



Specialized Solutions for Housing®

LYNNE D. SWEET, MANAGING MEMBER
617-454-1144

ldsweet@ldsconsultinggroup.com
www.ldsconsultinggroup.com

April 17, 2019

BY HAND

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



Re: ZBA Application: Cedar Place Apartments, Wellesley, MA

Dear Mr. Becker:

LDS is the development consultant to Cedar Place LLC. Cedar Place LLC (the "Applicant"). The Applicant hereby applies to the Zoning Board of Appeals of the Town of Wellesley, pursuant to M.G.L. Chapter 40B, Sections 20-23, as amended, for the issuance of a Comprehensive Permit authorizing the Applicant to develop 16 units of rental apartments on land located at 2 and 3 Burke Lane in Wellesley, Massachusetts.

The Applicant and the development are more particularly described in the attached 12 notebooks, 12 full size sets of plans and six 11x17 inch copies of all plans, submitted simultaneously herewith, all of which are incorporated herein by reference and constitute the documents required to be submitted under the regulations for filing a M.G.L. Chapter 40B application by the Commonwealth of Massachusetts Department of Housing and Community Development under 760 CMR 56.

We look forward to answering any questions you may have. As required by the statute, please inform us as soon as possible of the first available public hearing date.

Thank you for your time and attention.

Sincerely,
LDS Consulting Group, LLC

A handwritten signature in black ink, appearing to read 'Lynne D. Sweet'.

By: _____
Lynne D. Sweet, Managing Member



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Dear Mr. Becker:

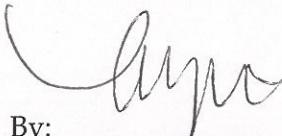
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By: _____

Lynne D. Sweet, Managing Member

Request for Findings of Facts

The applicant requests that the Wellesley Zoning Board of Appeals (the "Board") make the following findings of fact in connection wth the action of the Board on this application:

1. Cedar Place LLC (the "Applicant") is a limited dividend organization within the meaning of Massachusetts General Laws, Chapter 40B and 760 CMR 56.02, and is eligible to receive a subsidy under a state or federal affordable housing program after a Comprehensive Permit has been granted.
2. The Applicant has shown evidence of its site control of 2 and 3 Burke Lane (the "Site") in order to qualify it as a recipient of a Comprehensive Permit for this Site.
3. MassHousing, as the Program Administrator of the New England Fund Program, will be the subsidizing agency within the meaning of the regulations of M.G.L. Chapter 40B (760 CMR 56.00) and within the meaning of the procedural regulations of the Housing Appeals Committee (7640 CMR: 30.01(C)).
4. The number of low- or moderate-income housing units in the Town of Wellesley constitutes less than ten percent (10%) of all housing units as reported in the latest decennial census of the Town of Wellesley and reported by the Massachusetts Department of Housing & Community Development as of the date of this application.
5. The development, as proposed in this application, is consistent with local needs within the meaning of M.G.L., Chapter 40B, Section 20.

As of the 17th day of April 2019, the Applicant respectfully requests the Wellesley Zoning Board of Appeals, after complying with the procedural requirements as provided by law, issue the application a Comprehensive Permit for the development.

Cedar Place LLC

By: Dennis DiSchino

Dennis DiSchino, Manager

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DEVELOPMENT NARRATIVE

1. Applicant and Development Overview

Cedar Place LLC (the "Applicant"), has been organized under the General Laws of the Commonwealth of Massachusetts and is qualified to undertake the planning and development of the proposed apartment community in Wellesley. The Applicant is proposing to permit and construct a new mixed-income development at 3 Burke Lane, Wellesley, MA of 16 rental units on a limited dividend basis as required under all laws and regulations of the Commonwealth of Massachusetts.

While 2 Burke Lane is included in the development site, it will remain vacant. The development site is comprised of two parcels of land and will be built on a portion of assessor's Parcel ID 010-73, 010-42, totaling approximately 41,307 square feet of land. The site currently has a single-family home with an accessory unit and vacant land. The property is located just off Worcester Street (Route 9) on the Wellesley Needham border and a short distance to Route 128/ 95 and I 90. Eliot Station on the Riverside Green line is approximately 1.6 miles from the proposed development. The Wellesley Hills Community Rail Station is approximately 2.3 miles from the site.

The development site abuts a lot to the North, 7 Burke Lane, that will be converted to parking that will serve a two-story office building, a 1-4 family home to the west, a single-family home to the south and is across the street from a wooded area to the east which includes 2 Burke Lane.

The property is zoned SR 15,000, which allows one-family dwelling units, religious uses, child care, home occupancy and community group residences.

The development, as currently proposed, will consist of 16 rental units. Fifteen units will be newly built in a 2.5 story walk up building containing approximately 17,430 square feet plus a basement containing mechanical systems/storage. The single-family home will be preserved as a market rate three-bedroom unit. The accessory unit will be converted to an onsite management office. There will be 2 one-bedroom units, 12 two-bedroom units and 2 three-bedroom units. The site will have 24 surface parking spaces and 2 garage parking spaces. This will result in a total of 26 parking space or 1.5 spaces per unit. These 26 parking spaces will include a car charging station, 6 compact care spaces, 4 visitor parking spaces and 2 handicap parking spaces.

All first-floor units of the new building will be visitable and will be adaptable for handicapped use. The property will offer an outdoor amenity area that might include a fire pit and picnic tables for residents. In addition, there will be a doggie station and enclosed dumpster/recycle area.

Energy conservation measures include meeting the Town of Wellesley Stretch Code and current energy code for building envelope: All exterior lighting will be LED; all interior light fixtures will be Energy Star. Appliances will be Energy Star as applicable. High efficiency gas hot water heater for domestic water and hydronic heat in each unit. Energy Star rated A/C condensers for each unit. Individually metered utilities (elec/gas/water). It will have no VOC interior paint / low VOC interior finish materials - Low flow toilets/sinks/showers and tubs.

In addition, the property will utilize a pervious popcorn concrete driveway to provide natural drainage.

The proposed design is of residential scale and character similar to small multi-family developments in residential districts. The building façade elevations feature one, two and three storied portions of the building to limit the building height and visual impact, much in keeping with the existing two-family residential dwelling remaining on the site. Sixty (60%) percent of the proposed building is two stories or less in height in a scale in keeping with the existing residential structure on the site.

This new proposed building at 3 Burke Lane will be in keeping with the aesthetics of other residential properties on Burke Lane and other similar residential neighborhoods. The proposed building is sited on a low lot with a 20' to 30' high tree covered embankment separating the lot from the nearest adjacent residential property. This tree covered embankment affords an excellent natural screen between properties.

The existing location of the two-story residence on the site at 3 Burke Lane with a foot print of 2,880 sq. ft. effectively screens the view of the proposed new structure from Burke Lane. The main access to the new apartment building will be provided by a 24-foot wide paved access driveway on Burke Lane. The existing garage will be taken down and rebuilt to face the access driveway. This will eliminate the existing curb cut and allow for additional plantings for curb appeal.

Sidewalks are proposed around the new building to allow for easy pedestrian access to all buildings and parking areas. In addition, a new sidewalk will be added along the front of the property on Burke Lane. This sidewalk will connect to a to sidewalk that will be added to 7 Burke Lane.

The proposed building style and character is modern colonial wood framed, vinyl (clapboard) siding with 6 over 6 divided lite windows, and asphalt shingled roofs. The total proposed building foot print is 7,545 sq. ft., irregular in plan to add to the historic characteristics of the design through the expression of multiple additions or expansions to an original structure. This design criteria was determined in an effort to be similar to the existing residential structure on

this site and residences of surrounding neighborhoods. The existing site does also border on a business use parking lot to the north.

The development will include 12 market rate units and 4 units will be income restricted in perpetuity for households earning at or below 80% of the Boston-Quincy-Cambridge Area Median Income (the "Affordable Units"). The Affordable units will be comprised of the following:

Table 1 Affordable Unit Detail

Income	Bedrooms	Baths	Size (sq. ft)*	# Units	Gross Rent	UA	Net Rent
80% AMI	One	1	722	1	\$ 1,518	\$ 122	\$1,396
80% AMI	Two	2	1040	2	\$ 1,825	\$ 182	\$1,643
80% AMI	Three-	2	1544	1	\$ 2,108	\$ 235	\$1,873

The utility allowance is for the tenant's portion of gas heat and hot water, electricity for lights and cooking and domestic water and sewer.

All 16 units will be eligible to be counted on the Town of Wellesley Subsidized Housing Inventory.

The development is consistent with the newly approved Town of Wellesley Housing Production Plan. It will be the preservation of an existing 1880's home and construction of new mixed income apartments located next to a commercial district in an area designated by the Town of Wellesley as an area they would like to see growth (i.e. Worcester Street/Route 9, East Wellesley, Cedar/Worcester Street). The plan calls for preserving existing small homes, allowing more housing choices in established neighborhoods, such as the ability to convert existing single-family homes to two-family or small multi-family dwellings and siting more densely developed housing in and near the business districts, e.g. mixed-use buildings or multifamily buildings adjacent to commercial buildings. The development will provide units and amenities that are appropriate for young professionals, families, seniors and / or disabled persons.

2. Fire Protection & Public Safety

Fire sprinkler systems will be provided for the new building per code. Communication Systems within the new building will also be coordinated with the Police and Fire Departments to ensure that the systems meet the specifications of each department. Fire trucks will be able to reach the building from the main driveway.

3. Landscape/ Surroundings

The developer has placed the building as far as possible from the adjacent single-family home and the new 2.5 story building may serve to buffer the noise from Route 9. In addition, the developer has worked hard to disturb as little of the existing landscape buffer as possible.

Choosing to build minimal retaining walls and have as much cut and fill on site as possible. Both the front of the site on Burke Lane and the interior of the site will be tastefully landscaped.

4. Utilities

Public water and sewer service from the Town of Wellesley is available at Burke Lane. **We have attached correspondence with the Town of Wellesley Water and Sewer division noting excellent fire flow on Burke Lane dated March 15, 2019.** Natural Gas is available in Burke Lane. Pole mounted utilities exist along Burke Lane. They include electric, cable tv, telephone, and other communications.

5. Wetland Resources

The Massachusetts Division of Fisheries and Wildlife's Natural Heritage Atlas (13th Edition) as well as the Division's MassGIS Online Mapping Tool indicate that the development site contains no Priority Habitats of Rare Species or Estimated Habitats of Rare Wildlife. A review of the FEMA Flood Insurance Rate Maps also shows that there are no flood hazard areas on the property.

6. Stormwater Management

The project will be designed to meet the Department of Environmental Protection's (DEP's) Stormwater Management Standards as outlined in DEP's Stormwater Handbook. When a project complies with these standards, the presumption is that the project is protecting public and private water supply, groundwater supplies, providing for appropriate flood control and storm damage prevention, preventing pollution, protecting fisheries, and protecting wildlife habitat. As previously noted, the development will seek to use new technology in the form of pervious popcorn pavement for natural drainage.

7. Traffic

Although the development is projected to generate less than 50 vehicle trips in a single hour, the applicant did commission a traffic impact analysis. The study focused on two intersections agreed to by the former Planning Director. We have included a summary of the report in our application. The exhibits to the report can be provided electronically upon request.

8. Construction Management

The developer is also the property manager of the adjacent 7 Burke Land. The owner of 7 Burke Lane has consented to allow construction parking and materials storage, on an as needed basis, to support the development of 3 Burke Lane.

9. Previous Interaction with the Town and Neighbors

- The owner met with the former assistant Town Administrator and Town Planner in October 2018.

- The development team held a site walk for MassHousing on December 19, 20198 which was attended by many neighbors.
- The development team was invited to a January 22, 2019 joint BOS and Planning Board meeting and was then not allowed to speak or present.
- The proposer has had numerous conversations with the direct abutters.

10. Qualification as a M.G.L. Chapter 40B Development

The development qualifies as assisted “low or moderate income housing” within the meaning of Massachusetts General Laws Chapter 40B, Section 20 and will provide four (4) units or 25% of all units which will services households earning at of below 80% of area median income and thus will meet the definition of low and moderate income under the statute. The Applicant will develop this project pursuant to the guidelines o the MassHousing New England Fund Program administer by MassHousing under which a site approval letter has been granted.

11. Local Need

According to figures compiled by the Massachusetts Department of Housing and Community Development (“DHCD”) as of the date of this application, Wellesley’s subsidized housing inventory represents less than 10% of its total housing stock as establish under M.G.L. Chapter 40B.

CONCLUSION

For all the foregoing reasons, and for the additional reasons the Applicant will present at the scheduled public hearing on this Applications, the Applicant respectfully requests the Wellesley Zoning Board of Appeals, after complying with the procedural requirements as set forth in M.G.L. Chapter 40B and 760 CMR 56 issue to the Applicant a Comprehensive Permit for the Development.

From: Chisholm, Sarah <schisholm@wellesleyma.gov>
Sent: Friday, March 15, 2019 11:58 AM
To: John Federico <JFederico@gandhengineering.com>
Cc: Furdon, Robert <rfurdon@wellesleyma.gov>; Shaughnessy, Bill <bshaughnessy@wellesleyma.gov>; MacDonald, Mike <mmacdonald@wellesleyma.gov>; VanHouten, Joshua <jvanhouten@wellesleyma.gov>; Digiandomenico, Charles <cdigiandomenico@wellesleyma.gov>; Condon, Meghan <mcondon@wellesleyma.gov>
Subject: Burke Lane Hydrant Flow Information

Thank you for your inquiry regarding hydrant flow/water main pressure information for the area of Burke Lane in Wellesley.

I have attached hydrant flow information from 2003 that is still accurate, and fully supported by the Town of Wellesley for your purposes especially in a high pressure area such as Burke Lane. I have also attached a close up of our Estimated Water Main PSI indicating the more than sufficient pressure in the area.

Many engineers and insurance companies would like hydrant flow information within a year, but we cannot provide this information as performing hydrant flow test disrupts our day to day drinking water quality as well as the fact that the pressure and flow in that area is very high.

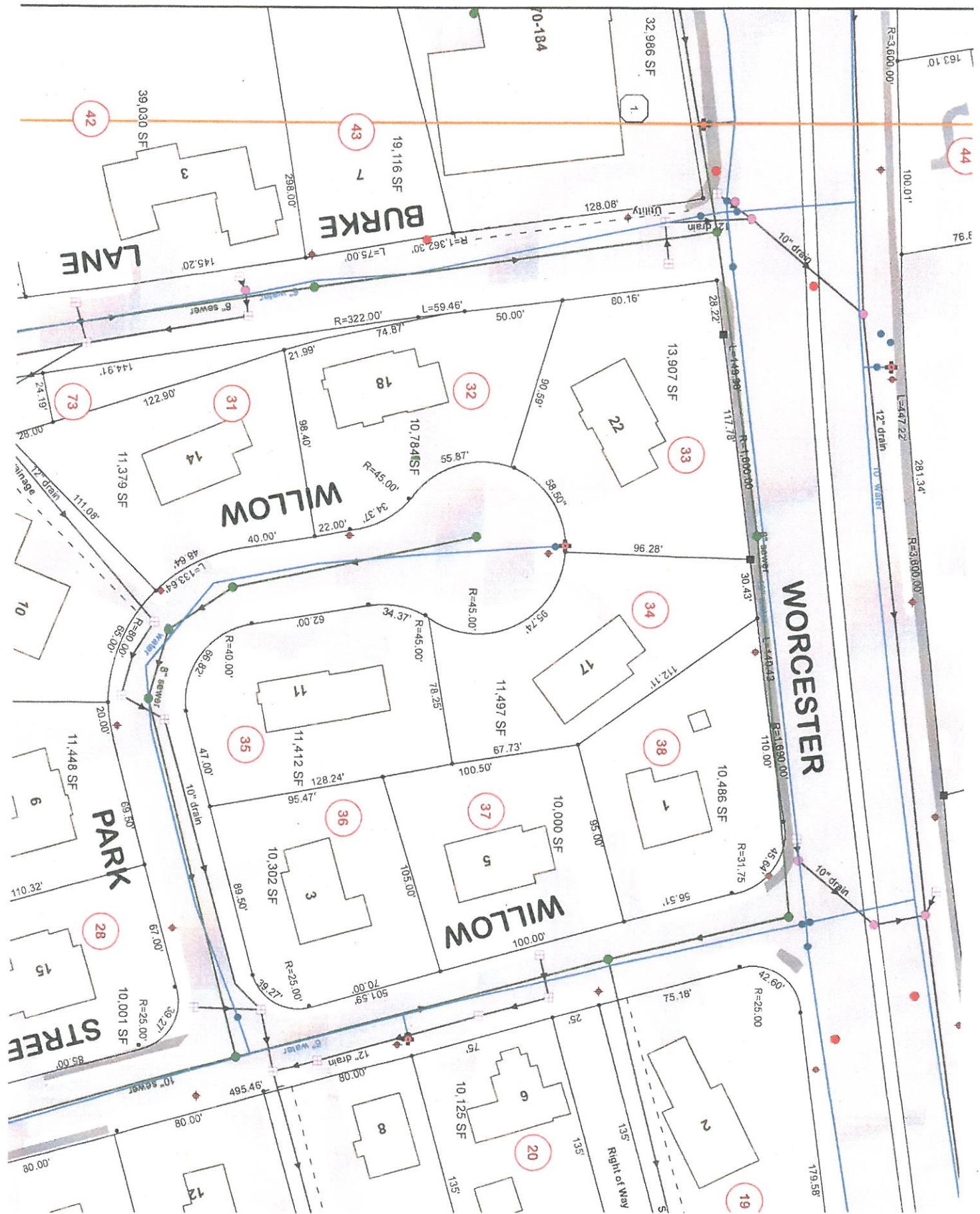
The Water Division stands behind this information. The Wellesley Fire Department is well aware of this stipulation and have been included in this email.

Please inform your engineers and/or insurance company of this information. Certainly feel free to contact me if you have any further questions or need more information.

