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March 20, 2018

Juliani Meeting Room
Town Hall

Zoning Board of Appeals Members Present: Richard L. Seegel, Chairman
David G. Sheffield

Present on behalf of the Town of Wellesley:
Christopher Heep, Esq.
Judi Barrett
Meghan Jop, Assistant Executive Director
Michael Zehner, Planning Director

Present on behalf of Delanson Realty Partners, LLC:
Bob Engler
Victor Sheen
Dartagnan Brown
Peter Holland
Jeff Dirk, Traffic Engineer

Mr. Seegel He said that the hearing for 8 Delanson Circle will be continued to April 12, 2018.

ZBA 2018-24, WELLESLEY PARK LLC, 148 WESTON ROAD

Mr. Seegel said that tonight's hearing will just be for the Applicant to give an overview of the project. He said that one of the Board members was unable to attend the hearing tonight. He said that, in dealing with 40B applications, it only takes a majority of the Board to act on it. He said that having two Board members is a quorum.

Mr. Seegel asked if the neighbors had formed an association and plan to have one member speak on behalf of the group. Albert Berry, 33 Avon Road, said that there will be a sub-group within the College Heights Association. Mr. Seegel asked that the group send an email to the Zoning Office to let the Board know who will be doing the speaking. He said that the Board will allow other people to speak but will not allow any repetition. Mr. Berry said that he will be the spokesperson for the time being.

Mr. Seegel said that the Town has three 40B projects before it. He said that there is a possibility that the hearings on Delanson Circle and Weston Road will be continued to September. He said that the Applicant will be reviewing an RFP that the Town is putting out for construction on the Tailby Lot. He said that if they decide to pursue that, they will put these projects out to the far future. He said that the hearing for 148 Weston Road will be continued to April 3, 2018 at the conclusion of this hearing. He said that at that time they may extend future hearing until September.

Presenting the case at the hearing was Victor Sheen. He said that also present was Peter Holland, who is a partner in the 148 Weston Road Project, a long term resident and a successful business man within town. He said that Dartagnan Brown, Architect, will present the project in general. He said that Jeffrey Dirk, Traffic Engineer, was present. He said that Mr. Dirk will take the Delanson Circle Project into account in his overview of this project.

Mr. Brown displayed aerial views of the site. He said that the existing topography of the site drops down 11 feet into a bowl. He said that the connects to the Cross Town Trail that connects to a larger parcel that is owned by the town. He said that the site opens up to an L shaped lot. He said that the garage level will be 11 feet down from Weston Road. He said that all of the parking will be tucked below Weston Road. He said that their Civil Engineer met with DPW on March 2nd and they are awaiting comments, which they will address.

Mr. Brown said that they met with town staff yesterday. He said that there was some good feedback that they will start to look at. He said that the current design was to come off of the existing curb cut. He said that a number of staff members asked about the possibility to move it further away from the existing house. He said that there will be a 1.5 story amenity building at the front of the site. He said that it will be used for leasing/club/lounge space. He said that a question was raised whether that could be removed to open up sight line views. He said that they will look at that. He said that there will be six visitor spaces and drop off space. He said that they allowed for a 20 foot fire access all the way to the back of the site. He said that a couple of questions came up about maneuverability and how they would transition to the hardscape/landscape. He said that those are items that they will continue to address.

Mr. Brown said that the main residential building will be L shaped and will contain 55 units that cover the parking entirely. He said that there will be a landscaped courtyard. He said that the top floor will be for mechanical.

Mr. Brown said that there will be a first floor entry that will bring you down to the garage where there will be 60 parking spaces, which is slightly over a 1:1 ratio to units. He said that there will be a residential lobby and a mix of units on the first floor. He said that He said that there will be trash room, bike, utilities, accessible spaces and in the basement.

Mr. Brown said that there will be five studio units, 27 one-bedroom units, 17 two-bedroom units and 6 three-bedroom units. He said that they will push back the building on the fifth floor. He said that they put together a collection of proposed materials. He said that it will be a five story building with bay like architecture with a board and batten clapboard siding, stone veneer panels at the base, casement style windows and cornice style detail at the top.

Mr. Brown said that, given the dip in the land, there will be an exposed retaining wall. He said that they are going to look at ways to mitigate that along the property line.

