

TOWN OF WELLESLEY



MASSACHUSETTS

## ZONING BOARD OF APPEALS

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ZBA 2021-39

Petition of Town of Wellesley/

Permanent Building Committee

28 Cameron Street (Hunnewell School)

2021 SEP 30 P 3:05

### INTRODUCTION

The Town of Wellesley-Permanent Building Committee, the "Applicant", has requested from the Zoning Board of Appeals (the "Board") the issuance of a site plan approval subject to the Zoning Bylaw Section 16A, §§ (C) (2) (a) and (b) authorizing the Applicant to demolish and reconstruct the Hunnewell Elementary School at 28 Cameron Street (the "Project"), in a 10,000 square foot Single Residence District. The Applicant proposes site improvements and utility upgrades on the same site parcel. 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 Site is bounded on the north by Wellesley Free Library, Simons Park and the Cameron Street Parking Lot, by Cold Spring Brook to the east, by educational and residential neighborhoods to the south, and by Fuller Brook and the Fuller Brook path to the south and east.

### THE PROJECT

#### Description

The Site consists of land located at 28 Cameron Street totaling 245,860 square feet, or approximately 5.6 acres (the "Site"). The footprint of the existing structure is 34,100 square feet and the footprint of the proposed structure is 45,171 square feet. Total floor area of proposed construction is 76,500 square feet, consisting of two stories at a height of 45 feet. Proposed parking consists of 52 on-Site and 25 off-site spaces, totaling 77 spaces. Building lot coverage will increase from 13.9 percent to 18.4 percent, drives and parking coverage will increase from 6.1 percent to 14.6 percent, and paved walkways, play areas and plaza coverage will decrease from 7.9 percent to 7.2 percent. Landscaped area will decrease from 19.3 percent to 15.9 percent, natural open space will remain at 5.4 percent, grass playfields will decrease from 38 percent to 31.8 percent, playground will decrease from 9.4 percent to 4.4 percent and stone dust paths will cover 2.3 percent of the open space.

The Project consists of a new two-story building that will consist of three 3-classroom learning neighborhoods on each floor, one for each grade K-5 and three per floor, accessible from a central corridor. 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. 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 proposed Site has a designated bus only drop-off loop in front of the school with no

parking spaces, and lay-by spaces along Cameron Street to allow for pick-up and drop-off without cars blocking through-traffic. The plan includes 52 on-Site parking spaces, three of which are accessible, plus continued use of off-Site spaces in the Cameron Street Lot and the Library Lot. The Town Fire and Police Departments requested an emergency access road on the northern and eastern sides of the Project, gated at both ends. The Project will be accessed via Cameron Street in a similar manner to the existing school.

The Project will be serviced by a 4" domestic water supply and a 6" fire service, fed from a new 8" on-Site water main that will connect to the Town water main within Cameron Street with a three-way valve assembly. A new hydrant will be installed along Cameron Street to replace an existing hydrant. The proposed stormwater management system was designed to comply with the Massachusetts Department of Environmental Protection Stormwater Handbook and the Wellesley Wetlands Protection Bylaws and Regulations. The Site design incorporates many Low Impact Development (LID) techniques and features. LID Best Management Practices were implemented to achieve recharge and water quality goals, including bio-retention basins, tree boxes, and infiltration systems. The new building will be all electric. The utility connection point of service will be coordinated with the WMLP. Proposed Site lighting consists of full-cutoff LED fixtures in the new parking drive areas. Exterior lighting will be motion and time clock controlled for automatic, scheduled shutoff. The new building will be protected by a wet automatic sprinkler and standpipe system.

## **RECORD OF DISCUSSIONS**

The Board held public hearings on April 15, 2021, May 20, 2021, June 17, 2021 and July 15, 2021. The public hearing was closed on July 15, 2021. Site plan approval was voted unanimously at a business meeting held on September 30, 2021.

## **FINDINGS OF FACT**

### **Zoning**

The Zoning Bylaw provides, for each zoning district, requirements for the use of land and structures, as well as dimensional requirements for the land and structures erected upon the land.

