



## ZONING BOARD OF APPEALS

TOWN HALL • 525 WASHINGTON STREET • WELLESLEY, MA 02482-5992

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ZBA 2004-4  
 Petition of Dana Hall School  
45 Dana Road

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Pursuant to due notice, the Special Permit Granting Authority held a Public Hearing on Thursday, February 26, 2004 at 7:30 p.m. in the Great Hall at the Town Hall, 525 Washington Street, Wellesley, on the petition of DANA HALL SCHOOL requesting Site Plan Approval pursuant to the provisions of Section XVIA and Section XXV of the Zoning Bylaw to demolish the Mudd Gymnasium and "Green Gables" and construct a three story Athletic, Health and Wellness Center with a footprint of 61,193 square feet and a floor area of 93,818 square feet on the DANA HALL CAMPUS, in an Educational District. Sixty-six new parking spaces and associated landscaping shall be provided. The limit of work for the structure is three acres. The limit of work for the entire project is 10.18 acres.

On January 12, 2004, the petitioner filed a request for a hearing before this Authority, and thereafter, due notice of the hearing was given by mailing and publication.

Presenting the case at the hearing were Joy Moore, Head of Alumnae Relations, representing Dana Hall; Jim Hunnewell of Shepley, Bulfinch, Richardson and Abbott, project architects; Sandra Brock of Judith Nitsch Engineering, Inc. project engineer; Carol Johnson of Carol R. Johnson Associates, Inc., project landscape architect; Guy Busa of Howard Stein Hudson, project traffic consultant; and Carl Jay of Shawmut Design and Construction, project builder.

Ms. Moore gave the introductory remarks, concluding with the hope that the new athletic facility would be able to open in September, 2005 in conjunction with the celebration of the 125<sup>th</sup> anniversary of Dana Hall School.

Jim Hunnewell gave a brief outline of the project using enlargements of the Existing and Proposed Site Plans. The Athletic Center would replace the existing Mudd Gymnasium and "Green Gables". Vincent Road would be relocated. The road system would be simplified by having the four roads that currently come into Grove Street reduced to three curb cuts. Green space has been protected by locating the building as far back from Grove Street as possible.

The Athletic Center is designed to handle existing Dana Hall programs with the addition of squash courts and a swimming pool, which the school would like to make available to outside users. The facility would be used 85% of the time by Dana Hall students.

Mr. Hunnewell presented views of the building as seen from the center of the campus and from Grove Street, and a Landscape Plan showing the conservation of existing trees and areas of additional planting.

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Mr. Hunnewell explained that they have added campus wide parking overall to respond to the overall gross footage, increasing the number of spaces from 235 to 301. Seventy spaces will be dedicated to the Athletic Center, which go with the use. There are a total of 94 spaces at the back of the site, close to the building, which would be available to visitors. A comprehensive signage plan would indicate to visitors the route to be taken to reach the Center. There are 20 existing parking spaces dedicated to the Riding Center, which are not part of the count. The spaces for visitors would be paved.

The Board asked if the Athletic Center would be used for weekend events, as the Riding Center is heavily utilized on weekends, and there might not be sufficient available parking if events were being held at both facilities. Mr. Hunnewell said the school has a management plan for special event parking.

The Board noted that the parking is located across the street from the Athletic Center, and the street is two-way at that point, which means that people would be crossing two lanes of traffic, and asked if any thought had been given to locating parking next to the building and shifting the road to the right. Mr. Hunnewell said that option had been considered, but as the existing parking is on the outer side of the roadway, there would be difficulty in moving it.

Mr. Ayres of Dana Hall said that visiting team busses would park along the top spine of the roadway. They would circle around so the exit side would face the building entrance. There is a two-way driveway system so visitors can disperse in all directions.

The Board asked if there would be a sidewalk from the Grove Street entrance along the roadway. Mr. Hunnewell said there would be two pedestrian crosswalks on Grove Street, but no sidewalk on the interior roadway.

