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Setti D. Warren
Mayor

Barney S. Heath
Director

INTER-OFFICE MEMORANDUM

DATE: October 14, 2016

TO: City Council

FROM: Barney B. Heath, Director of Planning and Development
Alexandra Ananth, Chief Planner for Current Planning
Katy Hax Holmes, Senior Planner

SUBJECT: §5-58 of the City of Newton Ordinances, request for site plan approval to renovate and add to Cabot Elementary School with related site improvements

CC: Alejandro Valcarce, Public Buildings Department
Design Review Committee
Ouida Young, Law Department

EXECUTIVE SUMMARY

The Planning and Development Department conducted a Section 5-58 review for the renovation of the existing **Cabot Elementary School Building** with additions. This work has been proposed by the City in order to address the following issues: an increasing elementary school population in the neighborhood; inadequate space for educational purposes; and the need for a new neighborhood space for community use.



Cabot Elementary School (Boston Globe)

A comprehensive analysis of alternatives to demolition of the historic structure was conducted. An option was selected that appears to best preserve the historic school structure, meet the needs of the students and teachers, and conform to state guidelines issued by the Massachusetts School Building Authority (MSBA). The project design phase culminated in adoption of the Schematic Design dated September 29, 2016, as the preferred plan for renovation and additions to the Cabot Elementary School site. At stabilization, the total enrollment at the school is projected to be in the range of 480 pupils. Proposed site improvements include closing the southern end of Parkview Avenue to allow direct access from the school to the east-side playing fields; renovating the existing 27,200 square-foot historic school building; demolishing an adjacent house located to the north of the site at 23 Parkview Avenue to ease pedestrian and vehicular access around the site; and constructing

additions on the west, north and east facades. The existing 1956 rear addition (10,770 GSF) and modular classrooms (5,970 GSF) will be removed as part of this project. Students arriving by bus will enter the school from the historic south entrance. Staff and students may also enter the renovated historic building from a new entrance on the north side. A total of 24 classrooms will be located on the second and third floors, in addition to other specialized spaces in the school. All common areas such as the cafeteria, music room, art room, library and gymnasium will be on the first floor to allow optimal student and community access, as well as appropriate ceiling heights to maximize the ease of use of these spaces.

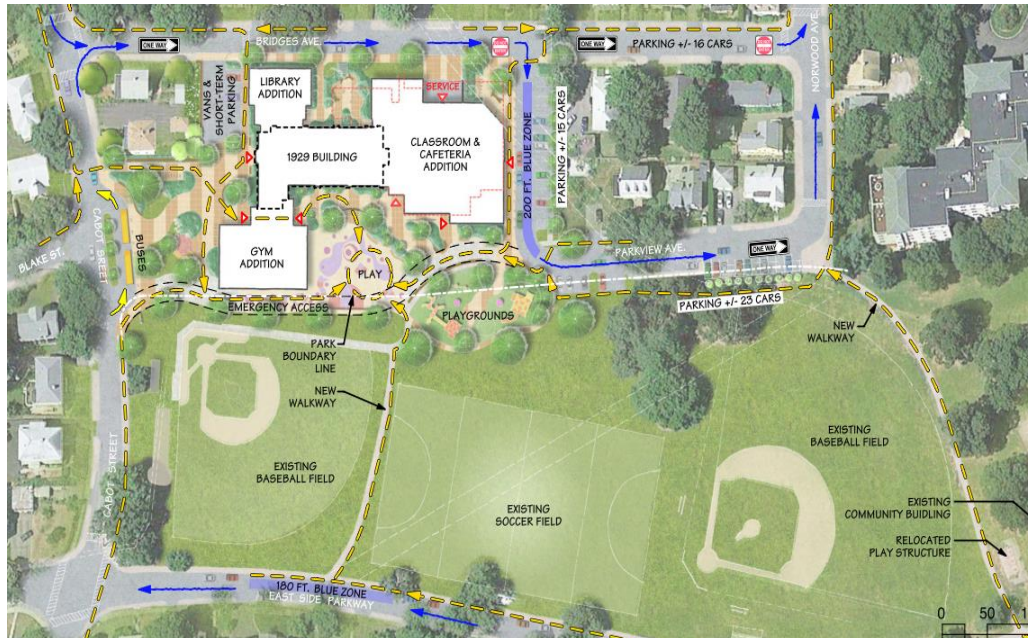
Staff parking will be located to the north of the school building in spaces allotted on Bridges and Parkview Avenues and will accommodate as many staff vehicles as possible. One handicap parking space is also located on Parkview Avenue near the north entrance to the school. The number of parking stalls north of the site will exceed the current 27 parking stalls, a portion of which were located in a small lot to the west of the school on Bridges Avenue.