Mr. Brown said that they did a series of shadow studies. He said that given the proximity of the building to the natural forestry around it and the town-owned land to the northwest, the greatest impact

will be on the garage next door in the afternoon. He said that it just barely grazes the shed at 144 Weston Road. He said that in the winter the shed casts shadow on the house and the biggest impact of the residential building will be on the amenity building and across Weston Road.

Mr. Brown discussed the Landscape Plan. He said that the idea was to heavily landscape the perimeter of the building. He said that comments that came up yesterday included more play area for kids is important. He said that given that this will be open to families, a play area for children will be important. He said that they will look at that. He said that they will look into breaking up the hardscape with pavers that lead into the landscaped courtyard. He said that questions came up about the type of lawn or surface for the fire truck access.

Jeffrey Dirk, Principal, Vanasse & Associates, said that Transportation Impact Assessment Summary was performed in accordance with State standards. He said that Wellesley also has its own standards and the report addresses both standards. He said that the report contains a detailed assessment of traffic volumes, pedestrians, bikes, accessibility in the area and to public transit. He said that the overall conclusion was that the project was not shown to have a significant impact on transportation infrastructure. He said that delays and vehicle queuing at intersections along roadways will be impacted by an additional 15 to 20 additional vehicle trips during the peak hour, which is about one additional vehicle every two to three minutes, which is why the project was determined to not have a significant impact.

Mr. Dirk said that they did note two things. He said that they identified two locations where the existing condition result in congestion are at the Linden Street and Weston Road intersection where backups happen on the Linden Street approach as a result of long delays to get out onto Weston Road. He said that is directly related to the Central Street intersection. He said that although at some times the levels of service may not be that bad, there are long queues that extend 500 to 1,000 feet. He said that impacts Linden Street and the access to this property.

Mr. Dirk said that the driveway will operate a Level of Service of D or better, which is acceptable. He said that there is limited queuing related to the project site. He said that any back ups that happen at the site are in the order of about one vehicle during the peak hours.

Mr. Dirk said that there are two locations that are classified as high crash locations. He said that the Linden Street intersection and the Central Street intersection both have motor vehicle crash rates that exceed the State average.

Mr. Dirk said that they concluded that there is sufficient line of sight at the access.

Mr. Dirk described the study area. He said that it included the Howe Street intersection, Weston Road extending down to Central Street, Howe Street, Linden Street and the Central Street intersections. He said that the way that they establish the study area is by looking at the volume of traffic that the project will generate and assign it out to the intersections. He said that if they add less than a hundred vehicles during the peak or less than five percent increase in traffic at those locations, beyond those limits the project would not have an impact. He said that the study area is based on where the impacts are most pronounced.

Mr. Dirk said that they measured traffic volumes, vehicle speeds, pedestrian and bicycle volumes at the end of January of 2018. He said that public schools were in regular session. He said that the section of Weston Road in the vicinity of the project accommodates just over 16,200 vehicles per day, which is two way traffic over 24 hours. He said that the posted speed limit is 30 mph. He said that given the congested conditions, the majority of the traffic traveled at 32 to 33 mph.

Mr. Dirk said that there is no sidewalk on the project's side of Weston Road. He said that there is no connectivity to be able to get from the site down to the signalized crossing at Linden Street. He said that it is very important from the standpoint of the project that there is connectivity. He said that Vanasse has suggested that it be done as part of this project. He said that the commuter rail station is off of Linden Street and the bus line runs along Central Street. He said that those are things that they want to connect to. He said that in order to achieve low traffic volumes, they need to provide access to residents for those modes of transportation. He said that the sidewalk connection is very important. He said that the proposal is for a standard sidewalk in accordance with town standards. He said that the Cross Town Trail intersects with an existing sidewalk at Linden Street. He said that the easiest and most logical thing to do is to run a sidewalk to the existing sidewalk to provide access to the Cross Town Trail, Linden Street, Central Street and the center of Town. He said that they recommended in the Traffic Study that this become part of the project.

Mr. Dirk said that Vanasse proposes to address two high crash locations with road safety audits. He said that outside of the study area, a portion of Central Street that extends to the downtown area is also listed as a high crash area on the State's database.

