

TOWN OF WELLESLEY



MASSACHUSETTS

ZONING BOARD OF APPEALS

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ZBA 2009-36
Petition of PBC/SBC
50 Rice Street

Petition of PERMANENT BUILDING COMMITTEE/SCHOOL BUILDING COMMITTEE requesting Site Plan Approval pursuant to the provisions of Section XIVB, Section XVIA and Section XXV of the Zoning Bylaw for construction of a new 280,000 square foot high school facility with a footprint of 103,115 square feet on 18.5 acres. The new building would be a combination of a 2 story high bay space, 3 story and 4 story spaces. The administration offices, cafeteria, 700-seat auditorium and performing arts spaces are proposed to be located on the ground floor. The gymnasium and physical education spaces are proposed to be located on the second floor. The academic wings are proposed to be four stories each. The proposed site will include 300 parking spaces of which 8 are accessible. Of the 300 parking spaces, 200 are for teachers and staff and 100 parking spaces are for students. The project is located at 50 RICE STREET, in a Single Residence District.

On May 4, 2009, the Petitioner filed a request for a hearing before this Authority, and thereafter, due notice of the hearing was given by mailing and publication.

June 3, 2009

Presenting the case at the hearing was Michael Eby, Permanent Building Committee (PBC). Also present were Katherine Babson, School Building Committee (SBC), Wayne Keefner, Engineer, Symmes Maini & McKee Associates (SMMA), Maureen Kirkpatrick and Mark Penny, Turner Construction Company.

Mr. Keefner said that the construction start target date is July, 2009 and that construction should be completed by August of 2013.

Mr. Keefner said that the total High School parcel is approximately 18.5 acres and is comprised of three parcels, the main High School parcel, the three Seaver Street parcels and the Selectmen's parcel.

Mr. Keefner said that the gross square footage of the existing building is 234,000 square feet and the gross square footage of the proposed building will be 280,000 square feet. The footprint of the building will be 103,115 square feet.

Mr. Keefner said that there will be separate parent and bus drop-off areas. He said that there are currently 295 parking spaces and there are 300 parking spaces proposed. He said that there will be limited parking on-site during construction. He said that there will be no student parking during construction.

Mr. Keefner reviewed the schedule milestones. He said that the construction project will be phased. The new building will be constructed while the existing building is in use. The existing building will be demolished after completion of the new building.

Mr. Keefner reviewed existing site conditions. He displayed an existing site plan and an overlay plan of the resource areas.

Mr. Keefner displayed a plan of the site with the Zoning constraints. He said that the setback on Rice Street was taken from the edge of the street, in accordance with the Building Inspector's instructions.

Mr. Keefner displayed a site plan with Zoning and Wetland constraints. He said that the area where the building could be constructed is very constrained.

Mr. Keefner said that the impervious coverage will be reduced to 62.5%. He said that parking will be increased slightly. He said that the 15 foot setbacks for parking along Rice Street only applies to one space. He said that all of the other parking spaces have a setback of more than 20 feet.

Mr. Keefner said that the building setbacks will be increased to 60 feet on Seaver Street and 82 feet on Rice Street.

Mr. Keefner said that the building height will be 56 feet for the four-story portion and the tower will be 100 feet high.

Mr. Keefner displayed plans and discussed site circulation. He said that the plan that was submitted for the Project of Significant Impact (PSI) approval was revised due to the high volume of parent dropoff/pickup. He said that the intent has always been to have a separation of parent and bus dropoff/pickup. He said that a good amount of queuing area will be provided to prevent backup onto the street. He said that the circulation plan was finalized in May and has been reviewed by the Police, Department of Public Works (DPW) and the School.

Mr. Keefner said that buses will enter the site off of Seaver Street and proceed to a dropoff area at an entrance on the west side of the building. He said that the buses will exit onto Smith Street. He said that two-way traffic ends at the parking area for the early childhood program.

Mr. Keefner said that the driveways to the main parking area will be the same as the existing drives. He said that the number of curb cuts has been reduced by one.

Mr. Keefner displayed Utilities Plans.

Mr. Keefner displayed Planting Plans and examples of typical trees to be planted. He said that there had been a lot of discussion with the Town Landscaper about the screening on Seaver Street.

Mr. Keefner discussed compliance with the Zoning Bylaw and overlay districts for the site.

Mr. Keefner said that a fairly extensive noise study had been done. He said that the acoustic consultant modeled the generator, chiller, air handler and dust collector. He said that all of the equipment meet the Department of Environmental Protection (DEP) specifications.

Mr. Keefner said that the School developed an Event Parking Management Plan for the current year that will be updated for the following years. He said that the plan anticipates parking for large events as well as normal and extracurricular activities. He said that the plan includes shuttle busing as well as use of the off-site parking areas during non-school hours. He said that the plan includes provisions for the first day back for teachers and first day back for the students.

Mr. Keefner discussed features of the sustainable design. He said that there will be rainwater harvesting, rain garden bioswales, a green roof, a porous pavement fire lane, a photovoltaic array, geothermal heating and cooling, bike racks per MA-CHPDS, displacement ventilation, and LED lighting.

The Board asked why porous pavement was only used in the fire lane. Mr. Keefner said that the DEP regulations for Stormwater Management define a land use of high potential based on traffic counts. He said that due to the amount of parent dropoff/pickup, the porous pavement cannot be used there.

Mr. Keefner displayed a schematic and floor plans of the rainwater harvesting system.

Mr. Keefner discussed the location and benefits of the green roof. He displayed a typical bioswale. He discussed porous pavement and photovoltaic arrays. He displayed the location of the photovoltaic panels on the roof.

Mr. Keefner said that certain areas of the school that are used year round will use geothermal heating and cooling. He said that geothermal cooling of those areas will keep the two chillers from being used during the summer. He said that the entire school will be air conditioned except for the gymnasium.

Mr. Keefner said that they will need two wells for the geothermal system. He displayed a diagram of a Standing Column Well.

Mr. Keefner displayed a photograph of the loop type bicycle racks. He said that to meet MA-CHPS, they will have to provide racks for 5% of the total population of the school, which is 90 bike racks. He said that they will be located in front of the auditorium and near the child lab area.

Mr. Keefner discussed displacement ventilation. He said that because the air is not re-circulated like a forced hot air system, the air quality is better.

Mr. Keefner said that all of the site lighting will be white or yellow LED. He displayed a Site Lighting Plan, diagram, heights, and photographs of the proposed fixtures. He said that the parking lighting will be on 20 foot poles. He said that the metal halide pedestrian light poles will be 12 feet high. The Board said that 20 foot light poles are taller than usual for parking lots but will result in less light spillover because the light can be directed down.

