

Hunnewell Elementary School

Project of Significant Impact

Town of Wellesley, MA

July 13, 2020

Prepared by
SMMA
1000 Massachusetts Avenue
Cambridge, Massachusetts

Project of Significant Impact

Hunnewell Elementary School
Wellesley, MA

Prepared by
SMMA

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I.

Application Form



WELLESLEY PLANNING BOARD
APPLICATION FORM FOR REVIEW OF A
PROJECT OF SIGNIFICANT IMPACT

DATE: 3/27/2020

ADDRESS OF PROPERTY: 28 Cameron Street PRECINCT H

NAME OF OWNER OF RECORD: Town of Wellesley - School Department

Handwritten signature: Melissa Martin, School Committee Chair

EXISTING USE OF LAND/BUILDINGS: Educational (Elementary School)
PRESENT ZONING: SR10 - Single Residence
PROPOSED USE OF LAND/BUILDINGS: Educational (Elementary School)

FLOOR AREA OF BUILDING(S) NOW EXISTING ON THE SITE: 34,100 SQUARE FEET.

TOTAL FLOOR AREA OF BUILDING(S) PROPOSED ON THE SITE: 77,970 SQUARE FEET.

AGGREGATE TOTAL FLOOR AREA OF PROPOSED NEW CONSTRUCTION ONLY 43,870 SQUARE FEET.

(IF RESIDENTIAL) NUMBER OF DWELLING UNITS N/A

AREA OF LOT OR DEVELOPMENT SITE 245,860 SQUARE FEET.

CONSULTANT(S) FOR IMPACT ANALYSIS SMMA Phone 617-520-9214
Erin Prestileo
eprestileo@smma.com

This portion to be completed by Planning Department

APPLICATION FORM AND IMPACT ANALYSIS AS REQUIRED BY PLANNING BOARD RECEIVED BY

signature date
REVIEW COMPONENTS WAIVED BY PLANNING BOARD
date of vote
date of vote
date of vote
date of vote

SUBMISSION FEE RECEIVED \$ date

IMPACT ANALYSIS TRANSMITTED TO REVIEW DEPARTMENTS date

IMPACT ANALYSIS APPROVED BY: Board of Selectmen date

Board of Public Works date

Fire Chief date

Special Permit Approved by Planning Board date.

Town of Wellesley
School Department
40 Kingsbury Street
Hunnewell School
Wellesley, MA 02481

Chaffee, Stuart C & Dana
34 Brook Street
Wellesley, MA 02482

Town of Wellesley
Natural Resources
525 Washington St.
Parkland
Wellesley, MA 02482

United Methodist Church
800 Highland Avenue
Carter Memorial UMC
Needham, MA 02494

Connor, Margaret B &
Connor, Meredith L,
12 Brook Street
Margaret B Connor Revocable Trust
Wellesley, MA 02482

Cronin, Denis & Lorraine
14 Brook Street
Unit 1
Wellesley, MA 02482

Walker, Ashley R & Fiona
14 Brook Street
Unit 2
Wellesley, MA 02482

Town of Wellesley
Main Library
530 Washington St.
Wellesley, MA 02482

Town of Wellesley
530 Washington St.
Wellesley, MA 02482

PRI Glen Grove, LLC
c/o Wingate Management
100 Wells Avenue
Newton, MA 02459

Dana Hall School
45 Dana Road
PO Box 9010
Wellesley, MA 02482

Dana Hall School
45 Dana Road
PO Box 9010
Wellesley, MA 02481

Dana Hall School
45 Dana Road
PO Box 9010
Wellesley, MA 02482

von Richthofen, Amalia
7 Hampden Street
Wellesley, MA 02482

Seibel, William A &
Boudreau, Carol A
31 Brook Street
Wellesley, MA 02482

Milde, Melanie H, Trustee
Hoelker Family Realty
7 Cottage Street
Wellesley, MA 02482

Bailey, Jean B, Trustee
Jean B Bailey Revocable
21 Brook Street
Wellesley, MA 02482

Corbosiero, Anthony C,
Corbosiero Trust
61 Lincoln Street Ext
Natick, MA 01760

Corbosiero, Anthony C,
Corbosiero Trust
61 Lincoln Street Ext
Natick, MA 01760

Mason, Harold P
11 Brook Street
Wellesley, MA 02482

Corbosiero, Anthony C,
Corbosiero Trust
61 Lincoln Street Ext
Natick, MA 01760

Corbosiero, Anthony C,
Corbosiero Trust
61 Lincoln Street Ext
Natick, MA 01760

Freese, Ted R & Theresa A
2254 Aventurine Pl
Carlsbad, CA 92009

Porter, George P D
16 Wellesley Avenue
Wellesley, MA 02482

Kowaleski, Douglas E &
Pfadt, Lara M
20 Brook Street
Wellesley, MA 02482

Tetel, Marc Jeffrey &
Tetel, Carly Simons
22 Brook Street
Wellesley, MA 02482

Burgess, Johanne I,
Johanne I Burgess 2000
8 Hampden Street
Wellesley, MA 02482

Dana Hall School
45 Dana Road
PO Box 9010
Wellesley, MA 02482

Cropp, Kevin A &
Cropp, Sarah Blampied
14 Hampden Street
Wellesley, MA 02482

Broder, Robert A &
2 Middlesex Street
Wellesley, MA 02482

40 Grove Street, LLC
c/o Haynes Management,
34 Washington St., Ste 7
Wellesley, MA 02481

Nadel, Charles & Felicia
24 Hampden Street
Wellesley, MA 02482

Town of Wellesley
Natural Resources
525 Washington St.
Parkland
Wellesley, MA 02482

Town of Wellesley
Natural Resources
525 Washington St.
Parkland
Wellesley, MA 02482

Dana Hall School
45 Dana Road
PO Box 9010
Wellesley, MA 02481

Dana Hall School
45 Dana Road
PO Box 9010
Wellesley, MA 02481

Town of Wellesley
Water Department
20 Municipal Way
Wellesley, MA 02481

Sullivan, James M,
Taylor Block Trust
PO Box 850918
Braintree, MA 02185

Town of Wellesley
Natural Resources
525 Washington St.
Parkland
Wellesley, MA 02482

Town of Wellesley Abutters List



Date: **03/18/2020**
 Address: **28 Cameron St.**
 Parcel ID: **112-14**
 Distance: **300 feet**

User Defined Distance

Property Location	Owner of Record	Mailing Address
34 Brook St. 100-26	Chaffee, Stuart C & Dana R	34 Brook Street Wellesley, MA 02482
1 Brook St. 111-26	Town of Wellesley Natural Resources Department	525 Washington St. Parkland Wellesley, MA 02482
2 Brook St. 111-5	United Methodist Church of Wellesley	800 Highland Avenue Carter Memorial UMC Needham, MA 02494
12 Brook St. 111-6	Connor, Margaret B & Connor, Meredith L, Trustees	12 Brook Street Margaret B Connor Revocable Trust Wellesley, MA 02482
14 -1 Brook St. 111-7-14-1	Cronin, Denis & Lorraine	14 Brook Street Unit 1 Wellesley, MA 02482
14 -2 Brook St. 111-7-14-2	Walker, Ashley R & Fiona R	14 Brook Street Unit 2 Wellesley, MA 02482
530 Washington St. 111-8	Town of Wellesley Main Library	530 Washington St. Wellesley, MA 02482
20 Cameron St. 111-8-A	Town of Wellesley	530 Washington St. Wellesley, MA 02482
50 Grove St. 112-10	PRI Glen Grove, LLC c/o Wingate Management Company	100 Wells Avenue Newton, MA 02459
21 Hampden St. 112-15	Dana Hall School 45 Dana Road	PO Box 9010 Wellesley, MA 02482
13 -15 Hampden St. 112-16	Dana Hall School 45 Dana Road	PO Box 9010 Wellesley, MA 02481



Town of Wellesley Abutters List

Date: 03/18/2020
 Address: 28 Cameron St.
 Parcel ID: 112-14
 Distance: 300 feet

User Defined Distance

Property Location	Owner of Record	Mailing Address
9 -11 Hampden St. 112-17	Dana Hall School 45 Dana Road	PO Box 9010 Wellesley, MA 02482
7 Hampden St. 112-18	von Richthofen, Amalia Anna	7 Hampden Street Wellesley, MA 02482
31 Brook St. 112-19	Seibel, William A & Boudreau, Carol A	31 Brook Street Wellesley, MA 02482
29 Brook St. 112-20	Milde, Melanie H, Trustee Hoelker Family Realty Trust	7 Cottage Street Wellesley, MA 02482
21 Brook St. 112-21-21	Bailey, Jean B, Trustee Jean B Bailey Revocable Trust	21 Brook Street Wellesley, MA 02482
23 Brook St. 112-21-23	Corbosiero, Anthony C, Trustee Corbosiero Trust	61 Lincoln Street Ext Natick, MA 01760
25 Brook St. 112-21-25	Corbosiero, Anthony C, Trustee Corbosiero Trust	61 Lincoln Street Ext Natick, MA 01760
11 Brook St. 112-22-11	Mason, Harold P	11 Brook Street Wellesley, MA 02482
15 Brook St. 112-22-15	Corbosiero, Anthony C, Trustee Corbosiero Trust	61 Lincoln Street Ext Natick, MA 01760
17 Brook St. 112-22-17	Corbosiero, Anthony C, Trustee Corbosiero Trust	61 Lincoln Street Ext Natick, MA 01760
19 Brook St. 112-22-19	Freese, Ted R & Theresa A	2254 Aventurine Pl Carlsbad, CA 92009
16 -18 Brook St. 112-24	Porter, George P D	16 Wellesley Avenue Wellesley, MA 02482
20 Brook St. 112-25	Kowaleski, Douglas E & Pfadt, Lara M	20 Brook Street Wellesley, MA 02482

Town of Wellesley Abutters List



Date: **03/18/2020**
 Address: **28 Cameron St.**
 Parcel ID: **112-14**
 Distance: **300 feet**

User Defined Distance

Property Location	Owner of Record	Mailing Address
22 Brook St. 112-26	Tetel, Marc Jeffrey & Tetel, Carly Simons	22 Brook Street Wellesley, MA 02482
8 Hampden St. 112-28	Burgess, Johanne I, Trustee Johanne I Burgess 2000 Rev Trst	8 Hampden Street Wellesley, MA 02482
12 Hampden St. 112-29	Dana Hall School 45 Dana Road	PO Box 9010 Wellesley, MA 02482
14 Hampden St. 112-30	Cropp, Kevin A & Cropp, Sarah Blampied	14 Hampden Street Wellesley, MA 02482
2 Middlesex St. 112-31	Broder, Robert A & Claire M	2 Middlesex Street Wellesley, MA 02482
40 Grove St. 112-37	40 Grove Street, LLC c/o Haynes Management, Inc	34 Washington St., Ste 7 Wellesley, MA 02481
24 Hampden St. 112-37-A	Nadel, Charles & Felicia R	24 Hampden Street Wellesley, MA 02482
27 Brook St. 112-38	Town of Wellesley Natural Resources Department	525 Washington St. Parkland Wellesley, MA 02482
70 Grove St. 112-39	Town of Wellesley Natural Resources Department	525 Washington St. Parkland Wellesley, MA 02482
37 Cameron St. 112-44	Dana Hall School 45 Dana Road	PO Box 9010 Wellesley, MA 02481
27 Hampden St. 112-45	Dana Hall School 45 Dana Road	PO Box 9010 Wellesley, MA 02481
39 Cameron St. 112-8	Town of Wellesley Water Department	20 Municipal Way Wellesley, MA 02481

