The Town Of Wellesley

Wellesley, Massachusetts

Schematic Design for Stadium Field and Track

11 March 2013

Stantec Sport

Stantec Planning and Landscape Architecture

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I. INTRODUCTION

A. Overview & Goals

The Town of Wellesley's Department of Public Works Engineering Division issued a Request for Proposal to develop a Schematic Design for the High School Stadium Field and Track in October 2012. The goals of the study were to increase the playing field surface size, improve the track surface and layout, and to provide a plan that fits in with the surrounding landscape with special considerations to the Fuller Brook Park Improvement Project. The Town's Playing Fields Task Force (PFTF) initiated the project and created the High School Stadium Task Force (HSSTF) to oversee it, The HSSTF is comprised of the High School Athletic Director, a member of the School Committee, a member of the Board of Selectman, a member of the Natural Resource Commission (NRC), a member of the Board of Public Works and a member of the Recreation Commission; youth sport representatives and neighbors were also named to the HSSTF. The HSSTF was formed to research the implications of renovating the existing track, expanding the inner playing field, providing a plan for landscape improvements and stadium upgrades.

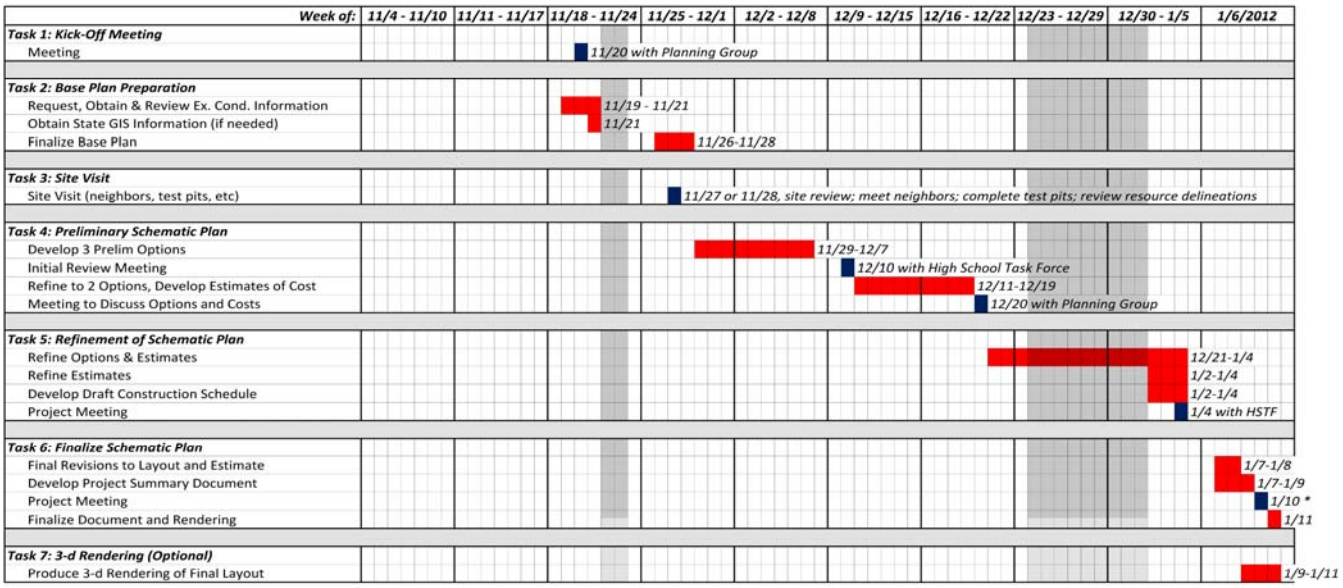
Stantec's Sport Group (Stantec Sport) was selected in November 2012 to lead the Schematic Design process. Stantec Sport was tasked with developing potential renovation options and working with the HSSTF to refine the options to a Preferred Concept. Following the acceptance of the Preferred Concept, the High School Stadium Task Force made a presentation to the School Committee on February 12, 2013. The HSSTF recommended to the School Committee that it move the project into the next phase of Design.

II. PROCESS

A. Design Overview

Below is the original Schematic Design Project Schedule:

Town of Wellesley
Stadium Schematic Design Schedule



Signifies holiday when office is closed.
Planning Group is anticipated to include Dave Hickey(Town Engineer), Tom Harrington, Janet Hartke Bowser (NRC Executive Director), Cynthia Westerman, John Brown (Athletic Director), Steve Burtt, and Mike Pakstis (DPW Director)
High School Task Force (HSTF) is anticipated to include Planning Group, athletic groups, reps from Town Boards and three neighbors
* It is anticipated that this meeting includes the HSTF, but also include a larger audience if desired to build consensus about the project.

B. Meetings and Public Input

Stantec Sport met with members of the HSSTF for an initial Kick Off meeting. Those members discussed program goals, including: maximizing field use programs; improving athlete, spectator, and neighbor safety; and consider the character of the surrounding site, especially in relation to the Fuller Brook Path.

Using the information generated at the meeting, Stantec provided a detailed site analysis of the facility. They then developed three two dimensional (2D) design concepts that were presented to the HSSTF in mid-December 2012. . Meeting minutes for each meeting can be found in Appendix C. Stantec was instructed to combine ideas and comments from the meeting, to revise the concepts, and to develop an Opinion of Probable Construction Costs.

In early January 2013, Stantec presented its revised plans and Opinion of Probable Construction Costs. Stantec's revisions narrowed the design down to two concepts. The meeting generated rich discussion and suggestions for improving functionality and pedestrian and vehicular flow.t

A meeting was held to present the final schematic design to the HSSTF at the end of January 2013. Following this meeting, the High School Stadium Task Force voted to select a preferred concept.

The NRC submitted a position statement at this meeting, announcing their support for the improvements with the understanding that athletic field lighting decision will be determined in the next phase of the project. Athletic field lighting would signify a change in use of the site, which requires public hearings and impact studies (Appendix F).

III. RESULTS

A. Site Considerations

a. Neighborhood

The members of the HSSTF ask that neighborhood concerns regarding noise, traffic, general aesthetics, a public address system and athletic lighting be studied further at the next phase of design.

Currently, there are traffic problems along Smith Street. Often people pull up over the bituminous curb and park on the grass strip adjacent to the stadium, which partially blocks the road and sidewalk causing vehicular back up and compromises pedestrian safety.

The HSSTF recommends that the site be renovated with new fencing and landscaping as the existing features are deteriorating and do not secure the site. They also recommend that the mature evergreen trees along Smith Street be evaluated and that healthy specimens be incorporated into the new design, if possible.

b. Fuller Brook Path

The NRC requested at the start of Schematic Design that the final Preferred Concept consider the 60% Design Plans for the Fuller Brook Park Preservation Project, produced by BETA (Appendix G). Stantec referenced the plans during the study and within the Stadium drawings, ensuring the Preferred Concept conformed to the design layout and aesthetics of the Fuller Brook Project.

c. Handicap Accessibility and Parking

Handicap access will be provided throughout the site. All walkways, seating, press box and support buildings will be handicap accessible. Ramps and/or lifts shall be utilized accordingly to provide proper access. Use of elevators are not identified at this time.

In terms of accessible parking, the existing NRC parking lot at the western end of site has two existing handicap spaces that can be utilized. As the project moves forward, the layout of the parking should be reconsidered, as it is recommended that the two existing handicap spaces be moved to the north end of the lot to within 100' of the Stadium entrance gate. Further conversation with the Building Inspector is recommended to discuss whether additional handicap parking spaces are needed or if the management of the NRC Parking lot in conjunction with the use of parking spaces at the High School lot is acceptable in high-use situations. The majority of non-handicap parking will be at the High School lot and bus drop-off will be managed per the High School's current plan.

Stantec recommends that bike storage racks be available within close proximity to all three entrances. This will encourage bicycle use to the site and potentially reduce vehicular traffic in the area.

d. Flood Plain

With the site's proximity to Fuller Brook and Caroline Brook, the proposed site shall utilize Best Management Practices (BMP's) and Low Impact Development (LID) techniques to ensure there are no adverse impacts to the water quality of the Brook watershed. When the project moves forward, it will be subject to review under the Massachusetts Wetlands Protection Act and the Town's Wetland Bylaw through submitting a Notice of Intent (NOI) to the Conservation Commission. The NOI will address the typical stormwater management strategies, but will also address the fact that the site is within a floodplain associated with Fuller Brook and Caroline Brook.

According to the Town of Wellesley's Datum, the west end of the site is at elevation 130.22' and the east side of the site is at elevation 131.22'. The only structure taking up vertical space is the existing storage shed/concessions building. The entire site is within a flood plain, which raises the following issues that need to be considered. (Refer to Appendix E for Memo – Issues with Flood Plain)

The first issue is that the Wetlands Protection Act Regulations state if there is a loss of floodwater storage (with the addition of the proposed berms and buildings), the volume will have to be displaced to an incrementally equal volume-space within the same reach of the brook. This could be difficult since the entire site is in a flood plain. Stantec believes that the compensatory storage can be equal if the track and field is lowered by 2" because we will be allowing more volume since there is additional void space replacing the topsoil. As part of the next phase, a waiver would be requested asking for relief on the foot-by-foot compensation requirement, additionally a discussion with the Wetlands Committee would need to take place for them to consider the waiver.

The second issue is that in order to get flood insurance, the proposed buildings will need the finish floor elevation to be 1' higher than the base flood elevation (approximately elevation 132.22'). While it is not anticipated that this site will flood based off years past, the HSSTF will need to verify, with several sources, if the buildings require flood insurance and the status of building in respect to the Flood Insurance Program.

B. Sustainability

A number of sustainable elements were discussed during the study and will be promoted within the project when it moves forward.

The use of an infilled synthetic turf with TPE infill field is recognized as a sustainable element as it does not require fertilization, mowing, or irrigation like its natural grass counterpart. The porous surface also promotes infiltration into the system's subbase. Based on test pits completed within the site, it appears that infiltration will be possible and effective at this site. Infiltration will also be promoted at the walkways and plaza spaces, which will utilize porous pavement and pervious unit pavers.

To verify the soils on the site and depth to measure high groundwater, Stantec met with the Department of Public Works to perform Test Pits on the site. A soil assessment with Test Pit Logs can be found in Appendix G.

Green energy will be utilized at the site through the use of a solar powered scoreboard and pedestrian lighting (if applicable). At the support buildings there is the potential to use the roofs for installation of photovoltaic panels to generate electricity, helping to reduce the power demand at the site.

The support buildings also lend themselves to the potential use of various sustainable elements including solar orientation to decrease the heating demands, solar power to power fixtures, grey water, and /or composting toilets, and the use of solar power, as mentioned, above to power fixtures.

It is recommended that the site landscaping favor a native palette to avoid the need for irrigation at planted areas (the exception being grassed areas immediately adjacent to the track). It is also recommended that the plant species conform to the plantings recommended by the Massachusetts Department of Agriculture Resources and avoid plantings recognized on the prohibited plant list. The landscape zones will provide space for tree, shrub and perennial plantings, and will provide shade and structure to the pathways with a simple ground plan of ground cover and lawn. These landscape spaces will unify the connection between the Stadium and the High School Building. The Preferred Concept proposed canopy trees along Smith Street and understory groundcover on the street side of the berm to reduce visibility into the site from the street.

All sustainable elements will be further considered as the project moves into the Design Development phase.

C. Preferred Concept

The description below outlines the Preferred Concept voted on and accepted by the HSSTF. Visual renderings of the Preferred Concept can be found in Appendix A.

a. <u>Preferred Concept with Existing Grandstands</u>

- One (1) multipurpose TPE infilled synthetic turf field with a playing field of 70yd x115yd to accommodate football, soccer, boys' and girls' lacrosse, and field hockey
- One (1) 400m 6 lane Non-Equal track layout with main straight away on the home grandstand side
- Existing Grandstands utilized at existing location
- One (1) handicap accessible press box behind Grandstands with new PA system

- One (1) program building adjacent to Grandstands (bathrooms, team rooms, and storage) approximately 4,800 s.f. with heating highly desired, building to be winterized when not in use
- One (1) program building adjacent to main entrance (concessions, ticket booth, and storage) approximately 1,750 s.f.
- One (1) small set of 5 row bleachers at grade with the track finish line (approx. 140 seats)
- A series of 5 row bleachers at visitor side along Smith Street (approx. 770 seats). Visitor bleachers shall sit at elevation even with track elevation (not elevated) and tucked into berm
- Relocation of shot put to west end of site
- New Long / Triple Jump pits
- Athletic equipment (team benches, Football goal post, Soccer goals, Lacrosse goals, Field Hockey goals)
- Sports lighting (To be determined during the next phase of the project)
- Pedestrian lighting (only if night use is determined to ensure safe access to and around site)
- Renovated path connection from High School along Smith Street
- Entry Plaza begins at the renovated path along Smith Street across from the High School and connects to the Main Entrance Plaza.
- Main Entrance Plaza at east end of site off maintenance drive from Smith Street
- Secondary emergency / handicap entrance at west end of site
- Tertiary emergency/maintenance entrance at north side of site
- Vehicular control bollard and chain at maintenance access from Smith Street to Hunnewell Playfields
- All walkways and plazas to be handicap accessible
- All entrances to have bike storage located in close proximity
- Pervious pavement at walkways
- Permeable pavers at plaza spaces
- 4’ high perimeter fencing along outside of track
- 30’ high protective ball netting at both ends of field
- 6’ high ornamental fence and masonry piers along Smith Street, at Main Entrance, and at secondary entrances
- 8’ high perimeter site fencing at all other perimeter areas
- 7’ wide sidewalk along Smith Street with 6” high granite curbing to prevent cars from parking on sidewalk and make it pedestrian friendly
- Landscape improvements
- Electrical / Utility upgrades
- One (1) solar powered Scoreboard with play clocks
- 5’ high informal seating berm in south part of site to give an intimate stadium feel and separate from the street. There will be additional seating along the wall next to new bleachers. Berm is formed from soil and material removed during excavation to keep soils on site. The Berm acts as visual barrier from Smith Street and should reduce noises from within the site. Final berm layout dependent on flood plain requirements.

b. <u>Preferred Concept with New Grandstands</u>

- One (1) Steel I-Beam Grandstand located closer to track for improved visibility and providing additional storage underneath, approximately 2,200 s.f. if 6’ height clearance is needed. This requires removal of existing grandstands at the home side.

D. Estimate of Probable Project Costs and Construction Schedule

a. Preferred Concept with Existing Grandstands

The opinion of probable construction costs for the project, exclusive of new home grandstands, is approximately $6.1 million. (Appendix B). Total soft costs are expected to about $500,000.

b. Preferred Concept with New Grandstands

The opinion of probable construction costs for Steel I-Beam Grandstand is approximately an additional $412,000, including the removal of the Existing Grandstands (Appendix B).

c. Community Preservation Funds

Community Preservation Act funding may be used for drainage improvements, track renovation, landscaping, fencing, pervious pavers, porous pavement, and athletic equipment. CPA funds cannot however be used for the synthetic turf carpet, and support buildings. Stantec anticipates, based on current CPA, at least 50% of the total Project Costs will be eligible for CPA funding.. The estimate may vary depending on when the project moves forward with design and when budget factors are looked at in more detail.

d. Estimated Anticipated Construction Schedule

The following schedule reflects a typical late spring / summer construction season with completion ready for use in the fall:

Mobilization / Site Preparation: May (week 1 – 2)
Earthwork: May (week 2 - 4)
Field Base Preparation and Drainage: May (week 3) – June (week 2)
Track Preparation: June (week 1 - 2)
Pedestrian Areas: July (week 2) – August (week 2)
Field Surface Installation: August (week 1 - 2)
Track Surface Installation: August (week 3-4)
Bleacher / Press Box: June (week 3) – August (week 2)
Support Building: July (week 2) – August (week 3)
Landscaping: August (week 3 - 4)
Closeout: August (week 4)

IV. CONCLUSION

A. Record of Approvals

The High School Stadium Task Force voted to proceed with the Preferred Concept, with the exception of including athletic lighting on January 28, 2013, (Appendix D-section d). The High School Stadium Task Force took the following three votes:

> *"(1)The HSTF recommends that the School Committee adopts as its preferred design for the HS Stadium the Schematic Design for stadium Field and Track dated January 28, 2013 (6 in favor, 2 opposed, 1 abstention).*

The HSTF believes that a reconstructed HS Stadium is an essential component to the Town's field inventory and encourages the School Committee to proceed with the design and permitting phases of the project. (8-0 in favor, 1 abstention).

