


MEMORANDUM

TO: Mr. Michael D. Zehner, AICP
Planning Director
Town of Wellesley
Planning Department
525 Washington Street
Wellesley, MA 02482

FROM: Mr. Jeffrey S. Dirk, P.E., PTOE, FITE 
Principal
Vanasse & Associates, Inc.
35 New England Business Center Drive
Suite 140
Andover, MA 01810-1066
(978) 474-8800, ext. 830
jdirk@rdva.com

DATE: January 17, 2019

RE: 8021

SUBJECT: Wellesley Office Park Redevelopment
William Street Access Improvements
Wellesley, Massachusetts

In furtherance of our discussions concerning the planned mixed-use redevelopment of the Wellesley Office Park which is located off William Street in Wellesley, Massachusetts (hereafter referred to as the “Project”), Vanasse & Associates, Inc. (VAI) has refined the phased improvement strategy for William Street. These refinements were discussed at the working group meeting on January 16, 2019 that included representatives from Town Departments, including the Planning Department, Police Department and the Department of Public Works, as well as the Town’s transportation consultant BETA Group, Inc. Consistent with the discussions at our meeting, the two (2) step approach to improving William Street has been refined as follows:

- **Step 1: Traffic Control** – The initial improvement is depicted on the attached “Conceptual Improvement Plan” and would entail the installation of a traffic control signal that would control both Frontage Road westbound and the exit from William Street, and would include: i) a pedestrian phase for crossing William Street; ii) police officer override capability; and iii) video monitoring capability for use by the Police Department. The intent of this improvement is to eliminate or reduce the need to assign a police officer to the intersection in order to facilitate exiting movements from William Street. Visibility of the traffic signal indications for Frontage Road would be suitably shielded from view by approaching motorists on Route 9 westbound. The traffic control signal would include the installation of an emergency vehicle pre-emption system (OPTICOM™ or similar) to clear the intersection of vehicles for emergency response to William Street. No substantial geometric roadway improvements are anticipated to be necessary to implement the Step 1 improvements.
- **Step 2: Full Access to Route 9** – The second step of the William Street improvements would entail initiation of a feasibility study and preparation of conceptualized plans for additional improvements to the William Street/Frontage Road/Route 9 intersection that shall consider the addition of a right-turn slip-lane from William Street to the I-95 northbound on-ramp and providing a full access intersection with Route 9, as well as any other appropriate improvements and alternatives, considering specific uses and traffic patterns/impacts. The feasibility study and

associated concept plans would be presented to the Town for review prior to initiating discussions with MassDOT.

To the extent that MassDOT is agreeable, the Step 1 improvements can be designed and permitted through MassDOT prior to the issuance of a Certificate of Occupancy (CO) for the first multifamily residential building (350 units) to be located within the office park, with the Step 1 improvements to be constructed and operational prior to achieving 60 percent occupancy of said building, subject to receipt of all necessary rights, permits and approvals. We have provided supporting documentation and analyses that demonstrate that the existing transportation infrastructure affords sufficient capacity to accommodate the relatively modest increase in traffic that the first multifamily residential building will generate during the weekday peak traffic volume periods when compared to those of the fully occupied office building that the multifamily building will replace (approximately 17 additional vehicle trips during the weekday morning peak-hour and 53 additional vehicle trips during the weekday evening peak-hour). That being said, the Stage 1 improvements are intended to address the comments received from the Police Department concerning the potential need to add a police detail during the weekday morning peak period in order to facilitate exiting maneuvers from William Street as a result of the addition of the multifamily building.

The feasibility study associated with the Step 2 improvements would be completed prior to the issuance of the final CO for the first multifamily residential building and presented to the Town and MassDOT. To the extent that MassDOT approves the feasibility study and the associated improvements, the Step 2 improvements would be designed, permitted and constructed prior to the issuance of a CO for any additional new building constructed within the office park, including additional multifamily residential development beyond the first residential building, again, subject to receipt of all necessary rights, permits and approvals from the Town of Wellesley and MassDOT, as may be applicable.

cc: Wellesley Office Park Redevelopment Team (via email)



