



Public Facilities Committee Report

City of Newton In City Council

Wednesday, November 29, 2017

Present: Councilors Crossley (Chair), Albright, Brousal-Glaser, Gentile, Danberg, Lappin

Also Present: Councilors, Yates, Ciccone, Hess-Mahan, Sangiolo, Leary, Blazar, Harney, Cote

Absent: Councilors Lennon, Laredo

City staff Present: Deputy City Solicitor Ouida Young, Chief of Staff/Chief Financial Officer Maureen Lemieux, City Engineer Lou Taverna, Commissioner of Public Buildings Joshua Morse, Commissioner of Public Works Jim McGonagle, Director of Planning and Development Barney Heath, Urban Designer Rachel Blatt, Director of Transportation Nicole Freedman, Community Preservation Program Manager, ADA Coordinator Jini Fairley, Fire Department Chief Proia, Fire Department Assistant Chief Paul Chagnon, Police Chief David MacDonald, Police Captain Paul Anastasia,

Referred to Public Safety & Transportation and Public Facilities Committees

#378-17 **Request for Approval of West Newton Square Enhancement Project**
COMMISSIONER OF PUBLIC WORKS AND COUNCILORS COTE, HESS-MAHAN & BROUSAL-GLASER requesting approval pursuant to §26-51 for the West Newton Square Enhancements Project on Washington Street running approximately from Chestnut Street to Lucas Court, for construction of the West Newton Square Enhancements Project.

Action: **Public Facilities Approved 4-0-2 (Gentile, Lappin abstaining)**

Note: Director of Planning and Development Barney Heath, staff representatives and consultants joined the Public Facilities and Public Safety and Transportation Committees to provide an overview of the proposed West Newton Square redesign. The project includes changes to curb alignments, widening sidewalks and public plazas, advanced traffic signalization, clear crosswalk markings and the installation of bicycle lanes, requiring approval by the Public Facilities Committee. All of the proposed improvements are designed with a focus on ensuring public safety while maximizing efficiencies and enhancing West Newton Square. Details of the presentation are in the attached PowerPoint and online at:
http://www.newtonma.gov/gov/planning/parking_transportation/west_newton_sq_n_enhancements.asp

The Planning Department has been working to design the Square with improvements to the pedestrian and vehicle experience, to help encourage a lively but safer village center. Mr. Heath noted that there are currently a total of six uncoordinated signals in a space of a 1/4 mile, contributing to driver frustration and unsafe conditions for pedestrians and bicyclists. There is currently no bike infrastructure and only eight of eighty trees remain from thirty years ago. The transportation strategy noted that MassDOT has identified West Newton Square as a hot spot for accidents involving vehicles and pedestrians.

For about 18 months, The City has been engaging in extensive outreach with stakeholders, holding well attended community meetings, conducting site walks, going door-to-door and online to solicit feedback from businesses and residents. The team includes Urban Designer Rachel Blatt, Community Engagement Coordinator Lily Canan Reynolds, Commissioner of Public Works Jim McGonagle, Director of Transportation Nicole Freedman, City Engineer Lou Taverna, Chief Police David MacDonald and Police Captain Anastasia, Fire Chief Proia and Assistant Fire Chief Lucchetti , ADA Coordinator Jini Fairley, Commissioner of Parks and Recreation Bob DeRubeis, Tree Warden Marc Welch, Chief of Staff/Chief Financial Officer Maureen Lemieux, Chief Administrative Officer Dori Zaleznik, Mayor Setti Warren and the three Ward 3 Councilors. The group's collaborative effort will be the first village center completed using the "Complete Streets" approach.

Landscape Architect Kaki Marten presented architectural details of the enhancements to the Square, stating that while the treatments used will not be identical throughout; they will be coordinated. Upgrades to the square will include trees in raised beds and planters with structured soil, permeable pavers, artistic furniture, bike racks and new benches.

Mr. Heath stated that the proposed changes will include a reduction in traffic signals from six to five, with improved signal coordination and upgraded technology to allow emergency vehicles full access. Dedicated bike signals will provide clear traffic rules for cyclists, improving public safety. Bike lanes will be buffered and/or protected on both sides of the street. The relocation of fire hydrants to more sensible locations will help to create additional space for parking and crosswalks. While four parking spaces will need to be relocated from the intersection of Washington/Watertown/Waltham, the project will result in a net gain of 22 parking spaces (including two accessible spaces) and one motorcycle space. It was noted that while a slight increase in vehicular travel time is anticipated initially, adjustments can be made that increase efficiency after construction is completed. It was additionally noted that the current estimates generated by the traffic model are based on fully functional pre-construction conditions and not actual conditions, meaning that traffic flow estimates are conservative.

The Planning Department hopes that with schematic design approval, the City can continue working to further develop design details and construction documents. In January, the Department expects to request additional funds to complete construction documents, by which time they will provide an update to the Committee. It is anticipated that most of the construction work can be completed during the 2018 construction season and finished by June of 2019. Mr. Taverna noted that long lead times for some pieces of equipment have led to the need for additional time prior to construction.

Chief of Police David MacDonald and Fire Chief Bruce Proia indicated some concern relative to general traffic flows in the square and the ability to evacuate the intersection during emergency situations. Maureen Lemieux stated that the City is committed to investing in technology to communicate with signals so as to clear the way for emergency vehicles when needed. While it was stated that the Planning Department has been working with the Police and Fire Departments, the Public Safety officials remain reserved about the design of the turn from Cherry Street onto Washington Street and whether it can be improved. There was understanding that more

coordination between departments is necessary prior to final construction documents. Some Councilors were concerned that approval of the design might eliminate the obligation of the design team to return to the Council for further review. It was pointed out that the team will need to return twice: once for approval of additional funds to complete construction documents and again to request funds for construction. It was noted that delaying this approval could delay the project construction by up to a year. Ward 3 Councilors urged approval, emphasizing that there are current safety concerns and that ensuring safety in the Square is paramount. One Councilor noted that there is a document referencing a 1986 agreement with MassDOT prohibiting changes in the square without written consent. Committee members deliberated whether approval should be held pending receipt of written authorization from MassDOT or pending changes that result from ongoing design discussions with the Police Department and Fire Department. Others expressed that written authorization was only necessary prior to construction and that the concerns articulated by the police chief could be negotiated during design development as well as post construction monitoring and adjustments to controls.

It is estimated that total construction costs will be \$4 million dollars. A Committee member requested that the total design costs expended and anticipated be provided prior to the Council vote. Ms. Lemieux noted that an additional \$500,000 will be necessary to upgrade emergency vehicles. Public Facilities Committee members were in agreement that approval of the item would allow design work to continue and failure to approve would have detrimental consequences. A motion from Councilor Brousal-Glaser to approve in Public Facilities carried 4-0-2 with abstentions from Councilors Lappin and Gentile (pending receipt of cost information). Councilor Cote motioned to approve the item in PS&T, who voted 1-0-4 with abstentions from Councilors Ciccone, Blazar, Harney and Yates. The Public Safety and Transportation Committee later reconsidered and changed their vote to hold the item pending written approval of the design changes from MassDOT. The motion carried 3-0-2 with abstentions from Councilors Blazar and Cote.

Referred To Public Safety & Transportation and Public Facilities Committees

#338-16(2) Request to extend trial program for removal of snow from sidewalk
COUNCILORS ALBRIGHT AND DANBERG requesting an amendment to City of Newton Ordinances Chapter 26 Section 8D **Trial program for removal of snow and ice from sidewalks**. by extending the expiration date of the trial from November 1, 2017 to November 1, 2019.

Action: **Public Facilities Approved 6-0**

Note: Councilor Danberg presented the request to extend the snow trial noting that on December 6, 2017 the Public Facilities Committee will discuss the docket item to amend the ordinance to make permanent the details of the snow trial. Councilor Danberg noted that the docket item to establish fines will be docketed in January. Councilor Danberg moved approval of the item which carried unanimously.

Referred To Public Facilities and Finance Committees

#382-17 Appropriate \$5 million from Overlay Surplus to the Accelerated Roads Program

HIS HONOR THE MAYOR requesting authorization to appropriate five million dollars (\$5,000,000) from the November 13, 2017 Overlay Surplus Declaration to fund the Accelerated Roads Program.

Action: Public Facilities Approved 6-0

Note: Chief of Staff/Chief Financial Officer Maureen Lemieux presented the request to appropriate \$5 million dollars from Overlay Surplus to the Accelerated Roads Program. Ms. Lemieux noted that they do not want to allocate the funds to a specific year, because they want the funds to be accessible prior to start of the new fiscal year. Because construction will be completed between April and November of each calendar year, Committee members were encouraged to think about the funds for the Roads Program by calendar year, not fiscal year. It was noted that the funds are being substituted from cash and not being bonded. Councilor Danberg moved approval of the item which carried unanimously.

#330-17 **Verizon petition for grant of location on Bellevue Street**

VERIZON petition for a grant of location to install one new Pole (P.13/20S) on the southerly side of Bellevue Street, 30'± southerly to existing pole (P.13/20) in front of 35 Howard Street, to remove a guy wire from a tree. [(Ward 1) 10/10/2017 @ 12:08 PM]

Action: Public Facilities Voted No Action Necessary 5-0 (Danberg not Voting)

Note: The Chair provided an update to the Committee on the petition for grant of location on Bellevue Street. At the initial public hearing on November 8, 2017, questions were raised regarding the necessity of the requested pole. Verizon was asked to conduct a site visit with the Engineering Department to determine whether a larger pole could eliminate the need for a guy wire. It was confirmed that Verizon has committed to installing a larger pole and has withdrawn their request to install a new pole and guy wire across the street. Committee members encouraged the homeowner to contact the Clerk's office for assistance, if the existing guy wire (prohibiting the cut down of an existing, unsafe tree) is not removed in a timely manner. Councilor Lappin moved No Action Necessary which carried unanimously.

Public Hearing

#341-17 **5-58 for the Crescent Street Housing and Ford Playground Redevelopment Project**
DESIGN REVIEW COMMITTEE petitioning, pursuant to Sec 5-58, for schematic design and site plan approval at 70 Crescent Street for the creation of mixed-use housing, redevelopment of the Reverend Ford Playground, and expand open space by at least 20,000 square feet in accordance with Board Order #384-11(4) dated November 16, 2015.

Action: Public Facilities Held 6-0

Note: Chair of the Crescent Street Working Group Councilor Gentile provided updates to the Committee on the Crescent Street Project. He stated that the City has hired a Project Manager and architect. Both consultants went through the Designer Selection Process and have been working on the Working Group for several months. The project has gone through Design Review

and was recommended for 5-58 Site Plan & Schematic Design approval. Councilor Gentile noted that the Working Group has followed the conditions as specified in the Board Order. The proposed project includes 8 new units. While some one bedroom units were initially considered, the current proposal includes four two-bedroom units and four three-bedroom units. While the Board Order required that four units were affordable, the working group has determined that one of each type of unit (2-bed/3-bed) will have a unit at 60% AMI, 80% AMI, 120% AMI (Workforce Housing) and one market rate unit. It has been confirmed that the four units between 60%-80% AMI will count on the City's Subsidized Housing Index. One unit would be built to be fully accessible/ADA compliant. The other seven units would be built as "adaptable" to enable accessibility, as necessary. A major change on the project is the inclusion of an elevator that will allow all units in the proposed development to be accessible and will meet "visitability" guidelines.

Councilor Gentile noted that Eversource has agreed to an easement through their abutting site from Auburn Street. The City is exploring an option for acquiring additional property on Curve or Prospect Street, but do not have plans as of yet. Myrtle Baptist Church would be given vehicular access to enable exiting their parking lot through a new gate. The proposal is to allow this egress on Sundays. The Working Group has started a discussion with the Myrtle Baptist with regard to an agreement on when the gate can be accessed. Pedestrian access would remain open continuously from the church grounds.

Project Architect David Eisen from Abacus architects, highlighted details of the project (PowerPoint attached). He demonstrated the location of the site, between Myrtle Baptist Church, the Massachusetts turnpike and an Eversource property. Mr. Eisen noted that priorities of the working group have included accessibility, affordability and sustainability. They have worked with the community and have gone through several design iterations. The circuit-style walkways to and within the park and playground is to encourage visitors to enter the site from Crescent Street, through Myrtle Baptist parking lot and through the Eversource site, if possible.

The two playground areas would be built with rubberized surfaces and contain a variety of playground equipment. The driveway off of Crescent Street is to be used primarily by residents. Mr. Eisen noted that photovoltaic panels are planned but would be installed under a separate power purchase agreement. In order to minimize the necessity of concrete storm water management systems, the proposed design includes the installation of rain gardens and/or bioswales throughout the site. Each of the eight units at the site will have large, south facing windows in order to take full advantage of the sunlight, with minimal north facing windows to abate the noise and particulate impact from the Mass Pike. A Committee member suggested adding more north facing windows for daylighting and Mr. Eisen confirmed that in order to shield the residents from the acoustics of the Pike, south facing windows are preferred. Mr. Eisen noted that each unit will have a terrace and/or dedicated garden area and egress to grade level. The attached presentation includes images of the proposed interiors and exteriors.

