

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, JUNE 17, 2015

Present: Ald. Crossley (Chair), Lennon, Albright, Brousal-Glaser, Gentile, Danberg, Laredo, and Lappin

Also present: Ald. Harney and Yates

City staff: John Daghlian (Associate City Engineer), Alan Mandl (Assistant City Solicitor), Bill Ferguson (Project Manager; Public Buildings), Josh Morse (Commissioner of Public Buildings), Dave Turocy (Commissioner of Public Works), Shane Mark (Director of Operations; Department of Public Works), and Bill Paille (Director of Transportation; Public Works Department)

#156-15 NATIONAL GRID petitioning for a grant of location to install and maintain 60' ± of 6" gas main in BEECHER PLACE from the existing 6" gas main at 50 Beecher Place easterly for a new gas service at 6 Beecher Terrace. (Ward 6) [06/02/15 @ 1:12 PM]

ACTION: **APPROVED WITH A CONDITION 8-0**

NOTE: National Grid Permit Representative Dennis Regan presented the request for a grant of location to extend a 6" gas main in Beecher Place to provide a new gas service to an existing house at 6 Beecher Terrace. The public hearing was opened and Mai Yang, 67 Beecher Place, stated that she would like the gas main to be extended westerly as well as easterly to provide gas service to her home. Mr. Regan explained that Ms. Yang would need to contact National Grid to request an extension. National Grid cannot speculate by extending gas mains where they have not received a request for an extension. No one else wished to speak on the petition and the public hearing was closed.

There was a concern raised that the utility companies are not getting plumbing permits from the City to install or repair gas meters and associated equipment. Not all gas meters are located inside buildings, but the ones that are require that a plumbing permit be issued by the City's Inspectional Services Department for any work done within the building to connect or repair a gas meter.

There was a suggestion that the Board of Aldermen add a condition to all board orders for grants of location that are for gas service requiring that all gas service providers obtain a plumbing permit for any interior work. Mr. Regan stated that he does not have the authority to agree to the condition but will bring back a response from National Grid to the requirement.

Ald. Danberg moved approval of the petition with the condition that if National Grid needs to do any interior work to provide houses with service that it obtains a plumbing permit. National Grid obtains a gas permit from the City. The motion carried by a vote of eight in favor and none opposed.

#157-15 COMCAST petitioning for a grant of location to install conduit and vaults in NAHANTON STREET AND WELLS AVENUE as follows:

- A) 2,528'± of conduit in Nahanton Street in a westerly direction from Pole #28 to Wells Avenue
- B) Two 2' x 3' vaults in Nahanton Street
- C) 4,377' of conduit in Wells Avenue from the entrance to Wells Avenue to 160 Wells Avenue
- D) 3 x 3 manhole in Wells Avenue at 1 Wells Avenue
- E) Three 2' x 3' vaults in Wells Avenue at the following locations: 2 Wells Avenue, 200 Wells Avenue, and 160 Wells Avenue. (Ward 8)
[06/10/15 @ 1:02 PM]

ACTION: **APPROVED 8-0**

NOTE: Rick Maio of Mirra Company representing Comcast presented the request to install approximately 2,528' conduit, three vaults, and one manhole in Nahanton Street and Wells Avenue. Most of the conduit would be installed in the grass along Nahanton Street and in the grass berm between the sidewalk and street. The work would take about three weeks to complete and Mr. Maio would like to start work as soon as possible. There would be a police detail throughout the installation of conduit. Impact to traffic is expected to be minimal at most.

The business at 160 Wells Avenue requested the conduit to create a diverse path to provide backup for existing Comcast fiber optic service located on the opposite side of the street, which uses different vaults and manholes. The proposed conduit does not intersect with any of the existing Comcast conduit. Mr. Maio added that he expects other businesses along Wells Avenue to connect to the proposed service.

The public hearing was opened and no one spoke for or against the project. Associate City Engineer John Daghlian stated that there are a few housekeeping items related to engineering work that should be attended to before getting a street opening permit. The attached memo from Mr. Daghlian includes a list of the housekeeping items. With that, Ald. Lappin moved approval, which carried unanimously.

#133-15 HIS HONOR THE MAYOR requesting authorization to enter into negotiations for the potential lease on city properties for purposes of third-party construction, ownership, and operation of on-site renewable solar energy generation from which the City will purchase electric output and/or net metering credits.

