

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, NOVEMBER 7, 2012

Present: Ald. Salvucci (Chairman), Albright, Gentile, Crossley, Danberg, Laredo and Lappin

Absent: Ald. Lennon;

Also present: Ald. Fischman, Fuller, Kalis, Merrill, Rice and Yates

City staff present: Lou Taverna (City Engineer), Bob Waddick (Assistant City Solicitor), Alex Valcarce (Project Manager; Public Buildings), Ouida Young (Associate City Solicitor), Stephanie Gilman (Public Buildings Commissioner), Robert Rooney (Chief Operating Officer), Dave Turocy (Commissioner of Public Works), and Carol Stapleton (Recreation Manager; Parks and Recreation Department)

#314-12 HIS HONOR THE MAYOR requesting a water main be extended through a proposed easement from an existing water main in the public way portion of Boulder Road a distance of approximately 300' across the private way portion of BOULDER ROAD to an existing water main in DEDHAM STREET. [10/10/12 @ 11:11 AM]

ACTION: **APPROVED 7-0**

NOTE: City Engineer Lou Taverna presented the Public Works Department's proposal to extend a dead-end water main in Boulder Road to connect it to the water main in Dedham Street. By creating the looped water main, the water quality in the area will improve. In addition, there will be water service available if two vacant lots are developed on Boulder Road. In order to extend the water main, the City will need to take an easement through the unpaved paper street portion of Boulder Road.

The cost of the project is estimated to be \$60,000, which will be funded through the Massachusetts Water Resource Authority (MWRA) loans that the City has received and used for a number of water system improvements. Mr. Taverna informed the Committee that the Public Works Department would continue to correct dead-end water mains by looping them, as the MWRA provides the loans to communities in order to improve water quality within their system.

Mr. Taverna provided the attached plan of the portion of Boulder Road that the City needs to take in order to extend the water main. The property owners that abut the private way have been informed regarding the taking and have no issues with the taking, as it will improve their water quality.

The public hearing was opened and Marian Kowolski, 300 Dedham Street, asked if the City would be removing all the trees in the private way. Mr. Taverna responded that the City does not expect to remove any large trees, only the saplings. Ben Blout, 360 Dedham Street, asked why the City was doing this project now. Mr. Taverna explained that the Department of Public Works received a request to improve the water quality from the property owner at 28 Boulder Road. The

public hearing was closed, as no one else wished to speak. There was a motion to approve the item, which carried unanimously.

#355-12 NATIONAL GRID requesting a grant of location to install and maintain 110' ± of 4" gas main in WINSTON ROAD from the existing 4" gas main at 46 Winston Road westerly to 38 Winston Road. (Ward 5) 10/10/12 @ 1:47 PM]

ACTION: **APPROVED 7-0**

NOTE: Dennis Regan, National Grid Permit Representative, presented the petition to install a new gas main in Winston Road to provide gas service to 38 Winston Road. The public hearing was opened and no one spoke for or against the petition. The Department of Public Works has recommended approval of the petition. Ald. Gentile moved approval of the petition, which carried by a vote of seven in favor and none opposed.

#356-12 NSTAR ELECTRIC petitioning for a grant of location to install 12,432' ± of supplemental 8" diameter steel cooling circulation pipeline and a 4" conduit in the same trench in DEDHAM STREET from the Boston town line near the intersection of Spiers Road and Dedham Street to the intersection of Dedham, Winchester and Needham Streets. The project also includes the installation of eleven street rated hand-holes (3' x 3' x 3') in Dedham Street to facilitate the installation of fiber optic cable as shown on the plan and profile drawings. The pipeline and conduit will continue down Needham Street (state road) to the Elliot Street Substation. NStar is requesting the grant of location in order to address the need to provide additional electric transmission reliability and capacity to address current and future demand supply at the existing Elliot Street Substation #292 in Newton. (Ward 5 & 8) [10-18-12 @ 4:34 PM]

ACTION: **HELD 6-0 (Danberg not voting)**

NOTE: Beverly Schultz, NStar Project Manager, presented the petition to install 12,432' of pipeline and conduit in Dedham Street. The project would begin at the Boston city line and continue down the length of Dedham Street to Needham Street to Easy Street to the Elliot Street Substation. Needham Street is State owned and Easy Street is a private way; therefore, the Board of Aldermen does not need to approve a grant of location for either of those streets.

