Phase 2 Option 4 maintains the presence of an exit from the Case Campus in the same approximate location as it exists presently. This exit would be connected to the Case House / Community Center parking system as previous options have done. This proposal’s primary validity is drawn from its distance from the Wellesley Street / School Street intersection. These intersections would be far enough from one another to not interfere with the flow of traffic. The primary disadvantage of this proposed solution is the disruption it makes in the landscape that is being preserved for recreational use. Any pedestrian circulation around the site will in this case be forced to reconcile with the more extensive roadway system.

Phase 2 Option 4 retains the existing School Street Driveway, eliminating the deficiency at the intersection of Alphabet Lane and Wellesley Street (intersection 8). The deficiency on Wellesley Street at School Street remains (intersection 7).
### PARKING MATRIX

<table>
<thead>
<tr>
<th>USE</th>
<th>EXISTING</th>
<th>NEW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field School</td>
<td>49</td>
<td>70</td>
</tr>
<tr>
<td>Library</td>
<td>59</td>
<td>86</td>
</tr>
<tr>
<td>Case House</td>
<td>25*</td>
<td>38</td>
</tr>
<tr>
<td>Recreation Center</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Council on Aging</td>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>Country School</td>
<td>75</td>
<td>78</td>
</tr>
<tr>
<td>Multi-sport Game Field</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>GCS</td>
<td>X</td>
<td>45</td>
</tr>
<tr>
<td>Roaming Parking</td>
<td>15</td>
<td>36</td>
</tr>
<tr>
<td>TOTAL</td>
<td>303</td>
<td>441</td>
</tr>
</tbody>
</table>

* *EXTRASAD*
Phase 2 Option 5 steps away from the preservation of an additional exit onto School Street and instead focuses on modifying Alphabet Lane in order to allow for a greater capacity of traffic to use its intersections with surrounding roadways. This scheme proposes the reversal of Alphabet Lane in order to balance the exiting traffic between those traveling north and those traveling south. The primary disadvantage of this scheme is the loss of an entrance into the system at this same location (intersection 1). While it solves many of the problems of exiting the campus at peak hours by pulling this traffic further away from the roundabout, it introduces the new problem of having cars circulating through the roundabout in order to enter the campus if traveling from the north.

This alternative reverses the direction of Alphabet Lane to provide travel from Wellesley Street to School Street. The exit onto School Street on the north end of the campus would operate at a deficient LOS E. In addition, poor sight distance for exiting cars looking north would require extensive clearing and contouring of the west side of School Street north of Alphabet Lane. For these reasons, Phase 2 Option 5 was dismissed from further consideration.
Phase 2 Option 6 is similarly concerned with avoiding an additional curb cut on School Street and attempts to remedy this by making the northern stretch of Alphabet lane a 2-way road. This would remedy the apparent potential conflict of having a vehicular entrance and exit room the north and near the roundabout. This proposal was largely dismissed due to workability of the intersection of Alphabet Lane and Wellesley Street. The current conditions at this location are heavily wooded and at a unique place topographically which would restrict the level of visibility out of that intersection to see incoming cars from the north.