Maureen Kirkpatrick discussed the Construction Management Plan (CMP). She said that the plan is to stage all materials, deliveries and workers' parking on-site. She said that the plan discusses

communications on Turner Construction's website. She said that they have had several meetings with the High School and will continue to do that for coordination of activities.

Ms. Kirkpatrick said that there will be an 8 foot high construction fence. She said that they are proposing three vehicle gates, one on Smith Street, one on Rice Street, and one on Seaver Street.

Ms. Kirkpatrick said that material waste will be handled with the dumpsters on-site. She said that the dumpsters will be covered. She said that 90% of the construction material will be recycled to comply with MA-CHPS certification requirements.

Ms. Kirkpatrick said that the CMP addresses air quality and noise issues. She said that they will be monitoring the noise and dust with handheld devices.

Ms. Kirkpatrick said that there will be mitigation for vibration, rodent, groundwater and pollution control. She said that Mr. Penny will be on-site at all times. She said that it will be Turner Construction's responsibility to enforce the CMP. She said that it is a contractual document between Turner and all of their sub-contractors.

Ms. Kirkpatrick displayed a plan for traffic circulation during construction. She said that construction traffic will come off of Route 9 to Route 16 to Rice Street to the site. She said that the construction traffic will either leave the site from Smith Street to Route 16 or down to Seaver Street on days when they have a lot of deliveries.

Ms. Kirkpatrick said that they discussed construction traffic circulation plans with the Police Department, who asked that Turner use some details during heavy deliveries and hauling, as well as during school opening in September.

Ms. Kirkpatrick said that parent dropoff during construction will be at the front turnaround at the main entrance of the High School. She said that there will also be an area on Paine Street, as well as eleven parking spaces. She displayed a plan of traffic circulation during construction.

Ms. Kirkpatrick said that it is proposed that the buses come in off of Paine Street into the Library area and circle back out onto Paine Street or Rice Street. She said that they may utilize the Forest Street exit.

Ms. Kirkpatrick said that peak construction parking will be for 155 vehicles. She said that they believe that they can get all of the parking on-site.

Ms. Kirkpatrick displayed a plan of traffic circulation during demolition of the existing High School.

The Board said that the brooks should be labeled and benchmarks should be shown on the plans.

The Board reviewed calculations for impervious space in Section II, items 14 & 15 of the Development Prospectus. Lot coverage is shown as 63% before and 62.5% after. The Board said that those numbers should be clarified.

The Board said that the estimated water consumption shown in the Development Prospectus for the proposed building was 37,500 gallons per day, which is substantially less than the consumption in the current building. The Board asked that water consumption figures for the existing building be provided.

Mr. Keefner said that the floor drains in the kitchen and showers will go to the sanitary sewer.

The Board asked about pile driving and blasting. Mr. Keefner said that they will have to remove some shallow bedrock for the utility line that has to be replaced but they expect to be able to remove it by hammering. The Board said that if the need for blasting comes up, it will have to be discussed with the Fire Department.

The Board said that there will have to be piles driven for the gymnasium. Mr. Penny said that if there is a need for sheet piles, he believes that they can be vibrated in. He said that the only potential problem would be if the areas coincided with the area where they have to align with the three borings.

The Board asked about the duration of the pile driving activity. Ms. Kirkpatrick said that it will be four to six weeks from the time they mobilize on-site to the time that they leave. Mr. Penny said that they will vibrate and drive one pile at a time. He said that the piles will probably be hammered into their final location. He said that the activity will not be continuous. He said that there will be a period for breakdown and setup. Ms. Kirkpatrick said that she would submit information regarding the time involved for the actual driving and hammering. The Board said that this type of activity should be coordinated with the School Department and that notifying the neighbors should be required. Ms. Kirkpatrick said that they will work with the School to develop a calendar.

The Board asked about pedestrian access from the parking area across the circular parent dropoff area. Mr. Keefner said that the staff park before the students arrive. He said that 100 students will park in the upper right hand corner of the lot. The Board said that the logical route from there would be to walk down the sidewalk to the building.

The Board asked about the multiple handicapped ramps. Mr. Keefner said that they could be combined into one.

The Board said that the entrance for the bus dropoff does not seem as important as the front entry. The Board said that the landscaped area there could be developed. The Board said that it would like to see that bus ridership is encouraged. Alex Pitkin, Architect, said that the entrance will have a canopy over it. He said that there will be a trellis over the south-facing windows. He said that the children will use the entrance on nice days to go outside with their lunches.

The Board said that the terrace is not shown on the plan. Mr. Pitkin said that there will be a sidewalk that will connect the two academic wings. Mr. Keefner said that there is no curbing on the bus access. Mr. Pitkin said that there will be a layby for the smaller buses near the special needs classrooms. The Board said that the Landscape Architect should look at the layby area as it does not appear that it will work well because of the arrangement of the walks there.

The Board asked about bus stacking. Mr. Pitkin said that the buses will arrive one at a time for dropoff. He said that they will stack at pickup.

The Board confirmed that bus dropoff will be at the lower entrance. The Board asked about the second entrance at the far end of the cafeteria. Mr. Pitkin said that there is a main corridor there that could connect to the lobby. The Board asked if both entrances could be used when the buses stack up. Bella Wong, School Superintendent, said that they want to use the same entrance for dropoff and pickup for safety reasons. She said that there is a breakfast program and they do not want to direct pedestrian traffic across the cafeteria from the second entrance. She said that the first entrance is close to the academic wings.

The Board said that the handicapped ramp that is shown near the west entrance is not necessary. Mr. Keefner said that it will be removed from the plans.

The Board asked about stormwater harvesting. Mr. Keefner said that the site is surrounded by wetlands. He said that they tried to carefully match the flow to the wetlands. He said that they were not concerned about undermining the building because of the soil types. He said that they have to keep feeding the wetlands with water so that they can survive as they currently are, as well as meet the Stormwater Guidelines for recharging.

The Board asked why the geothermal heating and cooling will only be in the administration area of the school. Mr. Keefner said that they had looked at having the system for the rest of the school. He said that would require digging 50 to 75 wells. He said that would cost approximately \$750,000. Mr. Pitkin said that the wells would have to be located underneath the building, which would create a sequencing issue.

Mr. Keefner said that the proposed chiller system will be efficient. He said that the main chiller will be evaporative and the other chiller will be air-cooled. He said that the evaporative chiller is more efficient and more expensive. He said that it can handle 90% of the anticipated cooling load. He said that the air-cooled chiller will kick in on the days when more cooling is needed. He said that it is a very quiet system. He said that the only rooftop equipment will be the air handlers.