The project would provide additional electric transmission reliability and capacity to address demand now and in the future at the Elliot Street Substation. There are a number of projects planned within the City that would create demand on the substation, which include Chestnut Hill Square, the new Boston College Dining Hall, and projects at the Chestnut Hill Mall.

There are existing 115kV pipe like cables, which run between the West Roxbury Baker Street Substation and the Elliot Street Substation in Newton. In order to provide additional transmission and capacity NStar is petitioning for modifications to the existing cables by installing a supplemental 8" diameter steel cooling circulation pipeline parallel to the existing 115kV cables. The projects also requires the installation of a 4" PVC conduit for fiber optic communication cable in the same trench as the proposed pipeline from Pole 117/44 in Dedham Street to the intersection of Dedham Street,

Winchester Street, and Needham Street. This portion of the project includes eleven hand-holes to facilitate the installation of the fiber optic cable. The fiber optic cable will provide NStar with the ability to identify the location of a fault in the line.

Once the project is complete it will increase the cooling capacity of the existing pipe cable in Dedham Street, thereby increasing the electric rating, supply capacity, and reliability of the line. The completed project will improve the ability of the transmission system to reliably supply the Elliot Street Substation, minimize outages, and improve service.

If approved, the project would begin in the spring of 2013 and be completed by December 1, 2013. It is expected that the crews would trench between 100' and 200' per day. NStar will meet all of the street opening permit requirements during the project. There will be two to three crews working in sections, all excavation equipment will be removed every day, all trenches will be backfilled with flowable fill and paved. There will be a police detail in order to maintain two lanes of traffic on Dedham Street. Residents of Dedham Street would have access to their driveways every night. The trench for the installation will be approximately 2' wide except where joint welding is necessary and located along one side or the other of Dedham Street.

The public hearing was opened and Marian Kowolski, 300 Dedham Street, asked whether there were any environmental risks or health risks if the cooling pipe were to leak. The pipe contains dielectric fluid, which is not considered hazardous to people's health. The risks are very minimal as the pipe has an alarm system and NStar has protocol in place to deal with a leak, which includes freezing the pipeline as soon as the leak is detected. The pipe is also very thick and welded at the joints and it is very rare that this type of pipe leaks.

Ben Blout, 360 Dedham Street, asked that the City consider restricting the hours of operation, as Dedham Street is very busy during the morning and evening commutes. Mr. Blout is also concerned that Dedham Street has already been torn up a number of times and poorly patched, especially by the Chabad Lubavitch. Ald. Albright requested that the Department of Public Works inspect the roadway patches. NStar would be required to permanently pave over the trench, instead of patching the trench. The attached memo from Associate City Engineer John Daghlian provides the conditions and special provisions to be included in the street opening permit.

Mr. Blout suggested that NStar might want to consider undergrounding the overhead wires on Dedham Street while they had the street open. Jeff Rickman, 116 High Street, added that NStar might want to put additional PVC piping for undergrounding in the future.

Ms. Schultz explained that she does not have expertise in the area of distribution of electricity or undergrounding but did know that the conduit for electrical distribution could not be installed in the same trench as the pipe and fiber optic cable. There needs to be at least 4' of separation between transmission lines and distribution lines. In addition, a sizable duct bank would be required to underground Dedham Street, as well as coordination with the other utilities on the utility poles. City Engineer Lou Taverna added that there are a number of City utilities within Dedham Street and any conduit would need to be separated from those utilities by 4', as well. The installation of conduit for

undergrounding purposes would require a separate trench, likely on the opposite side of the street from proposed project.

Aleksander Chudnovsky, 5 Long Meadow Road, asked if NStar could provide cost data on undergrounding Dedham Street. Ms. Schultz explained that she does not have any cost data and would have to provide it at a later date. It was pointed out that undergrounding is very expensive and would be a cost to all Newton NStar customers.