Comments and Questions

How to address the disconnect in neighborhood context

Mr. Eisen stated that the design has incorporated porches and dormers to visually reflect the design of the neighborhood. The design must be kept simple in order to allow installation of the photovoltaics. Mr. Eisen noted that the materials used and trim details will help establish a connection with the neighborhood. With regard to the physical disconnect from the neighborhood, Mr. Eisen agreed that the landscape architect can investigate additional opportunities for better connectivity: larger walkways, etc.

Where can you park to access the site?

It was confirmed that there is public parking on Crescent Street and Robin Hood. There are approximately 15 available spaces that will remain. A Committee member suggested that the parking space should be beautified to make it more aesthetically pleasing. Committee members were in agreement that the park must be utilized by all City residents, in order to justify use of CPA and public funds.

Church Parking lot Pathway

It was stated that the Board Order requires that the City work with the Myrtle Baptist church representatives to provide better access. Myrtle Baptist is looking for a second way to enter/exit the property during high peak times. Use of the gate will provide driving access to Crescent Street during high traffic times (i.e. service times).

Cost

It was noted that some items included in the project budget (i.e. storm water infrastructure improvements) should not be included. He distributed the attached pro forma and stated that as the property amortizes (30 year mortgage), the project will begin to generate income. It is expected that the project will pay for the \$2.2 million dollars to be bonded.

Councilor Gentile provided the attached pro forma and cost estimates for the proposal, updated on November 27, 2017. The revised budget will be submitted to the CPC for full review by December 11, 2017 for their January meeting. As shown, the total cost for the project is estimated to be \$6,340,720, comprising \$4,720,798 for the housing component and \$1,619,922 for the park. \$262,999 was already approved by the Council for design of the project and is included in the total project cost. It is estimated that the CPA will allocate \$2,900,000 for the project; \$1,600,000 for the housing and \$1,300,000 for the park. The City would bond \$2,200,000 for twenty or thirty years. The pro forma shows that income will cover the debt service, after the project is constructed and rented. Current cost estimates require \$1.2 million dollars that do not have a funding source identified.

Committee members expressed concerns related to finances and long term feasibility of the project. Although a revised construction estimate recently reduced the cost of the housing component by nearly \$500,000. Ms. Lemieux stated that at this stage of the project, cost estimates are conservative. It was noted that the intent is to reduce expenditures for the park to the \$1.3

million grant, and that some items included in the project budget (i.e. sewer and storm water main improvements) should not be included. Councilor Gentile noted that reasons for the budget increase include the addition of the proposed elevator (\$470,000), the increase in square footage resulting from the change from one bedroom units to two and three bedroom units and a decrease in expected funds from the CPA.

Committee members questioned whether the City should continue as the property developer or consider alternate options. It was noted that because the City is developing the property, the project is not eligible for grant money, such as the state's work force housing subsidy. Additionally, Committee members questioned whether an additional four units might help reduce the cost per unit (currently 590,000). It was reiterated that the Working Group has been following the Board Order specifications and could not consider additional units.

The Public Hearing was Opened.

Public Comment

Melissa Wiley, 24 Sharon Avenue, noted that the neighborhood is increasingly becoming denser. She noted that side lots and backyards are getting filled in and there is very limited open space. Ms. Wiley is supportive of the project and noted that the neighborhood needs the park space for children and for the elderly population.

Paul Alexander, Trustee Board Chair, Myrtle Baptist Church, was pleased that the gate was included in the design. He noted that the easement has already been granted on the walkway from Myrtle Village. He stated that the church would like another 20 parking spaces to be located on the site. Mr. Alexander noted that the history of the neighborhood, including homes lost when the state took the land for the pike, should be incorporated in the park.

Marcia Johnson, 39 Bemis Street, is in agreement that budgetary estimates were not available at the time the Board Order was drafted. She urged Committee members to revisit the option of adding additional affordable units. She also questioned the connection to the neighborhood by design.

Fran Godine, 19 Crofton Road, noted that the City is not a developer. She does not believe that the risk should be taken now when it has never been done before and questioned where the funds for the state of the art playground will come from. Ms. Godine believes that as much housing as possible should be put back at the site.

Grace Houston, Mt. Vernon Street, questioned who has control over the gate and noted concern about possible vehicle/pedestrian accidents in the church parking lot.

Howard Haywood, noted that the gate will result in lost parking spaces and agrees that the City should give the Church additional space for parking. He noted that the only access to the park now is through the church. Mr. Haywood has concerns about liability related to cars driving through the Crescent Street drive. He stated that the church will require more through access than just on

Sunday. Mr. Haywood emphasized the importance of memorializing and respecting the memory of the 37 homes lost due to the construction of the turnpike, in part by building more affordable housing.

Josephine McNeil, believes that the City must address all levels of affordability and noted that if the City is going to use public resources, they should be used for the neediest. Ms. McNeil noted that if units are to be added, they should be added for people at 50% AMI and questioned whether market rate is appropriate for this situation.

Julia Malakie, 50 Murray Road, appreciates the design of the site and inclusion of solar. Ms. Malakie is not supportive of adding additional units beyond the eight and does not believe it is appropriate. She noted that there are gates that could slide open and eliminating the reduction in parking for the church.

Elaine Rush Arruda, 1921 Commonwealth Ave, member of the Crescent Street Working Group, noted that the proposed project is the product of many meetings and hours of time. Ms. Rush Arruda believes it is important that the City retains ownership of the property and noted that most neighbors are happy with the project


Shule Aksan Kapanci, 98 Crescent Street, noted that the neighborhood needs open space and while the site could support additional units the compromise was made to provide open space. She does not believe a third story will fit into the context with the neighborhood.

ADA Coordinator Jini Fairley, noted that the elevator is not just for people with mobility issues. She stated that the elevator will be used to service the elderly, people with baby strollers and people carrying groceries. Ms. Fairley printed the attached quotes from the housing strategy and emphasized the fact that the City has committed to encouraging elevator served buildings. She questioned how the City can impose expectations for developers if they are not willing to follow them. She noted that there is a great need for accessibility and urged Committee members to maintain the proposed project with the elevator.

The Chair voiced agreement with Jini, noting that in an ideal situation, the City would be able to provide housing for people with varied needs, but emphasized that it ultimately becomes a question of resources. For example, should limited City resources be used to add more affordability versus 100% accessibility? Some Committee members were in agreement that policy questions remain relative to the appropriateness of the City developing the site combined with the cost of the project, and whether the general fund should be used to help subsidize affordable housing. The Chair noted that while the Board Order does not allow for flexibility to develop more units, this may not be the right project for the site. With a motion from Councilor Brousal-Glaser to hold the item, Committee members voted unanimously in favor.

Respectfully submitted,



Deborah J. Crossley, Chair



West Newton Square Enhancements Project


City Council Discussion
November 29, 2017

Department of Planning and Community Development
Department of Public Works



Scott D. Warren
Mayor

#37817 West Newton Square Enhancements
Public Facilities & PS&T Joint Meeting
November 29, 2017



| West Newton Square Today | Collaboration | Proposed Improvements |

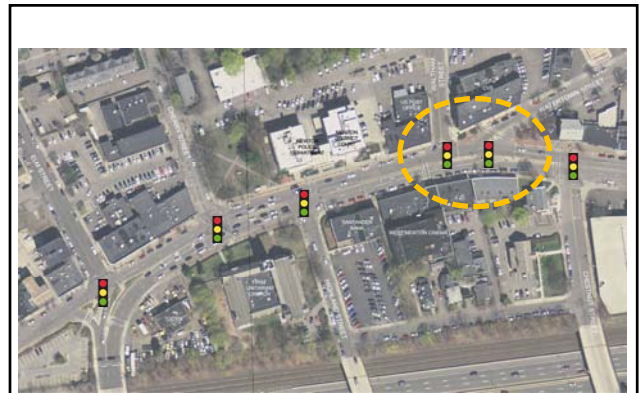
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West Newton Square Today



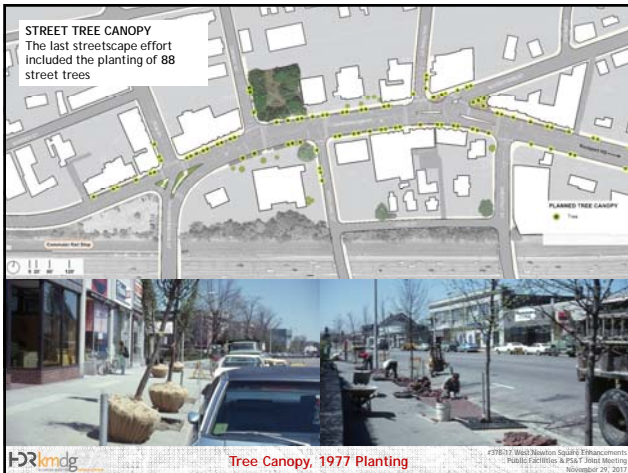
#37817 West Newton Square Enhancements
Public Facilities & PS&T Joint Meeting
November 29, 2017

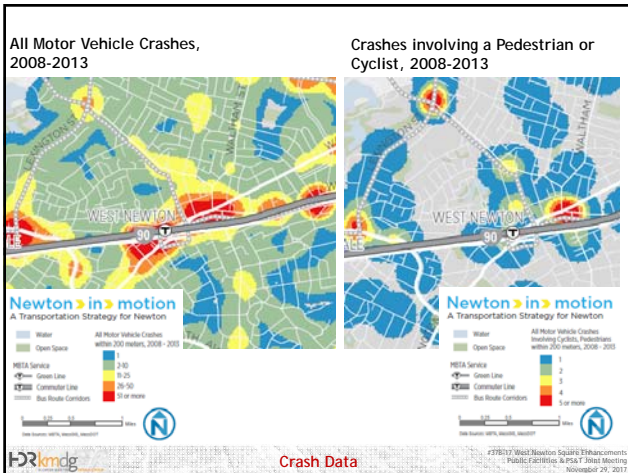


6 signalized intersections



#37817 West Newton Square Enhancements
Public Facilities & PS&T Joint Meeting
November 29, 2017





| West Newton Square Today | Collaboration | Proposed Improvements |

COLLABORATION

Project Goals

Maximize **Safety** and convenience for all travel modes

- Simplify intersections and traffic patterns
- Accommodate bicycles
- Improve wayfinding to MBTA services and to parking

Enhance Pedestrian **Experience** / Village Character


- Vehicular traffic calming
- More direct and rational pedestrian crossings and routes
- Places to linger and socialize
- Pleasant and maintainable streetscape and landscape elements

Benefit the **Environment**

- Increased tree canopy to mitigate urban "heat island"
- Green Infrastructure to improve stormwater quality
- Encourage walking, biking and transit use

PROJECT GOALS

237511 West Newton Square Enhancements
Public Facilities & PSA T. Reed Meeting
November 29, 2017



What do we need to know?

- Inspiration Photos (- 10)
- Meeting at Second Church (80+ ppl)
- Site Walk (40+ ppl)
- Online Map (125 comments)
- Business Visits (35+)

What do you think of the options?

