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

November 10, 2014

Re: Residential Condominium Development – 22 Pleasant Street, Wellesley, Massachusetts
Response to Comments from Peer Review Consultant, BETA Group, Inc.

Dear Mr. Larsen:

On behalf of Capital Group Properties (the Proponent), TEC, Inc. (TEC) has prepared the following responses to comments received on the Traffic Impact Assessment (TIA) and subsequent Response to Planning Department Comments prepared for the 22 Pleasant Street Development in Wellesley, Massachusetts. Comments responded to within this memorandum were received from the Town of Wellesley's peer review consultant, BETA Group, Inc. (BETA), within the following document:

- *Traffic Impact Assessment Peer Review – Proposed 22 Pleasant Street Development*; prepared by Kien Y. Ho, P.E., PTOE of BETA Group, Inc.; dated November 6, 2014.

BETA Group, Inc. generally concurred with the findings of the Traffic Impact Assessment prepared by TEC, Inc. The following provides responses to the comments that remain outstanding. The original comments are shown in bold text with TEC's response following in normal text.

- 1. The Proponent has committed to trimming vegetation on either side of the proposed driveway to ensure and maximize the available sight distance given the S-shaped horizontal alignment. There is an existing 20 miles per hour (mph) advisory speed sign located on the east side on Pleasant Street (northbound travel direction), we recommend that an S-shaped warning sign (similar to the southbound travel direction) be added to the top of the sign.**

The Proponent agrees to install an S-shaped warning sign to the northbound direction above the existing 20 mph advisory speed sign.

- 2. For safety purposes, we recommend that a STOP sign be installed at the site driveway to ensure that vehicles will stop before entering Pleasant Street.**

The Proponent agrees to install a STOP sign along the site driveway at Pleasant Street.

- 3. In addition, we recommend that a 20 mph advisory speed sign be mounted below the existing "Blind Drive" sign located on the east side of Pleasant Street travelling northbound direction. The advisory speed sign will**

encourage vehicles to slow down as they travel up and down the hill towards the site drive.

The Proponent agrees to install a 20 mph speed advisory sign mounted below the existing "Blind Drive" sign located on the east side of Pleasant Street.

- 4. The TIA should discuss whether the sidewalks should be upgraded to meet current design standards and any potential improvements that can be completed to increase pedestrian and bicycle safety and access from the proposed site/neighborhood.**

The cross-slope on the sidewalks along both sides of Pleasant Street is relatively flat and sidewalks are consistently at least 48 inches wide, meeting minimum ADA requirements with passing areas provided within driveway aprons. The topography and grade of Pleasant Street is in excess of 5%, but does not require strict adherence to the ADA requirements for slope because it is an existing condition. Furthermore, the construction of multiple level landing areas or switch-backs to meet ADA requirements would have private property impacts outside the right-of-way; several homes are located close to the roadway along Pleasant Street. As described by BETA in their peer review letter, Pleasant Street is a residential roadway with low traffic volumes and travel speeds. Therefore, the existing sidewalk network is sufficient to provide safe and efficient pedestrian travel.

- 5. BETA recommends a sidewalk connection for pedestrian access from the site to Pleasant Street should be provided.**

The Proponent will provide a walkway along one side of the site driveway, which will be constructed using pavers to designate the pedestrian space. The pavers will be flush with the driveway surface to allow vehicle travel for by-pass and emergency vehicle access, if necessary.

- 6. BETA recommends ADA ramps should be provided at the site driveway curb cut on Pleasant Street.**

The Proponent will construct ADA-compliant accessible ramps at the site driveway curb-cut at Pleasant Street.

- 7. BETA recommends crosswalk markings, a stop bar, and STOP sign should be provided at the site driveway curb cut on Pleasant Street.**

The Proponent will install crosswalk markings, a STOP bar, and STOP sign at the site driveway curb-cut at Pleasant Street.

- 8. The plan shows an 18-foot driveway. A driveway width of 20 feet is recommended to ensure two-way flow is safely accommodated, particularly during the winter months when snow embankments narrow roadway widths.**

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Based on discussions with the Town Engineer, the zoning by-law requires an 18-foot driveway width. The results of the Traffic Impact Assessment, which were confirmed by the Town's peer review consultant, indicate that the driveway is anticipated to experience 5 vehicle trips during the weekday morning peak hour and 6 vehicle trips during the weekday evening peak hour. This represents approximately one vehicle every 10 to 12 minutes on the driveway. The majority of vehicles will be exiting during the morning and entering during the evening. Therefore, there is a very low probability that 2 vehicles will need to pass each other along the driveway. The 18-foot width provided will be sufficient to allow vehicles to bypass each other in the rare event that two vehicles are traveling in opposite directions along the driveway at the same time. Furthermore, AASHTO defines an 18-foot minimum width for very low volume roadways.

9. Consideration should be given such that this stone wall does not inhibit sight distance for vehicles exiting the site driveway.

The Proponent will cut-back the stone wall to improve sight lines.

10. Ensure that emergency vehicle maneuvers within the site are adequate. An AutoTURN analysis should be provided.

The site plan has been reviewed and approved by the Wellesley Fire Department.

Please feel free to contact our office at (978) 794-1792 should you require any further information regarding this project.

Sincerely,
TEC, INC.



Rebecca L. Brown, PE, PTOE
Senior Traffic Engineer