Ald. Albright requested a plan for a potential undergrounding project for Dedham Street. Ms. Schultz explained that a plan like that could potentially take over a year to develop a plan and coordinate with the other utilities.

The following information was requested from NStar:

- Materials contained in dialectic fluid
- Specific number of crews working on the project
- Is it feasible to underground Dedham Street
- Cost of undergrounding Dedham Street

Ald. Lappin moved hold in order to obtain the requested information, which carried unanimously.

#302-12 HIS HONOR THE MAYOR, with the support of Ald. Rice, Crossley, Yates, Fischman, and Kalis, requesting authorization to execute a 99-year lease between the City of Newton and the Massachusetts Bay Transportation Authority (MBTA) for .97 miles of unused MBTA rail bed that runs parallel to Needham Street to create a multi-purpose recreational pathway. [09/24/12 @ 5:00 PM]

ACTION: **APPROVED 7-0**

NOTE: The request to authorize a 99-year lease of an abandoned MBTA rail bed was held on October 3, 2012 for responses to five questions raised during that discussion. The attached letter from Chief Operating Officer Robert Rooney provides answers and further information on the City's liability if hazardous materials are found during construction of the proposed rail trail.

The City can purchase a higher amount of insurance through the State's Brownfields Program and receive a grant for 50% of the premium but the coverage cannot be extended beyond five years. Assistant City Solicitor Bob Waddick has requested quotes for \$5 million and \$10 million in coverage. He expects that the costs will be proportionate to the \$3 million policy that was quoted at \$41,035, which would cost the City \$22,159 with the matching funds from the State. The Mayor's request for funds to purchase the \$3 million policy is awaiting discussion in the Finance Committee.

The Committee discussed whether there should be a recommendation to the Finance Committee to request the purchase of a larger insurance policy. The majority of Committee members felt that it was advisable to request the larger policy, as there would be less risk for the City. Although the project does not require a large amount of digging or construction, if any contamination

is found the City is responsible for abating it. In addition, if contamination is found on abutting property and it is determined that it came from the rail bed, the City could get drawn into litigation for a number of years, which results in costs to the City.

The request for fund to purchase the insurance will be discussed at the Finance Committee on November 14, 2012. Ald. Laredo moved approval of the authorization to enter into the 99-year lease of the rail bed from the MBTA, which carried unanimously.

REFERRED TO PROG & SERV AND PUBLIC FACILITIES COMMITTEES

#99-12 ALD. LAREDO, ALBRIGHT, CROSSLEY & KALIS requesting a discussion with His Honor the Mayor regarding the creation of a long-range master plan (20-25 years) regarding the means, methods, timing, and coordination to address the City's complete infrastructure needs, including but not limited to school buildings, fire stations, other municipal buildings, streets, sidewalks, trees, playgrounds and other recreational facilities, water, storm water, and sewer systems, and all other facilities and infrastructure identified in the city's recent capital assessment. The master plan should be comprised of specific plans from individual departments and at a minimum, the master plan should (a) identify those infrastructure needs and (b) present a phased plan, with identifiable funding sources for meeting those needs. [04-04-12 @ 10:30 PM]

ACTION: **HELD 6-0 (Gentile not voting)**

NOTE: Public Buildings Commissioner Stephanie Gilman presented the 20-year Long Range Capital Projection, which can be found at <http://www.ci.newton.ma.us/gov/executive/override.asp>. Please note the link is located at the bottom of the webpage in the list of links for additional override information. The generation of the projections has stimulated discussion with each department head about their department's long-term needs. There is over a billion dollars in need when the projections are expanded out over 20 years. It was pointed out that with the Other Post Employment Benefit debt and the capital needs, the City could not address all of its funding needs in the future.

The 20-year Long Range Capital Projection provides a good framework for discussion of the City's vision, priorities and benchmarks in terms of capital needs in the future. Each of the listed projects should have a strategic plan. The Administration needs to look at the capital projections on a regular basis to update priorities and add projects as need arise. It was suggested that small projects should be factored into the projections.

Committee members felt that it might be appropriate that the full Board of Aldermen meet to discuss the 20-year Long Range Capital Projection either in a Committee of the Whole or as part of a Long Range Planning Committee meeting. It may also be beneficial to form a small taskforce to discuss the projections.

