City Council Meeting

Tuesday, August 13, 2024 at 7:00 PM
Richard E. Mastrangelo Council Chamber

Agenda

ACCESS INFORMATION:

A. This meeting will be held on August 13, 2024 at 7:00 P.M. Location: Richard E. Mastrangelo Council Chamber

B. The meeting will be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/watch-now?site=3

C. The Public may join the virtual meeting online: https://watertown-ma.zoom.us/j/92991331344

D. Public may join the virtual meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344

E. Public may comment through email: vpiccirilli@watertown-ma.gov

F. Please Visit the City Council Website here: https://www.watertown-ma.gov/350/City-Council

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1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. PUBLIC FORUM
4. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS
   A. Minutes from City Council Meeting July 9, 2024
   B. Minutes and Report for Joint City Council and Planning Board Meetings June 13, June 27, and July 16 2024
5. PRESIDENT'S REPORT
6. PRESENTATION OF PETITIONS, PROCLAMATIONS, AND SIMILAR PAPERS AND MATTERS
   A. Proclamation Honoring Kim Charlson
7. PUBLIC HEARINGS
   A. Public Hearing and Vote on a Petition from Eversource for a Grant of Location in Arsenal Street and Arsenal Court to install and maintain approximately 8 linear feet of conduit northerly from pole 5/20 at the intersection of Arsenal Street and Arsenal Court. This work is necessary to provide electric service to a traffic control box. The recommendations and conditions set out by the Department of Public Works shall be required upon approval of this application.

B. Public Hearing and Vote on a proposed loan order that the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

C. Public Hearing and Vote on a proposed loan order that the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

8. MOTIONS, ORDINANCES, ORDER, AND RESOLUTIONS

A. Consideration and Approval of Exemptions of Interests of Existing City Employees in Contracts with the City Including Summer, Winter, Holiday, and After-School Program Employment Positions in Response to Disclosures Filed with the City Clerk by Prospective Employees and Certification by the Recreation Director that No Employee of that Department is Available to Perform those Services as part of their Regular Duties in Accordance with G.L. c. 268A, sec 20(b)

B. First Reading on a proposed Loan Order that the sum of $330,000.00 is appropriated to pay costs of performing infiltration and inflow reduction and sewer rehabilitation, including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), M.G.L. c.44, §8(14) and/or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; that the Treasurer, with the approval of the City Manager, is authorized to borrow all or a portion of such amount from the Massachusetts Water Resources Authority (the “Authority”) pursuant to the Authority’s Infiltration/Inflow Local Financial Assistance Program and in connection therewith to enter into a loan agreement and/or financial assistance agreement with the Authority and otherwise to contract with the Authority with respect to such loan and for any grants or aid available for the project or for the financing thereof; and that the City Manager is authorized to accept and expend any grants or aid available for the project or for the financing thereof, provided that the amount of the authorized borrowing for the project shall be reduced by the amount of any such grants or aid received.

C. First Reading on a proposed Loan Order that the sum of $65,550.00 is appropriated to pay costs of the replacement of the Department of Public Works (the “DPW”) water heater that provides water to the kitchenettes, wash stations, and bathrooms throughout the DPW’s complex, including the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor

D. First Reading on a proposed Loan Order that the sum of $1,500,000.00 is appropriated to pay costs of the design, construction and oversight of sewer system improvements, including the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1),

M.G.L. c.44, §8(14), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

E. First Reading on a proposed Loan Order that the sum of $300,000.00 is appropriated to pay costs of the replacement of approximately 60 lead goosenecks, including the replacement of the gooseneck, replacement of the service from the water main/connection to the service box and surface restoration, and including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; that the Treasurer, with the approval of the City Manager, is authorized to borrow all or a portion of such amount from the Massachusetts Water Resources Authority (the “Authority”) pursuant to the Authority’s Local Water System Assistance Program for Lead Service Line Replacement and in connection therewith to enter into a loan agreement and/or financial assistance agreement with the Authority and otherwise to contract with the Authority with respect to such loan and for any grants or aid available for the project or for the financing thereof; and that the City Manager is authorized to accept and expend any grants or aid available for the project or for the financing thereof, provided that the amount of the authorized borrowing for the project shall be reduced by the amount of any such grants or aid received.

F. First Reading on a proposed Loan Order that the sum of $300,000.00 is appropriated to pay costs of the installation of underground ducts for utilities, including the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

G. First Reading on a proposed Loan Order that the sum of $1,000,000.00 is appropriated to pay costs of the replacement of outdated unlined cast iron water mains and associated system improvements, including the replacement of approximately 2,000 LF of 6-8 inch unlined cast iron on Bigelow Street, the replacement of 2 inch mains in the vicinity of Adams Street, Oliver Road and Sweats Court, and the identification and replacement of water service connections constructed of lead service materials, and further including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §8(5), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; that the Treasurer, with the approval of the City Manager, is authorized to borrow all or a portion of such amount from the Massachusetts Water Resources Authority (the "Authority") pursuant to the Authority's Local Water System Assistance Program and in connection therewith to enter into a loan agreement and/or financial assistance agreement with the Authority and otherwise to contract with the Authority with respect to such loan and for any grants or aid available for the project or for the financing thereof; and that the City Manager is authorized to accept and expend any grants or aid available for the project or for the financing thereof, provided that the amount of the authorized borrowing for the project shall be reduced by the amount of any such grants or aid received.

9. REPORTS OF COMMITTEES

A. Committee on Parks and Recreation Report regarding its meeting on July 8, 2024 - Palomba, Chair

B. Committee on Public Works Report regarding its meeting on July 15, 2024 - Palomba, Chair

ACTION ITEM:
To recommend that the City Council approve the appointment of Ms. Lise Paul to the Solid Waste and Recycling Advisory Committee for a term expiring May 15, 2027

ACTION ITEM:
To recommend that the City Council approve the appointment of Mr. Andrew Thompson to the Solid Waste and Recycling Advisory Committee for a term expiring May 15, 2027

ACTION ITEM:
To recommend that the City Council approve the reappointment of Ms. Judy Fallows to the Solid Waste and Recycling Advisory Committee for a term expiring May 15, 2025

C. Committee on Economic Development & Planning Report regarding its meeting on July 15, 2024 - Feltner, Chair

ACTION ITEM:
To recommend that the City Council confirm Sarah Scott for appointment as an associate member of the Planning Board to a term expiring February 15, 2027

D. Committee on Education and School System Matters Report regarding its meeting on July 9, 2024 - Izzo, Chair

ACTION ITEM:
To recommend that the City Council approve Jim Vershbow to the Cable Access Corporation Board of Directors for a term expiring September 15, 2025

10. NEW BUSINESS

A. Referral for an Update on Watertown TMA including Shuttles and TDM Monitoring

B. Referral to the Committee on Economic Development and Planning to discuss the creation of a Redevelopment Authority.

C. Referral to the Committee on Personnel and City Organization to evaluate the performance management process used to evaluate Council Staff

11. COMMUNICATIONS FROM THE CITY MANAGER

A. Request for Confirmation of Appointment to the Environment & Energy Efficiency Committee

12. REQUESTS FOR INFORMATION/REVIEW OF LIST OF PENDING MATTERS

13. ANNOUNCEMENTS

14. PUBLIC FORUM

15. RECESS OR ADJOURNMENT

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

JULY 9, 2024

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

CITY COUNCIL MEETING
TUESDAY, JULY 9, 2024, 7:00 P.M.
RICHARD E. MASTRANGELO COUNCIL CHAMBER
ADMINISTRATION BUILIDING, 149 MAIN STREET

MINUTES

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1. ROLL CALL

Council President Sideris called to order a regular meeting of the City Council at 7:00 p.m. in the Richard E. Mastrangelo Chamber, Administration Building. Those present were Councilors John M. Airasian, Caroline Bays, Lisa J. Feltner, John G. Gannon, Nicole Gardner, Emily Izzo, Anthony Palomba, Vice President Vincent J. Piccirilli, Jr., and Council President Mark S. Sideris. Also present were George Proakis City Manager, Mark Reich, City Attorney, Brendan T. McCarthy, Council Clerk, and Doug Newton, Municipal Policy Analyst.

2. PLEDGE OF ALLEGIANCE

3. PUBLIC FORUM

Russ Arico – 49 Fayette Street – Stated that the Watertown Square Area Plan has major issues, and if passed, would bring irreparable damage to the quality of life in Watertown. He called for the plan to be separated into a dozen different segments, and for each of those segments to be voted on one at a time. He claimed that the only parties that will benefit from the plan are developers, and that the Council and City Manager were not hired to make developers rich and destroy the quality of life for the City's residents. He likened the plan to the redevelopment of the West End neighborhood of Boston in the 1950's.

4. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS

A. Minutes from City Council Meeting June 25, 2024

Councilor Piccirilli moved to adopt the minutes from City Council Meeting June 25, 2024 and Councilor Feltner seconded.

The motion passed unanimously in a Voice Vote.

5. PRESIDENTS REPORT

A. Welcome "Raider" and companion Officer Ann Margaryan, Watertown Police Department

Police Chief Hanrahan introduced Raider and his handler Officer Ann Margaryan. Raider is Watertown's first "comfort dog". Raider will be available to report to scenes of distress like domestic violence calls and serve as a resource to help alleviate trauma that people suffer. He stated that Raider will be located at the Middle School on a day-to-day basis as Officer Margaryan is stationed there.

City Manager Proakis thanked Chief Hanrahan and Officer Margaryan for bringing Raider on board. He noted that they were able to obtain Raider from a grant, and thanked the City Council for supporting the Police Department.

6. PUBLIC HEARINGS

A. Public Hearing and Vote on a on a Proposed Loan Order that the sum of $2,000,000 is appropriated to pay costs of the connector roads/longer street projects to reconstruct Morse Street, as more fully described in the City's Fiscal Year 2024 through 2028 Capital Improvement Plan, including construction, construction administration services and construction

contingency costs associated with this project and the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis presented the loan order. The bid was awarded to A & R Belley Inc. Around $600,000 of the projects budget will come from the streets and sidewalks account.

Superintendent St. Louis stated that this is the next street in the City's connector roads/longer streets projects. He remarked that the street is not wide enough to include a bike lane.

Councilor Piccirilli moved to approve the loan order and Councilor Feltner seconded.

Councilor Palomba asked what the timeline is for the project.

Superintendent St. Louis replied that his hope is that they can start work immediately, and that the project will go into the 2025 calendar year.

Councilor Feltner asked if updated street letters will be going out, and what changes, if any, occurred from the plan's original iteration.

Superintendent St. Louis replied that no changes had been made, and that new street letters will be going out this week.

Councilor Feltner asked if there will be any change to the current utility poles.

Superintendent St. Louis replied that there is no current plan to change the poles as they are not in conflict with their plan.

Councilor Gannon asked if a historic marker on 103 Morse Street will be maintained or given improved considerations.

Superintendent St. Louis replied that they will certainly maintain it, but there are no other plans for it at this time.

The motion passed unanimously in a Roll Call Vote.

B. Public Hearing and Vote on a Proposed Order Establishing Water and Sewer Rates and Charges for Fiscal year 2025

City Manager Proakis remarked that water and sewer rates are an important and intricate consideration with keeping in mind maintenance work on older utilities as well as payment to the MWRA. He stated that there is an increase on the rate this year of 3.5%, but that he believes it is one of the lowest increases he has seen anytime anywhere, and he credited the allocation of the ARPA funds to be the reason of the lower increase.

Superintendent St. Louis remarked that the community performed a water model study of

where the rates needed to be to make the enterprise fund sustainable, and the rates they were looking at at that point were in the double digits. Last year, they came forward with rate increases of 5.5% and 6% for water and sewer with the message that if ARPA funds were allocated to this need, those rate increases would be lessened, which is what transpired this year.

Councilor Piccirilli moved to adopt the order for the proposed water and sewer rates and Councilor Feltner seconded.

Councilor Palomba asked for clarification on the "returned earnings" in the report and claimed they seemed high at 10% - 25%.

Superintendent St. Louis replied that it is similar to the capital stabilization fund or free cash, which means they're funds to use in case of unforeseen emergency.

Councilor Palomba asked for clarity on the $1,000,000 of future funding set aside in the report.

Superintendent St. Louis replied that the MWRA INI program has not forecasted any future grants or loan programs as of yet, and that figure represents a potential future placeholder ask from Council should there not be any further programs from MWRA.

Councilor Feltner asked on the status of the water meter roll out and how that could affect rates.

Superintendent St. Louis replied that the project started about 5 or 6 years ago, that water meters use the same chips as cars do, and there was a global shortage of those chips over the past years. The community is at about 40% in terms of swapping out the meters, and are looking to have a substantial install by December.

The motion passed unanimously in a Voice Vote.

7. MOTIONS, ORDINANCES, ORDERS, AND RESOLUTIONS

A. Consideration and Approval of Exemptions of Interests of Existing City Employees in Contracts with the City Including Summer, Winter, Holiday, and After-School Program Employment Positions in Response to Disclosures Filed with the City Clerk by Prospective Employees and Certification by the Recreation Director that No Employee of that Department is Available to Perform those Services as part of their Regular Duties in Accordance with G.L. c. 268A, sec 20(b)

City Manager Proakis presented the item and stated that the 20(b) approvals continue to be common.

Councilor moved to approve the exemptions and Councilor Feltner seconded.

The motion passed unanimously in a Voice Vote.

B. First Reading on a proposed loan order, ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis presented the first reading.

C. First Reading on a proposed loan order, ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

City Manager Proakis presented the first reading.

D. Resolution Authorizing a Transfer of Funds in the Amount of $54,000 from Fiscal Year 2024 Fire Office Equipment Maintenance Account & the Fiscal Year 2024 Waterways Improvement Expenditure Account to the Fiscal Year 2024 Fire Department Replacement of Equipment Account & the Fiscal Year 2024 Transfer to Capital Project - Fire Department Equipment Account

City Manager Proakis stated that this will allow the Fire Department to replace the current emergency boat.

Councilor Piccirilli moved to approve the transfer of funds and Councilor Feltner seconded.

Councilor Feltner asked to hear more about the benefits of the boat “Marine One”.

Fire Chief Nicholson replied that Marine One is stored at the Watertown Yacht Club and activated when needed; most recently when a vehicle fell into the water there a few weeks prior to this meeting. It is also used in search operations for missing people, as well as brush fires along the banks, and fires in boat houses along the river. The boat has served the station well, but it is out of date and in need of replacement.

Councilor Gannon asked if the new boat would have containment for hazardous waste.

Chief Nicholson replied that there will be more space in the boat of storage of some materials. The new boat will also have a water pump where the current one does not.

The motion passed unanimously in a Roll Call Vote.

E. Resolution Authorizing a Transfer of Funds in the Amount of $368,000 from Various Fiscal Year 2024 Electricity and Gas Accounts to the Fiscal Year 2024 ESCO Capital Project Stabilization Fund Account

City Manager Proakis remarked that this represents a shift of unused funds in order to be used in other needs.

Councilor Piccirilli moved to approve the transfer of funds and Councilor Feltner seconded.

The motion passed unanimously in a Roll Call Vote.

F. Resolution Authorizing a Transfer of Funds in the Amount of $1,500,000 from the Fiscal Year 2024 Authorized/Unissued Debt Account and Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Capital Projects Stabilization Fund Account

City Manager Proakis remarked that this transfer will be used to directly fund programs they had originally intended to borrow for.

Councilor Piccirilli moved to approve the transfer of funds and Councilor Feltner seconded.

The motion passed unanimously in a Roll Call Vote.

G. Resolution Authorizing a Transfer of Funds in the Amount of $500,000 from the Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Acquisition of Land/Open Space Stabilization Fund Account

City Manager Proakis stated that this is like the previous item, but these funds are allocated specifically for land/open space account.

Councilor Piccirilli moved to approve the transfer of funds and Councilor Feltner seconded.

The motion passed unanimously in a Roll Call Vote.

H. Resolution Authorizing a Transfer of Funds in the Amount of $700,000 From Fiscal Year 2024 City Health Insurance Account and Fiscal Year 2024 School Health Insurance Account to the Fiscal Year 2024 OPEB Trust Fund Account

City Manager Proakis noted that this is the last transfer for FY24. The OPEB Trust Fund is important for retirees as well as maintaining the highest bond rating.

Councilor Piccirilli moved to approve the transfer of funds and Councilor Feltner

seconded.

Councilor Gannon asked if this was an additional payment to what is typically contributed.

City Manager Proakis replied that that is correct.

The motion passed unanimously in a Roll Call Vote.

8. REPORTS OF COMMITTEES

A. Committee on Personnel and City Organization Report regarding its meeting on June 25, 2024 - Bays, Chair

ACTION ITEM:
To recommend that the City Council approve the use of the current evaluation form for the 2024 review of the City Council Clerk.

Councilor Piccirilli moved to accept the report and Councilor Feltner seconded.

The motion passed unanimously in a Voice Vote.

President Sideris remarked that the action item did not necessitate a vote.

9. COMMUNITCATIONS FROM THE CITY MANAGER

A. Request for Referral to Committee regarding the Chief Information Officer Search

City Manager Proakis remarked on the quality of work of the exiting Chief Information Officer. Over the past 4+ years, Chris McClure accomplished huge strides in closing the digital divide throughout the community, and succeeded in securing multiple grants for the City's cybersecurity. He presence and professionalism will be missed.

President Sideris requested a motion to refer this to the Committee on Personnel and City Organization.

Councilor Piccirilli moved to make the referral and Councilor Feltner seconded.

The motion passed unanimously in a Voice Vote.

City Manager Proakis announced the Watertown Wheels Event, Historical Society events on the Declaration of Independence and the Treaty of Watertown, the continued Watertown Square Area Plan meeting, and the new dumpster regulations.

10. REQUESTS FOR INFORMATION/REVIEW OF LIST OF PENDING MATTERS

There were no requests.

11. ANNOUNCEMENTS

Councilor Gannon announced an upcoming Conservation Commission Meeting at the Library.

Councilor Gardner announced that the next Watertown Mall Developer Meeting will be held on July 11th.

12. PUBLIC FORUM

There were no participants in Public Forum.

13. RECESS OR ADJOURNMENT

Councilor Piccirilli made a motion to adjourn and Councilor Feltner seconded.

The motion was adopted unanimously in a Voice Vote.

The meeting adjourned at 7:51 p.m.

I hereby certify that at a regular meeting of the City Council for which a quorum was present, the above minutes were adopted by a vote of __ for, __ against, __ present on August 13, 2024.

_____
Mark S. Sideris, Council President
s:/BTM

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

City Council Meeting

Tuesday, July 9, 2024 at 7:00 PM

List of Documents

1. Morse Street Loan Order – Item 6A
2. FY25 Water and Sewer Rates – Item 6B
3. Ethics Exemptions – Item 7A
4. First Reading Loan Order – Ambulance – Item 7B
5. First Reading Loan Order – Fire Truck – Item 7C
6. Transfer of Funds – Fire Dept Boat – Item 7D
7. Transfer of Funds – FY24 Utilities to FY24 ESCO Capital Stabilization- Item 7E
8. Transfer of Funds – FY24 Unissued/Planned Debt to Cap. Stabilization – Item 7F
9. Transfer of Funds – FY24 Planned Debt to FY24 Open Space Account – Item 7G
10. Transfer of Funds – FY24 Health Insurance to FY24 OPEB Trust – Item 7H
11. Committee on Personnel and City Organization Report – Item 8A
12. Email from Russ Arico

ADDENDUM TO THE MINUTES OF THE JULY 9, 2024 CITY COUNCIL MEETING

City Council Meeting

Tuesday, July 9, 2024 at 7:00 PM
Richard E. Mastrangelo Council Chamber
149 Main St
Watertown, MA

Agenda

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A. This meeting will be held on July 9, 2024 at 7:00 P.M. Location: Richard E. Mastrangelo Council Chamber

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1. ROLL CALL
2. PLEDGE OF ALLEGIANCE
3. PUBLIC FORUM
4. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS
   A. Minutes from City Council Meeting June 25, 2024
5. PRESIDENT'S REPORT
   A. Welcome "Raider" and companion Officer Ann Margaryan, Watertown Police Department
6. PUBLIC HEARINGS
   A. Public Hearing and Vote on a Proposed Loan Order that the sum of $2,000,000 is appropriated to pay costs of the connector roads/longer street projects to reconstruct Morse Street, as more fully described in the City's Fiscal Year 2024 through 2028 Capital Improvement Plan, including construction, construction administration services and construction contingency costs associated with this project and the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any

other enabling authority, and to issue bonds or notes of the City therefor.

B. Public Hearing and Vote on a Proposed Order Establishing Water and Sewer Rates and Charges for Fiscal Year 2025

7. MOTIONS, ORDINANCES, ORDER, AND RESOLUTIONS

A. Consideration and Approval of Exemptions of Interests of Existing City Employees in Contracts with the City Including Summer, Winter, Holiday, and After-School Program Employment Positions in Response to Disclosures Filed with the City Clerk by Prospective Employees and Certification by the Recreation Director that No Employee of that Department is Available to Perform those Services as part of their Regular Duties in Accordance with G.L. c. 268A, sec 20(b)

B. First Reading on a proposed loan order, ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

C. First Reading on a proposed loan order, ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor

D. Resolution Authorizing a Transfer of Funds in the Amount of $54,000 from Fiscal Year 2024 Fire Office Equipment Maintenance Account & the Fiscal Year 2024 Waterways Improvement Expenditure Account to the Fiscal Year 2024 Fire Department Replacement of Equipment Account & the Fiscal Year 2024 Transfer to Capital Project - Fire Department Equipment Account

E. Resolution Authorizing a Transfer of Funds in the Amount of $368,000 from Various Fiscal Year 2024 Electricity and Gas Accounts to the Fiscal Year 2024 ESCO Capital Project Stabilization Fund Account

F. Resolution Authorizing a Transfer of Funds in the Amount of $1,500,000 from the Fiscal Year 2024 Authorized/Unissued Debt Account and Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Capital Projects Stabilization Fund Account

G. Resolution Authorizing a Transfer of Funds in the Amount of $500,000 From the Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Acquisition of Land/Open Space Stabilization Fund Account

H. Resolution Authorizing a Transfer of Funds in the Amount of $700,000 From Fiscal Year 2024 City Health Insurance Account and Fiscal Year 2024 School Health Insurance Account to the Fiscal Year 2024 OPEB Trust Fund Account

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ACTION ITEM:

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9. COMMUNICATIONS FROM THE CITY MANAGER
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11. ANNOUNCEMENTS
12. PUBLIC FORUM
13. RECESS OR ADJOURNMENT

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Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

CITY COUNCIL ATTENDANCE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve the minutes from City Council Meeting June 25, 2024

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a Loan Order in the sum of $2,000,000 to pay costs of the connector roads/longer street projects to reconstruct Morse Street

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ORDER # 89 **2024 – O -** 89

ORDER TO APPROVE THE BORROWING OF FUNDS TO PAY COSTS FOR RECONSTRUCTING MORSE STREET AS PART OF THE CONNECTOR ROADS/LONGER STREET PROJECT

ORDERED: That the sum of $2,000,000 is appropriated to pay costs of the connector roads/longer street projects to reconstruct Morse Street, as more fully described in the City's Fiscal Year 2024 through 2028 Capital Improvement Plan, including construction, construction administration services and construction contingency costs associated with this project and the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

BE IT FURTHER ORDERED: That a copy of said Order be forwarded to the City Auditor and City Treasurer/Collector

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above Order was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: Steven Magoon, Acting City Manager

Date: June 18, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to borrow $2,000,000 as outlined and approved in the Capital Improvement Program (CIP) budget through the Long Street and Connector reconstruction project.

I respectfully request the attached proposed Loan Order be placed on the June 25, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4190
ctryder@hinckleyallen.com

June 20, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Morse Street Reconstruction Bonds

Dear George:

As requested, I suggest the following form of loan order in connection with the Long Street and Connector Reconstruction project:

> ORDERED: That the sum of $2,000,000 is appropriated to pay costs of the connector roads/longer street projects to reconstruct Morse Street, as more fully described in the City's Fiscal Year 2024 through 2028 Capital Improvement Plan, including construction, construction administration services and construction contingency costs associated with this project and the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET

Gregory M. St. Louis, PE
Superintendent

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Gregory St. Louis, Superintendent of Public Works
Mr. Michael Albano, Director of Admin & Finance

DATE: June 6, 2024

RE: Public Works Dept. – Morse Street Funding Request

The Department of Public Works respectfully requests that the necessary actions be taken to authorize the Treasurer to borrow the $2,000,000 as outlined and approved in the Capital Improvement Program (CIP) budget through the Long Street and Connector reconstruction project.

These funds will be utilized for the construction, construction administration services and potential construction contingency costs associated with this project. As outlined below, the $2,600,000 will be utilized from CIP authorization and other street and sidewalk capital funds available as follows:

Item	Amount	Remarks
Funding Request	$2,000,000.00	FY24 Conceptual Recommendation 9
Construction Bid Amount	$2,082208.00	A.R. Belli INC.
Construction Administration/ Construction Services	$320,000.00	Bobrek Engineering & Const. during construction
Construction Contingency	$197,792.00	Remaining Value (9.5%)

On June 5, 2024 five bids were received and opened by the Purchasing Office. The lowest and most eligible bid was from A. R. Belli INC. in the amount of $2,082,208.00. Construction Administration services, to be performed by Bobrek Engineering & Construction in the amount to $320,000.00. The remaining $197,792.00 is being

recommended to be carried for contingency (9.5%), to cover any potential unexpected and unforeseen conditions which may result as this project moves forward.

Work on this project includes full reconstruction of the roadway from Galen to Watertown Street including pavement, sidewalks, line painting and landscaping in accordance with best practices.

Thank you in advance for your consideration of this request.

Boston Globe Media

Order Confirmation

Marilyn Pronvost
Watertown City Council
149 Main Street
Watertown, MA 02472

Thank you for placing your Legal Notice in The Boston Globe.

Your order information and a preview of your notice are displayed below for your review. If there are any changes or questions, please contact the Classified Department at 617-929-1314 or email legals@globe.com.

Any and all proposed edits, revisions, and/or other changes to the notice must be communicated to us in writing prior to the deadline specified in the Advertising Specs + Deadlines page located at https://www.bostonglobemedia.com/specs-deadlines.

Thank you,
Boston Globe Classified Sales

617-929-1314
Monday - Friday 9:30 am - 4:30 pm
legals@globe.com

Order Number	**735768**	Order Price	**$809.20**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**06/29/2024**	Last Run Date	**06/29/2024**
Payment Type			

AD PREVIEW:

Legal Notice

The City Council of Watertown hereby gives notice of a public Hearing and vote to be held ONLINE and IN-PERSON (HYBRID) Tuesday, July 9, 2024 at 7:00 PM in the Richard Mastrangelo Chamber Administration Building, 149 Main Street, Watertown, MA or online at the following link https://watertown-ma.zoom.us/j/92291331344 which may be found on the City of Watertown's website, on a proposed Loan Order as follows:

Ordered: That the sum of $2,000,000 is appropriated to pay costs of the connector roads/longer street projects to reconstruct Morse Street, as more fully described in the City's Fiscal Year 2024 through 2028 Capital Improvement Plan, including construction, construction administration services and construction contingency costs associated with this project and the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor

Interested parties are encouraged to participate in this HYBRID Public Hearing. A copy of the proposed Loan Order is available for inspection as the Administration Building, 149 Main Street, Watertown, MA 02472 in the City Clerk's Office Monday through Thursday 8:30 a.m. through 5:00 p.m., on Tuesday evening up to 7:00 p.m., and Friday 8:30 a.m. through 12:30 p.m.; and on the City's website page: www.watertown-ma.gov.

The Boston Globe | Classified Advertising Proof | Printed on:Jun 27 2024

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve an order establishing Water and Sewer Rates & Charges for FY25

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ORDER # 90 **2024 – O –** 90

ORDER ADOPTING FISCAL YEAR 2025 WATER AND SEWER RATES AND CHARGES

ORDERED: That the City Council of the City of Watertown hereby adopts Fiscal Year 2025 Water and Sewer Rates and Charges as attached.

BE IT FURTHERE ORDERED: That a copy of said Order be forwarded to the City Auditor and City Treasurer/Collector.

Council Member

I hereby certify that at a regular meeting of the City Council for which a quorum was present, the above Order was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President
Vincent J. Piccirilli, Jr., Vice President & District C Councilor
John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large
John G. Gannon, Councilor At Large
Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor
Lisa J. Feltner, District B Councilor
Emily Izzo, District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: Steven Magoon, Acting City Manager

Date: June 18, 2024

RE: Fiscal Year 2025 Water & Sewer Rates

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works summarizing the Water and Sewer Rate Study Analysis performed for the City of Watertown. As stated in the report, this Study was performed to provide the City with recommended water and sewer rate changes that will generate sufficient revenue to fund the purchase of water and sewerage treatment from the Massachusetts Water Resource Authority ("MWRA"), operational costs, indirect costs, debt service costs, and short-term and long-term capital improvements and will ensure the water fund and sewer fund continue to maintain healthy retained earnings.

I respectfully request a First Reading on an Order establishing water and sewer rates and charges for Fiscal Year 2025 be considered at the June 25, 2024 City Council meeting. The Public Hearing and consideration of rate schedules and fees designed to raise sufficient revenues to support the Fiscal Year 2025 operational services provided to customers of the City's Water/Sewer System would be scheduled for the July 9, 2024 City Council Meeting.

Thank you for your consideration in this matter.

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Gregory M. St. Louis, PE

(P) 617-972-6420
Superintendent of Public Works

(F) 617-972-6402

TO: George J. Proakis – City Manager

FROM: Gregory St. Louis, PE – Superintendent of Public Works
Michael Albano, CPA – Director of Administration and Finance

SUBJECT: FY25 Water and Sewer Rates

DATES: June 19, 2024

The Department of Public Works is pleased to present the following memorandum summarizing the Water and Sewer Rates Analysis performed for the City of Watertown ("City"). This analysis was performed to provide the City with recommended water and sewer rate changes that will generate sufficient revenue to fund the purchase of water and sewerage treatment from the Massachusetts Water Resource Authority ("MWRA"), operational costs, indirect costs, debt service costs, and short-term and long-term capital improvements and will ensure the water fund and sewer fund continue to maintain healthy retained earnings.

Background

The City of Watertown consists of primarily urban commercial and residential development with a population of approximately 35,000, according to the 2020 U.S. Census. The Water and Sewer Department though its Department of Public works ("DPW"), provides services to approximately 9,500 commercial, residential, industrial, and institutional accounts.

The Water and Sewer Division is responsible for providing its users with drinking water and sewage collection and conveyance in a cost-effective and environmentally friendly manner that meets EPA and DEP standards.

Water Utility

The City is a member community of the Massachusetts Water Resource Authority ("MWRA"), and the MWRA supplies water to the City, with an average daily demand of 2.6 million gallons per day per the Water System Analysis and Capital Improvement Plan dated March 9, 2015. The water is then conveyed to its residents through the City's 82 miles of water distribution mains. The Department Public Works utilizes Grant funding, MWRA incentive programs, and local enterprise funds to work to rehabilitate the water system by removing eligible lead services, replacing cast iron water mains, locating and addressing leaks. We are approximately 50% through our long-awaited meter replacement program with goals of substantial completion by January 2025. These improvements ensure that we track, deliver, and furnish high quality water to our residents.