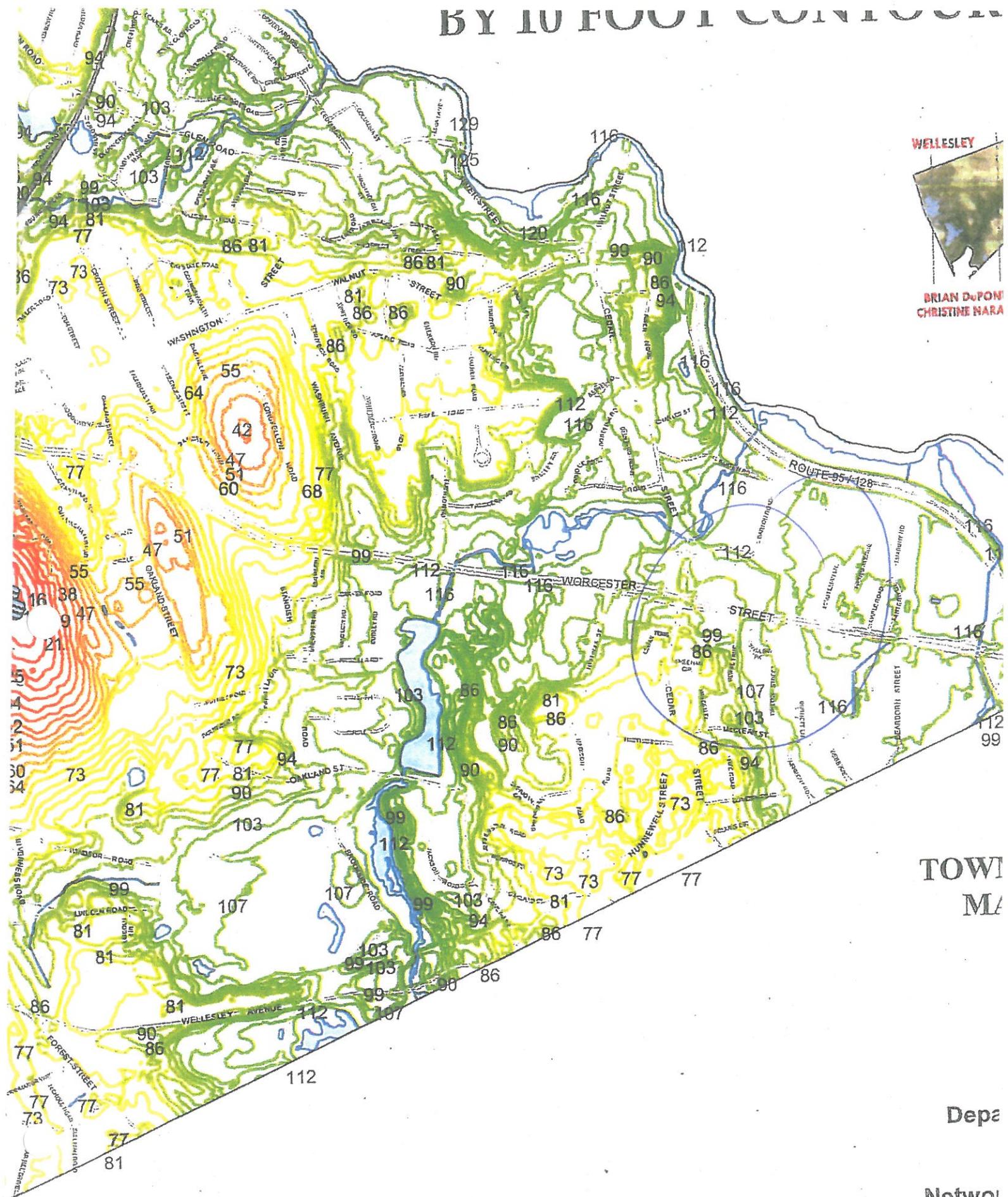
Sarah E. Chisholm
Office Administrator
Water and Sewer Division
20 Municipal Way
Wellesley, MA 02481
781-235-7600 ext. 3355
781-489-7755 Fax

Think Green! Please don't print this e-mail unless it is absolutely necessary.

When responding, please be advised that the Town of Wellesley and the Office of the Secretary of State for the Commonwealth of Massachusetts has determined that e-mail could be considered a public record.



BY 10 FOOT CONTOUR



INSURANCE SERVICES OFFICE, INC.

HYDRANT FLOW DATA SUMMARY

City Wellesley
County NorfolkState MA
Witnessed by Insurance Services Office, Inc.

Date May 7, 2003

TEST NO.	TYPE DIST.*	TEST LOCATION	SERVICE	FLOW - GPM $Q = 29.83(Cd^2)P^{0.5})$			PRESSURE PSI $Q_{n} = Q_f(d_R^{0.54} / h_f^{0.54})$			FLOW - AT 20 PSI $Q_{n} = Q_f(d_R^{0.54} / h_f^{0.54})$			REMARKS
				INDIVIDUAL HYDRANTS	TOTAL	STATIC	RESID.	NEEDED	AVAIL.	NEEDED	AVAIL.		
14A	Comm	Oakland Street @ Mass Bay Campus	Main	960	960	840	80	70	2000	2250	1400	(A) 1550gpm	
15	Comm	Wellesley Ave. @ Forest Street	Main	840	840	76	44	750	1400				
16	Res	Sheridan Road @ Jefferson Road	Main	1060	1060	1400	108	96	2500	4100			
17	Comm	Cedar Street @ Schofield School	Main	1400	1190	108	102	750	5100				
18	Res	Indian Springs Way @ Glen Road	Main	1060	1060	94	90	2250	5100				
19	Comm	Cedar Street "Ramp" @ Rte. 9	Main	1110	1110	112	108	5000	6000				
20	Comm	Rte. 9 @ Sunlife	Main	1110	1110	1110	108	3500	6000				
20A	Comm	Rte. 9 @ Sunlife	Main	1110	1110	1110	108	3500	6000				
21	Comm	Rice Street @ Smith Street	Main	2260	2260	2260	92	74	4500	4800			
21A	Res	Rice Street @ Smith Street	Main	2260	2260	2260	92	74	1000	4800			
22	Res	Dover Street @ Belair Road	Main	1010	1010	78	52	750	1600				

(A) - Limited by available hydrants to gpm shown

(B) - Available facilities limit flow to gpm shown plus consumption for the needed duration of 3 hours.

THE ABOVE LISTED NEEDED FIRE FLOWS ARE FOR PROPERTY INSURANCE PREMIUM CALCULATIONS ONLY AND ARE NOT INTENDED TO PREDICT THE MAXIMUM AMOUNT OF WATER REQUIRED FOR A LARGE SCALE FIRE CONDITION. THE AVAILABLE FLOWS ONLY INDICATE THE CONDITIONS THAT EXISTED AT THE TIME AND AT THE LOCATION WHERE TESTS WERE WITNESSED.

*Comm = Commercial; Res = Residential.

**Needed is the rate of flow for a specific duration for a full credit condition. Needed Fire Flows greater than 3,500 gpm are not considered in determining the classification of the city when using the Fire Suppression Rating Schedule.

From: [Dennis DiSchino](#)
To: [Lynne Sweet](#)
Cc: [John Federico](#)
Subject: FW: Burke Lane Electricity
Date: Thursday, April 11, 2019 3:47:28 PM

From: Joyce, Dick [mailto:djoyce@wellesleyma.gov]
Sent: Thursday, April 11, 2019 2:02 PM
To: dennis@equitypartners.us
Cc: Newell, Donald; Allen, David
Subject: Burke Lane Electricity

Good Afternoon Dennis –

As a follow-up to our earlier telephone conversation, this email is intended to serve as confirmation the Wellesley Municipal Light Plant's ("WMLP") is capable of serving the proposed multi-family development at Burke Lane. The WMLP's existing distribution infrastructure can easily accommodate the additional electricity requirements.

Should you have any questions or require any additional information please don't hesitate to let me know.

Best regards,
Dick

Richard F. Joyce, Director
Wellesley Municipal Light Plant
4 Municipal Way, Wellesley, MA 02481
781-235-7601

TOWN OF WELLESLEY



MASSACHUSETTS

ZONING BOARD OF APPEALS
TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

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TOWN OF WELLESLEY

ROBERT W. LEVY
WALTER B. ADAMS
DEREK B. REDGATE

OFFICIAL DEVELOPMENT PROSPECTUS

Applicable to Major Construction Projects
Submitted Under Section XVIA of the Zoning Bylaw
And Comprehensive Permit Projects Submitted
Under Chapter 40B

Date: April 17, 2019

Year/Number: 2019/

I. IDENTIFICATION

Petitioner: Cedar Place LLC

Address: 868 Worcester Street, Wellesley, MA 02482-3707

Telephone: 781-235-5600

Land Owner of Record: Dennis M. DiSchino

Location of Property: 2 and 3 Burke Lane

Proposed Use of Property: 16 units of rental housing

Zoning Districts: (Including all overlay districts) SR 15,000.

Are any other special permits or variances, other than Site Plan Approval required for this project? Yes No ✓

If yes, what is required?

II. DESCRIPTION

Describe in detail the plan to be executed under the appropriate categories below

1. Land Area Approx. 40,219 SF
2. Square footage of proposed construction footprint Approx. 33,259 SF
3. Square footage of existing building footprint Approx. 2,852 SF
4. Square footage of total structure footprint Approx. 10,828 SF
5. Total floor area of existing building Approx. 3,627 SF
6. Total floor area of proposed construction Approx. 18,077 SF
7. Total floor area after proposed construction completed Approx. 21,842 SF
8. Floor area ratio: (Commercial)
9. Number of Buildings 2
10. Number of Stories of each Building Proposed Building 3/Existing 2
11. Height of each Building <41'
12. Number of Parking Spaces: (Existing/Proposed)

Standard <u>4 / 16</u>	Compact <u>0 / 6</u>	Handicapped <u>0 / 2</u>
Covered <u>2 / 2</u>	Open <u>2 / 24</u>	
Total (Existing and proposed) <u>4/26</u>		
Total Number Required <u>24</u>		
13. Number of handicapped sidewalk curb cuts provided 2
14. Lot coverage in square feet (%)

Before	After
1) Buildings <u>(7.09)</u>	<u>(26.92)</u>
2) Drives & Parking <u>(2.28)</u>	<u>(38.33)</u>
3) Other uses (identify uses and coverage)	<u>()</u>
15. Open Space

1) Landscaped area <u>(90.62)</u>	<u>(34.75)</u>
2) Natural (i.e. woods, fields)	<u>()</u>
3) Recreational	<u>()</u>

A. Residential Construction

1. Number of Dwelling Units
Efficiency _____ One Bedroom 2 Two Bedroom 12
Three Bedroom 2 Other _____
2. How many units will be provided with handicapped access to bathrooms, toilets, entrances, egresses, etc.? 4
3. Density in square feet of land per dwelling unit.
Existing 20,110 SF/Unit Proposed 2,366 SF/Unit
4. Density in square feet of land per person:
Existing 10,055 SF/person Proposed 1,219 SF/Person

III. TRAFFIC IMPACT ANALYSIS AND DATA (Explain basis for data entered)

If, as a result of the proposed construction, the following conditions will exist, Questions 1-5 must be answered:

- a. If the floor area of the building exceeds 10,000 sf; or
- b. If 50 or more vehicle trips will be generated by the completed project in any single hour of the day. **See TIA generates <50 cars in any single hour.**

1. Projected traffic generation of proposed new development:

a. Peak Day In Out Total

24-Hour _____
Am Peak Hour _____
PM Peak Hour _____

b. Typical or Average Day

24-Hour _____
Am Peak Hour _____
PM Peak Hour _____

2. Current two-way traffic flows on frontage street(s):

24 Hour AM Peak Hour PM Peak Hour

Street

Street

3. Data compiled by:

Date of data compilation:

5. Comment on adequacy of drive entrances & exits with respect to sight distance and other traffic operations considerations on frontage street(s)

Locations through which 30 or more vehicles approach from a single direction in any single hour of the day.

(List intersections and operational problems):

List possible hazardous pedestrian and bicycle crossings:

6. Has a separate Traffic Study been submitted? Yes No _____

IV. PUBLIC UTILITIES - (Quantitative, state basis for data entered)

A. Estimated water consumption 3,630 gal/day

B. Number of Fire Hydrants - existing within 200 ft 1 Proposed 0

C. Estimated discharge to sewer system 3,630 gal/day

() Sewer Disposal - will any proposed on-site individual sewage disposal systems be designed to receive more than 110 gallons of sewage per quarter acre per day? Yes _____ No

E. Refuse disposal _____ lbs. or tons/day

1. Proposed method of handling Dumpster

2. What provisions will be made to facilitate the recycling of solid waste? Recycling bins will be provided

F. Service Voltage _____ Service Amperage _____

1. Estimated peak electrical consumption _____ kw

a. Heating Season _____ kw b. Cooling Season _____ kw

2. Estimated annual electric energy consumption _____ kw

3. Three Phase Service _____ Single Phase Service _____

G. Are energy efficient appliances to be used? Yes, energy star

() ... What R-Factors will be used in insulation and glazing for walls and ceilings? R-21 Walls, U-20 min glazing; R-30 ceilings, R-49 Roof

I. What energy source will be used for heating water?
Electric _____ Gas Fuel Oil _____ Other _____

.. Will electric resistance heating or heat pumps be used? Yes _____ No

K. Will the facility include an emergency electric generator?
Yes _____ No

If YES, would you be willing to run it to reduce your peak load?

Yes _____ No _____

V. FIRE PROTECTION

A. *Fire flow presently available at site Adequate per Sarah Chisholm

B. *Total floor area of building (Largest single building if more than one building) 17,430 SF

C. Type of Building Construction Wood frame - walk up fully sprinkled

D. *Required fire flow for building (Maximum required for a single building if more than one building) See narrative

E. *If required fire flow (D) exceeds available fire flow (A), describe plans to provide required fire flow (D)

F. Describe access for fire apparatus to building (s) _____

*Written statement indicating these figures signed by a registered professional engineer must accompany submittal.

VI. ENVIRONMENTAL IMPACT

A. What percentage of the property is Wetlands 0
Floodplains 0

Will either be altered as a result of the project? N/A

B. Will the proposed development contribute in any way to pollution of groundwater, surface water, or waterway: Yes _____ No

Oil _____ Salt _____ Chemicals _____ Other _____

Explain

Describe proposed measures to eliminate or minimize such pollution:

C. Does the proposed development involve storage of any of the following materials above or below the ground?

N/A deicing chemicals or other related materials
N/A commercial fertilizers and other related materials
N/A hazardous materials
N/A liquid petroleum products

If YES to any of the above, list specific materials to be stored:

D. Impact on surface drainage

1a. Current rate of peak runoff 2.57 (100YR) cubic ft/second
b. Current volume of runoff 191 (100YR) cubic feet or acre-feet

2a. Post-development rate of peak runoff 0 (100 YR) cfs

b. Post-development volume of runoff 0 (100YR) cubic feet or acre-feet

(Design storm and rainfall intensity should be cited for #1 & #2)

3. Describe measures to eliminate or minimize any increase in rate of runoff Porous pavement will be used throughout the entire parking lot

4. Might the project result in significant changes in existing drainage patterns? Will any abutting or other property be adversely affected by the changes? Existing drainage patterns will remain the same, but the total runoff will be reduced significantly. No abutting properties will be impacted.

E. Does the proposed structure include installation of floor drains?
Yes No ✓ If YES, how many?

F. Will the project affect the condition, use, or access to any existing public open space or recreation area? If so, how?

No public open space or recreational areas will be affected.

G. Does the proposed development involve outside lighting? Yes No ✓
if YES, state height of lighting fixtures _____

Will the outside lighting shine directly on abutting premises?
Yes No ✓

If YES, explain

Describe proposed steps to minimize this impact _____

H. Might any site or structure of historic or archeological significance be affected? Yes No ✓

Describe _____

I. Will the project require the removal of any street trees protected under M.G.L. Ch. 87? Yes No ✓

If YES, how many? _____

J. Will the project involve blasting or pile driving? Yes No ✓

1. What is the approximate volume of the material to be removed?

Where will this material be disposed? _____

K. Is an Environmental Notification Form required to be filed under M.G.L. Ch. 30, Section 61-62H, the Mass. Environmental Policy Act?
Yes No ✓

VII. IMPACT OF WATER SUPPLY

A. Will the project result in an increase of 10,000 square feet or more of impervious area within a Water Supply Protection District defined by Section XIVE of the Zoning Bylaw? Yes No ✓

If so, does it satisfy the design and operation standards of Section XIVE? Yes No

B. Will the project result in finished exterior grades lower than the existing grade and less than 5 feet of soil overburden above the maximum ground water elevation within a Water Supply Protection District? Yes No ✓

C. Will catch basins be installed? Yes No ✓
If so, how many? _____

Do catch basins presently exist? Yes No ✓
If so, how many?

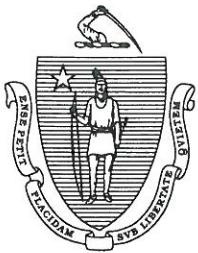
Are catch basins fitted with oil and grease traps? Yes No
How many? Existing Proposed

D. Will water saving appliances be used or water conservation devices be used in all plumbing? Yes No

VIII. FINANCIAL IMPACT

A. Estimated Building Permit Valuation NA

B. Estimated assessed value NA



The Commonwealth of Massachusetts
Secretary of the Commonwealth
State House, Boston, Massachusetts 02133

William Francis Galvin
Secretary of the
Commonwealth

April 8, 2019

TO WHOM IT MAY CONCERN:

I hereby certify that a certificate of organization of a Limited Liability Company was filed in this office by

CEDAR PLACE LLC

in accordance with the provisions of Massachusetts General Laws Chapter 156C on **November 16, 2018**.

I further certify that said Limited Liability Company has filed all annual reports due and paid all fees with respect to such reports; that said Limited Liability Company has not filed a certificate of cancellation or withdrawal; and that said Limited Liability Company is in good standing with this office.

I also certify that the names of all managers listed in the most recent filing are: **DENNIS M DISCHINO**

I further certify, the names of all persons authorized to execute documents filed with this office and listed in the most recent filing are: **DENNIS M DISCHINO**

The names of all persons authorized to act with respect to real property listed in the most recent filing are: **DENNIS M DISCHINO**

In testimony of which,
I have hereunto affixed the
Great Seal of the Commonwealth
on the date first above written.

A handwritten signature in black ink that reads "William Francis Galvin".

Secretary of the Commonwealth

WELLESLEY BANK
PREMIER BANKING & WEALTH MANAGEMENT

November 19, 2018

Re: 3 Burke Lane, Wellesley

To Whom It May Concern,

Wellesley Bank has enjoyed a long-term relationship with Dennis DiSchino of Equity Partners for a number of years. With regard to his interest in redeveloping the above referenced property with a mixed-income residential development project, the Bank would look favorably upon financing the project.

This letter is not a commitment to make a loan. Formal loan approval is subject to the Bank's receipt of a completed loan application as well as additional due diligence to include, but not limited to, an appraisal ordered by and performed for the Bank as well as a complete environmental, financial, legal and market analysis of the transaction and the sponsor.

Should you have any questions, please do not hesitate to contact me at 781-489-4537.

