

ACQUISITION OF THE NORTH 40



10/3/2014

An Interim Report to the Board of Selectmen

A report of the North 40 Steering Committee on whether the Town should acquire the land known as the North 40 for municipal purposes.

Respectfully submitted to the Board of Selectmen

The North 40 Steering Committee

Don McCauley, Chair

Deborah Carpenter, Vice Chair

Allen Port

Owen Dugan

Patricia Quigley

Robert Kenney

Jim Conlin

Heidi Gross

Maria Davis

Tom Fitzgibbons

David Murphy, Alternate

Catherine Johnson, Alternate

Matthew Kelley, Alternate

Dona Kemp, Alternate

Steve Burt, Alternate

Raina McManus, Alternate

Elisa Romano, Alternate

Peter Jones, Alternate

Table of Contents

1. INTRODUCTION 1
2. NORTH 40 OVERVIEW..... 4
3. DEVELOPMENT SCENARIOS..... 7
4. INVENTORY OF TOWN ASSETS AND IDENTIFICATION OF NEEDS 13
5. IMPACT OF DEVELOPMENT FOR NON-MUNICIPAL PURPOSES 15
6. POTENTIAL UTILIZATION FOR TOWN NEEDS AND ASSOCIATED IMPACTS..... 18
7. OTHER FACTORS..... 21
8. RECOMMENDATION 26

LIST OF TABLES

The North 40 Steering Committee 1
Table 1. Committee Members Appointed 1
Table 2. Committee Expenditures 3
Table 4. 2013 HUD Income Limits for Town of Wellesley 17
Table 3. DPW Projected Maintenance Costs..... 20

LIST OF IMAGES

Image 1. Location Plan of the North 40 4
Image 2. Area (in red) of the potential delineation of the former landfill site. 6
Image 3. Traditional Subdivision v. Natural Resource Protection Subdivision of 72 Lots 10
Image 4. Natural Resource Protection Subdivision with ANR Lots - 93 Lots 11
Image 5. Sample of Vision Workshop Matrix..... 22
Image 6. Delineated Landfill Area 25

APPENDIXES

- Appendix A - Report of the Recreation Commission and Playing Fields Task Force
Appendix B - Report of the Natural Resources Commission
Appendix C - Report of the School Committee
Appendix D - Report of the Wellesley Housing Development Corporation
Appendix E - Memorandum from the Department of Public Works
Appendix F - Neighborhood Surveys: Woodlands and Weston Road
Appendix G - Memorandum from the Trails Committee
Appendix H - Summary of Environmental Conditions prepared by Haley and Aldrich 9/11/14
Appendix I - Natural Resource Assessment prepared by VHB dated 9/18/14
Appendix J - Peer Review of Natural Resource Assessment by EcoTec, Inc. dated 9/25/14
Appendix K- Draft North 40 Area – Preliminary Traffic Study dated 9/30/14

Acquisition of the North 40

A REPORT TO THE BOARD OF SELECTMEN

1. INTRODUCTION

Wellesley College officials informed the Board of Selectmen on April 16, 2014, and College alumnae and neighbors on April 23, 2014 that they had filed a petition with the Massachusetts Supreme Judicial Court seeking to remove the deed restrictions that then precluded the sale of the large, undeveloped parcel of land bounded by Route 135, Weston Road and Turner Road. This site, totaling approximately 46 acres, is commonly referred to as the “North 40”. The Selectmen, understanding that the potential sale and development of this land has significant implications to the Town with regards to traffic, infrastructure and municipal services, began efforts to analyze the possible uses of this land. The Selectmen appointed the North 40 Steering Committee to consider whether the Town should acquire the site or some portion thereof to address outstanding municipal needs and, in support of that consideration, to undertake a comprehensive visioning effort.

Committee Formation and Membership

On May 2, 2014, the Massachusetts Supreme Judicial Court ruled in favor of the College to release the deed restriction on the North 40, commonly referred to as the Durant Indenture. The Board of Selectmen, following the decision, drafted the charge to and composition of a newly appointed committee to study the potential acquisition of the site. The North 40 Steering Committee was established and an organizational meeting of the Committee was held on May 27, 2014.

The North 40 Steering Committee is comprised of representatives and alternates from various Town Boards and Committees and includes a neighborhood representative and alternate from both the Woodlands Neighborhood and the Weston Road Neighborhood. Each representative of the 10 person committee has one vote towards the recommendation. The Committee is further comprised of staff support from the various Town departments.

Table 1. Committee Members Appointed

Representative	Board or Committee	Staff Support
Don McCauley, Chair Dave Murphy, Alternate	Board of Selectmen	Hans Larsen, Executive Director Meghan Jop, Deputy Director Terrance Connolly, Deputy Director Jack Pilecki, Deputy Chief of Police Michael Zehner, Planning Director
Deborah Carpenter, Vice Chair Catherine Johnson, Alternate	Planning Board	
Patricia Quigley KC Kato, Alternate	School Committee	David Lussier, School Superintendent
Owen Dugan	Board of Public Works	Mike Pakstis, DPW Director Dave Cohen, DPW Assistant Director Dave Hickey, Town Engineer
Allan Port	Community Preservation	

Representative	Board or Committee	Staff Support
Tad Heuer, Alternate	Committee	
Jim Conlin	Recreation Commission	
Steve Burt, Alternate		
Robert Kenney	Wellesley Housing	
Dona Kemp, Alternate	Development Corp.	
Heidi Gross	Natural Resources	Janet Hartke Bowser, NRC Specialist
Raina McManus, Alternate	Protection Commission	
Maria Vijil-Davis	Woodland Neighborhood	
Elisa Romano, Alternate		
Thomas Fitzgibbons	Weston Road	
Blair Caple, Alternate	Neighborhood	

Committee Charge and Funding

The Committee’s mission is to recommend to the Board of Selectmen whether the acquisition of the North 40 for the development of municipal uses and purposes should be pursued. The Committee’s charge was to investigate, analyze, and report on the following to the Board of Selectmen:

1. Whether the ability to develop/locate municipal uses on the site satisfies an existing identified need.
2. Whether the site is appropriate for the location of municipal uses, and if so, what uses should be considered to be located on the site.
3. If the Committee determines it is appropriate to relocate and/or consolidate existing uses on the site, whether vacated sites should be repurposed for other municipal purposes or monetized to offset short term and long term costs of the acquisition and/or development of the property. This evaluation should be conducted on a town-wide scale.
4. If the Committee determines it is appropriate to relocate and/or consolidate existing uses on the site, what will be the municipal systems impacts (traffic, water, sewer, stormwater, etc) and the potential neighborhood impacts relative to project appearance, access, noise, traffic, parking, lighting, landscape buffers, screening, etc. for the various uses proposed.
5. Whether the relocation and/or consolidation of existing uses to the site would have an impact on Town assets including maintenance costs and responsibilities.
6. Whether municipal uses in planning stages are better located on the subject property.
7. Whether there are any environmental issues on the property which may negatively impact the Town’s ownership and development of the property.

Resources Appropriated to the Committee

To accomplish the charge and mission of the Committee, funding for consultants was necessary to assist in the study. Funding was generated from multiple sources. The Community Preservation Committee approved the use of \$25,000 of administrative funds, and the Board of Selectmen committed the use of \$30,000. Once the work of the Committee was underway, it became apparent that the initial \$55,000 appropriated for the project would be insufficient given the numerous tasks required to study the site in a condensed timeframe. On July 23, 2014, the Board of Selectmen requested a Reserve Fund Transfer from the Advisory Committee in the amount of \$75,000. The Advisory Committee voted unanimously to support the transfer bringing the funding for the Committee up to \$130,000.

Consultants Hired

Each of the consultants engaged to study the North 40 have separate sections of this report detailing their findings. A brief summary of the consultants engaged and their purpose is described below.

Vision

The Committee, following a Request for Proposals and interviews, voted to engage Dodson & Flinker, Inc., with Brovitz Planning and Design to conduct a Vision Study for the site. The objective of the Vision Study is to structure public participation activities in order to develop a vision statement and mission for the North 40. As part of the Vision Study, an inventory of the existing land use conditions was compiled. The consultants, through workshops with various groups, identified the ways in which the North 40 is currently used and the varied relationships between the North 40 and stakeholders including: adjacent neighbors, Morses Pond neighbors, and Wellesley residents living outside the immediate neighborhoods. The consultants strived to identify how the North 40 is perceived and valued by the participating groups and individuals.

Environmental Assessment

The Committee and the Board of Selectmen, working with Wellesley College, performed a peer review of the Phase 1 and Phase 2 environmental analysis conducted by the College's consultants, Haley & Aldrich, with regard to the former Town landfill located on site. The Town engaged Environmental Partners, Inc., to review the documentation of the Phase 1 report and to oversee the boring and test pit activities performed by Haley & Aldrich on site. Environmental Partners advised the Town on the findings.