Sewer Utility

The City's sewer system consists of approximately 82 miles of the sewer with an average daily flow of 3 million gallons per day per the Sewer Collection System Capital Improvement Plan dated December 2017, which transports the wastewater to the MWRA interceptors. The Department of Public Works utilizes grant funding, MWRA incentive programs, and local enterprise funds to address inflow and infiltration issues or " I/I" throughout the City. Eliminating these illicit sources of water helps lower our treatment costs, prevent backups, and improve downstream water quality in our environment.

ARPA

This past winter, the City chose to fund Capital Improvement Projects in the Water and Sewer Division with American Rescue Plan Act (ARPA) funds. The Department of public work received $2.0 Million dollars for Cottage Street Water Main Replacement, $369,000 for Lead Service Replacement, $369,000 for Stormwater Infiltration, and $2.5 Million dollars for the Phase 4 I/I project. Utilizing ARPA funds for CIP work allows the City the flexibility of not utilizing enterprise funds or retained earnings to pay for these projects.

Existing Rate Structure and Charges

The City's water and sewer rates are based on a multi-tier rate structure in which the rate per 100 cubic feet (Ccf) of water increases with consumption. All 9,500 plus residential, commercial, and irrigation accounts are billed quarterly (every three months) which are staggered across each quarter according to the billing cycle.

The City currently has an inclining, four-tier structure for non-irrigation water consumption and sewer flow and a flat fee for irrigation water consumption, as well as meter and fire protection charges. Table 1 shows the current water and sewer rates for Fiscal Year 2024. Tables 2 and 3 detail current meter and fire service charges, respectively.

Table 1 – FY 2024 Water and Sewer Rates (Effective July 1, 2023)

Tier	Consumption	Water Rate (per 100 cubic feet)	Sewer Rate (per 100 cubic feet)
1	0-2,500 cu ft	$5.49	$11.07
2	2,501 - 5,000 cu ft	$8.55	$14.45
3	5,001 - 25,000 cu ft	$11.56	$16.14
4	Over 25,000 cu ft	$15.08	$19.76
Irrigation	All	$15.08	N/A

Table 2 – FY 2024 Meter Service Charges (Effective July 1, 2023)

Meter Size (inches)	Rates/quarter
5/8	$8.81
3/4	$9.38
1	$11.08
1 1/4	$13.34
1 1/2	$13.34
2	$19.46
3	$64.84
4	$81.64
6	$120.85

Table 3 – FY 2024 Fire Service Charges (Effective July 1, 2023)	
Service Size (inches)	**Rates**
2	$12.85
3	$44.99
4	$89.98
6	$263.50
8	$559.13
10	$1,009.01

Comparison to Neighboring Communities

When considering rate changes, comparing the City's rates and tiers to neighboring communities' rates and tiers provides helpful information on how communities measure up. Table 4 below compares water rates by tier and base charges and Table 5 compares sewer rates by tier and base charges. The average customer's bill, based on an industry-standard 2,800 cubic feet of usage, is also included in the tables. Each community in the tables is a member of the MWRA.

Table 4 – Water Rates / Tiers Comparison to Neighboring Communities

Community	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Average Usage Bill
Watertown	***0-2,500***	***2,501-5,000***	***5,001- 25,000***	***> 25,000***		***2,800 Ccf***
FY24	$5.49	$8.55	$11.56	$15.08		$171.71
Lexington	***0-4,000***	***4,001-8,000***	***Over 8,000***			
FY23	$4.79	$7.18	$9.48			$134.12
FY24	$5.06	$7.59	$10.02			$141.68
Waltham	***0-2,100***	***2,101-4,500***	***4,501-12,000***	***> 12,000***		
FY23	$3.07	$4.15	$8.90	$12.14		$93.52
FY24	$3.07	$4.15	$8.90	$12.14		$93.52
Needham	***0-600***	***601-2,700***	***2,701-4,200***	***Over 4,200***		
FY23	$3.24	$3.46	$4.35	$5.34		$111.45
FY24	$3.30	$3.53	$4.43	$5.44		$113.36
Brookline	***0-1,800***	***Over 1,800***				
FY23	$3.14	$7.85				$170.75
FY24	$3.25	$8.12				$176.68
Belmont	***0-3,000***	***>3,000***				
FY22	$6.62	$7.59				$206.21
FY23	$6.62	$7.59				$206.21
FY24	$6.91	$7.92				$213.34
Arlington	***0-1,500***	***1,600-3,000***	***> 3,000***			
FY24	$8.17	$8.75	$10.61			$253.68
FY25	$8.42	$9.02	$10.93			$261.48
Newton	***0-1,000***	***1,001-2,500***	***2,501-6,000***	***Over 6,000***		
FY24	$7.62	$8.81	$10.13	$12.63		$238.74

Data is per quarter. Tiers are in cubic feet. Rates per 100 cubic feet. Average bill is for usage of 2,800 cubic feet with 5/8" meter where available.

Community	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Average Usage Bill
Watertown	***0-2,500***	***2,501-5,000***	***5,001- 25,000***	***> 25,000***		***2,800 Ccf***

Community	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Average Usage Bill
FY24	$11.07	$14.45	$16.14	$19.76		$320.10
Lexington	***0-4,000***	***4,001-8,000***	***Over 8,000***			
FY23	$9.30	$15.19	$24.16			$260.40
FY24	$9.73	$15.89	$25.27			$272.44
Waltham	***0-2,100***	***2,101-4,500***	***4,501-12,000***	***> 12,000***		
FY23	$5.46	$7.63	$16.26	$21.51		$168.07
FY24	$5.46	$7.63	$16.26	$21.51		$168.07
Needham	***0-600***	***601-2,700***	***2,701-4,200***	***Over 4,200***		
FY23	$9.53	$10.52	$11.35	$12.38		$301.45
FY24	$9.82	$10.84	$11.69	$12.75		$310.25
Brookline	***0-1,800***	***Over 1,800***				
FY24	$9.39	$9.39				$298.65
FY25	$9.72	$9.72				$309.14
Belmont	***Flat***					
FY22	$12.91					$379.72
FY23	$12.91					$379.72
FY24	$13.98					$409.44
Arlington	***0-1,500***	***1,600-3,000***	***> 3,000***			
FY24	$9.60	$10.23	$12.40			$276.99
FY25	$9.90	$10.55	$12.79			$285.65
Newton	***0-1,000***	***1,001-2,500***	***2,501-6,000***	***Over 6,000***		
FY24	$11.84	$13.85	$14.88	$17.11		$370.79

Data is per quarter. Tiers are in cubic feet. Rates per 100 cubic feet. Average bill is for usage of 2,800 cubic feet with 5/8" meter where available.

Existing Expenses and Revenues

As a reminder, in FY 2024 water rate increase of 5.5% and a sewer increase of 6.0%. This rate adjustment was the first year following a substantial overhaul of the existing tier structure in FY 2023. Our work has paid off and even despite a wet summer, the City garnered additional revenue working to stabilize our enterprise fund retained earnings.

The City's MWRA water assessment was projected using the MWRA's methodology to calculate the City's assessment using its average flow share and the expected annual increase in MWRA's water expenses. The City's MWRA sewer assessment was projected using a conservative annual increase of 4%, which is slightly above the City's annual increase. Capital outlay expenses for FY 2025 were held steady using the FY 2025 budgeted amount, and then increased by $50,000 annually in line with the City's CIP. The remaining expenditures, including salaries, indirect costs, and other expenses, were increased annually based on the amounts in the FY 2025 budgets. The resulting total projected expenditures for FY 2025 are $9,633,402 for water and $12,546,700 for sewer.

The MWRA's FY 2023 water and sewer assessments were $4,592,938 for water and $7,332,350 for sewer. The MWRA's assessment is the most significant expense for the Water Enterprise Fund and the Sewer Enterprise Fund. The City plans to invest in capital improvements via its regularly maintained capital improvement plans ("CIPs") and via additional capital improvements over the next five years. Included in the water projections presented, in addition to the funding of the CIP, is funding for capital improvements of $1.0 million per year from FY 2027 to FY 2029. Included in the sewer projections presented, in addition to the funding of the CIP, is funding for sewer capital improvements of $1.0 million per year from FY 2027 to FY 2029. Funding of these capital improvements is presumed to be via long-term debt from FY 2027 through FY 2037 and are in addition to the City's use of available MWRA grant and loan funding and approved ARPA funds.

The Water Enterprise Fund and the Sewer Enterprise Fund are experiencing budgetary shortfalls because revenue recovered from rates is insufficient to cover expenditures. The City should strongly consider rate action for FY 2024 and beyond to ensure sufficient revenue is realized from rates.

Rates and Charges

Each of the following options for updated rates and charges included in this memorandum are designed to ensure retained earnings are not depleted from FY 2025 to FY 2029 below 20%, and to target healthy retained earnings in the future over a five-year period. The recommended retained earnings balance is between 10% and 25%.

Since the analysis conducted was a five-year look-ahead, rates are presented for the next five fiscal years, including FY 2025. Annual rate adjustments will help the City achieve its goals of covering actual costs of services, maintaining healthy retained earnings, investing in capital improvements, and ensuring long-term fiscal stability.

Increases to rates are presented in Table 9 below:

Table 9 – Proposed Increases					
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Water	3.5%	4.8%	4.8%	4.8%	4.8%
Sewer	3.5%	4.8%	4.8%	4.8%	4.8%

Tables 10 and 11 below and on the following pages present the current rates and charges and proposed FY 2025 rates and charges along with the differences between them. The increases to the meter service and private fire protection charges are not the same as the increases to rates. Table 12 below presents the quarterly bill impact for sample users.

Table 10 – Current and Proposed Meter Service Charges				
Meter Charge	FY 2023	FY 2024	Difference	
Meter Size	Current $	Proposed $	$	%
5/8"	8.81	9.12	0.31	3.5%
3/4"	9.38	9.71	0.33	3.5%
1"	11.08	11.47	0.39	3.5%
1 1/4"	13.34	13.81	0.47	3.5%
1 1/2"	13.34	13.81	0.47	3.5%
2"	19.46	20.14	0.68	3.5%
3"	64.84	67.11	2.27	3.5%
4"	81.64	84.50	2.86	3.5%
6"	120.85	125.08	4.23	3.5%

Table 11 – Volumetric Rates (per 100 cubic feet)					
Tier	Volume	FY 2024	FY 2025	Difference	
Water	(cu. Ft)	Current $	Proposed $	$	%
1	0-2,500	5.49	5.68	0.19	3.5%
2	2,501-5,000	8.55	8.85	0.30	3.5%
3	5,001-25,000	11.56	11.96	0.40	3.5%
4	Over 25,000	15.08	15.61	0.53	3.5%
Irrigation	Flat	15.08	15.61	0.53	3.5%

Sewer					
1	0-2,500	11.07	11.46	0.39	3.5%
2	2,501-5,000	14.45	14.96	0.51	3.5%
3	5,001-25,000	16.14	16.70	0.56	3.5%
4	Over 25,000	19.76	20.45	0.69	3.5%
Combined					
1	0-2,500	16.55	17.14	0.58	3.5%
2	2,501-5,000	22.99	23.81	0.81	3.5%
3	5,001-25,000	27.71	28.67	0.97	3.5%
4	Over 25,000	34.83	36.06	1.22	3.5%
Irrigation	Flat	15.08	15.61	0.53	3.5%
Private Fire Protection					
2"		12.85	13.30	0.45	3.5%
3"		44.99	46.56	1.57	3.5%
4"		89.98	93.13	3.15	3.5%
6"		263.50	272.72	9.22	3.5%
8"		559.13	578.70	19.57	3.5%
10"		1,009.01	1,044.33	35.32	3.5%

Table 12 – Bill Impacts for Sample Users (quarterly)

Meter	Consumption	FY 2024 $			FY 2025 $			Difference	
Size	(cu. ft)	Water	Sewer	Total	Water	Sewer	Total	$	%
5/8"	2,800	171.71	320.10	491.81	177.72	331.30	509.02	17.21	3.5%
5/8"	4,000	274.31	493.50	767.81	283.91	510.77	794.68	26.87	3.5%
1"	14,482	1,458.20	2,168.39	3,626.59	1,509.24	2,244.28	3,753.52	126.93	3.5%
1"	23,112	2,455.83	3,561.28	6,017.11	2,541.79	3,685.92	6,227.71	210.60	3.5%
4"	39,255	4,894.29	6,682.79	11,577.08	5,065.59	6,916.69	11,982.28	405.20	3.5%

The information presented includes the additional funding of $1.0 million in water capital projects in FY 2027 through FY 2029 and the additional funding of $1.0 million in sewer capital projects in FY 2027 through FY 2029. It also includes a direct ARPA funding as discussed above in 2025 and 2026. This funding is in addition to what is in the City-maintained water and sewer CIPs.

Recommendations

It is important to the City that the proposed rate increases are mitigated as much as possible, given the current environment. It is also imperative for the City to continue to fund its water and sewer capital improvement plans. The projections in this memorandum include the full funding of the CIPs, as well as funding of additional capital improvements.

The projections provided in the memorandum are based on many assumptions and each community varies widely in its infrastructure and long-term goals. We recommend that the water and sewer analyses conducted for the City are reviewed and updated each year.

Thank you for your consideration.

Weston & Sampson

55 Walkers Brook Drive, Suite 100, Reading, MA 01867
Tel: 978.532.1900

M E M O R A N D U M

TO: Gregory St. Louis, Superintendent of Public Works (City of Watertown), Michael Albano, Director of Administration and Finance of Public Works (City of Watertown)

FROM: Matthew Abrahams (The Abrahams Group), David Elmer, PE (Weston & Sampson)

DATE: June 20, 2024

SUBJECT: FY 2025 Water and Sewer Rate Study

We are pleased to present the following memorandum summarizing the Water and Sewer Rate Study Analysis performed for the City of Watertown ("City") by The Abrahams Group. This Study was performed to provide the City with recommended water and sewer rate changes that will generate sufficient revenue to fund the purchase of water and sewerage treatment from the Massachusetts Water Resource Authority ("MWRA"), operational costs, indirect costs, debt service costs, and short-term and long-term capital improvements and will ensure the water fund and sewer fund continue to maintain healthy retained earnings.

Rate options were discussed with City staff and reviewed with the City Manager. Based on that review, City staff is recommending one water rate option and one sewer rate option. This memorandum contains those rate recommendations which fully support the City's final FY 2025 water and sewer budgets.

Background

The City of Watertown consists of primarily urban commercial and residential development with a population of approximately 35,000, according to the 2020 U.S. Census. The City's Water and Sewer Department, through the City's Department of Public works ("DPW"), provides services to approximately 9,500 commercial, residential, industrial, and institutional accounts.

The Water and Sewer Department is responsible for providing its customers with drinking water and sewerage collection and conveyance in a cost-effective and environmentally friendly manner that meets EPA and DEP standards.

Water Utility

The City is a member community of the MWRA. The MWRA supplies water to the City, with an average daily demand of 2.52 million gallons per day, per the MWRA's Community Water Use data from

December 2023. The water is then conveyed to the City's residents through the City's 82 miles of water distribution mains.

Sewer Utility

The City's sewer system consists of approximately 82 miles of sewer mains that transport wastewater to the MWRA's interceptors. The City transports an average daily flow of 3.85 million gallons per day, per the MWRA's Sewer Flow Report for the calendar years of 2021, 2022, and 2023.

Existing Rate Structure and Charges

The City's water and sewer rates are based on a multi-tier rate structure in which the rate per 100 cubic feet of water increases with consumption. All 9,500 plus residential, commercial, and irrigation accounts are billed quarterly (every three months) which are staggered across each quarter according to the billing cycle.

The City currently has an inclining, four-tier structure for non-irrigation water consumption and sewer flow and a flat fee for irrigation water consumption, as well as meter and fire protection charges. Table 1 shows the current water and sewer rates for fiscal year 2024. Tables 2 and 3 detail current meter and fire service charges, respectively.

Table 1 – FY 2024 Water and Sewer Rates (Effective July 1, 2023)

Tier	Consumption	Water Rate (per 100 cubic feet)	Sewer Rate (per 100 cubic feet)
1	0-2,500 cu ft	$5.49	$11.07
2	2,501-5,000 cu ft	$8.55	$14.45
3	5,001-25,000 cu ft	$11.56	$16.14
4	Over 25,000 cu ft	$15.08	$19.76
Irrigation	All	$15.08	N/A

Table 2 – FY 2024 Meter Service Charges (Effective July 1, 2023)	
Meter Size (inches)	Rates/quarter
5/8	$8.81
3/4	$9.38
1	$11.08
1 1/4	$13.34
1 1/2	$13.34
2	$19.46
3	$64.84
4	$81.64
6	$120.85

Table 3 – FY 2024 Fire Service Charges (Effective July 1, 2023)	
Service Size (inches)	Rates
2	$12.85
3	$44.99
4	$89.98
6	$263.50
8	$559.13
10	$1,009.01

Comparison to Neighboring Communities

When considering rate and/or tier changes, comparing the City's rates and tiers to neighboring communities' rates and tiers provides helpful information on how communities measure up. Table 4 below compares water rates by tier and base charges and Table 5 compares sewer rates by tier and base charges. The average customer's bill, based on an industry-standard 2,800 cubic feet of usage, is also included in the tables. Each community in the tables is a member of the MWRA.

Table 4 – Water Rates/Tiers Comparison to Neighboring Communities												
Community	Tiers						Rates					
	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Base	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Average Bill
Watertown	0-2,500	2,500-5,000	5,001-25,000	Over 25,000		$8.81	$5.49	$8.55	$11.56	$15.08		$171.71
Waltham	0-2,100	2,100-4,500	4,500-12,000	Over 12,000			$3.07	$4.15	$8.90	$12.14		$93.52
Needham	0-600	600-2,700	2,700-4,200	Over 4,200		$15.00	$3.30	$3.53	$4.43	$5.44		$113.36
Lexington	0-4,000	4,000-8,000	Over 8,000				$5.06	$7.59	$10.02			$141.68
Brookline	0-1,800	Over 1,800				$36.98	$3.25	$8.12				$176.68
Belmont	0-3,000	Over 3,000				$19.86	$6.91	$7.92				$213.34
Arlington	0-1,500	1,500-3,000	Over 3,000			$17.92	$8.42	$9.02	$10.93			$261.48
Newton	0-1,000	1,000-2,500	2,500-6,000	Over 6,000			$7.62	$8.81	$10.13	$12.63		$238.74

Data is per quarter. Tiers are in cubic feet. Rates per 100 cubic feet. Average bill is for usage of 2,800 cubic feet with 5/8" meter.

Table 5 – Sewer Rates/Tiers Comparison to Neighboring Communities												
Community	Tiers						Rates					
	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Base	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Average Bill
Watertown	0-2,500	2,500-5,000	5,001-25,000	Over 25,000			$11.07	$14.45	$16.14	$19.76		$320.10
Waltham	0-2,100	2,100-4,500	4,500-12,000	Over 12,000			$5.46	$7.63	$16.26	$21.51		$168.07
Needham	0-600	600-2,700	2,700-4,200	Over 4,200		$12.00	$9.82	$10.84	$11.69	$12.75		$310.25
Lexington	0-4,000	4,000-8,000	Over 8,000				$9.73	$15.89	$25.27			$272.44
Brookline	Flat Rate					$36.98	$9.72					$309.14
Belmont	Flat Rate					$18.00	$13.98					$409.44
Arlington	0-1,500	1,500-3,000	Over 3,000				$9.90	$10.55	$12.79			$285.65
Newton	0-1,000	1,000-2,500	2,500-6,000	Over 6,000			$11.84	$13.85	$14.88	$17.11		$370.79

Data is per quarter. Tiers are in cubic feet. Rates per 100 cubic feet. Average bill is for usage of 2,800 cubic feet with 5/8" meter.

Existing Expenses and Revenues

With the addition of a fourth tier to the water and sewer rate structures for FY 2023, rate increases between 5.25% and 6.50% for rates in the tiers for FY 2023, and increased consumption due to a dry summer in 2022, FY 2023 ended in surplus for both the water and sewer funds. The water fund's surplus in FY 2023 was $542,529 and the sewer fund's surplus in FY 2023 was $1,911,656. The financial results of FY 2023 for both funds contributed to healthy retained earnings balances at the time of the most recent certification, which was as of July 1, 2023. The latest certification for water was $2,434,098, or 28.4%, of water fund expenses in FY 2023, and the latest certification for sewer was $2,104,693, or 15.4%, of sewer fund expenses in FY 2023.

Projections for FY 2024 show that the water fund should end with a surplus similar to FY 2023's. The 5.5% rate increase has helped offset decreased consumption for FY 2024, due in large part to the wet summer of 2023. Total fund expenses are projected to increase 4.4% over FY 2023's, which includes a $53,000, or 1.3%, increase to the City's MWRA water assessment and a $278,000, or 21.9%, increase to long-term debt. The water fund's projected surplus for FY 2024 is $519,912. Any surplus should further enhance the retained earnings balance. The sewer fund should end with a surplus for FY 2024, but not as large as FY 2023's. The 6.0% rate increase has helped offset decreased sewer flow for FY 2024. Total fund expenses are projected to increase 14.8% over FY 2023's, which includes a $331,000, or 4.9%, increase to the City's MWRA sewer assessment, a $584,000, or 75.7%, increase in capital outlay, and a $252,000, or 83.9%, increase to long-term debt. The sewer fund's projected surplus for FY 2024 is $949,865. Any surplus should further enhance the retained earnings balance.

The City's FY 2025 water and sewer budgets were integrated into this study. The FY 2025 water budget is $9,633,402, a 7.6% increase over FY 2024's water budget, and the FY 2025 sewer budget is $12,546,700, a 6.2% increase over FY 2024's sewer budget. The MWRA's preliminary FY 2025 water assessment is $4,592,938, a 9.3% increase over the FY 2024 assessment. This increase is unusual as the water assessment increased 3.4% on average the five prior years and calendar year 2023, on which the FY 2025 water assessment is based, included a wet summer. The MWRA's preliminary FY 2025 sewer assessment is $7,332,350, an increase of 4.7% over the FY 2024 assessment. The sewer assessment increased 1.8% on average the five prior years. The MWRA's assessment is the single largest expense for the Water Enterprise Fund and the Sewer Enterprise Fund.

The City plans to invest in infrastructure improvements via its regularly maintained capital improvement plans ("CIPs") over the next five years. Included in the water projections presented, in addition to the funding of the CIP, is funding for capital improvements of $1 million per year from FY 2026 to FY 2029. Included in the sewer projections presented, in addition to the funding of the CIP, is funding for sewer capital improvements of $1 million per year from FY 2026 to FY 2029. Funding of these capital improvements would be via long-term debt and are in addition to the City's use of available MWRA grant and loan funding.

Baseline Analysis

Without any changes in revenue (i.e., no rate adjustments), as presented in the baseline financial analysis, total projected water revenues for FY 2025 are $9,162,263 and projected expenditures are $9,633,402, leaving a deficit of over $470,000 for FY 2025. In addition, the revenue total does not include liens, which is revenue from prior years that the City has already identified as revenue in those years.

Without any changes in revenue (i.e., no rate adjustments), as presented in the baseline financial analysis, total projected sewer revenues for FY 2025 are $12,133,616 and projected expenditures are $12,546,700, leaving a deficit of over $413,000 for FY 2025. In addition, the revenue total does not

include liens, which is revenue from prior years that the City has already identified as revenue in those years.

The Water Enterprise Fund and the Sewer Enterprise Fund are experiencing budgetary shortfalls because revenue recovered from rates is insufficient to cover expenditures. The City should strongly consider rate action for FY 2025 and beyond to ensure sufficient revenue is realized from rates. Any deficit at the conclusion of a fiscal year would presumably be covered by available retained earnings. While healthy retained earnings balances in both funds would allow for this, the consistent use of retained earnings over time will lower the retained earnings balances from their current healthy level.

Recommended Option for Rates and Charges

The recommended option for updated rates and charges included in this memorandum is designed to ensure retained earnings are not depleted from FY 2025 to FY 2029 and to target healthy retained earnings of 20% of total expenditures by the end of the five-year period. The recommended retained earnings balance is between 10% and 25%.

Since the analysis conducted was a five-year look-ahead, rates are presented for the next five fiscal years, including FY 2025. This option will help the City achieve its goals of covering actual costs of services, maintaining healthy retained earnings, investing in capital improvements, and ensuring long-term fiscal stability.

Recommended Option

The Recommended Option is designed to change rates and charges only, without changes to the City's rate structure. This is consistent with how the City has changed rates and charges in the recent past, except for the recent addition of the fourth tier in the rate structure, which was implemented for FY 2023.

Increases to rates are presented in Table 6 below:

Table 6 – Proposed Increases

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Water	3.5%	4.8%	4.8%	4.8%	4.8%
Sewer	3.5%	4.8%	4.8%	4.8%	4.8%

Tables 7 and 8 below and on the next page present the current rates and charges and proposed FY 2025 rates and charges along with the differences between them. The increases to the meter service and private fire protection charges are the same as the increases to rates. Table 9 on the next page presents the quarterly bill impact for sample customers.

Table 7 – Current and Proposed Meter Service Charges				
Meter Charge	FY 2024	FY 2025	Difference	
Meter Size	Current	Proposed	$	%
5/8"	$8.81	$9.12	$0.31	3.5%
3/4"	$9.38	$9.71	$0.33	3.5%
1"	$11.08	$11.47	$0.39	3.5%
1 1/4"	$13.34	$13.81	$0.47	3.5%
1 1/2"	$13.34	$13.81	$0.47	3.5%
2"	$19.46	$20.14	$0.68	3.5%
3"	$64.84	$67.11	$2.27	3.5%
4"	$81.64	$84.50	$2.86	3.5%
6"	$120.85	$125.08	$4.23	3.5%

Table 8 – Volumetric Rates (per 100 cubic feet)					
Tier	Volume	FY 2024	FY 2025	Difference	
Water	(cu. Ft)	Current	Proposed	$	%
1	0-2,500	$5.49	$5.68	$0.19	3.5%
2	2,501-5,000	$8.55	$8.85	$0.30	3.5%
3	5,001-25,000	$11.56	$11.96	$0.40	3.5%
4	Over 25,000	$15.08	$15.61	$0.53	3.5%
Irrigation		$15.08	$15.61	$0.53	3.5%
Sewer					
1	0-2,500	$11.07	$11.46	$0.39	3.5%
2	2,501-5,000	$14.45	$14.96	$0.51	3.5%
3	5,001-25,000	$16.14	$16.70	$0.56	3.5%
4	Over 25,000	$19.76	$20.45	$0.69	3.5%
Combined					
1	0-2,500	$16.55	$17.14	$0.58	3.5%
2	2,501-5,000	$22.99	$23.81	$0.81	3.5%
3	5,001-25,000	$27.71	$28.67	$0.96	3.5%
4	Over 25,000	$34.83	$36.06	$1.22	3.5%
Irrigation		$15.08	$15.61	$0.53	3.5%
Private Fire Protection					
2"		$12.85	$13.30	$0.45	3.5%
3"		$44.99	$46.56	$1.57	3.5%
4"		$89.98	$93.13	$3.15	3.5%
6"		$263.50	$272.72	$9.22	3.5%
8"		$559.13	$578.70	$19.57	3.5%
10"		$1,009.01	$1,044.33	$35.32	3.5%

Table 9 – Bill Impacts for Sample Customers (quarterly)									
Meter	Consumption	FY 2024			FY 2025			Difference	
Size	(cu. ft)	Water	Sewer	Total	Water	Sewer	Total	$	%
5/8"	1,000	$63.71	$110.70	$174.41	$65.94	$114.57	$180.51	$6.10	3.5%
5/8"	2,500	$146.06	$276.75	$422.81	$151.17	$286.44	$437.61	$14.80	3.5%
5/8"	5,000	$359.81	$638.00	$997.81	$372.40	$660.33	$1,032.73	$34.92	3.5%
5/8"	15,000	$1,515.81	$2,252.00	$3,767.81	$1,568.86	$2,330.82	$3,899.68	$131.87	3.5%
1"	25,000	$2,674.08	$3,866.00	$6,540.08	$2,767.67	$4,001.31	$6,768.98	$228.90	3.5%
4"	75,000	$10,284.64	$13,746.00	$24,030.64	$10,644.60	$14,227.11	$24,871.71	$841.07	3.5%

The information presented for the Recommended Option includes the additional funding of $1 million in water capital projects per year and the additional funding of $1 million in sewer capital projects per year, starting in FY 2026. This funding is in addition to what is in the City-maintained water and sewer CIPs.

Conclusion

It is important to the City that the proposed rate increases are mitigated as much as possible, given the current environment. With the recent authorizations to fund water and sewer capital projects using available ARPA funds, in the amounts of about $2.4 million for water and $2.9 million for sewer, the City was able to mitigate the recommendation rate increase for FY 2025. What would have likely been a 5.0% recommended FY 2025 rate increase for water is now a 3.5% recommended increase and what would have likely been a 5.5% recommended FY 2025 rate increase for sewer is now a 3.5% recommended increase.

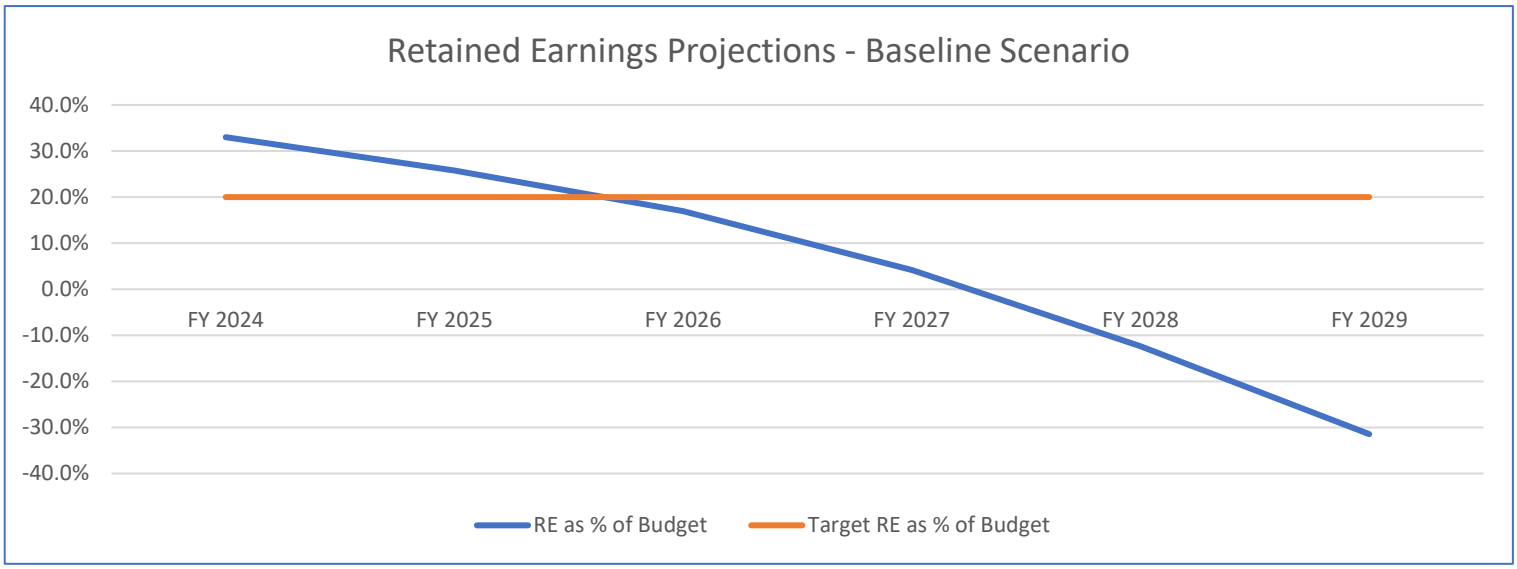
It is important for the City to continue to fund its water and sewer capital improvement plans. The projections in this memorandum include the full funding of the CIPs, as well as funding of additional capital improvements as described.