The Board commented that the new entrance at the Maple Manor location appears to be more important than the main entrance. Possibly landscaping could be added to ensure that visitors would be able to recognize the main entrance. Mr. Hunnewell said that signage would solve the problem. Ms. Johnson said that she would continue to look at the issue.

The Board asked how large the new plantings along Grove Street would be. Ms. Johnson said 2-3 inch caliper at 8-10 feet. The masses of the new plantings are designed to reinforce the existing ones. The new trees would be large enough for screening and will grow.

The Board asked about potential glare on the water through the windows in the wall of the swimming pool. Mr. Hunnewell said this has been a design concern from the start. What is deceptive is that half the pool is below grade, and the windows are high on the wall. There will be a heavy overhang above the windows. Their studies show that with the overhang and landscaping, the windows would be sufficiently masked.

Sandra Brock said she would give an overview of the site drainage, followed by a description of the systems that will be used. There is an existing catch basin system on site. A portion of the site drainage flows into an existing pond, which is a wetland resource area. The remainder of the site flows overland. Some of the flow is captured within the existing drainage system, which goes to Grove Street.

The design of the new system is focused on three points. The first is the pond. Sufficient water had to be captured to equate to the existing condition of the pond. The design criteria was to match on site

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volumes, rather than the rate of flow to the pond. This is accomplished by allotting what actually reaches the pond in the post construction condition.

There is a high point in the Athletic Center roadway. This area of the roadway presently goes into the pond. The relocated area will be collected through a series of catch basins, through a water quality inlet, and then into the underground system.

The remainder of the site in the Maple Manor area generally flows overland onto Grove Street. Part of that flow will be directed into the Athletic Center driveway, and then into the underground system. The remainder of the flow will reach Grove Street.

Ms. Brock explained that when the impervious area of a site is increased, the rate of runoff is increased, which must be mitigated. They are using a mitigation system of stormcept chambers, which consists of a simple arch in crushed stone. A portion of the flow from the site will infiltrate into the runoff. The remainder volume will be captured in the underground system, which will hold up to a 25 year storm, slowly released and will connect to Grove Street. There will be a second stage storage area for storms greater than 25 years, which will be about 18 inches deep.

Soil testing was done in the location of the proposed system. Fill material over very granular soil was found. In the area of the field, 6-8 feet of fill was found. The design of the system is based on a percolation rate of 16 minutes per inch. Using the 16 minutes per inch rate, the volume from the site will be reduced about 50 percent because water is being held and allowed to infiltrate.

Roof runoff will flow directly into the system. Runoff from pavement within the relocated Athletic Drive will go into the catch basins, then through the water quality inlet to the stormceptor. There is no plan to put in a system on Maple Manor Drive as the flow goes overland.

In the calculations, all gravel parking spaces were assumed to be paved, and the system was sized according to these calculations.

The Board stated that the neighbors had expressed concern regarding the impact on a storm drain in Grove Street, which is sized for a two year storm. Ms. Brock said the storm drain is functioning, but only at a two year level. They are reducing the volume entering the drain. The Board requested confirmation from DPW that the constrained storm drain would not be negatively impacted.

The Board commented that the submitted TSS Removal Calculation Sheet shows TSS Removal Maple Manor to Grove Street. There are two existing storm drains in front of Maple Manor. Ms. Brock said there are no existing catch basins on the Maple Manor Road. The storm drains are not functional. Since the road is being expanded by only two feet, and the flow generally comes across the field, they were not too concerned with storm drainage in that area.

The Board said the expansion is not two feet; it is four feet. As the roadway is being widened to facilitate traffic flow, it is part of the project. The existing basins should have some sort of deep sumps and some sort of oil removal prior to discharge. Given that a system exists, rehabilitating it should be part of the project. Ms. Brock said because of the way the flow goes downhill, they could simply install catch basins with deep sumps at the end of Maple Manor. The Board requested that this be done.

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The Board noted that TSS removal calculations for flows going to the pond were not included. Ms. Brock said the flows to the pond exceed the 80% removal standard because the stormceptor and deep sumps are located right before the paved area, which results in 82% removal. This area was not articulated in the Removal Sheet. The Board requested to see the calculations because Ms. Brock is claiming the project as a whole is achieving 82% removal, while the vast majority of the water, which is going to the pond, has not been included in the calculations.

