

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, NOVEMBER 17, 2010

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

Also present: Robert Rooney (Chief Operating Officer), David Turocy (Deputy Commissioner of Public Works), and Clint Schuckel (Associate City Engineer)

#385-07 ALD. SCHNIPPER AND GENTILE updating the Public Facilities Committee on the progress of the Newton North High School Project. [11/21/07 @ 10:23 AM]

ACTION: **HELD 7-0**

NOTE: The Associate City Engineer, Clint Schuckel, provided the Committee with a PowerPoint presentation (attached) on the elimination of the planned curb extensions on Lowell Avenue. The curb extensions were to be added in front of the high school when construction was completed. The elimination has already been discussed by the Newton North High School Liaison Committee and the consensus of the residents is to eliminate the bump-outs.

If the bump-outs were not constructed, there would be two options for parking on Lowell Avenue in the area of the high school. The first option would be no parking on the west side with Tiger permit parking and resident permit parking on the east side between 7 AM and 4 PM. This would result in 22 to 24 additional parking spaces. The second option is to create a no parking zone on the east side with Tiger permit parking and resident permit parking on the east side between 7 AM and 4 PM. This would result in an additional 14 parking spaces in front of the homes across from the high school. There are pros and cons associated with both options. Parking on the west side provides more parking spaces but parking for the residents is across the street. Parking on east side would allow residents to park in front of their homes but sightlines from driveways and side streets could be limited due to the parked cars. Mr. Schuckel pointed out that cars parked along Lowell Avenue provide traffic calming at minimal cost to the City.

The Chairman pointed out that Lowell Avenue is constructed of concrete panels and asphalt and if the bump-outs are installed, the road centerline would be shifted and drivers would be forced to drive half on concrete panels and half on the asphalt creating an uneven driving surface. The curb extensions would also result in a much narrower street, eliminating any parking and the center stripe of the street would shift drastically in front of the school.

There was some question why the reconstruction of Lowell Avenue was not part of the Newton North High School. Chief Operating Officer Robert Rooney explained that the cost of reconstruction is approximately \$400,000. Other streets in the City are in need of reconstruction and it would not create a sense of parity if additional funds were spent on the project. He pointed out that the curb extensions could be added to Lowell Avenue by the City if it is determined that they are needed.

The City needs to let the architect know by December 1, 2010 if the curb extension should be removed from the architectural drawings. As there is no change to the utility design drawings, there is only a minimal architectural cost for the change to the plans. The Design Review Committee does not have a problem with the proposed change and the Law Department believes that is not a change to the site plan, as Lowell Avenue is a public way and not part of the Newton North High School site.

The Committee took a straw vote in support of the removal of the planned curb extensions on Lowell Avenue at Newton North High School, which is a public way and not part of the Newton North High School site. The Committee voted six in favor and one abstention to support the removal of the extensions. Ald. Crossley abstained as she felt that there was a rush to make a decision about the curb extensions and it did not go through the proper process.

Mr. Rooney informed the Committee that at the request of the residents along Hull Street, the construction team was investigating a change to the landscaping along Hull Street. The reduction in landscaping in that area will allow for more plantings elsewhere on the site. The Committee will discuss the landscaping changes during the next update.