- Meeting at Unitarian Church (80+ ppl)
- Online Map (57 comments)
- Emails (66)
- Business Meeting (15-20 ppl)
- Business Visits (25+)

Learning from the neighborhood

237511 West Newton Square Enhancements
City Council | January 3, 2017

BALANCE

SAFER & EASIER TO CROSS THE STREET

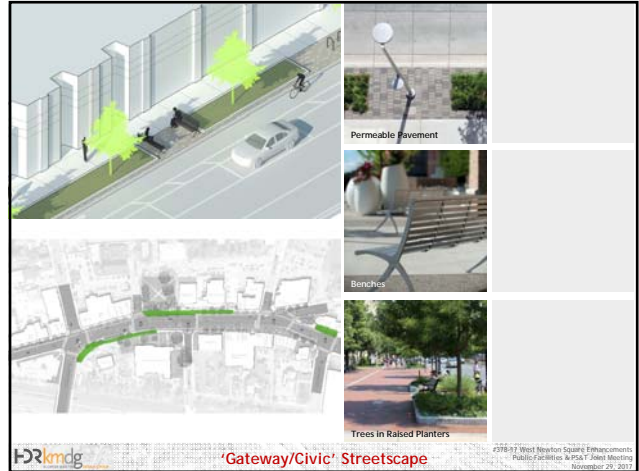
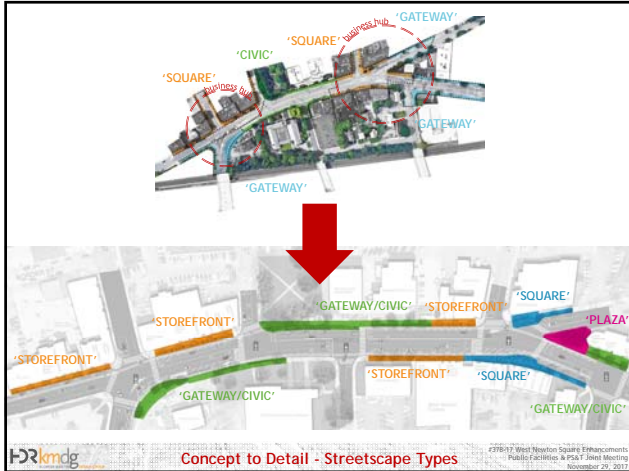
Less like a Highway On-Ramp,
More Village Character

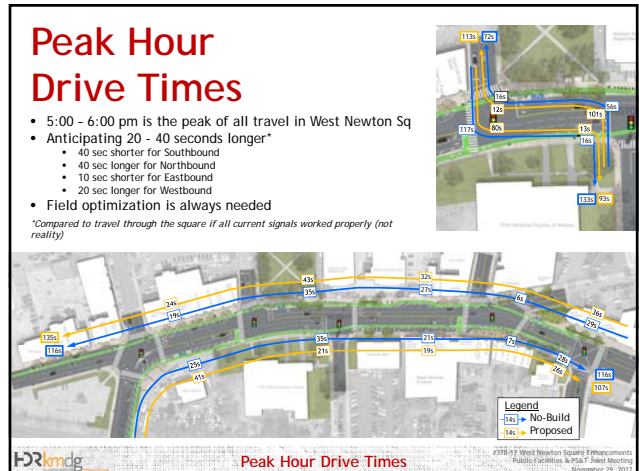
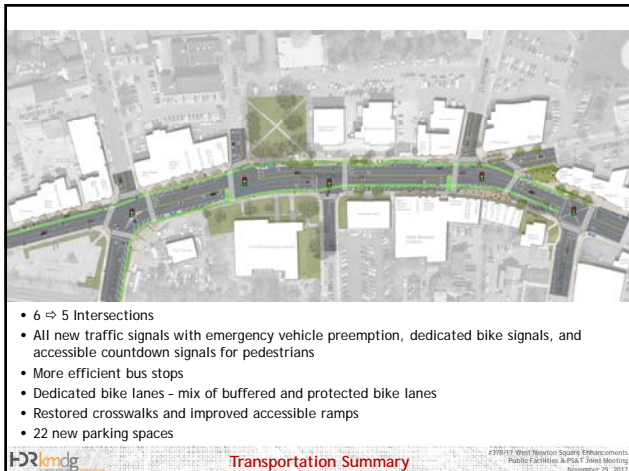
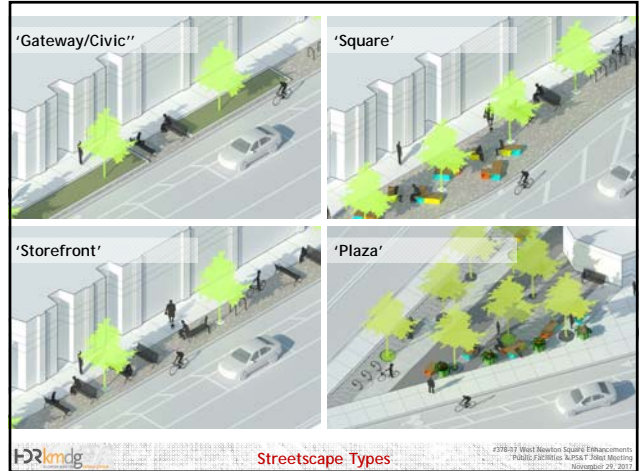
Feedback Themes

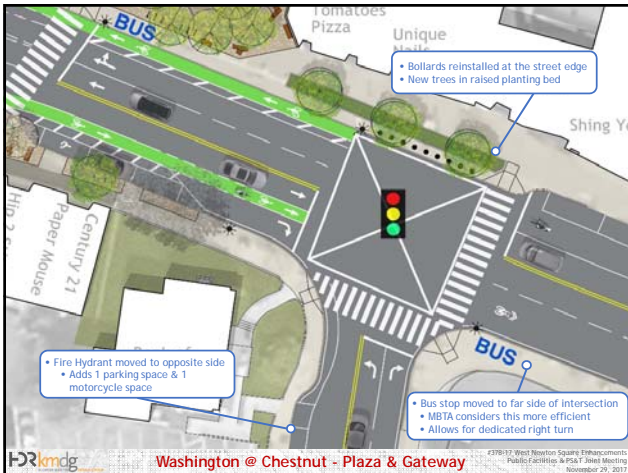
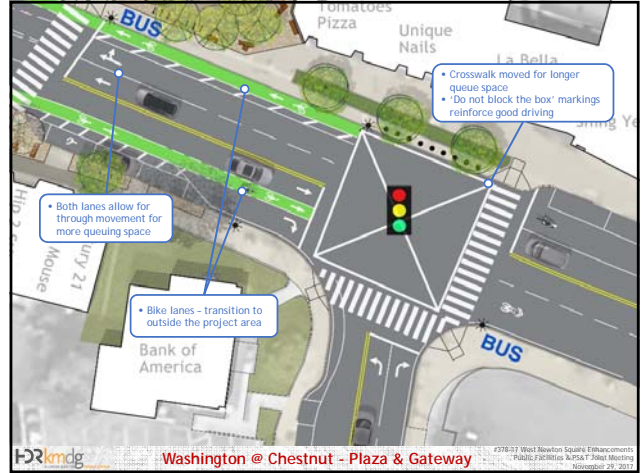
237511 West Newton Square Enhancements
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November 29, 2017

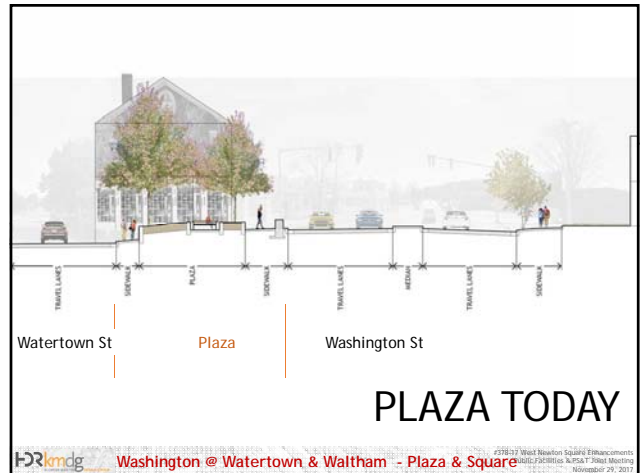
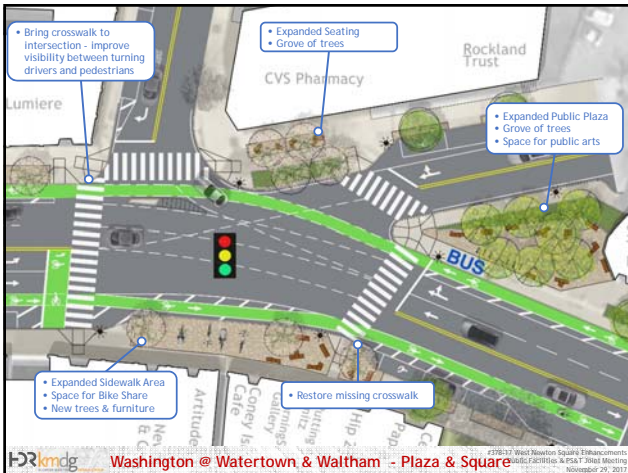
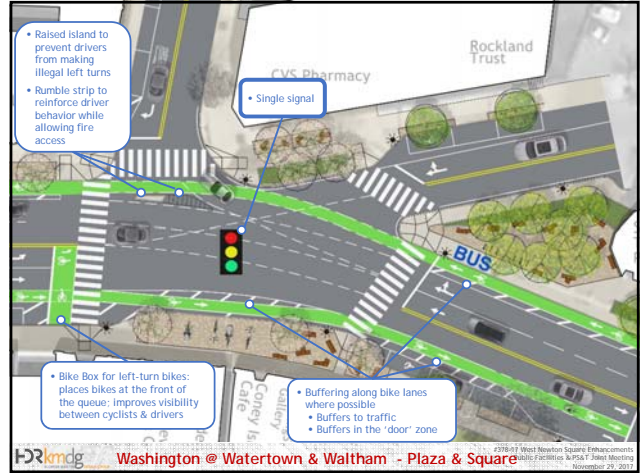
| West Newton Square Today | Collaboration | Proposed Improvements |

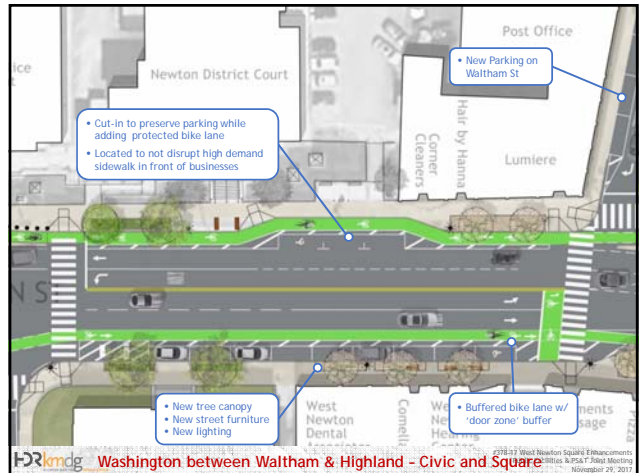
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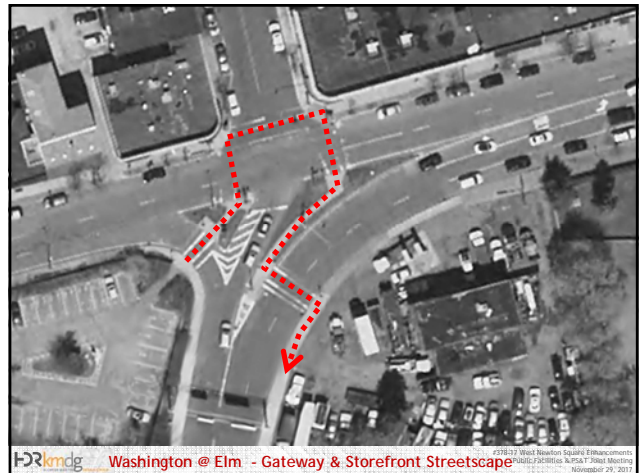
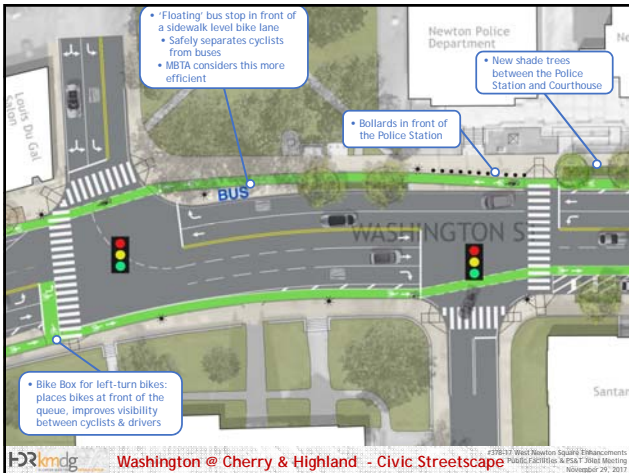
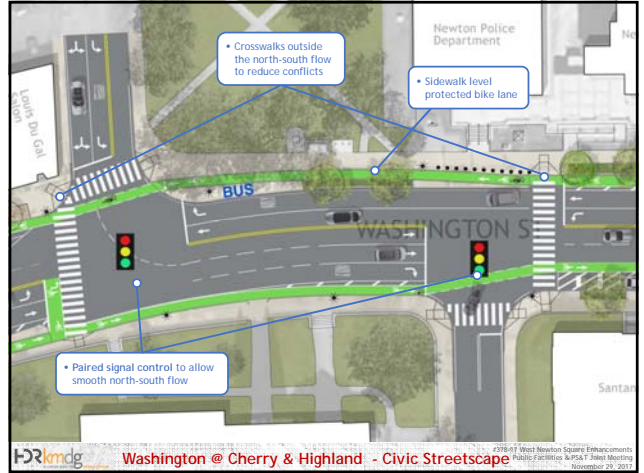