Wetlands Peer Review

The Committee engaged John Rockwood of EcoTec, Inc. to perform a site evaluation and to peer review the College's wetlands analysis performed by VHB. The findings of the study are detailed in Chapter 2.

Circulation and Access Study

The Committee engaged Beta Engineering, the Town's on call traffic engineers, to perform a preliminary traffic access evaluation. The purpose of this study was to identify any potential roadway and access connections to the site, including the potential for future roadways and bridges. Beta's charge was to use "out of the box" thinking to, among other things, envision ways in which The Town could increase the capacity of the existing Weston Road Bridge and roadway or direct traffic to alternative existing or new roadways and access ways. In addition to the access evaluation, Beta was asked to conduct new traffic counts and turning movement studies along Weston Road and Central Street. The findings of the study are detailed in Chapter 7.

Table 2. Committee Expenditures

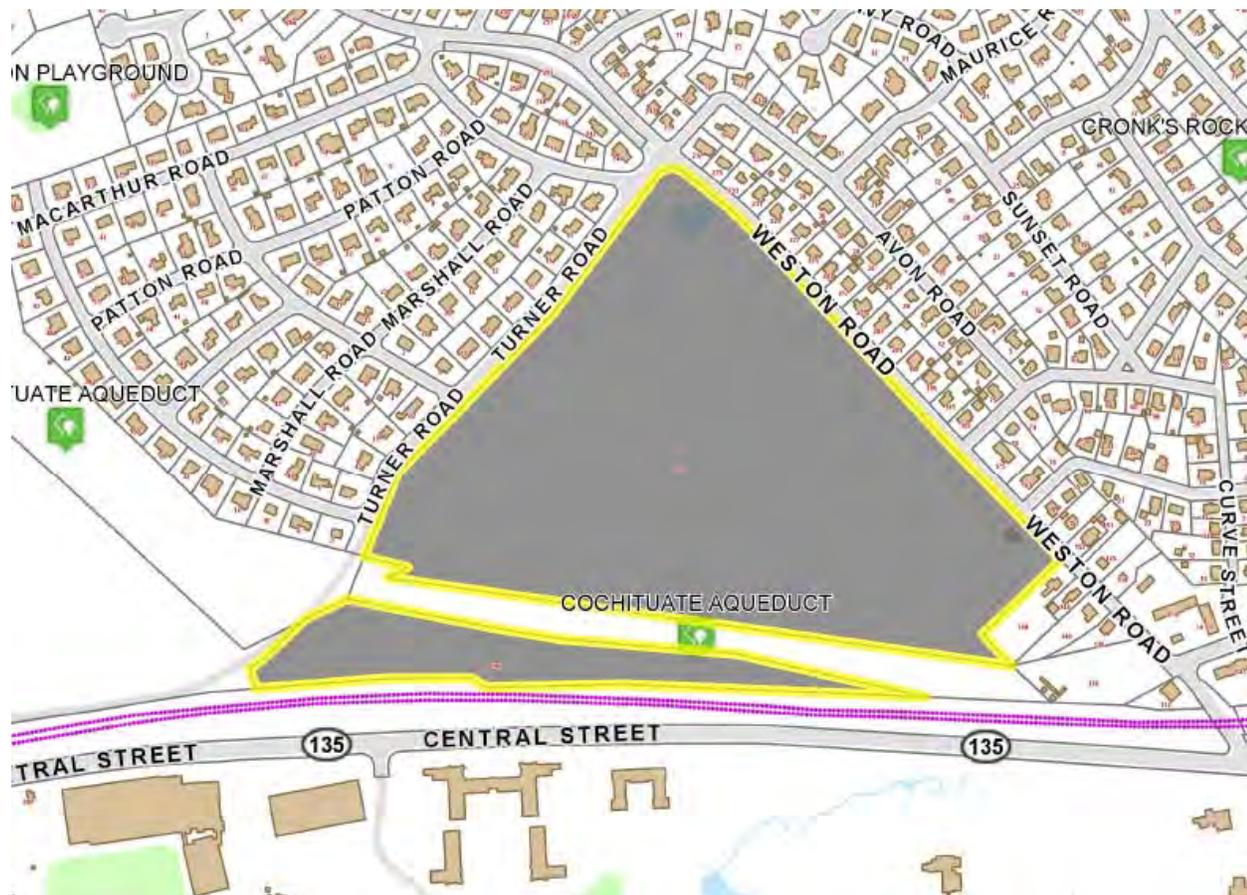
Consulting Firm	Committee Expenditure
Dodson & Flinker, Inc.	\$25,000
Environmental Partners, Inc.	\$7,000
EcoTec, Inc.	\$2,200
Beta Engineering, Inc.	\$20,000

2. NORTH 40 OVERVIEW

Location

The North 40 is a forty-six (46) acre parcel of land owned by Wellesley College located between Weston Road to the east, Turner Road to the north, Central Street (Route 135) to the south, and Town land (Morses Pond) to the west. The site is bisected by the Cochituate Aqueduct, and the MBTA rail line is located along the southern property line. The site is largely wooded with varying topography. The site has approximately 7 acres of community gardens along the eastern border of the site. A vernal pool is located on the site on the northwest corner of the parcel.

Image 1. Location Plan of the North 40



Neighboring Areas

Generally, the North 40 is surrounded by established residential areas to the northeast and northwest legs of the triangular parcel. To the west of the site are Morses Pond, the Town's beach and three of the Town's wells which provide drinking water to residents. The site as noted above is bisected by the Cochituate Aqueduct. A trails system, along with the interior trails on the site, allows a hiker, biker, or dog walker to walk within a

natural setting continuously to Route 9. The site is within a ¼ mile of the Wellesley Square MBTA station and Hardy School, and within a ½ mile of Fells Market to the north and Linden Square to the east.

Environmental Inventory

Wetlands and Natural Resources

Wellesley College hired Vanasse Hangen Brustlin, Inc. (VHB) to conduct a Natural Resources site analysis (Appendix I). VHB inspected the parcel for wetland resource areas as defined by the local bylaw, the WPA and the U.S. Army Corps of Engineers. VHB identified one area in the northernmost corner of the site. The wetland is shown as a certified vernal pool (CVP No. 32) by the latest Natural Heritage Program mapping (2008). It is a depression that appears to hold water for much of the year and receives runoff from the surrounding roadways and uplands. The pool itself is unvegetated and is underlain by a mucky substrate. The edges are vegetated with red maple, silver maple (*Acer saccharinum*), silky dogwood (*Cornus amomum*), burning bush (*Euonymus alatus*), multiple *Carex* species and Virginia creeper. VHB determined the resource appears to meet the regulatory definitions of an Isolated Land Subject to Flooding (ILSF) under the WPA and as a Vernal Pool and Isolated Wetland under the local by-law. This wetland area is presumed to be not regulated by the USACE under Section 404 of the CWA as it does not have a significant nexus to a regulated Water of the U.S.

VHB found no other state regulated resource areas on the site. The low lying areas adjacent to the former aqueduct were inspected closely during the site. While some of these areas contained hydric vegetation VHB determined they lacked any evidence of wetland hydrology or hydric soils.

Peer Review

The Town hired John Rockwood of EcoTec, Inc. to conduct a peer review of the VHB report (Appendix J). EcoTec was provided with a copy of the 'Natural Resource Assessment, North 40, Wellesley, Massachusetts' memorandum, prepared by VHB, dated August 4, 2014. EcoTec concurred that there is a single wetland area on the subject site and that this wetland area may be characterized as Isolated Land Subject to Flooding under the Regulations and Isolated Vegetated Wetlands, Isolated Land Subject to Flooding, and Vernal Pool Habitat under the Bylaw or alternatively a Pond, which would be regulated as Land Under Water Bodies and Waterways and Bank, with a fringe of Bordering Vegetated Wetlands under the Regulations and Bylaw. Certain resource areas have a 100-foot Buffer Zone under the Regulations and/or the Bylaw and Bylaw Regulations.

Habitat

VHB's report found that according to the 2008 Edition of the Massachusetts Natural Heritage Atlas², the North 40 parcel is not located within an estimated habitat of rare wildlife or priority habitat of rare species, and that according to data available on MassGIS, the site is not located within a Living Waters resource.

A portion of the center of the site is mapped by the UMass Extension Center as Habitat of Potential Regional or Statewide Importance based on the Conservation and Prioritization System (CAPS) mapping dated November 2011. This CAPS mapping is not an area subject to regulatory jurisdiction under any state regulatory program, but is used by DEP to determine whether supplemental wildlife habitat evaluations would be required for work in wetlands.