[05/11/15 @ 5:00 PM]

ACTION: **HEARING CONTINUED; HELD 7-0 AND REFERRED TO FINANCE**
(Albright not voting)

NOTE: Commissioner of Public Buildings Josh Morse stated that it is not the intent of the Administration to ask for a vote of the Committee to authorize the Mayor to negotiate leases on city properties to install solar panels that would be owned and operated by a third-party company

but to have an informative discussion. The Administration plans to add solar panels to a number of different sites across the City. The City is considering thirteen sites for solar photovoltaic (list attached) installation. The Administration will have further information when it releases and receives responses to its Request for Proposals (RFPs) for the solar panel projects. During the process, the Public Buildings Department will continue to reach out to neighbors in the neighbors near all of the proposed solar panel locations.

Public Buildings Project Manager Bill Ferguson provided an overview of the proposed solar lease projects. Mr. Ferguson provided the Committee with the attached outline of the discussion items for the proposed solar projects that include background and process. In 2012, the City entered into a successful Power Purchase Agreement with Ameresco for leases for solar panels. The current metering credit received from the Eversource is 22 ¢ per kilowatt generated from the solar arrays. Ameresco receives 10 ¢ and the City receives 12 ¢ of that 22 ¢ metering credit. Annually the credits generate \$70,000 in net revenue for the City and offset carbon dioxide generated by 102 cars. The proposed solar arrays would generate between three and five times as many kilowatts of electricity as the first solar project. The Committee requested a cost benefit analysis of each projects.

The City is modeling the proposed solar panel projects on the first model except that instead of using the Request for Qualifications (RFQ) process a Request for Proposals (RFP) process would be used to solicit proposals, with pricing. There would be two RFPs released: one for the Rumford Avenue Landfill and one for the other twelve sites. The Rumford Avenue Landfill location would be a large ground mounted solar array with different concerns; therefore, it is important that it is a separate RFP. The company selected would design, construct, operate, and maintain the solar systems for a portion of the net metering credits. At the end of the twenty-year lease, the City would have the option to purchase the solar arrays or have the contractor remove the panels and equipment at no cost. It is possible that solar technology would advance and the contractor could offer to upgrade the equipment and extend the contract.

Once the proposals are received, an evaluation committee will review the proposals and select a firm by the end of August. At that point, community meetings would be held to provide details on the projects and receive input from the neighbors. The projects need to be completed and online by December 2016 in order to benefit from the 30% Federal Solar Investment Tax Credit.

Mr. Ferguson reviewed proposed location(s) of the solar array at the Rumford Avenue Landfill using the attached map of the landfill. The solar panels would be located on four to five acres of the landfill that borders Lexington Street and would be south facing. The City is asking for options in the RFP. Option #1 would be to place the solar panels on the flat area of the proposed space in the landfill. Option #2 would include solar panels for both the slope and flat area of the proposed location within the landfill. The City is asking for both options as there may be issues with putting solar panels on the slope of the landfill such as penetrating the landfill cap and the neighbors may not want to see solar panels on the slope. It was pointed out that even

the solar panels located on the flat surface would be visible from the second and third floors of the buildings around the landfill.

The Public Buildings Department is working with the Law Department regarding the existing covenants related to the landfill. The city cannot lease space for solar panels without the State's approval. The state lent the City \$2.6 million to cap the landfill and the city still owes \$500,000 on the loan. The city must consult with the state if there are any private activities on the site. Committee members also wanted assurance that the Department of Public Works had enough space at the landfill for their operations. It was explained that the landfill site is becoming more of a transfer site, as materials will be hauled offsite rather than stored at that location. The Chair asked for information on the compost operations in order to understand the needs and operation of the compost program.

Some of the twelve other proposed solar locations like the library and Newton South High School include solar canopies/carports with mounted solar panels in the parking lots. Mr. Ferguson provided photos of carport structures at Bristol Community College. The carports include LED lighting and a storm water collection system. There are many design options for carports. There was concern related to aesthetics and possible loss of parking associated with carports. The City would have input on the design of the carports and the design intent would be to minimize loss of parking spaces. The installation of carports would allow the City to put in more solar panels thereby increasing generated revenue. Committee members asked how the carports planned for the library lot would fit in architecturally with the library and City Hall. It was explained that there are different design options. The Library Board of Trustees has discussed the carports and has agreed that they are acceptable. The carports provide shade and cover for the cars. The Committee asked that when the design is developed that it be submitted to the Committee.

There should not be any significant loss of parking as a result of carports. The inverters that are part of all solar panel installations could be placed along the berm or perimeter of the parking lots. There was concern that the inverters might emit noise. The inverters make a low humming noise during daylight hours but are silent at night. The hum can be heard within 25' of the inverter but it is possible to hold a conversation when standing next to an inverter.

A Committee member asked if the City would need to clear snow off the solar panels. The solar panels absorb sunlight, which tends to melt any snow that lands on the panels. The City did not have to shovel any existing solar panels this past winter.