Phase 2 Option 6 includes making Alphabet Lane two-way at School Street. The School Street intersection would operate at a deficient LOS F and would have the same sight distance problem for exiting traffic as Alternative 5. Alphabet Lane at Wellesley Street would operate at an acceptable LOS D.
### Table 7  Unsignalized Intersection Capacity Analyses – Weekday Morning Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Movement</th>
<th>Phase 2 Option 1 School Driveway Closed</th>
<th>Phase 2 Option 2 School Driveway Right Only at Wellesley Street</th>
<th>Phase 2 Option 3 School Driveway at Wellesley Street with Traffic Signal</th>
<th>Phase 2 Option 4 Retain Existing School Driveway</th>
<th>Phase 2 Option 5 Reverse Direction of Alphabet Lane</th>
<th>Phase 2 Option 6 Two-Way Alphabet Lane at School Street</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Demand 1</td>
<td>Delay 1</td>
<td>LOS 1</td>
<td>Queue 1</td>
<td>Demand 2</td>
<td>Delay 2</td>
</tr>
<tr>
<td>School Street at Alphabet Lane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library Driveway E/B L/R</td>
<td></td>
<td>10</td>
<td>15.8</td>
<td>C</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>School Street at Library Driveway</td>
<td></td>
<td>495</td>
<td>0.3</td>
<td>A</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Field School Driveway E/B L/R</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wellesley Street W/B: L/R</td>
<td></td>
<td>230</td>
<td>&gt;120</td>
<td>F</td>
<td>358</td>
<td>245</td>
<td>&gt;120</td>
</tr>
<tr>
<td>Wellesley Street at School Street</td>
<td></td>
<td>390</td>
<td>0.6</td>
<td>A</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wellesley Street at Newton Street (north)</td>
<td></td>
<td>633</td>
<td>3.6</td>
<td>A</td>
<td>115</td>
<td>816</td>
<td>5.1</td>
</tr>
<tr>
<td>Wellesley Street at Newton Street (south)</td>
<td></td>
<td>926</td>
<td>43.1</td>
<td>D</td>
<td>972</td>
<td>838</td>
<td>*</td>
</tr>
<tr>
<td>Case House Drive</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W/Estates Driveway</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Shaded entries indicate deficient levels of service.
- Empty cells indicate no significant change from the Phase 2.1 results.
- 1 Approach traffic volume
- 2 Average vehicle delay for the approach
- 3 Approach level of service
- 4 99th percentile queue length in feet
- 5 Approaches for Case's Corner roundabout
- * Synchronize cannot calculate queue length

**GREATER CASE CAMPUS MASTER PLAN**

**TOWN OF WESTON, MASSACHUSETTS**

**2.4 ALTERNATIVES**
Meeting 6 Traffic & Parking: Preferred Concept

The fifth meeting provided a large base of data and information on issues of detail relating to the Case Campus traffic study. Given the changes in the scale of focus over the course of the Working Group’s meetings to date, the final meeting on the traffic and parking was established as a time for further study of a smaller selection of final alternatives. In the course of this meeting, a discussion took place around the flexibility of parking on the campus, and a discussion and establishment of a preferred traffic and parking alternative. The criteria established to make the selection of this preferred alternative.

The intent of this series of parking diagrams and studies is to illustrate the flexibility of the new system to operate at different levels of service at different times. During the Peak Event, which might be held at the any one of the campus buildings, parking all around the campus could be utilized in support of a single purpose. During a Peak Recreation period of time there is now parking that can be dedicated in adequate supply to Alphabet Field, the Case Estates pathway system, the Field School Playing Fields, and the Community Center. During Peak School hours, the parking lots are large and flexible enough to meet the needs of each individual school while also maintaining enough space for the Council on Aging and the Recreation Department around the Community Center, and the Case House respectively. In this way the parking on the site holds a flexible solution for a variety of different needs.
In the course of the decision making process for the Traffic and Parking portion of the Greater Case Campus, direction from the Town has led to the adoption of Phase 2 Option 4. The Working Group selected this avenue forward based on the traffic control and safety benefits of this option over others studied. There were several minor alterations to this plan that are worth noting. First, the parking for the Case House is to be aligned in such a way that the entry out of the roundabout will serve as a frontal approach to the Community Center. This will in turn also avoid conflict with any major specimen trees. Secondly, parking and an expanded roadway between the Alphabet Lane roundabout and the Woodland School is to be included in order to provide more parking capacity and to allow for safer traffic through this portion of the internal system. The Woodland School egress road through the Case Estates is still slated to be studied. Although through the traffic study it is demonstrated to have a minor effect on the traffic moving through the roundabout, the additional benefits of such a system could be considerable. In addition to providing emergency vehicular access to the school, the road also allows for utility and roadway connections to be made for future use of the Case Estates. The road is currently considered an alternate for consideration.