Town of Wellesley Abutters List

Date: 03/18/2020
 Address: 28 Cameron St.
 Parcel ID: 112-14
 Distance: 300 feet

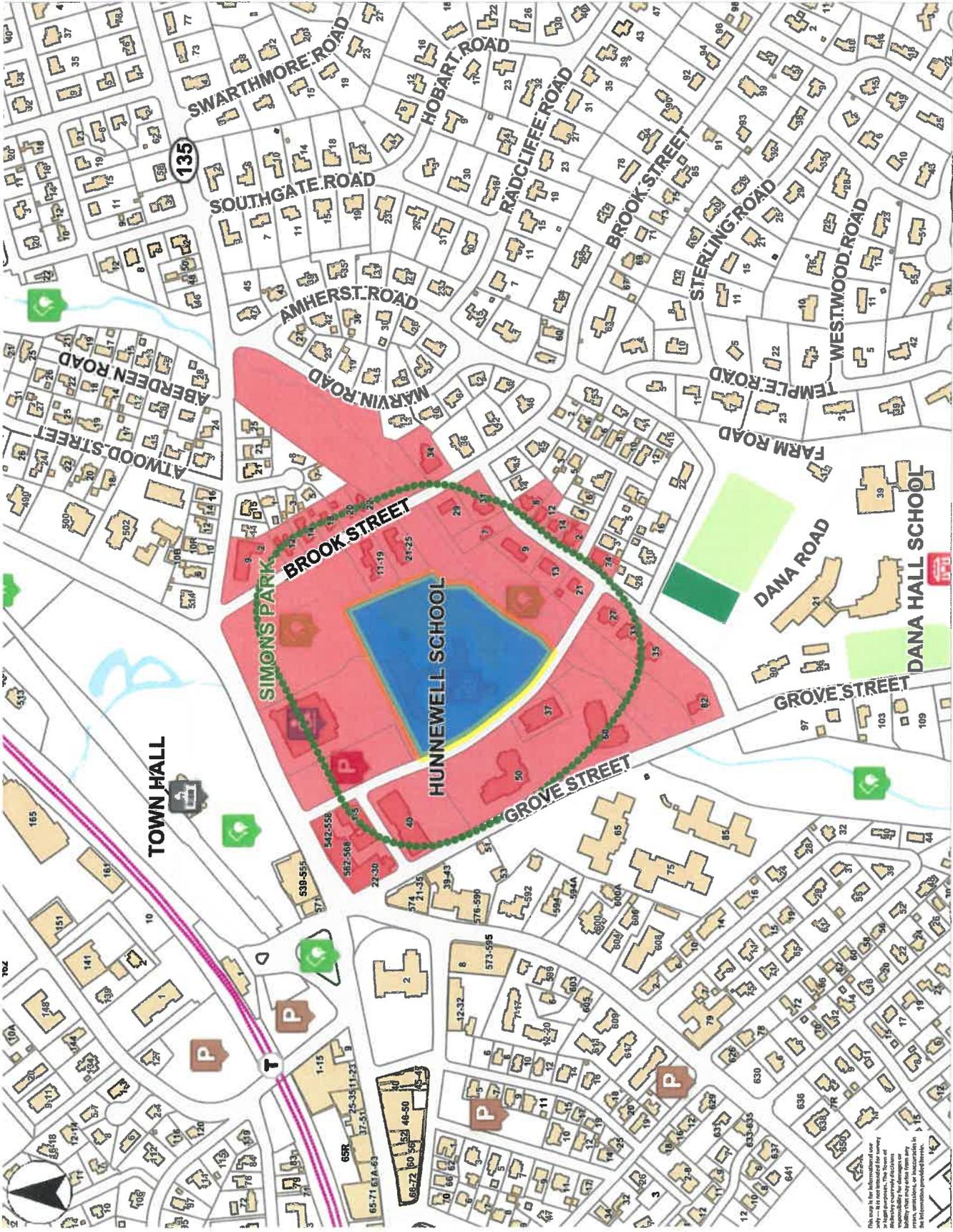
User Defined Distance



Property Location	Owner of Record	Mailing Address
540 -568 Washington St. 124-99	Sullivan, James M, Trustee Taylor Block Trust	PO Box 850918 Braintree, MA 02185
31 Wellesley Ave. 99-111	Town of Wellesley Natural Resources Department	525 Washington St. Parkland Wellesley, MA 02482



- Points Of Interest
 - Beach
 - Cemetery
 - College
 - Fire
 - Library
 - Park
 - Police
 - Schools
 - Town Building
 - MBTA Commuter Rail Station
- MBTA Commuter Rails
- Buildings
- Parcels
- MA Highways
- Interstates
- US Highway
- Numbered Routes
- Town Boundary
- Abutting Towns Opaque
- Abutting Towns
- Roads (Edge Of Pavement)
- Sidewalks
- Paths
- Sidewalks & Paved F
- Unpaved Paths
- Parking
- Open Water
- Brooks And Streams
- Active Recreation Areas
 - Golf Course
 - Court - Basketball
 - Track
 - Beach
 - Field

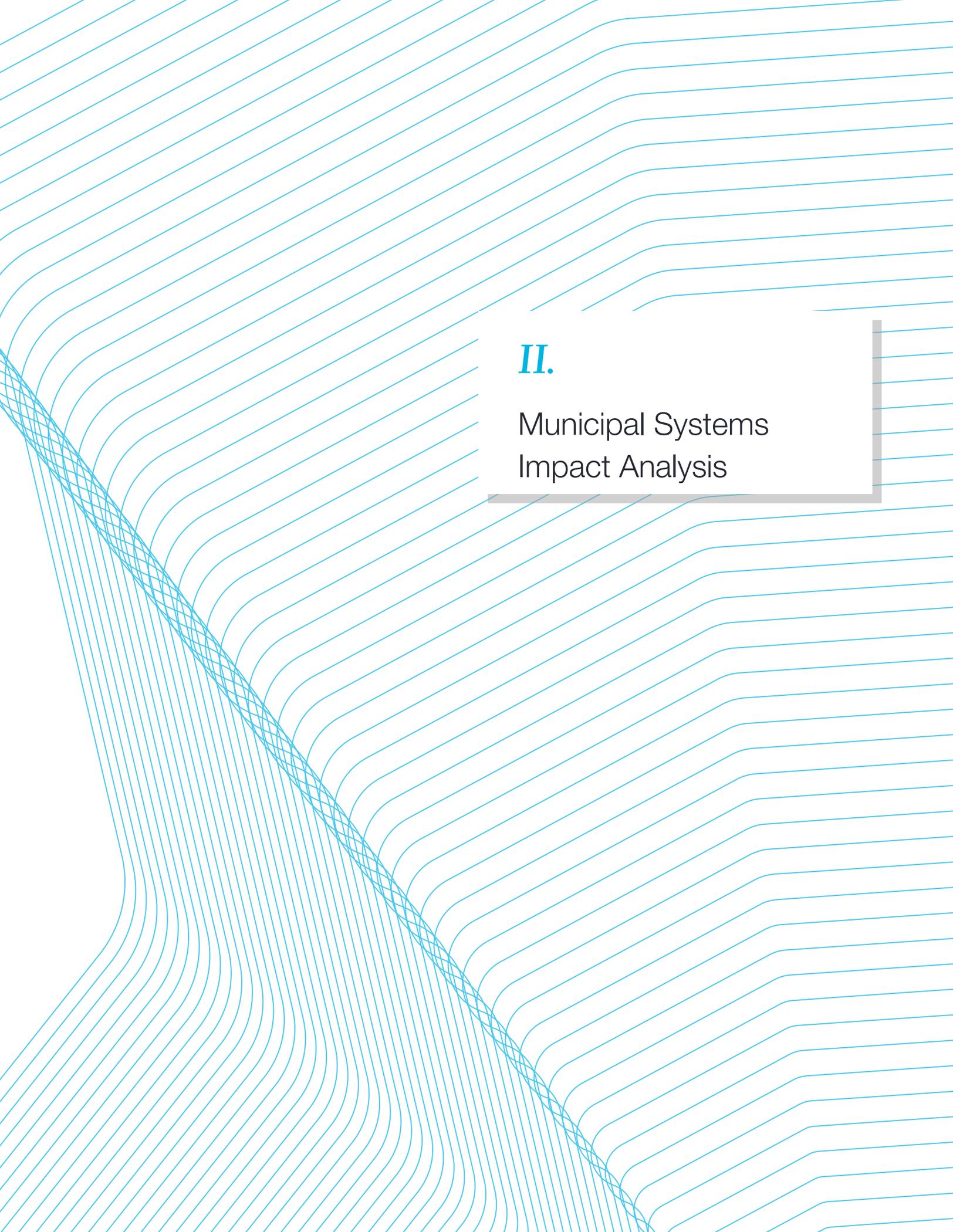


Notified Abutters

Printed on 03/18/2020 at 12:19 PM

600 1200 ft

This map is for informational use only - it is not intended for survey purposes. The Town of Brookline is not responsible for damages or liabilities for use of the information provided herein.



II.

Municipal Systems
Impact Analysis

Section II: Municipal Systems Impact Analysis

This report is submitted to the Wellesley Planning Board in support of a Special Permit for a Project of Significant Impact. According to the Zoning Bylaws of the Town of Wellesley Section XVIA, A Project of Significant Impact (PSI) is defined as any construction project having an aggregate total of newly constructed floor area of 10,000 or more square feet. The proposed Hunnewell Elementary School project exceeds that threshold and proposes 43,870 square feet of new floor area, and therefore requires a PSI Special Permit from the Planning Board.

The Project of Significant Impact Special Permit shall include a Municipal Systems Impact Analysis for the proposed project. The goal of the Municipal Systems Impact Report is to first quantify the current demand or loads on the municipal system, calculate the future demands or loads on the system, and then assess any impacts from the proposed project on the municipal systems. This approach was used to analyze impacts associated with the new school building on the municipal water, sewer, storm drainage, electric, traffic, intersections, sidewalks and footways, building occupant life safety, and refuse disposal and recycling.

Project Overview

Existing Conditions

The existing Hunnewell Elementary School is located at 28 Cameron Street in Wellesley, Massachusetts, and is shown as Map 112 Lot 14 by the Wellesley Assessors. The site Locus Map is located at the end of this section for reference. The parcel is within the SRD10 Single Residence zoning district on the Wellesley Zoning Map as amended through April 24, 2018. The site measures approximately 5.6 acres and includes the elementary school building, open field and play areas, and parking with drive aisles. There are significant environmental constraints on the site associated with the adjacent Cold Spring Brook and Fuller Brook; including riverfront area, buffer zones, no disturb zones, and floodplain. The current student enrollment is about 250 students which is the lowest it has been in recent history. The population in 2014 was 300 students, and in 2002 was 368 students.

