

CITY OF NEWTON

IN BOARD OF ALDERMEN

PUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, FEBRUARY 18, 2015

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

Absent: Ald. Fuller, Leary, Rice, and Schwartz

City staff present: Ouida Young (Associate City Solicitor), Josh Morse (Commissioner of Public Buildings), Bruce Proia (Fire Chief), Alex Valcarce (Program Director; Public Buildings), Bill Paille (Director of Transportation), Mike Cronin (Director of Operations; School Department), Steve Siegel (School Committee Member), David Turocy (Commissioner of Public Works), and Keith Nastasia (Utilities Director)

#32-15      DESIGN REVIEW COMMITTEE in accordance with §5-58 of the City of Newton Ordinances petitioning for schematic design and site plan approval for the proposed new Fire Station #3 (currently located at 25 Willow Street) and renovation of Fire Headquarters (1164 Centre Street). [01/26/15 @ 1:17 PM]

**ACTION:**      **APPROVED 7-0**

**NOTE:**      Josh Morse presented the request for site plan approval of a new Fire Station #3 and renovation of Fire Headquarters. The Design Review Committee has reviewed the site plans and schematic designs for the new station, which will be located on the same site as the existing Fire Station #3. The project also includes the renovation of the Fire Headquarters building with the addition of a connector building between Station #3 and Fire Headquarters. The design Review Committee was supportive of the design and petitioned the Board of Aldermen for site plan approval with conditions, as referred to in the attached letter from the Design Review Committee. The Public Facilities and Public Safety Committees met jointly on January 7, 2015 for a preview of the proposed project. The attached report of that meeting provides a full description of the project and a list of questions and comments from members of both Committees.

Project Manager Brian Jarvis from Compass Project Management, Inc. presented the attached PowerPoint presentation on the Fire Station 3 and Headquarters project provided by Schwartz/Silver Architects. Design team members present for the discussion of this item included Architects Warren Schwartz and John Traficonte from Schwartz/Silver Architects, Engineer Sandra Brock from Nitsch Engineering, Landscape Engineer Shauna Giles-Smith from Ground, Inc., and Traffic Project Manager Matt Kealey from Vanasse, Hangen, Brustlin. Mr. Schwartz stated that Bob Mitchell of Mitchell Associates, which specializes in fire station design, also contributed to the design plans and worked closely with Fire Chief Proia to ensure that the new station addressed all programmatic needs of the Fire Department.

The City has reached an agreement to use a portion of the MWRA aqueduct land to provide an exit driveway from the bay doors of the new fire station to the Centre Street/Tyler

Terrace intersection. A retaining wall with a maximum height of 5' will provide separation between the aqueduct and the driveway to Centre Street and the fire station parking lot, which may incorporate some decorative details to make it visually interesting. The design team could also consider using materials like interlocking blocks for the wall. A draft memorandum of understanding between the City and the MWRA has been submitted to the Law Department. Although the memorandum of understanding has not been signed, Associate City Solicitor Ouida Young has reviewed it and does not see anything that could be a problem. The draft memorandum is circulating through all departments involved in the project for comments. A Site Plan Board Order condition stating that the memorandum of understanding be executed as soon as possible was requested.

The design team reviewed the site plans, landscaping plans, street views, possible materials for the fire station and connector, and floor plans with the Committee. There was concern that the parking spaces provided were not enough for both the station and Fire Headquarters when the Emergency Operation Center is in use. The proposed parking lot for Fire Headquarters contains 18 parking spaces and 2 handicap spaces and the parking lot for Station #3 contains 17 spaces and 1 handicap space. Ideally, the parking spaces for firefighters would be double the number of fire personnel including the ambulance employees on the largest shift at the station. There are 12 firefighters and 4 ambulance employees on the largest shift. Chief Proia stated that is not concerned with the station parking but is concerned with Fire Headquarters' parking, especially when the emergency operation center is in use. There are 40 seats in the center and parking for only 17 vehicles. The Chief does believe that the parking plan is workable for both headquarters and the station. On average, there are approximately 10 people in the Emergency Operations Center when it is in use but that number could increase dramatically if there was a large-scale emergency. The Chief also pointed out that if there is a serious emergency event in the City, it is unlikely that there would be a high demand for parking spaces around headquarters. The site is constrained, which limits the amount of parking available on site. There was a suggestion that any overflow parking needs for Fire Headquarters be included in the Planning & Development Department's Newton Centre traffic study. The design team will also be doing a final traffic study.

The building mass of the new station would be pulled away from Willow Street, which is a residential street. The new Fire Station #3 will be a brick building in order to keep its identity. The team is looking to replace the windows in Fire Headquarters but that would be the only exterior change. The team is still working on the exterior materials for the connector building. Once the material choices are narrowed down, the design team will provide examples to the Design Review Committee and the Public Facilities Committee. In addition, the team is looking for opportunities to introduce sustainable design into the project. The architects informed the Committee that there is the potential to include a solar PV panel array on the fire station roof. The mechanicals will be located in a depressed area of the roof and will be screened. The roof will have internal drains to address any water pooling or snow melting.

The landscaping plan includes a small retaining wall with planters for shrubbery to provide screening between the salon property and the Fire Department's site. Additional plantings would be placed around the proposed on-site parking lots. Committee members felt

that it would appropriate to add a condition to the Site Plan Board Order to provide as much landscape buffering as possible to screen the parking areas.

There would also be additional exterior lighting around the site for the parking lots and pathways. The Committee would like to include a condition in the board order stating that all lighting must comply with the light trespass ordinance and that the design team give additional consideration of how interior and exterior lighting affects residential properties near the site. There was also suggestion that as the project moves forward, the on-site storm water retention plan should meet the City's special permit requirements for retention. Engineer Sandra Brock from Nitsch Engineering responded that the plan increases the amount of impervious surface but she has not had an opportunity to look at the site soils. The retention plan will try to incorporate as much on site storm water retention as possible.

The design team and Fire Chief have reviewed site options for a temporary fire station during construction. Several temporary site options were reviewed and at this point, it appears that the Pleasant Street parking lot in Newton Centre is the best option and keeps the station within the center of its service area. Using the parking lot as a temporary fire station site would not cause delay in the response time of the Fire Department.

The estimated project budget is \$18.5 million, which includes the feasibility study and project management costs. The design team is aware that it is crucial to keep the project within budget and is working with a cost estimator.

The public hearing was opened and Sallee Lipshutz, 20 Radcliffe Road, Waban inquired whether the intersection of Centre Street and Tyler Terrace would be signalized to allow fire vehicles to exit the driveway safely. The Chief responded that there would be a new signals that was coordinated with traffic signals in the area that would be controlled by the Fire Department. Ms. Lipshutz also asked if the large tree that is likely to be at the end of the driveway on Centre Street would need to be removed. The design team will look at the tree to determine if it will cause sight line problems. Steve Hamilton, 155 Sumner Street, Newton Centre, stated that he supports the plan. He was pleased to hear that the trash and storage for the buildings would be inside the buildings.

Ald. Gentile moved approval with the conditions cited in the Design Review Committee's Letter, which is attached and the suggested conditions of Committee members. The Committee supported the motion unanimously. The draft Board Order for the item is attached.

#286-13(3) HIS HONOR THE MAYOR requesting authorization to implement roadway improvements at the intersection of Collins Road and Beacon Street that result in improved overall function and safety at the intersection. [01/13/15 @ 2:44 PM]

**ACTION:** **HELD 6-0 (Laredo recused)**

**NOTE:** The Committee previously discussed the request for roadway improvements in the area of Collins Road and Beacon Street on February 4, 2015. The item was held in order for

Transportation Director Bill Paille to meet with representatives of the Union Church, the Church of the Good Shepherd, and abutters that would be affected by the proposed improvements. In addition, Associate City Solicitor Ouida Young needed additional time to clarify what restrictions there are on the lower traffic island at Waban Avenue and Collins Road. Since that meeting, Mr. Paille has met with the abutters, representatives of the Church, and the Waban Area Council to present the plans.

Bill Paille and Mike Pompili of World Tech Engineering joined the Committee for discussion of the item. Mr. Paille provided the attached PowerPoint on the proposed traffic improvements, which have been revised since the previous meeting, in the area of Beacon Street, Collins Road, and Waban Avenue to improve both vehicle and pedestrian safety around the Angier Elementary School. Mr. Paille began the presentation by recapping the existing conditions in that area. He also reviewed the evaluation criteria that he used to develop the proposed traffic improvements and the options that were considered and rejected before selecting the preferred option. The preferred option provides parking for the expected staffing for the Angier School. The new school site includes 66 spaces, of which 57 are for staff parking. Thirty-three members of the Angier School staff will have to park off-site in spaces provided by permits or parking restrictions. The presentation includes the locations for off-site staff parking.

The selected option for Collins Road, Waban Avenue, and Beacon Street includes merging two traffic islands into one large traffic island, new curbing and crosswalks, creation of one-way streets on Collins Road and Waban Avenue, allowing some parking on the right hand side of Waban Avenue and Collins Road, additional full signalization of Collins Road and Beacon Street, Manitoba Road and Beacon Street and a pedestrian activated signal on Beacon Street. The selected option would require modifications to at least one of the Union Church driveways to provide a controlled exit from the Union Church parking lot. There are currently two driveway entrances and one driveway exit for the Union Church. Two options would provide a controlled exit from the church onto the street. The first option would be to move the church exit from Collins Road to Beacon Street. The second option would be to close the current driveway exit and create a two-way driveway at one of the driveway entrances.

The Union Church property carries a special permit for a parking waiver for the Riverside Childcare Center located on the site. The Committee expressed concern that modifications to the site may require an amendment to the special permit. Nancy Zollers, a representative of Union Church, stated that the first time she heard about the proposed traffic improvement plan and the options for the church site was on February 4, 2015 and has not had time to discuss the options with other congregation members. She added that the church and daycare center completed a reconfiguration of the Union Church parking lot as part of the special permit. Ms. Zoller is confident that Mr. Paille will be available to work with regarding the options but the church is not ready to move forward with choosing an option. Kim Flannery, Executive director of the Riverside Day Care Center, wanted to be sure that the Board of Aldermen considered how the project would affect the special permit. Ald. Schwartz stated that the Riverside Childcare Center worked many hours and incurred significant expense because of the special permit process. He would urge that the City continue to work with the church and daycare and avoid any additional expense to the church and daycare. Associate City Solicitor Ouida Young stated that generally

this type of change to a special permit would be done through a consistency ruling. There are likely some approaches that the City can take to minimize the impact to the church and daycare. It was also pointed out that the City would fund any required modifications to private property that were needed to implement the improvements.

Mike Pompili of World Tech Engineering provided the Committee with a traffic simulation of how the improvements will influence traffic patterns in the area. The following links provides access to the simulations on the YouTube website:  
[https://www.youtube.com/watch?v=9g\\_7Gyk-l9s&feature=em-upload\\_owner](https://www.youtube.com/watch?v=9g_7Gyk-l9s&feature=em-upload_owner)  
[https://www.youtube.com/watch?v=27Ro03rTyBs&feature=em-upload\\_owner](https://www.youtube.com/watch?v=27Ro03rTyBs&feature=em-upload_owner). The simulation assumes traffic growth over the next ten years. The Committee reviewed the current and future level of service of the streets in the area of the school. The level of service for Beacon Street remains consistently between a service level of A or B during peak hours. The street that sees the most significant drop in service is Manitoba Road, which currently operates at B or C level of service and would see a decrease in the service level to a D during peak hours.

At a previous discussion on January 21, 2015, concern was raised about traffic backups in the area because of people parking on Waban Avenue. The simulation cannot simulate parking activity but it does consider parking time. Mr. Paille added that he would look at providing slightly oversized parking spaces to decrease the time needed to park.

Andrea Downs of the Transportation Advisory Group spoke on the item. The Transportation Advisory Group had a preliminary look at the proposed improvements. The current improvement plan is much better than the initial plan. The improvements take into consideration the students who walk to the Angier School. She added that the north side of Beacon Street is used by commuters. Ms. Downs has spoken with the Principal of the Angier School, who felt that the 19 parking spaces on Manitoba Road and 9 spaces on Waban Avenue should accommodate the staff.

Ms. Young has researched the lower traffic island located between Waban Avenue and Collins Road to determine if there were any restrictions on its use. There appears to be no record of any restrictions on the island, which means the City can put continuous sidewalks around the proposed larger traffic island. Ms. Zollers pointed out that no one takes care of the existing islands. Ald. Rice added that he would bring up the possibility of the traffic island as an adopt a space project with the neighborhood, churches, and Waban Area Council.

Several committee members were not comfortable taking action on the item until the Union Church and Riverside Daycare had further input on the options for the exit from their site. Ald. Gentile moved hold, which carried unanimously. Ald. Laredo recused himself in order to check that his prior dealings with Riverside Childcare Center were not considered a conflict of interest.

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

#455-14 **HIS HONOR THE MAYOR** recommending amendment to Chapter 29, Section 80 **Sewer/Stormwater use charge.** of the City of Newton Ordinances to create a storm water rate fee structure based upon square footage of impervious surface area.

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

**NOTE:** Chief of Staff Maureen Lemieux joined the Committee for the initial discussion and provided the attached handouts. The handouts include rate assumptions for Fiscal Year 2016 for water, sewer, and storm water. Last year, the budget was built with the assumption that the City would sell 3 million hundred cubic feet (HCFs) of water. Ms. Lemieux stated that it appears the City sold 2.8 million HCFs of water but purchased 3.5 million HCFs, which means that 30% of water purchased is unaccounted. The City has almost completed a water audit but there is no one clear source of leaks. The City still has to check the reservoir for leaks, which will have to wait until the snow is cleared and the isolation valve is either found or replaced. In addition, the preliminary Massachusetts Water Resource Authority (MWRA) assessment for water indicates an increase of \$1.6 million. (**NOTE:** All figures discussed at this meeting were estimated and will be reviewed and confirmed at a later date.)

The Administration is assuming that it will sell 2.8 million in HCFs during the next fiscal year. Approximately 360 people have signed up for the second meter option to date. Assumptions for setting the utility rates next year were based on 1,000 people signing up for a second meter. In the attached water rate model, there are five tiers with rates that include a micro-tier and tier for irrigation that is at least as expensive as the highest tier for water based on the largest number of HCFs used. The assumption for the fiscal year 2016 sewer rate is that the City will generate 2.6 million HCFs in sewerage. In the attached sewer rate model there are four tiers including a micro-tier with assumed rates. The Administration does not intend to include an additional fee within the sewer charges for second meter users. It will be easier to generate assumptions that are more accurate once the Administration knows how many residents will opt to install second meters.