The existing Case Campus contains 303 parking spaces. The existing Field School has about 49 parking spaces available for school use. There are additional spaces near the school for the Public Library and Case House. The utilization of these spaces was observed to be about 97 percent. As part of the relocation of the Field School, parking on the Case Campus will be increased by 56 spaces to 359 spaces from the existing 303 spaces. As part of the Greater Case Campus Master Plan, the parking will be increased further by 82 spaces to 441 spaces. The increase includes 45 spaces across Alphabet Lane from the new Field School to serve the Greater Case Campus, an additional 13 spaces for Case House, and an additional 24 spaces to serve the new playing fields.
Table 9  Alternative 4 – Alternative Driveway Locations

<table>
<thead>
<tr>
<th>Intersection/Approach</th>
<th>Location</th>
<th>Demand 1</th>
<th>Delay 2</th>
<th>LOS 3</th>
<th>Queue 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>c. Field School Driveway at School Street: EB L/R</td>
<td>North of Wellesley Street/School Street Intersection</td>
<td>120</td>
<td>34</td>
<td>D</td>
<td>91</td>
</tr>
<tr>
<td>c. Field School Driveway at Wellesley Street: EB L/R</td>
<td>South of Wellesley Street/School Street Intersection</td>
<td>120</td>
<td>&gt;120</td>
<td>F</td>
<td>370</td>
</tr>
</tbody>
</table>

Note:  
1  Approach traffic volume  
2  Average vehicle delay for the approach  
3  Approach level of service  
4  95th percentile queue length in feet

Table 10  Alternative 4 – With and Without Internal Case House Connection

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Approach</th>
<th>Alternative 4 Retain Existing School Driveway With Case House Interconnection</th>
<th>Alternative 4 Retain Existing School Driveway Without Case House Interconnection</th>
</tr>
</thead>
<tbody>
<tr>
<td>c. Field School Driveway at School Street:</td>
<td>Field School Driveway EB L/R</td>
<td>Demand 1</td>
<td>Delay 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>120</td>
<td>34</td>
</tr>
<tr>
<td>d. Wellesley Street at School Street</td>
<td>Wellesley Street WB L/R</td>
<td>230</td>
<td>&gt;120</td>
</tr>
<tr>
<td>e., f., g. Case's Corner Roundabout</td>
<td>Wellesley Street WB</td>
<td>665</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Wellesley Street EB</td>
<td>778</td>
<td>24</td>
</tr>
<tr>
<td></td>
<td>Newton Street NB</td>
<td>371</td>
<td>16</td>
</tr>
</tbody>
</table>

Notes:  
Neither option includes a Case Estates roadway  
Shaded entries indicate deficient levels of service (E or F)  
1  Approach traffic volume  
2  Average vehicle delay for the approach  
3  Approach level of service  
4  95th percentile queue length in feet
Additional options for access were considered and tested with Phase 2 Option 4. The first of these involved a relocation of the School Street driveway to farther south in a closer adjacency to the roundabout and the Case House. Consideration of this alternative location for the driveway was driven by design factors. Table 9 presents the results of the analysis. Changing the location of the driveway would result in a reduction in level of service from D (acceptable) to F (unacceptable). This results because of the much heavier traffic volume on Wellesley Street south of School Street than on School Street north of Wellesley Street in the morning peak hour. Northbound Wellesley Street traffic divides at School street with the larger share continuing north on Wellesley Street.

An additional option tested with Phase 2 Option 4 was a connection between the Case House parking area and the remainder of the Case Campus. The potential impact on three intersections was analyzed and the results are present in Table 10. The connection would eliminate a projected LOS F on the School Street driveway but would not eliminate the deficiency at Wellesley Street and School Street. The Case's Corner roundabout would continue to operate at good levels of service but with reduced queue lengths.

Based on the analysis of the six alternatives, Phase 2 Option 4 appears to provide the best levels of service consistent with the character of the area and design considerations for the Case Campus. It addition, a connection between the Case House parking area and the remainder of the campus should be provided. Provision of a roadway across the Case Estates property is not necessary to provide good traffic operations on and adjacent to the Case Campus.
The Preferred Concept Alternative provides for the continued possibility of a two-lane roadway through the Case Estates that would provide an additional connection between the Case Campus and Wellesley Street west of Alphabet Lane. Although there was discussion of where the Case Estates roadway might be located, it was decided that the location did not need to be specified for the purposes of the traffic analysis. Regardless of its particular location, it primarily would serve as an alternative route for traffic to and from the west along Wellesley Street. Figure 12 illustrates one concept of a Case Estates roadway with Alternative 1.