Educational uses within the SR10 District are specifically allowed, but must comply with specific dimensional requirements applicable only to educational uses. Among these are: (1) maximum height; (2) minimum frontage; (3) minimum lot area; (4) minimum side yard; (5) minimum front yard; (6) minimum open space; (7) sufficient off-street parking; and (8) other provisions of the Zoning Bylaw such as the maximum ratio of building to lot area. The Project will meet all dimensional requirements except the minimum open space requirement (75 percent compared to 67 percent proposed), and the maximum ratio of building to lot area (15 percent compared to 18.3 percent proposed).

In considering the minimum open space requirement and maximum ratio of building to lot area, under the Dover Amendment to the Zoning Act, the Board also must consider the Town's interest in strict adherence to these dimensional requirements relative to the Applicant's need to construct a Project of the

proposed size in order to adequately provide the educational services and programming associated with a contemporary elementary school, for the number of students that are expected to be served at the Site. During the public hearing, the Board asked the Applicant to elaborate on the assertion that requiring 75 percent open space or a ratio of building to lot area of 15 percent would greatly diminish the usefulness of the Project, without appreciably advancing the Town's legitimate concerns regarding open space protection.

The Applicant asserted that the footprint of the building (impacting both lot coverage and open space) is driven by the requirements set forth in the Wellesley Public Schools' Educational Plan for Hunnewell Elementary, the design enrollment, and the spaces required to meet those requirements. The size of the educational spaces is guided by standards developed by the Massachusetts School Building Authority. As such, the Applicant has limited influence on the resultant total square-footage of the building. Any reduction to the square-footage of the spaces would negatively impact the delivery of education in the Project.

The minimum open space is driven by the building footprint and by the vehicular spaces, including parking and parking access, bus circulation, building loading/receiving area and access, and emergency vehicle access. These aspects of the Project are all driven by the number of students, faculty and staff, and the safety of the faculty, staff, students and visitors, and reductions in the provision of these aspects would necessarily adversely impact the achievement of delivery of education in the Project.

When designing the Project, the Applicant asserts it carefully evaluated the space needs to maximize the amount of open space on the Site. However, as described above, the Applicant believes that the educational goals of the Project would be thwarted if the Project was required to meet the 75 percent open space and the 15 percent maximum ratio of building to lot area in the Zoning Bylaw. Further, without a safe space for individuals to park, buses to load and unload, deliveries to occur, and emergency vehicles to access the Site, the elementary school would not serve its intended purposes. Hence, the Board finds that requiring 75 percent open space or a ratio of building to lot area of 15 percent would greatly diminish the usefulness of the Project, without appreciably advancing the Town's legitimate concerns regarding open space protection.

### **Site Plan Approval Standards**

Section 25(D) of the Zoning Bylaw requires that in order for a site plan approval to be granted, the Applicant must meet the conditions contained in the seven standards listed in Section 25(D)(1) through (7). The Board makes the following findings in respect of Applicant's compliance with the required standards:

1. Vehicular Circulation (that the circulation patterns do not create conditions that add to traffic congestion or accident potential on the site or in the surrounding area.)
  - a. On-Site – The on-Site parking space sizes, the maneuvering aisles, and the driveways meet the dimensional requirements of Chapter 21 of the Zoning Bylaw.

On-Site vehicular circulation is within and between three parking areas, one bus drop-off area and one service area. One parking area is located to the north of the building adjacent to the Cameron Street lot, with a single row of parking and a single maneuvering aisle. The second parking area is located between Cameron Street and the north wing of the building, with two aisles of parking and one maneuvering aisle. The two lots are accessed from the Cameron Street lot. The third parking area is located between Cameron Street and the central portion of the building, within the arc of the bus drop-off area. This area comprises two parking aisles and one maneuvering aisle, and can be accessed from the Cameron Street lot. The bus drop-off area is a semi-circular drive at the front of the building that allows for bus circulation from and to Cameron Street. The service area is located at the south side of the building and is accessed from the on-Site parking lot via a single roadway. The size of the parking spaces, the maneuvering aisles and the driveways meet the requirements of the Zoning Bylaw. The circulation patterns do not create conditions that add to traffic congestion or accident potential on the Site. The Board finds that the on-Site circulation patterns meet the required standards.

b. Off-Site -

Off-Site circulation impacts comprise two parts: (1) traffic operational performance at eight intersections in the roadway network surrounding the Project; and (2) traffic impacts at Cameron Street adjacent to the school during the morning drop-off and afternoon pick-up periods.