School buses will enter a dedicated circular drop-off and pick-up zone at the south end of the school on Cabot Street, and vans and short-term parking will be accommodated in a short-term visitor parking lot off Bridges Avenue during off-peak hours. The proposed parking and circulation plan will allow safe school bus access, parent vehicular access, deliveries, emergency vehicles, and trash pick-up. There will be no parking allotted along the south side of the circle, where children will embark and disembark from buses. Blue zones will be created at the north entrance to the school, and along East Side Parkway where dedicated paths will lead to the school across Cabot Park. The improved parking, on-site circulation, and increased safety in and around the school property will also enhance pedestrian and vehicular movement around the site and the Newtonville neighborhood.

Other site improvements, such as sidewalks and wayfinding signage, will enhance the safety of pedestrian circulation. New crosswalks at anticipated high-pedestrian-traffic locations will be installed on Cabot Street, Bridges Avenue, East Side Boulevard and Parkview Avenue. Amenities will include reorganization and improvement of outdoor recreation areas such as the courtyard play area, playground, and basketball net and small court to the east; a new flag pole, benches, and a small amphitheater on the south side, and a high net enclosure for the home-plate area of the baseball field. Bike racks are planned for the southeast and northeast corners of the school property. Improvements planned for the play areas will necessitate the removal of trees along the northeast perimeter of the site, but new trees will be planted around the play site and playground as well as at various locations on the school's perimeter.

The project as proposed will preserve the historic school building. The Massachusetts Historical Commission (MHC) has commented that the Cabot School is included in the MHC's Inventory of Historic and Archeological Assets of the Commonwealth. In a letter dated October 7, 2016, the MHC found that the project as proposed constituted "No Adverse Effect" (Attachment C). The Planning Department agrees with the Public Buildings Department that though the historic building is currently deficient in its capacity to meet programmatic requirements of the MSBA, the school is structurally sound and historically significant and can accommodate additions to meet MSBA requirements to ensure its continued use as an elementary school. The Planning Department also believes that the renovated school building is sensitively designed to subordinate the additions to the historic building while visually contrasting them from the historic structure. Clearly the Public Buildings Department

gave serious consideration to finding the best plan to safely accommodate the growing grade-school student population in Newtonville while preserving the historic Cabot School building.



Proposed site plan

SITE PLAN APPROVAL PROCESS

Prior to the construction of any municipal building, Section 5-58 of the Newton City Code requires reviews of associated plans by the following:

- The Director of Planning and Development for consistency and compatibility with the *Newton Comprehensive Plan* and other applicable planning and analytical studies;
- The Design Review Committee for layout, construction, and relationship to surroundings;
- The Public Facilities Committee to provide a forum for public comments and discussion about proposed buildings and their locations, followed by City Council action.

Once the site plans are formally approved by these bodies, they become the schematic design upon which the final set of project plans and construction drawings are based. Significant changes to the schematic design or to the structural and programmatic plans of the new building must be resubmitted to the Design Review Committee and to the City Council. After the requirements of §5-58(a)(1) through (a)(6) have been satisfied, the City Council can appropriate funds for preparation of detailed construction drawings.

Work on the school is scheduled to begin during the summer 2017 and will continue until completion, which is projected for the fall of 2019.

All work, including the interior utility work, will be addressed in one phase. Plans submitted by the Public Buildings Department were prepared by DiNisco Design Partnership Ltd., Architects and Partners, dated September 29, 2016. These are the plans that have been reviewed by Planning Department staff.

I. PROPOSED SCHOOL IMPROVEMENTS

Site work will be completed around the existing school building. The construction of additions will address programmatic inadequacies at the current site and create a code-compliant elementary school with more efficient heating and cooling systems. The 84,500 square-foot building will be larger than the current building, which includes an addition and modulars and is approximately 43,940 square feet in size.



Vehicular access and parking for approximately 42 cars will be provided in on- and off-street parking stalls located on the west and north sides of the site, and in a small parking lot near the southwest corner of the school. Parking spaces located on Parkview Avenue will be shared with the Parks and Recreation Department to ensure that no public open space will be lost to the creation of additional parking for the school. Vehicular circulation on the site will be limited to buses in the south-side circle entry drive, with parent vehicular access to the school restricted to the north side of the school adjacent to the Blue Zone.

II. TECHNICAL REVIEW OF SITE PLANS UNDER SECTION 5-58

1. Location and Existing Site Conditions

The Cabot School Building is located in Newtonville on a parcel bordered to the south by Cabot Street; to the north by Norwood Avenue; to the west by Bridge Street, and immediately to the east by Parkview Avenue, the south end of which is slated for closure; by Cabot Park, owned by the Parks and Recreation Department; and East Side Parkway. The site is adjoined by MR1 residential zoning on the south, west and north sides, and by land zoned Public Use to the east. The parcel consists of 3.61 acres of land improved with the current school building, rear addition and modulars, and associated parking. All three stories of the building will be preserved. A baseball field, tennis courts, basketball court and playground to the east of the school are owned and maintained by the Newton Parks and Recreation Department.