The Board asked about the play area shown on Plan C 3.01. Mr. Pitkin said that there is an early education program that the play area serves. He said that half of the students are teachers' children and the other half are open to lottery for parents in town. He said that there are 18 total students. Mr. Keefner said that half of the students will arrive with the teachers. He said that there are 11 parking spaces located at the area. He said that the other students will arrive around 9:00 a.m., after the buses have dropped off.

The Board said that flood storage for Fuller Brook and Caroline Brook is shown on the plans in the parking lot in front of the school at the higher elevations. The elevations for the 100 year storm come right up to the school on the south side at the loading dock. Mr. Keefner said that the line does not actually touch the building. The Board said that it is shown incorrectly.

The Board said that the chillers are in the flood storage area. Mr. Keefner said that the generator and transformer are not in the flood storage area. The Board asked if the platforms for the chillers could be raised.

The Board said that the access points are being shown as flooded. Mr. Keefner said that he would look to see what storm it would take to get to that elevation. He said that the new finished floor will be higher

than the existing floor by approximately two feet. He said that it is their understanding that there is no history of flooding at the school. He said that the Building Code allows it to be built lower but it must be waterproof.

The Board said that the northwest parking space by the service area is only two feet from the side lot line but that parking area faces open space.

The Board said that the 10 decibel increase in the DEP Guidelines is not appropriate for this project, which is located in a residential area. Ten dBA is a perceived doubling of noise. The Board said that the Environmental Protection Agency (EPA) Guidance Document suggests that the level of annoyance starts at 5 dBA and that the daytime energy equivalent level not be increased by more than 5 dBA and the 24-hour day/night level not be increased by more than 5 dBA.

Mr. Keefner said that there will be sound absorption around all of the equipment. He said that they will ensure that the EPA Guidelines are met.

The Board asked why there will be no irrigation for the landscaped areas. Mr. Keefner said that MA-CHPS dissuaded the use of irrigation. He said that the existing school is not irrigated. He said that they will provide sleeves and valves within the rainwater harvesting system in the event that the school will want to tee off in the future. He said that the School made a conscious decision to not have irrigation. Mr. Pitkin said that their Landscape Architect and the Town Landscaper said that the plants would take better without irrigation. Mr. Keefner said that there will be grassed areas that are similar to the existing site.

The Board asked if the emergency generator was considered in the Noise Analysis. Mr. Keefner said that it was. He said that there is currently an emergency generator on the school property.

The Board asked about stormwater treatment on the north side of the parking lot. Mr. Keefner said that it is shown on C4.01 at STC 1800. The Board said that it should be labeled more clearly.

The Board said that the dropoff area will be heavily traveled and there should be a higher level of treatment for that area. Mr. Keefner said that there will be no direct infiltration there. He said that the water will go to catch basins. He said that the upper parking area will drain to the bioswale areas.

The Board asked if there are any drainage basins at the roundabout. Mr. Keefner said that there are. He said that the circle area is elevated. He said that the low spot is in front of the auditorium. He said that the water flows across the middle of the circle. The Board said that it appears that the nearest catch basins are in the parking lot. Water should flow away from the school. Mr. Keefner said that he will provide information that shows that will happen.

Mr. Keefner said that the recharge area is 1300 cubic feet. He said that the roof runoff is considered to be clean water. He said that the recharge is after the rainwater harvesting and the water has passed through pre-filters. He said that they can look at the annual rainfall over the school year or move the recharge area.

The Board said that the Town's Stormwater Management Master Plan should be looked at to see if there are any issues with culverts on Rice or Smith Streets.

The Board said that the calculations for the Operation & Maintenance Plan (OMP) for catch basins, stormceptors and street sweeping should be specific as to depths of materials and frequency of sweeping.

The Board asked about the OPM listed in the CMP. Mr. Eby said that is the Owner's Project Manager, which is Ryegate. Ms. Kirkpatrick said that Ryegate will have representation on the job site.

The Board said that the project's Site Safety Plan in the CMP is focused on preventing accidents on the site and occupational health and safety. The Board said that because this is a school project, there should also be focus on the safety of the students. The Board said that it should address unique situations that may be encountered with students, such as attractive nuisance. There should be safe street crossings for the students. Mr. Penny said that Turner Construction has a comprehensive safety plan that takes all of the things concerning students into consideration. The Board said that it should be written in the CMP.

Ms. Kirkpatrick said that Turner Construction has a Health & Safety Plan that they can provide. She said that there are sections that have been tailored for this project.

The Board said that construction communication should involve more than the Turner website. Ms. Kirkpatrick said that they have added language to the CMP stating that they will either courier or U.S. mail notification to those people who do not have not e-mail and wish to receive notification of immediate changes from the contractor. She said that she worked with Ms. Babson to get that updated.

The Board said that the street sweeping and wheel wash information in the CMP needs to be more specific. Any exceptions should be listed. The location of the wheel wash stations should be shown on the plans, as well as what they will consist of, and where the water will go.

The Board said that it should be specified in the CMP that on-site dumpsters with covers shall be closed at the end of the day.

The Board asked how often the route from Seaver Street to Great Plain Avenue will be used. Mr. Keefner said that route will only be used if they have so many trucks that they are not able to turn them around. Ms. Kirkpatrick said that the route is for the period during heavy excavation when they will be hauling out the soil, during the foundation work when there will be a lot of concrete trucks, and when they are doing the large decks. She said that they will work with the School during those times for the bus dropoff. She said that they will manage the gates on Rice Street. She said that they may need to use the back gate.

The Board asked where the concrete trucks will queue during the deck pours. Ms. Kirkpatrick said that they show all of the queuing on-site. She said that there will be a morning rush and then the trucks will be staggered.

The Board said that the air intakes for the existing school should be shown on the plans. The plans should show how the intakes will be protected.

The Board said that the CMP needs to have more specific information for construction noise. Because this will be a four-year construction project, Acentec should look at the kind of noise impacts and what specific mitigation should be included in the CMP.

June 10, 2009

Mr. Keefner said that the Development Prospectus was updated. He said that the difference between the impervious coverage numbers and the lot coverage numbers are the bus dropoff and the sidewalks at the back that are porous pavement. He said that those areas do not count towards impervious area but do count in lot coverage. He said that he would review the figures again.

Mr. Keefner said that they used the EPA Standards for fixture flows and the existing building fixture flows to come up with the projected water demand. He said that numbers were compared to actual meter readings and were found to be very close. He said that the numbers show that the sewage flow will be reduced, which directly relates to water usage. He said that they know that there is enough water provided to the school now and they will be using less. The Board said that the correct numbers should be shown in the Prospectus.