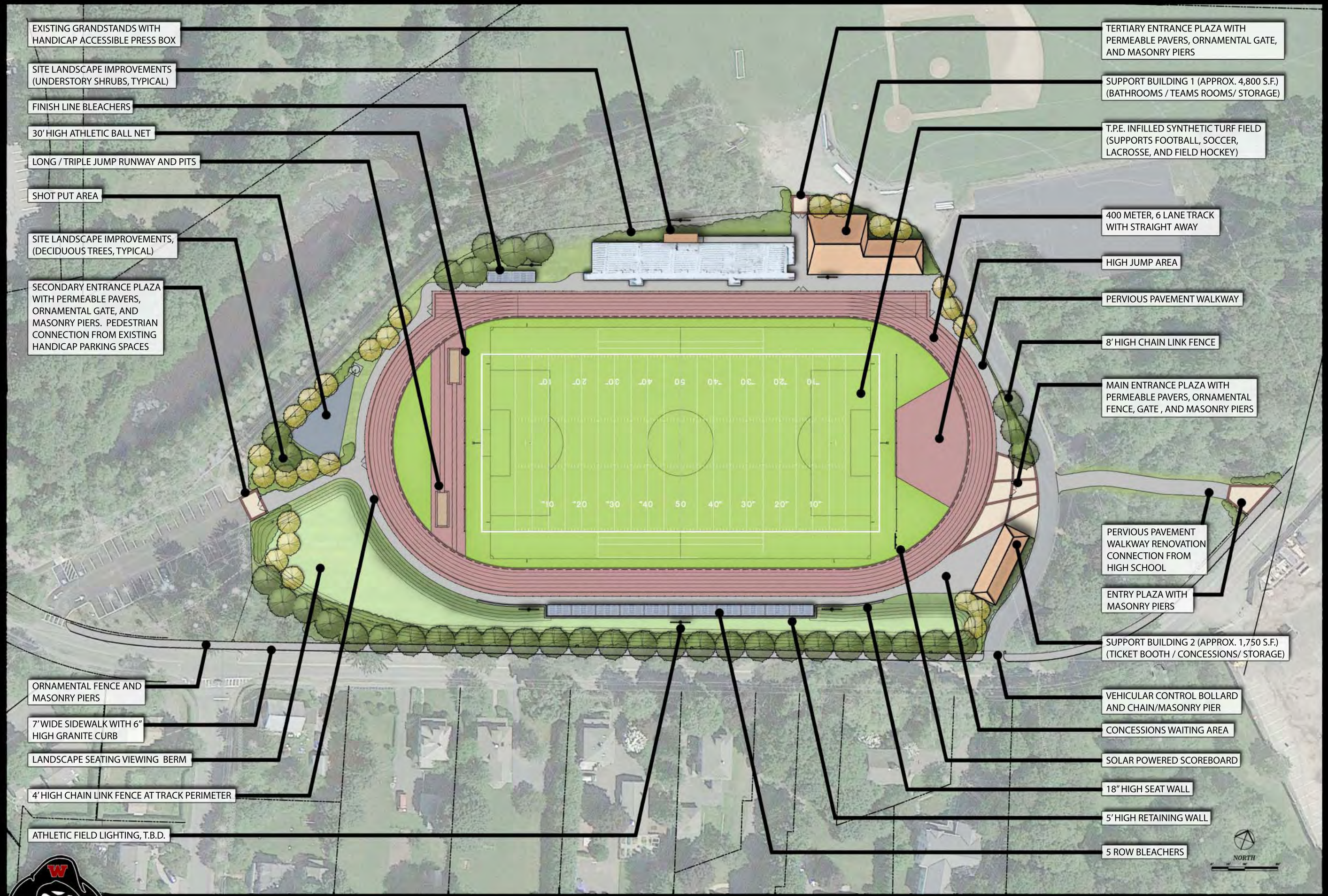
The HSTF did not evaluate the impacts of night use associated with sport lighting. Such impacts include noise, additional car trips, and light spill on the neighborhood. The HSTF recommends that these impacts be studied as part of the design and permitting phases of the project. (8-0 in favor, 1 abstention)."

V. APPENDIX

A. Colored Site Renderings
    a. Two Dimensional Site Rendering
    b. Three Dimensional Colored Rendering
B. Opinion of Probable Project Costs
    a. Preferred Concept
    b. Alternate #1
C. Meeting Minutes
    a. Meeting #1
    b. Meeting #2
    c. Meeting #3
    d. Meeting #4
D. Memo - Handicap Parking Memo
E. Memo - Issues Pertaining to Flood Plain
F. Memo - NRC Position on Schematic Design
G. Test Pit Logs
H. Fuller Brook Park Preservation Project
    a. 60% design plans prepared by BETA
        i. Sheets PL-11, PL-12, PL-13, L-11, L-12

Appendix A

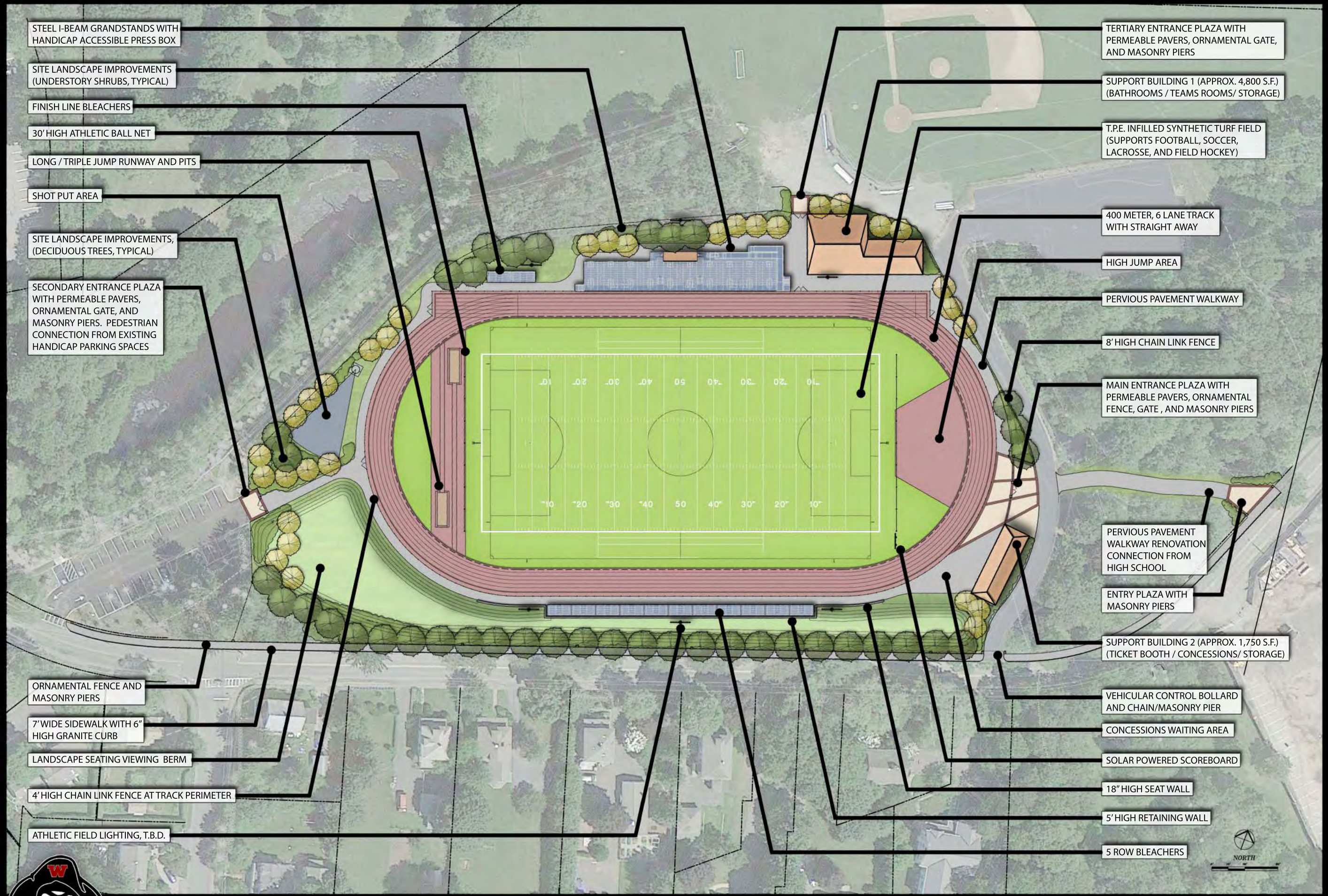
Colored Site Renderings



TOWN OF WELLESLEY - SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK - Preferred Concept

FEBRUARY, 2013

Stantec



TOWN OF WELLESLEY - SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK - Preferred Concept

FEBRUARY, 2013

Stantec

TOWN OF WELLESLEY - SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK - Preferred Concept

JANUARY, 2013

Stantec

TOWN OF WELLESLEY - SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK - Preferred Concept

JANUARY, 2013

Stantec

TOWN OF WELLESLEY - SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK - Preferred Concept

JANUARY, 2013

Stantec

TOWN OF WELLESLEY - SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK - Preferred Concept

JANUARY, 2013

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Appendix B

Opinion of Probable Project Costs

Stantec Sport

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TOWN OF WELLESLEY
SCHEMATIC DESIGN FOR STADIUM FIELD AND TRACK

Opinion of Probable Project Costs:
PROJECT: Town Of Wellesley - Schematic Design for Stadium Field and Track
PROJ #: 210800982
STATUS: Schematic Design
DATE: 12 February 2013

Stantec
141 Portland Street
Boston, MA 02114

NOTE:
Due to the inflationary and unpredictable construction climate, this opinion of probable costs may not represent the actual cost of construction.

PREFERRED CONCEPT WITH EXISTING GRANDSTANDS

Item #	Item/Remarks	Subtotal
	ITEMIZED OPINION OF PROBABLE CONSTRUCTION COSTS	
00001	SITE PREPARATION AND DEMOLITION	*$97,325*
00002	EARTHWORK AND BASE PREPARATION	*$101,499*
00003	SYNTHETIC TURF CARPET AND INFILL	*$839,529*
00004	TRACK SURFACING	*$491,792*
00005	ATHLETIC EQUIPMENT	*$125,000*
00006	PERIMETER FENCING & NETTING	*$210,700*
00007	SITE IMPROVEMENTS	*$492,895*
00008	SITE UTILITIES	*$94,000*
00009	PRESS BOX AND VISITOR SEATING	*$277,000*
00010	SUPPORT STRUCTURES	*$1,553,750*
00011	SITE AND SPORTS LIGHTING / ELECTRICAL	*$470,000*
	Subtotal:	$4,753,490.33
	4% General Conditions	$190,139.61
	8% Contractors Overhead and Profit	$380,279.23
	CONSTRUCTION SUBTOTAL:	*$5,323,909.16*
	15% Project Contingency	$798,586.37
	.5 % Survey Fees	$26,619.55
	.5 % Geotechnical Analysis Fees	$26,619.55
	1.5% Permitting Fees	$79,858.64
	7% Design, Bidding, and Construction Administration Fees	*$372,673.64*
	TOTAL OPINION OF PROBABLE PROJECT COSTS	$6,628,266.91

PREFERRED CONCEPT WITH NEW GRANDSTANDS

Item #	Item/Remarks	Subtotal
	ITEMIZED OPINION OF PROBABLE CONSTRUCTION COSTS	
00001	STEEL I-BEAM GRANDSTAND	*$320,000*
	Subtotal:	$320,000.00
	4% General Conditions	$12,800.00
	8% Contractors Overhead and Profit	$25,600.00
	CONSTRUCTION SUBTOTAL:	*$358,400.00*
	15% Project Contingency	*$53,760.00*
	.5 % Survey Fees	*$1,792.00*
	.5 % Geotechnical Analysis Fees	*$1,792.00*
	1.5% Permitting Fees	*$5,376.00*
	7% Design, Bidding, and Construction Administration Fees	*$25,088.00*
	TOTAL OPINION OF PROBABLE PROJECT COSTS FOR ALTERNATE #1	$446,208.00

Appendix C

Meeting Minutes

Stantec Sport

Stantec Planning and Landscape Architecture

Meeting Notes

Town of Wellesley – Renovation of High School Stadium Field and Track
Kick Off Meeting No. 1
27 November 2012, 2:00 pm

Attendees:

Josh Atkinson, Stantec Sport
Janet Bowser, Natural Resources Commission Director
John Brown, Athletic Director
Megan Buczynski, Stantec Sport
Steve Burtt, School Committee Member / Task Force Member
Tom Harrington, Resident / Task Force Member
David Hickey, Town Engineer
Mike Pakstis, Manager of DPW
Cynthia Westerman, Resident / Task Force Member

Absentees: None

Distribution:

All in attendance and all absentees. Redistribute as required.

General:

1.0.01 The following Meeting Notes are compiled from a site analysis visit by Stantec, the scheduled Kick Off Meeting with the Wellesley High School Stadium Planning Group held in the Wellesley High School Main Office Conference Room in Wellesley, Massachusetts, and a Site Visit with neighbors following the meeting.

1.0.02 The items and comments are not listed in order of the discussion, but are grouped by topic for easier reference and interpretation.

Existing Conditions Information:

1.1.01 Stantec requested access to any existing conditions survey information. The Planning Group said it might be difficult to get electronic files, but said to check with the Engineering Department. David Hickey will be able to provide GIS data and may have some geotechnical data in his office. Stantec has some survey information they used in a previous study for the Fuller Brook Path that may be useful, but if the Engineering Department has any updated plans for the Path that would be helpful as well.

1.1.02 Janet Bowser informed the group that an ANRAD was done for resource areas adjacent to the Stadium and David will have that information. The Planning Group believes the project will have to go before Town Boards regardless of having lights or not.

1.1.03 Stantec would like to perform test pits to determine the types of soil under the track and field as well as around the bleachers. Stantec will have the samples dug down to about 10' below grade or until water is reached, whichever comes

first. Prior to the test pits digging, NRC will need to be notified for a quick approval and Dig Safe will have to be notified.

1.1.04 As the project moves along geotechnical borings may need to be administered to get a precise reading on the soils.

1.1.05 The existing vegetation is mature, but the dead trees and tree branches need to be removed as they are a safety concern. The Oak trees above the bleachers drop acorns on the spectators in the fall and can be a nuisance.

1.1.06 The sidewalk along the track side of Rice Street is underutilized by pedestrians and is not plowed in the winter. The curb separating the sidewalk with the street is asphalt and currently varies in height from 2 to 4 inches. This allows buses and cars to park on the sidewalk which causes traffic problems.

1.1.07 The temporary parking lot to the northeast of the track is going to be converted back to basketball courts once the parking lot at the high school is complete. The drive will be used for maintenance access only.

Abutting Properties

1.2.01 The Planning Group met with a neighbor Cliff Canaday. He explained that a majority of the neighbors adjacent to the track and field are opposed to a sports lighting system. Light pollution is a concern, but also they are concerned that night activities would bring in more issues with noise, traffic, and litter.

1.2.02 Neighbors have issues with the current PA system and are open to suggestions for a new configuration of the PA system.

1.2.03 The neighbors also requested the site be renovated with new fencing and landscaping as the existing features are old and falling apart. They would prefer a screening of some sort of facility if possible.

1.2.04 Currently there are mature evergreen trees along Rice Street. A majority of these trees do not offer the visual screen they once provided. The bases of the trees have been cleared and there are several dead / dying trees. The neighbors are concerned the dead trees could pose a danger to the homes across the street. Some trees still provide a visual screen, but need to be trimmed to remove any dead branches.

Proposed Conditions / Precedents:

1.3.01 Stantec questioned if there were any facilities the Planning Group or its members have visited that they have liked or disliked.

- Weymouth High School and Stonehill College has facilities that John Brown likes.
- Natick High School was a field that John did not like because of the size of the field, but the facility was nice.
- Newton North's facility John did not like.

Facility Uses:

1.4.01 Currently, in the fall, football uses the field for Varsity, Junior Varsity, and Junior High use. During the Spring there have been times where a JV Lacrosse game and Track practice have occurred simultaneously.

1.4.02 The Stadium Planning Group would like the Proposed Track and Field Facility to have the following uses:

- Infilled synthetic turf multipurpose game field used for MIAA Football, Soccer, Girls' Lacrosse, Boys' Lacrosse, and Field Hockey. The Group predicts Soccer, Football, and Field Hockey will be using the field the most.
- Reconfigured 6 lane track to accommodate a wider Soccer field. Soccer field, to be at least 210' (70 yards) wide.
- Track and Lacrosse would use the Field at the same time
- Youth Football and Lacrosse would use the field
- The field will be used for Graduation and requiring a portable stage and folding chairs.

Sports Lighting System:

1.5.01 The Planning Group would like to have sports lighting as an option for discussion.

1.5.02 Ideally, there would be 6 night football games hosted on the field. The school will need to be aware of Town ordinances for hosting night activities.