The projections provided in the memorandum are based on many assumptions. We recommend that the water and sewer analyses conducted for the City are reviewed and updated each year. Assumptions, like, for example, planned expenditures and anticipated revenues, change year to year and it is important to capture those changes to ensure that the rate plans presented are based on the most accurate information available at the time.

If, in future years, retained earnings projections show balances lower than those acceptable to the industry, the City can look at its planned expenses to see if any can be adjusted for a given year. This review should include any planned debt as the City can choose to push out planned debt a year or two, if necessary.

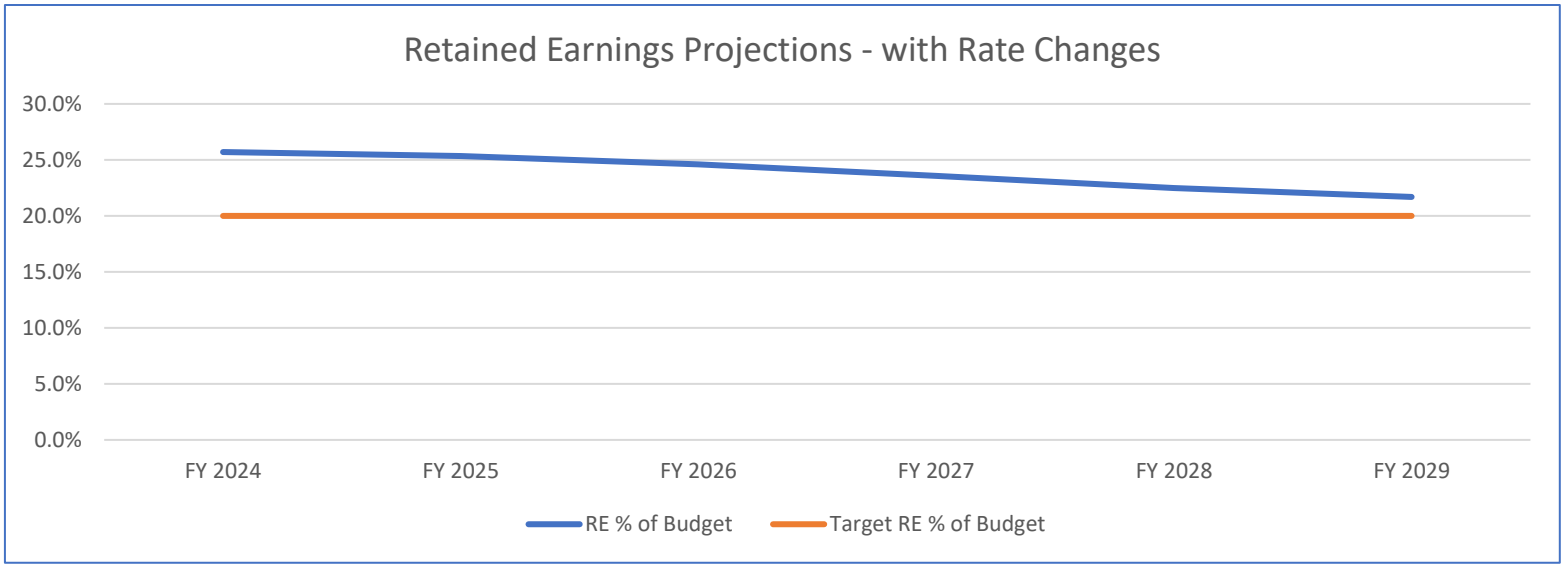
Target Retained Earnings as % of Budget:	20.0%

Baseline	FY 2024 PROJECTED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED
Surplus/Deficit	$ 519,912	$ (471,139)	$ (793,701)	$ (1,252,426)	$ (1,790,780)	$ (2,228,393)
Projected Retained Earnings	$ 2,954,010	$ 2,482,871	$ 1,689,170	$ 436,744	$ (1,354,036)	$ (3,582,429)
RE as % of Budget	33.0%	25.8%	17.0%	4.2%	-12.4%	-31.5%
Target RE as % of Budget	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%



Rate Changes:	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	5.50%	3.50%	4.80%	4.80%	4.80%	4.80%

Rate Impact	FY 2024 PROJECTED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED
Surplus/Deficit	$ -	$ 7,383	$ 7,383	$ 7,383	$ 7,383	$ 7,382
Projected Retained Earnings	$ 2,434,098	$ 2,441,481	$ 2,448,864	$ 2,456,247	$ 2,463,630	$ 2,471,012
RE % of Budget	25.7%	25.3%	24.6%	23.6%	22.5%	21.7%
Target RE % of Budget	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%



Service Charge	Meter Size	Current	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	5/8"	$ 8.81	$ 9.12	$ 9.56	$ 10.01	$ 10.50	$ 11.00
	3/4"	$ 9.38	$ 9.71	$ 10.17	$ 10.66	$ 11.17	$ 11.71
	1"	$ 11.08	$ 11.47	$ 12.02	$ 12.60	$ 13.20	$ 13.83
	1 1/2"	$ 13.34	$ 13.81	$ 14.47	$ 15.16	$ 15.89	$ 16.65
	2"	$ 19.46	$ 20.14	$ 21.11	$ 22.12	$ 23.18	$ 24.30
	3"	$ 64.84	$ 67.11	$ 70.33	$ 73.71	$ 77.24	$ 80.95
	4"	$ 81.64	$ 84.50	$ 88.55	$ 92.80	$ 97.26	$ 101.93
	6"	$ 120.85	$ 125.08	$ 131.08	$ 137.38	$ 143.97	$ 150.88

Rates (per 100 cf of usage)	Current	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
1st Step (0 - 2,500 cf)	$ 5.49	$ 5.68	$ 5.95	$ 6.24	$ 6.54	$ 6.85
2nd Step (2,501 - 5,000 cf)	$ 8.55	$ 8.85	$ 9.27	$ 9.72	$ 10.19	$ 10.67
3rd Step (5,001 - 25,000 cf)	$ 11.56	$ 11.96	$ 12.54	$ 13.14	$ 13.77	$ 14.43
4th Step (over 25,001)	$ 15.08	$ 15.61	$ 16.36	$ 17.14	$ 17.96	$ 18.83

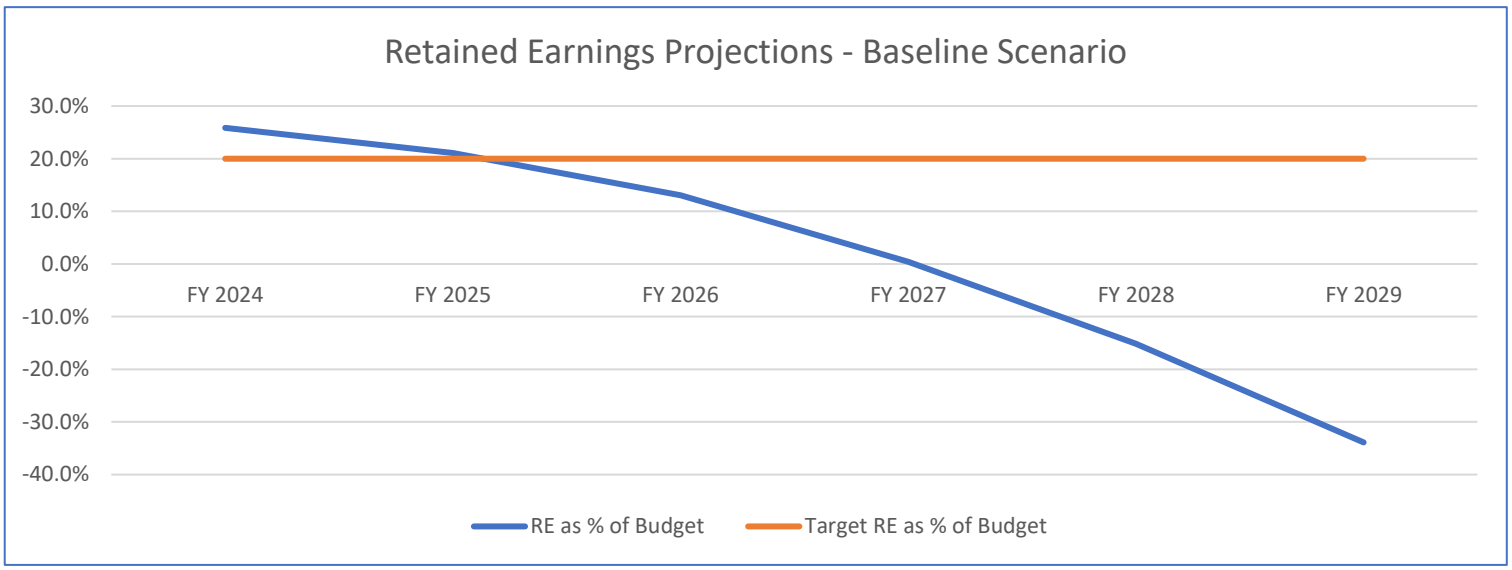
User Impact (per Bill) - Water Bills Only			New Bills				
User Type	Usage	Current Bill	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Low-End User (5/8" meter)	1,000	$ 63.71	$ 65.94	$ 69.10	$ 72.42	$ 75.90	$ 79.54
High Tier 1 User (5/8" meter)	2,500	$ 146.06	$ 151.17	$ 158.43	$ 166.03	$ 174.00	$ 182.35
High Tier 2 User (5/8" meter)	5,000	$ 359.81	$ 372.40	$ 390.28	$ 409.01	$ 428.64	$ 449.22
Mid Tier 2 User (5/8" meter)	15,000	$ 1,515.81	$ 1,568.86	$ 1,644.17	$ 1,723.09	$ 1,805.80	$ 1,892.48
High Tier 2 User (1" meter)	25,000	$ 2,674.08	$ 2,767.67	$ 2,900.52	$ 3,039.75	$ 3,185.65	$ 3,338.57
Large User (4" meter)	75,000	$ 10,284.64	$ 10,644.60	$ 11,155.54	$ 11,691.01	$ 12,252.18	$ 12,840.28

Description	FY 2019 ACTUAL	FY 2020 ACTUAL	FY 2021 ACTUAL	FY 2022 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGETED	FY 2024 PROJECTED	FY 2025 BUDGETED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED	COMMENTS
Revenues and Other Sources														
TAX LIENS REDEEMED	$ 9,237	$ 6,608	$ 4,605	$ 7,498	$ 6,813		$ 1,938		$ 6,952	$ 6,952	$ 6,952	$ 6,952	$ 6,952	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN ON LIENS/WATER	$ 5,514	$ 7,825	$ 8,323	$ 3,594	$ 3,987		$ 2,688		$ 5,848	$ 5,848	$ 5,848	$ 5,848	$ 5,848	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN WATER CHARGES	$ 48,088	$ 46,155	$ 49,699	$ 43,905	$ 57,217		$ 43,769		$ 49,013	$ 49,013	$ 49,013	$ 49,013	$ 49,013	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
WATER UTILITY USAGE CHARGES	$ 6,433,951	$ 6,629,005	$ 7,148,519	$ 7,304,812	$ 8,410,930		$ 8,694,670		$ 8,694,670	$ 8,694,670	$ 8,694,670	$ 8,694,670	$ 8,694,670	FY24 is YTD amount through early June 2024; assume level going forward
MUNICIPAL WATER CHARGES	$ 204,859	$ 195,000	$ 160,000	$ 185,675	$ 171,810		$ 157,686		$ 171,810	$ 171,810	$ 171,810	$ 171,810	$ 171,810	FY24 YTD (as of early June 2024); FY25 and on is the FY23 actual amount
WATER LIENS	$ 276,192	$ 235,517	$ 190,168	$ 234,594	$ 256,455		$ 326,277		$ -	$ -	$ -	$ -	$ -	FY24 YTD (as of early June 2024); zeroed out FY25-FY29 to exclude from rev req't
WATER/OTHER UTILITY CHARGES	$ 75,281	$ 113,359	$ 408,882	$ 68,287	$ 119,824		$ 158,328		$ 157,127	$ 157,127	$ 157,127	$ 157,127	$ 157,127	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
WATER TEST CHARGES	$ 68,884	$ 71,850	$ 74,458	$ 77,255	$ 85,537		$ 83,984		$ 75,597	$ 75,597	$ 75,597	$ 75,597	$ 75,597	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
SALE OF PROP/FINAL READS	$ 11,510	$ 117,633	$ 3,890	$ -	$ -		$ -		$ -	$ -	$ -	$ -	$ -	Assume none for now
WATER/INTEREST INCOME	$ 13,626	$ 9,819	$ 9,349	$ 1,177	$ 1,314		$ 1,404		$ 1,246	$ 1,246	$ 1,246	$ 1,246	$ 1,246	FY24 YTD (as of early June 2024); FY25-FY29, two-year average FY22-FY23
Sub Total	**$ 7,147,142**	**$ 7,432,772**	**$ 8,057,893**	**$ 7,926,796**	**$ 9,113,886**	**$ 8,950,833**	**$ 9,470,745**	**$ 9,633,402**	**$ 9,162,263**	**$ 9,162,263**	**$ 9,162,263**	**$ 9,162,263**	**$ 9,162,263**	
Retained Earnings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Retained earnings may fund Transfer to Capital Projects line
Total Revenues and Other Sources	**$ 7,147,142**	**$ 7,432,772**	**$ 8,057,893**	**$ 7,926,796**	**$ 9,113,886**	**$ 8,950,833**	**$ 9,470,745**	**$ 9,633,402**	**$ 9,162,263**	**$ 9,162,263**	**$ 9,162,263**	**$ 9,162,263**	**$ 9,162,263**	
Expenditures and Other Uses														
Salaries and Wages	$ 922,855	$ 898,466	$ 861,865	$ 999,818	$ 1,056,380	$ 1,090,421	$ 1,090,421	$ 1,281,231	$ 1,281,231	$ 1,313,262	$ 1,346,093	$ 1,379,746	$ 1,414,239	FY24 and FY25 from Budget; FY26 on 2.5% yearly incr
MWRA Assessment	$ 3,696,371	$ 3,897,384	$ 3,935,832	$ 4,184,354	$ 4,147,401	$ 4,200,455	$ 4,202,656	$ 4,592,938	$ 4,592,938	$ 4,723,511	$ 4,907,728	$ 5,099,130	$ 5,297,996	FY24 and FY25 from budget; projections FY26 and on based on 1.46% flow share
Other Expenses	$ 316,766	$ 330,698	$ 361,066	$ 358,695	$ 480,254	$ 450,600	$ 448,399	$ 471,475	$ 471,475	$ 485,619	$ 500,188	$ 515,193	$ 530,649	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Capital Outlay	$ 235,417	$ 231,446	$ 235,199	$ 219,757	$ 103,981	$ 236,000	$ 236,000	$ 286,000	$ 286,000	$ 336,000	$ 386,000	$ 436,000	$ 486,000	FY24 and FY25 from budget; $50k increase FY26 and on
Long Term Debt	$ 604,715	$ 676,446	$ 542,013	$ 645,750	$ 1,271,610	$ 1,549,893	$ 1,549,893	$ 1,386,460	$ 1,386,460	$ 1,433,815	$ 1,461,010	$ 1,557,895	$ 1,543,740	FY24 on, from Planned Debt schedule with CIP
Projected New Debt (tied to capital plan below)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 200,000	$ 300,000	Anticipated debt tied to additional water projects; See New Debt Summary tab
Prior Year Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 impact shown
Prior Year Capital	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 impact shown
Sub Total	**$ 5,776,124**	**$ 6,034,439**	**$ 5,935,975**	**$ 6,408,373**	**$ 7,059,626**	**$ 7,527,369**	**$ 7,527,369**	**$ 8,018,104**	**$ 8,018,104**	**$ 8,292,207**	**$ 8,701,019**	**$ 9,187,964**	**$ 9,572,624**	
Indirect Costs	$ 1,648,500	$ 1,631,808	$ 1,588,520	$ 1,553,006	$ 1,511,731	$ 1,423,464	$ 1,423,464	$ 1,615,298	$ 1,615,298	$ 1,663,757	$ 1,713,670	$ 1,765,080	$ 1,818,032	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Transfer to Capital Projects	$ 250,000	$ 500,000	$ 250,000	$ -		$ -		$ -						Typically, alternate $250K/$500K annually, but not including due to add'l capital
Total Expenditures and Other Uses	**$ 7,674,624**	**$ 8,166,247**	**$ 7,774,495**	**$ 7,961,379**	**$ 8,571,357**	**$ 8,950,833**	**$ 8,950,833**	**$ 9,633,402**	**$ 9,633,402**	**$ 9,955,964**	**$ 10,414,689**	**$ 10,953,043**	**$ 11,390,656**	
Excess (Deficiency) of Revenues and														
Available Funds > Expenditures and Other Uses	**$ (527,482)**	**$ (733,475)**	**$ 283,398**	**$ (34,583)**	**$ 542,529**	**$ -**	**$ 519,912**	**$ -**	**$ (471,139)**	**$ (793,701)**	**$ (1,252,426)**	**$ (1,790,780)**	**$ (2,228,393)**	
Retained Earnings Summary														
Proj. Certified Retained Earnings as of July 1, 2023					$ 2,434,098									
Available Retained Earnings Start of FY							$ 2,434,098		$ 2,954,010	$ 2,482,871	$ 1,689,170	$ 436,744	$ (1,354,036)	
Close Prior Year Reserves							$ -		$ -	$ -	$ -	$ -	$ -	
Establish New Year's Reserves (for Expenditures Only)							$ -		$ -	$ -	$ -	$ -	$ -	
Current Year Surplus/(Deficit)							$ 519,912		$ (471,139)	$ (793,701)	$ (1,252,426)	$ (1,790,780)	$ (2,228,393)	
Projected Retained Earnings Balance							**$ 2,954,010**		**$ 2,482,871**	**$ 1,689,170**	**$ 436,744**	**$ (1,354,036)**	**$ (3,582,429)**	
Projected Retained Earnings Balance as % of Budget					28.4%		33.0%		25.8%	17.0%	4.2%	-12.4%	-31.5%	

Description	FY 2019 ACTUAL	FY 2020 ACTUAL	FY 2021 ACTUAL	FY 2022 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGETED	FY 2024 PROJECTED	FY 2025 BUDGETED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED	COMMENTS
Revenues and Other Sources									3.50%	4.80%	4.80%	4.80%	4.80%	
TAX LIENS REDEEMED	$ 9,237	$ 6,608	$ 4,605	$ 7,498	$ 6,813	$ -	$ 1,938	$ -	$ 6,952	$ 6,952	$ 6,952	$ 6,952	$ 6,952	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN ON LIENS/WATER	$ 5,514	$ 7,825	$ 8,323	$ 3,594	$ 3,987	$ -	$ 2,688	$ -	$ 5,848	$ 5,848	$ 5,848	$ 5,848	$ 5,848	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN WATER CHARGES	$ 48,088	$ 46,155	$ 49,699	$ 43,905	$ 57,217	$ -	$ 43,769	$ -	$ 49,013	$ 49,013	$ 49,013	$ 49,013	$ 49,013	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
WATER UTILITY USAGE CHARGES	$ 6,433,951	$ 6,629,005	$ 7,148,519	$ 7,304,812	$ 8,410,930	$ -	$ 8,694,670	$ -	$ 8,998,984	$ 9,430,935	$ 9,883,620	$ 10,358,034	$ 10,855,219	FY24 is YTD amount through early June 2024; assume level going forward + rate chang
MUNICIPAL WATER CHARGES	$ 204,859	$ 195,000	$ 160,000	$ 185,675	$ 171,810	$ -	$ 157,686	$ -	$ 171,810	$ 171,810	$ 171,810	$ 171,810	$ 171,810	FY24 YTD (as of early June 2024); FY25 and on is the FY23 actual amount
WATER LIENS	$ 276,192	$ 235,517	$ 190,168	$ 234,594	$ 256,455	$ -	$ 326,277	$ -	$ -	$ -	$ -	$ -	$ -	FY24 YTD (as of early June 2024); zeroed out FY25-FY29 to exclude from rev req't
WATER/OTHER UTILITY CHARGES	$ 75,281	$ 113,359	$ 408,882	$ 68,287	$ 119,824	$ -	$ 158,328	$ -	$ 157,127	$ 157,127	$ 157,127	$ 157,127	$ 157,127	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
WATER TEST CHARGES	$ 68,884	$ 71,850	$ 74,458	$ 77,255	$ 85,537	$ -	$ 83,984	$ -	$ 75,597	$ 75,597	$ 75,597	$ 75,597	$ 75,597	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
SALE OF PROP/FINAL READS	$ 11,510	$ 117,633	$ 3,890	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Assume none for now
WATER/INTEREST INCOME	$ 13,626	$ 9,819	$ 9,349	$ 1,177	$ 1,314	$ -	$ 1,404	$ -	$ 1,246	$ 1,246	$ 1,246	$ 1,246	$ 1,246	FY24 YTD (as of early June 2024); FY25-FY29, two-year average FY22-FY23
Sub Total	**$ 7,147,142**	**$ 7,432,772**	**$ 8,057,893**	**$ 7,926,796**	**$ 9,113,886**	**$ 8,950,833**	**$ 9,470,745**	**$ 9,633,402**	**$ 9,466,577**	**$ 9,898,528**	**$ 10,351,213**	**$ 10,825,627**	**$ 11,322,812**	
Retained Earnings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 174,208	$ 64,819	$ 70,859	$ 134,800	$ 75,226	Retained earnings may fund Transfer to Capital Projects line
Total Revenues and Other Sources	**$ 7,147,142**	**$ 7,432,772**	**$ 8,057,893**	**$ 7,926,796**	**$ 9,113,886**	**$ 8,950,833**	**$ 9,470,745**	**$ 9,633,402**	**$ 9,640,785**	**$ 9,963,347**	**$ 10,422,072**	**$ 10,960,427**	**$ 11,398,038**	
Expenditures and Other Uses														
Salaries and Wages	$ 922,855	$ 898,466	$ 861,865	$ 999,818	$ 1,056,380	$ 1,090,421	$ 1,090,421	$ 1,281,231	$ 1,281,231	$ 1,313,262	$ 1,346,093	$ 1,379,746	$ 1,414,239	FY24 and FY25 from Budget; FY26 on 2.5% yearly incr
MWRA Assessment	$ 3,696,371	$ 3,897,384	$ 3,935,832	$ 4,184,354	$ 4,147,401	$ 4,200,455	$ 4,202,656	$ 4,592,938	$ 4,592,938	$ 4,723,511	$ 4,907,728	$ 5,099,130	$ 5,297,996	FY24 and FY25 from budget; projections FY26 and on based on 1.46% flow share
Other Expenses	$ 316,766	$ 330,698	$ 361,066	$ 358,695	$ 480,254	$ 450,600	$ 448,399	$ 471,475	$ 471,475	$ 485,619	$ 500,188	$ 515,193	$ 530,649	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Capital Outlay	$ 235,417	$ 231,446	$ 235,199	$ 219,757	$ 103,981	$ 236,000	$ 236,000	$ 286,000	$ 286,000	$ 336,000	$ 386,000	$ 436,000	$ 486,000	FY24 and FY25 from budget; $50k increase FY26 and on
Long Term Debt	$ 604,715	$ 676,446	$ 542,013	$ 645,750	$ 1,271,610	$ 1,549,893	$ 1,549,893	$ 1,386,460	$ 1,386,460	$ 1,433,815	$ 1,461,010	$ 1,557,895	$ 1,543,740	FY24 on, from Planned Debt schedule with CIP
Projected New Debt (tied to capital plan below)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 200,000	$ 300,000	Anticipated debt tied to additional water projects; See New Debt Summary tab
Prior Year Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 impact shown
Prior Year Capital	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 impact shown
Sub Total	**$ 5,776,124**	**$ 6,034,439**	**$ 5,935,975**	**$ 6,408,373**	**$ 7,059,626**	**$ 7,527,369**	**$ 7,527,369**	**$ 8,018,104**	**$ 8,018,104**	**$ 8,292,207**	**$ 8,701,019**	**$ 9,187,964**	**$ 9,572,624**	
Indirect Costs	$ 1,648,500	$ 1,631,808	$ 1,588,520	$ 1,553,006	$ 1,511,731	$ 1,423,464	$ 1,423,464	$ 1,615,298	$ 1,615,298	$ 1,663,757	$ 1,713,670	$ 1,765,080	$ 1,818,032	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Transfer to Capital Projects	$ 250,000	$ 500,000	$ 250,000	$ -	$ -	$ -	$ 519,912	$ -	$ -	$ -	$ -	$ -	$ -	Typically, alternate $250K/$500K annually, but not including due to add'l capital
Total Expenditures and Other Uses	**$ 7,674,624**	**$ 8,166,247**	**$ 7,774,495**	**$ 7,961,379**	**$ 8,571,357**	**$ 8,950,833**	**$ 9,470,745**	**$ 9,633,402**	**$ 9,633,402**	**$ 9,955,964**	**$ 10,414,689**	**$ 10,953,043**	**$ 11,390,656**	
Excess (Deficiency) of Revenues and														
Available Funds > Expenditures and Other Uses	**$ (527,482)**	**$ (733,475)**	**$ 283,398**	**$ (34,583)**	**$ 542,529**	**$ -**	**$ -**	**$ -**	**$ 7,383**	**$ 7,383**	**$ 7,383**	**$ 7,383**	**$ 7,382**	
Retained Earnings Summary														
Proj. Certified Retained Earnings as of July 1, 2023					$ 2,434,098									
Available Retained Earnings Start of FY							$ 2,434,098		$ 2,434,098	$ 2,441,481	$ 2,448,864	$ 2,456,247	$ 2,463,630	
Close Prior Year Reserves							$ -		$ -	$ -	$ -	$ -	$ -	
Establish New Year's Reserves (for Expenditures Only)							$ -		$ -	$ -	$ -	$ -	$ -	
Current Year Surplus/(Deficit)							$ -		$ 7,383	$ 7,383	$ 7,383	$ 7,383	$ 7,382	
Projected Retained Earnings Balance							**$ 2,434,098**		**$ 2,441,481**	**$ 2,448,864**	**$ 2,456,247**	**$ 2,463,630**	**$ 2,471,012**	
Projected Retained Earnings Balance as % of Budget					28.4%		25.7%		25.3%	24.6%	23.6%	22.5%	21.7%	

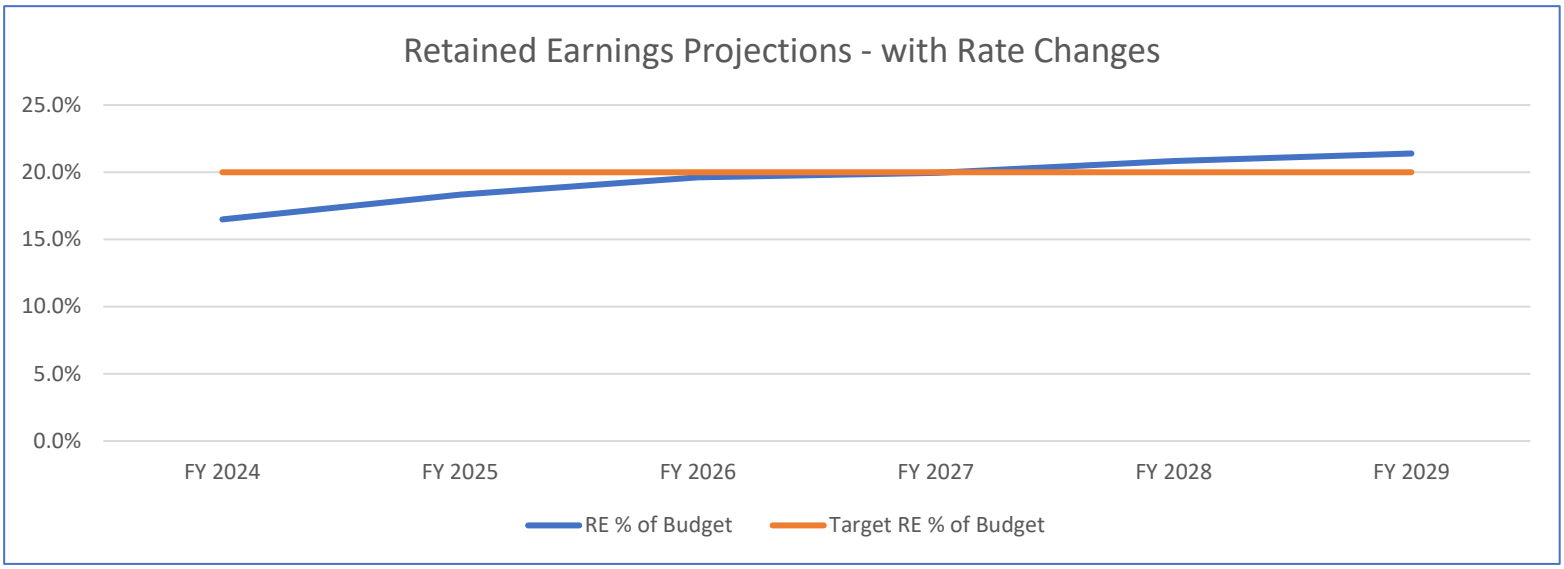
Target Retained Earnings as % of Budget:	20.0%

Baseline	FY 2024 PROJECTED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED
Surplus/Deficit	$ 949,865	$ (413,084)	$ (937,644)	$ (1,643,827)	$ (2,233,523)	$ (2,932,000)
Projected Retained Earnings	$ 3,054,558	$ 2,641,474	$ 1,703,830	$ 60,003	$ (2,173,520)	$ (5,105,520)
RE as % of Budget	25.9%	21.1%	13.0%	0.4%	-15.1%	-33.9%
Target RE as % of Budget	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%



Rate Changes:	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
	6.00%	3.50%	4.80%	4.80%	4.80%	4.80%

Rate Impact	FY 2024 PROJECTED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED
Surplus/Deficit	$ -	$ 195,605	$ 265,383	$ 182,066	$ 245,134	$ 230,753
Projected Retained Earnings	$ 2,104,693	$ 2,300,298	$ 2,565,681	$ 2,747,747	$ 2,992,881	$ 3,223,634
RE % of Budget	16.5%	18.3%	19.6%	19.9%	20.8%	21.4%
Target RE % of Budget	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%



Rates (per 100 cf of usage)	Current	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
1st Step (0 - 2,500 cf)	$ 11.07	$ 11.46	$ 12.01	$ 12.58	$ 13.19	$ 13.82
2nd Step (2,501 - 5,000 cf)	$ 14.45	$ 14.96	$ 15.67	$ 16.43	$ 17.21	$ 18.04
3rd Step (5,001 - 25,000 cf)	$ 16.14	$ 16.70	$ 17.51	$ 18.35	$ 19.23	$ 20.15
4th Step (over 25,001)	$ 19.76	$ 20.45	$ 21.43	$ 22.46	$ 23.54	$ 24.67