Peer Review

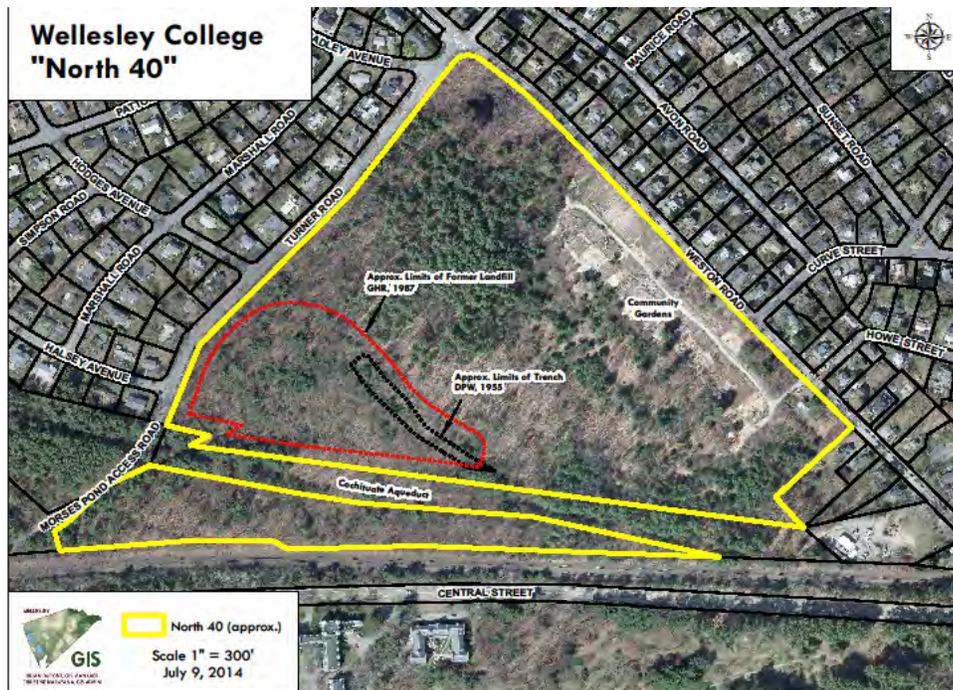
Mr. Rockwood agreed with VHB's findings on Habitat.

Historic Use of the Property

The land known as the North 40 is comprised of land acquired through transactions in the 1860s from the City of Boston (1862), Charles Dana (1869), Gilbert Seagrave (1868), and a 7 acre parcel from the Town (1947). The 7 acres from the Town was the only portion of the site unrestricted by the deed restriction known as the Durant Indenture. The site has largely remained as open space since the 1860s, excepting a short period of time when the Town leased a portion of the site for a Sanitary Land Fill.

From 1955-1960 twenty-three (23) acres of the site were leased from Wellesley College and a portion was used by the Town as a sanitary land fill. After 1960, the Town planted over 13,000 pine saplings on the disturbed portion of the leased site and returned the property to the College. The College has historically allowed public access and use of the site. As such, the site today is largely an upland woodland area with public access trails. Approximately seven (7) acres of the site has been used for community gardening since prior to the 1940s. The southern six (6) acres of the site are largely isolated due to the location of the Cochituate Aqueduct (Town owned) bisecting the lot to the north, and MBTA tracks to the south. The site is located within walking distance to Wellesley Square and is located on the MWRTA Route 8 bus route which runs along Weston Road.

Image 2. Area (in red) of the potential delineation of the former landfill site.



Current Use

A portion of the land is currently used for the Community Gardens which is comprised of 60 plots equating to approximately 7 acres of the site. There is one single family structure at 156 Weston Road, located at the entrance to the Community Gardens, occupied by an employee of Wellesley College. The balance of the site largely remains untouched with only passive recreation including, walking, hiking, biking, and snowshoeing in the winter.

3. DEVELOPMENT SCENARIOS

NOTE: This section, prepared by the Planning Board and the Planning Director, is a summary and general interpretation of the bylaws applicable to the development of the North 40. This section is not intended to serve as opinion of the Planning Board or the Planning Director of action that could or should be taken by a potential developer, or any Town board, in connection with a proposed development of the Property by any party for any use.

Zoning and Land Use

Current Zoning

The North 40 is zoned Single Residence District - 15,000 sq. ft. minimum area district (SRD15); additionally, the site is located in the Water Supply Protection District overlay zoning district. The site is comprised of three (3) existing lots, with one of the lots bisected by the Cochituate Aqueduct. It is believed that two (2) of the lots are conforming and building permits could be sought and issued for any one of the by-right uses, without any additional approvals necessary; the third lot has frontage solely on the Morses Pond Access Road, which may not satisfy frontage requirements.

Permitted Uses

The following uses are allowed by-right in the SRD15 zoning district, without the issuance of a Special Permit:

1. One-Family Dwelling;
2. Religious Purposes;
3. Educational purposes, subject to compliance with specific dimensional restrictions, including a requirement that a minimum of 75% of the lot area shall be open space;
4. Child Care Facility ("day care center" or a "school age child care program"), subject to compliance with specific dimensional and operational restrictions;
5. Club, except a club the chief activity of which is a service customarily carried on as a business;
6. Agriculture, horticulture, floriculture, including the use of the premises for the sale of natural products raised thereon, subject to compliance with operational requirements;
7. Home Occupations, subject to compliance with specific operational restrictions; and
8. Accessory uses which are customary and incidental to the uses included above.

Special Permit Uses

The following uses are allowed in the SRD15 zoning district only with the issuance of a Special Permit:

1. Continuation of a preexisting residence for not more than two families, or boarding or lodging house, but not a restaurant;
2. Educational purposes (in addition to those permitted by-right), and any non-profit purpose, subject to compliance with specific operational restrictions (not to include Registered Marijuana Dispensaries);
3. Public, semi-public institution of a Philanthropic, Charitable or Religious character;
4. Community Group Residence in an existing building having a single kitchen facility. Requires compliance with specific dimensional and operational restrictions;
5. Telephone exchange provided there is no service yard or garage; unless otherwise provided for under SECTION XV, Public Service Corporations, of the Zoning Bylaw;
6. Removal of sand, gravel, rock, clay, loam or sod there from; except for permitted construction activities or construction of streets under a subdivision plan;

7. Residence where more than three (3) persons reside together as a single housekeeping unit and where such persons are not related to one another by blood, adoption or marriage;
8. Home occupations, in addition to those permitted by-right, that include additional parking and/or nonresident employees;
9. Municipally owned or operated public parking lot or other public use;
10. Off-street parking as a non-accessory use subject to specific dimensional and operational criteria;
11. Such accessory uses as are customary in connection with any of the above special permit uses and are incidental thereto; and
12. Use by the Town of a building, structure or land for its Municipal Light Plant or its Water Works Plant.

Uses Requiring Town Meeting Approval

The following uses are allowed in the SRD15 zoning district only with the prior approval of Town Meeting; not all uses listed require the separate issuance of a Special Permit.

1. Air Navigation Facilities, subject to specific dimensional and operational restrictions;
2. Conversion of a building and site previously used for a municipal purpose to a use permitted in residential districts;
3. Cemetery (burial use), with specific dimensional and operational restrictions.

Water Supply Protection District Restrictions

Under the Water Supply Protection District, the following uses are specifically prohibited:

1. Solid waste disposal facilities, including without limitation landfills and junk and salvage yards, that require a site assignment from the Board of Health;
2. Storage of petroleum and other refined petroleum products, including without limitation gasoline, waste oil, and diesel fuel, except within buildings which it will heat or where it currently exists or for in-kind replacement or in quantities for normal household use, provided there is compliance with all local, state, and federal laws;
3. Storage of road salt or other de-icing chemicals in quantities greater than for normal household use;
4. Storage of hazardous wastes, including without limitation chemical wastes, radioactive wastes, and waste oil in quantities greater than resulting from normal household activities;
5. Manufacture, use, storage, or disposal of toxic or hazardous materials as an integral part of a principal activity, but excluding domestic activities and pesticide applications;
6. Motor vehicle service stations, repair garages, car washes, truck or bus terminals, heliports, airports, electronic manufacturing, metal plating, commercial chemical and bacteriological laboratories, and dry cleaning establishments using toxic or hazardous materials on site; and
7. Disposal of hazardous wastes.

Under the Water Supply Protection District, the following uses are permitted with the issuance of a Special Permit, and subject to a determination by the ZBA that specific design and operation standards are adequately satisfied. These uses would only be allowed with the issuance of a Special Permit if permitted by the underlying SRD15 zoning district.

1. Commercial mining of land (not a permitted use in the SRD15 zoning district);
2. Major construction projects as defined and subject to site plan review (may include uses allowed in the SRD15 zoning district);
3. Parking lots, vehicle rental agencies, photographic processing establishments, or printing establishments (except for parking lots, these uses are not permitted in the SRD15 zoning district); and
4. Any uses where more than 10,000 square feet of any lot would be rendered impervious (may include uses allowed in the SRD15 zoning district).