Very truly yours,



Jon Barnes
First Vice President
Commercial Lender

RECEIVED AND RECORDED
NORFOLK COUNTY
REGISTRY OF DEEDS
DEDHAM, MA

CERTIFIED

William P. O'Donnell
WILLIAM P. O'DONNELL, REGISTRAR

MASSACHUSETTS STATE EXCISE TAX
Norfolk Registry of Deeds
Date: 06-25-2018 0 01:24pm
Ct# 1284 Doc# 52532
Fee: \$4,560.00 Cons: \$1,000,000.00

QUITCLAIM DEED

We, Marie A. Gassenheimer and David Gassenheimer, as Co-Trustees of the Marie A. Gassenheimer Trust, under a declaration of trust dated November 1, 2001, as amended by First Amendment dated September 25, 2012, as evidenced by a Trustee's Certificate recorded with the Norfolk County Registry of Deeds in Book 30650, Page 186, of Wellesley, Norfolk County, Massachusetts,

for consideration paid and in full consideration of One Million and 00/100 (\$1,000,000.00) Dollars,

grant to Dennis M. DiSchino of 868 Worcester Street, Wellesley, MA 02482

with QUITCLAIM COVENANTS,

that certain parcel land with the building(s) thereon, situate in Wellesley, in the County of Norfolk and Commonwealth of Massachusetts, which premises are commonly known and numbered as 3 Burke Lane in said Wellesley.

Together with the benefit of and subject to rights in Burke Lane as shown on a Plan on Land in Wellesley, Massachusetts owned by Heirs of William J. Burnett, dated July 12, 1935, Gleason Engineering Corporation and recorded with Norfolk Deeds, Book 2071, Page 359, out to Worcester Street in common with others entitled thereto.

Said land is bounded and described as follows:

NORTHERLY:	by land now or late of Margaret Delorie two hundred ninety-eight (298) feet;
WESTERLY:	by land now or late of Sally Low one hundred sixty-five and 8/10 (165.8) feet;
SOUTHERLY:	by land now or late of Thoms A. Burke, et al, three hundred twenty-four (324) feet; and
EASTERLY	by land now or late of William A. Burnett one hundred forty-five and 20/100 (145.20) feet.

Meaning and intending to convey and hereby conveying the same premises conveyed to us by deed of Marie Gassenheimer and David Gassenheimer, dated November 2, 2012, and recorded with the Norfolk County Registry of Deeds in Book 30650, Page 188.

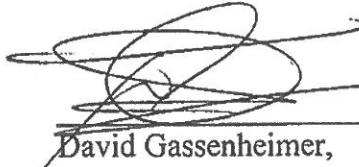
We certify under the pains and penalty of perjury that at the time of the delivery of this deed, the property is not homestead property for any of the Trustees nor beneficiaries of the Marie A. Gassenheimer Trust.

We hereby release all rights of homestead, and certify under pains and penalty of perjury that at the time of the delivery of this deed, the property is not a homestead property for any of the Trustees nor beneficiaries of the Marie A. Gassenheimer Trust and the Grantors, for themselves and all others with any interest of any nature whatsoever in the Trust and/or the property conveyed by this Deed, hereby release and relinquish all homestead rights, if any there may be, and certify under the pains and penalties of perjury that there are no other persons entitled to protection under the Homestead Act, G.L. c. 188.

Witness our hands and seals this 25th day of June 2018.



Marie A. Gassenheimer,



David Gassenheimer,

COMMONWEALTH OF MASSACHUSETTS

Durfolk, ss

June 25th, 2018

On this 25th day of June, 2018 before me, the undersigned notary public, Marie A. Gassenheimer, personally appeared, proved to me through satisfactory evidence of identification which was drivers license, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that she signed it voluntarily for its stated purpose.



COMMONWEALTH OF MASSACHUSETTS

Susan Kuphal
Notary Public: Susan Kuphal
My Commission Expires: 10/16/20
SEAL

Durfolk, ss

June 25th, 2018

On this 25th day of June, 2018 before me, the undersigned notary public, David Gassenheimer, personally appeared, proved to me through satisfactory evidence of identification which was drivers license, to be the person whose name is signed on the preceding or attached document, and acknowledged to me that he signed it voluntarily for its stated purpose.



Susan Kuphal
Notary Public: Susan Kuphal
My Commission Expires: 10/16/20
SEAL



Massachusetts Housing Finance Agency
One Beacon Street, Boston, MA 02108

TEL: 617.854.1000 | www.masshousing.com
FAX: 617.854.1091

Videophone: 857.366.4157 or Relay: 711

March 27, 2019

Cedar Place LLC
868 Worcester Street
Wellesley, MA 02482
Attention: Dennis M. Di Schino

**Re: Cedar Place Apartments
Project Eligibility/Site Approval
MassHousing ID No. 1012**

Dear Mr. Di Schino:

This letter is in response to your application as “Applicant” for a determination of Project Eligibility (“Site Approval”) pursuant to Massachusetts General Laws Chapter 40B (“Chapter 40B”), 760 CMR 56.00 (the “Regulations”) and the Comprehensive Permit Guidelines issued by the Department of Housing and Community Development (“DHCD”) (the “Guidelines” and, collectively with Chapter 40B and the Regulations, the “Comprehensive Permit Rules”), under the New England Fund (“NEF”) Program (“the Program”) of the Federal Home Loan Bank of Boston (“FHLBank Boston”).

Cedar Place LLC has submitted an application with MassHousing pursuant to Chapter 40B. You have proposed to build 16 units of rental housing (the “Project”) on approximately 0.95 acres of land located at 2-3 Burke Lane (the “Site”) in Wellesley (the “Municipality”).

In accordance with the Comprehensive Permit Rules, this letter is intended to be a written determination of Project Eligibility by MassHousing acting as Subsidizing Agency under the Guidelines, including Part V thereof, “Housing Programs In Which Funding Is Provided By Other Than A State Agency.”

MassHousing has performed an on-site inspection of the Site, which local boards and officials were invited to attend, and has reviewed the pertinent information for the Project submitted by the Applicant, the Municipality and others in accordance with the Comprehensive Permit Rules.

Municipal Comments

The Municipality was given a thirty (30) day period in which to review the Site Approval application and submit comments to MassHousing. At the request of Blythe Robinson, Executive Director to the Town of Wellesley, this period was extended to fifty (50) days. The Board of Selectmen for the Town of Wellesley submitted a letter regarding the Application on January 28, 2019, summarizing comments from municipal officials.

In summary, the Municipality believes that the Site is generally appropriate for mixed-income multifamily residential development but maintains some concerns with the Project related to site access, fire safety, pedestrian accommodations, construction and landscaping. The Municipality also noted previous efforts taken to meet local affordable housing needs, which are outlined in further detail on Attachment 1 hereto.

Municipal comments identified the following specific areas of concern:

- The Municipality is concerned that the proposed access will challenge already limited vehicular capacity on Burke Lane, which can only be accessed from Route 9 eastbound and Mclean Street. The Municipality noted concern not only for vehicular circulation on Burke Lane, but also for vehicular circulation in the neighborhood overall, noting nearby intersections at Mclean Street and Cedar Street and Hastings Street and Hunnewell Street, which provide the only westbound access to Route 9 from the Site.
- The Municipality is concerned about sufficient site access and egress for emergency vehicles and fire apparatus. The Fire Department suggested that the proposed Project does not meet several Massachusetts Fire Regulations.
- The Municipality is concerned about pedestrian safety, particularly as it relates to access to school bus stops for schoolchildren. The Municipality noted that there are no sidewalks on Burke Lane and suggested that while the creation of sidewalks is challenged by site and street constraints, such an enhancement would improve safety.
- The Municipality is concerned that the location and arrangement of parking on the Site is poorly designed. In particular, the Municipality noted that the angled layout of the five spaces located at the Site's entrance required a challenging three-point-turn and increased the risk for accidents between cars entering and exiting the Site. The Municipality finds that the proposed ratio of 1.56 spaces per unit is adequate for residents but is concerned about visitor parking.
- The Municipality would like more information regarding how the removal of the rear grade will be addressed, including the number of trees to be removed and how screening for abutting properties will be affected.
- The Municipality has expressed concerns with respect to the practicality of constructing the Project on the Site given its size and requests further clarification on how construction would be staged and coordinated.

Community Comments

In addition to the comments from town officials, MassHousing received and reviewed fourteen (14) letters from area residents. While letters from the community basically echoed the concerns identified by the town officials, there were some unique concerns as well. The letters received are summarized below:

- Area residents are concerned that the size and scale of the proposed Project is not in keeping with the modest nature of surrounding neighborhood residences and suggest that a reduction in the number of proposed units would be more appropriate.

- Area residents are concerned about increased traffic and pedestrian safety, echoing the Municipality's comments regarding the dangers of nearby intersections at Mclean Street and Cedar Street and Hastings Street and Hunnewell Street.
- Area residents are concerned about parking and traffic impacts from the proposed Project, including noise and light pollution from residential and maintenance vehicles and lack of visitor parking.
- Area residents are concerned about stormwater runoff and erosion given the steep topography of the Site and would like more information on anticipated strategies for retention and mitigation, including specifications on construction of the proposed retaining walls.

In addition to letters submitted by area residents, the Law Offices of Dan C. Hill submitted two letters on behalf of neighbors and abutters to the Project. The first letter dated January 28, 2019 reiterated concerns related to the Project's density, neighborhood traffic and circulation, and site access, parking, and ongoing maintenance issues. The subsequent letter dated February 22, 2019 raised additional concern for several discrepancies found within the application submission. The Applicant promptly responded to MassHousing providing additional information and clarification for the issues raised by Attorney Hill. Notably, the Applicant provided explanations correcting nondisclosures related to litigation proceedings and tax delinquencies involving the Applicant or its related entities. Primarily, the actions with Central Street Holding LLC and Delanson Circle Holding LLC were identified as probate litigation related to the Applicant's parents' estate, which was initiated by and not against the Applicant. Furthermore, while litigation between the Applicant as Trustee of DMD Realty Trust and Commerce Bank is more than 10 years old, the Applicant clarified that he was the guarantor of a mortgage on a property owned by a college classmate. The property subsequently suffered tax delinquencies, however the loan was ultimately paid off by the father of the college classmate, who assumed the Applicant's position as Trustee of the Trust. The Applicant was never a beneficiary and never held title to the property. Based on the additional information and clarification provided by the Applicant, MassHousing finds that the Applicant appears generally qualified to pursue the Project.

MassHousing Determination

MassHousing staff has determined that the Project appears generally eligible under the requirements of the Program, subject to final review of eligibility and to Final Approval. As a result of our review, we have made the findings as required pursuant to 760 CMR 56.04(1) and (4). Each such finding, with supporting reasoning, is set forth in further detail on Attachment 1 hereto. It is important to note that Comprehensive Permit Rules limit MassHousing to these specific findings in order to determine Project Eligibility. If, as here, MassHousing issues a determination of Project Eligibility, the Applicant may apply to the Zoning Board of Appeals of the Municipality for a comprehensive permit. At that time local boards, officials and members of the public are provided the opportunity to further review the Project to ensure compliance with applicable state and local standards and regulations.

Based on MassHousing's site and design review, and in light of feedback received from the Municipality, the following issues should be addressed in the application to the Wellesley Zoning Board of Appeals, and the Applicant should be prepared to explore them more fully during the public hearing process:

- Development of this Site will require compliance with all state and federal environmental laws, regulations and standards applicable to existing conditions and to the proposed use related to building construction, stormwater management, wastewater collection and treatment, and hazardous waste safety. The Applicant should expect that the Municipality will require evidence of such compliance prior to the issuance of a building permit for the Project.
- The Applicant should provide information relative to landscaping and stormwater management, including specifications related to construction of retaining walls on the Site, the proposed pervious driveway and other retention strategies.
- Given site constraints, the Applicant should consider ways to maximize access to open space with features such as patios or balconies, where possible.
- The Applicant should be prepared to provide sufficient data to assess potential traffic impacts on area roadways and intersections, including the safety of proposed site access and egress, and the safety of pedestrians on Burke Lane.
- The Applicant should be prepared to provide additional information on vehicle circulation in the proposed parking area and accommodations for visitor parking.
- The Applicant should engage with local fire officials to review the plans, ensure adequate emergency vehicle access, and address any other public safety concerns.
- Consideration should be given to accessible design features throughout the development. In particular, accessible routes should be confirmed to all ground level units, common areas, management offices, designated parking areas, and unit interiors.

MassHousing has also reviewed the application for compliance within the requirements of 760 CMR 56.04(2) relative to Application requirements and has determined that the material provided by the Applicant is sufficient to show compliance.

This Site Approval is expressly limited to the development of no more than sixteen (16) rental units under the terms of the Program, of which not less than four (4) of such units shall be restricted as affordable for low or moderate income persons or families as required under the terms of the Guidelines. It is not a commitment or guarantee of financing and does not constitute a site plan or building design approval. Should you consider, prior to obtaining a comprehensive permit, the use of any other housing subsidy program, the construction of additional units or a reduction in the size of the Site, you may be required to submit a new Site Approval application for review by MassHousing. Should you consider a change in tenure type or a change in building type or height, you may be required to submit a new site approval application for review by MassHousing.

For guidance on the comprehensive permit review process, you are advised to consult the Guidelines. Further, we urge you to review carefully with legal counsel the M.G.L. c.40B Comprehensive Permit Regulations at 760 CMR 56.00.

This approval will be effective for a period of two (2) years from the date of this letter. Should the Applicant not apply for a comprehensive permit within this period this letter shall be considered to be expired and no longer in effect unless MassHousing extends the effective period of this letter in

writing. In addition, the Applicant is required to notify MassHousing at the following times throughout this two-year period: (1) when the Applicant applies to the local ZBA for a Comprehensive Permit, (2) when the ZBA issues a decision and (3) if applicable, when any appeals are filed.

Should a comprehensive permit be issued, please note that prior to (i) commencement of construction of the Project or (ii) issuance of a building permit, the Applicant is required to submit to MassHousing a request for Final Approval of the Project (as it may have been amended) in accordance with the Comprehensive Permit Rules (see especially 760 CMR 56.04(07) and the Guidelines including, without limitation, Part III thereof concerning Affirmative Fair Housing Marketing and Resident Selection). Final Approval will not be issued unless MassHousing is able to make the same findings at the time of issuing Final Approval as required at Site Approval.

Please note that MassHousing may not issue Final Approval if the Comprehensive Permit contains any conditions that are inconsistent with the regulatory requirements of the New England Fund Program of the FHLBank Boston, for which MassHousing serves as Subsidizing Agency, as reflected in the applicable regulatory documents. In the interest of providing for an efficient review process and in order to avoid the potential lapse of certain appeal rights, the Applicant may wish to submit a “final draft” of the Comprehensive Permit to MassHousing for review. Applicants who avail themselves of this opportunity may avoid significant procedural delays that can result from the need to seek modification of the Comprehensive Permit after its initial issuance.

If you have any questions concerning this letter, please contact Katherine Miller at (617) 854-1116.

Sincerely,



Chrystal Kornegay
Executive Director

cc: Janelle Chan, Undersecretary, DHCD
The Honorable Cynthia Stone Creem
The Honorable Rebecca L. Rausch
The Honorable Alice Hanlon Peisch
Jack Morgan, Chair, Wellesley Board of Selectmen
Richard L. Seegel, Chair, Wellesley Zoning Board of Appeals
Victor Panak, Interim Planning Director

Attachment 1

760 CMR 56.04 Project Eligibility: Other Responsibilities of Subsidizing Agency
Section (4) Findings and Determinations

Cedar Place Apartments, Wellesley, MA #1012

MassHousing hereby makes the following findings, based upon its review of the application, and taking into account information received during the site visit and from written comments:

(a) that the proposed Project appears generally eligible under the requirements of the housing subsidy program, subject to final approval under 760 CMR 56.04(7);

The Project is eligible under the NEF housing subsidy program and at least 25% of the units will be available to households earning at or below 80% of the Area Median Income, adjusted for household size, as published by the U.S. Department of Housing and Urban Development ("HUD"). The most recent HUD income limits indicate that 80% of the current median income for a four-person household in Wellesley is \$81,100.

Proposed rent levels of \$1,518 for a one-bedroom affordable unit, \$1,825 for a two- bedroom affordable unit and \$2,108 for a three-bedroom affordable unit accurately reflect current affordable rent levels for the Boston-Cambridge-Quincy HMFA under the NEF Program, less utility allowances of \$122, \$182 and \$235 for the one two- and three-bedroom units, respectively.

The Applicant submitted a letter of financial interest from Wellesley Bank, a member bank of the FHLBank Boston under the NEF Program.

(b) that the site of the proposed Project is generally appropriate for residential development, taking into consideration information provided by the Municipality or other parties regarding municipal actions previously taken to meet affordable housing needs, such as inclusionary zoning, multifamily districts adopted under c.40A, and overlay districts adopted under c.40R, (such finding, with supporting reasoning, to be set forth in reasonable detail);

Section IV-A (3) (a) of the Guidelines provide guidance to Subsidizing Agencies for evaluating a municipality's actions intended to meet affordable housing needs.

MassHousing carefully reviewed the information provided by the Municipality describing previous municipal actions intended to provide affordable housing. Specific examples cited by the Selectmen include:

- Recent completion of a DHCD approved Housing Production Plan (HPP), effective September 27, 2018.
- Selection of a developer (Trinity Financial) through an RFP released in March of 2018 for affordable housing development at the Tailby and Railroad parking lot sites in Wellesley Square.

- 2018 Town Meeting approval for the transfer of funds in the amount \$200,000 to the Wellesley Housing Authority from the Community Preservation Committee for a sub-area study for potential redevelopment at the Barton Road site.
- Pursuit of redevelopment of the Wellesley Office Park site in partnership with John Hancock through the creation of a potential 40R district.
- Development of the Town's Unified Plan, updating and combining the Board of Selectmen's Strategic Plan and the Planning Board's Comprehensive Plan. (2016)
- Amending the Wellesley Square Zoning District to create a special permit to increase density, allowing the previously stalled Wellesley Inn project to proceed. (2013)
- Adopting an inclusionary zoning bylaw requiring residential projects in commercial districts and subdivisions of 5 lots or more to provide 20% affordable housing, and commercial projects over 10,000 square feet to provide 2% affordable housing. (2004)

MassHousing recognizes Wellesley's recent efforts as meaningful; however, municipal actions to date have not been of a character and scale that meets the municipality's need for affordable housing as measured by the Statutory Minima. According to DHCD's Chapter 40B Subsidized Housing Inventory (SHI), updated in January 2017, Wellesley has 615 Subsidized Housing Inventory (SHI) units (6.77% of its housing inventory), which is 294 units short of the statutory minima requirement of 10%. Furthermore, given the Municipality's willingness to consider development on the Site, MassHousing encourages the Applicant and the Municipality to engage on a mutually beneficial project that supports meeting its housing production goals.