The Board stated there were discrepancies in the amount of impervious area between Ms. Brock's report and the Development Prospectus figures. Her report uses 2.69 acres for existing conditions, while the Prospectus figure is 2.13. For the build condition, her report shows 2.88 acres, while the Prospectus shows almost 3 acres. If she overestimated the existing condition and underestimate the proposed condition, it could affect the runoff calculations. Ms. Brock said she would check the figures.

The Board asked if an Erosion Control Plan had been developed in regard to Number 3, Part 2. Construction of the System in the Stormwater Maintenance Plan. Ms. Brock said there is an Erosion Control Plan, which includes hay bales and silt fences, and hay bales around the catch basins to be constructed. The plan will be attached to the construction plan given to the contractor.

The Board decided that a condition of the approval would be that the stormceptors be constructed prior to the dewatering because all of the dewatering water should flow into the stormceptor system before discharge. Ms. Brock said she would further recommend pre-treatment of the water before it reaches the stormceptor, so the system would not have to be continually pumped out during construction. The pre-treatment would consist of hay bales and filter fabric. The Board included the pre-treatment provision as part of the condition.

The Board asked if the removal of sediment by non-intrusive mean (non mechanical), stated in the Maintenance of the System sheet, meant that the basin would be vacuumed. Ms. Brock said a vacuuming system would be used, and that she would clarify that on a revised sheet.

The Board said that the Post Construction Maintenance Schedule indicates the cleaning of the stormceptors to be semi-annually, but the recommendation of the manufacturer is for quarterly cleaning. Ms. Brock said that was only for the first year to establish a baseline. The Board stated that it would condition that cleaning be done quarterly for the first year, and then semi-annually.

Ms. Brock said they could schedule based on Stormceptor's recommendations. They have give an elevation depth of 70, so the condition could read that if that depth was exceeded on the quarterly cleaning, the quarterly inspections must be maintained. If the depth was not met, the cleanings could be done semi-annually.

The Board stated that according to the manufacturer's specifications, the depth is 3 inches. Ms. Brock said the depth is 6 inches for larger sized systems. She will check the specifications, and the cleaning will be consistent with the manufacturer's recommendations.

The Board commented that the maintenance action in regard to the deep sumps is stated as "Clean sediment out.", and asked if there should also be frequent skimming and cleaning. Ms. Brock said they would align the cleaning and skimming of the catch basins with that of the stormceptors, as the same equipment is used for both.

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The Board noted that only one Inspection Port is shown on the plans. Ms. Brock said they are following the manufacturer's direction to have only one port. The Board stated that the manufacturer's specifications call for one port every 10 rows, and asked if there were only 10 rows in the structure. Ms. Brock said there are less than 20 rows. The Board stated that, according to the specifications, there should be two ports. Ms. Brock said that one would be added.

The Board stated that the DPW review requested the Plans 301 and 401 be revised to show the grading and paving of the parking spaces that were originally not to be paved. Ms. Brock said that would be done.

Carl Jay and Lee Dellicker

The Board asked where construction vehicles would be parked during construction, where construction workers would park, and what would be done to provide protection from oil and gas seeping into the groundwater.

Mr. Jay said there will be a chain link fence with a debris screen surrounding the construction site. All construction vehicles will enter from Grove Street. The parking, heavy material deliveries and heavy equipment will be on site. The top soil will be stripped and gravel material with a plastic filter will be laid down to protect the groundwater. A stone/gravel mat and hose down will be provided to clean the trucks and tires before exiting the site.

Mr. Jay said there would be about 45 construction workers. They are working with Dana Hall to develop parking areas in the location of Green Gables, which will be demolished. There will be no parking on town streets.