There was question regarding whether the RFP asks for sensitivity when a proposed site is located near abutters or the site is a historic building like City Hall. Although the RFP is not specific to locations in neighborhoods or historic buildings, the hope is that the contractors consider those factors. The City could add language but the City is more likely to get more responses if the RFP is less conditioned. The City can get all the responses and then have back and forth discussions with contractors regarding specific locations. The City Hall roof is slate,

which is beautiful and durable and it would be a shame if the addition of solar panels damaged the slate roof.

The public hearing was opened and Jason and Lucy Amello, 1700 Beacon Street, commented on the proposed Angier School site for roof mounted solar panels. They feel the school is a monstrosity, which is located right across from their home. Anything incremental to the school could be an issue for them. The Amellos would like to understand what the panels would look like and asked for a street view of the site with the panels in place as part of the RFP. They were also concerned with noise from the inverter. It was explained that the inverter could be located indoors. If the inverter were located outside, it would be located behind acoustical screening to minimize noise. Ms. Amello added that the Angier School project is very intrusive to her daily life.

Jay Walter, 82 Pembroke Street, stated that there are attractive carport options. He believes that the City can find appropriate carports for the library.

Pat Maher, 81 Winslow Road, will be looking at the long side of the new Zervas Elementary School from his home. He is concerned with what the solar panels would look like. He said that with all of the mechanicals, the new school is going to be 4-stories, and believes the school was only supposed to be a two-story building. In addition, Mr. Maher is concerned that if there would be carports installed at that site, this would require tree removal. It was explained that the site is not likely to be an economically feasible site for carports and no trees will be removed

Energy Commission Chair Eric Olsen, 858 Watertown Street, stated that the City has a mix of owned and leased solar panels. He asked if the City has had any problems with the solar panels it owns. It was stated that there have been no problems. Mr. Olsen pointed out that it may make sense for the City to consider purchasing and installing the solar panels. Mr. Ferguson explained that if the City goes that route, it would not get any federal tax credits. Mr. Olsen feels that the City could earn all of the net metering credits and use those saving to pay for the capital outlay for the solar panels. Mr. Ferguson responded that the capital outlay is significant and it is nice to have turnkey maintenance. It was suggested that the Energy Commission discuss the benefits and drawbacks of the City owning solar panels.

Energy Commission Member Ed Craddock, 423 Crafts Street, added that he has had solar panels on his house since 2003 and has been advocating for solar carports since 2004. He believes all parking lots should have carports.

No one else wished to speak regarding the item and the public hearing was continued to a date to be determined. It was pointed out that the item should be referred to the Finance Committee, as there is a direct financial impact to the City related to the lease of City property for the purpose of installing solar panels. The Committee agreed and Ald. Gentile moved that the item be held for further discussion and referred to the Finance Committee. The motion

carried by a vote of seven in favor and none opposed. The item is expected to be discussed again in September once the RFPs have been received and reviewed.

REFERRED TO PUBLIC SAFETY & TRANS. AND FINANCE COMMITTEES

#129-15 **HIS HONOR THE MAYOR** requesting authorization to appropriate the sum of two million dollars (\$2,000,000) from bonded indebtedness for the purpose of improving the traffic signals at several intersections in Auburndale and traffic improvements in Nonantum and Oak Hill, as well as other areas of the City.

05/11/15 @ 5:00 PM]

PUBLIC SAFETY APPROVED 6-0-1 (Schwartz abstaining) on 06/03/15

FINANCE COMMITTEE SPLIT THE ITEM INTO PART A AND B;

PART B WAS APPROVED BY PUBLIC SAFETY AND FINANCE

(A) \$1.2 MILLION FOR AUBURNDALE TRAFFIC IMPROVEMENT PLAN

FINANCE HELD 8-0 and REFERRED (A) TO PUBLIC FACILITIES

COMMITTEE on 06/08/15

ACTION: APPROVED 8-0

NOTE: Director of Transportation Bill Paille and representatives from WorldTech Engineering joined the Committee to provide an overview of the proposed Auburndale Square traffic improvements. The project includes some changes to the curb alignment, which requires approval by the Public Facilities Committee. All of the proposed improvements are designed to create a safer area for vehicles, pedestrians, and bicyclists and improve the level of service of the intersections in Auburndale Square. There would be no loss of legal parking spaces in the Auburndale Square area because of the proposed improvements.

The proposed plans include a change to the right hand turn lane from Lexington Street onto Commonwealth Avenue approaching Auburndale Square from the south. The west corner of Lexington Street and Commonwealth Avenue would be extended shifting the right-hand turn lane closer to Lexington Street and the island between the right hand turn lane and Lexington Street would be significantly reduced and shifted creating a shorter intersection crossing for pedestrians and bicyclists.