User Impact (per Bill) - Sewer Bills Only			New Bills				
User Type	Usage	Current Bill	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Low-End User	1,000	$ 110.70	$ 114.57	$ 120.07	$ 125.84	$ 131.88	$ 138.21
High Tier 1 User	2,500	$ 276.75	$ 286.44	$ 300.19	$ 314.59	$ 329.69	$ 345.52
Low Tier 2 User	5,000	$ 638.00	$ 660.33	$ 692.03	$ 725.24	$ 760.05	$ 796.54
Mid Tier 2 User	15,000	$ 2,252.00	$ 2,330.82	$ 2,442.70	$ 2,559.95	$ 2,682.83	$ 2,811.60
High Tier 2 User	25,000	$ 3,866.00	$ 4,001.31	$ 4,193.37	$ 4,394.65	$ 4,605.60	$ 4,826.67
Large User	75,000	$ 13,746.00	$ 14,227.11	$ 14,910.01	$ 15,625.69	$ 16,375.73	$ 17,161.76

Description	FY 2019 ACTUAL	FY 2020 ACTUAL	FY 2021 ACTUAL	FY 2022 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGETED	FY 2024 PROJECTED	FY 2025 BUDGETED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED	COMMENTS
Revenues and Other Sources														
TAX LIENS REDEEMED	$ 10,362	$ 7,051	$ 7,742	$ 12,202	$ 9,969		$ 2,741		$ 9,465	$ 9,465	$ 9,465	$ 9,465	$ 9,465	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN ON LIENS/SEWER	$ 6,917	$ 10,473	$ 12,874	$ 5,233	$ 6,191		$ 3,964		$ 8,338	$ 8,338	$ 8,338	$ 8,338	$ 8,338	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN ON SEWER CHARGES	$ 55,550	$ 68,446	$ 80,888	$ 70,772	$ 88,187		$ 69,115		$ 72,769	$ 72,769	$ 72,769	$ 72,769	$ 72,769	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
SEWER UTILITY USAGE CHARGES	$ 8,976,555	$ 9,491,657	$ 10,304,173	$ 10,519,436	$ 11,557,328		$ 11,963,321		$ 11,963,321	$ 11,963,321	$ 11,963,321	$ 11,963,321	$ 11,963,321	FY24 is YTD amount through early June 2024; assume level going forward
MUNICIPAL SEWER CHARGES	$ 95,434	$ 98,604	$ 86,068	$ 85,000	$ 77,190		$ 82,663		$ 77,190	$ 77,190	$ 77,190	$ 77,190	$ 77,190	FY24 YTD (as of early June 2024); FY25 and on is the FY23 actual amount
SEWER LIENS	$ 444,656	$ 396,735	$ 327,560	$ 383,618	$ 461,044		$ 638,335		$ -	$ -	$ -	$ -	$ -	FY24 YTD (as of early June 2024); zeroed out FY25-FY29 to exclude from rev req't
SEWER/OTHER UTILITY CHARGES	$ 960	$ 655	$ 630	$ 1,170	$ 1,705		$ 240		$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
SEWER/INTEREST INCOME	$ 19,932	$ 16,333	$ 14,855	$ 1,378	$ 1,641		$ 1,575		$ 1,510	$ 1,510	$ 1,510	$ 1,510	$ 1,510	FY24 YTD (as of early June 2024); FY25-FY29, two-year average FY22-FY23
Sub Total	**$ 9,610,365**	**$ 10,089,954**	**$ 10,834,789**	**$ 11,078,809**	**$ 12,203,256**	**$ 11,812,088**	**$ 12,761,953**	**$ 12,546,700**	**$ 12,133,616**	**$ 12,133,616**	**$ 12,133,616**	**$ 12,133,616**	**$ 12,133,616**	
Retained Earnings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Retained earnings may fund Transfer to Capital Projects line, but none for now
Total Revenues and Other Sources	**$ 9,610,365**	**$ 10,089,954**	**$ 10,834,789**	**$ 11,078,809**	**$ 12,203,256**	**$ 11,812,088**	**$ 12,761,953**	**$ 12,546,700**	**$ 12,133,616**	**$ 12,133,616**	**$ 12,133,616**	**$ 12,133,616**	**$ 12,133,616**	
Expenditures and Other Uses														
Salaries and Wages	$ 458,509	$ 500,413	$ 498,991	$ 547,601	$ 624,811	$ 778,548	$ 778,548	$ 885,697	$ 885,697	$ 907,839	$ 930,535	$ 953,799	$ 977,644	FY24 and FY25 from Budget; FY26 on 2.5% yearly incr
MWRA Assessment	$ 6,357,733	$ 6,718,261	$ 6,648,177	$ 6,806,903	$ 6,800,255	$ 7,130,880	$ 7,004,552	$ 7,332,350	$ 7,332,350	$ 7,552,321	$ 7,778,890	$ 8,012,257	$ 8,252,625	FY24 actual and FY25 preliminary; increase 3.0% yearly (1.8% average last 5 years)
Other Expenses	$ 456,850	$ 433,787	$ 460,569	$ 796,940	$ 397,024	$ 501,000	$ 627,328	$ 511,000	$ 511,000	$ 526,330	$ 542,120	$ 558,383	$ 575,135	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Capital Outlay	$ 1,052,916	$ 1,050,791	$ 1,053,285	$ 3,648,133	$ 771,263	$ 1,355,000	$ 1,355,000	$ 1,405,000	$ 1,405,000	$ 1,455,000	$ 1,505,000	$ 1,555,000	$ 1,605,000	FY24 and FY25 from budget; $50k increase FY26 and on
Long Term Debt	$ 366,194	$ 395,515	$ 411,053	$ 369,578	$ 300,253	$ 552,148	$ 552,148	$ 693,775	$ 693,775	$ 859,325	$ 1,097,340	$ 1,209,435	$ 1,420,600	FY24 on, from Planned Debt schedule with CIP
Projected New Debt (sewer/stormwater add'l cap.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 200,000	$ 300,000	Anticipated debt tied to additional sewer projects; See New Debt Summary tab
Prior Year Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 impact shown
Prior Year Capital	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 and FY18 impact shown
Sub Total	**$ 8,692,203**	**$ 9,098,767**	**$ 9,072,074**	**$ 12,169,154**	**$ 8,893,606**	**$ 10,317,576**	**$ 10,317,576**	**$ 10,827,822**	**$ 10,827,822**	**$ 11,300,815**	**$ 11,953,885**	**$ 12,488,874**	**$ 13,131,003**	
Indirect Costs	$ 1,524,642	$ 1,534,390	$ 1,491,802	$ 1,507,448	$ 1,397,994	$ 1,494,512	$ 1,494,512	$ 1,718,878	$ 1,718,878	$ 1,770,444	$ 1,823,558	$ 1,878,264	$ 1,934,612	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Transfer to Capital Projects	$ 250,000	$ -	$ -	$ -		$ -		$ -						FY22 from budget; typically, $250K per year, but not including due to add'l capital
Total Expenditures and Other Uses	**$ 10,466,845**	**$ 10,633,157**	**$ 10,563,876**	**$ 13,676,602**	**$ 10,291,600**	**$ 11,812,088**	**$ 11,812,088**	**$ 12,546,700**	**$ 12,546,700**	**$ 13,071,259**	**$ 13,777,443**	**$ 14,367,139**	**$ 15,065,616**	
Excess (Deficiency) of Revenues and														
Available Funds > Expenditures and Other Uses	**$ (856,480)**	**$ (543,203)**	**$ 270,913**	**$ (2,597,792)**	**$ 1,911,656**	**$ -**	**$ 949,865**	**$ -**	**$ (413,084)**	**$ (937,644)**	**$ (1,643,827)**	**$ (2,233,523)**	**$ (2,932,000)**	
Retained Earnings Summary														
Certified Retained Earnings as of July 1, 2023					$ 2,104,693									
Available Retained Earnings Start of FY							$ 2,104,693		$ 3,054,558	$ 2,641,474	$ 1,703,830	$ 60,003	$ (2,173,520)	
Close Prior Year Reserves							$ -		$ -	$ -	$ -	$ -	$ -	
Establish New Year's Reserves (for Expenditures Only)							$ -		$ -	$ -	$ -	$ -	$ -	
Current Year Surplus/(Deficit)							$ 949,865		$ (413,084)	$ (937,644)	$ (1,643,827)	$ (2,233,523)	$ (2,932,000)	
Projected Retained Earnings Balance							**$ 3,054,558**		**$ 2,641,474**	**$ 1,703,830**	**$ 60,003**	**$ (2,173,520)**	**$ (5,105,520)**	
Projected Retained Earnings Balance as % of Budget					15.4%		25.9%		21.1%	13.0%	0.4%	-15.1%	-33.9%	

Description	FY 2019 ACTUAL	FY 2020 ACTUAL	FY 2021 ACTUAL	FY 2022 ACTUAL	FY 2023 ACTUAL	FY 2024 BUDGETED	FY 2024 PROJECTED	FY 2025 BUDGETED	FY 2025 PROJECTED	FY 2026 PROJECTED	FY 2027 PROJECTED	FY 2028 PROJECTED	FY 2029 PROJECTED	COMMENTS
Revenues and Other Sources									3.50%	4.80%	4.80%	4.80%	4.80%	
TAX LIENS REDEEMED	$ 10,362	$ 7,051	$ 7,742	$ 12,202	$ 9,969	$ -	$ 2,741	$ -	$ 9,465	$ 9,465	$ 9,465	$ 9,465	$ 9,465	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN ON LIENS/SEWER	$ 6,917	$ 10,473	$ 12,874	$ 5,233	$ 6,191	$ -	$ 3,964	$ -	$ 8,338	$ 8,338	$ 8,338	$ 8,338	$ 8,338	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
INT AND PEN ON SEWER CHARGES	$ 55,550	$ 68,446	$ 80,888	$ 70,772	$ 88,187	$ -	$ 69,115	$ -	$ 72,769	$ 72,769	$ 72,769	$ 72,769	$ 72,769	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
SEWER UTILITY USAGE CHARGES	$ 8,976,555	$ 9,491,657	$ 10,304,173	$ 10,519,436	$ 11,557,328	$ -	$ 11,963,321	$ -	$ 12,382,037	$ 12,976,375	$ 13,599,241	$ 14,252,004	$ 14,936,100	FY24 is YTD amount through early June 2024; assume level going forward + rate changes
MUNICIPAL SEWER CHARGES	$ 95,434	$ 98,604	$ 86,068	$ 85,000	$ 77,190	$ -	$ 82,663	$ -	$ 77,190	$ 77,190	$ 77,190	$ 77,190	$ 77,190	FY24 YTD (as of early June 2024); FY25 and on is the FY23 actual amount
SEWER LIENS	$ 444,656	$ 396,735	$ 327,560	$ 383,618	$ 461,044	$ -	$ 638,335	$ -	$ -	$ -	$ -	$ -	$ -	FY24 YTD (as of early June 2024); zeroed out FY25-FY29 to exclude from rev req't
SEWER/OTHER UTILITY CHARGES	$ 960	$ 655	$ 630	$ 1,170	$ 1,705	$ -	$ 240	$ -	$ 1,024	$ 1,024	$ 1,024	$ 1,024	$ 1,024	FY24 YTD (as of early June 2024); FY25-FY29, five-year average FY19-FY23
SEWER/INTEREST INCOME	$ 19,932	$ 16,333	$ 14,855	$ 1,378	$ 1,641	$ -	$ 1,575	$ -	$ 1,510	$ 1,510	$ 1,510	$ 1,510	$ 1,510	FY24 YTD (as of early June 2024); FY25-FY29, two-year average FY22-FY23
Sub Total	**$ 9,610,365**	**$ 10,089,954**	**$ 10,834,789**	**$ 11,078,809**	**$ 12,203,256**	**$ 11,812,088**	**$ 12,761,953**	**$ 12,546,700**	**$ 12,552,332**	**$ 13,146,670**	**$ 13,769,536**	**$ 14,422,299**	**$ 15,106,395**	
Retained Earnings	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 189,973	$ 189,973	$ 189,973	$ 189,973	$ 189,973	Retained earnings may fund Transfer to Capital Projects line, but none for now
Total Revenues and Other Sources	**$ 9,610,365**	**$ 10,089,954**	**$ 10,834,789**	**$ 11,078,809**	**$ 12,203,256**	**$ 11,812,088**	**$ 12,761,953**	**$ 12,546,700**	**$ 12,742,305**	**$ 13,336,643**	**$ 13,959,509**	**$ 14,612,272**	**$ 15,296,368**	
Expenditures and Other Uses														
Salaries and Wages	$ 458,509	$ 500,413	$ 498,991	$ 547,601	$ 624,811	$ 778,548	$ 778,548	$ 885,697	$ 885,697	$ 907,839	$ 930,535	$ 953,799	$ 977,644	FY24 and FY25 from Budget; FY26 on 2.5% yearly incr
MWRA Assessment	$ 6,357,733	$ 6,718,261	$ 6,648,177	$ 6,806,903	$ 6,800,255	$ 7,130,880	$ 7,004,552	$ 7,332,350	$ 7,332,350	$ 7,552,321	$ 7,778,890	$ 8,012,257	$ 8,252,625	FY24 actual and FY25 preliminary; increase 3.0% yearly (1.8% average last 5 years)
Other Expenses	$ 456,850	$ 433,787	$ 460,569	$ 796,940	$ 397,024	$ 501,000	$ 627,328	$ 511,000	$ 511,000	$ 526,330	$ 542,120	$ 558,383	$ 575,135	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Capital Outlay	$ 1,052,916	$ 1,050,791	$ 1,053,285	$ 3,648,133	$ 771,263	$ 1,355,000	$ 1,355,000	$ 1,405,000	$ 1,405,000	$ 1,455,000	$ 1,505,000	$ 1,555,000	$ 1,605,000	FY24 and FY25 from budget; $50k increase FY26 and on
Long Term Debt	$ 366,194	$ 395,515	$ 411,053	$ 369,578	$ 300,253	$ 552,148	$ 552,148	$ 693,775	$ 693,775	$ 859,325	$ 1,097,340	$ 1,209,435	$ 1,420,600	FY24 on, from Planned Debt schedule with CIP
Projected New Debt (sewer/stormwater add'l cap.)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000	$ 200,000	$ 300,000	Anticipated debt tied to additional sewer projects; See New Debt Summary tab
Projected New Debt (stormwater capital plan below	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Anticipated debt tied to additional stormwater projects as shown below
Prior Year Expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 impact shown
Prior Year Capital	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Only FY17 and FY18 impact shown
New Long Term Debt Service	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Ignoring since new debt provided by Town in schedule on Existing Debt row
Short Term Debt (Related to New Debt Service)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	Assuming none for now
Sub Total	**$ 8,692,203**	**$ 9,098,767**	**$ 9,072,074**	**$ 12,169,154**	**$ 8,893,606**	**$ 10,317,576**	**$ 10,317,576**	**$ 10,827,822**	**$ 10,827,822**	**$ 11,300,815**	**$ 11,953,885**	**$ 12,488,874**	**$ 13,131,003**	
Indirect Costs	$ 1,524,642	$ 1,534,390	$ 1,491,802	$ 1,507,448	$ 1,397,994	$ 1,494,512	$ 1,494,512	$ 1,718,878	$ 1,718,878	$ 1,770,444	$ 1,823,558	$ 1,878,264	$ 1,934,612	FY24 and FY25 from Budget; FY26 on 3.0% yearly incr
Transfer to Capital Projects	$ 250,000	$ -	$ -	$ -	$ -	$ -	$ 949,865	$ -	$ -	$ -	$ -	$ -	$ -	FY22 from budget; typically, $250K per year, but not including due to add'l capital
Total Expenditures and Other Uses	**$ 10,466,845**	**$ 10,633,157**	**$ 10,563,876**	**$ 13,676,602**	**$ 10,291,600**	**$ 11,812,088**	**$ 12,761,953**	**$ 12,546,700**	**$ 12,546,700**	**$ 13,071,259**	**$ 13,777,443**	**$ 14,367,139**	**$ 15,065,616**	
Excess (Deficiency) of Revenues and														
Available Funds > Expenditures and Other Uses	**$ (856,480)**	**$ (543,203)**	**$ 270,913**	**$ (2,597,792)**	**$ 1,911,656**	**$ -**	**$ -**	**$ -**	**$ 195,605**	**$ 265,383**	**$ 182,066**	**$ 245,134**	**$ 230,753**	
Retained Earnings Summary														
Certified Retained Earnings as of July 1, 2023					$ 2,104,693									
Available Retained Earnings Start of FY							$ 2,104,693		$ 2,104,693	$ 2,300,298	$ 2,565,681	$ 2,747,747	$ 2,992,881	
Close Prior Year Reserves							$ -		$ -	$ -	$ -	$ -	$ -	
Establish New Year's Reserves (for Expenditures Only)							$ -		$ -	$ -	$ -	$ -	$ -	
Current Year Surplus/(Deficit)							$ -		$ 195,605	$ 265,383	$ 182,066	$ 245,134	$ 230,753	
Projected Retained Earnings Balance							**$ 2,104,693**		**$ 2,300,298**	**$ 2,565,681**	**$ 2,747,747**	**$ 2,992,881**	**$ 3,223,634**	
Projected Retained Earnings Balance as % of Budget					15.4%		16.5%		18.3%	19.6%	19.9%	20.8%	21.4%	

Boston Globe Media

Order Confirmation

Marilyn Pronvost
Watertown City Council
149 Main Street
Watertown, MA 02472

Thank you for placing your Legal Notice in The Boston Globe.

Your order information and a preview of your notice are displayed below for your review. If there are any changes or questions, please contact the Classified Department at 617-929-1314 or email legals@globe.com.

Any and all proposed edits, revisions, and/or other changes to the notice must be communicated to us in writing prior to the deadline specified in the Advertising Specs + Deadlines page located at https://www.bostonglobemedia.com/specs-deadlines.

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Order Number	**735766**	Order Price	**$203.75**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**06/29/2024**	Last Run Date	**06/29/2024**
Payment Type			

AD PREVIEW:

CITY OF WATERTOWN
PUBLIC HEARING NOTICE
FISCAL YEAR 2025 WATER / SEWER RATES
A Public Hearing will be held by the Watertown City Council on Tuesday, July 9, 2024, at 7:00 PM, in the Richard E. Mastrangelo Council Chamber. Please refer to the City's website page to view the proposed Water/Sewer rates at: www.watertown-ma.gov.

The Boston Globe | Classified Advertising Proof | Printed on:Jun 27 2024

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve 20(b) ethical exemptions

DISCLOSURE BY MUNICIPAL EMPLOYEE
OF FINANCIAL INTEREST IN A MUNICIPAL CONTRACT
AS REQUIRED BY G. L. c. 268A, § 20(b)

	MUNICIPAL EMPLOYEE INFORMATION
Name of municipal employee:	Daniel MacDonald
Title/ Position	Recreation Junior Program Staff
Fill in this box if it applies to you.	If you are a municipal employee because a municipal agency has contracted with your company or organization, please provide the name and address of the company or organization.
Agency/ Department	City of Watertown DPW
Agency Address	124 Orchard Street Watertown, MA 02473
Office phone:	617-972-6443
Office e-mail:	cdoyle@watertown-ma.gov (HR Director)
	Check one: ____ **Elected** **or** __X__ **Non-elected**
Starting date as a municipal employee.	6/18/24
BOX # 1 **Select either STATEMENT #1 or STATEMENT #2.** **Write an X beside your financial interest.**	**ELECTED MUNICIPAL EMPLOYEE** I am an **elected municipal employee**. ___ STATEMENT #1: I had one of the following financial interests in a contract made by a municipal agency before I was elected to my municipal employee position. I will continue to have this financial interest in a municipal contract. **OR** ___ STATEMENT #2: I will have a new financial interest in a contract made by a municipal agency. **My financial interest in a municipal contract is:** ____ I have a non-elected, compensated municipal employee position. ____ A municipal agency has a contract with me. ____ I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. ____ I work for a company or organization that has a contract with a municipal agency, and I am a "key employee" because the contract identifies me by name or it is otherwise clear that the city or town has contracted for my services in particular.
BOX # 2 **Select either STATEMENT #1 or STATEMENT #2.** **Write an X**	**NON-ELECTED, COMPENSATED MUNICIPAL EMPLOYEE** I am a **non-elected municipal employee**. ___ STATEMENT # 1: I had one of the following financial interests in a contract made by a municipal agency **before** I took a position as a non-elected municipal employee. I will continue to have this financial interest in a municipal contract. **My financial interest in a municipal contract is:**

beside your financial interest.	____ A municipal agency has a contract with me, but not an employment contract. ____ I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. **-- OR --** __X_ **STATEMENT # 2**: I will have a **new** financial interest in a contract made by a municipal agency. **My financial interest in a municipal contract is:** __X__ I have a non-elected, compensated municipal employee position. ____ A municipal agency has a contract with me. ____I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. ____ I work for a company or organization that has a contract with a municipal agency, and I am a "key employee" because the contract identifies me by name or it is otherwise clear that the city or town has contracted for my services in particular.
	FINANCIAL INTEREST IN A MUNICIPAL CONTRACT
Name and address of municipal agency that made the contract	City of Watertown Recreation Department 149 Main St. Watertown, MA 02472
Please put in an X to confirm these facts.	**"My Municipal Agency"** is the municipal agency that I serve as a **municipal employee**. The **"contracting agency"** is the **municipal agency that made the contract.** _X__ My Municipal Agency is not the contracting agency. _X__ My Municipal Agency does not regulate the activities of the contracting agency. _X__ In my work for my Municipal Agency, I do not participate in or have official responsibility for any of the activities of the contracting agency. __X_ The contract was made after public notice or through competitive bidding.
FILL IN THIS BOX OR THE BOX BELOW	**ANSWER THE QUESTION IN THIS BOX** **IF THE CONTRACT IS BETWEEN THE CITY OR TOWN AND YOU.** - Please explain what the contract is for. I have been offered a second position with the City of Watertown in the Recreation Department as a Junior Program Staff
FILL IN THIS BOX OR THE BOX ABOVE	**ANSWER THE QUESTIONS IN THIS BOX** **IF THE CONTRACT IS BETWEEN THE CITY OR TOWN AND ANOTHER PERSON OR ENTITY.** - Please identify the person or entity that has the contract with the municipal agency. - What is your relationship to the person or entity? - What is the contract for?
What is your financial interest In the municipal contract?	- Please explain the financial interest and include the dollar amount if you know it. I currently work a temporary part-time position for the DPW and will hold a temporary paid position with the City's Recreation Department.
Date when you acquired a financial interest	June 24, 2024

FOR CONTRACTS FOR PERSONAL SERVICES ONLY:

If you are disclosing a financial interest in a contract for personal services with a municipal agency, you must file the Certification below signed by the head of the contracting agency, and you must get approval of the exemption from the city council, board of aldermen, board of selectmen or town council.

CERTIFICATION BY HEAD OF CONTRACTING AGENCY

	INFORMATION ABOUT HEAD OF CONTRACTING AGENCY
Name:	David MacDonald
Title/ Position	Program Staff
Municipal Agency:	town of watertown
Agency Address:	
Office Phone:	
	CERTIFICATION
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to my municipal agency, identified above. I certify that no employee of my agency is available to perform the services described above as part of his or her regular duties.
Signature:	David MacDonald
Date:	6/25/24

APPROVAL BY CITY COUNCIL, BOARD OF ALDERMEN, BOARD OF SELECTMEN OR TOWN COUNCIL

	INFORMATION ABOUT APPROVING BODY
Name:	City Council
Title/ Position	Program Staff
Agency Address:	149 Main Street, Watertown MA 02472
Office Phone:	617-972-6470
	APPROVAL
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to a municipal agency, identified above. The exemption under § 20(b) is approved.
Signature:	On behalf of the Council or Board, I sign this approval.
Date:	6/25/24

Attach additional pages if necessary.
File disclosure, Certification and Approval with the city or town clerk.

Form revised February, 2012

What is the financial interest of your immediate family?	- Please explain the financial interest and include the dollar amount if you know it. **n/a**
Date when your immediate family acquired a financial interest	**n/a**
Write an X to confirm each statement.	**FOR A CONTRACT FOR PERSONAL SERVICES –** **Answer the questions in this box ONLY if you will have a contract for personal services with a municipal agency (i.e., you will do work directly for the contracting agency).** I will have a contract with a municipal agency to provide personal services. __X_ The services will be provided outside my normal working hours as a municipal employee. __X_ The services are not required as part of my regular duties as a municipal employee. ___ For these services, I will be compensated for not more than 500 hours during a calendar year. Hours for full-time position and part-time summer position will not conflict
Employee signature:	
Date:	6/29/24

Attach additional pages if necessary.

NOT A PERSONAL SERVICES CONTRACT -- File disclosure with the city or town clerk.

SEE CERTIFICATION AND APPROVAL REQUIRED FOR PERSONAL SERVICES CONTRACTS, BELOW.

DISCLOSURE BY MUNICIPAL EMPLOYEE OF FINANCIAL INTEREST IN A MUNICIPAL CONTRACT AS REQUIRED BY G. L. c. 268A, § 20(b)

	MUNICIPAL EMPLOYEE INFORMATION
Name of municipal employee:	Demet Ergul Gunes
Title/ Position	**Food Service**
Fill in this box if it applies to you.	If you are a municipal employee because a municipal agency has contracted with your company or organization, please provide the name and address of the company or organization.
Agency/ Department	Watertown Public Schools
Agency Address	30 Common St. Watertown, MA 02472
Office phone:	617-926-7700
Office e-mail:	amanda.owens@watertown.k12.ma.us (HR Director)
	Check one: ____ Elected or __X__ Non-elected
Starting date as a municipal employee.	
BOX # 1 **Select either STATEMENT #1 or STATEMENT #2.** **Write an X beside your financial interest.**	**ELECTED MUNICIPAL EMPLOYEE** I am an **elected municipal employee**. ___ **STATEMENT #1**: I had one of the following financial interests in a contract made by a municipal agency before I was elected to my municipal employee position. I will continue to have this financial interest in a municipal contract. **OR** ___ **STATEMENT #2**: I will have a new financial interest in a contract made by a municipal agency. **My financial interest in a municipal contract is:** ____ I have a non-elected, compensated municipal employee position. ____ A municipal agency has a contract with me. ____ I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. ____ I work for a company or organization that has a contract with a municipal agency, and I am a "key employee" because the contract identifies me by name or it is otherwise clear that the city or town has contracted for my services in particular.
BOX # 2 **Select either STATEMENT #1 or STATEMENT #2.** **Write an X**	**NON-ELECTED, COMPENSATED MUNICIPAL EMPLOYEE** I am a **non-elected municipal employee**. ___ **STATEMENT # 1**: I had one of the following financial interests in a contract made by a municipal agency **before** I took a position as a non-elected municipal employee. I will continue to have this financial interest in a municipal contract. **My financial interest in a municipal contract is:**

beside your financial interest.	____ A municipal agency has a contract with me, but not an employment contract. ____ I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. **-- OR --** __X_ **STATEMENT # 2**: I will have a **new** financial interest in a contract made by a municipal agency. **My financial interest in a municipal contract is:** __X__ I have a non-elected, compensated municipal employee position. ____ A municipal agency has a contract with me. ____I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. ____ I work for a company or organization that has a contract with a municipal agency, and I am a "key employee" because the contract identifies me by name or it is otherwise clear that the city or town has contracted for my services in particular.
	FINANCIAL INTEREST IN A MUNICIPAL CONTRACT
Name and address of municipal agency that made the contract	City of Watertown Recreation Department 149 Main St. Watertown, MA 02472
Please put in an X to confirm these facts.	**"My Municipal Agency"** is the municipal agency that I serve as a **municipal employee**. The **"contracting agency"** is the **municipal agency that made the contract.** _X__ My Municipal Agency is not the contracting agency. _X__ My Municipal Agency does not regulate the activities of the contracting agency. _X__ In my work for my Municipal Agency, I do not participate in or have official responsibility for any of the activities of the contracting agency. __X_ The contract was made after public notice or through competitive bidding.
FILL IN THIS BOX OR THE BOX BELOW	**ANSWER THE QUESTION IN THIS BOX** **IF THE CONTRACT IS BETWEEN THE CITY OR TOWN AND YOU.** - Please explain what the contract is for. I have been offered a second position with the City of Watertown in the Recreation Department as a.Pequosette Kitchen Staff. This second position is seasonal for the summer and will not interfere with my full-time position with the School Department.
FILL IN THIS BOX OR THE BOX ABOVE	**ANSWER THE QUESTIONS IN THIS BOX** **IF THE CONTRACT IS BETWEEN THE CITY OR TOWN AND ANOTHER PERSON OR ENTITY.** - Please identify the person or entity that has the contract with the municipal agency. - What is your relationship to the person or entity? - What is the contract for?
What is your financial interest In the municipal contract?	- Please explain the financial interest and include the dollar amount if you know it. I currently work full-time for the School Department and will hold a temporary paid position with the City's Recreation Department.

Date when you acquired a financial interest	June 24, 2024
What is the financial interest of your immediate family?	- Please explain the financial interest and include the dollar amount if you know it. **n/a**
Date when your immediate family acquired a financial interest	**n/a**
Write an X to confirm each statement.	**FOR A CONTRACT FOR PERSONAL SERVICES –** **Answer the questions in this box ONLY if you will have a contract for personal services with a municipal agency (i.e., you will do work directly for the contracting agency).** I will have a contract with a municipal agency to provide personal services. __X_ The services will be provided outside my normal working hours as a municipal employee. __X_ The services are not required as part of my regular duties as a municipal employee. ___ For these services, I will be compensated for not more than 500 hours during a calendar year. Hours for full-time position and part-time summer position will not conflict
Employee signature:	
Date:	06.20.24

X
X

Attach additional pages if necessary.

NOT A PERSONAL SERVICES CONTRACT -- File disclosure with the city or town clerk.

SEE CERTIFICATION AND APPROVAL REQUIRED FOR PERSONAL SERVICES CONTRACTS, BELOW.

FOR CONTRACTS FOR PERSONAL SERVICES ONLY:

If you are disclosing a financial interest in a contract for personal services with a municipal agency, you must file the Certification below signed by the head of the contracting agency, and you must get approval of the exemption from the city council, board of aldermen, board of selectmen or town council.

CERTIFICATION BY HEAD OF CONTRACTING AGENCY

	INFORMATION ABOUT HEAD OF CONTRACTING AGENCY
Name:	
Title/ Position	
Municipal Agency:	
Agency Address:	
Office Phone:	
	CERTIFICATION
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to my municipal agency, identified above. I certify that no employee of my agency is available to perform the services described above as part of his or her regular duties.
Signature:	
Date:	

APPROVAL BY CITY COUNCIL, BOARD OF ALDERMEN, BOARD OF SELECTMEN OR TOWN COUNCIL

	INFORMATION ABOUT APPROVING BODY
Name:	City Council
Title/ Position	
Agency Address:	149 Main Street, Watertown MA 02472
Office Phone:	617-972-6470
	APPROVAL
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to a municipal agency, identified above. The exemption under § 20(b) is approved.
Signature:	On behalf of the Council or Board, I sign this approval.
Date:	

Attach additional pages if necessary.
File disclosure, Certification and Approval with the city or town clerk.

