



Public Facilities Committee Report

City of Newton In City Council

Wednesday, January 21, 2026

Present: Councilors Kalis (Chair), Albright, Dahmubed, Getz, Gordon, Grossman, and Kelley

Absent: Councilor Leary

City Staff: Chief Operating Officer Josh Morse, Commissioner of Public Works Shawna Sullivan, Deputy Commissioner of Public Works Bernie McDonald, Director of Transportation Ned Codd, Deputy Commissioner of Public Buildings Alejandro Valcarce, Associate City Engineer John Daghljan

All Public Facilities agendas and reports, both past and present, can be found at the following link: <https://www.newtonma.gov/government/city-clerk/city-council/council-standing-committees/public-facilities-committee>.

For more information regarding this meeting, a video recording can be found at the following link: https://www.youtube.com/live/yEnY4pua60I?si=J8gmqE6Yc_zVFnoY.

#30-26 **Appointment of Alejandro Valcarce as Commissioner of Public Buildings**
HIS HONOR THE MAYOR appointing Alejandro Valcarce as the City's Commissioner of the Public Buildings Department pursuant to Section 3-3 of the City Charter.

Action: **Public Facilities Approved 7-0**

Note: Chief Operating Officer Josh Morse presented the item. He noted that he worked to ensure robust succession planning as former Commissioner of Public Buildings and built multiple layers of strong leadership within the department. He explained that he has worked alongside Deputy Commissioner of Public Buildings Alex Valcarce for many years and has no doubt that he would succeed in this new role.

A few Councilors praised Mr. Valcarce's expertise and ability to collaborate and listen.

Councilor Albright motioned to approve the item, which passed unanimously.

Public Hearing 01-07-2026

#12-26 **Eversource petition for a grant of location on Rumford Avenue**
EVERSOURCE ENERGY petitioning for a grant of location to install one new jointly owned pole 866/6A on the south side of Rumford Avenue, approximately 450 feet west of Lexington Street.

<https://newtonma.portal.opengov.com/records/904688>

Action: Public Facilities Approved 6-0 (Councilor Kelley Not Voting)

Note: Trumbull Barrett, owner of Barrett Tree Services, explained that his company bought 100 Rumford Ave as a place to store and dispatch trucks to conduct work in Newton. This would reduce the time that crews are on the road and improve their work-life balance. He added that overhead lines were not preferable due to trucks coming and going and for aesthetic purposes. The new pole would be needed to underground power into the property, since poles along the road are at capacity, as confirmed by Eversource representative Rick Schifone.

A councilor asked why the three transformers could not be undergrounded rather than put on a pole. Mr. Schifone explained that the primary (a high-voltage wire) which feeds the transformers is placed overhead on all the poles. Each transformer gets power from this primary and runs underground from there.

In response to a follow-up question, he answered that it is not possible to underground only a section of the street – the whole street would need to be undergrounded which is a major operation involving multiple companies.

A Councilor asked if the primary wire is also undergrounded in neighborhoods where wires are undergrounded, which Mr. Schifone confirmed.

The Committee further discussed primary and transformer engineering in relation to undergrounding.

A Councilor asked why three transformers were needed to supply power to the building and what the power would be used for. Mr. Barrett explained that they would use it for fast electric car chargers, as well as to power machinery to maintain their equipment, both of which require three-phase power.

Mr. Schifone explained that the three transformers would get power from three primary wires, which provide more flexibility in usage. Mr. Barrett added that if they can convert to electric vehicles in the future, they will need this three-phase power to charge them.

Councilor Dahmubed motioned to approve the item, which passed unanimously.

#33-26 Requesting discussion regarding Day Street, Fuller Street, and Commonwealth Avenue intersection redesign

COUNCILORS BLOCK, GENTILE, KRINTZMAN, FARRELL, and WRIGHT requesting a discussion to consider the road and "bump out" redesign recently constructed at the intersection of Day Street, Fuller Street, and Commonwealth Avenue, and whether an alternative design would improve safety for pedestrians, bicyclists, and drivers (180 Days: 07/11/2026).

