

*Hardy, Hunnewell,
and Upham
Recommendation*

- ▶ Judy Belliveau, WPS Assistant Superintendent
- ▶ Tom Goemaat, construction executive
- ▶ Sharon Gray, School Committee
- ▶ Chad Harris, Advisory Committee liaison
- ▶ Matt Kelley, School Committee
- ▶ Hans Larsen, Executive Director
- ▶ David Lussier, WPS Superintendent
- ▶ Joe McDonough, Facilities Maintenance Department
- ▶ Jack Morgan, Board of Selectmen
- ▶ Symmes Maini & McKee Associates (SMMA)

School Facilities Committee



- ▶ History
- ▶ Conditions
- ▶ Enrollment
- ▶ Options
- ▶ Criteria
- ▶ Recommendation

Agenda



- ▶ Capital work on elementary schools a decade ago
 - ▶ 2005 Symmes Maini & McKee Associates (SMMA) study
 - ▶ 2007 Town Meeting approval of a bundle of interim projects
 - ▶ Stopgap measures while addressing new high school project
- ▶ SFC (and previously SFMP Task Force) charged with:
 - ▶ Developing a prioritized program of school facilities capital maintenance projects
 - ▶ Initiating the development of a long-term school facilities master plan
- ▶ SMMA engaged in 2012
 - ▶ Conditions Assessment and Feasibility Study
 - ▶ All school buildings except the High School

History



- ▶ Phase I analysis of the SMMA report
 - ▶ Categorized and rated each school building on the condition of its infrastructure
- ▶ Phase II analysis
 - ▶ Assessed the degree of renovation/construction complexity
 - ▶ Fiske and Schofield identified as having needs of a scope that could be met with renovation projects during the summer (no swing space required)
 - ▶ Hardy, Hunnewell, and Upham identified for major renovation, addition, replacement and/or consolidation
 - ▶ Continued study of HHU to determine best path forward

SMMA Report



	Fiske	Schofield	Hardy	Hunnewell	Upham
Heating & Ventilation	●	●	●	●	●
Windows	●	●	●	●	●
Bathrooms	●	●	●	●	●
Plumbing (non-bathroom)	●	●	●	●	●
Doors	●	●	●	●	●
Site	●	●	●	●	●
Lighting	●	●	●	●	●
Sprinkler/Fire	●	●	●	●	●
Hazardous materials	●	●	●	●	●
Classroom sinks & cabinetry	●	●	●	●	●
Electrical	●	●	●	●	●
Finishes (walls, ceilings, floors) & Technology	●	●	●	●	●
Modular classrooms	●	●	●	●	●

Conditions



- ▶ Insufficient and inappropriate learning spaces
- ▶ Building systems
 - ▶ End-of-life mechanical systems
 - ▶ Inefficient building envelope
 - ▶ Deficient window systems
- ▶ Modern code compliance
 - ▶ Fire safety (lack of sprinklers)
 - ▶ Structural standards
 - ▶ ADA compliance
- ▶ Modular classrooms beyond their rated lifespans

Critical Concerns



- ▶ Limited ability to improve support of the educational program
- ▶ 25 year best case service life
- ▶ No ability to improve building envelope and improve energy efficiency
- ▶ Considerable short-term disruption with swing space
 - ▶ Severely impaired educational program for relocated students
 - ▶ 30 temporary modulars for multiple years
 - ▶ 3-4 step project, taking 1-2 years longer