Form revised February, 2012

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 2, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Fire Chief Ryan A. Nicholson, Fire Department requesting that the necessary actions be taken to authorize the City Treasurer to borrow $500,000 for the replacement of the 2016 "Ambulance 2" due to its age and increased costs of maintaining its serviceability.

I respectfully request the attached proposed Loan Order be placed on the July 9, 2024, City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

WATERTOWN FIRE DEPARTMENT

OFFICE OF CHIEF OF DEPARTMENT

Fire Department Headquarters, 99 Main Street

Watertown, Massachusetts 02472-4410

Tel. (617) 972-6512 • Fax (617) 972-6575

www.fire.watertown-ma.gov

RYAN A. NICHOLSON

Chief of Department

Memorandum

To: Mr. George Proakis, City Manager

From: Chief Ryan A. Nicholson

Date: June 21, 2024

Subject: Ambulance replacement for a 2016 Ford Ambulance

As you are aware, the FY25 budget includes $500,000 for the replacement of our 2016 "Ambulance 2". I recommend that we move forward with this replacement at this time. We have been working closely with the vendor to create the specifications for this ambulance. The vendor has been holding our position in a queue and requires a signed agreement and purchase order at this time in order to move forward with our order. Due to the age of the current ambulance and the increased costs of maintaining its serviceability it would be beneficial to move forward with replacement as planned.

Thank you for your attention to this request and please let me know if I can provide any further information.

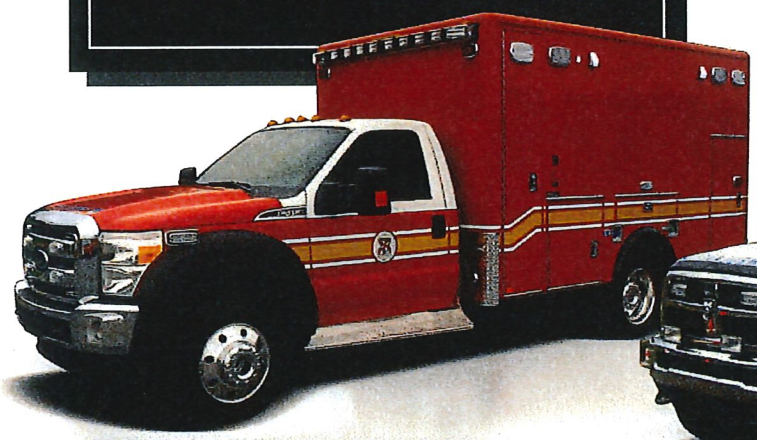
TYPE I

Dependable support.
Excellent ride quality.

403 603
453 623
457

Horton®
EMERGENCY VEHICLES

Widely recognized as the "workhorse" of the Fire/EMS world, Horton's Type I ambulance offers all the added benefits of a truck chassis. Applicable for both large city fleets and small rural areas, Type I vehicles provide dependable support and optional rugged four-wheel drive power.



FORD

RAM

Horton Type I ambulances come standard with all of the features you know and trust to be one of the safest and highest-quality ambulance on the market:

- Superior construction, able to withstand a 90,000 pound load test
- More than 40 years of dynamic crash testing
- VI-Tech mounting to isolate vibration and noise
- Eight layers of insulation and sound suppression in the floor alone
- The most capable electrical system in the industry, Intelliplex i4G™
- HOPS for rollover protection
- Lowest cost of ownership*

*factoring in purchase price, maintenance costs, operating costs, uptime, life expectancy and resale value

Model	Chassis	Length	Width	Headroom
403	Ford Chevy Gas*	138"	96"	68"
453	Ford	146"	96"	72"
457	Ford RAM	157"	96"	72"
603**	Ford RAM	167"	96"	72"
623**	Ford RAM	173"	96"	72"

* Pending payload requirements

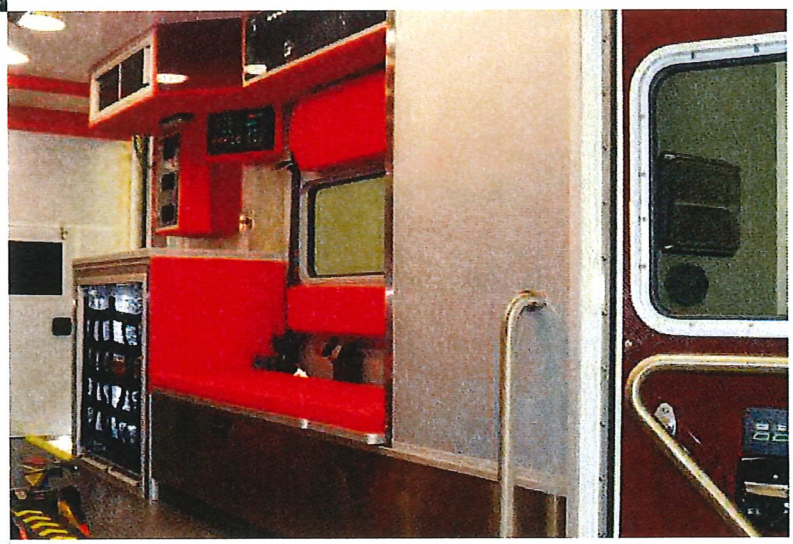
** Pending payload requirements, the 603 and 623 may also be mounted on an International 4300, TerraStar, Freightliner or Kenworth chassis

Horton®
EMERGENCY VEHICLES

hortonambulance.com info@hortonambulance.com 800.282.5113

DEPARTMENTS WITH HARSH WINTERS OR OFF-ROAD CALLS CAN CHOOSE A TYPE I AMBULANCE WITH FOUR-WHEEL DRIVE.

OPTIONAL CRASH BARRIER CONFIGURATION PROVIDES A TRUE SAFETY BARRIER AT THE HEAD OF THE SQUAD BENCH.



WITH A VARIETY OF LAYOUT OPTIONS TO SUIT ANY DEPARTMENT NEEDS, TYPE I IS THE MOST VERSATILE OF AMBULANCE OFFERINGS.

09152014

GREENWOOD EMERGENCY VEHICLES, LLC

530 John Dietsch Boulevard
North Attleboro, Massachusetts 02763
(508) 695-7138

MAPC/FCAM FIRE APPARATUS PROPOSAL

FEBRUARY 12, 2024

THIS PROPOSAL HAS BEEN PREPARED FOR:

TOWN OF WATERTOWN, MA FIRE DEPARTMENT
99 MAIN STREET
WATERTOWN, MA 02472

WE HEREBY PROPOSE TO FURNISH TO YOU, SUBJECT TO PROPER EXECUTION OF THE ATTACHED AGREEMENT BY YOU AND BY AN OFFICER OF THIS COMPANY, THE FOLLOWING VEHICLE AND EQUIPMENT TO BE BUILT IN ACCORDANCE WITH THE ATTACHED SPECIFICATIONS:

QUANTITY: **ONE (1)**

MODEL: **E-ONE HIGH END CUSTOM PUMPER**

PRICE: ***$ 794,406.00**

DELIVERY WILL BE **F.O.B. WATERTOWN, MA** AFTER RECEIPT AND PROPER EXECUTION OF THE ATTACHED AGREEMENT BY BOTH PARTIES. VEHICLE WILL BE COMPLETED AT THE FACTORY **APPROXIMATELY 420-450 DAYS** AFTER RECEIPT OF SIGNED CONTRACT.

THIS PROPOSAL SHALL EXPIRE UNLESS ACCEPTED WITHIN **SIXTY (60)** DAYS AND MAY BE EXTENDED, IN WRITING, AT THE DISCRETION OF THE COMPANY.

THE UNDERSIGNED CERTIFIES UNDER PENALTIES OF PERJURY THAT THIS BID OR PROPOSAL HAS BEEN MADE AND SUBMITTED IN GOOD FAITH AND WITHOUT COLLUSION OR FRAUD WITH ANY OTHER PERSON. AS USED IN THIS CERTIFICATION, THE WORD "PERSON" SHALL MEAN ANY NATURAL PERSON, BUSINESS, PARTNERSHIP, CORPORATION, UNION, COMMITTEE, CLUB OR OTHER ORGANIZATION, ENTITY OR GROUP OF INDIVIDUALS.

GREENWOOD EMERGENCY VEHICLES, LLC

MARK MACDONALD
PRESIDENT

GREENWOOD EMERGENCY VEHICLES, LLC

530 John Dietsch Boulevard
North Attleboro, Massachusetts 02763
(508) 695-7138

MAPC/FCAMAMBULANCE PROPOSAL

DATE: 1 JULY 2024

THIS PROPOSAL HAS BEEN PREPARED FOR:

WATERTOWN FIRE DEPARTMENT
99 MAIN STREET
WATERTOWN, MASSACHUSETTS 02472

WE HEREBY PROPOSE TO FURNISH TO YOU, SUBJECT TO PROPER EXECUTION OF THE ATTACHED AGREEMENT BY YOU AND BY AN OFFICER OF THIS COMPANY, THE FOLLOWING VEHICLE AND EQUIPMENT TO BE BUILT IN ACCORDANCE WITH THE ATTACHED SPECIFICATIONS:

QUANTITY: ONE (1)

MODEL: 2024 FORD F-550 4X4/HORTON MODEL 623 EMERGENCY MEDICAL VEHICLE (HORTON PRODUCTION NUMBER 21545).

PRICE: $416,111.00 (PRICE INCLUDES TRADE-IN ALLOWANCE, STRYKER POWER-LOAD AND STRYKER POWER-PRO2 COT).

DELIVERY WILL BE F.O.B. WATERTOWN FIRE DEPARTMENT AND WILL BE MADE APPROXIMATELY 365-400 DAYS AFTER RECEIPT AND PROPER EXECUTION OF THE ATTACHED AGREEMENT BY BOTH PARTIES.

THIS PROPOSAL SHALL EXPIRE UNLESS ACCEPTED WITHIN THIRTY (30) DAYS AND MAY BE EXTENDED, IN WRITING, AT THE DISCRETION OF THE COMPANY.

THE UNDERSIGNED CERTIFIES UNDER PENALTIES OF PERJURY THAT THIS BID OR PROPOSAL HAS BEEN MADE AND SUBMITTED IN GOOD FAITH AND WITHOUT COLLUSION OR FRAUD WITH ANY OTHER PERSON. AS USED IN THIS CERTIFICATION, THE WORD "PERSON" SHALL MEAN ANY NATURAL PERSON, BUSINESS, PARTNERSHIP, CORPORATION, UNION, COMMITTEE, CLUB OR OTHER ORGANIZATION, ENTITY OR GROUP OF INDIVIDUALS.

GREENWOOD EMERGENCY VEHICLES, LLC

KEITH H. JACKSON

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4190
ctryder@hinckleyallen.com

July 2, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Fire Engine and Ambulance Bonds

Dear George:

As requested, I suggest the following forms of loan order to approve the borrowing of funds to pay costs of purchasing a new fire engine and ambulance for the Fire Department:

ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 2, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Fire Chief Ryan A. Nicholson, Fire Department requesting that the necessary actions be taken to authorize the City Treasurer to borrow $885,000 for the replacement of the 2011 "Engine 1" due to its age and increased costs of maintaining its serviceability.

I respectfully request the attached proposed Loan Order be placed on the July 9, 2024, City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

WATERTOWN FIRE DEPARTMENT

OFFICE OF CHIEF OF DEPARTMENT

Fire Department Headquarters, 99 Main Street
Watertown, Massachusetts 02472-4410
Tel. (617) 972-6512 • Fax (617) 972-6575
www.fire.watertown-ma.gov

RYAN A. NICHOLSON
Chief of Department

Memorandum

To: Mr. George Proakis, City Manager

From: Chief Ryan A. Nicholson

Date: June 21, 2024

Subject: Engine replacement for a 2011 Engine

As you are aware, the FY25 budget includes $885,000 for the replacement of 2011 "Engine 1". I recommend that we move forward with this replacement at this time. We have been working closely with the vendor to create the specifications for this engine. The vendor has been holding our position in a queue and requires a signed agreement and purchase order at this time in order to move forward with our order. Due to the age of the current engine and the increased costs of maintaining its serviceability it would be beneficial to move forward with replacement as planned.

Thank you for your attention to this request and please let me know if I can provide any further information.

WE INNOVATE EVERY DAY.
e-one.com

CUSTOM PUMPERS

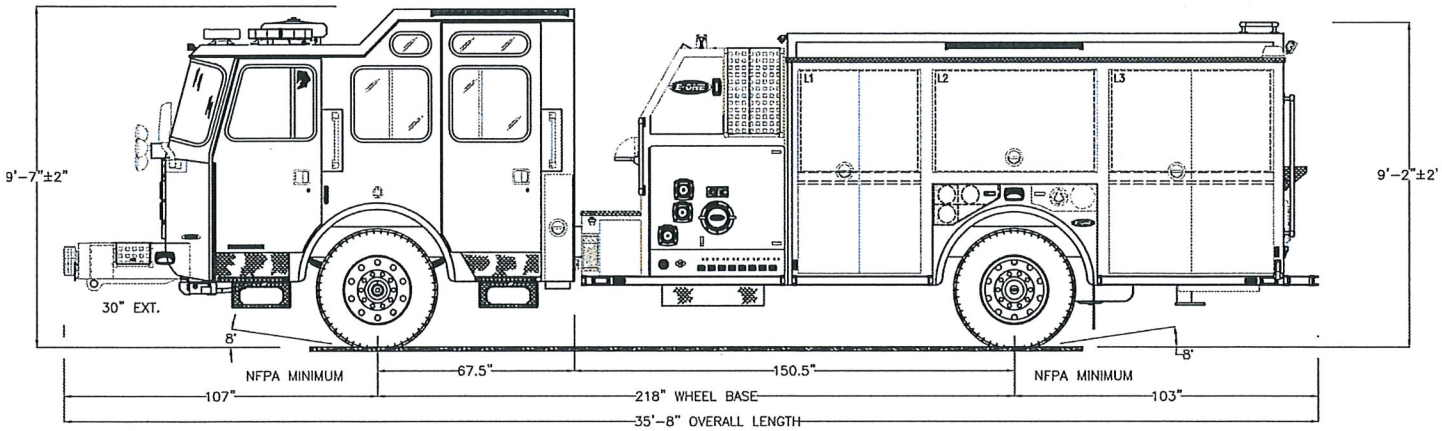
VERSATILE. DURABLE.

E-ONE® pumpers and rescue pumpers are the most versatile, durable pumpers on the market. Offering both 3/16" extruded aluminum and stainless steel bodies, tank sizes up to 1530 gallons and available on three of the industry's strongest chassis, E-ONE pumpers will meet unique needs while exceeding expectations.

With a wide variety of internal storage options to keep fire suppression and rescue equipment organized and protected from the elements, E-ONE pumpers allow you to fight fires and respond to all the emergencies in between.
And at E-ONE, safety is never secondary. Which is why our roll cage cab design, CrewGuard and ABS are standard with available options such as airbags and G4 electronic stability control.

OUR VEHICLES CONNECT AND PROTECT PEOPLE AROUND THE WORLD EVERY DAY.

Vehicles for life



CHASSIS

- Typhoon® or Cyclone® chassis
- Medium, long and extended length 4-door cabs available
- Optional vista roof in three heights
- Wheelbase as low as 170"
- Seating for up to 10
- Up to 600 HP Engine
- Standard safety features such as roll cage cab, CrewGuard & ABS brakes
- Optional safety features such as airbags & G4 (electronic stability control)
- Galvanized frame

BODY

- Body available in 3/16" extruded aluminum or stainless steel
- Optional low hose bed and a variety of speed lays for easy access from the ground
- Pumper options include: 1/2, 3/4 or full-height driver side and/or officer side compartments; enhanced-extended rear and side compartments for up to 23 cu. ft. of additional compartment space; top or side mounted pump controls with stainless or Zolotone™ pump panel; and up to six NFPA ladder/equipment storage options
- Rescue pumper options include: full-height, full-depth driver side and/ or officer side compartments; enhanced-extended rear compartments rooftop compartments; and ladder storage options such as electric dropdown racks, hydraulic overhead racks, high capacity two arm ladder racks or enclosed tunnel storage
- Options: hinged or roll-up doors, hydraulic or engine driven generator, adjustable shelves, roll-out trays, tool boards, SCBA storage, aluminum or vinyl hose bed covers

FIRE PACKAGE

- Hale®, Waterous®, or Darley® pumps up to 2000 GPM
- Side-Mount or Top-Mount pump controls
- 530 to 1530 gallon tank capacity; integral foam cells available
- Optional foam systems, direct injection, CAFS and around the pump (ATP)
- Customizable discharge and preconnects to meet departments needs
- Side, front or rear intakes

ELECTRICAL

- Multiplex electrical system provides increased feature capability and improved diagnostics
- Single or dual color vista display available
- Whelen® optical and audible warning packages standard, others optional
- Fixed and pole mounted scene lighting
- 12-V and 125-V outlets

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4190
ctryder@hinckleyallen.com

July 2, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Fire Engine and Ambulance Bonds

Dear George:

As requested, I suggest the following forms of loan order to approve the borrowing of funds to pay costs of purchasing a new fire engine and ambulance for the Fire Department:

ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a Transfer of Funds in the amount if $54,000 from Fiscal Year 2024 Fire Office Equipment Maintenance Account & the Fiscal Year 2024 Waterways Improvement Expenditure Account to the Fiscal Year 2024 Fire Department Replacement of Equipment Account & the Fiscal Year 2024 Transfer to Capital Project - Fire Department Equipment Account

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION# 91 **2024 – R –** 91

RESOLUTION APPROVING A TRANSFER OF FUNDS FROM FISCAL YEAR 2024 FIRE OFFICE EQUIPMENT MAINTENANCE ACCOUNT & FISCAL YEAR 2024 WATERWAYS IMPROVEMENT EXPENDITURE ACCOUNT TO THE FISCAL YEAR 2024 FIRE DEPARTMENT REPLACEMENT OF EQUIPMENT ACCOUNT & FISCAL YEAR 2024 TRANSFER TO CAPITAL PROJECT – FIRE DEPARTMENT EQUIPMENT ACCOUNT

BE IT RESOLVED: That the City Council of Watertown hereby approves the transfer of funds in the amount of $54,000 from the Fiscal Year 2024 Fire Office Equipment Maintenance Account & Fiscal Year 2024 Waterways Improvement Expenditure Account to the Fiscal Year 2024 Fire Department Replacement of Equipment Account & Fiscal Year 2024 Transfer to Capital Project – Fire Department Equipment Account.

BE IT FURTHER RESOLVED: That a copy of said transfer is forwarded to the City Auditor and City Treasurer/Collector.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above resolution was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager GJP.

Date: July 3, 2024

RE: Agenda Item – Transfer of Funds Request

Attached please find a Transfer of Funds request from Megan Langan, City Auditor in the amount of $54,000 to purchase a fire/rescue boat to replace the Fire Department's current 2000 "Marine 1."

I respectfully request the attached transfer be placed on the July 9, 2024, City Council Agenda.

Thank you for your consideration in this matter.

CITY OF WATERTOWN
Auditor
Administration Building
149 Main Street
Watertown, MA 02472-4410

Megan Langan
City Auditor

Telephone: (617) 972-6460
Facsimile: (617) 972-6563

TO: GEORGE PROAKIS, CITY MANAGER

FROM: MEGAN LANGAN, CITY AUDITOR

DATE: JULY 2, 2024

RE: ACCOUNT TRANSFER – FIRE DEPT. FY24

The Auditor's office along with the Fire Department has identified monies to purchase a fire/rescue boat to replace the Fire Department's current 2000 "Marine 1". At this time, I am requesting a transfer of funding in the amount of $5,700 from the FY24 Fire Office Equipment Maintenance account – 0122052-520240 to the FY24 Transfer to Capital Projects – Fire Department Equipment account 0193059-596510 and $48,300 from the FY24 Waterways Improvements Expenses account – 37175-570000 to the Fire Department Equipment Capital account – 55915-580000.

The following funds have also been identified to cover the remaining balance necessary to cover the total purchase price of the new boat:

Fire Department Equipment	55915 – 580000	$4,129

I am requesting your assistance in placing this transfer request before the Honorable City Council for its review and action. Please contact me with any questions, and I thank you for your attention to this matter.

Cc: Ryan Nicholson, Fire Chief
Ari Sky, CFO

TRANSFER AMOUNT: $ 54,000

FROM:	FY 2024 FIRE OFFICE EQUIPMENT MAINTENANCE 0122052-520240	$	5,700
	FY 2024 WATERWAYS IMPROVEMENT EXP. 37175-570000	$	48,300
TO:	FY 2024 FIRE REPLACEMENT OF EQUIPMENT 55915-580000	$	48,300
	FY2024 TRANSFER TO CAP PROJECT - FIRE DEPT EQUIPMENT 0193059-596510	$	5,700

I hereby certify to the availability, authority of funding source, mathematical accuracy and appropriate fiscal year.

July 2, 2024
DATE

CITY AUDITOR

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a Transfer of Funds in the Amount of $368,000 from Various Fiscal Year 2024 Electricity and Gas Accounts to the Fiscal Year 2024 ESCO Capital Project Stabilization Fund Account

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION# 92 **2024 – R –** 92

RESOLUTION APPROVING A TRANSFER OF FUNDS FROM FISCAL YEAR 2024 ELECTRICITY AND GAS ACCOUNTS TO THE FISCAL YEAR 2024 ESCO CAPITAL PROJECT STABILIZATION FUND ACCOUNT

BE IT RESOLVED: That the City Council of Watertown hereby approves the transfer of funds in the amount of $368,000 from the Fiscal Year 2024 Electricity and Gas Accounts to the Fiscal Year 2024 ESCO Capital Projects Stabilization Fund Account

BE IT FURTHER RESOLVED: That a copy of said transfer is forwarded to the City Auditor and City Treasurer/Collector.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above resolution was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 3, 2024

RE: Agenda Item – Transfer of Funds Request

Attached please find a Transfer of Funds request from Megan Langan, City Auditor in the amount of $368,000 to the Fiscal Year 2024 Transfer to ESCO Capital Project Stabilization Fund from various departmental Electricity and Gas accounts.

I respectfully request the attached transfer be placed on the July 9, 2024 City Council Agenda.

Thank you for your consideration in this matter.

CITY OF WATERTOWN
Auditor

Administration Building
149 Main Street
Watertown, MA 02472-4410

Megan Langan
City Auditor

Telephone: (617) 972-6460
Facsimile: (617) 972-6563

TO: GEORGE PROAKIS, CITY MANAGER

FROM: MEGAN LANGAN, CITY AUDITOR

DATE: JULY 2, 2024

RE: AGENDA ITEM – TRANSFER OF FUNDS REQUEST

Attached please find a Transfer of Funds request in the amount of $368,000 to the Fiscal Year 2024 ESCO Capital Project Stabilization Fund from various departmental Electricity and Gas accounts. The ESCO Capital Project Stabilization Fund was established to place rebates, grants, and funds from departmental energy savings. This energy stabilization fund will be used to pay the debt service on the energy efficiency projects incurred under the ESCO agreement.

I respectfully request the attached transfer be placed on July 9, 2024, City Council Agenda.

Thank you for your consideration in this matter.

Cc: Ari Sky, Assistant City Manager for Finance / CFO

TRANSFER AMOUNT $368,000

FROM:	FY 24 POLICE ELECTRICITY 0121052-520211	$	9,000
	FY 24 POLICE GAS 0121052-520213	$	19,000
	FY 24 FIRE ELECTRICITY 0122052-520211	$	13,000
	FY 24 FIRE GAS 0122052-520213	$	19,000
	FY 24 DPW ADMIN ELECTRICITY 0140152-520211	$	43,000
	FY 24 DPW ADMIN GAS 0140152-520213	$	90,000
	FY 24 LIBRARY ELECTRICITY 0161052-520211	$	62,000
	FY 24 LIBRARY GAS 0161052-520213	$	15,000
	FY 24 SKATING RINK ELECTRICITY 0163152-520211	$	60,000
	FY 24 SKATING RINK GAS 0163152-520213	$	3,000
	FY 24 SCHOOL VICTORY FIELD LIGHTS 0194000-590977	$	35,000
TO:	FY 24 TRANSFER TO ESCO CAP. PROJECT STAB FUND 0194000-596805	$	368,000

I hereby certify to the availability, authority of funding source, mathematical accuracy and appropriate fiscal year.

July 2, 2024
DATE

CITY AUDITOR

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a Transfer of Funds in the Amount of $1,500,000 from the Fiscal Year 2024 Authorized/Unissued Debt Account and Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Capital Projects Stabilization Fund Account

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION# 93 **2024 – R –** 93

RESOLUTION APPROVING A TRANSFER OF FUNDS FROM FISCAL YEAR 2024 AUTHORIZED/UNISSUED DEBT ACCOUNT AND FISCAL YEAR 2024 PLANNED DEBT ACCOUNT TO THE FISCAL YEAR 2024 TRANSFER TO CAPITAL PROJECTS STABILIZATION FUND ACCOUNT

BE IT RESOLVED: That the City Council of Watertown hereby approves the transfer of funds in the amount of $1,500,000 from the Fiscal Year 2024 Authorized/Unissued Debt Account and Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Capital Projects Stabilization Fund Account

BE IT FURTHER RESOLVED: That a copy of said transfer is forwarded to the City Auditor and City Treasurer/Collector.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above resolution was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 3, 2024

RE: Agenda Item – Transfer of Funds Request

Attached please find a Transfer of Funds request from Megan Langan, City Auditor in the amount of $1,500,000 to the Fiscal Year 2024 Transfer to the Capital Projects Stabilization Fund.

I respectfully request the attached transfer be placed on the July 9, 2024, City Council Agenda.

Thank you for your consideration in this matter.

CITY OF WATERTOWN
Auditor
Administration Building
149 Main Street
Watertown, MA 02472-4410

Megan Langan
City Auditor

Telephone: (617) 972-6460
Facsimile: (617) 972-6563

TO: GEORGE PROAKIS, CITY MANAGER

FROM: MEGAN LANGAN, CITY AUDITOR

DATE: JULY 2, 2024

RE: AGENDA ITEM – TRANSFER OF FUNDS REQUEST

Per your request, please find attached a Transfer of Funds request for the Capital Project Stabilization Fund for $1,500,000 for Fiscal Year 2024.

As you are aware, as indicated in the attached Revenue Forecast, transfers of $500,000 annually from the Capital Projects Stabilization Fund began in Fiscal Year 2006 and will continue through Fiscal Year 2027. To continue the annual transfer of $500,000 beyond Fiscal Year 2027, we will look for opportunities to make transfers to this Stabilization Fund in an effort to support capital projects included in the five-year General Fund Capital Improvement Program which totals $216,280,500 for Fiscal Year 2025 – 2029.

Therefore, in order to continue the annual transfer of $500,000 from the Capital Projects Stabilization Fund through Fiscal Year 2030 to support capital projects, I respectfully request the attached transfer be placed on the July 9, 2024, City Council Agenda.

Thank you for your consideration in this matter.

Cc: Ari Sky, Assistant City Manager for Finance / CFO

TRANSFER AMOUNT: $ 1,500,000

FROM:	FY 2024 AUTHORIZED/UNISSUED DEBT 0171000-590926	$ 500,000
	FY 2024 PLANNED DEBT 0171000-590927	$ 1,000,000
TO:	FY 2024 TRANSFER TO CAPITAL PROJECTS STABILIZATION 0194000-596802	$ 1,500,000

I hereby certify to the availability, authority of funding source, mathematical accuracy and appropriate fiscal year.

July 2, 2024
DATE

CITY AUDITOR

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a Transfer of Funds in the Amount of $500,000 From the Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Acquisition of Land/Open Space Stabilization Fund Account

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION# 94 **2024 – R –** 94

RESOLUTION APPROVING A TRANSFER OF FUNDS FROM FISCAL YEAR 2024 PLANNED DEBT ACCOUNT TO THE FISCAL YEAR 2024 TRANSFER TO ACQUISITION OF LAND/OPEN SPACE STABILIZATION FUND ACCOUNT

BE IT RESOLVED: That the City Council of Watertown hereby approves the transfer of funds in the amount of $500,000 from the Fiscal Year 2024 Planned Debt Account to the Fiscal Year 2024 Transfer to Acquisition of Land/Open Space Stabilization Fund Account.

BE IT FURTHER RESOLVED: That a copy of said transfer is forwarded to the City Auditor and City Treasurer/Collector.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above resolution was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 3, 2024

RE: Agenda Item – Transfer of Funds Request

Attached please find a Transfer of Funds request from Megan Langan, City Auditor in the amount of $500,000 to the Fiscal Year 2024 Transfer to the Acquisition of Land/Open Space Stabilization Fund.

I respectfully request the attached transfer be placed on the July 9, 2024, City Council Agenda.

Thank you for your consideration in this matter.

CITY OF WATERTOWN
Auditor
Administration Building
149 Main Street
Watertown, MA 02472-4410

Megan Langan
City Auditor

Telephone: (617) 972-6460
Facsimile: (617) 972-6563

TO: GEORGE PROAKIS, CITY MANAGER

FROM: MEGAN LANGAN, CITY AUDITOR

DATE: JULY 2, 2024

RE: AGENDA ITEM – TRANSFER OF FUNDS REQUEST

Per your request, please find attached a Transfer of Funds request for the Acquisition of Land/Open Space Stabilization Fund for $500,000 for Fiscal Year 2024.

The Transfer of Funds request will assist the implementation of the Honorable City Council's Budget Policy Guideline II.L; "Continue working to identify additional acquisition of land for open space and recreation, using the Acquisition of Land/Open Space Stabilization Fund, and including proposals submitted to the Community Preservation Committee." This action will also continue the process of replenishing this account to cover costs and continue discussions on acquisition of land for open space and/or recreational use.

I respectfully request the attached transfer be placed on the July 9, 2024 City Council Agenda.

Thak you for your consideration in this matter.

Cc: Steve Magoon, Assistant City Manager for Community Development & Planning
Ari Sky, Assistant City Manager for Finance / CFO

TRANSFER AMOUNT: $ 500,000

FROM:	FY 2024 PLANNED DEBT 0171000-590927	$	500,000
TO:	FY 2024 TRANSFER TO ACQ. LAND.OPEN SPACE STABILIZATION 0194000-596808	$	500,000

I hereby certify to the availability, authority of funding source, mathematical accuracy and appropriate fiscal year.

July 2, 2024
DATE

CITY AUDITOR

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to approve a Transfer of Funds in the Amount of $700,000 From Fiscal Year 2024 City Health Insurance Account and Fiscal Year 2024 School Health Insurance Account to the Fiscal Year 2024 OPEB Trust Fund Account

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION# 95 **2024 – R –** 95

RESOLUTION APPROVING A TRANSFER OF FUNDS FROM FISCAL YEAR 2024 CITY HEALTH INSURANCE ACCOUNT & FISCAL YEAR 2024 SCHOOL HEALTH INSURANCE ACCOUNT TO THE FISCAL YEAR 2024 OPEB TRUST FUND ACCOUNT

BE IT RESOLVED: That the City Council of Watertown hereby approves the transfer of funds in the amount of $700,000 from the Fiscal Year 2024 City Health Insurance Account and Fiscal Year 2024 School Health Insurance Account to the Fiscal Year 2024 OPEB Trust Fund Account.

BE IT FURTHER RESOLVED: That a copy of said transfer is forwarded to the City Auditor and City Treasurer/Collector.

