



Public Facilities Committee Agenda

City of Newton In City Council

Wednesday, June 5, 2019

7:30 PM
Room 204

Public hearing

#194-19 **5-58 for the Newton Early Childhood Program at 687 Watertown Street**
DESIGN REVIEW COMMITTEE petition, pursuant to 5-58, for schematic design and site plan approval at 687 Watertown Street for the interior renovation of the former Horace Mann school to accommodate the Newton Early Childhood Program and proposed site design that includes a new entry plaza, removal of the existing modular structures to provide an access drive, a school transportation van loading area and emergency access, and landscaping improvements. Additional site improvements include parking improvements and an accessible ramp to new play structures located in the adjacent area north of the building.

#116-19 **ExteNet Systems petition for wireless grant of location on Commonwealth Avenue**
EXTENET SYSTEMS, LLC petitioning for a grant of location to install a small cell wireless facility on an existing city-owned streetlight pole located in the right-of-way in the vicinity of 140 Commonwealth Avenue. The installation will include an antenna, radio equipment, an electric meter, and cabling for fiber and power to enhance wireless coverage in the area. (Action date: 06/18/19)

Referred to Public Facilities and Finance Committees

#198-19 **Authorization to acquire by purchase 1135 Washington Street from the State**
HER HONOR THE MAYOR requesting authorization to acquire by purchase the West Newton Armory building and land located at 1135 Washington Street for affordable housing, and further requesting that the sum of one dollar (\$1) be appropriated from the Municipal Building Maintenance/Building Improvements Account to fund all costs associated with the acquisition of such property.

The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

Referred to Public Facilities and Finance Committees

#161-19

Appropriation of \$2 million for design of the Washington Street corridor

HER HONOR THE MAYOR requesting authorization to appropriate and expend two million dollars (\$2,000,000) from Free Cash for the purpose of developing 25% conceptual design of the Washington Street corridor in order to make the improvements to the corridor eligible for the State's Transportation Improvement Program (TIP) funding.

Respectfully submitted,

Deborah Crossley, Chair



Design Review Committee
PUBLIC BUILDINGS DEPARTMENT
Ellen Light and Peter Barrer, Co-Chairs
Joshua R. Morse, Commissioner
Telephone (617) 796-1600
FAX (617) 796-1601
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52 Elliot Street
Newton Highlands, MA 02461-1605

RECEIVED
Newton City Clerk
2019 MAY 13 AM 10:35
David A. Green, City Clerk
Newton, MA 02459

Ruthanne Fuller
Mayor

Honorable City Council
City of Newton
1000 Commonwealth Avenue
Newton Centre, MA 02459

2 May 2019

RE: Newton Early Childhood Program Project

SUBJECT: Site Plan Review

Honorable Council:

The City of Newton is proposing to renovate the existing former Horace Mann School at 687 Watertown Street to accommodate the Newton Early Childhood Program, NECP. The NECP program will be relocated to 687 Watertown St. to allow for the renovation of 150 Jackson Road which will become the future site of the Lincoln Eliot Elementary School.

On Wednesday, 1 May 2019 the Design Review Committee, DRC, met and reviewed the proposed site plan for the NECP project as presented by Arrowstreet on behalf of the Public Buildings Department and Newton Public Schools.

The renovation of the existing building will include interior modifications to meet the programmatic needs for additional classroom space, individualized learning spaces, OT and PT programs, other educational and support spaces, and transitional assistance space for newly enrolling students and families. Interior modifications will also include building code required upgrades, accessibility upgrades and a new three stop elevator.

The proposed project site includes the existing school site and existing abutting playground area to the north. The proposed site design features a new entry plaza which connects a proposed new school entrance directly to Albemarle Road. The project will remove the existing modular structures and, in their place, will provide a new access drive and school transportation van loading area. This drive will also provide emergency access and egress. Other site improvements include an accessible ramp which connects the building to new play structures located in the adjacent area to the north and new accessible parking spaces on Albemarle Rd. directly adjacent to the new entry plaza. Site work also includes electric service upgrades, new landscaping and the project will meet the applicable requirements of the Rivers Protection Act, Wetland Protection Act, 301 CMR10.00 and the Newton Conservation Commission. Parking requirements for the project will be accommodated by the existing on-site parking lot, existing parking on Albemarle Rd. and adjacent city streets.

In its review and discussion of the proposed site plan, the Design Review Committee concluded that the proposed additional parking area shown along Watertown Street was not essential to the program given that the parking needs for the project can be accommodated with the existing on-site and surrounding parking spaces. Therefore, as a condition of the Committee's approval the proposed parking area will not be included in the project. Through the design review process several site plan alternatives were studied. The DRC concurs that the proposed site plan, excluding the additional proposed parking, is appropriate and meets the programmatic requirements for the NECP project.

The Committee voted unanimously to recommend that the project be presented for site plan approval. In accordance with Section 5-58 of the Revised Ordinances, this letter is to petition the City Council on behalf of the School Department for Site Plan Approval. The DRC identified the following conditions of its approval which will continue to be evaluated and refined by the design team and City throughout the design process:

- The project will re-use existing infrastructure and systems to the maximum extent feasible.
- The project will provide envelope improvements as feasible.
- The project will evaluate opportunities to incorporate PV.
- The project will continue to pursue sustainability initiatives, reduce project energy consumption and embodied carbon, and reduce fossil fuel consumption.

- The project will continue to refine and address all parking, traffic, and site circulation challenges.
- Develop the landscaping and site lighting plans to minimize the impact to the abutters and neighborhood.
- The project will continue to work with the City's Parks and Recreation Department to facilitate the installation of playgrounds.

Sincerely,



Ellen Light, AIA, LEED AP BD+C



Peter J. Barrer

Design Review Committee, Co-Chairs

- CC: Joshua R. Morse, Commissioner of Public Buildings
Jonathan Yeo, Chief Operations Officer
Maureen Lemieux, Chief Financial Officer
Dr. David Fleishman, School Superintendent
Liam Hurly, Deputy Superintendent/Chief Administrative Officer



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Newton Lincoln Eliot School - NECP Project

Design Review Committee (DRC) – NECP at 687 Watertown Street

May 1, 2019, 6:00pm, Newton Public Library, 1st floor Conference Room

Attendees: Amy MacKrell*, Jonathan Kantar*, Marc Resnick*, Peter Barrer*, Ambrose Donovan*, Ellen Light*, Stephanie Gilman*, Tom Enselek*, Andrea Kelley, Steven Siegel, Joshua Morse, Robert Hnasko, and John Mulligan

* - Denotes Voting Member

Professional Team: Meryl Nistler, Jessica Bessette - Arrowstreet (AST)
Mary Mahoney - Hill International, Inc. (Hill)

Guests: Alejandro Valcarce, City of Newton, Public Buildings
Liam Hurley, Newton Public Schools

Action Items are denoted in bold/italic font.

Meeting opened at 6:15pm.

Items:

1. Arrowstreet (AST) reviewed an agenda for the NECP at 687 Watertown St. project presentation, a list of meetings held with City Departments, working groups, and School Building Committee since the DRC meeting held March 13, 2019, and summary of topics discussed at the April 4, 2019 DRC meeting. J. Morse reported on a project update provided to Public Facilities at its April 17, 2019 meeting. The project report reviewed NECP program and practices and proposed project design including parking, site access and site constraints. No concerns or issues were noted by Public Facilities.
2. NECP at 687 Watertown St. program summary and design guidelines were presented as a reminder of the program size, daily operations and practices, and goals for the project.
3. Site and Circulation:
 - a. Vehicular site access remains at the existing Albemarle Rd vehicle entry drive with direct access to the existing parking area and adds a Van drive at the back of the building with a vehicle departure lane exiting on Watertown Street.
 - b. The van drive provides a drop off/pick up zone that is wider to allow double stacking of vans. The drive then narrows to a single lane to ensure safe exit and pedestrian awareness as vans exit onto Watertown Street.
 - c. Building Entries – (4) on grade access points will be provided
 - i. The building main entry will be moved to Albemarle Rd which will be the public access point throughout the day.
 - ii. During arrival and dismissal, (3) entries to the mid-level floor are provided on the north, south, and east sides of the building.
 1. The sidewalk to the Park Side (north) entry was widened to account for stroller passing.
 2. Van entry/exit is provided at the back of the building on grade to the mid-level of the building.



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3. Watertown St. sidewalk is connected to the entry at the south side of the building.
 - d. A. Valcarce reported that the Lincoln Eliot-NECP School Building Committee will hold a community meeting on May 9, 2019 at 687 Watertown St. to provide a project update and obtain local input. Community meeting notices were mailed to abutters.

Committee discussion ensued regarding the proposed future parking lot option along Watertown Street with concerns regarding vehicle entry/exit, amount of impervious surface added to the site by the lot, impacts to green space, and cost impact to budget.

4. Developed Option - A preliminary landscape plan was presented that includes saving existing trees along Albemarle Rd., Albemarle Park, and the existing parking lot and added landscape features to create natural buffers.
 1. Scope for site improvements was reviewed including site grade adjustments, accessibility improvements at sidewalks with an exterior ramp at the Park side school entry, , and side walk adjustment to the building entries at the north and south ends of the building.
 2. Dumpster pad and transformer pad locations were reviewed
5. Playground Concept – Arrowstreet reviewed preliminary playground layouts including relocating the existing Albemarle Park play structures adjacent to the 687 Watertown St. site to an adjacent open area of Albemarle Park and relocating NECP play equipment from 150 Jackson Rd to the area adjacent to 687 Watertown St. property.
 - a. The proposed NECP play area will include a rubber play surface in the play structure area and smaller hard surface for riding/trikes toys.
6. Site Layout, Site Utility Plans, and Civil Considerations were reviewed including the 200 ft. Riverfront Area and DEP Storm Water Management requirements and project standards to limit disturbance, minimizing increase to impervious cover, and provide storm water management systems to collect, treat, and infiltrate storm water.
 - a. Subsurface infiltration systems are provided at the new van drive to limit disturbance of existing paving while adding storm water mitigation and treatment to improve existing conditions.
 - b. Existing drive and parking lot will be cold planed and over-lay.
7. Floor Plans and Building Sections– NECP Fit Plan with no change to program since the April 10, 2019 Design Review Committee meeting.
 - a. Lower Level (Level 0) plan:
 - i. Plan identifies lower level areas that are below grade.
 - ii. Review the new entry along Albemarle Rd. including a storefront vestibule and surrounding storefront glazing to bring natural light into the space.
 - iii. Locations identified as opportunities for light wells. Light well location may be impacted by the building perimeter canopy so further investigation and cost benefit analysis is planned.
 - iv. OT/PT – Multipurpose Rooms have a clerestory opportunity however the clerestory would abut the van drop off/pick up sidewalk and snow loads and debris considerations need to be reviewed.
 - b. Middle Level (Level 1) plan includes (3) grade level building entries at elevation 8'-0". The mid floor corridor elevation is raised through ramps at each end of the corridor to achieve floor elevation 8'-6" to meet the new infill classroom finish floor elevation.
 - c. Upper Level (Level 2) plan remains the same with a finish floor elevation of 18'-3"
 - d. Proposed Floor Infill Section was reviewed noting the existing gym (location of infill) has a ceiling height of 16'. The proposed infill will continue the existing ceiling height of spaces adjacent to the gym through the new lower level of the infill at 7'-6" and provide for ceiling height of 7'-6" in new



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classrooms at the mid-level. This provides approximately 12" for infill structure and results in a new mid-level infill floor elevation of 8'-6". As reported in the mid-level floor plan review the corridor accessing the infill classrooms will ramp up 6" at each end to meet the classroom finish floor elevation of 8'-6".

8. Exterior Wall Insulation – Arrowstreet reviewed supplemental information regarding thermal performance for exterior wall insulation systems offered by Exterior Insulation Finishing Systems (EIFS) a continuous system assembly and discontinuous insulation systems offered by Rain Screen Systems.
 - a. EIFS assembly total R-Value = 12.87
 - b. Insulated Rain Screen assembly, whether fiber cement board or metal panel, total R-Value = 13.08.
 - c. Each system has cost impacts to the project with calculated Simple Payback not less than 48 years.
9. Conceptual Design energy performance considerations and continuing efforts to evaluate and cost value the proposed scope for work were reviewed, including:
 - a. Building envelope and mechanical system energy efficiency goals.
 - b. Evaluation and cost value of existing to remain, repair and new construction including:
 - i. Re-use of exterior windows installed in 2013.
 - ii. Building envelope air barrier and insulation strategies including roof replacement.
 - iii. Constructability of thermal break strategies in foundation and structure.
 - iv. HVAC and light systems and controls.
 - v. Durability and performance of building materials, equipment, and assemblies.
 - vi. Educational opportunities for users and the community.
10. Budget:
 - a. Total Project Cost Budget = \$10.0mil
 - b. Estimated Construction Cost Budget = \$8.2mil based on the total project cost budget and local funding source.