Respectfully submitted,

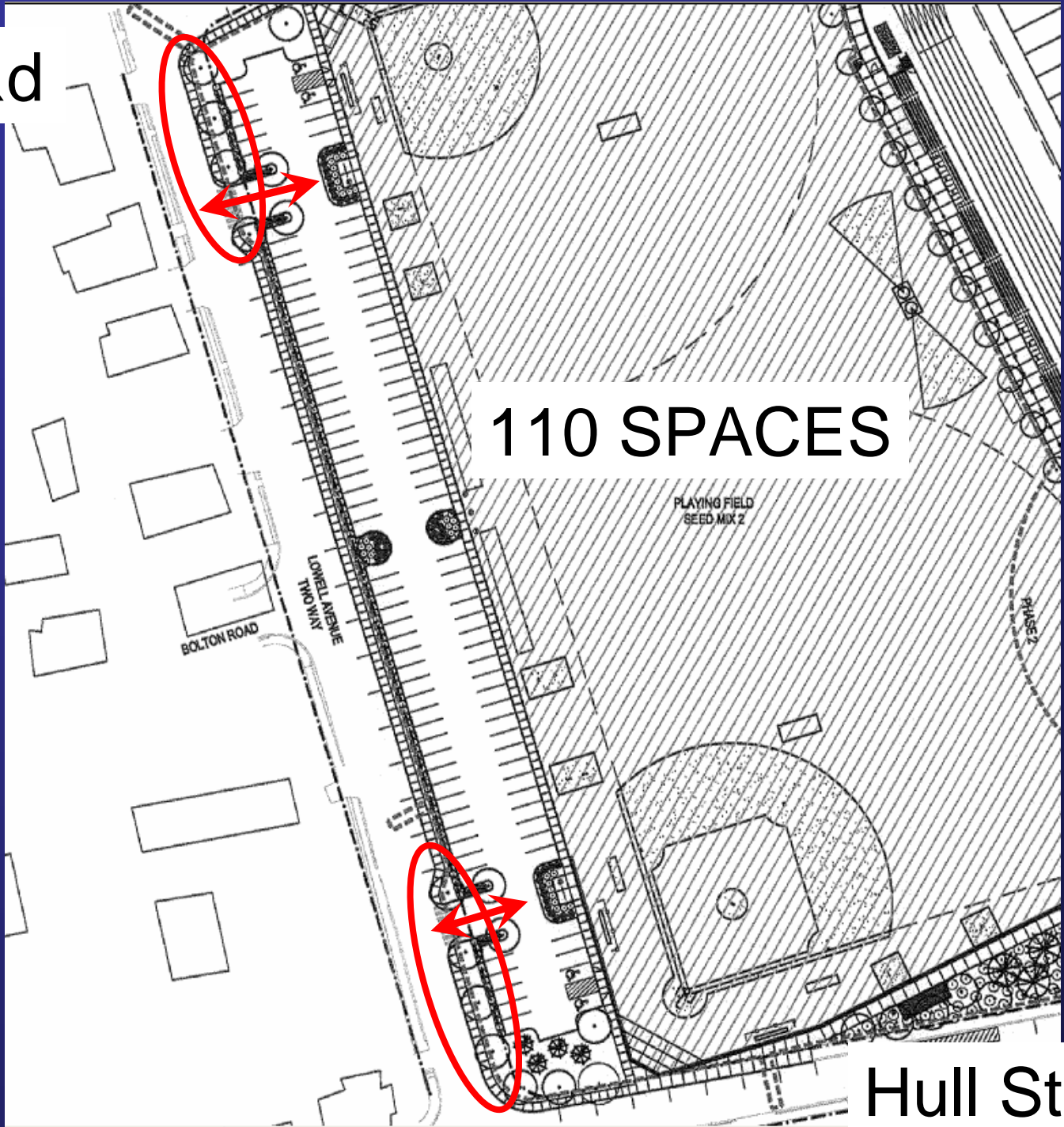
Sydra Schnipper, Chairman

PF Lowell Ave Discussion 11/17

- Discussed at 11/9 NNHS Neighborhood meeting
- Consensus on eliminating curb extensions
- Width varies from 32.5 to 34.5 feet
- Concrete panels/asphalt: OK to shift centerline?

- Parking changes?
 - Does NNHS need parking on Lowell Ave?
 - How to accommodate residents? (limited use during the day)

