



Public Facilities Committee Report

City of Newton

In City Council

Wednesday, November 20, 2019

Present: Councilors Crossley (Chair), Leary, Norton, Kelley, Danberg, Lappin, Gentile, and Laredo

Also Present: Councilor Downs

City Staff Present: Commissioner of Public Works Jim McGonagle, City Engineer Lou Taverna, Commissioner of Public Buildings Josh Morse, Chief Operating Officer Jonathan Yeo, Director of Planning & Development Barney Heath, Director of Transportation for Planning and Development Nicole Freedman, Assistant Superintendent Liam Hurley, Director of the Newton Early Childhood Program Kathleen Browning

Chairs Note: The items were taken out of order to accommodate various schedules.

#492-18 Complete Streets Update to the Public Facilities Committee

THE PUBLIC FACILITIES COMMITTEE requesting an update on the Complete Streets Program pursuant to the City's Complete Streets Policy, Section C8.

Public Facilities Held 7-0 (Norton not Voting) on 11/07/18

Action: Public Facilities Held 7-0 (Councilor Laredo not voting)

Note: Nicole Freedman provided a PowerPoint presentation to update the committee on the status of numerous projects, attached to this report. A Complete Streets update is required to take place twice every year. The Chair explained that the committee has only been doing this once a year and will be discussing with the administration satisfying this requirement VIA a memo at the 6 month mark. Ms. Freedman explained that the Complete Streets working group meets every other week and consists of many departments that deal with roads. Mike Halle, who also chairs the Transportation Advisory Group (advisory to the Mayor), is the citizen representative. Project types include traffic calming, bike paths and stormwater drainage. Interventions include painted bike lanes, narrowed travel lanes, curb cuts and reconfigured and raised intersections. Ms. Freedman presented projects completed since last-year and those in-design.

A committee member asked if after the roadway is modified intending to calm traffic is there way to see if the street has become safer? Ms. Freedman explained that she has been working with Jason Sobel, Director of Transportation for DPW, and Isaac Prizant, Traffic Engineer, on ways to collect this data.

A committee member asked if the City is moving toward more speed tables for speed control? Ms. Freedman explained that this is one form of intervention to make safer streets and currently adding A

aped table to the intersection at Beethoven Avenue is under construction. Chief Operation Officer Jonathan Yeo explained that the City is working with the Fire Department to make sure that trucks can go over the table at a decent speed without damaging equipment. The committee member countered that speed is an issue on many roads in Newton and this could be a solution to fix that. Ms. Freedman explained that the department will continue to investigate this solution.

A committee member commented that there should be more protected bike lanes in the city. Ms. Freedman explained that the best way to do a protected bike lane is through a reconstruction project and not a retrofit project. She added there are projects in the works that include protected bike lanes, such as West Newton Square. Councilor Danberg motioned to hold which passed 7-0, with Councilor Laredo not voting.

Referred to Public Facilities and Finance Committees

#418-19 Appropriate \$3,000,000 for the City's Pavement Management Program

HER HONOR THE MAYOR requesting authorization to appropriate and expend the sum of three million dollars (\$3,000,000) from Certified Free Cash for the purpose of funding the City's Pavement Management Program.

Action: **Public Facilities Approved 7-0 (Councilor Laredo not voting)**

Note: Commissioner of Public Works Jim McGonagle presented the request for \$3,000,000 to begin the City's Pavement Management Program for FY21. Advancing these funds will allow the department to put paving projects out to bid this winter to be constructed in the FY21 season. Over the last 2 years the City has seen increases across the board of 20% to 25% for all DPW work. Commissioner McGonagle explained that tariffs, the prevailing labor wage and increased costs of equipment are driving this increase. The labor rate is up 20% alone. Additionally, the Commissioner explained that with the \$3,000,000. Appropriated now the department will attract more bidders for mill and overlay work can start on July 1st.

When asked if the City completed all the work on the streets for FY20, Commissioner McGonagle explained that the work will be completed this spring and the department will continue work this winter as long as the weather holds up. Additionally, the Commissioner explained that he will be back to give the complete update including the break down on the budget for completed and ongoing projects. The Chair and Commissioner McGonagle confirmed that they will discuss how the Council will get details on projects.

A committee member asked, and Commissioner McGonagle confirmed that if funding is approved, DPW will be going out to bid in January and explained that other communities are usually behind Newton if they rely Chapter 90 State funding only, since contractors seek to have their work assigned for the year. The longer Newton waits the higher the premium the city will pay.

When asked, Commissioner McGonagle confirmed that the \$3 million is part of the total \$9.5 million allocated in the Capital Improvement Plan (CIP) and that an additional \$2.3 million is from Chapter 90. The Chair explained there is also a million plus set aside each year from the 2013 override.

A committee member asked about the quality of the materials and how long these roads will last. Commissioner McGonagle and City Engineer Lou Taverna explained that the city has been using “Super Pavement” for all mill and overlay paving projects, but that it is too early to tell how long these roads will stay in good condition. The regular asphalt material has been degrading because it is mixed with some recycled asphalt. The “super payment” does not use recycled asphalt and is a composite. The Chair asked if the composite materials with polymers added, might be tougher to recycle later? Commissioner McGonagle agreed to investigate this further. Councilor Danberg motioned to approve which passed 7-0 with Councilor Laredo not voting.

#412-19 Relocation of sewer and drain easement on Needham Street

HER HONOR THE MAYOR requesting authorization to relocate an easement for sewer and drain purposes on private properties located at 151-153 and 181 Needham Street originally granted on March 19,1951 under Board Order #98789.

Action: Public Facilities Approved 7-0 (Councilor Laredo not voting)

Note: Commissioner of Public Works Jim McGonagle and City Engineer Lou Taverna presented the request to relocate a sewer and drain easement on the Cross Point property on Needham Street. Mr. Taverna explained that during the “NEXUS” development the developers project team discovered that the existing City drainpipe is not within the City’s 1951 easement. This request proposes to correct that error by moving the City’s easement over the existing drainpipes. A map showing the revised easement is attached. Cross Point Project Manager Kerry McCormick was present at the meeting. Councilor Lappin motioned to approve which passed 7-0 with Councilor Laredo not voting.

Referred to Public Facilities and Finance Committees

#416-19 Approve a \$500,000 for snow and ice removal

HER HONOR THE MAYOR requesting authorization to transfer the sum of five hundred thousand dollars from the Budget Reserve – Snow and Ice Removal Account to the following accounts:

Rental - Vehicles
(0140123-527301)\$500,000

Action: Public Facilities Approved 7-0 (Councilor Laredo not voting)

Note: Commissioner of Public Works Jim McGonagle presented the request for \$500,000 to prepare for snow and ice removal. Commissioner McGonagle explained that this is to ensure that the department does not go into deficit spending, as winter is approaching. When asked, Commissioner McGonagle explained that there is \$1.5 million in the account now. Additionally, he explained that the department has had to spend funds on filling the salt sheds that were filled low last year to be able to do repairs on the sheds.

When asked if the City will pay their contractors for snow removal the same way this year, Commissioner McGonagle explained that the contractors have agreed to the hourly rate and the department has seen

savings compared to paying by the inch for every snowstorm. A committee member questioned how many vendors the City has this year? Commissioner McGonagle explained there are 180 pieces of equipment; 90 of those are the City's and the other 90 are from contractors. There are three main vendors that clean up after major storms.

A committee member asked if the Austin Street Plaza will require rubber tipped plows? Commissioner McGonagle explained that rubber tipped plows will be used at the Parking Garage at the Austin Street Plaza. The City owns the rubber blade plows. The Chair noted that the rubber blade plows will also need to be used for all permeable pavements. Commissioner McGonagle explained that there are different costs factors when dealing with these pavement areas. A committee member asked if employees get additional training when using the rubber bladed equipment? Commissioner McGonagle explained that it is the same process, the only difference is that the plow TIP is not steel, so it is replaced more frequently. Councilor Danberg motioned to approve which passed 7-0, with Councilor Laredo not voting.

Chairs Note: The Commissioner of Public Buildings gave the Committee an update on the status of the Oak Hill Middle School additions.

Note: Commissioner of Public Buildings Josh Morse gave the Committee an update on the Oak Hill Middle School additions. Commissioner Morse explained that the high enrollment bubble that was crowding the elementary schools is now coming to the middle schools. At Oak Hill Middle School, the department is looking at locations to site A permeant addition. Alternate Site Plans are attached to this report. The best option for the addition would be off the existing gym. It would not interfere with the adjacent baseball field. One addition comes out away from the building but closer to the field and the other addition comes out more towards Meadow Brook. Originally the school needed three more classrooms but when the design team looked at the project it would cost the same to build four classrooms because it is more efficient to stack. The addition will also include bathrooms, two on the first level and one on the second level. Commissioner Morse explained the new addition is farther away from the baseball field than it appears in the picture but if needed the baseball field could pivot slightly.

A committee member noted that the Council received an extensive enrollment analysis showing that enrollment is dropping off, asking therefore why do the schools need additions? Assistant Superintendent Liam Hurley explained that overall enrollment is down for the other three middle schools in Newton but for Oak Hill enrollment is up. Additionally, Oak Hill was designed to be an elementary school. Zervas Elementary has also seen an increase in enrollment which feeds into Oak Hill.

A committee member asked if the latest enrollment projections include Riverside and Northland. Mr. Hurley explained that, although there have been separate discussions with Council and the administration that assess impacts from proposed developments they were not yet permitted. However, the next enrollment projections to be delivered December 4th will include student estimates from those developments.

A committee member asked at what point does enrollment impact the high schools? Mr. Hurley explained that he cannot predict when enrollment increases may reach the high schools, but these

schools do have more flexibility with space. Additionally, Mr. Hurley explained that new developments bring students at all grade levels who must be phased in but does not believe there will be a huge impact over the next 5 years.

Commissioner Morse will continue to update the committee on the OAK HILL classrooms addition project.

Referred to Public Facilities and Finance Committees

#417-19 Appropriate \$12,334,366 for renovations for Newton Early Childhood Program

HER HONOR THE MAYOR requesting authorization to appropriate twelve million three hundred thirty-four thousand and three hundred sixty-six dollars (\$12,334,336) from bonded indebtedness for the purpose of funding renovations of the Newton Early Childhood Program, 687 Watertown Street and authorization to apply any premium received upon the sale of the bonds or notes, less the cost of preparing, issuing, and marketing them, and any accrued interest received upon the delivery of the bonds or notes to the costs of the project and to reduce the amount authorized to be borrowed for the project by like amount.

Action: **Public Facilities Approved 7-0 (Councilor Leary not voting)**

Note: Commissioner Morse presented the request for funds to complete construction documents (CD), bid and construct renovations to the former Horace Mann School at 687 Watertown Street for the Newton Early Childhood Program (NECP). Council approved site plan and schematic design review, per section 5-58 for the City Ordinances, last summer. However, full funding was not requested at the time in order to address several outstanding matters raised by the DRC. Additional meetings with the DRC are necessary prior to bidding and the Commissioner would welcome a condition from the committee that he return to provide updates prior to completing the CDs. Commissioner Morse explained funds are needed to continue design development and it is important to have the full construction funding in place so the department can move ahead as soon as possible after bidding, scheduled for May 2020. Commissioner Morse presented the attached slides showing design of the building.

Commissioner Morse explained that they are still working with the Parks & Recreation Department and the School Department to figure out what orientation is best for the playground.

The lower level will include the office/administrative rooms, meeting rooms and a lobby. Commissioner Morse explained that they are trying to keep underground areas for storage and generally unoccupied because it is very difficult to get natural light into these areas. Kathleen Browning, Director of the NECP, explained that the administrative offices will include working stations for therapists with additional space for graduate students, collaborative work and a record room.

The middle floor includes classrooms and the nurse's area which will stay where it is located. The design team noted that the nurse's office is positioned to observe the entrance.

Commissioner Morse explained that the HVAC system remains VRF (Variable Refrigerant Flow) all electric system presented to the committee last summer. There will be no fossil fuels in the building. Windows were all replaced, and sprinklers installed with previous renovations.

When discussing the lobby, Commissioner Morse explained that they are still working on the design to make it more accessible for everyone.

Top floor classrooms remain close to the same. Commissioner Morse explained they will share sinks between adjacent bathrooms which will save money. The team worked to try to minimize the impact to the individual spaces to control costs.

Commissioner Morse explained that because the condensing units can be supported on the roof, more space is now available to add a half ramp and sidewalk on the ground at less expense. Additionally, Commissioner Morse noted that the administration will be docketing a separate item to complete oil remediation.

A committee member asked what assurance the department can give that this will stand the test of time (to accommodate program needs). Commissioner Morse explained that the team has made it a point to include staff to make sure the building is what they will need in the long run. The working group includes school representatives who are completely informed on the project. Ms. Browning her staff informed along the way and confident that her staff will be pleased with this design. Ms. Browning also will have meetings with parents to keep them updated on the project.

The Chair commented that at the last meeting the building envelope was discussed and there was a long list from the DRC on things that they wanted everyone to be looking at and reconsidering. In particular, there were concerns that the walls were not being insulated. Peter Barer, Design Review Committee Chair, explained that the biggest problem with this building is that the walls are not insulated, and the structure only allows for adding insulation on the outside. The cost to add installation (add new siding) was estimated to be \$750,000 to \$1.5 million. The estimated savings at \$5,000 to \$10,000 a year would mean about a 100 year payback. Mr. Barrer explained that the City could use this money in better ways. The Chair explained that they are doing a super insulation job on the roof and a good sealing job where it connects to the walls which will help considerably.

A committee member asked how the City was dealing with hazardous materials? Commissioner Morse explained that on Monday the administration will docket an item for funds to remediate all containments on site (predominantly oil in the soil) and if testing does not show success then the City will need to install a sub slab depressurization system. Asked if this is outside the NECP budget and if so, how much will this cost? - Commissioner Morse explained that A Depressurization System would be an extra cost of about \$300,000. The committee member asked why the Lincoln-Elliot project budget is combined with the NECP budget? Commissioner Morse explained part of the problem with the budget is that at the start these were part of the same project and the department has been struggling to separate the two but going forward this will be easier. The total budget for the NECP project is \$13 million.

A committee member asked about the stormwater management and what would happen with the existing playground. Commissioner Morse explained that the existing playground will remain where it is. It was discovered that the playground would be too difficult and costly to move. Commissioner Morse will continue to work with Parks & Recreation on designing the new playground, which Ms. Browning said will be fenced in. Additionally, with the change to the ramping structure the smaller playground will be closer, so that the younger children will not have to walk by the existing playground for the park. Regarding stormwater Commissioner Morse explained the project uses a combination of techniques to manage stormwater: porous pavements, A sub-surface retention system, new piping and filtering runoff so as to prevent containments flowing to Cheesecake Brook. The redesign of the side entry ramp will also create more greenspace adding to previous surface. The addition of a playground will also impact the stormwater calculation. Commissioner Morse explained he will come back to the committee once the stormwater numbers are in. The Chair asked what their goal for stormwater is? Commissioner Morse explained that they will be doing much more than what is required for stormwater due to the proximity to the Cheesecake Brook. A team member noted they will follow up with the calculation with the Committee.

A committee member asked about the open space that will be created through the redesign of the ramp. Attached is a picture of the redesigned ramp.

Councilor Danberg motioned to approve with condition that the Commissioner will return to provide updates prior to completing the CDs, which passed 7-0, with Councilor Leary voting.

#411-19 Requesting an update on Horace Mann Improvements

COUNCILOR CROSSLEY on behalf of the Public Facilities committee, requesting an update from the administration and school department on the plans, proposed schedule and any funding needed to correct recently identified deficiencies and improvements to the Horace Mann school at Nevada Street, including addressing classroom space needs, mitigating acoustics, providing sinks for the second floor classrooms, improving proximity of bathrooms to activity areas, etc.,

Action: Public Facilities Held 8-0

Note: Commissioner of Public Buildings Josh Morse presented the update on the Horace Mann Improvements. He explained the attached list of short-term items projected to be finished now through the end of next summer.

Commissioner Morse explained that the classrooms at 225 Nevada Street are small relative to the class sizes at Horace Mann and that the previous Horace Mann School at 687 Watertown St. has some of the largest classrooms in the City. Commissioner Morse explained that he was asked if the existing modulars at 687 Watertown Street could be moved to 225 Nevada Street.

When investigating this solution, the Commissioner explained he needed to consider the future construction to the building, not eliminating parking and the impact to the neighborhood around the

school. The options and the explanation of spaces for the modular are shown in the attached presentation.

Option 1 is preferred. The Commissioner presented what the school could look like with the existing moduls moved to Nevada Street. However, the move would cost around \$600,000, because the modular were "built in place" so are not mobile. The Chair asked when and why the city bought moduls if they were not mobile? Commissioner Morse explained that one modular was bought in 2012 and the other in 2014, and that the non-mobile moduls were purchased because they are built better. The City normally has not purchased moduls with the intent to move them. Given the price the department considered leasing new modular. William Scottsman offers leasing of modular VIA state contract. Leasing two 60' X 24' moduls,' with a total square footage of 2,880, was considered. A committee member asked how many classrooms would be added with these moduls? Commissioner Morse explained that these moduls will hold two larger classrooms plus space for other program, such as break out rooms.

Commissioner Morse then showed alternate siting of moduls. He noted that the best location is to put them next to each other to the rear of the building leaving a pathway to get to the playground. This location also maintains vehicular access to the generator and elevator for service. The dumpsters can be moved, and some curb cuts made to maintain the access way to the building. The Chair commented that this ought to be thought out with the DRC and school to sort out the details, then brought back to the committee for funding. Commissioner Morse explained that the moduls will be coming right away and all costs will be paid entirely by the School Department.

The lease cost for each modular is \$35,000 a year. These moduls will be temporary, which means they will not affect stormwater or parking. The Chair noted that these moduls will only be there until a classroom addition at 267 Nevada Street is complete.

A committee member asked if without foundations are the moduls okay for the winter? Alex Valcarce, Public Buildings project manager, explained that the moduls will be tied down to secure against wind forces. Asked, with the temporary moduls in price, where would the addition go? Commissioner Morse explained that option 5 (presentation attached) for the moduls is where the addition would go. Commissioner Morse explained that putting the addition there allows for the small street accessing the rear of the school to be the construction entrance, minimizing impact.

Commissioner Morse acknowledged that he must return to the committee regarding a permeant classroom addition. Chief Operating Officer Jonathan Yeo explained that moduls also give the City the ability to enlarge several classrooms within the building. When asked how the short term at Horace Mann is being paid for, Commissioner Morse responded it is also being paid by Newton Public Schools. The committee member continued to question how if three other schools have spent time at 267 Nevada St these issues have not been brought up in the past, and why when the original Carr School was renovated, were the issues for small classrooms not addressed? Commissioner Morse explained that Carr has been used as a swing school, so the schools were only there for a short period time (1.5 years each) and were preparing to move into a brand new school. Commissioner Morse did state he was surprised he had not heard previously about the acoustic issue. The Chair stated that what was said by the School Department

and teachers is that the original Horace Mann School has very large classrooms and that teachers cannot replicate the teaching model they use in these small classrooms. Commissioner Morse reiterated that the main issues with 267 Nevada Street are the classroom size and poor acoustics. Councilor Kelley motioned to hold this item which passed unanimously.

Referred to Public Facilities and Finance Committees

#419-19

Appropriate \$200,000 for the Commonwealth Ave Carriageway Greening Improvements

HER HONOR THE MAYOR requesting authorization to appropriate and expend the sum of two hundred thousand dollars (\$200,000) from Certified Free Cash to be managed by the Planning Department for the design/engineering of the Commonwealth Ave Carriageway Greening Improvements from Lyons Field west to the Charles River Bridge.

Action:

Public Facilities Approved 5-0-1 (Councilor Gentile abstaining and Councilors Laredo and Lappin not voting)

Note: Director of Planning and Development Barney Heath and Director of Transportation Nicole Freedman presented the request for funds to improve the Comm. Ave. Carriageway. Mr. Heath explained that this project is in the CIP and is a tremendous opportunity to leverage state funding but there is a set timeframe. The department would like to reach 25% design to get on the state TIP funding program, so as to align with the bridge project being conducted by MassDOT. Ms. Freedman explained in the attached presentation that this project came to the department VIA the Riverside Greenway Working Group. MassDOT has three projects happening in this area and at the same time the Riverside Greenway Working Group was focused on a connection between the Lyons Field area to the Marriott on the Carriageway to Riverside through a network of trails. MassDOT is working on 10+ million dollar project to reconstruct the Route 30 Bridge over the Charles River and their limit has to go to Auburn St through the intersection and they are at 25% design. If Newton does not move forward with improvements to the Carriageway, then MassDOT will go forward with their project with the existing conditions of the street. Ms. Freedman explained that the City has the opportunity to create a bike path connection on the road and Weston is also in the middle of a project that is at 25% design which will be a shared bike path along Route 30 all the way to the Natick border. Ms. Freedman explained that the City's chance of getting TIP funding is greater if the city is connected to the Mass Dot and Weston projects. The department's goal is to create a project number through MassDOT to apply for TIP funding. The hope is that the Mass DOT project will speed up the timeline Newton's Carriageway project. Newton and Weston do have the same consultant at MassDOT and have been working together at meetings for both projects.

When asked what the plan is to eliminate the roadway that is heading west bound?, Ms. Freedman explained that the proposal is for all vehicular traffic to stay on the east side of the Carriageway at all times and there will be a two way bike path and a sidewalk on the other side of the Carriageway. Ms. Freedman explained that currently, once cars leave Auburndale square, traffic flows freely and the proposed plan will continue that. She explained that west bond traffic will not be required to stop at the light at Auburn St. There needs to be parking near Lyons Filed, proposed as angled parking, and the option of parking on the grass will remain. Ms. Freedman explained this project opens up additional green space, as well as provide access to Charles River and Lyons Field. Ms. Freedman explained the department has

done enough work to be able to achieve a project ID from MassDOT which is the first step in applying for the TIP program.

A committee member asked if the traffic along Lyons Field flows in the opposite direction and if the thought is now to switch that? Ms. Freedman confirmed this is correct and the reason that the Carriageway looks like that now is because it was a solution for cars coming from Islington Road that could not come out to Commonwealth Ave and make a left hand turn. She will continue to investigate this issue. The committee member commented that for years there was a barrier that did not allow traffic in either direction and believes that is how it should remain.

A committee member asked if the off-leash dog park in that area will be fenced? Chief Operating Officer Jonathan Yeo explained that he believes it will be fenced and Parks & Recreation are still working on the design of this dog park along with a group of councilors.

A committee member commented that when cars leave Auburndale Square the one thing that works is on Commonwealth Ave where it is split the driver can get themselves to Route 128, the Mass Pike or Weston because there are no lights. The committee member questioned why it is necessary to remove all of that to pull it over to the other side and asked why can't the City design a travel lane with a sidewalk and a protected bike lane to keep the traffic the way it is? Ms. Freedman explained that the proposed changes give the exact same movement as there is now because of the slip lane on the right. The committee member commented that right now both sides are one way and the proposed changes would put all traffic on one side of the road, which he believes is unnecessary. Additionally, he asked what the city will do with the green space. Ms. Freedman explained that this way the traffic will stay to one lane instead of splitting and there would be additional park where people would have access to the Charles River. A committee member asked if there was a picture showing where the light is at the gas station? Ms. Freedman said there is not and will come back with more information for that area. The committee member commented that there was a conversation that they were going to test at that intersection where that slip lane is going to be designed and questioned if the department will still be doing that? Ms. Freedman explained that once they get further into design, they will discuss this. The Chair asked when the committee will see this again. Ms. Freedman explained that with the \$200,000 they will be taking the project concept to the public for comments and then moving towards 25% design and could come back to the committee at either step. The Chair noted that the department should come back to the committee after public input and before the project is at 25% design. A committee member commented this added green space would be a place where more trees can be planted and offers the opportunity to reach the trails connecting to other projects being done by Weston and MassDOT. A councilor commented this is a dangerous intersection to cross and these improvements will make Commonwealth Ave safer for pedestrians. A committee member commented that pedestrians will still be crossing a busy street where cars will now be coming from both directions and does not see how this will be safer. He added a Board Order for a special permit for the Marriot stipulated money to make that intersection safer and all of the required funds have not been collected.