The existing single-story school building is approximately 34,100 sf and is located near the northwest corner of the site. The area directly east and south of the building is occupied by play areas, paved court areas, and open lawn areas. The portion of the site beyond is undeveloped wooded riverfront associated with Cold Spring Brook and Fuller Brook. A bituminous parking lot with circulation loop is directly west of the building and is accessed from Cameron Street. The parking area for the building is located north west of the building in the corner of the site. This parking area is accessed via the circulation loop as well via a cross-connection to the Wellesley Free Library parcel to the north. There is a total of 36 striped parking spaces on the site. The school currently utilizes 25 off-site parking spaces for school use; 20 of which are on a permit system in the Cameron Street Lot and five signed spaces in the library lot.

The property is bounded by undeveloped and commercial properties to the north (Wellesley Free Library, Simons Park, Cameron Street parking lot), Cold Spring Brook to the east with residential properties opposite the brook, educational and residential neighborhoods to the south, and the Fuller Brook and Fuller Brook path to the south and east. Across Fuller Brook from the school property are residential neighborhoods. Cold Spring Brook combines with Fuller Brook along the south-eastern property line of the site. The school site contains resource areas associated with Fuller Brook and Cold Spring Brook along the southern and eastern property lines. Cold Spring Brook runs adjacent to the site with a small portion crossing onto the property. Portions of the play area and field areas are located within the FEMA 100-year floodplain, and a portion of the existing building and paved court area are located within the 200-foot riverfront buffer associated with the brooks.

The original school building was constructed in 1938. The school building is one-story, with multiple floor elevations due to subtle grade elevation changes and the northern portion of the building first floor is about three (3) feet higher than the southern portion. The building, as it is today, consists of the original school building as well as two additions and modular classrooms. A major addition of classrooms and a music room was made to the building in 1957, another major addition, including classrooms and the library, in 1995, and modular classrooms were added in 1993. The courtyard on the western side of the building is landscaped with paved walkways and a memorial garden (the Ruth Stiles Walter Garden).

In general, the building is accessible, however, in practice there are specific building elements throughout that are not in full compliance with current accessibility codes and regulations. Through an evaluation of the existing conditions most building systems have been determined to have exceeded their useful life.

Proposed Project

The new two-story building will be located on the same parcel as the existing school. The new building is approximately 77,970 gross square feet with a footprint of roughly 44,200 square feet to accommodate a target of 365 students. It has been sited to utilize a majority of the previously developed portion of the site. It consists of three, 3-classroom learning “neighborhoods” on each floor, one for each grade K-5 and three per floor. The learning neighborhoods are accessible from a central corridor on each floor, thought of as “Main Street” for the school. All classroom neighborhoods are located on the quieter northern and eastern sides of the school to take advantage of the relationship to the site and outdoor learning opportunities. The proposed building has a welcoming, safe, and secure controlled entrance directly facing Cameron Street, adjacent to drop-off and pickup areas, and the parking lot. During after-school hours, the cafetorium and gymnasium can be closed off from the rest of the school while remaining accessible for use by community groups. There is a proposed accessible pathway from the school to the play areas, to the library parcel, as well as to a learning environment adjacent to the brook.

A rendered site plan can be found at the end of this section. The proposed site plan has a designated bus only drop-off loop in front of the school which does not have any parking spaces. There are also lay-by spaces proposed along Cameron Street to allow for pick-up and drop-off without cars blocking through-traffic. The plan includes 55 on-site parking spaces to address the school’s needs, of which 3 are accessible. The current plan assumes that the off-site spaces in the Cameron Street Lot and the library lot will continue to be used by the school. At the request of the Town Fire and Police Departments, an emergency access road is proposed on the northern and eastern sides of the school to provide firefighting apparatus access on all sides of the building and increase security around the building. This road will be gated at both ends and will only be used by Town emergency vehicles.

The new building will be constructed to the standards of a Net Zero Ready (NZR) building with an energy use goal not to exceed 30 EUI (Energy Use Intensity). The roof will be designed to support photovoltaic (PV) panels, and these panels will be included in the design and construction of the new school project. It is understood that this quantity of PV panels is insufficient to make the new school fully Net Zero Energy (NZE) but that it will be an important and substantial contributor to offsetting the energy use and carbon emission reductions of the school. Additional nearby PV panel locations may be sought out by the Town to offset the school’s energy demand in the ensuing years.

The current project schedule is to have the new Hunnewell Elementary School open for the 2023-2024 school year. The schedule allows for school occupancy in August of 2023 in anticipation of the new school year. The project team anticipates 25 months of construction, including abatement, demolition, and new construction, from July 2021 to July 2023. The Town is anticipating hiring a Construction Manager who will develop a construction management plan to help with logistics such as construction vehicle traffic patterns, contractor parking, material storage, and other construction-specific coordination that will impact the area around the site.

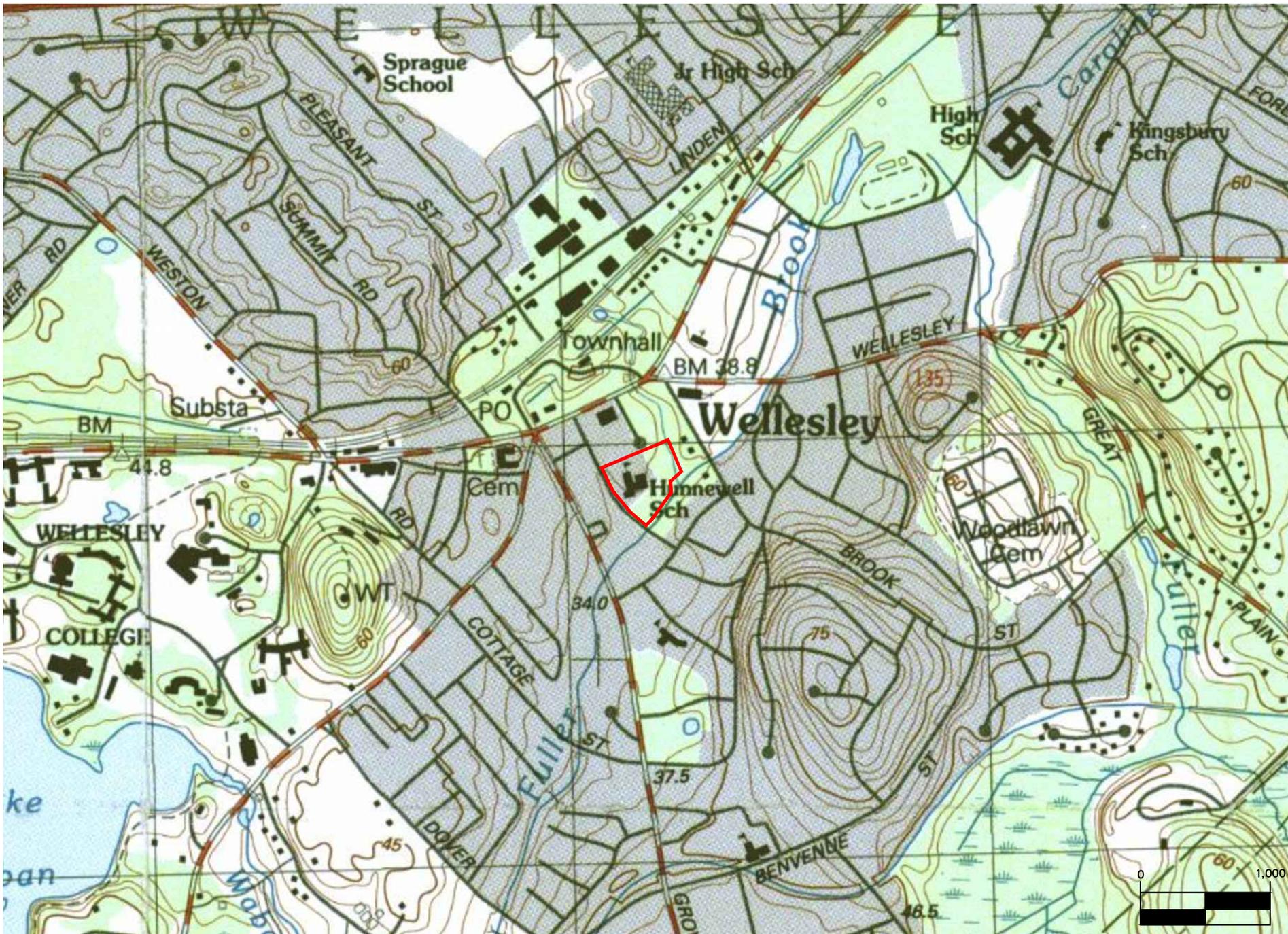


FIGURE 1 - LOCUS PLAN

SCALE: 1" = 1,000'



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FIGURE 2 - PROPOSED SITE RENDERING

SCALE: 1" = 100'



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1. Water

Existing Conditions

Water is provided to the site via the municipal water system operated by the Wellesley Water and Sewer Division. Water service for the school is provided by a lateral line connected to the 10" water main located on the near side of Cameron Street. The existing hydrant onsite along Cameron Street is also serviced via this main. Another hydrant serviced by this main is located near the southern end of the site within the Cameron Street right-of-way. There have been numerous water main breaks affecting the school with the most recent being in December of 2018. This project will work with the Water Department to determine the appropriate amount of off-site water main replacement.

