

Mahoney, Lenore

From: Lynne Sweet <ldsweet@ldsconsultinggroup.com>
Sent: Monday, August 5, 2019 4:03 PM
To: Mahoney, Lenore; Nagi, Robert
Cc: Dennis M. Di Schino (dennis@equitypartners.us); 'Jeffrey S. Dirk (jdirk@rdva.com)'; Christopher Heep; Ivria Fried; Randy Becker
Subject: RE: Cedar Place Development - Vanesse responds to VHB Comments
Attachments: 2 3 Burke Ln RTC 08.05.19.pdf

Good Afternoon:

Jeff is not able to attend the meeting tomorrow night but has prepared a letter in response to Mr. Nagi's comments. Some of the matters will be addressed by our civil engineer tomorrow night.

In addition, with regard to the Town/MassDOT curb cut on the adjacent property, an application was filed with DOT two weeks ago.

Thank you.

Lynne



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August 5, 2019

Mr. J. Randolph Becker, Chair
Zoning Board of Appeals
Town of Wellesley
525 Washington Street
Wellesley, MA 02482

Re: Response to Transportation Peer Review
Proposed Cedar Place Residential Community – 2 and 3 Burke Lane
Wellesley, Massachusetts

Dear Chairman Becker and Members of the Zoning Board of Appeals:

Vanasse & Associates, Inc. (VAI) is providing responses to the comments that were raised in the July 31, 2019 letter prepared by VHB on behalf of the Zoning Board of Appeals (ZBA) in reference to their review of the March 14, 2019 *Transportation Impact Assessment* (the “March 2019 TIA”) prepared by VAI in support of the proposed Cedar Place residential community to be located at 2 and 3 Burke Lane in Wellesley, Massachusetts (hereafter referred to as the “Project”). Listed below are the comments that were identified in the subject letter pertaining to the March 2019 TIA that required a response followed by the requested information.

1.0 Project Description

Comment #1 (PARKING): *Generally, a parking ratio of 1.5-2.0 is desired for a residential project such as the one being proposed. The applicant's ratio of 1.62 spaces/unit is on the lower end of this range for a development of this type and would warrant a more aggressive parking management program and Transportation Demand Management (TDM) plan to minimize the demand for parking at the site. The Applicant should provide a brief summary of how parking will be managed at the site, including a summary of how parking spaces will be assigned to each unit and how many are designated for visitor usage. VHB notes that on-street parking is not permitted in this area of Burke Lane so there no available public off-site parking in the immediate vicinity of the site.*

Response: Tenants will be required to register their vehicles with the property manager and will be notified at that time that parking is prohibited along Burke Lane. Each residential unit will be assigned one (1) parking space as a part of the base lease, which will leave 10 parking spaces for visitors and for lease as an additional space by residents. Walker Consultants has identified that the typical visitor peak parking demand for multifamily residential communities is 0.15 spaces per unit,¹ which would require two (2) to three (3) parking spaces, leaving 7 to 8 parking spaces for lease by residents.

¹Parking Review for 148 Weston Road; Walker Consultants; September 27, 2018.

Comment #13 (TDM PLAN): *Given the limited parking on the site, the Applicant should be expected to implement an aggressive parking management plan and take part in an effective TDM program on the site. The TDM program noted in the Traffic Study is an excellent resource. The Applicant should provide a summary of which of these recommendations they are committed to implementing at the site.*

Response: The Applicant is committed to implementing all of the TDM measures that are defined in the March 2019 TIA, acknowledging that MassRIDES ceased operation in June 2019.

8.0 Additional Comments

Comment #14 (EV CHARGING STATIONS): *The site plan notes that there will be at least one parking space that will provide an EV Charging Station on the site. The Applicant should provide information to the Board if the Project will consider the potential for additional electric vehicle charging station or will make any spaces EV-ready, should tenant demand warrant them within the site.*

Response: The Site Plans for the Project have been revised to include the installation of spare conduit and pull boxes to allow for the future addition of EV charging stations within the Project site.