A committee member commented that the City is putting up the design money and the hope is that the actual construction funds will be coming through the TIP program. Ms. Freedman explained that they will

apply to the TIP program since coordinating with the bridge project would help Newton's interests move forward but there is no guarantee. A committee member commented that there should be an estimate provided to the Finance Committee on how much the Carriageway will cost, in case the TIP program will not cover it. Councilor Kelley motioned to approve which passed 5-0-1, with Councilor Gentile abstaining and Councilors Lappin and Laredo not voting.

Referred to Public Facilities and Zoning & Planning Committees

#143-19

Discussion/Adoption of Climate Action Plan/Citizens Climate Action Plan

COUNCILORS ALBRIGHT AND CROSSLEY on behalf of the Zoning & Planning and Public Facilities committees, requesting discussion and adoption of items within the Climate Action Plan and the Citizen's Climate Action Plan with the Sustainability Directors, Climate Action Planning team led by Jennifer Steel (Planning Department staff, MAPC and volunteers) and the Citizens' Commission on Energy. The focus will be to understand the synergies between the two complimentary plans and how items within the plans can be integrated to achieve the significant reductions in greenhouse gas emissions called for in recent national and international reports.

Action: **Public Facilities voted No Action Necessary 7-0 (Councilor Laredo not voting)**

Note: The committee discussed a vote of no action necessary on this item because an integrated Climate Action Plan (CAP) was achieved and a new item to adopt the CAP was voted in the Zoning and Planning Committee and adopted by the full City Council. Councilor Gentile motioned for no action necessary which passed 7-0, with Councilor Laredo not voting.

Respectfully Submitted,

Deborah Crossley, Chair

Complete Streets Policy Update

Public Facilities
November 20, 2019
Complete Streets Working Group



Complete Streets

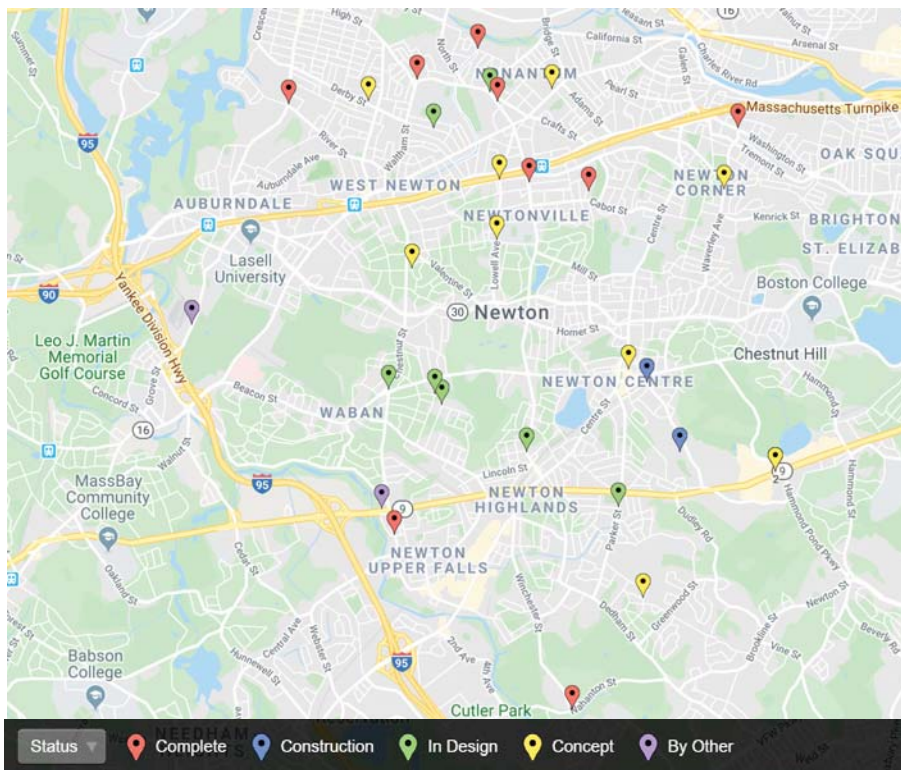
- Vision
 - Create a road network that meets everyone's needs, regardless of age, ability, income or mode of transportation
- Guiding Principles
 - Safe
 - Healthy
 - Sustainable
 - Accessible
 - Livable
 - Economic growth



- Committee Chair
 - Planning
- Committee Members
 - Mayor’s Office
 - ADA Coordinator
 - DPW
 - Health and Human Services
 - Parks & Rec
 - Planning
 - Public Safety
 - Schools (as relevant)
 - Sustainability
- Mayoral Appointee
 - Mike Halle

Complete Streets Working Group

Projects



- FY2019**
 24 Projects
- 6 Installed
 - 4 Construction
 - 8 In Design
 - 6 Other

- FY2020**
 31 Projects
- 10 Installed
 - 3 Construction
 - 6 In Design
 - 9 Concept
 - 3 By Other

Projects

| Project Type | Address | Status | Decision |
|-----------------|------------------------------------|--------------|---|
| CSWG initiate | Albemarle @ Nevada | Complete | Crosswalk, curb ramp |
| Other | Cabot St | Complete | RRFB @ School, sharrows |
| Roads Program | Chestnut @ Ellis | Complete | Tighten Chestnut, T ramps, curbless sidewalk @ driveway. |
| CSWG Initiate | Comm @ Washington | Complete | Bike lane, bike box |
| Bikes | Nahanton St | Complete | Bike lane |
| CSWG initiate | Walnut St (Newtonville) | Complete | flexpost bumpouts @ xwalk |
| Roads Program | River | Complete | Crosswalk, edge line striping |
| CSWG initiate | Walnut @ Minot Place | Complete | Sidewalk poetry, bumpouts |
| Roads Program | Waltham St (Watertown to Crafts) | Complete | Bike lane, crosswalks |
| Traffic Calming | Washington St (Circle to Brighton) | Complete | Chicane, bike lane, crosswalks. |
| Traffic Calming | Fairway/Derby/Waltham | Construction | Bumpouts, RRFB |
| CSWG initiate | Braeland (Langley to Herrick) | Construction | Painted sidewalk, bike lane, bike rack |
| Traffic Calming | Langley @ Langley Path | Construction | Ped island, speed feedback display sign |
| Traffic Calming | Allen (Zervas area) | In Design | Bumpouts |
| Bikes | Beacon St (Wash to Centre) | In Design | Bike lanes |
| Traffic Calming | Beethoven (Zervas area) | In Design | Raised intersection/crossing |
| Roads Program | Crafts @ Walnut | In Design | T intersection, Xwalk @ Crafts. No stormwater due to electrical |
| Bikes | Parker St | In Design | Bike lanes |
| Roads Program | Walnut (Homer to Forest) | In Design | Crosswalks @ bus stops, protected bike lane, narrow driveways |
| Traffic Calming | Austin @ Lowell | Concept | Tbd |
| Drainage | Barnstable @ Hampshire | Concept | T intersection; stormwater tbd |
| Roads Program | Chestnut (Comm to Rt 9) | Concept | DPW to respond to CSWG re Pub mtg comments |
| Traffic Calming | Eliot @ Mechanic | Concept | 2 x ped island, 1x crosswalk, edge lines |
| Drainage | Fox Hill @ Meadowbrook | Concept | tighten radius, add xwalk, bump? |
| Traffic Calming | Franklin @ Waverly | Concept | Tbd |
| CSWG initiate | Franklin School | Concept | tbd |
| Traffic Calming | Hull @ Lowell | Concept | Bumpouts |
| Roads Program | Langley @ Union | Concept | Consider raised xing, bumout |
| Traffic Calming | Chestnut @ Rt 9 | By Other | All 4 way stops. Continental xwalks. |
| Sidewalk | Rt 9 (Williams to Chestnut) | By Other | Advocate for sidewalk upgrade |
| Development | Grove Street | By Other | 2 way and EB PBL, crossing @ bike entrance |

Project Types

| Project Type | Address | Status | Decision |
|-----------------|------------------------------------|--------------|---|
| CSWG initiate | Albemarle @ Nevada | Complete | Crosswalk, curb ramp |
| Other | Cabot St | Complete | RRFB @ School, sharrows |
| Roads Program | Chestnut @ Ellis | Complete | Tighten Chestnut, T ramps, curbless sidewalk @ driveway. |
| CSWG Initiate | Comm @ Washington | Complete | Bike lane, bike box |
| Bikes | Nahanton St | Complete | Bike lane |
| CSWG initiate | Walnut St (Newtonville) | Complete | flexpost bumpouts @ xwalk |
| Roads Program | River | Complete | Crosswalk, edge line striping |
| CSWG initiate | Walnut @ Minot Place | Complete | Sidewalk poetry, bumpouts |
| Roads Program | Waltham St (Watertown to Crafts) | Complete | Bike lane, crosswalks |
| Traffic Calming | Washington St (Circle to Brighton) | Complete | Chicane, bike lane, crosswalks. |
| Traffic Calming | Fairway/Derby/Waltham | Construction | Bumpouts, RRFB |
| CSWG initiate | Braeland (Langley to Herrick) | Construction | Painted sidewalk, bike lane, bike rack |
| Traffic Calming | Langley @ Langley Path | Construction | Ped island, speed feedback display sign |
| Traffic Calming | Allen (Zervas area) | In Design | Bumpouts |
| Bikes | Beacon St (Wash to Centre) | In Design | Bike lanes |
| Traffic Calming | Beethoven (Zervas area) | In Design | Raised intersection/crossing |
| Roads Program | Crafts @ Walnut | In Design | T intersection, Xwalk @ Crafts. No stormwater due to electrical |
| Bikes | Parker St | In Design | Bike lanes |
| Roads Program | Walnut (Homer to Forest) | In Design | Crosswalks @ bus stops, protected bike lane, narrow driveways |
| Traffic Calming | Austin @ Lowell | Concept | Tbd |
| Drainage | Barnstable @ Hampshire | Concept | T intersection; stormwater tbd |
| Roads Program | Chestnut (Comm to Rt 9) | Concept | DPW to respond to CSWG re Pub mtg comments |
| Traffic Calming | Eliot @ Mechanic | Concept | 2 x ped island, 1x crosswalk, edge lines |
| Drainage | Fox Hill @ Meadowbrook | Concept | tighten radius, add xwalk, bump? |
| Traffic Calming | Franklin @ Waverly | Concept | Tbd |
| CSWG initiate | Franklin School | Concept | tbd |
| Traffic Calming | Hull @ Lowell | Concept | Bumpouts |
| Roads Program | Langley @ Union | Concept | Consider raised xing, bumout |
| Traffic Calming | Chestnut @ Rt 9 | By Other | All 4 way stops. Continental xwalks. |
| Sidewalk | Rt 9 (Williams to Chestnut) | By Other | Advocate for sidewalk upgrade |
| Development | Grove Street | By Other | 2 way and EB PBL, crossing @ bike entrance |

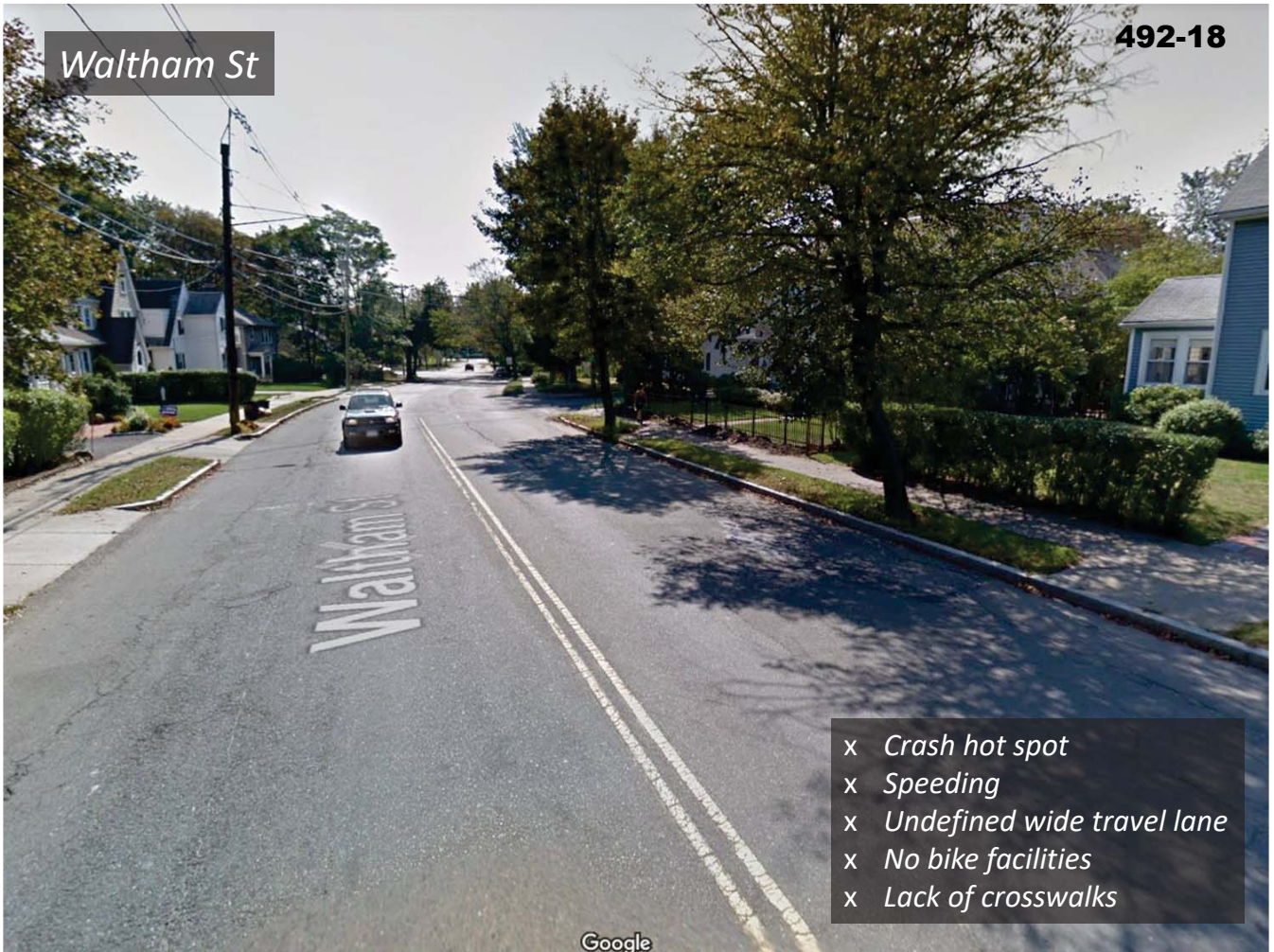
Project Interventions

| Project Type | Address | Status | Decision |
|-----------------|------------------------------------|--------------|---|
| CSWG initiate | Albemarle @ Nevada | Complete | Crosswalk, curb ramp |
| Other | Cabot St | Complete | RRFB, sharrows |
| Roads Program | Chestnut @ Ellis | Complete | Tighten Chestnut, T ramps, curbless sidewalk @ driveway. |
| CSWG initiate | Comm @ Washington | Complete | Bike lane, bike box |
| Bikes | Nahanton St | Complete | Bike lane |
| CSWG initiate | Walnut St (Newtonville) | Complete | flexpost bumpouts @ xwalk |
| Roads Program | River | Complete | Crosswalk, edge line striping |
| CSWG initiate | Walnut @ Minot Place | Complete | Sidewalk poetry, bumpouts |
| Roads Program | Waltham St (Watertown to Crafts) | Complete | Bike lane, crosswalks |
| Traffic Calming | Washington St (Circle to Brighton) | Complete | Chicane, bike lane, crosswalks |
| Traffic Calming | Fairway/Derby/Waltham | Construction | Bumpouts, RRFB, speed feedback display |
| CSWG initiate | Braeland (Langley to Herrick) | Construction | Painted sidewalk, bike lane, bike rack |
| Traffic Calming | Langley @ Langley Path | Construction | Ped island, speed feedback display sign |
| Traffic Calming | Allen (Zervas area) | In Design | Bumpouts |
| Bikes | Beacon St (Wash to Centre) | In Design | Bike lanes |
| Traffic Calming | Beethoven (Zervas area) | In Design | Raised intersection/crossing |
| Roads Program | Crafts @ Walnut | In Design | T intersection, Xwalk @ Crafts, No stormwater due to electrical |
| Bikes | Parker St | In Design | Bike lanes |
| Roads Program | Walnut (Homer to Forest) | In Design | Crosswalks @ bus stops, protected bike lane, narrow driveways |
| Traffic Calming | Austin @ Lowell | Concept | Tbd |
| Drainage | Barnstable @ Hampshire | Concept | T intersection; stormwater tbd |
| Roads Program | Chestnut (Comm to Rt 9) | Concept | DPW to respond to CSWG re Pub mtg comments |
| Traffic Calming | Eliot @ Mechanic | Concept | 2 x ped island, 1x crosswalk, edge lines |
| Drainage | Fox Hill @ Meadowbrook | Concept | tighten radius, add xwalk, bump? |
| Traffic Calming | Franklin @ Waverly | Concept | Tbd |
| CSWG initiate | Franklin School | Concept | tbd |
| Traffic Calming | Hull @ Lowell | Concept | Bumpouts |
| Roads Program | Langley @ Union | Concept | Consider raised xing, bumout |
| Traffic Calming | Chestnut @ Rt 9 | By Other | All 4 way stops. Continental xwalks. |
| Sidewalk | Rt 9 (Williams to Chestnut) | By Other | Advocate for sidewalk upgrade |
| Development | Grove Street | By Other | 2 way and EB PBL, crossing @ bike entrance |

Complete



Waltham St



- x Crash hot spot
- x Speeding
- x Undefined wide travel lane
- x No bike facilities
- x Lack of crosswalks

Google

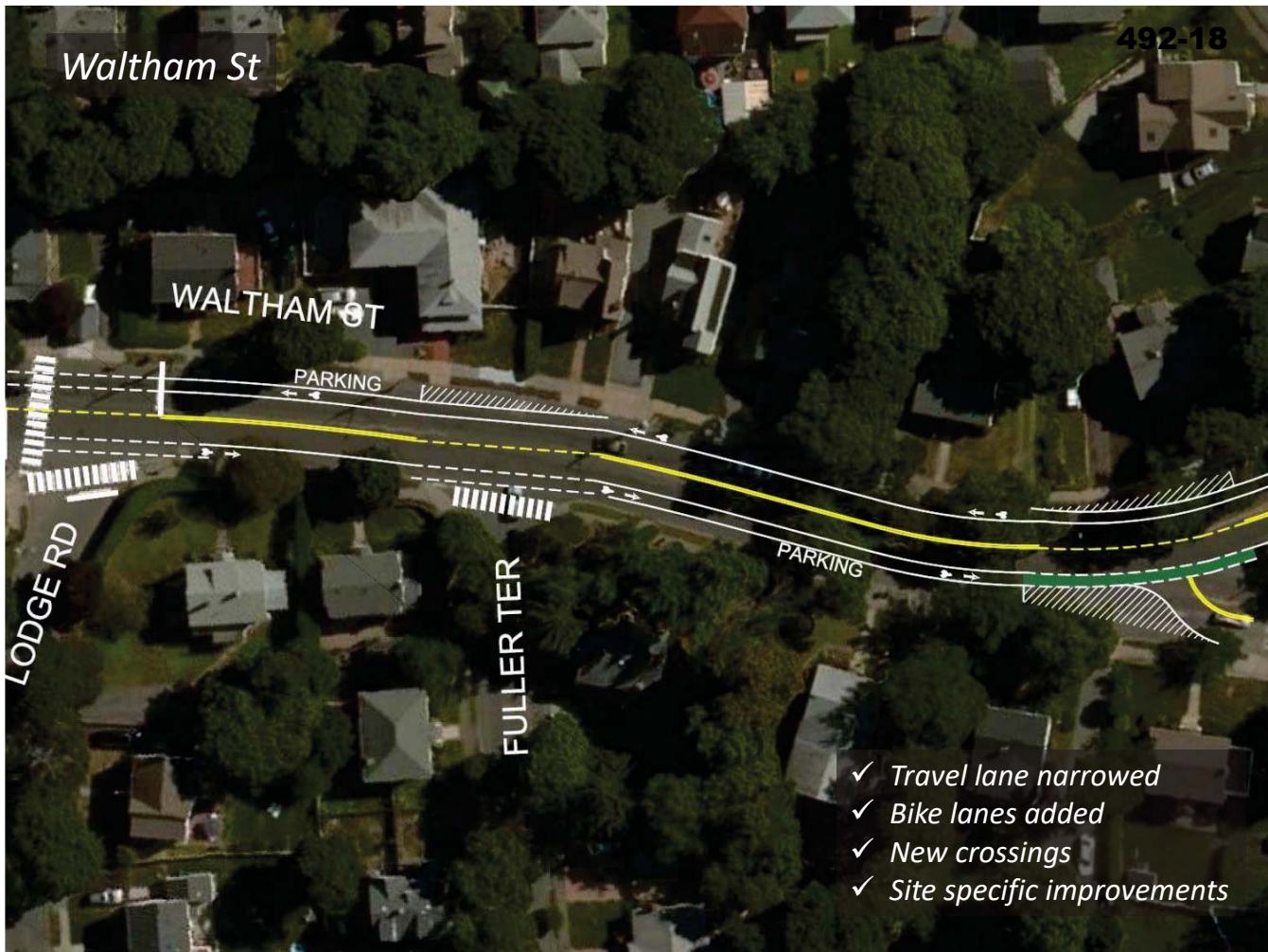
Waltham St



- ✓ Travel lane narrowed
- ✓ Bike lanes added
- ✓ New crossings
- ✓ Site specific improvements

Google

Waltham St



- ✓ Travel lane narrowed
- ✓ Bike lanes added
- ✓ New crossings
- ✓ Site specific improvements

Waltham St



- ✓ Travel lane narrowed
- ✓ Bike lanes added
- ✓ New crossings
- ✓ Site specific improvements

Washington St (Hunnewell Hill)

492-18



- x Speeding
- x Undefined wide travel lane
- x No bike facilities
- x Lack of crosswalks

Google

Washington St (Hunnewell Hill)



- ✓ Travel lane narrowed
- ✓ Bike lanes added
- ✓ New crossings
- ✓ Site specific improvements

Google

Washington St (Hunnewell Hill)

- ✓ Travel lane narrowed
- ✓ Bike lanes added
- ✓ New crossings
- ✓ Site specific improvements



Newton South High School



- x Unsafe bike/ped route
- x Wide turn in/speeds

Newton South High School

492-18



- ✓ *Bike/ped path added*
- ✓ *Intersections tightened*

Newton South High School



- ✓ *Bike/ped path added*
- ✓ *Intersections tightened*

Newton South High School

492-18



Walnut St - Newtonville



- x *Unsafe pedestrian crossing*
- x *Parking up to crosswalk*
- x *Pedestrian visibility*
- x *No bike parking*

Walnut St - Newtonville



- ✓ Daylighting
- ✓ Ped refuge island
- ✓ Bike rack

Walnut @ Minot Place



- x Unsafe crossing for students
- x Poor crosswalk visibility

Walnut @ Minot Place

492-18

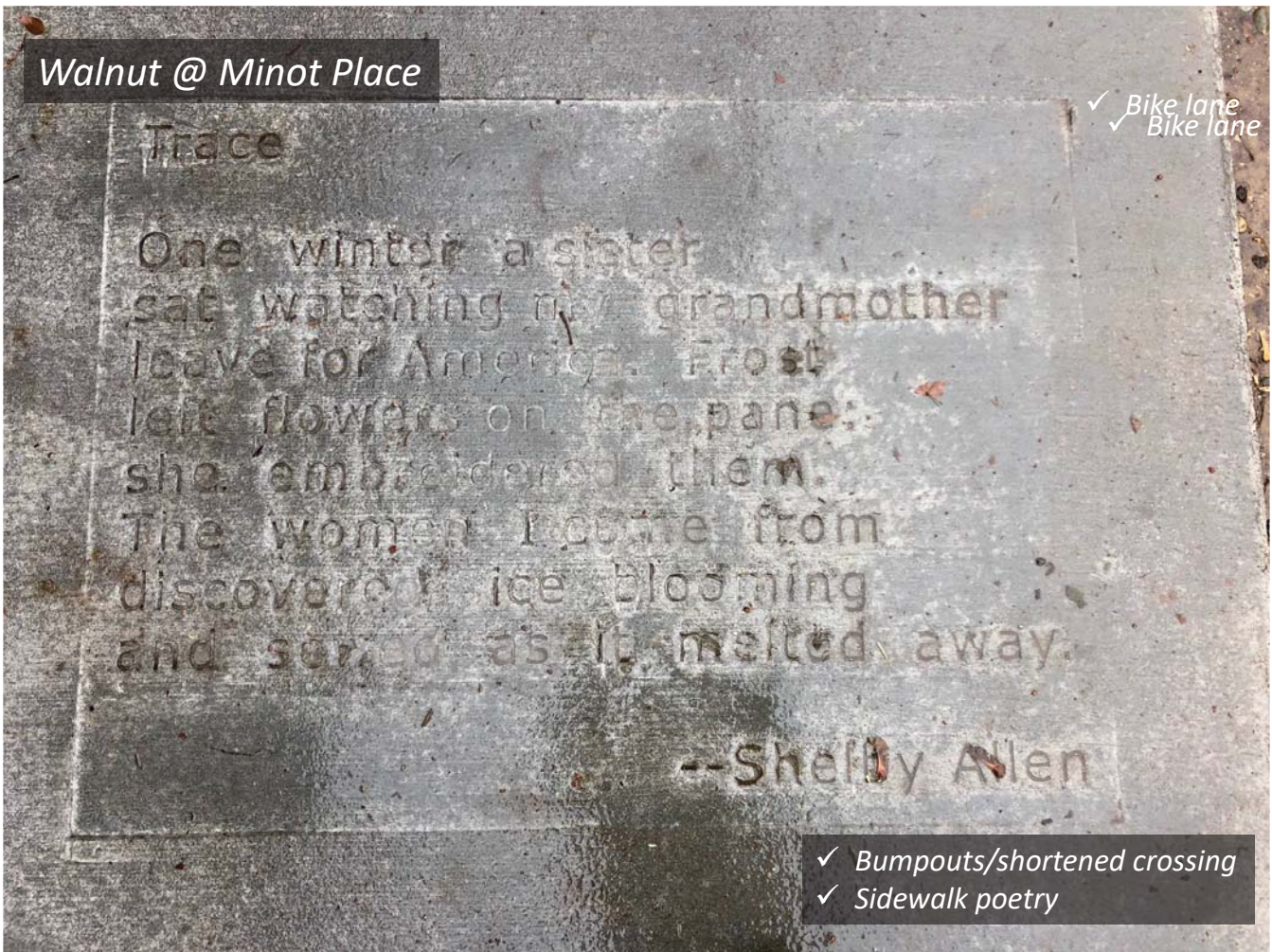
✓ Bike lane
✓ Bike lane



- ✓ Bumpouts/shortened crossing
- ✓ Sidewalk poetry

Walnut @ Minot Place

✓ Bike lane
✓ Bike lane



Trace

One winter a sister
sat watching my grandmother
leave for America. Frost
left flowers on the pane:
she embroidered them.
The women I come from
discovered ice blooming
and seized as it melted away.