Ms. Lemieux also provided assumptions for storm water rates based on the percentage of impervious surface area on a property. The rates are incremental and increase as the amount of impervious surface increases. The City has the data to provide accurate storm water bills based on ranges of impervious surface area; however, in order to move to rates based on a finer metric, the City's existing data needs to be updated. The assumed rates are based on a budget of \$2,250,000 to fund \$1,250,000 for personnel, operations and maintenance and \$1 million for priority projects as prioritized in the storm water infrastructure improvement program. Depending on how capital improvement projects are funded, there may be an opportunity to begin to build up the storm water reserve in the next fiscal year. Currently all residential property owners are paying a \$25 storm water fee. Most residential property owners would see an increase of \$35 to their storm water fee. The assumed sewer rates are higher due to the second water meters but there is a decrease in the assumed water rates for customers that fall within the micro-tier rate, which should minimize the overall impact to people who fall within

the micro-tiers. Ms. Lemieux pointed out that the City owns buildings that have large amounts of impervious surface and there are several non-profits that have properties with large impervious surface areas. The City would be responsible for paying the fee for storm water, which would affect the budget. Ms. Lemieux is currently looking at different variables.

The proposed residential storm water rate is a significant increase that could be hard to justify when the City has over \$8 million in reserves in the sewer and storm water enterprise funds. If possible, it may make sense to consider merging the storm water fund back into the sewer enterprise fund. It was pointed out that the needs for the storm water infrastructure would be lost in the sewer enterprise fund. It would be helpful if the Administration could provide possible explanations for the increases in the storm water rate.

There was concern that the City is putting the burden of years of neglected maintenance on the utility infrastructure on current residents. One member felt that the loss of water within the City's infrastructure should be the top priority, as the City is paying the MWRA a significant amount of money for lost water. Other members noted that first we should verify the numbers and understand the source of the leak. It was pointed out that the increase in rates could be considered overtaxing the citizens. It was suggested that the administration consider creating additional tiers in the storm water rate structure for properties with substantial impervious surface area and merging the lower tiers to minimize the impact to the residential property owner.

Several Committee members requested models that provide the impact to the small, average, and large users of water and sewer with the storm water incorporated. In addition, the Committee would like to review in more depth \$2,250,000 budget for storm water.

The Chair suggested that the Water/Sewer/Storm Water Group discuss how the additional funding for capital projects in the Storm Water Fund would be used over the next five years and provide a recap of the discussion to the Committee. Ald. Lappin moved hold, which carried unanimously.

All other items before the Committee were held without discussion.

Respectfully submitted,

Deborah Crossley, Chairman



Design Review Committee  
 PUBLIC BUILDINGS DEPARTMENT  
 Arthur Cohen, Chairman  
 Joshua R. Morse, Commissioner  
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**Setti D. Warren**  
 Mayor

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

20 January 2015

RE: Fire Station #3 and Fire Headquarters Project

SUBJECT: 100% Schematic Design and Site Plan Review

Honorable Board:

On Wednesday, 14 January 2015 the Design Review Committee met and reviewed the 100% Schematic Design and proposed site plans dated 7 January 2015 as presented by Schwartz/Silver Architects on behalf of the Public Buildings Department and Newton Fire Department for the above referenced project.

The City of Newton is proposing the design of a new 24,000ft<sup>2</sup> Fire Station, Emergency Operations Center, Server Room, and Dispatch Center. This project will include the renovation of the existing Fire Headquarters building, which will be connected but seismically separated, from the new Fire Station.

The Design Review Committee determined that the schematic design and site plans are appropriate. The Committee believes that the proposed circulation and placement of building and associated site functions are a good solution to the physically constrained and tight site. The Committee voted unanimously to recommend that the project be presented for site plan approval. In accordance with Section 5-58 of the Revised Ordinances, this letter is to petition the Board of Aldermen on behalf of the Fire Department for Site Plan Approval. The DRC identified the following areas of design which should continue to be evaluated through the Design Development Phase.

- The design team should continue to take an integrated design approach to the building's design through its mechanical systems, envelop, floor to floor heights, ceiling heights and the height and extent of glass and glazing, methods of sun control, day lighting, electrical lighting and sound control all to promote efficient performance of the building and reduce its overall energy consumption, consistent with both its purpose and context. This process should include life cycle cost analysis in the vetting of building systems.
- The design team should continue to strive to meet, or exceed, our sustainability goals. This should include further study and evaluation of geothermal, on site PV, and other methods of driving down our energy use intensity, as Newton strives to reduce its' carbon footprint and pushes towards net zero buildings.
- The DRC also recommends that "street views" of the proposed building be provided to allow aldermen and residents to better understand what the finished product will look like.
- All façades of the proposed building should be refined to address concerns over massing and buffering of the building from the abutting properties.
- An image board of existing materials of the surrounding structures should be developed to facilitate the use of exterior building components that will result in a contextually appropriate solution.
- The traffic study and recommendations should be completed and presented to the DRC to ensure that the plans work well with the site distribution and pedestrian safety.

Sincerely,

A handwritten signature in black ink, appearing to read "Arthur Cohen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Arthur Cohen, FAIA, LEED AP  
Chair Design Review Committee

CC: Joshua R. Morse, Commissioner of Public Buildings  
Dori Zaleznik, Chief Administrative Officer  
Maureen Lemieux, Chief of Staff/CFO  
Bruce Proia, Fire Chief

CITY OF NEWTONIN BOARD OF ALDERMENPUBLIC FACILITIES COMMITTEE REPORT

WEDNESDAY, JANUARY 7, 2015

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

Also present: Ald. Ciccone, Cote, Fuller, Lipof, Schwartz, and Yates

City staff present: Maureen Lemieux (Chief of Staff), Joshua Morse (Commissioner of Public Buildings), Bruce Proia (Chief of Police), Rob Garrity (Director of Sustainability), and David Turocy (Commissioner of Public Works)

**REFERRED TO PS&T AND PUBLIC FACILITIES COMMITTEES**

#413-11 **ALD. CICCONE, SALVUCCI, GENTILE & LENNON** updating the Public Facilities and Public Safety & Transportation Committees on the progress of renovations to the city's fire stations. [11-17-11 @11:07 AM]

**PUBLIC SAFETY HELD 6-0 on 01/07/15**

**ACTION: HELD 8-0**

**NOTE:** The Committee met jointly with the Public Safety and Transportation Committee on the above item. Public Buildings Commissioner Josh Morse and Fire Chief Bruce Proia provided the Committees with an update on Fire Station #3 and Fire Headquarters in Newton Centre. Mr. Morse provided a PowerPoint presentation (attached) on the proposed replacement of Station #3 and the renovation of Fire Headquarters. The presentation is a preview of what is to be presented to the Design Review Committee as part of the City's site plan and schematic design approval process.

The estimate for the proposed project has grown by three million dollars since the project planning began three years ago. It was suggested that Commissioner Morse and Chief of Staff Maureen Lemieux highlight the reasons for the increase in the estimate during the presentation. It is important that the Aldermen be able to explain why the project costs have escalated to constituents and other interested parties. The funding for the project is part of the general override and not a debt exclusion override.

The project team of Schwartz/Silver with Mitchell Associates, the Public Buildings Department and the Fire Department identified eight site options by looking at all possible building orientations with fire vehicle discharge onto Willow Street or Centre Street. The project team took into consideration a number of possibilities including acquiring the Dallaria Salon site, relocating an underground Verizon vault that is located on Centre Street in the corner of the property next to the Dallaria Salon, obtaining an easement from the Massachusetts Water Resources Authority for its aqueduct, and/or moving the headquarters building across the street or elsewhere on its current site. The project team ranked all options and after careful evaluation

narrowed the options down to the best four. Details on each of the options and the evaluation matrixes of the eight and the four options are included in the presentation.

It was determined that the costs and impacts to the schedule for the project to either relocate the Verizon vault, move Fire Headquarters, or acquire Dellaria Salon were too prohibitive. After careful consideration of the four options, it was determined that Option #7 is the preferred site option to develop. The project team chose Option #7, as it supports the programming needs of both the station and headquarters, allows for discharge of fire vehicles onto Centre Street at an intersection, avoids the Verizon vault, and does not require any acquisition of property. The project team has reached an agreement to use a portion of the MWRA aqueduct land to provide a driveway from the bay doors of the new fire station to the Centre Street/Tyler Terrace intersection. A memorandum of understanding between the City and the MWRA should be submitted to the Law Department next week. In order to use the MWRA land, a retaining wall along the aqueduct is required. Approximately \$1 million of the increase in the cost estimate for the project is associated with the cost of the retaining wall.

The plan is to attach Fire Headquarters and the new station with a connector wing between the two buildings. The new facility will be the same height or shorter than the existing station. The headquarters building is listed on the National Register of historic buildings and the City has designated the building as historically significant. A number of critical emergency functions are located in the headquarters building including the emergency operations center, the emergency communication center, and the alarm transmitting equipment. Much of this equipment is required by building code to be housed in a seismically reinforced building. Therefore, the Administration is looking to preserve the headquarters building but move those functions from headquarters to the new station and/or connector, which are to be seismically reinforced.

Commissioner Morse reviewed the floor plans for the buildings with the Committees. The plans eliminate any duplications of use between the two buildings like bathrooms and kitchens. Space for the City's Emergency Operations Center has been moved to the connector wing and the space expanded to 40 seats. An expanded backup emergency dispatch center, which is required to include the ability to accommodate the same staffing levels and equipment as the regular dispatch center, is included in the connector wing. The new building will also include a server room allowing the City to move the servers in City Hall to a better-protected location that is more suitable and a mezzanine level that will house the mechanicals for the building. The expansion of the dispatch center, emergency operations center, server room, and the inclusion of additional other specialized space is estimated to cost approximately \$1 million. The addition of the server room in the new station is listed as a separate project in the Capital Improvement Plan at an estimated cost of \$300,000. The premium cost of renovating an older, historical building has resulted in additional costs of approximately \$1 million.

It was pointed out that in order to stay within the original estimated budget for the project, a number of cuts would need to be made to the programming for a public safety building. The Administration recognizes that they will need to provide detailed explanations on the budget and continue to look for ways to decrease costs throughout the project.

The project team is still reviewing exterior material options to meet the design challenge of connecting the historic headquarters to the new station. It makes sense to use different materials to break up the mass of the building. The team is looking at options that include metal panels and brick, frosted glass and brick, and different colored and sized bricks for the new building and connector wing. It is important to the project team that the new building “pays homage” to the historic headquarters. The project team will continue to look at exterior material options. The Design Review Committee has not yet seen any of the exterior material options but will weigh in on what they feel is the best option. Commissioner Morse suggested that the Board of Aldermen add a condition to the site plan/schematic design board order to require the project team to come back to the Board of Aldermen.

Option #7 has been well received by the City’s Design Review Team and a number of other interested parties. Everyone that has reviewed preliminary design options has been supportive of the design direction.

#### Questions, Comments and Requests for Information

1. **Has there been any consideration to moving the City’s information technology storage to the Cloud instead of creating a new storage room?**

The City has been moving a number of its applications to the Cloud but it is likely that the city will always have a need for a server room. The proposed server room at the fire station is smaller than the current room at City Hall because the City is using virtual storage.

2. **Please ask the Chief Information Officer to provide a comparison of servers versus virtual storage.**
3. **What are the benefits of emergency vehicles entering onto Centre Street versus Willow Street?**

By entering onto Centre Street, the Fire Station will improve its response time and it will be safer for the firefighters. Vehicles often queue on Willow Street, as they attempt to merge with traffic on Centre Street. The entrance onto Centre Street would be signaled and synced with nearby intersections on Centre Street.

4. **Do the plans meet the needs of the Fire Department?**

Fire Chief Bruce Proia responded that the planning process included looking at the current and future needs of Fire Headquarters and Fire Station #3 to determine what the needs are now and in the future. Mitchell Associates has a lot of experience with firehouse design. When design of the Emergency Operations Center began, it became evident that the current Emergency Operations Center does not meet the needs of the City. The City has been doing more in terms of emergency management training of

personnel and needs a larger space. The design team looked at efficiencies that would work for the Fire Department like creating a dispatch center that will include the City's Call Center. The design team also worked with the City's contracted ambulance service to ensure that their space and equipment needs were met. The current ambulance contract requires the ambulance company to pay a set rent for the space within the fire station.

5. **Please provide the current and future programming needs of Fire Headquarters and Fire Station #3.**
6. **Investigate the possibility of getting additional funds from the ambulance company for their new state of the art space.**
7. **Where will the City find the additional funds for the cost increases in the project?**

Chief of Staff Maureen Lemieux explained that the project team would continue to collaborate to determine what the final cost of the project will be. She explained that if the increase is \$3 million and the City bonded the project over 30 years, it would be an increase to the annual bond payment of \$100,000 plus the interest. The Administration would determine if that is the best use of funding and if so, the Administration would then have to determine what other need would not be deferred. The funds could come from the removal of a capital improvement project or an operational reduction. A portion of the needed funds could be generated through the upcoming financing of the City's issued bonds. The Administration is constantly looking at creative ways to generate additional funding.

8. **Please provide a comparison of the current functional needs of Fire Headquarters and Fire Station #3 compared to what they were three years ago.**
9. **Did the City build an inflation rate into the project budget?**

Yes, but it did not anticipate the retaining wall need and the other additions to the project.

10. **How will the project team deal with the Fire Museum component of the project?**

There will be display cases throughout Fire Headquarters and the fire station that will give a history and information on the Fire Department. It should make the space feel somewhat like a museum. The project team will consult with the Newton History Museum Director regarding the best ways to display the materials.

11. **What will happen with the memorials located on the property?**

The 911 Memorial and the Powder House Training Memorial will remain in their current location and the Fire Memorial location will be moved slightly.

12. **Could the Fire Chief and Commissioner of Public Buildings comment on the value engineering that has occurred and what impact it has on the project. In addition, it would be helpful to understand what has been given up because of value engineering and how the decisions were made on value engineering and program changes. Please provide a list of cost avoidances and cost saving already implemented within the project budget.**

Chief Proia responded that he thinks the current program for the project addresses the programming needs and incorporates Fire Department History. Although, it would be nice to have a 50-seat Emergency Operations Center, the Chief can live with a 40-seat center because if the center becomes too full there is the option to use the emergency dispatch center.

The presentation and discussion concluded with the understanding that the project would be before the Board of Aldermen as part of the schematic design/site plan approval process in the near future. Ald. Danberg moved hold in the Public Facilities Committee, which carried unanimously. Ald. Fuller moved hold in the Public Safety and Transportation Committee, which carried unanimously.

**REFERRED TO PUBLIC FACILITIES AND FINANCE COMMITTEES**

- #16-15 HIS HONOR THE MAYOR proposing amendments to the City of Newton Revised Ordinances, 2012 Section 11-15. **White goods.** by striking the fee of twelve dollars (\$12) and replacing it with eighteen dollars (\$18) wherever the fee is mentioned. [12/30/14 @ 11:48 AM]

**ACTION:** **APPROVED 8-0**

**NOTE:** The Mayor is requesting an increase in the "White Goods" fee to cover the cost increase in the new contract for the per item fee for pick-up and disposal of products that contain cathode ray tubes. The new contract began July 1, 2014. Residents will pay a fee of \$18 per pick-up of one product containing a cathode ray tube and all other white goods. If there are additional items that contain a cathode ray tube, the resident will be charged an additional \$18 for each cathode ray tube item. The current ordinance requires a payment of \$12 per collection of one cathode ray tube item and all other white goods. Committee members understood the need to increase the fee and Ald. Danberg moved approval, which carried unanimously.

