

Hardy/Upham Elementary Feasibility Study



School Building Committee

Preferred Schematic Report (PSR) Development Phase

September 10, 2020



Hardy/Upham Elementary Feasibility Study



Selection Criteria Review Off-Site Considerations



September 10, 2020

Offsite-related Criteria

Construction Phase Impacts (Neighborhood)

Impacts to Abutters after Built

Attendance Zones

Traffic (Neighborhood)


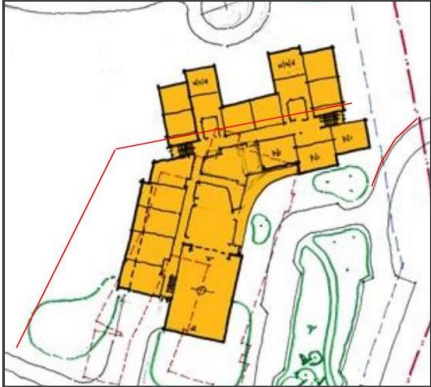


Student Proximity (Biking, Busing, Walking)

Walkability

Bikeability

4. Construction Phase Impacts (Neighbors)

Anticipated Construction Phase Impacts for the Neighbors

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
Ledge removal required. Vibration will need to be managed.	Ledge removal required. Vibration will need to be managed.	Soil Compaction/Vibration will need to be managed.	Soil Compaction/Vibration will need to be managed.

12. Impact to Abutters (after built)

Describe potential noise and lighting impacts.

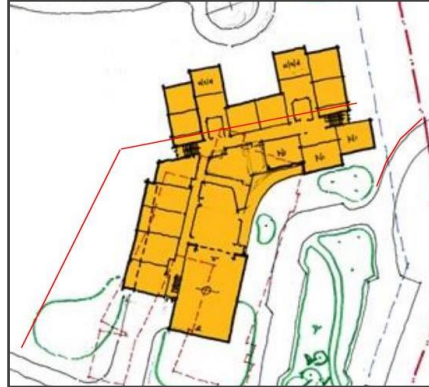
UPHAM OPTIONS

HARDY OPTIONS

Option 6a:
New at Upham Site



Option 6c:
New at Upham on Existing Footprint



Option 4:
Add/Reno at Hardy Site



Option 7b:
New at Hardy Site



New school location central on site will give neighboring houses more distance. Greater number of students and location of play areas may be noticeable during use. Providing tree buffer where needed. Vehicles will be traveling *through* site.


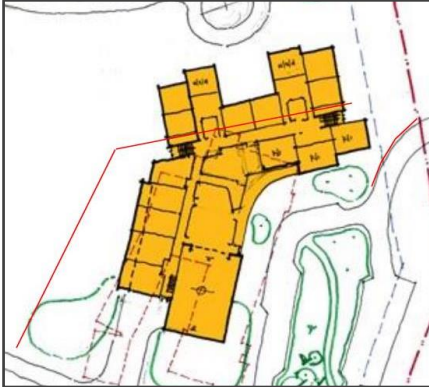


New multi-story school on eastern edge of site will give neighboring houses less distance. Greater number of students and location of play areas may be noticeable during use. Providing tree buffer where needed. Vehicles will be traveling *through* site.

Greater building massing across from Hardy Road residents. Play continues in rear/existing park and fields area of the site. Vehicles will be traveling *through* site.

New school location central on site will give neighboring houses more distance. Greater number of students and location of play areas may be noticeable during use. Vehicles will be traveling *through* site.


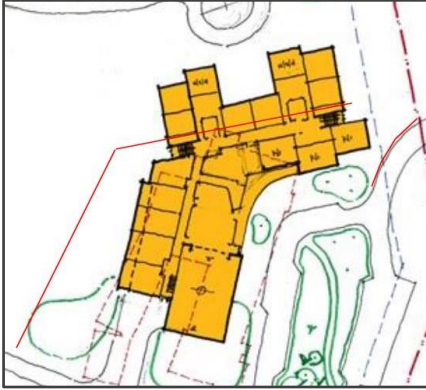


1. Attendance Zones

Data from Redistricting Reports

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
92% of homes are within 2 miles; 1% homes must cross Route 9. Note: this is the % <u>districtwide</u> based on Upham Map 3a	92% of homes are within 2 miles; 1% homes must cross Route 9. Note: this is the % <u>districtwide</u> based on Upham Map 3a	90% of homes are within 2 miles; 19% homes must cross Route 9. Note: this is the % <u>districtwide</u> based on Hardy Map 3	90% of homes are within 2 miles; 19% homes must cross Route 9. Note: this is the % <u>districtwide</u> based on Hardy Map 3


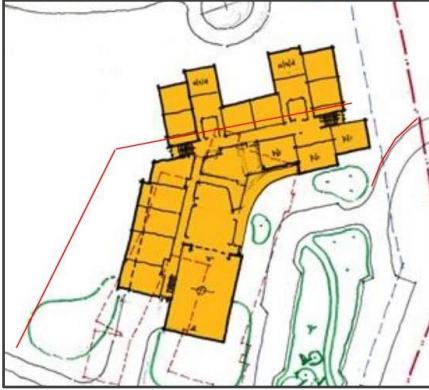


23. Traffic (in Neighborhood/Town)

Potential traffic impacts due to school size to nearby intersections and roads.

