



Public Facilities Committee Agenda

City of Newton In City Council

Wednesday, November 3, 2021

The Public Facilities Committee will hold this meeting as a virtual meeting on Wednesday, November 3, 2021 at 7:00 pm. To view this meeting using Zoom use this link: <https://us02web.zoom.us/j/82475346341> or call 1-646-558-8656 and use the following Meeting ID: 824 7534 6341

Item Scheduled for Discussion:

Public Hearing

#400-21 Petition for Grant of Location in Wells Ave
ROSCITI CONSTRUCTION COMPANY/CROWN CASTLE petitioning for a grant of location to install 188'± of 4" conduit from MH # 47/327 on Wells Ave to the proposed handhole in front of #145 Wells Ave then installing 68'± in a northeasterly direction from the proposed handhole to the building at #145 Wells Ave. (Ward 8)

#401-21 Amend Chapter 29, Section 160. Building Pipe Exemption
HER HONOR THE MAYOR requesting an ordinance amendment to Chapter 29, Section 160 of the Revised Ordinances to delete the following language: (a) the existing building sewer pipe(s) is less than twenty (20) years old; and re-letter the remaining sections.

Referred to Public Facilities and Finance Committees

#405-21 Reallocate \$277,739.25 for rehabilitation of the stormwater infrastructure
HER HONOR THE MAYOR requesting authorization to reallocate the Stormwater Fund surplus funds from the following accounts/ projects that have been completed for the rehabilitation of the stormwater infrastructure for the section of Chestnut Street between Beacon Street and Commonwealth Ave:

Laundry Brook Culvert Replacement-Cabot School (7203D401-586007)	\$130,257.25
Forest Grove Pump Station Rehabilitation (7204D401-586004)	\$147,482.00

The location of this meeting is accessible and reasonable accommodations will be provided to persons with disabilities who require assistance. If you need a reasonable accommodation, please contact the city of Newton's ADA Coordinator, Jini Fairley, at least two business days in advance of the meeting: jfairley@newtonma.gov or (617) 796-1253. The city's TTY/TDD direct line is: 617-796-1089. For the Telecommunications Relay Service (TRS), please dial 711.

#317-21 Request for public way improvements on Grant Avenue

HER HONOR THE MAYOR requesting public way improvements pursuant to City Ordinance Section 26-51, specifically a pilot/trial of rubber speed cushions on Grant Avenue near Marshall Street between Beacon Street and Commonwealth Avenue

Chair's Note: *Chair's Note: The Committee will meet jointly with Programs & Services to discuss the following item. The link for this portion of this meeting is as follows: <https://us02web.zoom.us/j/81209546727> . Additionally back-up for item #371-21 can be found at the following link: <http://lincolneliot-necp-projects.com/>*

Referred to Public Facilities and Programs & Services Committee

#371-21 Update on the Lincoln-Eliot Elementary School project

HER HONOR THE MAYOR requesting the opportunity to provide a Lincoln-Eliot Elementary School project update to the Public Facilities and Programs & Services Committees.

Programs & Services Held 7-0 on 10/06/2021

Public Facilities Held 5-0 (Councilor Danberg not voting) on 10/06/2021

Respectfully submitted,

Alison M. Leary, Chair

RECEIVED
Newton City Clerk

2021 OCT 15 AM 8:44

**CITY OF NEWTON
MASSACHUSETTS**

PETITION for GRANT OF LOCATION

To the Petitioner:

City of Newton Ordinance Section 23-52 requires that each petition for grant of location be submitted to the City Council before it is sent to the Public Works Department for a preliminary review. The comments of the Public Works Commissioner will be part of the record submitted to the City Council. Upon filing with the City Council, the petition will be scheduled for a public hearing before the Public Facilities Committee of City Council. **The petitioner is responsible for insuring that the petition is complete and all required materials are in order for review.** Attached please find the City Engineer's Standard Requirements for Plans and the Department of Public Works Permit Processing brochure.

Grant of Location Process:

1. Applicant submits completed Petition Form and required materials to the City Council
2. Public Works Department conducts preliminary review and gives written comments to the applicant
3. Engineering Division files Petition Form with comments with the Clerk of the City Council
4. City Council schedules petition for a public hearing before the Public Facilities Committee of the City Council
5. Public Facilities Committee recommendations are forwarded to the City Council for a final decision

Questions may be directed to:

Lou Taverna, City Engineer, 617-796-1020
Cassidy Flynn, Clerk of the Public Facilities Committee 617-796-1213

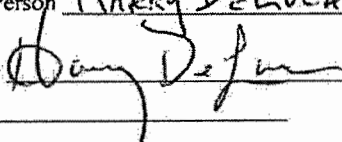
I. IDENTIFICATION (Please Type or Print Clearly)

Company Name ROSCITI CONSTRUCTION COMPANY, LLC.

Address 123 King Philip Street, Johnson RI 02919

Phone Number (401) 351-6681 ^(T) Fax Number (401) 482-5016 ^(C)

Contact Person HARRY DELUCA Title PROJECT COORDINATOR

Signature  Date 10/15/21
Person filing application

If a telecommunications company, indicate how certified by the Department of Telecommunications and Energy:

II. DESCRIPTION OF PROJECT: to be completed by petitioner

A. Write here or attach a description of the project including, location, proposed time frame for completion,

type of materials to be used, benefit provided to the City, project mitigation plan as applicable, street reconstruction plan including timetable for completion.

INSTALLING (1) 4" TEL CONDUIT FROM VZD MH # 47/327 ON WELLS AVE APPROX 188' TO PROPOSED HANDHOLE TO BE INSTALLED ACROSS FROM #145 WELLS AVE THEN OUT OF HANDHOLE APPROX 68' TO BLDG. PURPOSE # 145 IS TO PROVIDE DETECT SERVICE FOR CLIENT. WORK TO BE DONE FOR CROWN CASTLE. DRAWINGS AND WZC ATTACHED. TIMETABLE APPROX. 1 WEEK FROM START BARRING ANY SITUATIONS w/ LEDGE, LARGE ROCK, ETC.

B. Include or attach a sketch to provide a visual description of the project. If plans are attached, provide:

Title of Plan CROWN CASTLE PROPOSED Date of plan AUGUST 2021

PLAN - CONDUIT INSTALLATION @ # 145 WELLS AVE, NEWTON, MA

III. PUBLIC WORKS DEPARTMENT REVIEW

Date received by Public Works Department _____

Check One:

Minor Project

Major Project

Lateral

(Refer to City Engineer Standard Requirements for Plans for definition of minor and major project)

Plans Submitted:

Certified Plot Plan

Stamped Plans

DATE AND COMMENTS:

RECOMMENDATIONS:



V. RECOMMENDATION TO PUBLIC FACILITIES COMMITTEE:

Shawna Sullivan

Digitally signed by Shawna Sullivan
Date: 2021.10.19 17:38:53 -04'00'

Commissioner, Public Works

Date



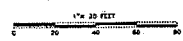
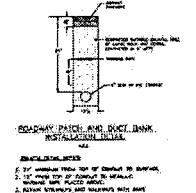
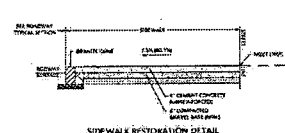
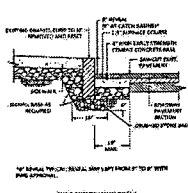
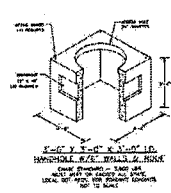
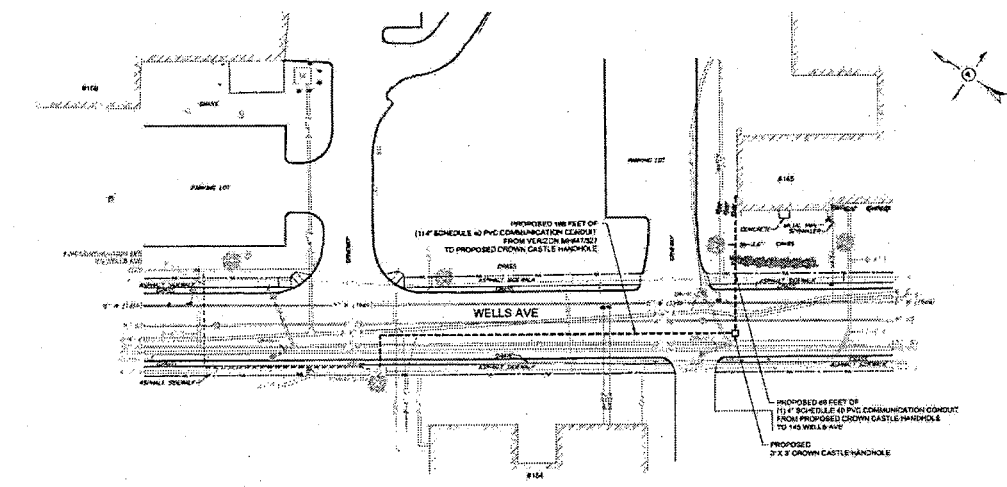
PROPOSED CONDUIT INSTALLATION
AT
145 WELLS AVE
IN
NEWTON, MA

INDEX OF DRAWING

<u>SHT NO.</u>	<u>DESCRIPTION</u>
01	PROPOSED PLAN

PREPARED BY:
FAYNET
ENGINEERING GROUP

- GENERAL NOTES**
1. THE SOCIETY OF ENGINEERS ENGINEERS ARCHITECTS AND PLANNERS HAS BEEN APPOINTED TO PREPARE THIS PLAN AND SPECIFICATIONS FOR THE PROPOSED IMPROVEMENTS TO THE CURB AND SIDEWALKS ALONG THE PORTION OF WELLS AVE. FROM THE INTERSECTION OF WELLS AVE. AND W. 14TH ST. TO THE INTERSECTION OF WELLS AVE. AND W. 15TH ST. THE PROPOSED IMPROVEMENTS WILL BE AS FOLLOWS: (A) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (B) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (C) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (D) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (E) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (F) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (G) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (H) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (I) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (J) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (K) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (L) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (M) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (N) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (O) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (P) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (Q) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (R) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (S) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (T) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (U) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (V) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (W) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (X) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (Y) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN. (Z) RECONSTRUCTION OF THE EXISTING CURB AND SIDEWALKS TO THE PROPOSED CROSS SECTION SHOWN ON THIS PLAN.



PROPOSED IMPROVEMENTS TO CURB AND SIDEWALKS ALONG WELLS AVE. FROM W. 14TH ST. TO W. 15TH ST.

<p>PROPERTY LINE</p> <p>EXISTING CURB AND SIDEWALK</p> <p>PROPOSED CURB AND SIDEWALK</p> <p>PROPOSED CONDUIT</p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>	<p>18\"/> <p>12\"/> <p>6\"/> <p>3\"/> <p>2\"/> <p>1\"/> <p>1/2\"/> <p>1/4\"/> <p>1/8\"/> <p>1/16\"/> </p></p></p></p></p></p></p></p></p></p>
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<p>OC CROWN CASTLE</p> <p>FAYNET</p> <p>ENGINEERING GROUP</p>	<p>PROPOSED PLAN</p> <p>145 WELLS AVE</p> <p>CHICAGO, ILL.</p> <p>DATE: 10/15/11</p> <p>SHEET 1 OF 1</p>
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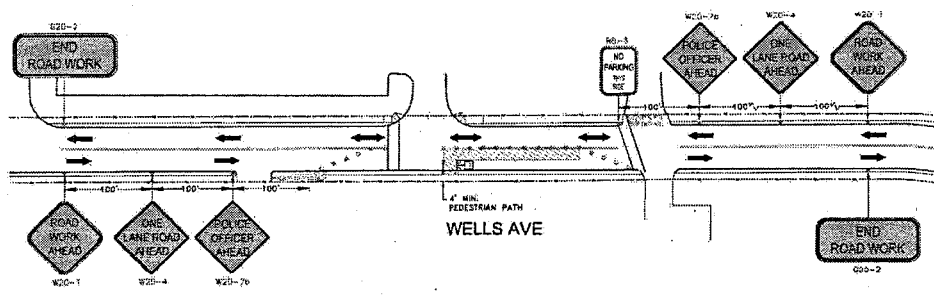


TRAFFIC MANAGEMENT PLANS
FOR
PROPOSED MANHOLE CABLE INSTALLATION
AT
145 WELLS AVE
IN
NEWTON, MA

INDEX OF DRAWING

SHT NO.	DESCRIPTION
01-04	TRAFFIC MANAGEMENT PLANS
05	TRAFFIC MANAGEMENT DETAILS

PREPARED BY:
FAYNET
ENGINEERING GROUP



Traffic Management Notes:

1. Place all safety devices and construction signing before actual construction work begins.
2. Use flags on advanced roadway signs. Flags shall be at least 18" x 12".
3. Distances are a guide and may be adjusted based on field conditions.
4. No trucking activity shall occur on the roadway at the end of each workday. Lower signs are necessary when not in use.
5. All warning signs must be either lit up or a reflective material.
6. All signs shall be placed appropriately or moved as necessary to maintain adequate buffer zones at all times.

Prepared by: **Faynet Engineering Group, Inc.**
 (145 Wells Ave, Newton, MA)

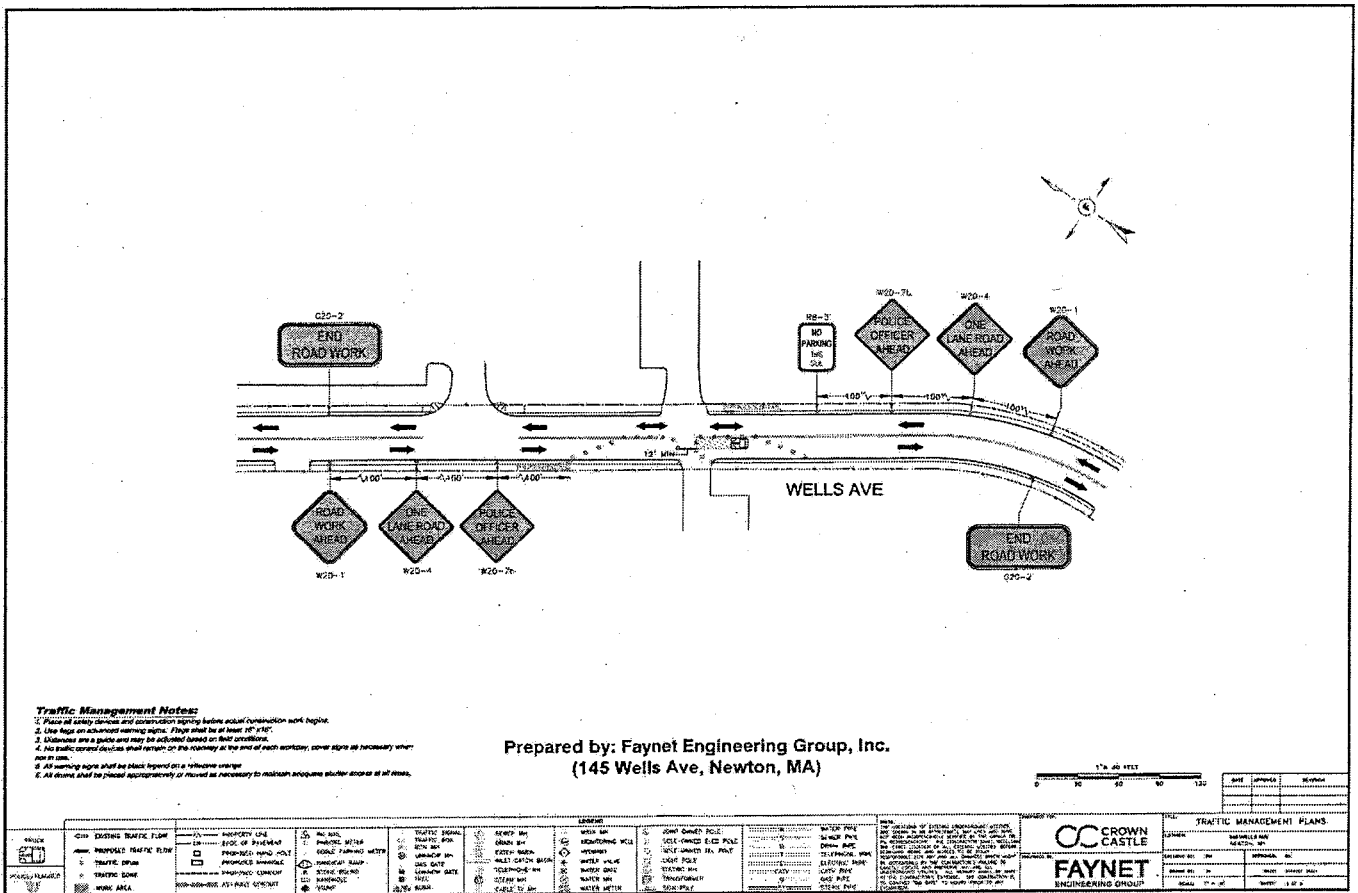


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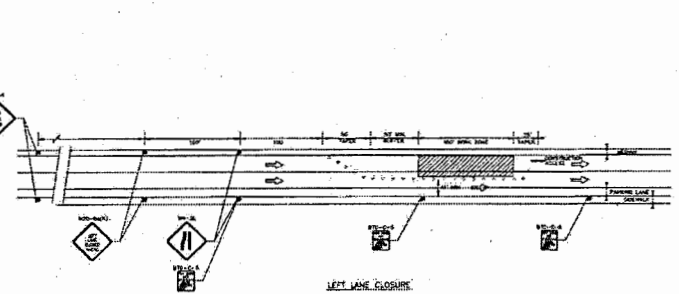
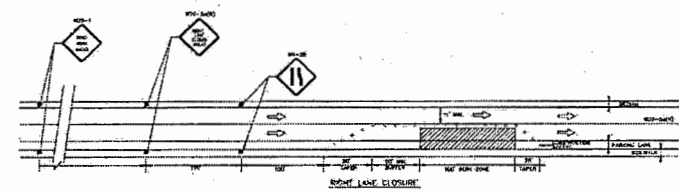
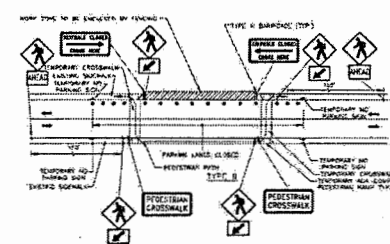
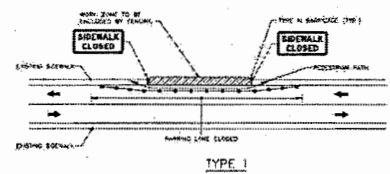
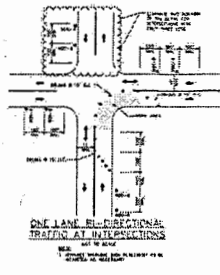
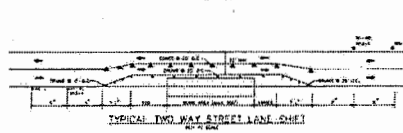
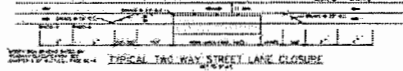
SYMBOL	DESCRIPTION	TRAFFIC MANAGEMENT PLANS	
		DATE	BY

CROWN CASTLE
FAYNET
 ENGINEERING GROUP

DATE: 7/1/14
 BY: [Signature]
 PROJECT: [Project Name]



OPERATIONAL SIGNING
 THE FOLLOWING LISTING OF THE STANDARD OPERATIONAL SIGNING FOR THE WORK ZONE IS NOT APPLICABLE TO THE WORK ZONE.



TYPICAL CONSTRUCTION PATTERN AND CONSTRUCTION SIGNING FOR SIDEWALK CLOSURE
 MULTISCALE

TYPICAL CONSTRUCTION PATTERN AND CONSTRUCTION SIGNING FOR BIKE LANE CLOSURE
 MULTISCALE

LEGEND										TRAFFIC MANAGEMENT DETAILS		
THICK LINE	EXISTING TRAFFIC FLOW	PROPERTY LINE	PROPOSED TRAFFIC FLOW	TRAFFIC CONE	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	DATE	REVISION
THIN LINE	PROPOSED TRAFFIC FLOW	EDGE OF PAVEMENT	PROPOSED TRAFFIC FLOW	TRAFFIC CONE	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	DATE	REVISION
THIN LINE	PROPOSED TRAFFIC FLOW	EDGE OF PAVEMENT	PROPOSED TRAFFIC FLOW	TRAFFIC CONE	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	DATE	REVISION
THIN LINE	PROPOSED TRAFFIC FLOW	EDGE OF PAVEMENT	PROPOSED TRAFFIC FLOW	TRAFFIC CONE	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	TRAFFIC SIGNAL	DATE	REVISION

CC CROWN CASTLE
FAYNET
 ENGINEERING GROUP

TRAFFIC MANAGEMENT DETAILS

DATE: _____
 REVISION: _____

CITY OF NEWTON
Department of Public Works
ENGINEERING DIVISION

Memorandum

To: Councilor Alison Leary, Facilities Committee Chair.
From: John Daghlian, Associate City Engineer
Re: 145 Wells Avenue Proposed Conduit Installation
Date: October 19, 2021
CC: Jim Mcgonagle, Commissioner
Shawna Sullivan, Chief of Staff
Lou Taverna, PE City Engineer
Cassidy Flynn, Committee Clerk

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

Castle Crown
Proposed Conduit Installation
Prepared by: FAYNET ENGINEERING GROUP
Dated: August 2021

Executive Summary:

The plans have not been stamped and signed by a Massachusetts Professional Engineer; this is required by DPW.