**REFERRED TO FINANCE AND APPROPRIATE COMMITTEES**

- #375-14 HIS HONOR THE MAYOR submitting the FY16-FY20 Capital Improvement Plan pursuant to section 5-3 of the Newton City Charter. [10/15/14 @ 3:01 PM]

**ACTION:** **HELD 8-0**

**NOTE:** Public Buildings Commissioner Josh Morse provided the attached summary of the Public Buildings Department's Capital Improvement Plan projects for Fiscal Years 15 and 16. The Commissioner provided updates on the following projects:

Angier Elementary School



**NEWTON FIRE STATION #3 AND HEADQUARTERS**

**SCHWARTZ/SILVER with Mitchell Associates**

Public Facilities Hearing - February 18, 2015

## Project & Site Challenges

Existing historic headquarters building constrains the use of the site.

Moving the headquarters building affects limited financial resources.

MWRA property line limits access to Centre Street from the site

Verizon vault limits access to Centre Street from the site

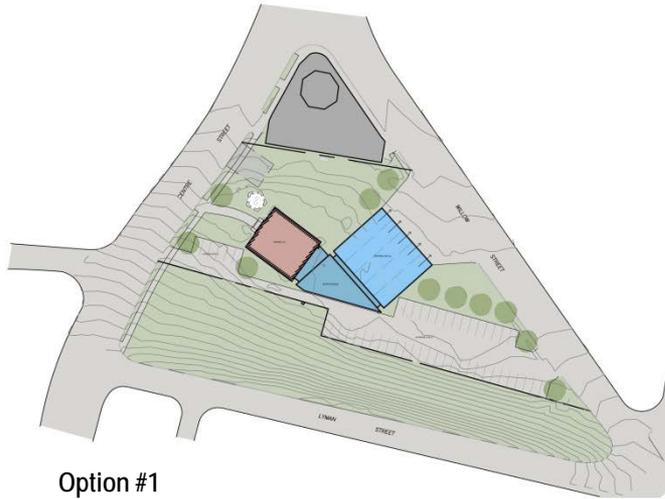
Vehicle access to Centre Street would improve response times and is desirable.



# Site Plan Options

## Option #1:

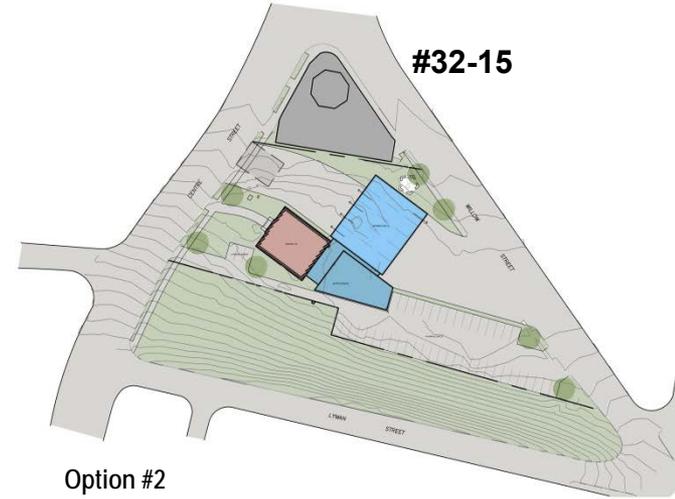
- Existing HQ stays
- Verizon vault stays
- MWRA easement not required
- No vehicle access onto Centre St



Option #1

## Option #2:

- Existing HQ stays
- Verizon vault access moves
- MWRA easement not required
- Four drive-through bays



Option #2

## Option #3:

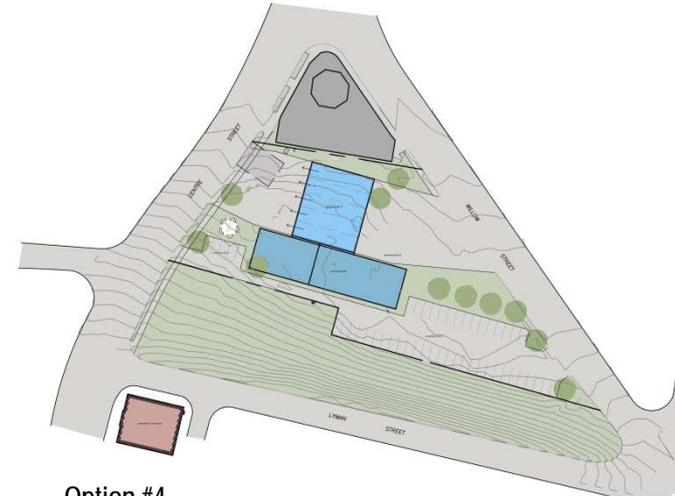
- Existing HQ moves on-site
- Verizon vault access moves
- MWRA easement not required
- Five drive-through bays



Option #3

## Option #4:

- Existing HQ moves off-site
- Verizon vault access moves
- MWRA easement not required
- Five drive-through bays



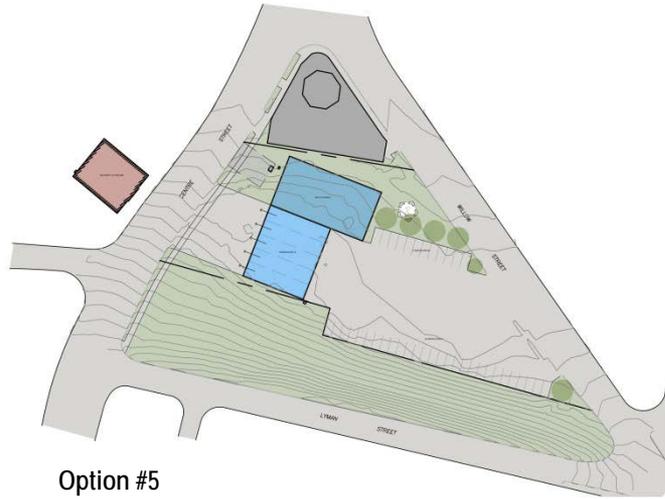
Option #4



# Site Plan Options

## Option #5:

- Existing HQ moves off-site
- Verizon vault stays
- MWRA easement not required
- Five drive-through bays



Option #5

#32-15



Option #6

## Option #7:

- Existing HQ stays
- Verizon vault access moves
- MWRA easement for driveway
- Five drive-through bays



Option #7



Option #8



# Evaluation Matrix

Updated:

7/22/2014

## #32-15

Options #1 through #8

Option Number	1	2	3	4	5	6	7	8
Option Description	Existing HQ Stays Verizon vault stays	Existing HQ stays Verizon Vault access moves	Existing HQ moves on-site; Verizon vault stays	Existing HQ moves off-site; verizon vault access moves	Existing HQ moves off-site; Verizon vault stays	Existing HQ stays; Verizon vault access moves; MWRA Easement	Existing HQ Stays; Verizon vault stays; MWRA Easement	Existing HQ stays; Verizon Vault stays; Acquire Dellaria's parcel
Evaluation Criteria								
Service Delivery; Operationally Desirable?	No discharge to Centre; No drive-thru bays	4 bay discharge to Centre, converging driveway;	5 drive-thru bays with discharge to Centre; possible grade issue	5 drive-thru bays with discharge to Centre	5 drive-thru bays with discharge to Centre; possible grade issue	5 bay, split discharge to Centre, converging driveway; poor entry to HQ	5 drive-thru bays discharge to intersection on Centre	5 drive-thru bays discharge to intersection on Centre
Option supports Program sq. footage requirements	Irregular layout could limit ideal programming adjacencies	Irregular layout could limit ideal programming adjacencies	Regular footprint for new space	Ideal; no constraints; larger new space due to relocation of HQ	Regular footprint for new space	disconnected programming; less admin space to get drive-thru bays	Regular footprint for new space	Regular footprint for new space
Parking	Not ideal access to HQ	Not ideal access to HQ	Adequate	Adequate	Adequate	Poor access to HQ	Adequate	Adequate
Project Costs - not including acquisition costs	Typical; temp facilities	Modification to Verizon Vault; temp facilities	Move HQ; temp facilities	Move HQ; Modification to Verizon vault; temp. facilities; larger new space	Move HQ; temp facilities; larger new space	Modification to Verizon Vault; temp facilities	Typical; Retaining wall; added site costs? Temp facilities.	Typical
Acquisition Cost(s)	NO	NO	NO	Relocation site for HQ?	Relocation site for HQ?	NO	NO	Acquisition of Dellaria's
Timeline/Schedule	Typical	Verizon vault modification	Move of HQ	Move of HQ; Verizon vault modification	Move of HQ	Verizon vault modification; MWRA easement	MWRA easement	Acquisition of Dellaria's
Temporary Operations	Yes - FS#3	Yes - FS#3	Yes - FS#3. Possibly only partial?	Yes - only HQ?	Yes - FS#3. Possibly only partial?	NO	Yes - FS#3	NO
Public Acceptance	HQ remains; lots of green space along Centre	HQ remains; less green space on Centre	HQ moved to Willow; less green space on Centre	Relocation of HQ; less green space on Centre	Relocation of HQ; less green space on Centre	HQ remains; no green space on Centre; poor access to HQ	HQ remains; lots of green space along Centre	HQ remains; lots of green space along Centre
Long Range Planning	Future expansion is possible	Future expansion limited.	Future expansion limited.	Future expansion is possible	Future expansion is possible	Future expansion limited.	Future expansion is possible	Future expansion is possible
	More Desirable		Neutral		Less Desirable			

# Top Four Site Plan Options

## Option #8:

- Existing HQ stays
- Verizon vault stays
- MWRA easement not required
- Five drive-through bays
- Dallaria Salon site required



Option #8



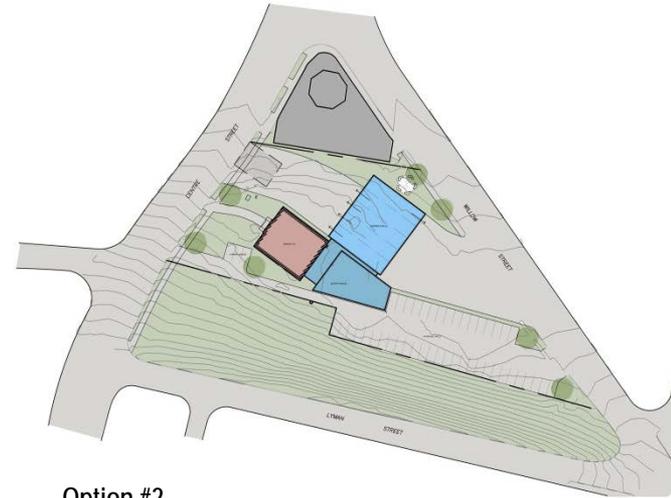
Option #7

## Option #3:

- Existing HQ moves on-site
- Verizon vault access moves
- MWRA easement not required
- Five drive-through bays



Option #3



Option #2



# Evaluation Matrix

Updated:

7/22/2014

## #32-15

Option Number	1	2	3	4	5	6	7	8
Option Description	Existing HQ Stays Verizon vault stays	Existing HQ stays Verizon Vault access moves	Existing HQ moves on-site; Verizon vault stays	Existing HQ moves off-site; verizon vault access moves	Existing HQ moves off-site; Verizon vault stays	Existing HQ stays; Verizon vault access moves; MWRA Easement	Existing HQ Stays; MWRA Easement	Existing HQ stays; Verizon Vault stays; Acquire Dellaria's parcel
Evaluation Criteria								
Service Delivery; Operationally Desirable?	No discharge to Centre; No drive-thru bays	4 bay discharge to Centre, converging driveway;	5 drive-thru bays with discharge to Centre; possible grade issue	5 drive-thru bays with discharge to Centre	5 drive-thru bays with discharge to Centre; possible grade issue	5 bay, split discharge to Centre, converging driveway; poor entry to HQ	5 drive-thru bays discharge to intersection on Centre	5 drive-thru bays discharge to intersection on Centre
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Project Costs - not including acquisition costs	Typical; temp facilities	Modification to Verizon Vault; temp facilities	Move HQ; temp facilities	Move HQ; Modification to Verizon vault; temp. facilities; larger new space	Move HQ; temp facilities; larger new space	Modification to Verizon Vault; temp facilities	Typical; Retaining wall; added site costs? Temp facilities.	Typical
Acquisition Cost(s)	NO	NO	NO	Relocation site for HQ?	Relocation site for HQ?	NO	NO	Acquisition of Dellaria's
Timeline/Schedule	Typical	Verizon vault modification	Move of HQ	Move of HQ; Verizon vault modification	Move of HQ	Verizon vault modification; MWRA easement	MWRA easement	Acquisition of Dellaria's
Temporary Operations	Yes - FS#3	Yes - FS#3	Yes - FS#3. Possibly only partial?	Yes - only HQ?	Yes - FS#3. Possibly only partial?	NO	Yes - FS#3	NO
Public Acceptance	HQ remains; lots of green space along Centre	HQ remains; less green space on Centre	HQ moved to Willow; less green space on Centre	Relocation of HQ; less green space on Centre	Relocation of HQ; less green space on Centre	HQ remains; no green space on Centre; poor access to HQ	HQ remains; lots of green space along Centre	HQ remains; lots of green space along Centre
Long Range Planning	Future expansion is possible	Future expansion limited.	Future expansion limited.	Future expansion is possible	Future expansion is possible	Future expansion limited.	Future expansion is possible	Future expansion is possible
	More Desirable		Neutral		Less Desirable		Eliminated	