If the Property was to be developed for a residential subdivision (due to the likelihood of new roadways and other paved, impervious surfaces exceeding 10,000 square feet) or a non-residential use (due to the likelihood that such projects would constitute a major construction project, include a parking lot, and/or render 10,000 sq. ft. or more of any lot impervious), it is likely that the Water Supply Protection District Special Permit would be triggered. It is important to note that the Planning Board would act as Special Permit Granting Authority for a Water Supply Protection District Special Permit associated with a subdivision application; otherwise, the Zoning Board of Appeals would review and consider the Special Permit request.

Subdivisions and ANR

Residential Development of Existing Lots and Creation of ANR Lots

Under a specific exemption from the Subdivision Control Law, the site is allowed to be divided and/or reconfigured into two or more lots, with each lot having the SRD-15 minimum required frontage of one-hundred (100) feet on at least one of the two (2) public streets, Turner Road and Weston Road, and the minimum area of 15,000 square feet. Due to the location of the MBTA Commuter Rail line, the site does not have frontage along Central Street. Based on the approximate frontage of 1,500' along Turner Road and 1,700' along Weston Road, it is estimated that a maximum of 32 lots could be developed through the ANR process (15 lots along Turner Road and 17 along Weston Road). This estimate does not take into account an inability to utilize the former landfill portion of the site for home construction, or that a developer might eliminate one or two potential ANR lots to allow access to the interior of the site for further development, discussed below, either of which would reduce the number of lots that could be developed under the ANR process.

Residential Subdivision and Natural Resources Protection Development

While an estimated 32 lots could be developed along Turner Road and Weston Road through the ANR process, development of the interior of the site would be subject to the Subdivision Control Law. Additionally, a property owner could decide to forgo creation of lots through the ANR process and make the development of the entire site subject to Subdivision Control. Proposals to divide property into two or more buildable lots, where each lot proposed does not have existing frontage, are considered to be subdivisions. Subdivisions must comply with the Town's adopted development standards for streets and other municipal infrastructure (established in the *Rules and Regulations Governing the Subdivision of Land in Wellesley Massachusetts*), and proposed lots must comply with the Zoning Bylaw. Subdivisions are reviewed and approved (endorsed) by the Planning Board.

A first step in planning a subdivision would be to determine the Zoning Bylaw requirements for lots. While the site is zoned Single Residence District - 15,000 minimum area district, the Natural Resources Protection Development bylaw, (Section 16F of the Zoning Bylaw, referred to herein as "the NRPD bylaw") would require the property owner to determine applicability since it is triggered by any subdivision proposal for property that has the potential (under the NRPD bylaw's yield formula) to be divided into five (5) or more lots. Based on the size of the site and the zoning, a subdivision of the site would be subject to the NRPD bylaw, whether it was the entire site or only the interior remaining from the creation of ANR lots.

Except where deviations from the NRPD bylaw requirements are requested (which would necessitate a Special Permit) or if a Water Supply Protection District Special Permit is necessary (as discussed above), the development of a Natural Resources Protection Development subdivision is not handled under a separate review and permitting process; rather, subdivision plans that are required to be submitted under Subdivision Control must demonstrate compliance with the design and open space standards contained in the NRPD bylaw. While there are specific, detailed design standards in the NRPD bylaw, development potential is primarily controlled by the allowance to reduce lot area and dimensions to a minimum of 7,500 sq. ft. in area

and 50' in frontage/front yard width, and the requirement that 50% of the total site must be protected open space. Considering the two scenarios, development under NRPD vs. ANR and NRPD, it is anticipated that residential development of the Site could yield a maximum of 75 lots under NRPD vs. 95 lots under ANR and NRPD.

As noted, subdivision plans are reviewed and approved by the Planning Board. An applicant may choose to submit a Preliminary Plan for consideration prior to the Definitive Plan, but submittal of the Definitive Plan is a requirement. The Preliminary Plan is allowed to be less detailed and allows the applicant to receive initial staff, department, and Board comments and feedback prior to undertaking more costly design work. The Definitive Plan is required to be more detailed, providing the Town with all information necessary to determine compliance and functionality of proposed infrastructure, some of which may eventually be accepted by the Town. The Planning Board's decision to approve a Definitive Subdivision Plan is based on compliance of the plan with the Rules and Regulations.

Once approved, the developer may begin constructing improvements, following recordation of the plan at the Registry of Deeds. To ensure compliance with the approval, the Planning Board is obligated to require a covenant and/or bond. Additionally, the Board may require a bond to be established prior to releasing lots for home construction to ensure project completion. Binding obligations, such as covenants and bonds, are not released until Town staff and the Planning Board are satisfied with the completion of the subdivision in accordance with the approval, allowing for a release of such obligations, the acceptance by the Town of certain utilities, and the pursuit of street acceptance by Town Meeting.

Image 3. Traditional Subdivision v. Natural Resource Protection Subdivision of 72 Lots

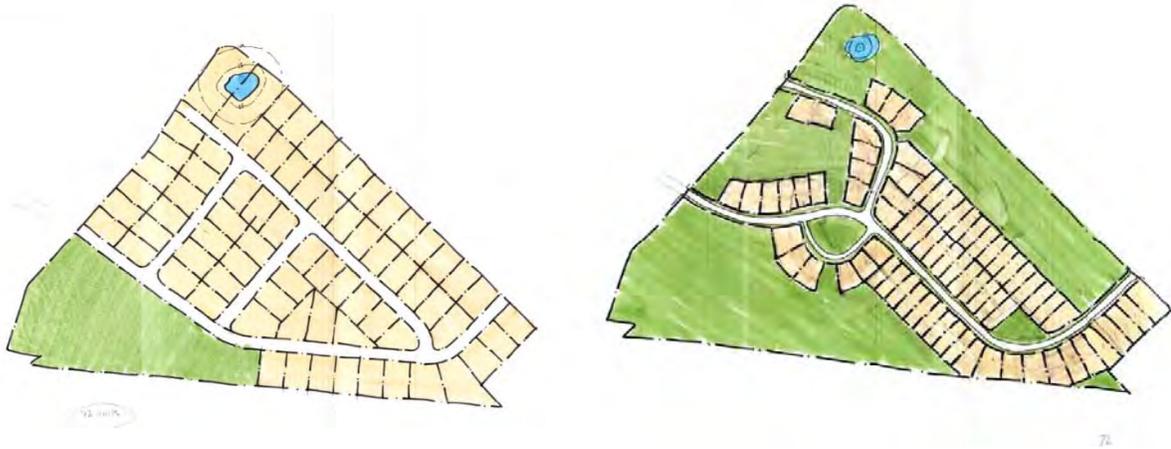


Image 4. Natural Resource Protection Subdivision with ANR Lots - 93 Lots**ANR Frontage Lots Subdivision****Development of Municipal and Other Uses**

As noted above, uses other than single-family dwellings are permitted, either by-right or with the issuance of a Special Permit. Regardless of whether a Special Permit is needed for the specific use sought, all uses other than one-family or two-family dwellings will require a Project of Significant Impact (“PSI”) Special Permit from the Planning Board if involving newly constructed floor area of 10,000 or more square feet in area. Projects issued a PSI Special Permit would then be required to receive Site Plan approval from the Zoning Board of Appeals (with recommendations from the Design Review Board, Planning Board, and other Town departments and boards). Projects with less than 10,000 square feet of newly constructed floor area, but more than 2,500 square feet of newly constructed floor area, or involving grading/regrading and removal/disturbance of vegetation over an area of 5,000 or more square feet would constitute a Major Construction Project, requiring Site Plan review by the Zoning Board of Appeals. Additionally, as discussed above, development of uses triggering these reviews would require the review and issuance of a Water Supply Protection District Special Permit from the Zoning Board of Appeals.

Reviews and permits required for municipal uses vary based on the type of use. Schools and their associated accessory uses would be allowed by-right, without the issuance of a Special Permit for the use; however, PSI and Water Supply Protection District Special Permits would likely be required, as well as Site Plan approval. Other municipal uses, which would include recreational facilities such as fields, are covered under the allowance of, by Special Permit, “municipally owned or operated public parking lot or other public use.” The Special Permit for the use would need to be reviewed and issued by the Zoning Board of Appeals, following issuance of any required PSI Special Permit, and generally considered in conjunction with the ZBA’s review of the Site Plan and any other special permits. Consideration should be given to whether recreational facilities accessory to a municipal school use, used for non-school events, requires the issuance of a Special Permit for such non-school use of the facilities.

Affordable housing developed by the Wellesley Housing Development Corporation, not intended to be Town-owned, would need to consist of one-family dwellings. These dwellings could be developed similar to privately developed residential uses discussed above.