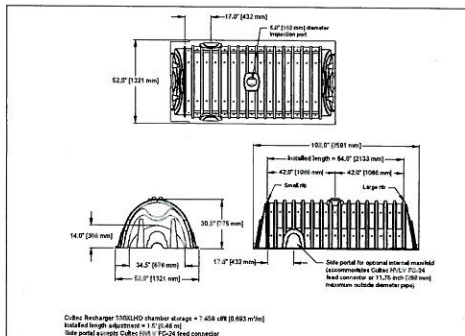
Comment #15 (BICYCLE PARKING): *The TDM section of the study recommends secure bicycle parking be provided at the site; however, it is not clear on the plans where this parking area will be located. The Applicant should identify where bicyclists can find secure, weather protected, bicycle parking spaces.*

Response: The location of bicycle parking within the Project site will be added to the Site Plans.

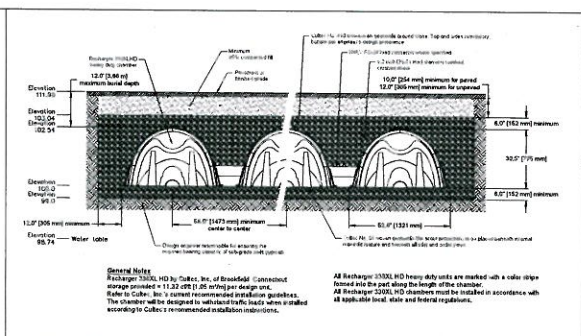
Comment #16 (VEHICLE TRACKING): *The plans should provide Vehicle Tracking© which demonstrate access for the largest vehicle expected to access the site (minimum WB-40) truck. This tracking should also summarize how access to the trash and recycling pad will be achieved from the typical garbage truck. The Applicant should identify where on the site plan loading vehicles will park and where delivery vehicles would be directed to wait as they make visits to the site.*

Response: A vehicle tracking plan for the Wellesley Fire Department design vehicle is attached and would be considered to be representative of a large moving van and a trash/recycling vehicle as well. A loading area has been established along the front (center) of the 15-unit residential building that will be used to accommodate tenant moves and loading and delivery activities associated with the Project. Further, this area can be used for vehicle maneuvering to access the trash/recycling area which is located opposite the loading zone along the south side of the proposed parking lot. The loading zone has been designed to accommodate two (2) vehicles. To the extent that both loading zone spaces are occupied, temporary short-term loading (such as by FedEx, UPS, etc.) can occur by parking in front of the loading zone, which would leave 12-feet of clearance for vehicles to continue to enter/exit the parking field.

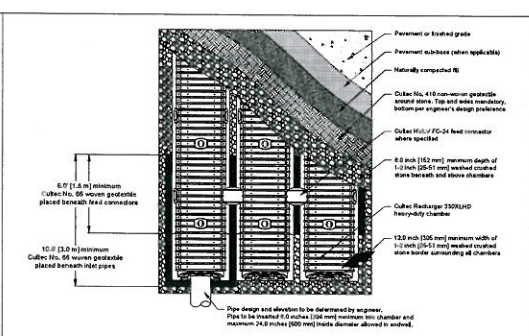




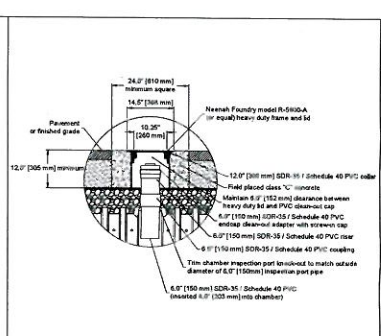
Culvert Recharger 330XLHD Heavy Duty Three View



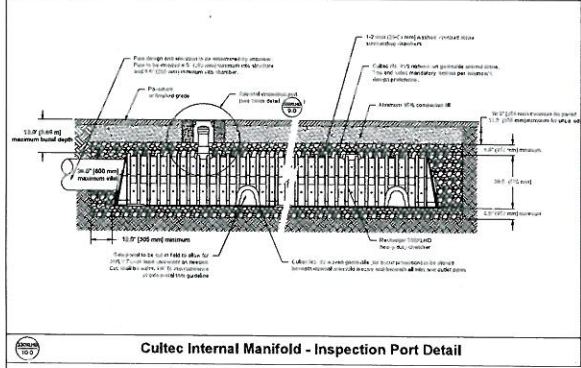
Culvert Recharger 330XLHD Heavy Duty Typical Cross Section