In 2018 Wells Avenue underwent hot in place rehabilitation, therefore restoration on the roadway will require curb to curb and 25 feet beyond each end of the construction. Restoration shall be achieved by milling and overlaying 2" depth of bituminous concrete per City Specification, all curbing, sidewalks and loam borders shall be restored in kind but to current ADA & DPW Standards. The contractor of record shall obtain Street Opening, Sidewalk Crossing and Trench Permits prior to any construction with updated stamped & signed construction plans. As the City's Utility Division is not a member of Dig Safe the contractor of

record shall contact the Utilities Division 72 hours prior to construction to delineate underground water, sewer, and drain mains. Safe pedestrian access shall be accommodated by the contractor within the construction zone with approved barriers, channelization and temporary ramps approved by the DPW Inspector.

Street Opening Permit Conditions:

1. Finalized construction plans reflecting the above changes that meets the minimal design standards of the City of Newton must be submitted for approval by the contractor of record with appropriate Bonds & Insurance. 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, errors or omissions by the Engineer of Record.
2. The trench shall be backfilled with Controlled Density Fill CDF Type I-E Excavatable in lieu of compacted material.
3. Catch basins within the construction zone shall have siltation control measures in place and maintained for the duration without causing street or property flooding, the road shall be swept clean at the end of each construction day
4. Upon completion an as built plan shall be submitted to DPW.
5. No excavation is allowed within any City right-of-way between November 15th and April 15th. If an emergency exists or there are extenuating circumstances, Applicant may seek permission for such work from the City DPW Commissioner via the City Engineer. If permission is granted, special construction standards will be applied. Applicant or Applicant's representative must contact the City of Newton Engineering Department prior to start of work for clarification.
6. If any service connections are disturbed by the contractor of record during construction, they shall be updated and replaced to the City's current Construction Standards.
7. Police details will be required for the duration of construction.

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



Ruthanne Fuller
Mayor

City of Newton, Massachusetts

Office of the Mayor
2021 OCT 25 PM 4:48

401-21

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089

Email
rfuller@newtonma.gov

CITY CLERK
NEWTON, MA. 02459

October 25, 2021

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Honorable City Councilors:

I respectfully submit this docket item to this Honorable Council requesting amendments to Chapter 29, Section 160 of the Revised Ordinances which focuses on sewer pipes. The request is to delete the following language:

“(a) the existing building sewer pipe(s) is less than twenty (20) years old,”

and re-letter (b) to (a) and (c) to (b) in the same section, as shown below.

Sec. 29-160. Building sewer pipe exemption.

The commissioner, upon request from an applicant, may determine that a building sewer pipe(s) is not required to be removed and replaced if all of the following requirements are met:

~~(a) the existing building sewer pipe(s) is less than twenty (20) years old;~~

~~(b)(a)~~ the owner obtains a CCTV inspection of the interior of the existing building sewer pipe(s) by an entity licensed to conduct such an inspection and submits with the building permit application a copy of the CCTV inspection along with a signed statement from the inspector attesting to the date of the inspection and the address of the property inspected; and

~~(e)(b)~~ the commissioner makes a determination, based on the material and manner of construction of the building sewer pipe(s) and the CCTV inspection, that the existing building sewer pipe(s) has the ability to be adequately reused without replacement.

This existing requirement in (a) is not necessary as the required closed circuit television video (CCTV) inspection allows the Engineering Division and Utilities Division to determine if the building sewer pipe requires replacement, regardless of its age. Older building sewer pipes can be in good condition or can be relined and do not require replacement. This amendment will save property owners from an added expense of replacing the line and sidewalk and repairing the street if their existing building sewer line is in good shape.

Please see the attached memo from Public Works Commissioner James McGonagle.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller

City of Newton



Ruthanne Fuller

Mayor

DEPARTMENT OF PUBLIC WORKS

OFFICE OF THE COMMISSIONER

1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

To: Her Honor the Mayor

From: James McGonagle – Commissioner DPW

Subject: Amend Ordinance B-42

Date: October 25, 2021

I respectfully request amendments to Chapter 29, Section 160 of the Revised Ordinances to delete the following language: (a) the existing building sewer pipe(s) is less than twenty (20) years old;; and re-letter (b) to (a) and (c) to (b) in the same section.

This requirement is not necessary as the required CCTV inspection will allow the Engineering Division and Utilities Division to determine if the building sewer pipe requires replacement regardless of its age. Many older building sewer pipes are in good condition or can be relined and do not require replacement. Replacement of building sewer lines requires opening at least the sidewalk panels and usually the street in front of the property. This amendment will save property owners from an added expense of replacing the line and sidewalk and repairing the street if their existing building sewer line is in good shape.

James McGonagle
CommissionerTelephone: (617) 796-1010 • Fax: (617) 796-1050 • jmcgonagle@newtonma.gov

#251-19

CITY OF NEWTONIN CITY COUNCIL

October 7, 2019

ORDINANCE NO. B-42

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NEWTON That the Revised Ordinances of Newton, Massachusetts, 2017, as amended, be and are hereby further amended relative to Chapter 29 Sections 157-166 as follows:

1. INSERT a new article with respect to Chapter 29. Article VII. Required Removal and Replacement of Building Sewer, Water Service Pipes and Sidewalks

Sec. 29-157. Definitions.

Unless the context specifically indicates otherwise, the meaning of terms used in this article shall be as follows:

Building sewer pipe: The sewer pipe which connects a building's sewer system to the public sewer main.

CCTV inspection: A closed circuit television inspection.

Commissioner: The commissioner of public works of the City of Newton or his authorized deputy, agent or representative.

Substantially remodeled or rehabilitated: When a dwelling or building is (1) renovated and/or gutted more than fifty percent (50%) or (2) an addition to a building is constructed that increases the footprint by more than 1,000 square feet, or increases the total square footage more than 1,000 square feet.

Water service pipe: The water pipe which connects a building's plumbing system to the nearest water gate valve serving the building.

Sec. 29-158. Updates to building sewer, water service pipes and sidewalks.

(a) When a dwelling or building is demolished and a new building is constructed, or when a building is substantially remodeled or rehabilitated, the following shall be removed and replaced at the owner's expense:

- (1) The building sewer pipe(s) to the public sewer main;
- (2) The water service pipe(s) to the water valve; and
- (3) The sidewalk and curbing across the entire public way frontage of the lot(s) the dwelling or structure is located on.

(b) The existing building sewer pipe(s), water service pipe(s), and sidewalk and curbing shall be removed and replaced in accordance with the provisions of this article and shall conform to the requirements of the State Building and Plumbing Codes, any standards and specifications established by the city engineer, and any other applicable federal, state, and city laws, ordinances, rules and regulations.

Sec. 29-159. Building sewer pipe removal and replacement procedure.

When removing and replacing building sewer pipe(s) under this article, the owner shall comply with the procedures and standards set forth in sections 29-60 and 29-61 of article III, which includes the approval of materials by the commissioner of public works.

Sec. 29-160. Building sewer pipe exemption.

The commissioner, upon request from an applicant, may determine that a building sewer pipe(s) is not required to be removed and replaced if all of the following requirements are met:

- ~~(a) the existing building sewer pipe(s) is less than twenty (20) years old;~~
- (a) ~~(b)~~ the owner obtains a CCTV inspection of the interior of the existing building sewer pipe(s) by an entity licensed to conduct such an inspection and submits with the building permit application a copy of the CCTV inspection along with a signed statement from the inspector attesting to the date of the inspection and the address of the property inspected; and
- (b) ~~(c)~~ the commissioner makes a determination, based on the material and manner of construction of the building sewer pipe(s) and the CCTV inspection, that the existing building sewer pipe(s) has the ability to be adequately reused without replacement.

Sec. 29-161. Water service pipe update procedure.

When removing and replacing water service pipe(s) under this article, the owner shall comply with the procedures and standards set forth in section 29-27 of article II, which includes the approval of materials by the commissioner of public works.

Sec. 29-162. Water service pipe exemption.

The commissioner, upon request from an applicant, may determine that the water service pipe(s) is not required to be removed and replaced if all of the following requirements are met:

- (a) the existing water service pipe(s) is less than twenty (20) years old; and
- (b) the commissioner makes a determination, based on the material and manner of construction of the water service pipe(s), that the existing water service pipe(s) has the ability to be adequately reused without replacement.

Sec. 29-163. Adjoining sidewalks and access curb cuts.

Removal and replacement of sidewalk and curbing under this article shall include appropriate transition to adjoining curbing and walkways, including accessible curb cuts and other access as required.

Sec. 29-164. Sidewalk exemption.

(a) The commissioner, upon request from an applicant, may determine that the sidewalk and/or curbing across the entire frontage of a lot is not required to be removed and replaced under this article at those locations where the commissioner determines that either: (1) the existing sidewalk complies with the current applicable codes, standards and specifications and is in good condition; (2) the lack of existing sidewalk and/or curbing is consistent with the current or future nature of the neighborhood; or (3) such updates are not feasible due to public safety, site constraints, or conflicts with future plans for the area.

Sec. 29-165 Compliance.

The city engineer shall certify to the commissioner of inspectional services when the provisions of this article have been complied with. The commissioner of inspectional services shall not issue a certificate of occupancy for any property subject to this article prior to receipt of such certification.

Sec. 29-166. Severability.

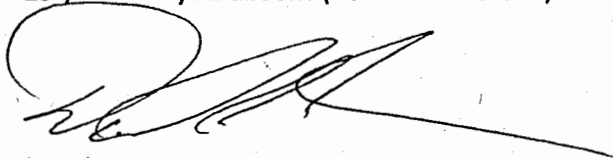
The provisions of this article are severable. If any provision, paragraph, sentence, or clause, of this article or the application thereof to any person, establishment, or circumstances shall be held invalid, such invalidity shall not affect the other provisions or application of this article.

Approved as to legal form and character:



ALISSA O. GIULIANI
City Solicitor

Under Suspension of Rules
Readings Waived and Adopted
23 yeas 0 nays 1 absent (Councilor Norton)



(SGD) DAVID A. OLSON
City Clerk



(SGD) RUTHANNE FULLER
Mayor

EXECUTIVE DEPARTMENT

Approved: 10/12/19



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

405-21

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089

Email
rfuller@newtonma.gov

October 25, 2021

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Honorable City Councilors:

I respectfully submit this docket item to this Honorable Council requesting that Stormwater Fund surplus funds from the following accounts/projects that have been completed be reallocated for the rehabilitation of the stormwater infrastructure for the section of Chestnut Street between Beacon Street and Commonwealth Avenue:

7203D401-586007 (Laundry Brook Culvert Replacement-Cabot School)	\$130,257.25
7204D401-586004 (Forest Grove Pump Station Rehabilitation)	\$147,482.00

Due to future roadway reconstruction of Chestnut Street between Beacon Street and Commonwealth Avenue, an investigation was performed June 2021 on the stormwater infrastructure in this project area (attached). The results of the investigation indicate that the City should proceed with the lining of 1788 linear feet of storm drain, 12 short liners, the replacement of 230 linear feet of storm drain and appurtenances prior to the roadway reconstruction; the cost for this scope of work is estimated to be \$226,391.00.

Please see the attached memo from Public Works Commissioner James McGonagle.

Thank you for your consideration of this matter.

Sincerely,

Mayor Ruthanne Fuller

RECEIVED

2021 OCT 25 PM 4:48

CITY CLERK
NEWTON, MA. 02459

DEPARTMENT OF PUBLIC WORKS
OFFICE OF THE COMMISSIONER
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

October 18, 2021

To: Maureen Lemieux, Chief Financial Officer
From: James McGonagle, Commissioner of Public Works
Theodore J. Jerdee, Utilities Director
Subject: Request to reallocate Stormwater CIP funding for Chestnut Street drain repairs prior to roadway rehabilitation.

Brief Description:

Due to future roadway reconstruction of Chestnut Street between Beacon Street and Commonwealth Avenue an investigation was performed June 2021 on the stormwater infrastructure in this project area (attached). The results of the investigation will require the lining of 1788 linear feet of storm drain, 12 short liners, the replacement of 230 linear feet of storm drain and appurtenances prior to the roadway reconstruction, the cost for this scope of work is estimated to be \$226,391.00.

I request for your consideration the surplus funding from the following accounts/projects that have been completed be reallocated for the rehabilitation of the stormwater infrastructure for this section of Chestnut Street:

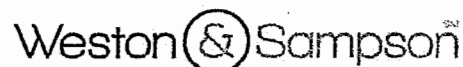
7203D401-586007 (Laundry Brook Culvert Replacement-Cabot School)	\$130,257.25
7204D401-586004 (Forest Grove Pump Station Rehabilitation)	\$147,482.00

Please docket this request with the Honorable City Council for their consideration.

Sincerely,

James McGonagle
Commissioner Public Works

Attachment: Chestnut Street Drain Investigation Memorandum, August 2, 2021
Chestnut Street Recommended Rehabilitations Map



55 Walkers Brook Drive, Suite 100, Reading, MA 01867
Tel: 978.532.1900

MEMORANDUM

TO: Ted Jerdee, Director of Utilities – City of Newton, MA
FROM: Patrick Terrien, PE – Weston & Sampson
DATE: August 2, 2021
SUBJECT: Chestnut Street Drain Investigation – Commonwealth Avenue to Beacon Street

The City of Newton requested Weston & Sampson perform television inspection of drains on Chestnut Street, between Commonwealth Avenue and Beacon Street, due to scheduled paving. Weston & Sampson previously cleaned and television inspected drains on Chestnut Street from Beacon Street to Route 9 and issued a memo, dated May 17, 2021, with rehabilitation recommendations. Weston & Sampson cleaned and television inspected 4,719 linear feet of 5-inch to 36-inch drains on Chestnut Street (and intersecting streets) between June 14th and June 18th, 2021. A summary of our findings is included as Attachment 1, Television Inspection Summary. A GIS map is included as Attachment 2 for reference.

A summary of recommended rehabilitations is included below:

- Cured-in-Place Pipe (1,478 linear feet)
- Structural Cured-in-Place Pipe (693 linear feet)
- Cured-in-Place Short Liner (Four (4) linear feet)
- Structural Cured-in-Place Short Liner (Eight (8) linear feet)
- Open Cut Excavation (Catch Basin Leader Replacement; 292 linear feet)
- Open Cut Excavation (Drain Main Replacement; 238 linear feet)
- Replace Wye/Tee (Eight (8) wyes/tees)
- Water Service Replacement (One (1) water service replacement)

Chestnut Street (From Beacon Street to Commonwealth Avenue)

0068-0208 to 0068-0208A; 40 linear feet; 8-inch Reinforced Concrete Pipe

- Defects include a circumferential fracture and broken pipe
- Recommend installation of cured-in-place pipe

0068-0208 to 0068-0208C; 30 linear feet; 8-inch Reinforced Concrete Pipe

- Defects include a circumferential fracture
- Recommend installation of cured-in-place pipe

0068-0212 to 0068-0211; 44 linear feet; 12-inch Reinforced Concrete Pipe

- Defects include a hole with soil visible
- Recommend installation of cured-in-place short liner

0068-0214 to 0068-0206; 319 linear feet; 12-inch Reinforced Concrete Pipe

- Defects include a broken section of pipe
- Recommend installation of structural cured-in-place short liner

0068-0214A to 0068-0214; 35 linear feet; 8-inch Reinforced Concrete Pipe

- Defects include cracked, fractured, broken, and collapsing pipe throughout
- Recommend open cut excavation repair from STA 0+02 to STA 0+33 (31 linear feet)

0068-0215 to 0068-0214; 132 linear feet; 12-inch Vitrified Clay Pipe

- Defects include cracked, fractured, and broken pipe throughout with a hole with soil visible
- Recommend installation of cured-in-place pipe

0068-0215 to 0068-0227; 144 linear feet; 16-inch Vitrified Clay Pipe

- Defects include cracked and fractured pipe, offset joints, and deformed HDPE spot repair
- Recommend open cut excavation repair from STA 1+21 to STA 1+42 (21 linear feet) and installation of cured-in-place pipe
- Defects observed are outside of the paving limits in an easement

0068-0215A to 0068-0215; 211 linear feet; 12-inch Vitrified Clay Pipe

- Defects include sections of broken pipe and roots throughout
- Recommend installation of cured-in-place pipe

0077-0896 to 0077-1075A; 52 linear feet; 12-inch Reinforced Concrete Pipe

- Defects include broken pipe
- Recommend installation of structural cured-in-place short liner

0077-0899 to 0077-0896; 263 linear feet; 12-inch Vitrified Clay Pipe

- Defects include cracked and fractured pipe throughout and holes with soil visible
- Recommend open cut excavation to replace tee connection (0077-0897) at STA 1+31 and installation of cured-in-place pipe

0077-0899 to 0077-0899A; 16 linear feet; 8-inch Vitrified Clay Pipe

- Defects include broken pipe, offset joints, and multiple size changes
- Recommend open cut excavation repair from STA 0+02 to STA 0+14 (12 linear feet)

0077-0900 to 0077-0899; 224 linear feet; 15-inch Vitrified Clay Pipe

- Defects include cracked and fractured pipe
- Recommend open cut excavation to replace tee connection (0077-0901B) at STA 0+28 and installation of cured-in-place pipe

0077-0901A to 0077-0901B (Tee); 15 linear feet; 10-inch Reinforced Concrete Pipe

- Defects include fractured and broken pipe throughout
- Recommend open cut excavation repair from STA 0+02 to STA 0+15 (13 linear feet)

0077-0903 to 0077-0902; 79 linear feet; 15-inch Vitrified Clay Pipe

- Defects include cracked and fractured pipe
- Recommend installation of cured-in-place pipe

0077-0904 to 0077-0903C; 200 linear feet; 15-inch Vitrified Clay Pipe

- Defects include cracked and fractured pipe
- Recommend installation of cured-in-place pipe

0077-1058 to 0077-0896; 310 linear feet; 12-inch Vitrified Clay Pipe

- Defects include cracked, fractured, and broken pipe throughout and an unknown utility running through the drain
- Recommend open cut excavation repair from STA 0+64 to STA 1+19 (55 linear feet), service replacement at STA 1+12 (to CB 0077-1057B), replacement of water service to #470 Chestnut Street, and installation of structural cured-in-place pipe

0077-1058 to 0077-1059; 155 linear feet; 12-inch Reinforced Concrete Pipe

- Defects include an offset joint
- Recommend open cut excavation to replace tee connection (0077-1059C) at STA 0+12 and installation of cured-in-place pipe

0077-1058A to 0077-1059C (Tee); 34 linear feet; 8-inch Vitrified Clay Pipe

- Defects include cracked, fractured, and broken pipe throughout
- Recommend open cut excavation repair from STA 0+02 to STA 0+34 (32 linear feet)

0077-1059 to 0077-1059A; 55 linear feet; 10-inch Reinforced Concrete Pipe

- Defects include cracked, fractured, and broken pipe throughout
- Recommend open cut excavation repair from STA 0+02 to STA 0+53 (51 linear feet)

0077-1059 to 0077-1059B; 27 linear feet; 10-inch Reinforced Concrete Pipe

- Defects include cracked, fractured, and broken pipe throughout
- Recommend open cut excavation repair from STA 0+02 to STA 0+25 (23 linear feet)

0077-1078B to 0077-0897 (Tee); 15 linear feet; 10-inch Reinforced Concrete Pipe

- Defects include broken pipe and a hole with soil visible
- Recommend open cut excavation repair from STA 0+02 to STA 0+15 (13 linear feet)

Commonwealth Avenue (at Chestnut Street)

0077-0790 to 0077-0791; 383 linear feet; 20-inch Vitrified Clay Pipe

- Defects include cracked pipe, broken pipe, and collapsed pipe
- Recommend open cut excavation repair from STA 0+02 to STA 0+37 (35 linear feet), replace tee connection (0077-0790D) at STA 0+35, and installation of structural cured-in-place pipe
- Excavation limit is in the intersection of Commonwealth Avenue and Chestnut Street and may be outside of the paving limits

0077-0790B to 0077-0790E (Tee); 35 linear feet; 8-inch Vitrified Clay Pipe

- Defects include severe offset joints
- Recommend open cut excavation relay from STA 0+02 to STA 0+35 (33 linear feet) connecting catch basin to drain manhole 0077-0790
- Excavation limit is in the intersection of Commonwealth Avenue and Chestnut Street and may be outside of the paving limits

0077-0938A to 0077-0938 (Tee); 32 linear feet; 8-inch Vitrified Clay Pipe

- Defects include broken pipe throughout and a severe offset joint
- Recommend open cut excavation repair from STA 0+02 to STA 0+32 (30 linear feet)
- Excavation limit is in the intersection of Commonwealth Avenue and Chestnut Street and may be outside of the paving limits

0077-0939A to 0077-0939C (Tee); 10 linear feet; 8-inch Vitrified Clay Pipe

- Defects include fractured connection to mainline 0077-0940 to 0077-0790
- Recommend open cut excavation repair from STA 0+02 to STA 0+10 (8 linear feet)
- Excavation limit is in the intersection of Commonwealth Avenue and Chestnut Street and may be outside of the paving limits

0077-0939B to 0077-0939 (Tee); 48 linear feet; 8-inch Vitrified Clay Pipe

- Defects include broken pipe and holes with soil visible
- Recommend open cut excavation repair from STA 0+02 to STA 0+48 (46 linear feet)
- Excavation limit is in the intersection of Commonwealth Avenue and Chestnut Street and may be outside of the paving limits

0077-0940 to 0077-0790; 131 linear feet; 15-inch Vitrified Clay Pipe

- Defects include fractured and broken pipe throughout
- Recommend open cut excavation repair from STA 0+02 to STA 1+29 (127 linear feet) and replacement of three (3) tee connection to catch basins (STA 0+17, STA 0+72, STA 0+99)
- Excavation limit is in the intersection of Commonwealth Avenue and Chestnut Street and may be outside of the paving limits

CHESTNUT STREET (BEACON STREET TO COMMONWEALTH AVENUE) - DRAIN REHABILITATIONS					
ITEM	QUANTITY	UNIT	ESTIMATED PRICE	BID PRICE	COST
8-inch Cured-in-Place Pipe	70	l.f.		\$ 30.00	\$ 2,100.00
12-inch Cured-in-Place Pipe	761	l.f.		\$ 36.00	\$ 27,396.00
15-inch Cured-in-Place Pipe	503	l.f.		\$ 100.00	\$ 50,300.00
16-inch Cured-in-Place Pipe ²	144	l.f.	\$ 100.00		\$ 14,400.00
12-inch Structural Cured-in-Place Pipe	310	l.f.		\$ 36.00	\$ 11,160.00
12-inch Cured-in-Place Short Liner	4	l.f.	\$ 425.00		\$ 1,700.00
12-inch Structural Cured-in-Place Short Liner	8	l.f.	\$ 425.00		\$ 3,400.00
8" RC/DI Gravity Drains	75	l.f.	\$ 250.00		\$ 18,750.00
10" RC/DI Gravity Drains	100	l.f.	\$ 250.00		\$ 25,000.00
12" RC/DI Gravity Drains	55	l.f.	\$ 250.00		\$ 13,750.00
12-inch DI Wye/Tee branches	3	wye/tee	\$ 2,200.00		\$ 6,600.00
15-inch DI Wye/Tee branches	1	wye/tee	\$ 2,200.00		\$ 2,200.00
Controlled Density Fill (CDF)	75	c.y.		\$ 191.00	\$ 14,325.00
Type A -Permanent binder course trench width pavement (6-inches thick), per linear foot	265	l.f.		\$ 64.00	\$ 16,960.00
Water Service Replacement ¹	10	l.f.	\$ 250.00		\$ 2,500.00
Portable Changeable Message Board	10	days		\$ 265.00	\$ 2,650.00
Uniformed Officers for Traffic Control	240	hours		\$ 55.00	\$ 13,200.00
				TOTAL	\$ 226,391.00

Notes:

1. Water service replacement unit price is for replacement outside of drain trench width if required.
2. Insituform to confirm estimated price for 16-inch cured-in-place pipe.