Four of the original six alternatives were analyzed with the inclusion of road between the Case Campus and Wellesley Street through the Case Estates property. This analysis focused solely on determining if a Case Estates roadway was necessary to provide a good level of service to the Case Campus. The roadway was assumed to accommodate two-way traffic. The analysis did not consider other benefits or disadvantages to the roadway that might be relevant to an evaluation of the desirability for constructing such a road.

Table 8 provides the results of the analysis of a Case Estates roadway by comparing results for four alternatives with and without the roadway. Alternatives 1, 3, 4 and 6 were analyzed with and without the roadway. In all alternatives, the new roadway would operate at a good level of service. For Alternative 1, it would not eliminate the deficiency on Alphabet Lane at Wellesley Street. For the other three alternatives, queuing on Alphabet Lane would be reduced somewhat but without the road Alphabet Lane would still operate at an acceptable level of service. Because of the limited amount of traffic traveling to and from the west on Wellesley Street, the road across Case Estates provides only a minor benefit to Case Campus traffic.
### Table 8  Level of Service and Queuing with and without Case Estates Roadway – Weekday morning Peak Hour

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Movement</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>Alternative 4</th>
<th>Alternative 5</th>
<th>Alternative 6</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No Campus Driveway on School Street</td>
<td>Campus Driveway at Signalized Intersection with Wellesley Street and School Street</td>
<td>Retain Existing Campus Driveway on School Street</td>
<td>With Case Estates Roadway</td>
<td>Without Case Estates Roadway</td>
<td>With Case Estates Roadway</td>
</tr>
<tr>
<td></td>
<td></td>
<td>LOS</td>
<td>Queue</td>
<td>LOS</td>
<td>Queue</td>
<td>LOS</td>
<td>Queue</td>
</tr>
<tr>
<td>a. School Street at Alphabet Lane</td>
<td>School Street NB L/T</td>
<td>A</td>
<td>17</td>
<td>A</td>
<td>17</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>b. School Street at Library Driveway</td>
<td>Alphabet Lane EB L/R</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>c. School Street at Field School Driveway</td>
<td>Library Driveway EB L/R</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>d. Wellesley Street at School Street</td>
<td>School Street NB L/T</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>e. Wellesley Street at Newton Street (north)</td>
<td>Wellesley Street EB L/R</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>f. Wellesley Street at Newton Street (south)</td>
<td>Newton Street NB L/T</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>g. Wellesley Street at Case House Driveway</td>
<td>Case House Driveway SB L/T</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>h. Wellesley Street at Alphabet Lane</td>
<td>Alphabet Lane SB L/R</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>i. Wellesley Street at Case Estates Driveway</td>
<td>Case Estates Driveway SB L/R</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>j. Wellesley Street at Case Estates Driveway</td>
<td>Case Estates Driveway EB L/R</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Notes:**
- Alternatives 2 and 3 have been eliminated from further consideration, all Phase 2 alternatives include a roundabout at Wellesley and Newton Streets (Case’s Corner) with in-only access at the Case House driveway.
- Shaded entries indicate deficient levels of service (E or F).
- Empty cells indicate no significant change from the Phase 2.1 results – indicates approach does not exist in this alternative.
- Alternative 3 results for a signalized intersection at School Street and Wellesley Street include overall intersection delay = 20.7 seconds and LOS = C.

1. Approach traffic volume.
2. Average vehicle delay for the approach.
3. Approach level of service.
4. 90th percentile queue length for the approach in feet.
5. Roundabout approaches for Phase 2 alternatives.
3 PEDESTRIAN AND OPEN SPACES
3.1 Existing Conditions
3.2 Deficiencies and Needs
3.3 Alternatives
3.4 Preferred Concept
3.1 EXISTING CONDITIONS

As it exists today the network of fields, academic buildings, and pathways around the Case Campus serve as a major place of gathering for the members of the community of Weston. The recreational facilities on site are used year round and throughout the day. From the kindergarten students of the elementary school system to the elderly members of the Council on Aging, the Case Campus serves members of the community from every age group. The fields operate separately from one another, with pedestrians going from the upper fields to the lower fields at the periphery of the site or along Alphabet Lane. Alphabet Field is accessed via a cleared trail and bridge in the woods to the east of the Country School. There is also a vehicular access point off of Alphabet Lane that serves as a direct entrance into the fields for those who are being dropped off at the curb.

