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Refer to File # WEL-0012

To: Robert W. Levy
Vice Chairman
Wellesley Zoning Board of Appeals
525 Washington Street
Wellesley Ma. 02482

From: William R. Bergeron, P.E.
Project Engineer

April 9, 2019

Re: 16 Stearns Road, Wellesley, Massachusetts response to Engineering memo dated March 26, 2019.

The following provides a point by point response to the issues outlined in the memo.

We are not convinced that the plan changes are an improvement. The DPW's concerns with parking on the primary access drive were related to vehicle conflicts and geometric constrictions that seemed problematic. Removing the parking but adding daily trash pickup doesn't, in our opinion, improve things. We feel strongly that this driveway should have a minimum 24' wide aisle, and that crossing vehicle movements at this chock point should be eliminated. We hope that unscreened trash storage in direct line of sight from public way will be removed or at least reconsidered.

The proposed plan has been reviewed by the Town's peer review consultant Vanasse Hangen Brustlin, Inc. and was found to be acceptable. The 20 foot wide driveway has no parking off of it and is perfectly adequate to allow two way traffic. Many Town Planning Boards design standards allow 18 and 20 foot wide road widths. The traffic study also indicated minimum conflicts during peak hours entering or exiting the site.

The pad left on the side of the driveway is to allow the roll out containers to be placed there on the two planned rubbish collection days. (Not daily as noted.) The containers will only be there for a few hours.

The proposed design provides an access easement at the circular driveway intersection to allow municipal and larger service vehicles to make a three point turn to avoid the present practice of backing down the entire length of Stearns Road to make a three point turn on Frances Drive. This option was suggested by VHB as a safty improvement to the area. The proposed plans incorporate this option.

We have reviewed the hydrant flow results and believe that they will be sufficient for the proposal, but continue to request that the existing 6-inch water main on Stearns Road be extended to the end of the Stearns Road layout for future looping of the water main through the Sprague School parking lot.

The requested fire flow test was performed on the existing water main and found to provide adequate pressure and volume for the proposed project. David J. Hickey, Jr. P.E. Town Engineer indicated at one of the Public Hearings that if the flow tests proved that a water extension was not needed then a loop water main would not be needed. The extension of the present end of the water main approximately another 115 feet beyond the public road will be no benefit to the existing water distribution system unless the connection to the water main in Sprague School area is done. The Town

of Wellesley can do this work any time since they have all the rights to do this work. If this work is ever done it should be done at the same time. We agree that it is always a good idea to loop water mains to improve water circulation but the suggested extension will only add costs to the affordable project and will not provide any immediate benefit to the area.

While a construction management plan has been submitted, we remain concerned with some important details that are missing. Our primary concerns are dewatering, as the foundation is large and any significant pumping could create offsite issues or create problems for the designed stormwater recharge system; lack of worker parking, which we believe will create problems on abutting properties; lack of information on trailer, dumpsters and porta potties, which should be agreed to given the nature of the abutting properties work that may be required for ledge removal; and estimates for and location of spoil piles, particularly ledge removal. While the Construction Management Plan dictates that there will be no parking, loading or otherwise blocking of the end of Stearns Road, it is difficult given the information that supplies, and the above outlined concerns, to be sure that the end of the street, which is important for abutters and public safety purposes, will be kept clear of all obstructions.

The extensive soil testing on this site indicates that little or no construction activities will be required below the observed water levels so there will be little to no pumping required. The Construction Management Plan outlines how the construction on site will be accomplished. There will be sufficient space on the site to allow a significant work area that will be available during the construction of the building. This area will house the construction trailer, sanitary facilities and dumpsters as well as material stockpile areas. The CMP addresses truck traffic and parking.

While we were not able to attend the public hearing when the proposed blasting was discussed, we now understand that the ledge removal is expected to be complete in 20 days and that there will be one or two blasting events per day. We believe, given the surrounding uses, that in addition to mandated pre-blast surveys, a communication plan that outlines the days, times and provides emergency contact information should be provided to abutters, specifically including the Alzheimer's Center, the Sprague School and the Wellesley Recreation Department.

The Zoning Board of Appeals hearing on March 12, 2019 concentrated for approximately 4 hours on the anticipated blasting and construction management. Deputy Fire Chief Charles DiGiandomenico was present for three hours answering questions relative to the adequacy of the site as well as the blasting on the site. He indicated that he is in charge of supervising and approving all blasting within the Town of Wellesley and that he has had good professional experience with Maine Drilling and Blasting, Inc. in the past.

We continue to believe that the two-way driveway entrance to the parking garage should be 24-foot, which is more appropriate for the 35 parking spaces. A 24-foot wide driveway entrance would provide more room to navigate through the driveway entrance and provide additional space for rubbish pickup. The applicant's engineer should review alternative solutions to the current layout that would provide improved circulation for the residents, delivery vehicles, etc.

The question is answered above.

Sincerely,

William R. Bergeron, P.E.
Hayes Engineering, Inc.