City of Newton, Massachusetts
Chestnut Street Drain Clean and TV

May 2021

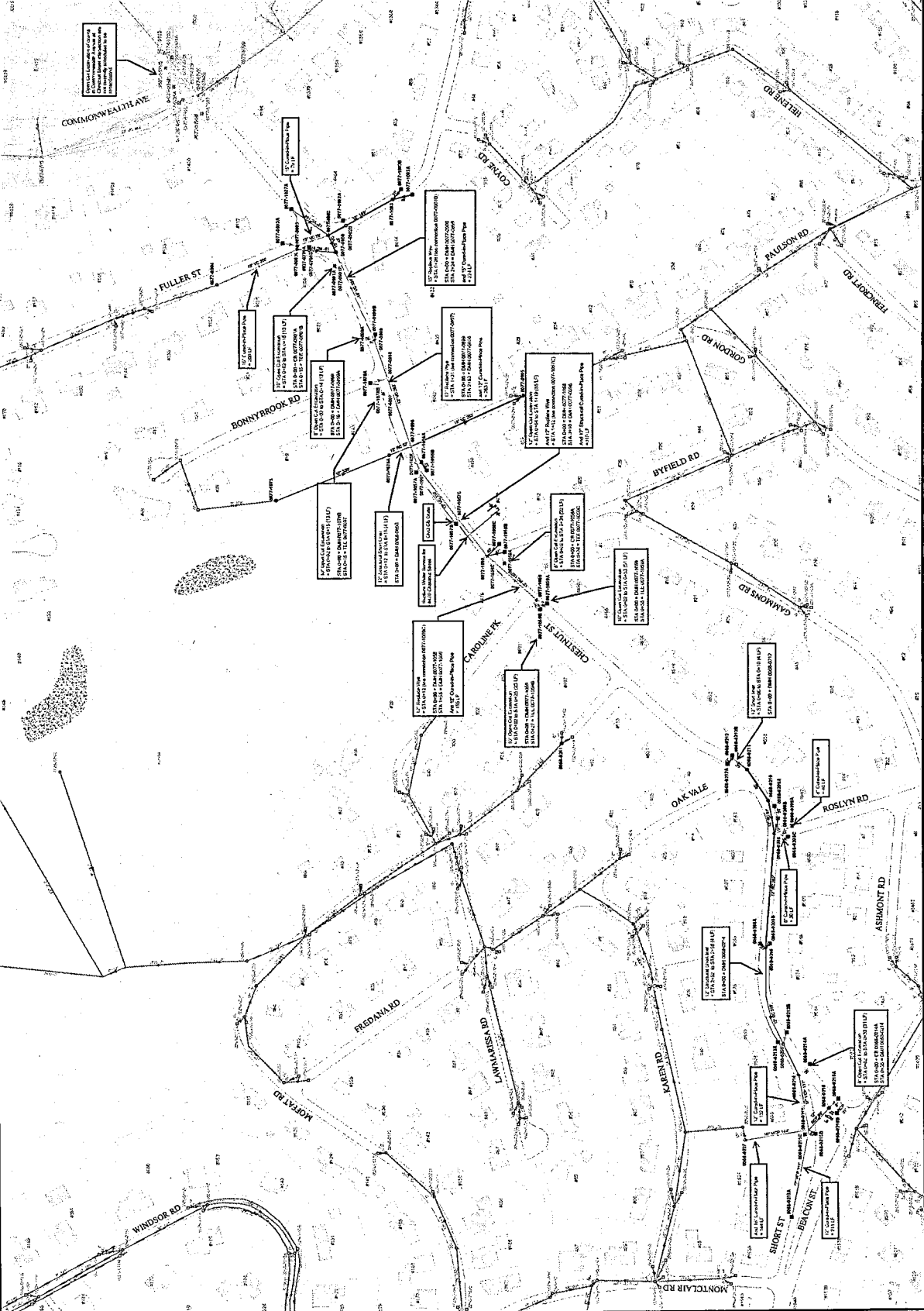
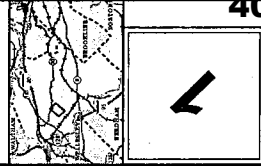
DATE SOURCES:
 City of Newton, Department of Public Works
 City of Newton, Department of Public Works
 City of Newton, Department of Public Works
 City of Newton, Department of Public Works

DISCLAIMERS:
 The information shown on this map is provided as a service and is not intended to be used for legal purposes. The City of Newton is not responsible for any errors or omissions on this map.

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Susan Dzikowski

From: Cinder McNerney (HTS) <[REDACTED]>
Sent: Wednesday, October 27, 2021 2:44 PM
To: Susan Dzikowski; Megan Hyland (HTS)
Cc: Stephen Curley
Subject: RE: Stormwater Fund surplus funds.pdf

[DO NOT OPEN links/attachments unless you are sure the content is safe.]

The rule is you can appropriate the excess for a purpose that has a legal permissible term at least equal to the term the bonds that have excess, were issued for. The bonds with the excess were issued for 15 and 20 year terms and the purposes you'd like to appropriate the excess from those, can each legally be issued to mature over up to 30 years. So the answer is yes....you can do what you say you want to do. THANKS Sue. Let us know if you have any questions. Thanks

Cinder McNerney
 Regional Managing Director
 Hilltop Securities Inc.
 54 Canal Street, Suite 320, Boston, MA 02114
 Direct: 617.619.4408 | Fax: 617.619.4411
Cinder.McNerney@hilltopsecurities.com

From: Susan Dzikowski <sdzikowski@newtonma.gov>
Sent: Wednesday, October 27, 2021 10:02 AM
To: Cinder McNerney (HTS) [REDACTED] Megan Hyland (HTS)
 [REDACTED]
Cc: Stephen Curley <scurley@newtonma.gov>
Subject: FW: Stormwater Fund surplus funds.pdf

EXTERNAL SENDER

Megan and Cinder.

Please confirm this attached docket item is ok in that the two projects listed, which were bonded, are similar to the new request in terms of useful life, etc.

Thank you,

Sue

From: Cassidy Flynn <cflynn@newtonma.gov>
Sent: Wednesday, October 27, 2021 9:52 AM
To: Susan Dzikowski <sdzikowski@newtonma.gov>
Subject: Stormwater Fund surplus funds.pdf

Attached is the Docket request we discussed.



Ruthanne Fuller
Mayor

City of Newton, Massachusetts
Office of the Mayor

317-21

Telephone
(617) 796-1100
Fax
(617) 796-1113
TDD/TTY
(617) 796-1089
Email
rfuller@newtonma.gov

August 2, 2021

Honorable City Council
Newton City Hall
1000 Commonwealth Avenue
Newton, MA 02459

Honorable City Councilors:

I respectfully submit this docket item to this Honorable Council requesting public way improvements pursuant to City Ordinance Section 26-51, specifically a pilot/trial of rubber speed cushions on Grant Avenue near Marshall Street between Beacon Street and Commonwealth Avenue.

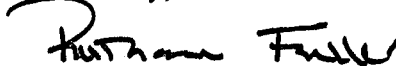
The rubber speed cushions would be temporary in nature and would need to be removed during winter months to facilitate snow plowing operations. The speed cushions would be designed with gaps, with spacing between the speed cushions to allow the wider wheelbase of large emergency vehicles to travel on the road without being impacted by the rubber speed cushions, while still achieving the traffic calming goals for the vast majority of vehicles traveling along Grant Avenue. DPW Transportation Division staff has discussed this speed cushion trial with Newton Fire Department and have NFD support of this initial pilot/trial on Grant Avenue.

The speed cushion pilot/trial would be funded within the DPW Transportation Division's Traffic Calming operating budget, no additional funding need is anticipated at this time. The expected cost of the speed cushions is between \$3,000 and \$5,000.

Please see the attached memo from DPW Commissioner McGonagle for additional information.

Thank you for your consideration of this matter.

Sincerely,


Mayor Ruthanne Fuller

CITY CLERK
NEWTON, MA. 02459

2021 AUG -2 PM 5:15

RECEIVED

City of Newton
Ruthanne Fuller
Mayor

DEPARTMENT OF PUBLIC WORKS
OFFICE OF THE COMMISSIONER
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449

July 29, 2021

To: Jonathan Yeo, Chief Operating Officer
Maureen Lemieux, Chief Financial Officer

From: James McGonagle, Commissioner

Subject: Request for Docket Item for Change in Traffic Flow on Grant Ave
Pilot/Trial of Rubber Speed Cushions for Traffic Calming

The Department of Public Works is proposing a pilot/trial of rubber speed cushions on Grant Avenue, between Beacon Street and Commonwealth Avenue. This section of Grant Avenue has been identified as a priority location for traffic calming.

The rubber speed cushions would be temporary in nature and would need to be removed during winter months to facilitate snow plowing operations. The speed cushions would be designed with gaps, with spacing between the speed cushions to allow the wider wheelbase of large emergency vehicles to travel on the road without being impacted by the rubber speed cushions, while still achieving the traffic calming goals for the vast majority of vehicles traveling along Grant Ave. DPW Transportation Division staff has discussed this speed cushion trial with Newton Fire Department and have NFD support of this initial pilot/trial on Grant Avenue.

The speed cushion pilot/trial would be funded within the DPW Transportation Division's Traffic Calming operating budget, no additional funding need is anticipated at this time.

In accordance with City Ordinance Section 26-51, please docket this request with the Honorable City Council for their consideration.

Sincerely,

James McGonagle
Commissioner Public Works

cc: Shawna Sullivan, DPW Deputy Commissioner
Louis M. Taverna, P.E., City Engineer
Jason Sobel, P.E., PTOE, Director of Transportation Operations
Isaac Prizant, Transportation Engineer



*Example of Fire Truck traveling over/through
rubber speed cushions
(source: <https://trafficlogix.com/>)*



371-21

ARROWSTREET

LINCOLN-ELIOT ELEMENTARY SCHOOL

SCHOOL COMMITTEE MEETING

NEWTON, MA
1 NOVEMBER 2021

PREPARED FOR



David Fleishman,
Superintendent



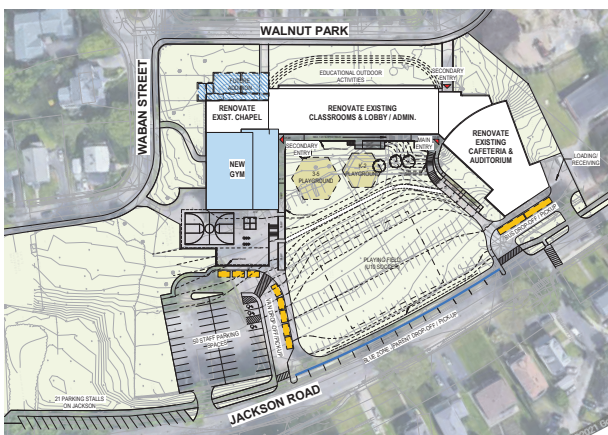
Ruthanne Fuller,
Mayor



AGENDA /

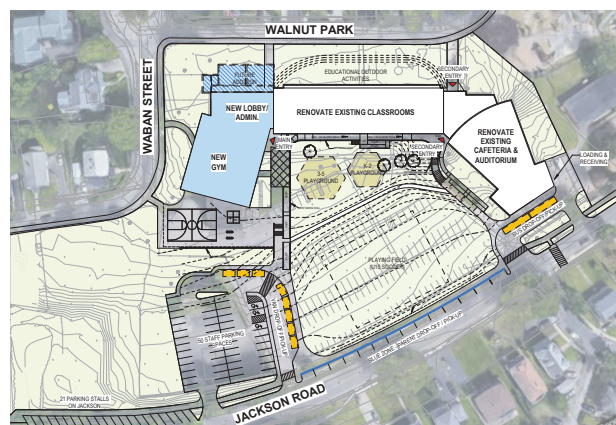
- 1 DESIGN OPTIONS FOR ADD/RENO AND NEW CONSTRUCTION
- 2 CRITERIA MATRIX DRAFT

DESIGN SCHEMES



ADD/RENO SCHEME #1

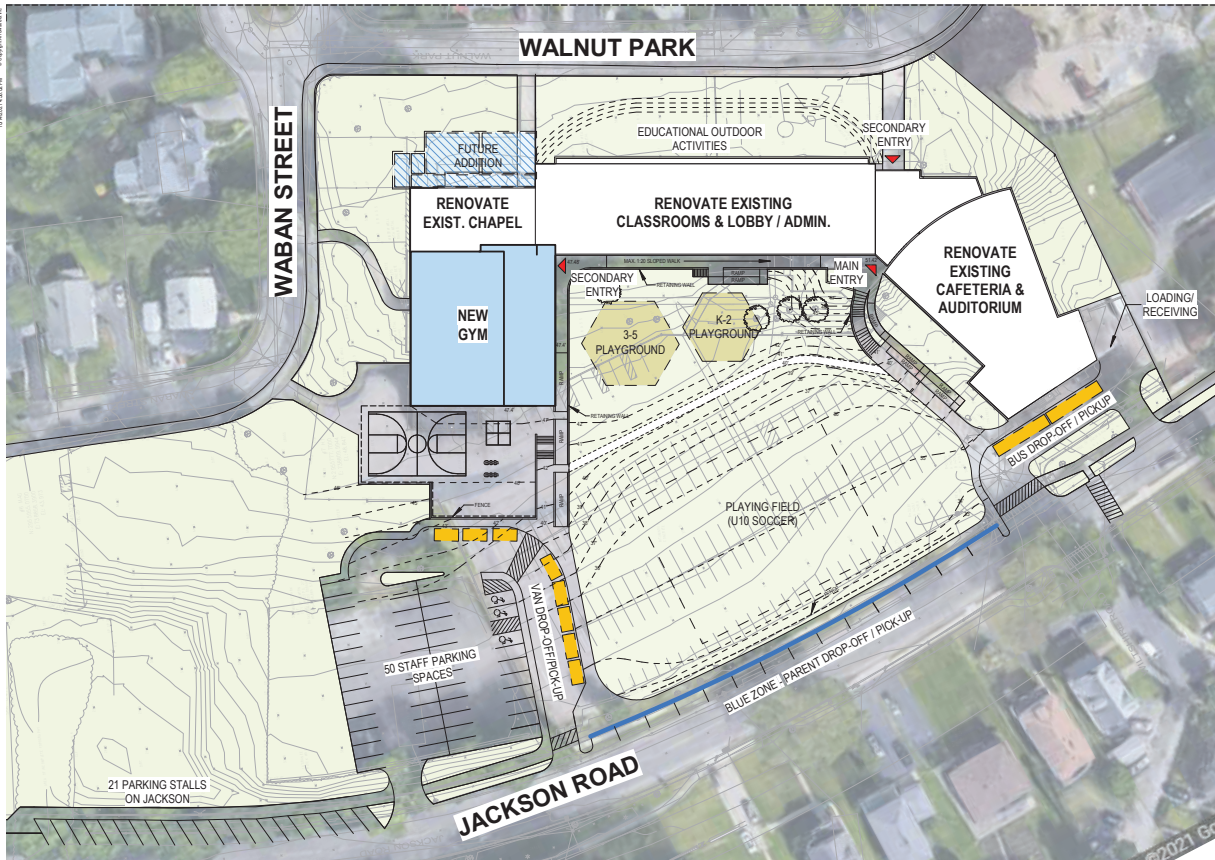
- HAZMAT REMEDIATION THROUGHOUT
- DEMOLITION OF CONVENT
- RENOVATION OF CHAPEL, CLASSROOM, CAFETERIA
- LIFE SAFETY AND CODE MINIMUM IMPROVEMENTS TO THE AUDITORIUM AND BASEMENT (DISTRICT-WIDE STORAGE / MAINTENANCE SHOP)
- SITE IMPROVEMENTS
- NEW ADDITION INCLUDES THE GYMNASIUM



ADD/RENO SCHEME #2

- HAZMAT REMEDIATION THROUGHOUT
- DEMOLITION OF CONVENT AND CHAPEL
- RENOVATION OF CLASSROOM, CAFETERIA
- LIFE SAFETY AND CODE MINIMUM IMPROVEMENTS TO THE AUDITORIUM AND BASEMENT (DISTRICT-WIDE STORAGE / MAINTENANCE SHOP)
- SITE IMPROVEMENTS
- NEW ADDITION INCLUDES A GYMNASIUM AND ADMIN. OFFICES

371-21



RENOVATION:	
CLASSROOMS:	40,545 SF
CHAPEL:	6,703 SF
CAFETERIA / KITCHEN:	13,453 SF
AUDITORIUM/ PROJ. RM.:	14,487 SF
BASEMENT (STOR./MEP):	8,069 SF

ADDITION:	
GYMNASIUM:	6,300 SF
CLASSROOMS / ADMIN / GROSS AREAS:	3,460 SF

TOTAL GROSS AREA: -92,976 SF

DEMOLITION:	
CONVENT:	19,095 SF

SITE IMPROVEMENTS ~129,000 SF

PARKING
ZONING REQUIRES 1 PER STAFF

- 50 OFF STREET PARKING SPACES
- 2 BUS PARKING (40' BUS)
- 8 VAN PARKING
- 14 PARENTS/VISITOR PARKING (BLUE ZONE)

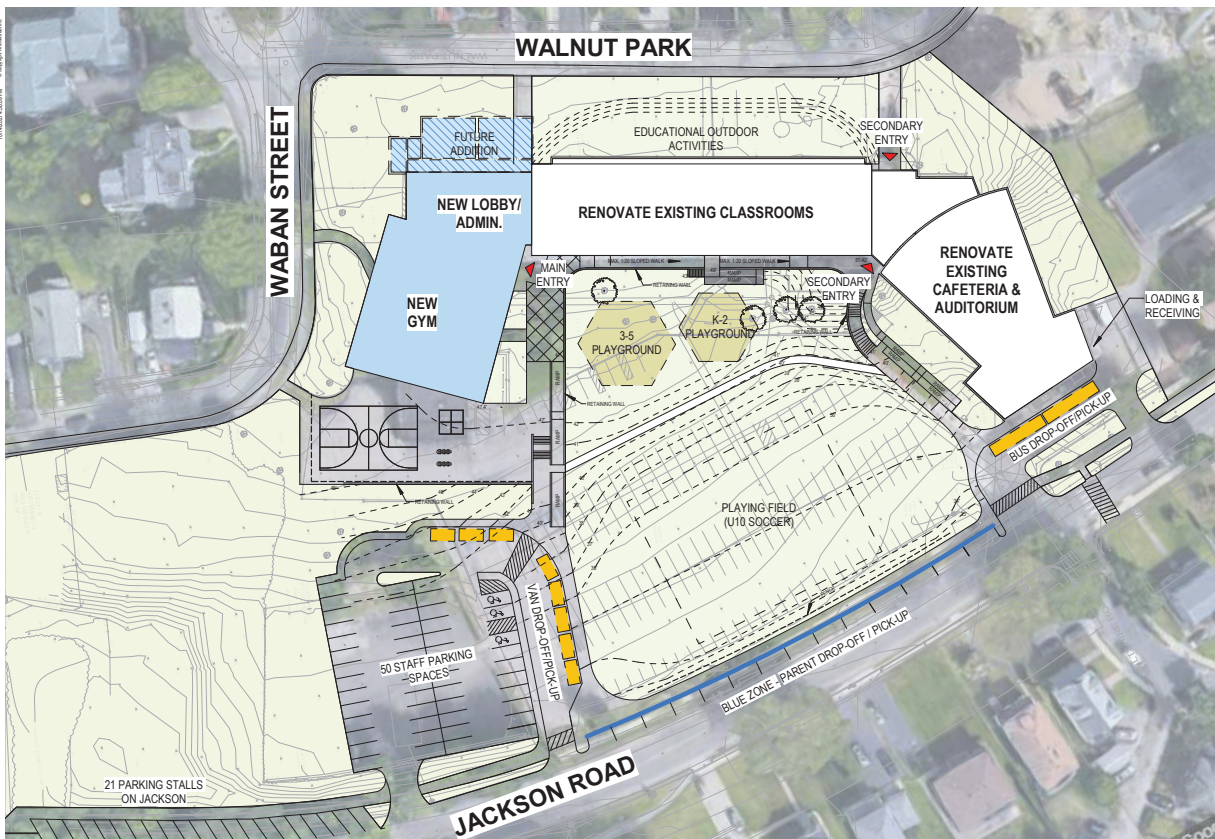
1 SITE PLAN - ADD/RENO #1

1" = 60'-0"