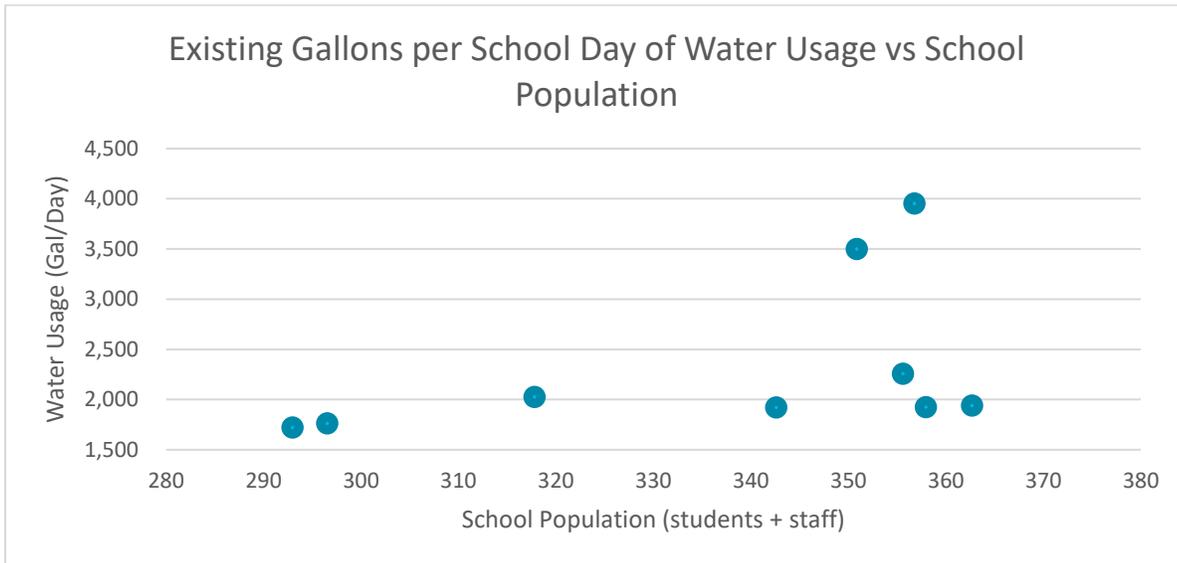
Proposed Services

The new school building will be serviced by a 4" domestic water supply and a 6" fire service. Both services will be fed from a new 6" on-site water main that will connect to the Town water main within Cameron Street. A new hydrant will be installed along Cameron Street to replace the existing hydrant that conflicts with the proposed driveway. This hydrant will also be connected to the Cameron Street water main. A new on-site hydrant will be installed near the rear of the school to provide coverage around the school. This hydrant will be serviced by the building fire service line. Refer to the figure at the end of this section for a diagram of the water services for the new building. SMMA has been in communication with Wellesley Fire Department to review hydrant locations and the current proposed scheme has been deemed acceptable. More information on the building fire service and hydrants can be found in Section 6 – Fire Protection and Life Safety.

Usage Analysis

Water usage data for the school for each month between December 2009 and October 2018 has been obtained from the Town Facilities Management Department. This data includes the monthly usage (in cubic feet) and days of use per reading. The data was compiled to show the total gallons and gallons per school day (180 days per school year) for each year of provided data. These yearly totals were then compared to the school populations (students plus staff) for the correlating years to determine an approximate existing flow rate per person per school day. The school population data was obtained from the Massachusetts Department of Elementary and Secondary Education website. The table of record flow data, school population data, and averages is included in Appendix A.

There is a significant range in the recorded values for water usage. The chart below plots the average water usage for each recorded year in gallons per day versus the year's corresponding school population.



This chart shows the lack of correlation between school population and water usage for previous years. The record water usage does not follow the downtrend in population that the school has been experiencing for several years. The usage from 2010, when the school population was the highest in the last 10 years, is about 10% lower than the usage from 2018, even though the population has decreased by about 20% since then. This trend, or lack thereof, is an indication of the outdated and failing water infrastructure that is servicing the school. There are also monthly flows that are relatively high outliers which could indicate leaks and breaks in the water system.

Based on the rate of water use over the previous 9 years, the average usage is 2,410 gallons per school day with an average rate of seven (7) gallons per school day per person. This average does not include the 2018 yearly data as readings were not provided for the full year. The Title V rate for an elementary school with cafeteria but no gymnasium is 8 gallons per day per person, so we believe the calculated value is an accurate reflection of the flow rate for the existing school.

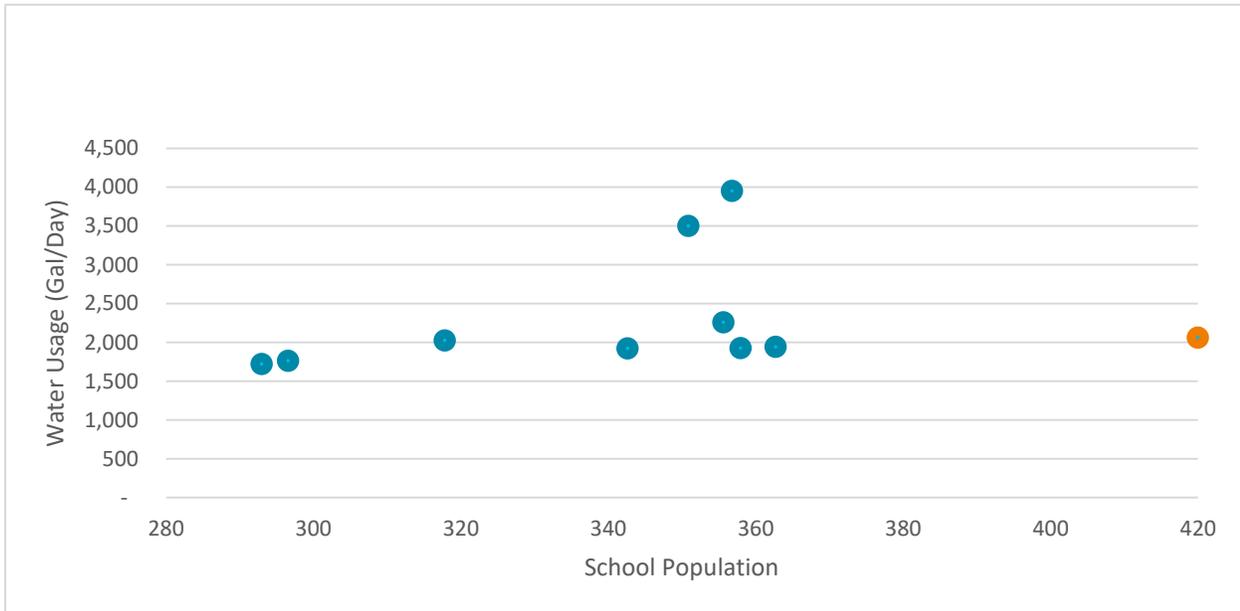
Plumbing fixtures in the new school will be in accordance with the latest building codes and energy codes. The building will be equipped with water-saving devices/fixtures for water closets, urinals, faucets, and valves that will lower water usage. The new features will be designed to meet the LEED-V4 requirement for 30% indoor water use reduction versus the baseline condition. It should also be noted that while the population of the school is increasing versus the current enrollment, the student population at the school in the early 2000’s was actually equal to the design population of the new school.

Based on the design population of 420 occupants (students plus staff and faculty), at a rate of 7 gallons per day per person, and with a 30% water use reduction, the anticipated water flow for the new school is 2,058 gallons per day or 370,440 gallons per year. This usage is about a 15% decrease from the current water usage of the existing school.

Summary of Existing versus Projected Water Usage

	Years 2010-2018	New School
Avg. Gallons per Year	433,747	370,440
Avg. Gallons per Day	2,410	2,058

The chart below again depicts the water usage for the school and the corresponding school population; however, this chart includes the proposed school as the orange data point. Although the school's population is higher than previous years, the usage is comparable. It is in fact lower than the usage from three of the previous nine years.



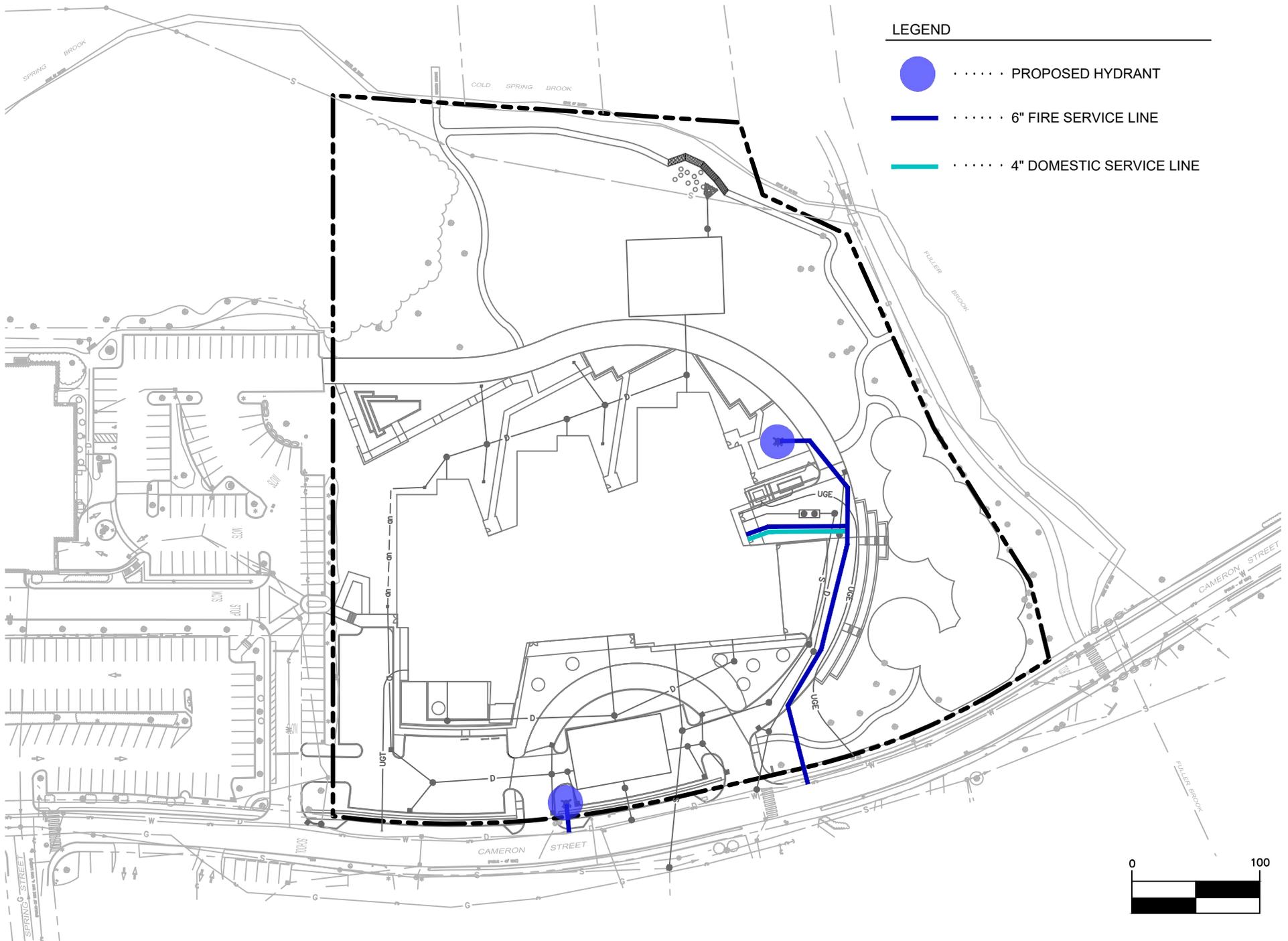


FIGURE 3 - PROPOSED WATER SERVICE

SCALE: 1" = 100'



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2. Sewer

Existing Conditions

Sanitary sewer is provided to the site via the municipal sewer system operated by the Wellesley Water and Sewer Division. There are currently two 6" sewer lines that service the building via gravity sewer pipe. The northern lateral is split into multiple penetrations that combine in a manhole outside the building and flow via gravity to a 10" main on the far side of Cameron St. The southern lateral is also a 6" gravity line and it connects to an existing manhole on the opposite side of Cameron Street. There is also an 18" sewer main that runs through the east end of the site away from the building and is presumed to service adjacent properties.