Mr. Jay explained that the drop site will open at 7:00 a.m., but deliveries would be delayed to 8:30 a.m. and stop at 2:30 p.m. in order not to interfere with school traffic. No structural steel deliveries would be made on Saturdays, and concrete deliveries would be made only if they are behind schedule. If this happens, they have agreed to communicate with the neighbors. The construction period is planned to begin in April and end in September, 2005.

The Board asked about the blasting noted in the Development Prospectus. Mr. Jay said the deepest area would be the pool. They expect that about 12,000 to 13,000 cubic feet of material will be trucked off the site. The blasting will take 3 to 4 weeks. There will be some trench work, which would require impact tools, but their intention is to use blasting as much as possible because the noise level is less intrusive.

Neighborhood Comments

Lee Nuwayser, 25 Ingraham Road – Mr. Nuwayser said he represented the Neighborhood Preservation Committee, which had conducted a survey as to neighborhood concerns. The concerns included congestion in the streets, parking during athletic events, outside use of the pool, and pedestrian safety. An analysis of the Storm Drainage System, prepared by Frederick Geisel, Civil Engineer, was also submitted.

Mr. Nuwayser expressed concern about the intersections from Dana Hall onto Grove Street. The Board said the increase in traffic would not be significant, and was not an issue.

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Mr. Nuwayser said the neighborhood was concerned about the two two-way roadways entering Ingraham Road. They would like to have a portion of the relocated Vincent Road made one-way out of the campus. Dana Hall has said the traffic patterns will be controlled by signage, but he questions that this is possible. Furthermore, he suggested that Dana Hall require all busses to enter from Middle Road.

Mr. Nuwayser said Mr. Geisel had recommended that the underground detention system be enlarged, and the parking spaces paved.

Guy Busa, Howard Stein Hudson - Mr. Busa explained that the use of Middle Road, and making Vincent Road two-way have been part of the plan since inception. Both he and Beta Engineering agree that a two-way Vincent Road is a cleaner, smoother and safer operation.

There will not be a tremendous amount of drop-off activity, as the majority of users of the Athletic Center are on campus at the time they would be using the facility. The drop-off involves busses and visitors. There would be no reason for queues or back-up.

Lyle Fulkerson, 145 Grove Street - Mr. Fulkerson said the queuing referred to results from Ten Acres stacking on the existing road, and that will be shifted further away with the relocation of the road. His concern is with the speed of Grove Street traffic.

The Board commented it was impressed with Mr. Geisel's report, and was also concerned about the gravel parking spaces. Permanent spaces should be paved, striped and counted.

Mr. Hunnewell said Mr. Geisel's report predated recent changes in the plans. Also, they have not previously treated Maple Manor as part of the project, short of widening the road. The existing gravel parking is to remain, as well as the area of gravel parking behind the building. The gravel parking behind the Riding Center is being shifted a little. All the required parking for the Athletic Center will be paved.

The Board stated that the parking spaces before and after Maple Manor should be paved. During the discussion regarding Maple Manor Road, it was agreed that new catch basins would be installed in the road, and the paving of the spaces would be a further improvement. All the parking spaces, except possibly the spaces near the Riding Center, should be paved. The drainage calculations would not have to be revised, as the gravel spaces had been included.

Alfred Thoman, 2 Ingraham Road - Mr. Thoman said he is a member of the neighborhood Construction Mitigation Committee, which prepared a list of proposed mitigation conditions submitted to the Planning Board last year, and to the Zoning Board this week. They view these conditions as a compact among Dana Hall, Shawmut and the neighborhood. At a meeting with Dana Hall and Shawmut yesterday, both parties agreed that they would not object to the inclusion of all the agreed upon conditions in the Site Plan Approval decision. The Committee hopes that the Board would do this.

Vernon Ellinger, 49 Sawyer Road - Mr. Ellinger said that there are many people who support this project. The Board said it had received many letters of support.

The Board complimented Dana Hall in its effort to work cooperatively with the neighborhood.

Statement of Facts

The property in question is located at 45 Dana Road, on 10.18 acres in an Educational District. The property is bounded on three sides by a Single Residence District, and on the westerly side by Grove Street. There is a small pond in the southern portion of the property.