Council Member

I hereby certify that at a Meeting of the City Council for which a quorum was present, the above resolution was adopted by a vote of 9 for, 0 against, and 0 present on July 9, 2024.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris, Council President	Vincent J. Piccirilli, Jr., Vice President & District C Councilor	John M. Airasian, Councilor At Large
Caroline Bays, Councilor At Large	John G. Gannon, Councilor At Large	Anthony Palomba, Councilor At Large
Nicole Gardner, District A Councilor	Lisa J. Feltner, District B Councilor	Emily Izzo, District D Councilor

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 3, 2024

RE: Agenda Item – Transfer of Funds Request

Attached please find a Transfer of Funds request from Megan Langan, City Auditor in the amount of $700,000 to the Fiscal Year 2024 Transfer to OPEB Trust Fund from various Insurance & Employee Benefits accounts.

I respectfully request the attached transfer be placed on the July 9, 2024 City Council Agenda.

Thank you for your consideration in this matter.

CITY OF WATERTOWN
Auditor
Administration Building
149 Main Street
Watertown, MA 02472-4410

Megan Langan
City Auditor

Telephone: (617) 972-6460
Facsimile: (617) 972-6563

TO: GEORGE PROAKIS, CITY MANAGER

FROM: MEGAN LANGAN, CITY AUDITOR

DATE: JULY 2, 2024

RE: AGENDA ITEM – TRANSFER OF FUNDS REQUEST

Attached please find a Transfer of Funds request in the amount of $700,000 to the Fiscal Year 2024 Transfer to OPEB Trust Fund from various Insurance & Employee Benefits accounts.

The OPEB Trust Fund was established to enable the City to achieve long-term financial stability, meet the City's obligations to its employees and retirees, and to maintain favorable bond ratings. While the City is on target to fully fund OPEB by Fiscal Year 2031, the City is committed to continuing to look for opportunities to make transfers to this fund in an effort to achieve a fully funded status.

I respectfully request the attached transfer be placed on July 9, 2024, City Council Agenda.

Thank you for your consideration in this matter.

Cc: Ari Sky, Assistant City Manager for Finance / CFO

TRANSFER AMOUNT: $ 700,000

FROM:	FY 2024 CITY HEALTH INSUANCE 0191200-510180	$	550,000
	FY24 SCHOOL HEALTH INSURANCE 0191200-510181	$	150,000
TO:	FY 2024 TRANSFER TO OPEB TRUST FUND 0191159-590972	$	700,000

I hereby certify to the availability, authority of funding source, mathematical accuracy and appropriate fiscal year.

July 2, 2024
DATE

CITY AUDITOR

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: JULY 9, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	X		
CAROLINE BAYS	X		
LISA J. FELTNER	X		
JOHN G. GANNON	X		
NICOLE GARDNER	X		
EMILY IZZO	X		
ANTHONY PALOMBA	X		
VINCENT J. PICCIRILLI JR.	X		
MARK S. SIDERIS, COUNCIL PRESIDENT	X		

Motion to accept the Committee on Personnel and City Organization Report for June 25, 2024

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

Report of the Committee on Personnel and City Organization
Meeting Date: June 25, 2024

The Committee convened on Tuesday, June 25, at 6:15 pm in the City Council Office.

Present were Councilors Caroline Bays, chair and Nicole Gardner, secretary.

The Chair called the meeting to order at 6:19pm. The purpose of the meeting was to discuss the process the Council will use to review the City Clerk for this year.

The meeting began with a review of the current form and a discussion of whether there is an opportunity to strengthen the review process for all employees reviewed by the City Council (the Clerk, the Analyst, the Auditor, and the Manager).

The Committee concluded that a review of the performance management process for Council staff is warranted, and that in the meantime, it makes sense for the Council to use the existing form to evaluate the Clerk.

→ **Action Item:** Councilor Gardner made a motion, seconded by Councilor Bays, to recommend that the City Council approve the use of the current evaluation form for the 2024 review of the City Clerk. The motion was approved unanimously.

The PCO requests a referral be made regarding the performance management process used to evaluate Council staff, with the goal of the PCO making recommendations to the City Council on how to strengthen the process going forward.

The meeting adjourned at 6:38 pm.

Report prepared by Nicole Gardner

ELECTED OFFICIALS

Caroline Bays, Chair | John G. Gannon, Vice Chair | Nicole Gardner, Secretary

Town of Watertown

EMPLOYEE PERFORMANCE REVIEW – COUNCIL CLERK

Reviewer: Date:

EVALUATION

(1) Unsatisfactory (2) = Marginal (3) = Meets Requirements (4) = Exceeds Expectations (5) = Exceptional

Demonstrates Required Job Skills And Knowledge

Has The Ability To Learn And Use New Skills

Uses Resources Available In An Effective Manner

Responds Effectively To Assigned Responsibilities

Meets Attendance Requirements

Listens To Direction From Councilors

Takes Responsibility For Actions

Honors Commitments

Demonstrates Problem Solving Skills

Offers Constructive Suggestions For Improvement

Generates Creative Ideas And Solutions

Meets Challenges Head On

ADDITIONAL COMMENTS (Use reverse if necessary):

GOALS FOR THE COMING YEAR

Mr President, City Councilors

1. The Watertown Square area master plan has a large list of issues that have many parts. If this is voted for as is, it will do irreparable damage to the quality of life here.
2. This plan must be divided into 12 separate parts, reworked where needed and voted upon separately.
3. This must be done before moving forward.
4. After listening to comments made by councilors at the last meeting at the middle school; it appears 3 or 4 councilors already support the plan as is.
5. As is; this plan is loaded with flaws and fantasyland thinking.
6. Only the developers will benefit from this plan.
7. Councilors:
    a. You were not elected to make the developers rich
    b. You were not elected to turn Watertown Square into Downtown Malden.
    c. You were not elected to destroy our quality of life.
8. To the City Manager:
    a. You were not hired to turn Watertown Square into Downtown Malden.
    b. You were not hired to make the developers rich
    c. You were not hired to destroy our quality of life here.
9. Do not let history show that you all did a disservice to the people of Watertown by creating a congested overdeveloped city.
10. To members of the general public that supports this plan as is: You have been blindsided. You refuse to acknowledge the negatives of this plan and do not see the damage it will do to the quality of life here.
11. I reject creating a redevelopment authority.
12. I remember as a kid the destruction of the West End of Boston by the Boston Redevelopment Authority and it's accomplice the Boston City Council and the Mayor.
13. The West End was a great affordable, ethnic neighborhood.
14. The poor got screwed and the developers made millions.
15. Do not shaft the people of Watertown so today's developers can get rich.
16. This must not stand as is. This must not stand as is. This must not stand as is.

Joint Meetings of the City Council and Planning Board of Watertown

Watertown Square Area Plan Meetings Report

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JOINT CITY COUNCIL AND
PLANNING BOARD MEETING
THURSDAY, JUNE 13, 2024, 6:00 P.M.
WATERTOWN MIDDLE SCHOOL AUDITORIUM
68 WAVERLEY AVENUE

MINUTES

ACCESS INFORMATION:
A. This meeting will be held on June 13, 2024 at 6:00 PM in the Watertown Middle School Auditorium, 68 Waverley Avenue, Watertown, MA 02472
B. The meeting will be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/?channel=3
C. The Public may join the virtual meeting online: https://watertown-ma.zoom.us/j/92991331344
D. Public may join the virtual meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344
E. Public may comment through email: vpiccirilli@watertown-ma.gov
F. Please Visit the City Council Website here: https://www.watertown-ma.gov/350/City-Council

1. ROLL CALL

Council President Sideris called to order a joint meeting of the City Council and Planning Board at 6:00 p.m. in the Watertown Middle School Auditorium. Those present were Planning Board Members, Jason D. Cohen, Abigail Hammett, Rachael Sack, Payson Whitney, Chair Janet Buck, Councilors John M. Airasian, Lisa J. Feltner, John G, Gannon, Nicole Gardner (via zoom), Emily Izzo, Anthony Palomba, Vice President Vincent J. Piccirilli, Jr., and Council President Mark S. Sideris. Also present were George Proakis, City Manager, Brendan T. McCarthy, Council Clerk, and Doug Newton, Municipal Policy Analyst. Councilor Caroline Bays was absent.

2. PRESENTATION

A. Overview of Draft Watertown Square Area Plan

Assistant City Manager for Community Development and Planning Steve Magoon began the presentation of the plan (see attachments). Several bullet points were emphasized:

Why a new plan
- Create lively public spaces
- Ensure Small businesses can thrive

- Create expanded housing
- Create new street design that promotes safe walking and biking
- Make the Square a destination

Elements of the Plan

- Existing Conditions Analysis
- Public Engagement
- Urban Design & Redevelopment
- Transportation & Parking Plan
- Rezoning

City Planner Consultant Jeff Speck remarked that while he works all over the county, this project is closest to his home of Belmont, and that he has put his heart into his work of conceptualizing and developing the plan. He then commented that public turnout for this project has been nothing short of remarkable.

Jeff Speck then addressed that the existing condition of the Square includes a convoluted intersection that is designed to store traffic for long periods of time, a road only accessible to busses, and an enlarged swath of pavement that makes up an additional fork heading eastbound. With redirection of bus routes and redirection of certain streets, the plan is able to create a simplified 4-way intersection that will have shorter signals/reduce the amount of car storage while adding 146,510 SQFT of gained green space. The new plan allows for new residential and retail spaces, while creating aesthetically pleasing frames, as well as tying a roadway back into the grid of the Square behind the current City Hall.

Ralph Tesco – Stantec – Remarked that he has been charged with considering all the different transportation modes and their functionality in the Square. He reiterated the simplicity of the 4-way intersection and the creation of a release valve of north to south traffic where the bus depot currently is. He stated improvements to pedestrian, bicycle networks, the consolidation of the bus terminus, and expanded street parking.

Loren Rapport – Utile – Addressed the zoning element of the plan. She stated that it was common consensus that by right zoning be concentrated in a small area in and near the center of the Square, while special permit zoning be applied to properties that contribute to the character of the Square or contain important legacy businesses, such as the Watertown Savings Bank, and parcels that abut lower density neighborhoods.

She stated that the MBTA by right zoning capacity for Watertown– not a requirement to build a certain number of units – is 1,701 units. There will be a tiered zoning approach where the higher density zones are concentrated around a central commercial area and lower density zones transition to smaller-scale residential areas. With consideration of the Square and the tiered zoning, the by right unit capacity proposed in the plan is 3,133 unit capacity. She addressed that half of the Watertown Square Area Plan has no changes to current height zoning, while the majority of the rest of the area only has a .5 to 1 story change in zoning height, so there is not a lot of change in terms of by right zoning regarding height. The zoning approach with also be fairly form based code with an emphasis on aesthetics, resilient energy design standards, and affordable housings bonuses.

City Manager Proakis addressed some priority redevelopment opportunities which include

the Library expansion, Watertown/Belmont Church on Mt. Auburn St, City owned parking lots, and the site on the MBTA Watertown Bus Yard . He remarked that there is still much to do, but that this plan is the result of 8 months of best effort from the team working with public participation. He concluded by saying that this is the end of the beginning of the process that will now be sent to the Planning Board and City Council. There will continue to be many public hearings and collaborations that will occur to tend to every step of execution.

Planning Board Member Rachel Sack asked for more information about the traffic studies to come and what is flexible from the concept presented as they look to balance the traffic changes.

City Manager Proakis replied that they have done some analysis already, and they have concluded that a lot of the current pavement is purely storing traffic waiting for traffic lights, but if you could make the traffic lights run more efficiently in a traditional 4-way intersection, you need less storage area. He continued to say that more studies need to be done with entry and exit traffic as well as traffic in adjoining neighborhoods. He stated that there is still much more work to be done with the MBTA and rapid bus routes.

Planning Board Member Abigail Hammit asked for a more detailed explanation on the differences between by right zoning and special permit zoning.

City Manager Proakis replied that, at its core, each proposed development would have to package a proposal and present it to City. The special permits occur from considered discretionary hearings based on findings. They are necessary if a proposed project does not meet the current zoning requirements. When there is no need for a special permit, it becomes by right, and then goes through a simple review. The review can call for certain conditions to be met like aesthetics, placement of dumpsters, window and facades etc., but the bulk of the plan in principle cannot be denied.

Planning Board Member Jason Cohen asked why the west side of Galen Street is a lower height district (NMU) than the others on the main roads of Arsenal and Mt. Auburn.

Director of Planning and Zoning Gideon Schreiber replied that west side of Galen Street is primarily zoned as 2 family buildings today, is a narrow strip, and abuts a primarily residential neighborhood of single and 2-family homes. Based on that, they decided to only transition to higher zoning at the Newton end and northern end of the street closest to the Square.

Planning Board Member Payson Whitney asked what gets submitted to prove Watertown is in compliance with the MBTA Community Law.

Gideon Schreiber responded that standard detailed compliance sheet as well as plans and analysis data that demonstrates more than 10% affordable housing will be met.

Planning Board Chair Janet Buck asked about what kind of ground floor retail will be developed, and if the space lends itself to public community features.

City Manager Proakis replied that there will be an area that requires first floor retail, but that that area is limited to the core of the Square. In terms of what kind of tenants for first floor spaces, it could be anything that offers a vibrant and interactive experience.

Councilor Gannon raised concerns about parking, and asked how reduced parking will affect the Square.

City Manager Proakis responded that reduced parking will still be massaged with developers. If a building has .75 spots per unit, in most cases, there is enough demand for people to live in the units that would not be deeded a spot to still make the development successful.

Councilor Palomba raised concern with affordable housing, and wanted to know if there will be an opportunity to enlarge the number of affordable units by right, as well as taking away the special permit to build affordable housing in general.

City Manager Proakis responded that purpose built affordable housing developers could be incentivized to build more affordable units, but that needs substantial subsidies. In terms of inclusionary units that work in for profit developers' system, that number is not allowed to be increased due to state law as it stands.

Councilor Airasian asked why the by right area in the plan is so large and stated that the City should have more control over what gets developed.

City Manager Proakis replied that they tried to follow the process of meetings and interactions from the previous 8 months. In asking people what area was important to include by right, there was a split between including the entire Square to be by right and collaring it by some bounds. What is being presented is a compromise.

Councilor Feltner asked about the absence of a bike lane that was previously promised that would run from Irving Street through the old rail location to Taylor Street. Now that a plaza property that has proved to be an encumbrance for this through way has been transferred, what lengths have been taken to assure the path will be created?

City Manager Proakis replied that there is a design to take the bike lane through Arsenal Street and then off the major way through the new Baptist walkway. There is a large foundational/structural slab impedes the proposed path that Councilor Feltner described.

Gideon Schreiber stated that the staff has been working to improve the community path throughout the City. The proposed bike way that Councilor Feltner is addressing overlaps private property, so they looked for alternatives. They do hope to work with the private property owners to eventually create that proposed path.

Councilor Izzo asked why the recently approved housing at 104 Main Street is not included in the by right boundary of the study.

City Manager Proakis replied that 104 Main Street is in the area plan, it gets rezoned, has first floor retail requirements, but it is surrounded by buildings such as the Watertown Savings Bank, City Hall, the Library etc. that they wanted to keep in special permit zoning. They determined that because it is already approved and getting built to meet area study requirements, there wasn't a need to specifically pluck this building from the surrounding special permit zone for the sake of it being in the by right zone.

Councilor Gardner asked for a better understanding how development will help current retailors do better now and in the future.

City Manager Proakis remarked that he appreciated the effort to add economic development and planning staff to the plan and wants there to be direct correlation and collaboration with current proprietors. He also remarked that the development themselves will take time to come to fruition.

President Sideris asked what the role of a Redevelopment Authority, and what that does to the role of the City Council and Planning Board in terms of development in the Square.

City Manager Proakis replied that the most fundamental value of the Redevelopment Authority would be that they can enter into public private relationships that government bodies are not allowed to enter into. An example of where they would be involved is in a proposed site in the plan where a development could be proposed that lies partially over private parcels.

3. PUBLIC COMMENT

Russ Arico – 49 Fayette Street – Voiced opposition to the plan labeling it as predatory opportunity zone. He claimed that Watertown has done its fair share of supplying affordable housing, and stated that several buildings and areas that are not included in the zoning capacity unit compliance should be, which should not exceed the mandated 1,701 unit capacity figure set out by the MBTA. He raised concern that overpopulation has a detrimental effect on quality of life, and that anyone who supports more housing is advocating for greed. He accused the plan of being a stage show akin to watching big pharma peddle drugs, and that the administration is living in fantasyland.

Merle Kummer – 375 Arlington Street – Stated that a concern of hers as a of a member of Colab, a program that bridges Watertown Highschool students with Biotech companies, along with her colleagues and students she works with is that there isn't enough housing in Watertown. There is a desire from the students to work and live in the community after they graduate, but options are limited and they can't afford what is available. She advocated for stronger affordable housing and greater amount of housing in the Square by right. She concluded by saying that many people that will enrich the community are forced out, and that affordable housing should be the priority.

Mark Pickering – 66 Copeland Street – Spoke in favor of the zoning but disagreed with the design planning. He remarked that Watertown is a transportation hub with buses and secondary highway roads, but that resources like the 70 bus are second rate. He called for better public transportation and was disappointed that the plan has no action items for it even though Watertown has the worst public transit out of any community surrounding Boston.

Jamie Gordon – 84 Fitchburg Street – Voice support for the plan, and advocated for more incentives for affordable housing, as she believes one level of affordable housing in developments is not enough to entice the builders to get the job done at an effective level. Incentives like these should be by right and not special permit. In response to Councilor Airasian's comments on shrinking the size of the area, she believes it would increase the cost of rents and purchase prices. She concluded by saying that it's important to consider

how to develop the retail space with regard to understanding that more residential units need to be occupied in order to avoid a turnstile of retail shops.

Peter Barzdines – 62 Carey Avenue – Remarked that the plan includes a poll that he believes attracts activists' interaction, and asked if the administration would consider a third party random polling system to garner a randomized result.

Clyde Younger 188 Acton Street – Asked the planners how they can quantify family with children that coincides with the MBTA Community Law. He stated that there are approximately 3463 residential units in town, and remarked that an effort to double that figure in the Square itself does not make any sense. He asked to put the proposed roadway changes to the test before they come to fruition.

Natalie Zakarian – 244 Warren Street – Stated that the community is here to consider two separate ideas – the redevelopment of urban landscape in the Square and the MBTA Community Law. At a previous meeting, there was a plan that three key areas to develop residential units included the MBTA Bus Yard, the Taylor Patton and Arsenal Street triangle, and the Galen Street corridor, which would result in over 2631 units by rights.

Mark Peterson – 9 Westland Road – Raised concern about the lack of consideration from Mass Transit, and doesn't believe a traffic pattern change should happen before real life simulations. He believes it to be an avoidable problem if the desired outcome isn't reached once implemented.

Deborah Peterson – 9 Westland Road – Remarked that there is much to appreciate in the plan, but it is missing a critical element of public transportation improvement. She believes there should be language in the plan that explicitly cements this as a priority.

Rosdom Kaligian – 117 Spring Street – Voiced support for the plan and asked if the interior of the building could have multiple staircases for safety purposes.

Will Clifford – 93 Riverside Street – Raised concern with emergency vehicles having access to his neighborhood just east of the Square as the roadways will be redesigned.

Dennis Duff – 33 Spruce Street – Raised concern with density and was curious why 1,701 units, let alone over 3,000 units, is being required. He noted that some of these 5+ story buildings could be as high as 88 feet, and remarked that there should be a height restriction. He stated that he is in favor of housing, and pointed to his own experience in building affordable housing.

Theodore Kokoros – 99 Jensen Road – Supported the Library expansion in the plan as well as the housing aspect of the plan as it seems to be a reasonable compromise. He claimed that these issues have been debated for over 100 years and will continue to be a theme for time to come.

Sara Keary - 46 Parker Street – Echoed support of inclusion for the Watertown Library in the plan. She then raised the issue of making sure that Watertown becomes an age friendly city. She called for the zoning to include taller buildings to help affordable housing developers compete with market rate builders. She stated that this should be by right and not by special permit as special permit leads to wasteful resources of funds.

Linda Scott – 55 Olcott Street – Stated that she believes these meetings have been mishandled as the original location of the meeting did not provide ample capacity, that the draft was available online which is not accessible to certain people, and that even though some hard copies were available at the Senior Center and the Library, they would run out. She claimed it was a full-time job to obtain a copy, and voiced disappointment with the signage. She stated that she went door to door handing out flyers to owners who were unaware of the meeting. She called for postcards to be distributed for future meetings.

Scott Frazer – 98 Hovey Street - Voiced support for the plan as is, but remarked that there could be more done for by right housing. He stated optimism for a lively Square, asked to deemphasize focus on cars, and increase biking and pedestrian infrastructure.

Sam Ghilardi – 17 Derby Road – Voiced his support for the plan, particularly the bike lanes' connectivity. He stated that he believes the plan falls short with zoning on Galen Street stating that the "NMU" label is to protect single family houses, but that the South Side of Watertown is filled with large mixed use buildings and businesses specifically on Galen Street, so therefore the NMU tag is inappropriate for this area. He stated that the NMU label actually prevents certain neighborhood benefits like wider sidewalks and better street/landscape design and asked that it be rezoned.

Andres Guzman – 141 Waverley Avenue – Stated that he largely agrees with the plan, but asked for a centralized bus line that would include through lanes, consistent times, and expanded public transit capacity. He remarked that he believes it could lay down the foundation of a potential light rail system in the future. He asked for designated bike lanes on Main Street, and an effort to be more environmentally conscious.

George Skuse – 43 Pilgrim Road – Remarked that there are three distinct topics to discuss: streetscape traffic, by right zoning of private lots, and by right zoning of municipal lots. He voiced concern with larger truck traffic. He believes North Beacon Street should be in the NMU section of zoning. He supported the by right zoning capacity of 1,701 units as mandated by the MBTA. He stated that he believes the need for a Redevelopment Authority is premature, and asked what the rush was in handing over such responsibility.

Libby Shaw – 73 Templeton Parkway – Voiced support for the plan, but remarked it has one glaring issue which is the lack of a strong presence and plan for green space and trees that should be considered a priority from the onset. She remarked that there should be more effort and collaboration with green space experts. She pointed out the proposed potential site of a large development in part of the bus yards next to the river that lacks any proposed green space. She claimed that green space isn't defined in the plan and asked for the "3 30 300 Rule" to be incorporated into the plan.

Joah Rosmarin – 29 Ashland Street – Voiced his support for the plan, and specifically remarked that he wanted to see a more accessible and vibrant Square for his young daughter. He remarked that this is an opportunity to address the housing and environmental crisis of today, and that it is a time to face those challenges boldly. He supported more by right higher density zoning as well as incentives for affordable housing.

Joan Gumbleton – 32 Falmouth Road – Stated that there needs to be a way to account for already completed units into the by right zoning as well as several developments that are underway. She asked if the Massachusetts is going to mandate a higher number of units in the future, and that that is an important aspect to consider regarding a possibility of

continual additional developments. She remarked that Watertown shouldn't carry the burden for the entire state in terms of housing, raised concern with the health of small businesses, and cautioned about pitfalls that other surrounding communities have fallen into.

Kevin Weaver – 38 Edgcliff Road – Remarked that he generally supports the plan. He stated that he's worked in Watertown for most of his career, and now lives here. Finding a home in Watertown was very difficult due to limited inventory. He concluded by saying that he believes the affordable housing incentives to be fairly weak and asked for a way to improve that aspect.

Dave Ferris – 19 Hillcrest Circle – Remarked on the term "walkable city". He stated his experience as an architect, and asked everyone to more closely consider the interface of parking with developments. He was disheartened to hear that some developments would not include ground floor retail, and raised some concern with a proposed parking garage, stating that there should be some allocated parking for businesses.

Jamie Burke – 18 Pine Street – Expressed the ongoing concern of affordability and housing crisis in Eastern Massachusetts. While wishing it was more ambitious, she supported the plan and believes the quality of life will benefit from it.

Christopher Heidelberger – 18 Pine Street – Voiced support for the plan. He approved the improved bikeways, and stated that he himself had been in a bike accident in town due in part to the poor infrastructure. He then remarked that there is a synergy between increasing the density of housing and better transit service, which would benefit Watertown.

Dan Pritchard – 13 Hosmer Street – Voiced support for the plan, although he wanted a more ambitious number of by right zoning. He recognized that there is skepticism on whether housing development will accomplish its beneficial claims, but he stated that after researching many U.S. cities and towns that increased development, zoning laws helped curtail growth of cost greatly while directly corresponding to population growth.

David Alarif -123 Fayette Street – Raised concern with walkable sidewalks in neighborhoods. He then remarked that there is an overflow of parking from Whitney Plaza that spills onto Fayette Street, and that Watertown lacks in its ability to enforce zoning. He concluded with voicing concern that traffic on Main Street will divert and clog up side streets that run parallel.

Bob Patey – 101 Barnard Avenue – Stated that he has a strong understanding of the Square due to him being a lifelong resident as well as his work in the Police Department. He raised concerns with the idea of adding over 3,000 units, specifically with added cars and reduced lanes. He remarked that the traffic will be diverted to side streets and believes that there isn't enough consideration of how vehicles and traffic are going to travel through the Square.

Dean Martino – 94 Edenfield Avenue – Remarked that Watertown is a commuter's location, and pointed to its close location to major arteries. He remarked that it is wrong to think that adding 3,000 units isn't going to affect traffic or parking. He called for more studies to be done before implementing zoning changes. He stated that he is in favor of revitalizing the Square and understands the need for more housing, but thinks it's naïve of

the administration to not consider the negative effects of traffic.

Ann Munson – 14 Bates Road – Voiced support for the plan. She recognized that it's hard that things are changing, but that we face real crises in housing and environment and that densifying population can prove to be a solution. Committing to this plan may cause inconveniences, but that action must be taken.

Jacky Van Leeuwen – 32 Whites Avenue – Voiced support for the plan, asked for more of an emphasis on low income housing, and urged by right added bonuses and incentives for affordable housing developments. She continued to remark that the Watertown/Belmont Church provides and excellent opportunity to create more housing, and concluded by saying that the development in which she lives in is 6-8 stories tall and is certainly a part of the community.

Gavin Shuler – 32 Whites Avenue – Voiced support for the plan. He believes the only way to lower housing prices is to increase housing inventory.

Leanne Hammonds – 33 Springfield Street – Voiced support for the plan. She remarked she has been to several meetings over the past year and applauded the community participation. She called for more affordable housing incentives to be included in the plan.

Leo Patterson – 52 Fitchburg Street – Voiced support for the plan, and encouraged refinement of the plan, specifically the Baptist and Winter Street connection as well as Spring Street to the new Watertown High School.

Kathy Breen – 186 Boylston Street – Voiced support for the plan. She supported the 4 corners design for its simplicity and safety, as well as unit capacity zoning for anywhere in the 3,000 to 5,000 range. She believes that too much local control over what gets built is exactly how the state has incurred this housing crisis. She recognized fear of increased traffic but is convinced that the improved flow with the simplified intersection, and that she doesn't believe car traffic should be the most important factor in redesigning the Square.

Amy Plovnick – 29 Ashland Street – Voiced support for the plan. She stated excitement for improved biking and pedestrian infrastructure in the Square which she believes will help support local business. She remarked that she would like to see by right affordable housing incentives improve, and disagreed with the NMU designation on Galen Street as it is directly across from the transit hub of Watertown.

Qibin Ye – 16 Olcott Street – Stated that Watertown is already denser than its surrounding communities. In terms of affordability, he remarked that it is one of the more affordable cities in terms of living and entertainment prices in the area. He remarked that several towns are fighting back against the MBTA Communities Law. He concluded by saying that he appreciates the minimum setback for properties.

Nick Coranto – 12 Eliot Street – Voiced support for the plan and asked for the administration to not forget about the area of Galen Street south of the map.

Steve Paris – 514 Main Street – Remarked that the dense "5 minute city" is currently popular, and that the Square would be a conceivable place to put it, however the location is a far distance from any current supermarket. That will cause a need to travel via car for food, which will clog the streets. He continued to remark that the T service in Watertown is

horrible, and that if the T requires housing, Watertown should demand improvement in service.

Councilor Piccirilli then read several emails (attached) submitted to be read for the meeting.

Amalia Devenhoesian – 70 Church Street - Remarked that she appreciated the hard work put into the plan, and is supportive of more affordable housing, but stated that she has not heard of what impacts this will have on the schools. She complimented the new schools, but stated that they are already fairly full, and that adding thousands of new units will put added stress on them.

Brian Hebeisen -170 Worcester Street – Voiced his support for the plan. He believes that the plan could go further by expanding efforts on green space, transportation, bike infrastructure, affordable housing, extend heigh restriction, and to have developments be environmentally friendly.

Susan Falkoff – 19 Oliver Street – Remarked that the residents need to know that they are being listened to. Results may not always agree with everyone's opinion, but it's important to recognize everyone.

Dennis Holland, 29 Nyack Street – Remarked that he has heard a lot of concern with traffic. He stated that the Square is in close proximity to I-90, and the cars are not going to stop using that exit. He then referred to a possibility of the state creating a better on and off ramp in west Newton Corner that might alleviate pressure on the Square and Newton Corner.

Will Clifford – 93 Riverside Street – Remarked about hospitals closings and having less medical professionals readily available, and also raised concern with evacuation routes in and out of the Square.

Sean Perrone – 362 Lexington Street – Stated he was on the fence with the plan, that his main concerned was what will be developed on public land, and hoped that more affordable housing would be selected for such sites. He also expressed concern of the threat of using eminent domain for any developments.

Rita Colafella – 56 Cuba Street – Voiced that lives in the Square and wants more people to live there. She addressed the misnomer of the idea that the plan calls for building an additional 3,000 units, when in reality it is zoning for an added capacity of 3,000 units. She remarked that she wanted to see the entire Square be by right zoning and has an issue with special permits in the face of a crisis. She stated that special permits create a disadvantage for affordable housing and provides grounds for abuse. She concluded that this present plan is a compromise.

Joan Gumbleton – 32 Falmouth Road – Raised concern with building a large parking structure that would take the place of existing small businesses. She continued to say that often people do not feel safe in such structures, and that it will eliminate green space. She concluded that Watertown somehow always wants to be at the vanguard of policy change like green energy and low emission vehicles, but she would rather wait and see what works best before getting into a bad situation.

Leo Martin – 683 Main Street – Stated that the plan is too dense for what Watertown Square is, implored a better plan for green space, and that he is not a fan of by right zoning in general.

Elodia Thomas – 67 Marian Road – Remarked that she saw a lot of new faces, expressed that she was curious as to how they found out about the meeting, and how many meetings they attended previously. She stated that she was surprised that there was no collection of emails at the door. She said that this is the most significant project that Watertown will encounter. Three aspects of the plan are to provide housing for purchase at an affordable level as well as renting, improving public transit (which Watertown cannot control the T), and the creation of a Redevelopment Authority. She stated that the inclusion of the Redevelopment Authority shocked her as it had not been discussed with the community, and that it's concerning to think of it as a given before the community has been educated on it. She concluded that the community should have been sent postcards and that it is a dereliction of duty to do so.

George Skuse – 43 Pilgrim Road – Remarked that the diagram of the 4 corners looks arbitrary, specifically that the Watertown Savings bank and church on Church Streat is showed as green space. He took issue with how zoning is represented in chart, which he believes will lead to a denser Square than what the public is led to believe will occur.