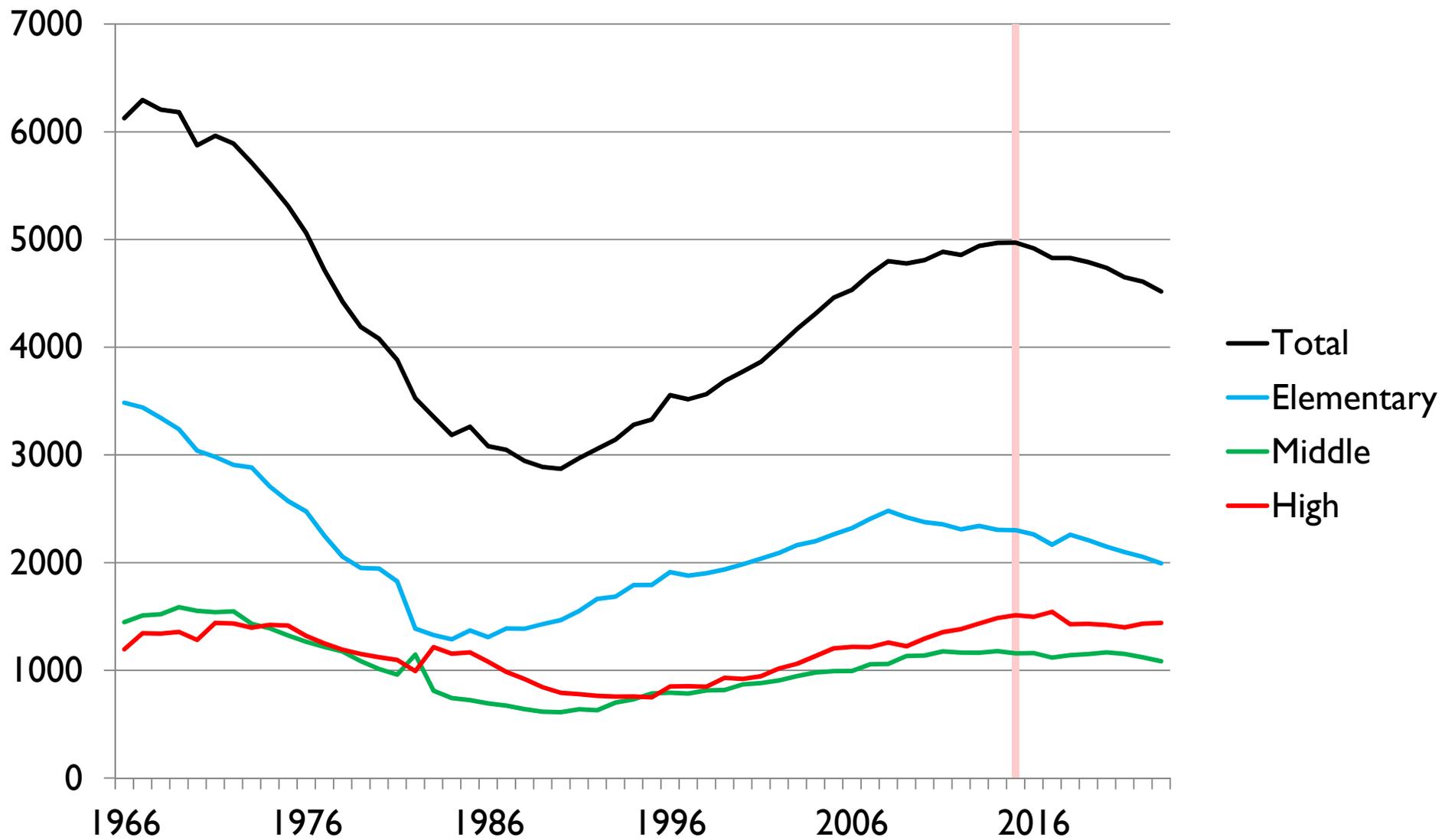
Limitations of Renovation



- ▶ Wellesley past success partnering with MSBA
- ▶ Seeking partnership with the MSBA on HHU via its Core Program
 - ▶ Submitted Statements of Interest (SOI) three years in a row
 - ▶ Detailing Hardy, Hunnewell, and Upham's needs
- ▶ Wellesley unlikely to be chosen
 - ▶ Multiple conversations with MSBA officials
 - ▶ Other districts' needs are even more severe
 - ▶ Town will continue to submit SOIs

