

DRISCOLL ELEMENTARY SCHOOL – BROOKLINE, MA	MEETING MINUTES APPROVED 4/16/20
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DRISCOLL SCHOOL BUILDING ADVISORY COMMITTEE	MARCH 19, 2020
Location:	Online GoToMeeting
Time:	7:30 AM

Name	Assoc.	Present
Susan Wolf Ditkoff	Town of Brookline, Co-Chair SBS, PSB	Y
Heather Hamilton	Town of Brookline, Co-Chair SBC, TOB Board of Selectmen	Y
Karen Breslawski	Building Commission	Y
Ken Kaplan	Town of Brookline, Building Commission	Y
David Leschier	Advisory Committee	Y
Ali Tali	Transportation Board	N
Nancy O'Connor	Parks and Recreation Commission	Y
Dan Deutsch	Community Representative	Y
Victor Kusmin	Community Representative	Y
Linda Monach	Community Representative / Special Education Parent Advisory Council	Y
Arjun Mande	Community Representative	Y
Lakia Rutherford	Parent Representative / METCO	Y
Sara Stoutland	Community Representative	Y
Mel Kleckner	Town Administrator	N
Dr. Nicole Gittens	Deputy Superintendent of Schools for Teaching and Learning	N
Ben Lummis	Superintendent of Schools	N
Matt Gillis	Director of Operations	Y
MaryEllen Normen	Deputy Superintendent for Administration and Finance	Y
Dr. Suzie Talukdar	Driscoll School Principal	Y
Rob Mullin	Project Manager, Public Schools of Brookline	Y
Tony Guigli	Project Manager, Town of Brookline	Y
Dan Bennett	Building Commissioner	Y
Jim Rogers	LeftField	Y
Lynn Stapleton	LeftField	Y
Jen Carlson	LeftField	Y
Jonathan Levi	JLA	Y
Philip Gray	JLA	Y
Carol Harris	JLA	N
Werner Lohe	Conservation Commission, Climate Action Committee	Y

Co-Chair Susan Wolf Ditkoff called the meeting to order at 7:30am.

A member of the committee noted that the February 28, 2020 meeting minutes were missing the committee member comment to include a question about experience related to temporary street closure (for relocation of on-site programming) in the CMR interviews. The February 28, 2020 meeting minutes will be updated to reflect comment.

JLA presented slides shown during Design Subcommittee Workshop #3. They explained that the Civil Engineer updated the Design Subcommittee on utility connections, the relocation of the existing drain line, and various other site conditions.

JLA presented site layout options that were reviewed at the well-attended Park and Playground Design Review Committee (DRC) meeting that occurred on March 2, 2020. During that meeting, JLA was given direction to proceed with the development of Option B with the note that the landscape architect include a walking path around synthetic playfield in that option.

Co-Chair Wolf Ditkoff noted that the process for DRC will be advertised, will be online forum. Dan Deutsch noted that his recommendation is that our committee sends out a communication to neighbors and parents letting them know our schedule and opportunities to be a part of the process using technology.

A member of the committee noted that there may be concern from the community regarding the artificial turf field. Others noted that the Driscoll neighborhood is generally in favor of the artificial turf. The existing grass field is muddy and frequently unusable, the artificial turf will eliminate this issue and allow more access.

JLA reviewed the multipurpose room noting that it will be used for classes during the day and can be used for community functions outside of school hours as well. A diagram was shown illustrating the zones that could be locked down to secure parts of the building when there are after hours functions occurring.

JLA explained that throughout the process, equitable site accessibility and code compliance have been at the forefront of most discussions. The team is reviewing ramps to ensure that they will traverse a similar path as the stairs.

JLA provided an overview of the building's mechanical system. It was noted that Fossil Fuel Free is compatible with a displacement air system. A life cycle cost analysis summary was completed on various options available. The displacement air system allows low flows of air into the bottom of a room while the return air is located at the top of the room. This allows for many more air changes than a normal VAV system and is therefore much more comfortable for occupants.

It was noted that the Building Automation and Energy Management System was highly computerized. Building Department Project Manager, Tony Guigli had noted that the commissioning on a similar system at the Ridley School took over two years. JLA explained that the engineers are taking lessons learned from the Ridley School into consideration in the design of the Driscoll School – this system will be more user friendly. JLA and their consultants will be providing detailed presentations of the system to the Director of Public Buildings, the Capital Subcommittees, Climate Action Committee, and other key stakeholders. Others added that parents should also see a less-technical presentation. Co-Chair Wolf Ditkoff added that there may be an opportunity to present Building Management System data on a flat screen in the school as a student learning tool.

A member noted that air quality during construction will be a concern for parents, adding that operable windows were also discussed during the Design Subcommittee Workshop and should be considered further. Driscoll School principal, Dr. Talukdar added that operable windows would be of interest to teachers.

JLA reviewed the update to the cafeteria design, noting that they have been able to fit 34 tables in the space, which seats over the required 266. The cafeteria now takes up a slightly smaller footprint. Queueing paths were included in the diagram showing two POS system locations and two separate lines forming. There is a covered patio space between cafeteria and play space. Dr. Talukdar noted that in the current cafeteria, she has never seen a lunch line of more than 10-20 feet at lunch time as they call a limited number of tables up at a time. While the

drawing shows 60-70 feet of black lines/arrows for lunch pick up, the likelihood is very small that the school would require that amount of space to line up.

Entrance areas were reviewed. There are benches located at the entrances to encourage communication and community building. At the Washington Street entrance there is a glass canopy that allows light and covers the bike rack storage areas. There are a combination of stairs and short ramps to get to the door.