Mr. Dirk said that they are required to look at a seven year planning horizon, both with and without the project. He said that they worked with the Town's Planning Staff to develop that future condition. He said that one component talks about historic traffic growth. He said that it has been relatively stable, so they used a one percent growth rate. He said that a second component is additional development projects in the area. He said that the most significant project was the Delanson Circle Project where all 90 units were included in the future conditions analysis. He said that they then estimate the volume of the traffic from the project. He said that the sidewalk connectivity being very important, they are expecting, given the demographics of Wellesley, a portion of the public will use public transportation and some will walk or bicycle, given the accommodations in the area. He emphasized that the proposed sidewalk is an integral part of the projections. He said that pedestrian and bicycle traffic is not a large volume but they hope to get it much higher. He said that automobile trips will increase by 240 a day. He said that during the morning peak hours between 8 and 9 am, they expect that the project will increase by 16 vehicle trips and during the evening peak hours between 4:15 to 5:15, the project will add about 20 vehicle trips. He said that there is additional traffic that arrives before and after the peak hours. Mr. Seegel confirmed that the analysis was based on the unit make up as well.

Mr. Seegel said that, based on an assumption of a ratio of 1.5 vehicles, 75 percent will leave between 7:30 to 9 am. He asked if there was any calculation of that effect. Mr. Dirk said that traffic volumes in terms of peak hours are not based on parking. He said that it is basically a correlation to the number of units. He said that the numbers come from studies that have been done over the past 60 years. He said that the most recent update was published in September of 2017. He said that they also consider census data and the 2015 American Community Survey, which is the most recent sample of the town.

Mr. Dirk discussed trip distribution, which is how the traffic will distribute itself onto the roadways. He said that it is based on U.S. Census Data and the American Community Survey and is further refined based on the existing traffic counts that were done in the area. He said that it is fairly well dispersed and it does mirror the traffic along Weston Road. He said that the prevailing traffic pattern is almost a 50/50 split of traffic entering and exiting the area. He said that about 40 percent of the traffic will be oriented to the north along Weston Road toward Route 9, 10 percent on Linden heading to the train station, 25 percent heading east and 15 percent heading west on Central Street, and 10 percent continuing south along Weston Road. He said that when the volume of traffic during peak hours is dispersed over the study area, the numbers get small.

Mr. Dirk said that they assessed the impacts of the project. He discussed levels of service at the intersections in the study area. He said that the intersection at Central Street is at its capacity in the morning and gets a little better in the evening. He said that if nothing is done, it drops to over or at capacity, which translates to extended vehicle queuing with the most pronounced queuing along Weston Road. He said that the queue extends somewhere between 750 and 1,000 feet, which affects Linden Street and access to the project. He said that queuing at the Linden Street intersection is not that pronounced in the morning with two to three vehicles, or 50 to 75 feet. He said that the queue is more pronounced in the evening with somewhere between 10 and 11 vehicles, for a distance of 250 feet. He said that they have geared some improvements to try to address some of the conditions. He said that Town/ADA compliant sidewalk is probably the most important feature with respect to access to the property. He said that they have recommended road safety audits for the high crash areas and that involves getting Town Officials together with an independent traffic engineer to do a study at that location. He said that they come up with a list of improvements that should be done. He said that signal retiming, signs and pavement markings are low cost ways to make improvements. He said that at the Weston Road/Central Street location, the signal should be re-timed. He said that not all of the approaches are operating at or above capacity. He said that they recommended reallocating some of the timing around the intersection during peak hours to reduce the queues.

Mr. Dirk said that the last series of recommendations are Transportation Demand Management, including sidewalk connectivity, the Cross Town Trail, the bus and the train. He said that they want to make sure that they provide a series of enhancements to encourage residents to use public transportation. He said that the property manager will provide materials to the residents to let them know that there are alternatives to driving in a car. He said that they will make sure that there is secure bicycle parking in the garage and externally as well. Mr. Seegel asked about the frequency of the public transportation. Mr. Dirk said that the schedules are in the appendix of the Traffic Study. He said that it is important that the residents get that information. He said that the MBTA now publishes real time schedules that tell where the train is located. He said that a lot of residential buildings provide monitors and the residents could look up the information on their computer or phone.