The need for additional affordable housing is further supported by U.S. Census data from the 2013-2017 American Community Survey (ACS), which indicates that approximately 10.1% (8,658) of the households in Wellesley earned less than 30% of the HUD published 2018 AMI (\$107,800), approximately 15.4% earned less than 50%, and 25% of Wellesley households earned less than 80% of the 2018 AMI.

(c) that the conceptual project design is generally appropriate for the site on which it is located, taking into consideration factors that may include proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns (such finding, with supporting reasoning, to be set forth in reasonable detail);

- **Relationship to Adjacent Building Typology (Including building massing, site arrangement, and architectural details):**
The surrounding neighborhood is comprised of a mix of uses. Lots adjacent to the Site include a two-story office building to the north at the corner of Burke Lane and Worcester Street (Route 9) and a cape-style single family home to the south. Other single-family homes in the vicinity of the Site are located in the residential neighborhood that spans to the south. These homes are primarily colonial in style and are modest in size. Commercial development also has a significant presence in the neighborhood along Worcester Street. A series of small masonry office buildings, approximately 2-3 stories in height, sit across Worcester Street in close proximity to the Site. Also across Worcester Street is the Wellesley Housing Authority's

Barton Road multi-family development, which the Municipality has suggested is being studied for potential redevelopment.

An existing single-family structure with a garage occupies the front portion of the Site. This structure is to remain and will provide one unit of housing. The developer intends to construct a new 15-unit building behind the existing structure for a total of 16 units. The massing and scale of the building is large compared to adjacent residential structures, however the proposed design combines variations in height, footprint and residential materials to better relate to adjacent residential development.

- **Relationship to adjacent streets/Integration into existing development patterns**
The proposed Project is located at the northern end of Burke Lane, a small residential side street that intersects with Worcester Street (Route 9). Route 9 is a major east-west State Highway with a high volume of traffic that provides direct access to several commercial centers throughout Wellesley and in neighboring Newton and Natick. Access to and from Burke Lane is only by the eastbound lanes of Route 9. Access to and from the Site is by a dead-end driveway that extends along the southern property line and services a total of 25 parking spaces.

Given its location close to Route 9, the Site is primarily auto-oriented. However, the Site remains in relative proximity to a number of transit-oriented centers along the MBTA's "D" Branch of the Green Line, including Eliot Station which is located approximately 2 miles away. The Wellesley Hills commuter rail station is approximately 2.5 miles from the Site.

- **Density**
The Developer intends to build 16 homes on 0.95 acres, all of which are buildable. The resulting density is 16.8 units per buildable acre, which is acceptable given the proposed housing type and similar patterns of development found within the region.
- **Conceptual Site Plan**
The site plan consists of one 2-3 story, 15-unit apartment building that sits at the rear of the Site, behind the Site's existing single-family structure which will provide one additional rental unit and management offices for the proposed Project. Site access and egress is from Burke Lane through a curb cut that leads into a two-way dead-end drive. The drive services surface parking, the majority of which lines the multifamily structure for direct access to the units. The Project's proposed total of 25 parking spaces results in a parking ratio of 1.56 parking spaces per unit. A dumpster area for trash pickup is located at the end of the drive.

The site plan indicates a sidewalk around the perimeter of the building to accommodate walk-in/walk-out access for the ground level units and a modest outdoor amenity area at the rear of the Site. Other Site features appear to include a retaining wall along the south and west boundaries of the Site, however, a landscaping plan was not provided for additional detail.

- **Environmental Resources**
Based on MassHousing's site inspection, and information provided by the Applicant, no significant natural or cultural resources, endangered species habitat, or areas prone to flooding have been identified on the Site. The absence of these potential constraints suggests that the Site is generally appropriate for residential development and use.

- **Topography**

The southern and western boundaries of the Site are steeply sloped, increasing roughly 21 feet in elevation from the edge of the proposed parking area and the rear of the proposed building up towards the property line and abutting residential properties. The proposed development is located on the remaining portion of the Site, which is generally level. The relationship between the proposed building and the Site's topography results in a topographic buffer that adds effective natural screening and helps to mitigate the mass of the building.

(d) that the proposed Project appears financially feasible within the housing market in which it will be situated (based on comparable rentals or sales figures);

The Applicant proposes 16 rental apartments to be financed under the NEF Program. There will be 12 market-rate units with proposed average rent levels of \$2,088 for the one-bedroom units; \$2,662 for the two-bedroom units; and \$4,400 for the three-bedroom units. MassHousing's Appraisal and Marketing team (A&M) performed a Competitive Market Analysis and found that proposed market rents for each unit type fall within the range of adjusted comparable market rents. They note further that based on the proposed amenities, the Project reflects the lower end of a Class A or the higher end of a Class B/C building type.

There is strong demand for rental housing in the area, with increasing rental and occupancy rates. Occupancy rates at comparable developments in the area averaged 97.8% and range from 96% to 100%. A&M recommends that a full market study be conducted prior to Final Approval in order to determine the depth of the market for rental housing in this location at that time.

(e) that an initial pro forma has been reviewed, including a land valuation determination consistent with the Department's Guidelines, and the Project appears financially feasible and consistent with the Department's Guidelines for Cost Examination and Limitations on Profits and Distributions (if applicable) on the basis of estimated development costs;

MassHousing has commissioned an as "As-Is" appraisal which indicates a land valuation of \$1,100,000. Based on the proforma's proposed investment of \$3,803,977 in cash equity and permanent financing the development pro forma appears to be financially feasible and within the limitations on profits and distributions.

f) that the Applicant is a public agency, a non-profit organization, or a Limited Dividend Organization, and it meets the general eligibility standards of the housing program; and

MassHousing finds that the Applicant must be organized as a Limited Dividend Organization. MassHousing sees no reason this requirement could not be met given information reviewed to date. The Applicant meets the general eligibility standards of the NEF housing subsidy program and has executed an Acknowledgment of Obligations to restrict their profits in accordance with the applicable limited dividend provisions.

(g) that the Applicant controls the site, based on evidence that the Applicant or a related entity owns the site, or holds an option or contract to acquire such interest in the site, or has such other interest in the site as is deemed by the Subsidizing Agency to be sufficient to control the site.

The Applicant controls the entire 41,307 square foot (0.95 acre) Site by virtue of a deed from Marie A. Gassenheimer and David Gassenheimer to Dennis M. Dischino, managing member of the Applicant entity, dated June 25, 2018 and registered at the Norfolk County Registry of Deeds in Book 36085; Page 4.

Preliminary Waiver List for 3 Burke Land, Wellesley, MA - 4.17.2019

Town of Wellesley Zoning By Law Updated October 1, 2018

Note: The property is located in a Single Residence 15,000 Zoning District

Section	By Law	Project	Waiver
Section II	Single Family Residence Districts - Use	16 Rental Units, 15 in a multi-family structure and 1 in an existing SFH.	Waiver of the use requirement of the Single Residence District to allow for the construction of a multi-family structure
Section III.	Single Resident Districts	16 Rental Units, 15 in a multi-family structure and 1 in an existing SFH.	Waiver of the use requirement of the Single Residence District to allow for the construction of a multi-family structure
Section XVIE	Restriction Affecting All Districts For any construction, other than single- and two-family buildings, except in accordance with the requirements of SECTION XVI. PROJECT APPROVAL. and SECTION XXV. SPECIAL PERMIT GRANTING AUTHORITY.		Procedural Waiver of the requirement to obtain Project Approval
Section XVI A	Project Approval		Procedural Waiver of the requirement to obtain Project Approval including design review, site plan review, traffic review and a Project of Significant Impact Special Permit
Section XVIC	Drainage Review		Procedural Waiver of the requirement to undergo separate drainage review
Section XVIE	Tree Protection & Preservation		Procedural Waiver of the requirements of this section of the zoning by law.
Section XVII B.1	Pre-Existing Non-Conforming Uses, Structures and Lots		Procedural Waiver of the requirement undergo separate review for changes to non-conforming structures

Preliminary Waiver List for 3 Burke Land, Wellesley, MA - 4.17.2019

Town of Wellesley Zoning By Law Updated October 1, 2018

Note: The property is located in a Single Residence 15,000 Zoning District

Section	By Law	Project	Waiver
Section XVIIIB	Area Regulations: Ratio of Building to Lot Area: For Lots Containing at least 40,000 square feet, 15%	Lot coverage of 26.92	Waiver of the area regulation of 15% lot coverage.
Section XVIIIB	Area Regulations: Ratio of Building to Lot Area: 15,000 per dwelling unit	240,000 square feet to 16 units	Waiver of the SR-15,000 Zoning District that there shall be provided for each dwelling constructed a lot containing not less than 15,000 square feet to allow for 16 dwelling units.
Section XIX B Table 1	Front Yard Depth	Pre-existing 8.5'	Waiver of the 30' minimum front yard depth to allow for a minimum front yard depth of 8.5' as shown on the plans.
Section XIX B Table 1	Minimum Front Yard Width 60 Ft.	147.65'	No waiver requested
Section XIX B Table 1	Minimum Side Yard Width 20 ft.	Preexisting: 9.8' on North side yard.	Waiver of the 20' minimum side yard depth to allow for a minimum side yard depth of 11' as shown on the plans.
Section XIX B Table 1	Minimum Rear Yard Depth 15 ft.	41.8'	No waiver requested
Section XIX C	General		Waiver of the requirement that no yard shall be considered as appurtenant to more than one building, to the extent necessary to allow for the construction of 16 dwelling units on one lot as shown on the plans.
Section XX	Heights of Buildings or Structures shall be higher than 45 feet or three stories	Max at peak 41 feet	No waiver requested
Section XXI	Off Street Parking	Parking Spaces: 24 exterior and 2 garage for a total of 26 parking spaces. This equals 1.625 per unit.	Waiver of the off-street parking requirements to allow for the construction of resident parking spaces,

Preliminary Waiver List for 3 Burke Land, Wellesley, MA - 4.17.2019

Town of Wellesley Zoning By Law Updated October 1, 2018

Note: The property is located in a Single Residence 15,000 Zoning District

Section	By Law	Project	Waiver
			guest parking space and maneuvering aisles as shown on the plans.
Section XXII	Design Review		Procedural Waiver of the requirements of separate design review
Section XXIIA	Signs		Procedural Waiver of the requirements of this section to allow for the construction of signs to be shown on the plans
Section XXIID	Retaining Walls		Procedural Waiver of the requirements of this section to allow for the construction of retaining walls as shown on the plans

General By Laws

Article 29	Board of Public Works		Procedural Waiver of Section 29.3 to the extent necessary to allow for trenching and work within the public right-of-way in connection with the construction of the Project as shown on the proposed plans
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I. EQUITY PARTNERS, INC.

Equity Partners, Inc. is an established firm specializing in the leasing and management of smaller properties. Operating from its corporate headquarters located at 868 Worcester Street in Wellesley, the firm manages commercial as well as residential properties, handling all management responsibilities from bookkeeping and budgeting to twenty-four hour emergency maintenance service. From consultation on leases and maintenance contracts, Equity Partners, Inc. offers piece of mind while enhancing the value of your property.

Equity Partners, Inc. was founded in 1989 and is solely owned by Dennis M. Di Schino. Dennis is a life-long resident of Wellesley, a licensed real estate broker and a Wellesley Town Meeting Member. He is an owner of both commercial and residential properties in Wellesley, Barnstable and Worcester. He has experience managing a 12 Unit 40 B condominium in Wellesley (Edgemore Circle Townhouses) and he has experience as a developer of commercial property in Wellesley and Worcester. Dennis is a 1986 graduate of the Carroll School of Management at Boston College with a BS in Finance.

CURRENT LIST OF MANAGEMENT CONTRACTS/DEVELOPMENT EXPERIENCE

25-35	Central Street, Wellesley, MA -	Retail & Office
53-61	Central Street, Wellesley, MA -	Retail
79-93	Central Street, Wellesley, MA -	Retail-Odd Fellows Building
8-32	Church Street, Wellesley, MA -	Retail-Holman Block
573-595	Washington Street, Wellesley, MA -	Retail & Office- "Church Square"
15-23	Washington Street, Wellesley, MA.	Retail
376	Washington Street, Wellesley, MA -	Office
170-184	Worcester Street, Wellesley, MA -	Retail & Office
868	Worcester Street, Wellesley, MA -	Retail & Office (Developed and Manage)
277	Linden Street, Wellesley, MA -	Retail & Office
27	Mica Lane, Wellesley, MA -	Office
947	West Boylston St., Worcester, MA	Retail (Developer and Manage)
223	Walnut Street, Framingham, MA -	Medical Office

235	Walnut Street, Framingham, MA -	Medical Office
144	Linden Street, Wellesley, MA -	Residential Apartments – 3 Units
1-18	Edgemoor Circle, Wellesley, MA -	Residential Condominiums – 12 Units
37-63	Linden Street, Wellesley, MA -	Residential Condominiums – 29 Units
28-34	Pleasant Street, Wellesley, MA -	Residential Condominiums – 11 Units
1-20	Wiswall Circle, Wellesley, MA -	Residential Condominiums – 13 Units
5 & 15	Walnut Corner, Framingham, MA -	Residential Condominiums – 12 Units
	Mills Condominium of Newton, MA.	Residential Condominiums – 46 Units



Guerriere & Halnon, Inc.

ENGINEERING & LAND SURVEYING

Milford Office
333 West Street, P. O. Box 235
Milford, MA 01757-0235
(508) 473-6630/Fax (508) 473-8243

Franklin Office
55 West Central Street
Franklin, MA 02038-2101
(508) 528-3221/Fax (508) 528-7921

Whitinsville Office
1029 Providence Road
Whitinsville, MA 01588-2121
(508) 234-6834/Fax (508) 234-6723

CORPORATE RESUME

Guerriere & Halnon, Inc., employs a team of 35 professionals, including registered professional civil engineers and land surveyors, wetland scientist/wildlife specialist, engineers, technicians, CAD operators and a trained and skilled administrative staff. Holding advanced degrees in engineering, and possessing years of field experience, our in-house experts have both the theory and practical experience which ensures quality workmanship and effective results. We encourage our employees to enhance their professional development through advanced schooling, seminars, workshops, and continuing education. This creates a constant awareness of the innovations, trends, and legislation in our diverse and changing industry.

Our use of the latest field and office computer systems allows us to furnish our clients with efficient and prompt results, all within budget. In fact, with changes in technology becoming so vital to project success, the experts at Guerriere & Halnon know the importance of keeping abreast of any and all innovations which will assist its engineers and surveyors in their projects. We are constantly looking for new ways to serve our clients better and maintaining the finest technological equipment both in our offices and in the field aids us in carrying out this commitment.

CIVIL & ENVIRONMENTAL ENGINEERING

Feasibility Studies/Land Planning
Site Planning: Industrial, Commercial, Residential
Drainage Studies
Hydrogeologic Studies
Sewer & Water Design
Subdivision Design
Wetlands Mapping & Conservation Permitting
Subsurface Sewage Disposal Design
Sanitary Landfills & Transfer Stations
Public Hearings
Consulting & Supervision
Preparation of Contractor Bidding
Specifications/Documents
Earth Removal Monitoring
"21E" Site Assessments
Soil Evaluations
Title V Inspection
Stormwater Management

LAND SURVEYING

Property/Boundary
Data Collection
Legal Descriptions
Title Insurance Certifications
Construction Layout
Geographic Information Systems (GIS)
Global Positioning Systems (GPS)
Rights of Way
Easement
Eminent Domain
Topographic
Condominium Conversion
Pipeline
Wetlands Location
Aerial/Photogrammetric Mapping
Land Court
Retracement
Hydrographic
ALTA/ACSM Title Survey

Guerriere & Halnon notable comprehensive permit (40B) projects

Lakeview Estates, Bellingham, MA

100-unit 40B Development consisting of 4,500 linear feet of road, proposed drainage system and 6,300 linear feet of new sewer to service the proposed development and surrounding area.

Eaglebrook Village, Wrentham, MA

A Chapter 40B subdivision containing 7,300' of roadway and private driveways with 150 single family lots.

Kensington Place, Millis, MA

Development consisting of 12 Town House units on Van Kleek Road

About Lynne Sweet

Founder and Principal, LDS Consulting Group, LLC



Lynne D. Sweet is the founder and principal of LDS Consulting Group, LLC, a real estate advisory firm. With 30 years of experience in the real estate industry, Ms. Sweet plays a vital role as consultant to both private and public-sector clients. She is experienced in providing planning, market research, feasibility analysis, financial structuring, grant writing, land use and permitting, team building and project management. She specializes in all housing product types including luxury, workforce, senior, veterans, affordable, mixed income and mixed-use, rental and ownership.

Past Experience

- Senior positions with BRFG Consulting Group, Inc. of Boston, Hartford and Providence, where she established the Senior Housing Strategies Group at BRFG Consulting and managed the group for three years while providing project management services, including market research and financial structuring.
- Senior positions with Mintz, Levin, Cohn, Ferris, Glovsky and Popeo, P.C. of Boston, where she represented real estate developers, owners and lenders as she worked on all phases of real estate acquisitions, financings and workouts for office, medical, multi-family housing and retail properties during her twelve-year tenure. She worked with conventional commercial lenders and public and quasi-public lending agencies on a variety of programs, including those that used historic and low-income tax credits, taxable and tax-free bonds and operating subsidies.

Education

- Master of Business Administration, Babson College's F.W. Olin Graduate School of Business, Wellesley, MA
- Licensed real estate broker in the Commonwealth of Massachusetts
- On-going real estate industry educational trainings and conferences, as well as staying up-to-date with daily reports and updates

Awards

- CREW Boston (Formerly NEWIRE) 2016 Achievement Award: Entrepreneur of the Year
- Crew Boston (Formerly NEWIRE) 2006 Achievement Award for Networking: Mission Hill Health Movement and Boston Self Help Center Development Project
- CREW Community Involvement Award 2001: Founding NEWIRE Small Business and Entrepreneurial Exchange

Articles/Publications

- Case Study: Affordable Housing and Real Estate Tax Assessing
- A New Approach to Fiscal Impact Studies
- Senior Housing NCHMA White Paper
- National Tax Credit Advisor Article titled "Study Points to Significant Need Among Veterans for Affordable Housing, Services"
- Co-author: "Expanding Access to Assisted Living in Massachusetts: Five Development Models of Affordability"

Current Affiliations

- Certified Member of the National Council of Housing Market Analysts: Member of Standards Committee
- Member of the Citizens Housing and Planning Association (CHAPA), Housing Production and Preservation Committee
- Member of CREW Boston, Founding and Member of Entrepreneur Exchange Group, Founder and Member of Housing and Community Development Committee
- Member of the Massachusetts Associate of Community Development Corporations, Housing and Real Estate Peer Group
- Member of the Urban Land Institute (ULI)
- Member of the Boston Chapter of the American Planning Association

Past Affiliations

- Long-term member of the Newton Housing Partnership
- Board of Directors Member of CREW Boston (formerly NEWIRE)
- Director of the Massachusetts Assisted Living Association (MASS-ALA) and Mass-ALA Board of Advisors, Affordability Task Force and Quality Committee
- Director of the Rhode Island Assisted Living Facilities Association (RIALA)
- Member of the Boston Club
- Board member of The Second Step, a not for profit organization for women and children who are survivors of domestic violence
- Committee Against Repealing the Housing Law, Advisory committee
- Commonwealth's Chapter 40B Task Force, Active Observer

Recent Speaking Engagements

- **2018-40B Technical Consultant under an MHP Grant to the Town of Dartmouth, MA Zoning Board of Appeals. Proposed 300-unit apartment development.** LDS provided Chapter 40B training to ZBA members and town staff on April 4, 2018.
- MACDC Housing and Real Estate Peer Group, "Discussion of Market Studies and Lease-up Issues".
- New England Appraisal Institute (300+ attendees, continuing education for commercial and residential appraisers from New England States), "Panel on Affordable Housing"
- Massachusetts Housing Partnership (Certification Program), "Workshop on Affirmative Fair Marketing & Resident Selection Plans"
- Massachusetts Housing Partnership (Certification Program), "Workshop on Affordable Housing Lotteries".