Elm Rd



110 SPACES

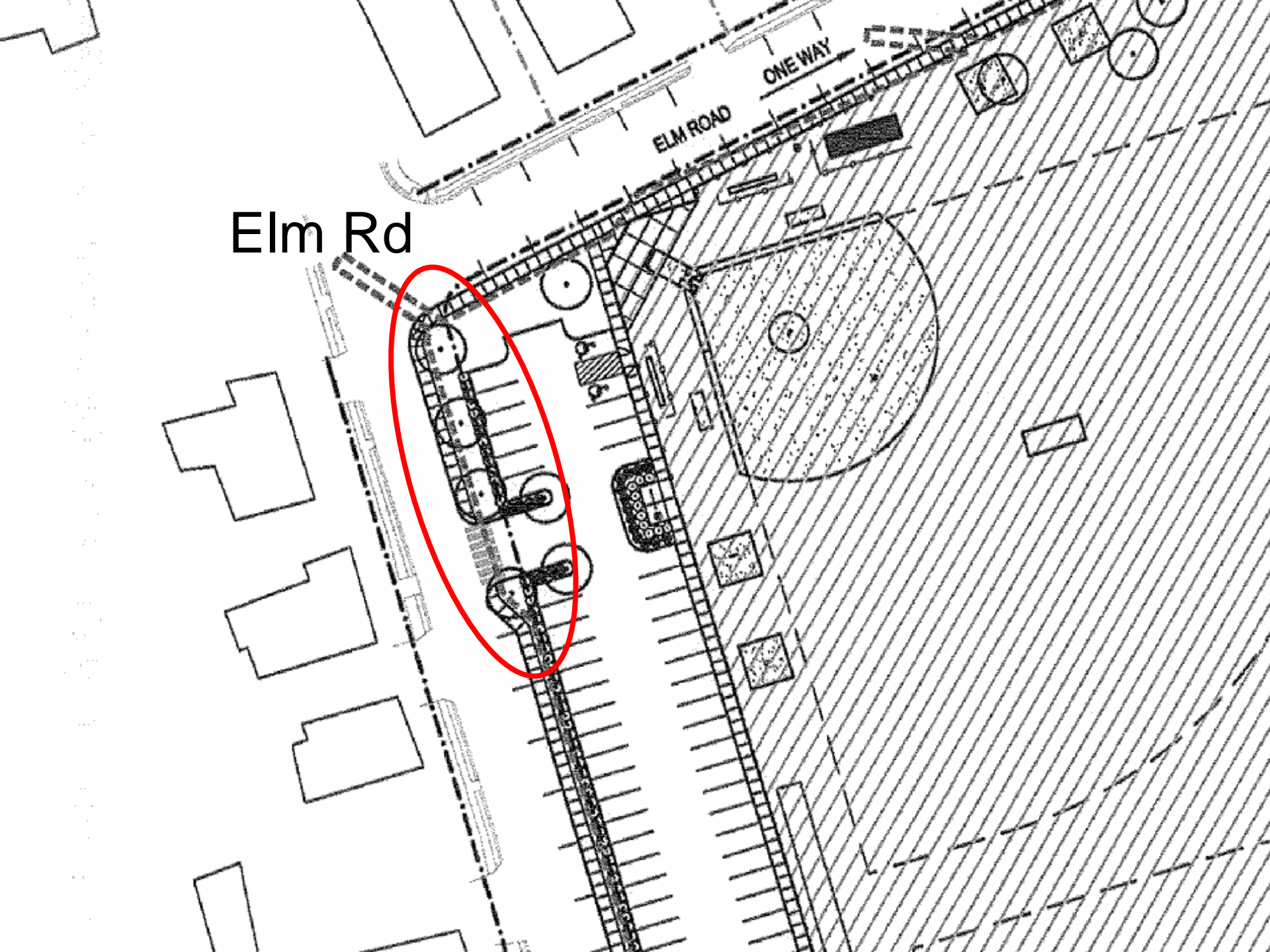
BOLTON ROAD

LOMBARD AVENUE

PLAYING FIELD
SEED MIX 2

Hull St

Elm Rd