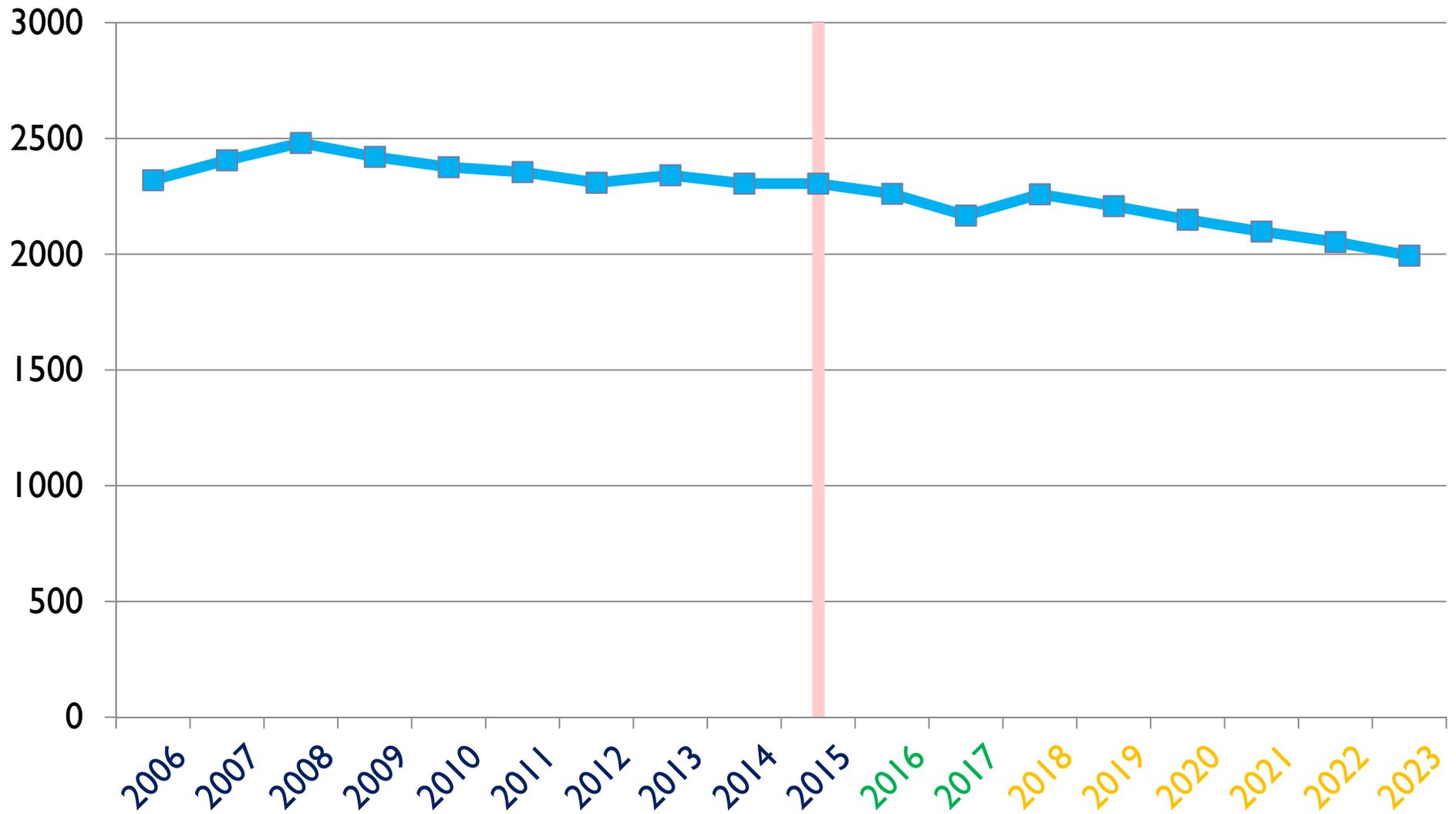
MSBA Support





Enrollment History





Elementary Forecast



- ▶ Recent trend at near-term projection:
 - ▶ Recent peak elementary enrollment: 2500
 - ▶ Unofficial 2015-16 elementary enrollment: 2305
- ▶ Uncertainty for longer-term
 - ▶ Expected lifespan of renovated or new buildings: 25-50+ years
 - ▶ Potential volatility:
 - ▶ Changing Town population dynamics
 - ▶ Exceptional events (e.g., closing of St. Paul School)
 - ▶ Upward trend in preschool population
- ▶ SFC consensus to plan for total elementary school capacity of 2500
 - ▶ Target HHU capacity: 900

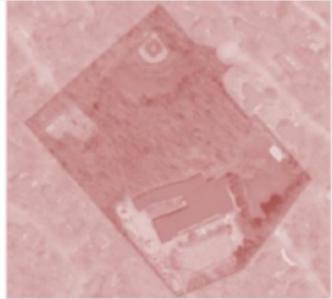
Enrollment Planning



- ▶ Considered existing Hardy, Hunnewell, and Upham sites, as well as the North 40
- ▶ Each site allows two options:
 - ▶ New – construction of a completely new school building on the site
 - ▶ Renovate – significant renovation and reconfiguration of the existing building, as well as potential addition (e.g., to replace modular classrooms)
- ▶ SFC considered many scenarios consisting of various combinations of these options