The change would result in the loss of one tree but would open up more green space that could be enhanced. The consultants are working with the community regarding the existing Veteran Memorial, as the improvements to the square are an opportunity to move the memorial and do more with it. Julia Malakie, Urban Tree Commission member, provided the attached e-mail and photos regarding the loss of the tree. The shift will eliminate the gas station exit onto Commonwealth Avenue. Vehicles will only be able to enter the gas station from Commonwealth Avenue. If a vehicle wants to exit onto Commonwealth Avenue from the gas station, they would need to exit onto the carriage lane, continue to Melrose Street, and access Commonwealth Avenue from that point. The Committee asked that the Fire Department be consulted regarding turning radii of the turns from Commonwealth Avenue to the carriage lane at the gas station and at the mountable curb cut.

The plans also include the addition of a curb extension along a portion of the west side of Lexington Street by the gas station egress onto Lexington Street in order to improve the alignment of Lexington Street. The signal located at Wolcott Street and Lexington Street would also signalize the gas station driveway. The carriage lane egress at Commonwealth Avenue near Auburndale Square would be closed to vehicles, as dangerous for vehicles attempting to exit onto Commonwealth Avenue so near an intersection. Therefore, WorldTech Engineering is recommending that the City install a mountable curb cut for emergency access only.

The WorldTech representatives continued the presentation of the proposed plan by reviewing the locations of the new traffic signals, which include overhead signals. Overhead signals are a federal requirement, as they increase signal visibility. All of the signals would be coordinated to work together to create efficient traffic flow. The pedestrian crossing phases at Auburndale Square would be concurrent, which would allow pedestrians to cross at the same time as the green light in the same direction. Concurrent pedestrian crossings are used at other locations in the City including West Newton Square. Some Auburndale residents would prefer an exclusive phase pedestrian crossing where all lights turn red during the crossing phase. It was suggested that the City should try the concurrent crossing as recommended by the consultants and change to exclusive phasing, if necessary.

The traffic signal at Melrose Street and Commonwealth Avenue would have an added left hand turn signal and a curb extension with an accessible ramp. Some neighbors would like to see a stop sign at Melrose Street and the carriage lane but that could create a dangerous intersection due to the signalization at Melrose Street and Commonwealth Avenue.

It was pointed out that it would make sense to look at including the traffic signals at the intersection of Central Street and Auburn Street in the coordination of all of the signals in the area of Auburndale Square. The consultants will look at coordinating those signals, as part of the overall plan. Mr. Rod Kelly, Freeman Street, asked if there would be a dedicated left turn signal going north on Lexington Street for Freeman Street. It was explained that the roadway is not wide enough to accommodate a left turn lane but the backup would be no worse than what exists today. Mr. Kelly also disagrees with the coordinated crossing, as it seems dangerous. The consultant has assured the City that it is safe for pedestrians; however, if it does not work, it can be changed. With that, Ald. Gentile moved approval, which carried unanimously.

#129-15(2) COMMISSIONER OF PUBLIC WORKS requesting approval of the addition of a left turning lane from Winchester Street onto Nahanton Street. [06/11/15 @ 12:56 PM]

ACTION: **HELD 8-0**

NOTE: Director of Transportation Bill Paille and WorldTech Engineering presented options to improve traffic flow along Winchester and Nahanton Streets. Currently the only traffic control at the intersection is a stop sign at Winchester Street. The first option to improve traffic flow in the area includes adding a traffic signal that is coordinated with the Wells Avenue/Nahanton Street intersection and restriping Winchester Street without widening the

roadway. The second option would provide dual left turn lanes on Nahanton Street to Winchester Street with coordinated traffic signals at the intersection or adding turning lanes for both right and left turns from Winchester Street to Nahanton Street with traffic signals. The third option includes the addition of two turning lanes on Winchester Street, which would require widening the street. Winchester Street abuts conservation land and in order to widen the street, it would entail doing a survey and getting approval from the Conservation Commission. Option #3 is also the only option that requires approval by the Public Facilities Committee. There has not been a determination on which option is the most suitable.

It is likely that it would take significant time to implement Option #3. It was pointed out that the City committed to installing the traffic signals at Winchester and Nahanton Streets by the end of this summer. Mr. Paille explained that the traffic signals and restriping could be done immediately, while the Administration decides which option should be implemented. If there is a determination to move forward with Option #3, the Committee could hold a special meeting on July 13, 2015 before the full Board of Aldermen meeting to expedite the process. With that, Ald. Laredo moved hold, which carried unanimously.