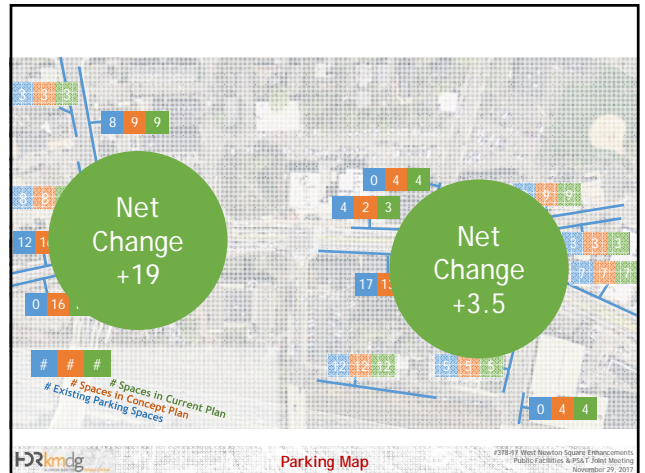
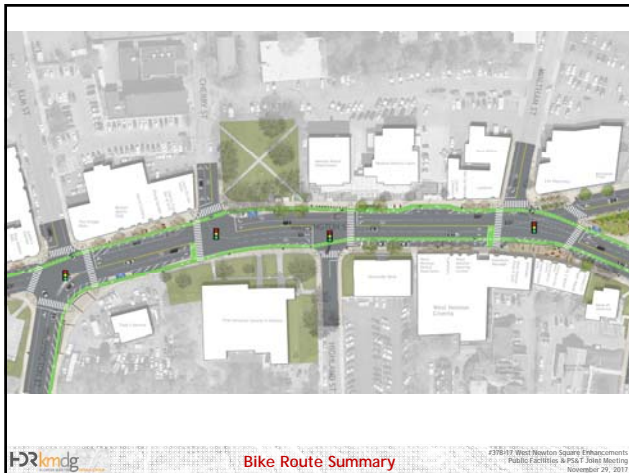
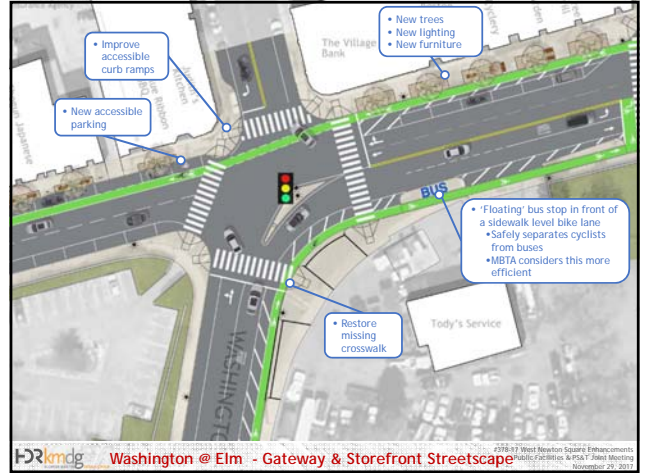
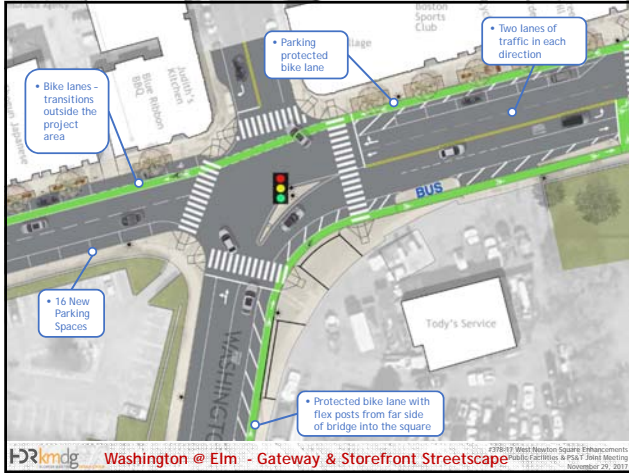












Smart parking management
 Relevance: Inefficient parking frustrates customers and businesses and adds to congestion
 Projected Outcome: Employ smart meter technology and parking management to better serve customers, businesses, and residents

West Newton Square

Public Parking
 Unrestricted Parking
 Restricted Parking
 Limited Access Zone

Transit
 Cherry St & Washburn St Public Lots
 Cherry St Parking (355-5245)
 Washington St. St. St. Bus Stop

237617 West Newton Square Enhancements
 Public Facilities & PS&T Road Meeting
 November 29, 2017

Parking - management

Project Benefits

- 40 new trees
- Expanded sidewalks in key locations
- All new lighting
- More efficient bus stops
- Deep sump catch basins to improve stormwater quality
- Dedicated bike lanes with bike-specific traffic signals
- Improved north-south drive experience
- 2 restored crosswalks
- A new plaza with space for public art
- Slower Smoother Traffic
- 6 -> 5 Traffic Signals all with emergency vehicle preemption
- 22 new parking spaces + 1 motorcycle space

237617 West Newton Square Enhancements
 Public Facilities & PS&T Road Meeting
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CONSTRUCTION 2018 - 2019
 Substantial construction in 2018
 Completion in summer 2019

- Council vote regarding design layout (#378-17) *11-29-2017*
- Final construction documents, bidding, & contract award *min. 16 weeks*
- Council vote regarding project budget *Mid March 2018*
- Construction management plan & materials ordering following notice to proceed *Mid April - Mid May 2018*

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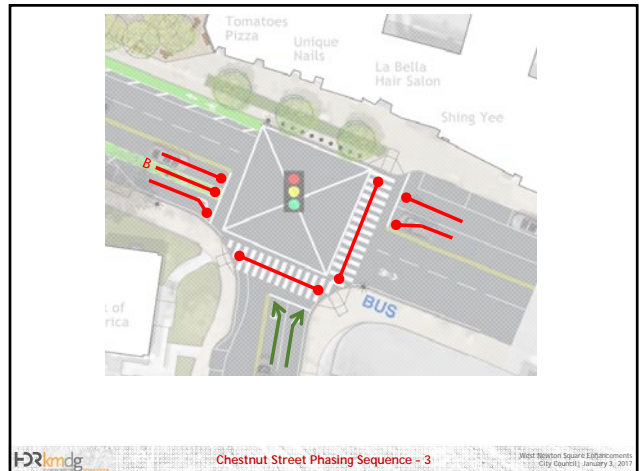
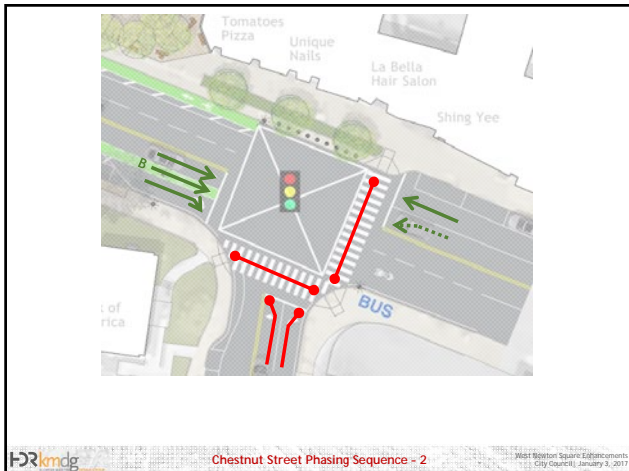
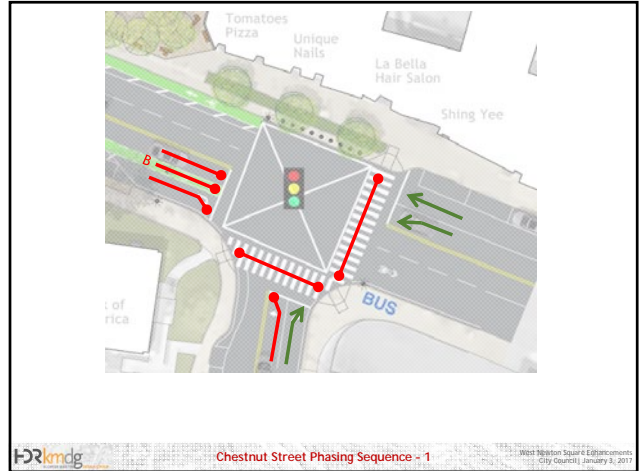
Timeline

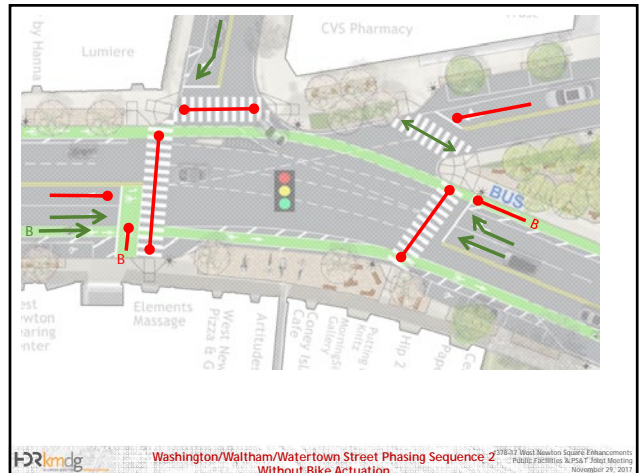
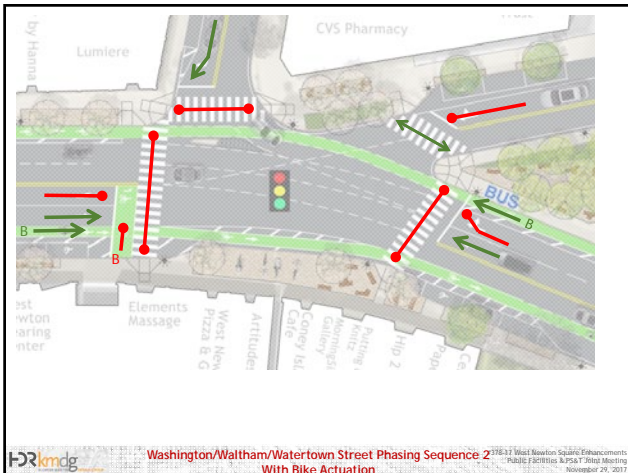
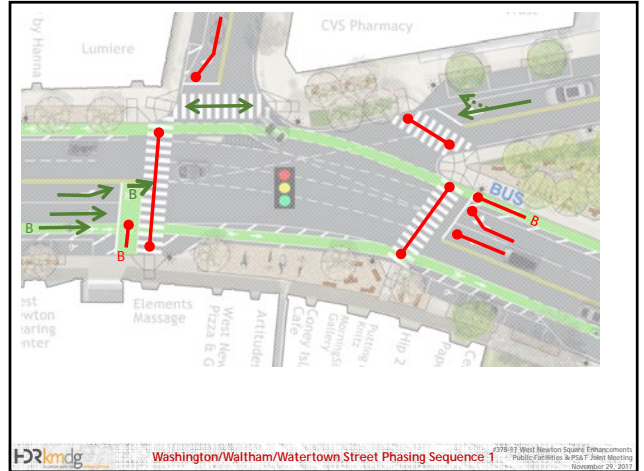
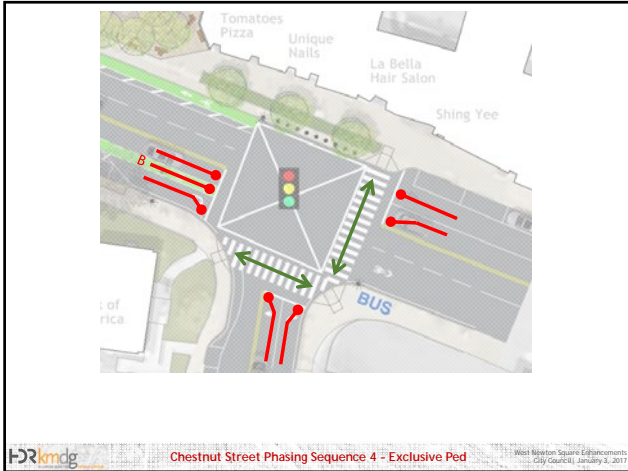
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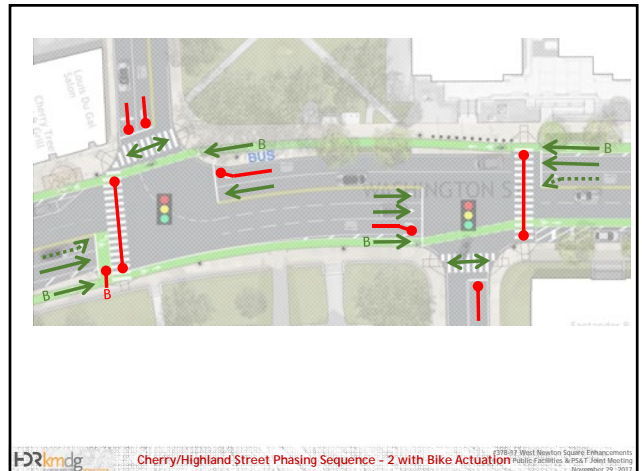
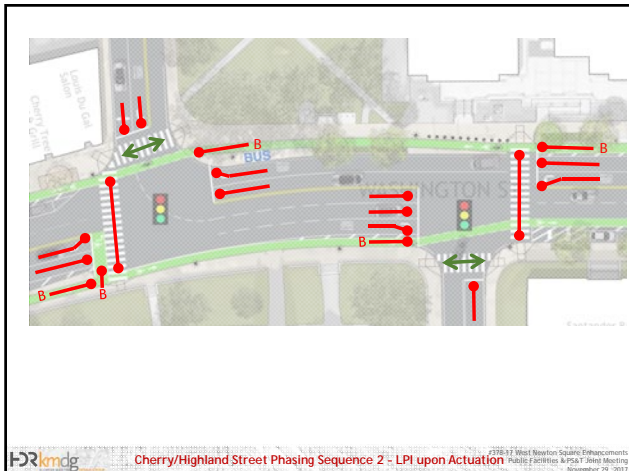
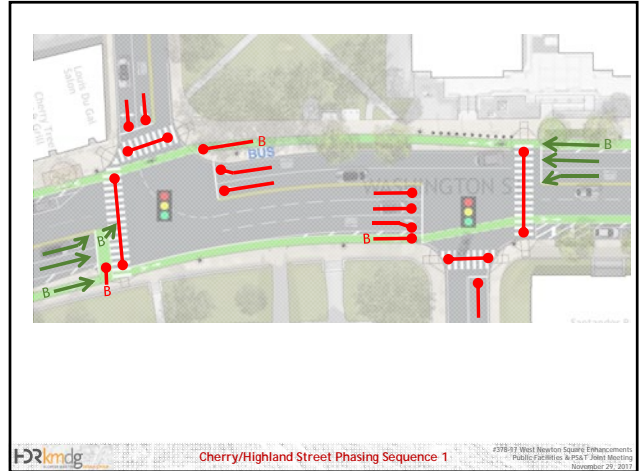
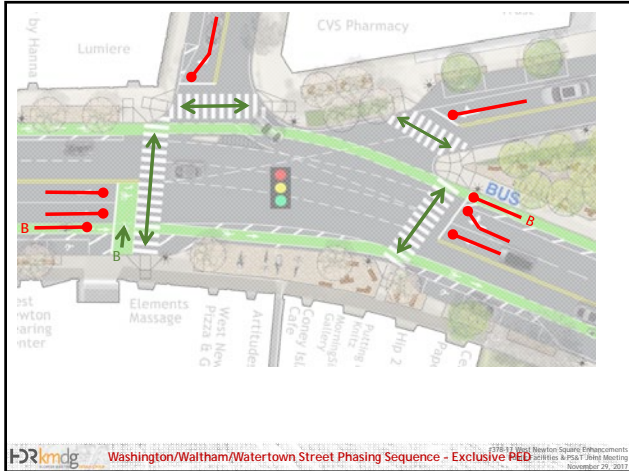
237617 West Newton Square Enhancements
 Public Facilities & PS&T Road Meeting
 November 29, 2017