ARROWSTREET

PROJECT NORTH
TRUE NORTH

ADD/RENO #1 - SITE PLAN // 10/14/21



RENOVATION:	
CLASSROOMS:	40,545 SF
CAFETERIA / KITCHEN:	13,453 SF
AUDITORIUM/ PROJ. RM.:	14,487 SF
BASEMENT (STOR./MEP):	8,069 SF

ADDITION:	
GYMNASIUM:	6,300 SF
CLASSROOMS / ADMIN / GROSS AREAS:	13,055 SF

TOTAL GROSS AREA: -95,868 SF

DEMOLITION:	
CONVENT, CHAPEL:	25,789 SF

SITE IMPROVEMENTS ~129,000 SF

PARKING
ZONING REQUIRES 1 PER STAFF

- 50 OFF STREET PARKING SPACES
- 2 BUS PARKING (40' BUS)
- 8 VAN PARKING
- 14 PARENTS/VISITOR PARKING (BLUE ZONE)

1 SITE PLAN - ADD/RENO #2

1" = 60'-0"

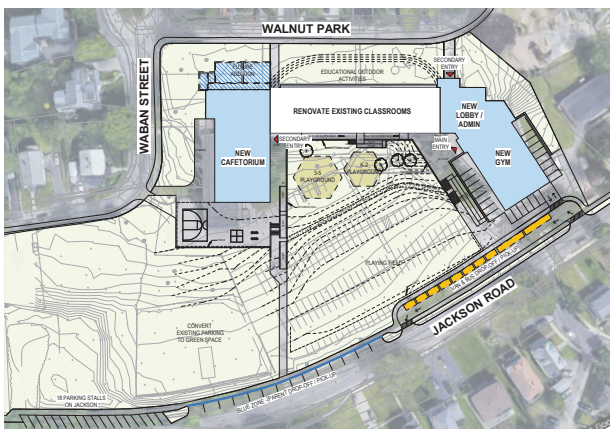
ARROWSTREET

PROJECT NORTH
TRUE NORTH

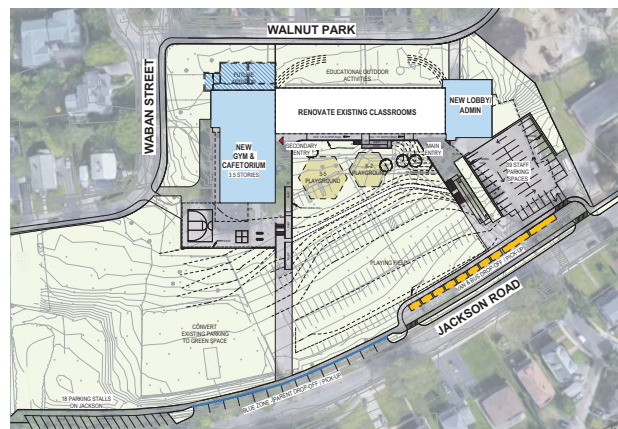
ADD/RENO #2 - SITE PLAN // 10/14/21

ADD/RENO SCHEME #3, 3.B, 3.C, 3.D

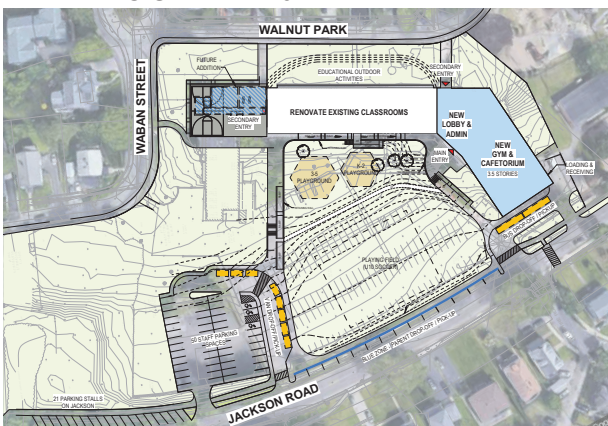
- HAZMAT REMEDIATION THROUGHOUT
- DEMOLITION OF CONVENT AND CHAPEL, CAFETERIA / AUDITORIUM / BASEMENT STORAGE
- RENOVATION OF CLASSROOM
- SITE IMPROVEMENTS
- NEW ADDITION INCLUDES NEW GYMNASIUM, CAFETORIUM, ADMIN. OFFICES, SPECIAL EDUCATION SPACES, AND ADDITIONAL SUPPORT SPACES



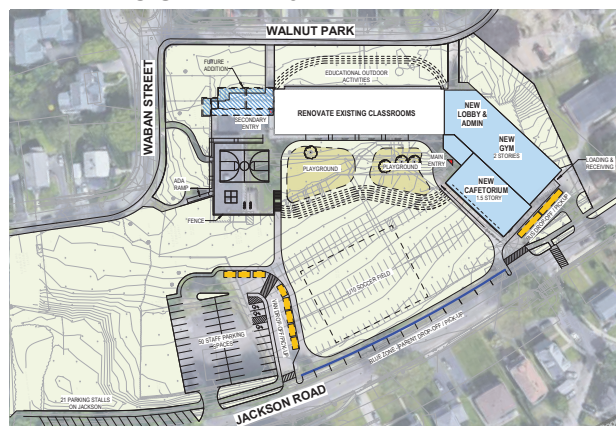
ADD/RENO SCHEME #3



ADD/RENO SCHEME #3.B



ADD/RENO SCHEME #3.C



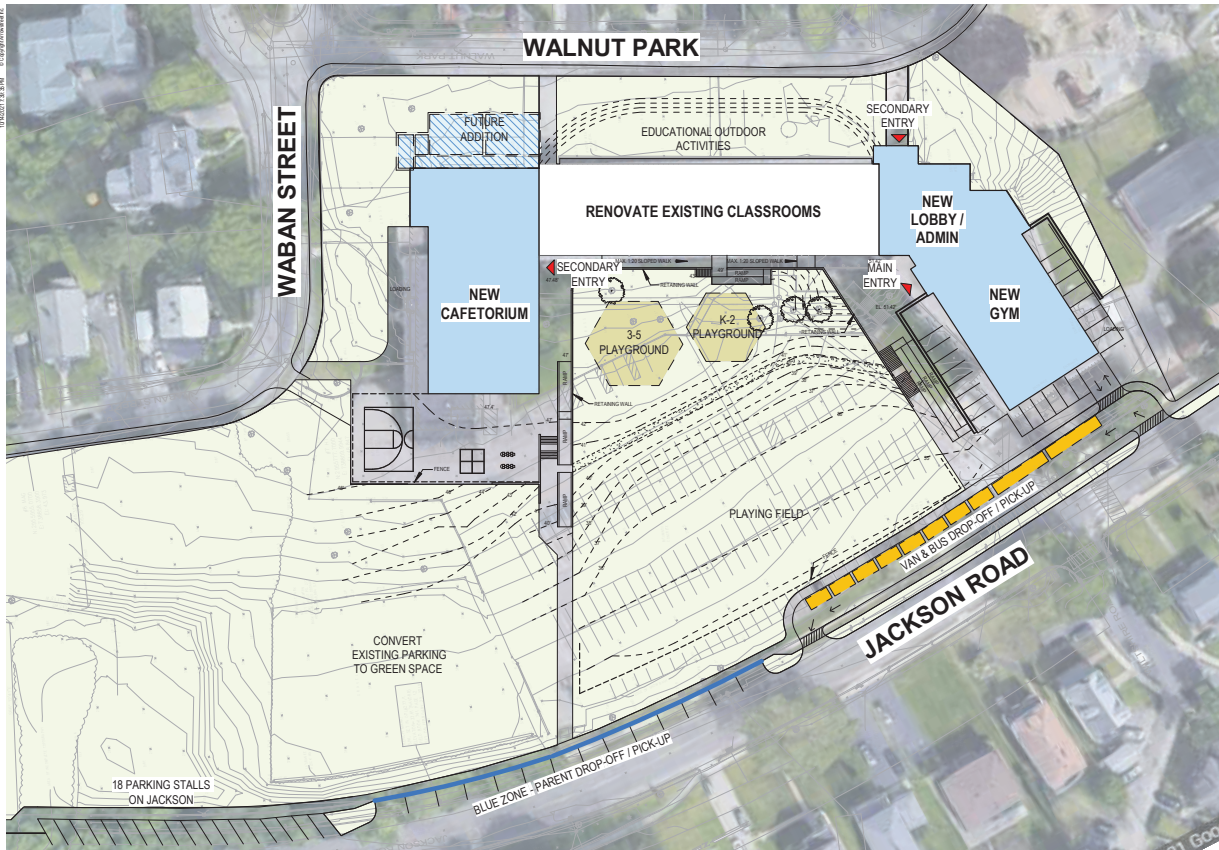
ADD/RENO SCHEME #3.D

371-21

RENOVATION:	
CLASSROOMS:	40,545 SF
ADDITION:	
GYMNASIUM:	6,300 SF
CAFETERIUM:	6,500 SF
CLASSROOMS / ADMIN / GROSS AREAS:	22,700 SF
TOTAL GROSS AREA:	-76,045 SF

DEMOLITION:	
CONVENT, CHAPEL CAFETERIA, AUDITORIUM:	61,807 SF
SITE IMPROVEMENTS	-129,000 SF

PARKING
 ZONING REQUIRES 1 PER STAFF
 39 PARKING SPACES
 2 BUS PARKING (40' BUS)
 8 VAN PARKING
 14 PARENTS/VISITOR PARKING (BLUE ZONE)



2 SITE PLAN - ADD/RENO #3
 1" = 60'-0"
 ARROWSTREET

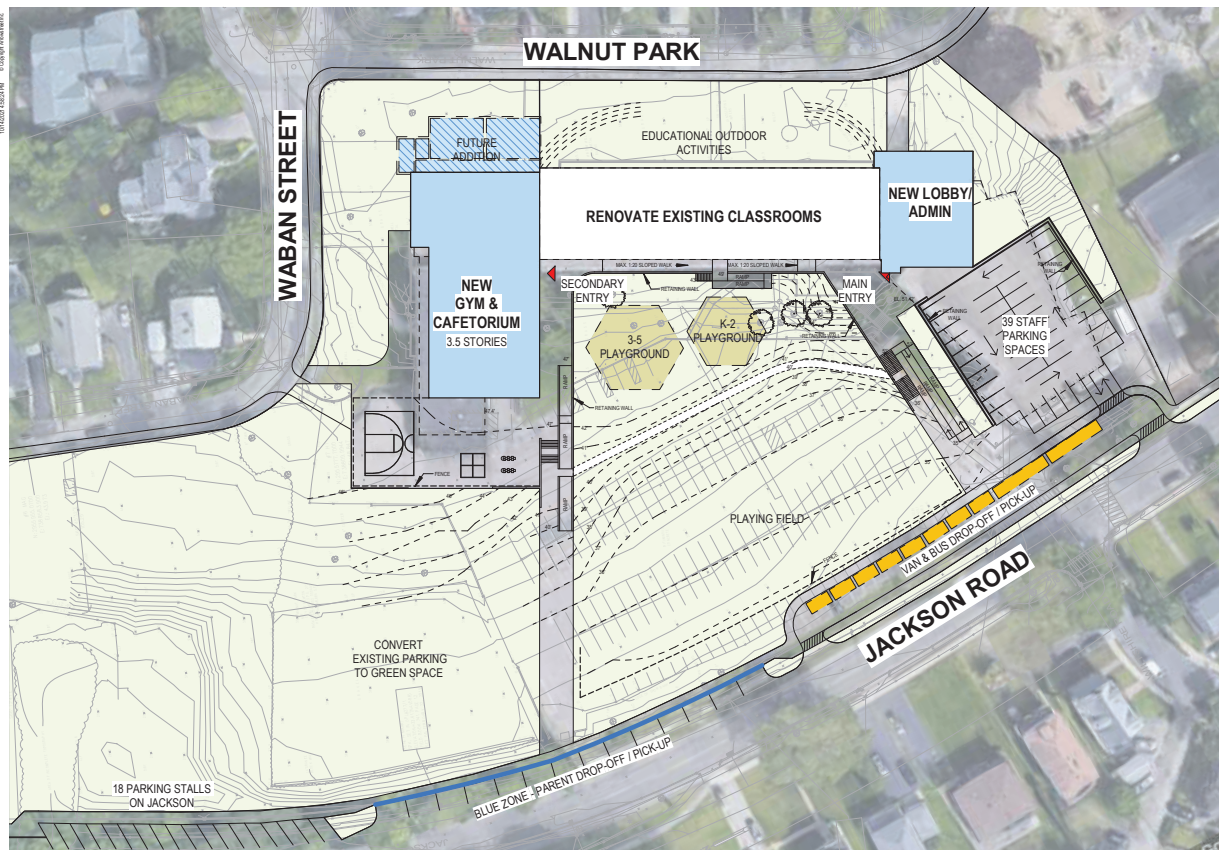
PROJECT NORTH
 TRUE NORTH

ADD/RENO #3 - SITE PLAN // 10/14/21

RENOVATION:	
CLASSROOMS:	40,545 SF
ADDITION:	
GYMNASIUM:	6,300 SF
CAFETERIUM:	6,500 SF
CLASSROOMS / ADMIN / GROSS AREAS:	22,700 SF
TOTAL GROSS AREA:	-76,045 SF

DEMOLITION:	
CONVENT, CHAPEL CAFETERIA, AUDITORIUM:	61,807 SF
SITE IMPROVEMENTS	-129,000 SF

PARKING
 ZONING REQUIRES 1 PER STAFF
 39 OFF STREET PARKING SPACES
 2 BUS PARKING (40' BUS)
 8 VAN PARKING
 14 PARENTS/VISITOR PARKING (BLUE ZONE)

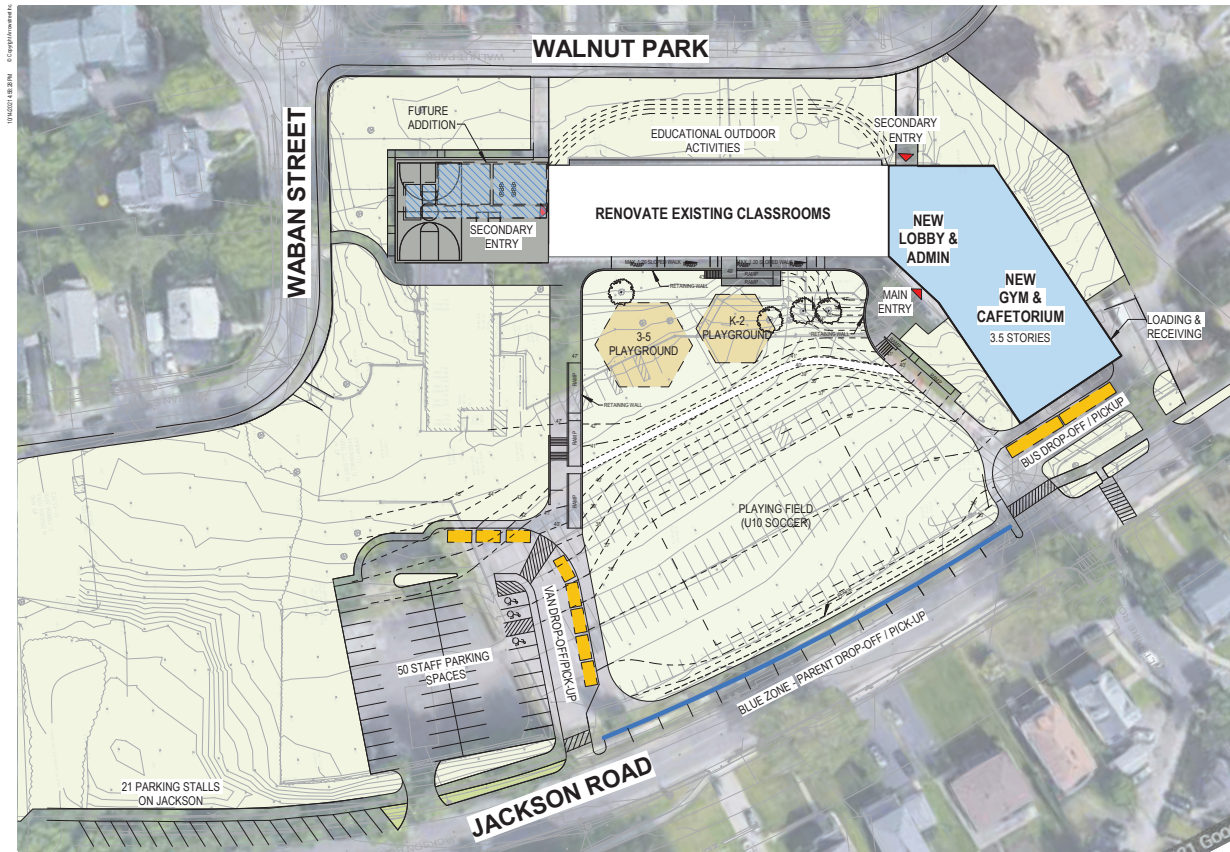


1 SITE PLAN - ADD/RENO #3.B
 1" = 60'-0"
 ARROWSTREET

PROJECT NORTH
 TRUE NORTH

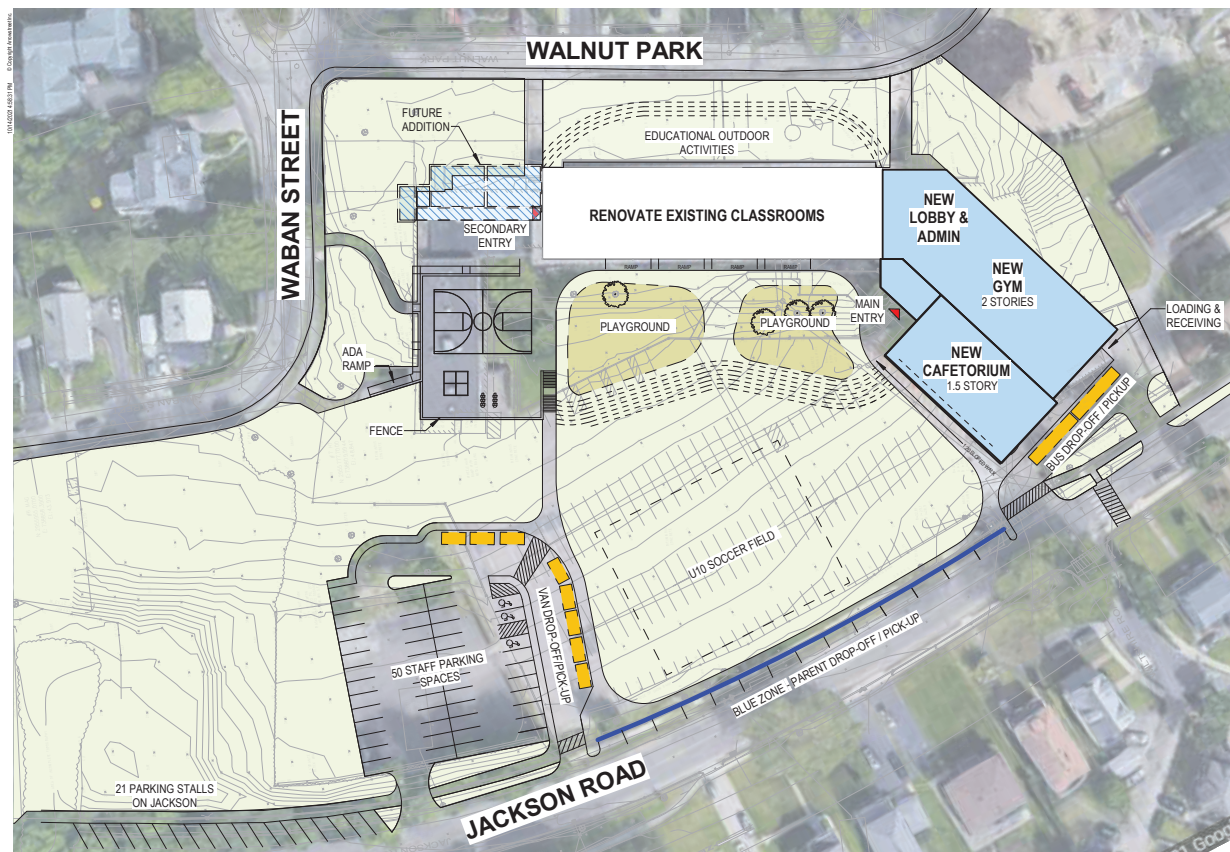
ADD/RENO #3.B - SITE PLAN // 10/14/21

371-21



1 SITE PLAN - ADD/RENO #3.C
 1" = 60'-0"
 ARROWSTREET

PROJECT TRUE NORTH
 ADD/RENO #3.C - SITE PLAN // 10/14/21

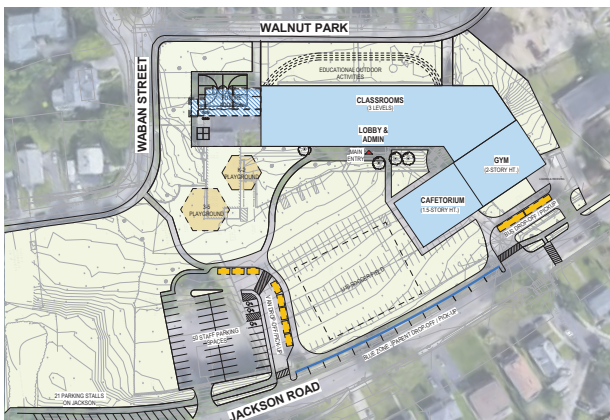


1 SITE PLAN - ADD/RENO #3.D
 1" = 60'-0"
 ARROWSTREET

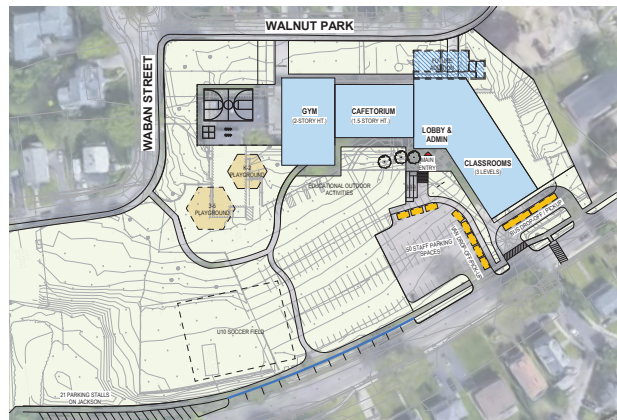
PROJECT TRUE NORTH
 ADD/RENO - #3.D - SITE PLAN // 10/14/21