J. Morse reviewed strategies to re-use as much of the building's existing and recently installed equipment and finishes as possible and focus new construction to areas changed to meet the program and needed upgrade to plumbing, HVAC, and electric systems. Team will focus project scope to program needs and budget.

Committee discussion ensued regarding existing built up roof assemblies, age of roof – 33yrs, structural capacity and limited available load of 3lbs/s.f., impacts of new roof top HVAC and exhaust equipment and toilet vents to saving existing roof assemblies, and whether a full or partially roof replacement provides best long term value.

Existing electric service equipment in a shared space within the boiler/mechanical room and need to isolate the electric equipment. Project scope will include upgrading the electric service and code required space separation. Previous and ongoing LED light retrofits within the building and other recent building finish improvements that will be retained to ensure maximum value in previous building investments.

Pavement and site circulation was discussed with general concern with the amount of impervious pavement proposed to be added to the site, whether pavement area should built with pervious pavement systems, the proposed future parking lot along Watertown St. benefit vs. green space impact, and opportunity to improve storm water quality leaving the site with proposed infiltration systems.

L. Hurley reported that the NECP Program is being met with the proposed building design.

Parking on site and available on adjacent streets was discussed. Horace Mann School and NECP staffing counts are similar so NECP parking plans should use similar strategies to Horace Mann School while taking into account the need to reserve area for parent drop off/pick up.



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11. 5-58 Site Plan Approval for NECP at 687 Watertown Street.

VOTE: On a motion by Jonathan Kantar, seconded by Stephanie Gilman, the members of the Design Review Committee voted unanimously to endorse NECP at 687 Watertown Street 5-58 Site Plan Approval with considerations to include:

- Eliminate the future alternate south parking lot located along Watertown Street from project scope.
- Pursue building design that maintain as much of the existing building finishes as possible.
- Continue to investigate energy saving systems and assemblies for the project.
- Continue to refine and address all parking, traffic, and site circulation challenges.
- Continue to develop the landscaping and site lighting plans to minimize the impact to the abutters and neighborhood.
- Continue to work with Parks and Recreation to facilitate the installation of the playgrounds.
- Continue to pursue sustainability initiatives, reduce project energy consumption and embodied carbon, and eliminate and/or reduce our fossil fuel consumption.

Meeting adjourned at 7:21pm.

To the best of my knowledge, these notes are a fair representation of the items discussed at the meeting. Additional items or corrections should be brought to the attention of the writer. Submitted by: Mary Mahoney 5/3/19



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Ruthanne Fuller
Mayor

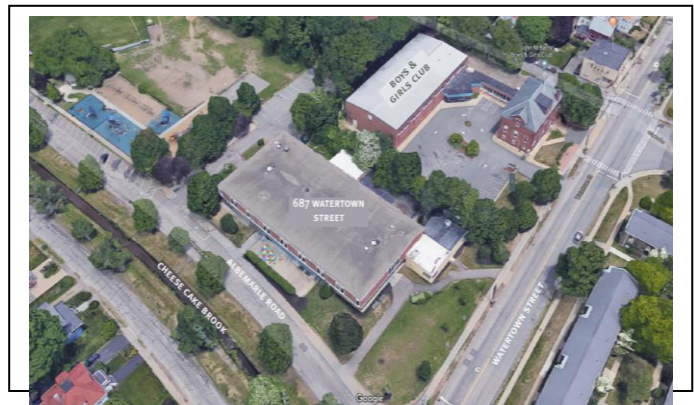
Barney S. Heath
Director

INTER-OFFICE MEMORANDUM

DATE: April 19, 2019
TO: City Council
FROM: Barney B. Heath, Director of Planning and Development
Jennifer Caira, Chief Planner for Current Planning
Katy Hax Holmes, Chief of Preservation Planning
SUBJECT: §5-58 of the City of Newton Ordinances, request for site plan approval to renovate and adapt former Horace Mann Elementary School for use as Early Childhood Education Program
CC: Alejandro Valcarce, Public Buildings Department
Design Review Committee
Law Department

EXECUTIVE SUMMARY

The Planning and Development Department conducted a Section 5-58 review for the reuse of the Horace Mann Elementary School building at **687 Watertown Street**. This work was proposed by the City to create new space for the Newton Early Childhood Program (NECP) for pre-school age children of all abilities. This program is currently housed at 150 Jackson Road. The Jackson Road location is slated to become the new Lincoln-Eliot Elementary School, and the current Lincoln Eliot School will become the new swing-space building for future school rehabilitation projects in Newton.



An option that reuses an existing public building was selected because it appeared to successfully meet the needs of NECP students and teachers. The project design phase culminated in adoption of the Schematic Design dated March 13, 2019, as the preferred plan for renovation and additions to the Horace Mann School site. The total enrollment at the school is projected to be in the range of 305 pupils. Proposed site improvements include all-access entrances on the west, north and east sides of the building.

The Horace Mann Elementary School building was constructed in 1965 and is over 50 years old. No partial or full demolition is proposed for the structure. The school building is not listed on or eligible for listing on the National Register of Historic Places. Therefore, the Newton Historical Commission has no jurisdiction over the proposed project. The modular classrooms will be removed as part of this

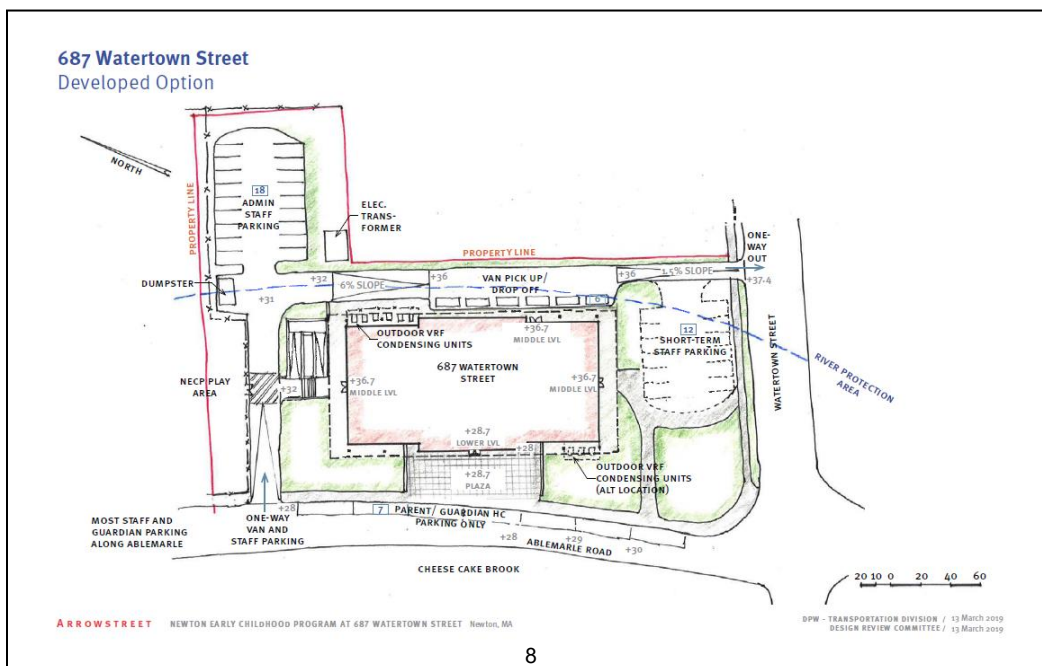
project. No yellow school bus-access is anticipated, but use of vans and cars driven by educators and parents is. Approximately one third of the students will arrive by van and will enter the school from a new east entrance. Staff and students may also enter the building from the existing entrance on the west side and a newly accessible entrance on the north side. A total of 17 classrooms will be located on the second and third floors, in addition to other specialized spaces in the school. The gymnasium will be converted to classroom space, and all food will be consumed in the classrooms.

Eighteen (18) spaces of staff parking will be in a designated lot to the northeast of the school. Seven on-street ADA parking spaces will be located at the front west entrance to the school on the Albemarle Road side. Currently staff and parents at the Horace Mann School park on all streets in the vicinity of the school, including across Watertown Street to the south. The number of staff parking stalls on site will not increase, as the staffing needs of the NECP program are estimated to be comparable to those of the former school. Additional staff parking will be accommodated on nearby streets as is the current practice at 687 Watertown Street.

Vans will enter a dedicated drop-off and pick-up zone from Albemarle Road at the west end of the site and loop north around the building to the east side entrance. The proposed parking and circulation plan will allow safe van access, access for students of all abilities, deliveries, emergency vehicles, and trash pick-up. Though it is noted on the Developed Option plan (below) as a possibility, there are currently no plans to add parking on the south side of the school property. No blue zones will be created. The improved parking, on-site circulation, and safety in and around the school property will enhance pedestrian and vehicular movement at the site and in this Newtonville neighborhood.

Other site improvements, such as sidewalks and wayfinding signage, will enhance the safety of pedestrian circulation. New crosswalks at anticipated high-pedestrian-traffic locations will be installed at the north side of the site between the building and the accessible playground to the north. Amenities will include a relocated play structure and improved access to Albemarle Park. Benches are proposed at the north and south sides of the school property.

The project as proposed will preserve the existing school building.



SITE PLAN APPROVAL PROCESS

Prior to the construction of any municipal building, Section 5-58 of the Newton City Code requires reviews of associated plans by the following:

- The Director of Planning and Development for consistency and compatibility with the *Newton Comprehensive Plan* and other applicable planning and analytical studies;
- The Design Review Committee for layout, construction, and relationship to surroundings;
- The Public Facilities Committee to provide a forum for public comments and discussion about proposed buildings and their locations, followed by City Council action.

Once the site plans are formally approved by these bodies, they become the schematic design upon which the final set of project plans and construction drawings are based. Significant changes to the schematic design or to the structural and programmatic plans of the new building must be resubmitted to the Design Review Committee and to the City Council. After the requirements of §5-58(a)(1) through (a)(6) have been satisfied, the City Council can appropriate funds for preparation of detailed construction drawings.

Work on the school is scheduled to begin in January 2020 and will continue until completion, which is projected to be by January 2021. All work, including the interior utility work, will be addressed in one phase. Plans submitted by the Public Buildings Department were prepared by Arrowstreet of Boston, and Hill International of Needham dated March 13, 2019. These are the plans that have been reviewed by Planning Department staff.

I. PROPOSED SCHOOL IMPROVEMENTS

Site work will be completed around the existing school building. The building exterior will be re-sheathed, and an increase in impervious surface is anticipated. Entrances on the west, north and east sides will be improved to allow access for all mobility levels. The west side entrance will also have an improved patio as a potential gathering place.

Vehicular access and parking for approximately 165 cars will be provided in on- and off-street parking stalls located west and northeast of the site. Parking spaces located on Albemarle Road will be shared with the Parks and Recreation Department to ensure that no public open space will be lost to the creation of additional parking for the school. Vehicular circulation on the site will be limited to north of the lot, with parent vehicular access to the school restricted to the east side of Albemarle Road heading north.



II. TECHNICAL REVIEW OF SITE PLANS UNDER SECTION 5-58

1. Location and Existing Site Conditions

The Horace Mann Elementary School Building is in Newtonville on a parcel bordered to the south by Watertown Street; to the north by Albemarle Park; to the west by Albemarle Road, and immediately to the east by the Boys and Girls Club. This Public Use site is adjoined by Public Use zoning on the north, Single Residence 3 zoning on the west, Multi-Residence 2 to the south, and Multi-Residence 1 to the east. The parcel consists of approximately 70,000 square feet of land improved with the current school building and modular classrooms, and associated parking. All three stories of the building will be preserved. A playground to the north of the school will be redesigned for use by a younger population of all abilities and will continue to be owned and maintained by the Newton Parks and Recreation Department.

2. Proposed Improvements

The five modular classrooms on the building will be removed for this project. Improvements and updates to all systems are proposed for the three-story building where needed. The administrative offices are planned for the first floor near the entrance, along with rooms for common uses. The nurse's office will be located at the east side entrance for easy access to ambulances in the event of an emergency. All classrooms are planned for the second and third floors.

The front entrance facing Albemarle Road will open onto an accessible plaza or piazza, which will serve in part as a public gathering area. Seven accessible parking spaces with a 2% or less grade will be provided at the front of the school at this west entrance. The new north side entrance for vans will have a new accessible ramp, stairs, and a raised crosswalk leading into the building, as well as across the driveway to the playground.

