompassing 10,800 sf of retail space; a 1,800 sf Starbucks coffee shop with drive-through window; 12,000 sf of general office space; and 36 residential condominium units. The current proposed development program is expected to generate a similar volume of traffic as the development program assessed in the July 17, 2007 TIAS and the subsequent October 29, 2007 response to comments letter. As documented herein, using a conservative (high) approach to establish the traffic characteristics of the planned development, the project as currently proposed is not expected to result in a significant impact on motorist delays or vehicle queuing on the study roadway or at the study intersections over those that were associated with the former uses that were located on the project site.

An analysis of traffic operations at the study area intersections indicates that, in general, the proposed project is not expected to result in a significant change in traffic operations or vehicle queuing over No-Build conditions. The majority of the movements at the study intersections were shown to remain operating at LOS D or better during the peak periods with the addition of project-related traffic, with minimal increases in vehicle queuing over No-Build conditions. The site driveway intersections with Worcester Street were shown to operate at LOS D or better during the peak periods with minimal vehicle queuing (0 to 4 vehicles).

RECOMMENDATIONS

A detailed transportation improvement program has been developed for the project that is designed to provide safe and efficient access to the site and address any deficiencies found at off-site locations evaluated in conjunction with this study. The following improvements have been recommended as a part of this evaluation and are generally consistent with those detailed in the July 17, 2007 TIAS and refined in the October 29, 2007 response to comments letter prepared for the project.

Site Access

Access to the proposed project will be provided by way of two driveways that will intersect the south side of Worcester Street and will be located parallel to the east and west property lines of the site. Both driveways will be restricted to right-turn only operation (right-turns in/right-turns out only). Left-turns are prohibited by the raised median and guardrail along Worcester Street. Vehicles exiting the development should be placed under STOP-sign control with illumination provided. No left-turn and one-way signs should be placed within the median along Worcester Street facing the site driveways. If centerline pavement markings are provided, they should consist of a double-yellow line in accordance with the current centerline pavement marking standards of the *Manual on Uniform Traffic Control Devices (MUTCD)*.⁵ Any signs or landscaping adjacent to the site driveway intersections with Worcester Street and within the project should be designed and maintained so as not to restrict lines of sight.

In order to improve pedestrian access to the project, the project proponent will repair/replace as appropriate any damaged or cracked sidewalk sections along the project frontage and those located within 600 feet of the project site.

⁵*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, DC; 2003.

Off-Site

Worcester Street at Overbrook Drive

A review of operating conditions at this signalized intersection indicates that, absent improvement, overall operating conditions during the peak periods may degrade in the future independent of the proposed project. In order to improve operating conditions and reduce both motorist delays and vehicle queuing, it is recommended that, subject to the approval of MassHighway, the following improvements be completed at the intersection of Worcester Street at Overbrook Drive:

- Replace/upgrade the existing traffic signal controller, cabinet and appurtenances as appropriate;
- Replace/relamp the existing vehicle and pedestrian indications with light emitting diode (LED) type indications;
- Inspect/repair/replace the vehicle detection system as may be required;
- Inspect and replace the existing traffic signal cabling and wiring as necessary;
- Upgrade/replace all signs and pavement markings at the intersection; and
- Develop and implement an optimal traffic signal timing and phasing plan.

As can be seen in Table 14R3, with the implementation of the recommended improvements, overall operating conditions at the intersection were shown to improve to LOS C during the weekday morning peak hour, to LOS E during the weekday evening peak hour, and to remain operating at LOS C during the Saturday midday peak hour under 2011 Build with Mitigation conditions.

Independent of the proposed project, it is recommended that double-yellow centerline pavement markings be provided along Overbrook Drive for a minimum distance of 100 feet in advance of the intersection in order to separate the directions of travel approaching and departing the intersection, and that a crosswalk be provided across Overbrook Drive at Route 9. Further, it is recommended that vehicles exiting the former Lee Select Cars driveway be placed under STOP-sign control and that appropriate signs be installed at the driveway reinforcing the left-turn restriction for vehicles exiting the driveway.

Worcester Street at Oak Street

A review of operating conditions at the series of intersections that form the intersection of Worcester Street at Oak Street and Rhode Island Avenue indicates that one or more movements are currently operating under constrained conditions (LOS F) during the peak periods, independent of the proposed project. A review of the overall impact of the project at the intersection indicates that the project is not expected to result in a significant increase in motorist delays or vehicle queuing over No-Build conditions. As such, no capacity related improvements appear to be required at this intersection to accommodate the proposed project.

The intersection of Worcester Street at Oak Street and Rhode Island Avenue was shown to have a motor vehicle crash rate above the MassHighway District 3 average for signalized intersections, with one collision resulting in a fatality. The predominant collision types were reported as rear-end type collisions. These collision types at signalized intersections are typically attributable to inefficient traffic signal timing, vehicle detection system operation (or lack thereof), sight distance restrictions, signal indication visibility, and/or inadequate signs and pavement markings. In an attempt to reduce the frequency of occurrence of motor vehicle collisions at this intersection, it is recommended that the following measures be undertaken: 1) existing signs and pavement markings at the intersection should be reviewed, upgraded and/or replaced as necessary; 2) the traffic signal timing and phasing should be

reviewed and adjusted; 3) the traffic signal indications should be relamped and adjusted as may be required in order to improve the visibility of the signal indications; and 4) the vehicle detection system should be evaluated and repaired/replaced or adjusted as necessary.

Route 9/Weston Road Interchange

The project was not shown to have a significant impact on motorist delays or vehicle queuing within the Route 9/Weston Road interchange over No-Build and No-Build with Reoccupancy of the Project site conditions. However, the Route 9/Weston Road interchange was shown to be generally operating under constrained conditions, with excessive delays and long vehicle queues, independent of the project. Further, the interchange area experiences a disproportionate number of motor vehicle collisions. Recognizing these existing conditions, the proponent will work with the Town to advance conceptual design plans for a frontage road parallel to Route 9 that is designed to reduce traffic volumes within the Route 9/Weston Road interchange. Toward this end, the project will be designed with appropriate set-backs and building layout to accommodate the potential future frontage road along the south side of Route 9.

Beachwood Road Neighborhood Traffic Calming Measures

While the addition of project-related traffic is not expected to appreciably increase the use of Beachwood Road and Overbrook Drive by cut-through motorists, the project proponent will work with the Town to develop and implement a neighborhood traffic calming plan for the Beachwood Road neighborhood area.

With implementation of the above recommendations, safe and efficient access will be provided to the planned development and the proposed project can be constructed with minimal impact on the roadway system.

cc: K. Ho, P.E., PTOE – BETA Group, Inc.
D. Behrend – Wellesley Realty Associates
C. Theriault, P.E. – Beals Associates, Inc.
RDV, BG, MAS, File