# Preferred Site Option

#32-15

Preferred Option #7

Site Plan



Square Footage Matrix		1/26/12 Study Existing SF	1/26/12 Study Program SF	Current Program SF	Current Plans SF	Notes	#32-15
Station 3	Public Space		145	337	-	Current Station #3 Lobby is included in Circulation SF	
	Apparatus Bays		7,104	7,513	6,113	Current plans have 5 bays	
	Firematic Support + Training Mezzanine		-	961	786	Included as part of the Circulation in the Prior Study	
	Apparatus Support		1,601	2,117	2,265		
	Fire + EMT Living Quarters		4,336	4,013	3,926		
	Report Writing		-	180	119	Not required in Prior Study, size reduced in current plans	
	Police Office		-	150	-	Not required in Prior Study, eliminated from plans	
	Building Services		628	600	594		
	Net Areas		13,814	15,871	13,803		
	Walls, Chases & Circulation		4,835	3,051	4,539		
<b>Gross Area of Station 3</b>		<b>15,000</b>	<b>18,649</b>	<b>18,922</b>	<b>18,342</b>	Approximately the same SF as in feasibility study	
Communications + HQ	HQ	Public Space	290	880	838	Current plans acknowledge large existing public stair hall, add 550SF	
		Museum / Public Gallery	-	464	-	Not required in Prior Study, shared with Admin Conference Room in Current Plans	
		Administration	1,149	2,033	2,493	Current program shares larger Break Room and Conference Room with EOC	
		Fire Prevention + IT &Comm	1,530	1,347	925	Current plans reuse existing spaces	
		Building Services	926	2,145	733	Current plans share Building Services with Station #3	
	Subtotal		3,895	6,869	4,989	Approximately 1,100SF more than Feasibility Study due to ex. Stair hall and EOC break room	
	Comm.	IT & Comm. / Support Functions	648	778	586		
		Backup Dispatch	484	908	906	Prior Backup Dispatch is not Consistent with Currently Stated Needs	
		EOC & Related Spaces	450	1,608	1,118	EOC was shared with Admin Conference Room in Prior Study. Current Program includes separate 40 person EOC with shared bunking and two dedicated bathrooms.	
	Subtotal		1,582	3,294	2,610	Approximately 1,000SF more than Feasibility Study due to larger EOC + Dispatch	
Totals	Net Areas		5,477	10,163	7,599		
	Walls, Chases & Circulation		1,643	3,511	4,348	Approximately 2,700SF more due to inefficiencies of existing structure & wall thickness plus the added circulation to connect existing HQ to new Station #3	
	<b>Gross Area of Communications + HQ</b>	<b>7,900</b>	<b>7,120</b>	<b>13,674</b>	<b>11,947</b>	SF delta can be attributed to new program spaces, EOC, Museum, larger Dispatch, Ex. Stair Hall, and walls and circulation	
<b>Sum</b>	<b>Gross Area of Headquarters + Station 3 + Communications</b>	<b>22,900</b>	<b>25,769</b>	<b>32,596</b>	<b>30,289</b>		

# Site Plan

Ground Inc.  
Landscape  
Architects



#32-15



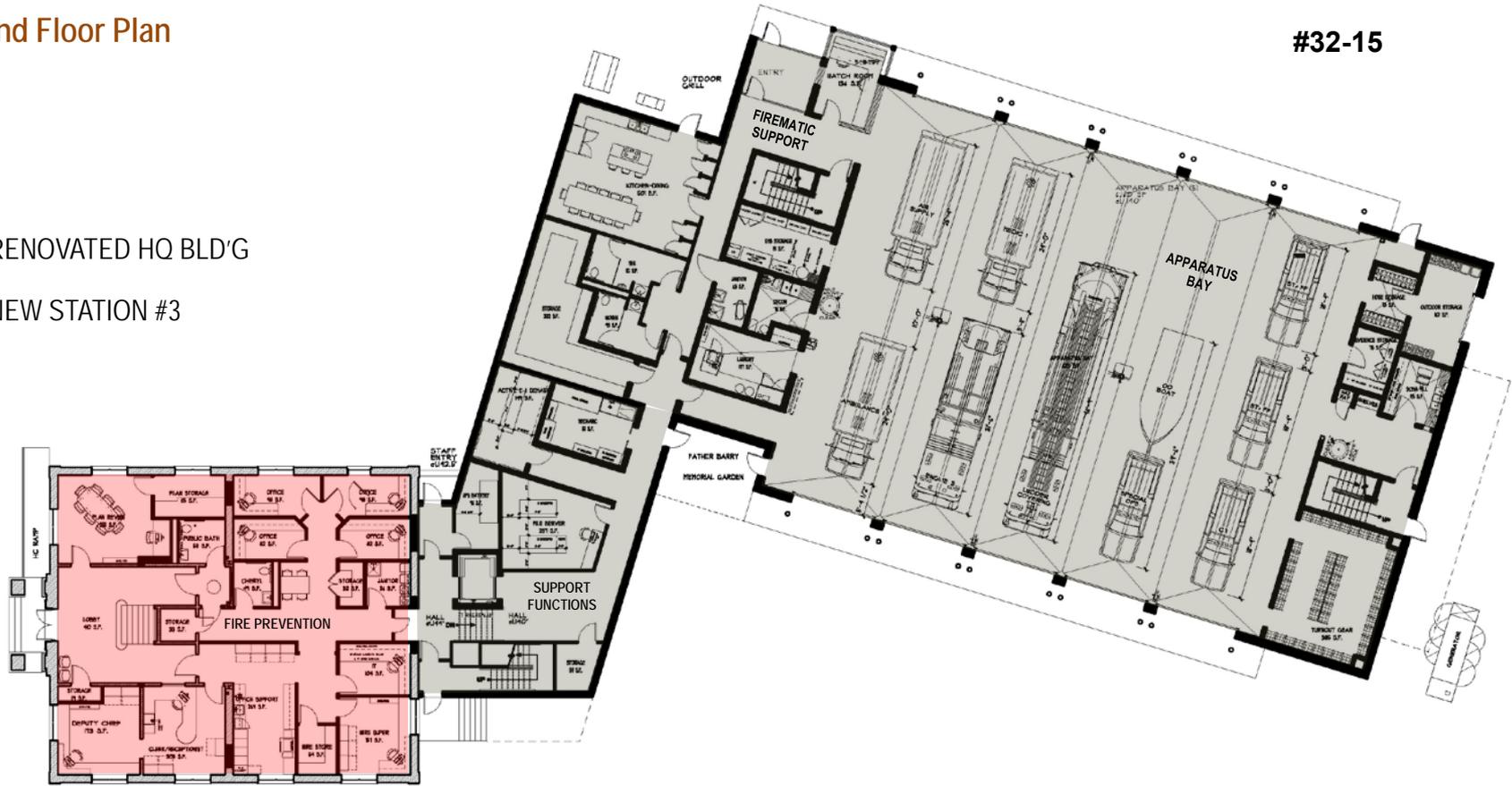
NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES

# Ground Floor Plan

#32-15

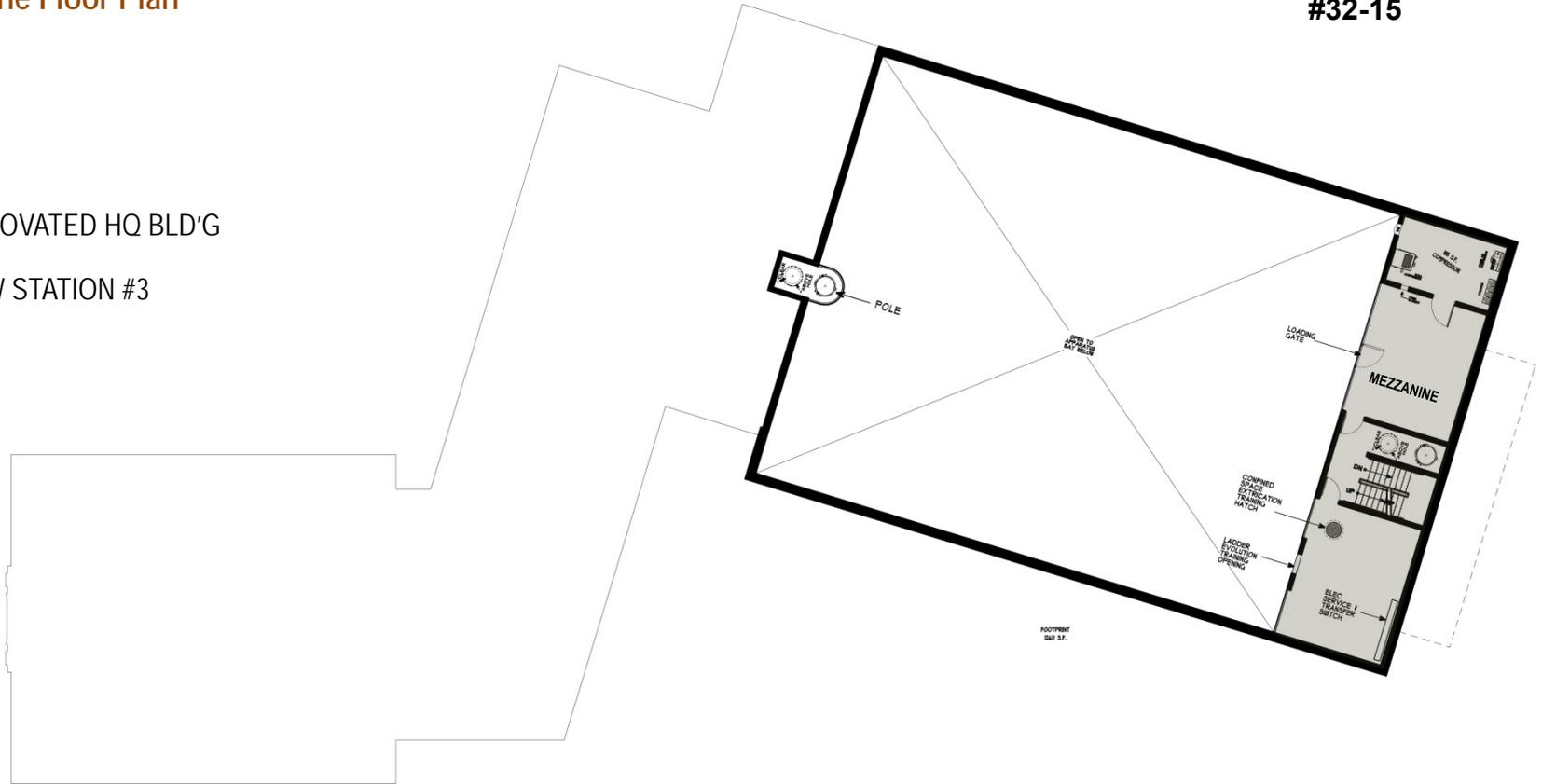
- RENOVATED HQ BLD'G
- NEW STATION #3



# Mezzanine Floor Plan

#32-15

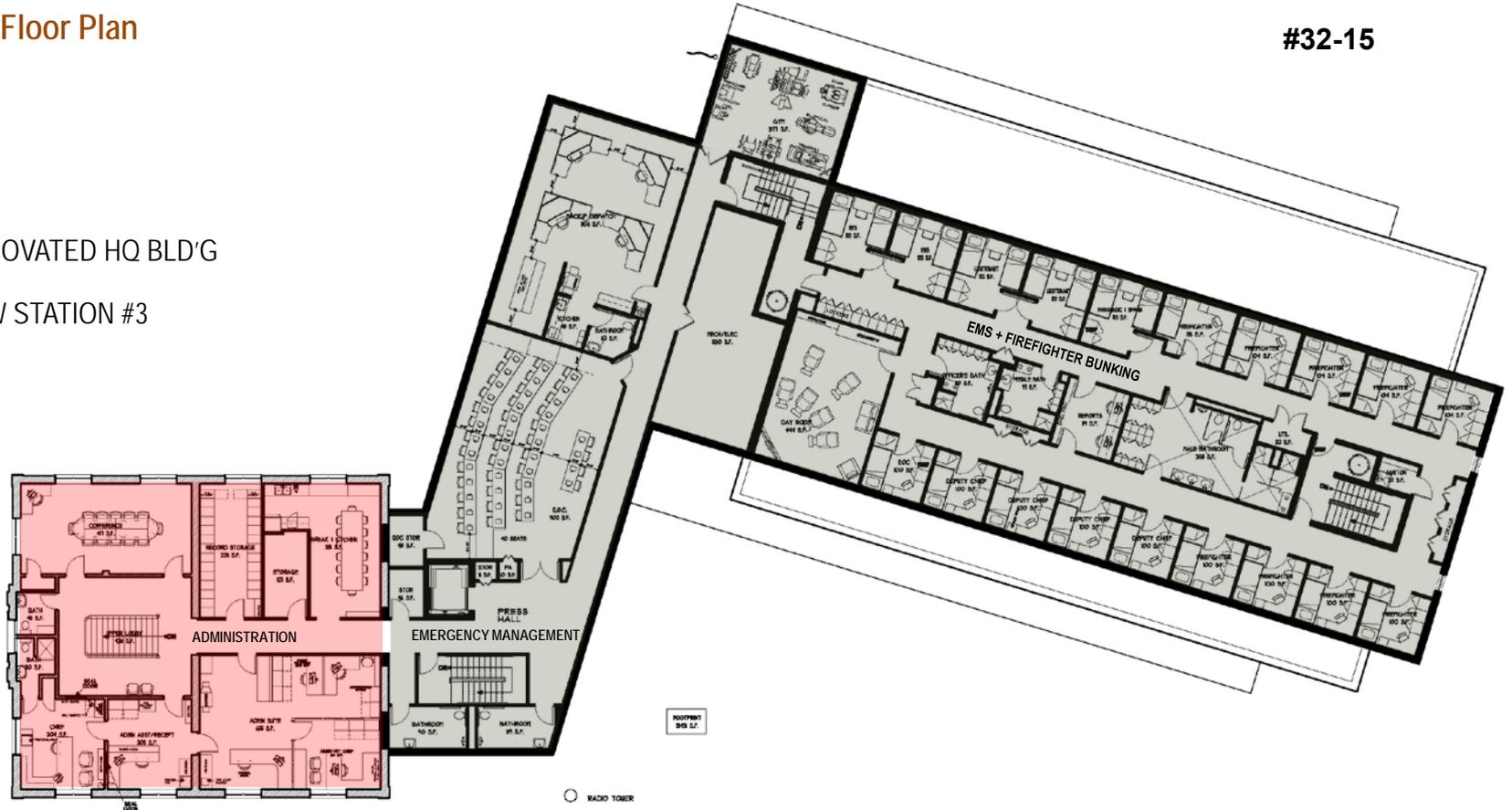
- RENOVATED HQ BLD'G
- NEW STATION #3



# Second Floor Plan

#32-15

- RENOVATED HQ BLD'G
- NEW STATION #3

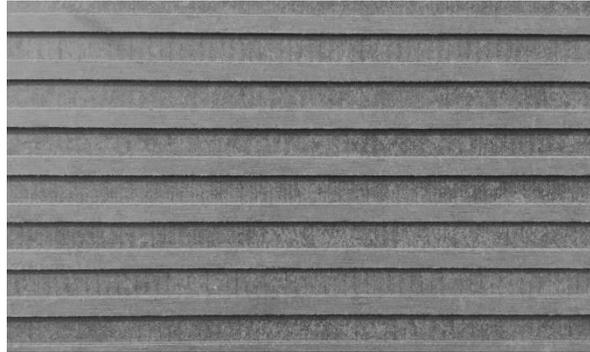


# Materials – Option 01

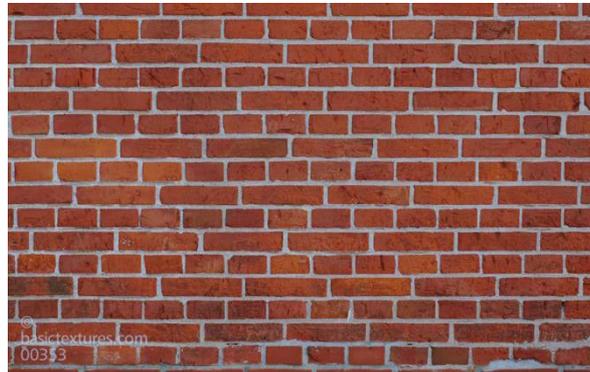
#32-15



HISTORIC REPLACEMENT WINDOWS



FIBER CEMENT PANELS



BRICK TO MATCH EXISTING HQ



FIBER CEMENT PANELS WITH WINDOWS



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



Materials – Option 02

#32-15



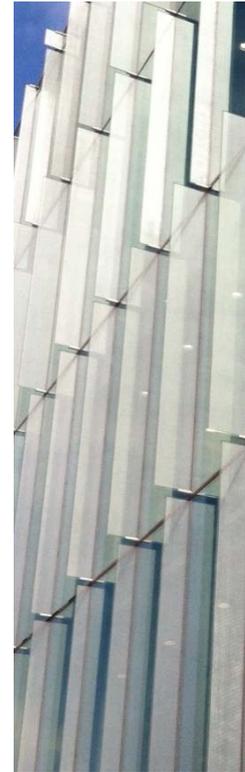
HISTORIC REPLACEMENT WINDOWS



FROSTED GLASS PANELS



RED BRICK SIMILAR TO EXISTING HQ



ANODIZED ALUM. SUNSCREEN AND WINDOWS



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES

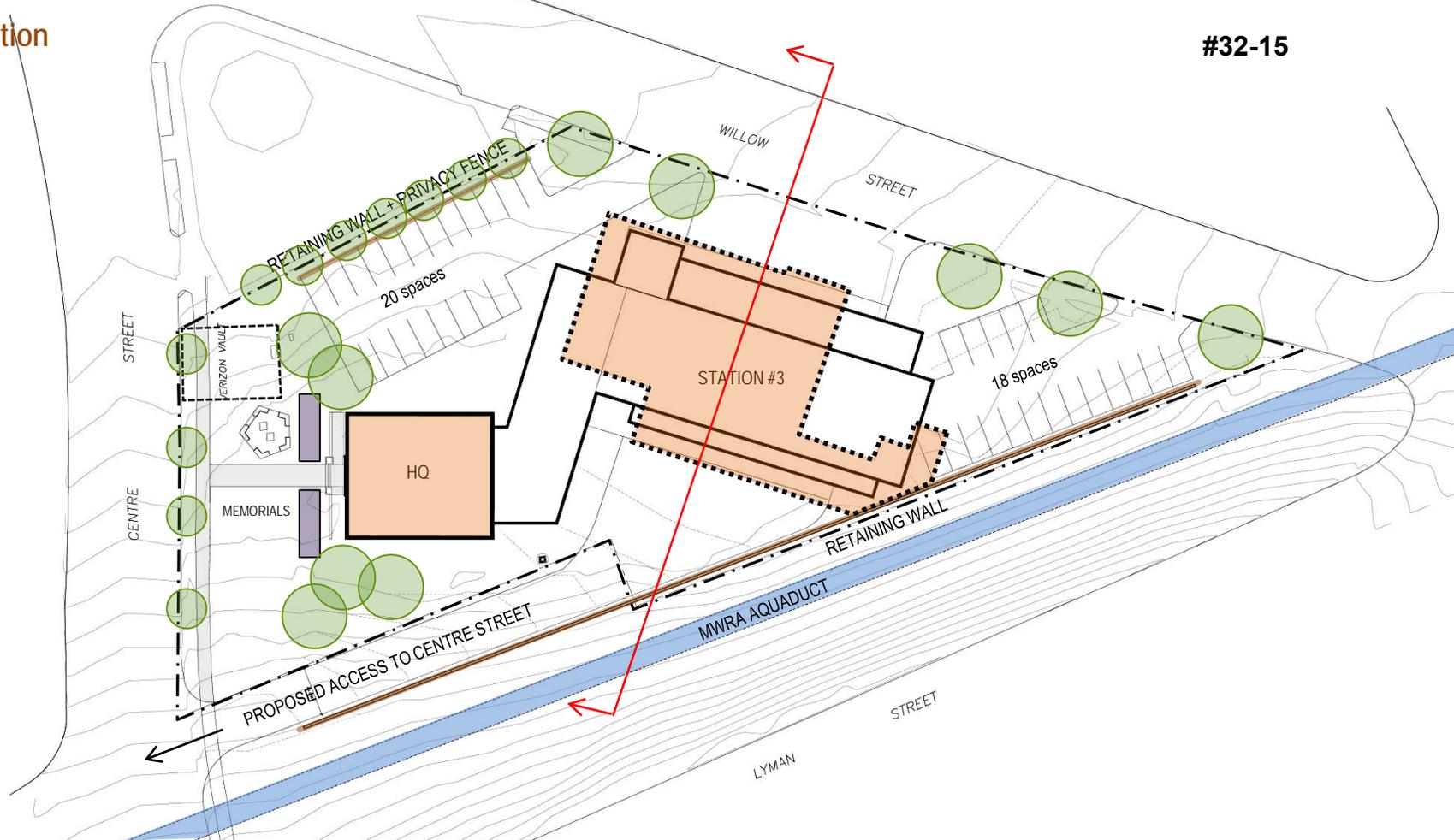


NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES

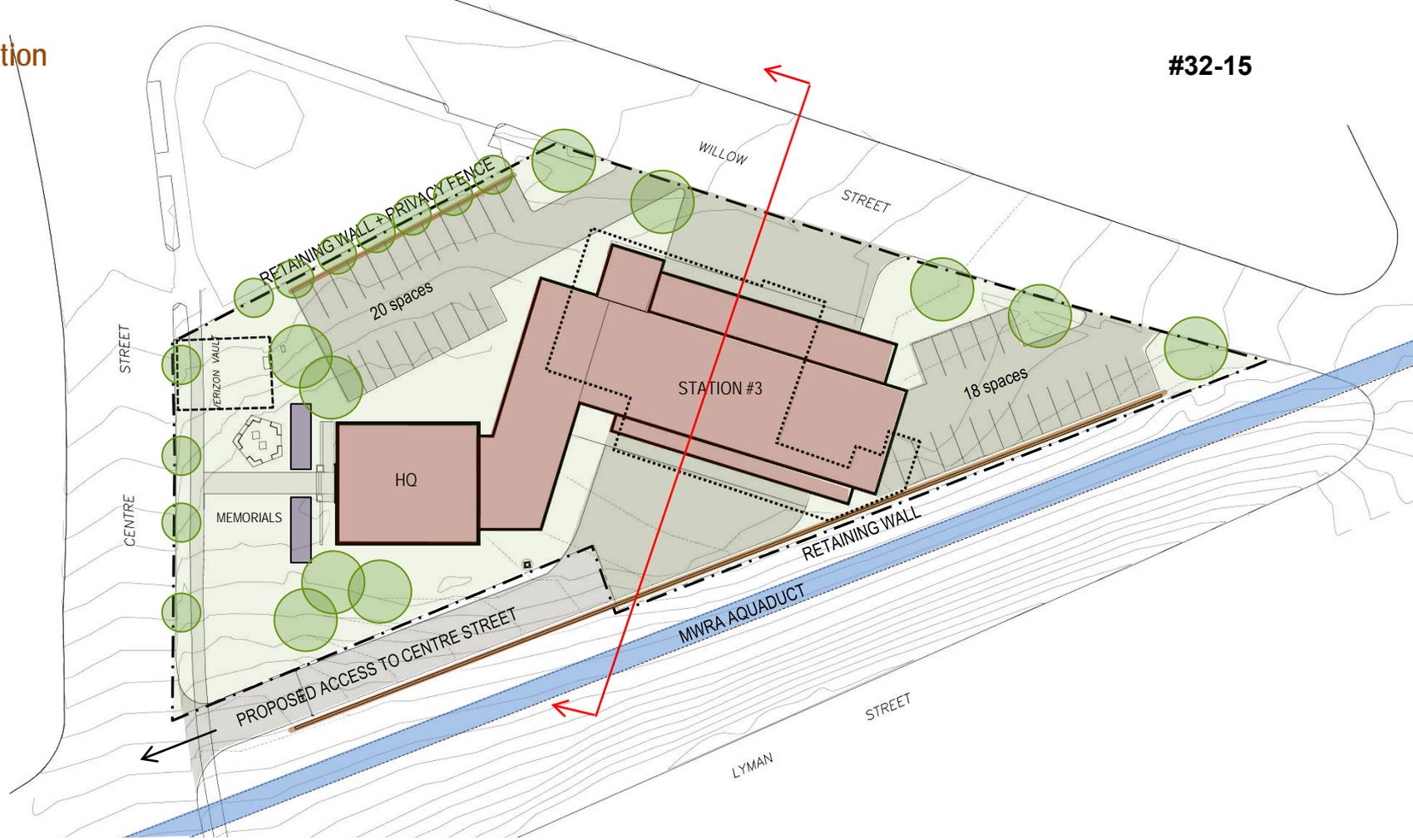
Site Section

#32-15

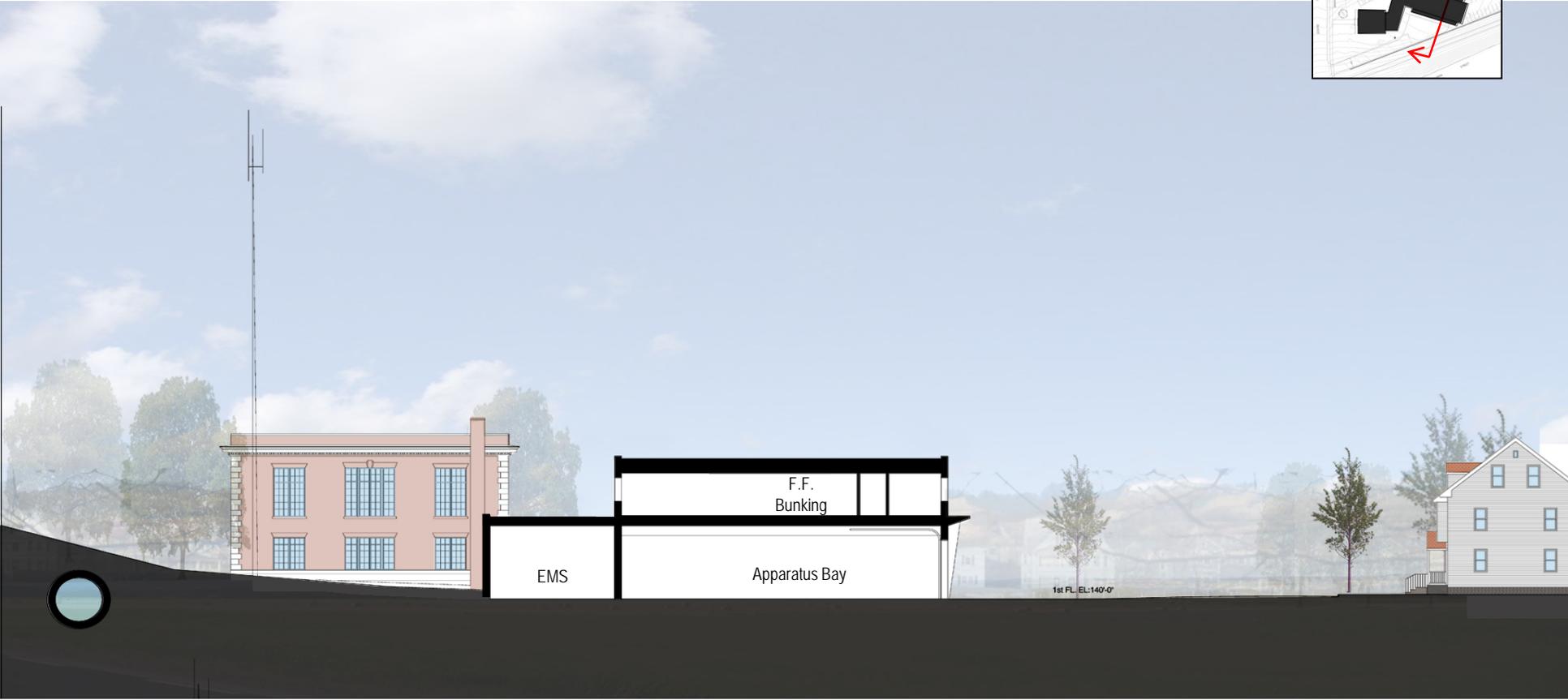
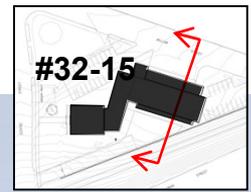


Site Section

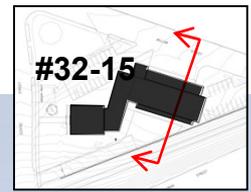
#32-15



# Site Section through Willow Street at Existing Station #3



# Site Section through Willow Street at Apparatus Bay





NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



## Estimated Project Costs

#32-15

OPM Project and Full-Time, On-site Construction Management	\$ 950,000
A/E Project Design and Construction Administration	\$ 1,850,000
Project Administration including Temporary Operations, Radio Tower, Signalization	\$ 800,000
Construction Costs	\$ 13,600,000
Furniture, Fixtures, and Equipment	\$ 500,000
Project Contingencies (Owner and Construction)	\$ 800,000
<b>Estimated Total Project Budget</b>	<b>\$ 18,500,000</b>
<b>Notes:</b>	
Total Budget includes Feasibility/Schematic Design monies	
* Assumes 22 month phased construction. Construction scope and duration to be further developed.	