Development under a Comprehensive Permit/40B

Sections 20-23 of Chapter 40B of the Massachusetts General Laws allows a developer to qualify for waivers of local zoning and permitting rules if the developer's proposed project constitutes "low or moderate income housing", which means housing subsidized under any state or federal government program. A 40B proposal would be reviewed by the Zoning Board of Appeals (other than the submittal of a recommendation, the Planning Board has no jurisdiction), who may issue a "comprehensive permit", which covers all local permitting requirements, including necessary zoning relief. If the Zoning Board of Appeals were to deny a comprehensive permit, since the Town's housing stock is less than 10% affordable (currently approximately 6%), the applicant could appeal the denial to the Commonwealth's Housing Appeals Committee. The Housing Appeals Committee generally reverses such denials, absent compelling health and safety reasons for the denial or unless the project constitutes a "large project." A large project, as it pertains to Wellesley, would consist of more than 300 units, and given the uncertainty a developer would have to contend with in order to undertake a large project, it might be expected that a 40B proposal would not exceed 300 units.

Existing 40B projects in Wellesley include Hastings Village on Hastings Street with 52 units, Ardmore Apartments on Cedar Street with 36 units; Waterstone at Wellesley qualifies under 40B with 135 units, Edgemoor Circle Condominiums, and Glen Grove Apartments with 120 units.

Context of the Comprehensive Plan; Consideration of Alternative Development Proposals

In order to consider alternative development proposals for the site, which may include rezoning and possibly rezoning in conjunction with amendments to the Zoning Bylaw, it is necessary to review the 2007-2017 Comprehensive Plan as it applies to the site. While there are several policies and recommendations that could relate to the specific type of development of the site (i.e. housing, municipal uses, etc.), there are generally two over-arching policies or recommendation that guide the anticipated, if not desired use of the site; these are as follows:

1. The "10 key Comprehensive Plan recommendations that can shape Wellesley's future", identify the site (and other similar properties) and note that based on the site's size, "mandatory cluster zoning for the few remaining large open space parcels that lack conservation restrictions" should be considered. This recommendation was essentially implemented and is applicable to the subject site through the Natural Resources Protection Development bylaw.
2. The land use recommendations for future land use indicate that the use of the site should be "Colleges and Schools" with identification that the Town "Consider Mandatory Cluster Zoning."
3. Based on the above, it is difficult to contemplate or support alternative uses for the site other than those identified in the Comprehensive Plan. Should uses or development other than those identified in the Comprehensive Plan be sought, it is recommended that a thorough planning study (or revision of the Comprehensive Plan) be conducted to determine the appropriateness of such development.

4. INVENTORY OF TOWN ASSETS AND IDENTIFICATION OF NEEDS

The North 40 Steering Committee asked each representative to prepare a report outlining whether the existing municipal land holdings and municipal facilities meet the existing and future service demands of the various departments and how acquisition of the North 40 parcel may assist in improving programming and services. Below is a brief summary of the identification of needs from the various departments.

Recreation

Based on the number of current sports, leagues, and participants and playing seasons for field sports in Wellesley, the Playing Fields Task Force has estimated that three additional full size rectangular multipurpose, synthetic turf fields are needed to alleviate the existing shortage. They have also surmised that lighting the fields could reduce the need from three to two fields. The additional fields would meet the immediate demand, reduce scheduling conflicts, reduce grass field overuse and eliminate the dependency on the Elm Bank Reservation fields. Adding a “bubble” to one or more of the fields would create additional capacity to utilize the fields for indoor sports during the winter. The PFTF full report can be found in Appendix A.

Natural Resources Commission

The Natural Resources Commission analyzed the percentage of Wellesley’s open space in relation to the Town’s comparable communities including Natick, Needham, and Newton and found that Wellesley has the lowest percentage of protected open space at 40% of the 2,168 acres of open space. The NRC’s analysis concluded that Wellesley needs to not only preserve its open space, but needs to aggressively acquire more open space to protect against private conversion of the considerable (60% of existing 2,168 acres of open space) private, unprotected space. The NRC recommended acquiring the entire site for open space and recreation. The NRC full report can be found in Appendix B.

Schools

The School Committee prepared a report analyzing the impacts of private development on the site relative to school enrollment. In addition, the School Committee considered whether acquisition of the North 40 could be used as a green site for school building to assist in the renovation or new construction of one or more of the Hardy, Hunnewell, and Upham elementary schools. The School Committee’s full report can be found in Appendix C.

Affordable Housing

The Wellesley Housing Development Corporation (WHDC) goals are to promote the creation of housing options for a range of income, age, family size and needs, other than single-family homes; and to promote affordable housing to households with incomes at or below 80 percent of the area median income. The Town is currently at 6.16% of the State’s goal of 10% for affordable housing. Should the Town choose to not acquire the site, or fail to acquire the site it could be susceptible to a 40B development. Should the Town acquire the site, the WHDC supports the limited development of a mix of both market and affordable housing on a portion of the site in a “cluster type” development. The WHDC’s full report can be found in Appendix D.

DPW

The Department of Public Works developed preliminary estimates for various build out scenarios of the North 40. With exception of leaving the site as conservation land, other developments would generate additional costs to the DPW for maintenance. The DPW's full report can be found in Appendix E.

Neighborhood

The Woodlands and Weston Road Neighborhood Representatives conducted a survey of each of the respective neighborhoods in late June, early July timeframe. The results of their findings were presented at the July 8, 2014 meeting of the Committee. The surveys identified the neighbors concerns with potential development and if developed, identification of uses both desirable and undesirable to the neighborhoods. Separate surveys were conducted for both neighborhoods, but the results were comparable.

The identified concerns of any development of the North 40 were the integrity of the neighborhood (Woodlands), traffic, loss of forest-land, and the loss of the community gardens. The Woodland Neighborhood 's top concern is the impact new construction along Turner would have in terms of opening the neighborhood to increased traffic and a lower quality-of-life.

Both surveys indicated the most desirable uses were to maintain the site as open space with the preservation of the land, community gardens, dog-walking areas, playground, and athletic fields. The least desired uses were residential housing, including both market and affordable housing. The complete surveys of both neighborhoods can be found in Appendix F.

5. IMPACT OF DEVELOPMENT FOR NON-MUNICIPAL PURPOSES

If the North 40 is sold to a private developer, it has been estimated that 70-93 single family homes can be constructed on the site through the use of subdivision control, and up to 300 units under a Comprehensive Permit (40B) that is not classified as a “large project”. Under the Town’s permitting procedures for a Project of Significant Impact or subdivision control, the impacts of a development project must be mitigated both on and off site. This section will discuss a limited list (given significant variation dependent upon development) of identified impacts should the site be purchased by a private developer for non-municipal development.

Traffic

Traffic volume and delays along Weston Road have long been a concern for residents and the Town. As part of the North 40 Committee’s review of the site, a preliminary assessment of the existing traffic conditions was conducted in efforts to creatively evaluate whether it is possible to divert traffic to alleviate congestion.

Beta Engineering, the Town’s traffic consultant, noted the intersection of Weston Road at Central Street (135) has a volume capacity of 1800 vehicles during the morning and afternoon peak hours. For this intersection, the morning peak hour is between 7:30 am to 8:30 am, and the afternoon peak hour is between 4:30 pm - 5:30 pm. Traffic data indicates approximately 2300 cars are traveling through the intersection during these peak hours, exceeding the volume capacity by approximately 500 cars. As a result of the demand, queues for the Weston Road/Central Street intersection can extend during these times approximately 1200 feet back from the intersection along Weston Road. This is an existing site condition, and should additional uses be added to the site, the circulation pattern and vehicle trips would be additive to the existing traffic volumes.

Schools

Should the site be developed for residential construction, age restricted homes would have a less intensive impact to the schools, but some additional students would be added by existing residents selling their single family homes elsewhere in Town to live in the new complex. Based on sales trends for the past 4 years, a new subdivision of 100 units without age restrictions is anticipated to increase the enrollment in the Wellesley schools is by approximately 70 students at a cost per year of \$1,200,430. Of the 70 students, over 60% are anticipated to be within grades K-5 within the existing Hardy School district which is currently at/over capacity.

A 40B project, as described in Chapter 3, could allow for a project of 300 units on the site. Should a non-age restricted 300 unit housing development be constructed on site, the student/household multiplier indicates over 250 students would be added to the current enrollment with a cost of per year of \$4,321,548. Of these 250 students, over 50% are estimated to be in grades K-5 which would necessitate the addition of a new elementary school given existing enrollment and facility capacity limits.

Open Space

The Natural Resources Commission strongly supports acquisition of the North 40.

The NRC’s report to the North 40 Steering Committee stated there are 2,168 acres of open space in Wellesley. Of this open space, 866 acres is Town land that is protected. These lands include parkland, playing fields, playgrounds, the Cochituate Aqueduct, and the RDF. An additional 1,302 acres are considered private open space. These 1,302 acres include State and Federally owned lands such as Mass Bay Community College, the Sudbury Aqueduct, and the National Guard Armory; land trusts; educational institutions and

cemeteries; lands that benefit from tax relief such as lands under conservation easements/restrictions and golf courses.