Rita Colafella – 56 Cuba Street – Stated that she understands that the administration has to compromise, but that too much compromise can lead to crisis, and that it's the outdating zoning laws that have brought us to this mess. She then remarked that she has debts to pay to the older and younger generation, and called out "eat the young" zoning laws. She concluded that the right thing is always easy and that it comes at a cost.

David Gardner – 18 Windsor Avenue – Warned not to let perfect be the enemy of good. He voiced support for the plan. He doesn't believe that this plan aims to be anything extreme, and he believes it to be a good step in the right direction.

Joyce Babcock – 666 Main Street – Remarked that she doesn't know what affordable housing means as it seems variable, and that its definition wasn't discussed. She didn't believe that the affordable units in new developments are in fact affordable. She then remarked that a supermarket placed in a development in Waltham has failed, and asked if there is anything that the City can learn from those types of examples.

Paul Gregory – 5 Appleton Street – Expressed appreciation for the plan and believes it's a good step in the right direction.

Angie Kounelis – 55 Keenan Street – Remarked that the growth in Watertown is not an easy process, and that the devil is in the details. She stated there is a lack of emphasis on infrastructure in the plan and claimed that there are too many issues to take into one cohesive plan.

President Sideris stated that the meeting will be continueded.

City Manager Proakis recognized that there were many comments and questions that the public would benefit from hearing answers to. He stated that the staff will answer those questions and have them ready by the next meeting.

President Sideris announced that the next meeting will be focused on the City Council and the Planning Board answering questions and weighing in on concerns.

Councilor Piccirilli moved to continue the meeting to June 27th and Councilor Feltner seconded.

The motion passed unanimously in a Voice Vote.

4. PLANNING BOARD AND CITY COUNCIL DELIBERATION

There was no deliberation.

5. PLANNING BOARD VOTE

There was no vote.

6. CITY COUNCIL VOTE

There was no vote.

7. RECESS OR ADJOURNEMNT

Councilor Piccirilli made a motion to adjourn and Councilor Feltner seconded.

The motion was adopted unanimously in a Voice Vote.

The meeting adjourned at 9:20 p.m.

PLANNING BOARD

Janet Buck, Chair	Jason D. Cohen	Abigail Hammet
Rachael Sack		Payson Whitney

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

JOINT CITY COUNCIL AND
PLANNING BOARD MEETING
THURSDAY, JUNE 27, 2024, 6:00 P.M.
WATERTOWN MIDDLE SCHOOL AUDITORIUM
68 WAVERLEY AVENUE

MINUTES

ACCESS INFORMATION:
A. This meeting will be held on June 27, 2024 at 6:00 PM in the Watertown Middle School Auditorium, 68 Waverley Avenue, Watertown, MA 02472
B. The meeting will be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/?channel=3
C. The Public may join the virtual meeting online: https://watertown-ma.zoom.us/j/92991331344
D. Public may join the virtual meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344
E. Public may comment through email: vpiccirilli@watertown-ma.gov
F. Please Visit the City Council Website here: https://www.watertown-ma.gov/350/City-Council

1. ROLL CALL

Council President Sideris called to order a joint meeting of the City Council and Planning Board at 6:00 p.m. in the Watertown Middle School Auditorium. Those present were Planning Board Members Abigail Hammett, Payson Whitney, Chair Janet Buck, Councilors John M. Airasian, Caroline Bays, Lisa J. Feltner, John G, Gannon, Nicole Gardner, Emily Izzo, Anthony Palomba, Vice President Vincent J. Piccirilli, Jr., and Council President Mark S. Sideris. Also present were George Proakis, City Manager, Brendan T. McCarthy, Council Clerk, and Doug Newton, Municipal Policy Analyst. Planning Board Members Jason D. Cohen and Rachel Sack were absent.

2. PRESENTATION

A. Overview of Draft Watertown Square Area Plan

City Manager Proakis stated the focus of this meeting would be to answer questions for the City Council and Planning Board and noted that there were available answers (attached) from the previous meeting that were asked by the public.

He remarked on the extensive amount of public participation from the entire process and stated that it was the most robust public process he has been a part of. At each step, the staff has taken time to respond, reflect, and edit; the document present is the result of that. He noted that there is no law that requires public endorsement of an area plan, but that they believe it to be best practice. He stressed that the plan is just that, a plan to jump off from and not a finalized law or engineering design.

He brought to attention three aspects to focus on if the Council and Planning Board see fit to pass the plan:

1. Write zoning that fits the plan with refinement

2. Design and build a public realm

3. Have conversations with abutters and seek partnerships moving forward

He stated that we cannot do that without multiple steps before the City Council for votes.

He then addressed the question of “why are we doing it this? Why all together at once?”. To which he responded, to reclaim some of the bustling and successful commercial and public interactive qualities of the Square of 100 years ago. Much planning in the mid-century, primarily the creation of the exit from the Mass Pike that feeds into the Square, made it a place to store and move vehicles. He then asked why Watertown should continue to acquest to the commuters’ needs of Wayland and Cambridge.

He stated we can accomplish a more successful Watertown Square with 3 objectives:

1. Prioritize people to walk around downtown - including after they park.

2. Create housing for retail

3. Create great public space – trees, walking spaces, water access etc.

He concluded by stating that multiple benefits converge with this plan including environment improvements which coincide with the intent to reduce cut through traffic, and that the staff will be back with more meetings and conversation in the future.

3. PLANNING BOARD AND CITY COUNCIL DELIBERATION

Planning Board Chair Janet Buck expressed appreciation for the work that’s been done. She remarked that a lot has changed in recent history; retail, food delivery, ride share services etc. which means there is a greater need for short term parking, building code has and needs to continue to change, focus on cars is less, property values have soared which alters zoning and affordability, and more work from home which equates

to parking garage use being lessened if not empty. The culmination of those realities needs a response.

She stated that many of the letters received supported green and eco-friendly cities. She then remarked that each block and neighborhood nearly meets the “3 30 300” benchmark (3 trees, 30% canopy, 300 meters from park or green space – from each home) as is. Each proposed “building block” or development on the plan requires open space, and the current diagrams are more cartoon than reality.

Planning Board Member Payson Whitney remarked that Watertown is growing up and needs to get taller. He doesn’t believe that the draft is finished, but is close. He commended City Manager Proakis for setting the beginning and giving a firmer direction to a possible end. He has seen a great collection of ideas but no action items or plans and suggested adding action items found in the comprehensive plan to this plan.

He expressed concern with maximizing the use of all sites, which is the planners dream, but believes that the result will be less than that. He would like to see a phased approach where writing a zoning amendment would be the first phase. He believes that the 1,701 zoned unit figure should be the number to start with, which then could be amended in the future. He remarked about mistakes made in the Pleasant St corridor. He then remarked that he doesn’t like the language of auto industry properties to be labeled as “less valuable”. He concluded by speaking on affordable housing vs housing affordability and remarked that building more units may or may not result in lower costs housing.

Planning Board Member Abigail Hammet stated that she lives within walking distance of the Square. Growing up, she never visited the Square as it hasn’t been in great condition her whole life. It doesn’t drive vibrancy, and she believes the plan leads the community to that point. She voiced hope for a Square with green space and thriving businesses that her children could enjoy.

In terms of housing, she disagreed with Payson Whitney. She doesn’t liken the MBTA Community Law to a tax bill. She likes the idea of doing more than the minimum requirement, and said she was proud that Watertown can be a leader in this regard. She called for more landscape design as she expressed disappointment from certain previous projects.

She then remarked on parcel heights, particularly along the river, as she believes certain streets could use higher levels, but thinks the zoning diagram is implanted too rigidly. She expressed desire to see more incentives for builders for affordable housing and family housing, incentives for saving historic buildings and facades, and incentivizing small businesses as opposed to chain/commercial businesses.

City Manager Proakis responded that incentivizing small business can be tricky, but in Somerville they introduced an overlay district that allows small corner store type businesses to be in residential zoning – the staff can always dig into zoning

opportunities. He noted on historic buildings were purposefully left out of the by right zoning so that the City would have more control over what happens, if anything, to those type of properties.

He then stated there is no requirement to get what is in the plan to what actually happens in zoning, so as of now, there is no specific height mandated for a specific building.

Municipal Policy Analyst Doug Newton read emails from absent Planning Board members Rachel Sack and Jason Cohen (attached).

Planning Board Member Payson Whitney remarked that he appreciated that the plan doesn't dictate requirement for zoning and suggested that that fact be stated in the plan for posterity sake.

Janet Buck remarked that most of the properties in the plan are privately owned, and that when you upzone a piece of private property, it's up to the private owner to decide whether they want to keep the property or sell it at a profit.

Councilor Airasian thanked the staff and consultants for the tremendous amount of work they have done. He stated that he thinks Watertown has done a lot, that the number of 1,701 zoned units is Watertown's part, and that he wants to see a plan for that number and not a larger number. He expressed concern with the larger by right area particularly the area behind CVS and the area around Watertown Yards as publicly owned parcels aren't included in the MBTA Community Act requirements. He commented that going through form base code takes away the professionalism of the Planning Board. He pointed out several currently worked on projected sites that would be in the by right zoning that when through the current zoning and proper channels and came out successfully. He believes that they can get to where they want to be with housing as the process currently stands. He then stated that the Square needs a facelift with many improvements, but that Watertown can do its part with the 1,701 unit capacity figure and continue with the current process as is going forward.

Councilor Izzo stated she is a millennial and has been directly affected by the housing crisis. She supports anything that adds housing, particularly with affordable housing, but that she has concerns with the affordability aspect of the Square. She remarked that she does not want to see only luxury units developed. She voiced support for a phased process; to perhaps get the 1,701 minimum, see how it works, and then add more by right as sees fit. She recognized that the transit is unreliable, and realistically, she does not believe people will move here and not have a car. She expressed that she wants to see the Square revitalized and supported the "live work play" qualities that the Square could provide.

She then asked who the Redevelopment Authority answer to; she found something that says they would not answer to the City Manager.

City Manager Proakis remarked that if they built a Redevelopment Authority, they would be an independent board appointed by the City Manager with a Governor appointee. Votes from the City Council would be needed for its creation, funding, confirmation, as well as giving control to the authority for specific projects.

Planning Board Chair Janet Buck remarked that when the US Army sold the Arsenal to Watertown, a similar board with a similar cause was created, and that there was a lot of public process involved.

Councilor Bays voiced support for the 3,000+ unit capacity proposed and doesn't see a need to go to the 1,701 figure as it's a chance to do something significant. She stated that she is sympathetic to the younger generations in regard to the lack of building housing for them, and expressed a need to figure out how to accommodate the issue with more housing.

She then asked how the City will make sure that bussing will improve and run on time, and asked why there are no bus priority lanes in the plan?

Erin Cameron – Stantec – Replied that the bus priority lanes were taken out of the plan for the sake of future traffic studies to determine whether they will be necessary or not.

Councilor Bays then asked if 3 trees 30% tree canopy 300 meters to green space is viable?

City Manager Proakis replied that parks are doable, he wasn't sure if the canopy figure is feasible but it should be a goal, and the 3 trees in window view needs a close look block by block. He offered to, instead of just focusing on those numbers, look to see how close we can get and what the reality is.

Councilor Bays asked about the incentives for building houses; why stop and not give more incentives and bigger buildings etc.

Tim Love – Utile – Replied that considerations needs to be given to the trade off from financial viability vs 2 story incentives abutting existing neighborhoods. A financial analysis might be advantageous to find the right equation.

Councilor Gannon stated that when he was growing up, the city transformed from larger factories closing to crumbling factory buildings which led to a somewhat depressed environment. Measures to combat this led to a push for office commercial space. He remarked that the one space that has been on the decline for decades was the Square, and the DOT plan that took away the rotary designed a cut through environment as opposed to a destination. He stated that the vibrant local economy disappeared.

He then voiced the need for housing and that Watertown Square has been a failed concept for the past 30 years. He expressed the need to truly circle around transit-oriented development. He remarked on the housing shortage, and the loss of younger people leaving MA. He stated that the great neighborhoods of Watertown will not be affected, and that the Square is largely vacant, out of date, and current owners have no

need to invest. He remarked that this type of plan helps build green space by building up.

He asked if there is a market for units with a limit or a lack of parking, and asked if there could be a real estate study to answer that question. He expressed the concern of jamming the side streets, and stated he would like to see traffic studies to anticipate this. Also, he asked what improvements will come in terms of transportation and wants to hear about partnerships with the DCR.

City Manager Proakis replied that they are in continued discussions with DCR, and that the Watertown staff is continuing to do traffic studies. He stated that 60% of traffic is transient traffic going through the Watertown. Regarding the market for people without cars, when you lower parking minimums, they are finding equilibrium. Most parking garages utilization is very low. The parking plan is not to take away the lot and leave nothing but build a garage in its place. Realistically, .75 parking spots per unit utilization falls in line with studies.

Assistant City Manager for Community Development and Planning Steve Magoon noted that by right zoning doesn't mean it's a free pass. It must meet appropriate conditions with multiple boards and provide justification for their projects.

Councilor Palomba appreciated the response to the plan from the public. The number of emails is enormous, and the fact that the plan generates such interest is a credit to the plan. He believes that the q and a answered a lot of the concerns, particularly that continued transit studies will occur, and that bike lane questions were answered. He remarked that there should be more of a focus on landscape design. He expressed that he does not want to see a change in the proposed roadway design and applauded the proposed decrease in lanes. He stated that wants to see more affordable housing, but also expressed the need for low-income people, noting that 80% ami does not include many people, and that he wants to see more of 65% ami. He believes that the more opportunity that they give developers to build, the better. He agreed that the greater housing inventory might help the big picture eventually, but that he is more concerned with how to help people to now.

Councilor Feltner remarked on the importance of keeping the "town feeling", even though Watertown is a city. She expressed support for the plan as there have been a lot of remarks on the decline of the area. She stated that she wanted to see more green space and bike connectivity along Irving street & Taylor street connecting into the Square. There is concern about green space in Watertown, and noted the importance of developing areas even if they aren't easily developable. She then asked for clarification on this being a "visionary doc", it not being binding to code or execution, and what happens to items that overtime disappear from visionary docs.

Steve Magoon remarked that the community path between Irving and Taylor is still something that it is in the administration minds, he thinks Patton Street is a substantial barrier, but it is still something that is on the table. He then remarked that the doc is

visionary, that it's not enforceable law, and that zoning will refine it. What they are looking for is support that the Square is transforming, and what will be implemented will be drawn from the plan.

Councilor Feltner reiterated the need for the connector path stated above to be included in the plan. She then remarked that if there are engineer studies, that there be a focus on concerns with the Charles River Road and No. Beacon roadway design element of the proposed plan. She stated she wants to see an appendix of the studies, what could change and what affects change will have. She expressed a concern about reducing parking as well as how parking structures abut neighborhoods. She expressed concern with how much time they have in terms of getting engineering studies done compared to when they must be in line with the MBTA Community Law. She asked how they are so sure that the DCR and MBTA are going to follow through on their side of the bargain.

Director of Planning and Zoning Giddeon Schreiber replied that they have been in correspondence with Mass DOT, DCR, and MBTA, but until they are actually in the process of physically working, there will not be outward letters of support. The T has supported the idea of moving the bus terminals.

Councilor Feltner asked for confirmation that once a plan is moved forward, there will be public meetings with DCR.

Giddeon Schreiber replied they are interested and have been in conversations for years about the success for the river way. The staff is working with all jurisdictions.

Councilor Feltner remarked that there is a lot of skepticism given past outcomes, but it doesn't necessarily dictate what will be done. She then mentioned concern for the Historic District, and wanted a map that has each address that is in the district. She remarked that there seems to be properties on the Dunkin' lot and that it is included in the proposed zoning district.

Giddeon Schreiber remarked that the study always included this historic district, because it is in fact an overlay from the central business district. They included the area because there are opportunities to develop there. There may also be an opportunity to rezone that, but this isn't part of the by right area, so it's separate from the MBTA needs.

Councilor Feltner shared as District B's Councilor that her constituents are looking for more clarity on this topic. She stated that she has a concern with the road network, and asked what the conversations have been with the Fire Department along with the DPW and what the extent of their support is.

Giddeon Shreiber remarked that those bodies have reviewed the study and believe that it is implementable.

Councilor Feltner replied that that response needs more specificity, and that engineering studies need to be evident.

City Manager Proakis replied that the Fire, DPW, and other emergency bodies approve of the plan so far as it stands. He also stated that they will not bring forward a plan that isn't viable from an engineering or public safety standpoint.

Councilor Feltner asked how much each traffic signal costs in terms of electricity. She remarked that she's seen that it could be in the 5 figure range per light. She then expressed concern for the height of some buildings with small streets. She said that she feels uncomfortable voting for this plan as it stands right now. She expressed concern about "our sense of place". She then asked when they can make changes from when they submit the MBTA zoning district to implementation.

City Manager Proakis replied that you can make changes, but there isn't a precedent for this particular process. He continued to say that there will be opportunities to tweak the plan, and that he would be happy to look deeper into heights of buildings vs size of streets.

Councilor Feltner asked if they can have modeling before making final decisions about zoning.

City Manager Proakis replied that the budget to make a 3d model is complex, but there could be a way to reexamine the visual other than a birds' eye. He then stated that the model is still pretty bare bones and not extremely descriptive of was it looks like in real life.

Councilor Gardner remarked that when she moved to Watertown she was impressed with the movement of building for the future regarding the schools. She believes that this plan is the next step and goes alongside the vision of the charter that the majority of people who have engaged appreciate. She supports the plan and would be happy for higher numbers of unit capacity. She acknowledged that the devil is in the details, and that should the plan pass, she imagines that a lot of detailed work will come out of it in terms of zoning, green spaces, affordable housing, and transportation.

Councilor Piccirilli remarked that 18 months ago the Council approved a budget policy guideline to ask the City Manager to redesign the Square's intersection, small business strategies, rezoning, and better use of public land. This plan today tries to incorporate those aspects. There has been much frustration in the past in looking at each item piecemeal, and so he believes this is a good response. He expressed the concern for public transit, and asked if the by right zoning developments will be asked to contribute to TMA shuttle service.

Steve Magoon replied that they would make there would be a focus on transit in the plan, and that those developments would be asked to contribute to the TMA shuttle.

Councilor Piccirilli remarked on the road design per many emails received regarding the topic. Understanding that the idea is to slow down traffic and mitigate cut through traffic, he asked what the time difference will be for a car to get through the Square and to the Mass Pike?

Giddeon Schreiber replied that it should be a similar time based on current data and modeling, but that they will continue the studies.

Erin Cameron – Stantec - Stated that the traffic modeling has been done to date with the existing traffic volumes, but any further changes (bus lanes etc.) would necessitate reexamination of new traffic patterns.

Councilor Piccirilli asked what calculation goes into the 3,000+ unit capacity that goes into the by right? Area? Types of parcels etc.?

Tim Love – Utile - Replied that the units use a rough 1,000 square feet per unit model, but that the purpose of the model was not to predict how many units will be built, but how to incentivize communities for possibilities of new growth. It's a theoretical capacity

Councilor Piccirilli asked if the short answer would be that if you were to hypothetically take the by right zoning area, tear down every single building in the area, consider what is allowed to be built in terms of size of the lot coverage and how many floors, and then divide that by 1000 – assuming that they are all residential buildings and no commercial space – that figure you end up with is the unit capacity.

Tim Love replied that that is correct – "it's a score card and not a realistic figure".

Councilot Piccirilli asked how many housing units are already in the by right zone.

Giddeon Schreiber replied that there are approximately 700 units and that those are included in the 3,300+ figure.

Councilor Piccirilli asked how the process's imperfections will lead to results, and asked if there will there be some changes as the plan goes along?

Giddeon Schreiber replied that there will be some changes as makes best sense going forward.

Councilor Piccirilli remarked on developing parcels that lie on both public and private lands like the municipal parking lot behind CVS, and how the Redevelopment Agencies and have been successful in brokering those projects in the past, but that isn't the only way to redevelop those areas. He asked if there could be an opportunity for a board to request a non-profit builder develop the land.

City Manager Proakis replied that they potentially could. He then remarked that a Redevelopment Agency might serve easier to transfer land from private owners as it might be more lucrative for them.

Councilor Piccirilli expressed the need to maintain design overlook.

City Manager Proakis confirmed that. He remarked that the cost of building is particularly high, and that they do need to be mindful in making everything work - particularly with affordable housing.

Councilor Piccirilli remarked that there are people that believe we will lose control over what gets developed.

City Manager Proakis replied that there is no way that a developer could have free range in an area that is publicly owned.

President Sideris remarked on the large amount of public outreach, and that there will be another meeting to hear more public input.

He then remarked that he believes this to still be the beginning of the process. He stated some concerns pertaining to three elements of the project – Redevelopment Authority, MBTA, Square redevelopment. He stated that there needs to be much more discussion of the Redevelopment Authority in terms of fleshing out its range of authority. He remarked that he believes that they are missing out on a big piece of land between the Elan and Gables buildings, which is a failed lab proposition, but has immense potential. He stated that taking everything into consideration it is only appropriate to continue discussion at a late date and not vote on the plan presently.

5. PLANNING BOARD VOTE

There was no vote.

6. CITY COUNCIL VOTE

There was no vote.

7. RECESS OR ADJOURNEMNT

Councilor Piccirilli moved to continue the meeting to July 16th at 6pm and Councilor Feltner seconded.

The motion passed unanimously in a Voice Vote.

The meeting adjourned at 8:59 P.M.

PLANNING BOARD

Janet Buck,
Chair
Rachael Sack

Jason D. Cohen

Abigail Hammet

Payson Whitney

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Vincent J Piccirilli, Jr.
Vice President &
District C Councilor

John M. Airasian,
Councilor At Large

Caroline Bays,
Councilor At Large

John G. Gannon,
Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
District A Councilor

Lisa J. Feltner,
District B Councilor

Emily Izzo, District D
Councilor

JOINT CITY COUNCIL AND
PLANNING BOARD MEETING
THURSDAY, JULY 16, 2024, 6:00 P.M.
WATERTOWN MIDDLE SCHOOL AUDITORIUM
68 WAVERLEY AVENUE

MINUTES

ACCESS INFORMATION:
A. This meeting will be held on July 16, 2024 at 6:00 PM in the Watertown Middle School Auditorium, 68 Waverley Avenue, Watertown, MA 02472
B. The meeting will be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/?channel=3
C. The Public may join the virtual meeting online: https://watertown-ma.zoom.us/j/92991331344
D. Public may join the virtual meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344
E. Public may comment through email: vpiccirilli@watertown-ma.gov
F. Please Visit the City Council Website here: https://www.watertown-ma.gov/350/City-Council

1. ROLL CALL

Council President Sideris called to order a joint meeting of the City Council and Planning Board at 6:00 p.m. in the Watertown Middle School Auditorium. Those present were Planning Board Members, Jason D. Cohen, Abigail Hammett (via zoom), Rachael Sack, Payson Whitney, Chair Janet Buck, Councilors John M. Airasian, Caroline Bays Lisa J. Feltner, John G, Gannon, Nicole Gardner, Anthony Palomba, Vice President Vincent J. Piccirilli, Jr., and Council President Mark S. Sideris. Also present were George Proakis, City Manager, Brendan T. McCarthy, Council Clerk, and Doug Newton, Municipal Policy Analyst. Councilor Emily Izzo was absent.

2. REINTRODUCTION OF WATERTOWN SQUARE AREA PLAN

A. Draft of Watertown Square Area Plan

B. Department of Community Development and Planning Recommendations

City Manager Proakis presented the recommendations and proposed amendments document (attached). He then stated that there is a list of addresses of every building in the district in front of the Planning Board and City Council.

Planning Board Member Payson Whitney remarked on the Redevelopment Authority. He understood why language was taken out and changed in the recommendations, and wondered if there should be an action that the City Council investigate its advantages and disadvantages.

President Sideris said they would refer that to the EDP Committee for further review.

Payson Whitney then remarked on the section in the recommendations that concerns the MBTA where it says the City will continue to correspond with the MBTA. He asked if it would be beneficial if the City expanded the Watertown shuttle that doesn't involve the MBTA, and also called for encouragement to lobby with the MBTA to improve its current station in town. He stated that the recommendations and amendments truly make this an actionable plan.

City Manager Proakis replied that he has no objection to expanding shuttles, and in terms of changing language of "coordinate" to "advocate" with regard to the MBTA, he will refer that nuance to Council.

Planning Board Member Jason Cohen urged to keep in mind that there is a real danger of getting too granular. He approves the plan. He remarked that the amendments should resolve doubts that the administration is not listening. He concluded by stating this is a work in progress, and it will continue to be.

Planning Board Chair Janet Buck reiterated Jason Cohen's statement. She stated that every complicated project goes through stages from conception to implementation. She sees no reason not to move forward with the plan.

Planning Board Member Abigail Hammet thanked the staff for the amendments and believed that most of her comments were heard. She then urged encouragement and language for a 2-story affordable housing bonus.

President Sideris replied that the Planning Board can consider that as part of its conditions.

Councilor Gardner commented on the change and recommended addition of bullet points for the "Public Realm Next Steps" portion of the plan. She suggested taking out bullet points 1 and 3, and adding the remainder instead of replacing the corresponding points in order to not lose valuable content.

Director of Planning and Zoning Gideon Schreiber replied that what Councilor Gardner is suggesting is the actually intent; those bullets were changed intentionally, but that the Council could alter the language as they see fit.

Councilor Palomba asked for an explanation on the economic feasibility assessment and how that relates to the 15% inclusionary figure.

City Manager Proakis replied that the MBTA inclusionary is 10% but allows you to go higher if the specific municipality already has higher existing regulation; Watertown has 15%, so long as it is feasible it is appropriate. His understanding is that it is within the reasonable scale.

Councilor Palomba inquired about the Watertown Belmont Church and whether the consultation is the church structure or the entire site

City Manager Proakis replied that it is the entire site.

Councilor Feltner asked about streetscape modeling, and remarked it was not addressed in the recommendations. She stated that she appreciates the efforts to improve the community path, but asked if there was any other opportunity to specifically include language in further projects. She stated she wants to include segments of additional landscaped off-street route that doesn't only result in an asphalt bikeway.

Councilor Gannon asked if there will be a future funding model to establish more Watertown connector services. Will some of the developers contribute more of a shuttle service?

City Manager Proakis replied that the City is trying to fund connectors well beyond the Square. They would be reluctant to include that in the bidding process, but it is a tool in the kit.

Councilor Gannon remarked that he is happy to see streetscape plans but wanted to see more efforts to put existing wires underground and wants to see conditions habitually maintained.

City Manager Proakis remarked that the plan is a good vehicle to do so.

Councilor Airasian inquired about the Watertown Yard site and if there is any indication as to their intent?

City Manager Proakis replied that they must maintain the bus terminal to meet the expectation of the bus network improvement plan. There is a bus storage element. Beyond that, he remarked that they are interested in housing. The MBTA would most likely want tall towers, but hopefully the 6-story height would be enough to appease them.

3. PUBLIC COMMENT

Russ Arico – 49 Fayette Street- Remarked that the recommendations handout has two large flaws; one being the parking garage behind CVS, and the second is that he disagrees with the statement that the Square will not be overdeveloped. He stressed it will 100% lead to Watertown becoming overdeveloped. He commented that the Manager's comments about trying to limit the cut through traffic is disingenuous. He remarked that he recommended that a road test should be implemented on a trial before the new intersection comes to fruition.

Will Clifford – 93 Riverside Street - Remarked that there were once many active churches, but now there is a lack of them. He recommended that there should be a multiuse place of worship that is open to all in the Square, and perhaps the developers could help fund it.

Michelle Waldman - 33 Angela Lane – Stated that there 327 rentals currently available in Watertown, and remarked on dangerously high temperatures. She voiced support for creating a newer, greener, better developed Square, an added splash pad, and to add 1000+ trees with working infrastructure. She was against destroying the current CVS parking lot, and wants to include newly built and green lit developments in the unit capacity zoning.

Cynthia Maloney – 134 Chapman Street - Expressed that she wanted to do whatever she could to stop development, but did not believe the administration would listen to her. She believes that the vast majority of people do not know what is happening and called for more outreach. She remarked on Arsenal Yards and claimed that a brothel was established and not rectified.

Maria Rose – 45 Edward Road- Applauded the attention and efforts of the Watertown Square Plan for the reduction of pavement and increase of green spaces. She mentioned that these decisions will have a lot of repercussions and that they have some concerns. She expressed concern that Watertown Yards will have a large impact on the waterways and environment and called for more buffer space. She remarked that an increase in population would put a strain on parks and resources, and encouraged the development of new parks.

Kelly Kurlbaum – 152 Fayette – Brought attention to the zoning map, and noted her disappointment with the 66 Galen building, specifically its height. She remarked that there could be large penthouses that could add too much height to buildings and implored the Planning Board to reconsider height restrictions in the Square. She raised concerns about choking the Charles River specifically regarding shading. She concluded that she is excited for what is to come.

James Mello – 100 Warren Street - Raised consideration for AMI in affordably housing and the waiting lists for family housing vouchers, which he claimed is 20k families deep, and that the current proposition is not enough. He raised issue with the current petition to eliminate the parking ban, and that with that there would be a risk of clogging streets.

Dan Driscoll – DCR – Asked for clarity on whether the intent of the evening is to vote on the proposed plan. He felt disappointed with a lack of communication with the DCR on the development and wanted to have a meeting to address the layout of roads that overlap with DCR land as he believes the project will go smoother in the partnership. He stated that there have been talks in months past, but there is a need for stronger communication and partnership.

City Manager Proakis responded by saying that he is a bit perplexed as he is happy to continue any meeting and discussions. The DCR has been a part of the discussion for every moment of the charrette, and that he has been in contact with the Commissioner of the DCR often. He recognized that there must be a communication error, and that he will work to correct that.

President Sideris replied that Mr. Driscoll lives in Watertown and is a member of the DCR , so there is an obvious need for more communication and consideration if he is conveying that they feel like they are left out of the process.

Max Wolf – 9 Allen Place – Charles River Chamber of Commerce – Enthusiastically approved the plan. They believe that the plan enhances the quality of life for the entire Square, creates new open public places, and reinvigorates access to the river. He admitted there will be more work to deliberate through the zoning process, and that concern must be given to current businesses.

Merle Kummer – 375 Arlington Street - Remarked that she is proud of the plan and wants to continue to consider additional heights for the housing.

Jesse Porch – 11 Broadway – Was thankful that there were childcare resources available for the meeting, and was encouraged by process in general. He encouraged the Council and Board to approve the plan. He addressed issues with by right and wants to find a way to mitigate costs regarding permitting. He voiced the need to let money go to building developments and not to lawyers and special permits for the right to build.

Adam Schultz – 32 Whites Ave - Remarked that people are coming to Watertown whether folks like it or not, and wants to continue the growth in transportation infrastructure. He addressed a false concern that all potential developments will happen at once, or in reality, at all.

David Ferris – 19 Hillcrest Circle - Remarked he is a multifamily architect and that he suggests conditions regarding noise considerations. He asked what the minimum massing would be as opposed to what is proposed. He raised concern to abutting

neighborhoods and buffer heights, as well as material integrity that are affordable. He voiced concern with building a parking structure.

Jamie Gordon – 84 Fitchburg – Voiced encouragement for the plan, while understanding that the impetus for the plan is MBTA community act. What she thinks is overlooked is the large number of aging homes in the Watertown. New buildings would offer better facilities and possibly save owners with renovations. She expressed that there is a need to do more to stem the housing crises.