2. Proposed Improvements

Improvements and updates to all systems are proposed for the renovated three-story building. The administrative offices are planned for the first floor near the entrance, along with rooms for common uses such as the library, music room and art room. All classrooms are planned for the second and third floors.

The front entrance facing Cabot Street will open onto an accessible plaza or piazza, which will serve as a public gathering area and site of a science garden and other plantings. The new library and gym additions will flank the south end of the building, with the gym opening onto Cabot Park. The classrooms and cafeteria wing will be added to the north end of the building along with a new entrance.

Handicap van parking and short term parking will be provided in a small dedicated parking lot at the southwest corner of the school site on Bridges Avenue. The elevator shaft will be installed at the center of the new complex near the central lobby of the building.

Predominantly on-street parking at the site will be improved to accommodate approximately 42 parking spaces. Public street parking is already provided on East Side Parkway.

III. OTHER REVIEWS

- **Associate City Engineer.** The proposed work will result in a net increase in the amount of impervious surface on the site. Plans were reviewed by the Engineering Division and comments are provided in their memo dated October 14, 2016 (Attachment A). All recommendations must be addressed prior to the issuance of any building permits.
- **City Traffic Engineer.** There will be an increase in the amount of parking provided on-site for school staff. The Public Buildings Department should continue to work with the Traffic Engineer to manage vehicular circulation on-site should there be unanticipated effects on the neighborhood as the school reaches the projected capacity.
- **Fire Department.** A fire suppression system will be installed throughout the newly constructed building. The Public Building Department should continue to coordinate with the Assistant Fire Chief and Fire Prevention to meet all applicable safety codes. At a minimum the bus lane must remain 18 feet wide as shown on plans.
- **Conservation Commission.** The northwest corner of the new structure will be angled so as not to infringe on the Laundry Brook Easement, which runs beneath this corner of the school site.
- **Newton Historical Commission.** The current Cabot Elementary School was built in 1928/1929, and the proposed work will result in the restoration and renovation of the existing building. On July 23, 2015, NHC reviewed an application for a partial demolition request made by the Public Buildings Department, when the NHC voted to support the effort of Public Buildings to add on to the historic a building in order to meet MSBA programmatic requirements.

In the *City of Newton Preservation Plan*, the Cabot School was identified as representing one of several Tudor Revival Style Schools built to serve a rapidly increasing student population after WWI, and is the second oldest school in the city. The Cabot School was built on land owned by G.E. Bridges adjacent to Cabot Park. Designed by Charles R. Greco and William B. Hollings Associates, construction began in 1928 and the school was occupied in 1929. Four additional classrooms and a gym/auditorium were built in 1956

and designed by Newton Architect Samuel Glaser. Like Cabot Street and the adjoining Cabot Park, the Cabot School was presumably named for John Cabot, who lived at the corner of Cabot and Centre Streets as of 1854.

In a letter dated July 23, 2015 and authored by Brona Simon, State Historic Preservation Officer, MHC confirmed that the school was included in the MHC Inventory of Historic and Archeological Assets of the Commonwealth. The NHC reviewed the project again in August 25, 2016 and summarized its decision regarding the project in a Record of Action dated August 29, 2016 (Attachment B).

The Newton Historical Commission also reviewed the property located at 23 Parkview Avenue and determined it did not meet the minimum criteria for historical significance as outlined in the Newton Demolition Delay ordinance.

IV. CONSISTENCY WITH NEWTON COMPREHENSIVE PLAN AND OTHER PLANS/STUDIES

The *Newton Comprehensive Plan* notes that Newton residents have made education a strong social value and a community priority. More than 11,000 pupils are currently served through 21 public schools including 15 elementary schools.

The *Plan* also acknowledges that change over time is inevitable and spatial needs must respond to it. Population projections prepared by the Metropolitan Area Planning Council (MAPC) show an eventual decline in the City's school age population by 2030. For the long term, the *Newton Comprehensive Plan* advocates for "creative consideration of future activity and facility configurations."

V. SITE PLAN REVIEW CRITERIA

In accordance with Section 5-58, the Design Review Committee has filed plans for Site Plan Approval. These are to be reviewed in accordance with the procedure outlined in Section 30-23 of the Revised Ordinances. The following is a review of the submitted plans against the relevant criteria established in Section 30-23.

