

## 5.A

### SITE DEVELOPMENT NARRATIVE

#### Existing Conditions

##### Site Overview

The East Longmeadow High School is located at 180 Maple Street in East Longmeadow Massachusetts. The property is bounded by Maple Street and residential properties to the North, Saint Michael's Parish, the Redstone Rail Trail, and retail establishments to the east, industrial and residential properties to the south, and residential properties to the west. The property is approximately 61.4 acres and is identified by the Town of East Longmeadow Assessor as Parcel 17-33-10 (the Site). The Site is accessed from three (3) curb cuts along Maple Street and a singular point from Norden Street.

Approximately 20 feet of grade change exists across the Site and generally slopes down from north to south. The higher elevations are along Maple Street and the lower elevations are in the southern and eastern portions of the site. The existing school sits approximately 10 feet below the front access point elevation on Maple Street.

The northern half of the Site contains the school building, the front U-shape access drive and main parking lot off of Maple Street, the access and parking off of Norden Street, pedestrian walkways, tennis courts, the track with synthetic field, a practice field, and areas of open green space. The primary service area is located on the south façade of the building. The track and field area contains two (2) spectator stand areas, a press box, two (2) concession buildings, a ticket booth building, and dedicated stadium lighting.

The southern half of the Site consists of various turf grass athletic fields, two baseball diamonds, one tee ball diamond, a stormwater pond, and wooded areas.

##### Environmental Resources

There are wetland resources interspersed within the wooded areas in the southeast portion of the Site, and just beyond the south and southeast property lines. Extents of the wetland areas shown in accompanying figures are based on GIS data, but will be delineated and characterized by a wetlands consultant during the PSR phase.

According to Flood Insurance Rate Map (FIRM) for Hampden County (Map 25013C0417E), the Site is not located within floodplain area.

A review of the Massachusetts Natural Heritage & Endangered Species Program online mapping indicates that no Priority Habitats of Rare Species or Estimated Habitats of Rare Wildlife are located on or in close proximity to the Site. There are no Areas of Critical Environmental Concern (ACECs) that impact the Site.

### Vehicular Access and Circulation Patterns

The Site is accessed from Maple Street to the north at two locations and from Norden Street to west at a single location. The westernmost curb cut on Maple Street is the entry point for the front U-shape access drive (front drive) that is one-way and operates in the counterclockwise direction. The center curb cut on Maple Street serves as the exit point for the access drive with separate westbound and eastbound turn lanes. Full-size buses utilize this drive during both morning drop-off and afternoon pick-up operations. Parents also utilize it primarily during morning drop-off and to a lesser extent during afternoon pick-up operations, while visitors utilize it to access the perimeter parking spaces (see subsequent Morning Drop-Off, Afternoon Pick-Up, and Parking descriptions).

The easternmost curb cut on Maple Street provides two-way access to and from the main parking lot which is located east of the front drive. This drive serves as the primary vehicular access route to the synthetic track and field stadium area along the east property line. The northern and southern access drive aisles in the main parking lot also connect to the front drive (each being a two-way connection).

Maple Street is classified as an “urban minor arterial or rural major collector”, has posted speed limits of 25 miles per hour (mph) and 35 mph within the vicinity of the school, and consists of one eastbound lane and one westbound traffic lane.

The Norden Street access extends into the central portion of the Site just south of the existing building, from the residential neighborhood to the west. There are parking spaces along the north side of Norden Street, as well as a small parking lot loop at the east terminus of Norden Street. The access drive is primarily used by school staff, the school administration department, service vehicles, and special education vans. The Norden Street access is also the vehicular drive closest to the majority of the athletic fields, which are located south and west of the high school building. Norden Street is classified as a “local road” with two lanes of traffic – eastbound and westbound, and has no posted speed limit.

### Morning Drop-Off Observations

- Buses begin to arrive in the front drive at approximately 6:50 AM, drop students off and exit the site. Students wait outside of the front entrance until doors open at 7:00 AM. Majority of buses are done dropping off by 7:05 AM. There are as many as 14 standard buses used on a typical day.
- Parents were observed utilizing both the front drive and the main parking lot from the easternmost access drive to drop-off. Vehicles in the front drive generally dropped off in front of the main entrance door. A majority of vehicles using the main parking lot dropped off near the south connection point to the front drive, though there were some vehicles observed dropping off at the north connection point to the front drive. A majority of vehicles were observed exiting the site from the front drive onto Maple Street, however some who dropped off from the parking lot were observed looping back around the parking lot and leaving from the easternmost access drive. The heaviest volume of parent vehicles occurs from approximately 7:15 - 7:25 AM.
- Student drivers utilize the easternmost access drive off of Maple Street to access and park in the main parking lot. Staff also primarily utilize this drive and parking lot, but a majority of the staff arrive prior to the students.