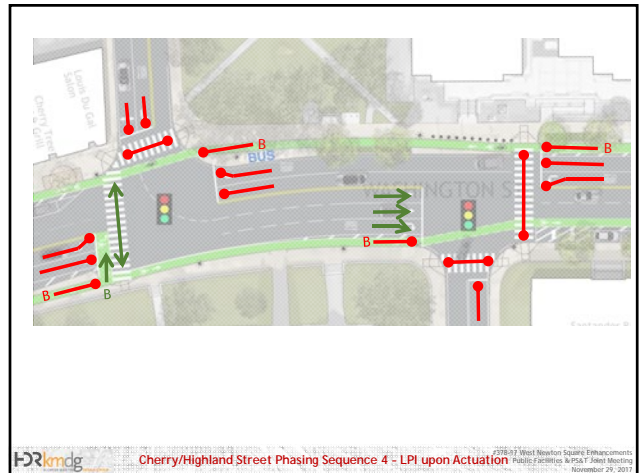
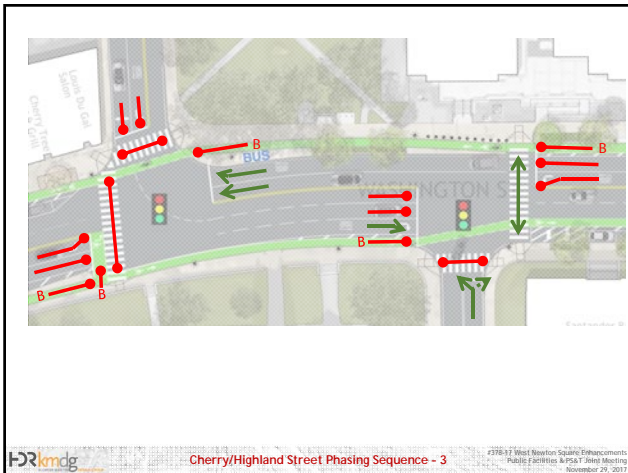
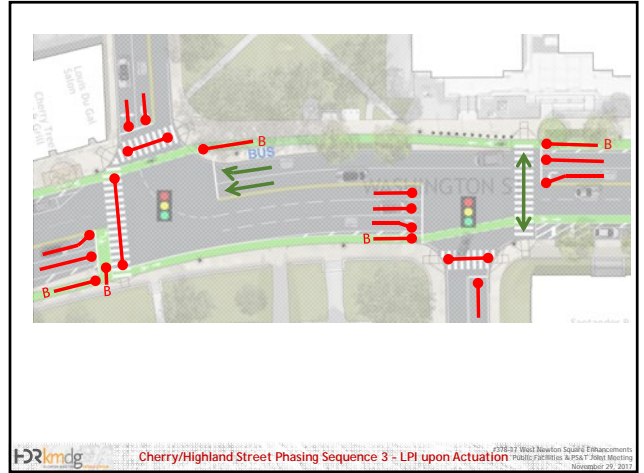
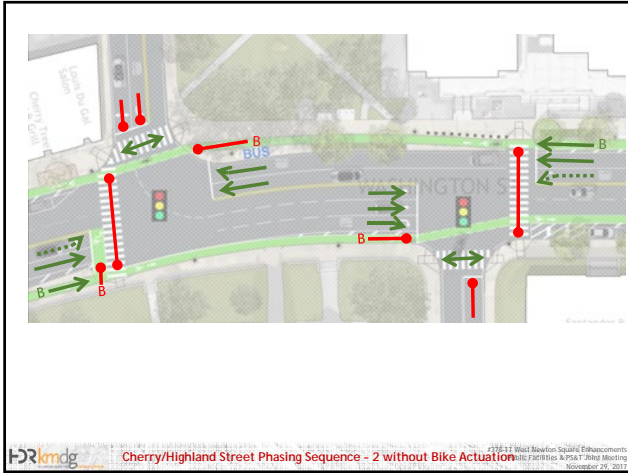
Additional Material

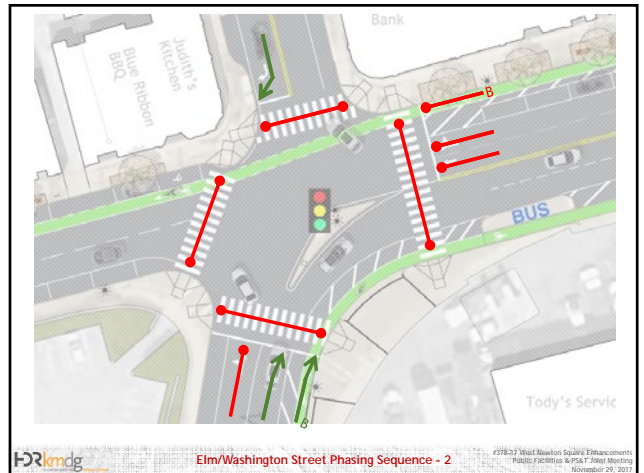
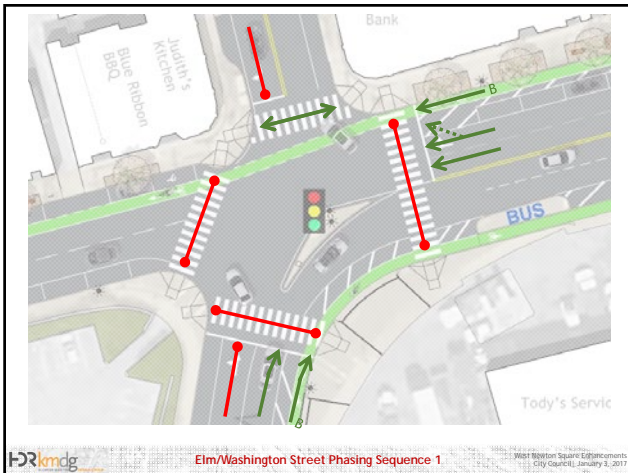
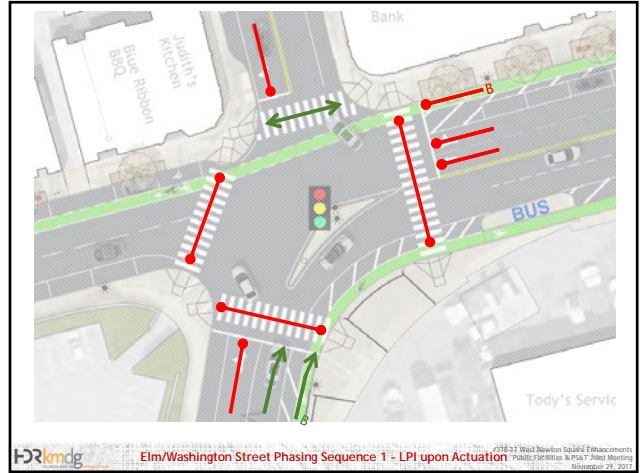
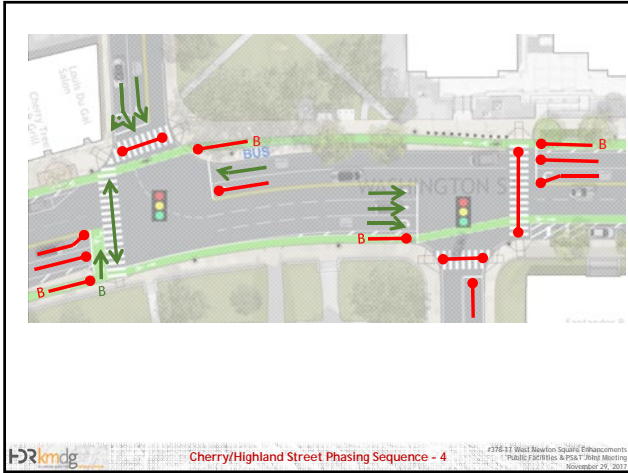
PHASING DIAGRAMS

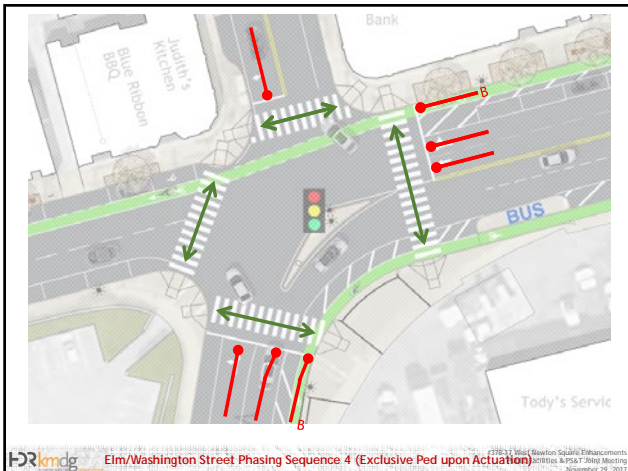
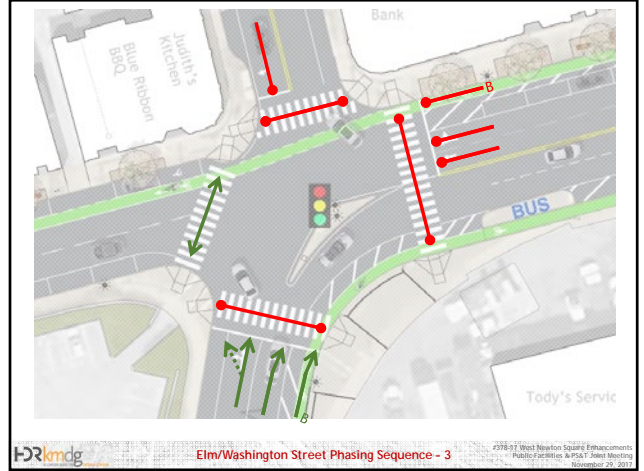
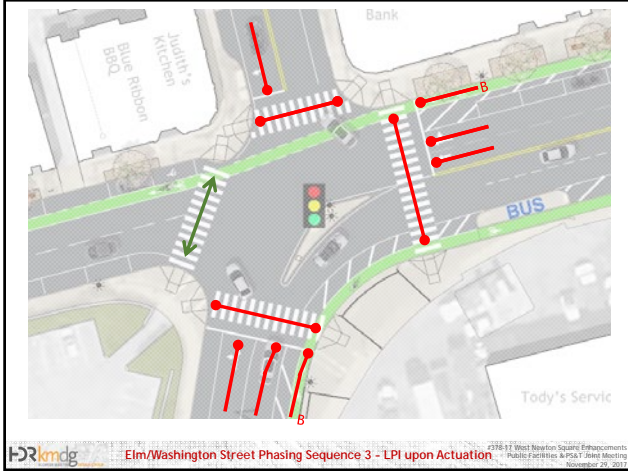