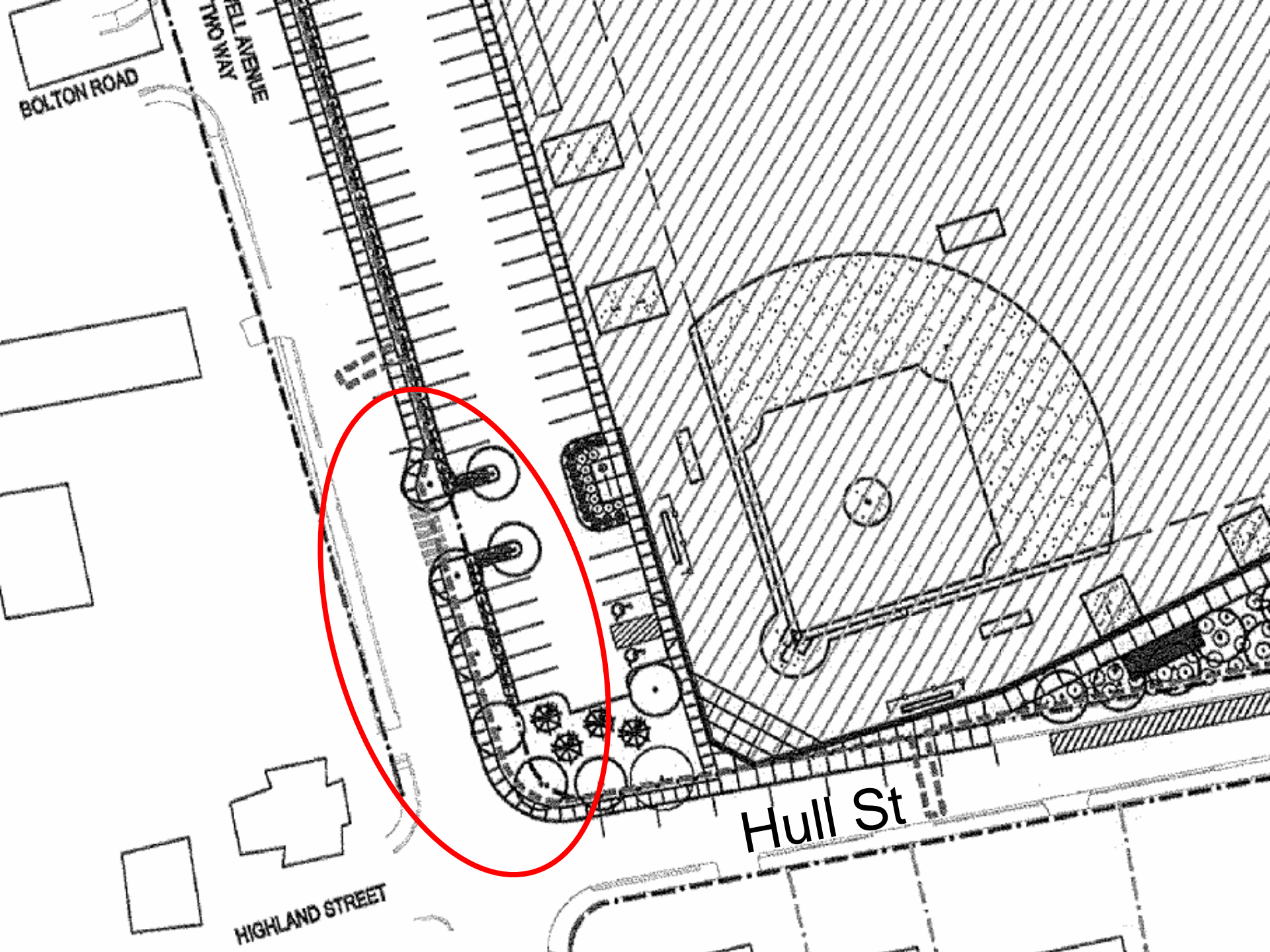




NO TRESPASSING
WALKING UNDER
EXCAVATION
NEEDS TO
KEEP OUT

ROAD WORK
AHEAD



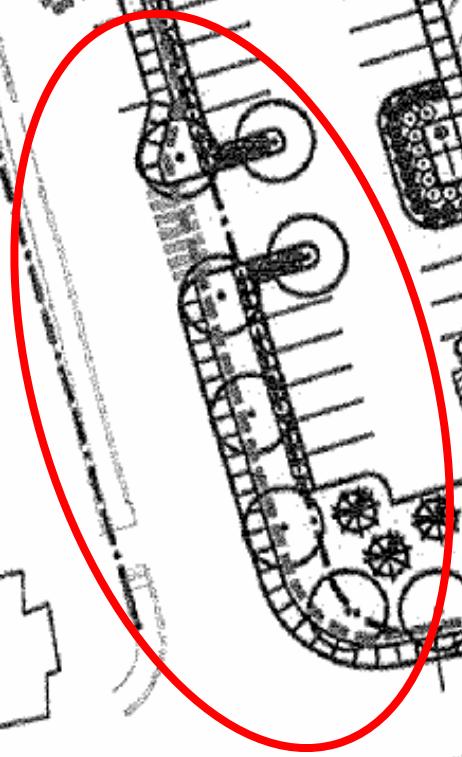