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#163-15 HIS HONOR THE MAYOR requesting authorization to transfer the sum of one hundred thousand dollars (\$100,000) from the Comptroller's Department Staffing and Project Reserve to the Public Buildings Department Municipal Maintenance Account in order to fund Fiscal Year 2015 costs for the City Hall Elevator Project and the removal of a storage tank at Fire Station #3. [06/15/15 @ 3:30 PM]

ACTION: **APPROVED 7-0 (Albright not voting)**

NOTE: Commissioner of Public Buildings Josh Morse presented the request to transfer \$100,000 from the Comptrollers project reserve line item to the Public Buildings repair and maintenance line item. The money would replenish the repair and maintenance account, which would allow the Public Buildings Department to move forward with a number of planned repair and maintenance projects.

The Public Buildings Department expended funds from the repair and maintenance account to move forward with the elevator project in order to keep the project on schedule. An underground storage tank at Fire Station #3 was removed ahead of the fire station replacement project, as it was significantly less expensive for the City to handle the removal rather than the contractor. Due to the bonding schedule, the funds for the War Memorial elevator project and the Fire Station #3 project will not be authorized until July. Ald. Lappin moved approval of the item, which carried by a vote of seven in favor and none opposed.

#246-12 RECODIFICATION COMMITTEE recommending Sec. 25-1, which requires a permit to create a trench, be reviewed to determine if a new section relative to excavation should be established to regulate unsafe excavation beyond the regulation of trenches, as the City Engineer has advised that all trenches are excavations, but not all excavations are trenches, which amendment would replace **Sec. 20-53. Excavations; protection; erection of barriers.**, which was deleted as part of recodification because it conflicted with Sec. 25-1.

ACTION: **NO ACTION NECESSARY 8-0**

NOTE: The Chair explained that both the Law Department and Engineering Department agree that the above item should be voted no action necessary. The attached memo from Assistant City Solicitor clarifies the recommendation for no action necessary. State Law regulates both street excavations and trenches and excavations on private property are regulated by the State's building code; therefore, amendment to the City Ordinances is unnecessary. Ald. Brousal-Glaser moved the item no action necessary, which carried unanimously.

Respectfully submitted,

Deborah Crossley, Chairman

CITY OF NEWTON
Department of Public Works
ENGINEERING DIVISION

MEMORANDUM

To: Ald. Deborah Crossley, Facilities Committee Chair.

From: John Daghlian, Associate City Engineer

Re: Comcast Underground Conduit Wells Avenue

Date: June 12, 2015

CC: David Turocy, Commissioner DPW
Lou Taverna, PE City Engineer
Shawna Sullivan, Associate City Clerk
Jennifer Steel, Sr. Environmental Planner

In reference to the above location, the following are my comments for a plan entitled:

*Comcast
Proposed Conduit Installation at Wells Avenue
Dated: June 2105*

Executive Summary:

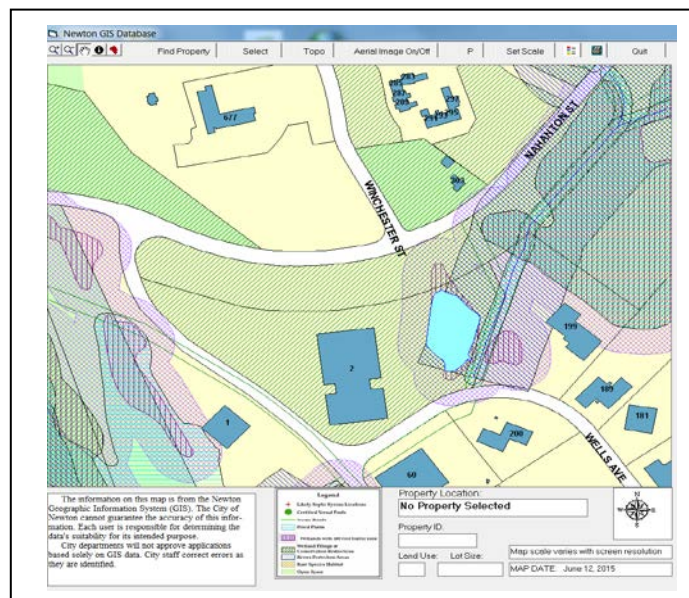
The 11" x 17" plans submitted are off scale they have been photographically reduced from the 1" = 20' scale; furthermore, some of the stated dimensions also seem to be off.

The plan indicates the installation of underground conduit consisting of (2) ~ 4" diameter Schedule 40 PVC pipe starting from a utility pole in Nahanton Street (a public way) opposite the "City Farm"; at utility pole #6/28 then running westerly approximately 1,800 feet to the intersection of Nahanton Street and Wells Avenue (a public street). From this intersection the conduit is extended southeasterly to the looped intersection of Wells Avenue. From here the conduit extends easterly and terminates to proposed vault #5, then turning south-westerly to the New England Cable News Building at # 160 Wells Avenue.