- Queuing of parent vehicles in the exit lanes of the front drive reached approximately 8 vehicles.
- Vehicle backups on both the eastbound and westbound lanes on Maple Street were observed at the westernmost curb cut of the front drive due to insufficient queuing length in the drive, and due to vehicles waiting to take a left turn into the site. Eastbound and westbound backups on Maple Street were also observed at the easternmost parking lot entrance. Maple Street is not wide enough to allow for vehicles to bypass the queued vehicles waiting to enter the site.
- There is no segregation between buses and parent vehicles in the front drive, though, a majority of the buses arrive and drop-off before the heaviest volume of parents do.
- The main northeast parking lot lacks islands or other traffic calming and channelizing measures which reduces safety. Higher than normal speeds in the parking lot area were observed.

#### Afternoon Pick-Up Observations

- The standard size buses begin to arrive in the front drive at approximately 1:20 PM and queue from the east end of the front drive in a clockwise direction back to about the mid-point of the west entry lane. Students are dismissed at 1:45 PM, and the buses start to exit the site from the front drive at approximately 1:50 PM.
- Some parent vehicles queue in the front drive, behind the last bus. It appeared that students walked to these cars while waiting for the buses to leave. Additional parent vehicles enter the front drive after buses have exited the site and proceed in a line towards the front building entrance where students await, and then proceed to exit the front drive.
- The remaining portion of parent vehicles queue in both the north and south access drives of the main parking lot (entering from the easternmost access point off Maple Street). Students walk to these vehicles, and the vehicles then merge into the front drive with the other parent vehicles. Some of the first parent vehicles queued in this area exit the front drive ahead of the bus convoy, which delays the buses from exiting the Site.
- A majority of the buses exit the Site in the eastbound direction on Maple Street while three (3) buses exited in the westbound direction. During the heaviest congestion (between approximately 1:50 – 1:57 PM), there were average queues of about 10 vehicles in each lane of the front drive at the exit point onto Maple Street.
- Eastbound traffic on Maple Street had an average back-up of 8 vehicles due to vehicles entering and exiting the front drive.
- Students walk to their vehicles in the same main parking lot that parents are queuing in, with a majority of student vehicles exiting the parking lot at the easternmost access drive onto Maple Street. There is no segregation from parent traffic.
- Due to the lack of interior islands and other traffic calming and channeling measures, multiple lanes of student vehicles converge at a single location to exit at the easternmost access drive, creating significant congestion. Some vehicles were observed travelling in the opposing lane of the access drive to try and bypass queued vehicles exiting onto

Maple Street. Higher than normal speeds in the parking lot area were observed. School staff indicated that there have been multiple vehicular accidents in this area.

- Student vehicles exited onto Maple Street in both the eastbound and westbound directions, though a majority was eastbound.
- Some student walkers were observed along walkways on both sides of the front drive, as well as along the south edge of the main parking lot, where there is no sidewalk or walkway.
- Walkers of the front drive either continued into the abutting residential neighborhoods, or were picked up by vehicles waiting on Melwood Ave.
- Walkers from the main parking lot primarily walked across the lawn that connects to the St. Michael's Parish parking lot and were either picked up by vehicles in the lot, or continued onto the sidewalk along Maple Street.
- Minimal bikers were observed.



Norden Street access facing west



access to main parking Lot

Eas



Front drive exit



Front drive entry



Maples Street eastbound traffic at western entry point during AM drop-off operation



Maples Street westbound traffic at easternmost entry during AM drop-off operation



Parent vehicle queues amongst pedestrians during pick-up operations



Student vehicle congestion at south end of main parking lot

### Safety and Security Requirements

Currently there is no physical separation of buses and parent traffic in the front drive, nor for student and parent traffic in the main parking lot. There is a traffic signal on Maple Street, just east of the curb cut for the front drive exit, which appears to only be functioning for the pedestrian crosswalk on Maple Street. There are some physical passive security barriers protecting the existing building in the form of shrubs and columns from the canopy between the two (2) front doors.