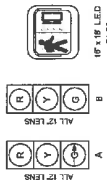


WILLIAM STREET

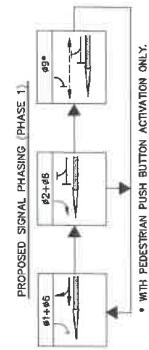
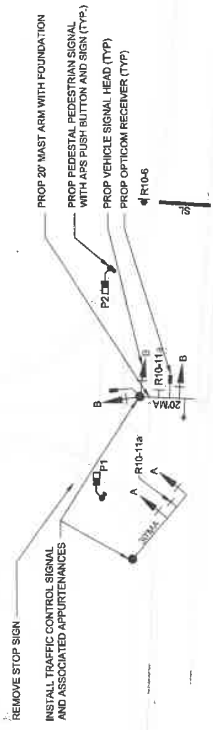
BOYLSTON STREET

(ROUTE 9)

SIGNAL IDENTIFICATION



- NOTES:**
- ALL SIGNALS SHALL HAVE 48\"/>
 - ALL SIGNALS SHALL HAVE TUNNEL VISION.



SIGN LEGEND

R1-1*	STOP	R6-1R*	NO TURN ON RED
R3-3*	NO TURNS	R10-11c	NO TURN ON RED
		R10-6	STOP RED
		W3-3*	

* - EXISTING SIGNS



- NOTES:**
- THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.
 - BASE PLAN INFORMATION OBTAINED FROM MASSDOT SIGN AND PAVEMENT MARKING PLANS PROJECT NO. NFP-85-2(122).

**CONCEPTUAL IMPROVEMENT PLAN
ROUTE 9 AT WILLIAM STREET**

PROJECT: WELLESLEY OFFICE PARK REDEVELOPMENT
WELLESLEY, MASSACHUSETTS

PREPARED BY: JOHN HANCOCK LIFE INSURANCE COMPANY (U.S.A)
BOSTON, MASSACHUSETTS

NO.	REVISIONS	DATE

DATE: 1/14/19
DRAWN BY: JTG/JAD
CHECKED BY: JSD
SCALE: 1" = 20'

PROJECT NO. NFP-85-2(122)

Sheet 1 of 1

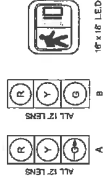


WILLIAM STREET

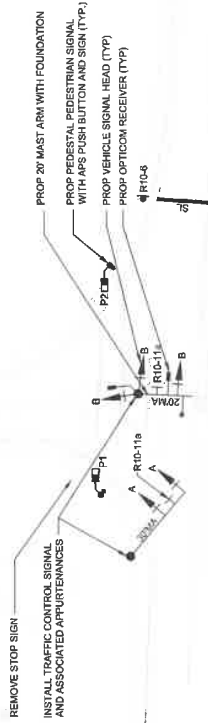
BOYLSTON STREET

(ROUTE 9)

SIGNAL IDENTIFICATION



- NOTES:**
 1. SIGNALS SHALL HAVE 12 LED WITH 6 FLAT BACKUP LENS AND 6 YELLOW RETROREFLECTIVE INDICATORS.
 2. ALL SIGNALS SHALL HAVE TUNNEL VISORS.



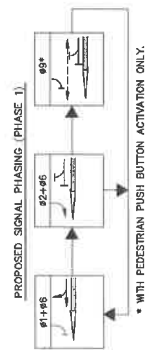
**CONCEPTUAL IMPROVEMENT PLAN
 ROUTE 9 AT WILLIAM STREET**
 WELLESLEY OFFICE PARK REDEVELOPMENT
 WELLESLEY, MASSACHUSETTS
 PREPARED BY:
 JOHN HANCOCK LIFE INSURANCE COMPANY (U.S.A)
 BOSTON, MASSACHUSETTS

SIGN LEGEND

R1-1*	STOP	R6-1R*	EXISTING	R10-11g	NO TURN ON RED
R3-3*	NO TURNS	R10-6	STOP RED	W3-3*	

* - EXISTING SIGNS

WB RAMP
 FREE-EMPTION OPERATION (PHASE 1)



- NOTES:**
 1. THIS PLAN IS FOR REVIEW PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION.
 2. BASE PLAN INFORMATION OBTAINED FROM MASSDOT SIGN AND PAVEMENT MARKING PLANS PROJECT NO. RHP-85-2(22).