Action: Public Facilities Held 6-0 (Councilor Kelley Not Voting)

Note: Director of Transportation Ned Codd presented the attached slides. He explained that the redesign was not a “bump out”, but rather an intersection reconfiguration. He showed the prior intersection, noting its wide-open paved area and unsafe pedestrian crossings, inconsistent with modern roadway design standards. The intersection allowed for an illegal turn left from Fuller Street to Day Street. He highlighted that there had been sixteen crashes in ten years including three injury crashes and one serious bicyclist injury.

He showed the updated design, including the creation of two standard T-intersections at Day and Fuller Street. He commented that when the Department of Public Works (DPW) does major repaving jobs, they also conduct sidewalk repairs, ADA accessibility upgrades, and sometimes minor intersection reconfigurations to promote safety.

He explained that an incident had occurred due to a vehicle who had not expected the redesign, but the DPW had since enhanced the pavement markings, put in edge lines, and added reflective signs marking the corners. He added that the sidewalks were narrowed, leading to a more direct pedestrian pathway along the south side of Commonwealth Avenue.

He noted that this street is an important emergency route and the intersection is close to Fire Station #2, so the DPW worked with the Fire Department to ensure they could drive it at a speed that did not cause concerns for their response time.

He added that the DPW heard resident concerns after the redesign was built and met a few times with Ward Councilors and representatives from the neighborhood. At the second meeting, residents brought concepts which the DPW will turn into roadway designs and evaluate.

A Councilor asked about the final cost of the work. Commissioner Sullivan answered that the work is part of the DPW’s paving contract, so she would need to follow up on the specific number. Director Codd noted that this type of work is cost-effective because the DPW is mobilized and their materials and equipment are already on-site.

A Councilor noted that residents may not know about the new traffic design. She asked if there could be better signage to indicate that the right-turn lane is a turn lane. Director Codd answered that the DPW did put new signage and changes in place in the spring, prior to the major redesign.

The Committee discussed the left turn from Fuller Street into Day Street.

A Councilor brought up possible solutions for emergency access on Marathon Day.

Another Councilor noted that neighbors have appreciated the redesign’s safety improvements and intent but now find it challenging to access Day Street from Fuller Street and are concerned that both exits out of the neighborhood will be blocked on Marathon Day (Commonwealth

Avenue and Washington Street). The 80-house scale of the neighborhood adds to this issue. He asked for a redesign of the intersection that preserves the new safety improvements and the level of access that this neighborhood has historically had.

Robert Alperin, 40 Leslie Road, outlined three design principles guiding the members of the Neighborhood Action Committee, formed to represent the neighborhood on this issue.

Firstly, they agree with the DPW's goal to slow eastbound traffic from Commonwealth Avenue onto Fuller Street and believe this has been improved by the redesign. They also agree with the DPW's goal to eliminate potential collisions between eastbound traffic from Commonwealth Avenue turning right onto Fuller Street, and westbound traffic turning left onto Day Street, but believe this has been worsened by the redesign.

Secondly, they ask for access to and from Fuller and Day Street to be restored without the need for neighbors to compete with heavy Commonwealth Avenue traffic. He noted this access route is crucial during Marathon Day for emergency vehicles, as well as for residents and their guests to gather and celebrate the Marathon – an activity essential to the fabric of the neighborhood, which would be greatly diminished or extinguished by the loss of Fuller/Day Street access. He emphasized that this access is important year-round, particularly for seniors who find it difficult to use the only other exit to the neighborhood, Washington Street, due to its high-speed traffic.

Thirdly, they note that the redesign has both improved the safety of pedestrians crossing Day and Fuller Street in some ways, but worsened it in others. He highlighted that children cross Commonwealth Avenue every weekday at the height of morning and afternoon rush hour, which has not been addressed.

Mr. Alperin asked the Committee and the DPW to move towards the reconfiguration of the intersection so that all safety concerns are properly addressed before the Boston Marathon on Monday, April 20th, 2026.

