

Project Website



www.brookline.k12.ma.us/baldwin-expansion

Email Updates

Please sign in on the **PINK** Sign-In sheets if you want to get email updates

OR go to www.brooklinema.gov/list.aspx
(look for Baldwin School Building Committee)

Baldwin School Building Project



NEIGHBORHOOD COMMUNITY FORUM

November 1, 2018



Agenda

1. Project Overview - Need, Timeline, Update
2. Legal and Traffic Updates
3. Preliminary Design Concepts
4. Cost Estimates
5. Summary of Community Input + Comments & Questions
6. Upcoming Meetings & Staying Informed



Norms

- Diverse opinions exist among those gathered here tonight.
 - **Our** job is to make sure that
 - ❖ All people who want to speak can speak
 - ❖ No one is silenced because they are afraid to speak up
-

Be respectful of others by

1. Listening carefully to everyone
2. Honoring each other's experience and perspective
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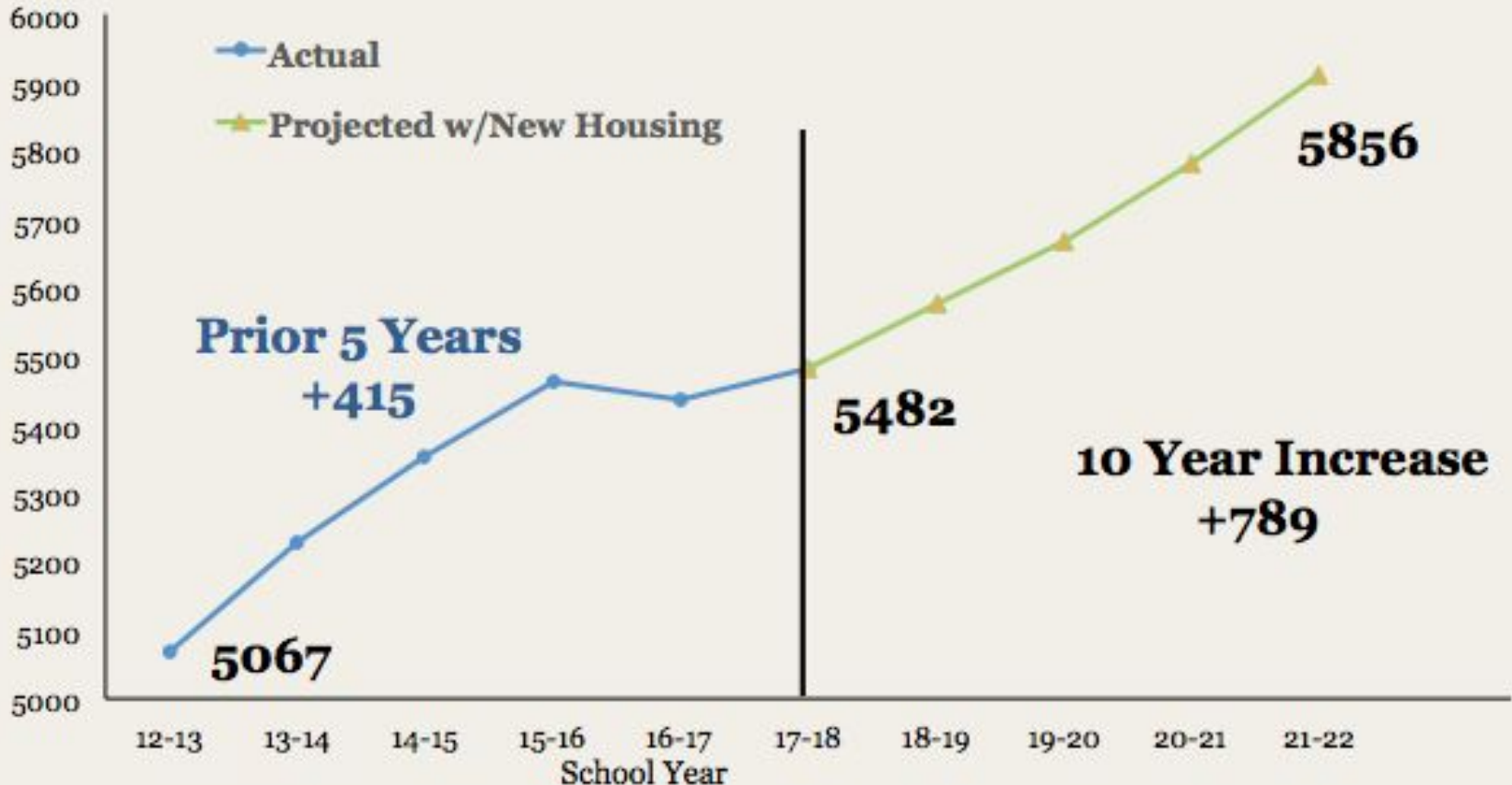
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Actual K-8 Enrollment since 2012 Projected Enrollment through FY2022

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Source: PSB 2017 Enrollment Projection Report, April 2018

Includes known Large Development Projects filed with Planning Department as of November 2017

Projection methodology does not yet include growth due to T-districts or generational shifts



Enrollment Growth since 2005 – By School

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	2005-2006	2017-2018	# Growth since 2005	% Growth since 2005
Baker	647	763	116	18%
Coolidge Corner	670	801	131	20%
Driscoll	366	613	247	67%
Heath	360	534	174	48%
Lawrence	478	722	244	51%
Lincoln	410	578	168	41%
Pierce	546	859	313	57%
Runkle	427	612	185	43%
	3,904	5,482	1,578	40%

2005 - 2017 growth is equivalent to combined 2005 enrollment of Driscoll, Heath, Lincoln, and Runkle



Townwide Challenges



- **Historic and Ongoing Enrollment Growth** - Since 2005, we have absorbed the equivalent of three K-8 schools into our existing schools through expand in place. Every school is overcrowded and needs relief in some way.
- **Overdue Renovation and Updating of Facilities** – Driscoll and Pierce School need renovation to update facilities and address overcrowding. Driscoll has never completed a full renovation.
- **Core Facilities are Inadequate**– Core facilities in 7 of 8 K-8 schools (gyms, libraries, cafeterias, hallways) no longer have the capacity to handle the current student population.
- **Substandard Spaces** – at each school, we have substandard classrooms because they have been created out of offices, hallways, locker rooms, etc.
- **Temporary Rentals used for K-8 Classrooms** – Pierce and Baker Schools have a total of 6 classrooms that are in rented space
- **Early Education Programs** – currently 11 BEEP classrooms in rental space. With a new BEEP building 5 BEEP classrooms will remain in rental space.



Children are Learning in Substandard Spaces

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A Sampling of the Substandard Spaces in Our Schools

- K-8 Schools are 16,000 to 27,000 square feet below Massachusetts School Building Authority (MSBA) guidelines
- Elementary and middle grades classrooms typically between 100 sq. ft. and 300 sq. ft. below MSBA guidelines
- Special education and resource room areas typically 25%-50% below guidelines for recommended size.
- Undersized cafeterias are 1,500 square feet below MSBA guidelines
- Gyms typically undersized by 2,000 square feet
- Classrooms and learning support areas created out of storage rooms that have no windows



Examples of Substandard Spaces

- **Baker** –
 - ❖ Music room and two art rooms directly beneath the gym
 - ❖ Cafeteria is overcrowded
 - ❖ Gym is too small
 - ❖ Principal/Vice Principals sharing office space eliminating their ability to have confidential meetings with parents or about students.
 - ❖ Hallways are too crowded for students to walk through
- **Driscoll** -- 5 lunches, starting at 10:15 and going until 12:50.
- **Pierce** -- A second grade classroom is in a tunnel between two buildings; 200 students from the Pierce Historic Building need to walk through that classroom to get to lunch and specials every day.
- **Heath** -- Students must walk through an active Spanish class to get to French class.



Three-Part, Townwide Solution



On June 13, 2018, after the 6-month Alternative Site Study, which included more than 20 public meetings, the consideration of 20 initial options and 14 final options, six public listening sessions, public hearings, and the work of five town departments and HMFH Architects, the Select Board, School Committee, and Ad Hoc Subcommittee of the Advisory Committee voted to:

1. **Driscoll** – move renovation and expansion into a 4-section school into the Feasibility Design Phase
 - ❖ Prioritizes maintaining the existing amount of per student play space
2. **Baldwin School** – move a “2-section” school into the Feasibility Design Phase
 - ❖ Includes early education, RISE, and native language support classrooms
3. **Pierce** – reaffirmed School Committee decision to request partnership with Massachusetts School Building Authority to renovate Pierce



Expanding Baldwin School



- Rebuild Baldwin into an intimate PK - 8 Elementary School for Chestnut Hill
- 2 classrooms per grades
- 3 classrooms for a district-wide Special Education program (RISE)
- 3 classrooms for a district-wide English Learner Education (ELE) program
- Community meeting and performing arts space
- Community access to gymnasium
- Refurbished school playground with improved accessibility
- 420-450 students, 86 total staff



Baldwin School Design History



2016	9th School Site Selection Target	800 Students	157,553 Square Feet (Gross Floor Area)
2017	Baldwin 9th School Feasibility Study	660 Students	136,449 Square Feet (Gross Floor Area)
2018	Current Baldwin School Expansion	420 - 450 Students	107,656 Square Feet (Gross Floor Area)

Expanding Baldwin School



Baldwin School
Property

Baldwin School
Playground





Four Phases of Construction



1. Design Feasibility (Sept. 2018 - Dec. 2018)

Building Committee, with input from the community members, Town Boards, PSB Staff and Families, select a preferred design option for the Baldwin School.