--Shelby Allen

- ✓ Bumpouts/shortened crossing
- ✓ Sidewalk poetry

Walnut Street

492-18

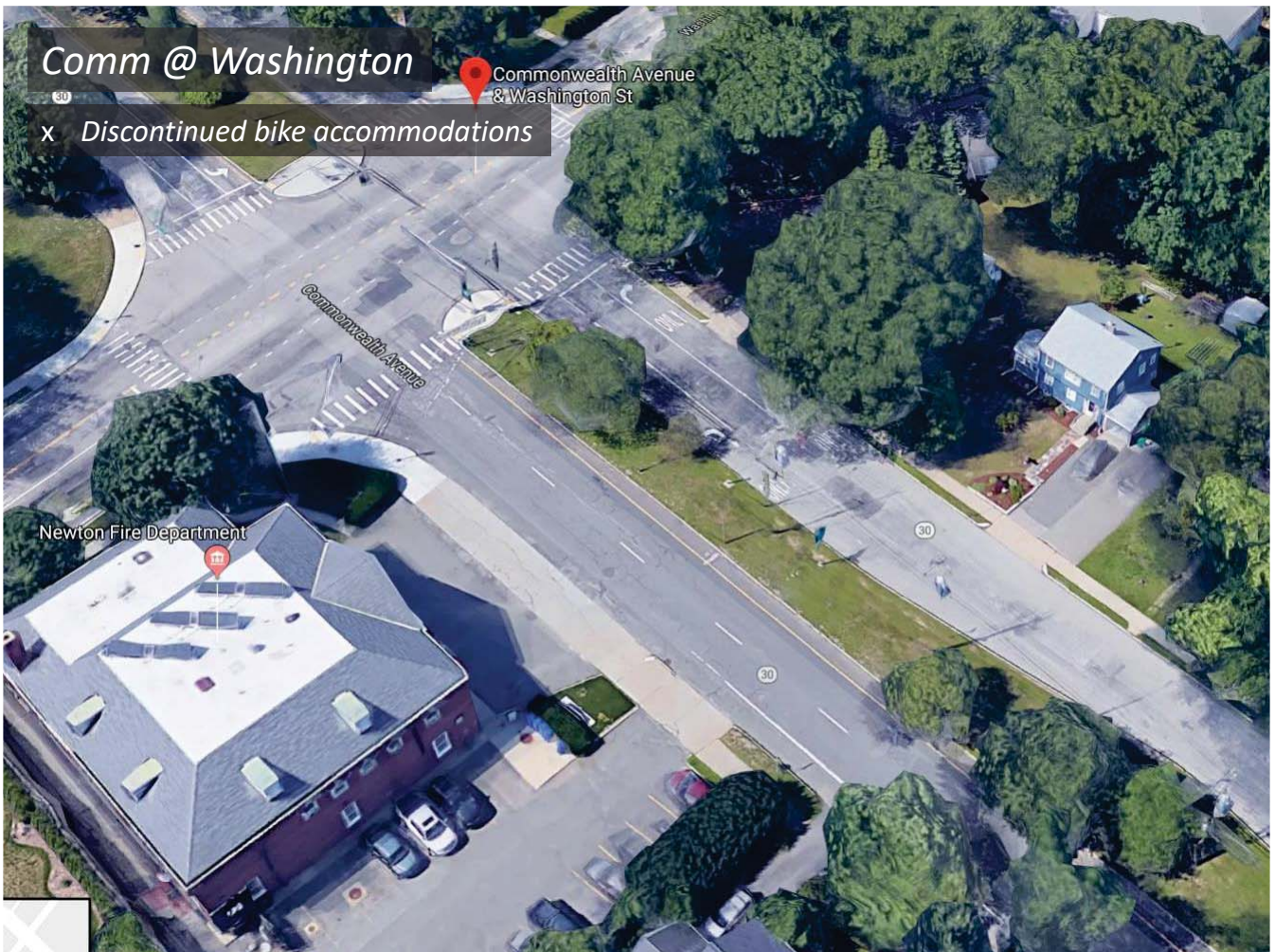


✓ Bike Lane

Comm @ Washington

Commonwealth Avenue & Washington St

x Discontinued bike accommodations



Comm @ Washington

492-18

✓ Bike lane



Comm @ Washington

✓ Bike lane



Comm @ Washington

492-18

✓ Bike lane

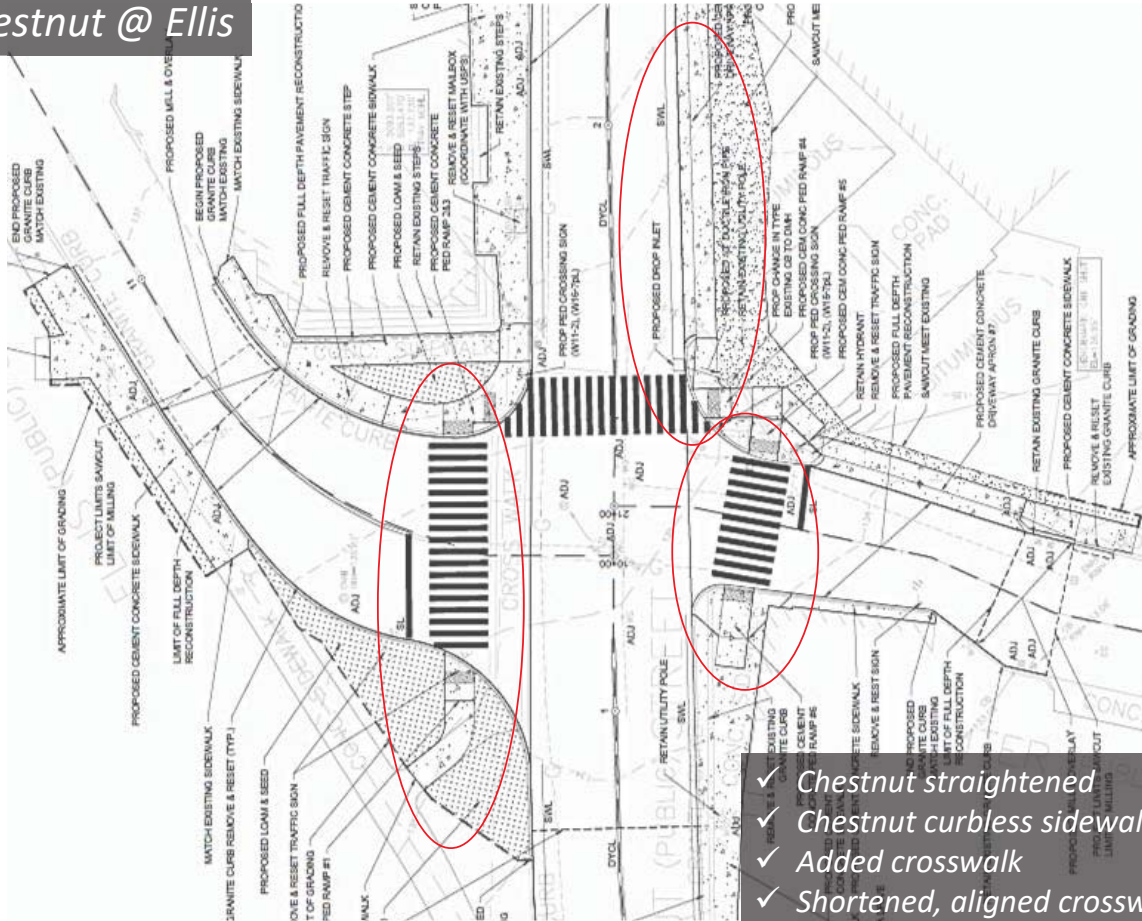


Chestnut @ Ellis



- x Chestnut St widens, no sidewalk
- x Ellis xings: long w side, missing e side
- x Curb ramps not aligned

Chestnut @ Ellis



- ✓ Chestnut straightened
- ✓ Chestnut curbless sidewalk
- ✓ Added crosswalk
- ✓ Shortened, aligned crosswalks

Chestnut @ Ellis



- ✓ Chestnut straightened
- ✓ Chestnut curbless sidewalk
- ✓ Added crosswalk
- ✓ Shortened, aligned crosswalks

✓ *Bike lane*



In Construction





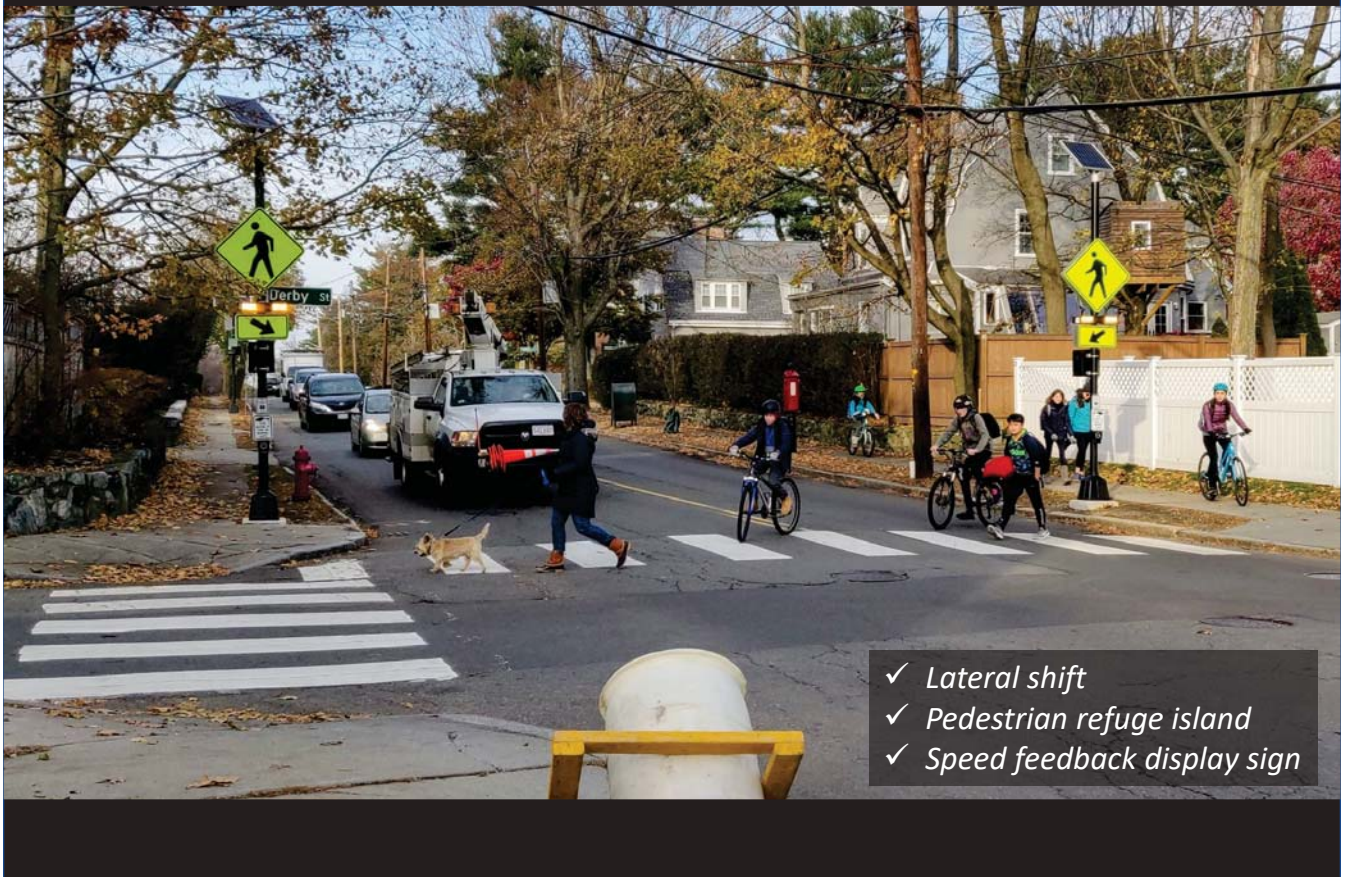
- x *Speeding*
- x *Challenging crossing*
- x *"Near misses"*



- ✓ *Lateral shift*
- ✓ *Pedestrian refuge island*
- ✓ *Speed feedback display sign*



- ✓ Lateral shift
- ✓ Pedestrian refuge island
- ✓ Speed feedback display sign



- ✓ Lateral shift
- ✓ Pedestrian refuge island
- ✓ Speed feedback display sign

Braeland Ave

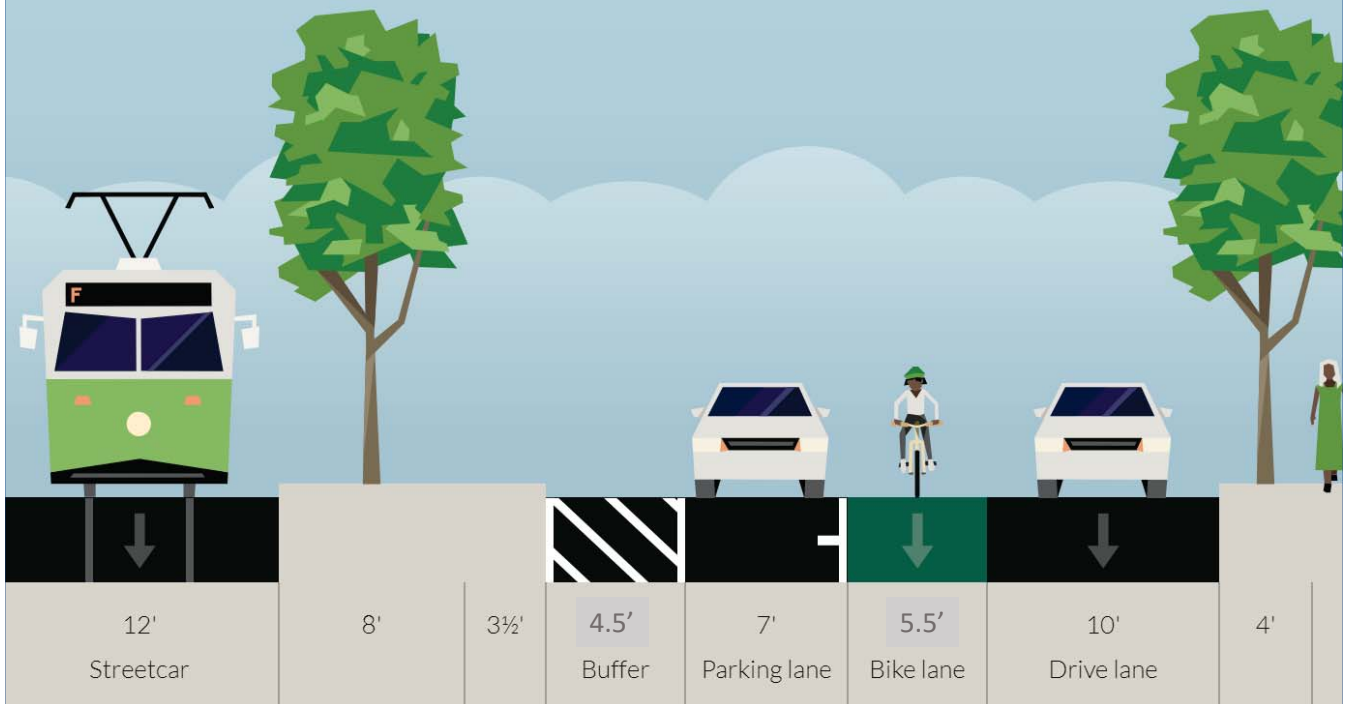
492-18

- x Unusable sidewalk
- x Wide street
- x Speeding
- x No bike facilities
- x Crossing visibility



Braeland Ave

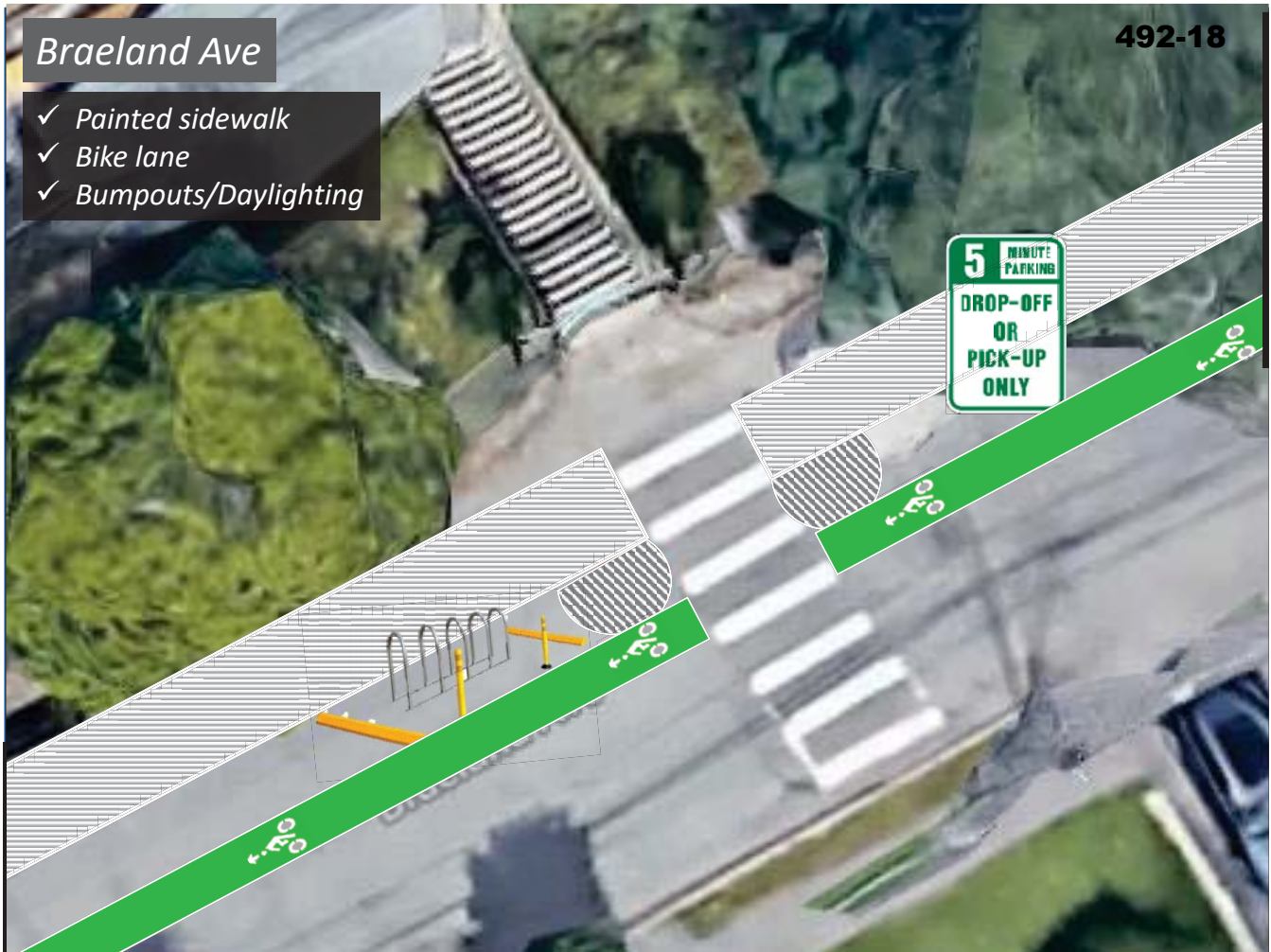
- ✓ Painted sidewalk
- ✓ Bike lane
- ✓ Bumpouts/Daylighting



Braeland Ave

492-18

- ✓ Painted sidewalk
- ✓ Bike lane
- ✓ Bumpouts/Daylighting



In Design



Walnut @ Crafts

- x Confusing
- x No ped facilities
- x Speeding

Walnut St & Crafts St



Walnut @ Crafts

- ✓ Straightens intersection
- ✓ Adds crosswalks
- ✓ Aligns curb ramps
- ✓ Continuous sidewalk