Sample of LDS Massachusetts Chapter 40B Experience

- **2018- 40B Consultant** – 16-unit rental property in Wellesley, MA. LDS is preparing the PEL, Market Study and Financial Analysis.
- **2018- 40B Consultant** – 200-unit rental property in North Reading, MA. LDS is preparing the PEL, Market Study and Financial Analysis.
- **2018- 40B Consultant** – 124-unit rental property in Melrose, MA. LDS is preparing the PEL, Market Study and Financial Analysis.
- **2018-40B Technical Consultant under an MHP Grant to the Town of Dartmouth, MA Zoning Board of Appeals. Proposed 300-unit apartment development.** LDS provided Chapter 40B training to ZBA members and town staff on April 4, 2018 and is currently working with the ZBA to review the application.
- **2017 - 40B Development Consultant to Ten Gates Development, Gloucester, MA**
LDS worked with Ten Gates Development on the adaptive re-use of an existing building in downtown Gloucester to 7 units of affordable rental housing. The project is fully supported by the Mayor of Gloucester, is offering and two additional affordable units over and above what is required by Chapter 40B. It will also offer a veteran's preference. It received its site to eligibility application in March 2018 less than 60 days from DHCD, with no comments from the City of Gloucester and filed with the City of Gloucester Zoning Board of Appeals on April 5, 2018. It received CPA funding in the amount of \$120,000 and a comprehensive permit in August, 2018.
- **2016- 40B Technical Consultant under an MHP Grant to the Town of West Bridgewater Zoning Board of Appeals.** Proposed project 139 homes located off of Maple Street.
Unanimous decision of West Bridgewater ZBA to build 89 single family homes, October 2016 a reduction of 50 units.
- **2016 - 40B Fiscal Impact Consultant to the Gutierrez Companies, Westford, MA –** Proposed 282 rental apartments off of Littleton Road and Concord Road. To provide the Town of Westford with an understanding of the Project's long-term impacts on the local tax base, LDS provided a fiscal impact analysis study. This involved identifying key fiscal characteristics of the proposed project and estimating the project's annual fiscal benefit and financial impacts on municipal services. Resulted in white paper from LDS on how to approach fiscal impact studies.
- **2015 -Present 40B Technical Consultant to the Holland Companies, Washington Place, Braintree, MA** – 72-unit rental and 8 unit ownership development. LDS provided a market study and completed ownership and rental site eligibility application materials, including an affordable fair marketing and tenant selection plan and fiscal impact analysis. LDS

provided sustainable development principles for the project's 40B application in August 2016. The site eligibility letters were filed on October 31, 2016. LDS was involved in the community meeting process and helped facilitate and create presentation materials for two community meetings held in January 2017. The project received site eligibility letters on February 13, 2017. LDS contributed to the applications to the Braintree ZBA, which were filed on February 14, 2017. The Town filed with DHCD under a safe Harbor provision for 1.5% land area. LDS provided GIS research regarding the land area requirement and DHCD ruled in favor of the developer. The Town appealed this decision to HAC and LDS continue to work on SHI, GIS and land area matters. The case was heard by HAC in December 2017. The developer team used the draft DHCD regulations as part of its appeal. Among other matters, LDS preformed a lot of registry research to identify deed restrictions.

- **2013 – Present - 40B Technical Consultant The Holland Companies, Randolph Avenue, Milton, MA** – 90 unit rental development. LDS provided a market study and worked with the client on development, income and operating pro-formas as well as on completing application materials such as the AHFMP, Smart growth score card. LDS contributed strategic advice and research throughout the 40B permitting process and is participating in the appeal process. LDS was critical member of the team to prove to DHCD that the Town of Milton had not met its 1.5% land area requirement. LDS was an expert witness at the HAC hearing on behalf of the developer.
- **City of Newton Housing Partnership** – Lynne Sweet is a long time member of the City of Newton Housing Partnership which regularly reviews and comments on Chapter 40B site eligibility applications as well as development applications for HOME, CDBG and CPA funds. The review includes pro-formas for affordable housing developments, both rental and ownership, as well as reviewing plans, developer team qualifications and site visits. Projects in that past year include Kessler Woods, Rowe Street, 135 Wells Avenue, Austin Street mixed use, Turtle Lane Playhouse, 1521 Beacon Street. LDS was instrumental in negotiating the re-design of Court Street.
- 2015– 40B market researcher for a 31-unit mixed income development on Beacon Street in Newton, MA for ownership, rental and office as well as site design and planning services.
- 2014-Present – 40B Technical Consultant for a 36 market rate rental development, North Attleborough. Conducted a market study and provided site and building design consulting. Provided financial pro-formas. Project did not work financially.
- 2014-2017 40B Technical Consultant 68 unit affordable rental development, North Attleborough, MA. Conservation Commission order of Conditions received, ZBA hearing closed, permit approved and broke ground in 2017.

- **2013 – 2016 40B Technical Consultant in Sudbury, MA for a 300 unit rental development.** LDS provided a market study and worked with client on development, income and operating pro-formas as well as on completing application materials. In 2016, LDS is worked on the appeal on matters concerning local and regional need for affordable housing, and provided research and expert testimony regarding the regional need.
- **Hingham Affordable Housing Trust (“HAHT”) – LDS was the 40B consultant to the HAHT.** Our work included assisting on the vision for the site and preparing the financial pro-formas and the LIP application for an 8 unit homeownership project, with 2 affordable units of small single family homes as well as taking the lead on the RFP process to find a third party developer. A lot of LDS’s time was spent on helping the Trust understand the economics of the transaction, and to create a project that will be achievable. We also took the lead on the community process and attended a meeting with the Board of Selectman as well as public meeting for abutters. In addition, we worked hard to keep Trust members focused on their goals. We pride ourselves in the skill of recognizing Trust member’s contributions, while gently steering them back to the task at hand.

The HAHT received its site plan approval letter from DHCD in less than 60 days and DHCD staff stated that they will use the development as a model for other developers. LDS also prepared the filing with the ZBA for the comprehensive permit that was submitted in early June 2011 and the ZBA vote favorably for the development in the fall of 2011. Then the Trust asked LDS to assist with writing an RFP for a third party developer to build the development and run the RFP process, which RFP was issued in April 2012. The RFP received of three-dozen inquiries, six proposals from qualified bidders, narrowed the field to 3 development teams for interviews that were held on May 30, 2012. LDS prepared the questions for the trust for the interviews, and followed up on references for the lead bidder. The project was awarded to a developer and has been completed as of April 2014.

When we worked in Hingham, we worked with the local Trust on a development that would not overburden the surrounding neighborhood. There was an educational component throughout the development including neighborhood meetings. By coming up with a low density plan, and bringing in the interested parties right away, as well as working with members of the community that were well respected in the community, we had minimal comments from the selectman and ZBA. Communication, conservative development goals, and facts and credibility were what led to the success of this development.

- **Norwell, MA – LDS was the 40B technical consultant to the Norwell Affordable Housing Trust on a potential 24 unit homeownership project on Wildcat Lane.**
- **Duxbury, MA – LDS is the 40B technical consultant to the Duxbury Affordable Housing Trust on a two unit potential homeownership project on sites known as the grange and fire station in Duxbury, MA.** LDS worked on a cost benefit analysis to inform the trust of several development and funding options.

In Duxbury, we came into a development that was pretty far down the road. We put the brakes on the project. This time out allowed us to educate the Trust on the legal, financial and building matters relevant to creating a creditable and successful development. We provided the Trust with three development alternatives that allowed them to make an informed decision and re-start the development process so that they could reach their goal.

- **Mixed Income Rental Housing** – LDS represented the owners of a 196 unit rental housing development in Georgetown, MA. LDS prepared the site eligibility application as well as provided market research advice to the owner all the way through the Chapter 40B permitting process. The development, Longview is successful in large part to several elevator buildings that have attracted senior renters.
- **Seekonk, MA** – LDS is the 40B consultant to a local contractor looking to create a small homeownership development. Our work has included preparing the financial pro-formas for the development and educating the client about the timing and costs for the 40B process.
- **Multi-Family Rental** - LDS was a consultant on the redevelopment of the Bliss School in Attleboro, Massachusetts to 40 units of affordable multi-family housing. On behalf of Great Bridge Properties, Inc. of New Hampshire, LDS identified the site, identified the appropriate use and worked on the zoning analysis and market study for the initial September 2004 low income housing tax credit application. In the winter of 2005 LDS assisted with amending a 15-year-old Comprehensive Permit for the site, obtaining City Council Approval to amend Deed Restrictions and preparation of the second low income housing tax credit application to the Commonwealth. The development was awarded Low Income Tax credits, HOME Funds and Affordable Housing Trust Funds in July 2005. Opened October 2006.
- **Mixed Income Home Ownership** - LDS was a 40B financial consultant to developers of a 16 unit duplex condominium in Bridgewater, Massachusetts. The work involved preparing financial pro-forma's for the Site Plan Approval Application and educating the client on various financing options.
- **Chapter 40B Technical Assistance** - LDS represented the **Town of Framingham** Zoning Board of Appeals on local need and financial issues in connection with a friendly Chapter 40B application for Jewish Community Housing for the Elderly for 150 units of elderly rental housing, currently under construction.
- **Rental Market Examined for 300-unit Project in Bridgewater** - LDS analyzed market-rate rental housing in the Bridgewater area to help new client Claremont Companies make decisions about its proposed 300-unit, mixed-income development. Specifically, LDS examined 11 market-rate apartment complexes in Bridgewater and seven neighboring communities. Everything from the complexes' rents to occupancies were studied as part of

the work. Ultimately, LDS offered recommendations on several issues, including proposed rents, target customers and amenities.

- **40B Expert Witness**

- Principal Lynne Sweet testified in late November 2009 in a hearing before the Massachusetts Housing Appeals Committee (HAC) in support of Sugarbush Meadows, a Chapter 40B development in Sunderland. She served as an expert witness on regional need for affordable housing and other zoning by law matters such as the application of sustainable development principals within the bylaws. The case was decided in July 2010 in favor of the developer.
- Principal Lynne Sweet was an expert witness for Cambridge Housing Authority in connection with the abutter appeal of a comprehensive permit granted by the City of Cambridge for 42 units of rental housing. LDS prepared written testimony and was disposed. The case settle before it was heard in Superior Court.

- **MHP 40B Technical Consultant**

- **LDS is a 40B Monitoring Agent for:**
- Bellingham, Lakeview Estates
- Berlin, Berlin Woods and Green Acres
- Dover, Dover Farms
- Foxborough, Highland Ridge
- Gloucester, Brierneck
- Lancaster, Muirfield Homes
- Littleton, Kimloch Farms
- Middleboro, Louise Estates
- Norfolk, Meetinghouse Village
- Norwell-Hingham, Damon Farm
- Plymouth, Cottages at Twin Pines
- Salisbury, Northpoint Village
- South Weymouth, 21 Mansfield
- Wayland, Craftsman Village

Ronald N. Tubman, PLS

19 Mayfield Street, Greenville, RI 02828 | rtubman@gmail.com | (401) 578-8902

EXPERIENCE

PROFESSIONAL LAND SURVEYOR, REGIONAL OFFICE MANAGER, GUERRIERE & HALNON, INC.

WHITINSVILLE, MA DECEMBER 2017 TO PRESENT

Manage all survey and engineering work for Guerriere and Halnon's Whitinsville, Massachusetts office. Involved in all aspects of projects from writing proposals through as-builts and requesting certificates of compliance. Daily activities include meeting with clients and town officials, coordinating field and office work and attending public meetings representing our projects. Projects range from lot surveys to solar farms and large residential and commercial subdivisions.

PROFESSIONAL LAND SURVEYOR, SURVEY MANAGER, NEW ENGLAND SOUTH REGION NATIONAL GRID

PROVIDENCE, RI NOVEMBER 2014 TO DECEMBER 2017

Coordinate all survey activities in National Grid's New England South area (Southeastern Massachusetts including Cape Cod and Nantucket, and the entire state of Rhode Island). Working with both in-house and contracted clients to provide survey support for both gas and electric transmission and distribution. Supervise and schedule multiple survey firms on a daily basis to furnish survey data as needed. All aspects of land surveying from instrument surveys to gps and lidar laser scanning. Currently involved in the integration of unmanned aerial vehicles (drones) into inspection and existing condition surveys. Plans created from conceptual to existing conditions an as-built. Work also includes coordination of staking of everything from electrical transmission structures to substation layout to gas mains. Expert in the many research and GIS programs utilized by the various companies under the National Grid umbrella.

PRESIDENT / PROFESSIONAL LAND SURVEYOR, PRECISION SURVEYING, INC.

GREENVILLE, RI, APRIL 1996 TO NOVEMBER 2014

As owner of Precision Surveying my responsibilities have included, contacting and maintaining relationships with clients, legal research (deeds, plans), establishing project scope, planning and performing field work, preparation of plans and reports, representation of clients before municipal agencies and accounting, billing and collections.

SURVEY MANAGER / PARTY CHIEF, S.L. ROLFE & ASSOCIATES

PLAINVILLE, MA, APRIL 1992 TO APRIL 1996

Responsibilities included research and preparation for survey projects, supervising survey technicians, performing field work and CAD drafting. Dealt with clients on a daily basis, scheduled work.

SURVEY TECHNICIAN / PARTY CHIEF, N. VELTRI SURVEY

SMITHFIELD, RI, MAY 1987 - JANUARY 1991

Started as an entry level survey technician (rod man). Worked my way up to running the instruments, then to party chief. My responsibilities included research and preparation for survey projects, supervising survey technicians, performing field work and drafting.

EDUCATION

ROGER WILLIAMS UNIVERSITY, BRISTOL, RI
ASSOCIATES DEGREE IN CIVIL ENGINEERING

COMMUNITY COLLEGE OF RHODE ISLAND, WARWICK, RI
ASSOCIATES DEGREE IN COMPUTER PROGRAMMING – HIGH HONORS

COMMUNITY COLLEGE OF RHODE ISLAND, WARWICK, RI
ASSOCIATES DEGREE IN WEB TECHNOLOGIES – HIGH HONORS

SOUTHERN NEW HAMPSHIRE UNIVERSITY, MANCHESTER NEW HAMPSHIRE
BACHELOR'S DEGREE IN INFORMATION TECHNOLOGY /
GEOGRAPHIC INFORMATION SERVICES - SUMMA CUM LAUDE

ASSOCIATIONS

Rhode Island Society of Professional Land Surveyors
Massachusetts Association of Land Surveyors and Civil Engineers
National Society of Professional Surveyors



JESSE G. HILGENBERG, AIA | NCARB
DIXON SALO ARCHITECTS, INC.
PRESIDENT

Jesse Hilgenberg has been working in the architecture field since 1998, and has developed a specialization in bringing creativity and efficiency to the Schematic Design, Design Development, and Construction Documents phases of our projects. Jesse became President of Dixon Salo Architects, Inc. in 2015.

In addition to working at the office, Jesse enjoys teaching the next generation of designers at the Becker College School of Interior Design, competing in Brazilian jiu-jitsu, and coaching youth soccer.

REGISTRATIONS:

AIA	38351408
NCARB	78042
Commonwealth of Massachusetts	Reg 50615
State of Connecticut	Reg 13016
State of New Hampshire	Reg 04165
State of Rhode Island	Reg 4861

EDUCATION:

Syracuse University School of Architecture	2001-2005
Master of Architecture (Valedictorian)	
Colgate University	1997-2001
Bachelor of Arts	
Majors: Mathematics & Physics	

TEACHING:

Becker College - School of Interior Design	2005-Present
Building Systems	
Revit & AutoCAD	
Environmental Design	
Contract Documents	
Cutter Management; Worcester	
District Attorney's Office, Worcester	
New England Center for Children, Southborough	

REFERENCES:

Mr. Douglas Cutler, President	
Cutter Management, Inc.	
130 Elm Street, Worcester, MA	
508.792.1111	
Mr. Dennis Guberski, President & CEO	
BRM, Inc.	
57 Union Street, Worcester, MA	
508.459.7544	
Mr. Michael Downey, CFO	
The New England Center for Children, Inc.	
33 Turnpike Road, Southborough, MA	
508.481.1015 (x3026)	
REPRESENTATIVE PROJECTS:	
Becker College; Worcester & Leicester	
North Uxbridge Baptist Church; Uxbridge	
Biomere; Worcester, MA	
Clark University; Worcester, MA	
Armenian Apostolic Church; Whitinsville	
AME Zion Church; Worcester	
Northbridge School District; Northbridge	
Uxbridge School District; Uxbridge	
Copart; Mendon	
Spencer Housing Authority; Spencer	
Wellington Apartments; Worcester Housing Authority	
BRM, Inc.; Worcester, Baltimore MD	
Bikram Yoga Studio; Westborough	
Whitinsville Christian School; Whitinsville	
Douglas Fire Department & Municipal Center; Douglas	
Dana Hall School; Wellesley	
Cutter Management; Worcester	
District Attorney's Office, Worcester	
New England Center for Children, Southborough	



WAYNE O. SALO

DIXON SALO ARCHITECTS, INC.
FOUNDER

Mr. Salo has been in the design field since 1964. As Co-Founder of Dixon Salo Architects, Inc., he has helped the firm become highly recognized for its renovation work. The firm has received several awards including national recognition by Commercial Renovation Magazine as one of the top fifty renovation architects. Dixon Salo Architects, Inc. has completed more than 300 commercial renovation projects. Wayne has practiced as a registered architect since 1972.