A. Convenience and safety of vehicular and pedestrian movement within the site and in relation to the adjacent streets, properties or improvements

School bus access will be limited to a circular entry drive for pick-up/drop-off at the south side of the school. Vehicular access by school staff will be at the north side where long-term staff parking will be available. The proposed location and increase in spaces will be an improvement over the existing conditions, and ensure that this portion of the site will be the least trafficked area during the school day. With the closure of a portion of Parkview Avenue and removal of the house at 23 Parkview Avenue, vehicular access to the site will be improved with one-way access to Bridges and Parkview Avenues.

Short-term and handicap-van vehicular parking for parents and caregivers will be available on Bridges Avenue. Sidewalks and wayfinding signage will enhance the safety of pedestrian circulation. Several new crosswalks from all perimeter streets will be added for students

walking to school and will have high visibility for both walkers and drivers. The Planning Department believes that the on-site vehicular and pedestrian circulation plan as proposed will be a marked improvement over existing conditions and will accommodate the anticipated increase in the need for parking.

Emergency vehicular access to the site will encircle the new school building. Access to the rear of the lot will be provided via Bridges Avenue and Norwood Avenue, with a dedicated pathway on the east side of the building designed for use as emergency access only.

New directional signage to the parking lot and handicap parking, and parking signs along the road are recommended. This parking arrangement will be in place after construction, since school is not projected to be in session for the duration of the project. Accommodations for bike parking will also be provided on-site.

An elevator will be installed at the center of the building near the central lobby of the school, and accessed by a ramp. Four classrooms will be located to the south of the elevator, and six will be located to the north.

The Planning Department has no concerns with the vehicular and pedestrian movement on site.

B. Adequacy of the methods for regulating surface water drainage

The overall impervious coverage on site will be increased by the renovated building, the dedicated circular drive for bus traffic, and additional walk paths and playground space. The Public Buildings Department will coordinate with the Engineering Division of the Department of Public Works to ensure that all surface water is adequately managed on-site.

C. Screening of parking areas and structures from adjoining premises. Location of parking between the street and existing or proposed structures shall be discouraged.

The parking configuration on-site will be improved by moving the majority of the parking stalls to the surrounding streets. The current parking space total of approximately 27 spaces will be expanded to include spaces for approximately 42 vehicles on-site. Houses located on the northern perimeter of the school site will be screened from parking areas by six-foot tall fencing without affecting any public open space.

On-street parking will be visible on Bridges and Parkview Avenues and East Side Boulevard. The reconfigured school building will sit no closer to abutting residences, but the massing of the new library and entrance on the west and northwest corner of the school will be visible to residential property on the west. The redesign of the site should not have any significant effect on abutting properties from a visual perspective, as the additions proposed on the west side of the building are smaller in scale than the existing building. Additions planned for the east side of the school are larger facing the park. Nevertheless, neighbors should be consulted as to their choices for screening plantings and/or fencing to ameliorate potential effects from the project where warranted.

Out of respect for the residential abutters, new lighting fixtures that are proposed for the perimeter of the school property should have shields to direct light onto the school property and be set on timers.

D. Avoidance of topographic changes; tree and soil removal shall be minimized.

During non-school hours, the parking area will be shared with users of the adjacent field owned and maintained by the Parks and Recreation Department. Tree removal is anticipated along the northeast side of the lot facing the park. The proposed site work will come under the Tree Preservation Ordinance requirements and should be monitored by the Director of Urban Forestry with respect to possible mitigation.

E. Consideration of site design including relationship to nearby structures.

The school is located in a densely developed residential neighborhood in Newtonville. The scale and design of this public structure will be larger, and portions of the project will be more contemporary than the existing historic building. The historic facades of the building will retain their brick cladding, with new additions displaying contemporary but complementary sheathing and window fenestration. The Planning Department believes that the proposed design successfully emulates architectural details and proportions found on the existing school building and surrounding neighborhood, and subordinates the building's additions to lessen the effect of a larger building on the site.

Some of the more notable architectural details from the current building, such as Humpty Dumpty (if he can be put back together again!), the distinctive cupola, masonry and precast stone banding found at the historic front entrance, and other notable architectural details found on the historic structure will also be restored and creatively incorporated into the new building. Windows in the existing school building will be replaced with historically appropriate aluminum window systems, with historically accurate trim and muntin patterns. The proposed school will retain its historic orientation toward Cabot Street as well as have a new entrance installed on the north side in the new wing. All historic facades will continue to be partially visible from public ways.

The Planning Department received conceptual elevations and material specifications, which are subject to change during the design process. Final specifications of materials, colors, and landscaping should be submitted to the Planning Department for review prior to issuance of a building permit only if substantive changes have been made to the originally approved schematic design.

VI. CONSTRUCTION MANAGEMENT

The contractor should submit a Construction Management Plan ("CMP") to the Director of Planning and Development, the City Engineer, the City Traffic Engineer, and the Commissioner of Inspectional Services for review and approval before any construction activities related to this project are commenced on the site.