Mr. Sheffield said that the nearby residents know that on Weston Road, the backup goes back to Avon Road and sometimes back to the Hardy School. He said that he lives north of the Hardy School and avoids Weston Road during certain times of the day.

Mr. Seegel asked how the parking will work in the building. Mr. Brown said that there will be a ramp down into the garage. He said that surface spaces are proposed with no stackers. He said that there will be 55 units and 66 spaces, including the exterior spaces. Mr. Seegel asked about Fedex and UPS access. Mr. Brown said that there will be six exterior visitor spaces of which one is ADA compliant. He said that there is a drop off zone next to the exterior parking. He said that they may have a package delivery room in the amenity building. He said that, alternatively, there could be a package room off of the lobby in the residential building.

Mr. Seegel asked about emergency vehicle access around all sides of the building. Mr. Brown said that there is fire lane access. He said that the original design of the building was pulled back to maintain the maximum of a 150 feet stretch which are set in the guidelines by the Fire Marshall in terms of the length at which a truck would pull up and be able to access. Mr. Seegel asked if the Applicant received any communications from the Wellesley Fire Department. Mr. Brown said that they had not received anything yet. He said that they met with the Fire Department yesterday and heard their concerns about curbing and maneuverability so they do not have to back out. Mr. Zehner said that Charles DiGiandomenico, Wellesley Fire Department, cited the Code that states that access roads that are over 100 feet in length need a turnaround. He said that needs to be resolved.

Mr. Sheffield said that it appears that at the last two parking spaces in the lower level, number 54 and number 55, there does not seem to be a distance to maneuver when backing up. Mr. Brown said that they will look at that. Mr. Sheffield said that there is a dead end in the and there is no access from the dead end to the stairway in the center of the building. Mr. Brown said that people will have to walk around to the elevator. He said that there will be two stairways, one of which will go up to the building and exit out the back. He said that they could look at putting in a cross connection to get to the stairwell.

Mr. Seegel asked if there will be any other facilities located in the garage. Mr. Brown said that there will be bike storage and building utility. He said that trash will be managed by a hired company and may be located in the amenity building. He said that, alternatively, there may be a trash chute in the residential building. Mr. Seegel said that they will not be able to get a trash truck into the garage. Mr. Brown said that the management company would have someone pull out of the trash on pick up day to a collection area where the truck would pick it up. Mr. Seegel asked about the size of the trash container. Mr. Brown said that typical totes are 30 inches square and there would be a series of them. Mr. Seegel said that there may be a problem there.

Mr. Sheffield asked if there is a major fire suppression system in the garage and mechanical ventilation. Mr. Brown said that mechanical ventilation will allow for an exhaust shaft up through the building. He said that will be reviewed with Engineering.

Mr. Seegel confirmed that there will be a garage door. Mr. Brown said that residents will have a garage door opener. Mr. Seegel asked about the angle of the ramp going down into the garage. Mr. Brown said that there will be a transition of the 10 feet at five percent, then 16 percent and the next 10 at five percent. Mr. Seegel asked if they expect somebody to be able to push the trash containers up and outside. Mr. Brown said that they may use the elevator. Mr. Seegel questioned whether they will use passenger elevators for the trash.

Mr. Sheffield asked for a description of the amenity building and an explanation of what the amenity is. Mr. Sheen said that typically in a residential development, the amenity building will include a leasing office and a sitting room or library. He said that this project would include more of a passive gathering space with a kitchen setup for rental. Mr. Seegel asked about amenities for children. Mr. Sheen said that the target demographic for this project is more active adult, with some families. He said that they will work with the Architect to create passive amenity areas. Mr. Seegel said that with two and three bedroom units, there will be children.

Mr. Sheffield said that more likely than not there will be two wage earners living in the units with two cars. Mr. Sheen said that they will provide the demographic profile in detail to the Board. He said that the parking garage is currently designed as single level surface parking with 60 spaces in the garage and additional exterior spaces. He said that they do have the ability to use stackers to bring the ratio up. He said that the stacker system has worked out well in the market that they have been in.