BOLTON ROAD

TWO WAY
BELL AVENUE

HIGHLAND STREET

Hull St

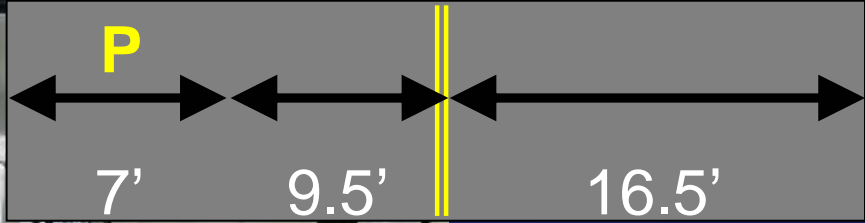
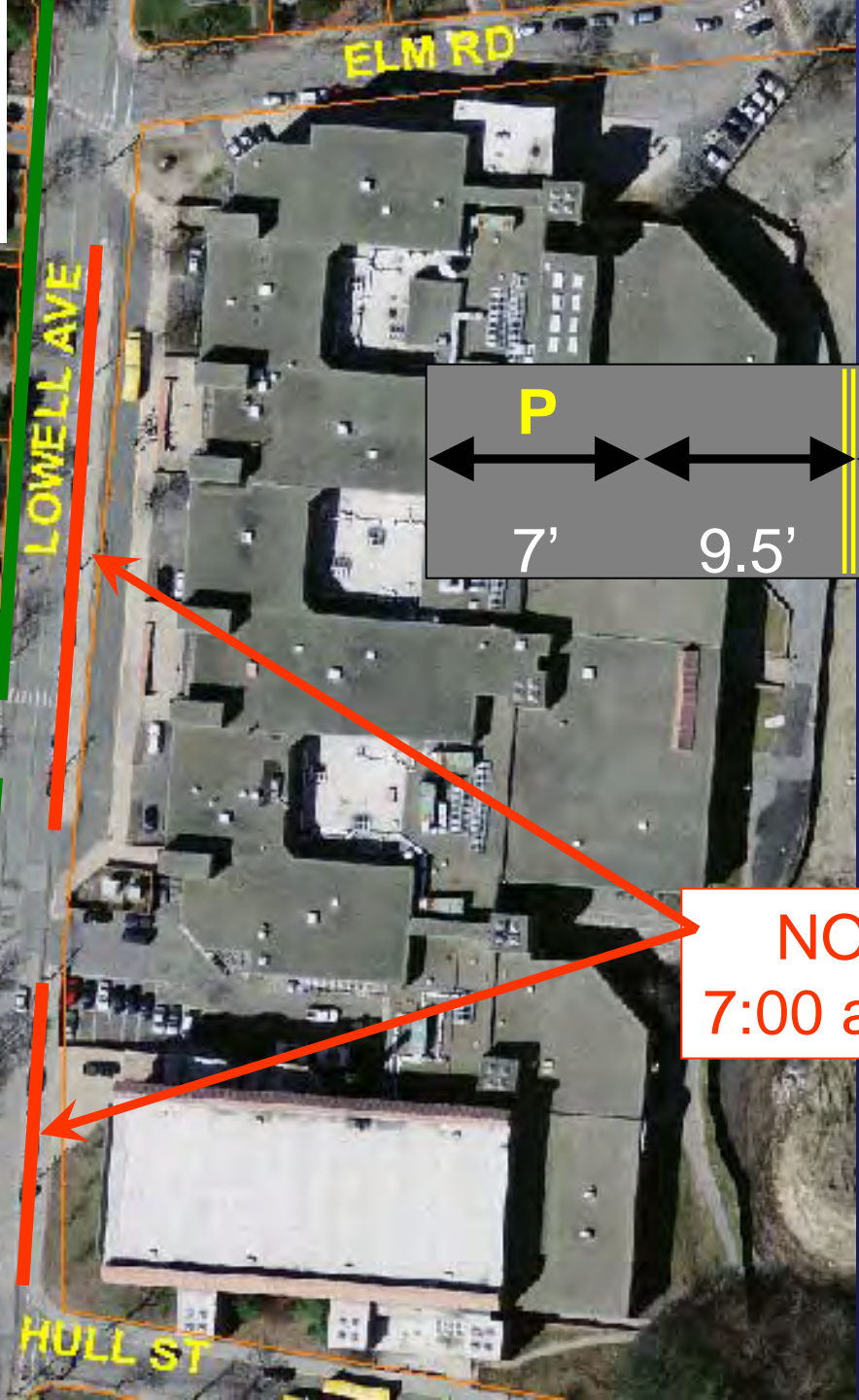