Options



	Hardy	Hunnewell	Upham	North 40
New	Yes 	No 	Yes 	Yes 
Renovation/ Addition	Yes 	Yes 	No 	N/A

Feasible Options



- ▶ Educational benefits and support of the educational program
- ▶ Complexity and feasibility of the scenario
- ▶ Cost vs. value achieved, including cost per sq ft
 - ▶ Capital and operating
- ▶ Service life
- ▶ Traffic
- ▶ Other considerations
 - ▶ Parking
 - ▶ Timing to address critical concerns quickly

Evaluation Criteria



Scenario	North 40	Hardy	Hunnewell	Upham	Capacity
<i>North 40 (A)</i>	New	Close	Renovate	Close	1,085
<i>North 40 (B)</i>	New	Close	Close	New	1,072
<i>All Three</i>	n/a	New	Renovate	New	1,732
<i>Close Hunnewell</i>	n/a	New	Close	New	1,196
<i>New Hardy</i>	n/a	New	Renovate	Close	961
<i>New Upham</i>	n/a	Close	Renovate	New	961

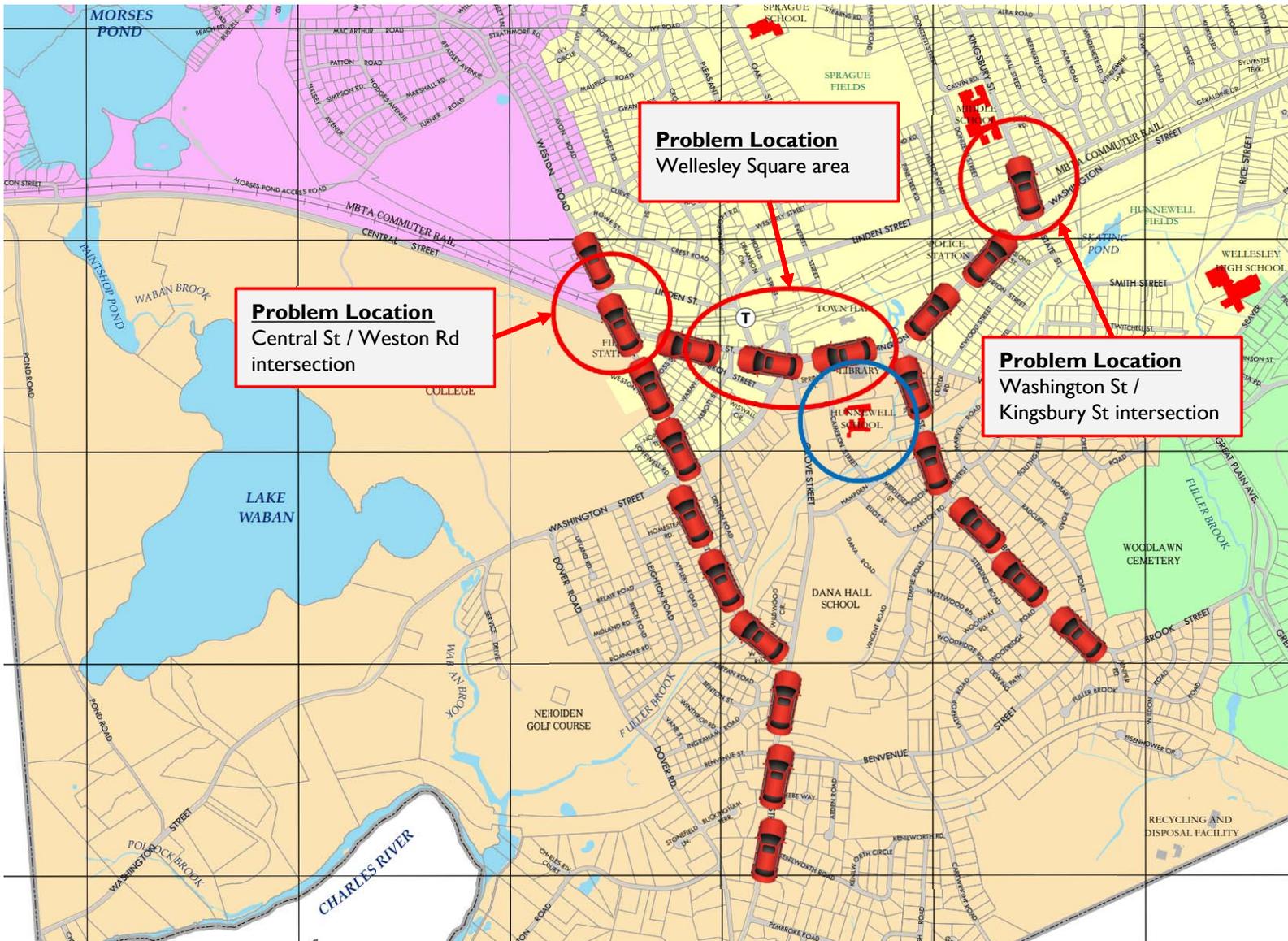
Scenarios



- ▶ **New school on the North 40**
 - ▶ Site does not provide significant advantages over renovating or building new at Hardy
- ▶ **Building three new schools**
 - ▶ Excessive capacity and expense
- ▶ **Close Hunnewell**
 - ▶ Traffic study indicates large impact on existing chokepoints
 - ▶ Central St and Weston Rd
 - ▶ Washington St and Kingsbury St
 - ▶ Wellesley Square

Narrowing of Scenarios





Hunnewell Traffic Impact



- ▶ **New Hardy**
 - ▶ Build a new school at Hardy (536 students), close Upham, renovate and expand Hunnewell (425 students)