Mr. Keefner said that they looked at construction noise and final built condition noise. He said that SMMA and Turner walked the existing site to look at air intakes and exhausts to evaluate air quality and noise. He said that they met with Acentec to discuss ways to mitigate construction noise and will present calculations at the next hearing based on the Boston Construction Noise Policy.

Mr. Keefner said that they looked at the final built construction in two ways, per DEP and EPA Guidelines. He displayed the EPA noise criteria. He submitted a memorandum from Acentec, dated June 10, 2009, regarding Day-Night Level (LDN) calculations at Wellesley High School. He said that the calculations show that they will meet the EPA regulations.

Mr. Keefner displayed a plan of existing culverts. He said that they looked at the Town's Master Plan for replacement. He said that the culvert across the street and a pipe will be replaced. He said that the culvert is located where Caroline Brook goes under the road and connects to Fuller Brook. He said that both will be large projects.

Mr. Keefner displayed updated Site Plans. He displayed where parking spaces were moved so that two large oak trees could be preserved. He said that they were able to maintain the 300 parking spaces.

Mr. Keefner discussed the circle area. He said that the area was previously grassed. He said that there will be a seat wall and an area of bricks that were purchased for fundraising. He said that by oversizing the space, there will be expansion possibilities.

The Board said that the entrance to the school seems to be unresolved in design. Mr. Pitkin said that part of the intent of the circle was that there may be occasions when the students will congregate. He said that the circle can be closed off to traffic.

The Board said that the width of the canopy does not seem to cover the side two doors. Mr. Pitkin said that those are exit only doors. He said that they will look at that detail closer.

The Board said that there is a freestanding bus or SUV stop at the front entrance. The other canopies are attached. Mr. Keefner said that the freestanding canopy ties into the seat wall at the front.

The Board said that the walkway at the bicycle racks at the niche is too narrow. The first bicycle that comes out of the play area will block egress.

The Board said that some of the walks shown have radius shown and others do not. The handicapped ramp at Smith Street at the corner is missing.

Mr. Keefner displayed updated site plans for the chillers. He said that the chiller sizing is being finalized. He said that bicycle racks were added.

Mr. Keefner said that the walks in the courtyard area were updated. He said that all of the walks along the bus dropoff/fire lane tie into the porous asphalt. He said that the curb will provide good separation.

The Board asked about the canopy over the upper door. Mr. Pitkin said that there will be a sunscreen and a canopy. Mr. Keefner said that that the School has a strong preference that the lower door be used. He said that there is a concerted effort to minimize use of the upper door. Mr. Pitkin said that there is concern that there be space for tables in the cafeteria if the school population increases.

The Board asked about having the bicycle racks out of sight. Mr. Keefner said that there had been a lot of discussion about that. He said that having 90 bike racks takes up a lot of space. Mr. Eby said that the Planning Board was very specific about not putting the bike racks in the courtyard area.

Mr. Keefner discussed the handicapped van area at the back. He said that it was done that way so that both a side discharge and a rear discharge van could exit directly onto the sidewalk. He said that the plan will be revised to show that all of the walks are six feet wide.

Mr. Keefner said that there will be eight to ten foot screen walls for the dust collector.

The Board said that the plan shows that one wall at the chiller comes out to the edge and the other wall stops. Mr. Keefner said that the wall should be lengthened to the size of the pad.

Mr. Keefner said that there will be a fence and gate at the play area. He said that they have to do some tweaking to that area. He said that there is some grading to be done.

Mr. Keefner discussed the circle area, elevations and ponding. He said that the spot elevations should be on the new plans. He said that there will be a six inch curb all around the area. He said that the circle is a crown and the low point is off to the side.

Maureen Kirkpatrick distributed an updated CMP. She said that information was added regarding signage, site security, the dumpsters and student/faculty safety. She said that there will be a daily checklist with an on-site staff person responsible for making sure that all of the equipment and the gates are locked at the end of the day.

Ms. Kirkpatrick said that street sweeping was re-stated to provide daily street sweeping. She said the water from the wheel wash will be recharged. She said that there will be two wheel wash stations at the front and one at Seaver Street.

Ms. Kirkpatrick said that worker parking will be required to be within the fenced area.

Ms. Kirkpatrick said that language was added to the CMP for the pile driving operation. She said that it will be further refined once they meet with Acentech.

Ms. Kirkpatrick said that the CMP was updated to refer to the Massachusetts Diesel Retro-fit Program.

The Board asked that the Board of Health review the CMP. Mr. Keefner said that the Board of Health had commented about the recycling areas during the design process.

The Board asked if snow removal requirements were part of the Order of Conditions. Mr. Keefner said that requirements during construction were not discussed. Ms. Kirkpatrick said that they could provide a plan that shows where the snow will be stockpiled on-site. She said that it will change from year to year.

The Board said that the recommendations of the Traffic Study will be incorporated into the conditions for approval.

Mr. Keefner said that the first circulation plan for PSI had the bus dropoff at the front door. He said that with the parent dropoff, there was concerns about too much traffic onto to Paine Street. Mr. Eby said that there was a recommendation from the Police Chief and the Board of Selectmen and the input of the neighbors that the bus dropoff be moved to the back of the building. He said that became part of the Planning Board's decision.

Mr. Keefner said that there is ample stacking length for the bus queue. He said that the School wanted dropoff to be one at a time. He said that the other buses will wait behind. He said that the buses will be in the same spot everyday for loading. He said that they will all load at the same time.

The Board said that there are line of sight issues at the three impacted intersections. Mr. Keefner said that they will get more accurate information on property lines but there is no desire to take any land to increase the corners.

Mr. Keefner said that they met with the Police and DPW to discuss signage for enforcement of no student parking during construction. He said that will be developed.

The Board said that the Stormwater Pollution Prevention Plan should be more specific for sediment removal in the catch basins and stormceptors. Mr. Keefner said that the plan will be updated. The Board said that the manufacturers' specifications could be submitted.

The Board said that the DRB approved the design but asked that the applicant provide details about the cupola location and preservation. Mr. Eby said that PBC/SBC prefer to have it at the entrance and their preference is to use the top portion only. He said that what was submitted to DRB was considered by PBC to be the final design.

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50 Rice Street

Tom Stagliano, 12 Woodlawn Avenue, asked if the Rockland Street Bridge construction was taken into consideration in the Traffic Plan. He asked if bringing in heavy machinery had been considered and the timing of that. The Board said that the route that the construction vehicles will be taking will be from Route 128 to Route 9 to Washington Street.