The Traffic Assessment Report by BETA dated October 2020 (the "Traffic Assessment") included assessment of five unsignalized and three signalized intersections extending from Washington Street/Wellesley Avenue in the east to Grove Street/Washington Street/Central Street in the west, and south to Grove Street/Hampden Street. The Traffic Assessment found that all of the intersections except Grove Street/Washington Street/Central Street functioned at a level of service B (stable flow with slight delay) before consideration of the Project, and functioned at the same level with inclusion of the Project. The Grove Street/Washington Street/Central Street intersection functioned at level of service F (forced flow – jammed) under current conditions, and will continue to function at that level after inclusion of the Project, with long delays and queuing.

Morning drop-off and afternoon pick-up will be performed as it currently is, with a temporary one-way traffic on Cameron Street during the drop-off/pick-up hours. Cameron Street will have an additional 10-foot wide lay-by lane installed into the curb to provide sufficient space on Cameron Street for two lanes of travel and one for loading/unloading of students driven to school. The plan includes management of the parent traffic by school staff using radios and a traffic app on their cell phones.

The circulation patterns do not create conditions that add to traffic congestion or accident potential off the Site. The Board finds that the off-Site circulation patterns meet the required standards.

2. Driveways (that new driveways are not less than 50 feet from street intersections; and have widths not less than the width of driveways specified in Section 21 of the Zoning Bylaw.)

Two new 24-foot wide driveways will replace the two existing driveways. Each of the driveways is more than 50 feet from either Spring Street or Hampden Street. The Board finds that the driveways meet the required standards.



3. Vehicle Queuing Lanes (That vehicle queuing lanes have a width equal to or greater than nine feet; and that vehicle storage capacity will not encroach on travel or maneuvering of other vehicles into and out of parking spaces, driveways or within the public way.)

- a. Cameron Street –

During the morning drop-off and afternoon pick-up, vehicles will queue for a short period in the 10-foot wide lay-by lane for loading/unloading, and may queue further south from the lay-by lane up to Hampden Street to await access to the lay-by lane. At the lay-by lane, the combination of the design of the lay-by width, and its location pressed into the curb, creates sufficient space for one-way traffic north-bound on Cameron Street plus an emergency vehicle traveling south-bound. Further south toward Hampden Street, the one-way north-bound traffic results in sufficient space for north-bound vehicles to pass, while south-bound vehicles are prohibited during drop-off/pick-up hours.

- b. On-Site –

There are no separate queuing lanes on-Site. The parking area maneuvering aisles have sufficient space, with two outlets each, to minimize any on-Site queuing.

That Board finds that vehicle queuing lanes have a width equal to or greater than nine feet; and that vehicle storage capacity will not encroach on travel or maneuvering of other vehicles into and out of parking spaces, driveways or within the public way. The Board finds that the vehicle queuing lanes meet the required standards.

4. Compatibility with Surroundings (That the Project is made compatible with the existing natural and man-made features of the site and the surrounding area.)

- a. Existing Natural Surroundings –

The building naturally divides the Site such that the more natural green areas like those preserved adjacent to Cold Spring Brook and Fuller Brook as well as the play areas on the Site along the eastern and southern sides of the lot make a natural connection to the existing forested surroundings at Cold Spring Brook and Fuller Brook, and in the residential neighborhoods beyond.

- b. Existing Man-made Surroundings –

Similarly, the land use to the north and west is comprised of paved and built areas similar to the Project and to the parking areas between the building and Cameron Street, making a natural connection to these parts of downtown Wellesley.

The Board finds that the Project is made compatible with the existing natural and man-made features of the Site and the surrounding area. The Board finds that the compatibility with the surroundings meet the required standards.

5. Pedestrian Safety (That adequate pedestrian and bicycle circulation is provided and that separation is provided between pedestrian areas and all areas open to vehicular traffic.)

- a. Pedestrian Circulation and Separation -

Pedestrian traffic from the east and south follows existing paths from Brook Street and Cold Spring Brook, Wellesley Avenue and Fuller Brook, with little or no interface with existing vehicular traffic. Pedestrian traffic from the south and west may use the existing sidewalk system along Hampden and Cameron Streets, again with known crossings of existing streets at well-known locations. This pedestrian traffic enters the Site without crossing any of the Site driveways.

