

From: Burke Lane [REDACTED]
Sent: Monday, June 17, 2019 8:58 AM
To: ZBA
Subject: Cedar Place Development Questions & Concerns

Zoning Board of Appeals Members,

The residents of Burke Lane are aware that Burke Lane is a public thoroughfare, and subject to non-resident vehicular traffic. However, Burke Lane is unique compared to many other Wellesley public ways.

Burke Lane is narrower than a normal town street, has no on street parking, blind curves and turns, poor lighting, and no sidewalks. The main ingress and egress points to / from Burke Lane lead to two heavily trafficked intersections, the Cedar / Hunnewell / Hastings / McLean and Burke Lane / Route 9 on-ramp intersections. Due to these unique characteristics, traffic and pedestrian safety is a legitimate concern when considering doubling the number of residential units and vehicles parked on the street.

To address vehicle and pedestrian safety, the residents of Burke Lane request the Board to consider the following questions and concerns pertaining to the increase of traffic during and after construction of the proposed development:

Vehicle and pedestrian traffic during construction:

With the development's newly proposed basement, approximately 84,500 cubic feet (3,129 cubic yards) of soil will have to be removed (based on the specs: 130'x65'x10'). This should equate to over 200 dump trucks traveling on Burke Lane during excavation.

Plans show a retaining wall will be constructed along the southern and western property line. Would this require a significant number of existing trees to be removed? Would this require a crane, logging trucks, and assorted heavy duty trucks to be involved? The removal of tree stumps would require how many dump trucks?

How many dump trucks would be involved in the removal process of the existing soil to construct the retaining walls?

How many yards of existing soil needs to be removed from the construction site to prepare the site for the porous park lot? How many dump trucks would this require?

How many yards of gravel need to be trucked in to construct the sub-base of the porous parking lot? How many dump trucks would be involved in this process?

How many yards of gravel need to be trucked in for the proposed basement sub-base? How many dump trucks would be involved in this process?

How many yards of concrete is required for the construction of the foundation? How many ready mix concrete vehicles will be involved?

How many yards of concrete is required for the construction of the proposed retaining walls? How many ready mix concrete vehicles will be involved? If concrete is not involved, how many truck loads of paverstone will have to be trucked in?

How many heavy duty vehicles will be required to truck in other building materials (ex: steel, wood, siding, roofing, etc.)?

What measures will be taken to ensure traffic, and particularly emergency vehicle traffic, will not be impeded by construction vehicles?

Most importantly, how will the town of Wellesley address the safety implications of significant heavy duty vehicle traffic negotiating a narrow, blind spotted, sidewalk-less street?

Vehicle and pedestrian safety after construction:

As mentioned above, Burke Lane is a narrow, lightly trafficked, residential street which is predominately used by residents of the Burke Lane / McLean neighborhood. Vehicle and pedestrian safety has already been addressed by the town on two separate occasions:

1. Restricting "cut through" traffic to Route 9 during rush hour by restricting right turns onto McLean and left turns onto Burke during those hours.
2. Prohibiting on-street parking

The proposed project will approximately double the numbers of vehicles parked on Burke Lane and coupled with the 170-184 Worcester Street's parking lot expansion, which will introduce 38 more parking spots (we understand these projects are governed by different processes and must be discussed separately, however, the traffic implications cannot be ignored), traffic on Burke Lane will increase. How does the town plan on addressing vehicle and pedestrian safety considering the increase in traffic?

Does the design provide enough swing clearance for large emergency vehicles (ex: aerial platform fire truck) to access the 15 unit structure?

Thank you in advance for considering our questions and concerns,
The Burke Lane Neighborhood:

Caitlin & Jared Linder
15 Burke Lane

Grant & Danielle Owens
17 Burke Lane

Joseph, Franca, Victoria & Christina Zani
19 Burke Lane

Brian & Stephanie Germani
22 Willow Park

Brita Heimark & Victor Coelho
24 Burke Lane

Ninghui Yu, Annie Yu, and Lan Yu

25 Burke Lane

Jama & Charlson Moy
21 Burke Lane

Gary Miller
150 Cedar Street

Anne and Jeff Connors
41 Willow Street

Zhinan Xia
26 Burke Lane

Josh & Irit Glastein
7 Fife Road

Parag Patel
18 Willow Park