Ald. Laredo moved hold and suggested that the docketers meet with the Chief Operating Officer and the Commissioner of Public Buildings to discuss how to proceed with the item and then come back to the Committee in three to four months with further information. The Committee voted unanimously in favor of holding the item.

REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES

#319-12 ALD. FULLER, LAPPIN AND SALVUCCI requesting a discussion of the benefits and drawbacks of using a Construction Manager at Risk and the most effective ways of managing construction and controlling costs. [10/02/12 @ 10:57 AM]

ACTION: **NO ACTION NECESSARY 6-0 (Danberg not voting)**

NOTE: A number of factors drive the decision to use a construction manager at risk process or the design-bid-build process. The presentation from the Massachusetts School Building Authority (MSBA), which was attached to the agenda, provides a comparison of the construction manager at risk process versus the build-bid-design process. The presentation also highlights which types of projects are appropriate for which process. In general, the construction manager at risk process is appropriate for complex projects that cost more than \$5 million. Projects that have tight schedules, constrained sites, and/or a high probability of concealed conditions would also be appropriate for the construction manager at risk process. Projects that pose minimal risks related to building conditions, complete construction projects, no early site packages and a conventional schedule would be appropriate for the design-bid-build process.

The choice between the construction manager at risk process or the design-bid-build process seems to be cost neutral. However, as the construction manager at risk process is fairly new there is not a large amount of cost data. The Massachusetts School Building Authority is collecting further cost data for a better cost comparison. The MSBA also provides an additional 1% in funding for the use of the construction manager at risk process once they have decided to provide funding for a project.

Ald. Lappin moved no action necessary, which carried unanimously.

REFERRED TO PROGRAMS & SERV. AND PUBLIC FACILITIES COMMITTEES

#315-12 ALD. FULLER, RICE AND GENTILE of the Angier School Building Committee providing updates and discussion on the Angier School Building project as it develops through the site plan approval process. [10-02-12 @ 3:37PM]

ACTION: **HELD 6-0 (Danberg not voting)**

NOTE: Ald. Fuller informed the Committee that the owner's project manager recommended that the City use the construction manager at risk process for the construction of the Angier School. The Angier School Building Committee and Design Review Committee agreed and voted to recommend that the Mayor use the construction manager at risk process for the project. The owner's project manager is developing the required application to the Inspector General for the use of a construction manager at risk.

The Architect, School Department, and the Angier School Committee are currently working on the educational program for the school. The Board of Aldermen will receive a formal presentation on the project that includes educational programming in the near future.