 - ▶ Projected cost – School: \$93.5M
 - ▶ Projected cost – Hunnewell parking: \$6.5M
- ▶ **New Upham**
 - ▶ Build a new school at Upham (536 students), close Hardy, renovate and expand Hunnewell (425 students)
 - ▶ Projected cost – School: \$98.5M
 - ▶ Projected cost – Hunnewell parking: \$6.5M

Finalist Scenarios



- ▶ Key drivers:
 - ▶ Distribution of students
 - ▶ Traffic and natural Town boundaries

Evaluation



- ▶ Elementary school population is evenly divided between north and south of Route 9
- ▶ Closing Upham would result in 4 schools south of Route 9 and only 2 schools north
- ▶ Necessarily would create significant student flow across natural boundary of Route 9

Student Distribution



- ▶ Current traffic pattern at Hardy is already challenging
 - ▶ Significant queueing and congestion on Weston Road
- ▶ Redistribution of students if Upham were closed:
 - ▶ Bates would draw from the current Upham district
 - ▶ Expanded Hardy would draw from the current Bates district
 - ▶ Additional cars would be drawn down Weston Road across Route 9
 - ▶ Congestion and queueing on Weston Road would be significantly increased
- ▶ Potential additional Weston Road traffic impact depending on development of North 40
- ▶ Upham site has the potential to draw traffic in from multiple sides, minimizing chokepoints