### Emergency Vehicle Access

Emergency response vehicles can access the front of the building from the front drive, the rear of the building from Norden Street, and the track and field stadium area from the easternmost access drive off Maple Street. There are no dedicated vehicular routes along the west and east sides of the building, though there are pedestrian walkways and adjacent lawn areas that may be feasible for an emergency vehicle to traverse.

### Parking Lots

Parking lots and access drives consist of bituminous pavement that is generally in poor overall condition due to areas of dense fatigue cracking, undulations from settlement or heaving, and

surface deterioration that is starting to form potholes in specific areas. The pavement is still functional for vehicular traffic but is nearing the end of its useful life.

Sloped granite curbing exists along a majority of the front parking, the front access drive, and the west access drive off of Maple Street where it abuts lawn conditions. Vertical granite curb is present along the front drive at areas adjacent to sidewalks. The granite curbing is generally in fair to poor condition due to damage, settlement, and varying reveal that is less than standards in many areas. The low reveal heights may be a result of previous pavement overlays occurring without resetting of the curb. The majority of parking and access drive areas south of the building do not have perimeter curbing, with the exception of some bituminous curbing at areas directly adjacent to the building. This bituminous curbing is in overall fair condition due to average signs of wear and deterioration.

The main parking lot is situated northwest of the building and contains a total of 419 striped spaces. Of that, 305 spaces are intended for students and 114 spaces are intended for staff, with the areas being delineated by a red pavement striping line. The student parking area contains additional non-striped pavement that is equivalent to approximately 52 parking spaces. The lot does not contain any interior landscape islands. The front access drive contains a combination of 19 diagonal and parallel spaces along the west and east sides designated for visitors and accessible spaces. Of the 438 total striped parking spaces on the north side of the building, 13 spaces are designated as accessible.

The southern parking areas consist of 36 striped spaces along Norden Street and 28 striped spaces in a small lot directly south of the building, both of which are intended for school staff and administration use. Along Norden Street there is additional pavement for approximately 14 vehicles that is not currently striped. Of the 64 total striped spaces in this area, 4 spaces are designated as accessible. The small lot does not contain any interior landscape islands.

The total quantity of striped parking spaces (502 spaces) is more than adequate for the school's current needs. The 17 spaces designated as accessible exceeds the minimum quantity required per MAAB, however, not all spaces are code compliant due to missing signs or lack of an appropriate accessible route.



Northeast parking Lot



Northeast parking lot



Front access drive



Norden Street access and parking

### Pedestrian Access and Circulation

A series of bituminous walkways and sidewalks exist around the building and along the front drive, with a section of concrete sidewalk at the building's front entrance area. The site's interior walkways are connected to the existing sidewalk on the north side of Maple Street by one (1) crosswalk located at the entrance point of the front drive and by one (1) crosswalk located at the exit point of the front drive. There is a traffic signal for pedestrian crossings at the exit point location on Maple Street. There is no dedicated pedestrian route along the Norden Street access, nor along the easternmost access drive from Maple Street. There are also no dedicated pedestrian routes within the interior of the main parking lot, or along its exterior.

Several portions of the bituminous walkways consist of an uneven surface due to settlement and heaving, cracks, broken edges, or general surface deterioration, and are therefore not considered accessible. Routes from designated accessible parking spaces are not compliant due to slope exceedances, lack of tactile warning panels at curb ramps, surface conditions, or incorrect configurations. In some instances, there is no designated pedestrian route provided to the accessible parking space, requiring the user to walk in vehicular ways. At multiple locations, bituminous walkways are not flush with adjacent concrete egress pads for the building. Curb ramps in general lack tactile warning panels, lack flush transitions, or exceed slope requirements.



Sidewalk to Maple St crosswalk



Route from accessible spaces in the front drive



Walkway and egress pad on south side of building



Walkway and egress pad on south side of building



Bituminous walks along the east side of building



Concrete sidewalk at front of building

### Service Area

The service area is located on the south side of the school with 3 (three) unscreened dumpsters: one (1) for recyclables and two (2) for trash. There is no dedicated concrete pad for the dumpsters and they are located in pavement and lawn areas, adjacent to an area setup for outdoor dining. Blue tote barrels for recyclables from individual classrooms are stacked in the lawn area adjacent to the dumpsters. There is no screening of these dumpsters or totes.