COO Morse thanked the community for their comments and apologized on behalf of Mayor Laredo's administration. He acknowledged that communication and collaboration early in the process could have been better. The administration is tracking the issue carefully to improve moving forward – Commissioner Sullivan, Director Codd, and others have met to discuss this and will continue to do so. He added that they look forward to evaluating the proposals and striking the right balance to meet as many objectives as possible.

Debra Lerner, 45 Holman Road, explained that biking from Washington Street onto Commonwealth Avenue has been made more unsafe by the redesign, in part due to cars not knowing how to navigate the intersection with the presence of bikers.

Commissioner Sullivan apologized to the neighbors and agreed that the DPW could have better notified them. She added that the DPW has committed to safe pedestrian access in the area and

improvements at the Washington Street to Commonwealth Avenue intersection, including its bicycle lanes and safety.

Chair Kalis inquired about next steps and a timeline from the administration. Commissioner Sullivan answered that the DPW could turn the community-provided sketches into concepts within the next few weeks and they would hold a community meeting with these concepts.

A Councilor asked for a plan for Marathon Day to be identified soon. Commissioner Sullivan responded that they would work with the Boston Athletic Association (BAA) on emergency access and added there is a parking plan for residents, such that they would be able to stage their cars on Fuller Street to have access in and out of the neighborhood. She acknowledged this was not the best solution and noted the DPW's goal would be to ensure easier access for residents, but she cannot commit to such a plan at this time.

Councilor Dahmubed motioned to hold the item, which passed unanimously.

#34-26 Request for review and clarification of public way improvements requiring City Council approval

COUNCILORS BLOCK, MALAKIE, and FARRELL requesting to review Sec. 26-51 "Public Way Improvements Constituting Specific Repairs" and consider defining with greater clarity what is meant by "major construction work" and/or whether this section should apply to "all construction work" requiring City Council approval, and whether abutters should be notified of any construction work done under this section (180 Days: 07/11/2026).

Action: Public Facilities Held 5-1 (Councilor Kalis Opposed, Councilor Kelley Not Voting)

Note: Chair Kalis specified that the item referred to the item #33-26 redesign, which was not notified to the abutters due to a DPW decision that expedient action would be safer.

Commissioner Sullivan highlighted that this redesign was unusual due to its impact on Marathon Day access and agreed it should have been notified as a result. However, the DPW does similar work frequently and cannot commit to notifying abutters for all such situations.

In response to a Councilor's inquiry, she noted that the DPW's projects are guided by the standards outlined in Chapters 26 and 90.

COO Morse noted that Mayor Laredo's administration would bring back internal cluster meetings for core departments to evaluate communication, collaboration, or engagement needs for different projects.

A Councilor noted there was a balance to be found so that impactful projects are notified but staff still has the time and capacity to attend to their other duties. Another Councilor agreed and emphasized the importance of letting the DPW do their work rather than slowing it down.

Commissioner Sullivan noted that the DPW paved over 130 roads this year, and this project was unique in the issues it caused, as residents are usually pleased when the DPW paves roads and constructs sidewalks.

Councilor Grossman motioned to hold the item, which passed with five in favor and one opposed.

The Committee adjourned at 8:18PM.

Respectfully submitted,
David Kalis, Chair of the Public Facilities Committee

ALEJANDRO M. VALCARCE, AIA

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21 July 2011

City of Newton
Newton, Massachusetts 02459

RE: Project Manager – Capital Construction Projects

I write to apply for the position of Project Manager as posted on Boston.com. I believe my skills, experience, energy and past success as a Sr. Project Manager can be valuable assets to the City of Newton. I am interested in a career opportunity in a collaborative environment where my leadership skills and experience can provide a meaningful contribution to the delivery of high-quality architectural projects. I have most recently held the position of Associate Principal at the firm of Arrowstreet, Inc (AST), where I was employed for approximately 15 years and performed a number of different roles including those of Account Manager, Senior Project Manager, and Senior Technical Architect.

At AST I successfully managed the account for one of New England’s leading real-estate developers whose projects accounted at times for approximately 30% of AST’s architectural workload and were staffed by approximately 30 to 35 individuals. Working with the firm’s Principals I was the primary client contact; assisted with and reviewed proposals, fee budgets, contracts, and schedules prepared by other project managers; was responsible for ensuring that all staff assignments met the various deadlines; and coordinated with other account managers through my role within the HR/Staffing Group.