Proposed Services

The new school building will be serviced by 6" gravity PVC sewer pipes that will connect to the Town main in the same location as the existing connection. All new manholes will be pre-cast concrete. An exterior grease trap will likely be installed as part of the new on-site sewer system. Using the Title V flow rate of 15 GPD per seat to calculate required capacity, the proposed 160 seat cafeteria will require a 2,500-gallon tank. This tank will be reviewed by the Town Plumbing Inspector, Department of Public Works, and the Board of Health. No off-site sewer upgrades are anticipated as part of this project and as we understand the municipal systems are in good working condition. Refer to the figure at the end of this section for a diagram of the sanitary sewer services for the new building.

Usage Analysis

The existing sewer flow is based on the record water usage data as reported in the Water Section. A majority of the water usage for the existing and proposed buildings becomes sanitary sewer as the existing school does not have any irrigation or other water-heavy uses. Using an average water usage of 433,747 gallons per year or 2,410 gallons per day from the table above, and assuming that 90% of the water used by the school becomes sanitary sewer, the existing sanitary flow is calculated to be an average of 390,373 gallons per year or 2,169 gallons per day.

Applying the same assumptions for the proposed system, the 370,440 gallons per year of water for the new school will equate to 333,396 gallons per year of sanitary flow, and the 2,058 gallons per day of water will be 1,853 gallons per day of sanitary flow. As is the case with the water flow, this is about a 15% decrease from the current conditions to the new building.

Summary of Existing versus Projected Sewer Flows

	Years 2010-2018	New School
Avg. Gallons per Year	390,373	333,396
Avg. Gallons per Day	2,169	1,853

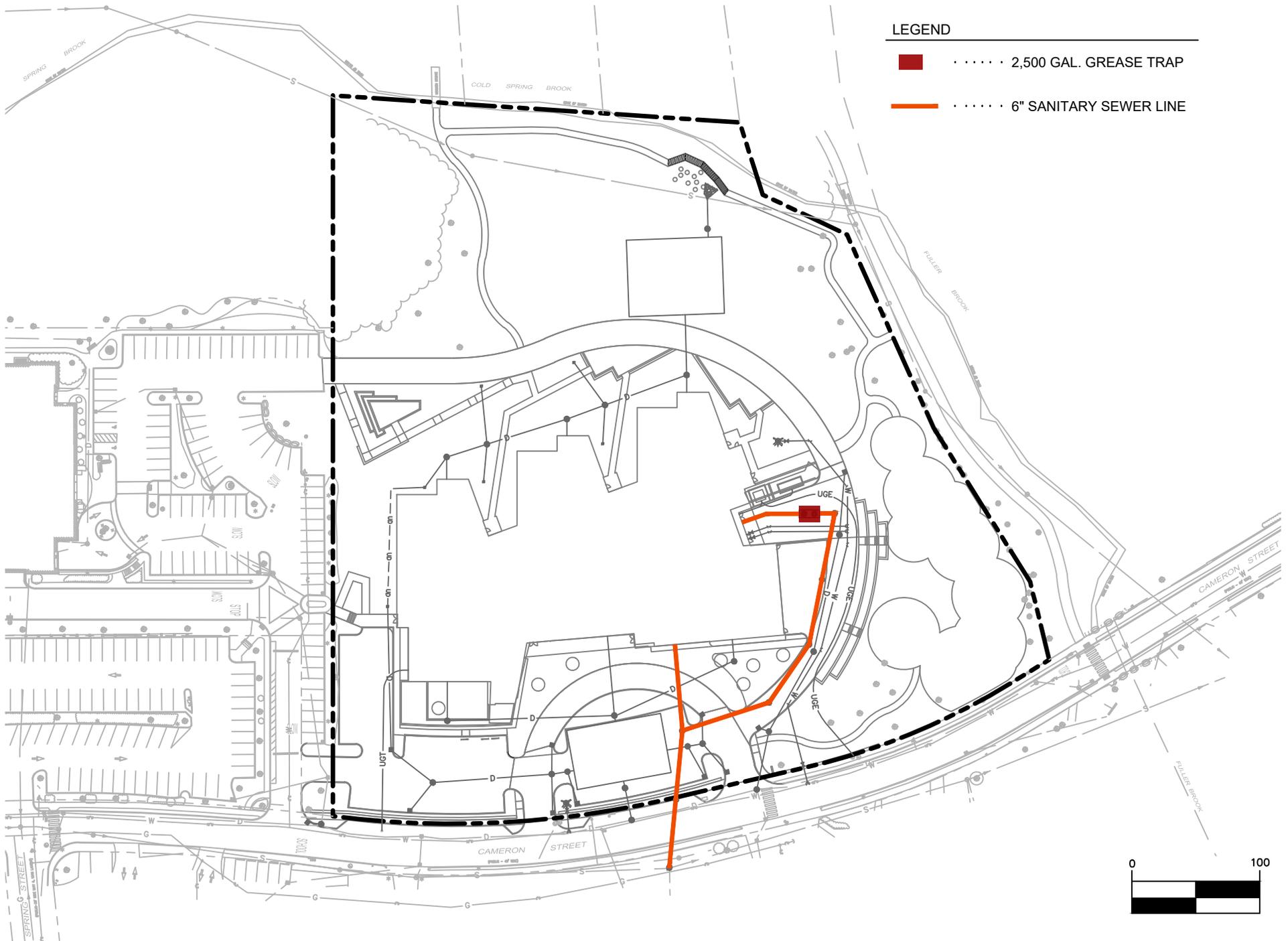


FIGURE 4 - PROPOSED SANITARY SEWER SERVICE

SCALE: 1" = 100'



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3. Storm Drainage

The project's primary stormwater management goals are to meet and exceed the standards of DEP's Massachusetts Stormwater Management Policy, follow the Wellesley Stormwater Rules and Regulations, and to protect adjacent properties from impacts due to stormwater. The project will apply for a Stormwater Permit with the Wellesley Department of Public Works once the system's design has been developed, as well as submit a Notice of Intent to the Wetlands Commission due to the adjacencies of the two brooks.

At this stage, the existing site was analyzed to understand the flow of stormwater through the site and modeled to accurately predict the proposed conditions. The potential for various best management practices for the stormwater generated on-site was studied to mitigate the impacts to the adjacent environmental resources and the municipal storm system, and improve the quality of runoff discharging from the site.

Existing Conditions

Based on the existing stormwater infrastructure and flow patterns, the site ultimately drains to a headwall that discharges to Fuller Brook via Cameron Street drainage, Cold Spring Brook, and Fuller Brook upstream of the headwall. The existing hydrology map is included at the end of this section.

The existing storm drainage infrastructure on the site consists of roof downspouts and catch basins. Surface runoff generally flows away from the school building. The roof drainage is collected in a series of downspouts that discharge both along the sides of the building at grade onto either concrete splash pads or landscape areas and into the underground system. It appears that, at one time, all the roof leaders discharged to the underground system, however, many of the leaders have since been disconnected. The parking and driveways drain to a series of catch basins that discharge into the municipal system in Cameron Street. There is also area that sheet-flows off the site and is collected by municipal catch basins in Cameron Street. There is a swale on the north side of the building to take water away from the building and into catch basins that connect to the catch basins within the parking area via 8" and 10" drainpipes. All of the infrastructure on-site is concentrated on the west side of the site and is connected to the municipal system in Cameron Street and ultimately discharges into Fuller Brook via a 30" pipe and headwall south of the site. It has been brought to our attention by the Town Engineering Department at the first Town Development Review Team (TDRT) meeting on May 27th, 2020 that the Cameron Street infrastructure is undersized and has capacity concerns. The balance of the site drains to the east via overland flow into Cold Spring Brook and Fuller Brook. Fuller Brook is considered an impaired water body according to the Town Engineering Department.

Proposed Hydrology

The proposed site plan maintains the same discharge point as the existing conditions, Fuller Brook. A majority of the re-developed portion of the site, including the roof area, will drain to proposed catch basins which discharge to subsurface infiltration systems and ultimately into Cold Springs Brook and the Cameron Street system. The infiltration systems will help reduce peak flows from impervious areas and allow recharge. The Town has expressed a desire for underground systems due to safety concerns with students and need for field space. No off-site drainage improvements are proposed as part of this project at this time, however due to the aforementioned capacity concerns in Cameron Street, SMMA will work with Town Engineering to ensure the Town is comfortable with the drainage connections to the municipal system. Refer to the figure at the end of this section for a diagram of the stormwater systems for the new building.

TSS removal will be achieved through deep sump hooded catch basins, hydrodynamic separators, and the infiltration systems. Opportunities for bioretention will be explored by the design team if they can be safely incorporated into the landscape. The Town has requested some bioretention at the site due to the Fuller Brook

impairment, and the design team has a desire for above ground stormwater systems for educational purposes. The proposed hydrology map is also included at the end of this section.

The site hydrology analysis compares the existing and proposed stormwater management systems for the 2, 10, and 100-year storms. The hydrologic modeling and calculations were conducted with HydroCAD ver. 10.00, utilizing the TR-20 methodology. It is considered a conservative model at this point. Recharge volumes were calculated using the static method with limited site-specific geotechnical data. Because only an initial round of geotechnical borings has been conducted, the hydrology model does not take into consideration any infiltration through the systems. In addition, hydrologic soil group has been conservatively estimated as B. Although due to the adjacency to wetlands the class may have higher infiltration rates. This adjustment to hydrologic soil group may change existing hydrology analysis (discharge rates) and required recharge volume. Additional geotechnical testing including borings and test pits to inform infiltration rates are planned for the next phase of the project and will be confirmed before the stormwater management system design is finalized. The full calculations and model report summaries for the current model are included in Appendix B. The table below summarizes the run-off rates in cubic feet per second (cfs) for the pre and post development conditions to Fuller Brook.

Existing and Proposed Peak Discharge Rate Comparison

	2 year (3.22 in)		10 year (4.86 in)		100 year (8.80 in)	
	Existing (cfs)	Proposed (cfs)	Existing (cfs)	Proposed (cfs)	Existing (cfs)	Proposed (cfs)
Fuller Brook Discharge	4.89	4.83	11.82	10.73	30.28	33.05

Consistency with DEP Stormwater Management Policy

Standard 1 – Untreated Stormwater

Standard 1 states: No new stormwater conveyances (e.g. outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.

The project is designed to treat the stormwater runoff prior to discharge through a combination of LID and proprietary treatment BMPs. The current site discharges to Fuller Brook via the drainage in Cameron Street, Cold Springs Brook, and Fuller Brook upstream of the headwall and the proposed conditions will maintain this pattern. Any stormwater that enters the adjacent brooks from the developed site area will be treated. The site will utilize a connection to Cameron Street that is similar to the existing conditions.

The current proposal complies with Standard 1.

Standard 2 – Post-Development Peak Discharge Rates

Standard 2 states: Stormwater management systems must be designed so that post-development peak rate discharge rates do not exceed pre-development peak discharge rates.