Mr. Stagliano asked about parking once construction is completed. He said that the property is located in a Single Residence District. He said that the Town dealt with the Warren School years ago and that was also located in a Single Residence District. He said that one of the major concerns with the Warren School was the lack of sufficient parking.

Mr. Stagliano said that there are currently 300-330 parking spaces at the school. He said that the new school size will be increased but the number of spaces will be kept at 300. He said that the School sometimes has up to three functions going on at the same time. He said that there can be up to 700 cars and vehicles spill out into the neighboring areas. He said that Superintendent Wong said that the plan is to maximize use of the new school. He said that the parking does not seem to come close to what might be needed.

The Board said that it was concerned that during construction there not be any parking on neighboring streets. There will be a condition to prohibit students from parking on neighboring streets during daylight hours, while school is in session. The Board said that it does not have any control after the High School is built.

The Board said that there are improvements being made at the State Street lot that will be permanent and will create some additional parking.

Nesbitt Hagood, 71-73 Smith Street, said that his concerns were for the noise after construction. He asked about getting information about noise levels, background noises and noise sources. He asked how the calculations were being done and what the standards were. He said that the chillers will be up against the property line.

The Board said that Acentech has done a very thorough analysis and there are some recommendations for enclosure with insulating materials. The Board will hold the applicant to very stringent standards.

Rise Shepsle, 35 Forest Street, asked about the follow-up traffic study after completion of the project. The Board said that the Planning Board PSI decision addressed that and it will become part of the Site Plan Approval.

June 17, 2009

Mr. Keefner said that the impervious and lot coverage areas that were listed in the Development Prospectus were correct. The Board said that the numbers are consistent with the other documents submitted.

Mr. Keefner said that he updated the numbers for water demand.

Mr. Keefner said that they made three updates to the Stormwater Pollution Prevention Plan. He said that the catch basin sediment depth was changed from a percentage to a depth of two feet. He said that the requirement for annual mulching of the green roof was taken out. He said that they included the manufacturer's recommendations for stormceptors maintenance.

Mr. Keefner said that they included criteria for stormceptor sizing from the MA STEP Program. He said that one of the stormceptors receives runoff from the roof. He said that runoff goes from the roof through the rainwater harvesting tank and then passes through the stormceptor. He said that the manufacturer's criteria has no means to incorporate the volumetric changes. He said that they sized it so that it will provide protection without oversizing it. He said that the models are called out specifically in the plans.

Mr. Keefner displayed a plan for proposed snow storage during construction. He said that the piles will be within the fence areas and will be managed by Turner Construction. He said that if there is not enough room on site, the snow will be hauled away. He said that has been incorporated into the CMP.

Mr. Keefner displayed a plan of potential snow storage areas for the final construction. He said that the areas are not used for stormwater management and are not heavily vegetated. He said that the south corner could be used.

Mr. Keefner said that currently the chillers are shown at the elevation of 129.5 and the floodplain elevation at 132. He said that they are in the process of trying to raise the elevation of the chillers. He said that if they raise the pads, they will have to lower something somewhere else, most likely the bus access, which would bring it close to groundwater.

Ben Markham, Acentech, displayed the Cambridge Noise Ordinance. He said that for the final built condition they referenced DEP Noise Policy and some EPA noise references. He said that the ordinances that are referenced are for construction noise and the policies referenced are for final built construction.

Mr. Markham said that for residential areas there is a maximum noise level and an L10 level in the Cambridge Noise Ordinance. The Board asked what the averaging time was for the L10. Mr. Markham said that it is a 10% exceedence level based on a weighted dBA. He said that the Cambridge and Boston regulations are quite specific about how those are to be measured. He said that it is an instantaneous measurement, once every ten minutes for one hundred measurements. He said that the tenth highest level is the L10. He said that if it is applied for 10% of the time when the construction equipment is operating, they will meet the ordinances. He said that measurements cannot be taken closer than 50 feet from the construction site and the provisions do not apply to impact devices.

Mr. Markham displayed a decibel scale and discussed the levels. He displayed the Phase 1 model for the excavation and foundation. He said that they did a noise prediction at the façade of the building, and then based on those predictions, the sound levels inside the building. He said that the prediction for the highest dBA is in the gymnasium area at 55. He said that they assumed that the single paned windows would be closed. He said that the more public areas such as the gym will provide some buffering to the more sound sensitive areas of the existing school.

Mr. Markham displayed the Phase 2 model. He said that the public spaces will be the ones that will be most affected.

The Board asked about backup alarms. Mr. Markham said that backup alarms tend to be higher in frequency, which do a better job of attenuating. He said that the transient noises get washed into the noise levels. He said that the average levels will be exceeded some of the time.

Mr. Markham said that the worst phase will be during the impact sound of the pile driver and rock hammer. He said that other than that, it will occur during the first phase. He said that should happen during the winter when the windows will be closed. He said that a range of mitigation strategies have been incorporated in the CMP. He said that there will be on-site monitoring of noise levels using hand-held devices, long-term monitoring, mufflers on equipment, and the use of quiet construction practices such as vibration pile driving techniques.

Mr. Markham displayed the Phase 3 model and the Phase 4 model. He said that the noise levels will be much lower in the new building. He said that some of the construction equipment will be gone from the site when school is back in session.

The Board said that the 50 dBA, LEQ is manageable.

Mr. Markham said that there will be a "No Idling" policy, with signs posted. There will be a general statement regarding location of noisy equipment, fabric screen on the fencing, truck routes to minimize traffic noise, less noisy construction techniques, mufflers, sound attenuation devices on equipment, and use of alternative equipment such electric versus diesel. He said that the schedule will be coordinated so that the noisiest activities will occur during the mid-day. He said that there will be 10 days per semester when there can be no noise.

The Board said that construction will be going on for four years next to a school and in a residential area. Mr. Markham said that they had costed noise barriers and run models. He said that barriers are expensive, hard to move on site and do not provide the best sound reduction. He said that they recommend that monitoring take place and that common sense be employed to use mufflers and attenuators. He said that it will be a noisy construction site. He said that he did not have a list of equipment noise. The Board asked that something be written into the language about the best available noise attenuating devices. Mr. Markham said that there is an 86 dBA mandate in the CMP.

The Board confirmed that Acentech would provide the acceptable target decibels to Turner Construction, who will monitor the noise levels. The sub-contracts will spell out what must be done to meet the targets. The Board asked what would happen if the targets are exceeded. Mr. Markham said that it would change on a case by case basis. The Board said that the issue would need to be addressed immediately.