Most recently I was the Project Manager for the Westin Boston Waterfront Hotel, adjacent to the Boston Convention and Exhibition Center. In this capacity I worked closely with the Massachusetts Convention Center Authority, the Boston Redevelopment Authority, the Owner, and the Construction Manager, from conceptual design through construction administration services, to realize this premier, 800-room, convention center hotel project.

As a Project Architect with AST my experience includes work on a number of large complex projects for various Commonwealth of Massachusetts state agencies such as Massport’s Exchange Center, the Central Artery/Third Harbor Tunnel Parcel 7 Mixed-Use Vent Building for the Massachusetts Highway Department, and the associated Orange & Green Line station renovations for the Massachusetts Bay Transportation Authority. I have extensive experience in all aspects of project management throughout all project phases and have also successfully managed large, complex, mixed-use, retail, commercial, residential, and hospitality projects for private Owners. I clearly understand the level of effort, costs, and time required to successfully design, develop, document and construct high-quality architectural projects.

My knowledge and abilities include: assessing potential sites, performing due diligence reviews of structures, and conducting zoning analyses. I have comprehensive knowledge of the state and local approvals processes including those of the Massachusetts Environmental Protection Agency, the Department of Environmental Protection, the Boston Redevelopment Authority and other such approvals agencies. I have first hand experience writing and editing Environmental Impact and Project Impact Reports. Many of the projects I have worked on created new urban contexts requiring the development of new zoning strategies and policies. I have been an integral part of teams which have successfully achieved required project approvals, met client and firm expectations, and provided high-quality designs with appropriate public and community benefits.



Hoyts Cinema Mercado Abasto, B.A. Argentina



Chestnut Hill Square



HarborPlace, S. Boston



Westin Boston Waterfront



Exchange Conference Center, S. Boston



White Elephant Hotel Residence, Nantucket

ALEJANDRO M. VALCARCE, AIA

64 Nottinghill Road • Brighton, MA 02135 • Ph. 617-782-1326 Fax 782-0104 • E-Mail arcvisions@aol.com



Westin Boston Waterfront

As the Project Manager for the White Elephant Hotel Residences project I supervised, directed, and communicated project LEED components responsibilities included: assignment and coordination of in-house LEED AP and staff to establish LEED Score Card and identify associated issues / strategies to be presented to the Owner; understanding of options / strategies to achieve potential LEED credits to guide the team and coordinate with other Project goals and Owner development strategies; contracting of LEED services based on attempted LEED credits, the scope of services to be provided by each Consultant and the credits for which they were responsible; communication and direction in response to Owner requested Design Changes and/or Contractor proposed Value Engineering solutions to ensure that impacts on potential LEED credits were communicated to the Owner; review construction and LEED-On-Line documentation progress with LEED AP to identify materials and information required from the Owner, Contractor, and Consultants for LEED documentation purposes; coordination of team members, Consultants and Owner's Commissioning Agent for construction phase close-out.



Hoyts Cinema Mercado Abasto, B.A. Argentina

Other experience includes working with leasing and sales agents to prepare Land Lord / Tenant work letters which accurately describe the various scopes of work, reviewing Tenant Improvement drawings, and coordinating them with base building documents and construction. I have overseen the development of LOD drawings, BOMA, and other such area calculations, and assisted in the development of condominium master deed and other supporting documents for purchase and sales agreements.

I have over 25 years experience as a Designer, Technical Architect, and Project Manager for various State, Federal, and private clients. My background includes programming, design, construction documents, and construction phase services. My ability to balance client needs, firm goals, standard formats, and specifications with innovative designs along with my fluency in Spanish have allowed me to develop creative solutions to complex problems both in the US and abroad. I would welcome the opportunity to meet with you to discuss how my experience and skills can contribute to the City of Newton's mission and continued success.