The Library has a pedestrian access point that is accompanied by a crosswalk signal across School Street to the Boy Scouts building.

The Memorial Pool is used seasonally and brings a large amount of traffic to the site. The current quantities of parking cause many to park further from the pool and walk to it from adjacent parking lots. The Memorial Pool sidewalks are disconnected from those running along Alphabet Lane and appear incomplete. With parking for central campus playing field remaining largely undefined, visitors are often forced to park at the bottom of the hill on its northern edge and walk south down Alphabet Lane to climb up to the fields.

The Case House remains largely isolated from the other facilities and amenities on site from a pedestrian standpoint. Without any formal pedestrian access to this building and the wooded landscape surrounding it, it remains relatively isolated. The wooded landscape in this area is minimally maintained, and provides an idyllic environment of heavy canopy coverage in combination with lush grass planting. With the existing Field School forming a barrier between the raised and tree lined sward along School Street and the lower central campus field, these landscape elements are entirely isolated from one another and are
under utilized as a result. With only a single crosswalk connection across School Street in front of the library, pedestrian access is limited from the southern portion of Town. The intersection of Alphabet Lane and Wellesley Street is a particularly difficult pedestrian crossing as lines of site for vehicles are severely restricted, forcing cars to pull out into the pedestrian area blindly. With no connection down Alphabet Lane at this location, users of the site must either chance walking against the flow of traffic down this narrow portion of Alphabet Lane, or cross into the site further along School Street.

The access point at the intersection of Alphabet Lane and School Street in turn has some limited sidewalk access. The combination of the steep hill at this location, and the tendency for vehicles to both speed down and park along Alphabet Lane raises overall concerns for safety. The campus is also occasionally used as an ad hoc access point for the trails running through and around the Case Estates and neighboring conservation lands. These trails require only minor maintenance with trailheads minimally marked. With the various access points into the site obscured, and the interior parking lots largely isolated from one another, a typical pedestrian will likely walk along the sides of roadways in order to move around.
3.2 DEFICIENCIES + NEEDS
With the individual buildings and fields making up the Case Campus largely isolated from one another, the pedestrian access systems and recreational open spaces are unplanned and ineffectively coordinated. The campus has developed over time on a project-to-project basis. As a result of this, each individual building has its own independently conceived outdoor amenities and sidewalks. These elements remain disconnected, at many points forcing transitions from sidewalk to street and back several times over. With this pedestrian isolation, there is little perception of the campus as a whole. Users of the campus often consider traveling from one school to another by car in spite of the short distances separating them. This deficiency is compounded by the perceived enormity of the site and in part by the lack of a coherent identity ascribed to the spaces in between. Therefore the Case Campus Master Plan seeks to stitch back together these disparate pieces through the introduction of a unified pedestrian circulation system. A careful study of the uses of the campus reveals that there are many opportunities for expanding the use of outdoor space. These opportunities have been studied further in the pursuit of a campus with inherently remarkable natural features that are highlighted and accentuated.
3.3 ALTERNATIVES

Meeting 8 Existing Pathways
Meeting 7 Pedestrian Circulation & Open Space: Initial Concept Alternatives

During the previous meetings the alternatives have been focused primarily on the vehicular concerns of the site. The next set of alternatives analyzed the pedestrian access, recreational use, and open space components of the site. While the alternatives selected are of a widely varied nature, the particular intentions driving them are similar. While automobiles are the dominant means of arrival to the site, the pathway and landscape strategies taken will be what bring people to it. Therefore in the first meeting on this portion of the project, a wide array of options were brought forward including a number of different approaches to program, circulation, and recreational use. These approaches were organized into particular moments along a series of pathways, or loops.
Phase 1
The Phase 1/base school project system of pathways, as was the case with parking and traffic, is that which is necessary to complete the Field School project itself. In the case of the pathway system, the Field School project provides for a connection from the Community Center down to the system of sidewalks along Alphabet Lane in front of the Country School. In addition the pathway system is connected across the face of the Field School building and past the Library to the system of pathways along School Street. Additional pathways will serve to connect internal Field School pedestrian routes with the larger context. A sidewalk and crosswalk, for example, is provided between the back access pathway to the Field School and the Library.
**New Connections**