NEW CONSTRUCTION SCHEMES #4, 4.B, 5, 5.B

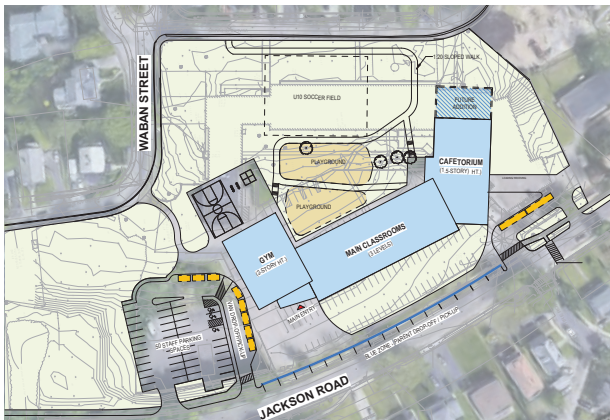
- HAZMAT REMEDIATION THROUGHOUT
- DEMOLITION OF ENTIRE EXISTING BUILDING
- NEW BUILDING ON SITE
- NEW SITE IMPROVEMENTS



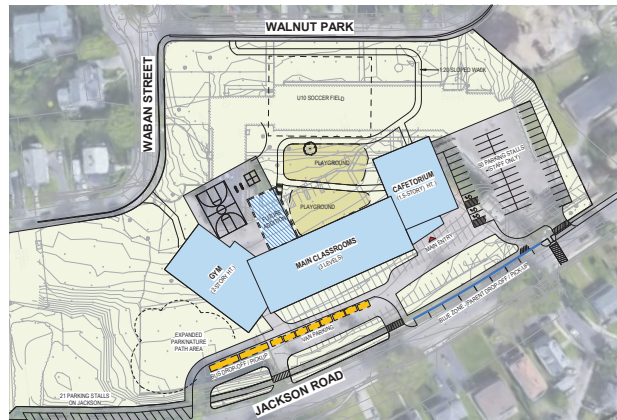
NEW CONSTRUCTION SCHEME #4



NEW CONSTRUCTION SCHEME #4.B



NEW CONSTRUCTION SCHEME #5



NEW CONSTRUCTION SCHEME #5.B

371-21

NEW CONSTRUCTION:

TOTAL GROSS AREA: ~75,563 SF

SITE IMPROVEMENTS ~169,000 SF

PARKING

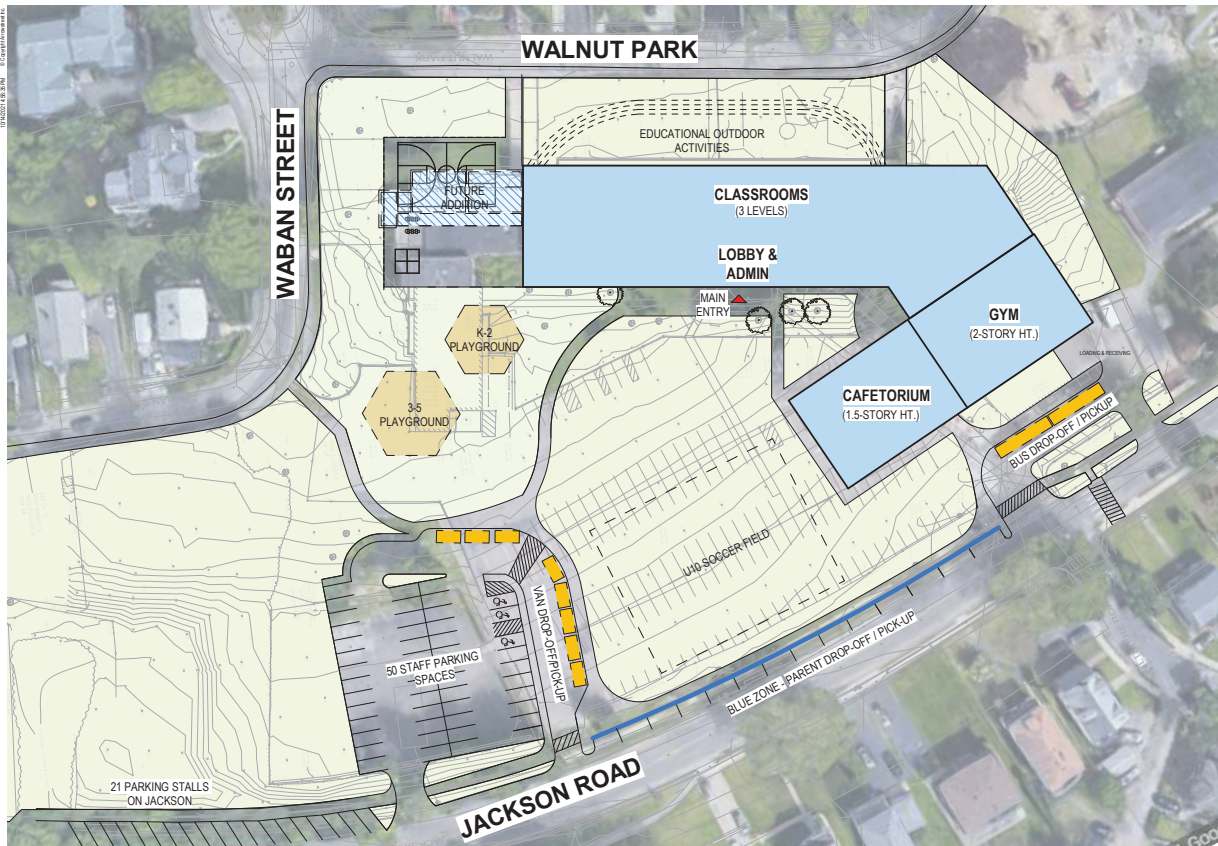
ZONING REQUIRES 1 PER STAFF

50 OFF STREET PARKING SPACES

2 BUS PARKING (40' BUS)

8 VAN PARKING

14 PARENTS/VISITOR PARKING (BLUE ZONE)



1 SITE PLAN - NEW CONSTRUCTION #4

1" = 60'-0"

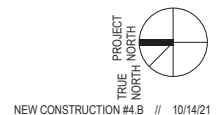
ARROWSTREET



1 SITE PLAN - NEW CONSTRUCTION #4B

1" = 60'-0"

ARROWSTREET



371-21

NEW CONSTRUCTION:

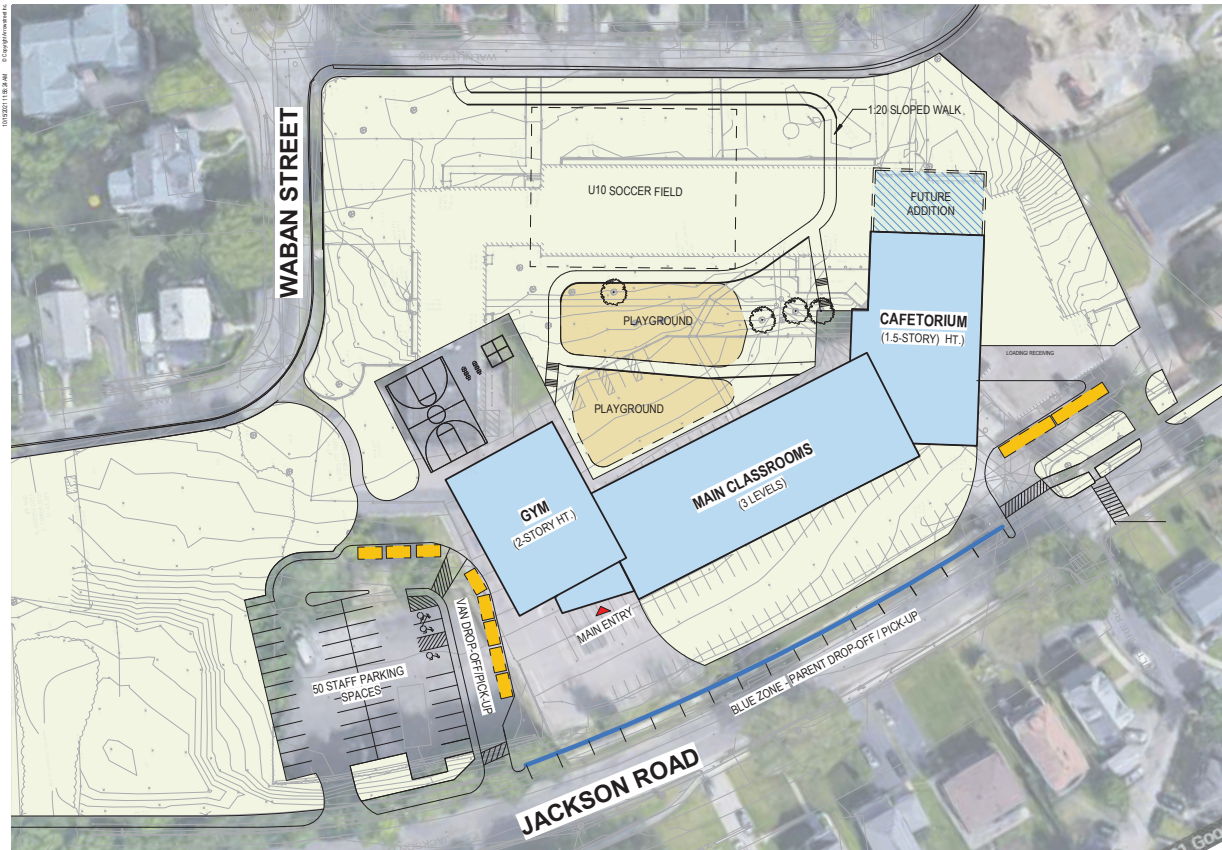
TOTAL GROSS AREA: ~75,415 SF

SITE IMPROVEMENTS ~169,000 SF

PARKING

ZONING REQUIRES 1 PER STAFF

- 50 PARKING SPACES
- 2 BUS PARKING (40' BUS)
- 8 VAN PARKING
- 16 PARENTS/VISITOR PARKING (BLUE ZONE)



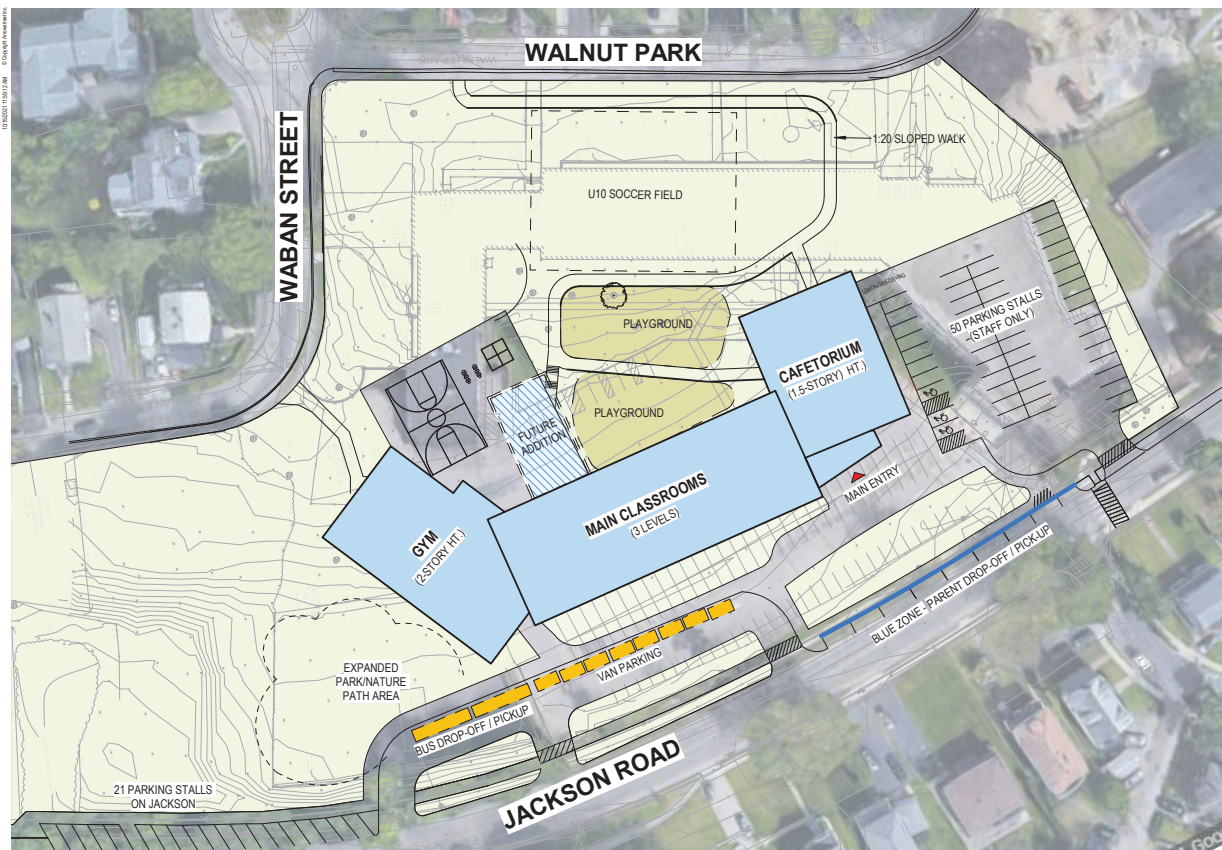
1 SITE PLAN - NEW CONSTRUCTION #5

1" = 60'-0"

ARROWSTREET



NEW CONSTRUCTION #5 // 10/14/21



1 SITE PLAN - NEW CONSTRUCTION #5B

1" = 60'-0"

ARROWSTREET



NEW CONSTRUCTION #5.B // 10/14/21

CRITERIA MATRIX

CRITERIA MATRIX DRAFT

7 CRITERIA CATEGORIES



Building and Site Facts



Cost and Schedule



Building



Educational



Site



Community



Sustainability

CRITERIA MATRIX
DRAFT

DRAFT FOR REVIEW

LINCOLN-ELIOT ELEMENTARY SCHOOL - 150 Jackson Road, Newton, MA										
<input checked="" type="radio"/> Favorable <input type="radio"/> Neutral <input type="radio"/> Unfavorable										
UPDATED 10/28/21 BUILDING EVALUATION CRITERIA MATRIX	1	2	3	3B	3C	3D	4	4B	5	5B
	ADD/RENO Demo Convent	ADD/RENO Demo Chapel & Convent	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	NEW CONST. Building set against the Hill	NEW CONST. Building set against the Hill	NEW CONST. Building set closer to Jackson Rd.	NEW CONST. Building set closer to Jackson Rd.
Building and Site Facts										
1 Student design enrollment	396-414	396-414	396-414	396-414	396-414	396-414	396-414	396-414	396-414	396-414
2 Size of site (acres)	5.71	5.71	5.71	5.71	5.71	5.71	5.71	5.71	5.71	5.71
3 Classroom count	18	18	18	18	18	18	18	18	18	18
4 SPED Classroom count	2	2	2	2	2	2	2	2	2	2
5 Building Gross Floor Area (SF)	92,976	95,868	74,445	74,445	74,445	74,445	75,563	75,563	75,563	75,563
6 Sitework estimated area of improvements (SF)	129,000	129,000	129,000	129,000	129,000	129,000	169,000	169,000	169,000	169,000
Cost and Schedule										
1 Project Cost, \$million (Project Budget: \$40m)	\$41.5m	\$44.8m	\$44.7m	\$44.7m	\$44.7m	\$44.7m	\$55.9m	\$55.9m	\$55.9m	\$55.9m
2 Allows students to move in to new school 2025	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 Maintains standard site plan approval schedule	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Educational										
1 Meets educational program for all students (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2 Meets space program (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
3 Optimizes flexibility for future growth	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Provides flexibility for educational innovations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5 Optimizes configuration and adjacency of teaching spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
6 Allows for efficient program design layout	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Community										
1 Provides access and control to community used spaces	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
2 Preserves existing auditorium	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 Optimizes the extended day program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Enhances community green space and playground	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

CRITERIA MATRIX
DRAFT

UPDATED 10/28/21 BUILDING EVALUATION CRITERIA MATRIX	1	2	3	3B	3C	3D	4	4B	5	5B
	ADD/RENO Demo Convent	ADD/RENO Demo Chapel & Convent	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	ADD/RENO Demo Chapel, Convent, Caf/Auditorium	NEW CONST. Building set against the Hill	NEW CONST. Building set against the Hill	NEW CONST. Building set closer to Jackson Rd.	NEW CONST. Building set closer to Jackson Rd.
Building										
1 Meets current building codes (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2 Meets MAAB/ADA requirements (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
3 Meets healthy building environment (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
4 Meets hazardous material remedial requirements (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
5 Allows for a contextually sensitive design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6 Optimizes use of natural light and daylighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
7 Optimizes connection of outdoor/indoor space, integration with site	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8 Preserves district central storage facilities and maintenance shop	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9 Allows for efficient building design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Site										
1 Meets environmental remedial requirements (prereq.)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
2 Optimizes stormwater resiliency	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3 Maximizes efficient utilization of site	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Optimizes outdoor program space and green space	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
5 Optimizes safety and efficiency of on-site bus and van drop off	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
6 Separates safe circulation of bus, vehicle, pedestrian and bike access	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
7 Provides sufficient parking for teachers, staff + visitors	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8 Minimizes off site traffic impact	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9 Optimizes site for safe pedestrian and bike access	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
10 Optimizes for future expansion	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
11 Meets MAAB/ADA requirements efficiently on the site	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sustainability										
1 Minimizes embodied carbon footprint with building reuse	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2 Achieves City goal for fossil free building HVAC systems	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
3 Optimizes solar opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4 Allows efficient attainment of Green School/Stretch Code requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
5 Optimizes building envelope thermal performance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>