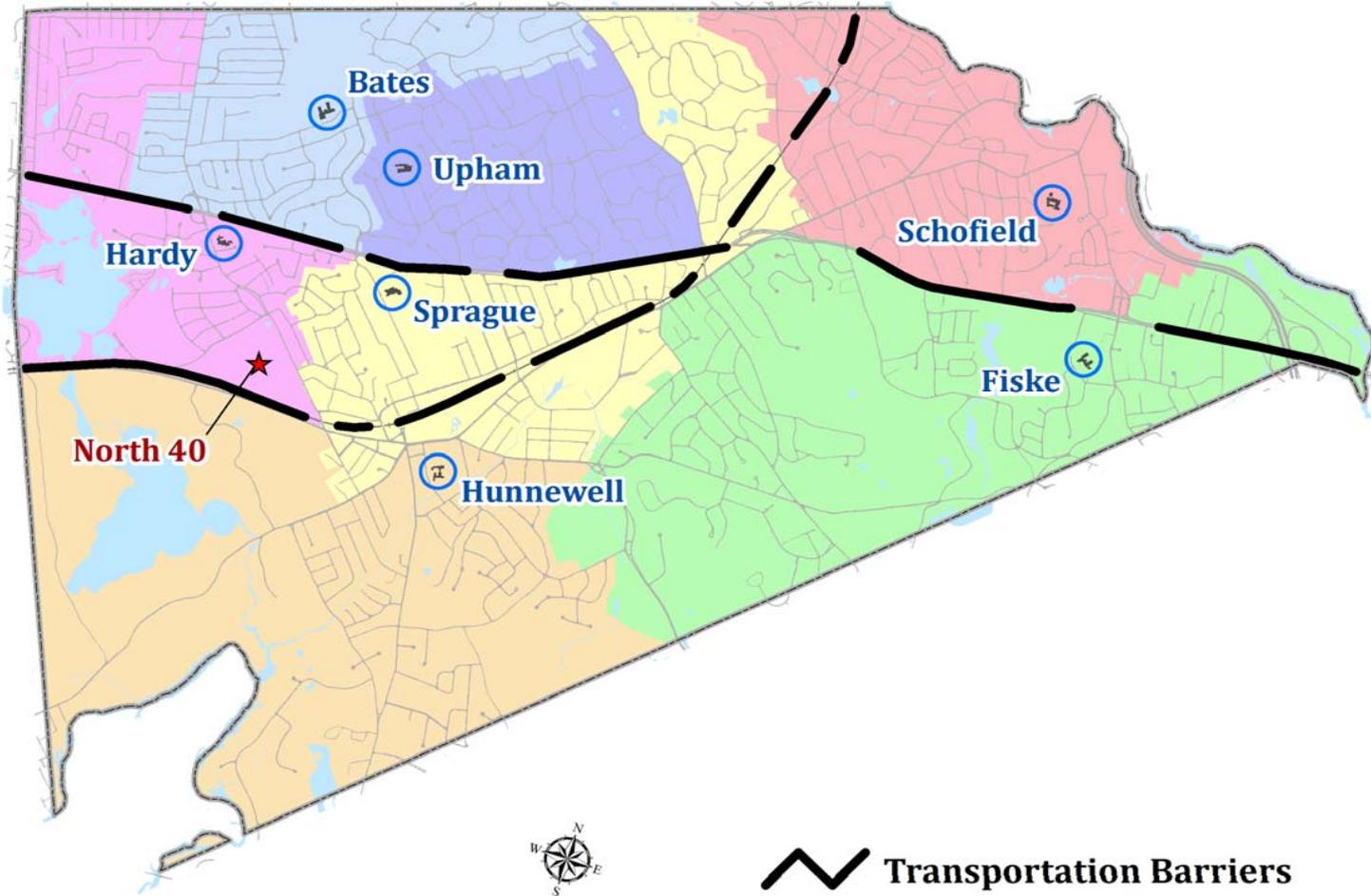
Traffic



- ▶ Town is divided by a number of natural transportation boundaries
 - ▶ Most significantly, Route 9, Central St / Washington St, and the railroad tracks
- ▶ Many traffic chokepoints are related to crossing those boundaries
- ▶ Minimize traffic impact by taking these natural boundaries into account when drawing school attendance zones

Natural Town Boundaries





Natural Town Boundaries



- ▶ **Recommendation:**
 - ▶ Build new Upham while continuing to occupy existing building
 - ▶ Move Upham students into the new building and temporarily relocate students as necessary to empty Hunnewell
 - ▶ Renovate and expand Hunnewell and provide additional parking
 - ▶ Close Hardy
 - ▶ Redistrict into six schools
- ▶ **Total student capacity: 961**
- ▶ **Estimated total cost: \$105M**
- ▶ **Estimated initial annual operating cost savings: \$550K**

Recommendation



Milestone	Date
TM appropriation for feasibility and schematic design for both schools	ATM Spring 2016
Feasibility and schematic design	May 2016 – March 2017
TM appropriation for detailed design and construction for both schools	ATM Spring 2017
Debt exclusion vote	May 2017
Detailed design and permitting	June 2017 – Dec 2018
Construction of new Upham	December 2018 – June 2020
New Upham opens, students are relocated using new capacity	September 2020
Renovation of Hunnewell	July 2020 – January 2022
Renovated Hunnewell reopens	September 2022
Hardy closes	September 2022

Proposed Schedule



Discussion