FY2020

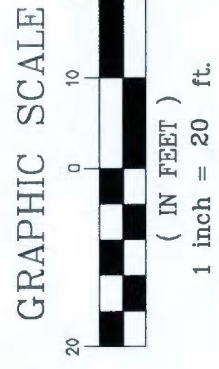
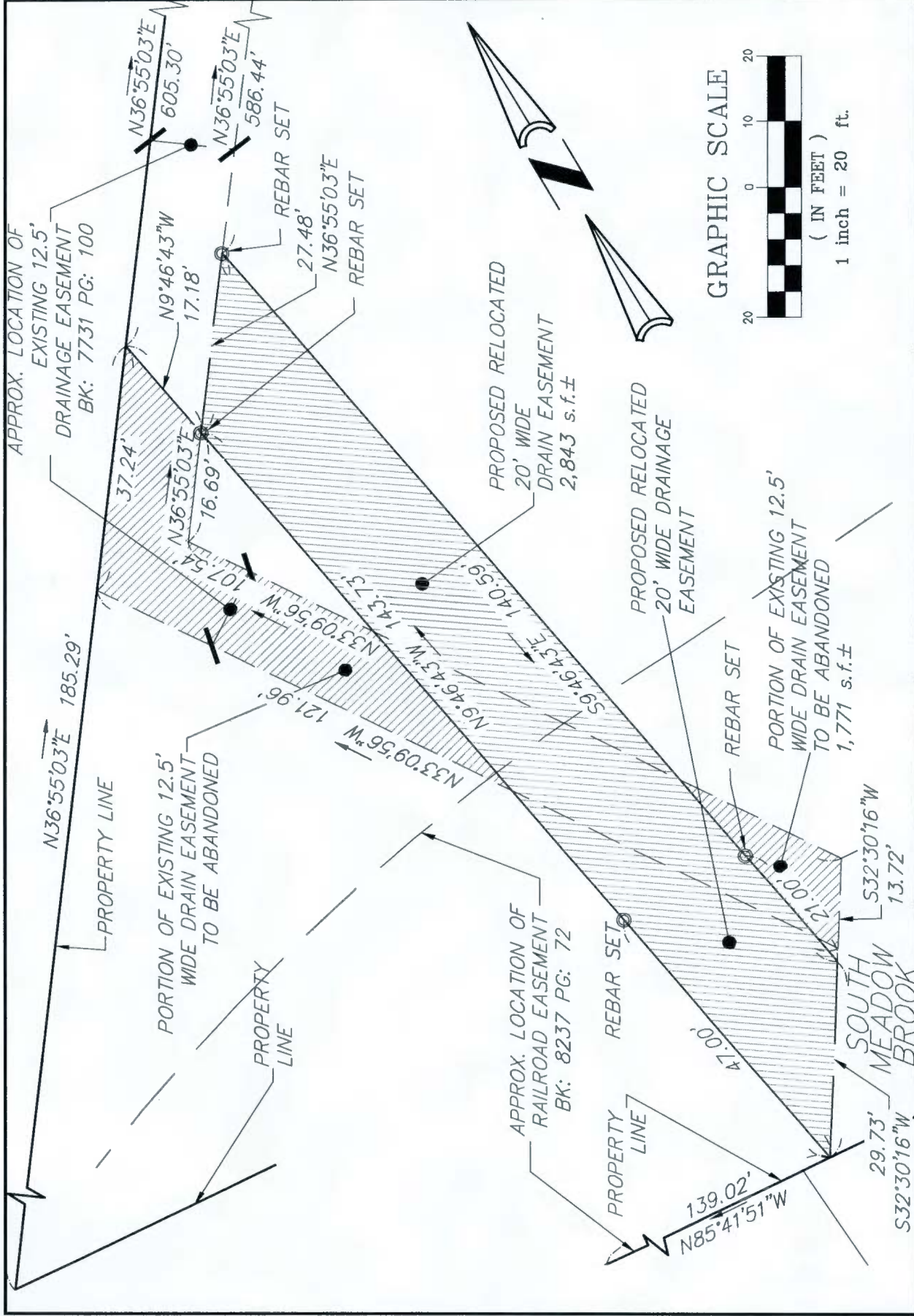
- 31 Reviewed projects
- 10 Installed
- 3 Construction
- 6 In Design
- 12 Concept/Other

Complete Streets
Working Group

Thank you

Complete Streets Working Group
Nicole Freedman
Nfreedman@newtonma.gov





| | | | |
|--|---|--|--|
| <p>KELLY ENGINEERING GROUP, INC. CIVIL ENGINEERING CONSULTANTS 0 CAMPANELLI DRIVE · BRAINTREE, MA 02184 PHONE: 781 843 4333 FAX: 781 843 0028 2017-024-W-DRAIN EASEMENT</p> | <p>DRAIN EASEMENT RELOCATION EXHIBIT</p> | <p>SCALE: 1" = 20' DATE: 09/19/19</p> | <p>NEWTON NEXUS NEWTON, MA</p> |
|--|---|--|--|

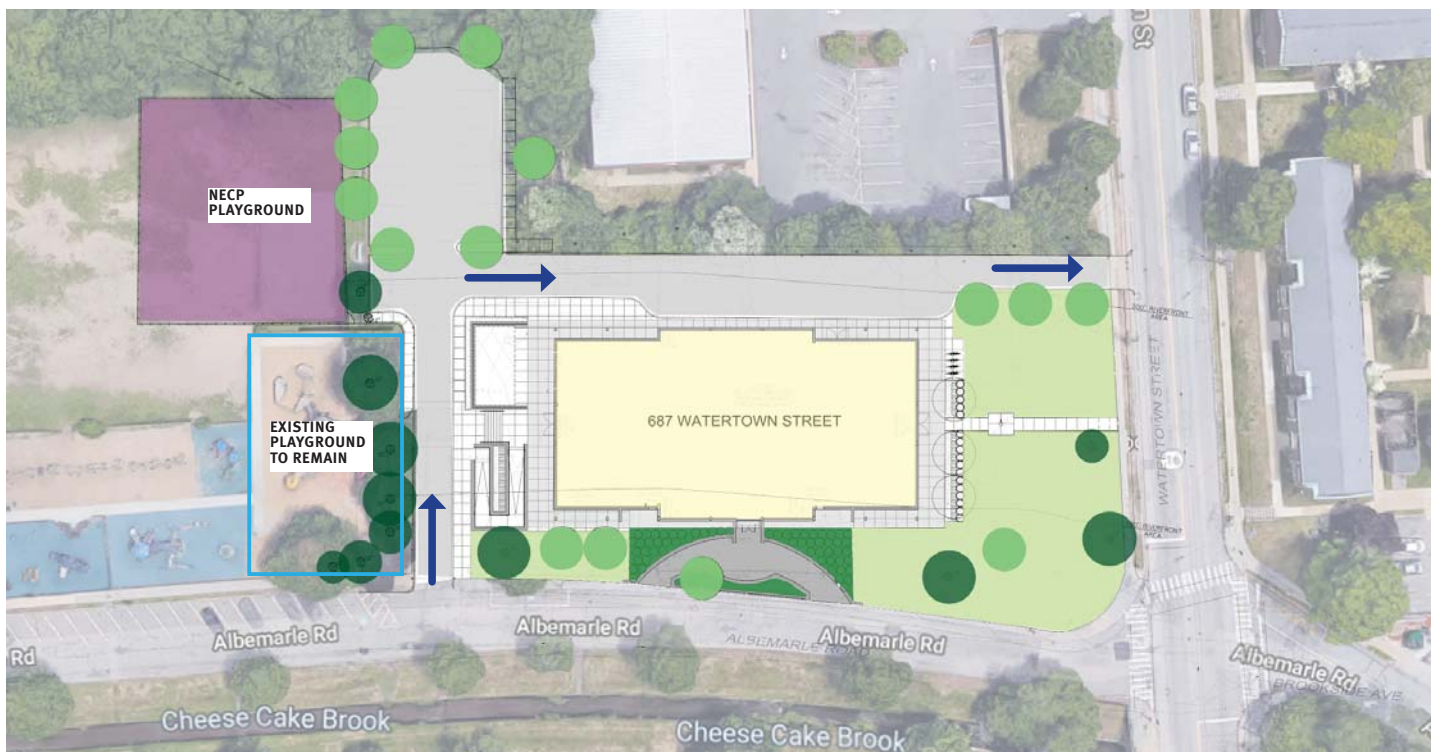
NEWTON EARLY CHILDHOOD PROGRAM

SCHOOL BUILDING COMMITTEE PROJECT UPDATE

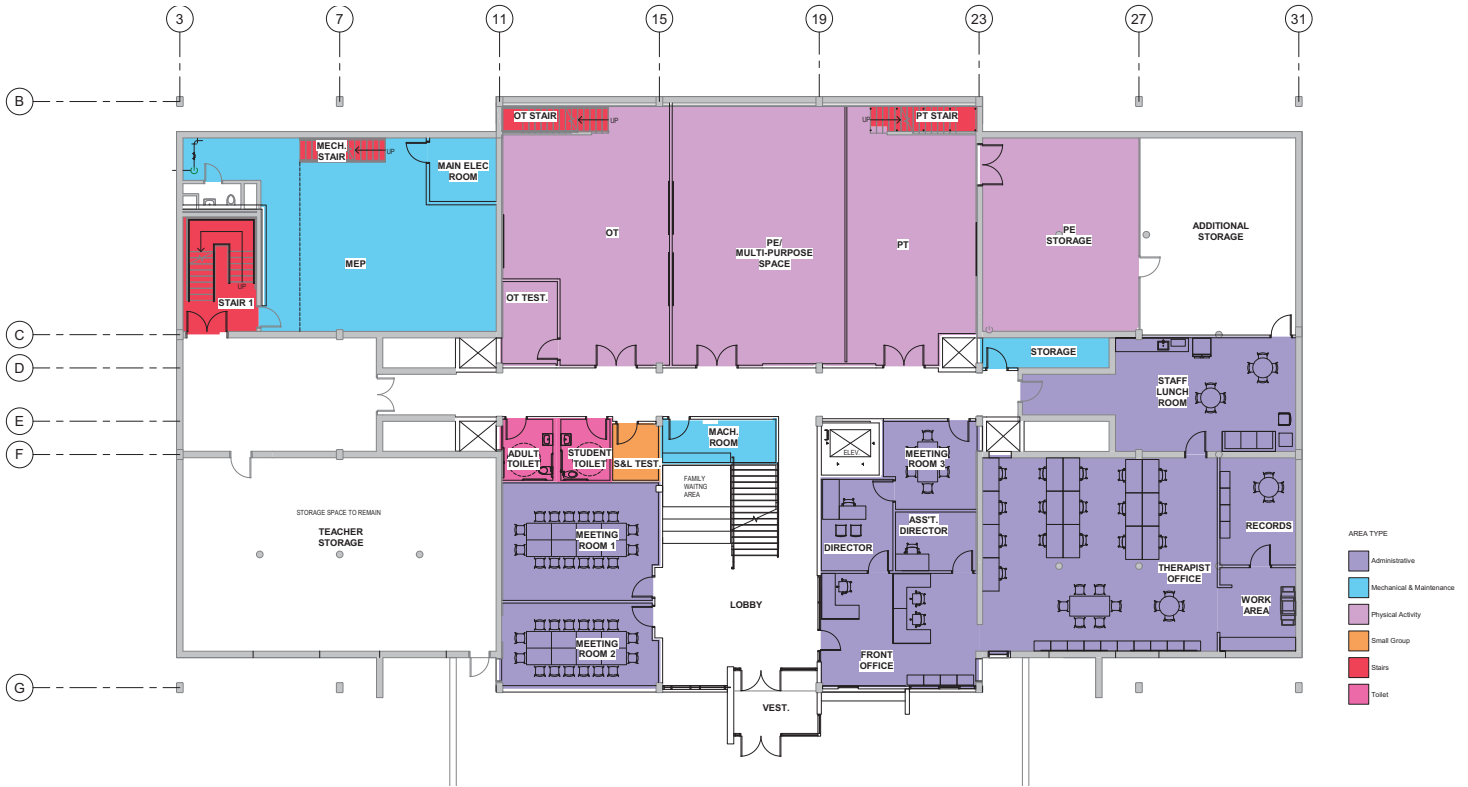
NEWTON, MA
24 OCTOBER 2019

SITE PLAN
FLOOR PLAN UPDATES
LOBBY
EXTERIOR ELEVATION

SITE PLAN CURRENT LAYOUT



**LOWER LEVEL
PROPOSED LAYOUT**



**LOWER LEVEL
ADMIN SUITE**



LOWER LEVEL
SIGHT LINES



LOWER LEVEL
CIRCULATION



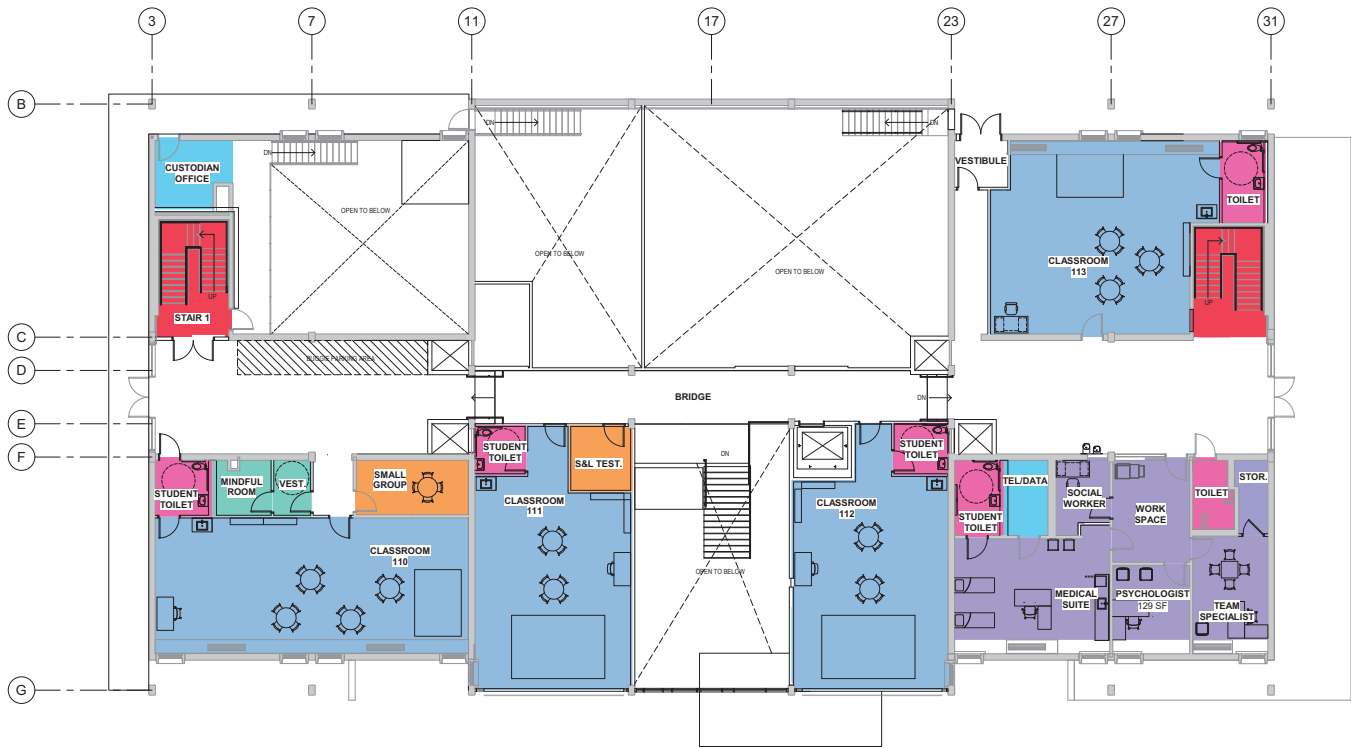
MIDDLE LEVEL
CIRCULATION



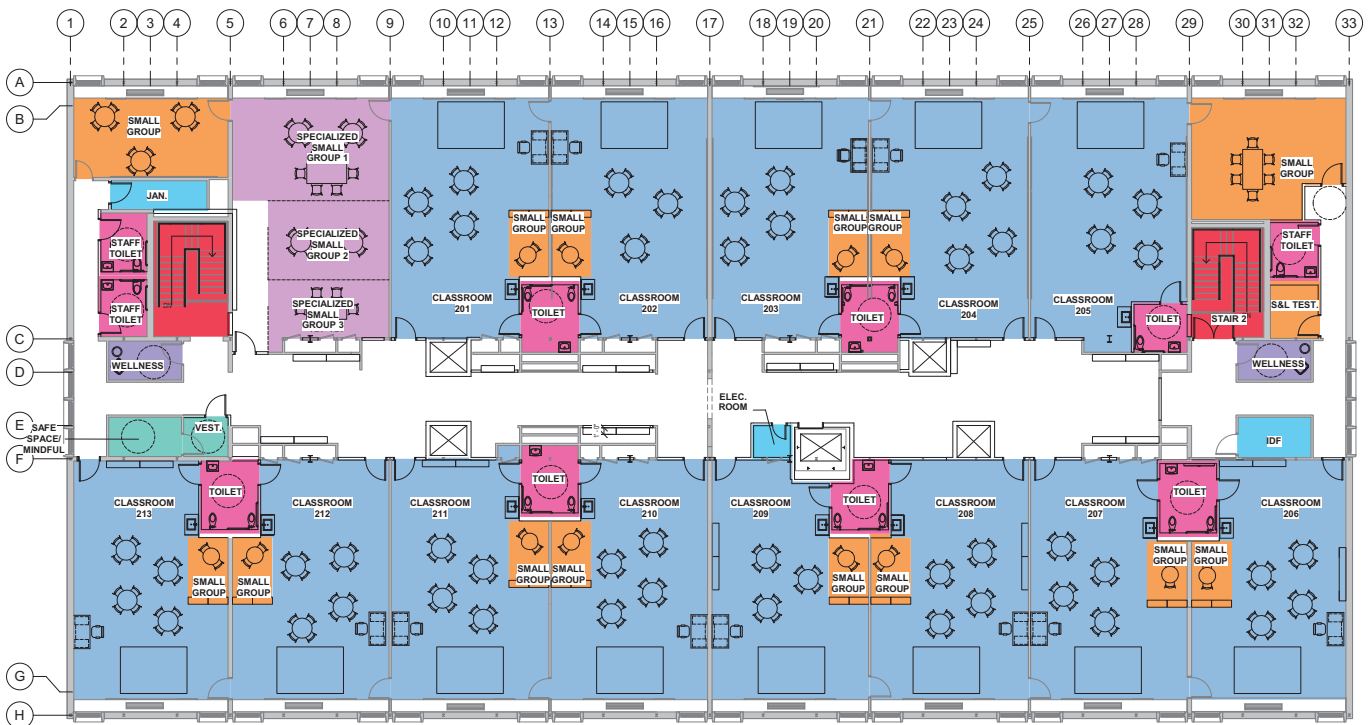
LOWER LEVEL
ENTRY LOBBY



MIDDLE LEVEL



UPPER LEVEL



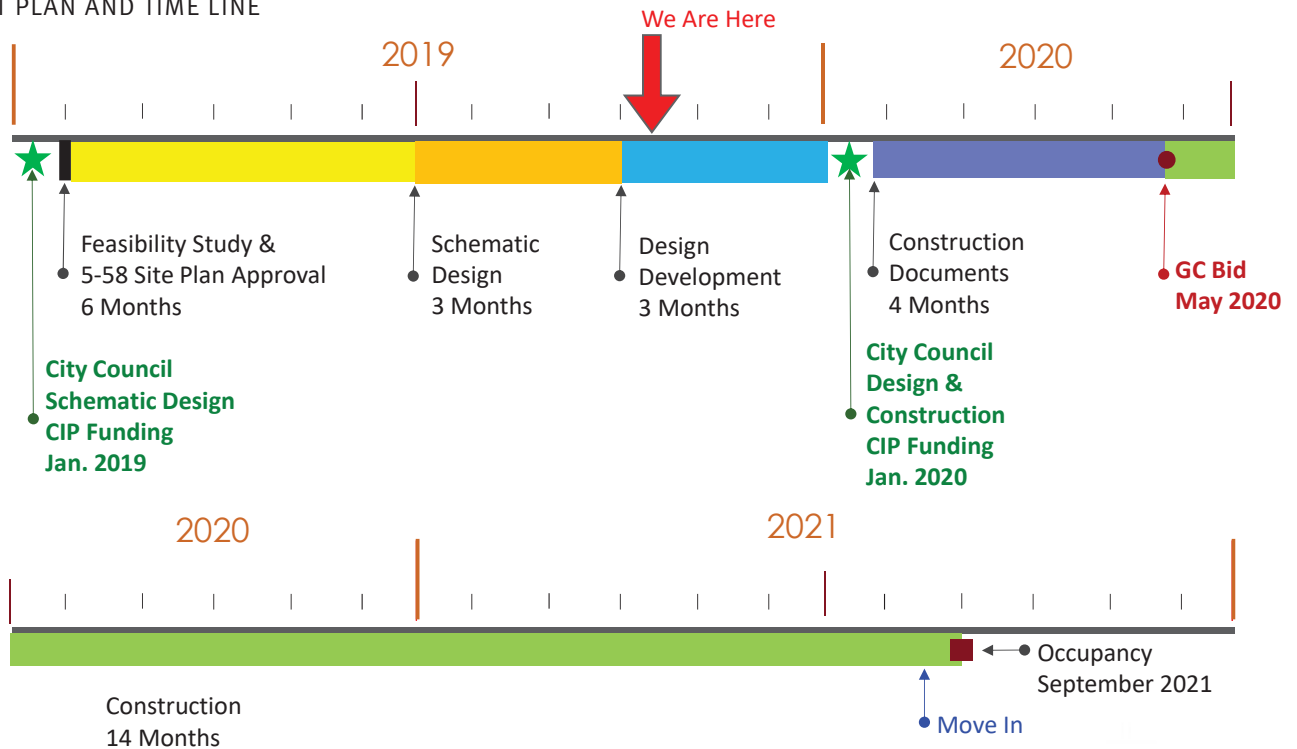
EXTERIOR ELEVATION
ALBEMARLE ENTRY



EXTERIOR ELEVATION
ALBEMARLE ENTRY



NECP
PROJECT PLAN AND TIME LINE



LE-NECP SBC Meeting - October 24, 2019



NECP
PROJECT BUDGET AND COST SUMMARY



| Description | NECP TPC Budget | NECP TPC Budget & LE thru Site Plan Approval |
|---|-----------------|--|
| Construction-NECP | \$10,465,631 | \$10,465,631 |
| Construction - LE | \$0 | \$0 |
| Construction Contingency - NECP | \$536,788 | \$536,788 |
| Owner Contingency | \$0 | \$29,792 |
| 30 Architectural & Engineering | | |
| Designer - Ed. Program Services | \$32,100 | \$64,200 |
| Designer - Ex. Conditions | \$48,000 | \$96,000 |
| A&E Feasibility Study | \$126,000 | \$264,900 |
| Schematic Design | \$243,160 | \$535,900 |
| Design Development | \$261,641 | \$261,641 |
| Construction Doc | \$341,297 | \$341,297 |
| Bid/Construction Administration/Closeout | \$236,641 | \$236,641 |
| Other Services -Con Comm Approval | \$20,000 | \$20,000 |
| A&E Sub Consultants | \$30,000 | \$30,000 |
| Geotechnical Engineering - Design Phase | \$22,227 | \$22,227 |
| Geotechnical Engineering - Construction | \$13,278 | \$13,278 |
| Site Survey | \$23,342 | \$37,950 |
| Hazardous Materials & LSP | \$28,369 | \$116,051 |
| Traffic Studies | \$26,345 | \$67,690 |
| 5-58 Site Plan Approval | \$56,400 | \$121,320 |
| Printing (Over the Minimum) | \$12,091 | \$12,091 |
| Testing & Inspections | \$5,000 | \$5,000 |
| Reimbursable Expenses | \$0 | \$0 |
| Subtotal | \$1,525,891 | \$2,246,186 |

NECP
PROJECT BUDGET AND COST SUMMARY

| Description | NECP TPC Budget | NECP TPC Budget & LE thru Site Plan Approval |
|---|---------------------|--|
| 40 Administrative Costs | | |
| OPM -Ed. Program Services | \$12,942 | \$43,140 |
| OPM Study/Schematic Design | \$46,749 | \$155,830 |
| OPM Design/Construction Adm/Closeout | \$300,000 | \$300,000 |
| OPM: Cost Estimate NECP | \$15,000 | \$15,000 |
| OPM: Cost Estimate LE | \$0 | \$15,000 |
| City/OPM Reimbursables | \$2,000 | \$2,000 |
| Commissioning | \$10,000 | \$10,000 |
| Move/Other Admin Costs | \$35,000 | \$35,000 |
| Utility Fees | \$25,000 | \$25,000 |
| Construction Testing & Inspections | \$25,000 | \$25,000 |
| Subtotal | \$471,691 | \$625,970 |
| 50 Furniture, Fixtures and Equipment | | |
| Furniture, Fixtures and Equipment | \$0 * | \$0 * |
| Technology | \$0 * | \$0 * |
| Subtotal | | |
| *Re-Use of Existing Furnishing & Tech - NPS to FUND Added Needs | \$0 | \$0 |
| Project Total | \$13,000,000 | \$13,904,366 |
| Project Funding | | |
| CIP Funding to Date | \$665,634 | \$1,570,000 |
| Supplemental CIP Funding Required | \$12,332,366 | \$12,332,366 |

Dear Horace Mann Community,

We appreciate your participation in the community meeting on Monday evening, as well as the thoughtful and specific communication we have received. It is important for us to understand your concerns and to answer your questions.