Wellesley's per capita of protected open space is currently at 0.031, or 1,350 square feet per person. The acquisition of the North 40 would increase our per capita protected open space by 87 square feet, to 1,437 square feet per person.

The sale of the North 40 for private development would decrease open space, with minimal opportunities remaining in Wellesley to acquire land holdings of this size in the future. The loss would also strain protected open space and remaining natural resources.

Recreation

The Playing Fields Task Force (PFTF) analyzed the rise in the participation in Town sport programs with the impact on the limited number of fields present in Town. They found that over the years the number of sports activities and participants has grown in Wellesley while the number of athletic fields available to support activities has remained the same. In particular, participation in two of the four major sports that require rectangular fields has grown meaningfully over the past six years with youth soccer and youth lacrosse combined adding over 40 new teams. Private development of family housing could have a considerable impact on participation in youth sports exacerbating the existing shortage of playing fields, indoor basketball court space, tennis courts, and available ice time in the region for hockey and figure skating.

Department of Public Works

The DPW notes if the site is developed under subdivision control, 40B, or rezoning, the Town's permitting process would mandate the access, upgrade, and/or maintenance of the Town's infrastructure improvements be paid for and installed by the developer. The infrastructure included in this analysis is roads and sidewalks, water, sewer, stormwater drainage, and electric. The cost to the DPW to improve the infrastructure for private development is minimal. Once a project is constructed, the maintenance activities generated from the site would be an operating cost for the DPW. Maintenance includes for example, road repairs, catch basin cleaning, street sweeping, debris clean up, plowing, and hydrant flushing on public ways and sidewalks. Estimated current annual costs for 100 single family homes is \$213,000 and for a 300 unit 40B housing development is \$240,000.

The North 40 site is outside the Zone II Wellhead Protection District for the Town wells; however, the majority of the site is within the Zone II Wellhead Protection District for the Wellesley College wells. Development of the site, whether private or municipal, should take into account the watershed as part of the Wellesley Water Supply Protection Bylaw to insure the Town and Wellesley College drinking water is protected.

Neighborhood

Private development of the North 40 into single family residential units or multi-family residential units is found by the Neighborhood representatives to have a substantial impact on both the Woodlands and Weston Road neighborhoods. The concerns range from traffic impacts from increased vehicle volumes, additional curb cuts, and direct access to the neighborhoods to loss of the community gardens, loss of open space, impact to habitat, additional noise and lighting. The neighbors were concerned over the impact a dense development could have on the water supply, particularly the Wellesley College wellhead protection zone and the Town wells just west of the site. Additionally, dense development is a concern for significant tree removal and grading would be required to make the site suitable for building.

Affordable Housing

Private development of the North 40 into single family residential units or multi-family residential units has positive impacts to the Town’s goal of attaining 10% affordable housing. Under the Town’s Inclusionary Zoning Bylaw any subdivision of land that creates 5 or more lots is required to have 20% of the units qualify on the Town’s Subsidized Housing Inventory as “assisted units”. “Assisted units are dwelling units which qualify for enumeration under Chapter 40B, which are at 80% or less of the median income as determined by HUD.

Should a 40B project of any size be approved for the site (rental or ownership), the law requires 25% of the project to meet the 80% of median income affordability threshold.

From an affordable housing aspect, both by right and 40B options yield assisted units in the range of 20-25%. Below are the 2013 income limits, as determined by HUD, for individuals and families to qualify for Chapter 40B moderate to low income housing opportunities.

Table 4. 2013 HUD Income Limits for Town of Wellesley

Wellesley town, Massachusetts										
FY 2013 Income Limit Area	Median Income Click Here	FY 2013 Income Limit Category	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
Wellesley town	\$94,400	Very Low (50%) Income Limits Click Here	\$33,050	\$37,800	\$42,500	\$47,200	\$51,000	\$54,800	\$58,550	\$62,350
		Extremely Low (30%) Income Limits Click Here	\$19,850	\$22,650	\$25,500	\$28,300	\$30,600	\$32,850	\$35,100	\$37,400
		Low (80%) Income Limits Click Here	\$47,150	\$53,900	\$60,650	\$67,350	\$72,750	\$78,150	\$83,550	\$88,950

6. POTENTIAL UTILIZATION FOR TOWN NEEDS AND ASSOCIATED IMPACTS

Open Space

Passive Recreation

The NRC found residents already heavily use the area for passive recreation. The land hosts walking and running trails, bike paths, natural play areas for children, and community gardens. The land connects the Crosstown Trail, sits atop a wellhead protection zone, and provides valuable wildlife habitat, including a vernal pool. These reasons for acquisition, and more, are illustrated in the NRC Report Appendix 1, “The Heart of a Neighborhood” found in Appendix B

Associated Impacts

The NRC advocates retaining as parkland as much of the North 40 as possible. This would not impact traffic, have minimal maintenance cost, and keep the land as a valuable community open space asset. Acquiring the 46 acres as protected open space would raise Wellesley’s protected open space totals from 40% to 42%.

Active Recreation

The NRC suggested, as a possible active recreational use, the addition of sport playing fields, a natural playground for active play and educational purposes, and expanded bike paths in lieu of biking on Weston Road.

Associate Impacts

See “Recreation,” below.

Housing

The Wellesley Housing Development Corporation (WHDC) finds the Town has an identified need for affordable housing that qualifies under the Department of Housing and Community Development. The DHCD regulations include pricing (sale and rental) to accommodate a person making 50-80% of the median income of the Boston Metropolitan Statistical Area (MSA). The Town currently has 6.1% of the mandatory 10% affordable housing, leaving the Town open to hostile 40Bs and reducing the number of individuals and families in need that can benefit from affordable homes and affordable rental units in Wellesley. The WHDC also identified a need for workforce housing which allows for pricing (rental and ownership) up to 110% of the median income of the Boston MSA. Workforce housing would not qualify towards the Town’s 10% affordability goal, but is seen as a positive endeavor to assist a segment of the Wellesley population.

The WHDC finds the North 40 location to be favorable to affordable housing given the proximity to the MBTA Commuter Rail, Wellesley Square, schools, supermarket, religious and cultural institutions. The Metrowest Regional Transit Authority Route 8 also travels down the Weston Road corridor allowing for public transportation options to connect the site the commercial districts, Commuter Rail, and the Woodlands T station.

Associated Impacts

The impacts of housing will depend on the number and type of units generated. WHDC would suggest a “cluster development” to maximize the open space of the entire site as well as minimize the project’s footprint. Initial suggestions on unit types would include a mix of both market rate and affordable units. This would allow for a sufficient income stream to finance the entire housing portion of the project. As discussed in Chapter 5, an increase in residential development has a myriad of impacts. A moderate number of age-restricted units will not have a significant impact on traffic or schools, but would require additional curb cuts,

roadwork, and may have aesthetic impacts. Family housing would have a greater impact on traffic and potential impact on schools. The type of unit (First Time Buyer, Over 55, for sale /for rent) and the unit mix and density would be determined as the scoping and visioning process is further defined.

Schools

In the School Committee's report to the North 40 Steering Committee, they indicated there is value in the Town acquiring the North 40. The Town's School Facilities Committee hired the consulting firm SMMA to study and evaluate all of the School Department buildings and found that Hardy, Hunnewell, and Upham will require significant renovations or replacement over the next 5-7 years. If the North 40 site was available, and the land or a portion thereof was found suitable, with a reasonable traffic plan it could be a location for a new consolidated elementary school. SMMA estimated that in order to construct the school, associated open space, and parking, approximately 10-12 acres of land is necessary with the remainder of the site available for alternative uses. A new school is estimated to cost approximately \$45 million, which is comparable to the cost likely to be incurred for renovation and remodeling of one or more of the existing school sites in the next 5-7 years. The School Committees full report can be found in Appendix C.

Associated Impacts

The Weston Road corridor is home to an existing elementary school. If a new school housed the same number of students or a minor increase in student population, additional traffic impacts would be minimal. A new 4 to 5 section school, which would consolidate 2 or 3 schools, would generate approximately 250 additional vehicle trips during the school pick up and drop off period. The site would better accommodate stacking and queuing and would facilitate an improved pickup/drop off.

Recreation

Use of the Town's playing fields is not solely limited to the youth sport population. In addition to the regularly scheduled practices and games of the youth and school sports, there are a number of groups who pay user fees, including recreation, youth sports and other third parties that host a variety of camps, clinics and games on the playing fields throughout the year on a space available basis. The lack of available field time reduces the ability to add programs that require rectangular fields. The Recreation Commission would like to create after school programs (e.g. flag football) that are in proximity to the middle school, that require the use of rectangular fields, but is unable to do so due to the lack of field availability. Increased field capacity would allow for an increase in programming. Further, the current shortage of adequate rectangular athletic field space necessitates Wellesley United Soccer Club to lease fields at Elm Bank Reservation to accommodate all of their teams. Elm Bank is owned by the State, and there is no long term guarantee that Elm Bank will continue to be available for use in the future.