Mr. Zehner talked about the issues that were discussed at yesterday's meeting with the Applicant and town staff members. He said that Engineering and DPW wanted additional time to review stormwater. He said that the Town Engineer is interested to review the proposed stormwater conveyance that would take water from the North 40 side of the property and convey it around the building and then have the water exit on the abutting property. He said that the Town Engineer was concerned about any impact to the pipe and any impact on the North 40 property. He said that questions came up about the constructability of the foundation retaining wall and proximity to the property line. He said that there were concerns about the lack of pedestrian access from the site. He said that there have been no plans or concepts submitted for a sidewalk. He said that it would be important to determine if the appropriate

amount of right of way is in place to accommodate that sidewalk. He said that there were concerns about the absence of amenities for children, trash collection, employee parking, anticipated event use and parking, the need to maintain emergency access during all seasons, snow removal, impacts to the landscape, access and turnaround. He said that the Fire Department request a swept path analysis. He said that there was no information provided on exterior lighting or staging and construction management. He said that complete elevations of both buildings should be provided to show the rear of the clubhouse and a front full elevation that is not obscured by the clubhouse, which is important because the front façade with the garage entry will be closest to Weston Road.

Mr. Seegel said that only three or four spaces were provided for visitors. Mr. Sheen said that they will revisit the parking ratio, based on the comments that they heard. Mr. Sheffield said that the Applicant will have to use turning radius templates to address the Fire Department concerns about the ability of the courtyard to support emergency access activity. He said that it will be difficult to keep the landscaping there. He said that almost all Zoning setbacks will be violated. He said that the amenity building will be 20 from the front property line. He said that he is very concerned about how the building will be constructed with only four feet to the property line. He said that there are a number of construction management issues. Mr. Sheen said that they will provide a more detailed CMP. Mr. Seegel said that his impression is that the Applicant is trying to squeeze too much construction on a small piece of property. He said that the lot is 36,000 square feet.

Mr. Sheffield said that the building will hit the sky rather abruptly. He said that it looks more like an office building than a residential building. He asked if there are other ways to deal with the top story to make it more compatible with residential.

Albert Berry, 33 Avon Road, asked when the Traffic Study was conducted. Mr. Dirk said that it was conducted on January 23rd and 24th, which were a Tuesday and a Wednesday. Mr. Berry said that there were ice warnings on those days. Mr. Dirk said that the Town will hire a traffic engineer review consultant and they will review the Traffic Study. He said that there is methodology and standards that Vanasse uses in terms of conducting the traffic counts for days of the week, time periods and seasonality. He said that the Town's consultant will verify that the counts were done. Mr. Seegel said that the Town is retaining experts and the Board will wait to see their report.

Mr. Berry said that there will be a 40 percent increase going up Weston Road. He said that there was a significant increase going south on Linden Street for the Delanson Project. He said that the fear is that everyone will go to Route 9. He said that the neighbors talked about traffic flow in the neighborhood behind these units or across from 148 Weston Road. He said that is very concerning. He said that there are no sidewalks on Avon Road. He said that with the queuing on Weston Road, drivers will cut through. He asked if the Board would be opposed to the community hiring another traffic expert. Mr. Seegel said that the community can hire any experts they wish on any subject. He said that they can retain counsel as well. He said that the Board is doing peer reviews on everything. He said that it is fine if the neighbors want to do another traffic analysis that combines the Delanson and 148 Weston Road projects. Mr. Berry said that they would like to see analysis that relates to Curve Street, Avon Road and Crest Road, which are cut through roads that are already heavily trafficked. Mr. Seegel said that was brought to the Board's attention at the Delanson hearing. He said that they are looking at Weston Road, Linden Street and surrounding streets. He said that they are concerned about the impacts on the neighborhood behind with safety/traffic concerns.

Mr. Seegel said that under Chapter 40B, the Applicant has a right to request waivers from the ZBL. He said that State statute overrides local regulations. He said that the Board tries to make a project that makes sense, will not overload the road, will provide enough parking, and will be safe for residents to the extent it is able to under the law.

Mr. Seegel moved and Mr. Sheffield seconded the motion to continue the hearing to Tuesday, April 3, 2018. The Board voted unanimously to continue the hearing.

As there was no further business to come before the Board, the hearing was adjourned at 8:40 pm.

Respectfully submitted,

Lenore Mahoney
Executive Secretary

DRAFT