Spectator Seating and Press Box:

1.6.01 The existing home side bleachers are in good condition and re-use or maintaining their existing layout should be considered. The current spectator capacity works well and should be maintained.

1.6.02 Currently there is an existing press platform, but no indoor press box, which the Athletic Department would like. John would like to the press box to fit coaches, film crew for both teams, and cable access crews comfortably.

1.6.03 The school currently uses a temporary PA system that is an issue with neighbors. A permanent PA system designed to reduce noise reaching past the school's property is desired.

Fencing and Netting:

1.7.01 The existing fencing needs to be replaced around the entire site. Crowd control at the entrances should be considered as the current gates are not ideally located. The neighbors have requested a screen/buffer to reduce views into the site.

1.7.02 The entrance gateways need to be upgraded and more visible. Ornamental fence and piers could be an option.

1.7.03 Protective netting needs to be considered, especially at the ends of the fields to catch any flying balls (specifically lacrosse).

1.7.04 The School would like the eastern part of the site to be the Main Entrance / ticket area so people know where to go for an event and have defined access points. The southern end could be a secondary entrance.

Proximity and Location of Support Structures:

1.8.01 More restrooms are needed to eliminate the use of port-a-potties.

1.8.02 The school would like concessions building.

1.8.03 Locker rooms would be preferred, but showers would not be needed. There should be two team rooms for the teams to gather before a game/meet or at halftime for football. The rooms need to be big enough to hold a football team and their associated equipment.

1.8.04 A trainer's room would be a good to have, but not necessary since the school is across the street.

1.8.05 There is a major demand for storage rooms for maintenance equipment and athletic equipment. They will need to be able to store mowers, grooming equipment, hurdles, high jump mats, football sleds/pads, etc.

Other Site Improvements:

1.9.01 The Planning Group and neighbors both agree that the site needs upgraded landscaping. The landscaping needs to maintenance free, but should fit in with the local aesthetic, similar to the new school if possible.

1.9.02 The existing scoreboard size and layout is preferred.

1.9.03 In general, around the site, the School would like more electrical outlets than what they currently have.

Schedule / Deliverables/ Next Meeting:

1.10.01 The next meeting for the Stadium Planning Group has been scheduled tentatively for Friday, December 14th at 7:45 am.

1.10.02 The next meeting for the Public has been tentatively scheduled for Monday, December 17th at 7:00pm.

1.10.03 Between now and the next meeting, Stantec will draw up concepts for the Planning Group to review and provide for comments.

1.10.04 Once the concepts have been reviewed and discussed, Stantec will provide revised concepts, existing conditions plan and a proposed schedule for the Public Meeting.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Planning and Landscape Architecture

Josh Atkinson, ASLA
Landscape Designer, Sports Group
josh.atkinson@stantec.com

Meeting Notes

Town of Wellesley – Renovation of High School Stadium Field and Track
Meeting No. 2 – High School Stadium Task Force
17 December 2012, 7:00 pm

Attendees:

Janet Bowser, NRC Director
John Brown, Athletic Director
Steve Burtt, Task Force Member (School Committee)
Cliff Canaday, Task Force Member (Neighbor)
Martha Collins, (Neighbor)
Peter Connolly, Task Force Member (Neighbor)
Jesse Davis, High School Coach
Owen Dugan, Task Force Member (BPW)
Joan Gaughan, NRC-CPC
Tom Harrington, Chair of Recreation Commission / Task Force Member (PFTF)
David Hickey, Town Engineer
Ursula King, NRC Chair
Barbara McMahon, Task Force Member (Youth Lacrosse)
Larry Murphy, Neighbor
Stephen Murphy, Task Force Member (NRC)
Cynthia Westerman, Task Force Member (Youth Football)
Melissa Wilson, Task Force Member (Neighbor)
Josh Atkinson, Stantec Sport
Megan Buczynski, Stantec Sport

Distribution: See Attachment

General:

1.0.01 The following Meeting Notes are from the scheduled Stadium Task Force Meeting held in the Wellesley High School Faculty Dining Room in Wellesley, Massachusetts.

1.0.02 The items and comments are not listed in order of the discussion, but are grouped by topic for easier reference and interpretation.

Introductions:

1.1.01 Tom Harrington began the meeting with an introduction to the project to brief everyone on the purpose of the meeting. Tom described briefly the previous work of the High School Stadium Task Force and reminded everyone that the decision to include or exclude field lights will not be made in this phase, but will be made in the final design and permitting stage.

1.1.02 Everyone in attendance introduced themselves and their affiliation with the project.

1.1.03 Megan Buczynski gave a brief description of the history of the site and the experience Stantec has in the Town of Wellesley and similar projects Stantec has worked on recently.

Existing Conditions Information:

1.2.01 Josh Atkinson discussed the existing conditions observations performed by Stantec.

1.2.02 The site is currently in a flood plain and surrounded by 200' Riverfront Area.

1.2.03 The conditions of the natural grass field show signs of compaction and wearing of the field due to high use which could cause concern for the athlete safety.

1.2.04 The existing natural grass field only allows a full size football field and does not provide the width needed for a full size soccer field. This is due from the constraints given from the width of the existing track.

1.2.05 The track is worn and needs renovation. The field events are in poor condition.

1.2.06 The existing fencing is falling apart in some areas and there is damage from the past hurricane. There are gates and barbed wire fencing in locations unwanted by the school.

1.2.07 Currently there are mature evergreen trees along Smith Street. A majority of these trees do not offer the visual screen they once provided. The lower base of the trees have been cleared and there are several dead / dying trees. Some trees still provide a visual screen, but need to be trimmed to remove any dead branches.

Proposed Concepts:

1.3.01 <u>Concept 1:</u>

-Existing Grandstands move along the Smith Street side of the site to allow sound to be directed away from the Smith Street neighbors.
-New handicap accessible press box behind Grandstands with new PA system
-New Program buildings along Smith Street (bathrooms, concessions, team rooms, storage)
-New set of bleachers in the north
-New small set of bleachers at track finish line
-Synthetic turf field (fits football and 70yd x115yd soccer field)
-New 400m Non-Equal track layout to accommodate soccer, lacrosse, football, and field hockey
-New 4' high perimeter fencing along outside of track
-Protective ball netting at both ends of field
-Relocation of shot put in west end of site
-Sports Lighting
-Drop off area along Smith Street
-Main entrance plaza at east end of site with ticket booth. There would

be a secondary emergency entrance in the west end of site
-Renovating path from High School and making a connection to the main entrance plaza
-Perimeter walkway along outside of entire track
-Ornamental fence and masonry piers along Smith Street
-New perimeter site fencing
-7' wide sidewalk along Smith Street with 6" high granite curbing to prevent cars from parking on sidewalk and make it pedestrian friendly
-Landscape improvements
-Informal seating berm in north and west part of site

1.3.02 Concept 2:

-Existing Grandstands move 20' north
-New handicap accessible press box behind Grandstands with new PA system
-New program buildings at Main Entrance (bathrooms, concessions, team rooms, storage, ticket booth)
-New set of bleachers along Smith Street
-Synthetic turf field (fits football and 75yd x117yd soccer field)
-New 400m Broken Back track layout to accommodate soccer, lacrosse, football, and field hockey
-New 4' high perimeter fencing along outside of track
-Protective ball netting at both ends of field
-Relocation of shot put in west end of site
-Sports Lighting
-Drop off area along Smith Street
-Main entrance plaza at east end of site, with secondary emergency entrance in the west end of site
- Renovating path from High School and making a connection to the main entrance plaza
-Perimeter walkway along outside of track in north, east, and south
-Ornamental fence and masonry piers along Smith Street
-New perimeter site fencing
-7' wide sidewalk along Smith Street with 6" high granite curbing to prevent cars from parking on sidewalk and make it pedestrian friendly
-Landscape improvements
-Informal seating berm in north and west part of site

1.3.03 Concept 3:

-Existing Grandstands move 20' north
-New handicap accessible press box behind Grandstands with new PA system
-New program buildings at Main Entrance and adjacent to Grandstands (bathrooms, concessions, team rooms, storage, ticket booth)
-New small set of bleachers at track finish line
-Existing bleachers along Smith Street utilized at existing location
-Synthetic turf field (fits football and 70yd x115yd soccer field)
-New 400m Non-Equal track layout to accommodate soccer, lacrosse, football, and field hockey

-New 4' high perimeter fencing along outside of track
-Protective ball netting at both ends of field
-Relocation of shot put in west end of site
-Sports Lighting
-Drop off area along Smith Street
-Main entrance plaza at east end of site along Smith Street, with secondary emergency entrance in the west end of site
-Perimeter walkway along outside of entire track
-Ornamental fence and masonry piers along Smith Street
-New perimeter site fencing
-7' wide sidewalk along Smith Street with 6" high granite curbing to prevent cars from parking on sidewalk and make it pedestrian friendly
-Landscape improvements
-Informal seating berm in south part of site with additional seating wall next to existing bleachers. Berm also acts as visual barrier from Smith Street

1.3.04 Concept 4:

-Existing Grandstands utilized at existing location
-New handicap accessible press box behind Grandstands with new PA system
-New program building adjacent to Grandstands (bathrooms, concessions, team rooms, storage)
-New small set of bleachers at track finish line
-New set of bleachers along Smith Street
-Synthetic turf field (fits football and 70yd x115yd soccer field)
-New 400m Non-Equal track layout to accommodate soccer, lacrosse, football, and field hockey
-New 4' high perimeter fencing along outside of track
-Protective ball netting at both ends of field
-Relocation of shot put in west end of site
-Sports Lighting
-Drop off area along Smith Street
-Main entrance plaza at east end of site along Smith Street with ticket booth. There would be a secondary emergency entrance in the west end of site
-Perimeter walkway along outside of entire track
-Ornamental fence and masonry piers along Smith Street
-New perimeter site fencing
-7' wide sidewalk along Smith Street with 6" high granite curbing to prevent cars from parking on sidewalk and make it pedestrian friendly
-Landscape improvements
-Informal seating berm in south part of site with additional seating wall next to new bleachers. Berm also acts as visual barrier from Smith Street

Site Detailing:

1.4.01 Stantec went through site detail images showing ideas they had in mind for the site. They showed entrance plazas, informal berm seating, planting, ornamental fencing and masonry piers utilized in previous projects.

Discussion Items:

1.5.01 The group discussed the use of the team rooms on the site. John Brown would like the team rooms to be used primarily for football because there is currently nowhere for the football teams (both home and visitor) to go during halftime or in inclement weather. The group also mentioned that currently the existing high school lockers are not adequately sized for football pads or helmets and that there is a need for more space.

1.5.02 The group would like Stantec to include maintenance cost for the landscaping in their cost estimates

1.5.03 There was discussion about removing the existing sidewalk along Smith Street since it is not utilized currently by pedestrians and cars tend to illegally park along it. Some members were concerned with the removal being a safety concern for people accessing the site and the Fuller Brook Path. Stantec will keep the proposed sidewalk in the design until future discussion.

1.5.04 The group agreed to remove the proposed drop-off area along Smith Street because it may cause more traffic problems and we want to direct the cars to the high school parking lot.

1.5.05 The group agreed that the main entrance plaza should be in the location that connects the existing path from the high school to the site, similar to Concept 1 and 2. This will require renovation of the existing path to make sure it is handicap accessible.

1.5.06 The group preferred the proposed program building be centrally located for the Hunnewell athletic complex, but also providing a ticket booth/concessions building at the main entrance. There was discussion of whether or not to have an additional ticket booth at the west entrance or to have a portable table and chairs setup. Stantec will design a space for a small ticket booth until a decision is made.

1.5.07 The existing grandstands do not offer storage space underneath because they are angle frame construction. The group asked that Stantec look at an option including a steel I-Beam structured grandstand so that the storage can be provided underneath.

1.5.08 Stantec will also review the Fuller Brook Plans to coordinate with Beta on the pathways and the landscaping along the new path.

1.5.09 Overall it looks like the revised 2 Concepts will utilize the general layout of Concept 4 and the entrance of Concept 2. There would be 2 variations of the building and storage locations, with 1 taking into account the new I-Beam bleachers.

Schedule / Deliverables/ Next Meeting:

1.6.01 The next meeting for the High School Task Force has not been scheduled.

1.6.02 Between now and the next meeting, Stantec will take into consideration all the comments from the group and combine some ideas to come up with one, possibly two if needed, preferred concepts with a cost estimate. Stantec will provide a copy of the presentation for the Town to post of the website.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Planning and Landscape Architecture

Josh Atkinson, ASLA
Landscape Designer, Sports Group
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Meeting Notes

Town of Wellesley – Renovation of High School Stadium Field and Track
Meeting No. 3 – High School Stadium Task Force
07 January 2013, 7:00 pm

Attendees:

Rocky Batty, WHS Lacrosse
Janet Bowser, NRC Director
John Brown, Athletic Director
Steve Burtt, Task Force Member (School Committee)
Bill Cadigan, Football / Track Parent
Cliff Canaday, Task Force Member (Neighbor)
Bob Capozzi, Advisory / Rec.
Michael Cohen, Parent
Peter Connolly, Task Force Member (Neighbor)
Jesse Davis, High School Coach
Tom Harrington, Chair of Recreation Commission / Task Force Member (PFTF)
Doug Hershelman, Wellesley Youth Football
David Hickey, Town Engineer
Ursula King, NRC Chair
Larry Murphy, Neighbor
Stephen Murphy, Task Force Member (NRC)
William Noonan, Parent
Neal Seaborn, NRC
Bill Westerman, Parent / Neighbor
Cynthia Westerman, Task Force Member (Youth Football)
Odessa White, WHS / Wellesley Youth Football Parent
Melissa Wilson, Task Force Member (Neighbor)
Josh Atkinson, Stantec Sport
Megan Buczynski, Stantec Sport

General:

1.0.01 The following Meeting Notes are from the scheduled Stadium Task Force Meeting held in the Wellesley High School Faculty Dining Room in Wellesley, Massachusetts.

1.0.02 The items and comments are not listed in order of the discussion, but are grouped by topic for easier reference and interpretation.

Introductions:

1.1.01 Tom Harrington began the meeting to brief everyone on the purpose of the meeting which is to narrow down the two concepts and to take a look at budgetary estimates. Once the ideas are narrowed down, Stantec will provide a Final Schematic Design with Memo and Opinion of Probable Project Costs.

1.1.02 Megan Buczynski gave a brief description of the work done based off the comments from the previous meeting that has led to the most recent design concepts.

Existing Conditions Information:

1.2.01 Josh Atkinson began the presentation with an aerial photo of the existing conditions which then transitioned to show an overlay image of Preferred Concept A and then showed the same transition from existing conditions to overlay of Preferred Concept B.

Proposed Preferred Concepts:

1.3.01 Preferred Concept A:

- One (1) multipurpose infilled synthetic turf field accommodating football, 70yd x115yd soccer plus safety run off, boys' and girls' lacrosse, and field hockey
- One (1) 400m 6 lane Non-Equal track layout with main straight away on the home grandstand side
- Existing Grandstands utilized at existing location
- One (1) handicap accessible press box behind Grandstands with new PA system
- One (1) program building adjacent to Grandstands (bathrooms, team rooms, and storage)
- One (1) program building adjacent to main entrance (concessions, ticket booth, and storage)
- One (1) small set of 5 row bleachers at track finish line (approx. 140 seats)
- A series 5 row bleachers at visitors side along Smith Street (approx. 770 seats). Visitor bleachers shall sit at elevation even with track elevation (not elevated)
- Relocation of shot put to west end of site
- New Long / Triple Jump pits
- Athletic equipment (team benches, Football goal post, Soccer goals, Lacrosse goals, Field Hockey goals)
- Sports lighting
- Pedestrian lighting
- Plaza area along Smith Street near existing maintenance drive entrance
- Renovated path connection from school along Smith Street
- Main entrance plaza at east end of site off maintenance drive along Smith Street at ticket booth
- Secondary emergency / handicap entrance in the west end of site
- Tertiary emergency/maintenance entrance in the north side of site
- Vehicular control bollard and chain at maintenance access from Smith Street to Hunnewell playfields
- Pervious perimeter walkway along outside of entire track
- 4' high perimeter fencing along outside of track
- 30' high protective ball netting at both ends of field
- 6' high ornamental fence and masonry piers along Smith Street, at main entrance, and at secondary entrances
- 8' high perimeter site fencing at all other perimeter areas
- 7' wide sidewalk along Smith Street with 6" high granite curbing to

prevent cars from parking on sidewalk and make it pedestrian friendly
- Landscape improvements
- Electrical / Utility upgrades
- One (1) Scoreboard with play clocks
- 5' high informal seating berm in south part of site with additional seating wall next to new bleachers. Berm also acts as visual barrier from Smith Street. Final berm layout dependent on flood plain issue.