The petitioner is requesting Site Plan Approval to allow the demolition of the existing Mudd Gymnasium and "Green Gables" and construction of a three-story Athletic, Health and Wellness Center with a footprint of 61,193 square feet and a floor area of 93,818 square feet, which will contain a swimming pool, four squash courts, a basketball court, and other facilities. Associated landscaping and sixty-six new parking spaces will be added to the existing 235 spaces.

The following plans were submitted with only the last revision date noted:

L101	Site Preparation Demolition	12/24/03	Harry S. Fuller, RLA
L201	Layout Plan	3/09/04	Carol R. Johnson, RLA
L202	Enlargement Layout Plan	12/24/03	Harry S. Fuller, RLA
L203	Road Profile Layout	12/24/03	Harry S. Fuller, RLA
L301	Materials Plan	3/09/04	Carol R. Johnson, RLA
L401	Grading Plan	3/09/04	Carol R. Johnson, RLA
L501	Planting Plan	3/09/04	Carol R. Johnson, RLA
L601-2	Site Details	12/24/03	Harry S. Fuller, RLA
L603	Planting Details	12/24/03	Harry S. Fuller, RLA
C101	Existing Conditions	12/31/03	Paul S. LeBaron, Professional Land Surveyor
C102	Plot Plan	12/31/03	Paul S. LeBaron, Professional Land Surveyor
C201	Site Demolition	3/08/04	Sandra Brock, Professional Engineer
C301	Grading & Drainage	3/08/04	Sandra Brock, Professional Engineer
C302	Athletic Field Grading & Drainage	3/08/04	Sandra Brock, Professional Engineer
C401	Site Utilities	3/08/04	Sandra Brock, Professional Engineer
C501-3	Details	3/08/04	Sandra Brock, Professional Engineer
1A100A	Ground Floor Plan A	12/24/03	James Hunnewell, Registered Architect
1A100B	Ground Floor Plan B	12/24/03	James Hunnewell, Registered Architect
1A101A	First Floor Plan A	12/24/03	James Hunnewell, Registered Architect
1A101B	First Floor Plan B	12/24/03	James Hunnewell, Registered Architect
1A102A	Second Floor Plan A	12/24/03	James Hunnewell, Registered Architect
1A102B	Second Floor Plan B	12/24/03	James Hunnewell, Registered Architect
1A103A	Roof Plan A	12/24/03	James Hunnewell, Registered Architect
1A103B	Roof Plan B	12/24/03	James Hunnewell, Registered Architect
1A 301-3	Elevations	12/24/03	James Hunnewell, Registered Architect
1A401-404	Wall Sections	12/24/03	James Hunnewell, Registered Architect
1A406	Wall Sections	12/24/03	James Hunnewell, Registered Architect
FP100A	Ground Floor Plan A Fire Protection	12/23/03	Roger D. Wardwell, Mechanical Engineer
P100A	Ground Floor Plan A Plumbing	12/23/03	Roger D. Wardwell, Mechanical Engineer
E003	Electrical Site Plan	12/23/03	Brian M. McCormack, Electrical Engineer

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The following written information was submitted:

1. A package including List of Consultants, Application for Zoning Board of Appeals, Plans & Submittal Checklist, Official Development Prospectus, Project Description, Municipal Systems Analysis, Boring Logs, Locus Plan, Construction Management Plan, and a Traffic Study dated January 9, 2004.
2. Drainage Report prepared by Judith Nitsch Engineering, Inc. with a last revised date of 3/8/04. Revisions of Pages 4-5 and Existing and Proposed Drainage Areas dated 3/11/04.

The Neighborhood Preservation Committee submitted a Presentation, which included a report on Stormwater Management & Drainage prepared by Frederick J. Geisel, PE. The Construction Mitigation Committee submitted Proposed Construction Mitigation Conditions dated November 23, 2003, revised March 4, 2004.

Letters in support of the petition were received from twenty-five families, and are on file in the office of the Board of Appeals.

On December 17, 2003, the Planning Board issued a Special Permit for a Project of Significant Impact (PSI-03-01) to Dana Hall School.