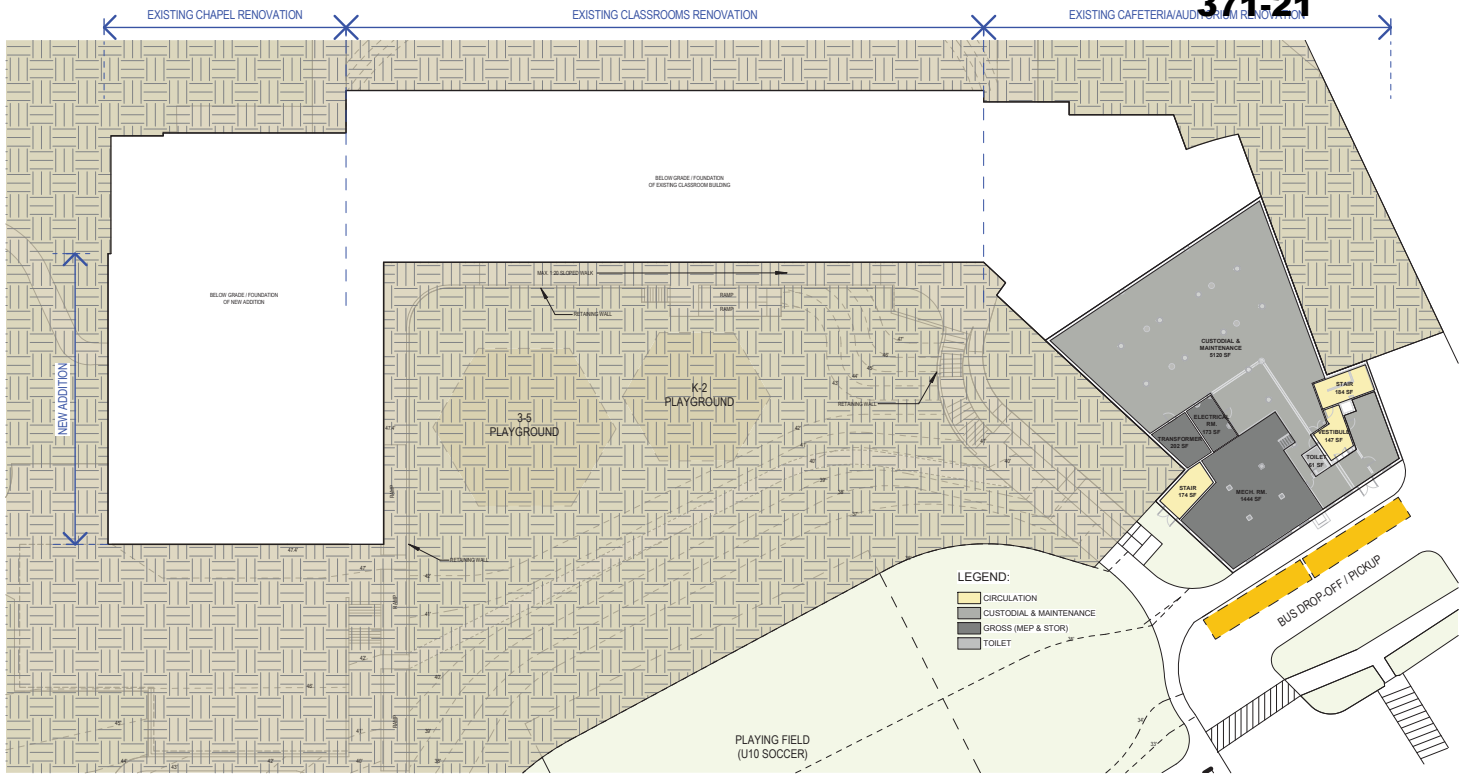
Q&A

For Further Information:

- » www.newtonma.gov/gov/building/capital_projects
- » www.lincolneliot-necp-projects.com
- » Alejandro Valcarce, AIA, Deputy Commissioner Newton Public Buildings; avalcarce@newtonma.gov
- » Mary Mahoney, Project Manager, Hill International; marymahoney@hillintl.com



**DESIGN SCHEME OPTIONS
FLOOR PLANS**



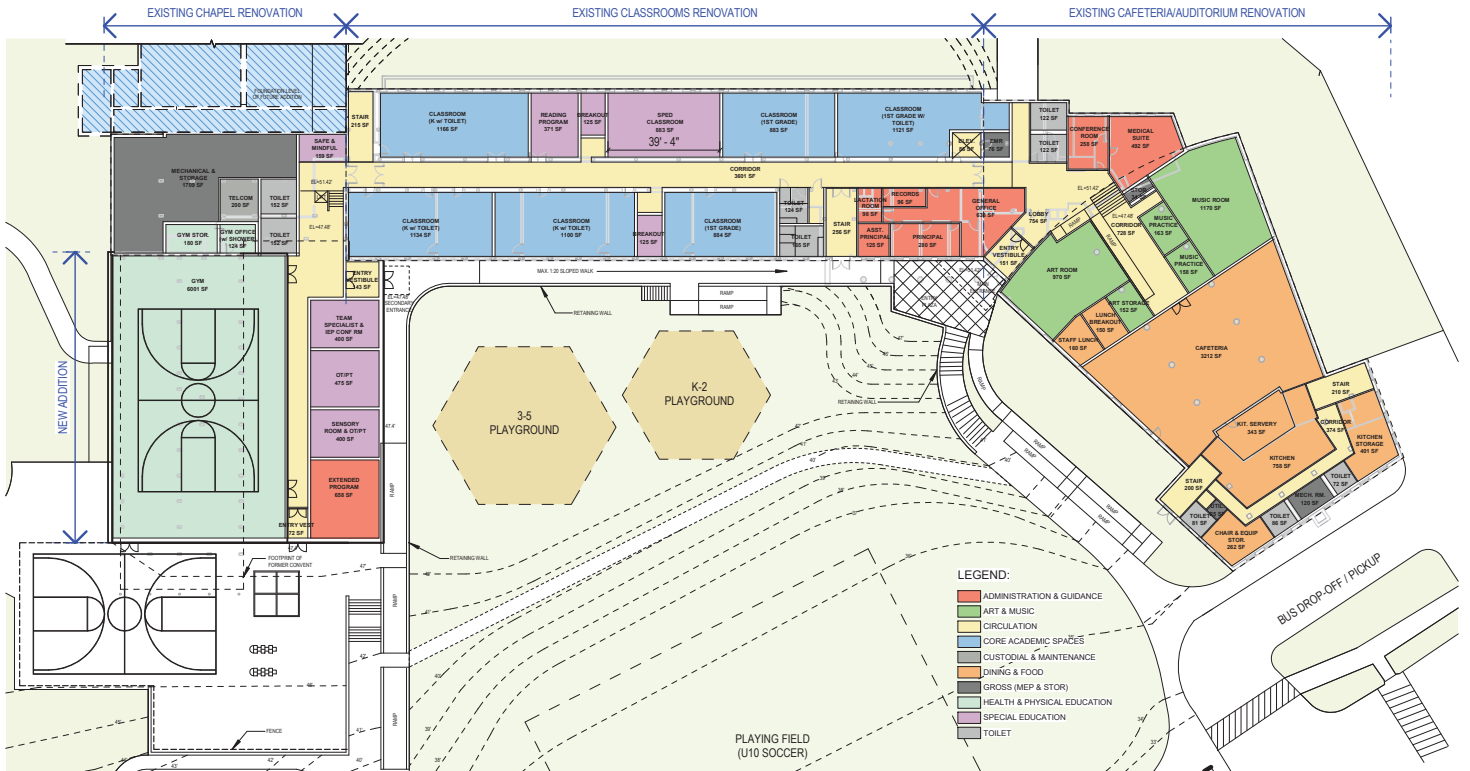
1 ADD/RENO SCHEME #1 - BASEMENT
1/32" = 1'-0"



ARROWSTREET



ADD/RENO #1 - BASEMENT LEVEL // 10/14/21



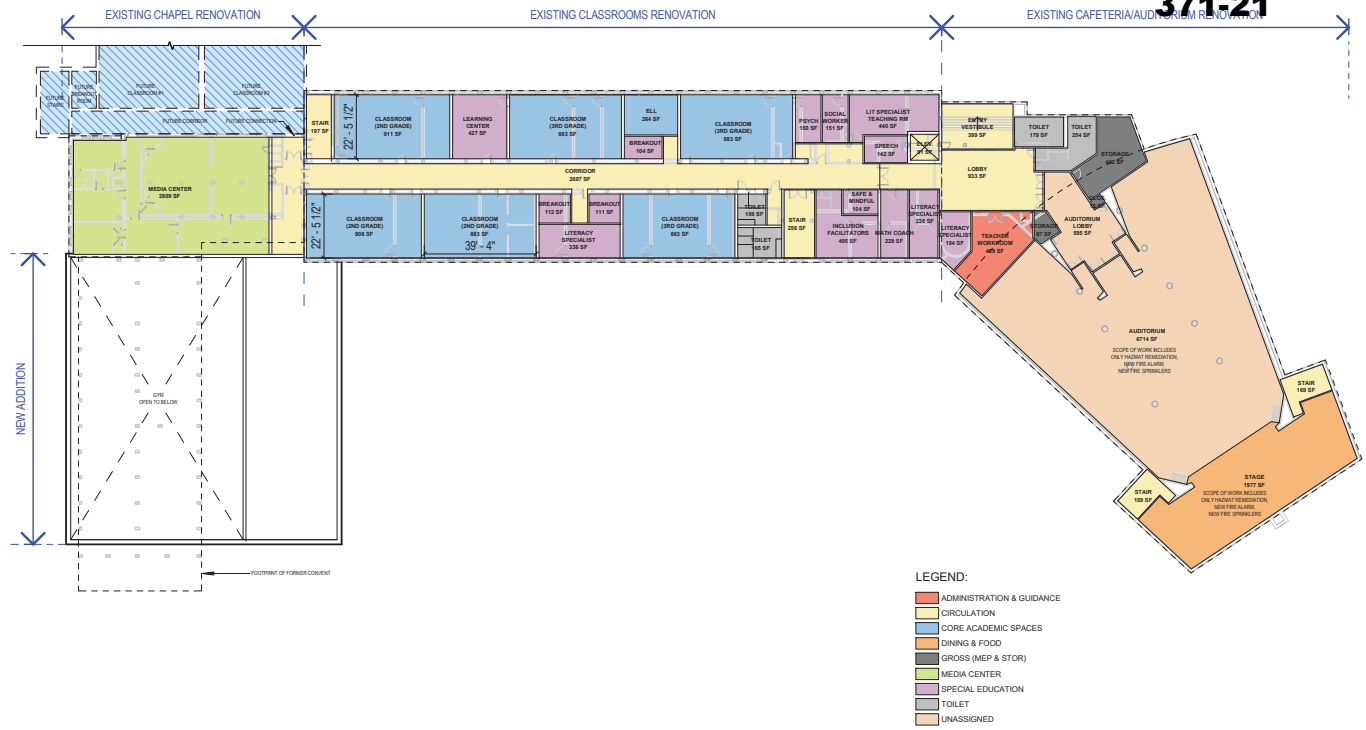
1 ADD/RENO SCHEME #1 - GROUND FLOOR
1/32" = 1'-0"



ARROWSTREET



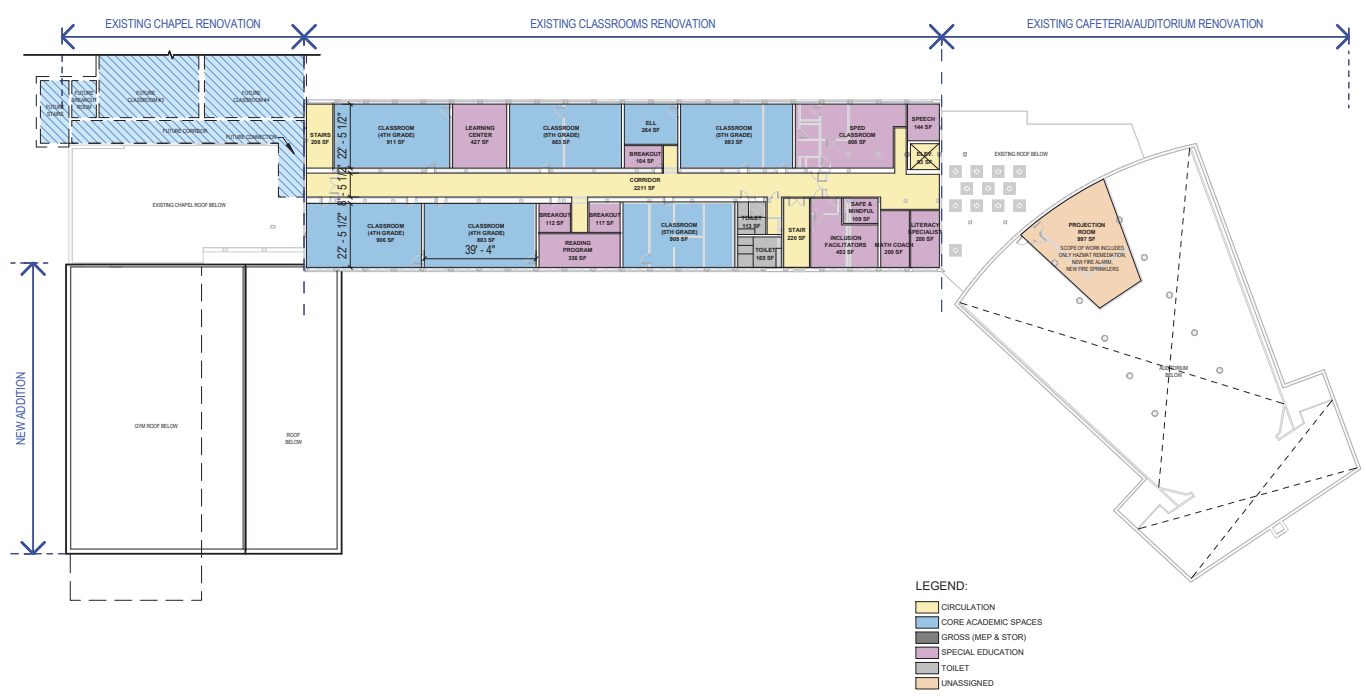
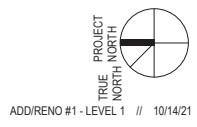
ADD/RENO #1 - GROUND LEVEL // 10/14/21



1 ADD/RENO SCHEME #1 - FIRST FLOOR
1/32" = 1'-0"



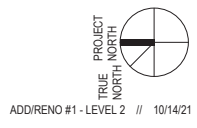
ARROWSTREET



1 ADD/RENO SCHEME #1 - SECOND FLOOR
1/32" = 1'-0"



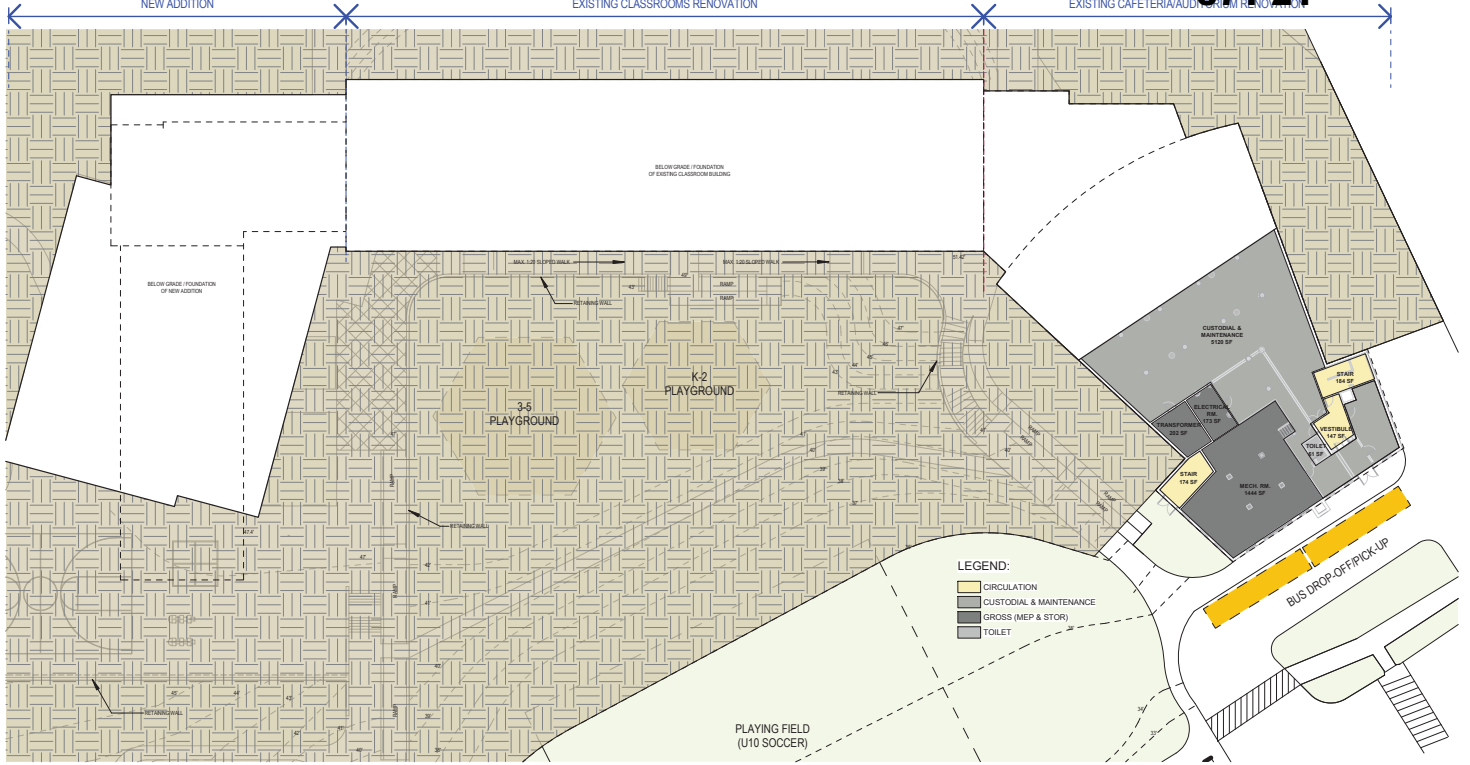
ARROWSTREET



NEW ADDITION

EXISTING CLASSROOMS RENOVATION

EXISTING CAFETERIA/AUDITORIUM RENOVATION



1 ADD/RENO SCHEME #2 - BASEMENT

1/32" = 1'-0"



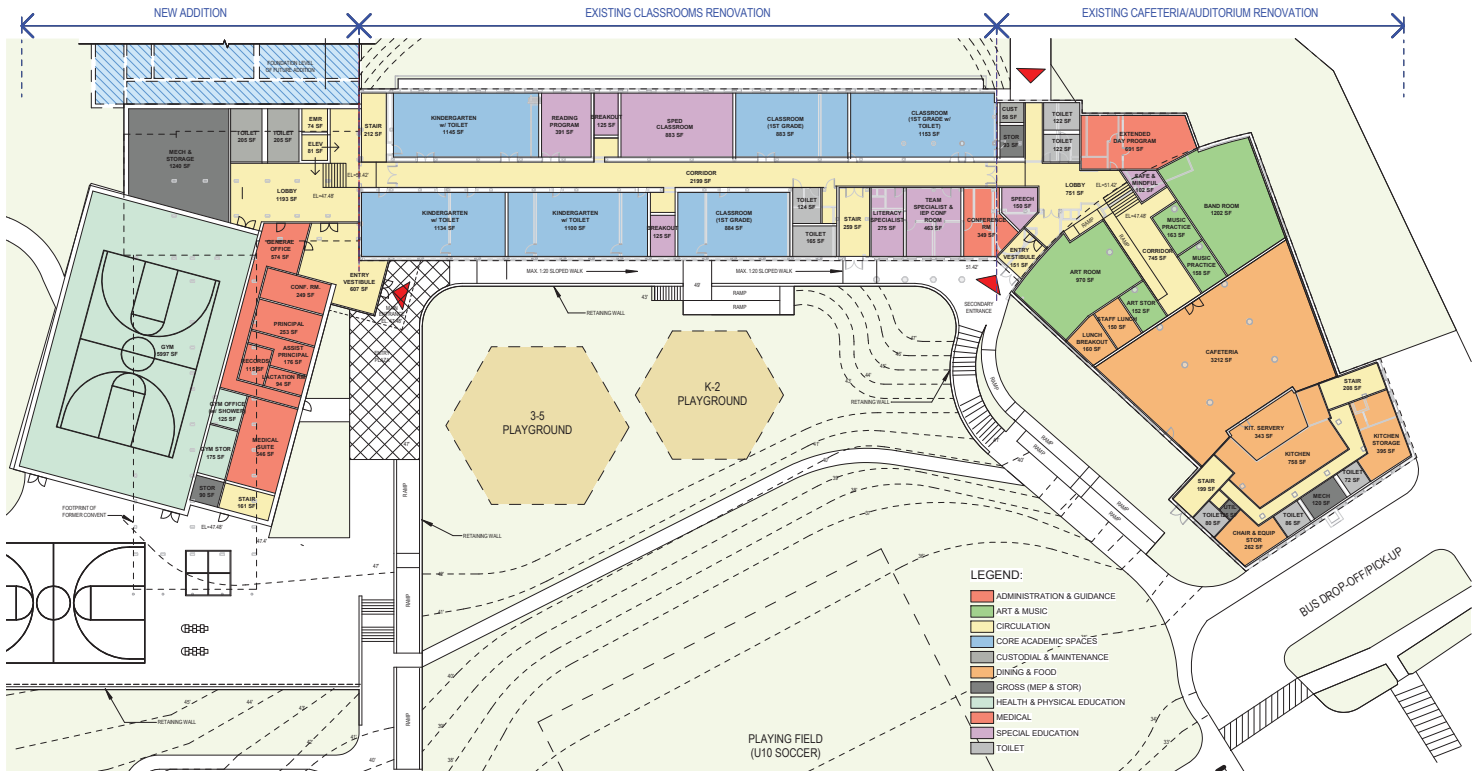
ADD/RENO #2 - BASEMENT LEVEL // 10/14/21

ARROWSTREET

NEW ADDITION

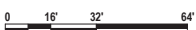
EXISTING CLASSROOMS RENOVATION

EXISTING CAFETERIA/AUDITORIUM RENOVATION



1 ADD/RENO SCHEME #2 - GROUND FLOOR

1/32" = 1'-0"