Long-term staff parking will be provided in a small dedicated parking lot at the northeast corner of the site, using a one-way driveway leading east from Albemarle Road. The exit route from this lot will be along the east side of the lot moving south onto Watertown Street. The elevator shaft will be installed at the center of the building and accessed by a ramp at the north entrance to the building. A new central stair will also be added to the interior of the building. All bathrooms on all levels will be accessible. No kitchen facilities are proposed for this building, as there will be neither a cafeteria nor the need for a centralized area for the distribution of food.

Predominantly on-street parking at the site will be used to accommodate approximately 165 parking spaces. Public street parking is already provided on Albemarle Road.

III. OTHER REVIEWS

- **Associate City Engineer.** The proposed work will result in a net increase in the amount of impervious surface on the site. Plans are under review by the Engineering Division and comments will be provided. All recommendations must be addressed prior to the issuance of any building permits.

- **City Traffic Engineer.** There will be no increase in the amount of parking provided on-site for school staff. Nevertheless, Public Buildings Department should continue to work with the Traffic Engineer to manage vehicular circulation on site should there be unanticipated effects on the neighborhood as the school reaches the projected capacity.
- **Fire Department.** The Public Building Department should continue to coordinate with the Assistant Fire Chief and Fire Prevention to meet all applicable safety codes. At a minimum the van lane must remain 18 feet wide. Current plans show a 20-foot width.
- **Conservation Commission.** With the exception of the staff parking area to the northeast, the entire school site is in the Cheese Cake Brook riverfront protection area. Further review by the Conservation Commission is required before additional impervious surface is created.
- **Newton Historical Commission.** The current Horace Mann School was built in 1965, and five modular classrooms were added in 2009. The project will involve no demolition that would meet the minimum criteria for review by the Newton Historical Commission.

IV. CONSISTENCY WITH NEWTON COMPREHENSIVE PLAN AND OTHER PLANS/STUDIES

The *Newton Comprehensive Plan* notes that Newton residents have made education a strong social value and a community priority. More than 11,000 pupils are currently served through 21 public schools including 15 elementary schools.

The *Plan* also acknowledges that change over time is inevitable and spatial needs must respond to it. Population projections prepared by the Metropolitan Area Planning Council (MAPC) show an eventual decline in the City’s school age population by 2030. For the long term, the *Newton Comprehensive Plan* advocates for “creative consideration of future activity and facility configurations.”

V. SITE PLAN REVIEW CRITERIA

In accordance with Section 5-58, the Design Review Committee has filed plans for Site Plan Approval. These are to be reviewed in accordance with the procedure outlined in Chapter 30: Zoning, Article 6, Chapter 5, Section 5-58 of the Revised Ordinances. The following is a review of the submitted plans against the relevant criteria established in this section.

A. Convenience and safety of vehicular and pedestrian movement within the site and in relation to the adjacent streets, properties or improvements

Van access will be limited to a circular entry drive for pick-up/drop-off at the east side of the school. Vehicular access by school staff will be from Albemarle Road leading to a designated parking lot where long-term staff parking will be available. The proposed location and increase in spaces will be an improvement over the existing conditions and ensure that this portion of the site will be the least trafficked area during the school day.

Peak parking demand at the Jackson Street location was assessed by MDM, Transportation Consultants, Inc. Parking demand at the site reached its peak at 9:00 am and noon, which corresponded with drop-off and pick-up of pre-school students. As will be the case at the 687 Watertown Street location, staff or parents will likely escort each child into the building.

There is no yellow bus service or Blue Zones proposed for the Watertown Street location, so all parents who drive will require a parking space. Van drop-offs and pick-ups are centered on a single doorway into the building from a designated driveway on the east side of the building.

Short-term parking for parents and caregivers will be available on Albemarle Road. Sidewalks and wayfinding signage will enhance the safety of pedestrian circulation. Several new crosswalks from all perimeter streets will be added to ensure high visibility for both walkers and drivers. The Planning Department believes that the on-site vehicular and pedestrian circulation plan as proposed will accommodate the anticipated increase in pedestrians and the need for parking.

Emergency vehicular access to the site will encircle the school building. Access to the rear of the lot will be provided via Albemarle Road, with a dedicated pathway on the east side of the building designed for use as emergency access only.

New directional signage to the parking lot and handicap parking, and parking signs along the road are recommended. This parking arrangement will be in place after construction, since the school is not projected to be in use for the duration of the project.

An elevator will be installed at the center of the building and accessed by a ramp. All classrooms will be located on the second and third floors.

B. Adequacy of the methods for regulating surface water drainage

The overall impervious coverage on site will be increased by the dedicated circular drive for van traffic and additional walk paths and playground space. The Public Buildings Department will coordinate with the Engineering Division of the Department of Public Works to ensure that all surface water is adequately managed on-site.

C. Screening of parking areas and structures from adjoining premises. Location of parking between the street and existing or proposed structures shall be discouraged.

The parking configuration on-site will be assisted by parking stalls on the surrounding streets. The current on-street parking space total of approximately 95 spaces will continue to serve vehicular access to the school site.

On-street parking will be visible on both sides of Albemarle Road where parking is currently allowed. The adapted school building will sit no closer to abutting residences, but access to the east side of the site will necessitate removal of several scrub trees. The redesign of the site should not have any significant visual effect on abutting properties and will likely be improved by the removal of the modular classrooms. Nevertheless, neighbors should be consulted as to their choices for screening plantings and/or fencing to ameliorate potential effects from the project where warranted.

Out of respect for the residential abutters, new lighting fixtures that are proposed for the perimeter of the school property should have shields to direct light onto the school property and be set on timers.

D. Avoidance of topographic changes; tree and soil removal shall be minimized.

During non-school hours, the parking area will be shared with users of the adjacent field owned and maintained by the Parks and Recreation Department, and possibly by patrons of the Boys and Girls Club located to the east. Tree removal is anticipated along the border between these two lots. The proposed site work will come under the Tree Preservation Ordinance requirements and should be monitored by the Director of Urban Forestry with respect to possible mitigation, if warranted.

E. Consideration of site design including relationship to nearby structures.

The school is in a densely developed residential neighborhood in Newtonville. The scale and design of this public structure will not substantially change. The facades of the building will be re-sheathed with a stucco skim. The Planning Department believes that the proposed design respects the proportions found on the existing school building and surrounding neighborhood.

The Planning Department received conceptual elevations and material specifications, which are subject to change during the design process. Final specifications of materials, colors, and landscaping should be submitted to the Planning Department for review prior to issuance of a building permit only if substantive changes have been made to the originally approved schematic design.

VI. CONSTRUCTION MANAGEMENT

The contractor should submit a Construction Management Plan (“CMP”) to the Director of Planning and Development, the City Engineer, the City Traffic Engineer, and the Commissioner of Inspectional Services for review and approval before any construction activities related to this project are commenced on the site.

This plan should identify hours of construction, expected length of construction, location of proposed on-site contractor parking, and material storage and staging areas. It should also incorporate preferences and input from neighbors, and the telephone number for the contractor’s primary contact person. Copies of the final approved CMP should be submitted to the Executive Office and each of the Ward 2 Councilors.

VII. CONCLUSION AND RECOMMENDATIONS

The Director of Planning and Development has determined that the site plans for 687 Watertown Street are consistent with the *Newton Comprehensive Plan* and any other relevant plans and studies, including the site plan review criteria listed in Section 30-23. It appears that the Public Buildings Department has given serious consideration to finding the best plan to safely accommodate the all-ability pre-school student population in Newton while adaptively re-using the 1965 education building.

With that in mind, the Planning Department wishes to offer the following items for consideration:

- Restrict passenger drop-offs and pick-ups to the curbsides of streets and driveways
- Secure long-term parking for staff, and designate short-term parking for parents/caregivers
- Separate van access from parent access to the site
- Protect pedestrian driveway crossings during peak arrival and dismissal periods
- New lighting fixtures located at the perimeter of the property should have shields to focus light onto the school property and not spill over onto the neighbors' property.
- The Planning Department supports any measures to conserve energy and natural resources in the adaptive reuse of this building.

If the Council, Executive Office and School Committee choose to approve these plans, prior to applying for Building Permits the Public Buildings Department should submit:

- 1) The most current plans showing any alterations to proposed driveways, pick-up/drop-off areas, or landscaping to the Planning, Engineering, and Fire Departments;
- 2) Final material samples to the Planning Department, where warranted;
- 3) A construction management plan to the Planning, ISD and Engineering Departments and Ward 2 Councilors.

CITY OF NEWTON
Department of Public Works
ENGINEERING DIVISION

Memorandum

To: Council Deborah Crossley, Facilities Committee Chair.
From: John Daghlian, Associate City Engineer
Re: Newton Early Childhood Education Program #687 Watertown Street
Date: May 20, 2019
CC: Josh Morse, Buildings Commissioner
Alejandro Valcarce, Deputy Commissioner
Lou Taverna, PE City Engineer
Shawna Sullivan, Associate Clerk
Nadia Khan, Committee Clerk

In reference to the above site, I have the following comments for a plan entitled:

*Newton Early Childhood Education Program
687 Watertown Street
Site Plan Review
Prepared by; Nitsch Engineering
Dated: April 19, 2019
Revised May 9, 2019*

Executive Summary:

The plan indicates a renovation of the school building that will also include a new student plaza, driveway and drop off area for the students. The existing modular units on the east side of the building will be demolished to facilitate the expanded driveway and drop off zone. The new driveway will loop around the easterly side of the building and exit at a new curb cut on Watertown Street. Upon further investigation of the municipal utilities (water & sewer services) it will be determined prior to Building Permit phase if these need to be updated.

Currently the site's stormwater runoff is untreated and is collected to a series of catch basins that discharge directly to Cheesecake Brook. The engineer of record has designed a stormwater collection and infiltration system in accordance with the City's 100-year Stormwater Policy that will reduce the total runoff from the site for both volume and rate of runoff; and will greatly improve the water quality form the site.

Prior to a Building Permit an Operations and Maintenance plan will be required for the proposed collection, infiltration systems it should include but not limited to inspection and cleaning intervals, sweeping and general maintenance of the on-site improvements to ensure long-term and proper performance of the design intent. Additionally, on site test pits and percolation test(s) will be required within 25-feet of each infiltration system to confirm design assumptions, soil type, and seasonal high groundwater elevation.

As with all school buildings that were, or are serviced by oil heat, it is anticipate that some soils maybe contaminated; any areas that have been contaminated should be identified and a report should be submitted as to the clean up process as required by the Department of Environmental Protection.

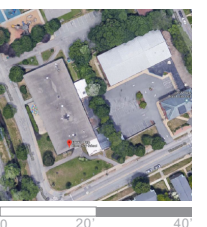
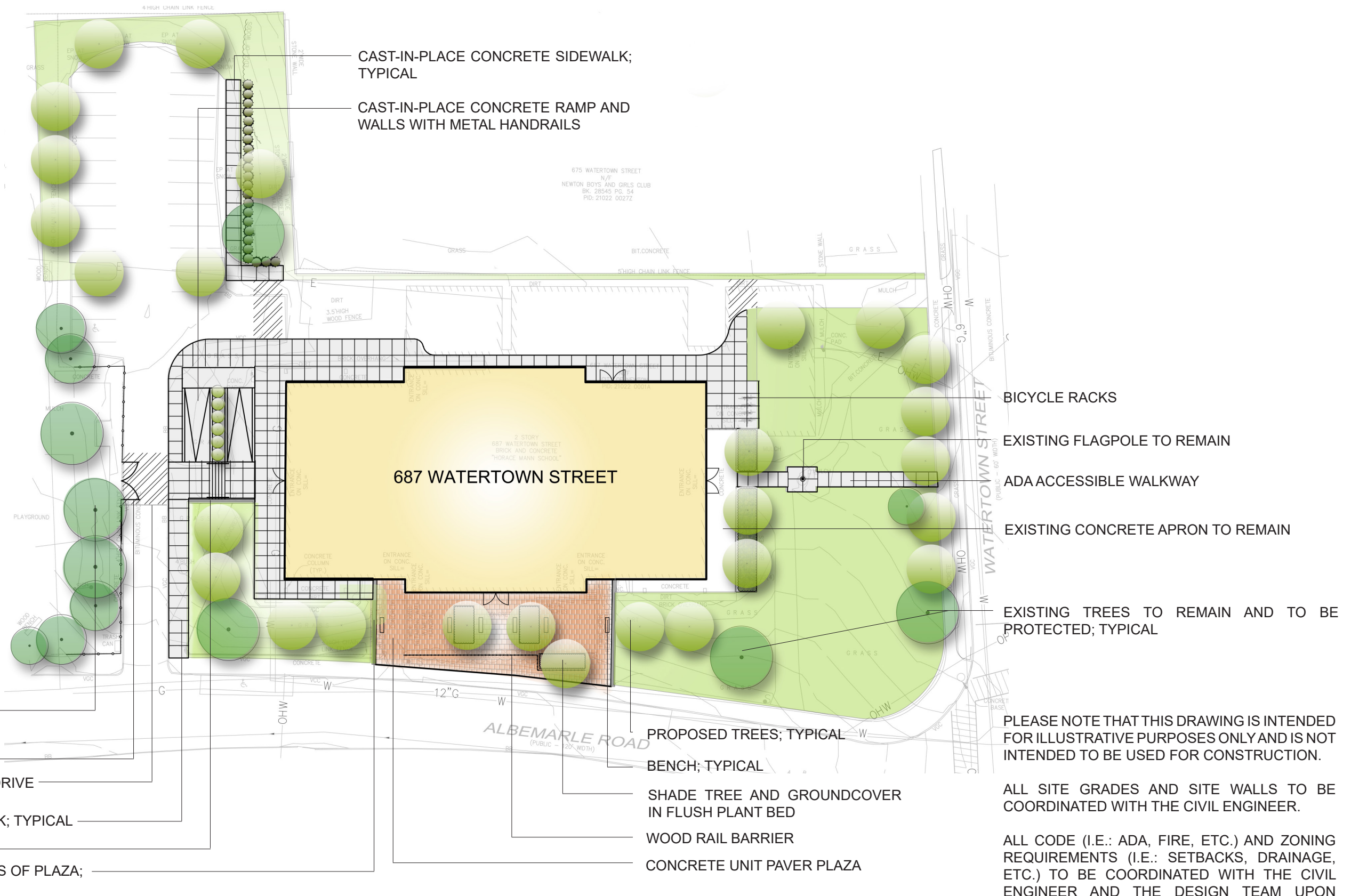
Finally, as the plans are further developed more detailed grading of the plaza area is needed.