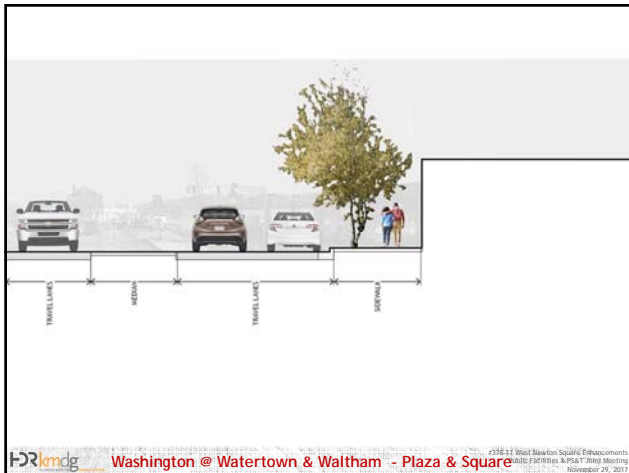






Additional Material

SECTION VIEWS





Peak Hour Drive Times

- 5:00 - 6:00 pm is peak of all travel in the Square
- At the worst: anticipating 20 - 40 seconds longer*
- Field optimization always needed

**Compared to travel through the square if all current signals worked properly (not reality)*

Aerial map showing a route through a city square with yellow arrows indicating travel paths. The map shows a grid of streets and a central square area.

Peak Hour Drive Time

Map of West Newton area with a red cluster highlighting a high-crash area near Washington St and Mass Pike. The map shows a grid of streets and a central square area.

Results: (1 of 2)

2005-2014 HSTIP Pedestrian Cluster

Crash Count: 10
 Fatal crashes: 0
 Injury crashes: 10
 Property damage only crashes: 0
 EPDO: 50
 RPA: METROPOLITAN AREA PLANNING COUNCIL
 City/Town: NEWTON
[Zoom to](#)

West Newton is currently in the top 5% of worst crash clusters for pedestrian/motor vehicle crashes and bicycle/motor vehicle crashes in the Boston Metro Region as tracked by MassDOT

Crash Data

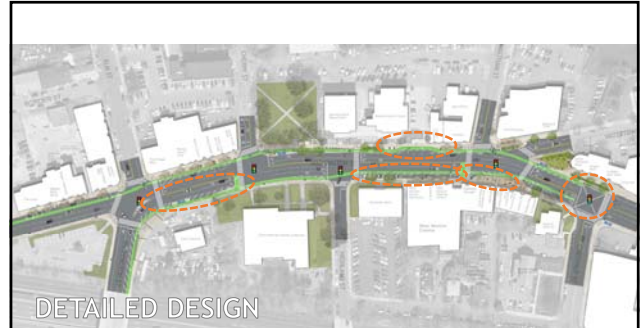


PREFERRED CONCEPT

- Meeting at Unitarian Church (75+ ppl)
- Business Meeting (15-20 ppl)
- City Council Presentation (40+ ppl)
- Tree Commission Discussion
- Business Visits (25+)
- Emails

Phase 3 - Preferred Concept

#37817 West Newton Square Enhancements
Public Facilities & PS&T Road Meeting
City Council, November 29, 2017



DETAILED DESIGN

- Meeting at Unitarian Church (50+ ppl)
- Business Meetings (15+ ppl)
- Interdepartmental Meetings
- Meetings with the MBTA
- Drop in Days at L'Arma Café

Phase 4 - Detailed Design

#37817 West Newton Square Enhancements
Public Facilities & PS&T Road Meeting
City Council, November 29, 2017



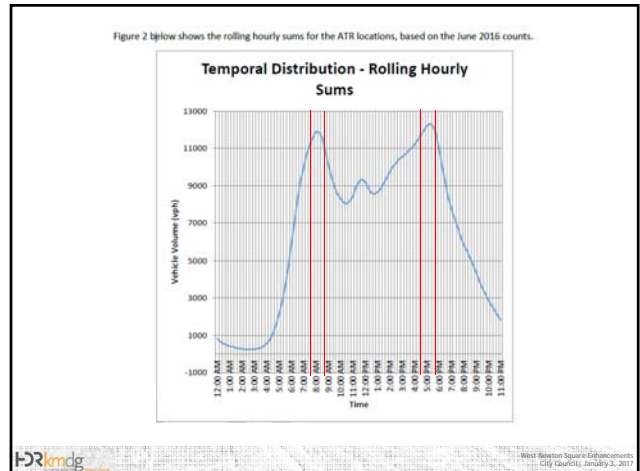
Location Map: 165096 Newton, MA

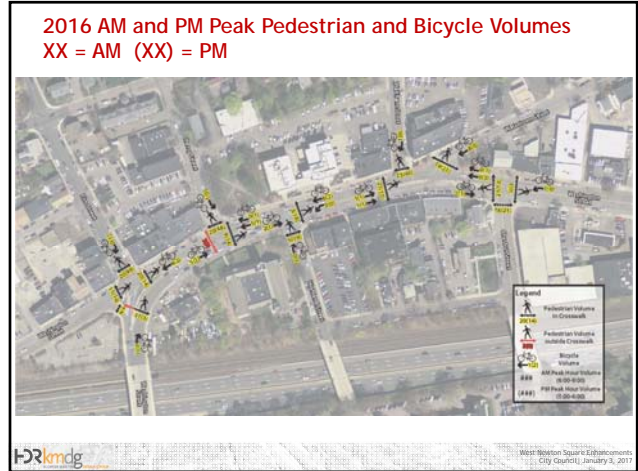
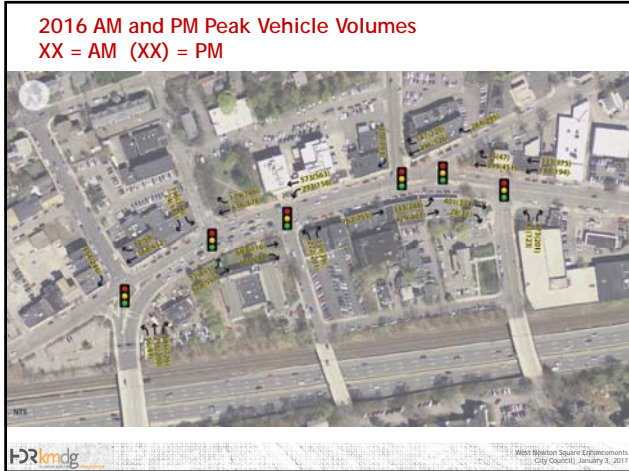
PRECISION DATA INDUSTRIES, LLC

Client: HDG
Engineer: L. Carbone
Site Code: TSA
Date: Nov 4/13 10:54 Sat 4/13/2013
POI: 165096
City, State: Newton, MA

Legend: ● = TMC, ■ = ATR

#37817 West Newton Square Enhancements
City Council, January 3, 2017





- Thousands of people moving through each day
 - 50 + local businesses
 - 100 + Police Officers working here
 - 150 + Rockport employees
 - 2 day care centers
 - 2 faith institutions
 - A regional arts destination
- Wide impacts

200 direct participants

356 following on mailing list

"As a Newton resident who sends his daughter to preschool in West Newton Square, I strongly support Plan B ... Introducing safer and more common sense pedestrian and bike designs for the streets & sidewalks will benefit everyone in the community including retail businesses"

"I am a Newtonville resident, homeowner and car driver. I write today to voice my full-throated support for the proposed protected bike lanes in West Newton...I've seen first hand how such lanes not only prevent injury and promote physical health but enhance the overall pride in a community. Such bike lanes project a forward-thinking, specialness to a town that pays off in reputation, property values and local economic vitality."

Community support

**“They are going to make it more friendly
for people to walk around, which is great”**

- West Newton Business Owner, Interview with Boston Globe

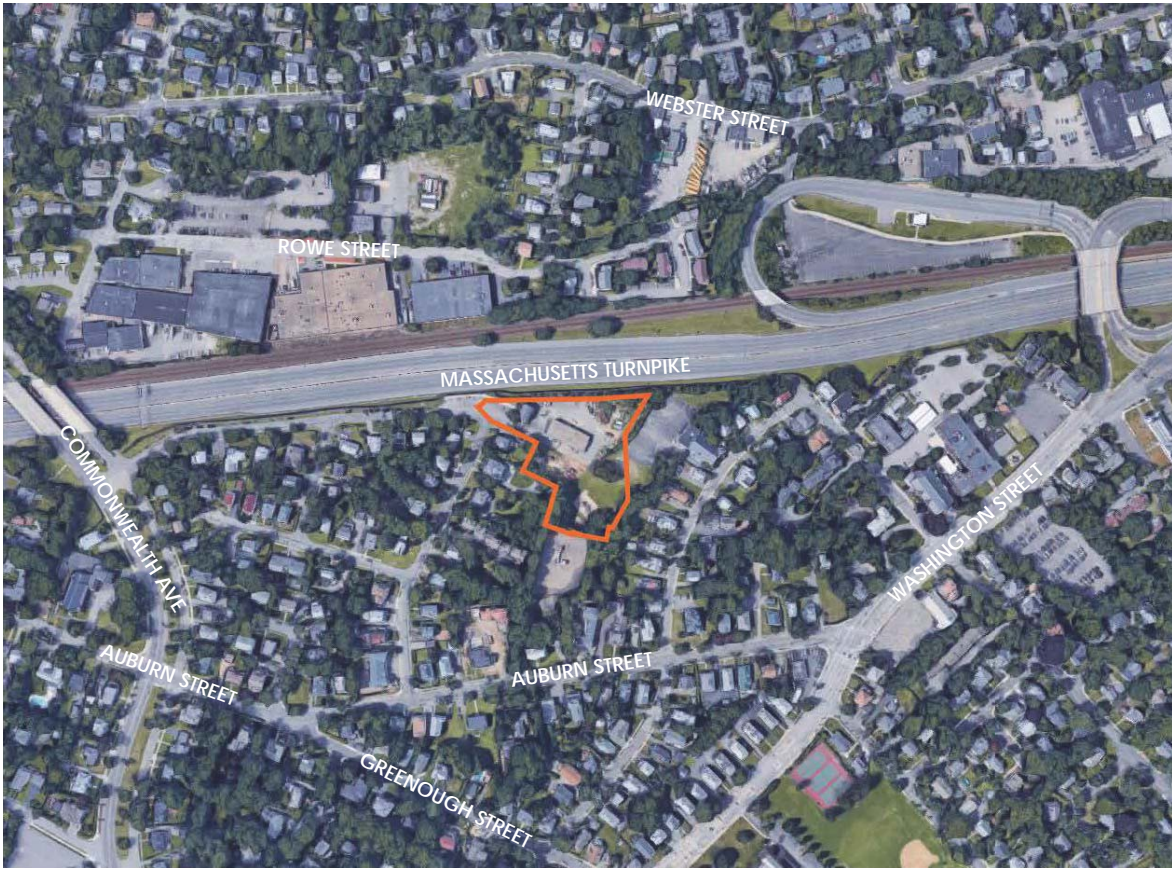
Walkable retail areas with unique visual, cultural, social, and environmental qualities provide competitive advantages. Their ‘place-making dividend’ attracts people to visit often, stay longer, and spend more money

- Urban Land Institute, 2010

[In a study of 14 projects,] we found that employment levels rose after Complete Streets projects, in some cases, significantly. Communities reported increased net new businesses...suggesting that Complete Streets projects made the street more desirable for businesses