This plan should identify hours of construction, expected length of construction, location of proposed on-site contractor parking, and material storage and staging areas. This plan should

also incorporate preferences and input from neighbors, and the telephone number for the contractor's primary contact person. Copies of the final approved CMP should be submitted to the Executive Office and each of the Ward 2 Councilors.

VII. CONCLUSION AND RECOMMENDATIONS

The Director of Planning and Development has determined that the site plans for a renovated Cabot Elementary School Building are consistent with the *Newton Comprehensive Plan* and any other relevant plans and studies, including the site plan review criteria listed in Section 30-23. It appears that the Public Buildings Department has given serious consideration to finding the best plan to safely accommodate the growing grade-school student population in Newtonville while preserving the historic Cabot School building.

With that in mind, the Planning Department wishes to offer the following items for consideration:

- New lighting fixtures located at the perimeter of the property should have shields to focus light onto the school property and not spill over onto the neighbors' property.
- Newton was the first municipality to pass the Massachusetts Stretch Energy Code in 2009 and has several LEED-certified buildings, including Newton North High School. The Planning Department supports the goal of LEED Silver Certified for this project, as well as any measures to conserve energy and natural resources in the renovation and expansion of this building.
- The Planning Department supports orienting more active playground activities such as basketball away from residential abutters in order to lessen ambient noise.

If the Council, Executive Office and School Committee choose to approve these plans, prior to applying for Building Permits the Public Buildings Department should submit:

- 1) The most current plans showing any alterations to proposed driveways, pick-up/drop-off areas, or landscaping to the Planning, Engineering, and Fire Departments;
- 2) Final material samples to the Planning Department, where warranted;
- 3) A construction management plan to the Planning, ISD and Engineering Departments and Ward 2 Councilors.

Attachment A: Engineering Memo, October 14, 2016

Attachment B: NHC Record of Action to MHC August 29, 2016

Attachment C: MHC Section 106 Review Letter, October 7, 2016

CITY OF NEWTON
ENGINEERING DIVISION

MEMORANDUM

To: Council Deborah Crossley, Facilities Committee Chair

From: John Daghlion, Associate City Engineer

Re: Cabot School

Date: October 14, 2016

CC: James McGonagall, Commissioner DPW
Barney Heath, Director Planning
Lou Taverna, P.E., City Engineer
Ted Jerdee, Director of Utilities
Shawna Sullivan, Associate City Clerk
Alexandra Ananth, Chief Planner
Katy Holmes, Senior Planner

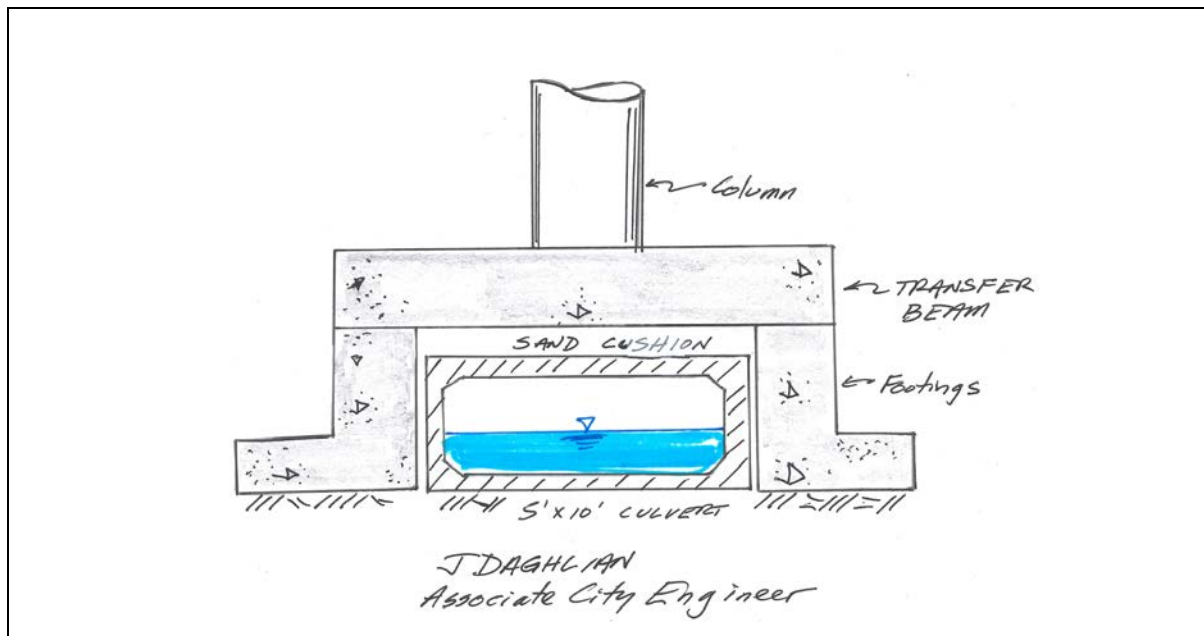
In reference to the above site, I have the following comments for a plan entitled:

Cabot School
Prepared By: DiNisco Design Partnership
Dated: September 29, 2016
Received: October 7, 2016

Executive Summary:

The project entails the renovation & construction of a new Cabot School on the existing site along with the closing of a portion of Parkview Avenue [from Cabot Street northerly to approximately # 15 Parkview Avenue]. Associated with the abandoning of this section of Parkview Avenue, various utilities must be relocated (gas, water, drainage, sanitary sewer) to make way for a portion of the new building. The relocation of these utilities at first blush appears to be acceptable, however; further review will be needed the plans are further developed. Plan & profiles are needed for the sewer main and drain main relocations.

The site also is traversed by a major drainage structure a (5' x10') concrete box culvert that contains Laundry Brook. This culvert receives substantial portion of all the stormwater drainage from Newton Centre and directs it to the Charles River. The plans indicates that the building's footprint (northwest) corner will be positioned up to the drainage easement on the ground level, then the 2nd floor will overhang the drainage easement and will have a support column that will be positioned over the culvert. The DPW's Utilities Division has a consultant designing a culvert replacement that is staled to be bid during the spring of 2017, with construction occurring the summer of 2017. The coordination of the culvert replacement & school construction was brought to the attention of the design team about a year ago. A structural design will be needed for the proposed support column that will be placed directly above the box culvert. The loads from the building will have to be diverted beyond the cross-section of the culvert so that no loads bear on the culvert [see schematic below].



Pedestrian circulation along Cabot Street needs to be developed, specifically with the new bus lane, a sidewalk and pedestrian curb cuts are needed parallel to the street layout; furthermore; the pedestrian curb cuts along Cabot Street within the school zone need to be updated to current standards. The parking stalls in the northern parking lot are not City standard, the stalls measure 9'x17'. Turning template plans are needed for all the driveways to ensure proper emergency vehicle access.

Stormwater quality improvements are being made by improving water quality via some recharging of stormwater runoff where the soils are conducive to infiltration, and depth to seasonal groundwater is sufficient. Some details need attention, such as the trench drain within the driveways need 4' sumps and gas trap outlet. The drainage system also will utilize tree boxes that will receive runoff and provide "treatment" of the runoff prior to being discharged to Laundry Brook. An Operations and Maintenance plan will be needed

that describes the required replacement of the tree(s) & the filter media of the tree boxes, inspections and cleaning of catch basins, trench drains, and infiltrations systems as proposed.

Drainage:

1. When a connection to the City's drainage system is proposed, prior to approval of the Building Permit a Closed Circuit Television (CCTV) inspection shall be performed by the general contractor (GC) of record and witnessed by the Engineering Division. The GC shall retain a contractor that specializes in CCTV inspection. The applicant shall contact the Engineering Division 48 hours in advance to schedule an appointment. At the end of the inspection the video or CD shall be given to the inspector. Furthermore, upon completion of the connection to the drainage system a Post – Construction video inspection shall also take place and witnessed as described above. This is required regardless of the connection point, the intent is to ensure that there are no downstream blockages or damaged pipe so that the contractor of record is not held accountable for preexisting conditions.
2. An on-site soil evaluation needs to be performed to obtain the seasonal high groundwater elevation, percolation rate in accordance to Title V. The locations of these tests need to be shown on the site plan.
3. All gas trap outlets shall be Neenah R-3705.
4. A detailed hydrology and drainage analysis report will be required when the plans are further developed.

Sewer:

1. All cut and capping of existing utilities shall be performed by the contractor of record or subcontractors not the Utilities Division as noted.
2. All new sewer service and/or structures shall be pressure tested or videotaped after final installation is complete. Method of final inspection shall be determined solely by the construction inspector from the City Engineering Division. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed and a written report is received by the City Engineer. ***This note must be added to the final approved plans.***

3. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. All testing **MUST** be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed and a written report is received by the City Engineer. ***This note must be added to the final approved plans.***
4. The service connection from the proposed building to the existing sewer manhole will have to be cored by either a hydraulic or an electric coring machine to eliminate groundwater infiltration. Jackhammering a hole for the connection will not be allowed. A rubber boot and hydraulic cement will also be required for the connection. ***This note must be added to the final approved plans.***
5. Internal drop connections are only permitted if the interior diameter of the manhole is 5-foot minimum, otherwise external drop connection must be utilized per City Standards. ***This note must be added to the final approved plans.***
6. A detailed profile is needed which shows the existing water main, proposed water service, sewer main and proposed sewer main relocation & associated service with the slopes and inverts labeled to ensure that there are no conflicts between the sewer services and the water service. The minimum slope for a service is 2.0%, with a maximum of 10%. In order to verify the slopes and inverts of the proposed service connection, two manholes of the existing sanitary sewer system need to be identified on the plan with rim & invert elevations. The crown of the service connection & the sewer man need to match.
7. The City does not allow sewer saddles for its connections.