General Comments & Standard Requirements:

1. Finalized utility connection plan reflecting the above changes that meets the minimal design standards of the City of Newton must be submitted for approval by the contractor of record with appropriate Bonds & Insurance. The Engineering Division makes no representations and assumes no responsibility for the design(s) in terms of suitability for the particular site conditions or of the functionability or performance of any items constructed in accordance with the design(s). The City of Newton assumes no liabilities for design assumption, error or omissions by the Engineer of Record.
2. The proposed PVC pipe shall be replaced with 6" SDR 35 PVC pipe.
3. The backfilling of the sewer service and water service connections shall be with Control Density Fill (CDF) Type I-E Excavatable type, for the portion within the Albemarle Road.
4. If any service connections are disturbed by the contractor of record during construction, they shall be updated and replaced to the City's current Construction Standards.
5. The contractor of record shall contact the Newton Police Department and arrange for Police Detail to help residents navigate around the construction equipment and since the street has underground nature gas main, the Police Officer can contact emergency response personnel.

6. The proposed sewer service connection shall be pressure tested in accordance to the City's Construction Standards. A representative of the Engineering Division shall witness the testing, 48-hours prior notification shall be given to the inspection. The test results shall be submitted in type written report format to the City Engineer.
7. The applicant's contractor shall apply for a Utility Connection and Street Permit with the DPW prior to any construction.
8. The contractor of record shall obtain a Trench, Street Opening, Sidewalk Crossing, and Utility Connection Permits with the DPW prior to construction.
9. The contractor of record shall obtain appropriate Permits with the Inspectional Services Department for all electrical, telecommunications construction.
10. The contractor of record shall contact the Newton Police Department and arrange for Police detail to help residents navigate around the construction activity.
11. Upon final installation & inspections of the various underground construction; an As Built drawing [plan & profile] indicating manhole, hand-hole, and all conduit installation shall be submitted in digital and hard copy (Mylar) format to the City Engineer.

If you have any questions or concerns, please call me at 617-796-1023.





**NEWTON EARLY CHILDHOOD PROGRAM
687 WATERTOWN STREET**

SITE PLAN APPROVAL SUBMITTAL

Newton Public Schools
Newton, Massachusetts

MAY 20, 2019

ARROWSTREET

10 POST OFFICE SQUARE
SUITE 700N
BOSTON, MA 02109
617.623.5555

www.arrowstreet.com

Hill International

75 SECOND AVENUE
SUITE 300
NEEDHAM, MA 02494
617.778.0900

www.hillintl.com



687 Watertown Street



Newton Early Childhood Program (NECP)

City Wide Integrated Pre School Educational Program

- » Program currently located at former Aquinas College (150 Jackson Road)
- » Serves ages 2.9 years old to under 6 years old
- » Classroom based and related services provided to students
- » Approximately 65 - 70% of NECP students have Individualized Education Plans (IEPs)
- » Due to the nature of the program, enrollment increases throughout the school year
- » The NECP group size for integrated classrooms is limited to a total of 16 students per classroom; two sub-separate classrooms have a limit of 9 students



Program Summary and Design Guidelines

Projected NECP at 687 Watertown Street

Exterior/ Site

- » Outdoor age appropriate playground
- » Car-centric due to nature of program
- » Vans operation: 12 - 15 Vans
- » Parent/ guardian vehicles: 45 - 65
- » Staff vehicles: 85 - 100

Building/ Program

- » Building Size: 38,000 SF on 3 levels
- » Remove modulars
- » Occupancy:
 - 305 total students (ages 2.9 to under 6 years old)
 - 104 Special needs
 - 90 Typically developing
 - 111 Related services85 - 100 Staff
- » Hours of Operation:
 - Entry 8:30am to 9:00am
 - Dismissal 12:00 to 12:30pm, 1:30pm, and 2:30pm
- » 14 - 18 Classrooms

Features/ Goals

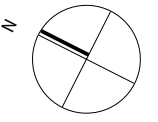
- » Improve pick-up/ drop off and entry to provide access and security for families and caregivers
- » Design with regard with understanding the mobility and sensory needs of population
- » Design for inclusiveness and spaces for specialists adjacent or within classrooms
- » Create shared specialist offices to foster collaboration and sharing between teachers

NECP Site Circulation

Unique Features to the City wide Integrated Preschool Program

- » No yellow buses
- » Students are **2.9 to under 6 years old**, which are escorted into and picked up at the classroom
- » All transportation provided by NPS is required to be door-to-door specialized van services
- » **70 - 110 students** are transported by specialized vans, increasing throughout the year
- » At peak times, there are **10 - 12 specialized vans** required to pick up students
- » Specialized vans, just like yellow buses, require **full traffic stop** while loading and unloading students
- » All students arriving by specialized van transportation are in **5-point restraint booster seats**, requiring additional loading and unloading time
- » The NECP school schedule has **varied times and schedules** (e.g., half day, afternoons only, services only)
- » There are **two scheduled van drop off times** in the morning
- » Drop offs and pick-ups are scheduled every **15-30 minutes** from noon to 2:30 p.m.
- » **Role model students** arrive with and are picked by parents/ guardians (mostly arriving by car)
- » Proximity of **Day Middle School** adds to potential peak traffic congestion/delays for specialized vans along Albemarle Road

687 Watertown Street NECP Parking Plan



» Projected parking demand:

85 - 100 Staff

45 - 65 Parents/ Guardians

» Available parking:

(Approx. 265 total existing)

18 parking lot (Staff)

93 head in east side of Albemarle
down to Gath

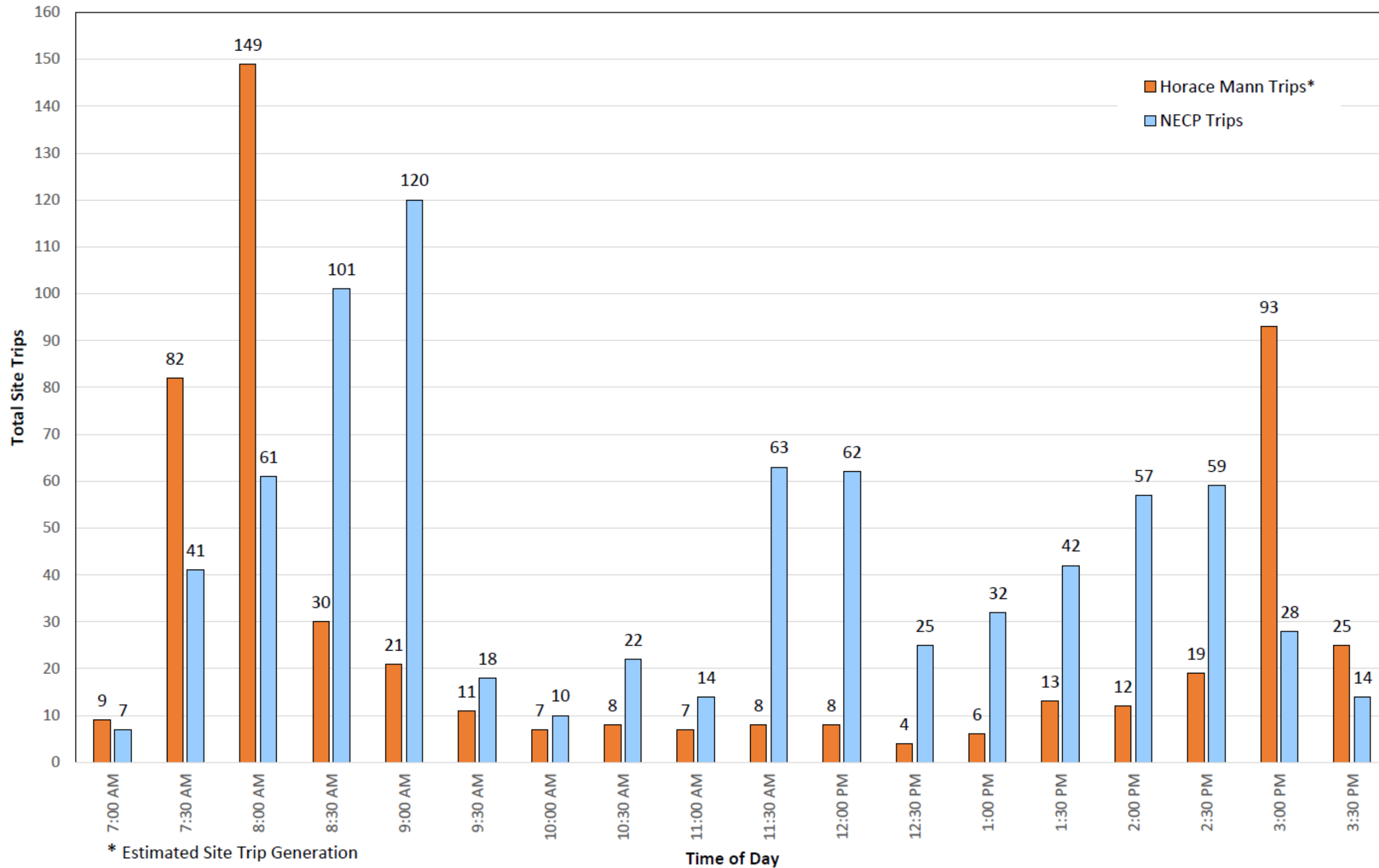
72 parallel on west side of Albemarle
down to Gath

80+ parallel on Edinboro, Page,
Walker, Brookside, and
Albemarle (South of Watertown)