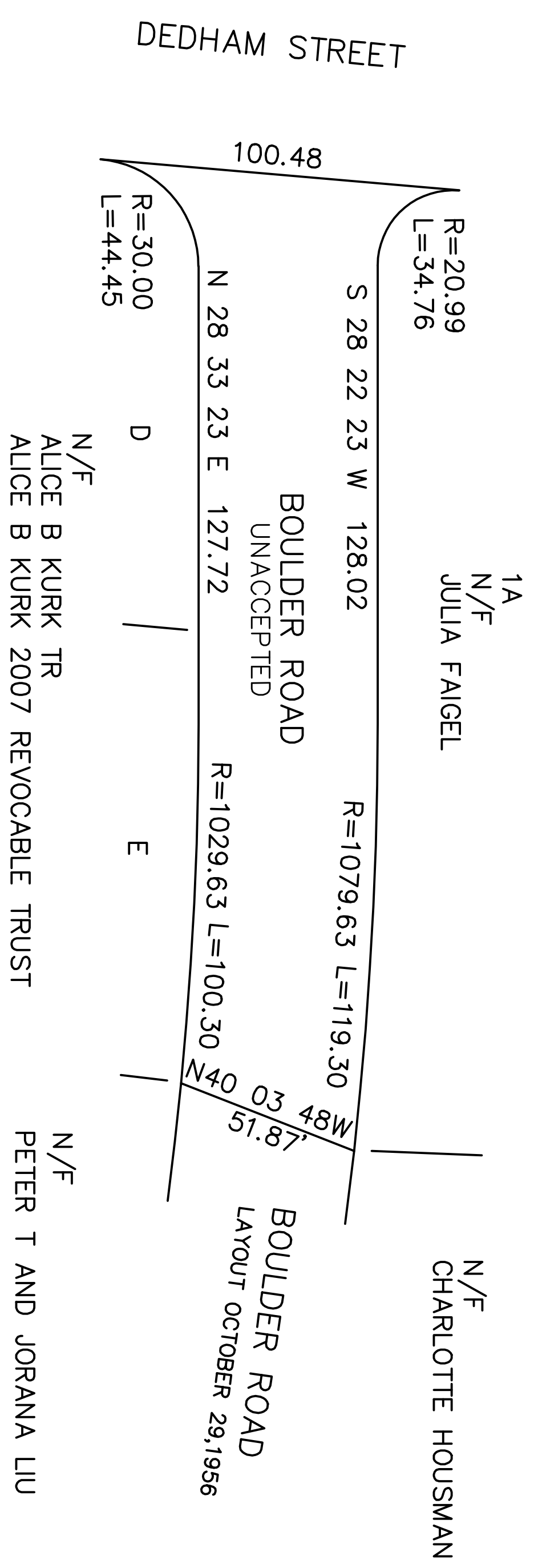
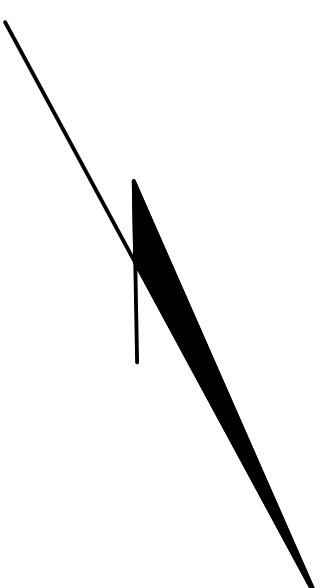
The Angier Working Group will meet tomorrow, November 8, 2012, to discuss the attached schedule, which may change slightly for the months of November and December. However, the

overall schedule and target date are not expected to change. With that, Ald. Laredo moved hold on the item, which carried unanimously.

All other items before the Committee were held without discussion. The Committee adjourned at 10:20 p.m.

Respectfully submitted,

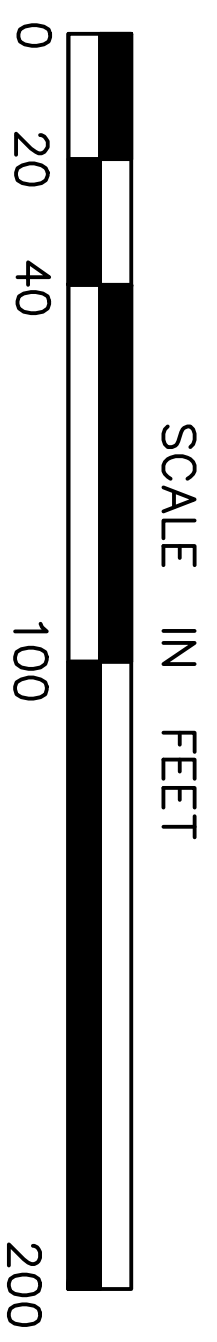
Anthony J. Salvucci, Chairman



I CERTIFY THAT THIS PLAN CONFORMS WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS

APPROVAL OF THIS PLAN UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED

TREES, LANDSCAPING, WALLS, STRUCTURES, BUILDINGS UTILITIES, AND ANY OTHER FEATURES ARE NOT SHOWN



BOULDER ROAD
 LAND TAKEN FOR MAIN
 DRAIN AND COMMON SEWER
 SCALE 1"=40' OCTOBER 10, 2012
 LOUIS M. TAVERNA P.E. CITY ENGINEER
 CITY OF NEWTON MASSACHUSETTS

CITY OF NEWTON
ENGINEERING DIVISION

MEMORANDUM

To: Ald. Anthony Salvucci, Facilities Committee Chair.