The Design Review Board held Preliminary Reviews of the project on December 12, 2002, February 12, 2003, and a Final Review on April 9, 2003, which was continued to April 23, 2003. The Design Review Board voted unanimously to approve the conceptual plans as presented in final form.

On February 20, 2003, the Wetlands Protection Committee issued a positive Determination of Applicability for the site of the proposed work, stating that any work in the indicated areas would require either an Order of Conditions or a negative Determination of Applicability based on more detailed plans of the project. On April 24, 2003, the Wetlands Protection Committee issued a Negative Determination of Applicability on finding that the project would have no adverse effects on areas protected by the Wetlands Protection Act or the Wetlands Protection Bylaw and would not require an Order of Conditions.

All submitted plans and written information were sent to the Planning Board, Wetlands Protection Committee, Town Engineer, Board of Health, Fire Chief and Municipal Light Plant as required by Section XVIA of the Zoning Bylaw. Written responses from each of the above were received and are on file in the office of the Board of Appeals.

On February 10, 2004, the Planning Board reviewed the petition and had no objection to approval of the site plans for the project, subject to consideration of the issues expressed by area residents during the PSI Public Hearing.

All issues raised by the Board at the hearing involving additional information and plans have been resolved by the submission of revised landscape and engineering plans, and revisions to the Drainage Report, as noted above. Verbal confirmation regarding the adequacy of the Grove Street storm drainage pipe was received from Doug Stewart, Assistant Town Engineer.

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Decision

This Authority has made a careful study of the materials submitted and the information presented at the public hearing. The proposed three-story Athletic, Health and Wellness Center with a footprint of 61,193 square feet and a floor area of 93,818 square feet constitutes a Major Construction Project pursuant to Section XVIA of the Zoning Bylaw because it includes the construction of 2,500 or more square feet of gross floor area.

It is the opinion of this Authority that the proposed plans for the Athletic, Health and Wellness Center shown on the last revisions of the submitted plans, as detailed in the foregoing Statement of Facts, comply with the Zoning Bylaws of the Town, protect the safety, convenience and welfare of the public, minimize additional congestion in public and private ways, and insure adequate protection for water, sewerage and drainage. Furthermore, compliance with Section VII, Section XXI, and Section XXII of the Zoning Bylaw are ensured.

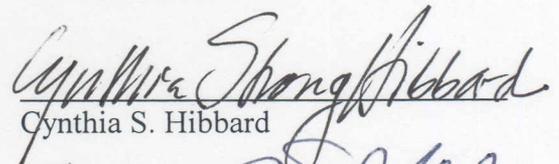
Therefore, Site Plan Approval is granted, as voted unanimously by this Authority at the Public Hearing, pursuant to Section XVIA of the Zoning Bylaw, subject to the conditions attached hereto as "Addendum A".

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

Cc: Planning Board  
Inspector of Buildings  
Town Engineer  
Carl Jay, Shawmut Construction  
edg