The existing and proposed hydrologic conditions were modeled using HydroCAD to compare existing and proposed conditions. A summary of pre-development and post-development peak discharge rates can be found in the table above, and the data is in Appendix B.

The proposed project will be designed so that post-development peak discharge rates do not exceed the pre-development rates for the 2, 10, and 100-year storm events at the site's design point. The discharge rate comparison table above indicates a slight increase in rate during the 100-year storm event. As the hydrology model is refined to reflect the actual subsurface conditions, including infiltration rates and hydrologic soil group, as well as the incorporation of above-ground BMPs, it is believed that the proposed peak discharge rates will be

lowered for the design storms. Accordingly, the subsurface infiltration systems will be sized and located to maximize time of concentration and restrict flow, thereby minimizing peak discharge rates. The locations of these systems are highlighted on the Storm Drainage figure at the end of this section.

As shown the current proposal partially complies with Standard 2, but it is anticipated that full compliance will be achieved when the stormwater system is fully designed to the extent practicable.

Standard 3 – Recharge to Groundwater

Standard 3 states: Loss of annual recharge to groundwater should be minimized through the use of infiltration measures to the maximum extent practicable. The annual recharge from the post-development site should approximate the annual recharge from the pre-development or existing site conditions, based on soil types.

The proposed site will have an overall increase of impervious surface by approximately 0.8 acres. By using DEP's static method of required recharge volume, this increase in impervious area will require 1,050 cubic feet (cf) of recharge volume. The proposed infiltration systems will be sized to accommodate the runoff from the roof area and parking areas and as currently design will provide approximately 1,600 cf of recharge volume per the HydroCAD model. The systems will receive runoff from 1.9 acres of on-site impervious surface including the building roof.

The project will comply with Standard 3.

Standard 4 – Removal of Total Suspended Solids

Standard 4 states: For new development, stormwater management systems must be designed to remove 80% of the average annual load (post-development conditions) of Total Suspended Solids (TSS). It is presumed that this standard is met when: (a) Suitable nonstructural practices for source control and pollution prevention are implemented; (b) Stormwater management best practices (BMPs) are sized to capture the prescribed runoff volume; and (c) Stormwater management BMPs are maintained as designed.

Removal of Total Suspended Solids (TSS) proposed for the site is accomplished by a combination of structural and non-structural BMPs:

- Hooded, Deep Sump Catch Basins
- Proprietary Structural BMPs
- Underground Infiltration Systems
- Bioretention areas and/or rain gardens (TBD)

Proposed hydrodynamic separators are sized to capture and treat a 0.5" runoff volume from the contributing impervious area.

The project will comply with Standard 4.

Standard 5 – Land Uses with Higher Potential Pollutant Loads

Standard 5 states: Stormwater discharges from areas with higher potential pollutant loads require the use of specific stormwater management BMPs. The use of infiltration practices without pretreatment is prohibited.

No portion of the project site is subject to higher potential pollutant loads; therefore, the Standard 5 does not apply.

Standard 6 – Critical Areas

Standard 6 states: Stormwater discharges to critical areas must utilize certain stormwater management BMPs approved for critical areas... Critical areas are ... recharge areas for public water supplies."

The site is not located within an Area of Critical Environmental Concern (ACEC) or a Zone II or interim wellhead protection area, according to MassGIS data. Therefore, Standard 6 does not apply.

Standard 7 – Redevelopment Projects

Standard 7 states: A redevelopment project is required to meet the following Stormwater Management Standards only to the maximum extent practicable: Standard 2, Standard 3, and the pretreatment and structural best management practice requirements of Standards 4, 5, and 6. Existing stormwater discharges shall comply with Standard 1 only to the maximum extent practicable. A redevelopment project shall also comply with all other requirements of the Stormwater Management Standards and improve existing conditions.

The site is considered a redevelopment project. The proposed project will greatly improve existing stormwater conditions at the site and will comply with the required Stormwater Management Standards. For standards where it is not feasible to meet the requirements in their entirety due to existing site conditions, analysis will be conducted and documented to ensure that the design meets the intent of the standard to the maximum extent practicable.

Standard 8 – Erosion and Sedimentation Controls

Standard 8 states: Erosion and sediment controls must be implemented to prevent impacts during construction or land disturbance activities.

The following erosion and sediment controls will be implemented to prevent impacts during construction or land disturbance activities:

- Silt fence barriers
- Vegetative slope stabilization
- Temporary drainage swales with check dams
- Sedimentation basins
- Sediment traps at catch basins
- Tree protection fences
- Construction entrances

A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for this project and for the National Pollutant Discharge Elimination System (NPDES) Permit. The SWPPP will be based on the EPA’s Construction General Permit (CGP).

The project will comply with Standard 8.

Standard 9 – Operation and Maintenance Plan

Standard 9 states: All stormwater management systems must have an operation and maintenance plan to ensure that systems function as designed.

A post-construction operation and maintenance plan will be developed for the project, which will comply with Standard 9.

Standard 10 – Illicit Discharges

Standard 10 states: All illicit discharges to the stormwater management system are prohibited.

There are no known or suspected illicit discharges to the stormwater management system at the project site, therefore the project complies with Standard 10.

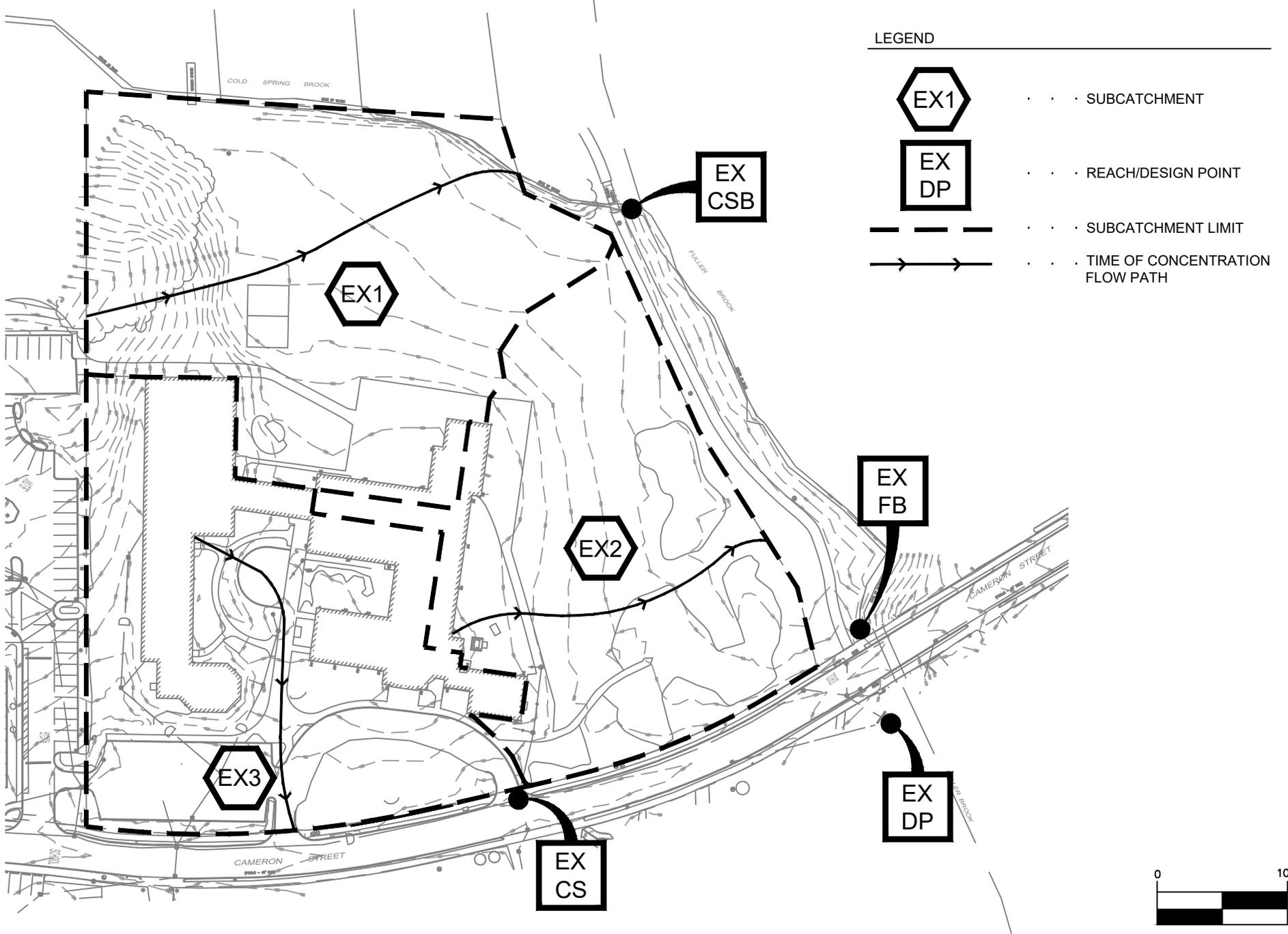


FIGURE 5 - EXISTING HYDROLOGY

SCALE: 1" = 100'



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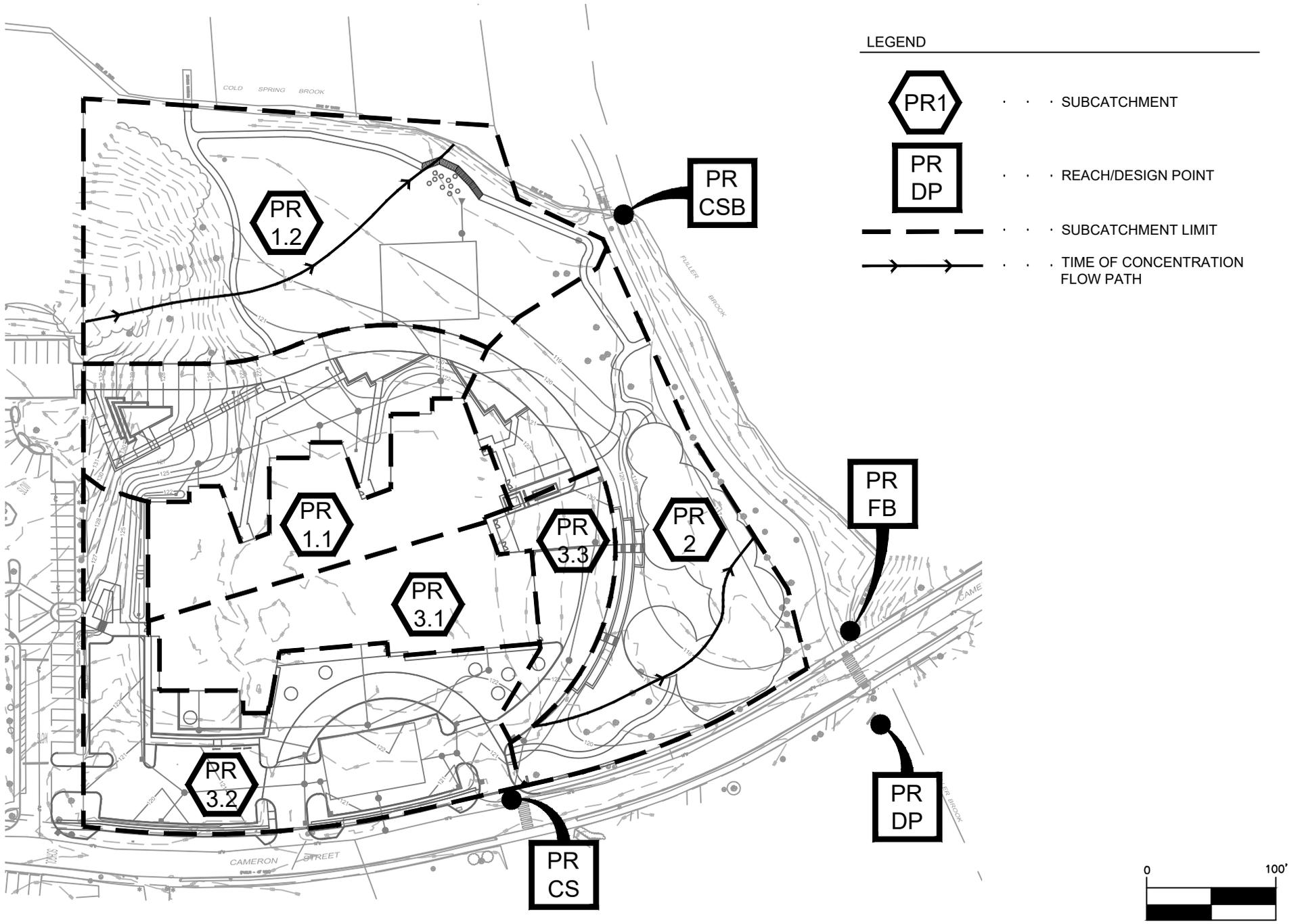