The Board said that it would like to see a Construction Noise Management Plan. The plan should include frequency of monitoring and specific actions to be taken. The Board said that more thought should be put into mitigation for minimizing the construction noise. The Board said that there should be a contingency in the contract for unforeseen circumstances above and beyond the contract and sub-contracts to provide for extraordinary measures if the threshold is exceeded. Mr. Eby said that if the threshold is a condition, it may result in a change order with a sub-contractor. The Board said that there will have to be contingencies from some Town agency so that work can continue while the problem is addressed. Mr.

Eby said that the Town will have its own Project Manager, who will be on-site every day. Problems would first be reported to the Project Manager who would report to PBC.

The Board said that there should be someone to do on-site sound monitoring every day and that it should be monitored a couple of times over the course of a construction day. Any exceedence should be immediately reported to the contractor.

Mr. Markham said that they are recommending that there should also be monitoring inside the building.

Mr. Markham said that they looked at the DEP Noise Policy and the EPA Noise Policy. He said that they found that the new equipment will meet the EPA criteria. He said that the existing LDN is 53. He said that there will be an increase in the LDN level of 2 dBA. He said that the chiller operating at night was included. He said that they have done the models to predict the worst case offenders.

Mr. Keefner said that SMMA gave Acentech all of the information for the equipment and sound attenuating devices for the equipment. He said that Acentech then made recommendations to reduce the noise.

Mr. Markham said that the noisiest equipment will be the emergency generator. He said that nearest abutters will be close to the dust collector but that noise will not be continuous. He said that the pair of chillers will probably be the noisiest overall but the abutters will be further away. He said that there will be compressor wraps, attenuation mufflers on the discharge, intake attenuators, and a wall that encloses it on three sides. The wall will be taller than the chillers and will be lined with sound absorbing material. The chillers will not be on when the building is not used. He said that the chillers will be on variable speed drives so that when the building is not at capacity, the chillers are off-loaded. He said that they did models on partial loading and the impact on the neighbors. Mr. Keefner said that in the summer when the building will not be fully occupied, the big chillers will not be fired up.

The Board said that the Indoor Air Quality Plan was responsive to its concerns. Mr. Keefner said that he did not have a plan showing the location of the vents. He said that they walked the building with Turner Construction and the School to look at all of the intakes. He said that they are coordinating with John Moran, Facilities Director, to determine whether filters that can be vacuumed will be used.

Mr. Keefner said that Turner will monitor for dust control. He said that on extreme weather days when the School needs to open the windows, Turner will work with the School to either increase the wetting for those days or do something to control the dust. He said that Turner will retain a Certified Industrial Hygienist to implement the Air Quality Plan. He said that the School will change the indoor filters and will monitor the windows to make sure that they are closed. Mr. Keefner displayed the IAQ filter change schedule.

The Board said that there are some issues that it is not satisfied with but do not have to be resolved immediately.

The Board said that the cupola design creates a security shadow. Even within the sculpture there is a view obstruction. Children could climb the structure easily. The Board said that the DRB wants to review the

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design again. The Board said that a condition would be that the cupola design go back to DRB and then to ZBA for final approval.

The Board said information on signage during construction can be submitted post-hearing. That information should include the fence, any signs directing traffic and all temporary signs.

The Board asked about signage for the finished High School. Mr. Keefner said that there will be directional traffic signs. He said that there will be a "Wellesley High School" sign but that design is not final. The Board said that if the dimensions exceed the bylaw, they will have to come before the Board for a Special Permit.

Ms. Babson said that at the current time there are five events during the school year when there is on-street parking. Mr. Keefner said that the events are listed in the Management Plan. The Board said that those events will be exempted should there be a need for an Enforcement Plan.

Marlene Allen, 29 Rice Street, asked about construction traffic schedules.

The Board said that there shall be no construction before 7:00 a.m. but the trucks may arrive at 6:45 a.m. Ms. Kirkpatrick said that, within the subcontracts, it is required that the construction vehicles cannot enter the site until 7:00 a.m. She said that Turner will enforce the plans to park the vehicles elsewhere until it is time to enter the site.

Nesbitt Hagood, 73 Smith Street, asked about the DEP and EPA calculations for noise from the chillers. He asked if the standards are appropriate for residential neighborhoods and an educational building. He asked if the standards are met, is it reasonable to assume that an abutter will not experience nuisance or a change in living standards.

Mr. Hagood said that the bylaw states that noise emitting and air conditioning equipment cannot be located within the setbacks of property lines. He asked how the decision was made to include the Town's lots as one parcel for calculations. The Board said that including the Selectmen's Parcel puts another piece of property between the abutters and the noise makers.

The Board said that the Wellesley Bylaw does not have any noise standards. The Board said that it asked the PBC to use the DEP criteria, which are generally applied to airports, as guidelines. The Board asked that the Boston or Cambridge Noise Ordinance be used as benchmarks. The Board asked that the EPA criteria also be used as a guideline because it was designed to be conservatively protective of residential uses.

The Board said that a 5 dBA increase or less may be noticeable but it is not going to be a nuisance or change the quality of life.

Mr. Markham said that the process for noise calculation begins with Sound Power Levels, which are based on manufacturers' data for equipment. He said that the Sound Power Levels are placed on the Site Plan to create a model based on distance attenuation and distance between sound source and sound receiver. The model takes into account deflections and environmental factors as well as the pure distance.

Mr. Markham said that the measurements took into consideration all of the noise during the four day test period. He said that the DEP rating requires comparison of the noisiest level to the quietest level, which is typically around 3:00 a.m.

Mr. Markham said that they measured the Day/Night Level, LDN, and then averaged the calculations out. He said that there is a 10 decibel penalty for any sound that happens at night.

Mr. Markham said that they did calculations for the new equipment and when it will be operating. The calculations included an actual traffic model and a one hour test in the middle of the day of the emergency generator. He said that the weighted 24 hour average was 2 decibels louder for the abutting properties. Mr. Hagood confirmed that the calculations assumed that the chillers were on all of the time.

Mr. Markham said that given the low noise levels of Wellesley, the standards that were used are quite difficult to meet. He said that he felt that the standards are reasonable as they were designed to apply to mechanical equipment.

Mr. Markham said that the EPA standards are based on the Schultz Curve which is based on interviews with residents regarding perceptions of change. He said that the Curve implies that a change of 5 decibels up or down is sufficient to illicit community reaction.

Mr. Keefner said that the chillers would be louder for the students in the classrooms if they were located on the roof. Mr. Pitkin said that the chillers are very heavy pieces of equipment and there would be cost considerations as well.

Mr. Eby said that the specifications can require that certain performance standards be met.