Before NNHS Construction



Resident Only
7:00 am to 4:00 pm

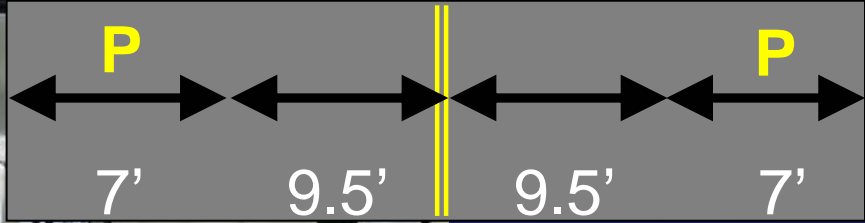
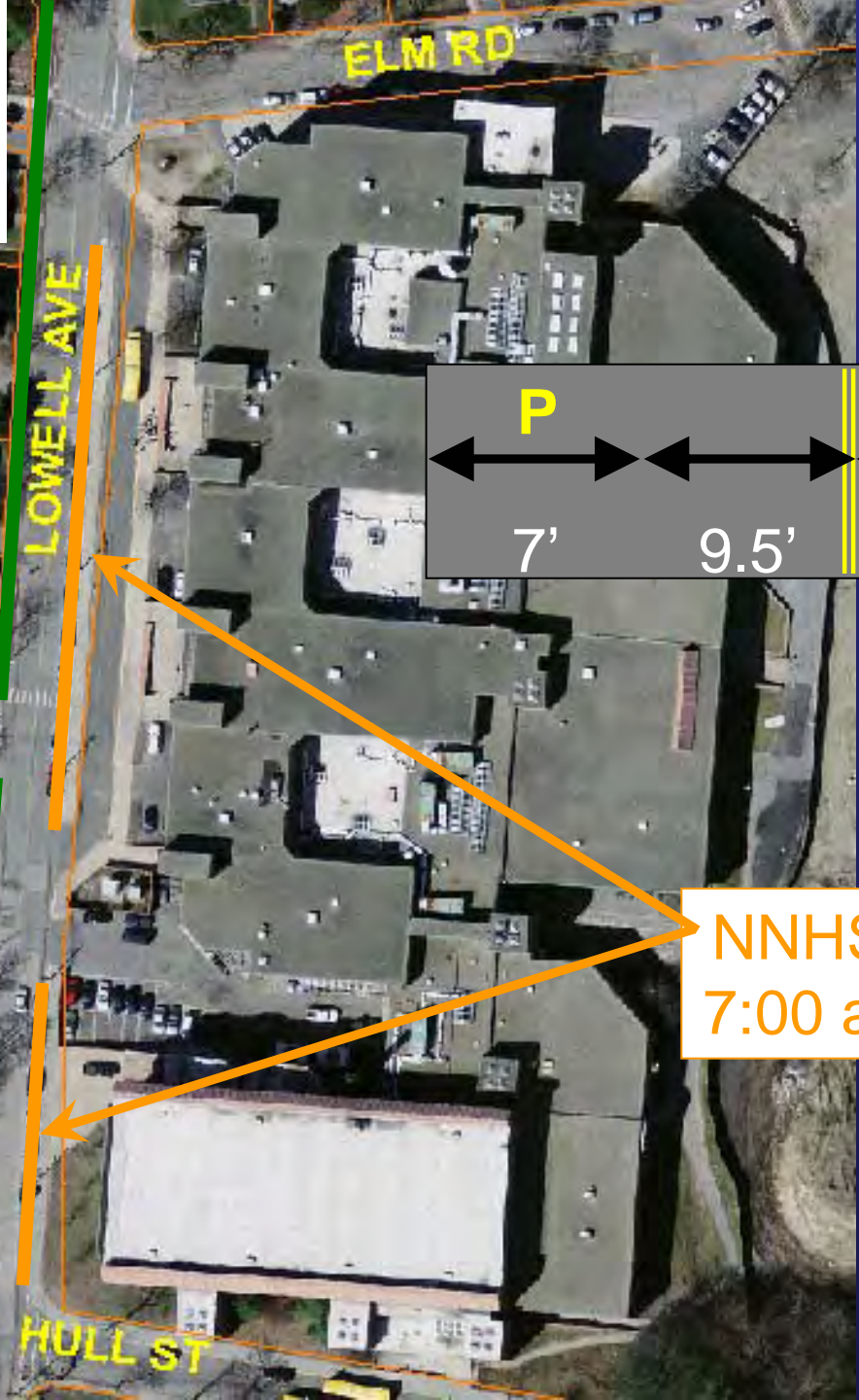