FIGURE 6 - PROPOSED HYDROLOGY

SCALE: 1" = 100'



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FIGURE 7 - STORMWATER DRAINAGE SERVICE

SCALE: 1" = 100'



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4. Electric

Existing Conditions

Electricity is provided by the Wellesley Municipal Light Plant (WMLP). Electric service for the existing school is via 400 Amp, three-phase 120/208 Volt underground service that connects to the front of the building. There are multiple electrical manholes in the sidewalk along the near side of Cameron Street. It is likely that there is a small, step-down transformer in a utility vault somewhere along Cameron Street within proximity to the school. There is no overhead electric service on Cameron Street.

Proposed Services

SMMA's electrical engineers have been in contact with WMLP to discuss the equipment requirements for the new school. The new elementary school will be an all-electric building. A new 1200 Amp, 277/480 Volt, 3-phase service will be provided for the school. The utility connection point of the service will be coordinated with WMLP and is anticipated to be in an existing manhole along Cameron Street. It is anticipated that WMLP will provide a new 800 kW pad-mounted utility transformer with a 277/480V wye secondary and that no separate switchgear will be needed. Additionally, a new diesel-fired 400KW 277/480V, 3-phase, 4 wire, emergency generator with a sound attenuated weatherproof enclosure will be provided on the site to serve life safety, optional standby, and legally required loads. No off-site electrical upgrades are anticipated as part of this project. Refer to the figure at the end of this section for a diagram of the electric services for the new building.

The project will include a roof-mounted solar photovoltaic (PV) array. It is anticipated that the PV array will be interconnected with the utility service at the main switchboard to offset building loads. The project is also considering sizing the facility electrical gear to support additional future on-site PV arrays. SMMA will continue to coordinate with WMLP on potential PV interconnection with the Town's utility grid.

Usage Analysis

The existing power usage for the building from 2014 – 2018 has been obtained from the Town and is included as Appendix C. The average yearly electric usage for the existing building is 143,037 kilowatt-hours (kWh). The current school is not air conditioned and the heating is provided by natural gas. It should be noted that natural gas use makes up about 90% of the current building's total energy use due to the building's poorly insulated enclosure. The proposed Hunnewell Elementary School will be an all-electric heating and cooling building and therefore the anticipated electric loads are higher than the current building. While the new building systems will be much more energy efficient than the current building, the heating, hot water, and cooking loads do contribute to the higher overall electrical loads. The new building is also more than twice the size of the current school. The proposed building predicted energy use also accounts for a higher overall schedule of use than the current building as the new building will likely see more use from the community during off-school hours. The estimated peak demand for the new building is 800 kW. The electric usage for the new building according to energy modeling is approximately 800,000 kWh per year. The proposed usage values do not account for the roof-mounted PV array production, which is currently planned to offset 30-40% of the overall building energy usage on an annual basis.

Summary of Existing versus Projected Electric Usage

	Years 2014-2018	New School
Avg. Electric use per year (kWh)	143,037	800,000

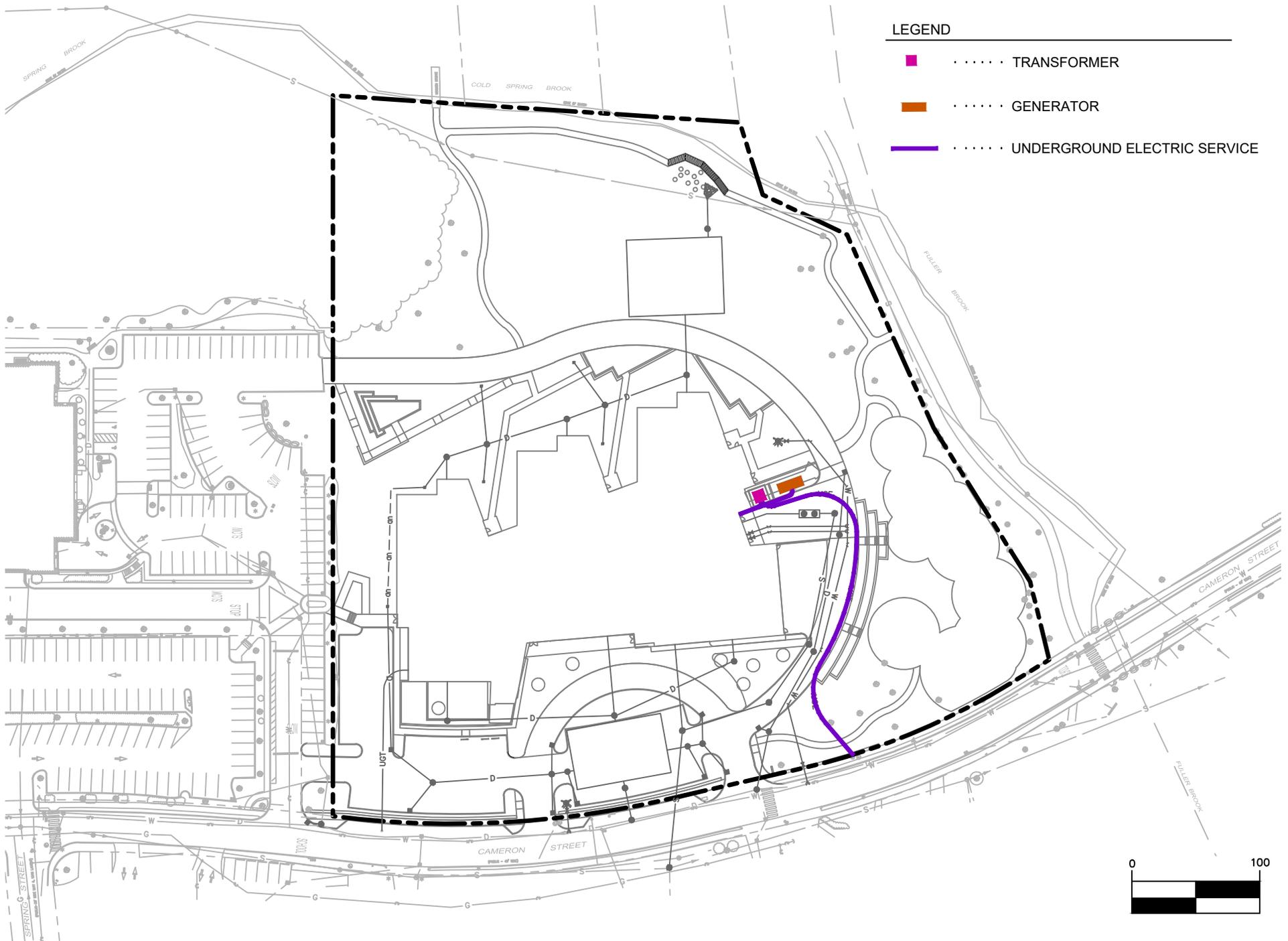


FIGURE 8 - ELECTRIC SERVICE

SCALE: 1" = 100'



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5. Traffic, Pedestrian, and Bicycle Safety

The Municipal Systems Impact Analysis for the Project of Significant Impact shall include a review of traffic, pedestrian, and bicycle safety prepared by engineers having expertise in traffic and transportation engineering. Beta Group, Inc. (BETA) has been the traffic consultant throughout this project. BETA has evaluated the existing traffic conditions as well as analyzed the future conditions at study intersections in the vicinity of Hunnewell Elementary School, see image below. BETA collected vehicle, pedestrian and bicycle counts at seven study intersections during the school arrival and dismissal periods, conducted an 11-hour parking occupancy survey of public spaces in the study area, performed a sidewalk inventory around the site, and observed operations and traffic circulation at the school during the arrival and dismissal periods. The BETA Traffic Assessment Report, dated March 2020, is included as Appendix D of this report.



Traffic Study Area Map

Vehicular Access and Circulation

The new Hunnewell School will be accessed via Cameron Street in a similar manner to the existing school. The proposed curb cuts align with the existing curb cuts on the street and will be slightly wider than existing. There will be new lay-by lanes built along the frontage of the school site which will extend the site frontage of Cameron Street and allow approximately 10 cars at a time to pull out of the path of travel. This will improve the flow of traffic on Cameron Street during the pick-up and drop-off hours. These lay-by spaces will not narrow the width of the travel lanes. The posted speed limit on Cameron Street is 20 mph which will be maintained for this project. The current drop-off operation results in extremely long queues on Cameron Street that block all through-traffic during the AM peak period. Refer to the current rules and regulations for the school which are included in Appendix D of the Traffic Assessment Report. The proposed circulation for pick-up and drop-off will segregate the buses and cars, with the buses utilizing the loop road in front of the school allowing them to get off Cameron Street and not congest the street. The cars will remain on Cameron Street and use the lay-by lanes, allowing room for through-traffic. Appropriate signage will be posted to ensure vehicles are aware of the school operations. The school will also be sure

to educate the Hunnewell population on the pick-up and drop-off procedures and update the operation rules and regulations.