Submittals from the Petitioner

- Application for Site Plan Approval, dated May 4, 2009
- Development Prospectus, dated May 4, 2009, revised June 12, 2009
- Site Plan Approval Plans and Submittal Checklist
- Project Overview, prepared by SMMA
- Locus Map – Wellesley High School, Figure 1, dated January 23, 2009, prepared by SMMA
- Compliance with Zoning Bylaw
- Zoning Map – Wellesley High School, Figure 2, dated April 30, 2009, prepared by SMMA
- Existing Fuller Brook Flood Storage, Figure 3, dated January 16, 2009, prepared by SMMA
- Proposed Fuller Brook Flood Storage, Figure 4, dated January 16, 2009, prepared by SMMA
- Existing Caroline Brook Flood Storage, Figure 5, dated March 12, 2009, prepared by SMMA
- Proposed Caroline Brook Flood Storage, Figure 6, March 12, 2009, prepared by SMMA
- Utilities, prepared by SMMA
- Sewer Main A Option 2 – Re-route Around New Building, Figure 7, dated January 9, 2009, prepared by SMMA
- Existing Hydrology, Figure 8, dated April 30, 2009, prepared by SMMA
- Proposed Hydrology, Figure 9, dated April 30, 2009, prepared by SMMA

- Construction Management Plan, dated April 6, 2009, revised April 27, 2009, May 21, 2009, June 10, 2009, prepared by Turner Construction Company
- Wellesley High School Transportation Study Report, dated January 7, 2009, prepared by Howard/Stein-Hudson Associates, Inc.
- Flood Insurance Rate Map, effective September 5 1979, Community Panel Number 250255 005B, panel 5 of 10
- Flood Insurance Rate Map, effective September 5 1979, Community Panel Number 250255 005B, panel 5 of 10, revised to reflect LOMR effective July 11, 2008
- Letter to Wetlands Protection Committee from Eggleston Environmental, dated March 20, 2009, regarding Technical Review – BLSF Wellesley High School
- Letter to SMMA from Acentech, dated March 10, 2009, regarding Environmental Noise Assessment Wellesley High School, Acentech Project No. 619955.AC-601
- Letter to SMMA from Acentech, dated April 20, 2009, regarding Exterior Mechanical Equipment Noise Wellesley High School, Acentech Project No. 619955
- Letter to Zoning Board of Appeal from Shekar & Assoc. Inc, dated February 19, 2009, stamped by Seshappa Chandrashekar, Registered Professional Engineer, regarding Fire Protection System
- Manufacturer's Specifications, Watts Series 009 Reduced Pressure Zone Assemblies, for rainwater harvesting system
- Drainage Diagrams for Existing Conditions, dated April 30, 2009, prepared by SMMA
- Drainage Diagrams for Proposed Conditions, dated April 30, 2009, prepared by SMMA
- Final Geotechnical Engineering Report, Wellesley High School Redevelopment, dated April 2009, prepared by McArdle Gannon Associates, Inc.
- TSS Removal Calculation Worksheet – Drainage System 1, dated January 23, 2009, prepared by SMMA
- TSS Removal Calculation Worksheet – Drainage System 2, dated January 23, 2009, prepared by SMMA
- TSS Removal Calculation Worksheet – Drainage System 3, dated January 23, 2009, prepared by SMMA
- TSS Removal Calculation Worksheet – Drainage System 4, dated January 23, 2009, prepared by SMMA
- TSS Removal Calculation Worksheet – Firelane, dated January 23, 2009, prepared by SMMA
- TSS Removal Calculation Worksheet – Rain Garden, dated January 23, 2009, prepared by SMMA
- Letter to Department of Public Works from Wayne Keefner, dated June 8, 2009, regarding Water & Sewer Comments 5/15/09 & Department of Public Works Comments 5/22/09
- Construction Phase Parking Bus Pick-Up Stacking, dated June 8, 2009, prepared by SMMA
- Letter to Department of Public Works from Wayne Keefner, dated April 27, 2009, regarding responses to DPW comments
- Letter to SMMA from Acentech, dated May 8, 2009, regarding Chiller and Dust Collector Noise
- Letter to Zoning Board of Appeals from Wayne Keefner, dated May 27, 2009, regarding Bus & Parent Drop-off & Pick-Up, Special Event Parking, Final Noise Study, Rain Water Harvesting System/Recharge System & Construction Management Plan
- Construction Phase Parking Existing Library Parking Lot Configuration, dated May 27, 2009, prepared by SMMA

- Construction Phase Parking Final Library Parking Lot Configuration, dated May 27, 2009, prepared by SMMA
- Letter to Zoning Board of Appeals from Wayne Keefner, dated June 8, 2009, regarding supplemental materials
- Stormwater Pollution Prevention Plan – Wellesley High School, dated March 2009, prepared by SMMA, revised June 2009
- Letter to Zoning Board of Appeals from Wayne Keefner, SMMA, dated June 12, 2009
- Stormceptor Sizing, dated June 12, 2009
- Stormwater Technology, Fact Sheet #4, Massachusetts Strategic Envirotechnology Partnership
- Snow Storage, Figure 10, dated June 12, 2009, prepared by SMMA
- Letter to Wayne Keefner from Acentech, dated June 10, 2009, regarding Day-Night Level (Ldn) calculations at Wellesley High School
- Indoor Air Quality Plan
- Event Management Plan, prepared by Wellesley Public Schools
- South Courtyard Rendering, prepared by SMMA, dated 7/3/09

Plan Number	Drawing Title	Date of Issue	Prepared By	Date of Revision
Cover	Wellesley High School	3/16/09	SMMA	5/4/09
C1.01	Existing Conditions	9/3/04	Wayne Keefner, P.E.	1/9/09, 1/23/09, 3/10/09, 3/16/09, 5/4/09, 6/8/09, 7/3/09
C2.01	Site Preparation Plan – Phase I	1/23/09	Wayne Keefner, P.E.	2/20/09, 3/10/09, 3/16/09, 5/4/09, 6/8/09, 7/3/09
C2.02	Site Preparation Plan – Phase II	1/23/09	Wayne Keefner, P.E.	2/20/09, 3/10/09, 3/16/09, 5/4/09, 6/8/09, 7/3/09
C3.01	Layout, Grading and Materials Plan	1/9/09	Wayne Keefner, P.E.	1/23/09, 3/10/09, 3/16/09, 5/4/09, 5/27/09, 6/8/09, 7/3/09
C3.02	Layout & Materials Enlargements	7/3/09	Wayne Keefner, P.E.	
C4.01	Grading & Utilities Plan	1/9/09	Wayne Keefner, P.E.	1/23/09, 1/26/09, 3/10/09, 3/16/09, 3/23/09, 5/4/09, 5/27/09, 6/8/09, 7/3/09
C.402	Grading & Utilities Enlargement	7/3/09	Wayne Keefner, P.E.	
C5.01	Planting Plan	1/23/09	Peter Lukacic, L.A.	3/10/09, 3/16/09, 5/4/09, 7/3/09
C6.01	Details I	1/9/09	Wayne Keefner,	1/23/09, 1/26/09,