1.3.02 Preferred Concept B:

The concept is essentially the same as Preferred Concept A with the exception of the following items:

- One (1) Steel I-Beam Grandstand located closer to track and provides more storage underneath. This requires removal of existing grandstands.
- Entry Plazas are different shape
- An Entry Plaza begins at the renovated path along Smith Street across from the High School and connects to the Main Entry Plaza. Plaza at maintenance drive along Smith Street is eliminated.

Design Details:

1.4.01 Stantec went through examples of the Press Box and Steel I-Beam Grandstands. The Steal I-Beam Grandstands would provide additional storage capabilities underneath the bleachers but are not large enough to accommodate a building. A new grandstand would also give the opportunity to move the grandstands closer to the track and provide more of a buffer from the Fuller Brook Path.

1.4.02 Stantec presented images showing possible site details they had in mind for the site. They showed ornamental fencing and masonry piers utilized in previous projects as well as entrance plazas, pervious paving, informal berm seating, and planting examples.

1.4.03 Stantec displayed a slide showing their capabilities for 3D graphics if requested by the Task Force.

Opinion of Probable Costs:

1.5.01 The opinion of probable construction costs for the entire project, exclusive of new home grandstands, is approximately $5.7 million.

1.5.02 The opinion of probable construction costs for Steel I-Beam Grandstand is approximately $412,000, including the removal of the Existing Grandstands.

Discussion Items:

1.6.01 The NRC wanted to make sure the proposed building is within the same footprint of the existing complex and not in the Fuller Brook path. Stantec referred to the Fuller Brook plans when designing the concepts and used the fencing shown on the current Fuller Brook plans as the limit of work.

1.6.02 John Brown asked if the visitor bleachers were at grade with the track. Stantec confirmed they are at grade with the track and they are carved into the berm with a 5' high retaining wall behind the bleachers. There will be an 18" high seat wall along each end of the visitor bleachers to provide additional seating.

1.6.03 Ursula King had a concern with Concept A where the plaza area along Smith Street and the entrance to the maintenance/emergency access intersect. She felt there may be a safety issue where pedestrians and vehicles may interfere with each other. The group decided to eliminate that plaza area along Smith Street.

1.6.04 There was discussion that the gate and sidewalk from Smith Street along the maintenance access to the ticket booth is not needed. This would reduce the pedestrian access points which may reduce the amount of issues with neighbors. Pedestrians could walk up the maintenance drive like they do today, but the idea is to encourage use at the path connector from the High School.

1.6.05 Ursula wanted to make sure there is plenty of room at the concessions area so people do not feel packed in while waiting in line and are possibly blocking pedestrian traffic. Stantec will rotate the concessions / ticket booth to accommodate a larger queuing area.

1.6.06 The group discussed the use of the team rooms on the site and the necessity for heat as athletes will be changing in the team rooms. Stantec will look into including heat in the buildings.

1.6.07 The existing grandstands do not offer storage space underneath because they are angle frame construction. Concept B includes the Steel I-Beam Grandstand so that additional storage can be provided underneath. It also moves the Grandstands closer to the track, and away from the mature trees that drop acorns onto the spectators. There are ways to screen and limit public use to the back side of the Grandstands using landscaping, fencing, or masonry walls/columns.

1.6.08 Stantec explained that the proposed pavement for the walkways would be porous asphalt and the plaza areas would be permeable pavers.

1.6.09 Stantec explained that the current concepts assume removal of the mature evergreen trees along Smith Street for budgetary purposes. While they may serve as providing a visual barrier onto the site, most of the evergreens are beyond their life expectancy and are dead or dying causing safety concerns to the pedestrians, spectators, and neighbors. Once the project moves forward there would be inventory on what should stay and what should be removed along with removal of dead or dying branches.

1.6.10 There was discussion of having the gates open to the track at all times. This would invite public use and anyone using the Fuller Brook path or the rest of Hunnewell Playfields to have access. For crowd control during a ticketed event, the north gate would be strategically closed.

1.6.11 The NRC requested that the entrance at the north be more inviting for the Fuller Brook and Hunnewell Playfield users and to have a small entrance plaza to invite pedestrians into the site.

1.6.12 Before the group decides if they would go with a new set of grandstands, members of the group requested there be an analysis of the amount of storage possible under the Steel I-Beam Bleachers. This would determine if it would significantly enhance storage capabilities.

1.6.13 The NRC requested that the press box and Grandstands fit the characteristics of the Town of Wellesley and the Fuller Brook naturalistic look, if possible.

1.6.14 Janet Bowser requested that the consultants evaluate and include as many sustainable /LEED design elements as possible including composting toilets, solar panels, recycled materials, LID stormwater management, as well as native and low maintenance landscaping.

1.6.15 The NRC does not see an issue with what was presented for the plans since there is not a change in use. Once the lights get involved in the discussion, then it would be a change in use and they would need to be more informed on the issue.

1.6.16 Stantec will add a footnote in the cost estimate that identifies elements qualifying for CPC funding.

1.6.17 The general consensus was that the group would like to see Preferred Concept B with the minor changes discussed, along with separating out the new Steel I-Beam bleachers.

1.6.18 There will be one more meeting with the Task Force to go over the final schematic design and cost estimate. From there Stantec will write up a report summarizing the process of this design study. The Task Froce will present their information to the school committee to see if there is budget for this project in the future.

Schedule / Deliverables/ Next Meeting:

1.7.01 The next meeting for the High School Task Force has been scheduled for Monday, January 28th at 7pm at the Wellesley High School Faculty Dining Room.

1.7.02 Between now and the next meeting, Stantec will take into consideration all the comments from the group and combine the ideas to finalize the conceptual design and associated opinion of probable construction costs.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Planning and Landscape Architecture

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Meeting Notes

Town of Wellesley – Renovation of High School Stadium Field and Track
Meeting No. 4 – High School Stadium Task Force
28 January 2013, 7:00 pm

Attendees:

Janet Bowser, NRC Director
John Brown, Athletic Director
Steve Burtt, Task Force Member (School Committee)
Cliff Canaday, Task Force Member (Neighbor)
Peter Connolly, Task Force Member (Neighbor)
Joan Gaughan, NRC-CPC
Carl Gifford, Neighbor
Tom Harrington, Chair of Recreation Commission / Task Force Member (PFTF)
David Hickey, Town Engineer
Heidi K-Gross, NRC
Ursula King, NRC Chair
Ed Lasch, Soccer
Barbara McMahon, Task Force Member (Youth Lacrosse)
Neal Seaborn, NRC
Cynthia Westerman, Task Force Member (Youth Football)
Melissa Wilson, Task Force Member (Neighbor)
Josh Atkinson, Stantec Sport

General:

1.0.01 The following Meeting Notes are from the scheduled Stadium Task Force Meeting held in the Wellesley High School Faculty Dining Room in Wellesley, Massachusetts.

1.0.02 The items and comments are not listed in order of the discussion, but are grouped by topic for easier reference and interpretation.

Introductions:

1.1.01 Tom Harrington began the meeting to brief everyone on the purpose of the meeting which is to display the Final Conceptual Design, referred to as a "Schematic Design (fit test)" and have the task force consider whether to proceed to the school committee with this conceptual design.

Existing Conditions Information:

1.2.01 Josh Atkinson began the presentation with an aerial photo of the existing conditions which then transitioned to show an overlay image of Preferred Concept.

1.2.02 Stantec then showed the same transition from existing conditions to overlay of the Alternate 1 which shows a new Steel I-Beam Grandstand.

Proposed Preferred Concept:

1.3.01 Preferred Concept:

- One (1) multipurpose infilled synthetic turf field accommodating football, 70yd x115yd soccer plus safety run off, boys' and girls' lacrosse, and field hockey
- One (1) 400m 6 lane Non-Equal track layout with main straight away on the home grandstand side
- Existing Grandstands utilized at existing location
- One (1) handicap accessible press box behind Grandstands with new PA system
- One (1) program building adjacent to Grandstands (bathrooms, team rooms, and storage) approximately 4,800 s.f.
- One (1) program building adjacent to main entrance (concessions, ticket booth, and storage) approximately 1,750 s.f.
- One (1) small set of 5 row bleachers at track finish line (approx. 140 seats)
- A series 5 row bleachers at visitors side along Smith Street (approx. 770 seats). Visitor bleachers shall sit at elevation even with track elevation (not elevated)
- Relocation of shot put to west end of site
- New Long / Triple Jump pits
- Athletic equipment (team benches, Football goal post, Soccer goals, Lacrosse goals, Field Hockey goals)
- Sports lighting
- Pedestrian lighting
- Renovated path connection from school along Smith Street
- Entry Plaza begins at the renovated path along Smith Street across from the High School and connects to the Main entrance plaza.
- Main entrance plaza at east end of site off maintenance drive along Smith Street
- Secondary emergency / handicap entrance in the west end of site
- Tertiary emergency/maintenance entrance in the north side of site
- Vehicular control bollard and chain at maintenance access from Smith Street to Hunnewell playfields
- Pervious pavement at walkways
- Permeable pavers at plaza spaces
- 4' high perimeter fencing along outside of track
- 30' high protective ball netting at both ends of field
- 6' high ornamental fence and masonry piers along Smith Street, at main entrance, and at secondary entrances
- 8' high perimeter site fencing at all other perimeter areas
- 7' wide sidewalk along Smith Street with 6" high granite curbing to prevent cars from parking on sidewalk and make it pedestrian friendly
- Landscape improvements (including trees, shrubs, loam and seed)
- Electrical / Utility upgrades
- One (1) solar powered Scoreboard with play clocks
- 5' high informal seating berm in south part of site with additional seating wall next to new bleachers. Berm also acts as visual barrier from Smith Street. Final berm layout dependent on flood plain issue.

1.3.02 Alternate #1:

- One (1) Steel I-Beam Grandstand located closer to track and provides more storage underneath. This requires removal of existing grandstands.

Opinion of Probable Costs:

1.4.01 The opinion of probable construction costs for the project, exclusive of new home grandstands, increased because of requests to heat the building with team rooms and bathrooms. It is now approximately $6.1 million.

1.4.02 The opinion of probable construction costs for Steel I-Beam Grandstand is still approximately $412,000, including the removal of the Existing Grandstands.

Memo/Report Outline:

1.5.01 Stantec went over the detailed outline of what will be included in the final memo/report. This will begin with an introduction of the project, the process, the results, site considerations, sustainability, the estimate of probable project cost, and conclusions. Meeting notes, previous designs, and any other additional useful information will be included as appendices.

Discussion Items:

1.6.01 As discussed in previous meetings the Steel I-Beam Grandstand will provide additional storage underneath. Stantec estimates that with 6' minimal clearance, the grandstands will provide 2,200 square feet of additional storage. More storage is possible for smaller items if they need less than 6' clearance. The Alternate #1 also moves the Grandstands closer to the track, and away from the mature trees that drop acorns onto the spectators.

1.6.02 Stantec estimates that the Building #1 with team rooms, bathrooms, and storage will be approximately 4,800 square feet. Approximately 500 square feet of that number will be set aside for storage. It is estimated that Building #2 with concessions, ticket booth, and storage will be approximately 1,750 square feet and approximately 400 square feet of that would be set aside for storage.

1.6.03 The site is in a flood plain and according to the Wetlands Protection Act Regulations if there is a loss of flood water storage (with the addition of the proposed berms and buildings), the volume will have to be displaced to an incrementally equal space within the same reach of the brook. In order to have the proposed berms, Stantec believes we will make up the compensatory storage if we lower the track and field by 2" because we will be allowing more volume since there is the additional void space replacing the topsoil. The proposed buildings will also need to be 1 foot higher than the base flood elevation in order to get flood insurance.

1.6.04 John Brown would like the scoreboard to move to the south eastern side of the field rather than the north eastern side for better home spectator viewing.

1.6.05 Neighbors asked about the current concept assuming removal of the mature evergreen trees along Smith Street. Once the project moves forward there would be inventory selective trees for what should stay and what should be removed along with removal of dead or dying branches.

1.6.06 The NRC requested that in the report the consultants include as many sustainable /LEED design elements as possible including composting toilets, solar panels, recycled materials, LID stormwater management, as well as native and low maintenance landscaping.

1.6.07 The NRC requested that Stantec include the cost for final design and permitting in the report as well as a draft construction schedule.

1.6.08 The NRC made their position statement announcing their support with the Preferred Concept, with the exception of lights since it would be a change of use that involves public hearings and impact studies. The Task Force requested that be included in the appendix.

1.6.09 Stantec will include a footnote in the cost estimate that identifies elements qualifying for CPC funding in the final report.

1.6.10 The neighbors wanted to make it clear that they are not endorsing lights in any way at this time.

1.6.11 The HSTF then took the following three votes:

(1)The HSTF recommends that the School Committee adopts as its preferred design for the HS Stadium the Schematic Design for stadium Field and Track dated January 28, 2013 (6 in favor, 2 opposed, 1 abstention).

The HSTF believes that a reconstructed HS Stadium is an essential component to the Town's field inventory and encourages the School Committee to proceed with the design and permitting phases of the project. (8-0 in favor, 1 abstention).

The HSTF did not evaluate the impacts of night use associated with sport lighting. Such impacts include noise, additional car trips, and light spill on the neighborhood. The HSTF recommends that these impacts be studied as part of the design and permitting phases of the project. (8-0 in favor, 1 abstention).

Schedule / Deliverables/ Next Meeting:

1.7.01 Stantec will forward the draft report to Tom a couple of days before the report is brought to the school committee for him to distribute to the Task Force for their review.

1.7.02 The High School Task Force will meet 15 minutes before they present to the school committee on Tuesday February 12th. This is to have a final vote on the report.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Planning and Landscape Architecture

Josh Atkinson, ASLA
Landscape Designer, Sports Group
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Appendix D

Memo - Handicap Parking

Stantec Sport

Stantec Planning and Landscape Architecture

Memo

Stantec

To:	Stadium Task Force c/o Mr. David Hickey	From:	Meg Buczynski
	Wellesley Engineering Dept.		Boston, MA
File:	Stadium T&F Renovation Study	Date:	January 14, 2013

Reference: Wellesley Stadium T&F Study – Handicap Parking

Dear Stadium Task Force Members,

We have completed a Handicap Parking analysis for the Stadium site to determine additional handicap parking requirements that may be necessary. The following is a summary of our findings:

- Current NRC Parking Lot (west of track) 34 regular spaces, 2 HC spaces
- The Massachusetts Architectural Access Board (MAAB) says that for a parking lot with 26-50 spaces, 2 HC spaces are required (see MAAB Item 23.2.1), so the current parking lot meets this requirement
- The Wellesley Zoning ByLaw says:
    - Any building used for physical education or physical recreation purposes requires one parking space for every 3 permanent spectator seats.

  While the Stadium is not a building, this is the closest item in the Zoning ByLaw that would seem to pertain to the Stadium Seating. It should be discussed with your Building Inspector whether this assumption is appropriate.
- The proposed design includes seating for 1,970 spectators (1200 at home side, 770 at visitor side). Using the Wellesley Zoning ByLaw requirement, this means the Stadium requires 656 spaces which are of course not provided at the Stadium, but I assume are provided at the High School Parking Lot.
- Based on this number, the MAAB requires that for a parking lot with 501-1,000 spaces, 2% must be HC, therefore this would require 14 HC spaces that I assume are provided at the High School Parking Lot, but should be verified.

  The MAAB goes on to say that where accessible spaces cannot be located within 200' of an accessible entrance, an accessible passenger drop-off area shall be provided within 100' of the accessible entrance. In our case this accessible drop-off area could be at the NRC parking lot. Currently the distance

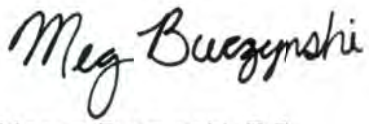
Reference: Wellesley Stadium T&F Study – Handicap Parking

from the street to the Main Gate is 164', so unless the drive was opened for HC access the Main Gate would not be accessible based on the distance listed by MAAB.

As the Building Inspector is the one who enforces the parking requirements, I recommend that the Task Force discuss parking requirements with him to understand if additional parking is required. As part of that conversation, I believe it is prudent to understand how many tickets are sold for a normal game (not Thanksgiving Day Football) so the Building Inspector can see that the Stadium does not typically sell our during the normal season and potentially an understanding can be reached that handicap parking will be managed during large events rather than provided for the full seating capacity at all times.

Please let us know how you wish to proceed. Thank you.

STANTEC PLANNING AND LANDSCAPE ARCHITECTURE P.C.



Megan Buczynski, P.E.
Senior Associate
megan.buczynski@stantec.com

Attachment: Off-Street Parking Requirements from Wellesley ByLaw
Architectural Access Board Parking and Passenger Loading Zones

c.

SECTION XXI. OFF-STREET PARKING.