The Recreation Commission also considered other potential Town Facilities including the need for indoor basketball courts. The Recreation Commission reported that in the past 5 years the participation in various basketball programs has grown from 630 players to 1185 players, and the required court time has increased from 107 hours a week to 179 hours a week. The Town School facilities serve a large portion of the hours; however, court time has been rented at Dana Hall, the Warren Building, and out of town venues to make up for the increase in hours.

A Town Pool and Ice Rink are under considerable study in anticipation of being located at 900 Worcester Street. This report does not account for those uses, but should the Town only acquire the North 40, those uses would also be considered for this site.

Associated Impacts

The creation of playing fields and/or the potential construction of recreational facilities have positive impacts with the generation of revenue from fee paying groups. Additional field space allows for a potential reduction in traffic given the potential to distribute users geographically throughout Town at various times. Field space is currently centralized at Hunnewell Field and Sprague Field.

Negative impacts of playing fields include the potential for lights and noise. Should playing fields be constructed on the site, the Town would work closely with neighbors and user groups to find the best design to reduce potential impacts, as was done with the Sprague Field project.

Trails

The Trails Committee, a subsidiary of the NRC, is in support of acquisition of the land. The Trails Committee’s preference is to keep the land in its current condition, and to not alter the landscape. The Trails Committee prefers total preservation of the land, but recognizes that may not be possible. They encouraged the Town, should the site be acquired and later developed, to retain at least 50% of the site as contiguous protected open space. The Trails Committee’s full memorandum to the North 40 Steering Committee can be found in Appendix G.

Associated Impacts

There are no associated impacts with the Trails Committee proposal.

Project Maintenance Costs

The DPW has estimated potential maintenance costs for various municipal projects, which are substantially within the \$200,000-\$225,000 range for active and passive recreation and/or a school. Upgrades to the Town’s infrastructure to accommodate new uses would be part of the permitting of the site and are always calculated into the Design and Permitting costs presented at Town Meeting.

An active recreation site would require field maintenance, mowing, seeding, weeding, grooming, and site amenity maintenance. Schools similarly would have the same requirements plus plowing, catch basin cleaning, debris clean up and street sweeping.

Table 3. DPW Projected Maintenance Costs

Scenario	Tax Impact	Water/Sewer Impact	Additional F/T Staff	Additional P/T Staff
Conservation	\$14,000	\$0	0	0
Passive Recreation	\$187,000	\$1,000	0	0
Active Recreation	\$222,000	\$5,000	1	2
School	\$200,000	\$5,000	0.5	1

Any combination of these uses would yield an aggregate cost of the various scenarios. As an example, a school with a field would have a DPW cost of \$422,000 per year. For the complete DPW memo see Appendix E.

7. OTHER FACTORS

Vision

A separate report will be submitted on the findings of the visioning exercise; however, a brief summary of the scope of work is provided. The consultants were asked to review previous plans and reports submitted by the North 40 Committee representatives and plans on file. They were asked to develop an inventory of existing site conditions and through a public process determine potential viable uses for the site. The public process included a series of “Visioning Workshops”. The Visioning Workshops were divided into three main areas of focus: town officials and staff, neighborhoods, and town-wide.

An internal workshop held on August 13, 2014 brought together elected and appointed officials and management level Town staff. The intent of this session was for elected officials and staff, who oversee the town finances, planning, maintenance, public safety and other elements of Town government to verify the facts and mapping developed by the consultants and to weigh in on opportunities and constraints as seen from their respective department.

The second workshop for the neighborhood was conducted on September 7, 2014. This workshop invited residents living in the Woodlands and Weston Road neighborhoods and asked them to evaluate the site conditions and discuss ways in which they currently use and value the North 40 and the surrounding area. The goal of this workshop was to listen to the concerns of the neighbors, and to discuss and brainstorm alternative uses for the site.

Two town-wide workshops were conducted on September 14, 2014. These workshops included a presentation on the existing site conditions, the environmental analysis, and a brainstorming session. The workshops had participants break into small groups with plans of the site. Participants were asked to consider potential uses for the site and were given stickers with various open spaces, community, and housing uses listed. The results had considerable variation, but there was general consensus that the Town should acquire the North 40 and retain a portion of the site as open space. Several of the groups also proposed including a range of housing and recreational uses on the site.

Below is an example of the Open Space findings from the town-wide workshops.

Image 5. Sample of Vision Workshop Matrix

I. Open Space Uses



Use	Session 1					Session 2					Students
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 1	Table 2	Table 3	Table 4	Table 5	
Community Farm		Yellow	Yellow						Yellow		Yellow
Community Garden	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
Wildlife Habitat		Yellow	Red	Yellow	Yellow		Yellow	Yellow	Yellow	Yellow	Yellow
Hiking Trails	Yellow	Yellow	Yellow	Yellow	Yellow		Yellow	Yellow	Brown		Yellow
Picnic Area		Yellow	Yellow		Yellow			Yellow	Yellow		Yellow
Playground			Yellow								Yellow
Visitor Parking	Yellow	Brown	Brown	Yellow				Yellow	Red		Yellow
Fenced Dog Park	Yellow		Yellow								Yellow

Please see the Vision Report due October 17, 2014 for a complete list of findings.

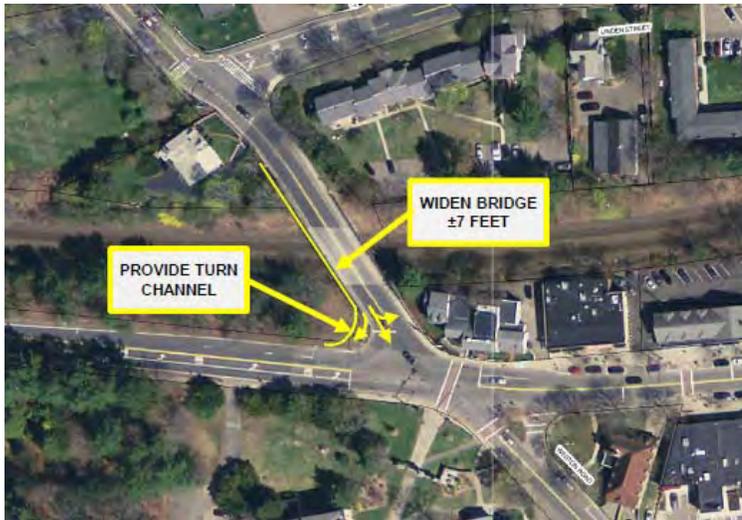
Traffic

The existing traffic conditions along the Weston Road corridor are described above. To improve the intersection of Weston Road at Central Street, already at capacity, Beta considered 6 alternatives to divert the 500 additional cars during the peak hours.

Alternative 1. proposed to create a dedicated right turn only lane on the south bound approach to Central Street to facilitate the movement of approximately 250 cars during the morning and afternoon peak. The existing width of the bridge (33') could not accommodate a new right turn only lane, and the bridge would require widening by approximately 7 feet.

Alternative 2. proposed to fully signalize Linden Street at Weston Road. This alternative would allow for gaps in the traffic flow, for cars traveling southbound along Weston Road, to turn onto Linden Street and not delay the traffic continuing to Weston Road. The analysis for alternative 2 shows an improvement to Linden Street, but only a small benefit to Weston Road.

Alternative 1.0



Alternative 2.0



Alternative 3. proposed to extend Linden Street at the existing signal and to connect via a bridge to Central Street (135). The benefits of this connection would be the ability to divert the cars that would take a right at Weston Road to head west on Central Street towards Natick, as well as providing an opportunity for cars heading east on Central Street to take a right in advance of the Central/Weston intersection.

Alternative 4. proposed creating a signal at Curve Street to divert traffic through the North 40 to Central Street. This proposal would create two new signals (Curve and Central). In addition to diverting the westbound traffic at the Weston/Central intersection, this proposal has an optional connector road to facilitate a four way intersection at Linden Street. The disadvantage to this proposal is the likely increase of cut through traffic on Curve Street and the increased number of traffic lights.

Alternative 3.0



Alternative 4.0



Alternative 5 and 5B. continues with the need for a bridge, but aligns the bridge with the existing signal at the Wellesley College entrance on Central Street (135) to reduce the number of signals. The variation from 5A and 5B is that 5A would have a connection to Turner Road, where it is eliminated in 5B. Beta found that from a pure traffic management analysis option 5A is the optimal design alternative.

Alternative 5.A



Alternative 5.B



Alternative 6. Proposes to modify Alternative 5A and to make a further connection to Route 9 via Halsey Avenue to Russell Road. This proposal has the greatest impact on takings, with the smallest cost benefit to improving traffic.