The building does not have a loading dock. Deliveries from box trucks and smaller vehicles are made on the south side of the building from the Norden Street access. Trucks accessing the dumpsters or making deliveries are maneuvering and parking in areas shared by staff for parking and circulation, which is not ideal. With insufficient space for maneuvering on the south side, any deliveries from larger tractor trailers currently occur in the front drive at the front of the building.



Unscreened dumpsters

Equipment stored outside

### Outdoor Educational and Gathering Spaces

The outdoor educational and gathering spaces have evolved over the lifespan of the facility and have, in the last few years, morphed again to provide COVID safe learning and gathering spaces in open, sunlit, fresh-air places.

The large, Western Courtyard is regularly used by classes. A space defined by classrooms on all four sides, students and teachers can easily oversee this space via windows looking directly to the outdoors and access the courtyard from doors at the west end. Framed by large maple trees, this space provides sunlight and shade with a variety of seating opportunities as well as the science program's greenhouse. One limitation in this space has been the lack of accessible routes and variety of seating types that can accommodate different forms of mobility. For all of the outdoor learning courtyard spaces the teachers and students coordinate the use of the space with a sign out sheet.

Other spaces that are frequently used for student-centric, learning environments are the Central Courtyard and the Northwest Outdoor Gathering Area. Both have varied seating types with a range of solar access and accessibility. Staff use the Northwest Area for breaks as well. Similar to the Western courtyard, the Central Courtyard has accessibility challenges as the stoop has a step down into the courtyard from the building. Both spaces have pavement that is in need of maintenance or repair. Other spaces used for educational purposes include the Spartan Walkway and entrance horseshoe lawn area and the perimeter lawn and woodland areas. These diverse educational spaces provide a range of sizes for groups to gather, programs served and distances from the main school creating well-rounded outdoor educational programming opportunities.

A recent addition to the outdoor gathering spaces has been the temporary tent and picnic table area behind the cafeteria. This space has reflected the recent shifts in large gathering protocols related to the pandemic. This space has afforded the student population a safe, covered space to gather during lunchtime hours and gives students the option of indoor or outdoor dining. The Outdoor Dining Area has an optimal relationship to the interior program, but suboptimal relationship to its site context such as parking and large dumpsters.



Outdoor Dining Area



Central Courtyard



Western Courtyard



Northwest Outdoor Gathering Area

### Site Lighting

Pole-mounted fixtures are present along the front drive and the main parking lot northeast of the building. A majority of fixtures are mounted on compatible light-specific poles, while the remaining fixtures are cobra head style mounted to wood utility poles. Fixtures do not appear to be LED. School administration has indicated that lighting levels are poor in some portions of the parking lot and at the front of the building. There is no dedicated lighting present along the Norden Street access and south parking areas, with the exception of minimal coverage in some areas provided by building mounted lights. Building egress areas generally appear to have dedicated building mounted fixtures. Refer to the Electrical Summary for additional information on building mounted exterior lights.

The tennis courts have a dedicated pole mounted lighting system that appears to function adequately. Similarly, there is dedicated stadium lighting for the track and synthetic field area that also appears adequate.



Pole light on front drive



Fixture on utility pole at northeast parking lot



Tennis court lighting



Track and synthetic field lighting

### Site Furnishings

One freestanding school identification sign with manual message board is located perpendicular to Maple Street between the entrance and egress points along the front access drive. A small post mounted sign located along the parking lot entrance drive at the northeast corner of the campus is provided to direct those entering the site from Maple Street at that location to the football field and track. Two small fence-mounted signs located at the Norden Street entrance identify the rear parking area and hours during which parking is allowed. One of these signs is obscured by vegetation.

There are two existing flagpoles located on the campus. One flagpole is located opposite the main building entrance within the central lawn area. Another is located within a dedication garden at the northwest entrance to the stadium along with a boulder with a dedication plaque. Numerous steel and plastic waste receptacles are provided throughout the campus at select building entrances, along the perimeter of the main parking lot, accompanying some picnic tables, and within and adjacent to the existing stadium, tennis courts and athletic fields. Numerous steel and plastic, as well as masonry, picnic tables are provided throughout the campus at locations such as the small seating area at the northwest corner of the school, west of the district offices, south of the small cafeteria, west of the tennis courts, and within the western courtyard. Steel and plastic, two-row portable bleachers are also located in the western courtyard. Steel and plastic benches are provided in the small seating area at the northwest corner of the school and within the central courtyard.