Pedestrian traffic debarking from cars and buses are directed by sidewalk to the main entrance of the building. These pedestrians are separated from vehicular traffic by sidewalk curbs or bollards.

b. Bicycle Circulation and Separation -

Bicycle circulation is similar to that for pedestrians. Bicycles follow the same paths from Brook Street, Cold Spring Brook, Wellesley Avenue, and Fuller Brook from the east and south, and from Hampden and Cameron Streets from the south and west. Bicycles enter the Site at the southern-most driveway, without crossing the path of vehicular traffic.

The Board finds that adequate pedestrian and bicycle circulation is provided and that separation is provided between pedestrian areas and all areas open to vehicular traffic. The Board finds that pedestrian safety meets the required standards.

6. Noxious Uses (That the Project is consistent with the provisions of Section 16(A) and (B)).

The Project does not involve noxious uses, so this condition is not applicable to the Project.

7. Intensity of Use (That any increase in: vehicle trips, employees or visitors, parking spaces, the amount of energy used, or the volume of liquid or solid waste produced will not adversely affect the character of the Site and its surrounding area.)

a. Vehicle Trips –

Vehicle trips will increase for the Project due to increased faculty and staff, and increased use of the building in off-school hours, but principally due to increased parent traffic to drop-off and pick-up the increased numbers of students, with an aggregate increase in trip generation of 67 vehicle trips in the peak hour. The increased trip generation is to be handled principally with a modified procedure for student drop-off and pick-up.

The current temporary one-way condition on Cameron Street during the school drop-off and pick-up period will continue and will marshal all traffic to arrive from the south via Hampden Street and exit to the north via Cameron Street at Washington Street or Spring Street.

Buses will utilize the half-circle driveway to unload and load students. The half-circle would be closed to all other vehicles during the drop-off/pick-up time.

Personal autos would utilize the on-street lay-by lane to unload and load, with the operations management by school staff to ensure that parents do not park in the loading bay, block school driveways, or block

crosswalks. Personal autos would utilize a rolling queue/active pick-up procedure that would have vehicles fill in the loading bay/lay-by area, receive their student(s), and depart in a single file line. This allows personal vehicles to arrive and continue traveling on Cameron Street with minimal turning maneuvers or delay.

b. Employees and Visitors –

The increase in faculty, staff and visitors will be accommodated by the increased size of the Project compared with the existing building, with the additional parking described below.

c. Parking Spaces –

The existing school provides on-Site parking in the main Hunnewell lot between the school and Cameron Street (28 spaces), and in the front circle at the Cameron Street entrance (eight spaces). In addition, the Select Board has earmarked 20 spaces in the Cameron Street Lot for Hunnewell staff and faculty parking, and five spaces in the Library lot between the Cameron Street Lot and the existing school are earmarked for Hunnewell parking under the Special Use Permit issued by the Board (ZBA 2000-45) as part of the development and construction of the current Main Library for an aggregate of 61 spaces, 36 on-Site and 25 off-Site parking spaces.

The Project provides on-Site parking in three separate but connected areas between the building and Cameron Street. The three lots provide 39 spaces for faculty and staff, eight visitor spaces, three accessible spaces and two electric vehicle spaces for an aggregate of 52 on-Site spaces. The same 25 off-Site spaces as described above bring the total spaces to 77.

d. Energy Use –

The average yearly electric usage for the existing building is 143,037 kilowatt-hours (kWh), though the current building is not air conditioned, and is heated by natural gas.

The Project 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 food warming loads that are included in the Project electric consumption but are provided by natural gas in the current building do contribute to the higher overall electrical loads. The Project is also more than twice the size of the current school. The Project predicted energy use also accounts for a higher overall schedule of use than the current building as the Project will likely see more use from the community during off-school hours. The electric usage for the Project according to energy modeling is approximately 800,000 kWh per year as compared to 143,037 kWh for the current building.

e. Liquid and Solid Waste -

Based on the rate of water use over the previous nine years, the average usage is 2,410 gallons per school day with an average rate of seven gallons per school day per person.

Plumbing fixtures in the Project will be in accordance with the latest building codes and energy codes. The Project 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 percent indoor water use reduction versus the baseline condition.

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

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 2,410 gallons per school day, and assuming that 90 percent of the water used by the Project becomes sanitary sewer, the existing sanitary flow is calculated to be an average of or 2,169 gallons per day. Applying the same assumptions for the Project, 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 percent decrease from the current conditions.