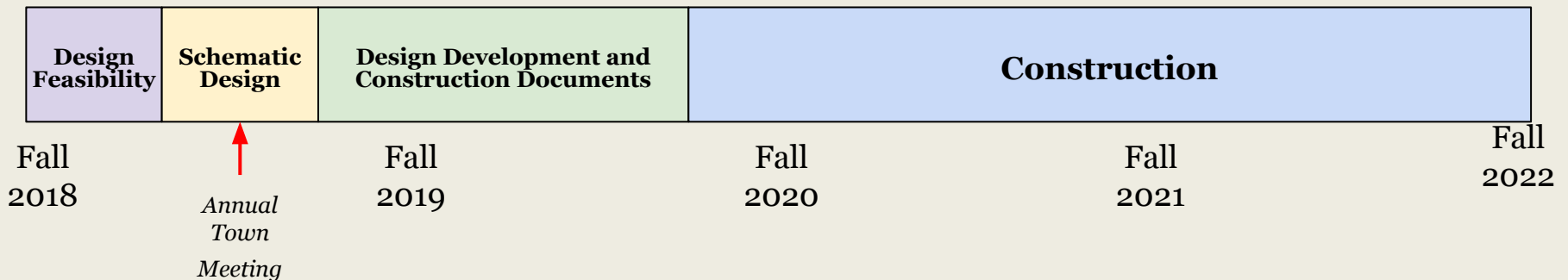
2. Schematic Design (Jan. 2019 - May 2019)

Architects work with Building Committee, community members, Town Boards, PSB Staff and Families to develop interior and exterior layouts based on selection of preferred design.

3. Design Development and Construction Documents (July 2019 - June 2020)

Final design, floor plans and architectural drawings will be completed. Application for building permit.

4. Construction (July 2020 - Sept. 2022), Occupancy by Fall 2022



Baldwin Feasibility Study Progress Report

1 Site Survey	Complete
2 Geotechnical Engineering Data Report	Complete
3 Environmental Site Assessment	Complete
4 Asbestos Survey Report	Complete
5 Code Review of Existing Building	Complete
6 Legal Review	Complete
7 Updated Traffic Study	Preliminary Report provided on 10/25
8 Develop Design Alternatives & Refined Project Cost Estimates	In Progress

Currently Projected Baldwin SBC Agenda Schedule

9/27/18

- Existing Conditions Progress Report
- Building Program, Space Summary Status Report

10/11/18

- Refined Building Program and Bubble Diagram
- Alternative Design Strategies

10/25/18

- Refined Alternative Design Strategies
- Traffic Report Preliminary Findings
- Cost Estimates

11/8/18 and 11/19/18

- Refined and Recommended Preferred Design Alternative

11/29/18

- Revised Preferred Design Alternative
- Updated Cost Estimate
- Approval of Preferred Alternative to proceed to Schematic Design



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Proposed Baldwin 2 Section PK-8 School Brookline, Massachusetts

Preliminary Transportation Impact Assessment

Prepared by:



October 25, 2018

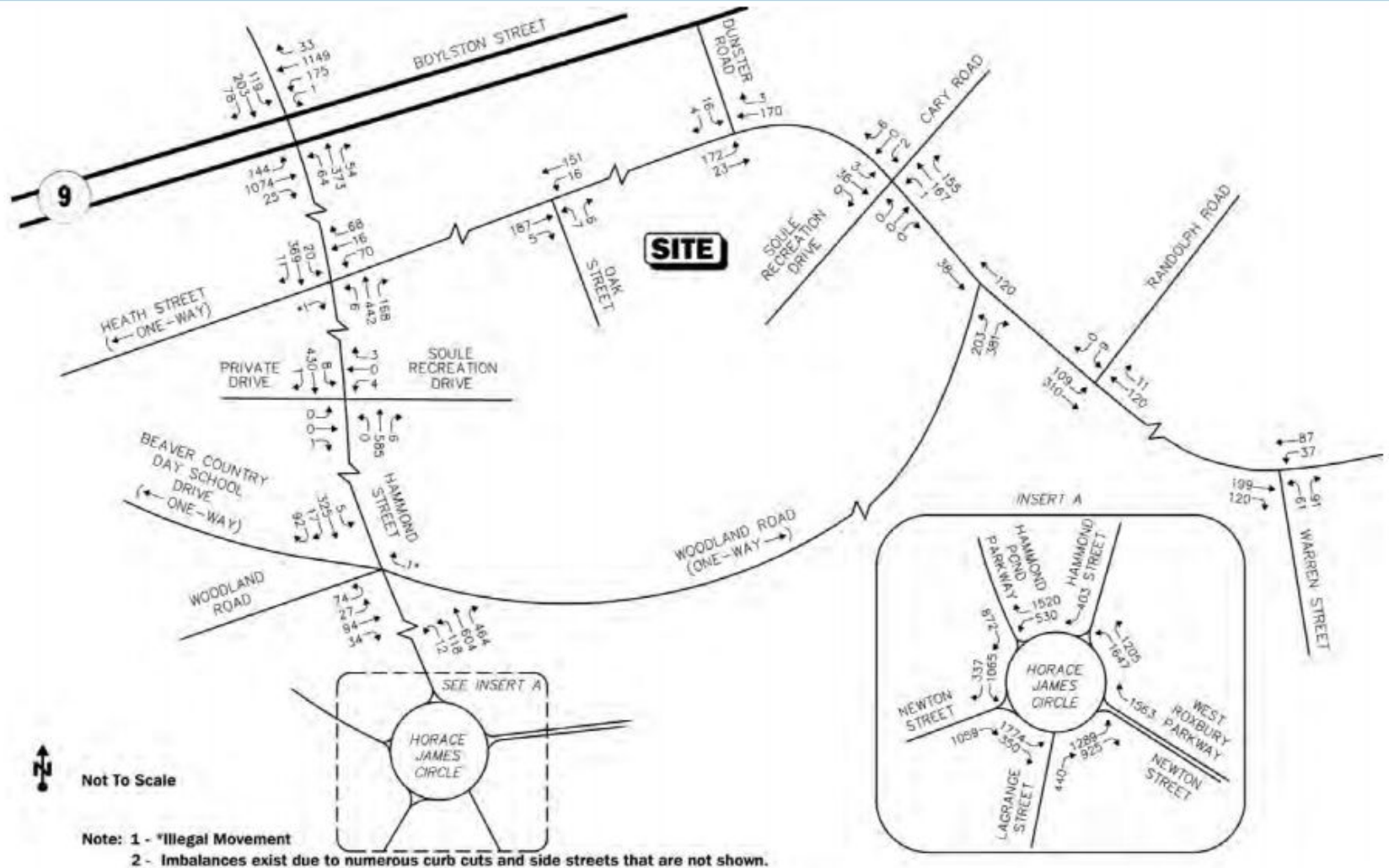
Traffic Agenda Items

- Area of Study
- Existing Condition Data Gathered
- Projected Conditions
- Recommendations
- Conclusions