We have begun to address some of the pressing concerns raised by Mark, Horace Mann teachers, staff, and families. They are as follows:

- **Acoustics** - Work has already commenced to install acoustical panels in classrooms, specials spaces, and support areas. A contractor has been identified and an installation schedule is forthcoming. In addition, an acoustical analysis will be performed on November 9. Any additional work recommended will then be conducted.
- **Bathroom facilities** - On Wednesday, October 30, a plumbing engineer visited the school to discuss options for bathroom access closer to the first grade classrooms. Mark is working closely with the building department to design a plan that provides easier access to bathrooms at that end of the building.
- **Sinks** - The plumbing engineer will also provide analysis for options related to sinks on the second floor. Working closely with Mark and the teachers, the engineer will provide a recommendation for access to sinks now and moving forward. If permanent ones cannot be installed quickly, temporary ones will be provided soon.
- **Windows** - The restoration and painting of two windows near the main entrance will be addressed within the next few weeks.
- **Paint** - The building department has already conducted a walk-through with Mark to identify the additional spaces to be painted. Peeling paint on ceilings will be repaired. Lead paint was either removed or encapsulated according to building codes during the renovation of the building in 2014.
- **Fencing** - The Parks and Recreation Department has already hired a fencing company and is working to accelerate the delivery of the new fencing, which will result in additional openings to the playground area. When we know the installation date, we will share that information with you.
- **Pedestrian Access from Linwood** - NPS is working closely with the DPW to determine the best way to improve safety for pedestrians accessing the school from Linwood Ave.

In addition to the immediate work currently in progress, we have been meeting to discuss the items that require additional input from HM teachers, staff, and parents. They include:

- **Playground** - Parks and Recreation will work with NPS and the Public Buildings Department to improve the playground at 225 Nevada St. Parent input is critical and we will work with Mark to form an advisory group so that information from parents, teachers, and staff is included.
- **Programmatic and Spatial Study/Evaluation** - NPS will work with Mark, teachers, staff, and parents to determine the scope of the study and the timeline. A working group will be formed and will convene as soon as possible. We know the size of classrooms is of significant concern.
- **School/cohort size** - NPS will explore options related to cohort and school size with the goal of achieving favorable class size at Horace Mann.

We know this has been a difficult time for the Horace Mann community. Through ongoing dialogue and conversation, we look forward to partnering with you to address the concerns that have been raised. We will work closely with Mark to provide regular updates and to engage in effective two-way communication as we proceed.

Sincerely,

Mayor Ruthanne Fuller

Superintendent David Fleishman

Newton School Committee

Horace Mann Modular Project

1

Modular Siting Options



2

Option Analysis

1. This option splits the two modular classrooms on the south side of the building, on either side of the cafeteria exit, as close to the building as possible, has no impact to parking, and has little impact to site circulation and operations. It has a favorable solar orientation for natural light purposes. This is the preferred option.
2. This option places the moduls on the north side of the building in the staff parking lot. This option is not preferred due to negative impacts to the abutters, staff parking, site circulation, and isolation from the school.
3. This option places the moduls on the southeast side of the building in the staff parking lot. This option is not preferred due to negative impacts to the abutters, staff parking, and site circulation.
4. This option places the moduls on the south side of the building in the staff parking lot. This option is not preferred due to negative impacts to the abutters, staff parking, site circulation, and isolation from the school.
5. This option places the moduls on the east side of the building in the staff parking lot. This option is not preferred due to the high probability of the use of this space as the location for a future permanent addition.

3

Modular Rendering of Preferred Site Option for Mods from 687 Watertown Street Total Additional Square Footage: 1,900sf



4

Proposed Classroom Interior



5

Proposed Classroom Interior



6

Two 60' x 24' Leased Mods Against the Playground
Total Additional Square Footage: 2,880



7

One 60' x 24' Mod Against the Café
Total Additional Square Footage: 1,440sf



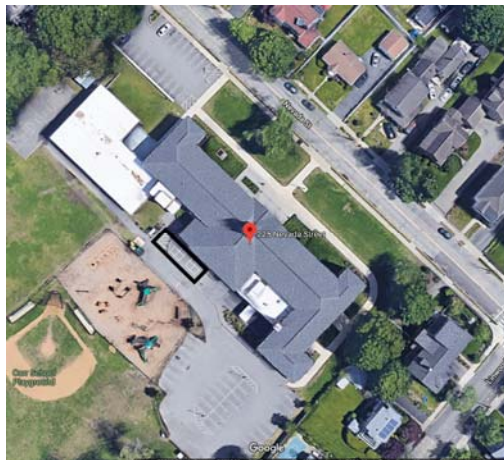
8

Two 60'x24' Mods Between Café and Playground



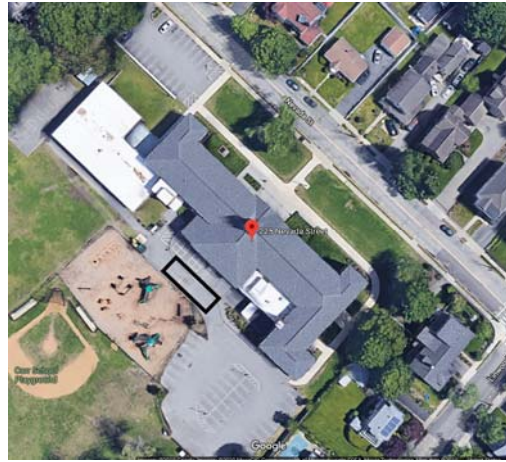
9

One 60' x 24' Mod Against the Cafe



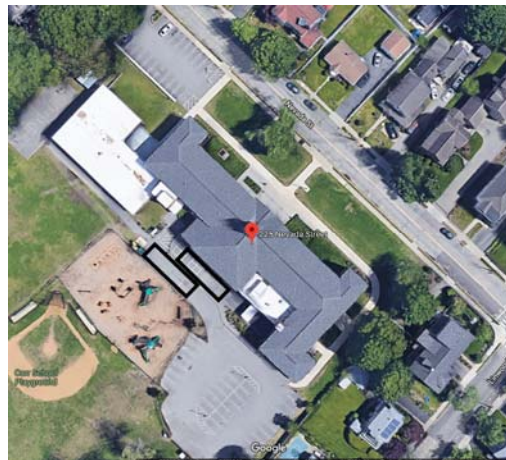
10

One 60' x 24' Mod Against the Playground



11

Two 60'x 24' Mods Staggered



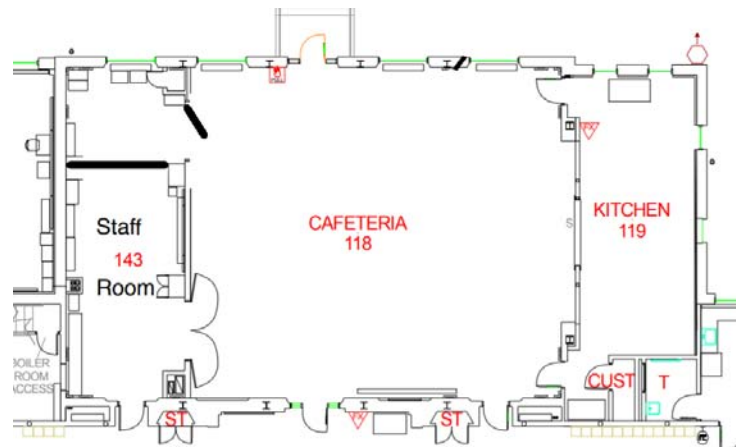
12

Two 60' x 24' Mods Linear Against the Playground.
 Mods could be separated to provide playground
 access.



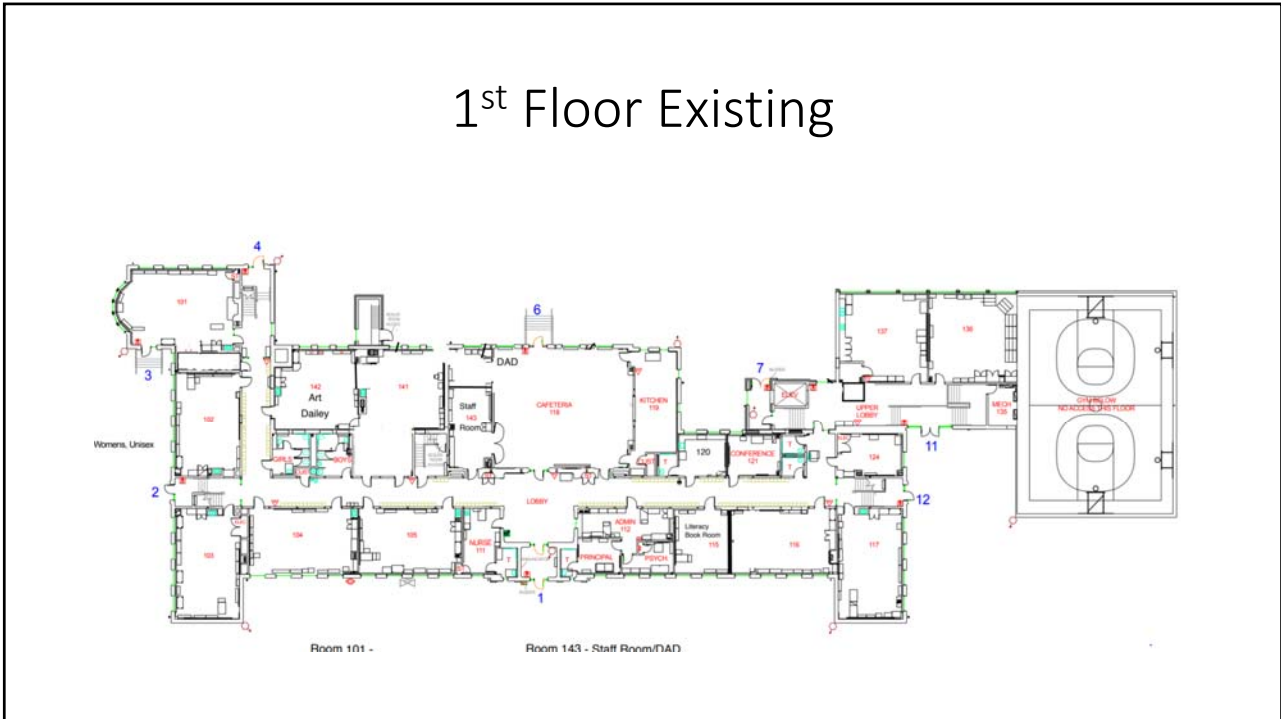
13

Cafeteria Option Before



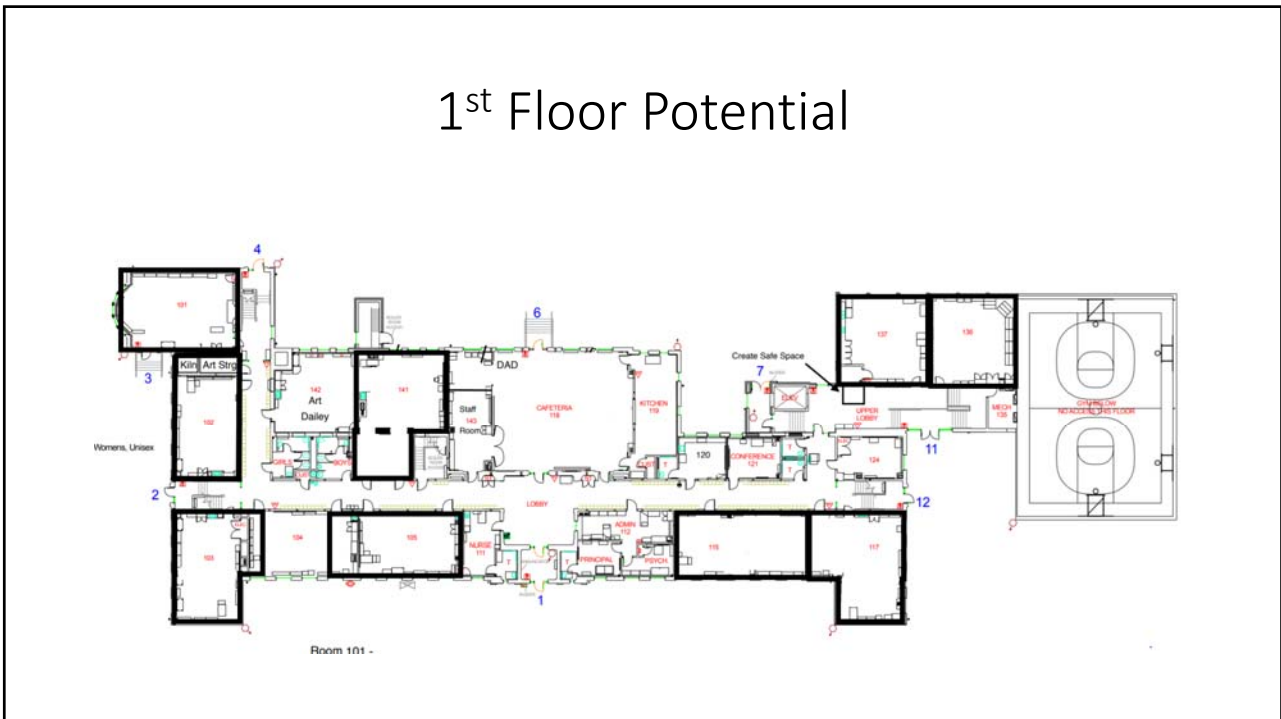
14

1st Floor Existing



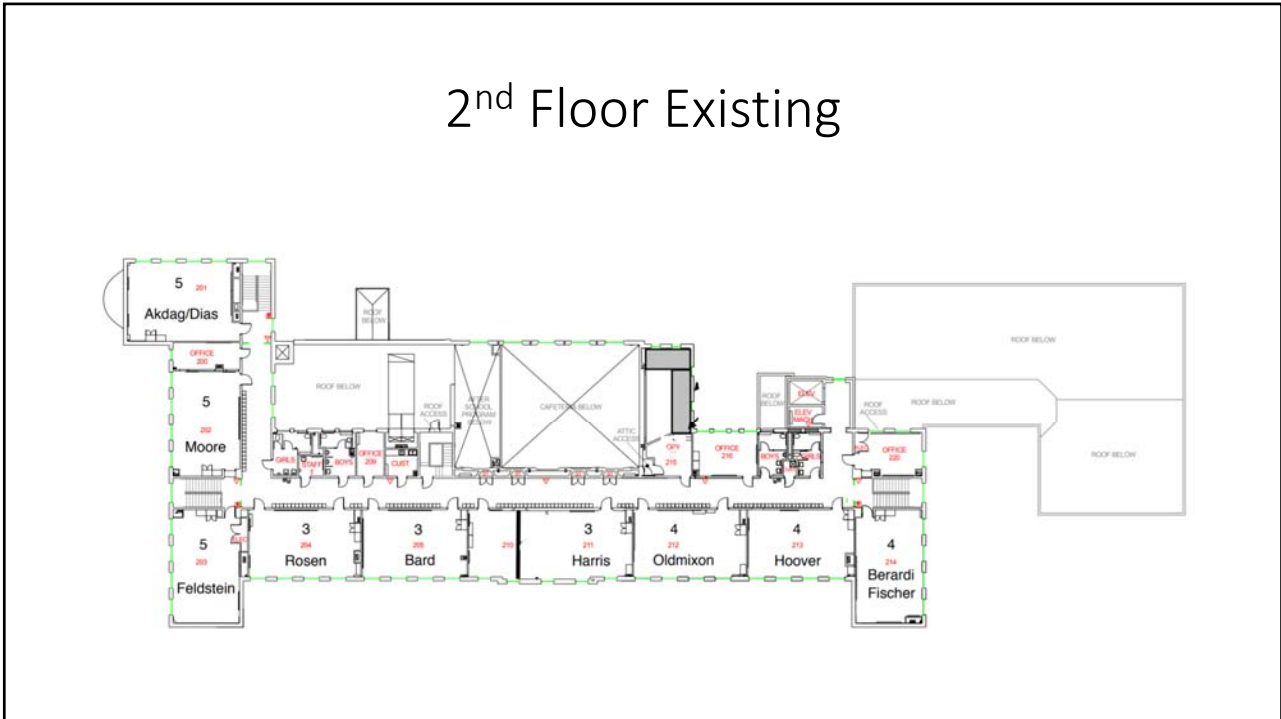
15

1st Floor Potential



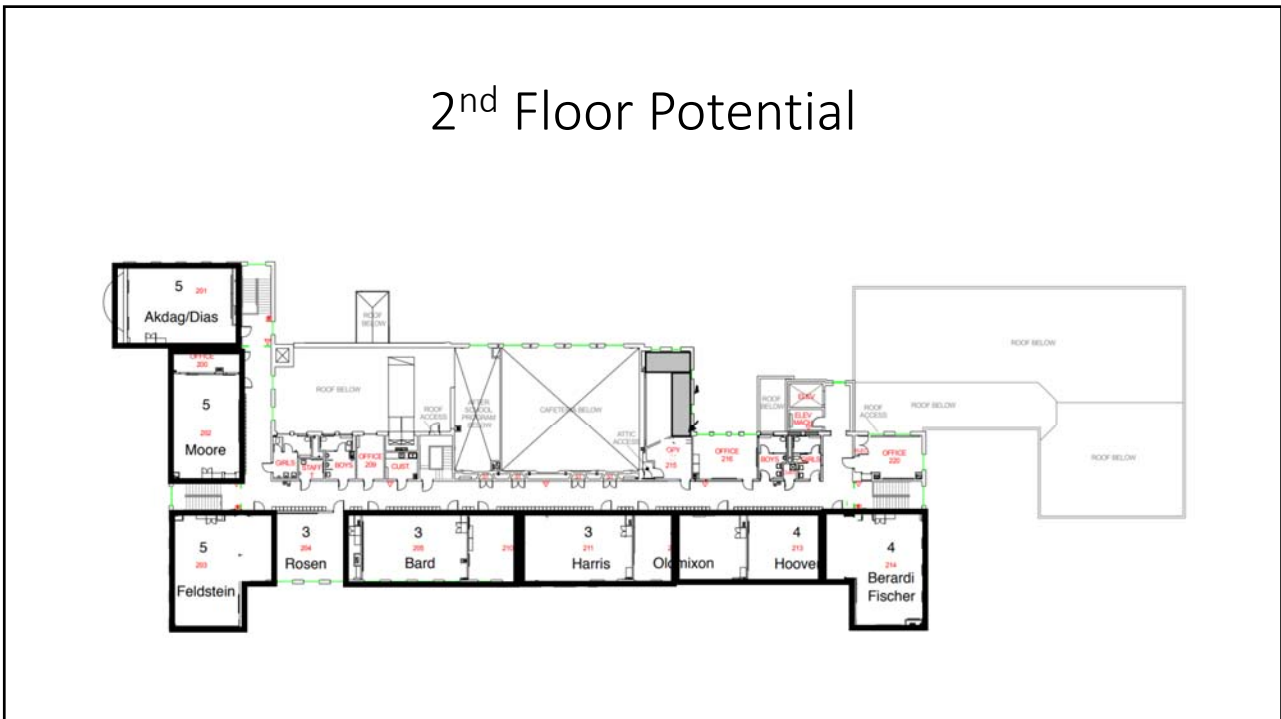
16

2nd Floor Existing



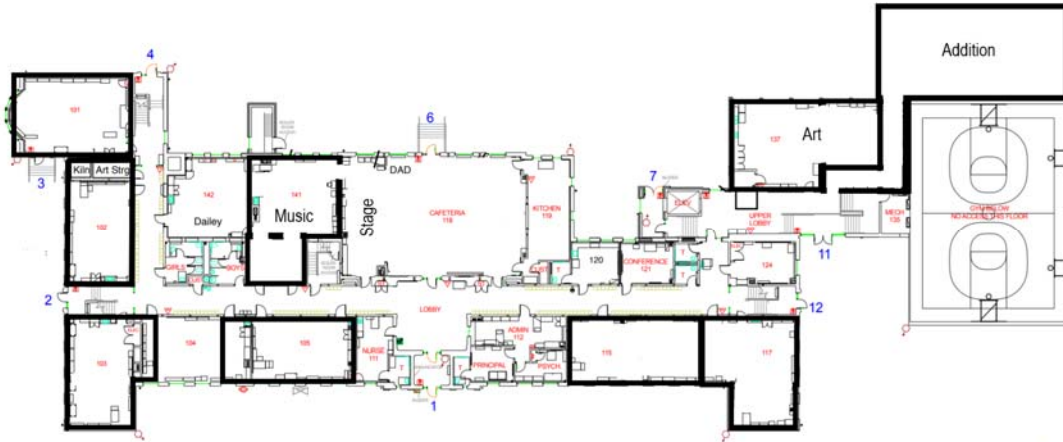
17

2nd Floor Potential



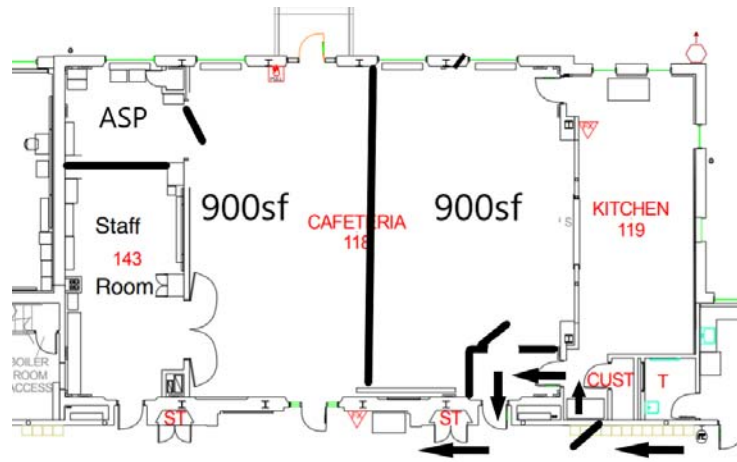
18

Potential Floor Plan After Addition



19

Cafeteria Option After Rejected



20

Horace Mann Before Addition



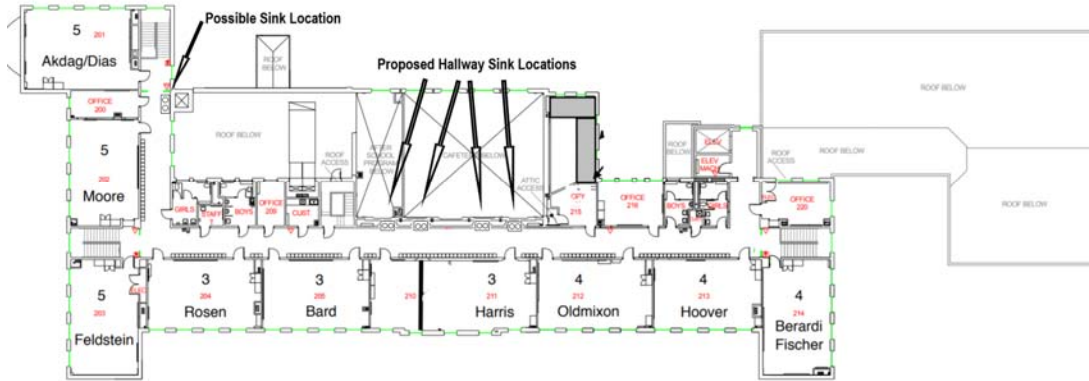
21

Horace Mann After Addition



22

Proposed Sinks on 2nd Floor



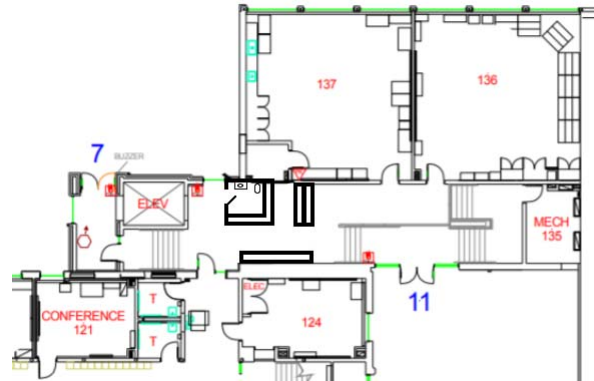
23

Proposed Sinks Possibilities



24

New Unisex Restroom Outside of Rooms 136 and 137. No net loss of lockers.



