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Abington Frolio Middle School Project Working Session #29

Notes for Session: 7:30 AM, January 9, 2015

Attendees: Peter Schafer, Felicia Moschella, Jason Linn, Jessica Sullivan, Kathy Bailey, Shawn Reilly, Jannette Leary, Mike Lyons, David Drew, Jessica Sullivan, Scott Dunlap, Troy Randall, Craig Olsen, Roger Boddie, and Mary Mahoney

Guests: Cari Orsi, Pare Corporation, project civil engineers, and Kris Bradner, Birchwood Design Group, project landscape architect

Items:

1. C. Orsi reported that project phasing plans have progressed to include comments received during working sessions, staff meetings, and Building Committee meetings. The revisions include:
 - a) Adjustment to the layout of temporary parking areas to try to replace the existing parking spaces that will be lost due to their location within the construction zone. The existing school has 313 spaces and with the new temporary parking layouts there will be 310 spaces available for the school.
 - b) The location for the contractor entry point was revised to the west side of the site near the existing roundabout on Gliniewicz Way.

General discussion ensued regarding the parking needs for High School with estimates of current need at 73 staff & 100 student spaces and agreement that the design should provide a minimum count of 200 spaces during construction. Discussion expanded to include the need to account for High School students using the current pathway and pedestrian bridge to access the track at Reilly Field for physical education classes. J. Sullivan noted that the track and field will be critical for physical education since the construction site consumes existing high school fields. Group members noted that the pathway is also critical to community events throughout the year and provides emergency access to the field. Fencing alignments will need further review to ensure separation of contractor work areas and access lanes from school use areas.

2. C. Orsi and K. Bradner presented updated site parking, vehicular circulation pathways and layout options for the synthetic play fields while accounting for field retaining wall needs, lighting bases, run-offs and spectator areas.
 - a) On order to respond to previous comments suggesting adjustments to parking lot/space re-orientation, adjustments to vehicular circulation patterns and synthetic field area needs parking counts will reduce. To offset the impact to space counts, the Committee may want to consider changing the designed width of parking spaces from 10ft width to a 9 ft width matching the existing parking space dimension of 9ft. Abington's Zoning bylaws require that spaces are sized at 10ft but given the existing conditions a variance may be allowed. Changing to a 9ft space would increase parking 24 spaces if applied to non-student lots with student lots adding another 32 spaces (if 9ft spaces were used).

Discussion ensued regarding the existing parking space dimensions, improved access to and layout for the synthetic play fields with reduced spaces, and the process for obtaining a variance. Ms. Orsi reported that the dimensional change would require a variance from the Zoning Board and approval of the Planning Board.

b) The Middle School Parent drop off and queuing zone was reviewed noting the inclusion of pavement markings to ensure vehicle circulation is not short circuited at the drop off zone. Discussions ensued regarding the drop off locations and configurations for the Middle School, High School and Pre-Kindergarten section. It was noted that curbside drop off for Pre-Kindergarten was preferred based on the constant contact required to ensure the safety of students. Ms. Orsi reviewed the Pre-Kindergarten curbside van drop off locations, the location for reserved Pre-K parent parking, and various site constraints and vehicle circulation impacts that prevent designating a curbside drop off for parents. It was generally agreed that the Pre-Kindergarten Parent Parking should be designed as close to the entry as possible and include fifteen designated spaces. High School parent drop-off location, use expectations and queue area and length were also discussed.

c) Parking lots and travel lanes for the Middle School and High School along Gliniewicz Way were reviewed including re-orientation of parking spaces and re-location of travel lanes outside the principle parking areas. Ms. Orsi noted that the reconfiguration of the parking areas and travels lanes results in a reduction of overall spaces including changing the High School lot from 77 to 62 spaces and changing the Middle School lot from 52 to 45 spaces with the Middle School adjustments possibly impacting wetlands.

Discussion ensued regarding safety considerations for young and/or distracted drivers, Zoning Board requirements for parking capacity at 448 spaces based on the occupancy capacities of the Auditorium and Gymnasium, site topography, space alignments, roadway maintenance, and adjusted parking space counts as presented at 426 spaces. Ai3/Pare will review options to maximize parking space counts while separating travel lanes from parking. Discussion continued with review of the new offset parking lane on Gliniewicz Way with a general agreement that the spaces should be angle design.

d) K. Bradner presented options for revised layouts for the two synthetic fields inclusive of parking and vehicle circulation adjustments previously discussed. Ms. Bradner noted that the target size for a High School soccer field is 195ft x 330ft and for a High School lacrosse field 180ft x 330ft. Two options were presented:

- i. Option 1 – eliminates one lane of parking at the east side of the High School Locker Room area to expand the synthetic playfield 18ft east to west. The change will result in a loss of 23 parking spaces. As a result, the fields will be sized 185ft x 330ft and 185ft x 300 (both regulation for high school soccer) providing 10ft run offs at each fields perimeter and a 5ft buffer between field run offs at the abutting edge of the two fields (25ft total between abutting fields).
- ii. Option 2 – eliminates all parking at the east side of the High School Locker Room area to expand the synthetic playfield 64ft east to west. The change will result in a loss of 56 parking spaces. As a result, the fields will be sized 195ft x 330ft and 185ft x 300ft providing 10ft run offs at each fields perimeter, a 10ft buffer between field run offs at the abutting edge of the two fields (30ft total between abutting fields), an offset of 21ft from the east edge field run off and a retaining wall drop off, and an offset of 28ft from the west edge field run off to the vehicle roadway. This design will provide space needed for moveable bleachers and spectator gathering at all field sidelines.

Discussion ensued regarding the field options presented and various parking adjustments discussed including but not limited to: field access considerations, dual use of fields, retaining wall assemblies, site restrictions, parking capacity and access to the building, parking counts, and local parking for the Auditorium and Gymnasium with a general agreement that all parking spaces should be sized to 9ft with the understanding that Zoning Board variance is required and that parking/field Option 2 should be further studied including reducing the field size to 185ft width for both field while maintaining the Option 2 buffers and adding a single aisle of parking along the fields at the east side of the High School Locker Room area.

3. Schedule for future meetings:
 - a) Working Sessions – January 23, 2015, 7:30am, at North School
 - b) Building Committee Meetings –
 - i. February 10, 2015, 6pm, Community Room, Police Station
 - ii. March 10, 2015, 6pm, Community Room, Police Station

To the best of my knowledge, these notes are a fair representation of the issues and items discussed at the meeting. Additional items or corrections should be brought to the attention of the writer.

Submitted by: M. Mahoney 1/9/15