We observed a temporary tent structure to the south of the large cafeteria, but there did not appear to be seating underneath the canopy. Rainwater harvesting barrels and portable raised planters were present at the northwest corner of the school and within the central courtyard. There is a single bike rack on the north side of the school, adjacent to the swimming pool facility entrance. Just opposite the main building entrance within the central lawn area, there is a dedication garden identified as "Spartan Walkway" containing two granite dedication benches, an engraved redstone slab marking the name and entrance to the garden, a paver patio with personalized dedication pavers, and a central engraved granite slab with the Spartan logo. A street sign dedicating all or a portion of the primary entrance drive to a former school principal was observed at the southwest corner of the horseshoe. Finally, three portable toilets are located at the northwest corner of the stadium and one portable toilet is located just beyond the right field foul pole of the varsity baseball field.

Refer to the Outdoor Athletic Facilities section of this narrative for a summary of the existing site furnishings directly related to the athletic fields and courts.

### Site Vegetation

The site vegetation is primarily composed of lawn surrounding the existing building, within the front drive loop, and throughout the athletic fields and other level exterior gathering areas. In general, the lawn extends out to the property line on the north and west sides of the campus and to the existing woodland edge on the south and east sides. Scattered mature specimen trees, including Red Oak, Pin Oak, Sugar Maple, Silver Maple, Red Maple, Honey Locust, and Pitch Pine dot the campus along with invasive species such as Norway Maple, Crimson King Maple. Along the north side of the building, overgrown evergreen yew shrubs block slight lines to the outdoors from some of the interior rooms on this side of the building. Ornamental shrubs, grasses, and perennials, including species such as Dogwood, Ninebark, Boxwood, Spirea, Hosta varieties, and Daylily, among others, can be found in plant beds surrounding the existing school identification sign at Maple Street, surrounding the Spartan Walkway opposite the main building entrance, along the north side of the building, and at the dedication garden located at the northwest corner of the stadium. Both the main parking lot adjacent to Maple Street and the rear parking lot adjacent to Norden Street lack interior landscape islands, trees, and vegetation.

Along the north and west sides of the campus, the existing vegetation types and density vary widely as does the degree to which abutting residences are visible from the campus. Some Maple Street residences abutting the main parking lot to the east are buffered by a mature, dense hedge, consisting of arborvitae and other evergreen species, located along the shared property line and are not readily visible from the parking lot. Some residences are moderately visible, where mature deciduous or evergreen canopy trees, such as Silver Maple or White Pine, on the private properties combine with existing opaque fencing to provide some visual buffer. Some residences egress portion of the front drive (east side) and abutting the main parking lot are highly visible from the parking lot, as the existing buffer consists only of lawn and chain link fence intertwined with Concord Grape or Bittersweet vines and deciduous scrub understory vegetation or no vertical plantings at all. Overall, there is a lack of a consistent, adequate vegetated buffer between the parking lot and these residences.

The Maple Street residences abutting the entrance portion of the front drive (west side), classroom wings, and open lawn areas to the west are highly visible from the campus. Some residences contain scattered mature canopy trees, such as Maple, Oak, Catalpa, and Weeping Willow, periodic plant beds planted with ornamental shrubs, such as Rose of Sharon, as well as scrub understory vegetation and chain link fence intertwined with vines providing limited screening in areas. However, for most of these residences, there is a lack of adequate visual screening and separation between the campus and private residences along the shared property line. This same general condition was observed along the western property line between the Barrie Road, Susan Street, and Norden Street residences and the open lawn areas and athletic field west of the existing school building. In this area, one residence is buffered by a mature, evergreen hedge, while another is buffered by a clump of mature, deciduous canopy and understory trees consisting mostly of Sumac with some Oak, Maple, and Aspen.

These residences are not readily visible from the existing athletic field. Some residences are moderately visible, where intermittent plant beds containing ornamental shrubs, including Lilac, among others, located along the shared property line provide some visual buffer. Some residences are highly visible from the adjacent athletic field and open lawn areas, as the existing buffer consists of only scattered, mature deciduous canopy species, such as Silver Maple, but no understory vegetation suitable for visual screening. Overall, there is a lack of a consistent visual buffer between the athletic field and open lawn areas and many of these residences.

