

<b>DRISCOLL ELEMENTARY SCHOOL – BROOKLINE, MA</b>	<b>MEETING MINUTES Approved May 6, 2022</b>
---	---

<b>DRISCOLL SCHOOL BUILDING ADVISORY COMMITTEE</b>		<b>February 11, 2022</b>
Location:		Online Zoom Meeting
Time:		9:00 AM
<b>Name</b>	<b>Assoc.</b>	<b>Present</b>
Miriam Aschkenasy	Town of Brookline, Co-Chair SBC, TOB Board of Selectmen	Y
Valerie Frias	Town of Brookline, Co-Chair SBC, PSB	Y
Susan Wolf Ditkoff	Town of Brookline, SBC, PSB	Y
Karen Breslawski	Building Commission	N
David Pollak	Advisory Committee	Y
Ali Tali	Transportation Board	N
Nancy O'Connor	Parks and Recreation Commission	N
Dan Deutsch	Community Representative	N
Victor Kusmin	Community Representative	Y
Linda Monach	Special Education Parent Advisory Council	N
Arjun Mande	Community Representative	N
Lakia Rutherford	Parent Representative / METCO	N
Sara Stoutland	Community Representative	N
Mel Kleckner	Town Administrator	N
Dr. Linus Guillory	Superintendent of Schools	Y
Matt Gillis	Director of Operations	Y
Michelle Bartley	Driscoll School Vice Principal	N
Samuel Rippin	Deputy Superintendent of Administration and Finance	Y
David Youkilis	Driscoll School Principal	Y
Helen Charlupski	School Committee	Y
Tony Guigli	Project Manager, Town of Brookline	Y
Dan Bennett	Building Commissioner	Y
Charlie Simmons	Director of Public Buildings	Y
Jim Rogers	LEFTFIELD	Y
Lynn Stapleton	LEFTFIELD	Y
Jen Carlson	LEFTFIELD	Y
Adam Keane	LEFTFIELD	Y
Jonathan Levi	Jonathan Levi Architects	N
Philip Gray	Jonathan Levi Architects	Y
Carol Harris	Jonathan Levi Architects	Y
Kevin Cooke	Gilbane Building Company	N
Lynda Callahan	Gilbane Building Company	Y
Colleen Shouldice	Gilbane Building Company	N

The meeting was called to order at 9:00AM.

1. Approval of November 5, 2021 SBAC Meeting Minutes

**Miriam Aschkenasy made a motion to approve SBAC Meeting Minutes for November 5, 2021, Victor Kusmin seconded. Roll was called and the vote was 9-0-0, the motion passed.**

## 2. Construction Update

Gilbane provided an update on the progress being made on site. Work is currently ongoing at foundations in Building C – which is located on the North side of the site, closest to Westbourne Terrace. Concrete work is ongoing on the sheer core at building C and at Building A at the elevator pit low walls. Waterproofers are on site waterproofing area C, sitework activities are ongoing with backfill, prep for concrete sequencing, and the stockpiling of soil for upcoming work. Concrete work will continue through April with structural steel beginning in late March. It was noted that there was a slight delay in some of the soils being removed from the site. Gilbane explained that the site the soils were being shipped to had reached their quota for the quarter and Gilbane had to wait for the site to reopen. This did not affect schedule.

Gilbane explained that the construction of the on-site mockup is underway. Building the mockup allows the team to work out any issues they might encounter without affecting the construction of the actual building. Gilbane presented progress photos showing the progress on site, including an aerial view taken by drone.

Gilbane is scheduling a time with the school to take the students through the Building Information Model (BIM) and teach them the planning that goes into a construction project.

A member of the committee asked about an activity on the look ahead schedule referencing roofing.

Gilbane reviewed the Minority and Women Business Enterprise (MBE/WBE) participation on the project. MBE participation is currently at 6.8%. Gilbane looks for every opportunity to increase the MBE/WBE participation and will continue to look for more opportunities as the project continues. Gilbane is also tracking workforce diversity on a weekly basis, targeting a goal of 15.3% for ethnic diversity participation and 6.9% for female participation. Currently, the project is tracking 14% for ethnic diversity participation and 7% for female participation. Gilbane reviewed their outreach process to encourage more participation.