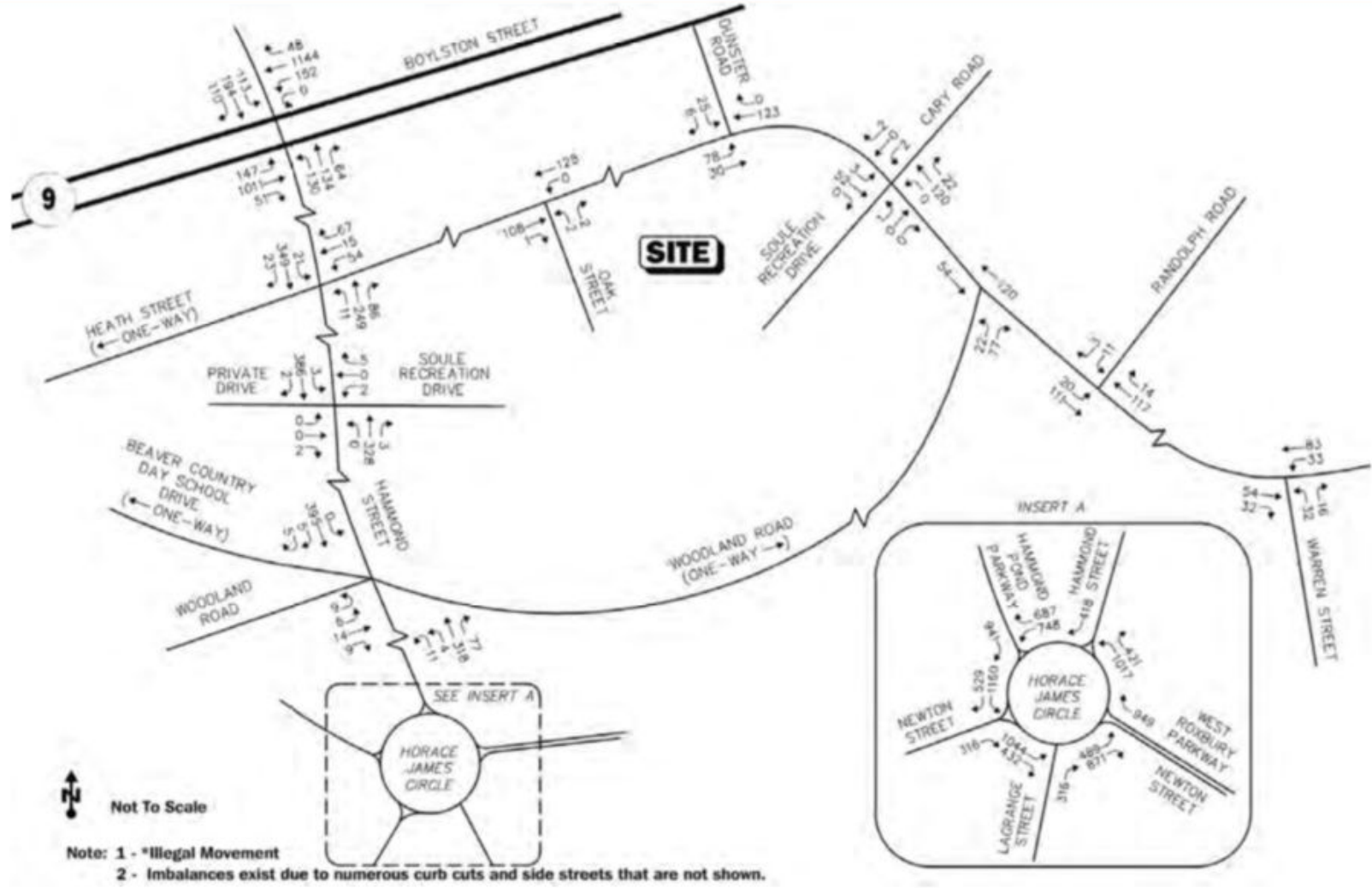
Site Location and Study Area Map



2018 Existing Conditions – Weekday Morning School Peak Hour Traffic Volumes (7:00-8:00 AM)



2018 Existing Conditions – Weekday Evening School Peak Hour Traffic Volumes (1:30-2:30 PM)

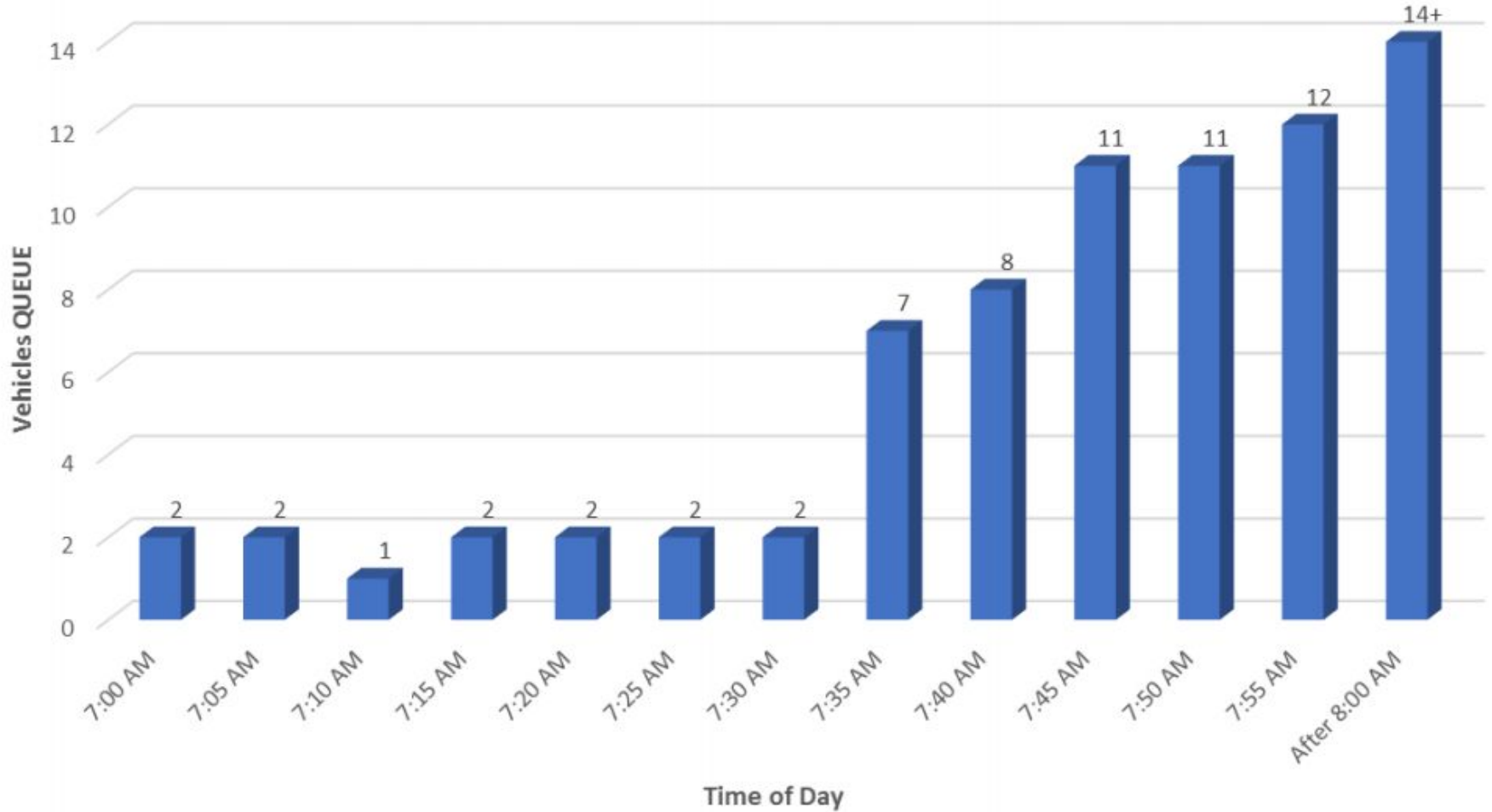


Not To Scale

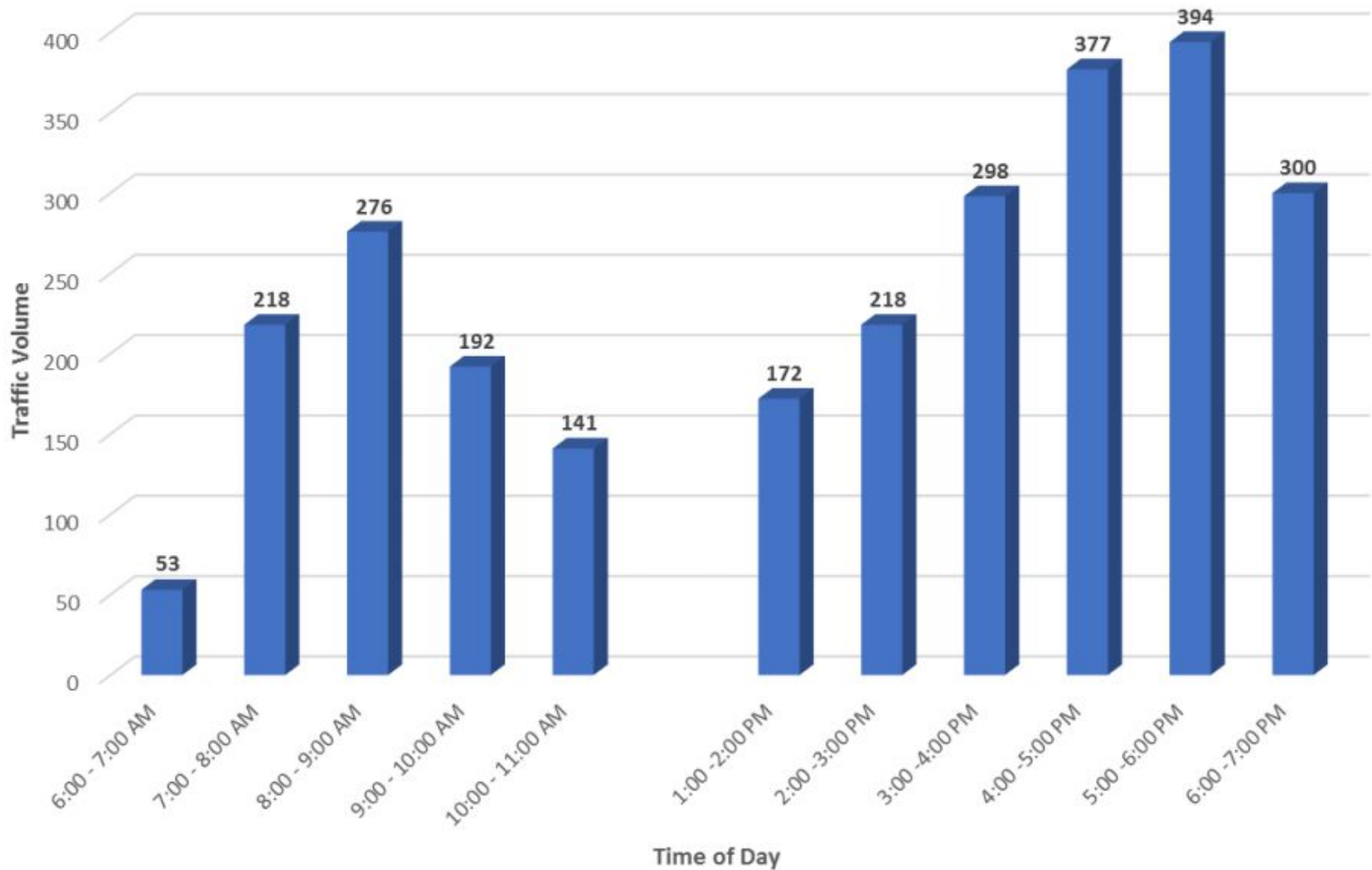
Note: 1 - *Illegal Movement
2 - Imbalances exist due to numerous curb cuts and side streets that are not shown.