Conditions & Special Provisions:

1. Fully developed construction plans reflecting the following comments, notes, which meet the design standards of the City of Newton must be submitted for approval by the City Engineer. These plans shall be submitted by the contractor of record having appropriate Bonds & Insurance.
2. The final construction plans plotted at full scale need to be stamped by a Professional Engineer registered in Massachusetts. The plans shall have stationing indicated the starting point at 0+00 at utility pole #6/28 and commencing every full and half station until the termination of the alignment.
3. Due to the actual conditions of the all the underground utilities along the proposed alignment, the construction drawings need to be very accurate to avoid conflicts between existing utilities including drainage structures, electric manholes & conduit, and the proposed Comcast conduit.
4. Pavement restoration shall be in accordance to the City of Newton Construction Standards, details of trench repair; cut backs, trench restoration, trench compaction, and pavement restoration are available on the City's website <http://www.newtonma.gov/gov/dpw/engineering/default.asp>. These details shall be incorporated upon final construction drawings.
5. The backfilling of all trenches within City roads shall be with *Control Density Fill* (CDF) Type I-E Excavatable type, for the entire alignment. *This note shall be on the final construction plans.*
6. If any service connections such as [but no limited to] drainage, water, sewer, electric, or gas that are disturbed by the contractor of record during construction, shall be updated and replaced to the City's current Construction Standards. *This note shall be on the final construction plans.*
7. All catch basins within the construction zone shall be retrofitted with an approved type of siltation control devices, details of this shall be submitted to the City Engineer. The contractor of record shall maintain these catch basins throughout the construction process, and ensure that street and property flooding does not occur during construction. *This note shall be on the final construction plans.*
8. Prior to the commencement of any construction a preconstruction meeting shall be held with the City Engineer and the contactor of record.

9. The contractor of record shall contact the Newton Police Department and arrange for Police Detail to help residents navigate around the construction equipment and since the street has underground nature gas main, the Police Officer can contact emergency response personnel.
10. Upon final completion of construction; an As Built drawing [plan & profile] indicating the alignment of the conduit, rim elevations of proposed vaults and manholes shall be submitted in digital and hard copy format to the City Engineer; the plan shall be stamped by a Professional Land Surveyor.
11. The applicant's contractor shall apply for a Trenching, Street Opening, and Sidewalk Crossing Permits with the DPW prior to any construction.
12. The contractor of record shall obtain appropriate Permits with the Inspectional Services Department for all electrical, telecommunications construction.
13. The Engineering Division makes no representations and assumes no responsibility for the design(s) in terms of suitability for the particular site conditions or of the functionality or performance of any items constructed in accordance with the design(s). The City of Newton assumes no liabilities for design assumption, error or omissions by the Engineer of Record.
14. The applicant should verify with the Newton Conservation Commission for any jurisdictional issues (see GIS map).



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

OUTLINE FOR JUNE 17, 2015 PUBLIC FACILITIES COMMITTEE MEETING

PURPOSE

- A. We are here today to brief the Committee on our Phase II solar initiative at 13 potential solar sites and begin to get input that we can take into consideration as we go through the RFP process and when reviewing proposals.
- B. Details about the projects will not be available until we receive proposals which will occur in late July. However the potential sites have been identified. I will review the list of sites momentarily.

BACKGROUND

- A. In 2012 the City signed a contract and leases for projects on the roofs of 4 schools. We are modelling our Phase II process after this.
- B. Three of these projects came on line on Dec. 31, 2013. The fourth came on line June 30, 2014.
- C. These projects have been very successful through both the construction and the operations phases. They generate \$70,000/yr. in net revenue to the City in the form of net metering credits.
- D. They offset 483 metric tons of carbon dioxide emissions which is equivalent to taking 102 cars off the road. This is the equivalent of the annual energy used by 44 homes.

RFP PROCESS

- A. We are using the same successful model in Phase II that we used in Phase I, except we are using an RFP instead of an RFQ. The difference is that an RFP includes price proposals.
- B. As we did in Phase I, we will be selecting a developer who will design, finance, construct, operate and maintain solar systems on our properties in exchange for net metering credits.
- C. We are expanding the scope of the project. We anticipate getting 3 to 5 times as many KW from these proposals as we did from Phase I.
- D. Two RFPs are being released tomorrow. One is for the Rumford landfill and the other is for the other 12 sites. It is important that we address the landfill separately because of its size and it has different concerns including concerns expressed by the neighborhood residents.
- E. An evaluation committee will review the proposals and selections will be made by the end of August.
- F. Community meetings will be held in September in order to present project details and get community input.
- G. A final contract and leases will be developed in October for the viable sites.
- H. Note: Projects must be on line before the 30% Federal ITC expires in December 2016.