The existing woodlands to the south and east consist of a mixed deciduous canopy comprised of mostly Oak, Maple, Locust, Black Cherry, and a few volunteer White Pines. The woodland understory contains a mix of small tree and shrub species including Sumac, among others. To the south, the woodlands serve as a vegetative buffer for the residences on Lori Lane and the industrial uses on Chestnut Street. However, some of the Lori Lane residences are highly visible from the JV baseball field where the existing trees are sparser. It should also be noted that since this woodland is predominantly deciduous, it is likely that the Lori Lane residences are more visible during Winter months when these species are not in leaf. At the existing pond, species along the water's edge include Red Maple, Birch, Cattails, and Ferns, among others. To the east, the woodlands form a substantial vegetated buffer to the residences on Knollwood Drive. However, the existing St. Michael's Parish parking lot is highly visible as there is only lawn separating the primary school parking lot from the property line in this location.

Within the western interior courtyard, the area is predominantly lawn with mature Sugar Maple trees. There are scattered foundation plantings consisting mostly of Hosta varieties and Daylily.

Within the central interior courtyard, there are two mature dogwood trees and scattered flowering shrub and perennial species including Rose of Sharon, Rose, Hosta varieties, Peonies, Iris, and Daylily, among others.



Specimen trees within front entrance drive green space



Existing vegetated buffer along north side of main parking lot



Existing parking lot void of landscape islands and vegetation



Overgrown shrubs blocking exterior views for rooms at front of school



Existing sparse vegetated buffer to north of classroom wing



Existing vegetated buffer along western property line



Existing woodland edge and buffer to south of athletic fields



Existing vegetated bank around perimeter of pond

### Easements

Record plans do not depict easements on the Site, however, there may be easements on the site related to utility services. Potential easements will be reviewed in detail in a later phase.

### Drainage and Utilities

Based on a review of available mapping and through conversations with the District, we have determined the following drainage and utilities information:

- The site generally drains in the north to south direction across the site. A series of catch basins, manholes, and piping capture and convey surface and building runoff to a drainage basin at the southeast corner of the property. The basin appears to be hydraulically connected to the wetland resource area further south, within the wooded area. Runoff from some portions of the southern athletic fields may reach adjacent properties if not absorbed into the ground.
  - The District indicated that some boiler room floor drains are connected into the building roof drainage system, instead of the sanitary system. During large rain events, they have experienced surcharges of water up through the boiler room floor drains as a result.
  - The District also indicated there is a moisture problem in parts of the north side of the building, but the cause of the problem is unknown.

- An 8-inch asbestos cement (AC) water line services the building and site and is fed from an 8-inch ductile iron main that runs along Maple Street. The 8-inch AC line runs north-south through the front green and then branches off in two directions at a tee in front of the building. The west branch feeds a hydrant and services the building on the north side, while the east branch extends around the east side and a portion of the south side of the building before entering the building near the utility room. The east branch also feeds two (2) hydrants, provides services to the track and field concessions buildings, and services the irrigation system for the natural turf athletic fields south of the building.
- A 16-inch AC water line exists in the north-south direction along the eastern property line, however, it does not appear to provide any services to the building or Site. This will be confirmed with the District and Town in future stages of the project.
- Sanitary sewerage from the school is collected on site through a series of manholes and pipes along the south, east, and north sides of the building and is ultimately conveyed west to the Barrie Road sewer main. Pipes consist of 4-inch and 8-inch asbestos cement (AC) and 8-inch PVC, while manholes are constructed of concrete block or are precast.
  - The District has noted that portions of the south sewer line become clogged due to insufficient slope and require jetting on an annual basis.
- Electrical service for the building consists of overhead primary wires routed from Maple Street to a utility pole along the west edge of the front drive. From the pole, conduit runs underground approximately 190 feet further south to the transformer that is located just north of the front building façade. Secondary conduits run from the transformer to the building's electrical room. There is no emergency generator for the building. National Grid is the utility provider.
- Electrical service for the track and field stadium lighting, the tennis courts lighting, and a portion of the parking lot lighting is routed on overhead wires from the easternmost access drive off of Maple Street. There is a pole mounted transformer from which the conduit is then routed underground to an exterior meter, switch, and controls box in lawn area between the tennis courts and stadium area.
- Fiberoptics for telecommunication services are routed underground from the Redstone Rail Trail area that borders the southeast corner of the Site, to the south façade of the building.
- Natural gas service is routed from Norden Street to a meter along the south façade of the building, outside of the boiler room. Eversource is the gas utility provider.
- A 20,000-gallon underground fuel oil tank and a 10,000-gallon underground fuel tank exist in the parking lot south of the original building and east of the administrative offices wing. The fuel oil serves as a back-up to the dual source boiler system which normally runs on natural gas. The tanks were replaced in 2012.