Part A. PURPOSE.

It is the intent of this Section that any use of land involving the arrival, departure, parking or storage of motor vehicles upon such land be so designed and operated as to assure that all structures and land uses shall have sufficient off-street automobile parking to meet the needs of persons employed at, or making use of, such structures or land uses.

Part B. DEFINITIONS.

As used herein the following words and phrases shall have and include the following respective meanings:

Parking space - An area exclusive of maneuvering area and driveway for the parking of one motor vehicle.

Parking area - An area either used or required for parking of five or more motor vehicles not for sale or rental, including necessary maneuvering space, but not including parking on a lot for the passenger cars of residents and guests of a one or two-family dwelling on said lot.

Storage area - An area either used or required for the standing of motor vehicles held for sale or rental.

Maneuvering space - An area in a parking area which (1) is immediately adjacent to a parking space, (2) is used for and/or is necessary for turning, backing, or driving forward a motor vehicle into such parking space but (3) is not used for the parking or storage of motor vehicles.

Maneuvering aisle - A maneuvering space which serves two or more parking spaces, such as the area between two rows of parking spaces.

Driveway - An area on a lot, in addition to parking and maneuvering spaces and aisles, which is designed or used to provide for the passage of motor vehicles to and from a street or way.

Motor vehicle - Any vehicle for which registration is required in order to travel legally on Massachusetts highways.

Passenger car - A motor vehicle designed for private passenger use.

Use - The purpose for which land or building is employed, arranged, designed, or intended or for which either is occupied or maintained.

Service area - An off-street space or berth on the same lot with a building or contiguous to a building or buildings, used for maneuvering and/or temporary parking of motor vehicles or storage containers employed in providing the pickup and delivery of goods and services to such building or buildings.

Part C. APPLICABILITY.

No new building or structure shall be constructed or used, in whole or in part, and no building, or part thereof, shall be altered, enlarged, reconstructed or used, and no land shall be used unless there is provided off-street parking in accordance with the following conditions:

1. A plan submitted in accordance with Part E. of this Section, shall have been approved by the Inspector of Buildings or the Special Permit Granting Authority as provided in SECTION XVIA.

2. No existing off-street parking spaces shall be eliminated by the replacement or enlargement of an existing building or structure, unless replaced by spaces provided in accordance with this Section.

3. Enlargements or alterations which result in an increase in the ground coverage or the usable floor area of a building or structure shall require additional off-street parking spaces in accordance with the provisions of this Section, but only to the extent that such increase exceeds 5% of the ground coverage or 15% of the floor area existing at the time this Section becomes effective; and provided that property included in a Business or Industrial District on March 31, 1982 shall require additional off-street parking spaces in accordance with the provisions of this paragraph 3. only for any ground coverage or floor area in excess of that in existence on March 31, 1982;

   and provided, further, that property included in a Business District A., Industrial District A. or Educational District A. on April 4, 1983 shall require additional off-street parking spaces in accordance with the provisions of this Section for floor area in excess of that in existence on April 4, 1983, provided, however, that said properties shall not be rendered non-conforming by reason of having less than the required amount of parking based on floor area existing on April 4, 1983.

4. Changes in the use of existing buildings or structures, or parts thereof or of land shall require additional off-street parking spaces in accordance with the provisions of this Section, but only to the extent of such change.

5. Repair or reconstruction of pre-existing non-conforming buildings shall be governed by the provisions of SECTION XVII.

Part D. REGULATIONS AND RESTRICTIONS.

Subpart 1. GENERAL PROVISIONS

No parking or storage area (whether required by this Bylaw or otherwise subject to Subpart 3. of this Section) shall be constructed or altered; no building permit for the erection, enlargement or substantial alteration of any building for which a parking or storage area would be required by this Bylaw shall be issued; and the uses to which a lot is put shall not be changed to a use or uses requiring different parking requirements from those applicable to the former use; unless in each case a permit has been issued in accordance with the provisions of Part E., Subpart 1. of this Section based on an Off-Street Parking or Storage Plan which shows such parking or storage areas and/or the parking or storage areas associated with such buildings or changed uses. Said Off-street Parking or Storage Plan shall include:

a. The quantity, location, and dimensions of all driveways, maneuvering spaces and aisles, parking spaces, storage areas, and drainage facilities;

b. The location, size and type of materials for surface paving, curbing or wheel stops, trees, screening and lighting;

c. The location of all buildings and lot lines from which the parking lot must be set back, and

d. Such other information as the Building Inspector may reasonably require.

The plan shall be a drawing at a scale of 1 inch equals 20 feet or 1 inch equals 40 feet or at such other scale as the Building Inspector may direct.

Where necessary for the administration of this Section, the Building Inspector may require that the owner, operator or occupant of a lot or any building thereon, furnish a statement as to the number of employees customarily working at any one time on the premises. The Building Inspector may, at any reasonably time, enter upon a lot or into any building thereon, in order to make such determinations as are necessary for the administration of this Section.

No parking or storage area at any time existing shall be discontinued or altered (except in accordance with a permit issued pursuant to Part E., Subpart 1.) if the requirements of this SECTION XXI. would not thereafter be satisfied with respect to the property theretofore served by such area.

Where off-street parking or storage is furnished in connection with two or more uses the requirements shall be the sum of the requirements for the several uses.

Areas required to be kept open and unoccupied by buildings under SECTION XVIIIC., RATIO OF BUILDING TO LOT AREA, and SECTION XIX., YARD REGULATIONS. may be used to satisfy the provisions of this Section.

Nothing herein shall be construed to prohibit the owner of a parking or storage area from restricting the use thereof to his customers, employees or other invitees, nor from charging a reasonable fee for the use thereof.

Subpart 2. REQUIRED PARKING.

In all districts which require off-street parking in accordance with this Zoning Bylaw, off-street parking shall be provided for uses (excluding public housing for the elderly) according to the following table. The table is intended to show the minimum number of parking spaces required for various uses in the zoning districts, and is not intended to indicate the allowed uses in the districts.

OFF-STREET PARKING REQUIREMENTS

USE	ZONING DISTRICT	MINIMUM NUMBER OF PARKING SPACES
Apartment house, apartment hotels	Business Districts A. Industrial Districts A.	One space for each apartment dwelling unit contained in buildings.
Hotel, inn, lodging house, restaurant or other eating place.	Single Residence Districts A, General Residence Districts A, Limited Residence Districts, Business Districts A, Industrial Districts A.	Either one space per two guest rooms or one space for each 100 sq. ft.* of area in which food is served, whichever is greater.
Building used for administrative, clerical, statistical & professional offices, and other similar uses.	Administrative and Professional Districts. *** Limited Business Districts.	One space for 100 sq. ft.* of ground coverage of buildings but not less than 3.2 & spaces per 1,000 sq. ft. of floor area of buildings.**
Hotel, motel, inn, restaurant operated in conjunction with such similar uses.	Limited Business Districts.	One space per guestroom and one space for each 100 sq. ft.* of area in which food is served.
Any building where the principal use is motor vehicle sales or service.	Business Districts A, Industrial Districts A.	One space per employee and one space per motor vehicle (not for sale or rental) owned, operated or associated with the establishment and one space per 100 sq. ft.* of area occupied by buildings.
Apartment building or group of buildings containing three or more dwelling units.	Limited Residence Districts.	One space on the lot for each dwelling unit.
Apartment building or group of buildings containing 20 or more dwelling units.	Limited Apartment Districts.	1.5 spaces for each dwelling unit of two bedrooms or less and two parking spaces for each dwelling unit providing three bedrooms or more.
Any building used for any business, industrial, educational or commercial purpose residential uses accessory to an educational use.	Educational Districts A, Business Districts A, Industrial Districts A.	One space for each 150 sq. ft.* occupied by buildings but not less than 3.2 spaces per 1,000 sq. ft. of floor area of buildings.**

Any building used for physical education or physical recreation purpose.	Educational Districts B, Business Districts A, Industrial Districts A.	One space for every 3 permanent spectator seats, which shall include folding bleachers that are attached to buildings, but not less than one space per 1,000 sq. ft. of floor area of buildings.**
Any allowed use with or without a special permit.	Lower Falls Village Commercial District.	3.2 spaces per 1,000 sq. ft.* of first floor area of buildings.** 2 spaces per 1,000 sq. ft.* of upper floor space in excess of 4,000 sq. ft.** ****
Assisted Elderly Living, Independent Elderly Housing.	Residential Incentive Overlay District.	0.65 spaces per dwelling unit.
Conventional Multi Family Housing	Residential Incentive Overlay District.	2 spaces per dwelling unit.
Nursing Home and/or Skilled Nursing Facility.	Residential Incentive Overlay District.	1 space for 5 nursing home beds.
Any building used for any business, industrial, educational or commercial purpose.	Wellesley Square Commercial District, Business Districts. Industrial Districts.	One space for each 150 sq. ft.* of ground coverage of buildings but not less than 3.2 spaces per 1,000 sq. ft. of floor area of buildings.**
Town House	Town House General Residence General Residence A.	Two spaces on the lot for each dwelling unit.
Any residential use	Linden Street Corridor Overlay District	2.5 spaces per one, two or three bedroom unit.
Any nonresidential use	Linden Street Corridor Overlay District	5 spaces for each 1,000 square feet of ground coverage of buildings*, but not less than 3.2 spaces per 1,000 square feet of floor area of buildings.**

For purposes of the above parking requirements, any increase in on-street parking spaces included in a proposed Linden Street Corridor Overlay District Development Site at the expense of the proponent shall be counted towards satisfaction of the off-street parking requirement.

* Computed to the nearest ten square feet.

** Floor area shall be the sum of the horizontal areas of the several floors (including basement) of a building to the nearest 100 square feet, except

that such floor area as is provided for deck parking or other in building parking shall be counted for required parking space and not in figuring floor area for which parking must be provided. For the purpose of computing the requirements, the area shall be measured from the exterior surface of the exterior walls.

*** No parking facilities other than those for transient motor vehicles shall be located between the principal building and the principal street line.

**** If any portion of a parcel is within 600 feet of any portion of a public parking area or areas, having individually or jointly 50 or more parking spaces, off-street parking shall be provided at a ratio of 2.5 spaces per 1,000 gross square feet of commercial floor area, excluding uninhabitable basement areas.

Subpart 3. DEVELOPMENT STANDARDS.

Each parking area hereafter devoted to the off-street parking of fifteen (15) or more vehicles regardless of whether said parking area is required by this Bylaw, shall comply with the standards as hereinafter set forth:

DESIGN.

a. Parking spaces and maneuvering aisles shall have the minimum dimensions set forth in the following table:

MINIMUM PARKING SPACE AND AISLE DIMENSIONS
FOR PARKING AREAS (in feet)

Angle of Parking	Width of Parking Space	Depth of Parking Space	Width of Maneuver Aisle
61° - 90°	8'6"	18'	24'
46° - 60°	8'6"	18'	18'
45°	8'6"	18'	15'
Parallel	8'0"	22'	12'

Parking spaces for the exclusive use of handicapped individuals shall be provided in accordance with the Rules and Regulations of the Architectural Barriers Board.

Provided however, that compact car spaces having the minimum dimensions set forth in the following table may be used to satisfy up to a maximum of 30% of the off-street parking spaces required. Such spaces

shall be designated for "Compact Cars Only" by signs or pavement markings.

MINIMUM PARKING SPACE AND AISLE DIMENSIONS
FOR PARKING AREAS (in feet)

Angle of Parking	Width of Parking Space	Depth of Parking Space	Width of Maneuver Aisle
61^o - 90^o	7'6"	15'	24'
46^o - 60^o	7'6"	15'	18'
45^o	7'6"	15'	15'
Parallel	7'0"	19'	12'

b. The number of driveways permitting entrance to and for exit from a lot shall be limited to two per street line. Driveways shall be located so as to minimize conflict with traffic on public streets and where good visibility and sight distances are available to observe approaching pedestrian and vehicular traffic.

c. The width of a driveway for one-way traffic shall be not less than twelve (12) feet as measured at its narrowest point. The width of a driveway for two-way use shall be a minimum of eighteen (18) feet and a maximum of twenty-four (24) feet, as measured at its narrowest point.

d. All parking areas shall be so arranged and designed that the only means of access and egress to and from such areas shall be by driveways meeting the requirements of this Section.

e. Driveways shall be arranged for the free flow of vehicles at all times, and all maneuvering spaces and aisles shall be so designated that all vehicles may exit from and enter into a public street by being driven in a forward direction.

f. On any parking area in any District, all paved portions of all parking spaces and maneuvering aisles shall be set back five (5) feet from any wall of a building, and five (5) feet from any private or public way, or any lot line of any land in residential districts or used for residential, conservation or park purposes.

g. Each required off-street parking space shall be designed so that any motor vehicle may proceed to and from said space without requiring the moving of any other vehicle or by passing over any other parking space, except where the parking area is attended or limited to employees.

CONSTRUCTION.

a. All required parking spaces, maneuvering aisles, and driveways shall have a durable, dustless, all-weather surface, such as bituminous concrete or cement concrete, and shall provide for a satisfactory disposal of surface water by grading and drainage in such a manner that no surface water shall drain onto any public way or onto any lot in other ownership and such surfaces shall be well maintained.

b. Parking areas in all Districts shall be provided with curbing, wheel stops, or other devices to prevent motor vehicles from being parked or driven within required setback areas or onto the required landscaped open space.

c. In any parking area the surface shall be painted, marked or otherwise delineated so that each parking space is apparent.

LANDSCAPING.

a. For an outdoor parking area containing twenty (20) or more parking spaces, there shall be planted at least one tree for every ten (10) parking spaces on any side of the perimeter of such parking area that abuts the side line of a private or public way, or abuts the lot line of land in residential districts or land used for residential purposes.

b. In any outdoor parking area a landscaped open space having an area of not less than 10% of the outdoor parking area on the lot shall be provided. A minimum of one half of the required landscaped open space shall be located in the interior of the parking area.

c. Trees required by the provisions of this Section shall be at least two (2) inches in diameter at a height of five (5) feet at the time of planting and shall be of a species characterized by rapid growth and by suitability and hardiness for location in a parking lot. To the extent practicable, existing trees shall be retained and used to satisfy the provisions of this Section.

SCREENING.

Any parking, storage or service area which abuts residential districts or uses shall be screened from such residential districts or uses and any parking area shall be screened from a public or private way in accordance with the following requirements:

a. Materials - plant materials characterized by dense growth which will form an effective year-round screen shall be planted, or a fence or a wall shall be constructed, to form the screen. Where a grill or open-work fence or

wall is used it shall be suitable in appearance and materials. Screening may consist of both natural and man-made materials. To the extent practicable, existing trees shall be retained and used to satisfy the provisions of this Section.

b. Height - screening shall be at least five (5) feet in height. Plant materials when planted, may be not less than 3 1/2 feet in height if of a species or variety which shall attain the required height and width within three (3) years of planting. Height shall be measured from the finished grade.

c. Width - screening shall be in a strip of landscaped open space at least five (5) feet wide, and so located as not to conflict with any corner visibility requirements or any other Bylaws of the Town.

d. Maintenance - all required plant materials shall be maintained in a healthy condition and whenever necessary replaced with new plant materials to insure continued compliance with screening requirements. All required fences and walls shall be permanently maintained in good repair and presentable appearance and whenever necessary they shall be repaired or replaced.

e. Lighting - all artificial lighting used to illuminate a parking or storage area, maneuvering space or driveway shall be arranged and shielded so as to prevent direct glare from the light source into any public street or private way or onto adjacent property.

Part E. ADMINISTRATION.

Subpart 1. PERMITS.

Upon the filing, by the owner of a lot or by the operator or occupant thereof with the consent of the owner, of an application for a permit accompanied by a plan complying with the provisions of Part D. Subpart 1:

a) for the construction, enlargement, or alteration of a parking or storage area;

b) for the erection, enlargement or substantial alteration of any building for which parking would be required by this Bylaw; or

c) for a change in the use or uses that would require different requirements from those applicable to the former use, the Building Inspector shall determine whether such plan is in compliance with the provisions of this Bylaw and if so he shall issue a permit therefore. If the Building Inspector determines that the plan is not

in compliance with this Bylaw he shall deny the application in writing setting forth his grounds for denial.

The fee for such permit shall be determined from time to time by the Selectmen.

Subpart 2. SPECIAL PERMITS.

An applicant who proposes to erect, enlarge or substantially alter a building, for which parking is required by this Bylaw, which parking to be provided is insufficient, may apply to the Special Permit Granting Authority for a special permit in accordance with this SECTION XXI. and SECTION XXV. of this Zoning Bylaw subject to the following:

A special permit may be granted allowing provision of the parking spaces required by this Zoning Bylaw to be maintained on a lot other than the same lot with the building, provided the spaces are available on another lot accessible to and within a walking distance of 600 feet from the building.