The Board finds that any increase in: vehicle trips, employees or visitors, parking spaces, the amount of energy used, or the volume of liquid or solid waste produced will not adversely affect the character of the Site and its surrounding area. The Board finds that intensity of use meets the required standards.

#### **SUBMITTALS FROM THE APPLICANT**

- Application for Site Plan Approval, dated March 2, 2021
- Plan Submittal List, dated March 2, 2021
- Development Prospectus, dated March 2, 2021
- Project Overview
  - Introduction
  - Existing Conditions
  - Proposed Conditions
- Site Utilities
  - Water
  - Sewer
  - Storm Drainage
  - Electric
  - Fire Protection & Life Safety
  - Refuse Disposal System
- Wetlands
  - Background
  - Wetland Resource Area Impacts
- List of Figures
  - Figure 1: Locus Map
  - Figure 2: Aerial Map
  - Figure 3: Flood Insurance Rate Map
  - Figure 4: NRCS Soil Map

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- Figure 5: Constraints Plan
- Figure 6: Rendered Proposed Site Plan
- Figure 7: Emergency Vehicle Circulation
- Figure 8: Deliveries and Service
- Figure 9: Pedestrian and Bike Circulation
- Figure 10: Bus Circulation
- Figure 11: Parent Drop-Off (Morning)
- Figure 12: Parent Pick-Up (Afternoon)
- Figure 13: Vehicle Circulation Typical Cross-Sections
- Figure 14: On-Site Parking Quantity and Distribution
- Appendices
  - Appendix A: Soils Report and Logs
  - Appendix B: Traffic Assessment Report, dated October 2020, prepared by the BETA Group, Inc.
  - Appendix C: Stormwater Report, dated February 12, 2021, prepared by Peter S. Glick, PE, SMMA
  - Appendix D: Construction Management Plan, prepared by W.T. Rich Company, submitted on March 2, 2021, updated on April 22, 2021
  - Appendix E: Fire Protection Memorandum, dated March 1, 2021, signed by Paul C. Elliott, Senior Fire Protection Engineer, SMMA
- Request for Waiver of Filing Fees, dated March 2, 2021, signed by Peter S. Glick, PE, SMMA
- Memorandum, dated April 19, 2021, from SMMA, re: Response to Fire Department SPR comments 4/8/2021
- Memorandum, dated April 30, 2021, from SMMA, re: Response to Design Review Board SPR comments 4/15/2021
- Memorandum, dated April 19, 2021, from SMMA, re: Response to Planning Board SPR comments 4/15/2021
- Memorandum, dated April 22, 2021, from Brian Paradee, Project Manager, W.T. Rich Company, Inc., re: Planning Board Site Plan Review Comments (Response to Comment #1 Regarding CMP), with attachments:
  - Hunnewell Construction Management Plan updated 4/22/21
  - Site Logistics Plan updated 4/22/21
  - Traffic Plan updated 4/22/21
  - Hunnewell Trucking Restrictions Map (added to plan 4/22/21)
- Memorandum, dated June 2, 2021, from Peter Glick, PE, SMMA, re: Response to DPW – Engineering Division Comments
- Memorandum, dated June 16, 2021, from Kristen M. Olsen, AIA, SMMA, re: Submission of Draft PV Drawings for Information, with attachments:
  - PV100, Solar PV Title Page
  - PV201, Solar PV Array Layout
- Memorandum, dated June 16, 2021, from Kristen M. Olsen, AIA, SMMA, re: Police Department Turnaround, with attachments
- Presentation, dated April 15, 2021, prepared by SMMA
- Presentation, dated May 20, 2021, prepared by SMMA

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- Presentation, dated May 20, 2021, prepared by BETA Group, Inc.

