

# New Wellington School

Presentation to Town Meeting - June 3, 2009



# New Wellington School

- Why a New Wellington?
- How did we get here?
- Who is involved?
- Schematic Design - New Wellington
- Project Costs & State Reimbursement
- Next Steps
- Time Line
- Q&A

# Why a New Wellington?

- Existing school doesn't meet needs
  - Originally built as a High School - Educational spaces not appropriate for Elementary
  - Different spaces needed for programs
- On-going costs – 100% paid by Schools
  - Most expensive bldg to operate & maintain
  - All major systems need replacement
  - Costs (energy + maintenance) only going to increase over time

## How Did We Get Here?

- Feasibility Study 2000-2001 – New School
- TM Approval in Jan 2005 – to “get in line” for new MSBA Grant Program in 2007
- Schematic Design – 2005 to 2009
- One of First Schools, Applied to MSBA in July 2007
- Reconstruction Project for New School Approved by MSBA Board Fall 2007
- Cost Estimates Dec 2008 and Feb 2009
- Budget Approved by MSBA in March 2009

## Who Is Involved? – Building Committee

- Mark Haley, Chair
- Pat Bruschi, Vice-Chair
- John Bove
- Phil Curtis, Warrant Committee liaison
- Laurie Graham, School Committee liaison
- Mary McHugh
- Joel Mooney, Perm Bldg Committee
- Ike Papadopoulos
- Greg Poulos
- Karen Pressey, Perm Bldg Committee
- Lucy Pullen

# Who Is Involved? – Project Team

- Other Liaisons
  - Gerry Missal – School Administration
  - Amy Wagner – Principal
  - Joseph Barrell – Board of Selectmen
- Architect
  - Jonathan Levi Architects with Burt Hill (Associated Architects)
- Owner's Project Manager
  - PMA Consultants
- Massachusetts School Building Authority (MSBA)

# Outreach – Interviews, Meetings, Surveys

- School Department
- School Administration
- Teacher Representatives
- Neighborhood Groups
- MSBA consulting and in-house architects

# Schematic Design Summary

- 500 students, plus 75 special-needs, vs 450 today
- 88,200± sq ft building
  - 5 track school (5 classrooms per grade)
- Complete redevelopment of the site
  - Smaller gym and cafetorium
  - On-site parking and circulation
  - Bus drop off
  - Playground spaces

# Schematic Design Responses For:

- The Neighborhood:
  - Increase in green space and open site area
  - Building size reduced from 2006 scheme
  - Improved traffic flow
  - Getting traffic and parking off the streets
  - Preserving trees

# Site Plan – Existing Condition



## Site Data Comparison

### Existing

Lot Size (approx.)	189,610 SF
Lot Coverage (approx.)	43,170 SF
Paved Area (approx.)	61,155 SF
Open Space (approx.)	85,285 SF
% Open Space	45 %
% Footprint to Site	23 %

### Proposed (at Schematic Design)

Lot Size (approx.)	189,610 SF
Lot Coverage (approx.)	50,335 SF
Paved Area (approx.)	35,539 SF
Open Space (approx.)	103,736 SF
% Open Space	55 %
% Footprint to Site	27 %

### Old High School Wing

High School Footprint (approx.)	24,778 SF
Former Lot Coverage (approx.)	67,947 SF
% Former Footprint to Site	36 %

# Site Plan – Schematic Design



## Site Data Comparison

### Existing

Lot Size (approx.)	189,610 SF
Lot Coverage (approx.)	43,170 SF
Paved Area (approx.)	61,155 SF
Open Space (approx.)	85,285 SF
% Open Space	45 %
% Footprint to Site	23 %

### Proposed (at Schematic Design)

Lot Size (approx.)	189,610 SF
Lot Coverage (approx.)	50,335 SF
Paved Area (approx.)	35,539 SF
Open Space (approx.)	103,736 SF
% Open Space	55 %
% Footprint to Site	27 %