## 3. Traffic Discussion

Jonathan Levi Architects (JLA) addressed the pedestrian death that occurred just a few blocks away from the Driscoll site. This tragedy brought a focus on the pedestrian, bike, and vehicle traffic improvements planned for the project which will be presented today. JLA shared a timeline outlining the process with the Transportation Board to determine what traffic-related interventions would be included in the project.

- Fall 2018 –Transportation engineer performed formal traffic study
- 1/28/19 –Initial presentation to Brookline Transportation Board for comment
- 2/26/19 –Traffic recommendations presented to School Building Committee
- 3/7/19 –Traffic recommendations presented to School Building Committee
- 2/26/19 –Traffic recommendations presented to Building Commission
- 3/18/19 –Presentation to Brookline Transportation Board for vote. (Approved unanimously by all 6 members)
- 3/20/19 –Approved plan presented at public forum

JLA presented the intersections around the site that were studied in detail, noting that the study was conducted pre-pandemic, and that they accounted for the future developments up the road in Boston that are now under construction.

JLA reviewed the pedestrian safety improvements that are included in the project. Improvements include widening and upgrading sidewalks on Westbourne (south side), and Washington (north side), improving crosswalks at: Salisbury Road, Westbourne, Beacon, and at service delivery right of way, improving signage on Westbourne, Beacon, Bartlett, and Washington including “Your Speed Is” electronic warning signs, and a RRFB on Washington, organizing vehicle traffic so cars, deliveries, and buses/vans have separate and distinct drop off areas with sufficient space that does not interfere with pedestrians, and adding stops signs on Bartlett Crescent (both ends), school driveway, service delivery right of way.

JLA reviewed the improvements that are included in the project meant to encourage biking and improve safety for cyclists. Improvements include covered bike racks at both entrances, staff will have bike and scooter parking underneath building, two staff showers, and designated bike lanes - Westbound bike lanes on Westbourne and Washington.

JLA reviewed the vehicle safety improvements that are included in the project. Improvements include separate, designated areas for car drop off (Westbourne), bus drop off (Washington) and deliveries (Service Road Right of Way), Westbourne is being widened to have a full parking lane that will be used for drop off and pick up (includes 4' lined safety buffer separating cars dropping off/picking up students from travel lane), and Washington St. is being widened to provide bus, van, and handicapped parking that is separate from the westbound travel lane.

A member of the committee asked how the traffic will be managed at the Westbourne Terrace drop off. The school principal explained that the new drop off lane is longer and wider than the existing and that more students will be utilizing it than do currently. He added that more staff will be present to manage the situation and keep drop off running smoothly. Portable signage will be ordered to encourage drivers to keep the traffic flowing in an orderly way.

Another member of the committee noted that a similar layout for drop off is being utilized at the Ridley School and suggested that Driscoll staff check in with Ridley staff to see how drop off runs smoothly there. It was noted that the new drop off is separated from moving traffic only by painted striping which will allow parents that are dropping off to easily pull forward if there are no spots close to the school. Currently, the drop off is divided from the street by a curb which creates backup.

JLA pointed out that the new bus drop off on Washington Street allows buses to pull out of traffic to stop and unload students as opposed to the current condition that does not allow buses to pull out of the lane of travel.

Todd Kirrane, Brookline Transportation Administrator, explained that the drawings in the JLA presentation do not reflect the final vote of the Transportation Board, but that the project drawings and documents do reflect the Transportation Board’s vote. He noted that there will be another RRFB located at the crossing from Salisbury Road across Washington Street, the bike lane coming down Bartlett Lane will have a buffered bike lane, Bartlett Crescent will have a pedestrian walkway to allow pedestrians to access the school from that direction, he added that there will be EV charging stations in the parking lot as well. He explained that the Transportation Board added the accessible sidewalk to the North side of Westbourne after hearing feedback from neighbors. He added that in order to fit that sidewalk, residential parking was decreased along Westbourne, this also affects the teacher parking permits that

will be issued. He noted that the painted buffer between the vehicular travel lane and the drop off allows cars to pull off of the road in the event that an emergency vehicle needs to pass by which would not be the case with a curb given the street narrowing that has occurred.