Plan Number	Drawing Title	Date of Issue	Prepared By	Date of Revision
C-001	Cover Sheet	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
EX-1	Existing Conditions Survey	2/5/21	Nitsch Engineering	2021 SEP 30 PM 3:06
EX-2	Existing Conditions Survey	2/5/21	Nitsch Engineering	
EX-3	Existing Conditions Survey	2/5/21	Nitsch Engineering	
EX-4	Existing Conditions Survey	2/5/21	Nitsch Engineering	
C-101	Existing Conditions Plan	3/2/21	Peter S. Glick, PE	
C-111	Site Preparation Plan	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-112	Site Development Plan	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-113	Plot Plan	3/2/21	Peter S. Glick, PE	
C-131	Grading & Drainage Plan	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-141	Utilities Site Plan	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-151	Landscape Plan	3/2/21	Michael Dowhan, RLA	3/12/21, 5/7/21, 6/2/21
C-152	Parking Plan	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-153	Subsurface Conditions Plan	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-161	Enlargements Plan I	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-162	Enlargements Plan II	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-163	Enlargements Plan III	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-501	Site Details I	3/2/21	Peter S. Glick, PE	
C-502	Site Details II	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-503	Site Details III	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-504	Site Details IV	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21

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C-505	Site Details V	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-506	Site Details VI	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-507	Site Details VII	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-508	Site Details VIII	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-509	Site Details IX	3/2/21	Michael Dowhan, RLA	3/12/21, 5/7/21, 6/2/21
C-510	Site Details X	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-511	Site Details XI	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
C-512	Site Details XII	3/2/21	Peter S. Glick, PE	3/12/21, 5/7/21, 6/2/21
P-401	P-Enlarged Plans	6/2/21	Paul C. Elliott, PE	
P-501	Diagrams Part 1	3/2/21	Paul C. Elliott, PE	
P-502	Diagrams Part 2	6/2/21	Paul C. Elliott, PE	
ES-001	Site Photometrics Plan	3/2/21	Alexander P. Masi, PE	
A-002	Exterior Assembly Types	3/2/21	Alex C. Pitkin, RA	
A-101a	First Floor Dimensions	3/2/21	Alex C. Pitkin, RA	
A-101b	First Floor Annotation	3/2/21	Alex C. Pitkin, RA	
A-102a	Second Floor Dimensions	3/2/21	Alex C. Pitkin, RA	
A-102b	Second Floor Annotation	3/2/21	Alex C. Pitkin, RA	
A-103	Roof Plan	3/2/21	Alex C. Pitkin, RA	
A-201	Exterior Elevations	3/2/21	Alex C. Pitkin, RA	
A-202	Exterior Elevations	3/2/21	Alex C. Pitkin, RA	
A-203	Exterior Elevations	3/2/21	Alex C. Pitkin, RA	
A-204	Exterior Elevations	3/2/21	Alex C. Pitkin, RA	
A-501	Exterior Details Ground	6/2/21	Alex C. Pitkin, PA	
A-502	Exterior Details Ground	6/2/21	Alex C. Pitkin, PA	
S-001	General Notes and Schedules	6/2/21	Brett B. Williamson, PE	
S-101	First Floor Plan	6/2/21	Brett B. Williamson, PE	
S-301	Foundation Sections and Details	6/2/21	Brett B. Williamson, PE	
S-302	Foundation Sections and Details	6/2/21	Brett B. Williamson, PE	
PV100	Solar PV Title Page 90% CD Estimate Set DRAFT	6/18/21	SMMA	

PV201	Solar PV Array Layout 90% CD Estimate Set DRAFT	6/18/21	SMMA	
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### **SUBMITTALS ON BEHALF OF THE TOWN OF WELLESLEY:**

On March 8, 2021, Deputy Chief Stephen Mortarelli, Wellesley Fire Department, reviewed the Project and submitted comments.

On May 11, 2021, Fire Chief Richard A. DeLorie, submitted a memorandum to Kristen Olsen, Project Manager SMMA Hunnewell School, re: Hunnewell Fire Lane Access Gate

On April 15, 2021, the Design Review Board reviewed the Project and submitted comments.

On April 15, 2021, the Planning Board reviewed the Project and submitted comments.

On April 30, 2021 and June 15, 2021, George Saraceno, Senior Civil Engineer, Town of Wellesley, Department of Public Works, Engineering Division, reviewed the project and submitted comments.