ADD/RENO #2 - GROUND LEVEL // 10/14/21

ARROWSTREET

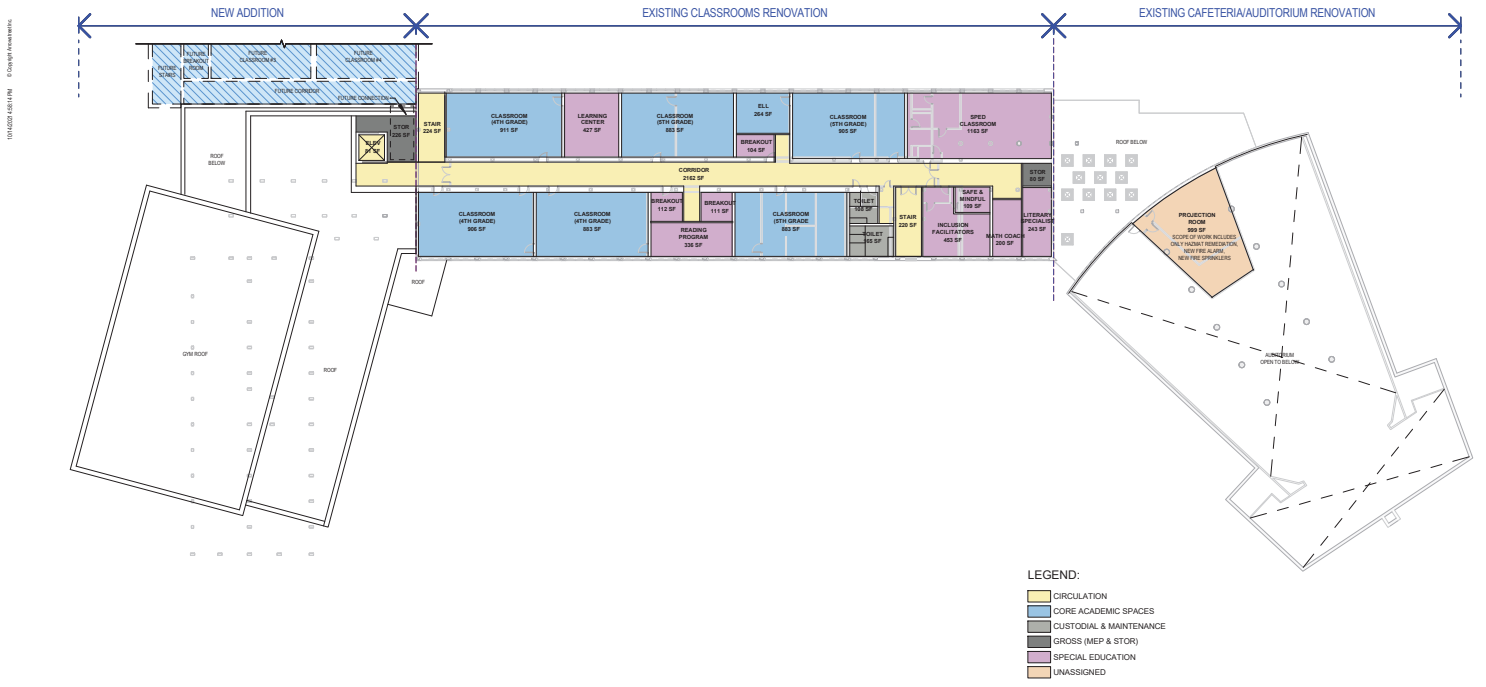


1 ADD/RENO SCHEME #2 - FIRST FLOOR
1/32" = 1'-0"



ARROWSTREET

PROJECT NORTH
TRUE NORTH
ADD/RENO #2 - LEVEL 1 // 10/14/21

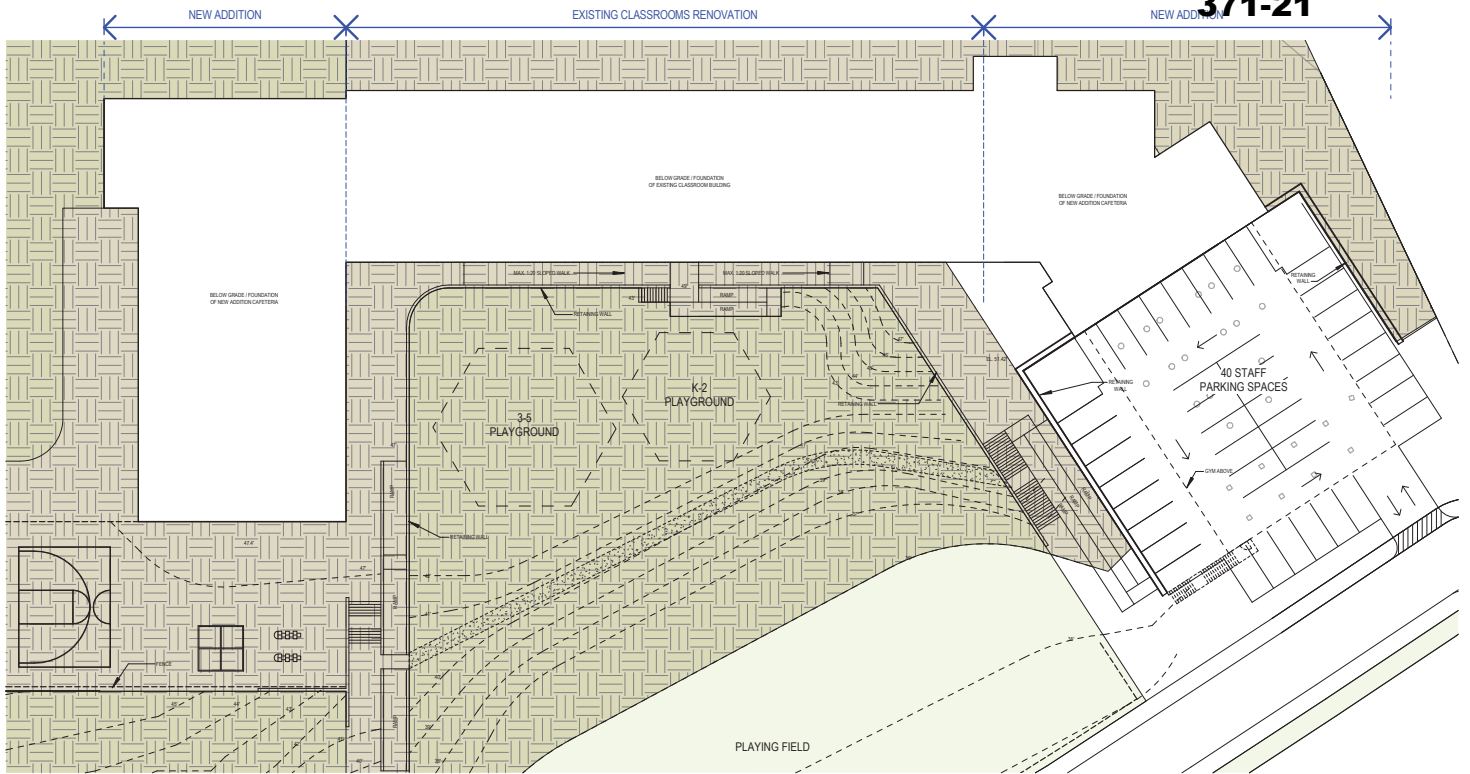


1 ADD/RENO SCHEME #2 - SECOND FLOOR
1/32" = 1'-0"

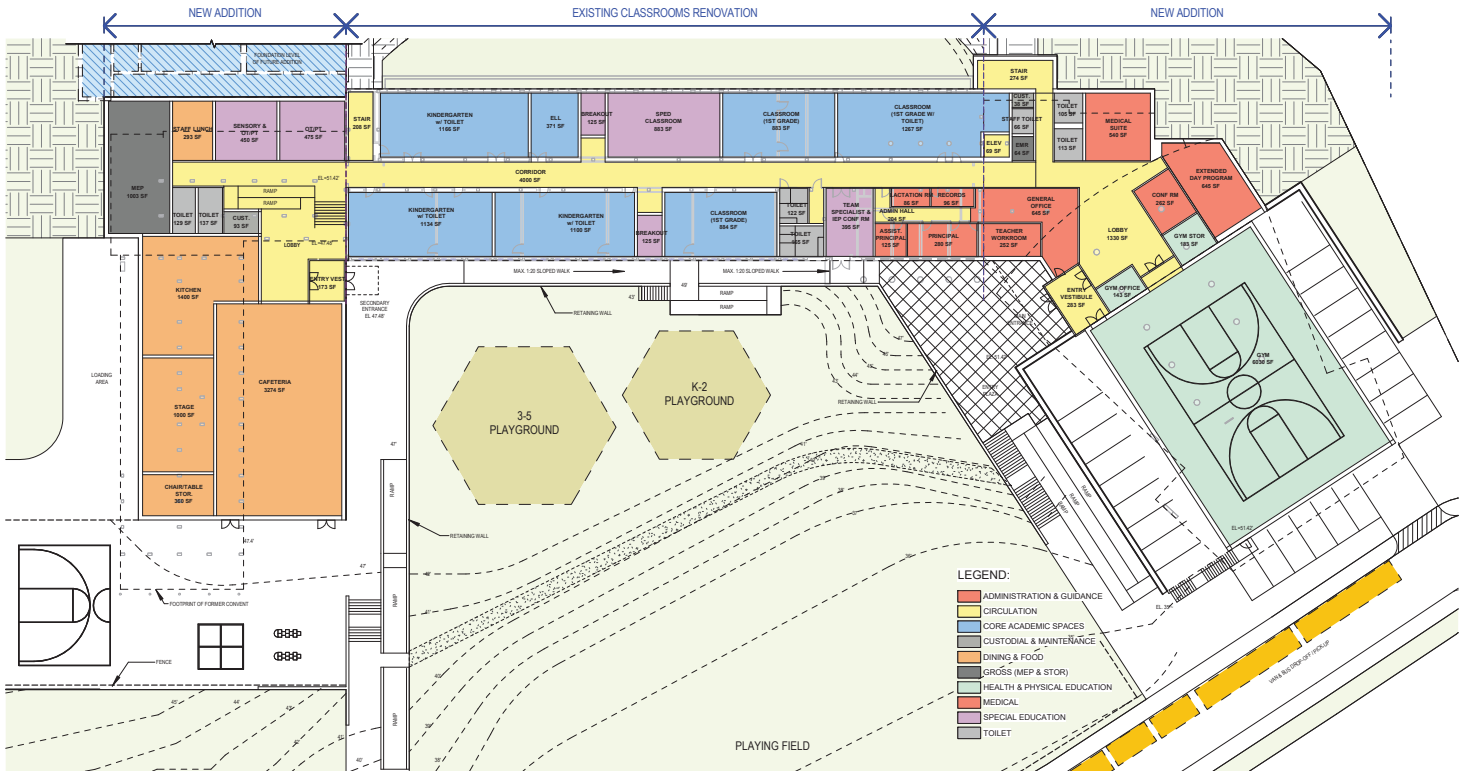


ARROWSTREET

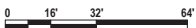
PROJECT NORTH
TRUE NORTH
ADD/RENO #2 - LEVEL 2 // 10/14/21

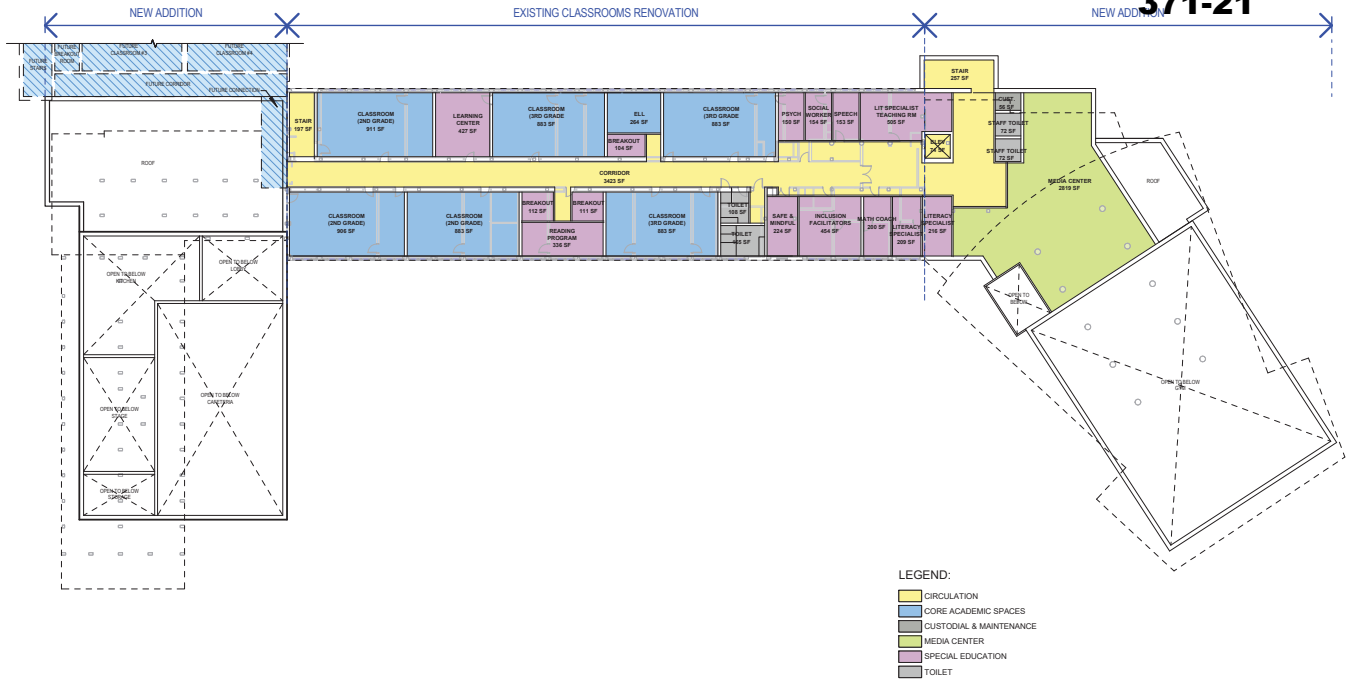


1 ADD/RENO SCHEME #3 - BASEMENT
1/32" = 1'-0"



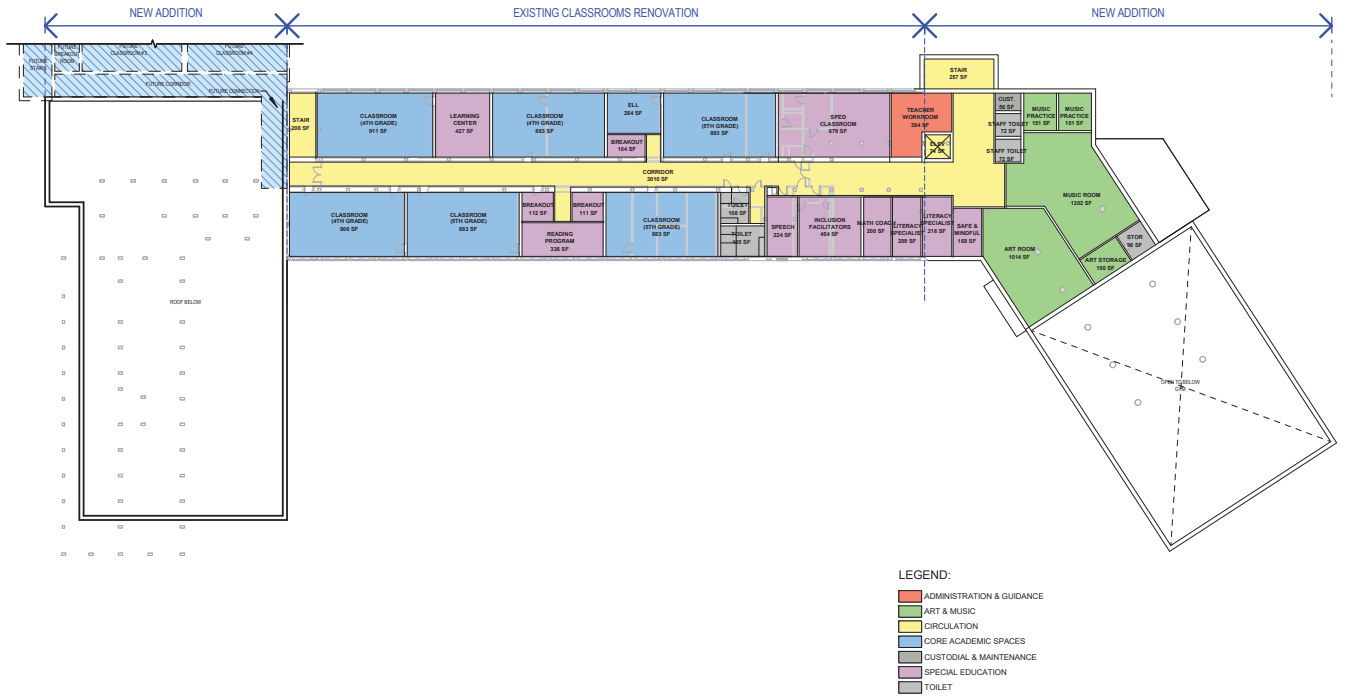
1 ADD/RENO SCHEME #3 - GROUND FLOOR
1/32" = 1'-0"





1 ADD/RENO SCHEME #3 - FIRST FLOOR

1/32" = 1'-0"



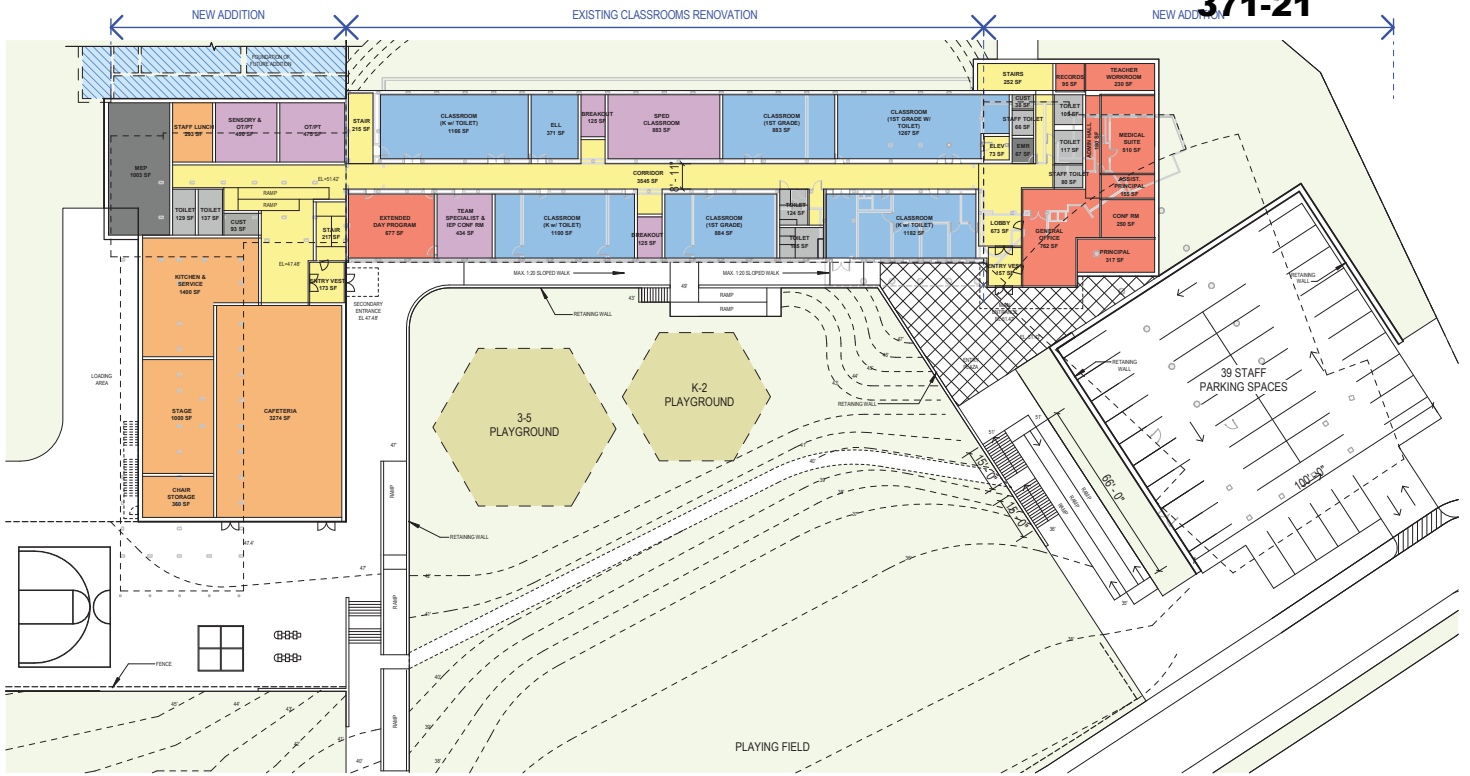
1 ADD/RENO SCHEME #3 - SECOND FLOOR

1/32" = 1'-0"