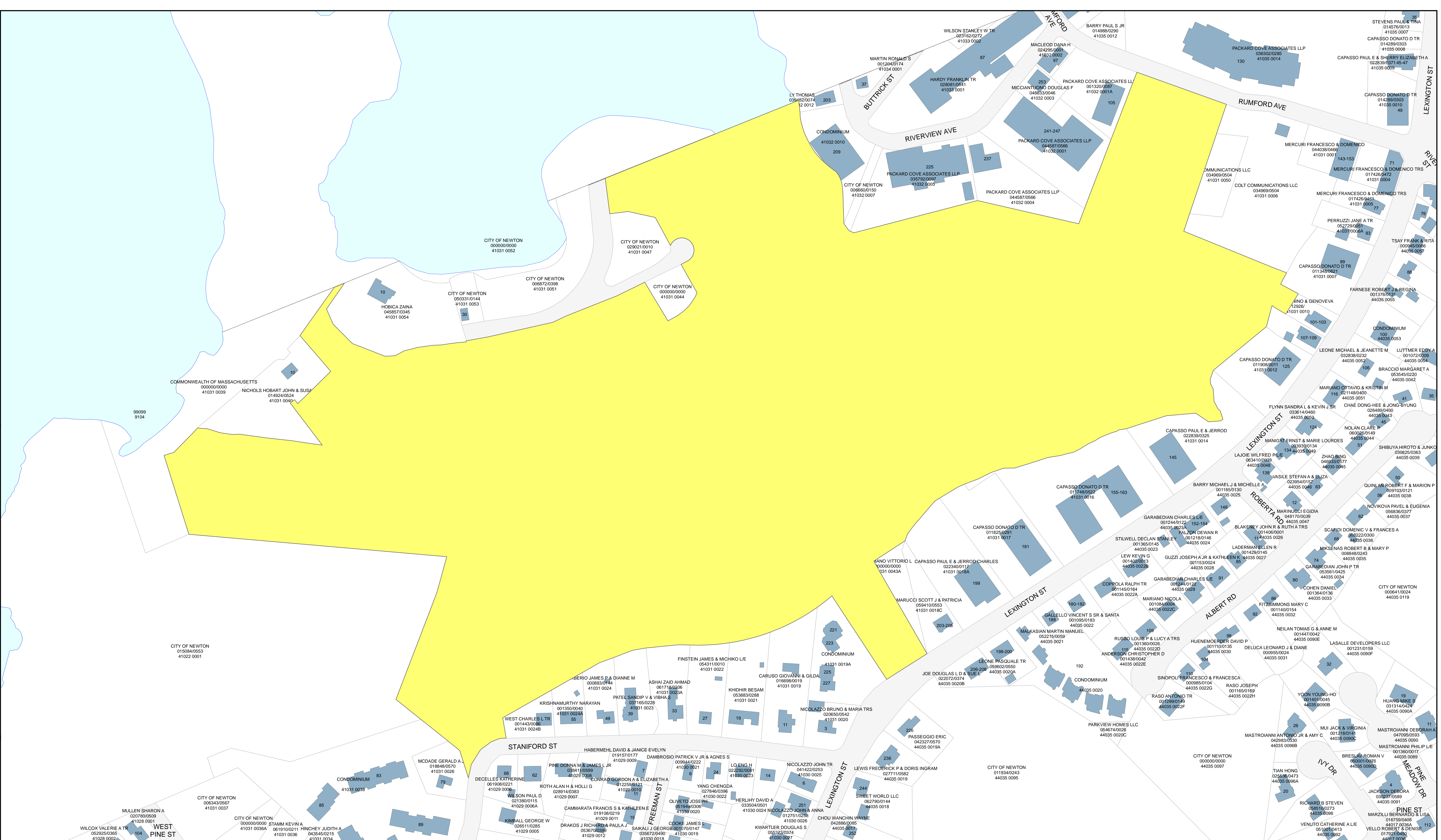
THE PROJECT SITES

Appendix C

Rumford map

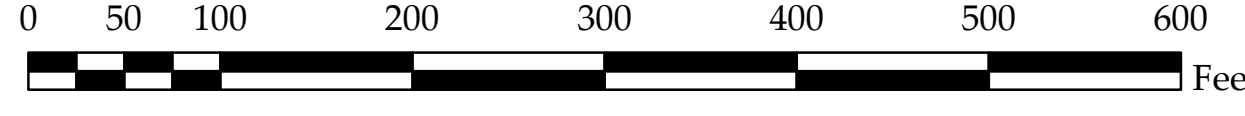
Elliot Street exhibit, Homer St Exhibit

PHOTOGRAPHS



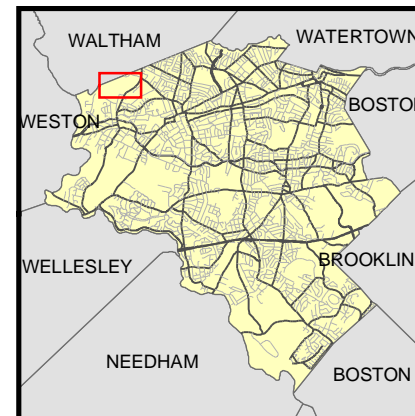
City of Newton - Rumford Ave

The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user is responsible for determining the data's suitability for its intended purpose.
 City departments will not approve applications based solely on GIS data. City staff correct errors as they are identified.



Legend

- Building Outlines
- Surface Water
- Property Boundaries
- Newton City Boundary



CITY OF NEWTON, MASSACHUSETTS
 Mayor - Scott Warren
 Department of Information Technology
 Newton, Mass. 02459
 GIS Administrator - Douglas Greenfield
 Map Date: October 07, 2014

Shawna Sullivan

From: Julia Malakie <malakiephoto@aim.com>
Sent: Wednesday, June 17, 2015 6:36 PM
To: Deborah J. Crossley; Susan Albright; Scott F. Lennon; Barbara Brousal-Glaser; Leonard J. Gentile; Victoria Danberg; Marc C. Laredo; Cheryl Lappin
Cc: Shawna Sullivan
Subject: Re Docket Item #129-15 Auburndale Sq realignment tree impact
Attachments: image.jpeg; image.jpeg

To members of the Public Facilities Committee

I will not be able to attend tonight's public hearing on #129-15 for traffic realignment of Auburndale Square, but offer the following comment.

Looking at the map of the proposed realignment, it appears that one of the greenest corners of the intersection is about to be sacrificed. It's hard to decipher the diagram, but it looks like at least one, maybe two of the larger trees (17+\" and 14\" DBH lindens) and likely two of the three crabapples (6\", 8\" and 10\") would either need to be removed, or would be severely impacted by construction. (Photos attached)

I hope every consideration has been given to options which would avoid any loss of trees. From my observation, the main problem from this direction is that cars northbound on Lexington have no incentive to stop at the Auburndale Ave light because it is so close to the Comm Ave light, and tend to roll through on yellow and block traffic coming in from Auburndale Ave on that green. Without solving that problem, perhaps by moving the Lexington northbound light further south, I'm not sure how moving the Lexington-to-Comm WB right turn lane further north will help. And if you do solve that problem, I'm not sure you need to move the right turn lane.