25

Schedule

Please note this is extremely aggressive. Should we not be able to meet this schedule, we would shift the student move-in to February vacation.

- October 29th – Started selective demolition to prepare modular classrooms for transport to Horace Mann.
- October 30th – Met with two different contractors to obtain proposals to move both modular classrooms to Horace Mann.
- 11/1-11/18 – Complete selective demo of fire protection, electrical, HVAC, and finishes, roofing, and foundation systems to prepare for move.
- 11/18-12/26 – Complete the move of the modular classrooms, reconnect all building systems, install new siding, paint, technology, etc.
- 12/26-1/1 – Furnish the classrooms and complete moves.

26

Newton Carriageway Biking and Walking Path

Presented by

Herb Nolan - *Solomon Foundation*

**Amy Ingles - *HSH, Active Transportation
Leader***

October 17, 2019



HOWARD STEIN HUDSON

Engineers + Planners

Riverside Greenway Working Group

Engineers + Planners



Project Origin

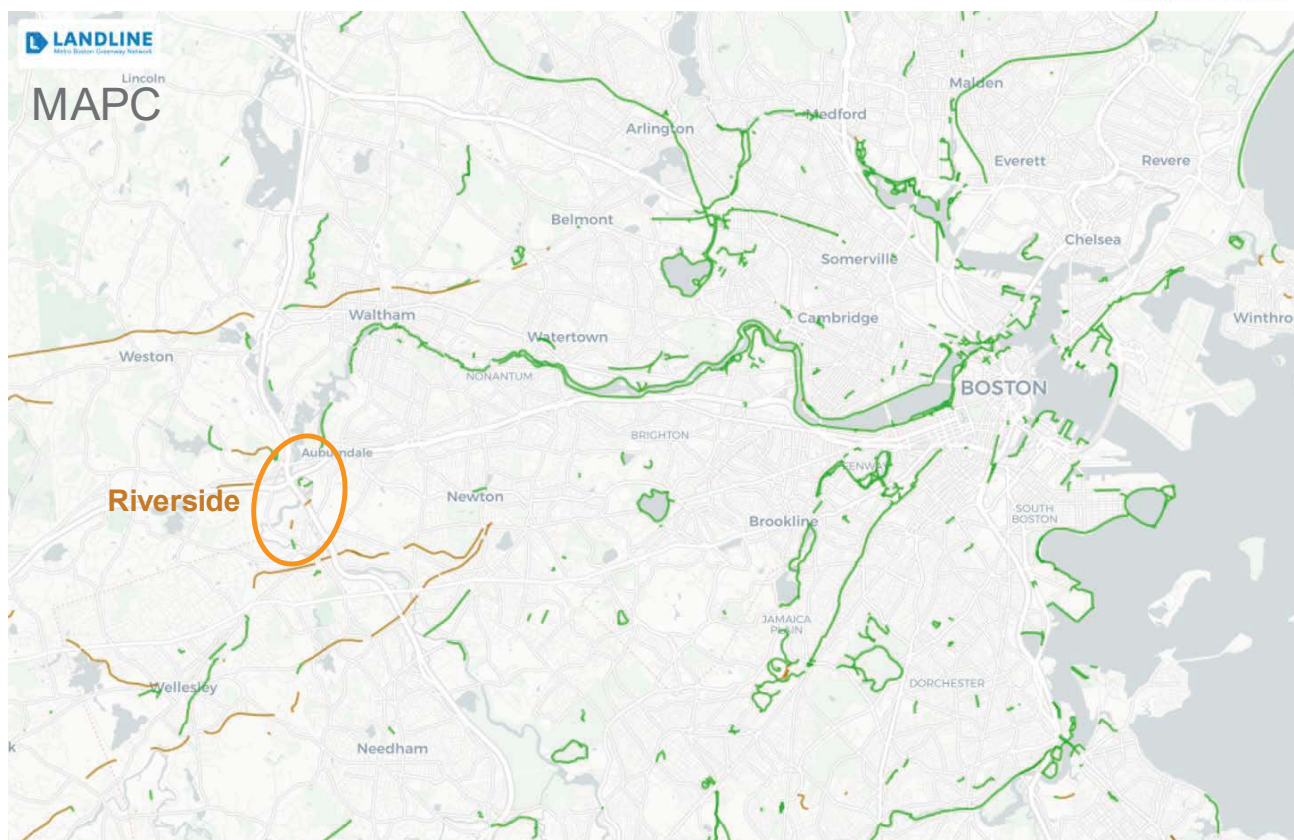
Engineers + Planners

- **Riverside Greenway Working Group:**
Vision to create a seamless biking and walking connection between Newton, Weston, and Wellesley increasing access to greenspace, trails, and other recreation opportunities
- **MassTrails, Solomon Foundation, and City of Newton support vision**
- **MassDOT projects**
 - MassDOT – Route 30 bridge project
 - Weston Route 30 reconstruction
 - Laselle Boathouse bridge replacement

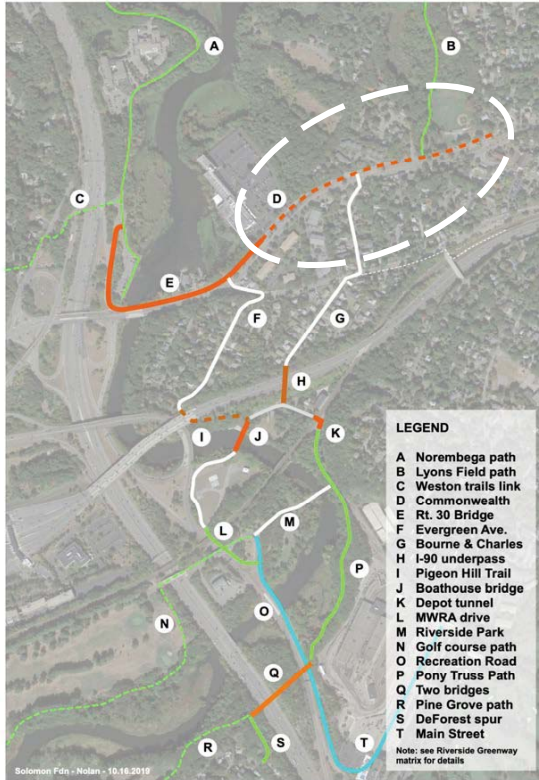


Missing link in a regional path network

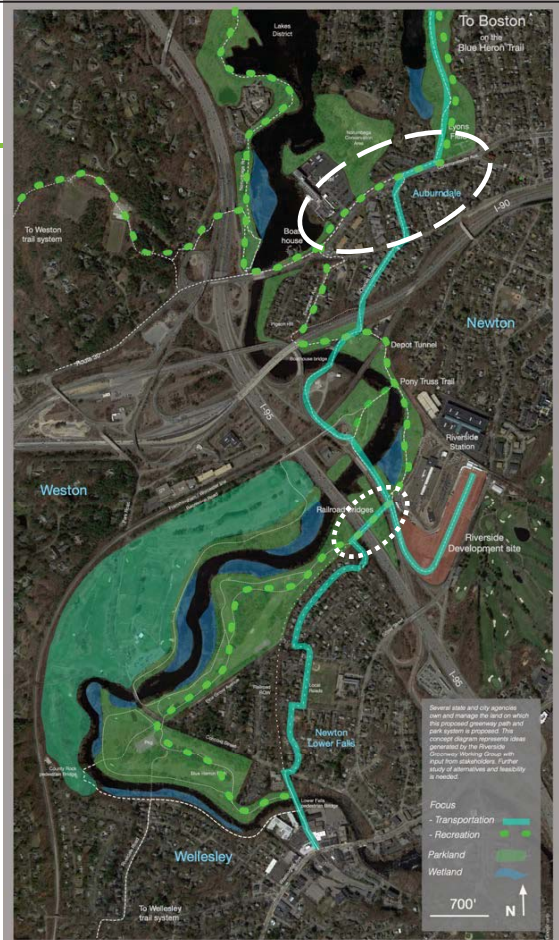
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Riverside Greenways



Riverside Greenway Network Plan



Riverside Greenway Network Vision

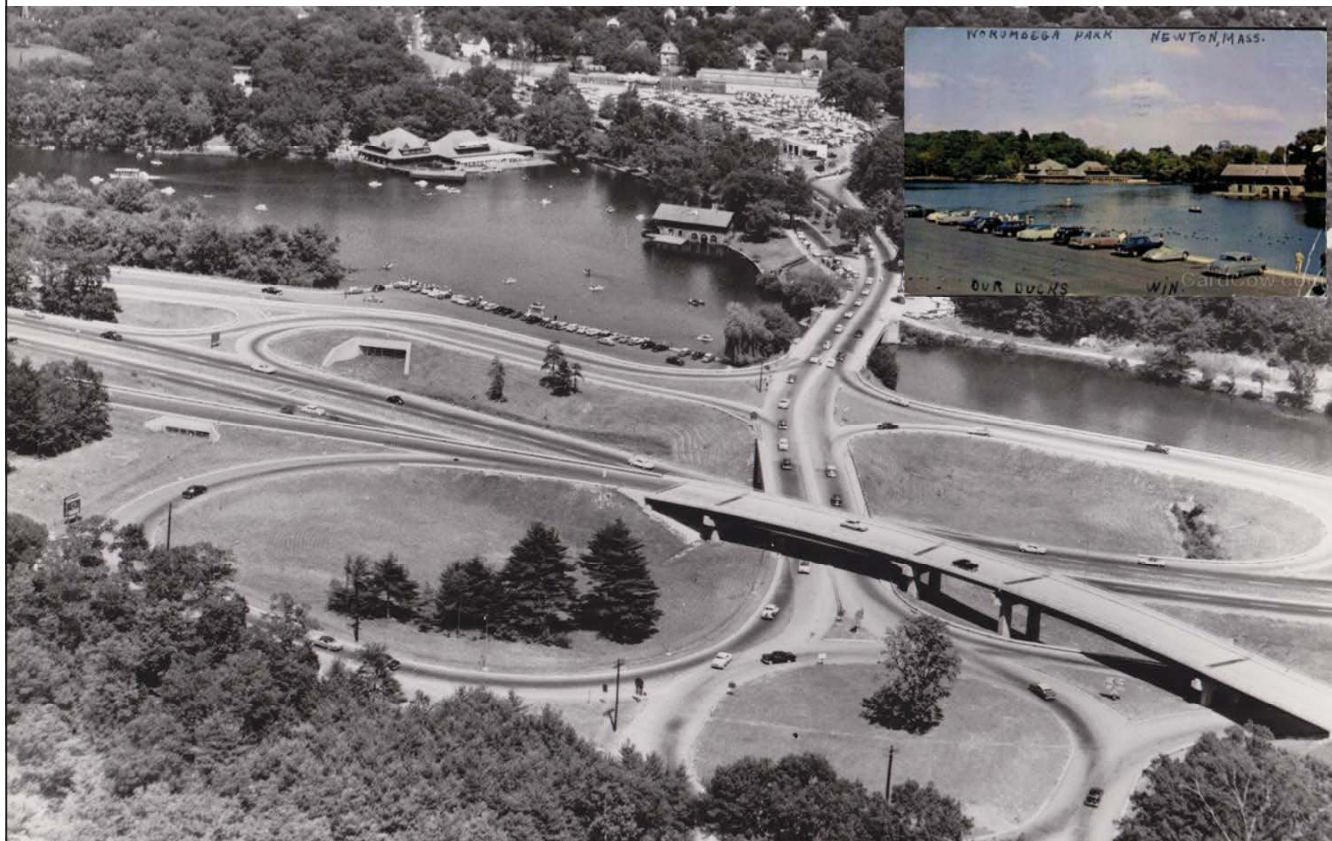
19th century

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20th century

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21th century

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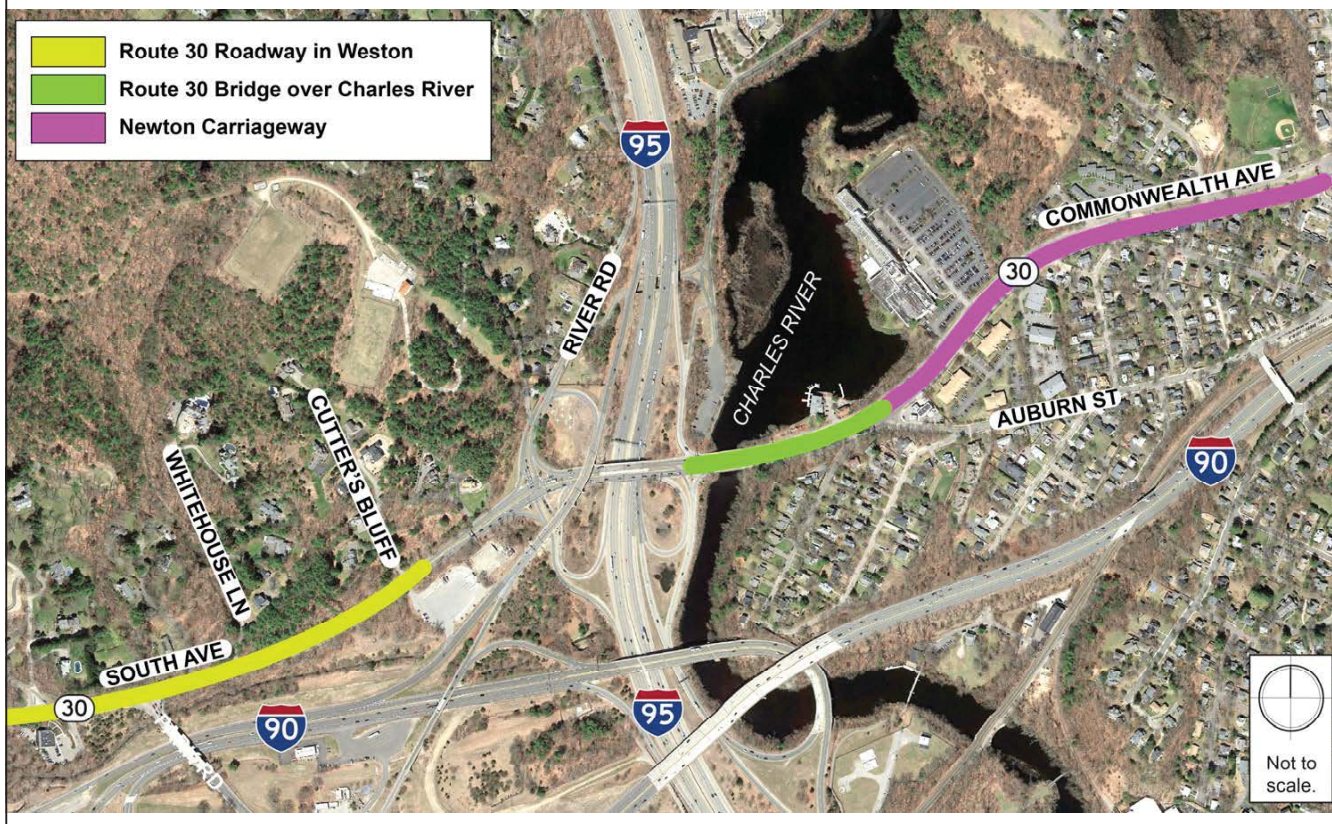
21th century

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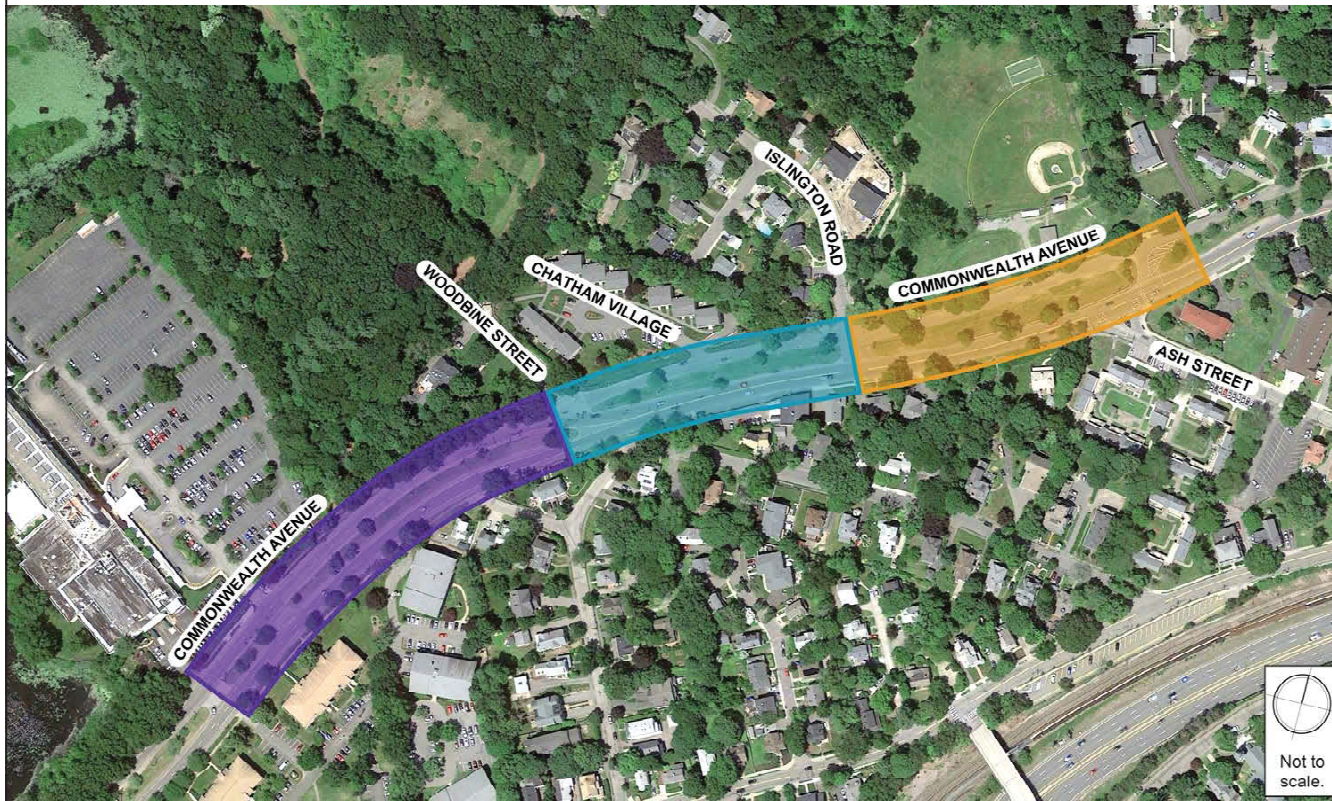
Map of Related Projects

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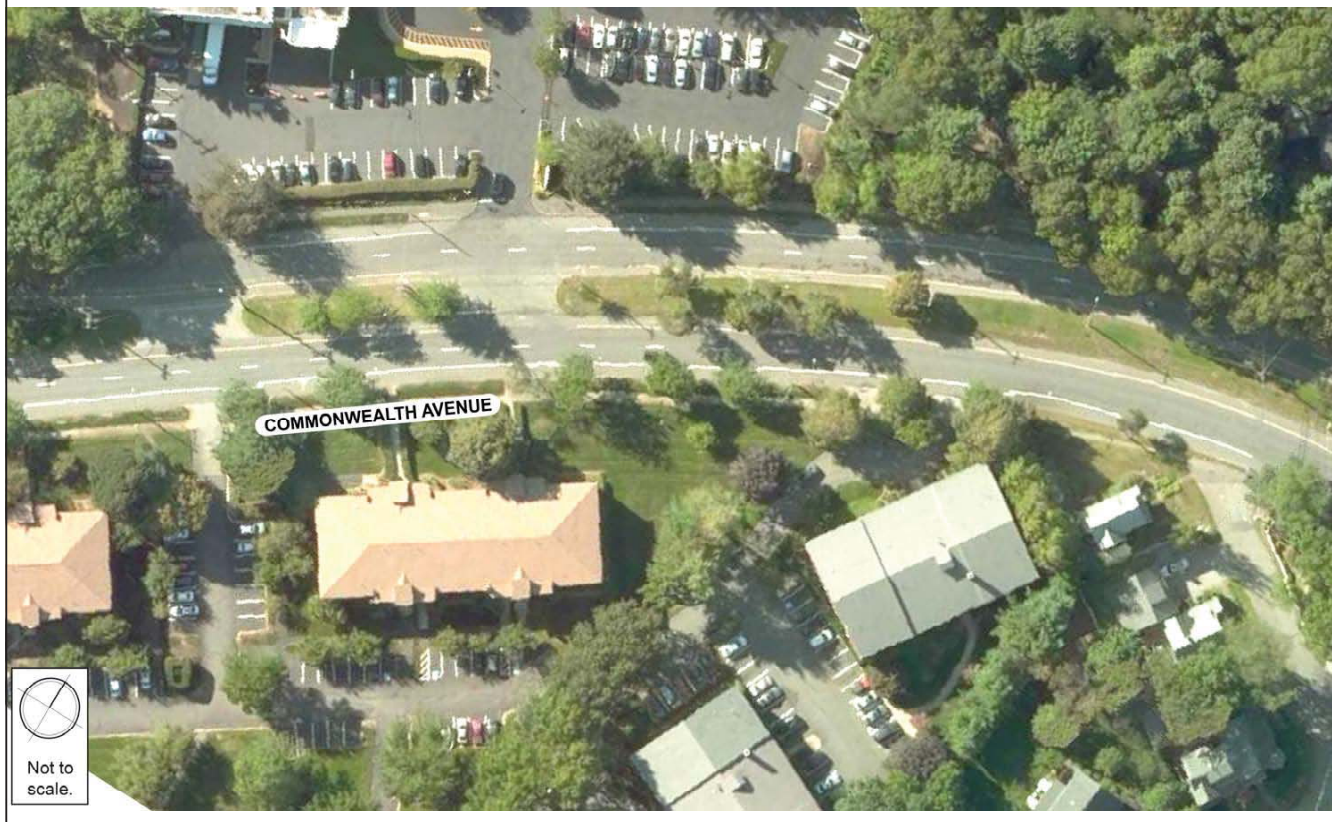
Project Area