521 CMR 23.00: PARKING AND PASSENGER LOADING ZONES

23.1 GENERAL

Any person who has lawful control of improved or enclosed private property used as off-street parking for businesses, auditoriums, sporting or recreational *facilities*, cultural centers, or general *public use* where the public has the right of access as invitees or licensees, shall cause such parking areas, including temporary parking areas to comply with 521 CMR. For parking related to residential and *transient lodging facilities*, *See* **521 CMR 8.00: TRANSIENT LODGING FACILITIES** and **521 CMR 10.3, Parking Spaces**.

23.2 NUMBER

Accessible spaces shall be provided as follows:

23.2.1

Total Parking in Lot	Required Minimum Number of Accessible Spaces
15-25	1
26-50	2
51-75	3
76- 100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
501-1,000	2% of total
1,001 and over	20 plus 1 for each 100 over 1000

23.2.2 One in every eight *accessible* spaces, but not less than one, shall be van *accessible*, See **521 CMR 23.4.7**.

23.2.3 Spaces required by the table in **521 CMR 23.2.1** need not be provided in a particular lot. They may be provided in a different location if equivalent or greater accessibility, in terms of distance from an *accessible entrance*, cost and convenience, is ensured.

23.2.4 Specialized Medical *Facilities*: At *facilities* providing medical care for persons with mobility impairments, parking spaces shall comply with the following:

a. Outpatient units and facilities: 10% of the total number of parking spaces provided to serve each such outpatient unit or facility shall be *accessible*.
b. Units and facilities that specialize in treatment or services for persons with mobility impairments: 20% of the total number of parking spaces provided, serving each such unit or facility, shall be *accessible*.

23.00: PARKING AND PASSENGER LOADING ZONES

23.3 LOCATION

Accessible parking spaces shall be located as follows:

23.3.1 *Accessible* parking spaces serving a particular *building*, facility or temporary event shall be located on the shortest *accessible route* of travel from adjacent parking to an *accessible entrance*.

23.3.2 In parking *facilities* that do not serve a particular *building*, *accessible* parking shall be located on the shortest *accessible route* of travel to an *accessible* pedestrian *entrance* of the parking *facility*.

23.3.3 In buildings with multiple *accessible entrances* with adjacent parking, *accessible* parking spaces shall be dispersed and located closest to the *accessible entrances*, but in no case, more than three spaces from the accessible entrance.

Exception: Where *accessible spaces* cannot be located within 200 feet (200' = 61m) of an *accessible entrance*, an *accessible* passenger drop-off area shall be provided within 100 feet (100' = 30m) of an *accessible entrance*.

23.3.4 Garages: In multi-level garages where no elevator is provided, such spaces shall all be located near the *accessible entrance*. See special van requirement in **521 CMR 23.4.7**.

23.4 PARKING SPACES

Shall comply with the following:

23.4.1 Width: *Accessible* parking spaces shall be at least eight feet (8' = 2438mm) wide, plus the *access aisle*.

23.4.2 Length: The length of *accessible* parking spaces shall be at least the same as for parking spaces generally in accordance with 780 CMR: *The State Building Code* or local zoning requirements. Parked vehicles shall not reduce the *clear* width of an *accessible route* by overhanging or protruding into it.

23.4.3 Slope: Parking spaces shall be *level* with surface slopes not exceeding 1:50 (2%) in all directions.

Exception: When *temporary accessible parking* is located within a field or otherwise unpaved area, when such *site* has not been improved in accordance with 521 CMR, the spaces shall be located on the least sloping area of the parking lot.

23.4.4 Surface: Spaces shall have a uniform, paved or hard packed smooth surface.

Exception: Temporary accessible parking spaces shall have, at minimum, a hard packed, smooth surface with a minimum amount of pooling or draining water.

23.00: **PARKING AND PASSENGER LOADING ZONES**

23.4.5 Delineation: *Accessible spaces* shall be marked by high contrast painted lines or other high contrast delineation.

Exception: Temporary accessible parking spaces shall be easily identifiable, such as lined with field markings, paint or field tape. Traffic cones or barrels may be used to identify parking spaces where field markings, paint, or field tape cannot be used given the surface condition.

23.4.6 *Access aisles*: All *accessible spaces* shall have *access aisles* that comply with the following:

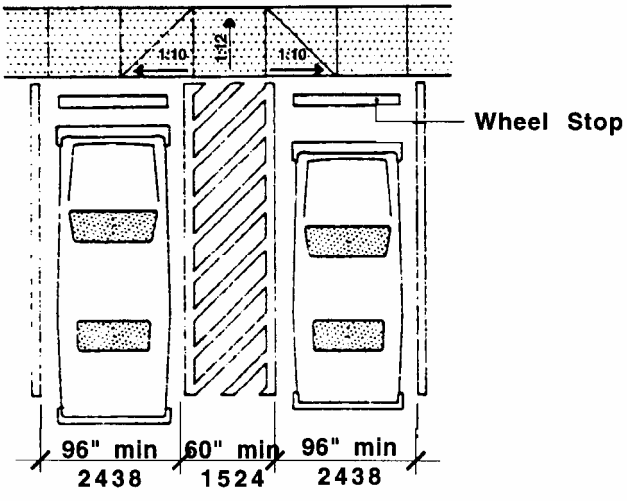
a. Parking *access aisles* shall be part of an *accessible route* to the *building* or *facility entrance* and shall comply with **521 CMR 20.00: ACCESSIBLE ROUTE**.

Exception: For temporary accessible parking, directional signage along the entire accessible route, using the international symbol of accessibility and an arrow, shall be used to direct people to the closest accessible entrance.

b. *Access aisles* adjacent to *accessible spaces* shall be five feet (5' = 1524mm) wide minimum, except adjacent to van *accessible spaces* the *access aisle* shall be a minimum of eight feet (8' = 2438mm) wide.

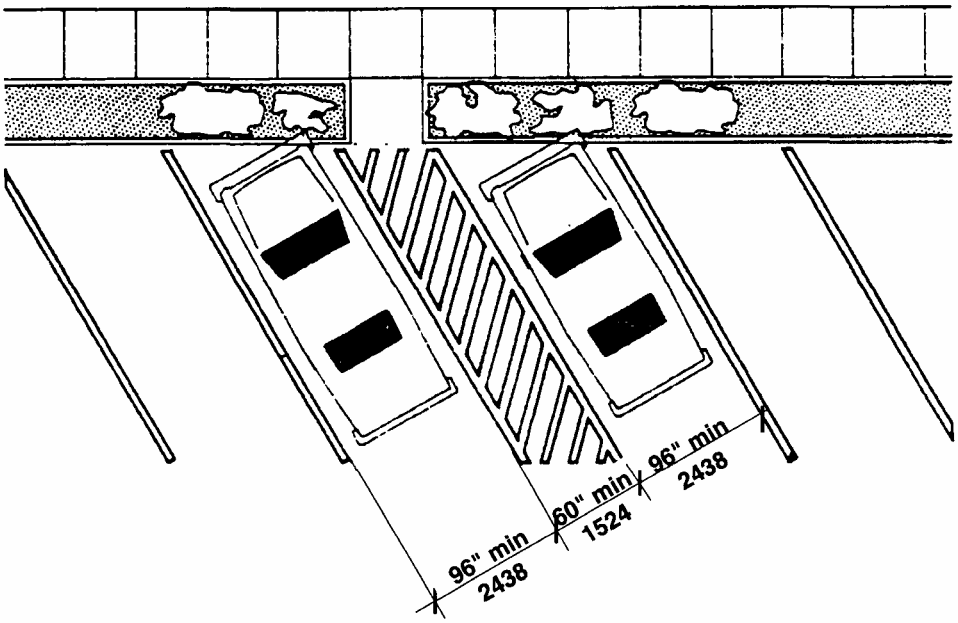
Exception: When temporary accessible parking is located within a field or otherwise unpaved site, when such area has not been improved in accordance with 521 CMR, the spaces shall be located on the least sloping area of the parking lot in conjunction with the temporary accessible parking spaces.

c. Two *accessible* parking spaces may share a common *access aisle*. *See* **Fig. 23a** and **23b**.



Alternate Stall
Figure 23a

23.00: **PARKING AND PASSENGER LOADING ZONES**



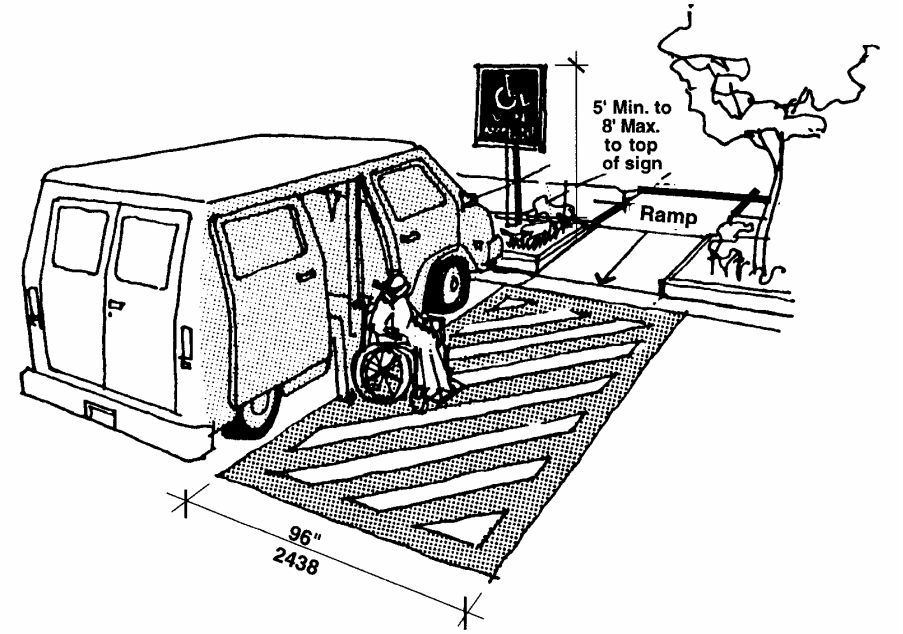
Angled Parking
Figure 23b

d. *Access aisles* shall be *level* with surface slopes not exceeding 1:50 (2%) in all directions.
e. *Access aisles* shall be clearly marked by means of diagonal stripes.

23.4.7 Van *Accessible spaces* shall comply with the following:

a. Provide minimum vertical clearance of eight feet, two inches (8'2" = 2489mm) at the parking *space* and along at least one vehicle *access route* to such spaces from site entrance(s) and exit(s). *See* **Fig. 23c**.

23.00: **PARKING AND PASSENGER LOADING ZONES**



Van Accessible Space
Figure 23c

b. Each *space* shall have a sign designating it "Van Accessible" as required by **521 CMR 23.6, Signage**.
c. All such *spaces* may be grouped on one level of a parking structure.
d. Eight foot minimum (8' = 2438mm) wide *space*.
e. Provide an *access aisle* of eight feet (8' = 2438mm).

Exception: Van *accessible* spaces do not have to be separately provided if all required *accessible* parking *spaces* are 11 feet wide (11' = 3353mm) with a five foot (5' = 1524mm) *access aisle*.

23.5 **SIDEWALKS**

Where *sidewalks* are provided at *accessible* parking *spaces*, a *curb cut* shall be installed at the *access aisle* of each *accessible space* or pair of *spaces*.

Exception: Where walkways and sidewalks are provided at temporary accessible parking spaces, there shall be a firm, stable path of travel, not less than 36 inches wide, from the temporary accessible parking spaces to said walkway or sidewalk. There shall be no abrupt changes in level greater than ½ inch. If there is a change of level greater than ½ inch, then vertical access shall be provided either via temporary curb ramps or via a temporary ramp.

23.6 **SIGNAGE**

Accessible parking *spaces* shall be identified by signs indicating that they are reserved.

23.6.1 A sign shall be located at the head of each space and no more than ten feet (10' = 3048mm) away, and at *accessible* passenger loading zones and may also include wording identifying its use.

23.00: **PARKING AND PASSENGER LOADING ZONES**

Exception: Signs for temporary accessible parking spaces located within a field or otherwise unpaved area shall be located at the head of each space if there are no attendants directing people to park, or signs indicating a general area designated for accessible vehicles if parking attendants are directing people to park.

23.6.2 The sign shall show the international symbol of *accessibility*.

23.6.3 Van *accessible spaces* shall includes the words: "Van-Accessible".

23.6.4 Such signs shall be permanently located at a height of not less than five feet (5' = 1524mm), nor more than eight feet (8' = 2438) to the top of the sign.

Exception: Signage for *temporary accessible parking* spaces may be permanently attached to a pole within a bucket.

23.7 **PASSENGER LOADING ZONE**
If passenger loading zones are provided, at least one of them shall comply with the following:

23.7.1 Wherever a passenger loading zone or parking area is provided, an *accessible route* to an *accessible entrance* is required.

23.00: **PARKING AND PASSENGER LOADING ZONES**

23.7.2 Passenger loading zones shall provide an *access aisle* at least 60 inches (60" = 1524mm) wide and 20 feet (20' = 6096mm) long, adjacent and parallel to the vehicle pull-up space.

23.7.3 If there are curbs between the *access aisle* and the vehicle pull-up space, then a *curb cut* complying with **521 CMR 21.00: CURB CUTS**, shall be provided.

23.7.4 Vehicle standing spaces and *access aisles* shall be level with surface slopes not exceeding 1:50 (2%) in all directions.

23.7.5 Vertical Clearance: A minimum of nine feet, six inches (9'6" = 2896mm) of vertical clearance shall be provided at *accessible* passenger loading zones and along at least one vehicle access *route* to such areas from *site entrance(s)* and exit(s).

23.8 **VALET PARKING**
Valet parking *facilities* shall provide a passenger loading zone complying with **521 CMR 23.7, Passenger Loading Zone** located on an *accessible route* to the *entrance* of the *facility*. **521 CMR 23.2 Number** and **521 CMR 23.4.7 Van Accessible Spaces**, do not apply to valet parking facilities.

Appendix E

Memo - Issues With Flood Plain

Memo

Stantec

To:	Stadium Task Force c/o Mr. David Hickey	From:	Meg Buczynski, P.E.
	Wellesley Engineering Det.		Boston, MA
File:	Stadium T&F Study	Date:	January 14, 2013

Reference: Issues Pertaining to Flood Plain

Dear Task Force Members:

We have reviewed the proposed program and how it relates to the flood plain associated with Fuller Brook and Caroline Brook at our site. The following is a summary of the existing conditions and potential issues that need further discussion.

Existing Conditions

Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Map # 25021C0016E Panel 0016E and Map # 25021C0017E Panel 0017E both dated July 17, 2012, our entire site exists within flood plain associated with the Fuller and Caroline Brooks. The majority of the site is designated as Zone AE meaning that a base flood elevation has been determined. A small portion of the site to the west containing a small portion of the track and the remaining area leading out to Fuller Brook is designated as Zone A and the limit of the zones corresponds with FEMA's Limit of Detailed Study for the flood plain.

The flood elevation at the west end of the site is El. 124 and at the east end El. 125. It appears that the elevation associated with Fuller Brook as it turns south remains El. 125 and as such it is assumed that the flood elevation at the east end of the site remains at 125 and does not increase to El. 126. Based on information provided by the Town, Wellesley's survey datum is 6.22' higher than FEMA's datum (NAVD 88), making the respective flood elevations 130.22' and 131.22'.

On average, the existing site sits at an elevation of approximately El. 130'. This of course varies slightly throughout the site, but a more detailed survey is required to understand the true grades throughout. Based on site review it can be assumed that the grades vary between El. 129-130.

Currently the only true vertical structure at the site taking up space within the flood plain is the existing storage shed to the west of the home stand bleachers.

Proposed Conditions

Reference: Issues Pertaining to Flood Plain

There are two items of concern on our site when it comes to the flood plain: (1) the buildings in relation to flood insurance and (2) the proposed berm and associated requirement for compensatory storage.

(1) Flood insurance for buildings requires that the building floor elevation be 1' higher than the base flood elevation. Where the proposed buildings are currently located, the flood elevation is 131.22' This means that the first floor of the buildings would need to sit at an elevation of 132.22'. With the current site at an elevation of 130', the buildings would need to be 2.22' higher than current grade. It is possible to raise the buildings up to this elevation, but the access to the buildings would need to be considered as well as how it relates to concessions windows and ticket booths.

(2) The Wetlands Protection Act Regulations, 310 CMR 10.00 dated June 2009 note the following General Performance Standards in relation to Bordering Land Subject to Flooding (aka flood plain):

(4) General Performance Standards.