Richard L. Seegel, Chairman



Cynthia S. Hibbard



David G. Sheffield

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ADDENDUM A

1. The Special Permit for a Project of Significant Impact issued by the Planning Board on December 13, 2003 is hereby incorporated into this decision.
2. The attached "Proposed Construction Mitigation Conditions" dated March 4, 2004, developed by the Neighborhood Preservation Committee/Construction Mitigation Committee are hereby incorporated into this decision.
3. All references to "Town of Wellesley Zoning Board of Appeals Rules and Regulations" in regard to use of a 25 year storm event as a standard are hereby determined to be null and void.
4. The stormceptor system shall be constructed prior to the commencement of any building construction.
5. All dewatering water shall be pre-treated by flowing through hay bales and filter fabric to a temporary sedimentation basin prior to flowing into the stormceptor system. Details and plans of said basin shall be submitted to and approved by the Town Engineer prior to construction. A copy of the details, plans and approval letter shall be submitted to the office of the Board of Appeals.
6. A second inspection port shall be added to the stormceptor system.
7. The Stormwater Maintenance Management Plan found in Appendix F of the March 8, 2004 Drainage Report is hereby incorporated into this decision.
8. Subsequent to completion of the project, the applicant shall be responsible for demonstration of compliance with the Post-Construction Maintenance Schedule by submission of verification of inspection/cleaning to the Town Engineer.
9. All work shall be performed in accordance with the last revised plans submitted and on file with this Authority.
10. All design and construction shall comply with all applicable state and local codes.
11. All requirements of the Town of Wellesley Fire Department shall be met.
12. All requirements of the Department of Public Works shall be met including, but not limited to the requirement that water, sewer and electric connections, together with drainage connections, shall be made in accordance with DPW standards and installed and maintained at no cost to the Town of Wellesley.
13. Upon completion of the project, a complete set of site utility plans shall be submitted to the Department of Public Works.
14. A copy of the Occupancy Permit issued by the Inspector of Buildings shall be submitted to this Authority at the time of issuance.

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**Proposed Construction Mitigation Conditions  
Dana Hall Athletic, Health and Wellness Center**

**Prepared by  
Neighborhood Preservation Committee/Construction Mitigation Committee**

**March 4, 2004**

This document contains construction mitigation conditions that we request the Town of Wellesley Zoning Board of Appeals to write into the Dana Hall Athletic Center Site Plan Approval. These conditions protect our community's interests as neighbors to a large construction project that will span 14 to 16 months. They represent a compact between the community and Shawmut Design and Construction.

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**Site Management and Security Conditions**

1. The construction zone, as defined by Shawmut in its Construction Management Plan dated November 11, 2003, will be fenced in by a chain link fence at least six feet high with access gates. The fence will be shrouded with a fabric to prevent dust migration outside of the construction zone. All construction materials, equipment, vehicles, debris, and the construction offices will be contained within this zone with the exception of stockpiled soils. These soils will be trucked to another location on the Dana Hall campus. Silt fencing will be in place for the duration of the project to minimize erosion.
2. The site will be discretely lit in accordance with Wellesley Police Department regulations. Any temporary lighting will be aimed away from neighboring homes. The construction access gates will be locked during non-construction hours, and Dana Hall Security will patrol the site frequently at night.
3. Dust and dirt control appropriate to a densely-settled residential area shall be undertaken. Shawmut shall utilize best on-site management practices to minimize dust and dirt in the neighborhood and on public ways. These include but are not limited to the following:
  - ◆ A stone wheel-cleaning mat will be installed at the entrance gate to ensure that truck wheels do not leave the site with excessive dirt on them.
  - ◆ Shawmut will promptly sweep up any construction debris, dirt, and mud from streets and driveways abutting the site as caused by the project.
  - ◆ All appropriate steps shall be taken to minimize dust generated during the grading of the site and during excavation and construction.
  - ◆ Dust will also be minimized by watering the site as necessary.
  - ◆ Shawmut shall require subcontractors to place covers over any open trucks transporting debris and materials to or from the site.
4. Noise control appropriate to a densely-settled residential area shall be undertaken. Noise from heaters used for temporary construction heat in winter conditions, if required, shall be controlled to reasonable levels out of consideration for the project's neighbors. All vehicles

related to the construction project shall be equipped with mufflers and other noise control devices which shall be maintained in good working order at all times. There will be no unnecessary idling of diesel engines at any time.

5. Shawmut's Construction Superintendent will ensure that the site is maintained in an organized and clean manner at all times with proper disposal of all debris. All construction trash will be placed in 30 cubic yard open top dumpsters which will be emptied as needed to ensure that the level of trash never exceeds the capacity of the dumpsters. The dumpsters will be properly covered prior to leaving the fenced-in construction site. Shawmut will have its on-site personnel clean around the perimeter of the site at least once a week, and more often if necessary.