Vehicle Queues on Heath Street

Weekday Morning, October 16, 2018



Existing Heath Street Traffic Count



Trip Generation Summary

ASSUMPTIONS

- 453 Students
- 86 Staff (74 arrive in peak hour 1.0 staff per car)
- 4% Daily absenteeism
- 25 students bus with METCO (Arriving by Bus)
- 30 RISE students (9 Vans)
- 45 Brookline Early Education Program students (Arrive after 8:00 AM)
- 120 students bus (2 Buses)
- 50 students walk¹
- Student car occupancy of 1.45 student/car

¹ This is a conservative estimate. 195 K-8 children live within 0.5 miles of the site, so the number of children who walk to school when it opens will be higher.

Result: 121 Cars in the morning, 70 Cars in the Afternoon

Car Drop-Off Trip Generation Comparison

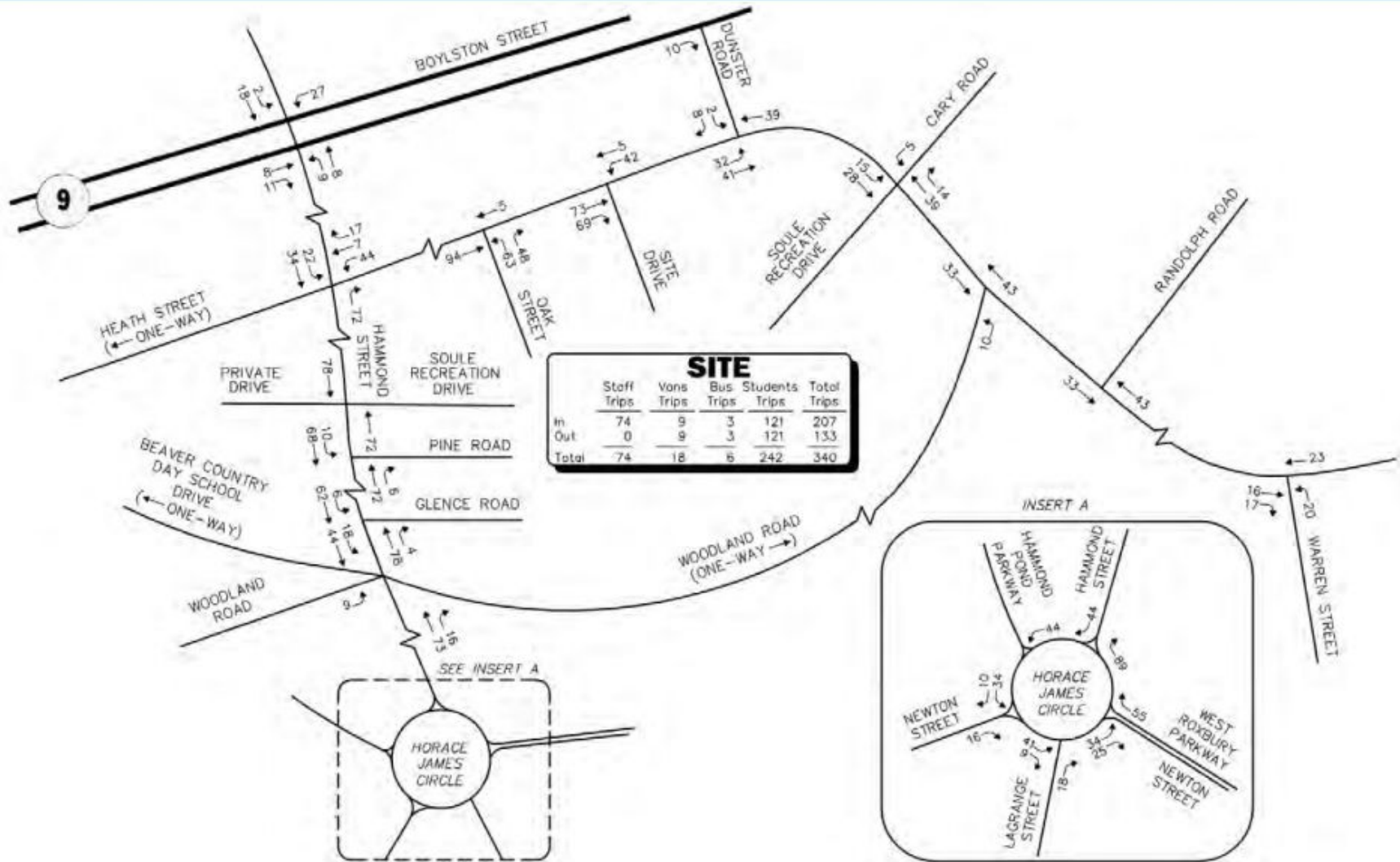
Time Period	Car Drop-off (800 Students)	Car Drop-off (600 Students)	Car Drop-off (453 Students)
Weekday Morning Peak Hour:			
Entering	330	232	121
Exiting	<u>330</u>	<u>232</u>	<u>121</u>
Total	660	464	242

Trip Generation Summary

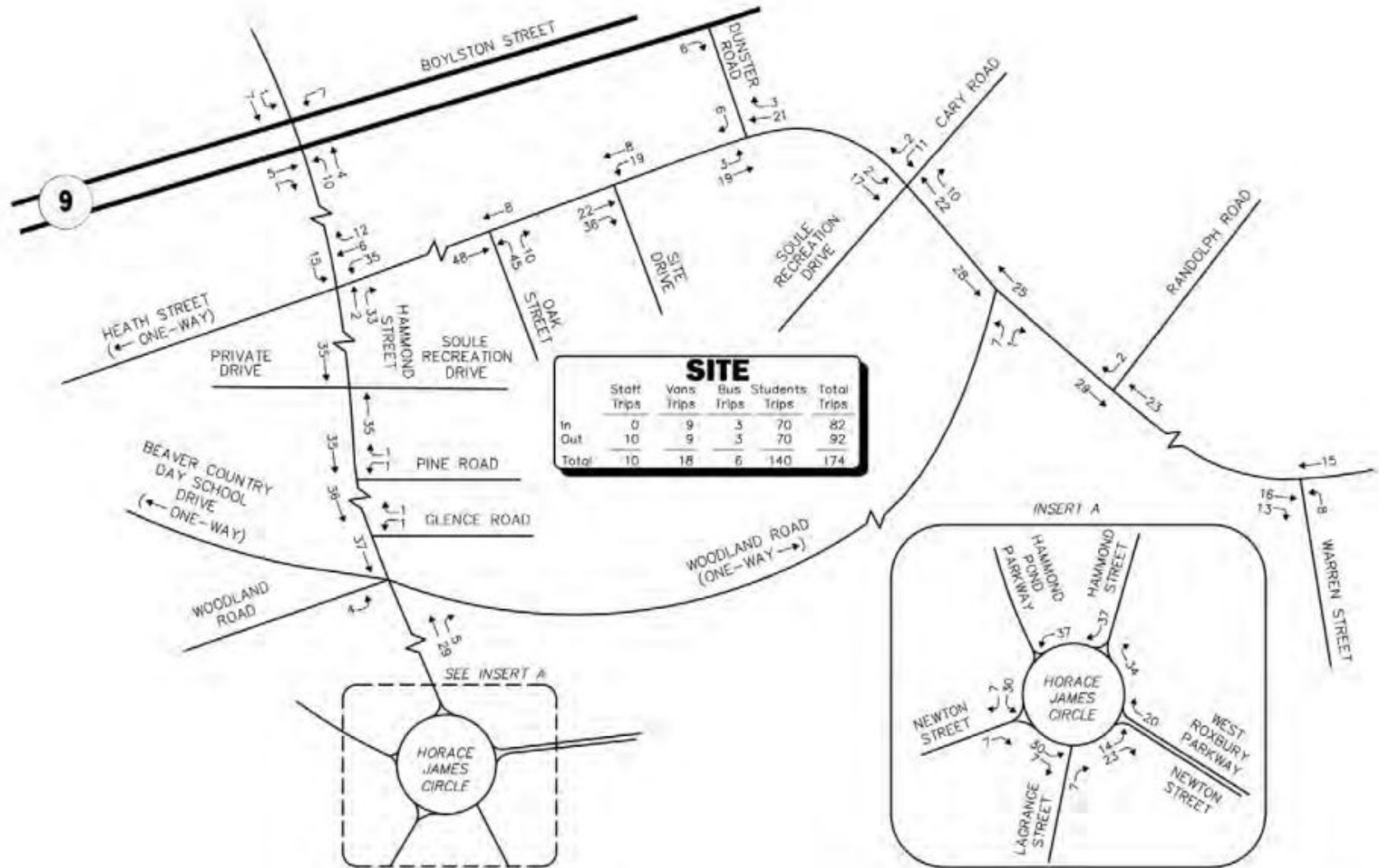
Time Period	Staff	Vans	Buses	Car Drop-off/ Pick-up	Total Trips
Weekday Morning Peak Hour:					
Entering	74	9	3	121	207
Exiting	<u>0</u>	<u>9</u>	<u>3</u>	<u>121</u>	<u>133</u>
Total	74	18	6	242	340
<hr/>					
Weekday Afternoon Peak Hour:					
Entering	0	9	3	70	82
Exiting	<u>10</u>	<u>9</u>	<u>3</u>	<u>70</u>	<u>92</u>
Total	10	18	6	140	174