HarborPlace, S. Boston

Sincerely,

Alex M. Valcarce, AIA, NCARB
LEED AP BD+C



Parcel 7 Mixed-Use Vent Building, Boston

Encl



CambridgeSide Master Plan

ALEJANDRO M. VALCARCE, AIA

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REGISTRATION & AFFILIATION

Registered Architect: MA, FL; Member AIA, NCARB Certified, LEEDAP BD+C.

WORK EXPERIENCE

Arrowstreet, Inc.

Somerville, MA

Jun. 1994
Dec. 2008

Associate Principal – at an approximately 150-person firm providing Architecture, Urban Design, Graphic and Interior Design services working on Mixed-Use, Retail, Commercial, Office, Residential, Hospitality and Governmental Projects.

Account Manager – Managed the client account responsible for approximately 30% of firm’s architectural work load:

- Primary contact for client relations.
- Monitored progress, work flow, budgets and schedules of multiple project teams.
- Responsible for all staff assignments within the account.
- Formed part of HR/Staffing Group reporting to firm’s Management Committee.
- Reported work flow and staffing projections, provided input on hiring and staff.
- Conducted interviews and employee evaluations.

Project Manager – Responsible for proposals, fees, contracts, staffing models and schedules:

- Lead multi-disciplined teams and conducted consultant coordination.
- Coordinated with Owner’s Consultants and Legal Team, and managed state and local approvals processes.
- Managed in-house teams producing design and documents from Pre-Design and LEED associated services through Construction Administration services.

Senior Technical Architect – Provided technical leadership and monitored production staff and preparation of construction documents:

- Participated in materials research and development of project specifications.
- Provided construction administration services, field observations and prepared field reports.



Westin Boston Waterfront



Pier 4 Waterfront Development



Chestnut Hill Square

N.K. Bhandari Consulting Engineers, PC

Syracuse, NY

Feb. 1990
Jun. 1994

Architect – Responsible for programming, design, construction documents, specifications and construction phase services for Governmental, Industrial and Commercial Projects:

- Opened and managed operations for Boston branch office.
- Participated in marketing, interviews, and developed proposals/presentations for public agency clients.
- Provided cost estimating and field services for affiliated construction company.

PROJECT EXPERIENCE



Parcel 7 Mixed-Use Vent Bldg.



Exchange Conference Center

- White Elephant Hotel Residences, Nantucket, MA, NE Development; \$46 M.
- Westin Boston Waterfront Hotel, S. Boston, MA, The Fallon Co. / NE Development; \$132 M.
- Pier 4 Waterfront Mixed-Use Development, S. Boston, MA, NE Development; est. \$500 M.
- Chestnut Hill Square Mixed-Use Development, Newton, MA; NE Development; est. \$600 M.
- CambridgeSide Galleria, various base building modifications, Cambridge, MA; NE Development.
- Galleria Long Wharf, New Haven, CT; New England Development; est. \$100 M.
- Southdale Center Additions and Renovations, Edina, MN, The O’Connor Group.
- Hoyts Cinemas Multiplexes, Mexico & Argentina, Hoyts Cinema Corp.
- Parcel 7 Mixed-Use Vent Building, Boston, MA, Massachusetts Highway Department; \$107 M.
- Exchange Conference Center, S. Boston, MA, Massachusetts Port Authority; \$5.2 M.
- Medical/Professional Office Building, Burlington, MA; \$2 M.
- Planned Unit Development, Raymond, NH; \$7.5 M.
- Office Facility, St. Albans, VT, Dept of Immigration & Naturalization; est. \$6 M.
- Addition & Modifications to Fire Station No. 1, Fort Drum, NY, USACOE; \$500,000
- Building Modifications US Army Reserve Centers, various, Upstate NY, USACOE; \$1.75 M.
- Variety of Custom Residential Projects, MA, CT and FL; \$100,000 - \$1 M.