REFERENCES:

Mr. Edward Kelley, CEO
RFK Children's Action Corps.
11 Beacon Street
Boston, MA 02108
(617) 227-4183

Mr. Maurice Boisvert, CEO
Y.O.U. Inc.
81 Plantation Street
Worcester, MA 01610
(508) 849-5600 x273

REGISTRATIONS:

Commonwealth of Massachusetts
#3355

EDUCATION:

University of Cincinnati, College of Design
Bachelor of Architecture
Achievement of Professional Practice
1963-1970

Boston Architectural Center
Refresher Courses
1972

REFERENCES:

Mr. Dennis Guberski, President & CEO
BRM, Inc.
67 Millbrook Street
(508) 459.7544

REPRESENTATIVE PROJECTS:

RFK Children's Action Corps; Lancaster
Hometown Bank; Oxford
Unibank; Uxbridge, Blackstone
N. Adams Hoosac Savings Bank; N. Adams
Y.O.U. Inc.; Baldwinville
YMCA; Westborough, Southbridge
Beaumont Adult Care; Northbridge
Becker College; Worcester, Leicester
Clark University; Worcester
Digital Corporation; Westminster, Nashua, NH
Fallon Clinic; Worcester
Tri-River Health Center; Uxbridge
Metro West Medical Center; Natick
Whitinsville Christian School; Whitinsville
Union Mills; Leicester
351 Main Street; Oxford
Hanover Theater; Worcester

MEMORANDUM

TO: Cedar Place, LLC
c/o Mr. Dennis M. Di Schino
Equity Partners, Inc.
868 Worcester Street
Wellesley, MA 02482-3707

FROM: Mr. Jeffrey S. Dirk, P.E., FITE
Partner
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 269-6830
jdirk@rdva.com

DATE: March 14, 2019

RE: 8127

SUBJECT: Transportation Impact Assessment
Cedar Place Residential Development – 2 & 3 Burke Lane
Wellesley, Massachusetts

Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a 16-unit multifamily residential community to be located at 2 and 3 Burke Lane in Wellesley, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; and identifies and analyzes existing traffic conditions and future traffic conditions, both with and without the Project along Burke Lane and at the intersection of Burke Lane at the Worcester Street (Route 9) eastbound on-ramp from Cedar Place.

Based on this assessment, we have determined that the Project will result in a minimal increase in traffic over existing conditions (less than 10 additional vehicle trips during the peak commuter hours, or fewer than one (1) additional vehicle every six (6) minutes) and, as such, will not result in a material increase in motorist delays or vehicle queuing along the Burke Lane or at the Burke Lane/Route 9 eastbound on-ramp intersection. Accordingly, we have concluded that the transportation infrastructure affords sufficient capacity to accommodate the Project in a safe and efficient manner with implementation of the specific recommendations presented herein.

The following details our assessment of the Project.

PROJECT DESCRIPTION

The Project will entail the renovation of the existing residential building located at 3 Burke Lane and the construction of a new three-story residential building to the west of the existing building that will include 15 multifamily residential units, for a total of 16 units. The Project site encompasses 2 and 3 Burke Lane and includes a total development area of $0.95\pm$ acres of land that is bounded by a commercial property to the north; residential properties to the south and west; and Burke Lane to the east. Figure 1 depicts the Project site location in relation to the existing roadway network. At present, the Project site is occupied by a single-family home (3 Burke Lane) and associated appurtenances.



Figure 1



Vanasse & Associates, Inc.
Transportation Engineers & Planners

Study Area Map

Access to the Project site will be provided by way of a new full-access driveway that will intersect the west side of Burke Lane approximately 330 feet south of the Route 9 eastbound on-ramp from Cedar Street.

On-site parking will be provided for 26 vehicles, including two (2) handicapped accessible spaces, or a parking ratio of 1.62 spaces per dwelling unit. This parking ratio is within the range of values documented by the Institute of Transportation Engineers (ITE) for a multifamily residential community in a suburban setting.¹

STUDY METHODOLOGY

This study was prepared in consultation with the Massachusetts Department of Transportation (MassDOT) and the Town of Wellesley; was performed in accordance with: i) MassDOT's *Transportation Impact Assessment (TIA) Guidelines*; ii) the Traffic Review standards for a Project of Significant Impact (PSI) as defined in Section XVIA of the Town of Wellesley Zoning Bylaw; and iii) the standards of the Traffic Engineering and Transportation Planning professions for the preparation of such reports; and was conducted in three distinct stages.

The first stage involved an assessment of existing conditions in the study area and included an inventory of roadway geometrics; pedestrian and bicycle facilities; on-street parking; public transportation services; observations of traffic flow; and collection of pedestrian, bicycle and vehicle counts.

In the second stage of the study, future traffic conditions were projected and analyzed. Specific travel demand forecasts for the Project were assessed along with future traffic demands due to expected traffic growth independent of the Project. A seven-year time horizon was selected for analyses consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. The analysis conducted in stage two identifies existing or projected future capacity, safety, and access issues, as these areas relate to the transportation infrastructure.

The third stage of the study presents and evaluates measures to address deficiencies in the transportation infrastructure, if any, identified in stage two of the study.

EXISTING CONDITIONS

A comprehensive field inventory of existing conditions along Burke Lane and at the Burke Lane/Route 9 eastbound on-ramp intersection was conducted in January 2019. This inventory included the collection of traffic volume data and vehicle travel speed measurements, as well as a review of existing pedestrian and bicycle accommodations, public transportation services and motor vehicle crash data. The following summarizes existing conditions within the study area.

¹*Parking Generation Manual*, 5th Edition; Institute of Transportation Engineers; Washington, D.C.; January 2019. Observed parking demand ratios for a multifamily (mid-rise) residential community in a similar setting were found to range from 0.75 to 2.05 spaces per dwelling unit, with an average parking demand ranging between 1.22 and 2.05 spaces per dwelling unit and an 85th percentile peak parking demand ranging between 1.47 and 1.33 spaces per dwelling unit.

Roadway

Burke Lane

Burke Lane is a two-way, local access roadway that is under Town jurisdiction and traverses a general north-south alignment between McLean Street and the Route 9 eastbound on-ramp from Cedar Street. In the vicinity of the Project site, Burke Lane is approximately 24-feet in width (paved area) with no marked centerline or shoulders provided. Sidewalks are not provided along Burke Lane. The regulated travel speed² along Burke Lane in the absence of a posted speed limit is 30 miles per hour (mph). Land use along Burke Lane consists of the Project site, residential and commercial (proximate to Route 9) properties, and areas of open and wooded space.

Burke Lane forms a three-legged, unsignalized intersection with the on-ramp to Route 9 eastbound from Cedar Street to the north of the Project site, with the Burke Lane approach under STOP-sign control. Figure 2 depicts the lane use and travel lane widths at the intersection.

Existing traffic Volumes

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts were completed on Burke Lane proximate to the Project site in January 2019 while public schools were in regular session. The ATR counts were conducted over a continuous 48-hour period from Tuesday, January 15th through Wednesday, January 16th, 2019, in order to record weekday traffic conditions over an extended period.³ In addition, manual turning movement and vehicle classification counts (TMC's) were completed at the intersection of Burke Lane at the Route 9 eastbound on-ramp from Cedar Place during the weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods on Tuesday, January 15, 2019.

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, traffic volume data from MassDOT Continuous Count Station No. H8503 located on Interstate-95 (I-95) south of Recreation Road in Weston were reviewed.⁴ Based on a review of this data, it was determined that traffic volumes for the month of January are approximately 12 percent below average-month conditions and, therefore, the raw traffic count data that forms the basis of this assessment was adjusted upward accordingly to average-month conditions.

Based on a review of the 2019 traffic count data, Burke Lane in the vicinity of the Project site accommodates approximately 160 vehicles per day on an average weekday (two-way, 24-hour volume), with approximately 11 vehicles per hour (vph) during the weekday morning peak-hour (8:00 to 9:00 AM) and 16 vph during the weekday evening peak-hour (4:30 to 5:30 PM). The 2019 Existing weekday morning and evening peak-hour traffic volumes are graphically depicted on Figure 3.

²The regulated or “prima facie” speed is defined in M.G.L. Chapter 90, Section 17, as the speed which would be deemed reasonable and proper to operate a motor vehicle.

³Recognizing that Wednesday is a half-day for elementary schools in Wellesley, a comparison of the traffic volume data collected on Tuesday and Wednesday was completed. This comparison indicated that traffic volumes on a Wednesday are approximately 7 percent higher on daily (24-hour) basis.

⁴MassDOT Traffic Volumes for the Commonwealth of Massachusetts; 2019.

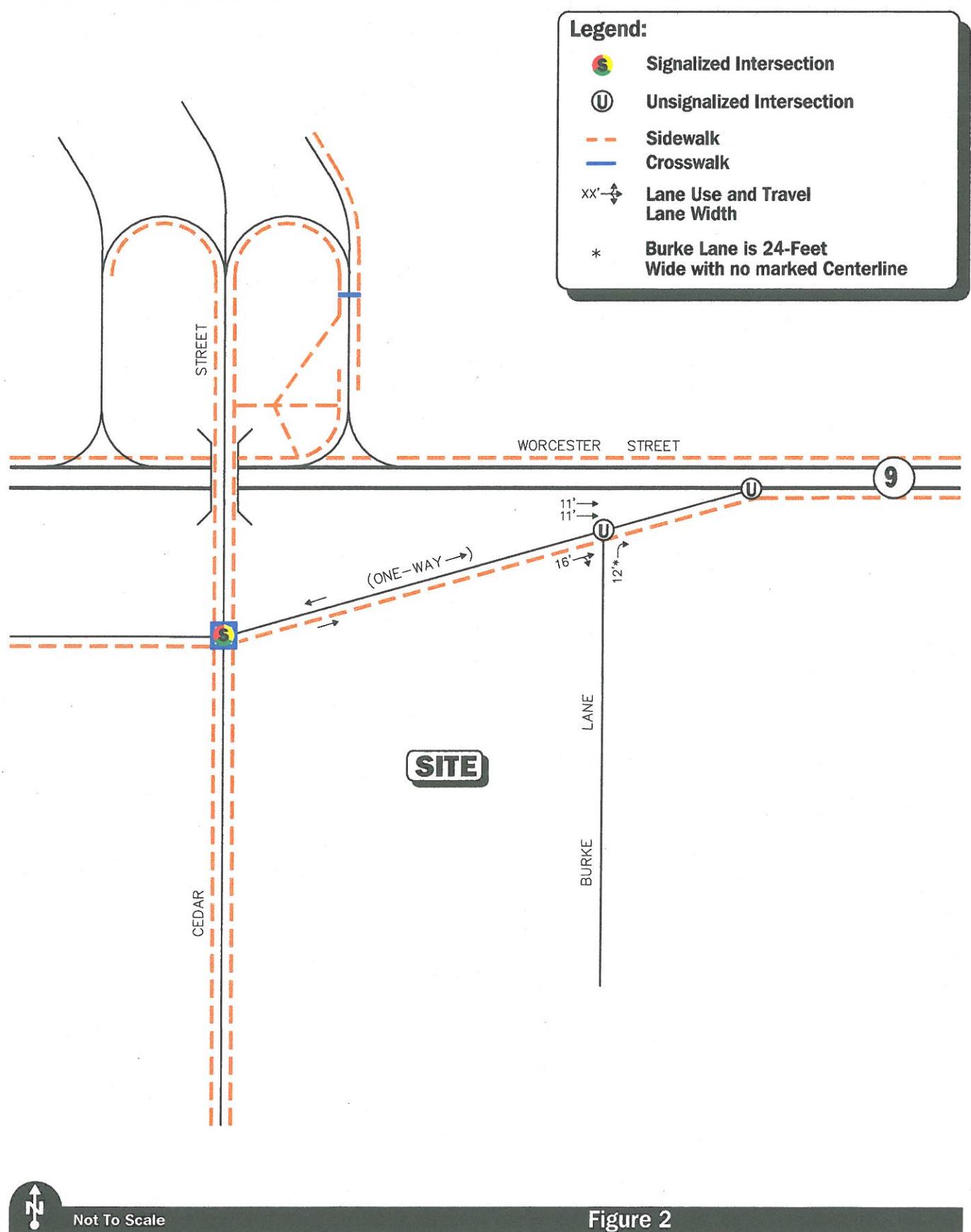
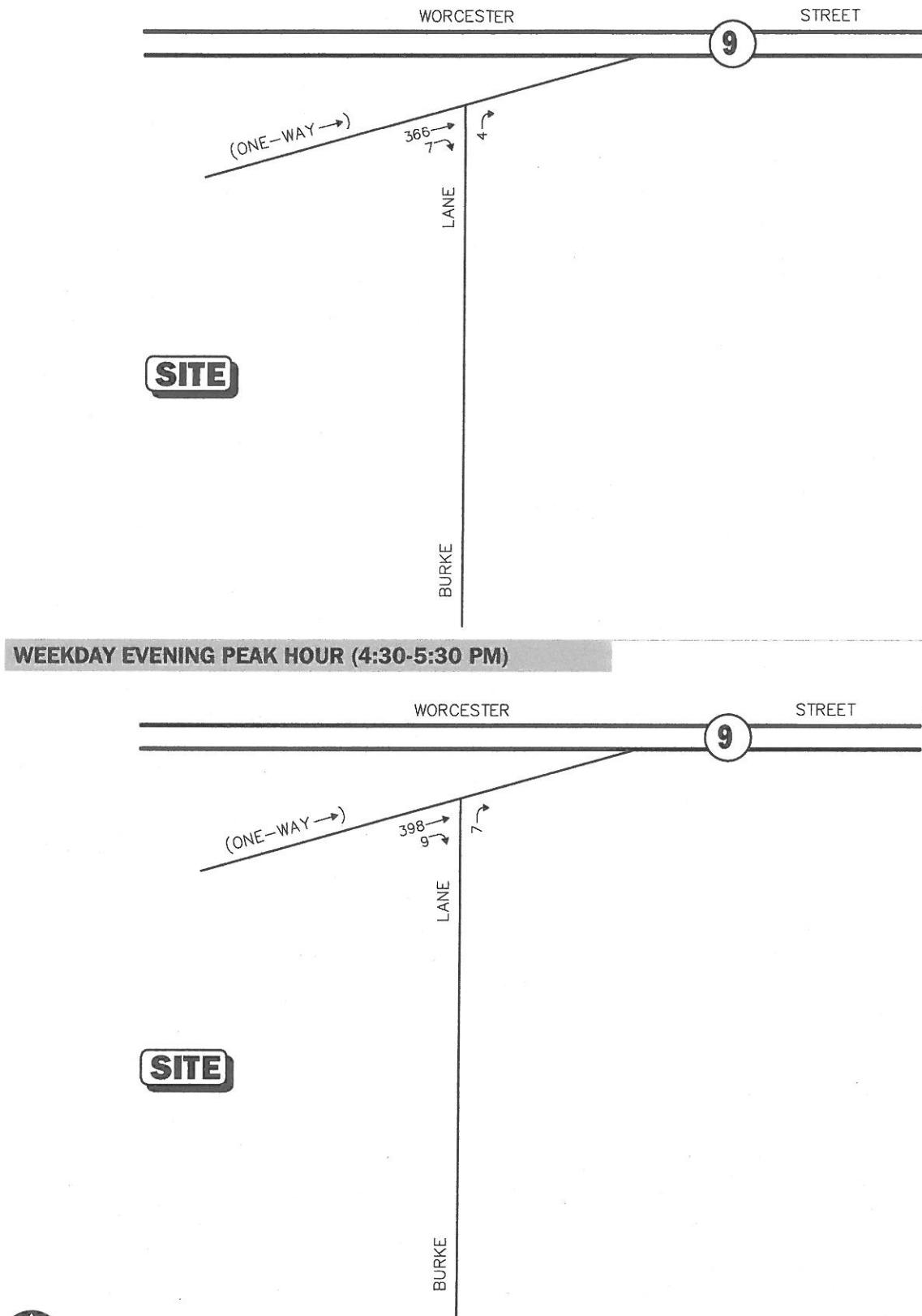


Figure 2

Existing Intersection Lane Use,
Travel Lane Width and
Pedestrian and Bicycle Facilities

WEEKDAY MORNING PEAK HOUR (8:00-9:00AM)



Not To Scale

Figure 3

The logo for Vanasse & Associates, Inc. It features a large, bold, black 'V' on the left. To the right of the 'V' is a white circle containing a black dot. To the right of the circle, the company name 'Vanasse & Associates, Inc.' is written in a bold, black, sans-serif font. Below the company name, the words 'Transportation Engineers & Planners' are written in a smaller, black, sans-serif font.

2019 Existing Weekday Peak Hour Traffic Volumes

Pedestrian and Bicycle Facilities

A comprehensive field inventory of pedestrian and bicycle facilities within the study area was undertaken in January 2019, the results of which are summarized on Figure 2. As depicted thereon, a sidewalk is provided along the south side of the Route 9 eastbound on-ramp from Cedar Street; and along one or both sides of Route 9 and Cedar Street, with marked crosswalks provided for crossing all approaches to the Cedar Street/Route 9 eastbound ramps intersection that are included as a part of the traffic signal system (i.e., pedestrian push buttons, signal indications and phasing). Sidewalks are not currently provided along Burke Lane. Sidewalk conditions along the Route 9 eastbound on-ramp from Cedar Street were identified to be generally good; however, it was noted that the wheelchair ramps for crossing Burke Lane were not compliant with the Americans with Disabilities Act (ADA) and a marked crosswalk was not provided.

Formal bicycle facilities are not provided within the study area; however, Route 9 provides sufficient width (combined travel lane and shoulder) to support bicycle travel in a shared traveled-way configuration.⁵ Additionally, given the relatively low volume of traffic using Burke Lane, the roadway can functionally accommodate shared use of the traveled-way by motor vehicles and bicyclists.

Spot Speed Measurements

Vehicle travel speed measurements were performed on Burke Lane in the vicinity of the Project site in conjunction with the ATR counts, the results of which are summarized in Table 1.

Table 1
VEHICLE TRAVEL SPEED MEASUREMENTS

	Burke Lane	
	Northbound	Southbound
Mean Travel Speed (mph)	22	22
85 th Percentile Speed (mph)	28	27
Regulated Speed (mph)	30	30

mph = miles per hour.

As can be seen in Table 1, the mean vehicle travel speed along Burke Lane in the vicinity of the Project site was found to be 22 mph in both directions. The measured 85th percentile vehicle travel speed, or the speed at which 85 percent of the observed vehicles traveled at or below, was found to be 28 mph northbound and 27 mph southbound, which approximates the regulated travel speed (30 mph). The 85th percentile speed is used as the basis of engineering design and in the evaluation of sight distances, and is often used in establishing posted speed limits.