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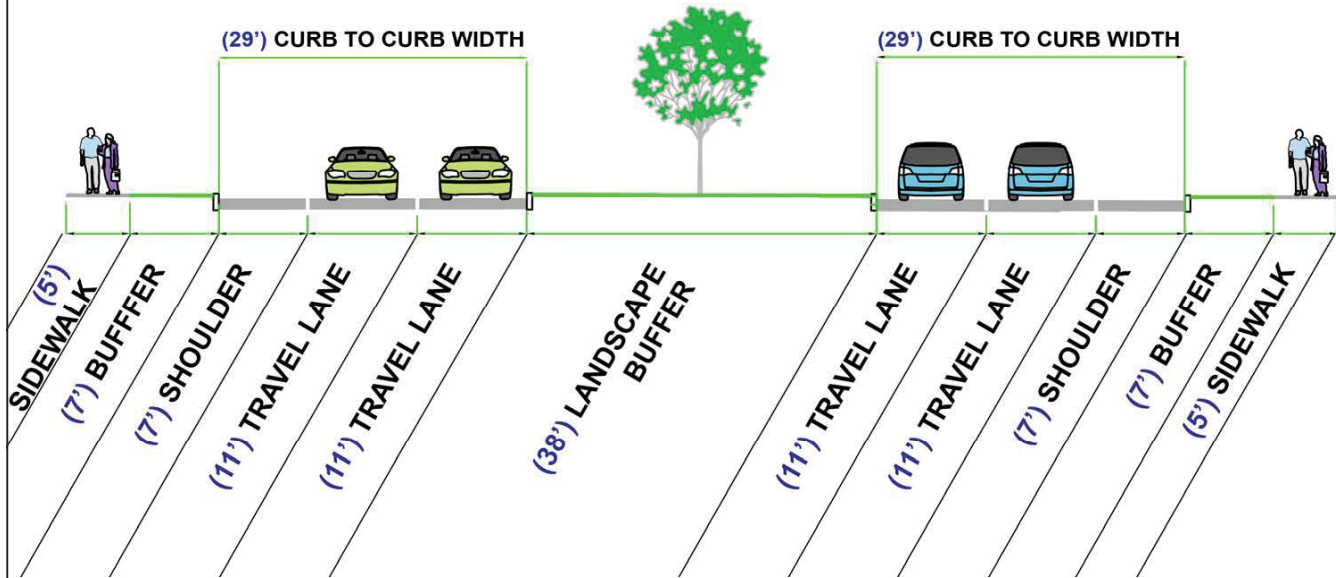
Existing Conditions Marriott to Woodbine Street

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Existing Conditions Marriott to Woodbine Street

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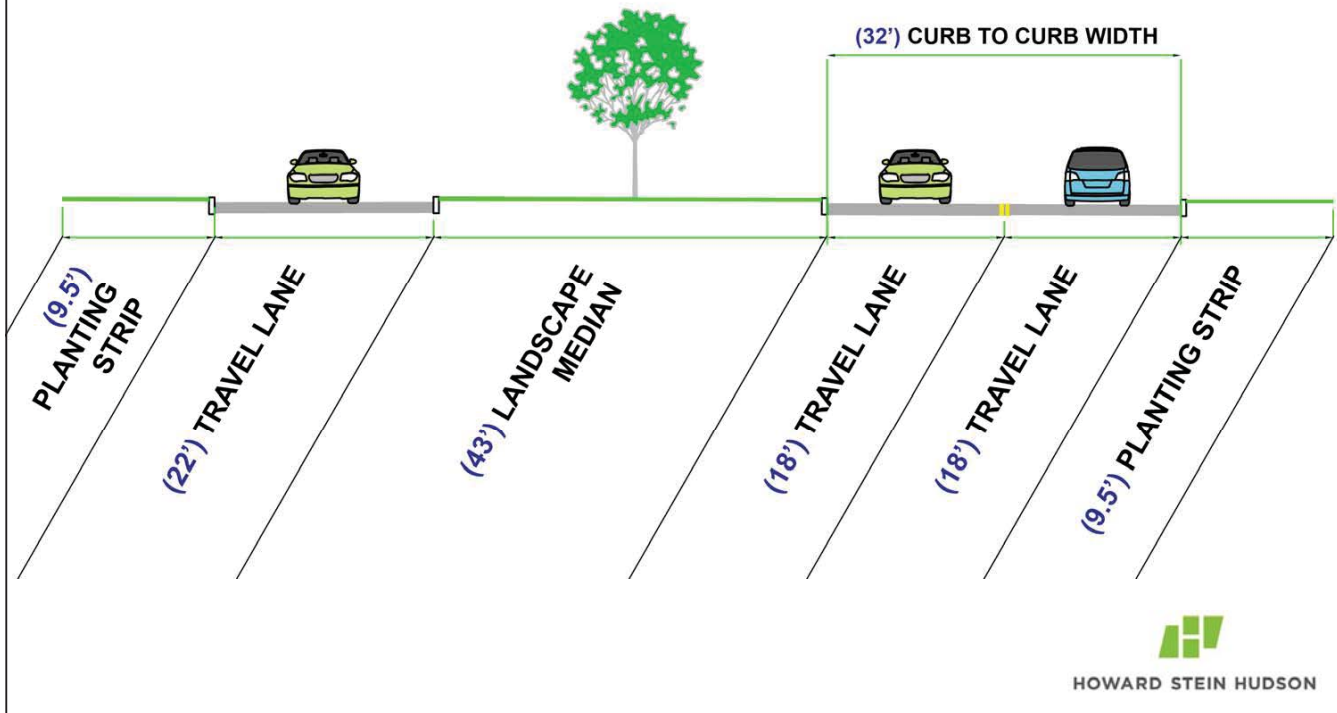
Existing Conditions Woodbine Street to Islington Road

Engineers + Planners



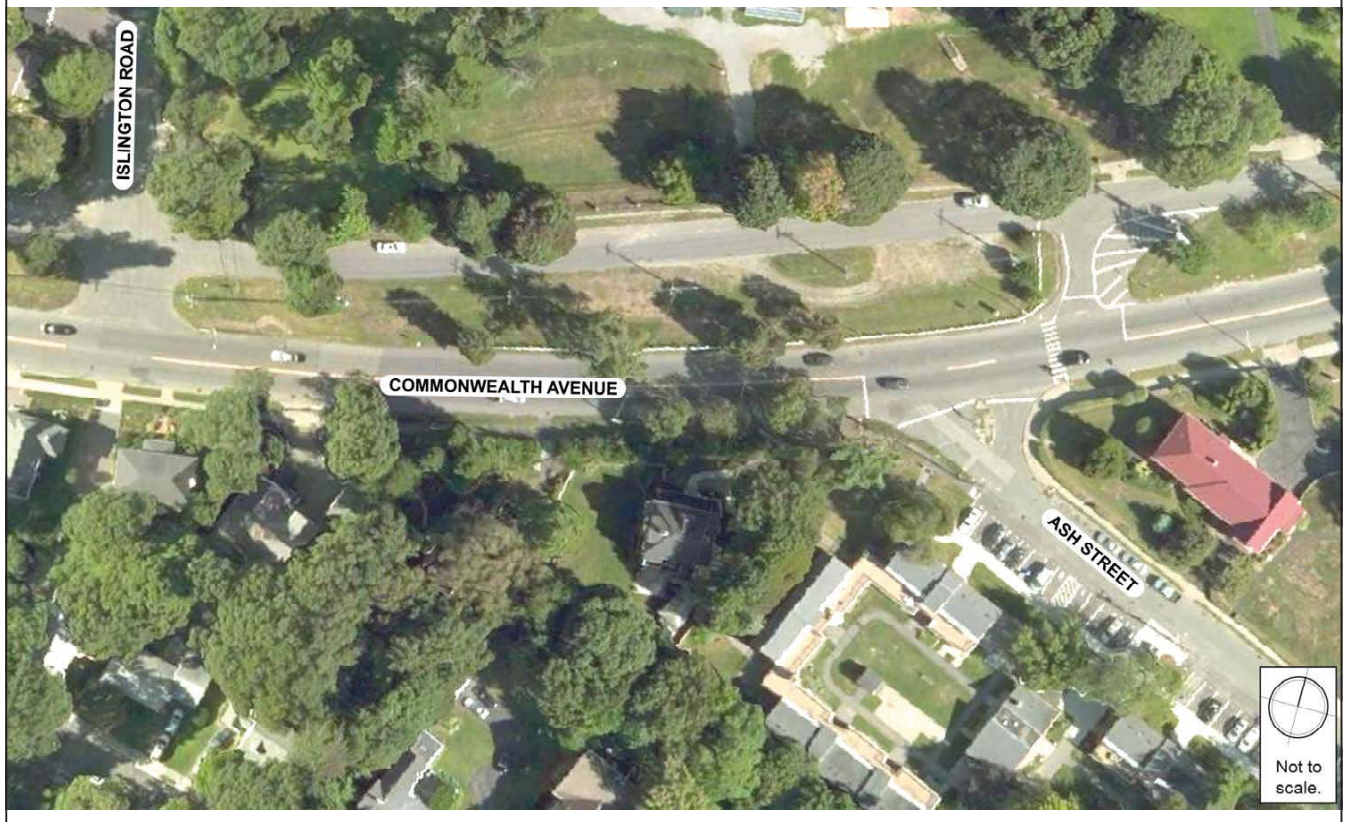
Existing Conditions Woodbine Street to Islington Road

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Existing Conditions Islington Road to Ash Street

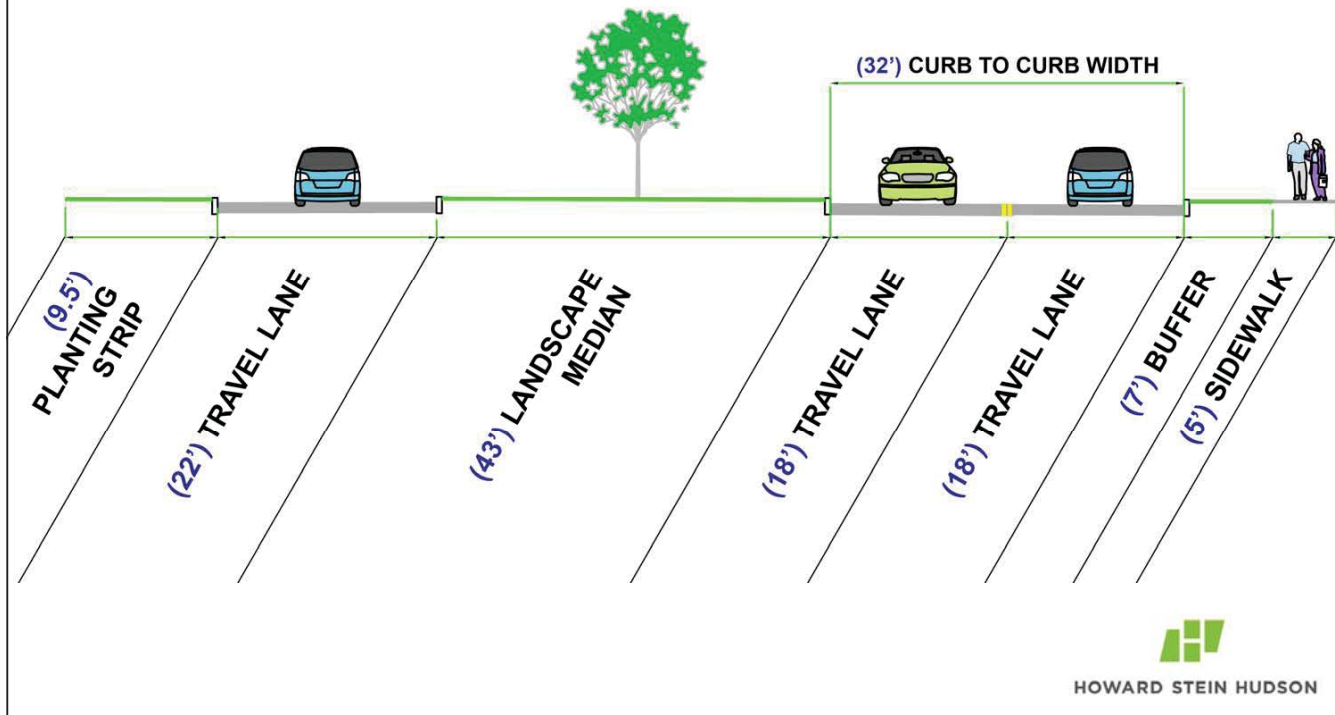
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Existing Conditions

Islington Road to Ash Street

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Proposed Concept

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- Separated space for bikes and peds
- Commonwealth Avenue – two lanes
- Two Options for Lyons Field area:
 1. Reduced carriageway
 1. Vehicular access preserved
 2. Formalized parking
 2. Removed carriageway
 1. Bike/ped access only
 2. On-street parking on Commonwealth Ave

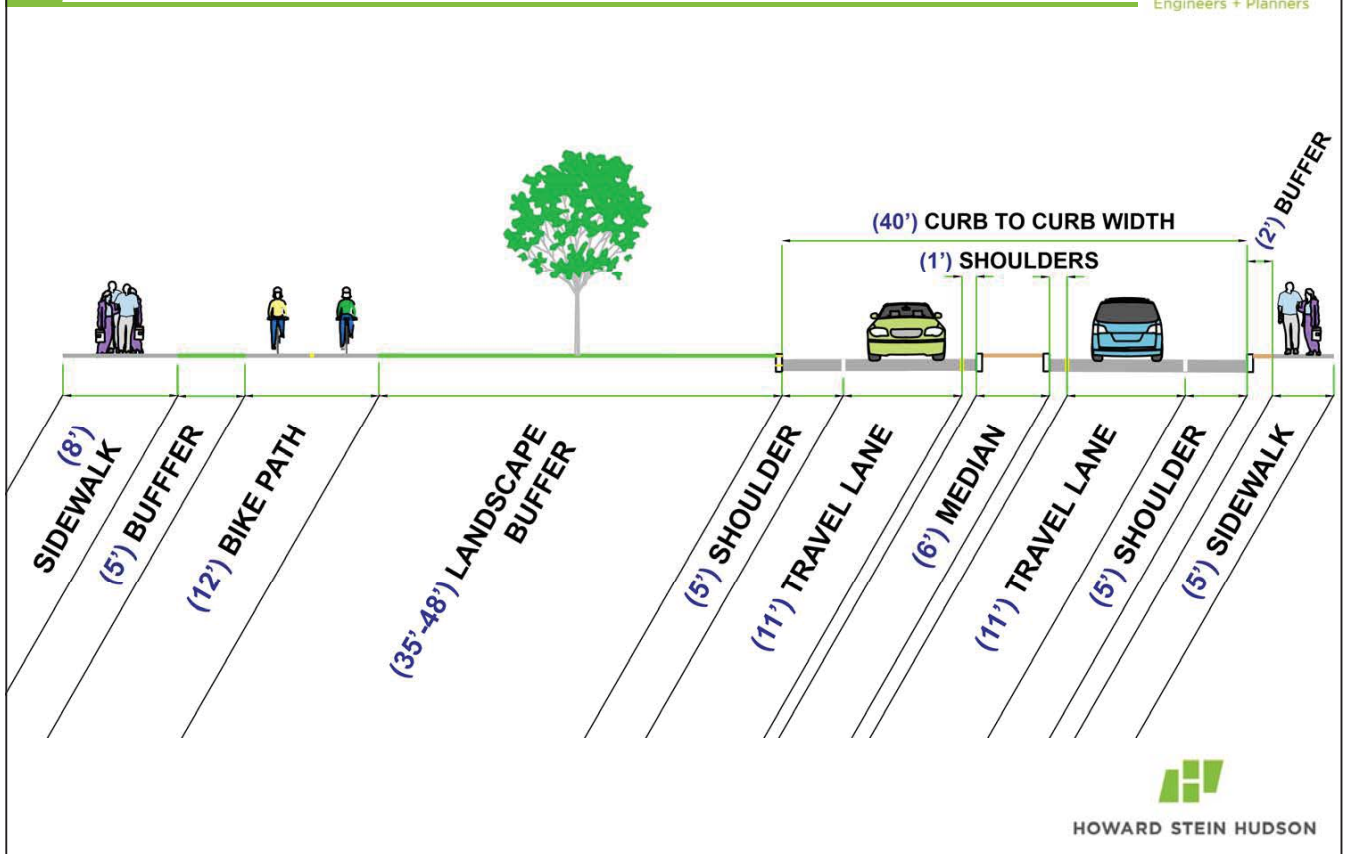
Proposed Concept Marriott to Woodbine Street

Engineers + Planners



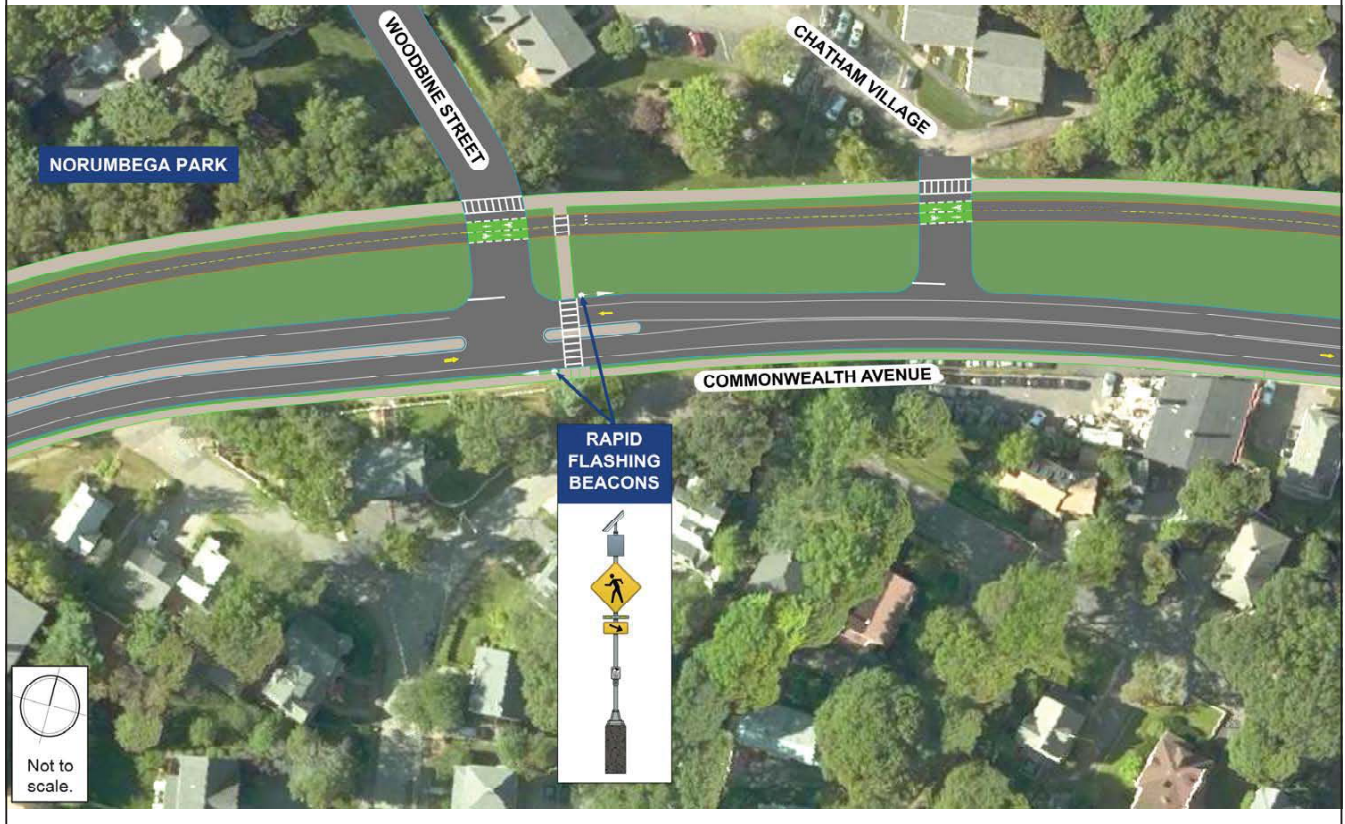
Proposed Concept Marriott to Woodbine Street

Engineers + Planners



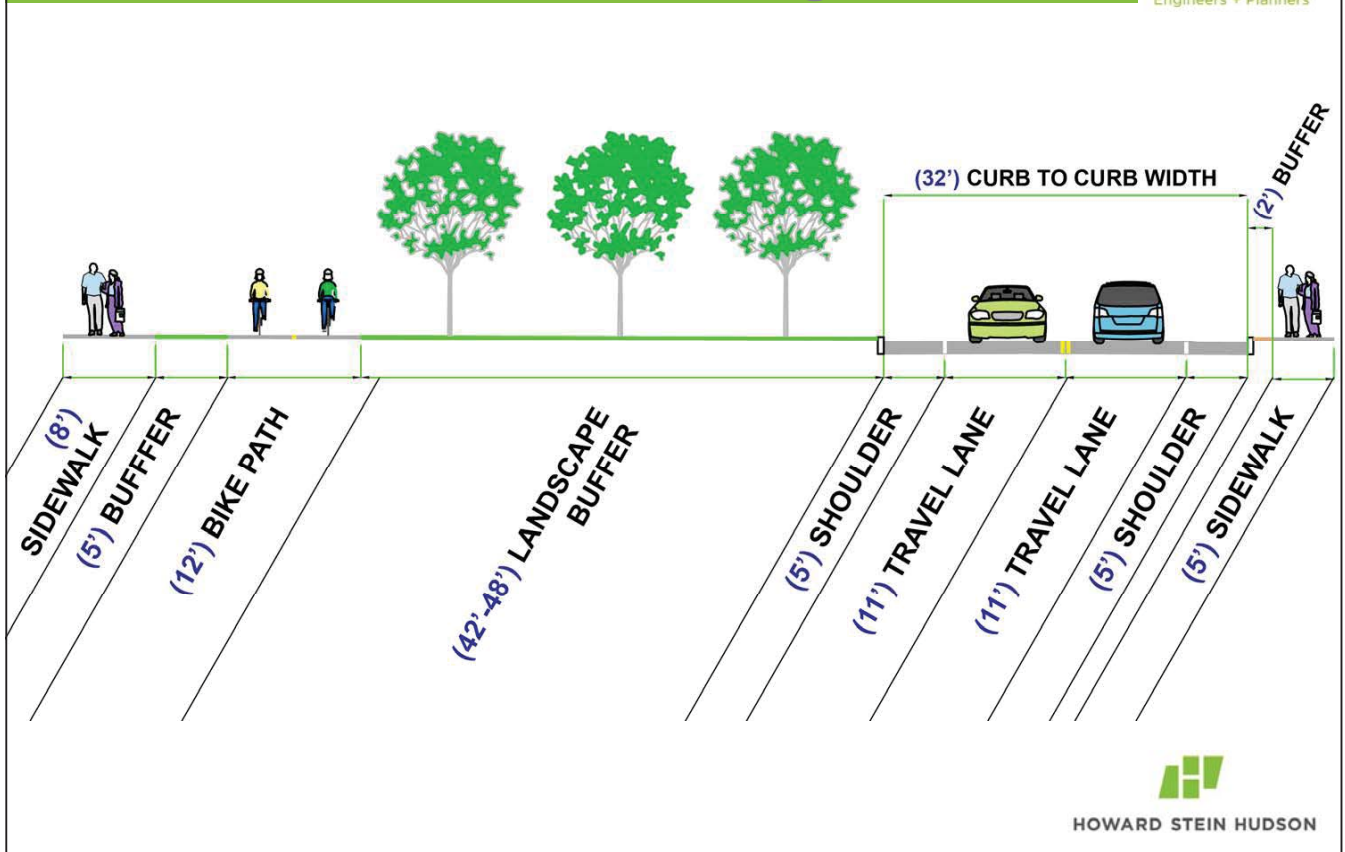
Proposed Concept Woodbine Street to Islington Road