A member of the committee noted that the original traffic study never included the intersection two streets up from the project along Washington Street.

Len Wholey, a Driscoll parent, Town Meeting member, and member of the Transportation Board, noted that there is a history of vehicular crashes near the Driscoll School. He noted that in the last 6 years and within .2 miles of the Driscoll School, there have been 120 car crashes reported, 18 involving injury, and 1 involving a pedestrian death. He suggested that the new designs for Westbourne Terrace, Bartlett Street, and Washington Street include more features to improve pedestrian safety, including vertical intervention such as raised pedestrian crosswalks. Todd Kirrane noted that raised crosswalks were considered at the time of the vote, but that the data available at the time did not support the need for them. The Transportation Board at that time voted 6-0 in favor of the plan adopted by the project. He explained that the SBAC can vote to reopen this issue, but that changes will be at the expense of the project.

A member of the committee asked if the signs in the drop off lane along Westbourne will be posted as no parking even during the day, nights, and weekends, or if that lane could be used as parking for park use during off hours. Todd Kirrane explained that the lane will be appropriately signed to allow for parking during non-drop off hours.

A member of the committee asked if school deliveries are separated from drop off times. JLA explained that the new design keeps service access to a lesser used part of the school accessed via the alley, and Matt Gillis, Director of Operations for the School Dept. explained that operationally, deliveries are scheduled for times that would not impact pick up or drop off.

The committee co-chairs noted that they felt as though the design should stay as it is now given the extensive public process behind the approved drawings, and added that the real life conditions after the building is built and in use should be considered at a later date, separate from the school building project.

Leftfield reviewed the Construction Management Plan (CMP) showing the temporary logistics around the site, focusing on traffic-related interventions. The CMP was developed with the traffic engineer that completed the original traffic study, police, fire, and transportation staff weighed in, as well as local commercial abutters.

A member of the committee asked how drop off at Westbourne Terrace is being managed operationally to maintain safety. The school principal explained that the school is working on communicating clearly with parents, they are working to provide appropriate staffing at that location as well. He added that the short semi-circle drop off area does make it difficult to manage. Leftfield noted that Gilbane and their subcontractors contractually are not allowed to accept construction deliveries during pick up and drop off hours to help manage the traffic situation.

#### 4. Budget Update

Leftfield took the group through the budget, noting that the project is in solid shape financially. Leftfield showed that the project has had a total of \$4.8M in change orders, and while that may seem high, \$4.7M of that number is for the switch to geothermal wells, which came with its own funding and did not impact the project's contingency. The project is coming out of the ground with around \$77,000 in change orders to date, which is a fantastic place to be given most unknowns are in the underground work. Leftfield explained that there is currently about \$5.7M remaining in contingency on the project.

#### 5. Community Engagement

Leftfield reminded everyone that if everyone should submit any questions or comments they may have via the Driscoll Project website. All questions and comments submitted go directly to the project team and someone from the team will respond to your question in a timely fashion.

Gilbane is offering a site walkthrough for members of the SBAC on February 18<sup>th</sup> from 9:00am – 9:30am. A total of 12 people can be accommodated on the walkthrough and the sign-up sheet has been circulated via email.

Co-chair Frias noted that the weekly community messaging implemented by the project team has been working well.

#### 6. Upcoming Meetings

- February 8, 2022 – Building Commission Meeting – 6:35 PM
- March 8, 2022 – Building Commission Meeting – 6:00 PM
- April 12, 2022 – Building Commission Meeting – 6:00 PM
- May 6, 2022 – School Building Advisory Committee – 9:00 AM

#### 7. New Business

There was no new business at this time.

The meeting was adjourned at 10:05am.