Culvert Recharger 330XLHD Heavy Duty Plan View



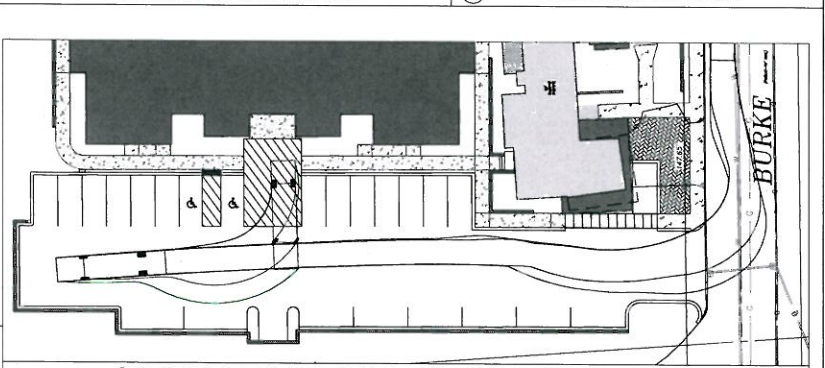
Inspection Port - Zoom Detail



Culvert Internal Manifold - Inspection Port Detail



Turning Movement Analysis for Wellesley Fire Department "Tower 2" Vehicle - Entering Site via Burke Lane



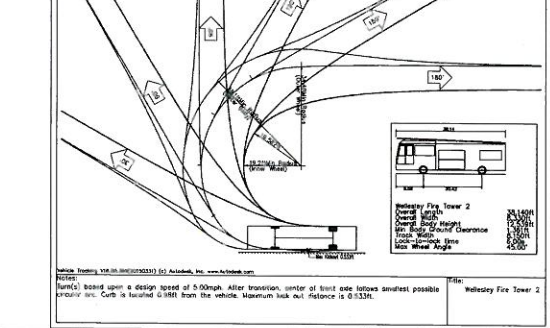
Turning Movement Analysis for Wellesley Fire Department "Tower 2" Vehicle - Leaving Site via Burke Lane

Soil Testing Information

Depth	Soil Type	Moisture	Specific Gravity	Unit Weight	Compaction
0" - 12"	Sand / Loam	10.42	2.65	120.42	100%
12" - 24"	Loamy Sand	10.80	2.65	120.80	100%
24" - 36"	Sand	10.80	2.65	120.80	100%
36" - 48"	Sand	10.80	2.65	120.80	100%
48" - 60"	Sand	10.80	2.65	120.80	100%
60" - 72"	Sand	10.80	2.65	120.80	100%
72" - 84"	Sand	10.80	2.65	120.80	100%
84" - 96"	Sand	10.80	2.65	120.80	100%
96" - 108"	Sand	10.80	2.65	120.80	100%
108" - 120"	Sand	10.80	2.65	120.80	100%

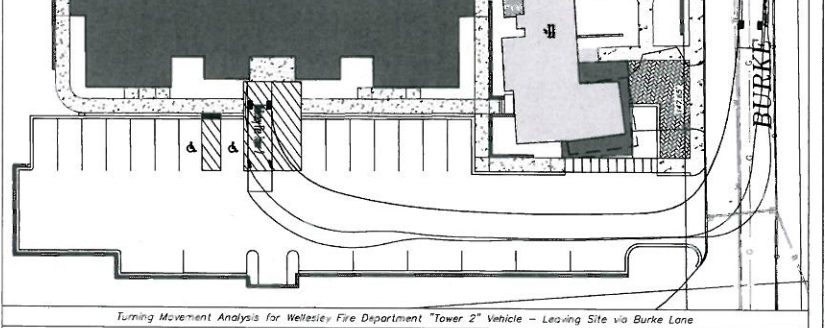
Site Plan Details

for
#3 Burke Lane
in
Wellesley, MA



Legend

Symbol	Description
---	Existing Contour
---	Proposed Contour
---	Drainage Workline
---	Sewer Mainline
---	Utility Pole
---	Water Valve
---	Edge of Pavement
---	Reinforced Concrete Pipe
---	Cape Cod Storm Fire Department Connection
---	Sewer Line
---	Drain Line
---	Water Line
---	Gas Line
---	Fire Line
---	Overhead Wire
---	Deep Test Hole
---	Bottom of Slope
---	Top of Slope



Notes:

- There were no existing wetlands found on site.
- All utilities, structures, and roadways shown on these plans are proposed unless otherwise noted as existing.
- All work to be performed by Town of Wellesley water and sewer.
- All elevations refer to North American Vertical Datum 88 (NAVD88). To convert to the Town of Wellesley base datum, add 6.280' to the NAVD88 elevation.

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