From: John Daghlian, Associate City Engineer

Re: NStar ~ Installation of 292-CIR between 110 Baker St. & Substation 110

Date: November 1, 2012

CC: Lou Taverna, PE City Engineer (via email)
Shawna Sullivan, Associate City Clerk (via email)

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

*Installation of 292-CIR between Station 110-Baker Street & Station 292
Newton, MA
Prepared by: NStar Electric Gas
Dated: 10-12-'12*

Executive Summary:

NStar Electric is proposing to install an 8-inch diameter steel cooling circulation pipeline to carry 115kV lines from the *West Roxbury* town line in Dedham Street and running northerly approximately 19,000 feet to the *Electric Substation #292* at Elliot Street. The alignment will ultimately transverse the abandoned railroad that runs parallel to Needham Street. The applicant will also have to file with MassDOT to cross Needham Street.

Construction is expected to begin in April 2013 and to be completed by November 2013. The installation of the conduit and wire is to help improve supply capacity and reliability of the electric distribution system from the Elliot Street substation.

DPW requests a preconstruction meeting with NStar representatives, the contractor of record, and Police & Fire Departments. I recommend that construction within the Countryside School be limited or scheduled during the summer months when the school year is over.

Conditions & Special Provisions:

1. The trenches within the roadways shall be restored in accordance to the permanent trench detail of the City's Construction Standards & Specifications.
2. All sidewalks & existing curbing disturbed as a result of construction shall be restored in kind after the installation of underground work.
3. The contractor of record shall make arrangements to allow safe passage of pedestrians, wheelchair pedestrians within the construction zone that has existing sidewalks, and specifically within the Countryside School zone.
4. The backfilling of the trench shall be with Control Density Fill (CDF) Type I-E Excavatable type, for the entire alignment.
5. If any service connections such as water, sewer, or drainage are disturbed by the contractor of record during construction, they shall be updated and replaced to the City's current Construction Standards.
6. All catch basins 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.
7. The contractor of record shall contact the Newton Police Department and arrange for Police Detail to help residents navigate around the construction zone.
8. Upon final installation of the system, an As Built drawing [plan & profile] indicating rim elevations of any manholes, handholes shall be submitted in digital and hard copy format to the City Engineer.
9. The contractor of record shall obtain a Street Opening, Sidewalk Crossing Permits with the DPW prior to construction.
10. The contractor of record shall obtain appropriate Permits with the Inspectional Services Department for all electrical, telecommunications construction.
11. The contractor of record shall contact the Newton Police Department and arrange for Police Detail to help residents navigate around the construction activity.

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



SETTI D. WARREN
MAYOR

City of Newton, Massachusetts
Office of the Mayor

302-12

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November 5, 2012

Honorable Board of Aldermen
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

RE: MBTA 99-Year Lease for Right of Way, Docket Item #302-12

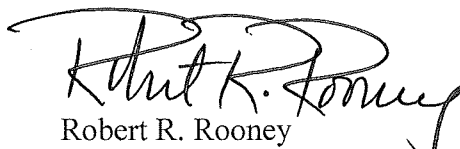
Dear Ladies and Gentlemen:

This letter is in response to the joint meeting with Public Facilities and Programs and Services Committees regarding questions pertaining to the subject docket item, specifically addressing the potential for City liability due to possible exhumation of hazardous materials when constructing the proposed rail trail. I've attached legal review of each question from the Assistant Solicitor, Bob Waddick. Included is a matrix of 15 communities who have, or are in the process of, constructing rail trails on land purchased from the MBTA.

In answer to the question as to whether the Administration feels the City is adequately protected from risks of encountering hazardous materials during the conversion from a rail bed to a walking trail, further analysis supports that the conclusion that the City proceed with the purchase of a \$3 million policy with a 5-year term as allowed under the Brownfields Program. Doing so negates the requirement for the City to indemnify the MBTA from liability and yet provide some level of protection should mitigation of hazardous materials found on site be necessary.

Should you have further questions about the various issues pertaining to the MBTA lease for conversion to a rail trail, please do not hesitate to contact me.

Sincerely,


Robert R. Rooney
Chief Operating Officer

Encl.