- Smart Growth America, 2015

Positive Business Effects





Conceptual Plan A



Conceptual Plan B



Conceptual Plan C



Conceptual Plan D



Conceptual Plan A



Conceptual Plan B



Conceptual Plan C



Conceptual Plan D



Conceptual Plan E



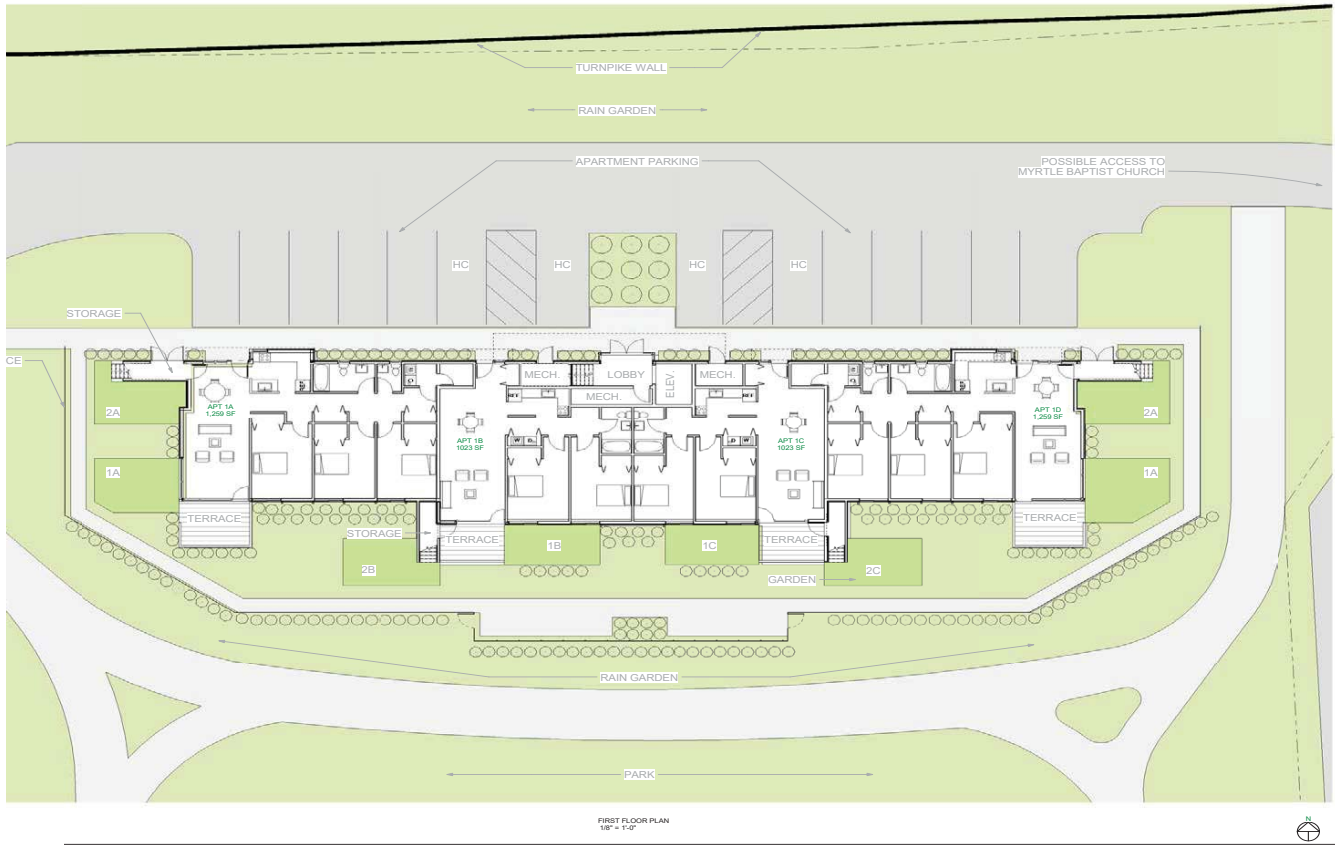
CRESCENT STREET HOUSING & REVEREND FORD PLAYGROUND EXPANSION | CPC 11- 28-17

NEIGHBORHOOD PLAN

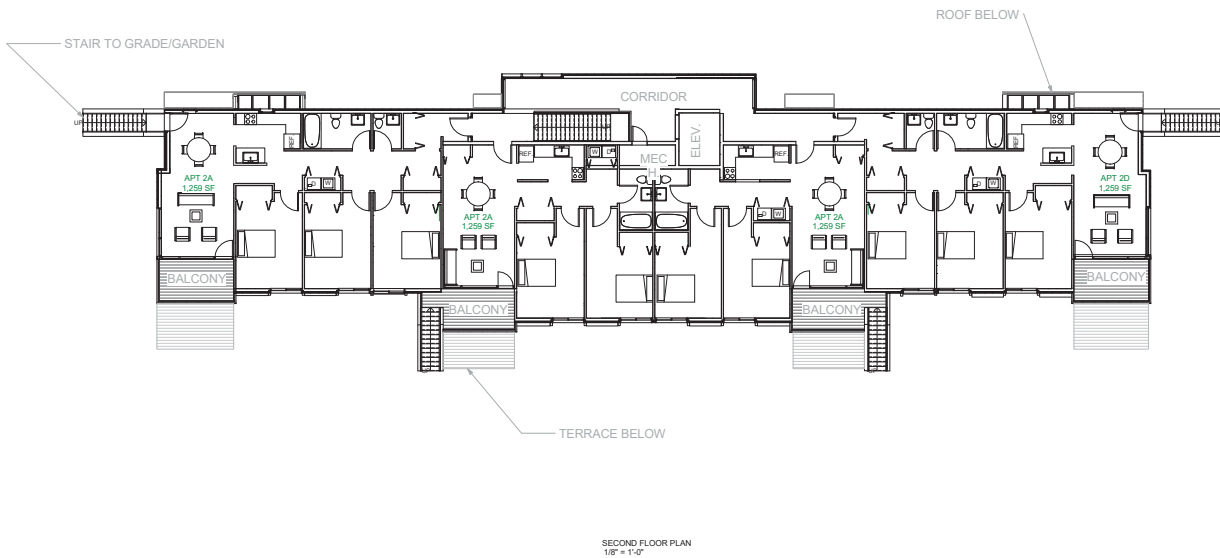


CRESCENT STREET HOUSING & REVEREND FORD PLAYGROUND EXPANSION | CPC 11- 28-17

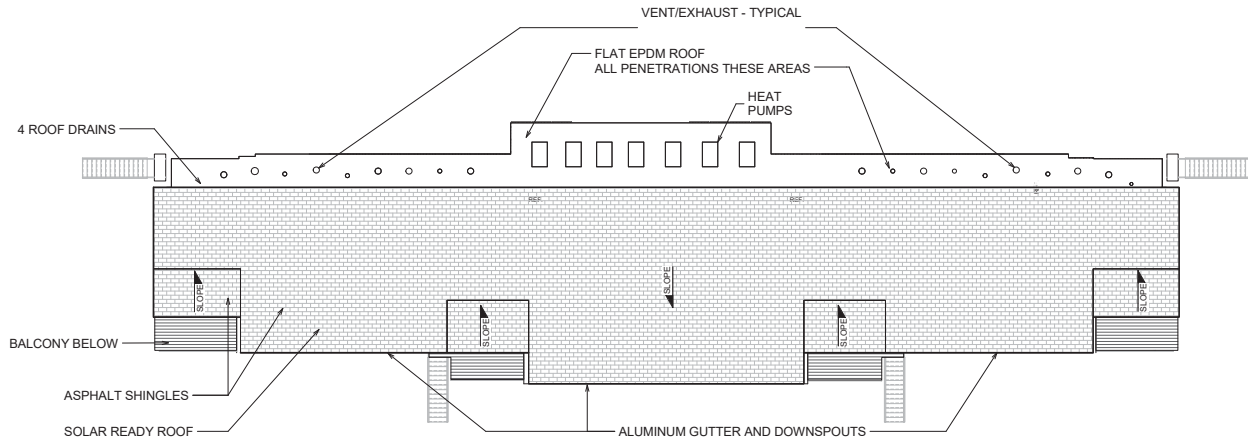
SITE PLAN



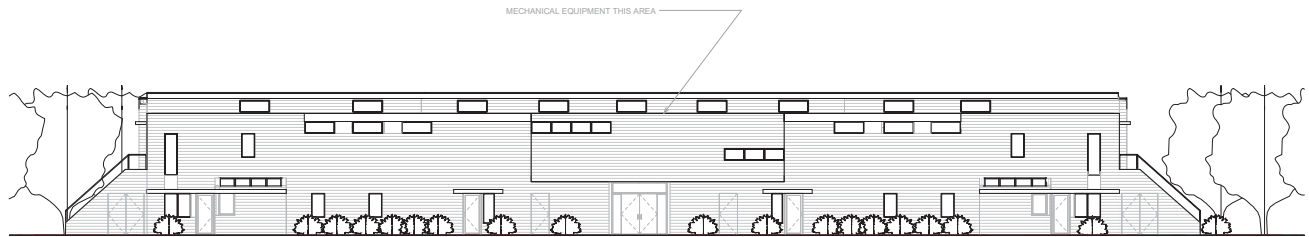
FIRST FLOOR PLAN
1/8" = 1'-0"



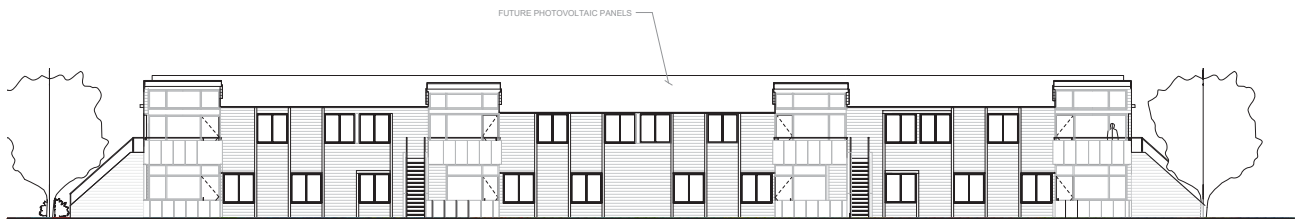
SECOND FLOOR PLAN
1/8" = 1'-0"



1 Roof Plan Copy 1
1/8" = 1'-0"



NORTH ELEVATION



SOUTH ELEVATION



CRESCENT STREET HOUSING & REVEREND FORD PLAYGROUND EXPANSION | CPC 11- 28-17

EXTERIOR VIEW FROM SOUTH



CRESCENT STREET HOUSING & REVEREND FORD PLAYGROUND EXPANSION | CPC 11- 28-17

EXTERIOR VIEW FROM NORTH



**CRESCENT STREET HOUSING AND
REVEREND FORD PLAYGROUND EXPANSION
PROJECT DEVELOPMENT BUDGET**

USES				
Description	Housing	Park	Total	Other
HARD COSTS				
Direct Construction				
Housing/Housing Site Total	\$ 3,833,310	\$ -	\$ 3,833,310	\$ -
Appliances	\$ 50,230	\$ -	\$ 50,230	\$ -
Park Total	\$ -	\$ 991,675	\$ 991,675	\$ -
Utilities	\$ -	\$ 360,502	\$ 360,502	\$ -
Earthwork by others	\$ -	\$ -	\$ -	\$ 132,380
Direct Construction Total	\$ 3,883,540	\$ 1,352,177	\$ 5,235,717	\$ 132,380
Existing Building Demolition	\$ -	\$ -	\$ -	\$ 92,000
Hazmat Abatement	\$ -	\$ -	\$ -	\$ 32,000
General Conditions, O&P, P&P Bond, BRI	\$ -	\$ -	(Incl.)	\$ -
Escalation	\$ -	\$ -	(Incl.)	\$ -
Construction Contingency @ 5%	\$ 194,177	\$ 67,609	\$ 261,786	\$ 6,619
Hard Costs Total	\$ 4,077,717	\$ 1,419,786	\$ 5,497,503	\$ 262,999
SOFT COSTS **				
OPM				
OPM & Housing Consultant	\$ 174,846	\$ 59,847	\$ 234,693	\$ -
Design & Engineering				
Architectural and Engineering fees	\$ 336,740	\$ 115,260	\$ 452,000	\$ -
Additional Consultants				
(HERS)	\$ 10,850	\$ -	\$ 10,850	\$ -
Professional Services				
Hazmat	\$ 13,410	\$ 4,590	\$ 18,000	\$ -
Survey (Additional)	\$ 3,725	\$ 1,275	\$ 5,000	\$ -
Materials Testing	\$ 14,900	\$ 5,100	\$ 20,000	\$ -
Geotechnical	\$ 3,725	\$ 1,275	\$ 5,000	\$ -
Fixtures, Furnishings & Equipment				
Furnishings & Playground Equipment	\$ -	\$ -	\$ -	\$ -
Project Related Expenses				
Utility Back Charges	\$ 7,450	\$ 2,550	\$ 10,000	\$ -
Admin & Printing Cost	\$ 15,000	\$ -	\$ 15,000	\$ -
City Staff Time	\$ -	\$ -	\$ -	\$ 202,500
Non GC Construction Work	\$ 25,000	\$ -	\$ 25,000	\$ -
Marketing/Initial Rent-up	\$ 5,000	\$ -	\$ 5,000	\$ -
Affordable Monitoring	\$ 2,520	\$ -	\$ 2,520	\$ -
Soft Cost Contingency				
Soft Cost Contingency	\$ 29,915	\$ 10,239	\$ 40,154	\$ -
Soft Costs ** Total	\$ 643,081.02	\$ 200,135.99	\$ 843,217.00	\$ 202,500.00
Total Project Budget	\$ 4,720,798	\$ 1,619,922	\$ 6,340,720	\$ 465,499