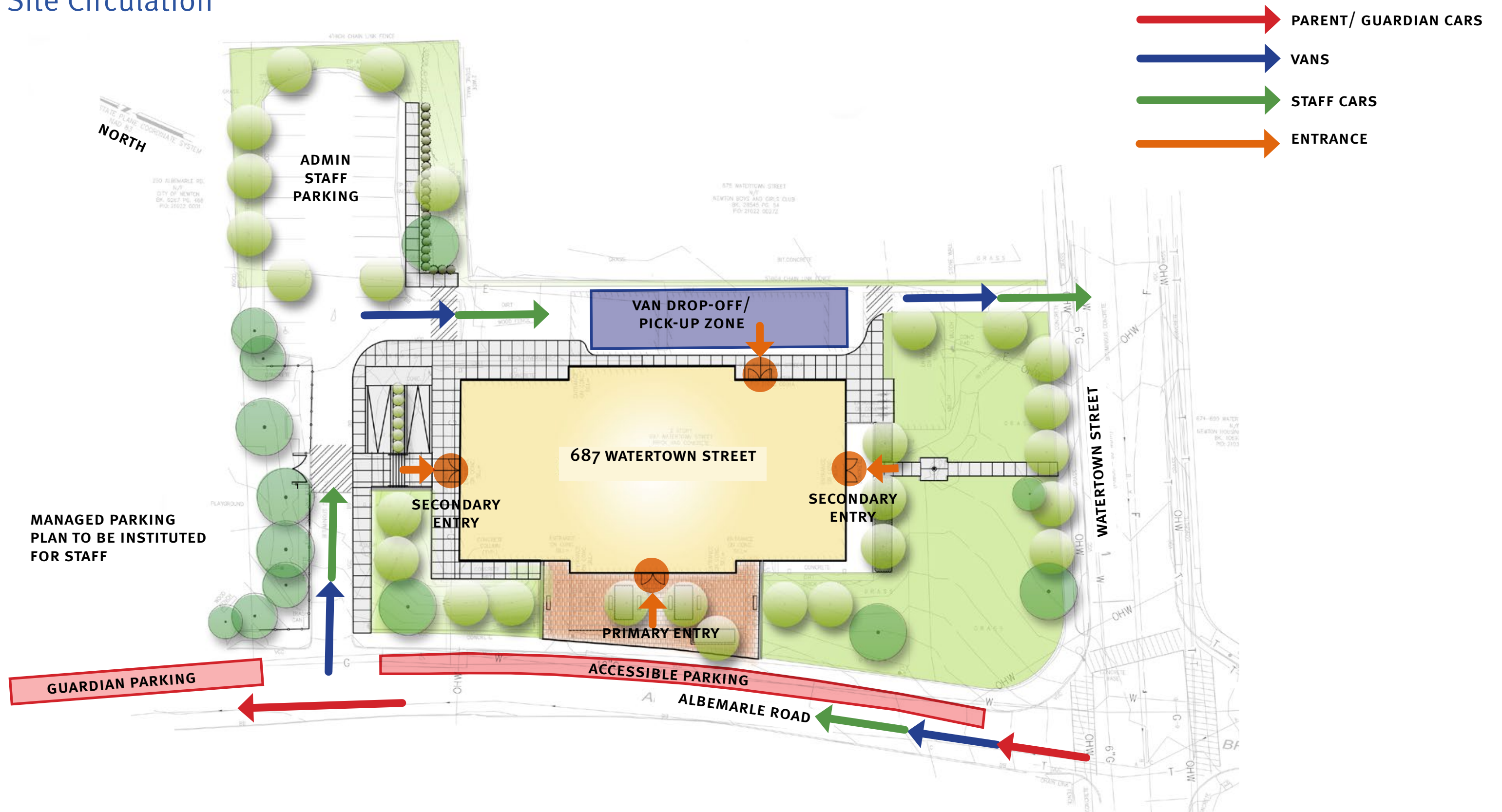


Site Trip Generation Comparison

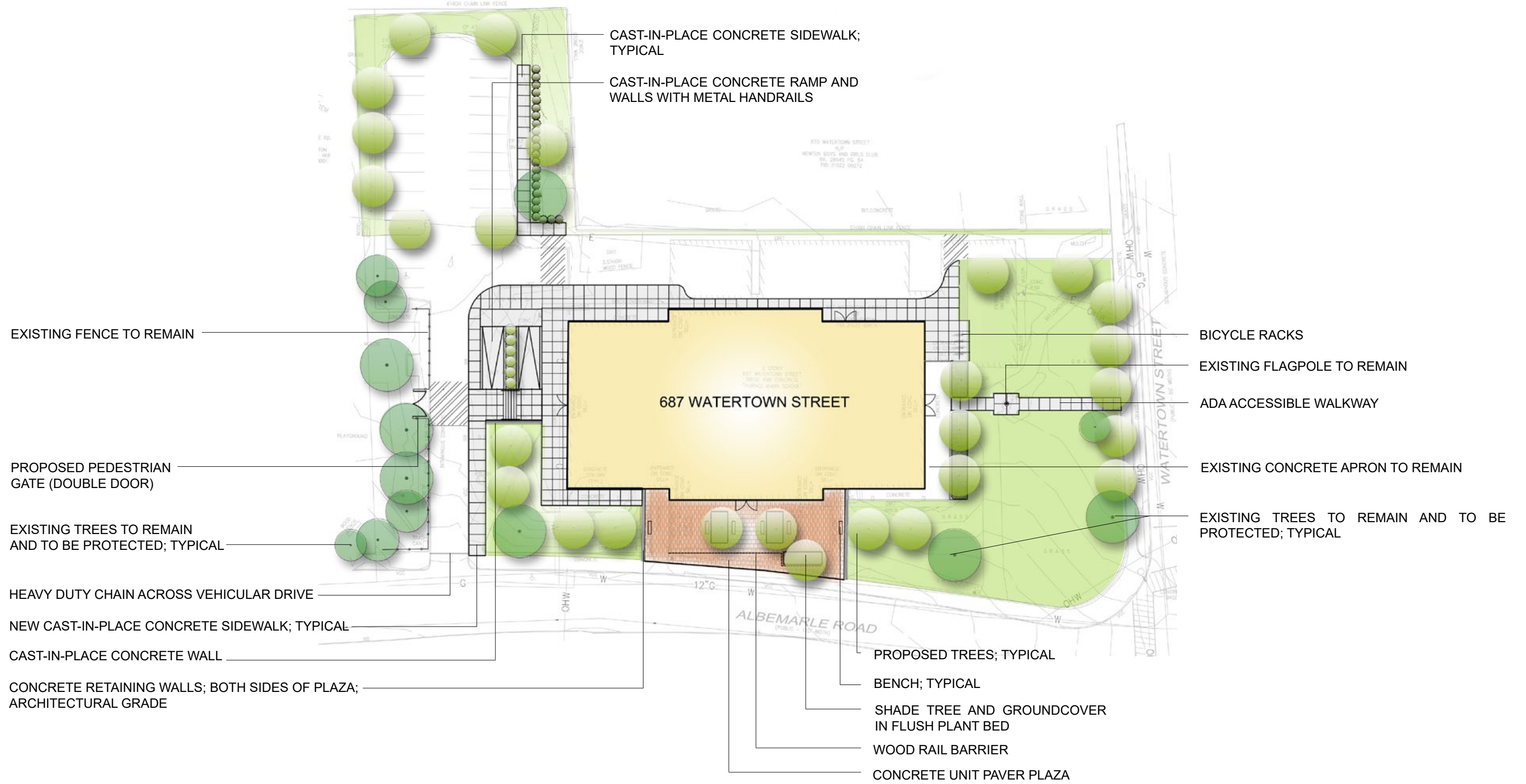
Existing Horace Mann School vs. Proposed NECP



687 Watertown Street Site Circulation



687 Watertown Street Developed Option



CAST-IN-PLACE CONCRETE SIDEWALK;
TYPICAL

CAST-IN-PLACE CONCRETE RAMP AND
WALLS WITH METAL HANDRAILS

EXISTING FENCE TO REMAIN

PROPOSED PEDESTRIAN
GATE (DOUBLE DOOR)