I also would like to know if and when Marc Welch was going to be consulted regarding these trees, and whether the project budget includes funds for moving any trees which are movable, perhaps to the new green space where the existing right-hand-turn lane is, which would be a very short move, or for planting replacement caliper inches.

Thank you.

Julia Malakie

50 Murray Road, and member of Urban Tree Commission



30 WEST
COCHITUATE
FRAMINGHAM
→

AUBURNDALE CTR.
→

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LAW DEPARTMENT MEMORANDUM

To: Alderman Deborah Crossley, Chairman and
Members of the Public Facilities Committee

From: Marie M. Lawlor
Assistant City Solicitor

Date: June 10, 2015

Re: Docket Item # 246-12, Excavations and Trenches

As part of the 2012 recodification, Sec. 20-53, which had previously regulated excavations, was deleted due to its conflict with MGL c. 82A, a state law regulating trenches, enacted in 2002.

The Recodification Committee, in addition to its recommendation that Sec. 20-53 be deleted, had further recommended that a new item be docketed to determine if a new version needs to be created in order to regulate excavations other than trenches.

The Law Department has consulted with Lou Taverna, City Engineer, who advises that no further action need be taken to regulate other excavations since any excavation in the street is in fact regulated by MGL c. 82A and requires a permit from DPW Engineering Division. In addition, excavations on private property are regulated by the State Building Code (ISD). For this discussion there is a difference between an excavation (usually a large open cut on private property for a building or a house foundation, permitted by Inspectional Services Department), and a trench (usually a long, narrow open cut in the roadway or private property for installation of utilities, permitted by Engineering Division).

At this time the Law Department and Engineering Division recommend that no new ordinance revisions are needed to adequately regulate excavations and trenches.

cc: David F. Turocy, Commissioner, DPW
Louis M. Taverna, P.E., City Engineer