⁵A minimum combined travel lane and paved shoulder width of 14-feet is required to support bicycle travel in a shared traveled-way condition.

Public Transportation

Public transportation services are provided within the study area by the Metrowest Regional Transit Authority (MWRTA) (fixed-route bus service). MWRTA bus Route 1 provides service along Route 9 and Cedar Street between the MWRTA Blandin Hub in Framingham and Woodland Station on the Massachusetts Bay Transportation Authority (MBTA) Greenline subway system in Newton. Residents of the Project can access the Route 1 bus at the Cedar Street/Route 9 eastbound ramps intersection, which is within an approximate 3-minute walking distance of the Project site. The MWRTA also operates Paratransit Services for seniors and the disabled who meet ADA requirements. The public transportation schedules and fare information are provided in the Appendix.

Motor Vehicle Crash Data

Motor vehicle crash information for the Route 9 eastbound on-ramp/Burke Lane intersection was provided by the MassDOT Highway Division Safety Management/Traffic Operations Unit for the most recent five-year period available (2012 through 2016, inclusive) in order to examine motor vehicle crash trends occurring at this location. Based on this review, nine (9) motor vehicle crashes were reported to have occurred at the intersection over the five-year review period and the intersection was found to have a motor vehicle crash rate above the MassDOT statewide and District average crash rates for an unsignalized intersection for the MassDOT Highway Division District in which the intersection is located (District 6). The majority of the crashes that were reported at this intersection occurred on a weekday, during daylight, under clear weather conditions, and involved rear-end type crashes that resulted in property damage only. No fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

A review of the MassDOT statewide High Crash Location List indicated that there are no locations in the immediate vicinity of the Project site that are included on MassDOT's Highway Safety Improvement Program (HSIP) listing as high crash locations. To the west of the Project site, the Cedar Street/Route 9 eastbound ramps intersection is listed as a high crash cluster location for 2013-2015.

FUTURE CONDITIONS

Traffic volumes in the study area were projected to the year 2026, which reflects a seven-year planning horizon from current year consistent with MassDOT's *Transportation Impact Assessment (TIA) Guidelines*. Independent of the Project, traffic volumes on the roadway network in the year 2026 under No-Build conditions include all existing traffic and new traffic resulting from background traffic growth. Anticipated Project-generated traffic volumes superimposed upon the 2026 No-Build traffic volumes reflect 2026 Build traffic volume conditions with the Project.

Future Traffic Growth

Future traffic growth is a function of the expected land development in the immediate area and the surrounding region. Several methods can be used to estimate this growth. A procedure frequently employed estimates an annual percentage increase in traffic growth and applies that percentage to all traffic volumes under study. The drawback to such a procedure is that some turning volumes may actually grow at either a higher or a lower rate at particular intersections.

An alternative procedure identifies the location and type of planned development, estimates the traffic to be generated, and assigns it to the area roadway network. This procedure produces a more realistic estimate

of growth for local traffic; however, potential population growth and development external to the study area would not be accounted for in the resulting traffic projections.

To provide a conservative analysis framework, both procedures were used, the salient components of which are described below.

Specific Development by Others

The Town of Wellesley Planning Department was contacted in order to determine if there were any projects planned within the study area that would have an impact on future traffic volumes within the study area. Based on this discussion, the following projects were identified for review in conjunction with this assessment:

- ***Sport Complex, 900 Worcester Road, Wellesley Massachusetts.*** This proposed project will entail the construction of a 130,000 square foot (sf) sport complex that will include two (2) regulation-size ice rinks, a synthetic turf field and a 35,000 sf health club with an aquatics center that will feature an Olympic-size swimming pool to be located at 900 Worcester Road.
- ***Wellesley Square, 8 Delanson Circle, Wellesley, Massachusetts.*** This proposed project consists of the construction of a 95-unit residential apartment community to be located at 8 Delanson Circle.
- ***Wellesley Park, 148 Weston Road, Wellesley, Massachusetts.*** This proposed project consists of the construction of a 55-unit residential apartment community to be located at 148 Weston Road.
- ***680 Worcester Street, Wellesley, Massachusetts.*** This proposed project consists of the construction of a 20-unit residential apartment community to be located at 680 Worcester Street.
- ***16 Sterns Road, Wellesley, Massachusetts.*** This proposed project consists of the construction of a 24-unit residential condominium community to be located at 16 Sterns Road.
- ***136 Worcester Street, Wellesley, Massachusetts.*** This proposed project consists of the construction of a 65-unit residential condominium community to be located at 136 Worcester Street.
- ***Wellesley Office Park Phase 1 Residential Building, William Street, Wellesley, Massachusetts.*** This proposed project will entail the removal of a 76,767 sf office building and associated appurtenances (Building 40) and the construction of a 350-unit multifamily residential community on the office building site to be located within the Wellesley Office Park and off William Street.

Traffic volumes associated with the above projects within the study area (Burke Lane and along the Route 9 eastbound-on ramp from Cedar Street) are expected to be relatively minor and would be reflected in the general background traffic growth rate (discussion follows). No other developments were identified at this time that are expected to result in an increase in traffic within the study area beyond the general background traffic growth rate.

General Background Traffic Growth

Traffic-volume data compiled by MassDOT from permanent count stations located on Interstate-95 (I-95) in Weston and Needham indicates that traffic volumes have fluctuated over the past several years, ranging from decreases of 1.1 percent to increases of approximately 4.7 percent. Given the variation in the reported traffic growth reported along the corridor, a 2.0 percent per year compounded annual background traffic growth rate was used in order to account for future traffic growth and presently unforeseen development within the study area.

Roadway Improvement Projects

The Town of Wellesley and MassDOT were contacted in order to determine if there were any planned future roadway improvement projects expected to be complete by 2026 within the study area. Based on these discussions, no roadway improvement projects aside from routine maintenance activities were identified to be planned within the study area at this time.

No-Build Traffic Volumes

The 2026 No-Build condition peak-hour traffic-volumes were developed by applying the 2.0 percent per year compounded annual background traffic growth rate to the 2019 Existing peak-hour traffic volumes. The resulting 2026 No-Build weekday morning and evening peak-hour traffic volumes are shown on Figure 4.

Project-Generated Traffic

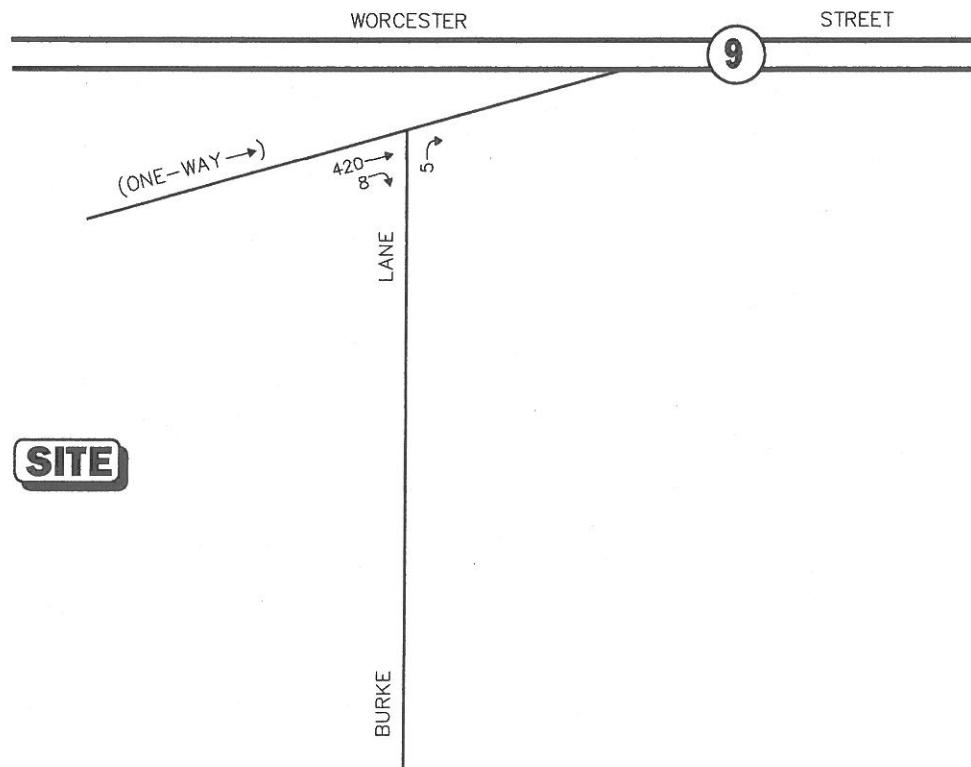
Design year (2026 Build) traffic volumes for the study area roadways were determined by estimating Project-generated traffic volumes and assigning those volumes on the study roadways. The following sections describe the methodology used to develop the anticipated traffic characteristics of the Project.

As proposed, the Project will entail the construction of a 16-unit multifamily residential community. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE⁶ for a similar land use as that proposed were used. ITE Land Use Code (LUC) 221, *Multifamily Housing (Mid-Rise)*, was used to develop the base traffic characteristics of the Project.

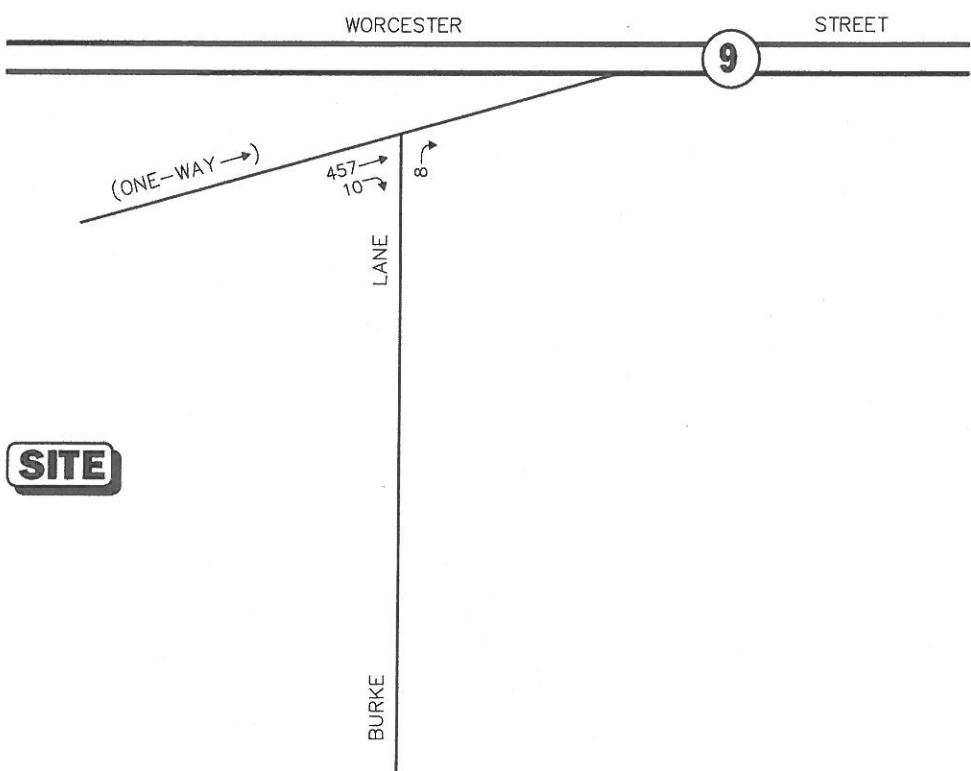
Table 2 summarizes the trip-generation calculations for the Project using the above methodology.

⁶*Trip Generation*, 10th Edition; Institute of Transportation Engineers; Washington, DC; 2017.

WEEKDAY MORNING PEAK HOUR (8:00-9:00AM)



WEEKDAY EVENING PEAK HOUR (4:30-5:30 PM)



Not To Scale



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Figure 4

**2026 No-Build
Weekday Peak Hour
Peak Hour Traffic Volumes**

Table 2
TRIP GENERATION SUMMARY

Time Period/Direction	Vehicle Trips		
	Proposed	Residential	Community (16-Units) ^a
<i>Average Weekday Daily:</i>			
Entering		43	
<u>Exiting</u>		<u>43</u>	
Total		86	
<i>Weekday Morning Peak Hour:</i>			
Entering		2	
<u>Exiting</u>		<u>4</u>	
Total		6	
<i>Weekday Evening Peak Hour:</i>			
Entering		5	
<u>Exiting</u>		<u>3</u>	
Total		8	

^aBased on ITE LUC 221, *Multifamily Housing (Mid-Rise)*.

Project-Generated Traffic Summary

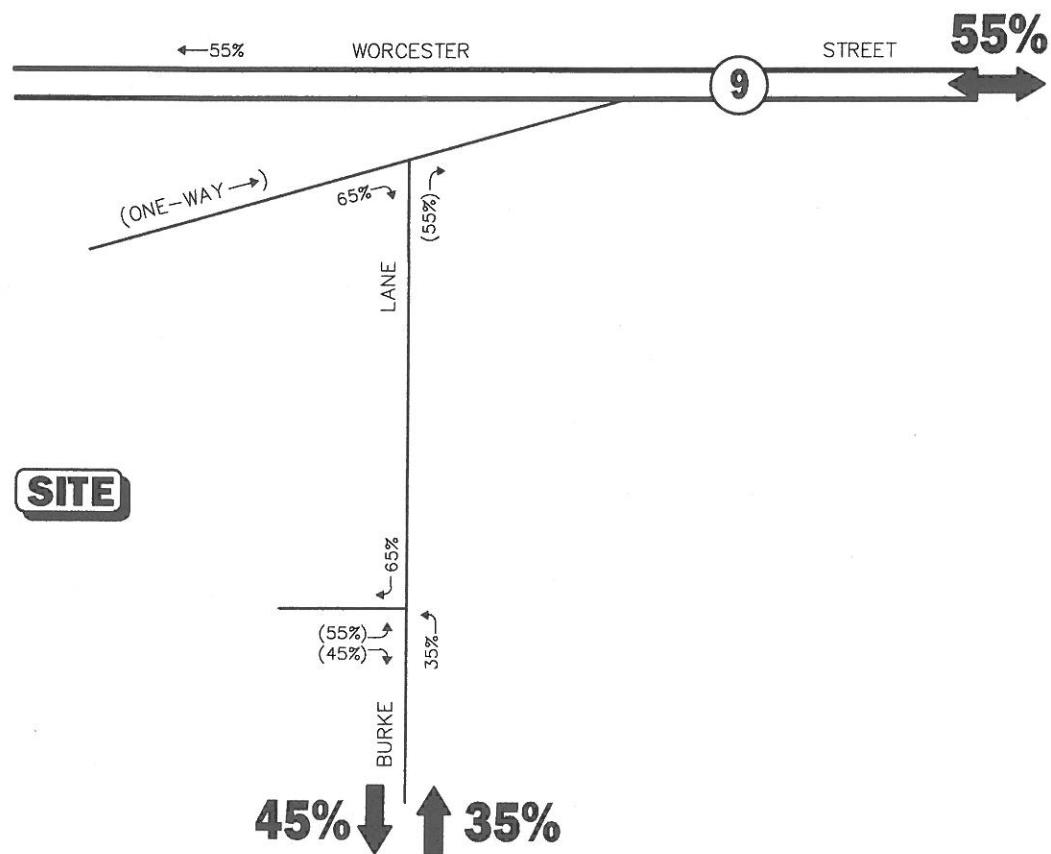
As can be seen in Table 2, the Project is expected to generate approximately 86 vehicle trips on an average weekday (two-way, 24-hour volume, or 43 vehicles entering and 43 exiting), with 6 vehicle trips (2 vehicles entering and 4 exiting) expected during the weekday morning peak-hour and 8 vehicle trips (5 vehicles entering and 3 exiting) expected during the weekday evening peak-hour. ***The traffic volume increases that are expected to be associated with the Project are relatively modest and would not be expected to result in a material increase in motorist delays or vehicle queuing over existing conditions.***

Trip Distribution and Assignment

The directional distribution of generated trips to and from the Project site was determined based on a review of Journey-to-Work data obtained from the U.S. Census for persons residing in the Town of Wellesley and then refined based on existing traffic patterns within the study area during the commuter peak periods. This methodology is consistent with the residential nature of the Project and commuter traffic patterns during the peak hours. The general trip distribution for the Project is graphically depicted on Figure 5, with the additional traffic that is expected to be generated by the Project assigned on the study area roadway network as shown on Figure 6.