BETA has projected that the additional vehicle trips to the new school will be about 79 more trips during drop-off and pick-up versus the existing conditions. This increase is due to the increased student population that is anticipated at the new school versus the current enrollment. It should be noted that the population of the school has been declining and the enrollment is currently at its lowest in recent history. The student population as recently as 2015 was about 300, and in 2002 it was 368 students, equivalent to the design population of the new school. Using the projected vehicle trip data, the new school will result in only minor delays at the study intersections during the morning and afternoon peak periods. The three signalized study intersections will continue to operate with a level of service (LOS) of C or greater in the build condition except for the Washington Street at Grove Street and Central Street. This signalized intersection currently operates at LOS F and is projected to continue this LOS in the future no-build and build scenarios. As noted at the second TDRT meeting on July 7th, 2020, the model for these intersections is conservative at this time and will be fine-tuned as the project progresses. All movements for the unsignalized study intersections will operate at LOS C or better in the build condition. The Wellesley Avenue at Washington Street intersection slightly improves overall in the build condition as the trips to the new school are assumed to be fewer at this intersection versus the no-build condition. Refer to the BETA Traffic Assessment Report pages 35-38 for the complete table of capacity analysis results.

Pedestrian Access

The existing school is accessed by students via bus, vehicle drop-off, park and walk, walking, and bicycle. According to the transportation Mode Split Survey conducted by BETA, more than 60% of students arrive and leave school via car. The school is not a formal participant in the MassDOT Safe Routes to School Program and BETA recommends that the school joins the program to encourage students to walk and bike to school and help reduce vehicle trips. It will also attempt to increase bus ridership. This project will install new sidewalks and curb ramps along Cameron Street in front of the school to provide an accessible route from the street to the school. Bike racks will be placed in appropriate locations for easy access to the school. Fencing and vegetation will be installed along the street to direct students and parents to the proposed crosswalks to ensure there is minimal conflicts between vehicles and pedestrians during peak hours. A sidewalk inventory of the surrounding area is included in the BETA Report and found that the sidewalks in the area range from good to poor condition. This project will work with the Town to repair Pedestrian control measures, such as crosswalks and signals, will also be reviewed with the Town to ensure they provide safe pedestrian access through the Cameron Street corridor. In addition to sidewalks, the brook paths and crossings will be evaluated to ensure they provide accessible access to the school, and be repaired or replaced as necessary.

Parking

Parking for parents, teachers, administration, and school staff at the existing school needs improvement due to the congestion on Cameron Street and in surrounding parking lots because of the limited amount of on-site parking spaces. The existing site has 36 parking spaces, the school receives 20 permits from the Town for teachers to park in the Cameron Street lot, and the library has signed five spaces adjacent to the school lot for school use. Including these off-site parking spaces there are currently 61 parking spaces available for school use. According to the Traffic Report, parking in the school's surrounding area at the peak time of 3:00 pm is at capacity. This includes the on-street marked spaces on Cameron Street. It has been observed that parents use the Cameron Street Lot and other abutting public and private lots during pick-up and drop-off.

The proposed site plan provides 55 on-site spaces and anticipates the continuation of the 20 parking permits provided at Cameron Street lot and maintaining the 5 library lot spaces, providing a total of 80 parking spaces for school use. Additionally, the existing street parking on Cameron Street will be maintained. The on-site parking will be reviewed during the Site Plan Review process. The additional proposed off-street parking and the lay-by lanes created along Cameron Street will help alleviate congestion on Cameron Street by allowing space on-site for cars during the peak hours. It will also help limit parents parking in the Cameron Street Lot and the nearby public and private lots surrounding the school. Parking for after-school events at the school will be coordinated by the school as to not impact the surrounding streets and private lots.

6. Fire Protection and Life Safety

The Municipal Systems Impact Analysis for the Project of Significant Impact shall include a review building occupant life safety for the proposed use and future occupants.

Fire Protection

The existing school building has no active fire suppression system. The new building will be protected by a wet automatic sprinkler and standpipe system. The sprinkler system will be designed in accordance with the latest Federal, State, and Town jurisdictional requirements. A new 6" fire service line will be installed from the water main in Cameron Street to the water room for the building. The new fire alarm system will be an addressable voice evacuation system. Detection devices will be installed in egress paths for early warning and new speaker/strobe notification appliances installed throughout the school, per NFPA 72, 2016 edition. A bi-directional antennae system will be provided for communication of the branches of first responders and surrounding towns.

A hydrant flow test was conducted on February 26th, 2020 and the results are included as Appendix E. It is anticipated that the building will not need a fire pump as there is adequate flow in the Cameron Street water main. The existing hydrants surrounding the site are to remain, and a new hydrant will be installed at the rear of the school to provide adequate coverage around the building. SMMA has been in communication with Wellesley Fire Department to review hydrant locations and the current proposal for hydrants around the building has been deemed acceptable. As the design of the building progresses an attempt will be made to locate the Fire Department Connection within 100 feet of a hydrant. At the first TDRT meeting, the consensus was to provide one FDC near the front of the building and a second near the service area on the north side of the building. Refer to the figure at the end of this section for a diagram of hydrant locations.

Site Security

SMMA has reviewed security with the Wellesley Police and Fire Departments and the Wellesley TDRT. The improved site will have fencing adjacent to the abutting brooks, as well as along the playground between the site and Cameron Street, similar to the existing conditions. There will also be an emergency access road that provides access to the rear and side of the building that are not adjacent to pavement or parking. This road accommodates the Wellesley Fire Department Tower 2 apparatus. There will be gates located at either ends of the road that will be connected to the Town's security system, allowing entrance by local police and fire personnel. The gate that is adjacent to the service area will also be able to be accessed for deliveries and trash collection as necessary and will be able to be operated by school administration. Emergency vehicles will also be able to maneuver through the site's parking area as well as the driveway loop in front of the building if necessary. Refer to the figure at the end of this section a diagram of the emergency vehicle route and gate locations. It was discussed in meetings with police and fire that mustering and evacuation plans will be developed by the school district and will be reviewed by the Fire Department once available.



FIGURE 9 - HYDRANT LOCATIONS

SCALE: 1" = 100'



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FIGURE 10 - EMERGENCY VEHICLE ACCESS

SCALE: 1" = 100'



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7. Refuse Disposal System

The Municipal Systems Impact Analysis for the Project of Significant Impact shall include a review of the project's refuse recycling and disposal systems and the impact on the Town.

Existing System

The existing Hunnewell Elementary School has two dumpsters located in front of the school for solid waste collection. The dumpsters are adjacent to Cameron Street and not screened on any side.



Existing Dumpsters

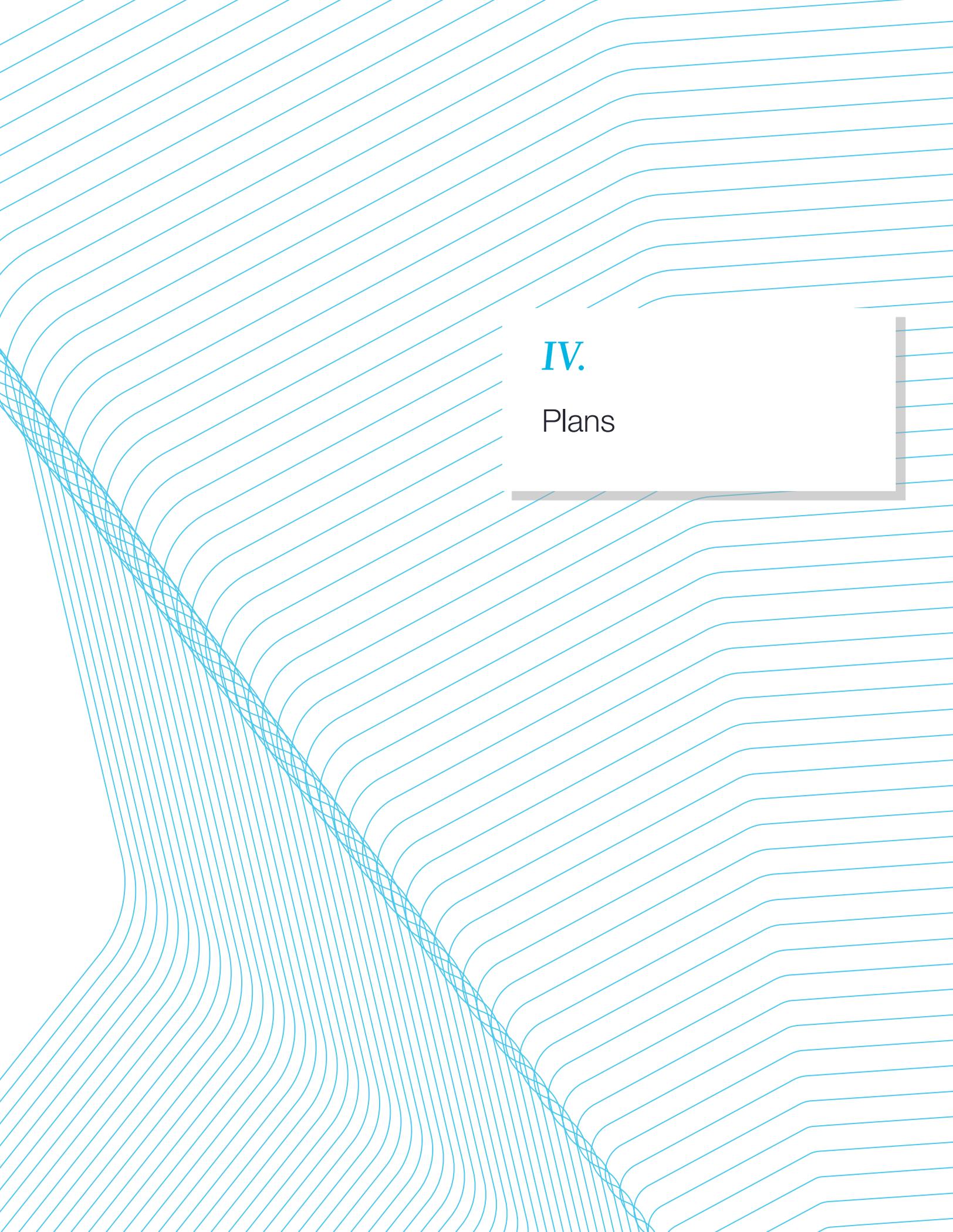
Proposed System

If the new school were to operate under its full design enrollment of 365 students, there will be a population increase of about 40% from the current enrollment. As stated previously in this report, even though the current Hunnewell student population is the lowest it has been in recent history, enrollment within the last 20 years has been as high as the design population of the school. Solid waste generation would be expected to increase proportionally with population growth and the system will be designed for the new capacity. SMMA has met with the Wellesley Facility Management Department (FMD) to discuss the collection program for the new school. At this time, no formal decision on the new program has been established as the FMD is studying the entire District to determine what will best suit the new schools comprehensively. It is anticipated the building will utilize a combination of recycling bins, dumpsters, and possibly a compactor and composting bins. SMMA will continue to coordinate with the FMD to ensure the new school will have adequate space for refuse collection. The new collection containers will be located in the service area of the school and be screened from the road, parks, and play areas. Collection trucks will access the service area from Cameron Street. Pickup times will be coordinated to avoid conflicts with school operations. The school administration will make all efforts to encourage recycling and decrease waste at the new building.



III.

Appendices



IV.

Plans