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
<p>Traffic evaluation suggests little impact to nearby intersections. Existing Level of Service in AM peak is A and B, projection drops LOS by one tier to B or C respectively. Queuing at intersections increases between 4 and 6 cars over present AM peak.</p>	<p>Intersection impacts would be the same as 6a. <i>[This option was not reviewed with our traffic consultants. Due to less on-site loop at front of school that presented in 6a (but greater than existing conditions), there is a potential that cars could queue farther onto Lowell and Wynnewood, similar to today.]</i></p>	<p>Traffic evaluation suggests little improvement to nearby intersections. Existing Level of Service in AM peak is F; projection of intersection remains at F but increased onsite circulation will help to reduce queue on Weston Rd, improving safety and flow to the extent possible.</p>	<p>Traffic evaluation suggests little improvement to nearby intersections. Existing Level of Service in AM peak is F; projection of intersection remains at F but increased onsite circulation will help to reduce queue on Weston Rd, improving safety and flow to the extent possible.</p>


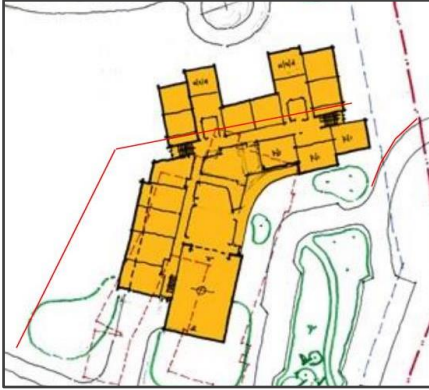


16. Student Prox (Biking)

What is the distance of the longest bikeable routes within the attendance zone?

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
Bikeable route distance (as determined by Google Maps) is 2-2.5 miles from a hypothetical farthest NE corner of attendance zone. Time <15 minutes.	Bikeable route distance (as determined by Google Maps) is 2-2.5 miles from a hypothetical farthest NE corner of attendance zone. Time <15 minutes.	Bikeable route distance (as determined by Google Maps) is 1.5 miles from a hypothetical farthest NW corner of attendance zone and 1.7 miles from opposite Morses Pond. Time <10 minutes.	Bikeable route distance (as determined by Google Maps) is 1.5 miles from a hypothetical farthest NW corner of attendance zone and 1.7 miles from opposite Morses Pond. Time <10 minutes.


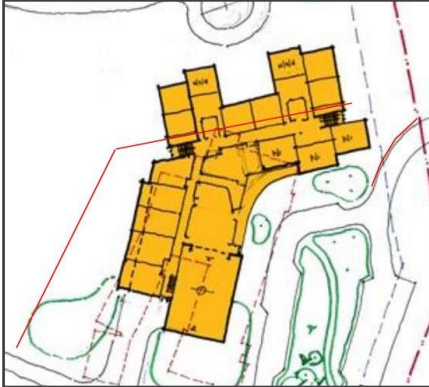


17. Student Prox (Busing)

What is the anticipated maximum time for bus transit within the attendance zone? (mins)

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
<i>Information not available at this time.</i>	<i>Information not available at this time.</i>	<i>Information not available at this time.</i>	<i>Information not available at this time.</i>


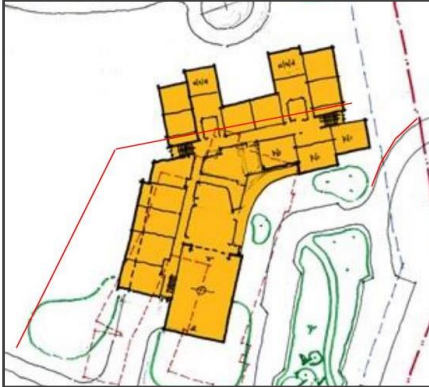


18. Student Prox (Walking)

Provide the percentage of households that are outside of a 15-minute walk / 1 mile (%) within the attendance zone.

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
<i>54% of residential properties are less than 1 mile from the Upham school in Map 3a.</i>	<i>54% of residential properties are less than 1 mile from the Upham school in Map 3a.</i>	<i>75% of residential properties are less than 1 mile from the Hardy school in Map 3.</i>	<i>75% of residential properties are less than 1 mile from the Hardy school in Map 3.</i>


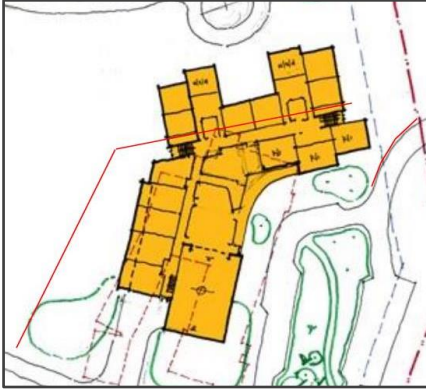


24. Walkability

Note the safety, ease and quality of the routes within a 15-minute walking radius.

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
<i>To be discussed.</i>	<i>To be discussed.</i>	<i>To be discussed.</i>	<i>To be discussed.</i>

25. Bikeability

Note the safety, ease and quality of the routes within a 15-minute biking radius.

UPHAM OPTIONS		HARDY OPTIONS	
Option 6a: New at Upham Site	Option 6c: New at Upham on Existing Footprint	Option 4: Add/Reno at Hardy Site	Option 7b: New at Hardy Site
			
<i>To be discussed.</i>	<i>To be discussed.</i>	<i>To be discussed.</i>	<i>To be discussed.</i>

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Thank you