EXISTING TREES TO REMAIN
AND TO BE PROTECTED; TYPICAL

HEAVY DUTY CHAIN ACROSS VEHICULAR DRIVE

NEW CAST-IN-PLACE CONCRETE SIDEWALK; TYPICAL

CAST-IN-PLACE CONCRETE WALL

CONCRETE RETAINING WALLS; BOTH SIDES OF PLAZA;
ARCHITECTURAL GRADE

687 WATERTOWN STREET

ALBEMARLE ROAD

BICYCLE RACKS

EXISTING FLAGPOLE TO REMAIN

ADA ACCESSIBLE WALKWAY

EXISTING CONCRETE APRON TO REMAIN

EXISTING TREES TO REMAIN AND TO BE
PROTECTED; TYPICAL

PROPOSED TREES; TYPICAL

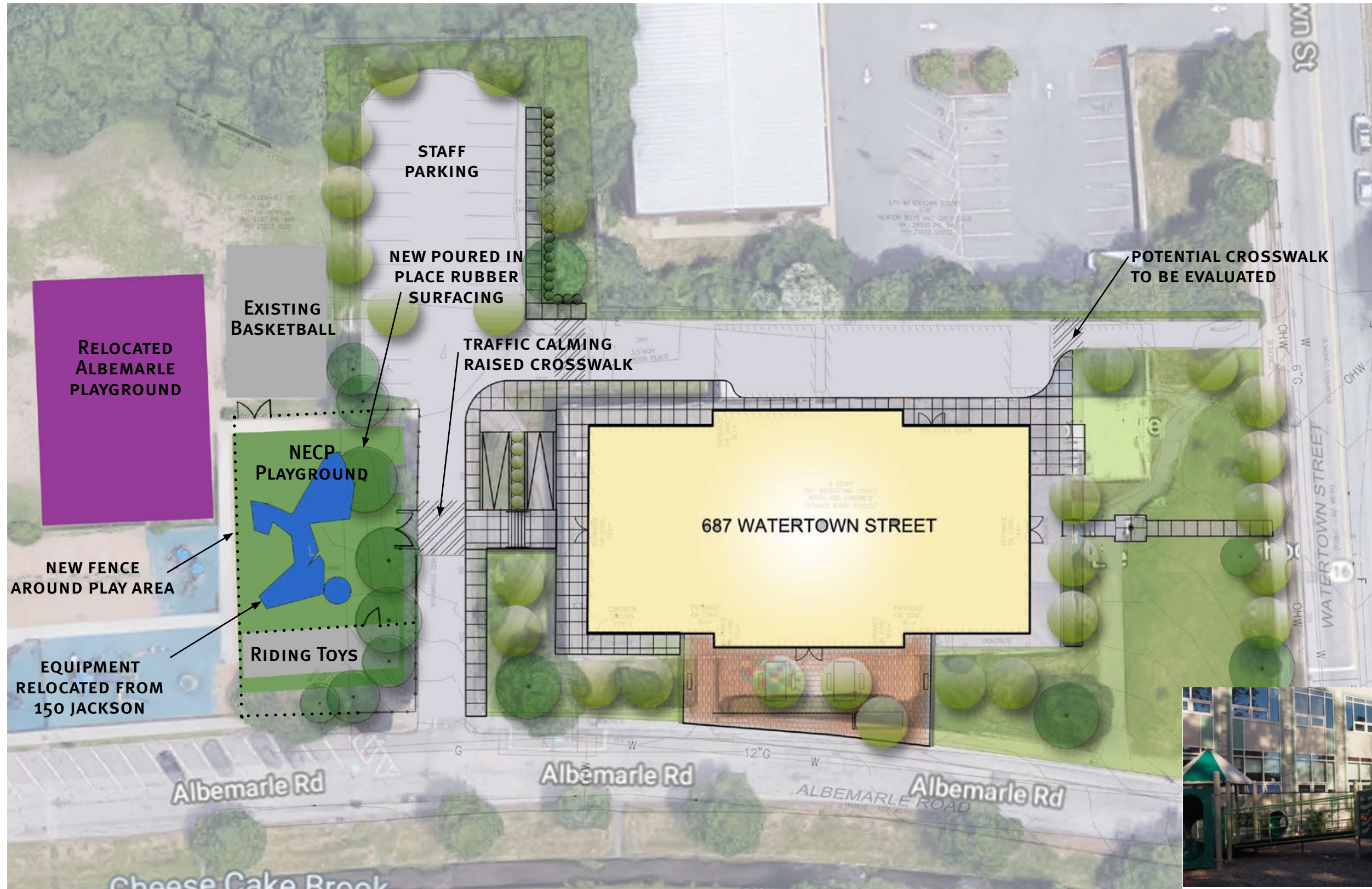
BENCH; TYPICAL

SHADE TREE AND GROUNDCOVER
IN FLUSH PLANT BED

WOOD RAIL BARRIER

CONCRETE UNIT PAVER PLAZA

687 Watertown Street Playground Concept



RUBBER SURFACING EXAMPLES

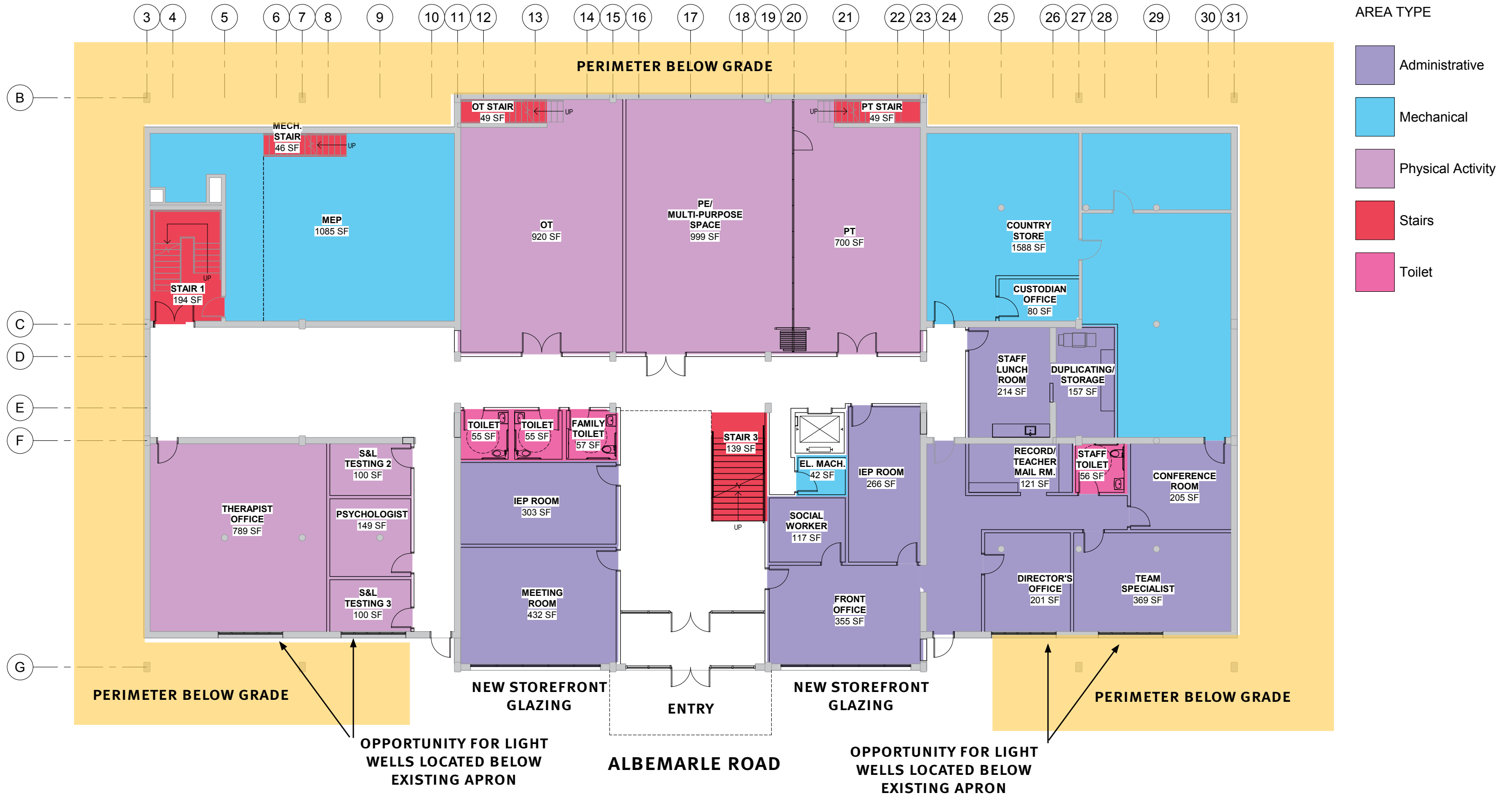
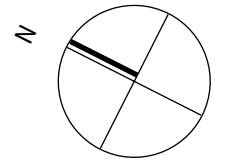


EQUIPMENT FROM 150 JACKSON



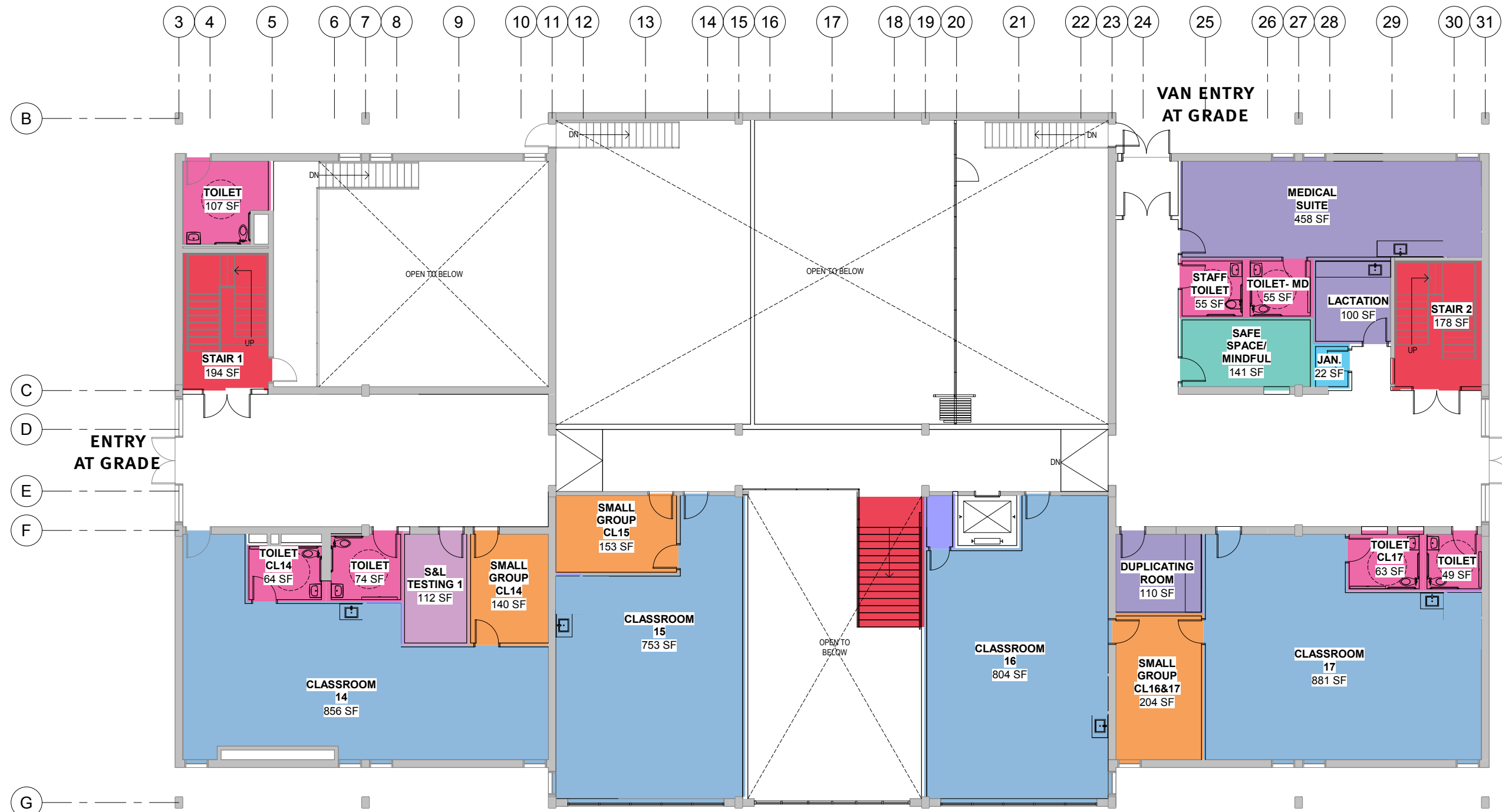
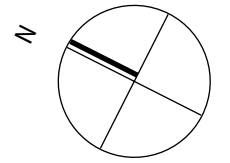
Newton Early Childhood Program

Lower Level (Level o) – Fit Plan



Newton Early Childhood Program

Middle Level (Level 1) – Fit Plan

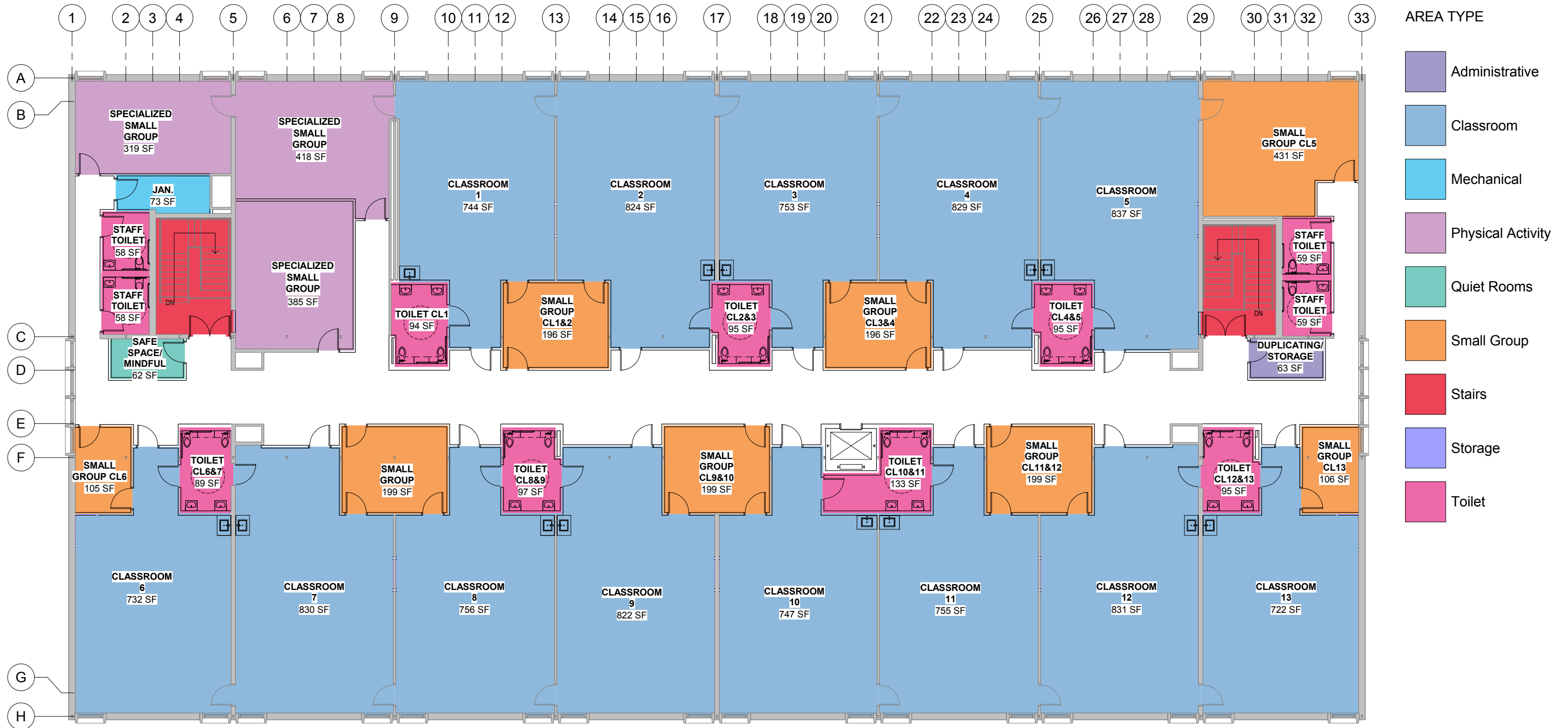
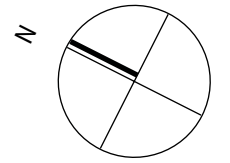


- AREA TYPE**
- Administrative
 - Classroom
 - Mechanical
 - Physical Activity
 - Quiet Rooms
 - Small Group
 - Stairs
 - Storage
 - Toilet

ALBEMARLE ROAD

Newton Early Childhood Program

Upper Level (Level 2) – Fit Plan



ALBEMARLE ROAD

Project Websites

www.newtonma.gov/gov/building/capital_projects

www.lincolneliot-necp-projects.com

**NEWTON EARLY CHILDHOOD PROGRAM
687 WATERTOWN STREET**

SITE PLAN APPROVAL SUBMITTAL

Newton Public Schools
Newton, Massachusetts

MAY 20, 2019

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Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#198-19

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089
Email
rfuller@newtonma.gov

May 10, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Ladies and Gentlemen:

I write to request that your Honorable City Council docket the following item for your consideration:

HER HONOR THE MAYOR requesting authorization to acquire by purchase the West Newton Armory building and land located at 1135 Washington Street for affordable housing, and further requesting that the sum of \$1.00 be appropriated from the Municipal Building Maintenance / Building Improvements account (01.11502-5825), to fund all costs associated with the acquisition of such property.

Thank you for your consideration of this mater.