### Outdoor Athletic Facilities

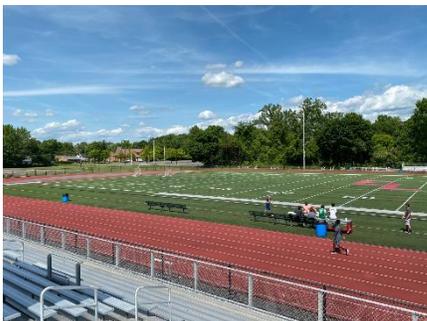
The following outdoor athletic facilities exist at the site:

- A synthetic turf field lined for football, soccer, boys' and girls' lacrosse, and field hockey with football goal posts surrounded by an athletic track (six lane oval with eight lane straight section) and other supporting track and field events is located on the eastern portion of the campus. The track is surrounded by a chain link fence along its outer perimeter. Located just outside of the track perimeter fence enclosure are a ticket booth, two concession stands, a press box and announcer's box, separate home and visitor bleachers on the west and east sides of the track respectively, lighting, an electronic scoreboard, an open lawn throwing area for discus and shotput, and a storage shed. These features constitute what is referred to herein as the stadium. The perimeter of the stadium is surrounded by a separate chain link with access gates located on the north and west sides. The track and field have proper orientation for optimal performance.
- An open lawn area located between the tennis courts (see below) and the stadium is utilized for practice and as a throwing area for javelin.
- A vertical concrete sports practice wall (approximately 18 feet in height) with synthetic turf surfacing on the east and west sides is located adjacent to the southwest corner of the track.
- Six tennis courts are located adjacent to the east side of the existing school building and just to the south of the main parking lot. The courts are arranged in two separate pods (three courts per pod) and share their northern/southern boundary. Each pod is surrounded by chain link fence and includes multiple entrances and lighting. The tennis courts have good, but not ideal orientation for optimal performance. Surface conditions are good, with the only visible cracks being at the expansion joints between courts. The district indicated a potential resurfacing to occur in the near future.
- A varsity baseball field is located adjacent to the southeast corner of the school. The outfield is also utilized as a practice field. The baseball field consists of a dirt infield, dugouts set on concrete pads, stone dust team areas, a chain link backstop, and associated chain link fencing enclosing the dugouts/team areas. No permanent chain link fencing is provided down the left or right field lines, but a temporary chain link outfield fence is installed during baseball season. There is a two-sided electronic scoreboard just beyond the centerfield portion of the temporary outfield fence. We understand that the side of the scoreboard facing the baseball field is functional, while the opposite side facing the JV football field (see below) is not functional. Batting practice and warm-up cages and large shipping containers for storage are also present behind the visitor dugout and just outside the left field foul ground. The chain link fencing around the team areas is in poor condition, and the baseball field is not properly oriented for optimal performance.
- A junior varsity baseball field is located southwest of the existing school building. The outfield is also utilized as a soccer and practice field. The baseball field consists of a dirt infield, small portable steel and plastic team benches, unenclosed stone dust/dirt team areas, a chain link backstop that appears to be insufficient in height, and associated chain link fencing limited to the area immediately between the playfield and the team benches.

No permanent chain link fencing is provided down the left or right field lines. The chain link fencing and team areas are in poor condition, and the baseball field is not properly oriented for optimal performance.

- A multi-use field located just south of the District offices and the school's receiving area utilized for lacrosse in the Spring and soccer in the Fall. Based on the current programming, the multi-use field is not properly oriented for optimal performance.
- A junior varsity football field with permanent football goal posts located just south of the multi-use field described in the previous bullet utilized for lacrosse in the Spring and football in the Fall. Based on the current programming, the multi-use field is not properly oriented for optimal performance.
- A multi-use field located west of the existing school building and north of the Norden Street access drive utilized for lacrosse in the Spring and soccer in the Fall. Two small portable steel and plastic team benches were observed on the west side of the field. Based on the current programming, the multi-use field has good, but not ideal orientation for optimal performance.
- A tee-ball field (not used for high school athletics) is located at the southern tip of the property. The outfield is also utilized as a practice field. The tee-ball field consists of a dirt infield, small portable steel and plastic team benches located in unenclosed grass team areas, a chain link backstop, and associated chain link fencing limited to the area immediately between the playfield and the team benches. No permanent chain link fencing is provided down the left or right field lines. The infield, backstop, chain link fencing, and team areas are in poor condition, and the tee-ball field is not properly oriented for optimal performance.