**CITY OF NEWTON
LAW DEPARTMENT
INTEROFFICE MEMORANDUM**

DATE: November 2, 2012
TO: Robert R. Rooney, Chief Operating Officer
FROM: Robert J. Waddick, Assistant City Solicitor
RE: Docket #302-12 - Questions re Proposed 99 Year lease With MBTA

At the joint committee meeting held on October 3, 2012, legal questions were raised regarding the above referenced matter. Below, are responses to those questions after review from the Law Department.

Question 1. Have other communities in the Commonwealth that have developed rail trails found contamination?

Answer 1. Contact was made with Transit Realty, which manages the MBTA's real estate, who reported that it is not aware of any contamination found in the course of the development of more than a dozen rail trails on MBTA property throughout the Commonwealth. Transit Realty has been involved in all of the rail trail projects on MBTA property. On the Malden rail trail, there was contamination which was known prior to the execution of the lease, and it is our understanding neither the MBTA nor Malden is the party liable for the contamination. Attached is a chart which summarizes the towns known to have developed rail trails and whether the municipality purchased environmental insurance and whether there was contamination found during the development of the rail trail.

Question 2. If the MBTA exercises its right to terminate the Lease with the City, what is the City's exposure if contamination is discovered after the MBTA has retaken possession of the property?

Answer 2. The Massachusetts Oil and Hazardous Material Release Prevention and Response Act, commonly referred to as Chapter 21E, sets forth the framework for addressing and assessing liability for the release or threat of release of hazardous substances. An amendment to Chapter 21E passed by the legislature in 2003, exempted cities and towns that lease a site from the MBTA for the purpose of maintaining a rail trail from the definition of "owner" or "operator" under the statute.¹ This is significant because the liability provisions of Chapter 21E, which are set forth under Section 5 of the statute, are triggered by the "owner" or "operator" status. A city or town would be considered an "owner" or

¹ Chapter 21E sets forth the conditions that a municipality must adhere to in order to maintain its exemption from the status of "owner" or "operator." Among them are the following: a municipality cannot cause or contribute to the hazardous release or threat of release; a municipality must take reasonable steps to prevent the exposure of persons to hazardous materials; must notify the Department of Environmental Protection of releases or threats of releases; and must take the appropriate action to protect the health and safety of the public if there is an imminent hazard.

“operator” under the statute only with respect to a release or the threat of a release of hazardous material that occurs while the city or town is in possession of the MBTA property.

Therefore, if a release or threat of release of hazardous material first occurs after the MBTA has retaken possession of the rail trail property from the City of Newton, it does not appear that the City would be liable as an “owner” or “operator” under Chapter 21E. However, because the timing of a release or threat of release is a factual determination, the City could incur legal and consulting expenses defending its position even if it is ultimately determined that the release or threat of release of hazardous material is unrelated to the City’s use of the property and occurred at a time when the city was not in possession.

Question 3. Can the City purchase a higher amount of environmental insurance under the Brownfields Program and extend the coverage beyond five years?

Answer 3. It is possible to increase the amount of coverage under the Brownfields Program (BRAC) which provides matching funds. The BRAC Program will cover 50% of the premium up to \$150,000.00. However, the BRAC Program and the state law which authorizes it, cover insurance premiums for policies of five years, so the coverage period cannot be extended. As the 50% matching funds from the BRAC Program is a one-time grant, it would not be available if the City wanted to renew its environmental policy. We have requested quotes for coverage of \$5 million and \$10 million but it is likely to be proportionate to the \$3 million policy quoted at \$41,035 (matching funds puts a cost to the City at \$22,159 as some fees are not covered under the match).

Question 4. Has the MBTA done any testing of the rail bed for contamination?

Answer 4. It is extremely unlikely that the MBTA has done any testing. Even though the MBTA is the owner of the railroad property, it has never actually operated any service on the property in Newton (it was leased out to freight haulers such as CSX). Transit Realty reports that it does not believe that any environmental testing has been done.

Question 5. What would happen if a parcel abutting the rail trail is developed in the future and contaminants emanating from the rail trail is discovered ?