Legend:

XX (XX) Entering Trips
XX (XX) Exiting Trips

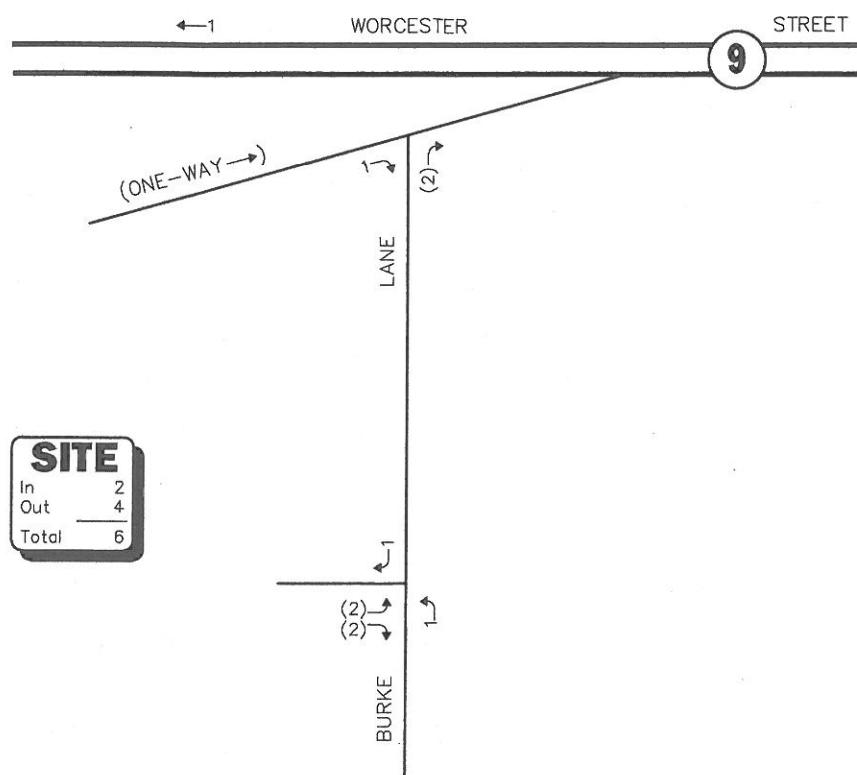


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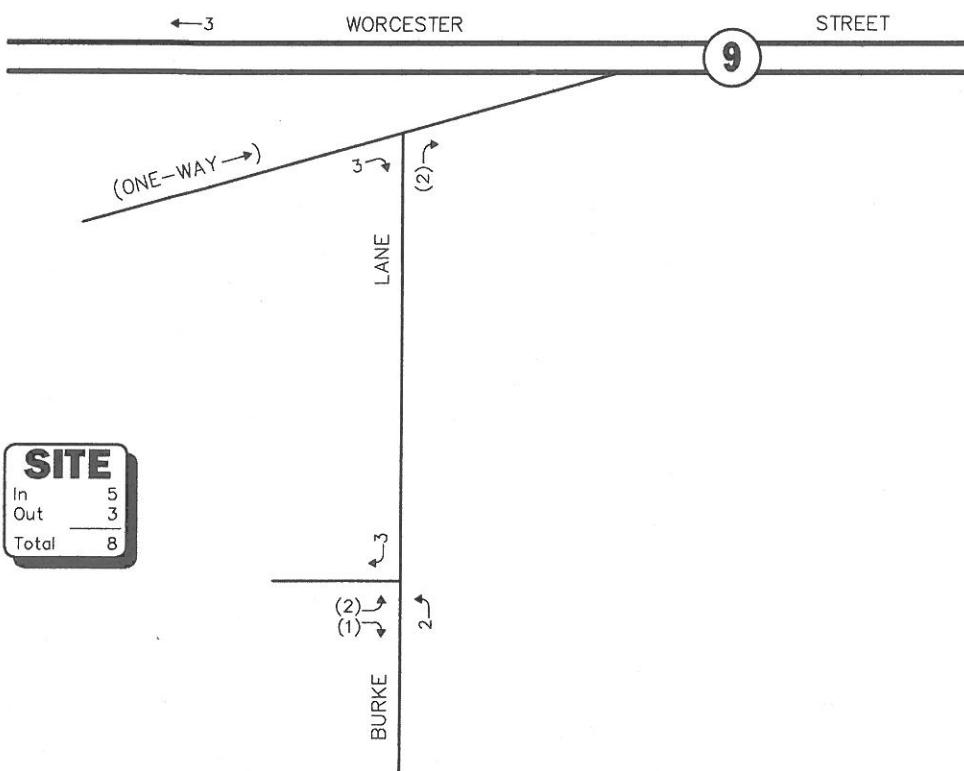
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Figure 5
Trip Distribution Map

WEEKDAY MORNING PEAK HOUR (8:00-9:00AM)



WEEKDAY EVENING PEAK HOUR (4:30-5:30 PM)



Not To Scale



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Figure 6

**Project-Generated
Weekday Peak Hour
Traffic Volumes**

Build Traffic Volumes

The 2026 Build condition traffic volumes were developed by adding the traffic expected to be generated by the Project to the 2026 No-Build condition traffic volumes. The 2026 Build weekday morning and evening peak-hour traffic volumes are graphically depicted on Figure 7.

TRAFFIC OPERATIONS ANALYSIS

In order to assess the potential impact of the Project on the roadway network, a detailed traffic operations and vehicle queue analysis (“LOS analysis”) was performed at the Project site driveway intersection with Burke Lane and at the intersection of Burke Lane at the Route 9 eastbound on-ramp from Cedar Place. Capacity analyses provide an indication of how well transportation facilities serve the traffic demands placed upon them, with vehicle queue analyses providing a secondary measure of the operational characteristics of an intersection or section of roadway under study.

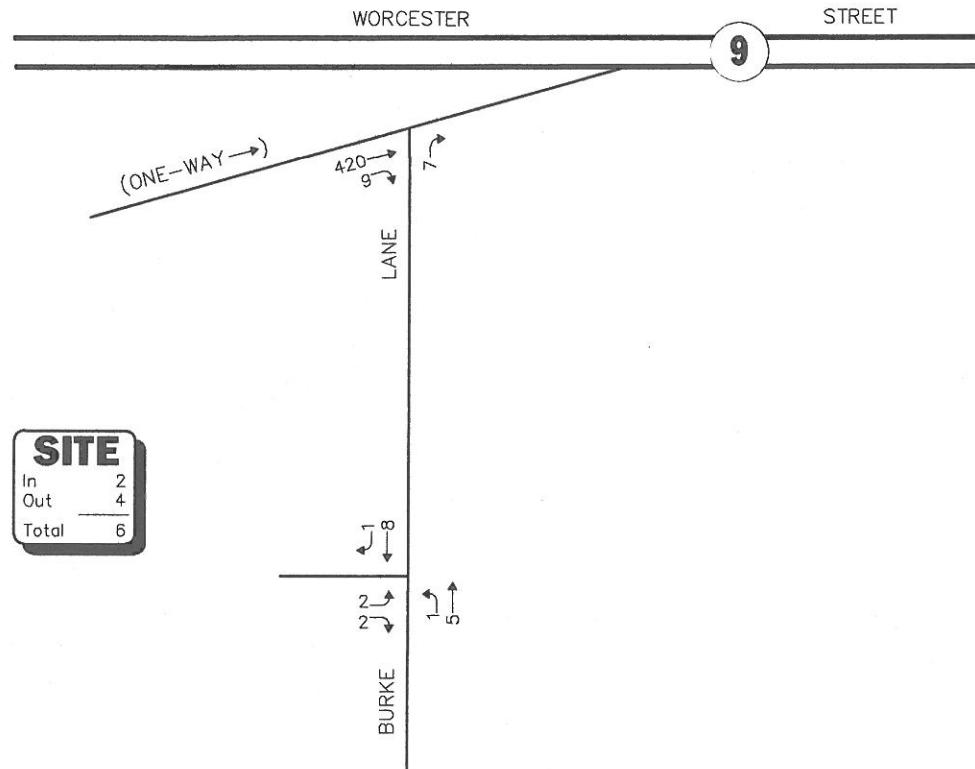
In brief, six levels of service are defined for each type of facility. They are given letter designations ranging from A to F, with level-of-service (LOS) “A” representing the best operating conditions and LOS “F” representing congested or constrained operations. An LOS of “E” is representative of a transportation facility that is operating at its design capacity with an LOS of “D” generally defined as the limit of “acceptable” traffic operations. Since the level-of-service of a traffic facility is a function of the flows placed upon it, such a facility may operate at a wide range of levels of service depending on the time of day, day of week, or period of the year. The Synchro® intersection capacity analysis software, which is based on the analysis methodologies and procedures presented in the 2010 *Highway Capacity Manual* (HCM)⁷ for signalized and unsignalized intersections, was used to complete the level-of-service and vehicle queue analyses.

Analysis Results

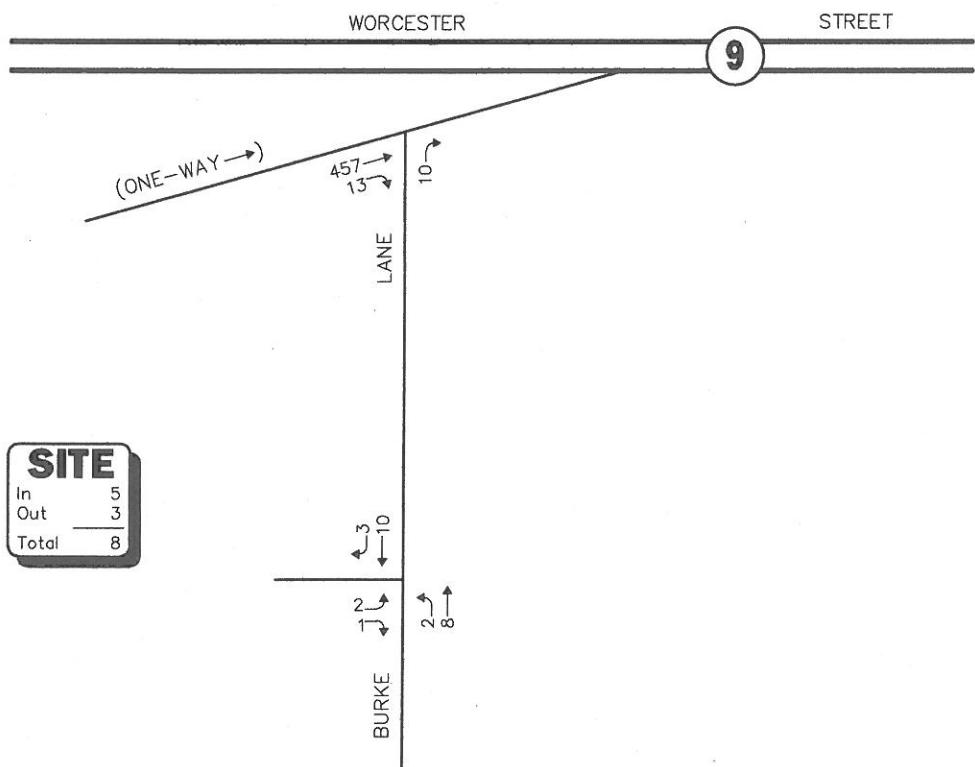
The results of the intersection capacity and vehicle queue analyses for the study intersections are summarized in Table 3, with the detailed analysis results presented in the Appendix. As can be seen in Table 3, all movements at the study area intersections were shown to operate at LOS “B” or better during the peak hours under all analysis conditions, with negligible vehicle queuing predicted.

⁷*Highway Capacity Manual*, Transportation Research Board; Washington, DC; 2010.

WEEKDAY MORNING PEAK HOUR (8:00-9:00AM)



WEEKDAY EVENING PEAK HOUR (4:30-5:30 PM)



Not To Scale



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Figure 7

2026 Build
Weekday Peak Hour
Traffic Volumes

Table 3
UN SIGNALIZED INTERSECTION LEVEL-OF-SERVICE AND VEHICLE QUEUE SUMMARY

		2019 Existing				2026 No-Build				2026 Build			
Unsignalized Intersection/ Peak Hour/Movement		Demand ^a	Delay ^b	LOS ^c	Queue ^d 95 th	Demand	Delay	LOS	Queue 95 th	Demand	Delay	LOS	Queue 95 th
Route 9 Eastbound On-Ramp at Burke Lane													
<i>Weekday Morning:</i>													
Route 9 Eastbound On-Ramp EB TH/RT	373	0.0	A	0	428	0.0	A	0	429	0.0	A	0	
Burke Lane NB RT	4	10.6	B	0	5	11.1	B	0	7	11.1	B	0	
<i>Weekday Evening:</i>													
Route 9 Eastbound On-Ramp EB TH/RT	407	0.0	A	0	467	0.0	A	0	470	0.0	A	0	
Burke Lane NB RT	7	11.2	B	0	8	11.8	B	0	10	11.9	B	0	
Burke Lane at the Project Site Driveway													
<i>Weekday Morning:</i>													
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	--	--	4	8.5	A
Burke Lane NB LT/TH	--	--	--	--	--	--	--	--	--	--	6	7.2	A
Burke Lane SB TH/RT	--	--	--	--	--	--	--	--	--	--	9	0.0	A
<i>Weekday Evening:</i>													
Project Site Driveway EB LT/RT	--	--	--	--	--	--	--	--	--	--	3	8.6	A
Burke Lane NB LT/TH	--	--	--	--	--	--	--	--	--	--	10	7.2	A
Burke Lane SB TH/RT	--	--	--	--	--	--	--	--	--	--	13	0.0	A

^aDemand in vehicles per hour.

^bAverage control delay per vehicle (in seconds).

^cLevel-of-Service.

^dQueue length in vehicles.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound; LT = left-turning movements; TH = through movements; RT = right-turning movements.

SIGHT DISTANCE ASSESSMENT

Sight distance measurements were performed at the Project site driveway intersection with Burke Lane in accordance with MassDOT and American Association of State Highway and Transportation Officials (AASHTO)⁸ requirements. Both stopping sight distance (SSD) and intersection sight distance (ISD) measurements were performed. In brief, SSD is the distance required by a vehicle traveling at the design speed of a roadway, on wet pavement, to stop prior to striking an object in its travel path. ISD or corner sight distance (CSD) is the sight distance required by a driver entering or crossing an intersecting roadway to perceive an on-coming vehicle and safely complete a turning or crossing maneuver with on-coming traffic. In accordance with AASHTO standards, if the measured ISD is at least equal to the required SSD value for the appropriate design speed, the intersection can operate in a safe manner. Table 4 presents the measured SSD and ISD at the subject intersection.

Table 4
SIGHT DISTANCE MEASUREMENTS^a

Intersection/Sight Distance Measurement	Feet		
	Required Minimum (SSD)	Desirable (ISD) ^b	Measured
<i>Burke Lane at the Project Site Driveway</i>			
<i>Stopping Sight Distance:</i>			
Burke Lane approaching from the north	200	--	327
Burke Lane approaching from the south	200	--	321
<i>Intersection Sight Distance:</i>			
Looking to the north from the Project Site Driveway	200	290/335	154/327 ^c
Looking to the south from the Project Site Driveway	200	290/335	359

^aRecommended minimum values obtained from *A Policy on Geometric Design of Highways and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018; and based on an approach speed of 30 mph along Burke Lane.

^bValues shown are the intersection sight distance for a vehicle turning right/left exiting a roadway under STOP control such that motorists approaching the intersection on the major street should not need to adjust their travel speed to less than 70 percent of their initial approach speed.

^cWith the removal/relocation of the existing retaining wall along the Project site frontage.

As can be seen in Table 4, with the removal/relocation of the existing retaining wall along the Project site frontage, the available lines of sight at the Project site driveway intersection with Burke Lane were found to exceed or could be made to exceed the recommended minimum sight distance to function in a safe manner (SSD) based on a 30 mph approach speed, which is slightly above the measured 85th percentile vehicle travel speed (27-28 mph) and is consistent with the regulated speed (30 mph).

⁸*A Policy on Geometric Design of Highway and Streets*, 7th Edition; American Association of State Highway and Transportation Officials (AASHTO); Washington D.C.; 2018.

SUMMARY

VAI has prepared a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed multifamily residential development to be located at 2 and 3 Burke Lane in Wellesley, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential off-site improvements; and iii) safety considerations; under existing and future conditions, both with and without the Project.

Based on this assessment, we have determined that the Project will result in a minimal increase in traffic over existing conditions (less than 10 additional vehicle trips during the peak commuter hours, or fewer than one (1) additional vehicle every six (6) minutes) and, as such, will not result in a material increase in motorist delays or vehicle queuing along the Burke Lane or at the Burke Lane/Route 9 eastbound on-ramp intersection. Accordingly, we have concluded that the transportation infrastructure affords sufficient capacity to accommodate the Project in a safe and efficient manner. This conclusion is predicated on implementation of the following specific recommendations that should be advanced as a part of the Project:

- The Project site driveway and circulating drives within the Project site should be a minimum of 24-feet in width or as required to accommodate the turning and maneuvering requirements of the largest anticipated responding emergency vehicle.
- Circulating roadways and drive aisles within the Project site should be a minimum of 23-feet in width where perpendicular parking is proposed in order to allow for vehicle maneuvering.
- Vehicles exiting the Project site should be placed under STOP-sign control with a marked STOP-line provided.
- All signs and pavement markings to be installed within the Project site shall conform to the applicable standards of the *Manual on Uniform Traffic Control Devices* (MUTCD).⁹
- A sidewalk should be installed along the Project site frontage on Burke Lane and connect to the sidewalk that is planned along the frontage of 7 Burke Lane, thereby providing a pedestrian connection between the Project site and the existing sidewalk along the south side of the Route 9 eastbound on-ramp from Cedar Street. ADA compliant wheelchair ramps should be provided for crossing the Project site driveway and at pedestrian crossing locations within the Project site.
- A marked crosswalk and ADA compliant wheelchair ramps will be provided for crossing Burke Lane at the Route 9 eastbound on-ramp from Cedar Street as a part of the sidewalk improvements that are being completed for 7 Burke Lane.
- Signs and landscaping to be installed as a part of the Project within intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- The existing retaining wall along the Project site frontage should be removed or relocated outside of the sight triangle area of the south Project site driveway.
- Snow windrows within sight triangle areas shall be promptly removed where such accumulations would impede sight lines.

⁹*Manual on Uniform Traffic Control Devices* (MUTCD); Federal Highway Administration; Washington, D.C.; 2009.

- A school bus waiting area should be provided at an appropriate location defined in consultation with the Town.
- Consideration should be given to installing electric vehicle charging stations within the Project site.

Off-Site

Route 9 Eastbound On-Ramp/Burke Lane

The addition of Project-related traffic to the intersection of the Route 9 eastbound on-ramp from Cedar Street at Burke Lane was not shown to result in a change in LOS, with all movements predicted to operate at LOS B or better during the peak hours with negligible vehicle queuing. Independent of and unrelated to the Project, the intersection was found to have a motor vehicle crash rate that was above the MassDOT average crash rate for similar intersections. Recognizing the limited impact of the Project as identified as a part of this assessment, the Project proponent will participate with the Town and MassDOT in assessing potential safety-related improvements for this intersection.

Transportation Demand Management

Public transportation services are provided within the study area by the MWRTA (fixed-route bus service). MWRTA bus Route 1 provides service along Route 9 and Cedar Street between the MWRTA Blandin Hub in Framingham and Woodland Station on the MBTA Greenline subway system in Newton. Residents of the Project can access the Route 1 bus at the Cedar Street/Route 9 eastbound ramps intersection, which is within an approximate 3-minute walking distance of the Project site. The MWRTA also operates Paratransit Services for seniors and the disabled who meet ADA requirements.

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles, the following Transportation Demand Management (TDM) measures should be implemented as a part of the Project:

- The owner or property manager should contact MassRIDES to obtain information on facilitating and encouraging healthy transportation options for residents of the Project;
- Information regarding public transportation services, maps, schedules and fare information should be posted in a central location and/or otherwise made available to residents;
- A “welcome packet” should be provided to residents detailing available public transportation services, bicycle and walking alternatives, and commuter options available through MassRIDES’ and their Bay State Commute program which rewards individuals that choose to walk, bicycle, carpool, vanpool or that use public transportation to travel to and from work;
- Residents should be made aware of the Emergency Ride Home (ERH) program available through MassRIDES, which reimburses employees of a participating MassRIDES employer partner worksite that is registered for ERH and that carpool, take transit, bicycle, walk or vanpool to work;
- Pedestrian accommodations have been provided within the Project site and should include a sidewalk that extends to Burke Lane;
- A mail drop should be provided in a central location within each building; and
- Secure bicycle parking should be provided in an appropriate location within the Project site.

With implementation of the above recommendations, safe and efficient access can be provided to the Project site and the Project can be accommodated within the confines of the existing transportation infrastructure.

cc: File