# PROJECT TEAM

Compass Project Management, Inc.  
Owner's Project Managers

#32-15

Schwartz / Silver Architects  
Architecture, Interiors, Specifications, Sustainability, Accessibility

Mitchell Associates  
Firematic Design, Programming, and Public Safety

BVH Integrated Services  
HVAC / Energy Modeling: Paul Ricci, PE  
Electrical: Dan Marchand, PE  
Plumbing / FP: Tony Monaco, PE  
Technology: Felix Zayas, PE

Becker Structural Engineers  
Structural: Paul Becker, PE + Dan Burne, PE

Nitsch Engineering  
Civil, Environmental: Sandra Brock, PE, LEED AP

Ground Inc.  
Landscape: Shauna Giles-Smith

VHB  
Traffic and Signalization: Matt Kealey

Rolf Jensen Associates  
Code: Jeremy Lebowitz, PE

VJ Associates  
Cost: Clive Tysoe, CCC, MRICS





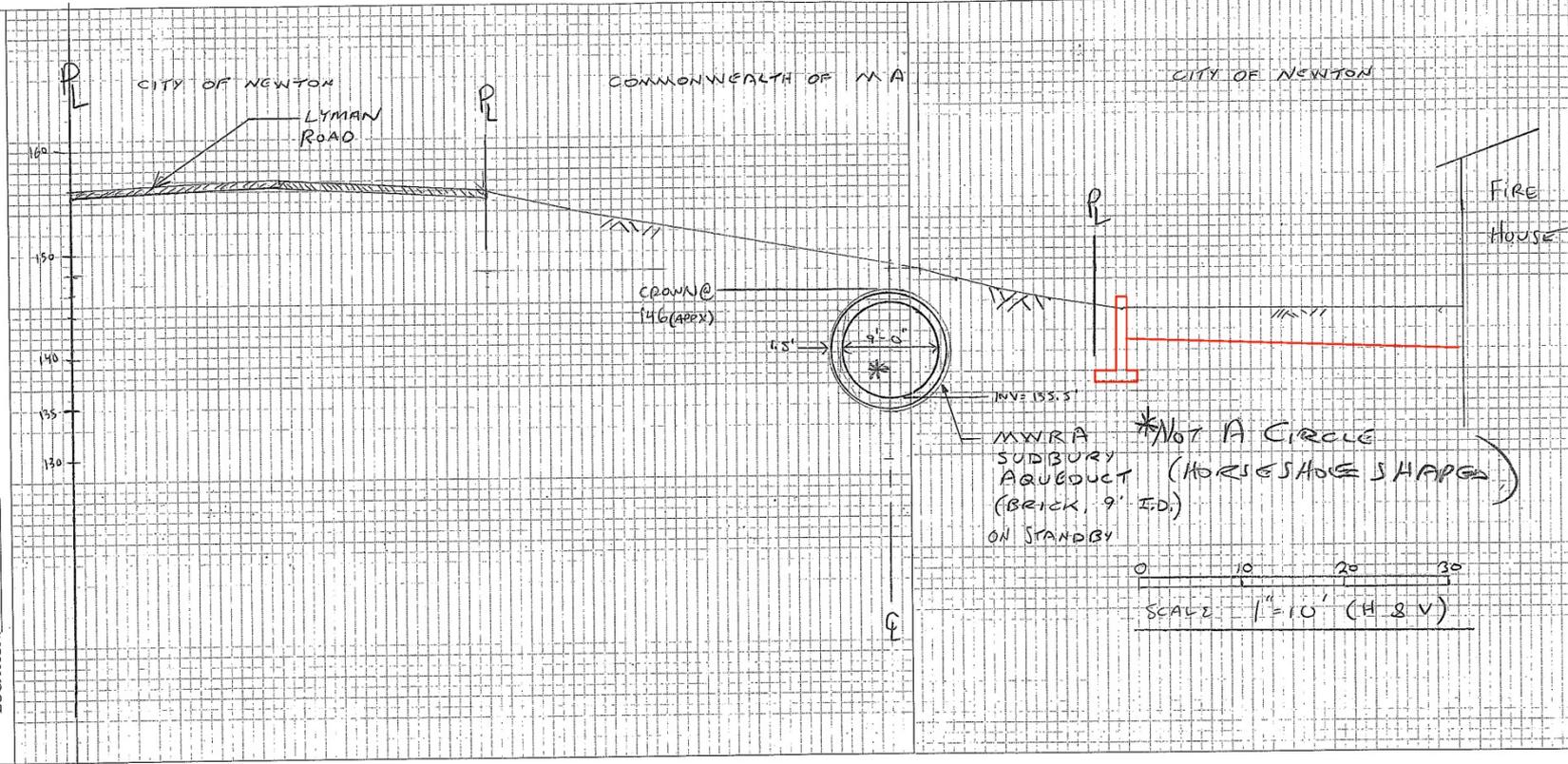
# SECTION THROUGH MWRA AQUADUCT



ENGINEERING DIVISION

SUBJECT: LYMAN ST.  
CALCULATED BY: KESSELMAN  
CHECKED BY: TRAVETRA

PAGE 1 OF 1  
DATE: 2/28/07  
PROJECT:  
LOCATION:



# Centre / Willow Street View of the Site

#32-15

1145 Centre St  
Newton, Massachusetts  
Street View - Aug 2013



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES

# Centre Street View of the Site

#32-15



1157 Centre St  
Newton, Massachusetts  
Street View - Aug 2013

NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



NEWTON FIRE STATION #3 and HEADQUARTERS

SCHWARTZ / SILVER with MITCHELL ASSOCIATES



A1.02, 01-07-15	A4.01, 01-07-15
A1.03, 01-07-15	A4.02, 01-07-15
A1.04, 01-07-15	Willow Street Perspective, 01-14-15
A3.01, 01-07-15	L1.01, 01-14-15
A3.02, 01-07-15	L1.01A, 01-14-15

2. The approved plans, including building floor plans and elevations, are subject to modification as the plans are refined during Design Development and Construction Document Phases of the Project. Pursuant to Sec. 5-54(c) of the Revised Ordinances of the City of Newton, 2012, the Design Review Committee shall make periodic reviews of the Project's plans as the Project moves through the various design phases.
3. The Design Team should continue to take an integrated design approach to the proposed building's design through its mechanical systems, envelop, floor to floor heights, ceiling heights and the height and extent of glass and glazing, methods of sun control, day lighting, electrical lighting and sound control all to promote efficient performance of the building and reduce its overall energy consumption, consistent with both its purpose and context. This process should include life-cycle costs analysis in the vetting of building systems.
4. The Design Team should continue to strive to meet, or exceed, our sustainability goals. This should include further study and evaluation of geothermal, on site PV, and other methods of driving down our energy use intensity, as Newton strives to reduce its' carbon footprints and pushes towards net zero buildings.
5. All facades of the proposed building should be refined to address concerns over massing and buffering of the building from abutting properties.
6. An image board of existing materials of the surrounding structures should be developed to facilitate the use of exterior building components that will result in contextually appropriate solution.
7. All proposed exterior materials should be presented to the Board of Aldermen acting through its Public Facilities Committee for review.
8. The traffic study and recommendations should be completed and presented to the Design Review Committee to ensure that the plans work well with the **site distribution and pedestrian safety**.
9. A Memorandum of Understanding between the City and the Massachusetts Water Resource Authority (MWRA) regarding location of the Fire Station driveway on the MWRA aqueduct will be executed as soon as possible.
10. Compliance with the City's Light Trespass and Light Pollution Ordinances, with additional consideration of how interior and exterior lighting affects residential properties in proximity of the sites.

**Comment [ocmy1]:** Shawna has accurately included the phrase used by DRC, but doesn't make a lot of sense to me. A bit of word smithing?

11. Provide landscaping or fencing around the parking areas, especially the area adjacent to Fire Headquarters to provide a visual buffer.

Under Suspension of Rules  
Readings Waived and Approved

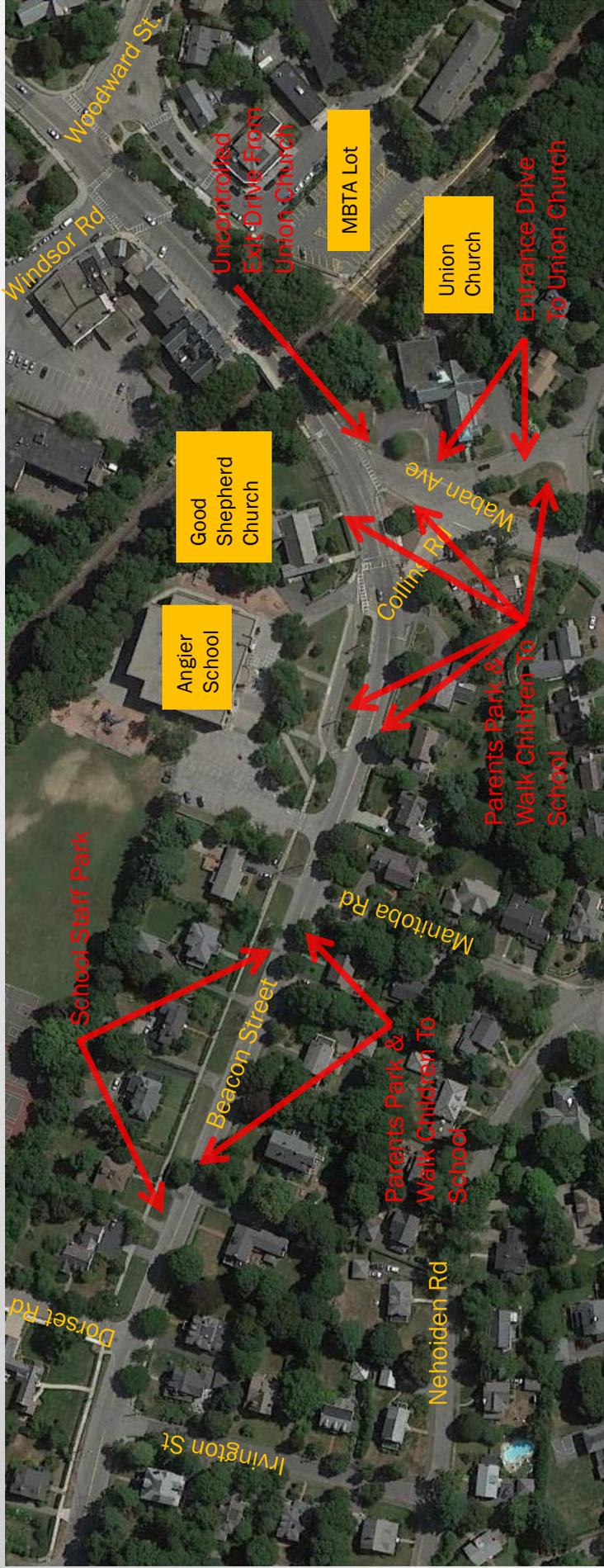
(SGD) DAVID A. OLSON, City Clerk

**Public Facilities**  
**Angier School Off-Site Improvements**

**City of Newton**

February 18, 2015

# Existing Conditions



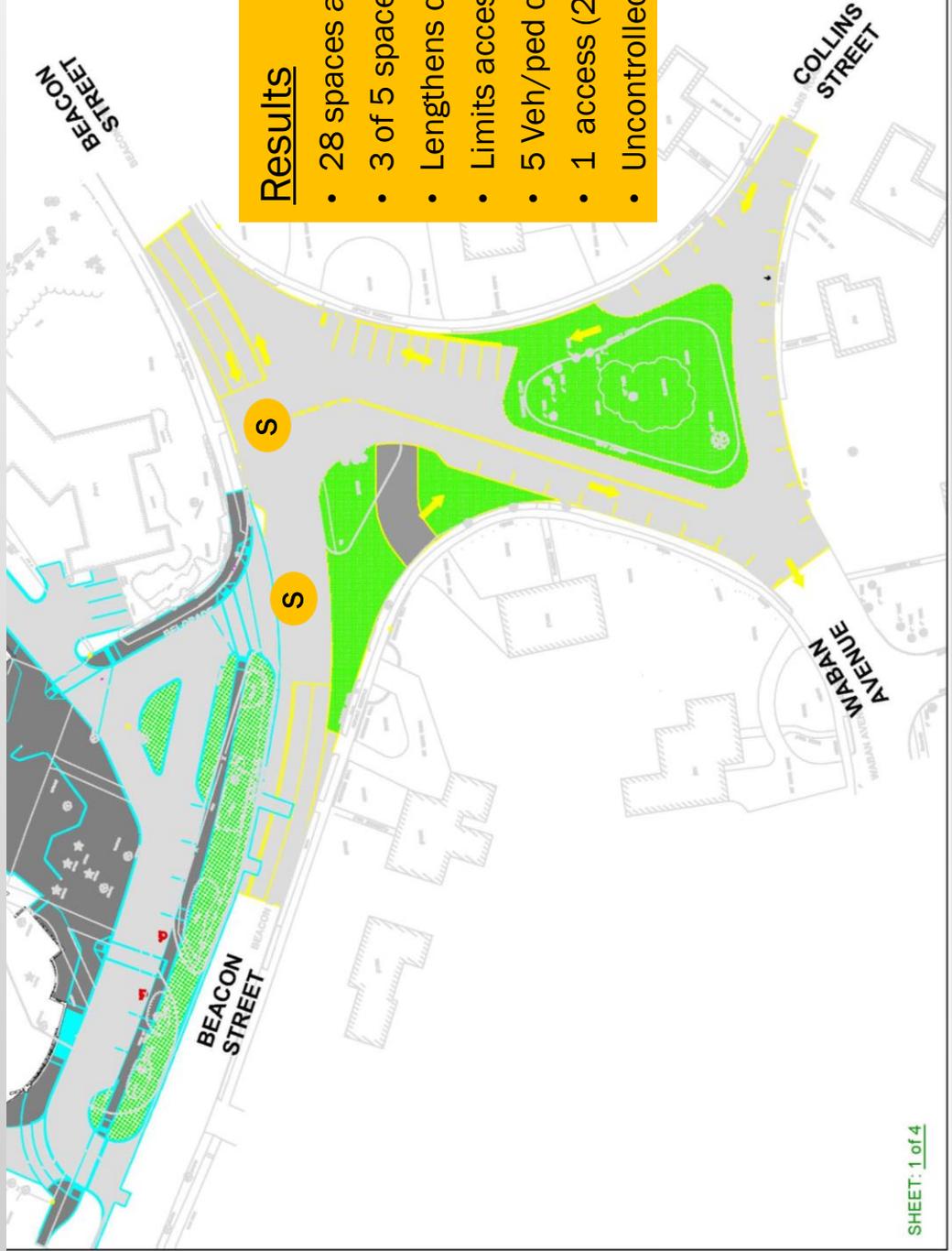
**#286-13(3)**  
Results (70 staff, 44 onsite, 26 offsite)

- 28 spaces along Collins/Waban
- 5 spaces along Beacon
- Complete access to abutting prop.
- Multiple Veh/ped conflicts
- 2 access (1 signalized, 1 yield)

Evaluation Criteria

- Total no. of parking spaces provided along Collins & Waban
- Total no. of parking spaces provided along Beacon adjacent to school entrance
- Impact access to project abutter property
- Total no. of veh/ped conflict locations( where pedestrians cross a roadway)
- Type and number of vehicle controls required

# Option A



## Results

- 28 spaces along Collins/Waban
- 3 of 5 spaces retained along Beacon
- Lengthens driveway to west abutter
- Limits access to Union church
- 5 Veh/ped conflicts
- 1 access (2 signals) – offset
- Uncontrolled exit at Union Church

#286-13(3)

# Option B



## Results

- 28 spaces along Collins/Waban
- 5 spaces retained along Beacon
- No impact to west abutter
- Limits access to Union church
- 4 Veh/ped conflicts
- 1 access (1 signal); 1 access (yield)
- Uncontrolled exit at Union Church

#286-13(3)