Projected Trip Generation – Weekday Morning



Projected Trip Generation – Weekday Evening



Comparison with Existing Schools - Managing Student Drop-off and Pick-up

Characteristics common to Baldwin, Driscoll, Lincoln, Runkle

- Police details help manage traffic
- Crossing guards keeps pedestrians safe
- Parents use cars to drop-off and pick up students
- On-street Parent drop-off and parking
- On-street Teacher Parking
- Increased activity lasts only 15-20 minutes
- Area becomes a priority for snow plowing and clearing of sidewalks

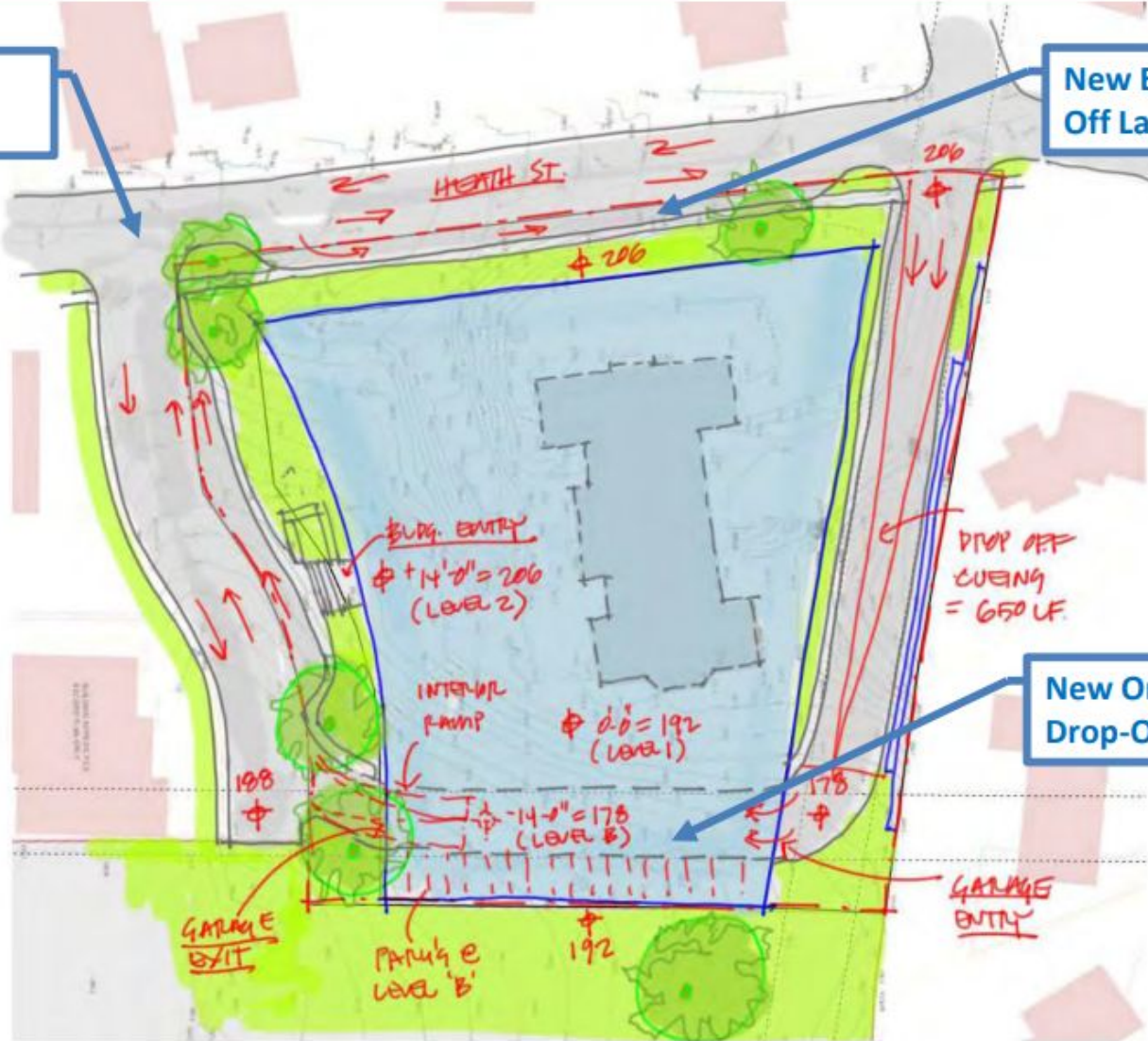
Baldwin Site Advantages

- On-site queue area takes car drop-offs/pick-ups off Neighborhood Streets
- Dedicated visitor parking proposed to be on-site

Site Plan

Police Crossing Guard

New Bus Drop-Off Lane



New On-Site Parent Drop-Off

Recommendations

Project Area Access

- The Main Driveway Off Heath Street
- A Bus Drop-off Area is Proposed on Site Off Heath Street
- Earlier Start Time

Off-Site

Hammond Street at Route 9 and Hammond Street at Heath Street

- This Intersection Should Be Retimed and Coordinated with Route 9 Signal

Police Control

- Heath Street at Oak Street (School Exit)
- Hammond Street At Heath Street

School Drop-Off and Pick-Up Traffic Management Plan

Note: This is what is happening today at Coolidge Corner School with great success

- Police Detail Officer
- School Staff Should Be Stationed at The Drop-off
- A Designated Drop-off/Pick-up Area
- A Lane Along the Entryway Will Remain Unobstructed
- Parents and Caregivers Will Be Given Information on School Drop-off and Pick-up Times and Procedures

Recommendations

Pedestrian Improvement

New crosswalks

- Heath Street
- Hammond Street

Sidewalks entering the site

- Heath Street

Rectangular Rapid Flashing Beacon

- Hammond Street Near Soule School
- Route 9 at Dunster Road

Busing/ Vans

- 120 Students (2 Buses)
- 25 METCO Students (1 Bus)
- 30 RISE Students (9 Vans)

Bicycle Considerations

Bicycle Racks Should Be Provided

- Bicycle Consideration By the Town:
 - Heath Street
 - Woodland Road

Recommendations

Transit Usage

- Promote staff usage

Traffic Monitoring

Within three months after school opening and annually

- Pedestrian safety
- Crossing guards
- Police detail
- Level of student busing

Construction Management Plan

A detailed Construction Management Plan should be prepared and reviewed by the Town

Recommendations

Pedestrian Access and School Signage Plan



Summary

- Safe Environment Can Be Maintained
- Delays and Queues - Limited to Short Periods (15-20 Minutes)
- School Traffic Before Existing Peak
- Traffic Conditions Will Be Manageable

Qualitative Assessment: Good Site for New School

Neighborhood Impact: Comparable to Existing Schools



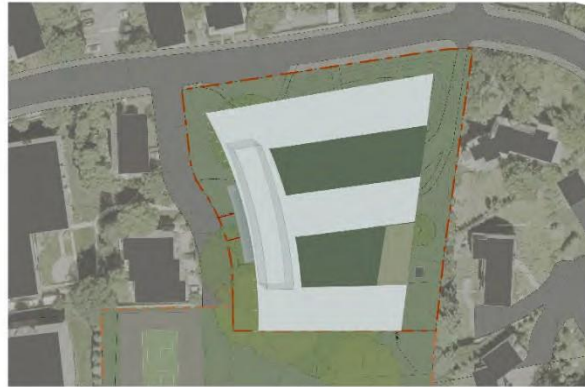
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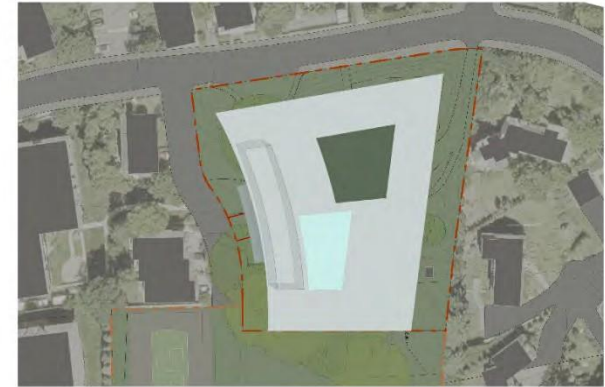
Preliminary Concept Design Alternatives