It is our understanding that the existing fields are irrigated with Town water and generally drain well. The District indicated that there is a lack of adequate storage space for athletic field equipment.



Synthetic turf field, track, and bleachers (the stadium)



Discus and shotput throwing area (south of track)



Tennis courts



Concrete sports practice wall with synthetic turf surfacing



Varsity baseball field



Junior varsity baseball field



Multi-use field (south of existing school building)



Junior varsity football field



Multi-use field (west of existing school building)



Tee-ball field

## Proposed Site Considerations

The following site design considerations will apply to the addition/renovation and new building options.

### Site Access, Circulation, and Parking

It is planned that the entire on-site parking areas, driveways, and pedestrian walks will be reconstructed as part of this project. The proposed project is expected to result in a negligible change to existing site traffic generation, as the student and staff population will not change significantly. The proposed site design for each option will consider the following to improve access, circulation, parking, and safety:

- Access drive and parking lot configurations to provide bus, parent, and student segregation to the maximum extent feasible during pick-up and drop-off operations
- Dedicated pedestrian ways within the interior and along the exterior of parking lots with safe crossing measures at locations where pedestrian routes cross vehicular routes
- The total number of parking spaces required for different school functions to determine if a reduction in parking can be achieved
- Incorporation of interior landscaping to reduce the impacts of heat island effect and provide opportunities for low impact development (LID) stormwater design
- Off-site traffic improvements (e.g., traffic signal) help improve access to and from the site
- Access drives designed to accommodate the turning movements of buses, delivery vehicles, and emergency apparatus
- The latest Massachusetts Architectural Access Board (MAAB) Regulations (521 CMR) as well as the latest requirements of the Americans with Disabilities Act (ADA) related to accessible routes, parking spaces, and ramps
- Passive physical barriers at appropriate locations to provide additional security for the school

### Drainage and Utilities

It is anticipated that at least a portion of the existing drainage and utility services will be removed and replaced as part of the project. Existing utilities that are located beyond limits of construction will be further evaluated for condition and performance to determine if re-use is feasible. The drainage system will be updated to meet local and state requirements, and LID measures will be incorporated where feasible and practical. The design team intends to meet with local utility companies and applicable Town officials during later phases of the project to review specific requirements.

### Athletic Facilities

The current field program is to be maintained or improved to the extent possible for the addition/renovation and new concepts. The program shown in the concepts incorporates (2) baseball fields, (4) soccer fields and (2) football fields for dimensional purposes only. The size, orientation, sports designation, and varsity vs. practice field will be discussed in subsequent site-specific meetings with the district and key stakeholders. The district has requested that 1 field be designated as a new synthetic turf field with associated lighting for the opportunity to extend play

after inclement weather events and into evening hours. All natural turf fields will continue to be irrigated. The current track with synthetic turf field will be maintained in its existing location with a new, accessible press box; new visitor bleachers; new concession stand with bathrooms and existing home bleachers. If the concept displaces the tennis courts, (6) tennis courts with associated fencing and lighting will be relocated to another appropriate place on site. The district has also voiced interest in bringing girls' varsity softball to the high school site as opposed to its current location at the middle school.

The design team will continue to study configurations to maximize athletic programs, while balancing other demands on site such as educational spaces, community spaces, circulation, parking, and service.

**Zoning**

According to the East Longmeadow zoning map dated April 2019, the site is located in the Residence B district. Based on a review of the East Longmeadow Zoning Bylaw, educational uses are permitted as of right within this district. Educational uses in the Residence B district are subject to the following dimensional regulations:

Minimum Lot Area	30,000 square feet
Minimum Frontage	200 feet
Minimum Front Yard Setback	56 feet
Minimum Side Yard Setback	21 feet
Minimum Rear Yard Setback	49 feet
Minimum Accessory Building Setback	60 feet
Maximum Height	45 feet
Maximum Lot Coverage	60%

Parking and access drives have a minimum setback from adjacent residential properties of 25 feet.