#### **Work and Delivery Times Conditions**

6. No work shall commence on the site before 7:00 a.m., including the starting or operation of construction vehicles and equipment. Shawmut will request that construction workers arrive at the site no earlier than 6:30 a.m. The access gates to the site will be open at that time to prevent queuing in the local streets.
7. Heavy construction (excavation plus exterior and structural construction) and large vehicle arrivals shall be allowed only between the hours of 7:00 a.m. and 6:00 p.m. on Mondays through Fridays and only between 8:00 a.m. and 6:00 p.m. on Saturdays. Further, large vehicle arrivals and departures shall not be permitted during peak commuter hours and during local school drop-off and pickup times.
8. Heavy construction and large vehicle arrivals shall be prohibited on Sundays and holidays, and they shall be limited on Saturdays only to situations in which it has been specifically determined that overtime work is necessary to maintain the project's schedule.
9. All deliveries will be scheduled between the hours of 8:30 a.m. and 2:30 p.m. to avoid conflicts with neighborhood traffic and student pickups and drop-offs. These hours also will apply during the summer to avoid conflicts with Tenacre Day Camp pickup and drop-off times. In addition, no deliveries will be scheduled between the hours of ~~11:30 a.m.~~ 12:00 noon and 1:00 p.m. on Wednesdays and Fridays, when Hunnewell School and Tenacre School respectively dismiss their students early.
10. All major consecutive deliveries, such as concrete and steel, will be ordered and scheduled to prevent any off-site backups. Any truck queuing required will be accomplished within the construction zone using Riding Center Road / Relocated Vincent Road.

#### **Construction Traffic and Parking Conditions**

11. All construction traffic will enter and exit the construction site from Grove Street using primarily Route 16 to and from Route 128 and/or Route 9. Under no circumstances will construction traffic go beyond the limits of the Dana Hall School property limits.

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12. The following streets will be off limits to construction vehicles in the South Campus area :  
Benvenue, Grove south of Benvenue, Ingraham, Tappan, Benton, Winthrop, Vane, Cottage,  
West Riding, Dover Road, and Wildwood Circle.
13. The following streets will be off limits to construction vehicles in the North Campus area :  
Cameron, Hampden, Middlesex, Solon, and Eliot.
14. All vehicles related to construction shall be parked within the construction zone, elsewhere  
on the Dana Hall campus, or in a designated parking area approved by the Town of  
Wellesley. During the entire period of construction no trucks, construction workers' vehicles  
or service vehicles, will be allowed to park or to sit idling on any residential street at any  
time.

### **General Traffic and Pedestrian Safety Conditions**

15. All construction-related traffic entering and exiting the site shall exercise due caution and  
follow Town of Wellesley directions concerning the safety of pedestrians, whether on bicycle  
or foot, using public crosswalks, sidewalks, or any designated walk route. All construction  
vehicles shall observe local traffic laws. Shawmut will provide a crossing guard at all  
construction site entrances during the times that neighborhood children are walking or riding  
their bikes to and from school.
16. Shawmut will provide a clear, clean and safe pedestrian route along the east side of Grove  
Street from Benvenue Street to Middle Road during the entire period of construction.
17. A series of temporary warning signs shall be put in place on Grove and Cottage Streets to  
advise motorists of the construction. These signs will be placed at locations recommended  
by the Town of Wellesley's traffic consultant.
18. Shawmut will inform the Town, the neighborhood, and the local schools, at least five days  
ahead of time, of all roadwork on Grove Street that will cause slowdowns, detours or one-  
way traffic flows. Examples might include widening curb cuts, laying new water and sewer  
pipes, working on overhead and underground utilities, and resurfacing.

### **Project Communication Conditions**

19. Shawmut will assign a member of its staff to serve as a construction mitigation manager.  
This person will provide information about the project via a monthly schedule update  
meeting, a newsletter, e-mail communication lists and/or a web site. This person will be  
reachable by phone and e-mail during the work day and will be responsible for responding to  
questions and concerns about the project raised by neighbors, Dana Hall, and the Town of  
Wellesley.
20. Shawmut will also provide a 24/7 hotline to receive calls regarding the project at any time.  
An on-call person will be available to ensure that project-related problems are heard and  
remedied in a timely manner.