Option A
"Quadrangle"

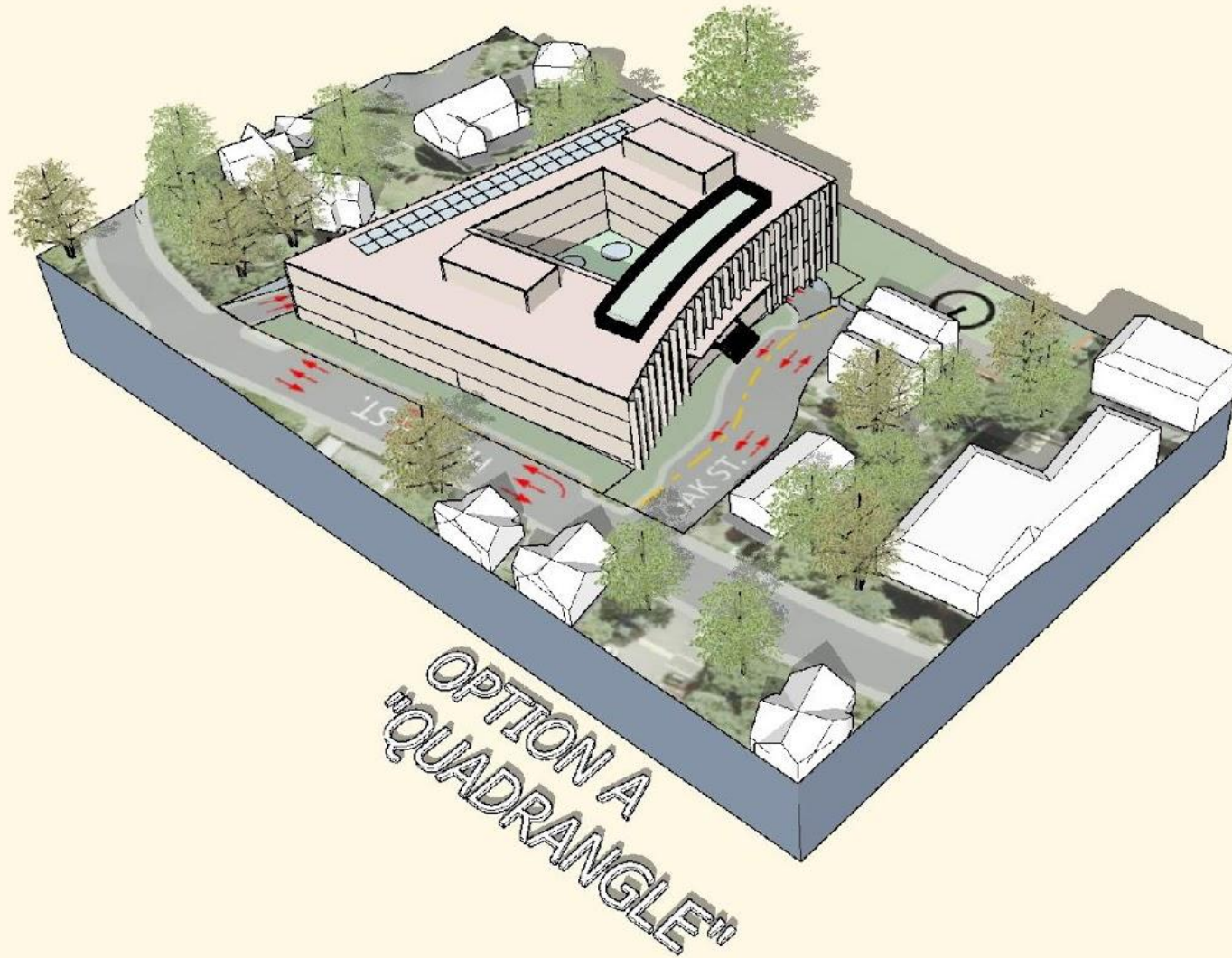


Option B
"Solar Harvest"

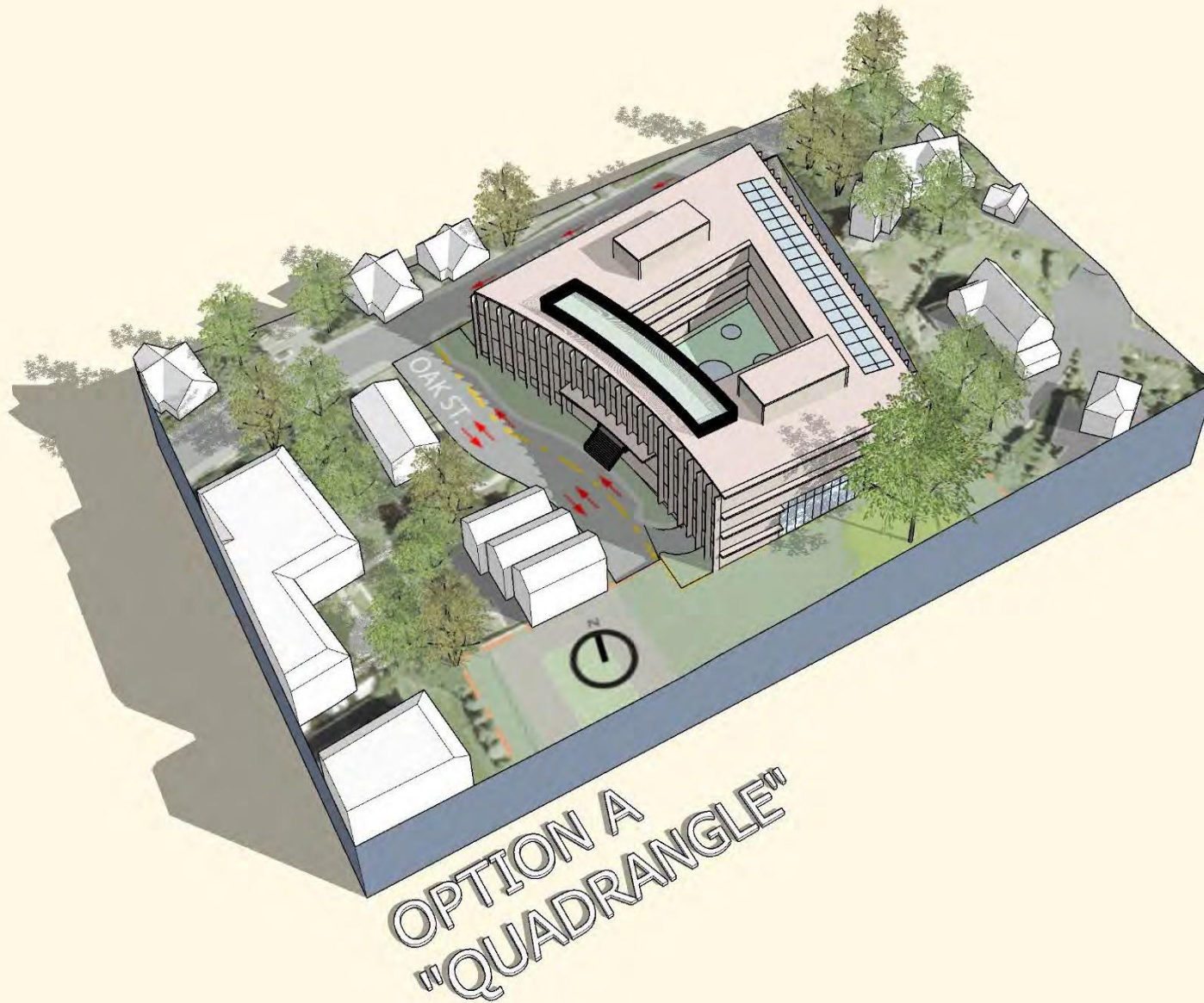


Option C
"Twin Court"