(a) Bordering Land Subject to Flooding:

1. *Compensatory storage shall be provided for all flood storage volume that will be lost as the result of a proposed project within Bordering Land Subject to Flooding, when in the judgment of the issuing authority said loss will cause an increase or will contribute incrementally to an increase in the horizontal extent and level of flood waters during peak flows.*

   Compensatory storage shall mean a volume not previously used for flood storage and shall be incrementally equal to the theoretical volume of flood water at each elevation, up to and including the 100-year flood elevation, which would be displaced by the proposed project. Such compensatory volume shall have an unrestricted hydraulic connection to the same waterway or water body. Further, with respect to waterways, such compensatory volume shall be provided within the same reach of the river, stream or creek.

2. *Work within Bordering Land Subject to Flooding, including that work required to provide the above-specified compensatory storage, shall not restrict flows so as to cause an increase in flood stage or velocity.*

This essentially means that if we fill an area (eg. install berms and additional buildings) within the flood plain area (the entire site) we need to compensate for the volume we are now taking up that was previously free space and as we analyze this we need to look at 1' increments.

Reference: Issues Pertaining to Flood Plain

We are assuming the existing site is at El. 130'. The proposed berms range in elevation from 130' to 135'. If we currently assume that the elevation around the site was going to remain the same at approximately El 130', then our elevations of concern on the berm are from 130'-131.22'. The current berm layout extends from within the 130.22 flood elevation into the 131.22 elevation along the length of the site. The following is a breakdown of the compensatory storage requirements within the site:

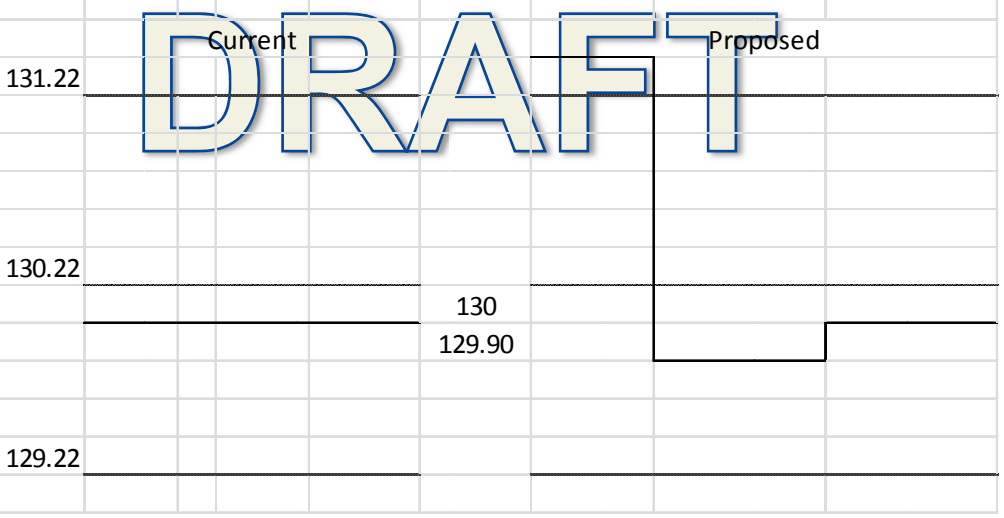
Ex/Pr. Site	130		Area (sf)			Reqd Comp. Stor. (CF)	
			Berm	Building	Total	129.22-130.22	130.22-131.22
Flood El.	130.22		14299	0	14299	3145.9	0.0
Flood El.	130.22	to 131.22	10840	3924	14764	3248.0	1624.0
Flood El.	131.22		2523	2451	4974	1094.2	4973.7
					TOTAL	7488.1	6597.7

Track Area 138922 sf

If you provided storage by lowering the track...

0.10139 ft to lower track area by...

Incremental Storage Graphic - Not to Scale, for graphic purposes only



As you will see, we need to compensate for 7,488cf of storage from El. 129.22-130.22 and 6,598cf of storage from El 130.22-131.22. Since our current site is at El. 130, we can lower the track and field grade to accommodate the required volume from 129.22-130.22. However, because the site is so flat, there is no

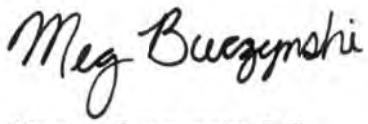
Reference: Issues Pertaining to Flood Plain

existing earth to carve away to compensate the volume in the 130.22-131.22 elevations range as the regulations state.

As such, a discussion with the Conservation Commission is important to discuss whether they would waive the 1' incremental storage requirement to allow us to provide the all the compensatory storage by depressing the track and field even though it is technically not within the same 1' incremental elevation. Depressing the track and field by 0.10 ft would provide the total compensatory storage needed.

Please let me know how you would like us to proceed. It is our recommendation that the Task Force consider the building types and the requirement for flood insurance on those buildings and whether an informal presentation to the conservation commission is necessary at this time in regards to the compensatory storage requirements.

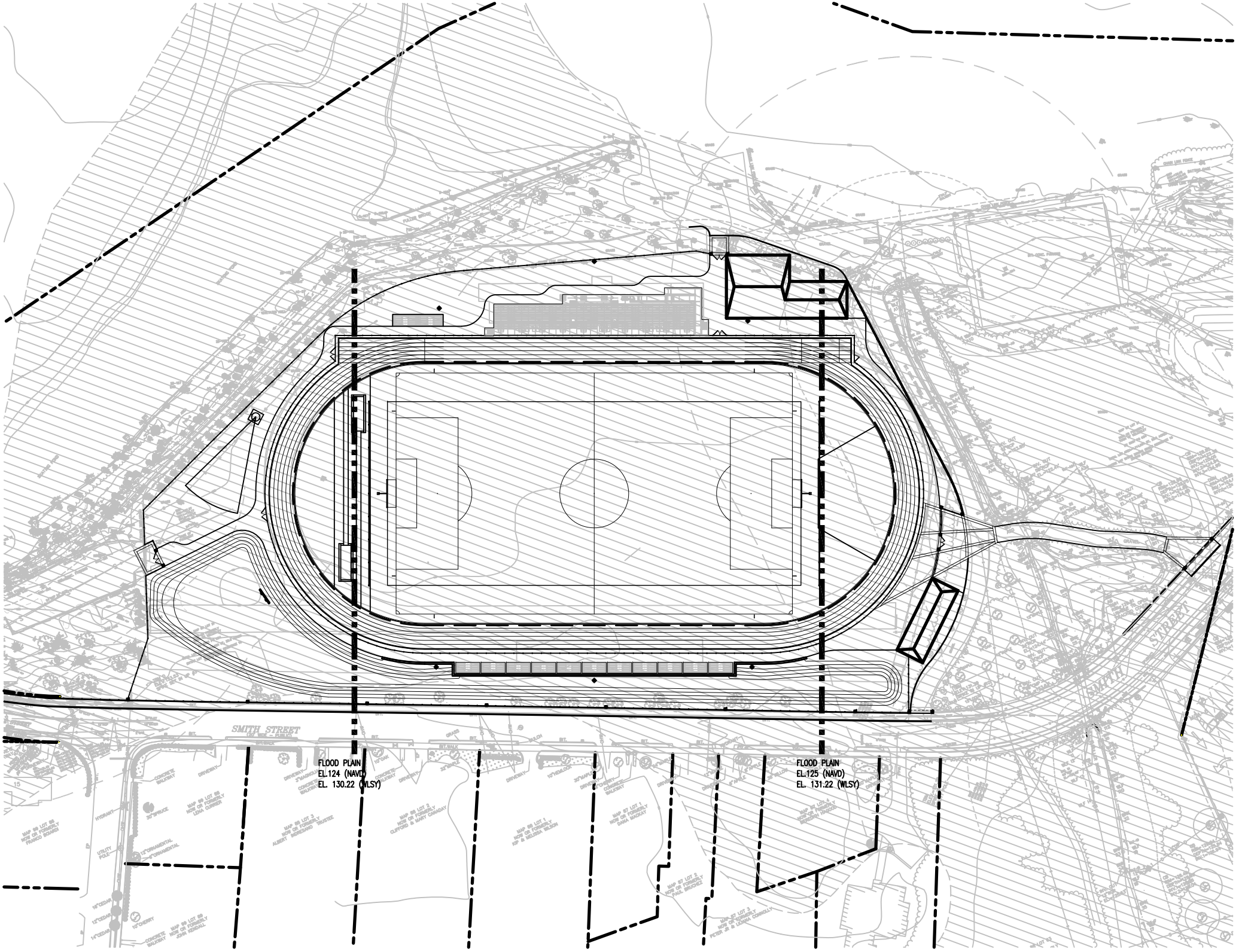
STANTEC PLANNING AND LANDSCAPE ARCHITECTURE P.C.



Megan Buczynski, P.E.
Senior Associate
megan.buczynski@stantec.com

Attachment:

c.


SMITH STREET
FLOOD PLAIN
EL.124 (NAVD)
EL. 130.22 (WLSY)
FLOOD PLAIN
EL.125 (NAVD)
EL. 131.22 (WLSY)

LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

MAP SCALE 1" = 500'

250 0 500 1000

FEET

METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0016E

FIRM

FLOOD INSURANCE RATE MAP

NORFOLK COUNTY, MASSACHUSETTS (ALL JURISDICTIONS)

PANEL 16 OF 430

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

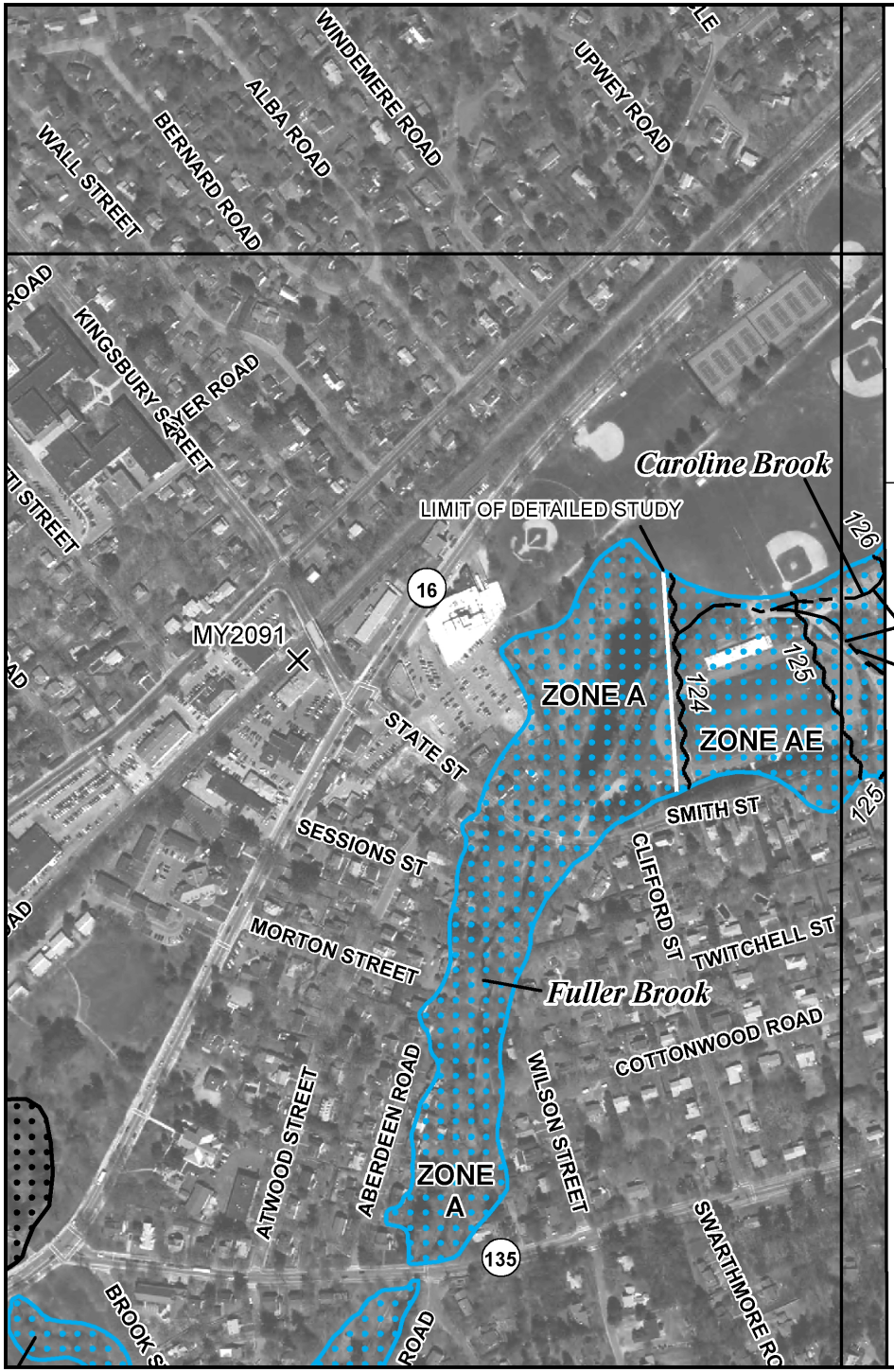
COMMUNITY	NUMBER	PANEL	SUFFIX
DOVER, TOWN OF	250238	0016	E
NEEDHAM, TOWN OF	255215	0016	E
WELLESLEY, TOWN OF	250255	0016	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER 25021C0016E

EFFECTIVE DATE JULY 17, 2012

Federal Emergency Management Agency



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250 0 500 1000

FEET

METERS

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25021C0016E

EFFECTIVE DATE
JULY 17, 2012

Federal Emergency Management Agency

Appendix F

Memo - NRC Position on Schematic Design

TOWN OF WELLESLEY *MASSACHUSETTS*

NATURAL RESOURCES COMMISSION

Town Hall, 525 Washington Street, Wellesley, Massachusetts 02482-5992

Ursula G. King, Chairman
Heidi Gross, Vice Chairman
Stephen Murphy, Secretary
Joan E. Gaughan
Neal Seaborn

Janet Hartke Bowser, Director
Phone: (781) 431-1019 ext. 2290
Email: jbowser@wellesleyma.gov
FAX: (781) 237-6495
Website: www.wellesleyma.gov/NRC

MEMORANDUM

To: School Committee
High School Stadium Task Force
Playing Fields Task Force

From: Natural Resources Commission

Date: January 28, 2013

RE: NRC Position on Schematic Design to Improve the High School Stadium and Track

The NRC has been actively involved in the recent meetings related to the Schematic High School Stadium and Track improvements and has attended all recent High School Stadium Task Force Meetings to learn more about the proposed improvements to this area that is under the jurisdiction of the NRC as parkland. Based on the NRC's review of these plans, the Board is supportive of the proposed improvements and has concluded that the proposal does not represent a change in use of the land that would trigger a more detailed NRC site analysis and review. The NRC notes, however, that should field lights be proposed for the site, that the NRC would need to conduct an extensive site analysis and review under its "Land Management Change of Use" Policy that would involve extensive public participation, including public hearings, and review of impacts on the area's neighborhood.

The NRC respectfully requests the School Committee's review and consideration of the current proposal since it will need to be the project's primary proponent moving forward.