JLA presented the updated elevations as compared to those shown to the community one year ago. Side elevations have been activated with windows and patterns. JLA explained that they are planning the exterior building material to be a red brick to fit into the residential context. JLA noted that they would add small areas with scientific glass that changes color based on angle of the light coming in.

The ramp connecting the Pre-K playground to the Westbourne Pre-K entrance and therefore to the street will be included in the project. There will be a 6-foot fence surrounding the playground and a gate that would allow the school to close the space off to the public if necessary. Students will be able to exit the building directly from the classroom areas to the playground.

The Pre-K entrance from Westbourne will be accessed via both ramp and stair. A member of the committee asked whether adding a stair is necessary if there is a ramp. Another member noted that if there is a single ramp, it could become overcrowded in an emergency situation and those who need it wouldn't be able to get through.

A member of the committee asked, based on the study done on foot traffic and drop-off patterns, how many people are expected to use the Pre-K entrance each day at drop off. It was noted that a smaller number of people will be going to this particular entrance, the majority of students are going to enter from the main Westbourne Terrace entrance or the main Washington Street entrance.

A member of the committee asked how the glass canopy would be cleaned at the Washington Street entrance to the building. JLA explained that the canopy would be sloped to self-clean and the glass would be translucent so any build up on top of the glass would not be noticeable. In general, it was noted, there is no budget allocated for window cleaning at schools in Brookline. JLA added that the areas of glass in the project have been reduced since earlier versions of the design. Mr. Guigli noted that this is a tremendous project and it will be a beautiful building and site, but added that there needs to be a meeting with school and town maintenance to simplify the design where needed.

Mr. Guigli noted that the elevations seem rather detailed that he would like input from Leftfield and Gilbane regarding cost and constructability.

LeftField presented an update on the Construction Manager at Risk selection process. The Town received qualifications packages from seven firms, five of those firms were deemed prequalified by the Selection Committee and invited to submit a proposal. All five firms submitted proposals and were invited to interviews on March 10th. After reviewing proposals and interview presentations, the Selection Committee unanimously voted to rank Gilbane as the highest ranked firm. Gilbane will attend the next SBAC meeting to introduce themselves.

LeftField reviewed the project schedule noting that originally, the team has been anticipating completion of the new school between January and May 2023. All five firms that submitted proposals demonstrated that it would not be unreasonable to target completion at the end of 2022 which would allow plenty of time to move into the new building and start the commissioning process for a January 2023 open.

The standard Construction Manager at Risk (CMR) contract is in for review with Town Counsel. Once comments are received, the contract will be forwarded along to Gilbane with a Letter of Intent. The team along with the CMR

have begun prepping for the first community meeting which will be held on May 6th. Gilbane will be presenting on parking, noise, vibration, temporary play area, abutter surveys, temp street closures, etc. at that time.

LeftField explained that JLA will be issuing the 50% Design Development (DD) documents in mid-April for pricing to better understand where the project is financially. Gilbane will also conduct a cost estimate based on these 50% DD documents.

Co-Chair Wolf Ditkoff noted that, based on the rapidly progressing Covid-19 situation, there is uncertainty surrounding construction in general. There is currently a voluntary ban on construction in Brookline, but in surrounding areas like Cambridge and Boston there are mandatory bans. There is also a question on how supply chains might be interrupted by the spread of the virus in other areas of the world. LeftField noted that they have been on weekly phone calls with the State to figure out what it means per project. Mr. Guigli noted that the project has no construction going on for months. The only activities that are needed now are destructive testing in the school for hazardous materials and the geothermal test well, which will likely occur the week of April 18 – 25.

LeftField outlined the Transportation Board meeting that occurred on March 16th. The board voted to authorize an expansion of the Driscoll On-street Permit Parking Program to a maximum of 116 on-street spaces to achieve a mode split of 80% employees arriving by motor vehicle and 20% employees arriving by other sustainable transportation modes. The board added several conditions, including that for every on-site parking space, new or existing, the total number of on-street spaces allowed would be reduced by 1. This was a departure from what was asked of the board, the preferred parking option presented requested 130 total parking spots which assumed a 90% rate of teachers driving to the school.

Nancy O'Connor, a member of the SBAC and also co-chair of the Parks and Playground DRC noted that parking on-site was discussed in relation to the park, playground and green space associated with the new Driscoll School. A member noted that the neighborhood and community members have expressed concerns about the number of cars to, from and around the site. Co-Chair Wolf Ditkoff, who is also a co-chair of the DRC, added that the location where the parking is tucked is either an existing parking lot and right of way, or the service alley between the school and businesses - there is minimal impact to usable green space based on location. JLA will calculate useable green space on-site in the new design and issue a sketch to provide to the Transportation Board to clarify this point.

Upcoming Meetings –

03/30/20 – Design Subcommittee Workshop #5 – Online @ 5:30pm – 8:30pm

04/01/20 – Commission on Disability – Online @ Time TBD

04/13/20 – Park and Playground Design Review Committee – Online @ 7:00pm – 9:00pm

04/14/20 – Building Commission – Online @ Time TBD

04/16/20 – School Building Advisory Committee – Online @ 7:30am – 9:00am

05/04/20 – Design Subcommittee Workshop #6 – Town Hall, School Committee Room @ 5:30pm – 8:30pm

05/06/20 – CMR Community Meeting – Driscoll School Library @ 7:00pm – 9:00pm

05/11/20 - Park and Playground Design Review Committee – Driscoll School Library @ 7:00pm – 9:00pm

The meeting was adjourned at 8:58am.