Preliminary Concept Design Alternatives



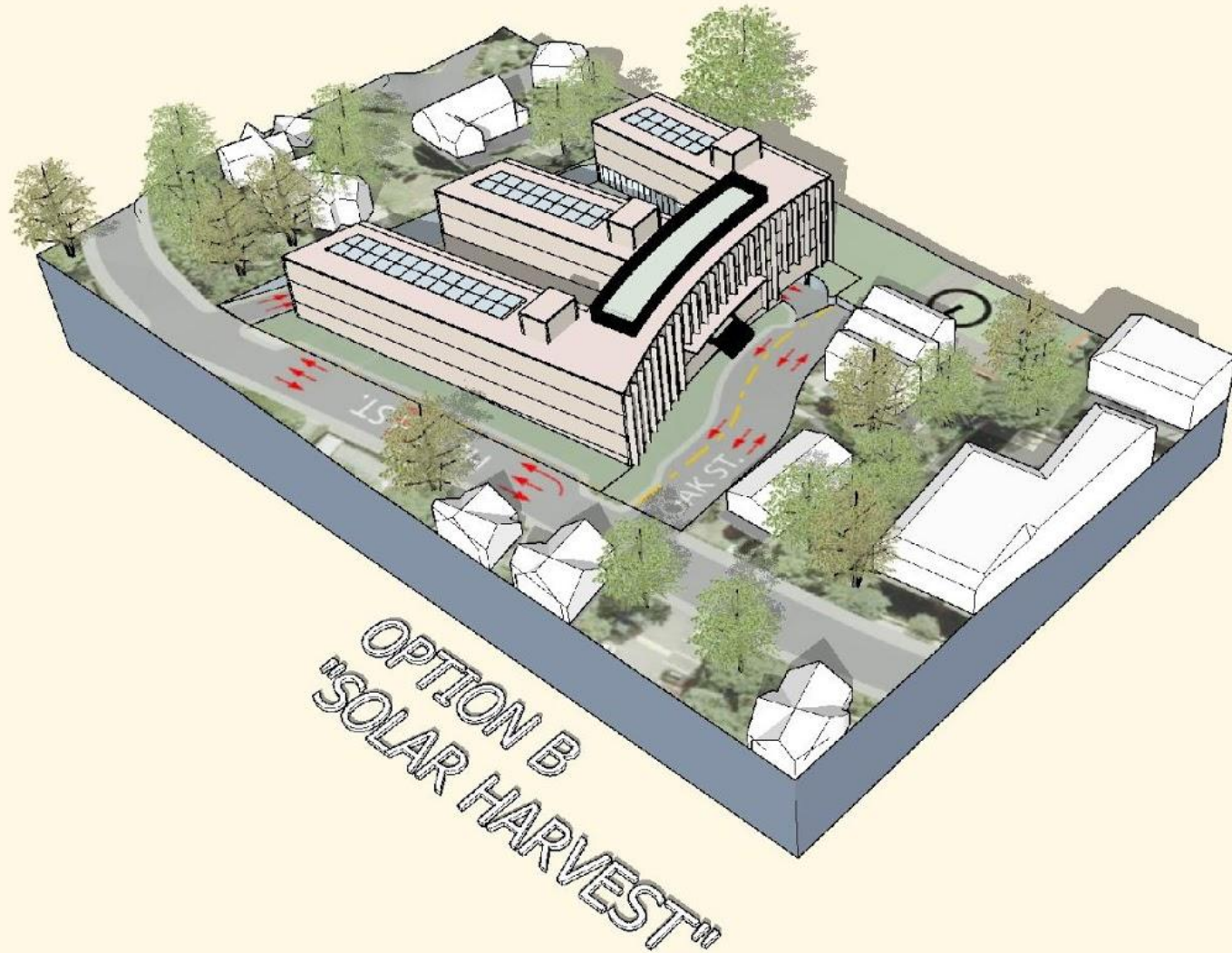
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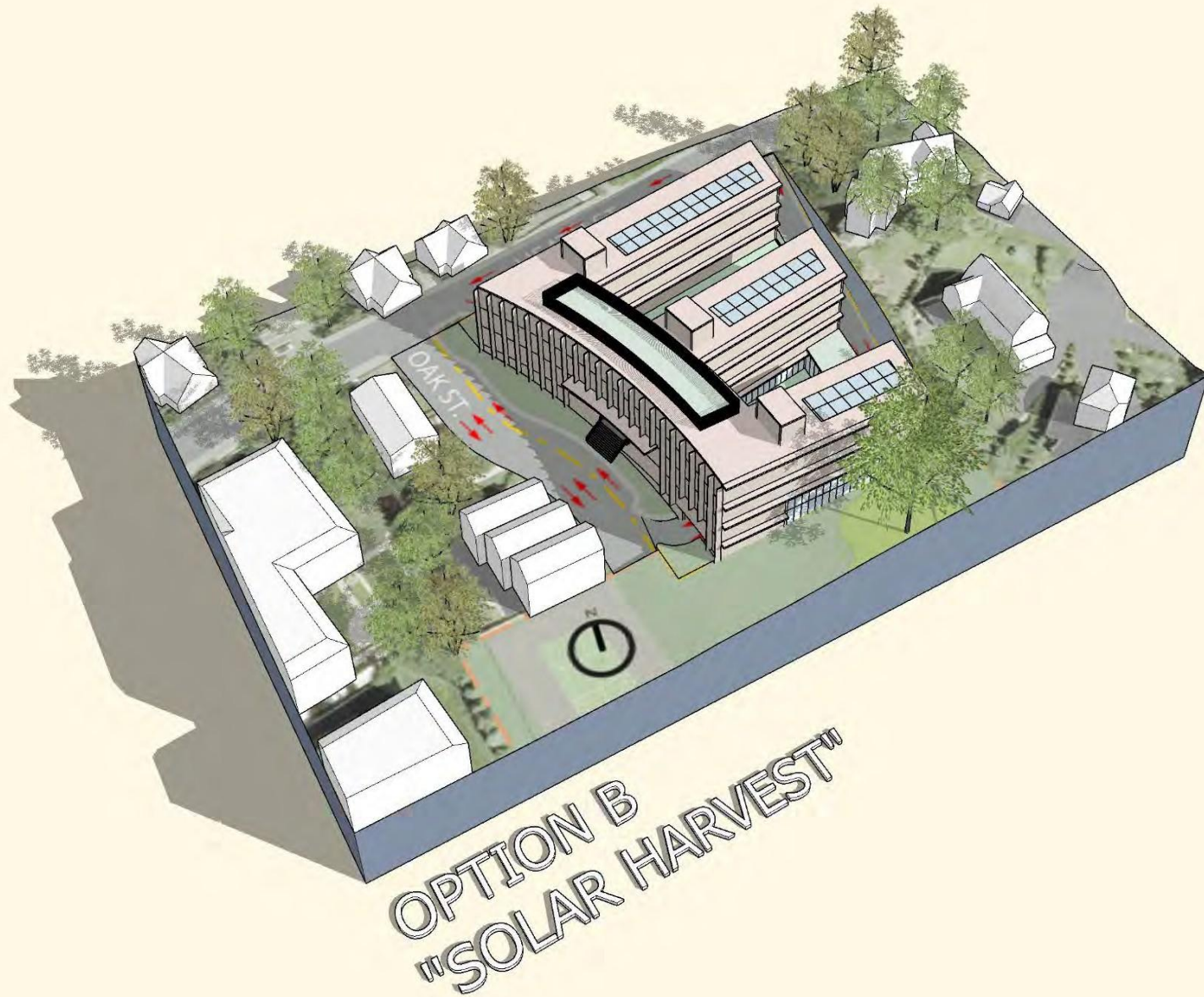


Preliminary Concept Design Alternatives



OPTION B
"SOLAR HARVEST"