Sincerely,

Mayor Ruthanne Fuller

Attachments:

- 1) Memo from Mayor Fuller to the Honorable City Council re: potential West Newton Armory acquisition
- 2) Draft Special Legislation for State Legislature "An Act Authorizing the Commissioner of Capital Asset Management and Maintenance to Convey a Certain Parcel of Land to the City of Newton"
- 3) "West Newton Armory Inspection and Observations" Letter from Josh Morse, Public Buildings Commissioner to Mayor Fuller



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

#198-19

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(617) 796-1089
Email
rfuller@newtonma.gov

MEMORANDUM

DATE: May 10, 2019

TO: Members of the City Council

FROM: Mayor Ruthanne Fuller

RE: **West Newton Armory**

CC: Senator Cynthia Creem, Massachusetts Legislature
Representative Kay Khan, Massachusetts Legislature
Representative Ruth Balse, Massachusetts Legislature
Representative John Lawn, Jr., Massachusetts Legislature
Members of the Planning & Development Board, Newton Housing Partnership,
and Community Preservation Committee

As many of you are aware, last month I made an exciting announcement about the Armory in West Newton during my Fiscal Year 2020 Budget Address. The City of Newton is being presented with an opportunity both to obtain a significant historic building and to increase the supply of vital affordable housing with the acquisition of the Armory at 1135 Washington Street. This opportunity provides the City with a unique chance to implement some of the "Big Ideas" that surfaced in the Hello Washington Street visioning process; this includes protecting historic and iconic buildings and supporting diversity with affordable housing. It also ensures the City is the decision maker and defines the future of this community asset.

The Armory is no longer occupied or needed by the US Army National Guard. The Guard is working with the Commonwealth's Division of Capital Asset Management and Maintenance (DCAMM) to plan for its future reuse. Pending legislative authorization, DCAMM is poised to convey ownership of the Armory to the City for the fee of One Dollar (\$1.00) under the condition that the Armory is used solely for the purpose of permanently affordable housing and related services. Attached is draft special legislation entitled "An Act Authorizing the Commissioner of Capital Asset Management and Maintenance to Convey a Certain Parcel of Land to the City of Newton." Once finalized, this special legislation will be filed by a member of Newton's State delegation and will make its way through the Legislature, hopefully by the end of this summer.

I am grateful to the National Guard, the Commonwealth, and DCAMM for providing Newton with the potential to repurpose this building for such a meaningful and needed use. While no longer needed by the National Guard, other state agencies were first offered this building prior to DCAMM declaring it a surplus property. As the locality in which the Armory is located, Newton was then asked about our interest in the building. Newton is not the first Massachusetts municipality to be offered a surplus armory to be redeveloped as affordable housing. The City of Lynn is currently in the process of redeveloping the Lynn Armory into affordable housing with support services.

Similar to the West Newton Armory, the Lynn Armory was vacant and underutilized in recent years. While the City of Lynn turned down the chance to purchase the property, the Lynn Housing Authority and the Authority's nonprofit development arm, Neighborhood Development Associates, Inc., stepped in. They presented DCAMM with a plan to redevelop the site into affordable one-bedroom micro-units to be located in the former drill hall, with the other section of the armory to be used as space for services and some two-bedroom units. In 2018, state lawmakers enacted a bill filed by the City's State legislative delegation authorizing the State to sell the site to the Lynn Neighborhood Development Associates for \$1.00. In January 2019, the Neighborhood Development Associates closed on the property. Subsequently, the developer submitted an application to the State for Low Income Housing Tax Credits, as well as state and federal historic tax credits.

The Armory as Affordable Housing

The need for more affordable housing throughout Newton continues to persist. Some have thoughtfully asked how it came to be that the City of Newton could obtain the Armory for \$1.00, but only for the purpose of one-hundred percent permanently affordable housing. Through our discussions with representatives from DCAMM, we learned that there were two scenarios under which the City could take control of the West Newton Armory; however, only the first scenario presented the option for the City to purchase the property for \$1.00. A third scenario for conveyance of the property involves selling the property on the open market to the highest bidder. The three scenarios are detailed below.

In both the first two scenarios, the City's intended use of the property would be identified in the special legislation and the sale would include a deed restriction limiting the City's use of the property to that specific use. In the event the City does not use the property for that purpose, the State will have the right to take back title to the property and sell it at market-rate.

DCAMM Sale Scenarios

Scenario #1: City Acquisition for 100% Affordable Housing

Given the priorities of the Governor of Massachusetts and his administration, DCAMM presented the City with the opportunity to acquire the West Newton Armory for \$1.00 if the City would restrict the use of the building to one-hundred percent permanently affordable housing at income levels of 80% of the area median income or lower, as outlined in the attached draft special legislation.

Scenario #2: City Acquisition for a Municipal / Public Use

DCAMM also stated that the City could acquire the property for a municipal / direct public use, such as a police station, library, or community center. However, the acquisition price would not be \$1.00. Under this scenario, DCAMM would have the property appraised as restricted for that municipal use, and the City would be asked to pay an amount that reflected that type of use. DCAMM has sold other state properties to municipalities for their direct public use; in one case, where the proposed use was a public school, the restricted value was 25% of full and fair market value. Currently, the West Newton Amory's *assessed* value is \$4,322,400. Calculating the acquisition cost based upon this value and the municipal-use formula, 25% of \$4,322,400, yields a potential buying cost to the City of over \$1,000,000. This is based on the assessed value, however, and not the appraised value of the site, which is most often higher.

Scenario #3: Open Market Acquisition

The third scenario results if the City decides against purchasing the Armory. DCAMM would then conduct a competitive developer selection process to sell the property on the open market to the highest bidder. In that scenario, any potential private developer would be subject to the City of Newton zoning. DCAMM stated that if a non-profit (e.g., an arts organization) wanted to acquire the building, as a non-City entity their acquisition would fall under this open market scenario.

There are a number of steps that both the City and the State must take prior to the City obtaining control of the Armory. Many people will be involved in these conversations, including the City Council Finance and Public Facilities Committees and the Real Property Reuse Committee and project Joint Advisory Planning Group (JAPG); the Planning, Law, and Public Buildings Departments; consultants and advisors; the Newton Historical Commission and the Massachusetts Historical Commission; the State's Department of Housing and Community Development (DHCD); and many more. Because the City's purchase of the Armory will be contingent upon its use for permanently affordable housing, we suggest that the role of the JAPG not follow the usual model where it traditionally considers alternative uses of City owned property, but instead focus its work on collaborating with the Planning Department and an affordable housing development consultant to define the parameters of the affordable housing project and the specifics to be included in an RFP for development.

My vision for this site is that the City will retain ownership of the Armory (as required by the state) and lease it to an affordable housing development partner who will redevelop and manage the property as one-hundred percent affordable housing. The City is currently doing its due diligence on the property (see the attached letter from Public Buildings Commissioner Josh Morse), and while we are years away from seeing residents occupy this special building, the following timeline will help to keep us focused as we continue to bring many pieces together to make this project a reality.

Step	Timeline
Mayor docket with the City Council an item requesting authorization to acquire the West Newton Armory from the state for \$1.00 for affordable housing (Docket item attached).	Spring 2019
Mayor requests Newton State Delegation file an Act of Special Legislation for conveyance of the Armory to the City for affordable housing (Draft Special Legislation attached).	Spring 2019
City releases RFP for affordable housing development consultant with historic preservation expertise to assess project and work with Joint Advisory Planning Group (JAPG) to define project parameters: costs, preservation considerations, hazardous materials, financing, etc. (anticipated grant funding for development consultant costs).	Summer 2019
City Council deliberates and votes to approve Mayor's request to acquire the West Newton Armory from the state.	Summer 2019
Mayor docket an item for authorization from City Council to lease the West Newton Armory to an affordable housing development partner to develop permanently affordable housing, pending Legislative authorization to sell to the City.	Summer 2019
Real Property Reuse Committee process commences with vote to surplus property and form a Joint Advisory Planning Group (JAPG).	Summer 2019
State Legislature passes Special Legislation.	Late Summer 2019
DCAMM closes with City and conveys Armory property to the City.	Fall 2019
Selection Committee, including Mayor, Planning Staff, and representative from the City Council (possibly the Chair of the Reuse Committee), selects development consultant, who begins due diligence on property and project assessment.	Fall 2019
JAPG collaborates with development consultant to define parameters for RFP for a project developer and submits report and draft RFP to Reuse Committee.	Fall 2019
Reuse Committee holds public hearing and makes final recommendation to the Mayor.	Winter 2019
Development consultant, staff and Mayor finalize and release RFP for affordable housing developer.	Early 2020
City selects affordable housing development partner.	2 nd Quarter 2020
Developer seeks planning approval (most likely friendly 40B from ZBA) and seeks funding from federal, state, and City of Newton funding sources.	2020 - 2021

Anticipated completion and occupancy	2023
--------------------------------------	------

Again, I am very excited about this opportunity to add much-needed affordable housing, especially in such a unique and well-located building. I will arrange a visit for the City Council to the Armory and possibly to the City of Lynn to meet with Mayor Thomas McGee in the coming weeks. I look forward to the next few years of collaboration with the honorable City Council and our residents as we work together to bring the West Newton Armory back to life.

Acts (2019)**Chapter XXX****AN ACT AUTHORIZING THE COMMISSIONER OF CAPITAL ASSET MANAGEMENT
AND MAINTENANCE TO CONVEY A CERTAIN PARCEL OF LAND TO THE CITY OF
NEWTON**

Whereas, The deferred operation of this act would defeat its purpose, which is to authorize forthwith the transfer of a certain parcel of land for the purposes of providing affordable housing and related services, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same as follows:

(a) Notwithstanding sections 33 through 37, inclusive, of chapter 7C of the General Laws or any general or special law to the contrary, the commissioner of capital asset management and maintenance may convey a certain parcel of land known as and numbered 1135-1137 Washington Street, Newton, Massachusetts, to the City of Newton for nominal consideration to provide affordable housing units, all of which shall be permanently subject to necessary affordability restrictions. As used in this Act, “affordable housing” shall mean low- or moderate-income housing, i.e., housing available to households with annual incomes that do not exceed 80 percent of the area median income and at a cost that does not exceed 30 percent of their monthly gross income. The parcel contains approximately .76 acres. The parcel shall be conveyed by deed without warranties or representations by the commonwealth.

(b) The use of the parcel to be conveyed pursuant to subsection (a) shall be restricted to providing affordable housing and may include supportive services. Notwithstanding the foregoing or any general or special law to the contrary, the City of Newton may lease the parcel or portions thereof to other entities, for nominal consideration, and enter into agreements with other entities to develop, construct, operate and maintain improvements related to the affordable housing units.

(c) The City of Newton shall use its best efforts to complete the construction and development of the parcel for affordable housing.

(d) The deed or other instrument conveying the parcel to the City of Newton shall provide that the parcel shall be used solely for the purposes described in subsections (a) and (b) of this act and shall include a reversionary clause that stipulates that if the parcel ceases at any time to be used for the allowed purposes set forth in this act, title to the parcel shall, at the election of the commonwealth, revert to the commonwealth. Said reversionary clause shall contain provisions requiring that the City of Newton receive reasonable notice of and a reasonable time to cure any allegation that the parcel is not being used for the purposes set forth in this act.

(e) Notwithstanding any general or special law to the contrary, the City of Newton shall be responsible for all costs and expenses of the transaction authorized in this act as determined by the

commissioner of capital asset management and maintenance including, but not limited to, the costs of any engineering, surveys, appraisals, title examinations, recording fees and deed preparation related to the conveyance of the parcel. The City of Newton shall acquire the property thereon in its present condition. Upon the recording of the deed conveying the parcel to the City of Newton, the City of Newton shall be responsible for all costs, liabilities and expenses for its ownership.

(f) If the City of Newton does not complete a purchase of the property described in this act on or before June 30, 2020, or such time after as agreed to by the City of Newton and the commissioner, then, notwithstanding sections 33 to 37, inclusive, of chapter 7C of the General Laws or any other general or special law to the contrary, the commissioner may sell, lease for terms up to 99 years, including all renewals and extensions, or otherwise grant, convey or transfer to purchasers or lessees an interest in the property or portions thereof, subject to this act and on such terms and conditions as the commissioner considers appropriate. In making any such disposition, the commissioner shall use appropriate competitive bidding processes and procedures. Not less than 30 days before the date on which bids, proposals or other offers to purchase or lease the property or any portion thereof are due, the commissioner shall place a notice in the central register published by the state secretary pursuant to section 20A of chapter 9 of the General Laws stating the availability of the property, the nature of the competitive bidding process, including the time, place and manner for the submission of bids and proposals and the opening of the bids or proposals, and such other information as the commissioner considers relevant.