On June 11, 2021, Meghan C. Jop, Executive Director, submitted a memorandum re: Hunnewell School Site Plan Review – Cameron Street Parking Lot

On April 2, 2021, Thomas J. Harrington, Town Counsel, submitted a letter re: Hunnewell Elementary School: Zoning Requirements

On June 11, 2021, Thomas J. Harrington, Town Counsel, submitted a letter re: Hunnewell School Project; Dover Amendment, with attachments:

Exhibit A - Hunnewell Elementary School Education Program, voted March 12, 2019

Exhibit B – copy of letter, dated April 2, 2021, from Thomas J. Harrington, Town Counsel, re: Hunnewell Elementary School: Zoning Requirements

Exhibit C – Figure 15 – Lot Coverage and Open Space, dated 5/25/21, prepared by SMMA

On June 15, 2021, Marla Robinson, Chair of the Trustees of the Wellesley Free Library, submitted a letter re: Hunnewell School Site Plan Review, Library Parking

On June 17, 2021, Jack Pilecki, Chief of Police, submitted a letter to the Zoning Board of Appeals

### **DECISION**

The Applicant has requested from the Board the issuance of a site plan approval subject to the Zoning Bylaw Section 16A, §§(C)(2)(a) and (b), authorizing the Applicant to construct the Project.

The Board has made a careful study of the materials submitted and the information presented at the hearing, and has documented the results of the study above. Based on the results of the study, on



September 30, 2021 the Board voted unanimously to grant the site plan approval pursuant to Section 16A of the Zoning Bylaw for a major construction project subject to site plan review.

The Inspector of Buildings is hereby authorized to issue a permit for construction upon receipt and approval of a building application and detailed constructions plans. If construction has not commenced, except for good cause, this site plan approval shall expire two years after the date time stamped on this decision.

### **CONDITIONS TO THE DECISION**

The Board's site plan approval is subject to the Applicant's and the Project's compliance with the following conditions. All requirements imposed by these conditions or this site plan approval shall be applicable to the Applicant, its successors and assigns, and all users of the Project, regardless of whether the condition specifically identifies the Applicant or no entity as having responsibility for a particular condition.

#### **General**

1. This site plan approval authorizes the construction, use and occupancy of a project comprised of one elementary school containing three 3-classroom learning "neighborhoods" on each floor, one for each grade K-5, along with associated parking and infrastructure, as shown on the Approved Plans.
2. The Project shall be constructed in accordance with the Approved Plans and written materials specified above, subject to modifications required below:
3. By accepting this site plan approval the Applicant agrees to the terms, covenants and conditions and agreements contained herein.
4. Except for the relief granted by the Board as listed in these Conditions, the Applicant shall comply with all provisions of the Zoning Bylaw and general bylaws generally applicable to a project approved in September, 2021.
5. Contract documents, including working drawings and specifications for the Project shall undergo the usual and customary review and approvals of the Building Inspector, the Town Engineer, or any other applicable local inspector or board.
6. The Project shall be designed and constructed substantially in compliance with the drawings and data submitted with the application for site plan approval, except as modified by these Conditions.

#### **Design Conditions**

7. Design and construction of the Project shall fully comply with all applicable federal and state laws and regulations, including, but not limited to, the requirements of the

Massachusetts State Building Code (780 CMR) and the Massachusetts Architectural Access Board (521 CMR). The Project shall be designed and constructed on the Site in accordance with the Approved Plans, except as provided in this site plan approval, including these Conditions. Any requirement of consistency with the Approved Plans means as those Approved Plans are modified by the Conditions.

8. The Project shall contain a total of 77 parking spaces, with 52 on-Site (49 standard and three accessible) and 25 surface parking spaces off-Site (20 in the Cameron Street lot and five in the Library Lot), as shown on the Approved Plans.
9. There shall be no pavement added to the Project beyond that which is depicted on the Approved Plans and there shall be no additional accessory structures added to the Project or to the Site other than that which is shown on the Approved Plans.
10. All utilities to serve the Site shall be installed underground (with the exception of junction boxes, transformers and similar appurtenances) by the Applicant using methods standard to those installations. Utilities shall include electric service lines, gas service, telephone lines, water service lines, CATV lines, municipal conduit, and the like.
11. The water, wastewater, drainage, and stormwater management systems servicing the building shall be installed and tested in accordance with applicable Town standard requirements and protocols.