The first step of understanding the potentials of the pedestrian circulation system within the campus is to see the myriad of lost connections between various elements. Through the connection of stranded and incomplete sidewalks, the campus will take shape as a complete system that can be used more fully. These connections include the introduction of sidewalks connecting the Woodland School to the Memorial Pool, the Memorial Pool to the Country School and roundabout, the Country School to the School Street playing fields, Library, and Field School, and the Case House and Community Center to the Lands Sake Farm side of School Street.
One of the primary focus points of the Field School project has been to ensure a restoration of the historic pastoral view-shed along Wellesley Street. With this, as an enhancement of the base project restoration of the old school demolition site, the intention will be to work with the local tree advisory group to plant large specimen mature trees around along School Street as a new arboretum for the Town of Weston. The trees selected will be of a high quality and made up of species native to the region and known to flourish in this open and idyllic setting.

Arboretum

Existing Arboretum adjacent to Case House
With the first two phases accomplishing the goal of connecting the various facilities on campus together, the next step is to make a center around which the majority of the recreational activities would take place. The central campus field is such a place, and thus it acts as the center of an Inner Pedestrian Loop which offers a 1/3 mile walk around its perimeter as a handicapped accessible and walkable route. The first stages of the inner pedestrian loop are provided by the Field School and Community Center connections and are already largely included as a part of the Field School Base Project.
Hillside Seating and Shelter

The next leg of this loop runs along the field’s southern edge and is characterized as a landscape terraced hillside. By utilizing grading and a selective introduction of hardscape, this hillside is shown as a place for spectators to sit and watch any activities taking place on the fields themselves. This location provides a place to face away from the sun and look out onto the field in hillside comfort. In this spirit there is also a place provided for a small shelter to be put in place to allow spectators additional shade from the sun or shelter from inclement weather.
Pavilion and Promenade

The final connecting stage of the inner pedestrian loop runs along the eastern edge of the playing fields. This boundary also acts as a boundary to the arboretum along Wellesley Street. This leg of the inner loop is to be accompanied by additional smaller scale planting. In addition the slope that will remain on the site after the removal of the existing Field School will be further shaped and broken up with intermittent retaining walls and ramp features. These amenities will help to maintain a garden feel for the site, and provide relief for the active user. In the center of this sculpted topographic feature, a pavilion can be constructed to provide toilets for weekend use (without impacting the Library or Community Center). Alternatively the pavilion might do as little as provide simple shade on a sunny day. The intent is as much to provide a destination that is identifiable along Wellesley Street and around the campus as it is to provide an actively used amenity that can be available year round for different functions. From this promenade above the level of the playing fields, visitors to the site are given the unique opportunity to look out over the campus while interacting with the shade and comfort of the trees and grass along Wellesley Street.
With the Inner loop pedestrian pathway completed the central campus landscape is fully connected with the Field School and its playground and pathways down to the lower level, the Community Center, the Wellesley Street corridor, and the Library. This inner circuit is complete with the introduction of a series of small sitting pavilions in the vicinity of the Field School playgrounds. These pavilions would allow the people of the Town to utilize the playground as a family amenity in addition to its use by the school. With this the completed Inner Loop provides amenities stretched along an even rhythm for different uses.
Having looked at the narrative of the inner loop circulation, the nature of the arboretum and other surrounding areas comes into focus. The Outer Loop, as it has been called, begins to tie together the campus and its edges by providing moments of repose or active use at its periphery. Along the main thoroughfare sides of the campus, this Outer Loop becomes a signifier for the vitality of the Town and the users of the campus. On the inner, Case Estates facing side, the outer loop works to bring into reach the hidden delights of the forest landscape. With this the outer loop begins with the Community Center as a major bridging point into and out of the heart of the campus.
The first stage of the outer loop runs through the lightly wooded area at the corner of Alphabet Lane and Wellesley Street. This wooded area is seen as an ideal location for some signifier of the active use of the campus as a place of civic importance as well as of education. The Outer Loop’s pathways are meant to be made up of fine gravel lighted and bordered with intermittent benches. In this area the pathway is shown weaving through a garden area that could be set aside as either an educational garden for students and members of the Community Center to use, or as the site of a future memorial. It was suggested by some members of the Working Group that this might be a prime location of a memorial commemorating the Town’s upcoming 300 year anniversary.
The second stretch of the Outer Loop is found between the Case House, the planned Field School Playing Field parking lot, and School Street. Among the existing features of this area are a number of mature trees, some of which being one to two hundred years old. Also situated in this area is a large boulder deposited in this area during the region’s glacial past. With the path continuing to move through and around the existing trees of the site, it is proposed to also consider a raised and well-drained area of structured grass that might support occasional use as a market or staging area for small events being conducted on the central campus field. It’s vicinity to the parking lot lends itself to this use in addition to providing a medial zone between the paving and the landscaped areas.