Water:

1. The relocation of the water main(s), hydrant locations, fire suppression and domestic services will need to be developed further and shall be reviewed by the Engineering Division, Director of Utilities & Newton Fire Department prior to the Building Permit being issued.
2. The new water and sewer services must be in-place AND accepted by the Engineering Division prior to the issuance of the Certificate of Occupancy.
3. All water services shall be chlorinated per City & AWWA Standards.

General:

1. The existing water & sewer services shall be cut and capped at the main and be completely removed from the site and properly back filled. The Engineering Division must inspect this work; failure to having this work inspected my result in the delay of issuance of the Utility Connection Permit. ***This note must be incorporated onto the site plan.***
2. With the exception of natural gas service(s), all utility trenches with the right of way shall be backfilled with Control Density Fill (CDF) Excavatable Type I-E, detail is available in the City of Newton Construction Standards Detail Book. This note must be incorporated onto the site plan.
3. Prior to Occupancy Permit being issued, an As-Built Plan shall be submitted to the Engineering Division in both digital format and in hard copy. The plan shall show all utilities and final grades, any easements and final grading, improvements and limits of restoration work. The plan shall also include profiles of the various utilities, indicating rim & invert elevations, slopes of pipes, pipe material, and swing ties from permanent building corners. The As Built plan shall be stamped by a Registered Professional Engineer or Land Surveyor. ***This note must be incorporated onto the final contract plans.***
4. All site work including trench restoration must being completed before a Certificate of Occupancy is issued. ***This note must be incorporated onto the site plan.***
5. No excavation is allowed within any City right-of-way between November 15th and April 15th. If an emergency exists or there are extenuating circumstances, Applicant may seek permission for such work from the City DPW Commissioner via the City Engineer. If permission is granted, special construction standards will be applied. Applicant or Applicant's representative must contact the City of Newton Engineering Department prior to start of work for clarification. ***This note must be incorporated onto the site plan.***
6. The contractor needs to notify the Engineering Division 48-hours in advance and schedule an appointment to have the drainage system, water & sewer services inspected. The system & utilities must be fully exposed for the inspector. Once the inspector is satisfied, the system & utilities may then be back-filled. ***This note must be incorporated onto the site plan.***

7. Finalized utility connection plan reflecting the above changes that meets the minimal design standards of the City of Newton must be submitted for approval by the contractor of record with appropriate Bonds & Insurance. The Engineering Division makes no representations and assumes no responsibility for the design(s) in terms of suitability for the particular site conditions or of the functionality or performance of any items constructed in accordance with the design(s). The City of Newton assumes no liabilities for design assumption, error or omissions by the Engineer of Record.
8. An approved type of siltation control needs to be incorporated onto the plans, as well as a detail of the proposed system.
9. As of January 1, 2009, all trench excavation contractors shall comply with Massachusetts General Laws Chapter 82A, Trench Excavation Safety Requirements, to protect the general public from unauthorized access to unattended trenches. Trench Excavation Permit required. This applies to all trenches on public and private property. *This note shall be incorporated onto the plans.*
10. The applicant will have to apply for a Street Opening & Utilities Connection Permits as well as a sidewalk crossing permit with the DPW. ***This note must be incorporated onto the site plan.***
11. If a Certificate of Occupancy is requested prior to all site work being completed, the applicant will be required to post a Certified Bank Check in the amount to cover the remaining work. The City Engineer shall determine the value of the uncompleted work.
12. All trench excavation contractors shall comply with Massachusetts General Laws Chapter 82A, Trench Excavation Safety Requirements, to protect the general public from unauthorized access to unattended trenches. Trench Excavation Permit required. This applies to all trenches on public and private property. ***This note shall be incorporated onto the plans.***
13. The proposed access driveways, bus lane, and parking lot(s) will need curb cuts that conform to the Massachusetts Architectural Access Board's (AAB) 1996 or most current Regulations & Standards. All tactile warning plates shall be ADA Wet Set (or equal) in Federal Yellow color.