# Option C

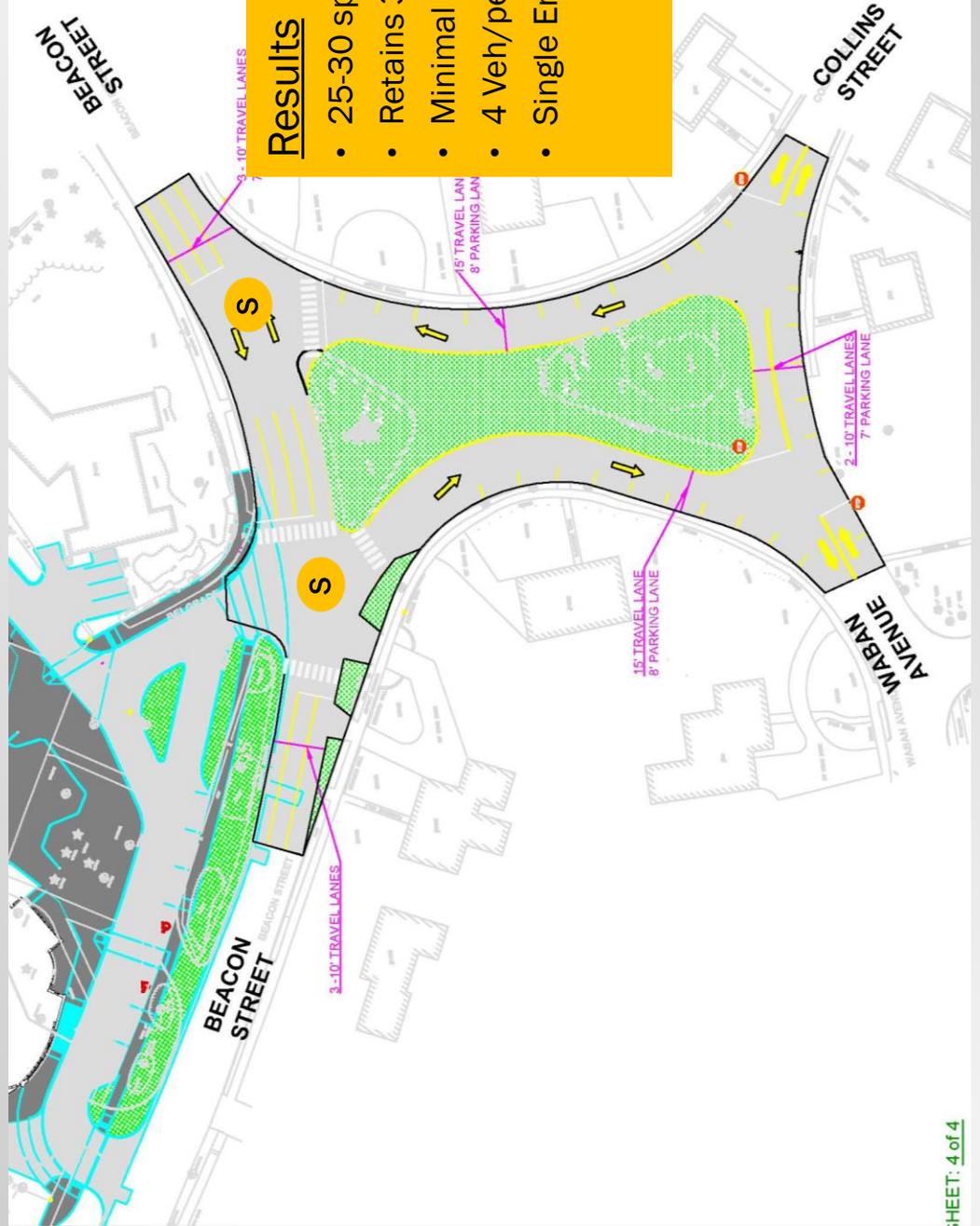


## Results

- 30 spaces along Collins/Waban
- 2 of 5 spaces retained along Beacon
- Impacts 2 west abutters
- Partial impact Union church access
- 3 Veh/ped conflicts
- 1 access (1 signalized)
- Uncontrolled exit at Union Church

#286-13(3)

# Option D

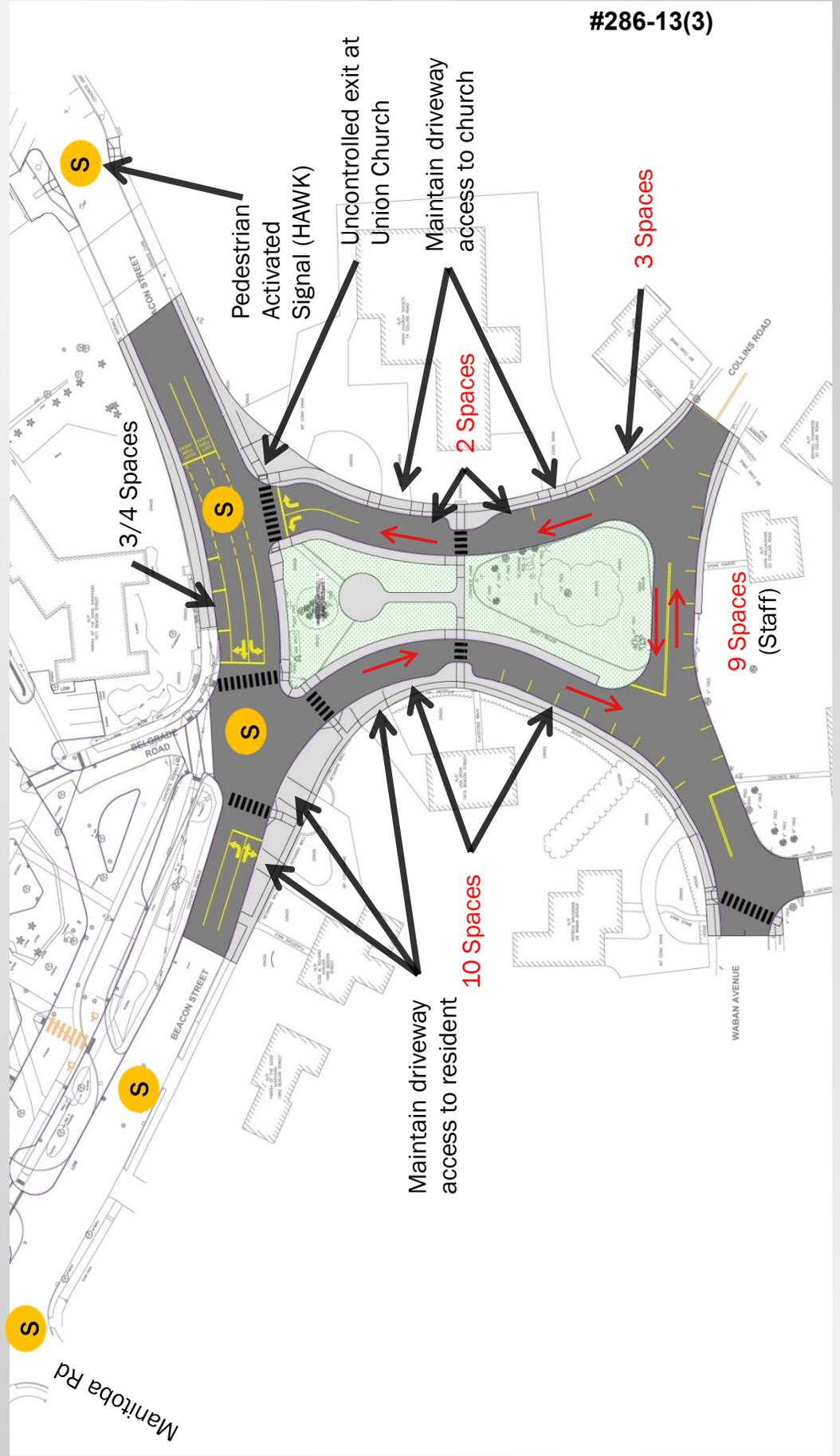


## Results

- 25-30 spaces along Collins/Waban
- Retains 3-5 spaces along Beacon
- Minimal impact to abutters
- 4 Veh/ped conflicts - Controlled
- Single Entry/Exit (signalized)

#286-13(3)

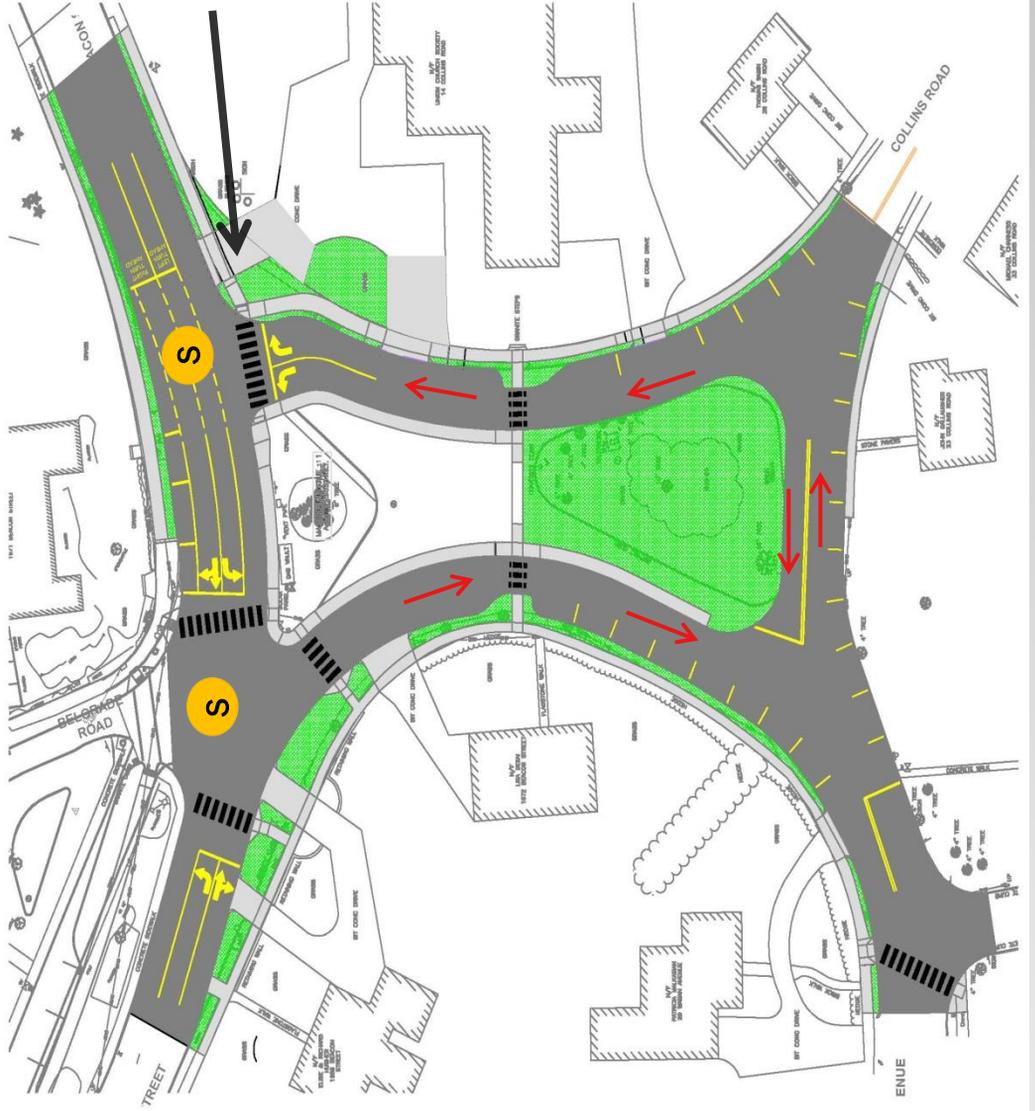
# Selected Option



# Union Church — North Driveway Option A

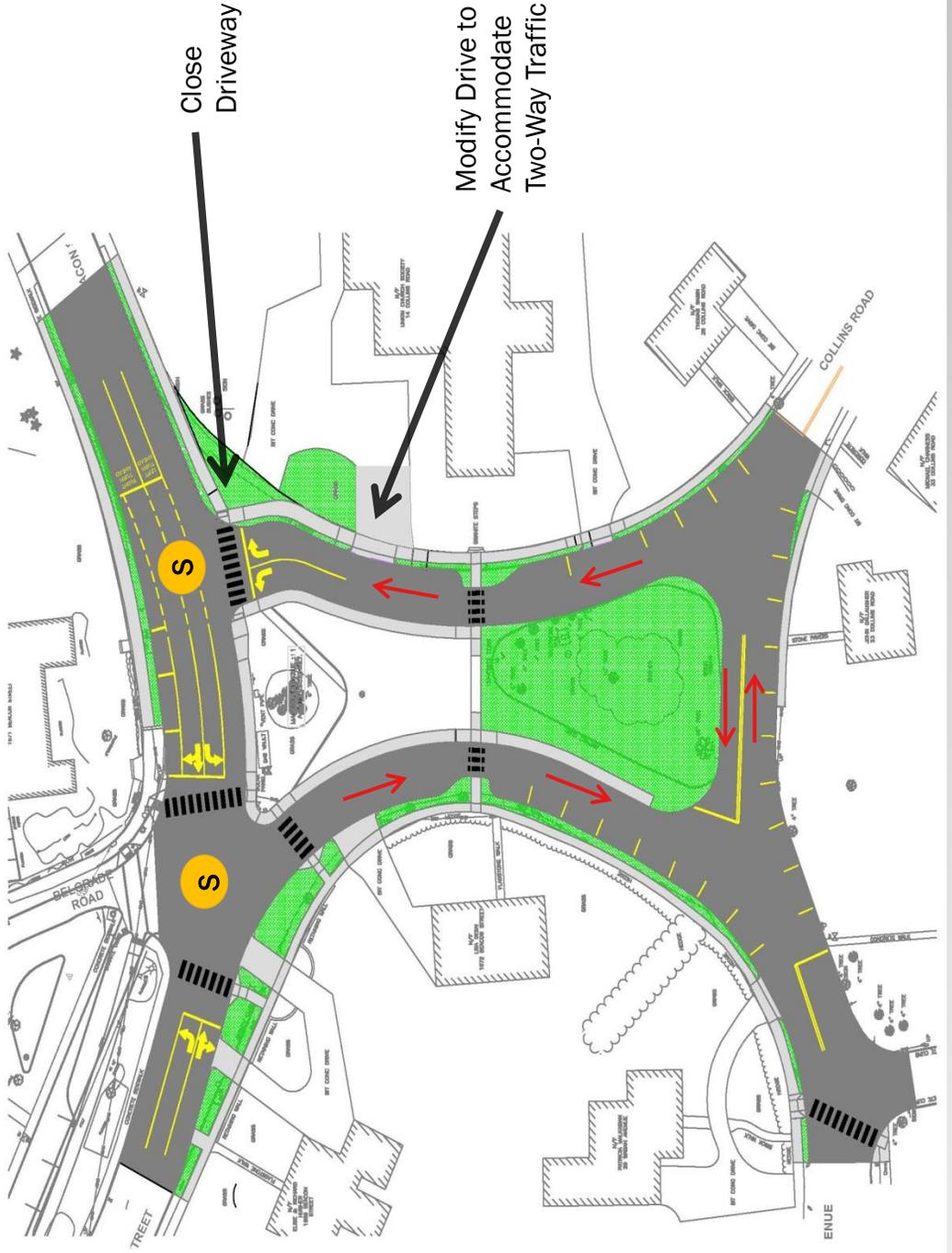
#286-13(3)

Driveway Exits  
Directly Onto  
Beacon.