EDUCATION

University of Florida

Gainesville, FL

- Master of Architecture, Structures Option
- Bachelor of Design

May 1986
May 1983

OTHER

Computer: MS Word, Excel, and Project; AutoCAD 2010

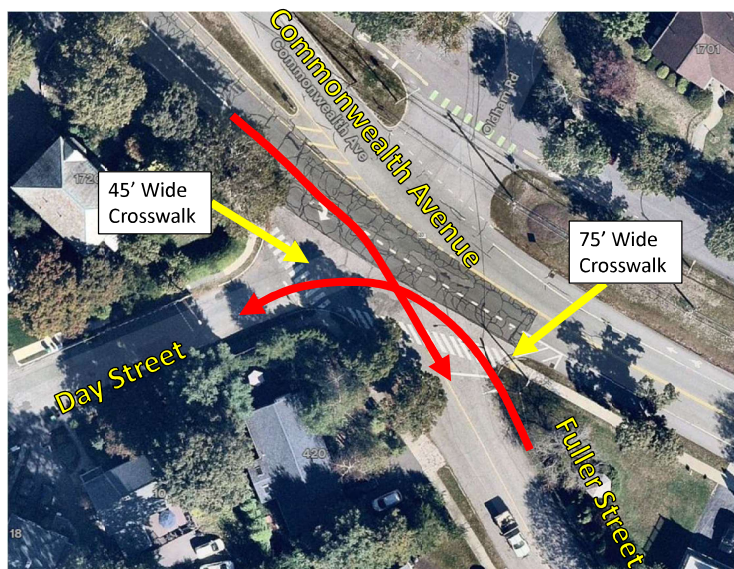
Languages: Fluent in Spanish

Commonwealth Avenue at Day Street and Fuller Street Intersection Reconfiguration

Public Facilities Committee Meeting

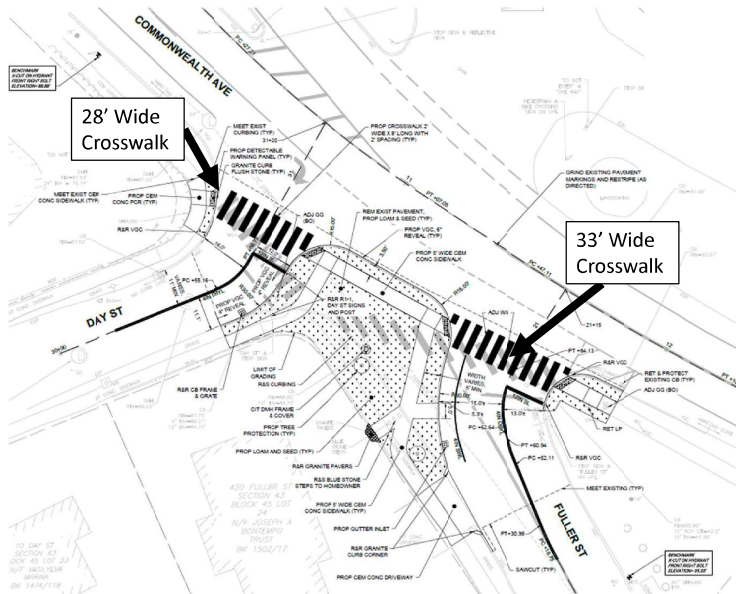
January 21, 2026

Prior Comm Ave – Day Street – Fuller Street Intersection Design



- Wide open paved area, inconsistent with modern roadway design standards
- Wide, unsafe pedestrian crossings
- High-speed right turn from Comm Ave to Fuller Street
- Illegal left turn from Fuller Street to Day Street, in conflict with high-speed right turn
- 16 crashes in 10 years, includes
 - 3 injury crashes
 - 1 serious bicyclist injury

New Comm Ave – Day Street – Fuller Street Intersection Design



- Creation of two standard T-intersections at Day Street and Fuller Street
- Narrower crosswalks parallel to Comm Ave, where expected
- Creation of small green space
- Improved accessibility for travelers of all modes and abilities
- Tested by Newton Fire Department

Current Conditions

- Supplemented visibility of new intersection design with
 - Variable message sign
 - Enhanced pavement markings
 - Reflective markers at corners
- Met with Ward Councilors and neighborhood residents on Nov 14 and Dec 16 – evaluating proposed concepts, will meet again