CITY OF NEWTON, MASSACHUSETTS
PUBLIC BUILDINGS DEPARTMENT
52 ELLIOT STREET, NEWTON HIGHLANDS, MA 02461

Ruthanne Fuller, Mayor
Josh Morse
Building Commissioner

Telephone (617) 796-1600
Facsimile (617) 796-1601
TDD/tty # (617) 796-1608

May 6, 2019

Ruthanne Fuller, Mayor
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

RE: West Newton Armory 7/27/18 Inspection and Observations

Dear Mayor Fuller:

The Newton Armory was built in 1910 and is located at 1137 Washington Street. The lot is 33,150 square feet. The building is made up of three floors with a total gross building area of 30,363 square feet. The Cheesecake Brook is culverted behind the site, and the 200 foot riverfront protection act places restrictions on a small portion of the very rear of the property. There is a 20-30ft elevation change dropping from Washington Street to the rear of the property. The current property managers informed us that the site has the capacity for approximately 50 parking spots but based on the spatial observations I suspect this is only achievable by stacking vehicles, double, and triple parking. However, I do believe that site reconfiguration could yield 50 practical parking spaces. The main entrance is accessed via granite stairs bringing you up approximately 4.5 feet from the sidewalk grade. This will create some challenges from an accessibility standpoint, but the issue is not insurmountable.

The floors are broken down as follows:

Basement: 13,402 square feet. The front, left, and right sides of the basement floor all have windows and therefore the space does receive natural light. The rear end of this floor is at grade, so windows could be added. The space showed absolutely no signs of any water damage, and the users reported no history of flooding or groundwater issues. This floor was originally built with a very open floor plan but has been significantly modified over the years. None of these modifications would be difficult to undo. The core of this floor is made up of two very long spaces isolated from the perimeter. One was used as a firing range, and the other appears to be designed as a large staging area used for either horse travel or munitions transfers. The

interior wall systems are brick where original, and a combination of cmu block and wire lath and plaster where modifications have occurred. With the exception of the 819ft² mechanical room, the rest of the space could be repurposed for programmatic and normal occupied uses. A small kitchen and mess hall are really a blank slate and could be used for most anything.

1st Floor: 13,558 square feet. Windows surround the perimeter of this floor with the exception of the rear facade, where the drill hall stage is. The drill hall is over 10,000ft² when the 760ft² stage is included. The rest of this floor is comprised of offices and sleeping quarters, which has been marginally modified spatially over the years. This floor has one bathroom with showers currently reserved for women. Clearly the drill hall has the potential to be repurposed for a wide variety of uses, but the rest of the spaces on this floor could not be easily modified without significant investment and a loss of interior character.

2nd Floor: 3,403 square feet. This space has two access points. One is a very narrow spiral staircase, and the other is the main staircase approximately 10ft wide. All of these spaces have windows. This floor has one men's room and shower facilities. The rest of this floor is comprised of offices and sleeping quarters. The spaces on this floor have been modified with simple gypsum walls, which could easily be removed to reopen the floor plan.

The facility lacks bathrooms, but there's plenty of capacity to add to the fixture count. Significant investment will be needed to make all three floors accessible and functional from a programmatic access standpoint, which will include a 3 stop elevator and significant modifications to the main entrance.

The following is a summary of the building systems and conditions as observed:

Roof: Asphalt shingles cover the drill hall, and were replaced approximately 10 years ago, and some repairs will be needed due to damage that occurred over the winter. The front section of the building has a white rubber membrane roof that appears to have been replaced within the last 10 years.

Envelope: The exterior masonry appears to be in very solid condition. The mortar was not easily removed with a scrape test, and only a couple of cosmetic cracks were observed. The wall sections are approximately 2 feet thick, but no insulation was observed where penetrations were open and visible.

Windows: There are 91 windows which are approximately 18 inches wide and 4 feet in height. Further investigation will be needed to determine if these windows are original to the building. In general, the windows are very small and limit daylight to portions of the building. This could prove to be a significant challenge if additional daylight is needed in the spaces, as the exterior wall sections were built to protect against forced entry via munitions and the historical significance of the facade will make modifications complicated.

Doors: In general, all the doors inside and out are custom, as they are quite large. This should however make interior accessibility easily to achieve. Most all the doors need to be replaced.

Interior finishes: The floors in most of the spaces are hardwood and good condition. Some of the living quarters have vinyl tile, and most of the basement floor is some form of finished concrete. The walls are painted brick, cmu, and wire lath and plaster. A report from the state is pending that may show if the interior paint and caulking contains lead and or asbestos.

Mechanical: The building has no air conditioning and is heated by steam radiators supplied by two 3 year old steam boilers and a vacuum return system. Although significant money has been spent on the heating system, it would likely need to be replaced as the overall system was not designed or laid out for any purpose other than the original military use.

Plumbing: The plumbing appears to be in good shape but is very limited and distribution is isolated to only the areas of the bathrooms, basement kitchen, and boiler room.

Electrical: The electrical panels were upgraded sometime in the 70's based on the panel models observed. Although these are in working and safe order, the entire electrical distribution and service will need to be replaced. The service to the building will need to be replaced and increased significantly. Lighting is generally adequate, but also needs to be replaced and supplemented to deliver code required light levels.

Fire Alarm: Although a fire alarm system exists, it will need to be replaced with a fully addressable system with adequate coverage based on the new use.

Fire Suppression: The building has no sprinkler system, and this will need to be added based on the level of renovation required.

Data/Phones/Tech: The building has very limited voice and data. This will all need to be replaced and expanded.

Security: Aside from the obvious near impenetrable envelope, the building has no security systems or access controls.

Foundation: The building is a combination of slab on grade, and an unknown below grade wall system. Further investigation will be needed to confirm the foundation type.

Hazardous Materials: The building has asbestos flooring, caulking, adhesives, and insulation. It likely has lead paint within the building, and potentially on the windows as well. The firing range in the basement was a source of lead for many years. The range stopped being used in the 1980's, and the range floors and walls were recently bead blasted and sealed with epoxy. Lead levels as recently as 6/7/18 were still above acceptable limits. I suspect this may be due to interior lead paint, but further testing and investigation will be needed. Depending on the results, this could be a significant cost factor in acquisition and ultimate renovation.

In closing, the Armory is a beautiful building with great historical features and flexible floor plans. The building will require a significant renovation for any change of use. The purpose of my inspection of this facility was to determine whether this facility and/or site could be used for either a Police Headquarters or a site for the NewCAL project. Both projects require a minimum of 2 acres of land area. Additionally, the building itself is too small to contain either program.

Sincerely,



Josh Morse
Public Buildings Commissioner



RUTHANNE FULLER
MAYOR

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Office of the Mayor

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April 8, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I respectfully submit a docket item to your Honorable Council requesting authorization to appropriate and expend the sum of \$2,000,000 from June 30, 2018 Certified Free Cash for the purpose of developing 25% conceptual design of the Washington Street corridor in order to make the improvements to the corridor eligible for the state TIP funding.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

RECEIVED
NEWTON CITY CLERK
2019 APR - 8 PM 4: 13
DAVID A. OLSON, CMO
NEWTON, MA 02459



RUTHANNE FULLER
MAYOR

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Office of the Mayor

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May 31, 2019

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton Centre, MA 02459

Councilors:

I respectfully request that your Honorable Council amend **Docket Item # 161-19** “**Appropriation of \$2 million for design of the Washington Street Corridor**” by limiting the authorization to simply “appropriate” the funds to a dedicated account for this purpose, and by requiring that the Administration will seek City Council approval for any expenditure of funds when the plan has been finalized.

Thank you for your consideration of this matter.

Sincerely,

Ruthanne Fuller
Mayor

RECEIVED
NEWTON CITY CLERK
2019 MAY 31 AM 11:55
David A. Orsogna, Clerk
Newton, MA 02459

161-19

Appropriation of \$2 million for design of the Washington Street corridor
HER HONOR THE MAYOR requesting authorization to appropriate two million dollars (\$2,000,000) from Free Cash for the purpose of developing 25% conceptual design of the Washington Street corridor in order to make the improvements to the corridor eligible for the State's Transportation Improvement Program (TIP) funding. All expenditures from this appropriation shall be subject to approval by the City Council.



Ruthanne Fuller
Mayor

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Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

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Barney S. Heath
Director

MEMORANDUM

Date: May 3, 2019

To: Public Facilities Committee
Finance Committee

From: Barney Heath, Director of Planning and Development
James McGonagle, Commissioner of Public Works
Jason Sobel, Director of Transportation Operations
Lou Taverna, City Engineer
Nicole Freedman, Director of Transportation Planning

Subject: Washington Street Project – Design Funds and Background

Meeting Date: May 8, 2019

Cc: Ruthanne Fuller, Mayor
Jonathan Yeo, Chief Operating Officer

Planning and DPW have requested \$2 million in funding to begin preliminary design and engineering for the stretch of Washington Street from Chestnut Street in West Newton east to Thornton Street in Newton Corner. Using a Complete Streets approach, the City is looking to redesign Washington Street to enhance the safety, accessibility and aesthetics of the corridor.

GOALS

Specific goals for the project are the following:

1. design for safe vehicular speeds.
2. improve the street for walking, cycling, mass transit and accessibility.
3. ensure orderly traffic flow and management.
4. create more safe crossings for pedestrians of Washington Street.
5. build wider and more comfortable sidewalks.
6. plant more trees and landscaping.
7. ensure adequate and appropriate parking.
8. improve safety of left turning vehicles between side streets and Washington Street.

TRIAL/DEMONSTRATION

The City believes deeply in the value of pilots and demonstrations and supports implementing a safe, well-conceived, well-timed pilot, with clear metrics. Pilots are costly underscoring the need for a highly thoughtful approach. To be successful, the Washington Street must:

1. Undertake survey and traffic analysis to understand the current status of the roadway.
2. Develop a series of conceptual alternatives for review by the public and the City.
3. Choose an alternative to pilot along and establish clear metrics to determine success or failure.
4. Develop an operations plan to install the pilot or pilots.
5. Assess results.

PUBLIC PROCESS

The City will undertake a comprehensive roadway design process for the corridor building on previous study and concepts developed in 2015 and more recently in the Washington Street Vision Plan. Both prior studies recommend a four to three lane conversion for Washington Street, however neither included detailed survey or traffic analysis. As with the West Newton Square Enhancements and Walnut Street Enhancements projects, the City will undertake a full traffic analysis for Washington Street that will inform all aspects of the design. The City will review and present multiple roadway layout options to the public and host three public meetings during the preliminary design phase. While it is anticipated that a four to three lane conversion will be one option analyzed, the City will study and present multiple options for consideration by Council and the public.

FUNDING

The funding amount is calculated based on recent per-mile costs for design and construction of similar road projects in Newton including West Newton Square, Walnut Street, and Needham Street. The \$2 million for preliminary design funds will be applied to the following tasks:

1. Baseline engineering work (Survey, traffic analysis, functional design report).
2. Preparation of multiple layout options.
3. Public meetings to review alternatives.
4. Concept design with preferred option.
5. Design of trial or demonstrations based on the preferred option.
6. 25% design (“rough draft” engineering design for preferred alternate layout) including construction cost estimate.

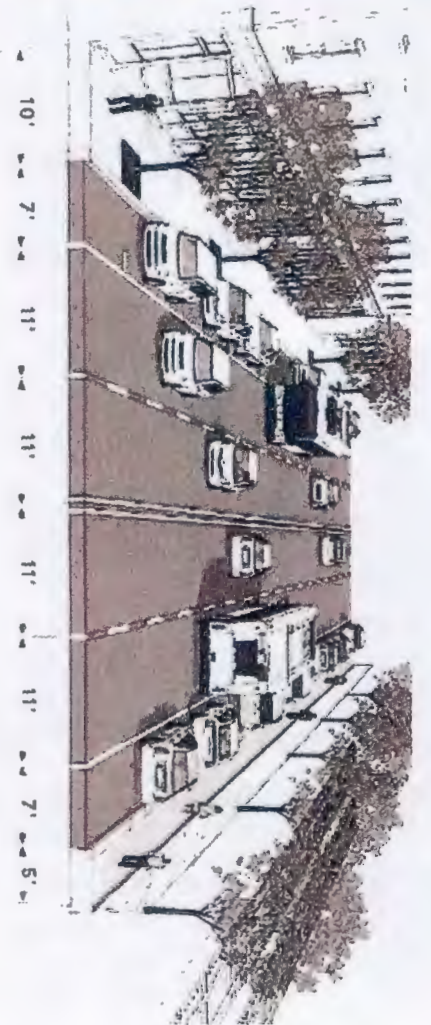
Additional design funds will be sought to take the design from 25% to 100%.

CONSTRUCTION FUNDING

One potential source of funding for construction may be the Transportation Improvement Program (TIP) funding. The TIP is frequently utilized to pay for important large-scale roadway projects in the region. The project selection process uses a scoring system to evaluate and rate projects; Washington Street is anticipated to score extremely well. The City intends to submit an initial application at the end of the preliminary design process when all required items will have been completed.

TIMELINE

Preliminary design and engineering including a pilot and public process will take two or more years. Construction would not begin for a minimum of five years or more depending on the funding source.



10' 7' 11' 11' 11' 11' 11' 7' 5'



4' 8' 5' 7' 11' 12' 11' 11' 5' 10'