Appendix G

Test Pit Logs

Stantec Sport

Stantec Planning and Landscape Architecture

Commonwealth of Massachusetts
City/Town of Wellesley

Form 11 - Soil Suitability Assessment for On-Site Sewage Disposal

A. Facility Information

Town of Wellesley - High School Track & Field
Owner Name

Street Address | Map/Lot #

Wellesley | MA | Zip Code
City | State

B. Site Information

1. (Check one) ☐ New Construction ☐ Upgrade ☐ Repair

2. Published Soil Survey Available? ☐ Yes ☐ No If yes: Year Published | Publication Scale | Soil Map Unit

Soil Name | Soil Limitations

3. Surficial Geological Report Available? ☐ Yes ☐ No If yes: Year Published | Publication Scale | Map Unit

Geologic Material | Landform

4. Flood Rate Insurance Map

Above the 500-year flood boundary? ☐ Yes ☐ No Within the 100-year flood boundary? ☐ Yes ☐ No

Within the 500-year flood boundary? ☐ Yes ☐ No Within a velocity zone? ☐ Yes ☐ No

5. Wetland Area: National Wetland Inventory Map — Map Unit | Name

Wetlands Conservancy Program Map — Map Unit | Name

6. Current Water Resource Conditions (USGS): Month/Year Range: ☐ Above Normal ☐ Normal ☐ Below Normal

7. Other references reviewed:

Commonwealth of Massachusetts
City/Town of Wellesley
Form 11 - Soil Suitability Assessment for On-Site Sewage Disposal

C. On-Site Review (continued)

Deep Observation Hole Number: Test Pit #2

Depth (in.)	Soil Horizon/ Layer	Soil Matrix: Color-Moist (Munsell)	Redoximorphic Features (mottles)			Soil Texture (USDA)	Coarse Fragments % by Volume		Soil Structure	Soil Consistence (Moist)	Other
			Depth	Color	Percent		Gravel	Cobbles & Stones			
0"-18"	A		N/A			Loam					
18"-54"	B	10 yr -3/3	N/A			Fill	50	20			Coarse Sand
54"-60"	Organic	10 yr - 3/1	N/A			Organics					Very Dense

Additional Notes:
Groundwater ~3.5 feet bgs

Commonwealth of Massachusetts
City/Town of Wellesley
Form 11 - Soil Suitability Assessment for On-Site Sewage Disposal

C. On-Site Review (continued)

Deep Observation Hole Number: Test Pit #3

Depth (in.)	Soil Horizon/ Layer	Soil Matrix: Color-Moist (Munsell)	Redoximorphic Features (mottles)			Soil Texture (USDA)	Coarse Fragments % by Volume		Soil Structure	Soil Consistence (Moist)	Other
			Depth	Color	Percent		Gravel	Cobbles & Stones			
0-12"	A		N/A			Loam					
12"-42"	B	10 yr - 3/3	N/A			Filll		10			
42"- 48"	Organics	10 yr - 3/1	N/A			Organics					
48" -54"	C	10 yr - 7/6	N/A			Fine Loam					

Additional Notes:
Groundwater ~3.5 feet bgs

Commonwealth of Massachusetts
City/Town of Wellesley
Form 11 - Soil Suitability Assessment for On-Site Sewage Disposal

C. On-Site Review (continued)

Deep Observation Hole Number: Test Pit #5

Depth (in.)	Soil Horizon/ Layer	Soil Matrix: Color-Moist (Munsell)	Redoximorphic Features (mottles)			Soil Texture (USDA)	Coarse Fragments % by Volume		Soil Structure	Soil Consistence (Moist)	Other
			Depth	Color	Percent		Gravel	Cobbles & Stones			
0-18"	A		N/A			Loam					
18"-36"	B	10 yr - 3/3	N/A			Filll	5-10	10			
36"- 66"	Organics	10 yr - 3/1	N/A	Black		Organics					
66" -72"	C1	2.5 yr - 5/1	N/A	Grey		Fine Loam					

Additional Notes:

Groundwater ~2.5 feet bgs

Commonwealth of Massachusetts
City/Town of Wellesley
Form 11 - Soil Suitability Assessment for On-Site Sewage Disposal

C. On-Site Review (continued)

Deep Observation Hole Number: Test Pit #7

Depth (in.)	Soil Horizon/ Layer	Soil Matrix: Color-Moist (Munsell)	Redoximorphic Features (mottles)			Soil Texture (USDA)	Coarse Fragments % by Volume		Soil Structure	Soil Consistence (Moist)	Other
			Depth	Color	Percent		Gravel	Cobbles & Stones			
0"-18"	A		N/A			Loam					
18"-36"	B	10 yr -3/3	N/A			Fill		5			
36"-66"	C1	10 yr - 6/8	N/A			Loamy Sand					
66"- 72"	C2	10 yr - 7/6	N/A			Fine Sand					

Additional Notes:
Groundwater ~4.5 feet bgs

12/12 TEST PIT LOCATIONS

TOWN OF WELLESLEY, MA

Department of Public Works

HUNNEWELL FIELD - WHS FOOTBALL FIELD

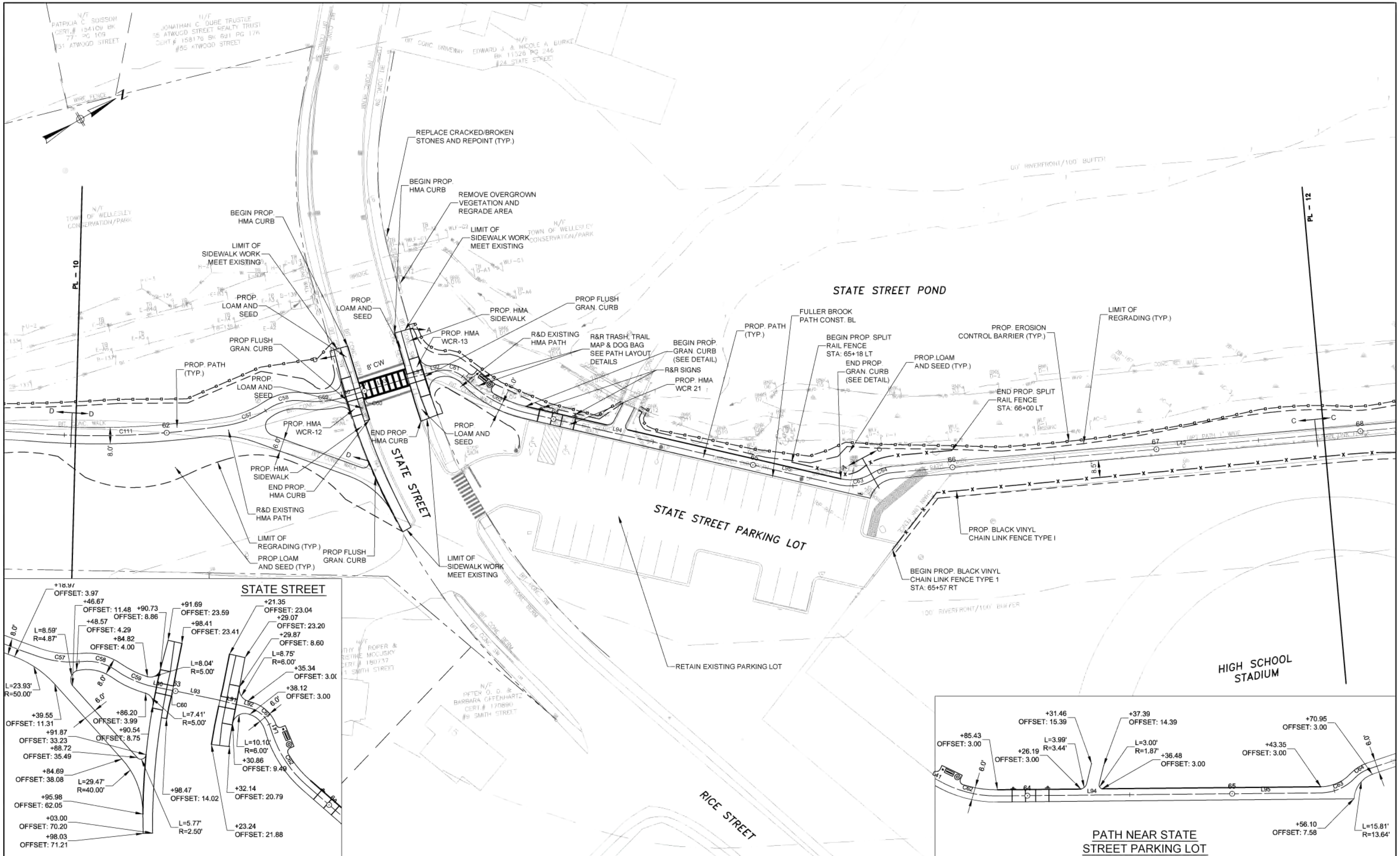
Engineering Division 10/29/2012

1 inch = 40 feet

Appendix H

Fuller Brook Park Preservation Project

Stantec Sport
Stantec Planning and Landscape Architecture


STATE STREET POND
STATE STREET PARKING LOT
STATE STREET
RICE STREET
HIGH SCHOOL STADIUM
PL - 10
PL - 12
REPLACE CRACKED/BROKEN STONES AND REPOINT (TYP.)
BEGIN PROP. HMA CURB
REMOVE OVERGROWN VEGETATION AND REGRADE AREA
LIMIT OF SIDEWALK WORK MEET EXISTING
PROP. LOAM AND SEED
PROP. HMA SIDEWALK
PROP. HMA WCR-13
PROP FLUSH GRAN. CURB
R&D EXISTING HMA PATH
R&R TRASH, TRAIL MAP & DOG BAG SEE PATH LAYOUT DETAILS
BEGIN PROP. GRAN. CURB (SEE DETAIL)
R&R SIGNS
PROP. HMA WCR 21
PROP. PATH (TYP.)
FULLER BROOK PATH CONST. BL
BEGIN PROP. SPLIT RAIL FENCE STA: 65+18 LT
END PROP. GRAN. CURB (SEE DETAIL)
PROP. LOAM AND SEED (TYP.)
PROP. EROSION CONTROL BARRIER (TYP.)
END PROP. SPLIT RAIL FENCE STA: 66+00 LT
LIMIT OF REGRADING (TYP.)
PROP. BLACK VINYL CHAIN LINK FENCE TYPE I
BEGIN PROP. BLACK VINYL CHAIN LINK FENCE TYPE 1 STA: 65+57 RT
RETAIN EXISTING PARKING LOT
PROP. HMA WCR-12
END PROP. HMA CURB
R&D EXISTING HMA PATH
LIMIT OF REGRADING (TYP.)
PROP. LOAM AND SEED (TYP.)
8' CW
STATE STREET
PATH NEAR STATE STREET PARKING LOT

NO	DATE	BY	CHEC'D	DESCRIPTION

REVISIONS

JOB NO. 4196
DRAWN BY: CJT
DESIGNED BY: PP
CHECKED BY: PP

SCALE: 20 0 20 40 SCALE IN FEET: 1"=20'

UNLESS OTHERWISE NOTED OR CHANGED BY REPRODUCTION

PREPARED BY: BETA ENGINEERING SUCCESS TOGETHER
315 Norwood Park South
Norwood, MA 02062
781.255.1982
email: BETA@BETA-inc.com

IN ASSOCIATION WITH: Horsley Witten Group AND PARK PLANNING ASSOCIATES

PREPARED FOR:

Fuller Brook Park Preservation Project

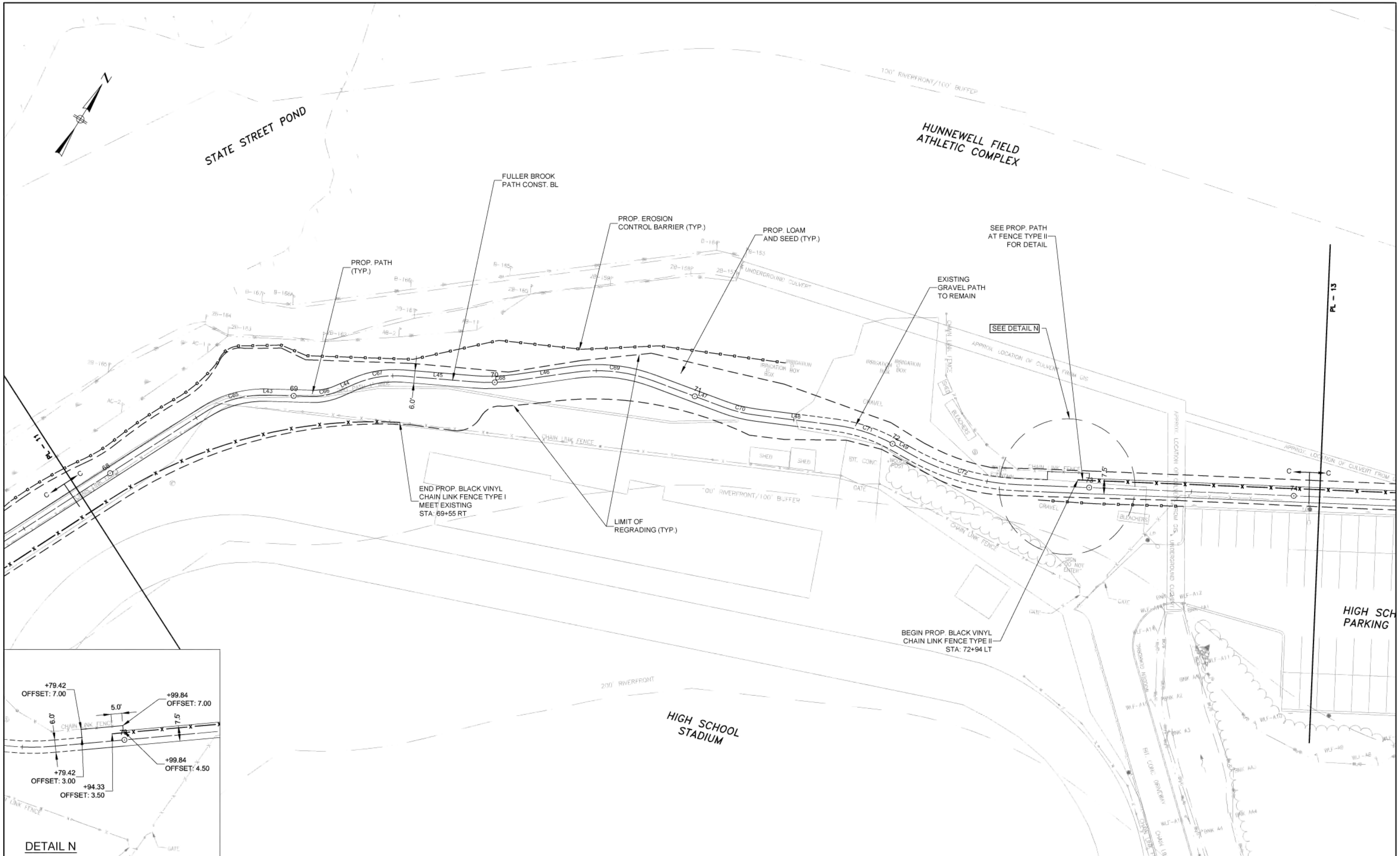
PATH LAYOUT PLAN

Wellesley, Massachusetts

NOVEMBER 30, 2012

PL - 11

SHEET 55 OF 160



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IN ASSOCIATION WITH
Horsley Witten Group
AND
Park Planning Associates

PREPARED FOR
Town of Wellesley

Fuller Brook Park Preservation Project

PATH LAYOUT PLAN

Wellesley, Massachusetts

NOVEMBER 30, 2012

PL - 12

SHEET 56 OF 160

STATE STREET POND

STATE STREET

STATE STREET PARKING LOT

RICE STREET

HIGH SCHOOL STADIUM

100' RIVERFRONT/100' BUFFER

200' RIVERFRONT

L - 10

L - 12

PLANTING LEGEND

- DECIDUOUS TREE
- EVERGREEN TREE
- FLOWERING TREE
- EVERGREEN TREE (MED.)
- BROADLEAF EVERGREEN SHRUB
- BROADLEAF EVERGREEN SHRUB (MED.)
- DECIDUOUS SHRUBS
- EVERGREEN HEDGE
- EVERGREEN GROUNDCOVER
- UPLAND REFORESTATION MIX
- WETLAND REFORESTATION MIX
- LAWN IMPROVEMENTS

NO	DATE	BY	CHECD	DESCRIPTION
				REVISIONS

JOB NO: 4196
DRAWN BY: CWL
DESIGNED BY: PP
CHECKED BY: PP

SCALE:
20 0 20 40
SCALE IN FEET: 1"=20'

PREPARED BY:
BETA ENGINEERING SUCCESS TOGETHER
315 Norwood Park South
Norwood, MA 02062
781.255.1982
email: BETA@BETA-inc.com

IN ASSOCIATION WITH:
Horsley Witten Group
AND:
PARK PLANNING ASSOCIATES

PREPARED FOR:

Fuller Brook Park Preservation Project

LANDSCAPE AND PLANTING PLAN

Wellesley, Massachusetts

NOVEMBER 30, 2012

L - 11

SHEET 133 OF 160

STATE STREET POND

HUNNEWELL FIELD
ATHLETIC COMPLEX

HIGH SCHOOL
STADIUM

HIGH SCH
PARKING

100' RIVERFRONT/100' BUFFER

200' RIVERFRONT

L - 11

L - 13

PLANTING LEGEND

- DECIDUOUS TREE
- EVERGREEN TREE
- FLOWERING TREE
- EVERGREEN TREE (MED.)
- BROADLEAF EVERGREEN SHRUB
- BROADLEAF EVERGREEN SHRUB (MED.)
- DECIDUOUS SHRUBS
- EVERGREEN HEDGE
- EVERGREEN GROUNDCOVER
- UPLAND REFORESTATION MIX
- WETLAND REFORESTATION MIX
- LAWN IMPROVEMENTS

NO	DATE	BY	CHECD	DESCRIPTION

REVISIONS

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DRAWN BY: CWL
DESIGNED BY: PP
CHECKED BY: PP

SCALE:
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SCALE IN FEET: 1"=20'

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LANDSCAPE AND PLANTING PLAN

Wellesley, Massachusetts

NOVEMBER 30, 2012

L - 12

SHEET 134 OF 160

O:\4100s\4196 - Wellesley - Fuller Brook Park\Drawing Files\Plan Set\4196 Landscape and Planting Plan.dwg Dec. 02, 2012 8:13am