Answer 5. (See answer to Question 2 for general explanation of City’s liability under Chapter 21E). If the release of hazardous material is attributable to the City’s use of the property, then the City will be viewed as an “owner” or “operator” of the site and will be subject to the provisions of Chapter 21E with respect to liability. The timing of the release of the hazardous material will be important in assessing the City’s potential liability. If the facts indicate that the release predates the City’s possession, then it would be unlikely that the City would be viewed as the “owner” or “operator” for the purposes of liability under Chapter 21E. However, because the timing of a release is a factual determination, the City could incur legal and consulting expenses defending its position even if it is ultimately determined that the release of hazardous material is unrelated to the City’s use of the property and occurred at a time prior to the City’s possession.

Figure 1. Rail Trail Conversions -- Experience with Hazardous Materials

	<u>Community</u>	<u>Environmental Insurance</u>	<u>Hazardous Contamination</u>	<u>Notes</u>
1	Danvers	NO	NO	
2	Malden	NO	NO*	*pre-condition existed
3	Wenham	NO	NO	
4	Topsfield	NO	NO	
5	Rockland	NO	NO	
6	Lynn	NO	NO	
7	Saugus	NO	NO	
8	Methuen	NO	NO	
9	Peabody	NO	NO	
10	Newburyport	NO	NO	
11	Acton	YES	NO	
12	Salem	Pending		
13	Wakefield	Pending		
14	Newton	Pending		
15	Needham	Pending		

Angier Elementary School - Newton, MA

**Projected Meeting and Milestone Schedule:
Designer Selection, Feasibility Study and Schematic Design**

	Date	Time	Item	Location
✓	Mon 11/05/12	7:00PM	School Committee meeting to review education program, working group meeting	100 Walnut St, Room 210
✓	Thurs 11/08/12	8:45AM	Working group meeting (educational program follow up, review proposed revised meeting schedule)	City Hall, Rm 209
✓	Thurs 11/08/12	10:30AM	Update meeting with Superintendent	100 Walnut St
	Thurs 11/15/12	9:15AM	Working group meeting (review programming and design massing alternatives)	City Hall, Rm 209
	Thurs 11/15/12	5:00PM	Meeting with ASBC/DRC to review programming and design massing alternatives	100 Walnut St, Room 210
	Mon 11/19/12	8:00PM (approx.)	Meeting with ASBC/DRC presentation to Board of Aldermen and School Committee	City Hall, Aldermanic Chamber
	Thurs 11/29/12	8:45AM	Working group meeting (review site strategy and design massing alternatives)	100 Walnut St, Room 210
	Thurs 11/29/12	5:00PM	Meeting with ASBC/DRC to review site strategy and design massing alternatives	City Hall, Aldermanic Chamber
	Thurs 12/06/12	5:00PM	Meeting with ASBC/DRC; opportunity for public input	100 Walnut St, Room 210 (to be confirmed)
	Thurs 12/13/12	5:00PM	Meeting with ASBC/DRC to vote to authorize submittal of PDP	100 Walnut St, Room 210
	Fri 12/14/12	---	Preliminary Design Program Report submission to MSBA	
	Thurs 01/03/13	6:00PM	Meeting with ASBC/DRC to review final options and vote to submit to MSBA	100 Walnut St, Room 210
	Thurs 01/10/13	7:00PM	Meeting with ASBC/DRC presentation to Board of Aldermen and School Committee	TBD
	Thurs 01/17/13	6:00PM	Meeting with ASBC/DRC to approve Preferred Schematic Design alternative	100 Walnut St, Room 210
	Thurs 02/14/13	---	Submit Preferred Schematic Report to MSBA	
	02/27/13 or 03/20/13		MSBA Facilities Assessment Subcommittee	
	Wed 04/03/13	---	MSBA Board Meeting to approve Preferred Option	
	04/04/13 06/2013	---	Schematic Design	---
	Jun 2013	TBD	Designer Review Committee approval; Newton Code Section 5-58 Approvals	TBD
	Thurs 06/13/13	---	Submit Schematic Design to MSBA	---
	Wed 07/31/13	---	MSBA Board Meeting to approve Schematic Design	---
	Aug 2013	---	Local Approval of the Project - Appropriation by the Board of Aldermen for the approved budget amount	