If you have any questions or concerns please feel free to contact me @ 617-796-1023



Setti D. Warren
Mayor

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Barney S. Heath
Director

RECORD OF ACTION:

DATE: August 29, 2016

SUBJECT: 229 Cabot Street (Cabot Elementary School)

At a scheduled meeting and public hearing on August 29, 2016 the Newton Historical Commission, by a vote of 4-0:

RESOLVED to submit comments to Massachusetts Historic Commission in support of the schematic design, as presented, of the addition/renovation of the Cabot Elementary School for the following reasons:

- 1) The proposed schematic design will preserve and restore the original Cabot School building, which will stand at the core of the new school complex and continue its use as an elementary school for many more years;
- 2) The proposed additions have been designed to defer to the historic structure in terms of massing, scale, and location, recognizing that the programmatic needs for a modern elementary school must be balanced with the integrity of the historic structure. Members believed this design to be a reasonable compromise with respect to all of the alternatives that were presented and considered;
- 3) The designers and City are committed to preserving historic elements of the structure and incorporating those elements into the new school,.

Voting in the Affirmative:

Voting in the Negative:

Abstained:

Nancy Grissom, Member
Jeff Templar, Member
Peter Dimond, Member
Jean Fulkerson, Member

Title Reference:

Owner of Property:

City of Newton

Deed recorded at:

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Book _____, Page ____

Date _____


Katy Hax Holmes
Staff



The Commonwealth of Massachusetts
 William Francis Galvin, Secretary of the Commonwealth
 Massachusetts Historical Commission

October 7, 2016

Secretary Matthew Beaton
 Secretary of Energy and Environment
 Executive Office of Energy and Environmental Affairs
 Attn.: Holly Johnson, MEPA Unit
 100 Cambridge Street, Suite 900
 Boston, MA 02114

RE: Cabot School New Additions and Renovation; Cabot Street, Blake Street; Newton, MA;
 MHC# RC.60476. EEA# 15586.

Dear Secretary Beaton:

Staff of the Massachusetts Historical Commission (MHC) has reviewed the Environmental Notification Form (ENF) and the Project Notification Form (PNF) submitted by the City of Newton Public Buildings Department, received September 14, 2016, concerning the property referenced above. As you are aware, the subject property at Cabot Street (MHC# NWT.3634), historically known as Cabot School, is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. The 1929 English Revival Cabot School was constructed of brick, cast stone, and slate by Charles R. Greco and William B. Hollings Associates and includes an addition dating to 1956. After a review of the information submitted, MHC staff have the following comments.

The proposed project involving the renovation of the original 1929 Cabot School, the demolition of the 1956 addition and modular classrooms, and the construction of three new additions to serve as a Grades K-5 elementary school facility is described in the ENF and PNF submitted to this office, received September 14, 2016. The MHC understands that alternative sites throughout Newton were explored and determined infeasible and that through many local-level meetings in recent years, this Renovation / Addition option—Design Option 2 (A.4a) was selected to most effectively meet the needs of the neighborhood.

The MHC is pleased to see the retention of the original 1929 Cabot School, the replacement of its current 1980s windows with more compatible windows, and the restoration of many detailed historic features on the exterior.

The MHC understands that the project team and architects are working with guiding design principles to help create additions sympathetic to neighborhood scale and volume and transparencies that dematerialize the additions in order to reduce their apparent size. Materials, colors, and details that create a lighter feeling are being explored in order to feature the existing historic building and to make the three proposed additions harmonize. The MHC is pleased that these concepts have been identified and encourages the project team and architects to look at simplified additions, connectors, and new construction in the English Revival and similar styles such as Collegiate Gothic as planning progresses. It is MHC's opinion that use of vertically aligned fenestration, symmetrical window placement within each bay, complementary materials, and compatible mass-to-void ratios, with reduced window night light-glare,

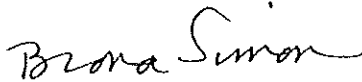
will greatly assist to achieve compatibility of the additions when viewed from the school property and the adjacent neighborhood.

After a review of MHC files and the information submitted, I have determined that the proposed project will have "no adverse effect" (950 CMR 71.07(2)(b)(2)) on the Cabot School provided that the following conditions of submittals by the proponent to the MHC are met: 1) interior photographs of the building, keyed to a sketch map; 2) exterior photographs of the northeast and east facades; 3) a list of all of the components of the 1929 Cabot School that are proposed to be demolished and/or relocated and how any relocated elements, such as Humpty Dumpty, will be incorporated into the school property; and 4) design drawings as they become more developed.

The MHC looks forward to reviewing the information listed above on this important project.

These comments are offered to assist in compliance with M.G.L. Chapter 9, sections 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00); and MEPA (301 CMR 11). Please do not hesitate to contact Ryan Maciej of my staff if you have any questions.

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

xc: Dr. David Fleishman, City of Newton School Superintendent
Joshua R. Morse, Public Buildings Commissioner, City of Newton
John McCarthy, MSBA
Nancy Grissom, Newton Historical Commission
Katy Hax Holmes, City of Newton Planning Department
DiNisco Design Partnership Ltd.
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