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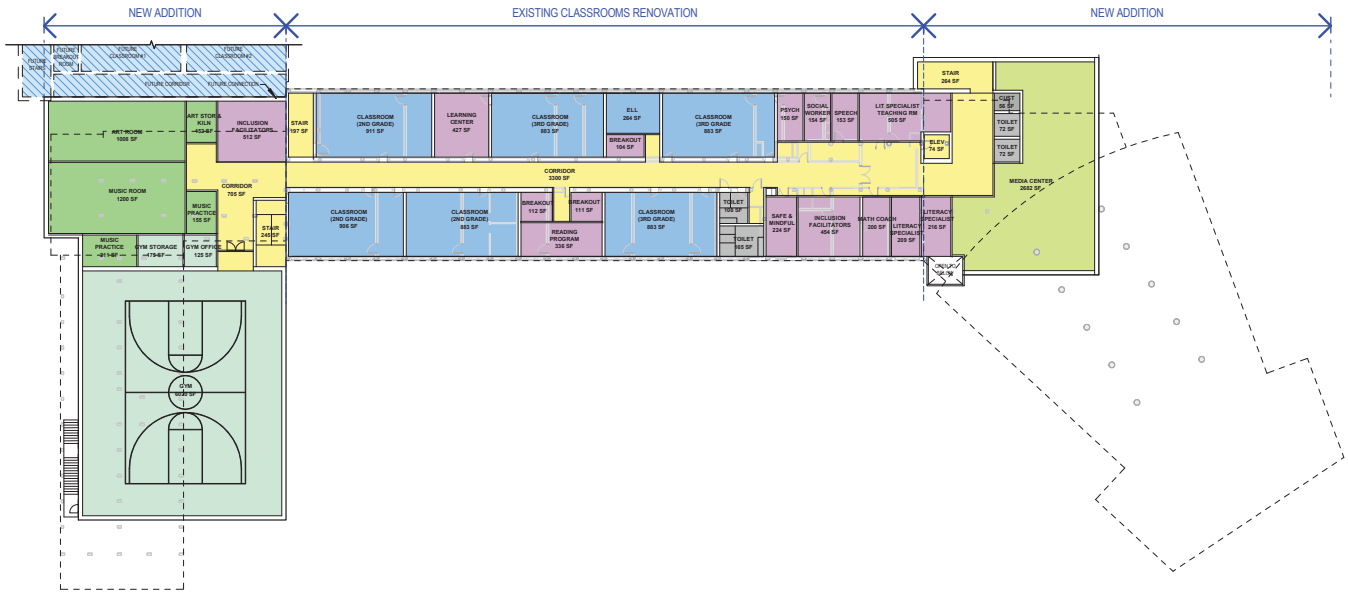
1 ADD/RENO SCHEME #3.B - GROUND FLOOR
1/32" = 1'-0"



ARROWSTREET

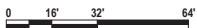
PROJECT TRUE NORTH
ADD/RENO #3.B - GROUND LEVEL // 10/14/21

10/14/21 08:29 AM - 03/14/2021



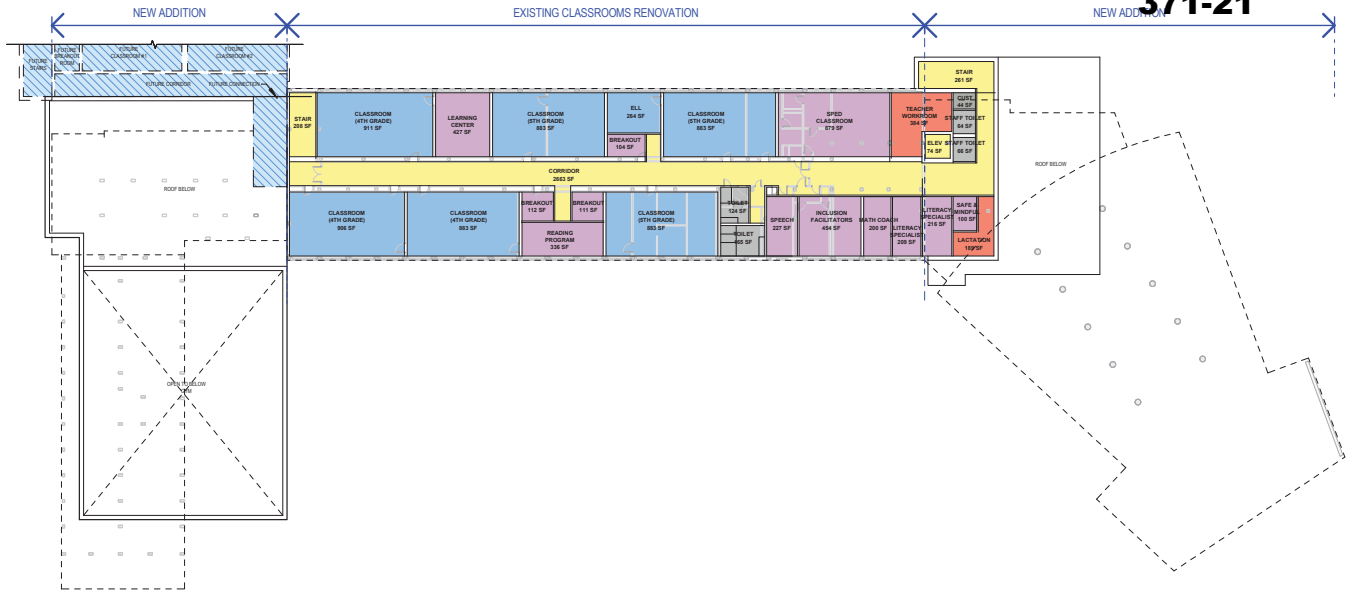
- LEGEND:
- ART & MUSIC
 - CIRCULATION
 - CORE ACADEMIC SPACES
 - CUSTODIAL & MAINTENANCE
 - HEALTH & PHYSICAL EDUCATION
 - MEDIA CENTER
 - SPECIAL EDUCATION
 - TOILET

1 ADD/RENO SCHEME #3.B - FIRST FLOOR
1/32" = 1'-0"



ARROWSTREET

PROJECT TRUE NORTH
ADD/RENO #3.B - LEVEL 1 // 10/14/21



- LEGEND:
- Administration & Guidance
 - Circulation
 - Core Academic Spaces
 - Custodial & Maintenance
 - Special Education
 - Toilet

1 ADD/RENO SCHEME #3.B - SECOND FLOOR

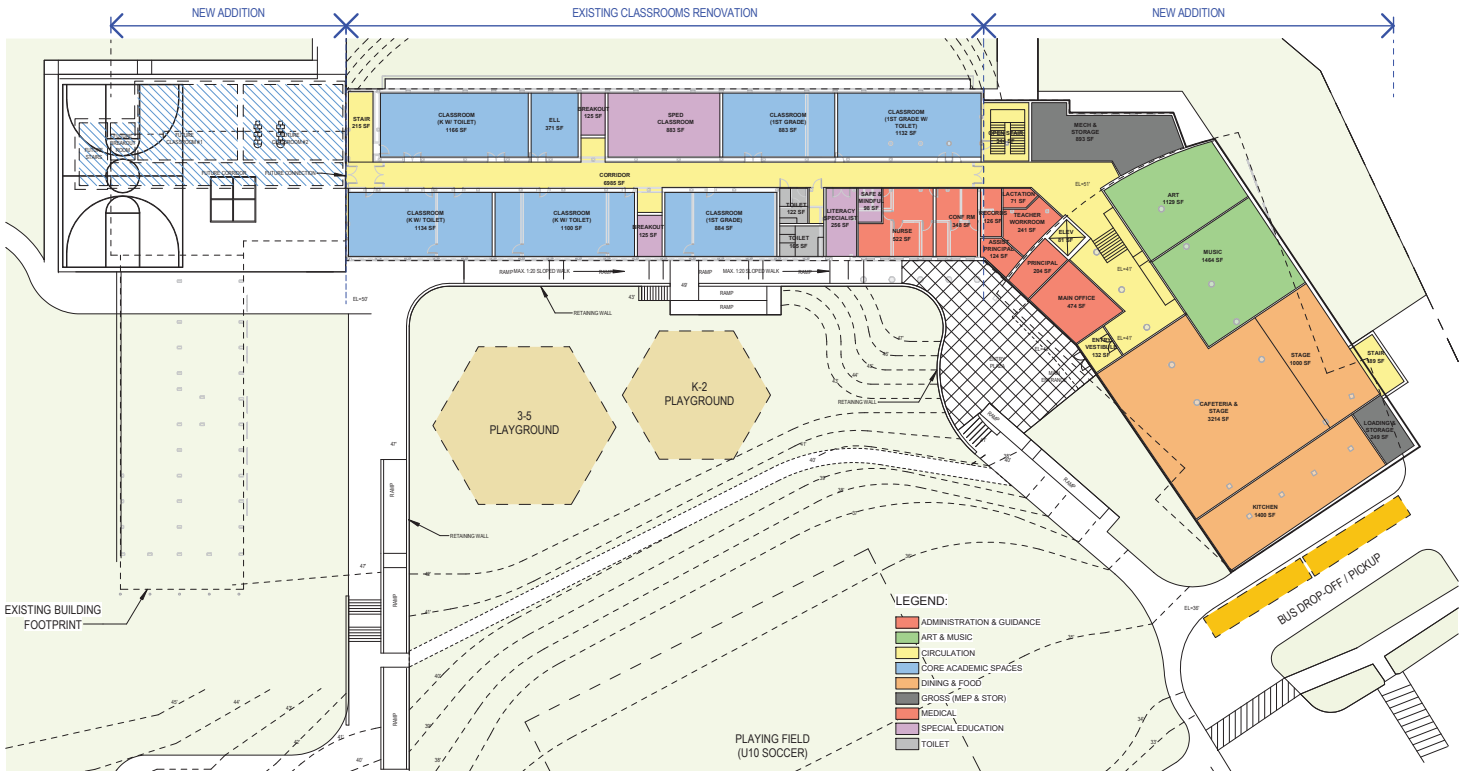
1/32" = 1'-0"



ARROWSTREET

PROJECT TRUE NORTH

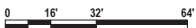
ADD/RENO #3.B - LEVEL 2 // 10/14/21



- LEGEND:
- Administration & Guidance
 - Art & Music
 - Circulation
 - Core Academic Spaces
 - Dining & Food
 - Gross (MEP & Stor)
 - Medical
 - Special Education
 - Toilet

1 ADD/RENO SCHEME #3.C - GROUND LEVEL

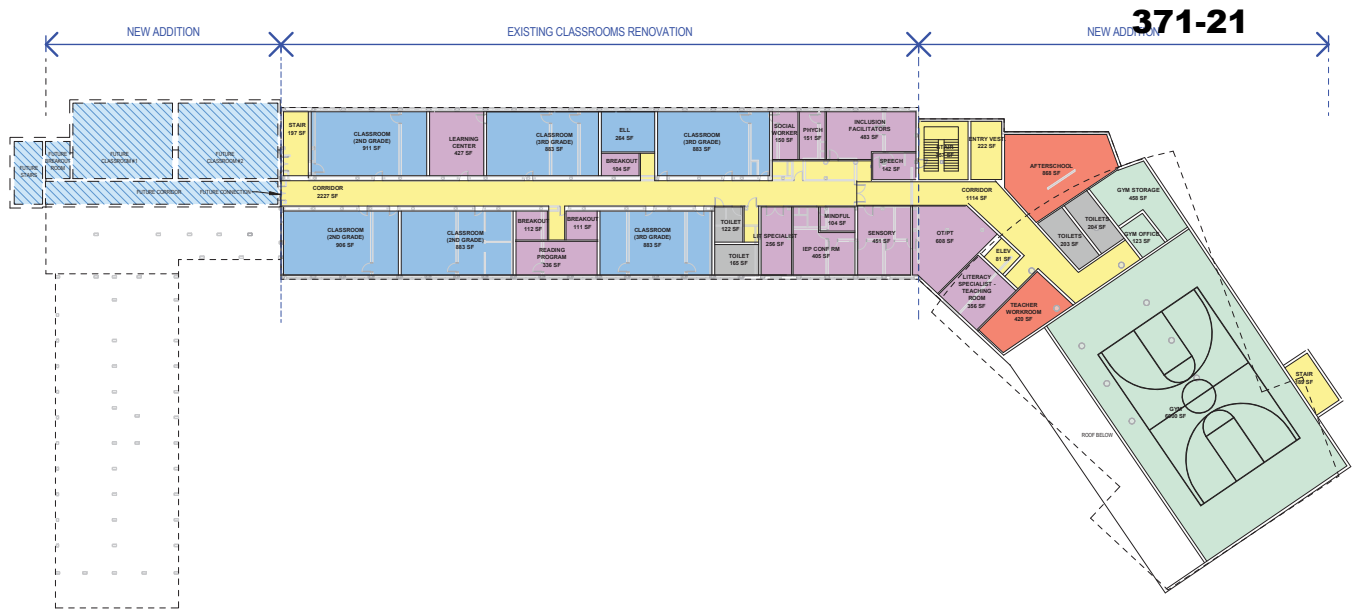
1/32" = 1'-0"



ARROWSTREET

PROJECT TRUE NORTH

ADD/RENO #3.C - GROUND LEVEL // 10/14/21



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1 ADD/RENO SCHEME #3.C - FIRST FLOOR

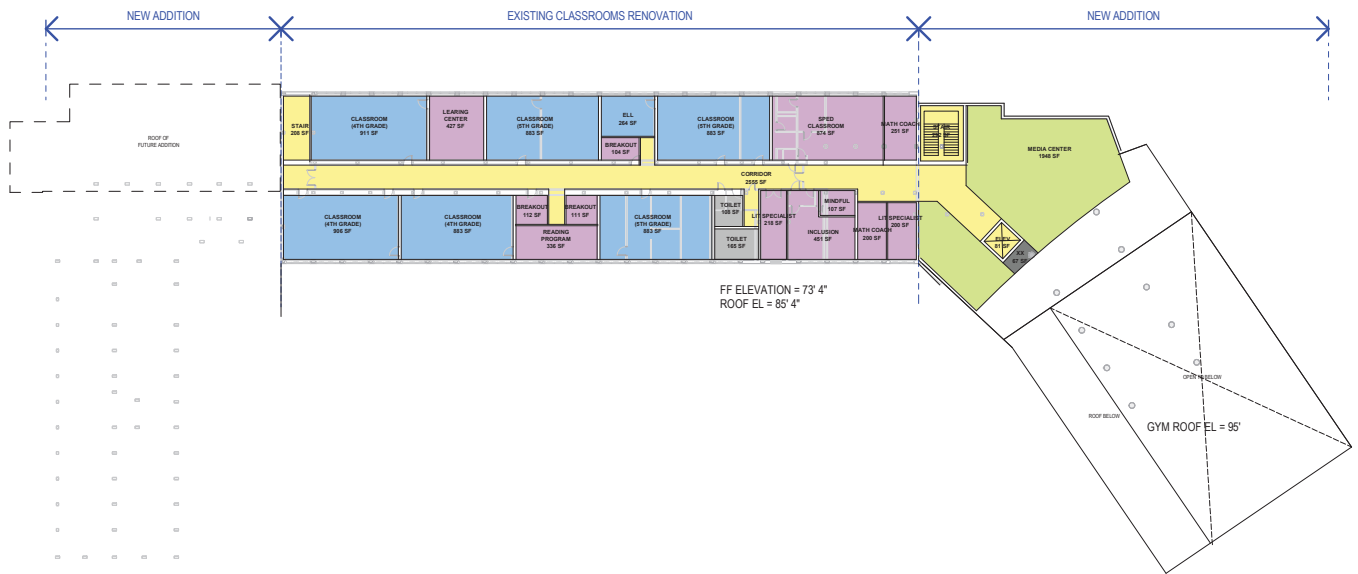
1/32" = 1'-0"



ARROWSTREET



ADD/RENO #3.C - LEVEL 1 // 10/14/21

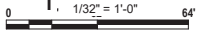


FF ELEVATION = 73' 4"
ROOF EL = 85' 4"

GYM ROOF EL = 95'

1 ADD/RENO SCHEME #3.C - SECOND FLOOR

1/32" = 1'-0"



ARROWSTREET



ADD/RENO #3.C - LEVEL 2 // 10/14/21

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1 ADD/RENO #3.D - LOWER FLOOR
1/32" = 1'-0"

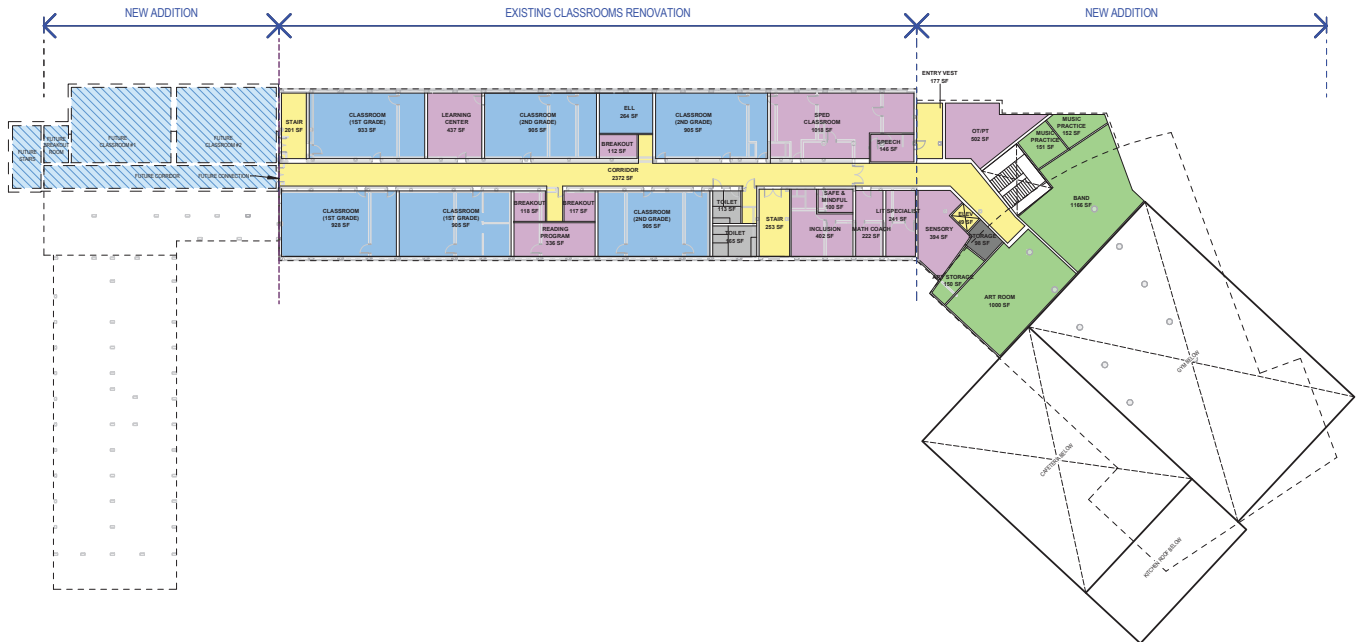


ARROWSTREET



ADD/RENO #3.D - GROUND LEVEL // 10/14/21

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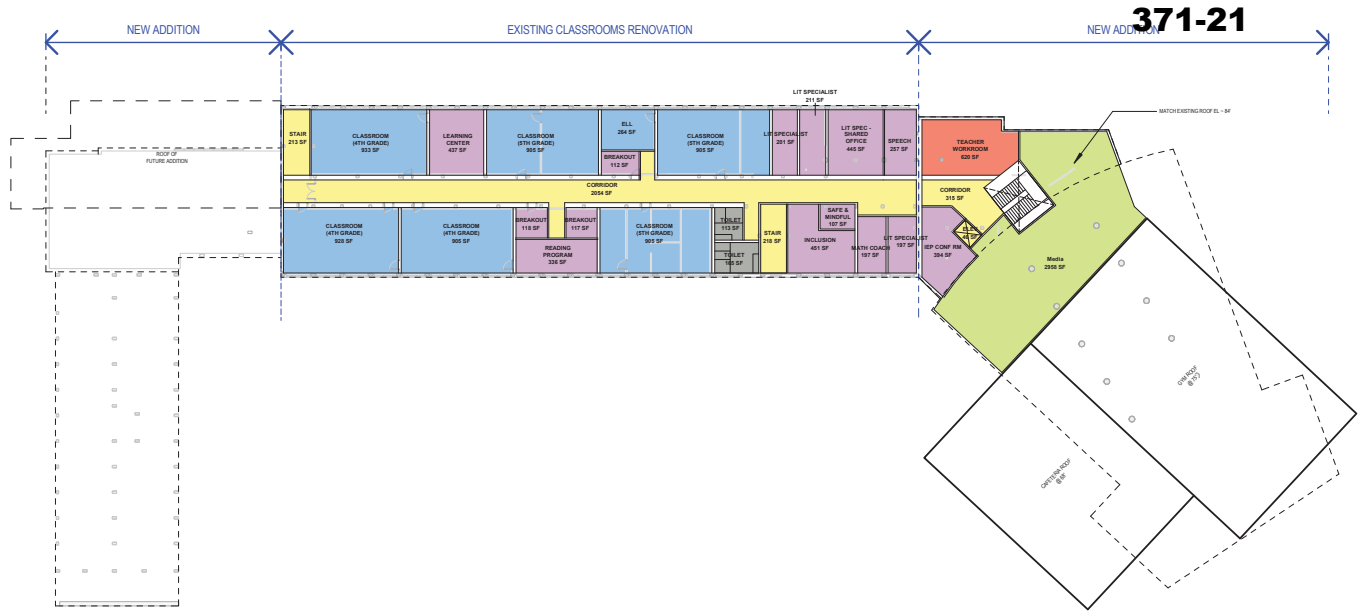
1 ADD/RENO SCHEME #3.D - FIRST FLOOR
1/32" = 1'-0"



ARROWSTREET



ADD/RENO #3.D - LEVEL 1 // 10/14/21



1 ADD/RENO SCHEME #3.D - SECOND FLOOR
 1/32" = 1'-0"



ARROWSTREET