NO PARKING
7:00 am to 4:00 pm

During NNHS Construction

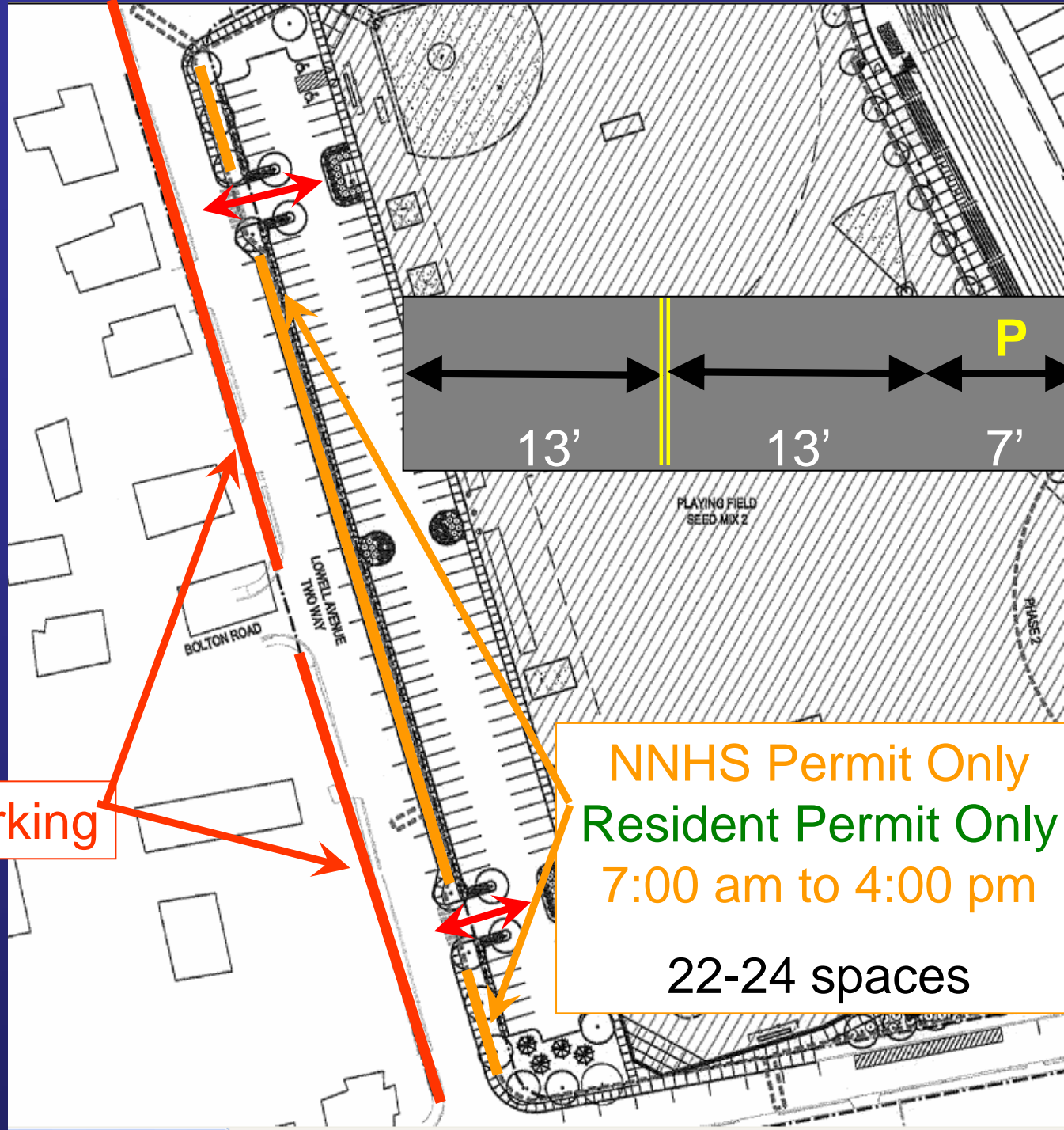


Resident Only
7:00 am to 4:00 pm



NNHS Permit Only
7:00 am to 4:00 pm

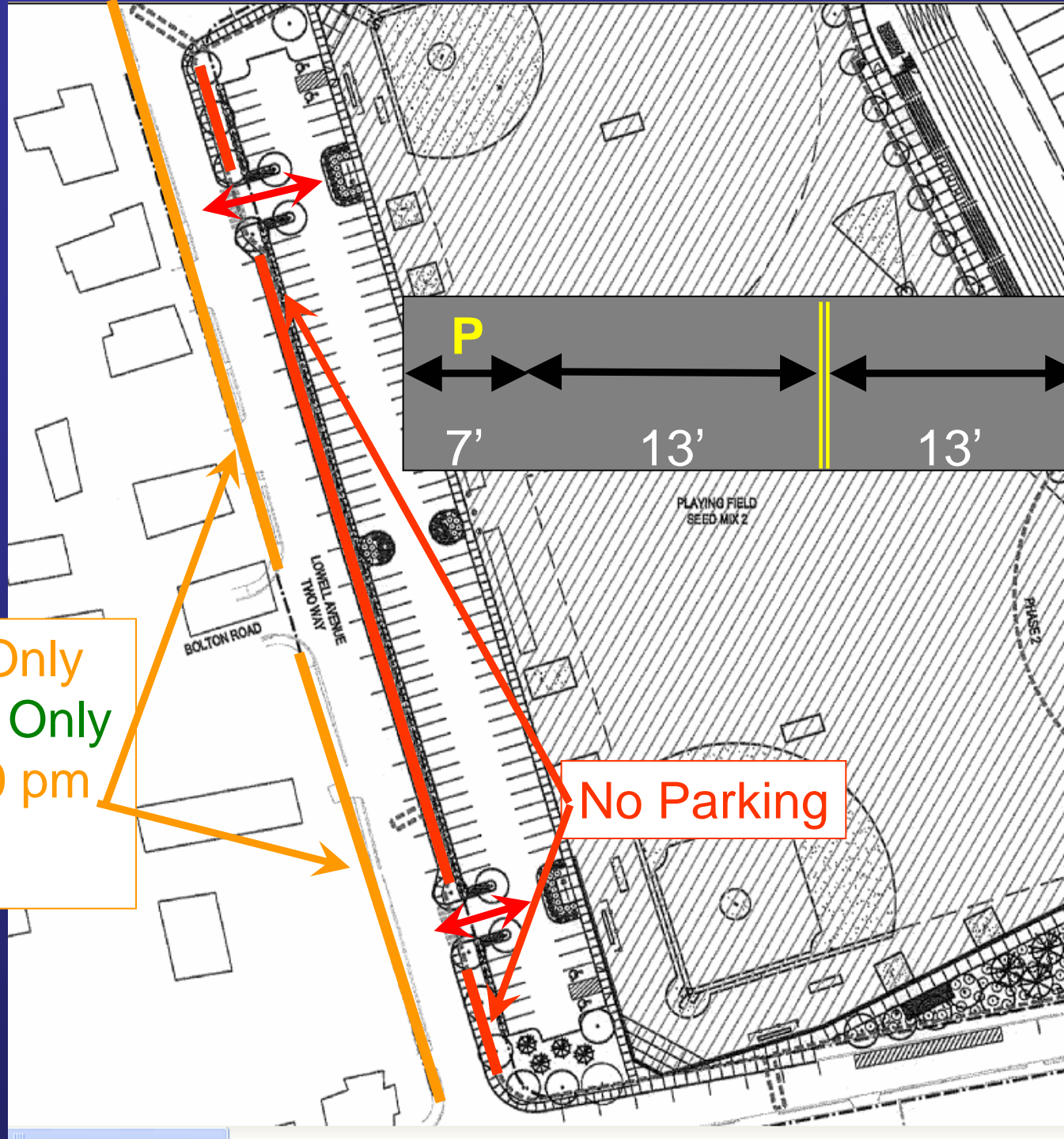
After NNHS
Construction
Option 1:
No Parking
West Side



After NNHS
Construction

Option 2:

No Parking
East Side



NNHS Permit Only
Resident Permit Only
7:00 am to 4:00 pm
14 spaces

No Parking

Pros/Cons

- Option 1: Permit parking on NNHS (east) side
 - Pros: ~10 more spaces, parking on resident side can limit sightlines from driveways & side streets
 - Cons: parking for residents is across street
- Option 2: Permit parking on resident (west) side
 - Pros: residents have parking on same side
 - Cons: 10 less spaces, sightlines limited by parking

NNHS Parking 2011-2012