#### **Construction Conditions**

12. The Applicant shall implement its "Hunnewell Elementary School - Construction Management Plan" April 22, 2021, as modified by these Conditions.
13. During the period of construction, all construction equipment and materials deliveries shall utilize: (1) Route 16 (Washington Street) to Cameron Street to Site; or (2) any other such route as specified in the Construction Management Plan; or (3) any other such route not prohibited in the Construction Management Plan as the Applicant shall agree with the Wellesley Police Department prior to its use.
14. During the period of construction, all deliveries of construction materials and equipment shall be made only on Monday through Friday no earlier than 9:00 a.m. and no later than 6:00 p.m. while schools are in session, and no earlier the 7:00 a.m. and no later than 6:00 p.m. when schools are not in session. Except for utility work in Cameron Street, exterior construction work may be performed on the Site Monday through Friday commencing not earlier than 7:00 a.m. and completing not later than 6:00 p.m., or Saturday commencing not earlier than 8:00 a.m. and completing not later than 4:00 p.m. Interior construction work may be performed on the Site Monday through Friday commencing not earlier than 7:00 a.m. and completing not later than 11:00 p.m., or Saturday commencing not earlier than 8:00 a.m. and completing not later than 4:00 p.m. Utility work in Cameron Street may be performed Monday through Thursday at night

commencing not earlier than 8:00 p.m. and completing the following morning not later than 6:00 a.m. No work shall be performed on Sundays or local, state or national holidays celebrated in the Town.

15. During the period of construction, on-Site parking for construction workers and for construction equipment is specifically permitted, and no vehicles of construction workers and no construction equipment shall be parked on Cameron Street, Spring Street or any other public way of the Town. In the event that construction parking demand exceeds the on-Site parking supply, the Applicant will provide for construction parking at such private lots as the Applicant can arrange. Trucks and construction vehicles on-Site shall shut off engines when not in use, or when idling time exceeds five minutes.
16. All construction and delivery vehicles exiting the Site shall use an established stone track apron construction exit to prevent the entrance of deleterious materials onto the streets of the Town. The Applicant shall cause Cameron Street and Spring Street to be swept as frequently as required in the event that dust, dirt and debris not completely removed by the truck wash are deposited on Cameron Street or Spring Street.
17. Insofar as practicable, refueling of construction equipment on the Site shall be prohibited. In the event that on-Site refueling cannot be avoided, such refueling shall be performed with due consideration to spill prevention and control measures that should reasonably be applied.
18. Prior to the installation of permanent stormwater infiltration systems, the Applicant shall provide engineering certification that confirms the adequacy of the area for the performance of the permanent infiltration systems.

#### **Use Conditions**

19. The stormwater management system design shall function consistent with the Approved Plans, and with the "Stormwater Report," prepared by SMMA dated February 12, 2021, and shall be maintained by the Applicant or its appointed manager, in accordance with Appendix 7 "Operation and Maintenance Plan" of even date therewith.
20. Except for the morning arrival period and the afternoon dismissal period, there shall be no parking on the internal Site driveways, outside of designated parking areas shown on the Approved Plans, and there shall be no school-related parking on Cameron Street or Spring Street. Parents shall be informed of the parking restrictions upon execution enrollment of their children in the Hunnewell Elementary School.
21. Landscaping shall be in conformance with the Landscaping Plan and shall be maintained, repaired, or replaced as needed by the Applicant.

ZBA 2021-39  
Petition of Town of Wellesley/  
Permanent Building Committee  
28 Cameron Street (Hunnewell School)

APPEALS FROM THIS DECISION,  
IF ANY, SHALL BE MADE PURSUANT  
TO GENERAL LAWS, CHAPTER 40A,  
SECTION 17, AND SHALL BE FILED  
WITHIN 20 DAYS AFTER THE DATE  
OF FILING OF THIS DECISION IN THE  
OFFICE OF THE TOWN CLERK.

J. Randolph Becker (L.M.)  
J. Randolph Becker, Chairman

Robert W. Levy (L.M.)  
Robert W. Levy

Walter B. Adams (L.M.)  
Walter B. Adams

ZBA 2021-39  
Applicant Town of Wellesley/Permanent Building Committee  
Address 28 Cameron Street (Hunnewell School)

2021 SEP 30 P 3:06

NOT VALID FOR RECORDING UNTIL CERTIFIED BY TOWN CLERK

In accordance with Section 11 of Chapter 40A of the Massachusetts General Laws, I hereby certify that twenty (20) days have elapsed after the within decision was filed in the office of the Town Clerk for the Town of Wellesley, and that no appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied.

Date:

Attest:

\_\_\_\_\_  
Cathryn Jane Kato  
Town Clerk

cc: Planning Board  
Inspector of Buildings  
lrm