			P.E.	3/10/09, 3/16/09, 5/4/09, 6/8/09, 7/3/09
C6.02	Details II	1/9/09	Wayne Keefner, P.E.	1/23/09, 3/10/09, 3/16/09, 5/4/09, 6/8/09, 7/3/09
C6.03	Details III	1/23/09	Wayne Keefner, P.E.	3/10/09, 3/16/09, 5/4/09, 5/27/09, 6/8/09, 7/3/09
C6.04	Details IV	7/3/09	Wayne Keefner, P.E.	
C6.05	Details V	7/3/09	Wayne Keefner, P.E.	
C7.01	Profiles I	3/16/09	Wayne Keefner, P.E.	5/4/09, 6/8/09, 7/3/09
C7.02	Profiles II	3/16/09	Wayne Keefner, P.E.	5/4/09, 6/8/09, 7/3/09
A1.01	First Floor	3/16/09	Alex Pitkin, R.A.	5/4/09
A1.02	Second Floor	3/16/09	Alex Pitkin, R.A.	5/4/09
A1.03	Third Floor	3/16/09	Alex Pitkin, R.A.	5/4/09
A1.04	Fourth Floor	3/16/09	Alex Pitkin, R.A.	5/4/09
A1.05	Roof Plan	3/16/09	Alex Pitkin, R.A.	5/4/09
A2.00	Overall Elevations	5/4/09	Alex Pitkin, R.A.	
E1.01	Electrical Site Plan	3/16/09	Brian Gardner, P.E.	5/4/09
E1.02	Site Lighting Calculations	3/16/09	Brian Gardner, P.E.	5/4/09

On April 27, 2009, the Planning Board voted to issue a special permit for PSI-09-01 Wellesley High School, subject to conditions.

On April 30, 2009, the Wetlands Protection Committee issued an Order of Conditions, MassDEP File Number 324-614, for the project located at 50 Rice Street – Wellesley High School.

On April 8, 2009, May 22, 2009, June 24, 2009 and July 17, 2009, George J. Saraceno, Senior Civil Engineer, Town of Wellesley Department of Public Works, Engineering Division, reviewed the proposed project at Wellesley High School (50 Rice Street) and submitted comments to the Board.

On May 28, 2009 the Design Review Board voted to recommend approval of the application as presented, with the following request:

that the applicant present details of the ultimate cupola design location and preservation to the Board.

On June 11, 2009, Donald H. Newell, Superintendent, Town of Wellesley, Municipal Light Plant, reviewed the proposed plans and stated that there were no issues that should delay the Site Plan Approval.

On May 21, 2009, Captain Fitzpatrick, Town of Wellesley, Fire Department, reviewed the project for Wellesley High School and stated that

Wellesley Fire Department has dropped its request for a master box with the town's decision not to add any new master boxes to the existing fire alarm circuits in Wellesley. Our request for a temporary hydrant between the old high school and the new high school has also been withdraw. The fire department reserves the right for final approval at time of issuing permits with a complete set of building documents.

The Board found that the proposed Major Construction Project that consists of construction of a new 280,000 square foot high school facility with a footprint of 103,115 square feet on 18.5 acres, and 300 parking spaces of which 8 are accessible, is in harmony with the general purpose and intent of the Zoning Bylaw, subject to conditions listed below, in conjunction with the Site Plan Approval, and voted unanimously to grant Site Plan Approval.

The Board's approval of the Site Plan for the Project is premised on the Petitioner's and Project's compliance with the following conditions (the "Conditions"). All requirements imposed by the Conditions or this Site Plan Approval shall be applicable to the entity responsible for the administration of the Project regardless of whether the condition specifically identifies the Petitioner, the responsible entity, or no entity as having responsibility for a particular condition. By accepting this Site Plan Approval, the Petitioner agrees to the terms, covenants, conditions, and agreements contained herein.

EXEMPTIONS

The Board shall waive its Rules and Regulations to the extent possible to permit construction during the appeal period.

CONDITIONS

- Order of Conditions, MassDEP File number 324-614 shall be incorporated into Site Plan Approval for ZBA 2009-36.
- Project of Significant Impact special Permit Decision, PSI-09-01, stamped May 1, 2009, shall be incorporated into Site Plan Approval for ZBA 2009-36.
- Final approval by the Fire Department shall be incorporated into Site Plan Approval for ZBA 2009-36.
- Final approval by the Police Department shall be incorporated into Site Plan Approval for ZBA 2009-36.

- The recommendations of the Design Review Board, dated May 28, 2009, shall be incorporated into Site Plan Approval for ZBA 2009-36.
- Final approval by DPW of all outstanding items shall be incorporated into Site Plan Approval for ZBA 2009-36.
- The recommendations of the Transportation Study, prepared by Howard/Stein-Hudson Associates, Inc., dated January 7, 2009, shall be incorporated into Site Plan Approval for ZBA 2009-36.
- Final approval by the Board of Selectmen of all outstanding items regarding Traffic and Parking shall be incorporated into Site Plan Approval for ZBA 2009-36.
- The Board of Selectmen shall monitor the no parking zones as already marked in the neighborhood and take appropriate action as necessary.
- The Stormwater Pollution Prevention Plan, dated June 2009, shall be incorporated into Site Plan Approval for ZBA 2009-36.
- The Construction Management Plan, as revised, shall be incorporated into Site Plan Approval for ZBA 2009-36.
- A revised and coordinated set of Site Plan Drawings incorporating all agreed upon comments and directives of the Zoning Board of Appeals in Public Hearings shall be submitted.
- A revised Site Plan showing three on-site benchmarks shall be submitted.
- The revised design of the Cupola from the 1938 High School shall be submitted to the Design Review Board and thereafter shall be submitted to the Zoning Board of Appeals with the comments of the Design Review Board.
- Review and comments of the Design Review Board regarding the design of a free standing sign "Wellesley Senior High School", wall sign "logo", and all proposed signs requiring permits shall be submitted. Said sign package shall be submitted to the Zoning Board of Appeals for approval of Special Permits.
- Truck idling shall be in accordance with State Law.

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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.

Richard L. Seegel, Chairman

Cynthia S. Hibbard

David G. Sheffield

cc: Planning Board
Inspector of Buildings
lrm