Alternative 6.0



The majority of the proposed alternatives include the installation of a bridge to allow vehicles to cross the MBTA Commuter tracks to access Central Street. In considering the ability to actually construct such a structure, cost and negotiations with Mass Highway and MBTA are both limiting factors. Beta's preliminary cost estimates range from \$1.5M for alternatives 1 and 2 up to \$5.5M for alternatives 5A and 5B.

Weston Road in 2010 was found to have approximately 16,000 vehicles trips a day, new counts conducted from September 15, 2014 to September 20, 2014 revealed that the Average Daily Traffic on Weston Road is approximately 15,500 vehicles per day. The new data concurs with past efforts that the intersection of Weston Road and Central Street operates with Level of Service (LOS) F with long queues on Weston Road and Central Street. The intersection at Weston and Central continues to operate over capacity with approximately 500 vehicles during the AM and PM peak hours. Beta's complete Draft Report can be found in Appendix K.

Landfill

As noted previously, the Town leased land from the College from 1955-1960 for the use of a sanitary land fill. The College hired Haley and Aldrich, an environmental consulting company to evaluate the environmental conditions of the landfill and herein is a summary of their findings. The full Haley and Aldrich Summary can be found in Appendix H and the Phase I environmental report can be found online at www.wellesleyma.gov/north40. In addition to the landfill, a former pump house structure was located south of the Cochituate Aqueduct and north of the railroad tracks, and was possibly related to the former transport of oil to Wellesley College's main campus. Haley and Aldrich investigated this site for contamination as well.

Haley and Aldrich (HA) conducted subsurface investigations including 14 test pits around the perimeter and within the center of the former landfill. HA conducted 2 deep soil borings with the center of the landfill, and 5 soil boring/groundwater monitoring wells and 5 co-located soil vapor monitoring points outside the perimeter of the landfill. The investigations revealed that the former Town landfill "was significantly smaller than previously believed, was used primarily for the disposal of ordinary municipal solid waste, and has resulted in contaminant conditions that are remarkably benign relative to what typically is found in and around former municipal landfills."

The test results found the landfill is contained to approximately 4.9 acres of the site with waste found at depths ranging from 7.5 ft to 29 ft below ground surface. Results of testing found elevated levels of semi-volatile and volatile organic compounds above reportable concentrations established in the Massachusetts Contingency Plan (MCP). A polychlorinated biphenyl compound (PCB) was detected above its reportable concentration in one location. This finding will require a 120 day notice to the Department of Environmental Protection (DEP).

The groundwater testing found an elevated level of arsenic in one monitoring well located down gradient of the landfill. This one result was above the MCP reportable concentration for arsenic, and is also subject to the 120-day reporting rule.

Methane gas, a typical landfill-producing gas, was detected in two test pits at low levels, but was not detected in other test pits. The site investigation did not identify any evidence of petroleum or other contamination at a former pump house facility located south of the aqueduct.

8. RECOMMENDATION

The North 40 Steering Committee unanimously recommends the Board of Selectmen acquire the North 40 for municipal purposes. The Committee has three core findings in making this recommendation: the site for over 130 years has been utilized as a Town asset and failure to acquire the site would be a loss for Wellesley residents; the site's size and location as exhibited in this report can serve a variety of municipal needs; and third party development of the site may severely impact the Town's infrastructure with regards to traffic and elementary school student population.

In review of the Committee's Charge, comments addressing the findings of their investigation and analysis of the site, largely addressed elsewhere in the report, are summarized below and are the basis for the favorable recommendation.

1. Whether the ability to develop/locate municipal uses on the property satisfies an existing identified need.

The Committee is in agreement that this process has identified a wide variety of potential uses for the site and that a clear consensus, other than in support of acquisition, has not been reached on those uses suitable for the site. Chapter 4 Inventory of Town Assets and Identification of Needs explicitly identify open space, recreation, affordable housing, schools, neighborhood preferences, and trail amenities needed and desired in Town. In addition to recommending acquisition, the Committee recommends a thorough site development study be prepared with an evaluation of the impact the acquisition would have on Town-wide municipal assets.

2. Whether the site is appropriate for the location of municipal uses, and if so, what uses should be considered to be located on the site.

As identified throughout the report, the Committee has identified various open space, recreation, affordable housing, and school uses for the site. The Community Preservation Committee Representative finds the open space, recreation, and affordable housing uses qualify for CPA funding. The Neighborhood Representatives find the Town must buy the site to control the future development of the site. The Neighborhoods are supportive of passive open space uses on the site which will have the lowest traffic impact on the surrounding area, but have not precluded the potential for additional uses. The Planning Board finds acquisition of the site for any of the identified uses falls within the parameters of the Comprehensive Plan. The Committee is divided on conservancy and development potential, but is united in Town acquisition of the North 40.

3. If the Committee determines it is appropriate to relocate and/or consolidate existing uses on the site, whether vacated sites should be repurposed for other municipal purposes or monetized to offset short term and long term costs of the acquisition and/or development of the property. This evaluation should be conducted on a town-wide scale.

The North 40 Steering Committee focused efforts on the main question of acquisition and did not focus on whether other Town assets would be repurposed, sold, or leased. As noted above, the Committee recommends the next phase of study seek to evaluate potential uses on the North 40 in conjunction with performing a detailed analysis of Town assets to determine the best course of action for asset management and enhancement.

4. If the Committee determines it is appropriate to relocate and/or consolidate existing uses on the site what will be the municipal systems impacts (traffic, water, sewer, stormwater, etc) and the potential neighborhood impacts relative to project appearance, access, noise, traffic, parking, lighting, landscape buffers, screening, etc. for the various uses proposed.

The North 40 Committee finds development of the site would likely increase traffic, but would not have significant impact on water, sewer, electric or stormwater infrastructure. Any development on the site will need significant buffers to minimize impacts to the neighbors, and all efforts will need to be made to reduce noise and lighting associated with any development of the site. Large residential projects would have a significant impact on student enrollment during a time when the elementary schools, particularly the Hardy District where the North 40 lies, is at capacity. The neighbors are concerned about the described impacts, but additionally raise significant concern with the environmental implications of development on the site's habitat, Wellesley College Wellhead Protection Zone, the Town Wells, potential cost, impact, and neighborhood disturbance with any remediation of the landfill, and the increased carbon footprint associated with development of the site.

5. Whether the relocation and/or consolidation of existing uses to the site would have an impact on Town assets including maintenance costs and responsibilities.

As noted in #3 above the Committee determined the best course of study was to answer whether the North 40 should be acquired for municipal purposes and to inventory the needs of the Town departments and organizations. The ripple effect of relocating uses on the North 40, or on other Town assets was not contemplated or considered. That being said, the Recreation Report indicates the construction of additional rectangular playing fields on the North 40 may reduce the maintenance cost of the Town's existing fields given the ability to rest grass fields as appropriate.

6. Whether municipal uses in planning stages are better located on the subject property.

The North 40 Committee did not evaluate municipal uses in planning stages.

7. Whether there are any environmental issues on the property which may negatively impact the Town's ownership and development of the property.

The former Town landfill on the site has been evaluated by Haley and Aldrich and a brief summary of those findings has been received and reviewed by the Town and the North 40 Committee. Additional study of the landfill is needed to determine the necessary remediation and as additional information on the landfill is available, the Town will need to determine how the landfill will be capped or improved. The Committee did not find the presence of the landfill to be a deterrent for acquisition.

The only other regulated environmental issue identified on site is the vernal pool located on the north tip of the site at Turner Road and Weston Road. Given the large acreage of the site and the location of the vernal pool, the Committee finds the impact on development is minimal.

APPENDIX A – REPORT OF THE RECREATION COMMISSION AND
PLAYING FIELDS TASK FORCE

APPENDIX B. REPORT OF THE NATURAL RESOURCES COMMISSION

APPENDIX C. REPORT OF THE SCHOOL COMMITTEE

APPENDIX D. REPORT OF THE WELLESLEY HOUSING DEVELOPMENT CORPORATION.

APPENDIX E. MEMORANDUM FROM THE DEPARTMENT OF PUBLIC
WORKS

APPENDIX F. NEIGHBORHOOD SURVEYS

APPENDIX G. MEMORANDUM FROM THE TRAILS COMMITTEE

APPENDIX H. SUMMARY OF THE ENVIRONMENTAL CONDITIONS
PREPARED BY HALEY AND ALDRICH 9/11/14

APPENDIX I. NATURAL RESOURCE ASSESSMENT PREPARED BY VHB
DATED 9/18/14

APPENDIX J. PEER REVIEW OF NATURAL RESOURCE ASSESSMENT BY
ECOTEC, INC. DATED 9/25/14

APPENDIX K. DRAFT NORTH 40 AREA – PRELIMINARY TRAFFIC STUDY
DATED 9/30/14