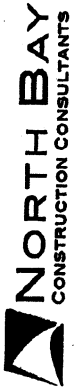
FUNDING SOURCES				
Description	Housing	Park	Total	Other
CPA *	\$ 1,600,000	\$ 1,300,000	\$ 2,900,000	\$ -
Work by Others	\$ -	\$ -	\$ -	\$ 262,999
City Staff Time	\$ -	\$ -	\$ -	\$ 202,500
Bond	\$ 2,200,000	\$ -	\$ 2,200,000	\$ -
Cash	\$ 920,798	\$ 319,922	\$ 1,240,720	\$ -
Total	\$ 4,720,798	\$ 1,619,922	\$ 6,340,720	\$ 465,499

Notes and Assumptions:

* CPA Funding includes the \$260,000 appropriated for feasibility and design

** Soft Costs were allocated using the % of total costs budget by PB Dept. in the March 2017 Budget

Park: \$1,300,000 (25.5%) and Housing \$3,400,000 (74.5%)



Project: Crescent Street Development
 Date: November 21, 2017

CONCEPTUAL COST ESTIMATE

GRAND SUMMARY

	BUILDING / SITE	SITE UTILITIES	EARTHWORK BY OTHERS	PARK / PLAYGROUND	APPLIANCES	TOTAL PROJECT
TOTAL DIRECT COSTS	\$ 2,996,125	\$ 272,325	\$ 100,000	\$ 663,004	\$ 37,944	\$ 4,069,398
GENERAL REQUIREMENTS (10%)	\$ 299,613	\$ 27,233	\$ 10,000	\$ 66,300	\$ 3,794	\$ 406,940
OVERHEAD AND FEE (13%)	\$ 428,446	\$ 38,942	\$ 14,300	\$ 94,810	\$ 5,426	\$ 581,924
TOTAL - DIRECT COST AND OH&P	\$ 3,724,183	\$ 338,500	\$ 124,300	\$ 824,114	\$ 47,164	\$ 5,058,262
CONTINGENCY (5%)	\$ 186,209	\$ 16,925	\$ 6,215	\$ 41,206	\$ 2,358	\$ 252,913
BOND, PERMITTING & INSURANCE (1.5%)	\$ 55,863	\$ 5,077	\$ 1,865	\$ 12,362	\$ 707	\$ 75,874
SUBTOTAL	\$ 3,966,255	\$ 360,502	\$ 132,380	\$ 877,682	\$ 50,230	\$ 5,387,049
ESCALATION	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TOTAL SCHEMATIC DESIGN COST ESTIMATE \$ 3,966,255

Project: Crescent Steet Development
 Date: November 21, 2017

CONCEPTUAL COST ESTIMATE
MAIN SUMMARY

GROSS AREA 10,897.00

DIV.	ELEMENT	TOTAL COST	COST / SF	
02	EXISTING CONDITIONS	\$	\$	0.00%
03	CONCRETE	\$ 193,324	\$ 17.74	4.75%
04	MASONRY	\$ 52,640	\$ 4.83	1.25%
05	METALS	\$ 5,867	\$ 0.54	0.14%
06	WOOD, PLASTICS AND COMPOSITES	\$ 374,484	\$ 34.37	9.20%
07	THERMAL AND MOISTURE PROTECTION	\$ 435,192	\$ 39.94	10.65%
08	OPENINGS	\$ 216,069	\$ 19.83	5.31%
09	FINISHES	\$ 441,791	\$ 40.54	10.86%
10	SPECIALTIES	\$ 8,463	\$ 0.78	0.21%
11	EQUIPMENT	\$ 37,944	\$ 3.48	0.93%
	Appliances	\$ 37,944		
12	FURNISHINGS	\$ 81,569	\$ 7.49	2.00%
13	SPECIAL CONSTRUCTION	\$	\$	0.00%
14	CONVEYOR SYSTEMS	\$ 140,000	\$ 12.85	3.44%
21	FIRE SUPPRESSION	\$ 51,537	\$ 4.73	1.27%
22	PLUMBING	\$ 227,747	\$ 20.90	5.60%
23	HVAC	\$ 244,827	\$ 22.47	6.02%
26	ELECTRICAL	\$ 243,754	\$ 22.37	5.99%
27	COMMUNICATIONS	\$ 16,999	\$ 1.56	0.42%
28	ELECTRONIC SAFETY AND SECURITY	\$ 49,472	\$ 4.54	1.22%
31	EARTHWORK	\$ 199,476	\$ 18.31	4.90%
32	SITE IMPROVEMENTS	\$ 775,918	\$ 71.20	19.07%
	Building related site Improvements	\$ 112,914		
	Park and Playground Site Improvements	\$ 663,004		
33	UTILITIES	\$ 272,325	\$ 24.99	6.69%
	TOTAL DIRECT COSTS	\$ 4,069,398	\$ 373.44	100.00%
	SCOPE BREAKOUTS:			
	Site Utilities	\$ 272,325		
	Deduct for Earthwork performed by others	\$ 100,000		
	Park and Playground Site Improvements	\$ 663,004		
	Appliances	\$ 37,944		
	TOTAL SCOPE BREAKOUTS	\$ 1,073,273		
	TOTAL DIRECT COSTS BUILDING AND RELATED SITEWORK	\$ 2,996,125		

CRESCENT STREET DEVELOPMENT
OPERATING PROGRAM
November 28, 2017
NEWTON, MA

	Year 1 - Untrended	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	
Operating Income (Trending 2%)																					
Apartment Rental Income	\$ 202,344	\$ 206,390.88	\$ 210,518.70	\$ 214,729.07	\$ 219,023.65	\$ 223,404.13	\$ 227,872.21	\$ 232,429.65	\$ 237,078.25	\$ 241,819.81	\$ 246,656.21	\$ 251,589.33	\$ 256,621.12	\$ 261,753.54	\$ 266,988.61	\$ 272,328.38	\$ 277,774.95	\$ 283,330.45	\$ 288,997.06	\$ 294,777.00	
Other Income	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Income	\$ 202,344	\$ 206,391	\$ 210,519	\$ 214,729	\$ 219,024	\$ 223,404	\$ 227,872	\$ 232,430	\$ 237,078	\$ 241,820	\$ 246,656	\$ 251,589	\$ 256,621	\$ 261,754	\$ 266,989	\$ 272,328	\$ 277,775	\$ 283,330	\$ 288,997	\$ 294,777	
Less Unit Vacancy (5%)	\$ (10,117)	\$ (10,319.54)	\$ (10,525.93)	\$ (10,736.45)	\$ (10,951.88)	\$ (11,170.21)	\$ (11,393.61)	\$ (11,621.48)	\$ (11,853.91)	\$ (12,090.99)	\$ (12,332.81)	\$ (12,579.47)	\$ (12,831.06)	\$ (13,087.68)	\$ (13,349.43)	\$ (13,616.42)	\$ (13,888.75)	\$ (14,166.52)	\$ (14,449.85)	\$ (14,738.85)	
Effective Gross Income	\$ 192,227	\$ 196,071	\$ 199,993	\$ 203,993	\$ 208,072	\$ 212,234	\$ 216,479	\$ 220,808	\$ 225,224	\$ 229,729	\$ 234,323	\$ 239,010	\$ 243,790	\$ 248,666	\$ 253,639	\$ 258,712	\$ 263,886	\$ 269,164	\$ 274,547	\$ 280,038	
Operating Expenses (Trending 3%)																					
Management Fee/Administration	\$ 24,463	\$ 25,196	\$ 25,952	\$ 26,731	\$ 27,533	\$ 28,359	\$ 29,210	\$ 30,086	\$ 30,988	\$ 31,918	\$ 32,876	\$ 33,862	\$ 34,878	\$ 35,924	\$ 37,002	\$ 38,112	\$ 39,255	\$ 40,433	\$ 41,646	\$ 42,895	
Maintenance	\$ 21,812	\$ 22,466	\$ 23,140	\$ 23,834	\$ 24,550	\$ 25,286	\$ 26,045	\$ 26,826	\$ 27,631	\$ 28,460	\$ 29,313	\$ 30,193	\$ 31,099	\$ 32,032	\$ 32,993	\$ 33,982	\$ 35,002	\$ 36,052	\$ 37,133	\$ 38,247	
Utilities (CAM)	\$ 7,853	\$ 8,088	\$ 8,331	\$ 8,581	\$ 8,838	\$ 9,104	\$ 9,377	\$ 9,658	\$ 9,948	\$ 10,246	\$ 10,554	\$ 10,870	\$ 11,196	\$ 11,532	\$ 11,878	\$ 12,234	\$ 12,601	\$ 12,979	\$ 13,369	\$ 13,770	
Taxes	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Resident Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Insurance	\$ 3,607	\$ 3,715	\$ 3,826	\$ 3,941	\$ 4,060	\$ 4,181	\$ 4,307	\$ 4,436	\$ 4,569	\$ 4,706	\$ 4,847	\$ 4,993	\$ 5,142	\$ 5,297	\$ 5,456	\$ 5,619	\$ 5,788	\$ 5,962	\$ 6,140	\$ 6,325	
Monitoring Fee	\$ 1,600	\$ 1,648	\$ 1,697	\$ 1,748	\$ 1,801	\$ 1,855	\$ 1,910	\$ 1,968	\$ 2,027	\$ 2,088	\$ 2,150	\$ 2,215	\$ 2,281	\$ 2,350	\$ 2,420	\$ 2,493	\$ 2,568	\$ 2,645	\$ 2,724	\$ 2,806	
Capital Reserves	\$ 2,400	\$ 2,472	\$ 2,546	\$ 2,623	\$ 2,701	\$ 2,782	\$ 2,866	\$ 2,952	\$ 3,040	\$ 3,131	\$ 3,225	\$ 3,322	\$ 3,422	\$ 3,524	\$ 3,630	\$ 3,739	\$ 3,851	\$ 3,967	\$ 4,086	\$ 4,208	
Elevator	\$ 2,800	\$ 2,884	\$ 2,971	\$ 3,060	\$ 3,151	\$ 3,246	\$ 3,343	\$ 3,444	\$ 3,547	\$ 3,653	\$ 3,763	\$ 3,876	\$ 3,992	\$ 4,112	\$ 4,235	\$ 4,362	\$ 4,493	\$ 4,628	\$ 4,767	\$ 4,910	
Total Operating Expenses	\$ 64,534	\$ 66,470	\$ 68,464	\$ 70,518	\$ 72,634	\$ 74,813	\$ 77,057	\$ 79,369	\$ 81,750	\$ 84,202	\$ 86,728	\$ 89,330	\$ 92,010	\$ 94,771	\$ 97,614	\$ 100,542	\$ 103,558	\$ 106,665	\$ 109,865	\$ 113,161	
Net Operating Income	\$ 127,693	\$ 129,601	\$ 131,529	\$ 133,474	\$ 135,439	\$ 137,421	\$ 139,421	\$ 141,439	\$ 143,474	\$ 145,526	\$ 147,595	\$ 149,680	\$ 151,780	\$ 153,895	\$ 156,026	\$ 158,170	\$ 160,328	\$ 162,499	\$ 164,682	\$ 166,877	
Debt Service (\$2,200,000 @3.75% for 30yrs)	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	\$ 122,263	
Net Cash Flow	\$ 5,430	\$ 7,338	\$ 9,266	\$ 11,211	\$ 13,176	\$ 15,158	\$ 17,158	\$ 19,176	\$ 21,211	\$ 23,263	\$ 25,332	\$ 27,417	\$ 29,517	\$ 31,632	\$ 33,763	\$ 35,907	\$ 38,065	\$ 40,236	\$ 42,419	\$ 44,614	