Engineers + Planners



Proposed Concept Woodbine Street to Islington Road

Engineers + Planners



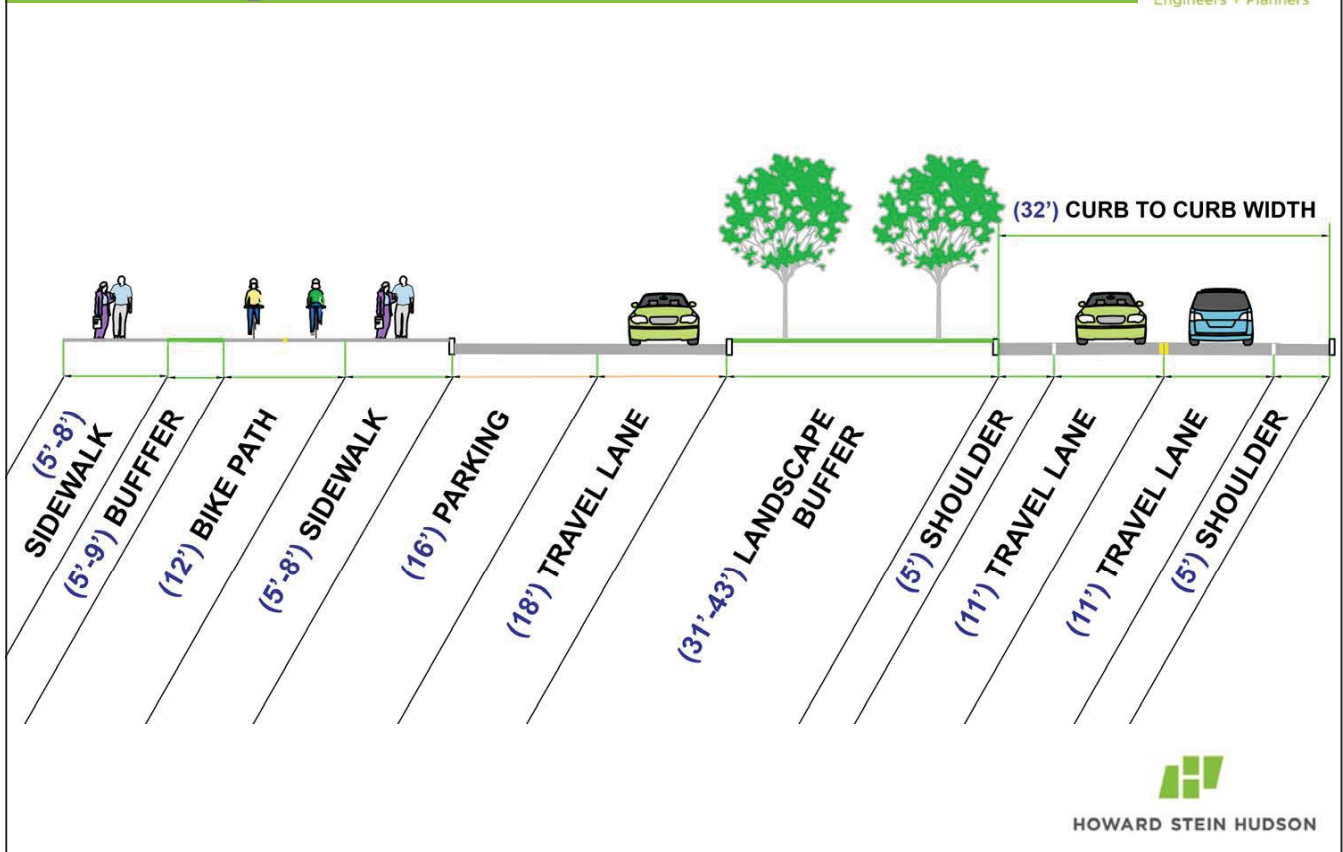
Proposed Concept #1 Islington Road to Ash Street

Engineers + Planners



Proposed Concept #1 Islington Road to Ash Street

Engineers + Planners



Existing Conditions Islington Road to Ash Street

Engineers + Planners



Proposed Concept #1 Islington Road to Ash Street

Engineers + Planners



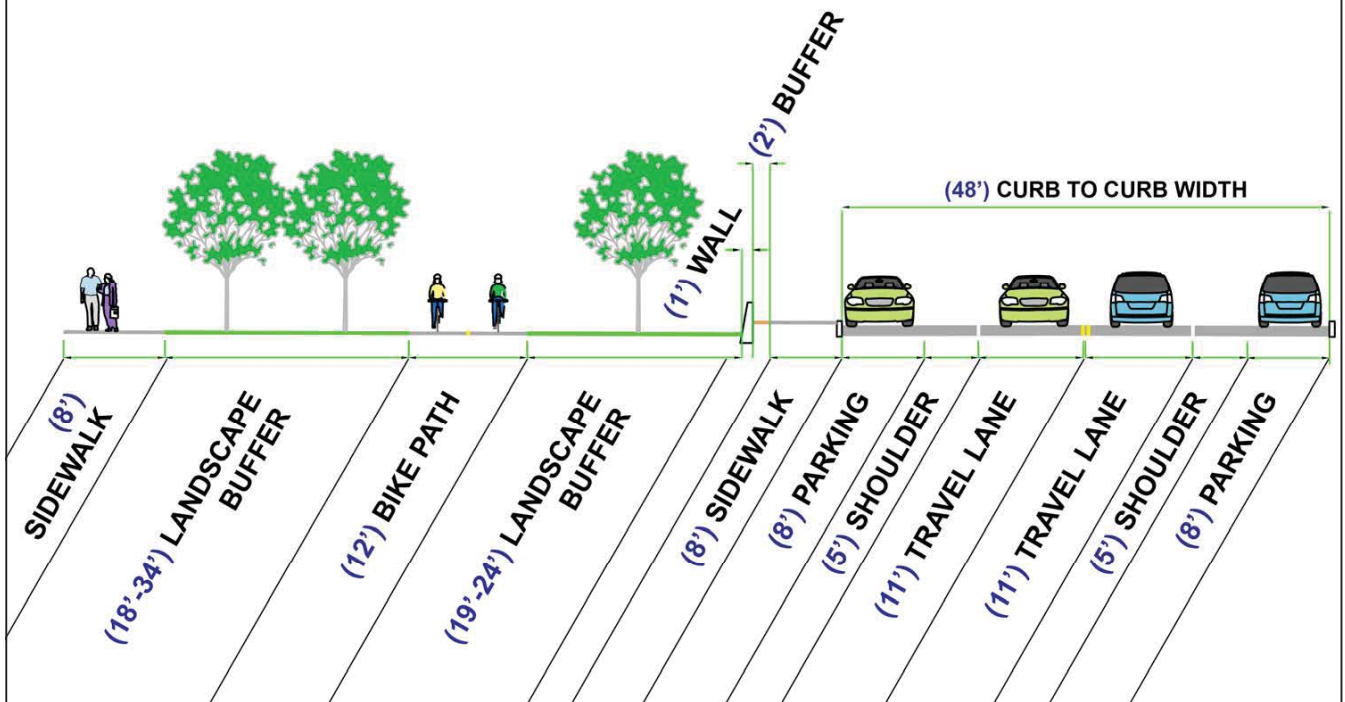
Proposed Concept #2 Islington Road to Ash Street

Engineers + Planners



Proposed Concept #2 Islington Road to Ash Street

Engineers + Planners



Existing Conditions Islington Road to Ash Street

Engineers + Planners



Proposed Concept #2 Islington Road to Ash Street

Engineers + Planners



Next Steps

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- Initiate project with MassDOT
- Initiate City-funded design
- Coordinate with Metropolitan Planning Organization



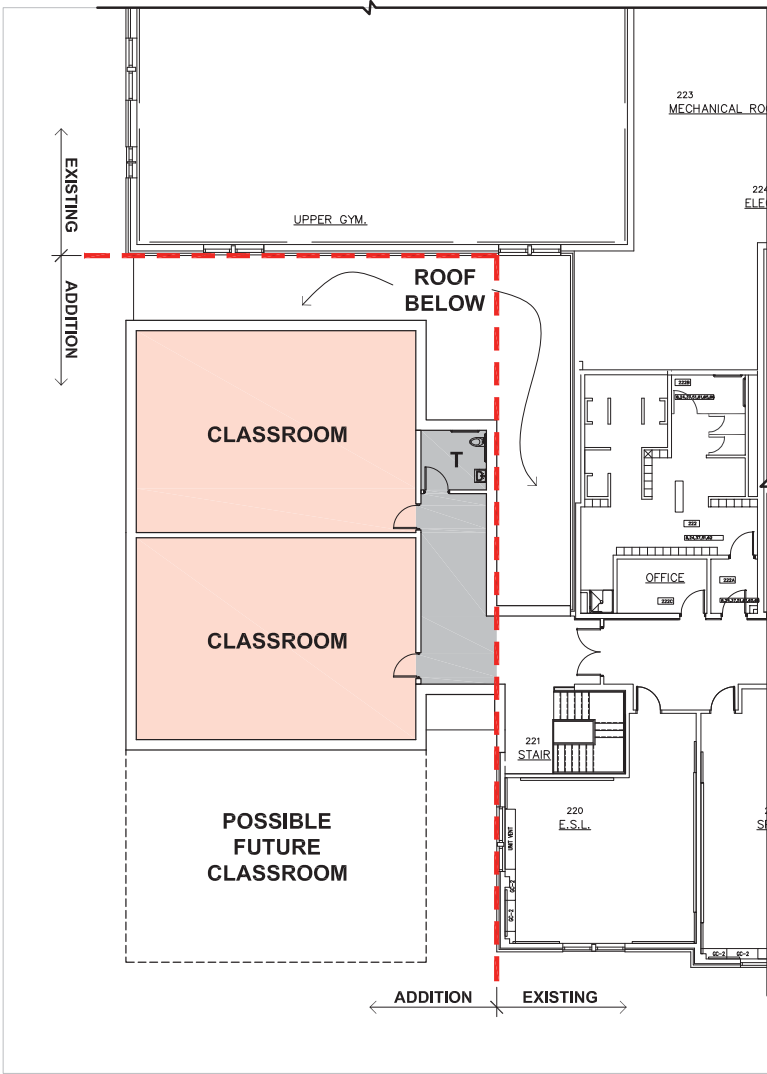
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Questions?

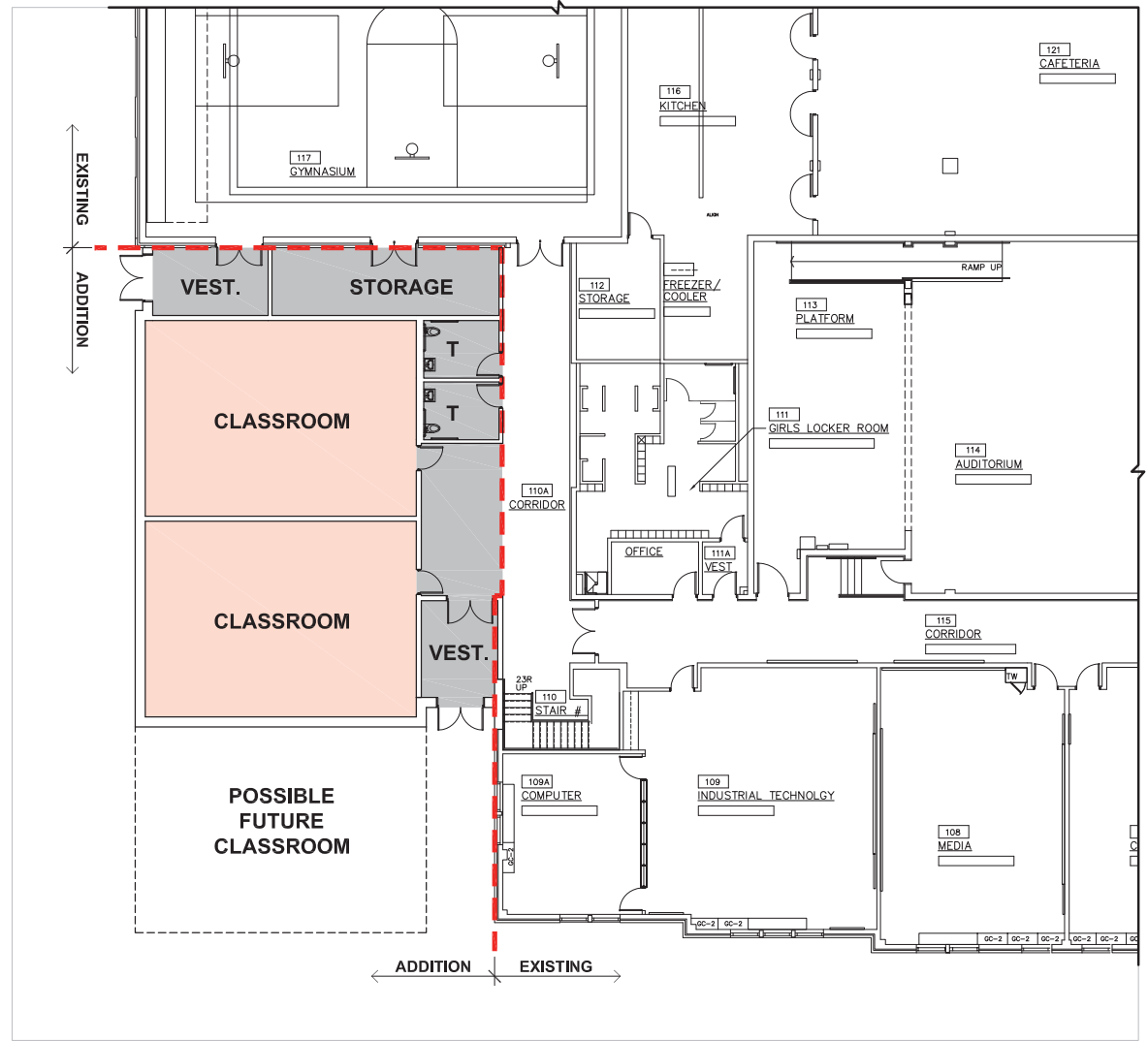


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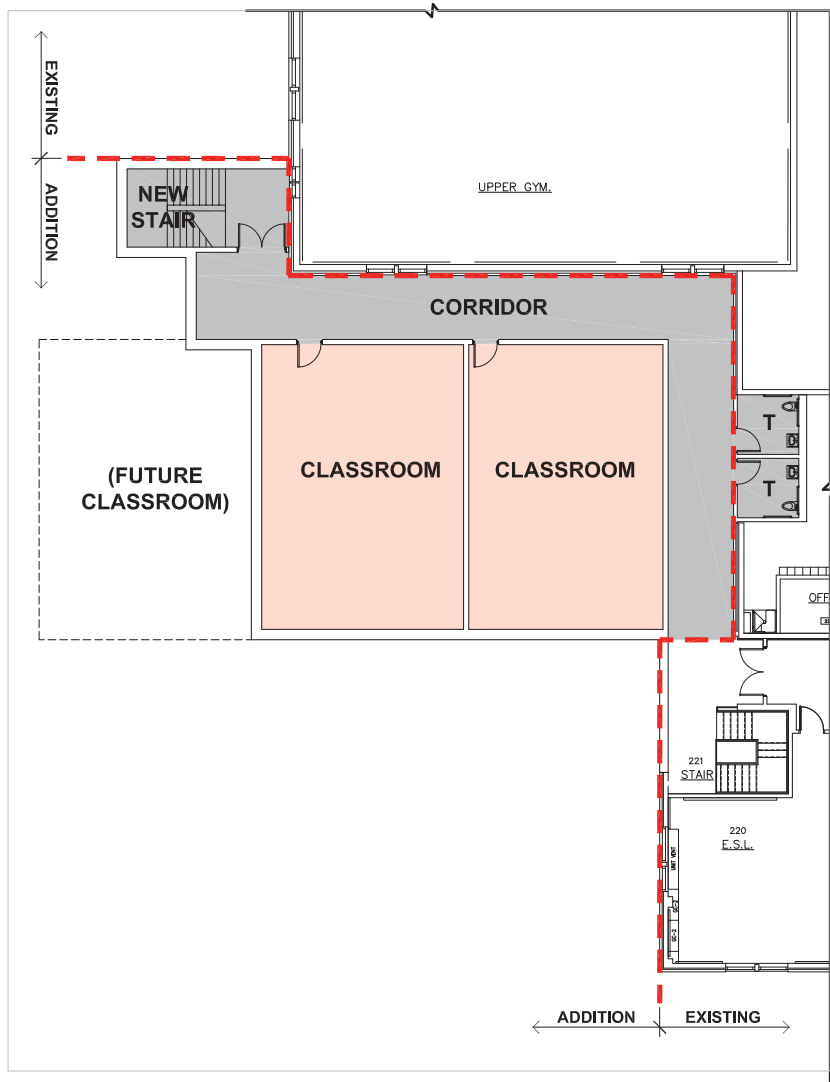


UPPER LEVEL

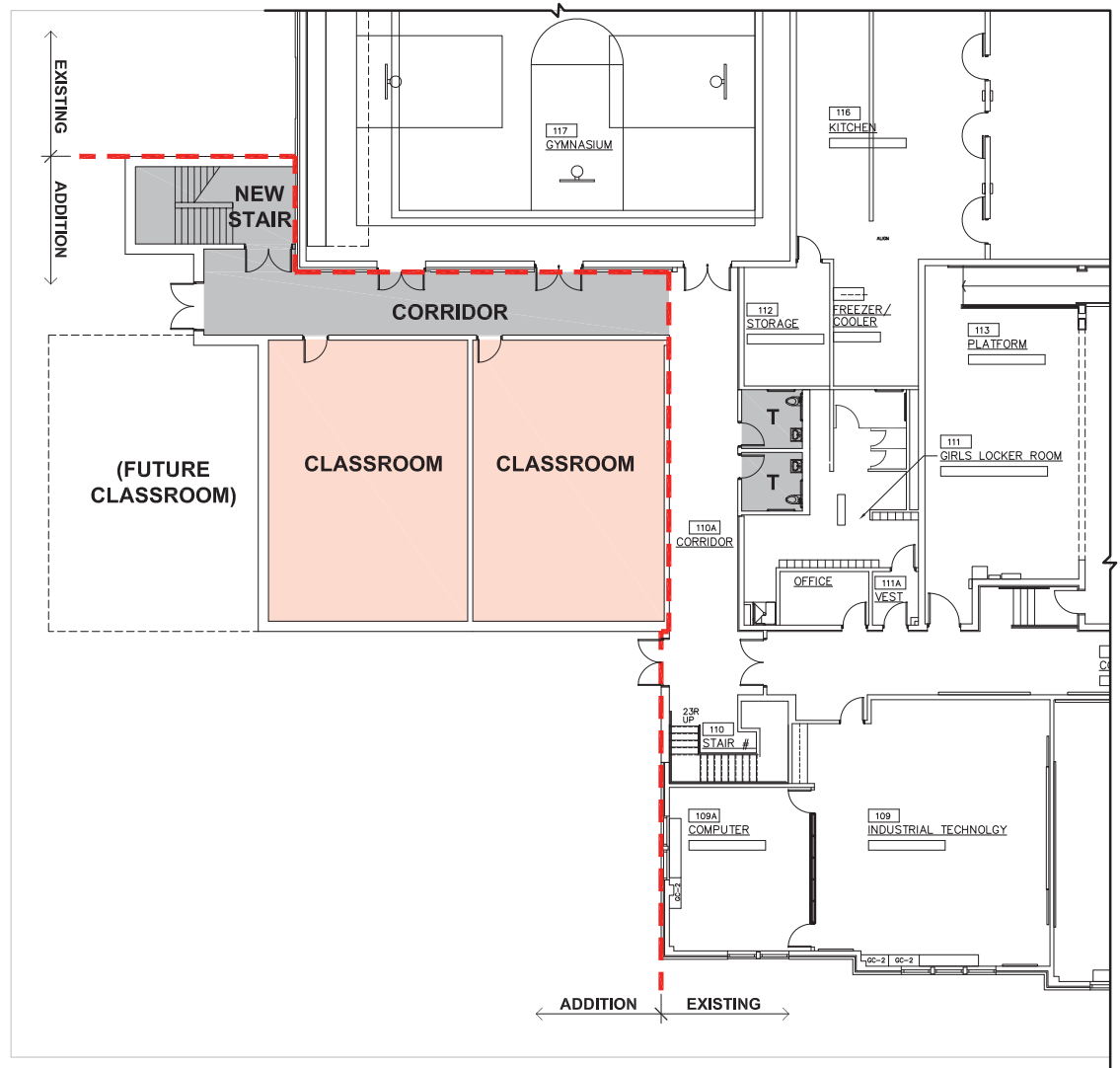


LOWER LEVEL

SCALE: 1/16" = 1'-0"
 0' 4' 8' 16'

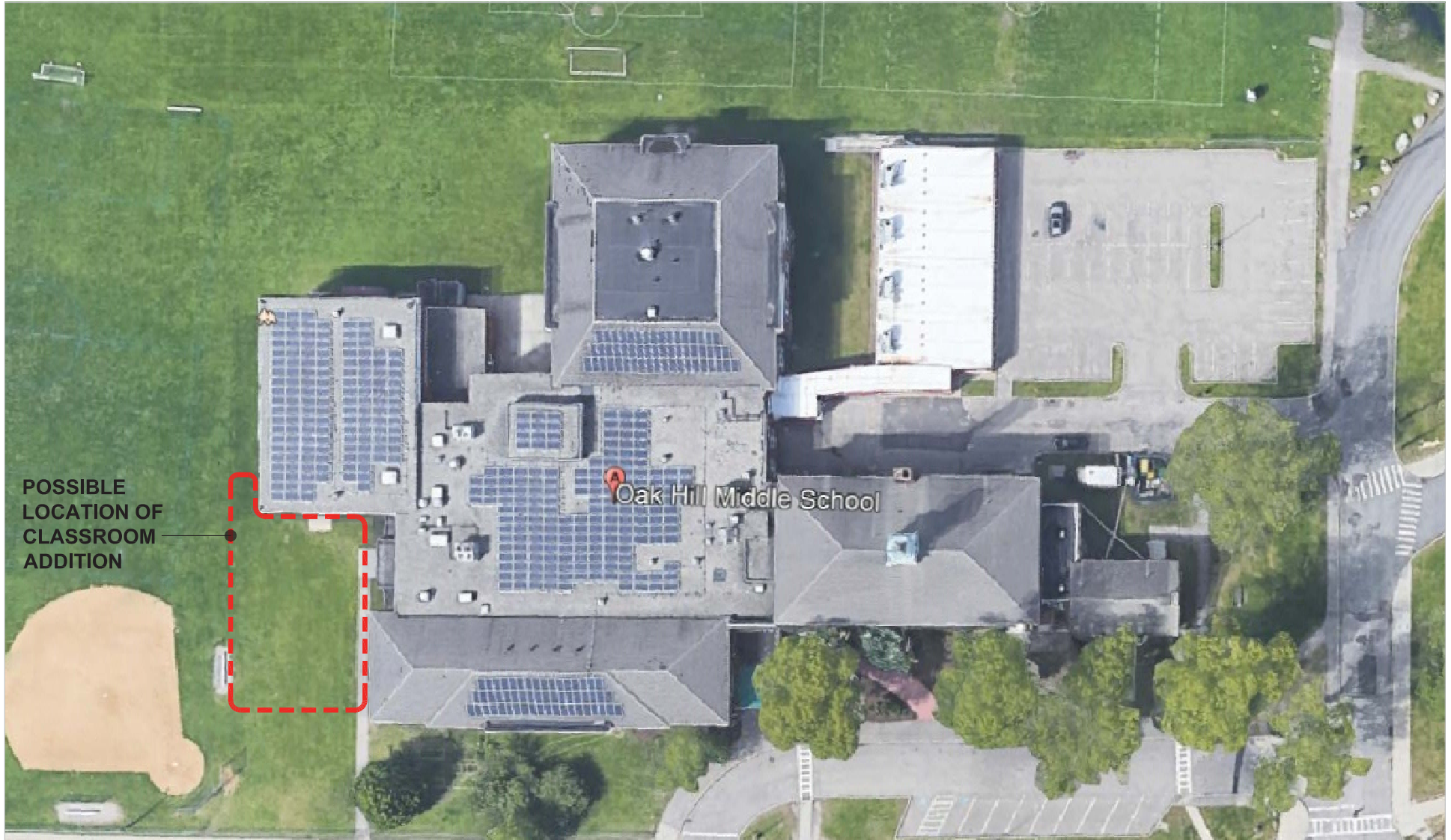


UPPER LEVEL



LOWER LEVEL

SCALE: 1/16" = 1'-0"
0' 4' 8' 16'



POSSIBLE
LOCATION OF
CLASSROOM
ADDITION

Oak Hill Middle School