### Old High School Wing

High School Footprint (approx.)	24,778 SF
Former Lot Coverage (approx.)	67,947 SF
% Former Footprint to Site	36 %

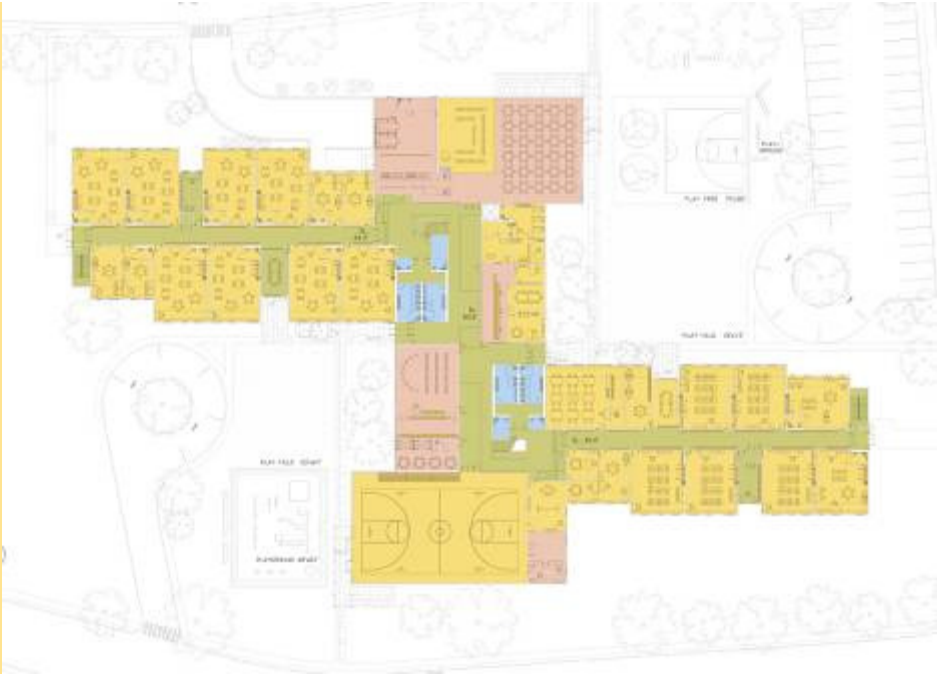
# Schematic Design Responses For:

## ■ The School:

- Two “schools” within the School to reduce size of child’s world
- Pre-K to 2 and 3 to 4 grouped together
- Core and wings can be separated
- Barrier-free design
- Entry supervision by Principal
- Classrooms sized for current teaching methods
- Offices and special spaces designed to fit in classroom scale for flexibility
- 2 music and 2 art dedicated instructional spaces

# Schematic Design

## Ground Floor



## 2nd Floor



# Schematic Design Responses For:

## ■ The Town:

- Lowered operating and maintenance costs
- Smart mechanical systems and daylighting to reduce energy use
- Sustainability features
  - Green materials, White roof, Geothermal
  - Building façade maximizes light and air
- Material choices respect other Town buildings and neighborhood

## Project Costs & State Reimbursement

- Total Project Cost = \$39.7M
  - Construction Cost = \$28.8M
  - Soft Costs = \$9.0M
  - Contingency = \$1.9M
- State Reimbursement = \$12.4M
- Cost to Belmont = \$27.3M

## Next Steps - Our Choice

- If Belmont votes NO:
  - \$12.4M is returned to MSBA for other projects
  - Future MSBA Wellington funding uncertain
  - 100% of Wellington repairs paid by Town
  - Future increases in construction costs
- If Belmont votes YES:
  - New Wellington addresses Town needs
  - Favorable construction and financing = Value

## Anticipated Time Line

- Per MSBA regulations, Town approval required within 120 days of MSBA approval (March '09)
- Town Meeting Approval - 3 June
- Debt Exclusion vote – 8 June
- Best Case if Wellington approved:
  - Complete Design: January 2010
  - Construction Start: January 2010
  - Move In: September 2011

# Questions & Answers