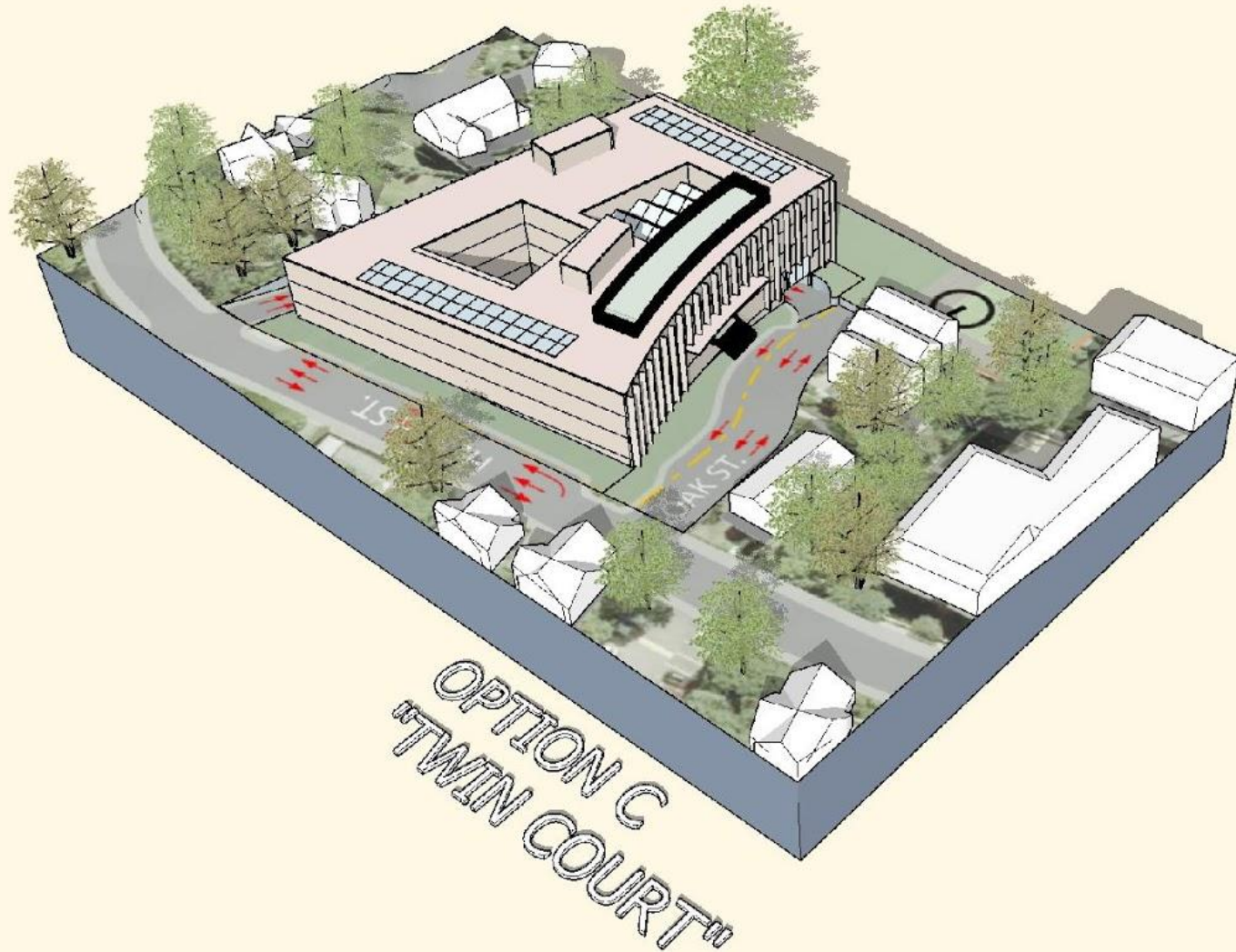
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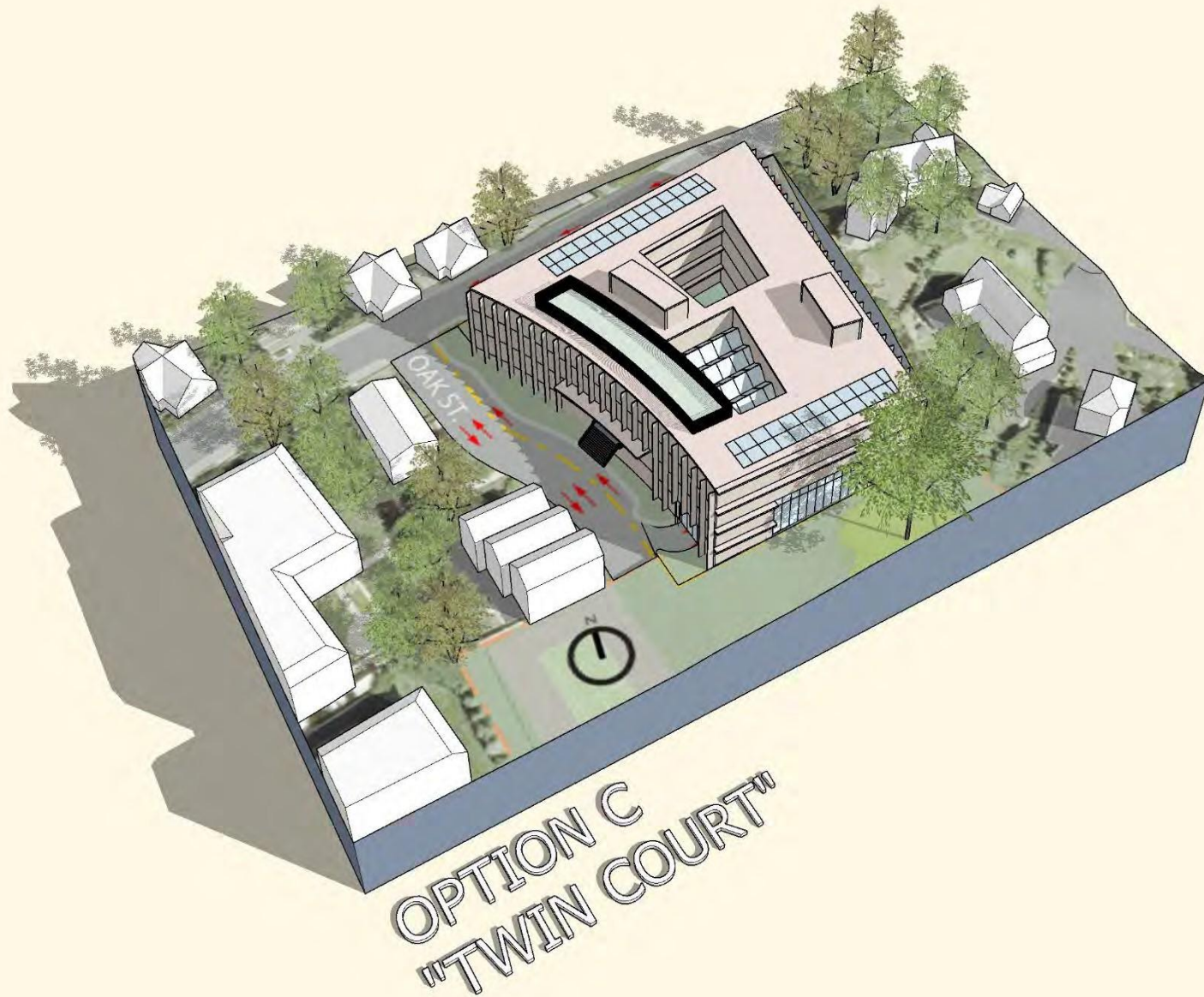
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Preliminary Project Cost Comparison

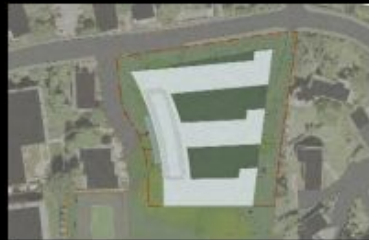
Includes 10 Parking Spaces under Building (1.8M)

Includes \$1M for sidewalk improvements



Option A
Quadrangle

\$74M – 78M



Option B
Solar Harvest

\$76M – 80M



Option C
Twin Court

\$77M – 81M



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Public Meetings held to Consider the Baldwin Site

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Study	Timeframe	# of Meetings Held Addressing the Baldwin Site
Original Site Selection	February 2016 - October 2016	8
9th School Site Study	December 2016 - November 2017	27
9th School Alternative Site Study	November 2017 - June 2018	25
Current Baldwin Expansion	June 2018 - Present	13
Total	February 2016 - Present	73



Recap of Meetings during 2018 Design Feasibility Phase

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- **September 27:** Building Committee
- **October 2:** Capital and Schools Subcommittees
- **October 4:** School Committee
- **October 9:** Select Board
- **October 11:** Building Committee
- **October 12:** Focus Group with RISE Families and Jonathan Levi Architects
- **October 15:** Transportation Board
- **October 16:** Capital and Schools Subcommittees
- **October 17:** Neighborhood Community Forum
- **October 18:** School Committee
- **October 23:** Focus Group with RISE Staff and Jonathan Levi Architects
- **October 25:** Building Committee
- **October 25:** School Committee



What We Have Heard from the Community



- Legal and Traffic issues must be addressed and need a thorough review that considers all alternatives
- Traffic is too bad in this neighborhood; it will not be workable
- Not interested in on-street parking (traffic impact, narrowing of streets, difficult in winter)
- Traffic is difficult at all schools. But it only lasts for 15-20 minutes on school day mornings.
- Process and design needs to be considerate of neighboring residents
- Our school facilities are substandard, overcrowded and falling behind our peer towns
- We need a solution that addresses the townwide issues. Baldwin, Pierce, and Driscoll together do that.
- Make fiscally responsible decisions that addresses town-wide problems.
- Building a new school is the most cost effective way to add capacity



What We Have Heard from the Community



- Walkability must be considered; there are not enough students who will walk to this school;
- Building community matters. If so many students are driving to school, you can't build community
- All schools can create caring communities regardless of how students get to school
- Most of the students who will go to this school are already driving or taking a bus to school
- This school is not needed. Add more to the existing buildings.
- No more expand-in-place; A new building is needed.
- Small K-8s don't make sense
- We've had small elementary schools like this before. They worked for years



Comments & Questions

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Comment & Questions



You may also provide input on the project via:

- **YELLOW** Input Sheets
- Online by going to www.brookline.k12.ma.us/baldwin-expansion

Ongoing Outreach & Upcoming Meetings



www.brookline.k12.ma.us/baldwin-expansion

Email Updates

Sign up to receive updates www.brooklinema.gov/list.aspx
(look for Baldwin Expansion Project)



Upcoming Public Meetings

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- **November 6:** Preservation Commission Public Hearing at Town Hall, 6:30 p.m.
- **November 8:** Building Committee Meeting at Town Hall, 7:30 a.m.
- **November 19:** Building Committee Meeting at Town Hall, 7:30 a.m.
- **November 27:** Neighborhood Community Forum at 7:00 p.m., Location TBD
- **November 29:** Building Committee Meeting at Town Hall, 7:30 a.m.
- **December 13:** Town Meeting at Brookline High School, 7:00 p.m.

Additional meetings will be added with various Town Boards and Commissions throughout the process and leading up to the December Town Meeting