Market Arboretum

Gravel Pathways on a Wooded Site

Boulder Adjacent to the Case House

Farmers Market
Meeting 8 Rink and Sledding Hill
The next stage on the Outer Loop is situated between the eastern edge of the Inner Loop and Wellesley Street. In addition to the proposed Arboretum planting, this area might be set aside as a place for wintertime sports and activities. The previously located pavilion structure would provide shelter and a place for concessions in addition to lavatory use that could support a small informal skating area and small children appropriate sledding on the adjacent sloped grade. This winter recreation area would be surrounded by the Outer Loop pathway and a series of benches. Its nature during the warmer months would be closer to that of a sunken garden. It is a slightly indented area of ground that would support wetland planting in the off season and could be flooded and frozen in the winter months.
COUNTRY
SCHOOL
LIBRARY
FIELD SCHOOL
CASE HOUSE
MEMORIAL
POOL
RINK AND
SLEDDING
OUTDOOR
THEATER
COMMUNITY CENTER
COMMUNITY
CENTER
EXPERIMENTAL
GARDEN

Meeting 8 Outdoor Theater
Outdoor Theater

With the Outer Loop crossing into the area surrounding the Library, it was noted that on occasion the library uses its front lawn to stage small performances and gatherings. In this location, in addition to the augmented arboretum planting, the pathways and plantings might suggest a formalization of these activities by providing an armature by which these activities might be carried out more comfortably, they become a signal of the broader purpose of the library to support the pursuit of knowledge through the arts in performance.
Vernal Pool

With this, the Outer Loop comes around the wooded back slope of the Library along Alphabet Lane. This area is home to a small vernal pool and a small though thickly wooded stretch of hillside. This location is seen as a place for negotiating terrain by a more informal trail. This trail could connect to the other fields and the Country School sidewalk system while remaining a part of the dense wooded site. Running along the vernal pool, there is space for a small area of seating in order to observe the life of the pool from a station of repose.
After proceeding along the hilly site, the pathway moves along the back face of the Field School and introduces the pedestrian to a crossroads between three different elementary schools. With all three of these destinations in sight, the team proposed a marker signifying the importance of their relationship with one another as well as with the community at large. For this reason an electronic kiosk is proposed to occupy the center of the Alphabet Lane roundabout. This display would broadcast the events and works of student life inside the school, projecting out to visitors the achievements and excitement of young student life.
**Fairgrounds**

The final leg of the Outer Loop borders the Case Estates edge of Alphabet Lane. In addition to connecting the planned overflow parking at this location to the Community Center and Case House, in this location would include a portion of the clearing a structured “grass paver” area. This would essentially operate as an intermittently used parking lot that might also support functions such as small arts fairs as well as additional overflow parking in case of extremely large events that test the highest expectations for vehicular capacity on the site.

Grass Paver System

Outdoor Arts Fair
3.4 PREFERRED ALTERNATIVE