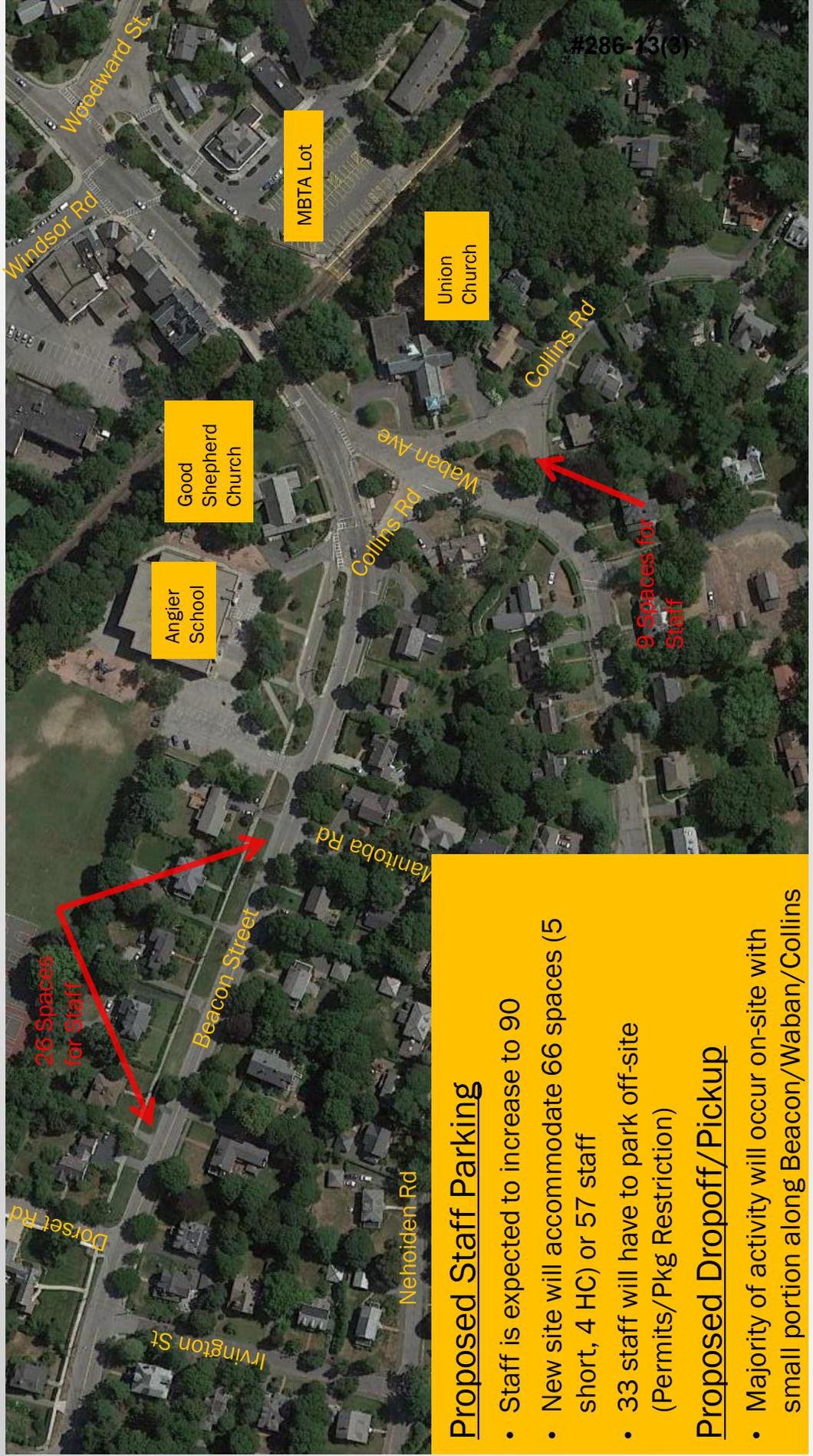


# Union Church – North Driveway Option B

#286-13(3)



# Proposed Staff Parking



## Proposed Staff Parking

- Staff is expected to increase to 90
- New site will accommodate 66 spaces (5 short, 4 HC) or 57 staff
- 33 staff will have to park off-site (Permits/Pkg Restriction)

## Proposed Dropoff/Pickup

- Majority of activity will occur on-site with small portion along Beacon/Waban/Collins

# Response to Board Questions/Concerns

1) *Look at the four parking spaces in front of the church on Beacon Street*

*Response: The four parking spaces proposed along Beacon St. meet current MUTCD guidelines (width & length), provide for safe access, are appropriate and are indicative of what is currently out there*

2) *What is the parking plan for Angier staff parking that cannot be accommodated on site*

*Response: Staff is expected to increase to 90. Proposed site will accommodate 66 spaces including 5 short-term and 4 HC leaving 57 for staff and thus requiring 33 off-site parking. Waban Ave can accommodate 9 spaces (for staff), thus requiring 24 off-site which will be located along the north side of Beacon from Irvington to Manitoba.*

3) *Review blue zone operation and management*

*Response: Dropoff/Pickup for busses and parents will be located within the school site. Cars will be allowed to turn left /right into the site from either direction along Beacon via traffic signal. It is anticipated that parents will still park along the south side of Beacon Street from Irvington to Manitoba and around the Collins/Waban island and escort their children to the school via sidewalks and traffic signals.*

4) *What were the pick-up and drop-off patterns for the school including parents or caretakers that park off-site and walk a child into the school?*

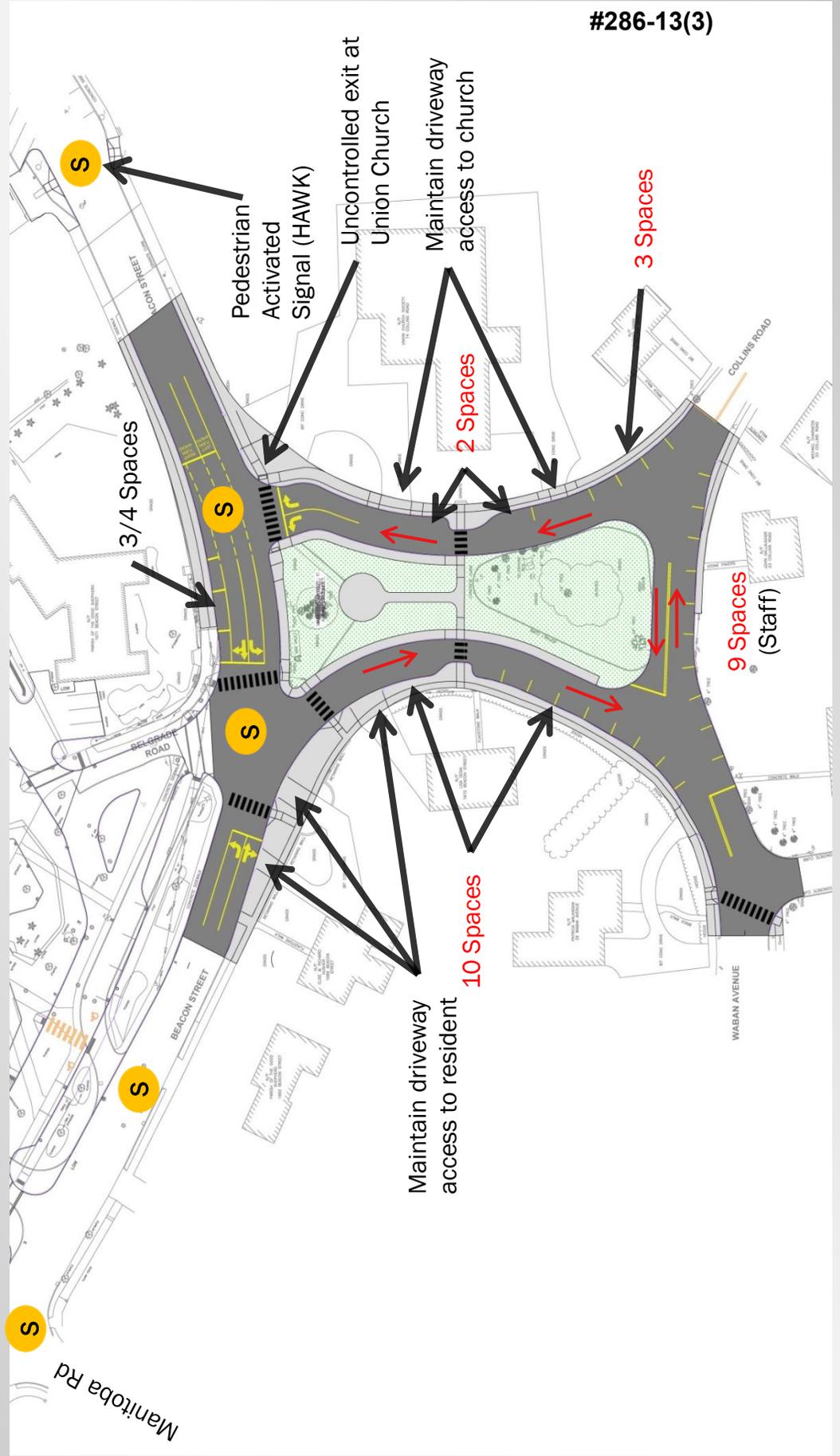
*Response: Parents utilized the 4-5 parallel parking spaces along Beacon Street in front of the school, Waban Ave, Collins Street and Beacon Street to park and walk their children into the school.*

5) *How does the left hand turn from Beacon Street into the blue zone work?*

*Response: The intersection of Beacon Street with Waban/Collins, the exiting school driveway to Beacon Street as well as the intersection with Manitoba Road will be signaled and coordinated to allow safe continuous access and flow during drop-off and pick-up times.*

#286-13(3)

# Selected Option



# Response to Board Questions/Concerns

- 6) Provide a memo from the Law Department and/or Planning clarifying why there are restrictions on what can be done to the lower island in terms of adding sidewalks and curbing
- Response:** There is no documentation identifying any restrictions on either island located at the project intersection. It is anticipated there will be a continuous 6' wide cement concrete sidewalk around the entire perimeter of the proposed island.
- 7) Coordinate with Angier Working Group, Riverside Day Care, representatives from DiNisco Design Partnership, the abutters, and the Angier School Principal on the proposed design to look at whether the plan creates a balance by addressing pedestrian safety and traffic flow. There was concern that the proposed narrowing of Waban Avenue would create traffic backups on Beacon Street when drivers were parking on Waban Avenue.
- Response:** Transportation Division staff met with the Angier Working Group on January 29, 2015 to review the latest design and discuss all concerns related to safety, access, circulation, traffic volume, ADA compliance, parking, etc. Transportation Division staff met with Union Church and Good Shepherd Church representatives as well as residential abutters on February 2, 2015 to present and discuss the latest design. The Director of Transportation met with Union Church representatives on February 18, 2015 to discuss various driveway alternatives.
- 8) **#286-13(3)** Is it possible to do a trial of the proposed parking and narrower one-way streets on Collins Road and Waban Avenue and hold off the traffic improvements until next year to determine if these improvements work?
- Response:** No. Although initially a trial was considered a possibility, after further review it soon became apparent the only way to successfully demonstrate the proposed configuration in the field would be to install another set of traffic signals in order to facilitate left-turns from Waban Avenue onto Beacon Street. Not practical with respect to cost or the schedule. These improvements need to be operational by the time the school opens later this fall.

# Response to Board Questions/Concerns

9) *Should the parking on Waban Ave be located on the right or left side of the street?*

**Response:** Upon further review and consideration, the parking along the one-way entrance of Collins St. has been relocated to the westerly side of the street. The parking along the one-way exit of Waban Ave will remain along the easterly side of the street.

10) *Where are the school crossing guards located?*

**Response:** Although the need for and final location of the school crossing guard will be determined by the School Department, it is likely to be at the main signalized intersection of Waban & Beacon where the majority of pedestrian traffic will occur.

**City of Newton, Mass  
FY2016 Budget Assumptions  
Water/Sewer/Stormwater Funds  
February 18, 2015**

**WATER**

- ❖ # HCF's – 2,800,000
- ❖ 5 Tier System:
  - Micro Tier: 0 – 10 HCF's - 513,000 HCF's
  - Tier 2 – 10.01 – 25 HCF's - 865,000 HCF's
  - Tier 3 - 26.01 – 60 HCF's - 460,000 HCF's
  - Tier 4 - 60.01 +++ HCF's - 773,000 HCF's
  - Irrigation Tier - 200,000 HCF's
- ❖ Irrigation Tier – at least as expensive as Tier 4

**SEWER**

- ❖ # HCF's – 2,600,000
- ❖ 4 Tier System:
  - Micro Tier: 0 – 10 HCF's - 513,000 HCF's
  - Tier 2 – 10.01 – 25 HCF's - 865,000 HCF's
  - Tier 3 - 26.01 – 60 HCF's - 460,000 HCF's
  - Tier 4 - 60.01 +++ HCF's - 773,000 HCF's

**STORMWATER**

- ❖ % of Impervious Area as basis for charges
- ❖ FY2016 - \$2,250,000 Total Revenue to be Generated
- ❖ Small Residential – 55% of Total Impervious - \$1,200,000
- ❖ Large Residential – 10% of Total Impervious
- ❖ Commercial – 18% of Total Impervious
- ❖ Tax Exempt – 17% of Total Impervious
- ❖ Potential Rate Structure:
 

▪ 0 – 5,000 sq ft	20,000 accts	\$60.00
▪ 5001 – 7,499 sq ft	2,000 accts	\$100.00
▪ 7,500 – 10,000 sq ft	800 accts	\$200.00
▪ 10,001 – 25,000 sq ft	600 accts	\$250.00
▪ 25,001 – 50,000 sq ft	200 accts	\$500.00
▪ 50,001 – 100,000 sq ft	150 accts	\$1,000.00
▪ >100,000 sq ft	200 accts	\$1,500.00

2/15/2015

City of Newton, Massachusetts  
 Estimated Impact of  
 Second Meters With RESIDENTIAL

mill

←-----WATER-----→

Current Tiers	0-20	20-70	70+	
Current Rates	\$ 5.84	\$ 7.00	\$ 8.41	
Total HCFS	1,851,487	583,960	592,475	

←-----WATER-----→

New Tiers	0-10	10-25	26-60	61+	Irrigation
Total HCFS	513000	863189	460109	773084	200000
New Rates	\$ 5.70	\$ 6.75	\$ 8.00	\$ 9.20	\$ 12.00
Revenue	\$ 2,924,100	\$ 5,826,522	\$ 3,680,872	\$ 7,112,373	\$ 2,400,000

FY 16 Revised Budget	\$ 22,000,000
FY 16 Current Budget	[REDACTED]

Total Consumption 2,809,382

←-----SEWER-----→

	0-20	20-70	70+	
	8.60	\$ 10.33	\$ 12.40	
	1,889,272	595,878	604,566	

←-----SEWER-----→

	0-10	10-25	26-60	61+
	513,000	863,189	460,109	773,084
	\$ 8.75	\$ 10.80	\$ 12.40	\$ 14.00
	\$ 4,488,750	\$ 9,322,436	\$ 5,705,352	\$ 10,823,176

FY 16 Revised Budget	\$ 31,300,000
FY 16 Current Budget	[REDACTED]

Total Consumption 2,609,382