Dean Martino – 95 Edenfield Avenue - Raised concern with traffic flow, which he doesn't see a resolution for. He is also concerned with parking. He stated there are 24k cars that live here, but most likely more that aren't registered. He asked what the plan is to bring the number of cars per dwelling down, but he doesn't see one. He stated that new residents will flood cars on neighborhood streets, which will neglect the want to conserve the neighborhoods.

Hannah Rackoff - 87 Spruce Street - Commended the staff and their correspondence with the public. She then asked about car parking, wanted to encourage the discussion for a lesser need for it, and expressed the need for clear and abundant bike parking infrastructure.

Andres Guzman – 141 Waverley Avenue – Echoed the need for bike garages, and that the current facilities are not enough. He asked for Galen Street to move to a 3 story/triple decker by right zoning without parking mandates. He asked how they intend to develop Main Street to be more pedestrian friendly, and asked for transparency as to how it will happen.

Linda Scott – 55 Olcott Street - Remarked on the new traffic lights on streetways. She remarked that Cambridge has made a mess of their streets and that it has created more cut-through streets within small streets in Watertown. She called to try the proposed traffic patterns before implementing them.

Joan Gumbleton – 32 Falmouth Road - Expressed her disappointment with the addition of the recommendations a few days before the meeting and asked for more transparency. She expressed that most of her peers want the MBTA 1,701 unit capacity zoning number as opposed to the 3300+. She called for the MBTA to step up to the plate with improved service, and expressed concern with overpopulation.

Dennis Holland – 29 Nyak Street - Asked what comes first, the roadway or the buildings? He also asked about bus storage in the Watertown Yards, specifically if there are buses stored that that are for routes outside of Watertown service or buses stored there for maintenance.

Scott Frazier –98 Hovey Street - Supported the plan and wants to do more. He remarked that he hears the concerns of more cars being present, but believes that there isn't enough talk about environments that force car use verses walkable and public transit neighborhoods. He believes that there is no shortage of people who want to live

without a car. He concluded by encouraging an approach that prioritizes people over cars.

Rachel Kay – 99 Hillside Road – Remarked that she enjoys the public process. She stated that her family enjoys living in Watertown and wants the Square to be a destination and not a cut through. She addressed the need for housing, and that while she knows this is just a start, she hopes that the expertise of the staff and community will continue to lead us to a better future.

Sumit Dutta – 31 Warren Street – Stated that he bikes through Watertown to get to work and wants to encourage the addition of bike and pedestrian ways. He expressed that there might be danger with creating too many housing units.

Mark Pickering – 66 Copeland Street - Believes there is an opportunity to add more housing, and wants more from the MBTA to hold their end of the bargain to make this a transportation improvement. He remarked that he wants to see an actual transit center. He believes that surrounding communities are getting improvements and have commuter rails, t stops, and expanded busses. Watertown should have considerable improvements to make up for the inequity.

Elodia Thomas – 67 Marion Road - Asked what the bases of 1,701 unit capacity are based on, and remarked that there are discrepancies with figures as to how many housing units Watertown currently has. She stated that the City has done its part in terms of housing, and stated that other developments are not being included in the overall unit capacity number. She raised concerns with what mode of transportation the staff uses, as well as the lack of consideration for the redevelopment of exit 17 off the Mass Pike. She concluded by saying that she respects the process, that she understands this is a generational change, and asked “what the rush? Let’s get it right”.

Jan Burnsee – Waltham Resident - Remarked that she is impacted by the plan because she uses the bus service through Watertown on her commute. She expressed concerns with potential extensions of length between buss connection which presents problems in bad weather and with individuals with disabilities.

Jackie Van Leeuwen – 32 Whites Avenue - Remarked that there is a huge problem in the housing crises. She mentioned that the voices that are not being heard are those that have been affected the most with the crisis and asked that the administration keep them in mind.

Rita Colafella – 56 Cuba Street – Stated that she whole heartedly supports the plan, and believes it is best for Watertown. She remarked that meeting the minimum unit capacity zoning makes us eligible for state grants and going above and beyond will put us in good standing for further potential grants. She remarked that great minds discuss ideas. Other communities have been divided by small town elections, but Watertown is discussing future planning, housing, and quality of life.

Qibin Ye – 16 Olcott Street – Stated that he understands that Square needs to be revitalized, but also believes that that will likely lead to taller buildings. He asked how to hold the Redevelopment Authority interests with those of the citizens of Watertown and not those of developers. He stated he wants more green space as well as increased functionality. He remarked that he wants to see more requirements for setbacks.

Dennis Duff – 33 Spruce Street - Believes that there is a missed consideration, which is that one out of three cars that come off the Mass Pike go through the Square. He does not like the idea of the nebulous 5+ floors etc. for buildings knowing that that utilities will add height. He concluded by saying that Rome wasn't built in a day.

Libby Shaw – 73 Templeton Parkway - Reiterated the need to plan sensitively around the river, as well as the need for more green space and not asphalt. She stated that open space can technically be asphalt, so there needs to be better language to differentiate. She remarked about the soundscape of the delta, and wanted to incorporate the "3 30 300 rule" in the design of the Square.

Kevin Weaver – 38 Edgecliff Road - Supports the plan and appreciates the work. He enjoyed the nostalgia of the past Square. He echoed the desire to increase the affordable housing minimum, and echoed Councilor Gardner and Angie Kounelis' sentiment that the devil is in the details.

Angie Kounelis – 55 Keenan Street - Was disappointed in what Dan Driscol had to say in that the DCR did not feel like they were a part of the process. She believes there are too many unknowns with the plan to go forward. She doesn't believe that the administration is taking into consideration surrounding communities' developments. She stated that she believes that Watertown would always be a cut through and believes in a sentiment that there are more cars in Watertown Square than Times Square.

Sam Ghilardi – 17 Derby Road - Voiced appreciation for the process and is in favor of the plan. He believes in studies that state development only helps with the wellbeing of the City.

Dan Pritchard – 13 Hosmer Street - Appreciated the bold process and believes there has been a lot of diverse voices that have taken part in the process. He believes that there isn't a high enough number to set for by right units. He believes that Watertown can be better, and that this plan is a step in the right directions

Josh Rosmarin – 29 Ashland Street - Spoke in favor of the by right zoning. The area of improvement that he sees is to improve the affordable unit availability via bonuses.

Brian Hebeisen – 170 Worcester Street -- Agreed with the plan along with comments about green space and affordability that work in conjunction with Watertown's Climate and Energy Plan. He believes that the concern about parking is overstated, and that changes in use of ebikes and scooters are abundant. He believes the plan could be more aggressive but supports what is presented.

Dan Driscoll – DCR - Clarified earlier comments stating that his comments weren't intended to sway favorability one way or another. He stated that Watertown and the DCR has had exceptional communication on many projects over the years. He believes that some communication that fell off can be marked at the exit of Athena Health, who was going to fund some of the project. He stated he is confident that the DCR can work forward with the staff, and that he doesn't think a vote tonight on the concept plan would affect any future collaborations.

President Sideris asked if there has been input from DCR in the formulation of the plan.

Dan Driscoll replied that they have given input only in informal conversations during previous meetings, but not in a sit down formal meeting between the two bodies.

Will Clifford – 93 Riverside Street – Stated that Watertown is almost 400 years old, and he hasn't heard that there has been discussion to preserve some aspects of its historical significance.

Russ Arico – 49 Fayette Street - Remarked that building a complex without parking is a bad investment, and putting a structure in the Delta is a bad idea due to it being a space where people can exercise their 1st amendment rights. He stated that he doesn't believe that the Council is listening and is concerned with the possibility of increased crime. He believes that this should be considered in 12 different stages. He concluded by stating he is against a parking garage behind CVS.

Cynthia Maloney – 134 Chapman Street - Stated that MBTA is a trojan house and is a conspiracy against climate plans. She asked why postcards haven't been sent to the residents and asked why the administration is keeping residents in the dark.

Linda Scott – 55 Olcott Street - Remarked that Newton Corner is going to be redeveloped, which will have an effect on Watertown. She asked why Watertown residents haven't been relayed that information and asked what coordination has happened between the cities. She read Joe Levendusky's letter for a call to have a referendum.

Joan Gumbleton – 32 Falmouth Road - Remarked that Watertown shouldn't be the city to fix the need of the housing crisis as it is the smallest yet densest city around. She encouraged the want to limit the number of units being built, but doubted rent rates as well as new residents participating in commerce. She doubted people would want to live in those units that that could be dangerous. She stated that maybe a referendum would be the right thing

Jan Burnsee – Waltham Resident – Stated she sees the delta as a symbolic area, and is concerned with changing the traffic flow. She said that there is a need to widen the area that green space is placed in. She remarked that she wanted to save historic buildings and limit heights.

Mina Gibb – 15 Everett Avenue – Called for a trial period to try newly proposed traffic patterns. She stated she doesn't think that putting more units is going to be productive. She remarked that new architecture is not beautiful and wants to strive for architecture that is rich and pleasant to enjoy.

Connie Henry – 33 Buick Street - Commended the city system of government and appreciated participation for everyone involved, and that she did not want this issue to come to a referendum. She liked the idea that it takes action to housing and climate needs, and she also believes that higher buildings will add to efficiency and green space that will make the Square a livable downtown. She concluded by saying that everyone is working together and that they should move forward.

Amy Plovnick – 29 Ashland Street - Urged to pass the plan tonight; that it is solid and is representative of the public. While she wanted more units by right, she appreciates the compromise. She supported the idea of an additional story for affordable housing bonuses. She remarked that she believes the reduced parking minimums are a good idea and will lead to less traffic.

Ernesta Kraczkiewicz – 77 Riverside Street - Reiterated that she loves the plan, commended the work done by the City and consultants, and applauded the efforts to reach the community on the issue. She believes that people are losing sight of the fact that the numbers of by right units are not going to be developed any time soon, if in fact those numbers are reached at all. She concluded by saying that the plan will go a long way in improving transportation and appreciates recommendations that were brought forward.

Jan Nygren – 15 Church Lane - Asked for people to remember that the number of the overall MBTA by right housing units on the whole is over 300K units over the 70+ communities it applies to, and asked that Watertown stick to the 1,701 number prescribed by MBTA.

Marianne Cameron – 81 Pleasant Street – Stated that she travels through the Square every day, noted that traffic varies, but what is done in the Square will affect the Mass Pike and Newton Corner. She asked what kind of housing it will actually be built, stating that there are not many apartments that are actually affordable. She stated that she does not support the 3,300+ unit capacity figure, and believes that this plan should not be voted on tonight.

Qibin Ye – 16 Olcott Street – Voiced doubt to housing studies. He believes that this plan should proceed slowly and not aggressively

Dan Pritchard – 13 Hosmer Street - Reiterated that the amount of proposed units allowed is not a large number. By lowering the barriers of zoning, it will prove to lower the costs of housing. He remarked that in Austin large scale building did lead to a drop in pricing year over year. He concluded that he believes that this will lead to a great transformative improvement.

Chuck Dickinson – 21 Church Lane – Stated he participated in the charrette, and expressed that he supports what is being done in the plan as well as the process.

Theresa Plante – 164 Galen Street - Claimed that she has not been informed on a lot of information with the plan, but she has received materials on other matters in town. She remarked that it takes about 10 minutes to get from Galen Street to Mt Auburn Street, and that she is concerned that the length of traffic will only continue to increase.

Carlos Cerqueira – 48 Olney Street – Believes that there are many steps and facets that make the plan confusing. He believes it should be broken up into many steps. He thinks that diversion of traffic will create more traffic in side streets, and that bus lanes are a good idea, but they are unfair to cars for the majority of the time.

Elodia Thomas – 67 Marion Road – Asked for honesty with the public in that they won't be able to mandate condos in favor of apartments. She also said that Watertown is late to local preference, where working in town favors a chance to live in town for affordable housing; tax dollars go into that to benefit the community. She remarked that there is a lot to digest tonight, and that there should not be a rush to come to a vote tonight. She asked the councilors to remember they represent the whole community.

Mary Amato – 494 Main Street – Stated she is a longtime resident, and remarked she was unaware of the meeting until recently. She remarked that she is concerned with truck travel in Main St. She asked how to get access to more information on the plan.

Councilor Piccirilli read an email from Peter Centola (attached).

4. PLANNING BOARD AND CITY COUNCIL DISCUSSION AND DELIBERATION

Chair Buck addressed the idea of separating issues and topics. She stated that discussing all topics cohesively allows them to address issues comprehensively, but to separate each issue and topic one by one will lead to disaster. She remarked that she believes the plan incorporates elements on green space, historical buildings, and expansion, and that the details will be hammered out in the next phase. She stated that Newton Corner is in earlier stages than the Square is, and that what transpires in Watertown should not be dictated by it. She concluded by saying that she would pass the plan now, and get into granular details in the next phase.

Payson Whitney remarked that he now believes the plan addressed a vision and has the means to implement them. He believes that the plan addresses issues that Watertown can control, and that people can't be downtrodden by things they can't control. The plan won't make everyone happy, but it is valid. He is ready to approve the plan knowing details and amendments will be discussed.

Rachael Sack acknowledged that this has come a long way from original discussions. She understands that this represents change, and that change is hard particularly at a conceptual level. She remarked that the details are to come, including the traffic concerns, which she believes are valid. Traffic studies to come will continue to influence decisions as well as concerns with parking and garages. She said she supports the plan, and reiterates that this plan does not mandate building 3000+ units, but rather what the vision is for Watertown for years to come. She concluded by saying that each individual perspective is not THE perspective.

Jason Cohen pointed out the difference between listening to people's comments and agreeing with them. He has listened to all concerns but doesn't agree with everything. He remarked that the MBTA is subject to the laws of supply and demand, and that the building of units will create more demand for better transit service which may/ will lead to better service. With regard to the idea of "rushing into this", he disagrees with that notion as there is a present major need for housing, and also, this process has been ongoing for a long time. He stated that invested people are aware, no one is being shut out, and that one has to invest in the process to have one's voice heard. He is in favor of the plan and will vote yes.

Abigail Hammet remarked that she appreciates the plan in terms of the vision for Watertown's future. She also reiterated that there would continue to be opportunities for public comment and is in favor of moving forward with the plan.

5. PLANNING BOARD VOTE

Payson Whitney moved that the Planning Board approve the plan as drafted with the recommended amendments from the Department of Community Development and Planning and the following two additional amendments:

1. Add one or more stories as incentives for affordable housing developments.

2. Reinsert the bullets on page 23 of the draft plan in addition to the bullets provided by the staff's recommended amendments.

Which results in the action of seeking to have staff begin drafting zoning amendments.

Rachel Sack seconded the motion.

The motion passed unanimously in a Roll Call Vote.

Payson Whitney moved to refer this to the City Council for consideration and Jason Cohen seconded.

The motion passed unanimously in a Roll Call Vote.

6. CITY COUNCIL VOTE

Councilor Piccirilli moved to endorse the Watertown Square Area Plan as amended by the Planning Board and Councilor Gardner seconded.

Councilor Airasian remarked that he does not feel comfortable moving forward with a vote tonight. He stated that Councilor Izzo is missing, there have been some remarks of lack of correspondence with DCR, and there has yet to be a plan brought forward for the 1,701 unit capacity zoning figure even after repeated requests for it. He stated that scrutinizing what has been presented doesn't mean that he is fearful of change or doesn't want the Square to be developed – he does. He wants improvement to all elements listed in the plan, but the scope of the plan makes it difficult to make a decision on it as presented. He asked how the public can feel confident going forward with the plan without all considerations. He raised concern with negative outcomes that are possible, and urged the need to be tactful and careful going forward.

Councilor Gannon asked what exactly the Council is voting on. A plan to submit to MBTA or a concept?

City Manager Proakis replied that what is before the Council and Board tonight is a wholistic plan and not a specific zoning code that will be submitted to the MBTA. It will help guide the next steps where it will serve as a jumping off point that would allow the City to write zoning that is consistent with what is endorsed. There will be opportunities to change zoning should the Council and Board want to do that before the final proposal goes to the state.

Councilor Gannon asked for clarification that this action is endorsing a plan/concept that will be honed before submitted code for the 1,701 unit capacity code.

City Manager Proakis replied that if they endorse what's here, the staff will present a by right zoning code of what is in the plan (3,300+ unit capacity zoning), but there is nothing stopping that figure to change to 1,701 for final submission should the Council and Board see fit to do so.

Councilor Gannon reiterated that statement, and after considering the amount of time that has been dedicated to the issue, he is ready for a vote.

Councilor Feltner asked to see the modeling of the streetscape of the modeling that was prepared.

City Manager Proakis presented the modeling (attached). He noted that some of the buildings, like the kiosk, are out of scale, and the modeling does not include trees or green space.

Councilor Feltner remarked that it is important to see more models before moving into zoning, and brought concern to expectations being met. She continued to say that there isn't a consensus on what the image of the Square should look like. She asked if Mr. Proakis could share as to where one might feel like they are in a historic New England town in the Square.

City Manager Proakis replied that the Square is going to feel uniquely Watertown. Some buildings will pull from New England aesthetics, others will look contemporary, but regardless, the priority is high quality and efficient buildings. He added that there is going to be an emphasis on community design.

Councilor Feltner stated that she believes the public would like to see a proposed design from Mt. Auburn Street into the Square. She raised some concern with heights of buildings, and wanted to see data of tree canopy. She asked Mr. Proakis for a visual of what the 1,701 unit capacity zoning would look like.

City Manager Proakis displayed the map of the plan and remarked that the 1,700's figure would be to take out the by right area south of the river, and south of N. Beacon street.

Councilor Feltner reiterated the concern for by right zoning and buffer zone from smaller residential areas. She said that she doesn't believe that they can count the MBTA parcel lot as part of the by right zoning, and asked what it would do to take just that out.

City Manager Proakis replied that the decision is the Council's. He continued to say that if they want to pull that parcel out of by right, it wouldn't change their overall numbers. A developer would need a special permit in the future to build on it, and there would be an opportunity to change the buffer zone.

Councilor Feltner stated she believes that it would take a long time to get that property transferred anyway. She then asked why the bike path diverts from a linear path on Arsenal.

City Manager Proakis replied that the plan may need to be updated for the bike path as it's currently displayed.

Councilor Feltner asked how they see DPW and emergency resources as partners.

City Manager Proakis replied he has been in close contact with the emergency resources.

Assistant City Manager for Community Development and Planning Steve Magoon stated that the DPW is very much on board with the plan and wants to begin action on studies and plans that coordinate with further design phases.

Councilor Feltner asked how the number of households can vary from 2020 Census and other sources.

Gideon Schreiber replied that there is the number that is on the 2020 Census website, and an adjustment from the Watertown Assessors which represent two different sources.

City Manager Proakis remarked that he would double check which figure the Emergency Management Plan, and remarked that the plan itself took 6 years to create, so numbers could have fluctuated as they could have used figures from the 2010 Census. He then reiterated that a total of 17,010 total dwellings in Watertown is what the MBTA used to get their 10% figure / 1,701 by right unit capacity zoning figure, and that the 2020 Census was the resource used to get that number. He also remarked that the state's site has a different number when calculating 40B housing, and while he recognizes that the state's numbers fluctuate a bit, indicating that they could be using different dated data, the staff, residents, and any board members would drive themselves crazy analyzing and scrutinizing over a handful of unit discrepancies.

Councilor Feltner asked why 202 Arsenal Street isn't a part of the plan.

City Manager Proakis replied that the plan has to have a boundary and that that address bleeds into the Arsenal Corridor. He then said that it could benefit from form base code, but isn't sure that it's a great idea to pluck certain parcels to fit this need.

Councilor Feltner asked that if Watertown complies with the prescribed number, that it would be eligible for discretionary grants, and that going above and beyond will not add any further opportunities for grants.

City Manager Proakis replied that MBTA act is more stick than carrot. There are possibilities for access to additional grants for "over achievers", but that isn't defined at this time. He then added that Senator Brownsberger was able to put together a $10 million line for Watertown Square in a bond bill that is currently under consideration.

Councilor Feltner made final comments on concern for heights of buildings, and wanted flexibility as the plan moves forward.

Councilor Piccirilli stated that the City Council asked the City Manager to look wholistically at how all elements of the Square can improve the lives of residents. That desire was echoed by all residents. He remarked that elements such as housing were huge concerns for livability and vibrance within the Square. He claimed that this is Watertown's chance to recreate a vibrant Square. He then remarked on the zoning changing, and that though some believe this is a radical change, in truth, it is a modest one. He stated the difference in numbers of by right zoning is wildly misunderstood. Zoning capacity, and this plan in general, is not a measure of building any actual housing units, but a figure outcome of an equation. He continued in saying that in order for 3,300 units to be built, every building would have to be torn down and built to their highest extent, which will not happen under any circumstance. He added that the total increased building height in this plan is only the one story set back top level. He estimated that the current by right unit capacity zoning in the proposed area is about

2,700 which means that the proposed expansion would only add a few hundred units. He remarked that the by right developments will still have to meet conditions set by the City, and the only difference in the development process would be that no special permit will be needed to adhere to zoning code.

He stated that the second major aspect of the plan is changing the 6-way intersection to 4-way intersection. The amount of time needed to store the cars in the Square will be reduced greatly, as the cycle of the lights will run twice as efficiently, and it will also create 3.5 acres of green space. He implored not to miss the opportunity to transform the Square and expressed his full support for the plan.

Councilor Palomba recalled that a major factor of the Comprehensive Plan was the revitalization of the Square, and that it fits in timely conjunction with MBTA Community Act. He believes that this is more than an idea, but an actual plan with detailed elements. He remarked that there will continue to be amendments and changes, but that the plan needs to go forward. He acknowledged that it is a difficult task to keep up with the plan, even though it has run the course of 9 months to date, but believes that the staff has done a very good job in informing the community.

Councilor Gardner believes that the plan is consistent with the charter review as well as the majority of voices in the public. There are different opinions in a diverse community, but that this falls in line with what the community on the whole wants. She noted that she is confused by notion that there was not an opportunity to participate, as there were many opportunities to directly participate over the course of the better part of a year. She believes that the process has been open and collaborative, and believes that that theme will continue with the zoning and streetscape design going forward.

President Sideris remarked on his frustration that the DCR was not formally involved with this process, and he expressed his disappointment, particularly considering that it is part of the mission of the plan itself. Going forward, he demands better collaboration with DCR and the MBTA. He then remarked that he will continue to advocate for better MBTA service, but this plan alone is not going to fix it. The community needs to be honest with themselves in that they themselves can’t fix that problem, but just advocate. He continued to state that this is a jumping off point, and that there will be more opportunities to continue to collaborate. He stated that we are committed that the process is just beginning and not the end.

Councilor Feltner moved to make an amendment to include 202 – 204 Arsenal in the by right zoning for 4+ story build and Councilor Gardner seconded.

Councilor Piccirilli asked what current buildings that zone will include the Union Market and Gables parcels.

Steve Magoon answered that it would.

The motion passed unanimously in a Roll Call Vote.

Councilor Feltner moved to make an amendment to remove the MBTA parcel south of the river from the by right zone and Councilor Piccirilli seconded.

The motion passed 7-1 (Airasian, Bays, Feltner Gardner, Gannon, Piccirilli, Sideris – yes) (Palomba - no) in a Roll Call Vote.

Councilor Palomba moved to make an amendment regarding affordable development to add an additional floor for 50% or more affordable housing units at an AMI 65% or below while retaining parking limits and Councilor Gannon seconded.

Councilor Feltner asked for more explanation from staff on how the formula was created, and was curious if this would be up for planning board discussion.

City Manager Proakis replied that it's probably not feasible for 6+ story buildings given the current building environment. It could work for 2+ or 3+ story buildings, but could border on single and 2 family neighborhoods.

Steve Magoon remarked that "a story or more" would give more flexibility for consultants and developers.

Councilor Gardner strongly supported the idea of developers working on 65% or lower AMI, but is cautious on was negative outcome could come, and curious about other tools are available.

Steve Magoon replied that it needs to be fleshed out more.

Councilor Feltner asked if there is going to be more analysis, and that that will lead to a more informed decision.

City Manager Proakis replied that you can do what you want, but it may be prudent to call it out and to leave it open on this particular issue. Further discussion with developers and consultants will help bring clarity to these questions.

President Sideris remarked he would support Councilor Palomba's amendment because it's going to go through zoning and bidding process anyway, so it could always change.

The motion to adopt Councilor Palomba's amendment passed unanimously in a Roll Call Vote.

The motion to approve the Watertown Square Area Plan with agreed upon amendments passed unanimously in a Roll Call Vote.

7. RECESS OR ADJOUNMENT

Councilor Piccirilli moved to adjourn the meeting the Councilor Bays seconded.

The motion passed unanimously in a Roll Call Vote.

The meeting adjourned at 9:55 P.M.

PLANNING BOARD

Janet Buck,
Chair
Rachael Sack

Jason D. Cohen

Abigail Hammet

Payson Whitney

ELECTED OFFICIALS

Mark S. Sideris,
Council President

Caroline Bays,
Councilor At Large

Nicole Gardner,
District A Councilor

Vincent J Piccirilli, Jr.
Vice President &
District C Councilor

John G. Gannon,
Councilor At Large

Lisa J. Feltner,
District B Councilor

John M. Airasian,
Councilor At Large

Anthony Palomba,
Councilor At Large

Emily Izzo, District D
Councilor

A1

Watertown Square Area Plan

City Council/Planning Board Review Draft
May 30, 2024

City of Watertown, MA

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Acknowledgements

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Tyler Glode, City Engineer
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Liz Helfer, Public Arts and Culture Planner
Katie Swan, Environmental Planner
Stephanie Venizelos, Community Wellness Program Manager
Antonio Mancini, Zoning Enforcement Officer
Tyler Cote, Community Engagement Specialist

The public meetings were supported by other city employees including those in the City Communications Team, Commander's Mansion, Public Buildings, and Public Works.

Watertown Community Conversations, Watertown Business Coalition, and Watertown Cable Access TV were all instrumental in supporting the public process and community dialogue.

City Council

Mark S. Sideris, President, Vincent J. Piccirilli, Vice-President, Nicole Gardner, Lisa J. Feltner, Emily Izzo, John Airasian, Caroline Bays, John G. Gannon, Anthony Palomba

Planning Board

Janet Buck, Jason Cohen, Abigail Hammett, Rachael Sack, Payson Whitney

Consultant Team

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Stantec, Transportation Planning
Ralph DeNisco, Erin Cameron, Liza Cohen, Ethan Rankin, Jason Schreiber, Rory Weilnau

Speck Dempsey, Urban Design Vision
Jeff Speck

Landwise, Real Estate Analysis
Jon Trementozzi, Amy Fater

Regina Villa Associates, Community Outreach
Sarah Paritsky, Kristine McNulty, Kyle Olsen

Introduction

The City of Watertown has developed an ambitious area plan for Watertown Square that integrates all physical and human-centered aspects of the study area, including streets, sidewalks, open spaces, and the buildings that define and activate them. Watertown achieves this goal through the comprehensive integration of two factors: a design vision for the public realm that will be implemented by the City of Watertown using a range of funding sources; and a design vision for future buildings that will be implemented primarily by private landowners as a result of a new zoning code.

These new regulations both meet the requirements of the MBTA Communities Act and provide a regulatory framework that responds to the comprehensive urban design vision developed during the planning process. In addition, the resulting "form-based" zoning code will combine more predictable design outcomes based on the vision of the plan with a streamlined development review and approval process that still incorporates public input into individual project designs.

The plan includes street designs that promote walking and biking, lively public spaces, and enhanced access to the Charles River. At the same time, the proposed street reconfigurations will make navigation through Watertown Square safer and more intuitive for all modes of travel. Just as important, the enhanced public realm and more logical street layout will encourage new private investment, resulting in improvements to existing properties, thoughtful new development projects, and a wider range of sidewalk-activating retail spaces that will complement the mix of existing commercial businesses.

The City of Watertown is committed to moving this plan forward with the same level of public engagement that has shaped the plan to date.

Impetus for the Plan

For decades, Watertown Square has been seen as an intractable transportation and urban design problem as a result of larger changes to transportation priorities and the growth of Boston's suburbs. The decision to locate a major Mass Pike intersection at the south end of Galen Street accelerated the evolution of the Square into an automobile-dominant space, a trend that was initiated in the 1920s when the Galen Street bridge rotated so that it would align with Mount Auburn Street to the north. The Pike interchange, the first one west of the Cambridge/Storrow drive exit, created new regional traffic patterns, including an influx of Belmont commuters who passed through Watertown Square on their way to the Pike, and commuters from the western suburbs who used the Newton/Watertown exit, Galen Street, and Mt. Auburn Street as an alternate route to job centers in Cambridge.

In Watertown Square, the solution was to welcome this cut-through traffic by adding travel and turn lanes, which required the narrowing of sidewalks and the elimination of street parking. The increase in the large number of lanes, combined with the large number of streets that converge in the Square, led to signal cycles with many phases, resulting in long waits at the main intersection for both cars and people.

At the same time that the Pike interchange was putting Watertown Square in the middle of a rapidly expanding car-centric commuting pattern, the MBTA was disinvesting in bus and trolley service that was already suffering delays from streets filled with private vehicular traffic. The relocation of the terminal bus stops of several bus routes to the west side of the Square further complicated traffic patterns and added yet more tarmac to an already asphalt-dominant landscape.

Fast forward to September, 2023, when the City adopted an updated Comprehensive Plan. Throughout the public planning process, there was a clear consensus that revitalizing Watertown Square should be a major priority. This policy direction outlined the necessity for a more detailed area plan and zoning update for Watertown Square, and included using this planning process to develop zoning to comply with the MBTA Communities Act by the December 31, 2024 deadline. The Area Plan also is a key tool for supporting implementation of the recently adopted Resilient Watertown Climate and Energy Plan, which directs the City to adapt to and prepare for climate change through greening, transportation mode shift, and sustainable building standards, among other actions. The Comprehensive Plan process also provided a useful road map for how the Watertown Square Area Plan should be conducted, including the role of public design "charrettes" to help inform, shape, and refine the plan.

Top: An aerial image of Watertown Square from the 1940s showing the growth of car-dominant street planning

Middle: An image of the old trolley and shelter in the Square, circa 1950s

Bottom: Watertown Square today, characterized by a large 6-way intersection with long crosswalks

A Case for Housing

The Boston area is facing an unprecedented housing crisis. As the region continues to be an attractive place to live and a magnet for high-paid technical professionals, it becomes more and more difficult for many residents to afford a place to live. Over the past decade, Watertown has contributed to meeting our regional housing needs by building new housing along the Arsenal Street and Pleasant Street corridors. These new developments have added to our diverse local tax base, while providing a home in Watertown for new families. Meanwhile, many communities in our region have not built new housing. This has led to recent state initiatives on housing growth and housing affordability, including the MBTA Communities Act and recent housing bond bills.

Nonetheless, housing continues to be a complex regional problem that impacts affordability and economic growth throughout the Commonwealth. While much of this new housing will need to be subsidized to be affordable in perpetuity, those subsidies are expensive, and can only serve a portion of our overall housing growth. The greatest need is for new housing production throughout our region, which study after study has established would mitigate increased costs. Without substantial new housing production, we cannot address the crisis of affordability. Nonetheless, production alone will not address those with the greatest housing need, and therefore affordable housing also needs incentives to be a part of the mix of new development.

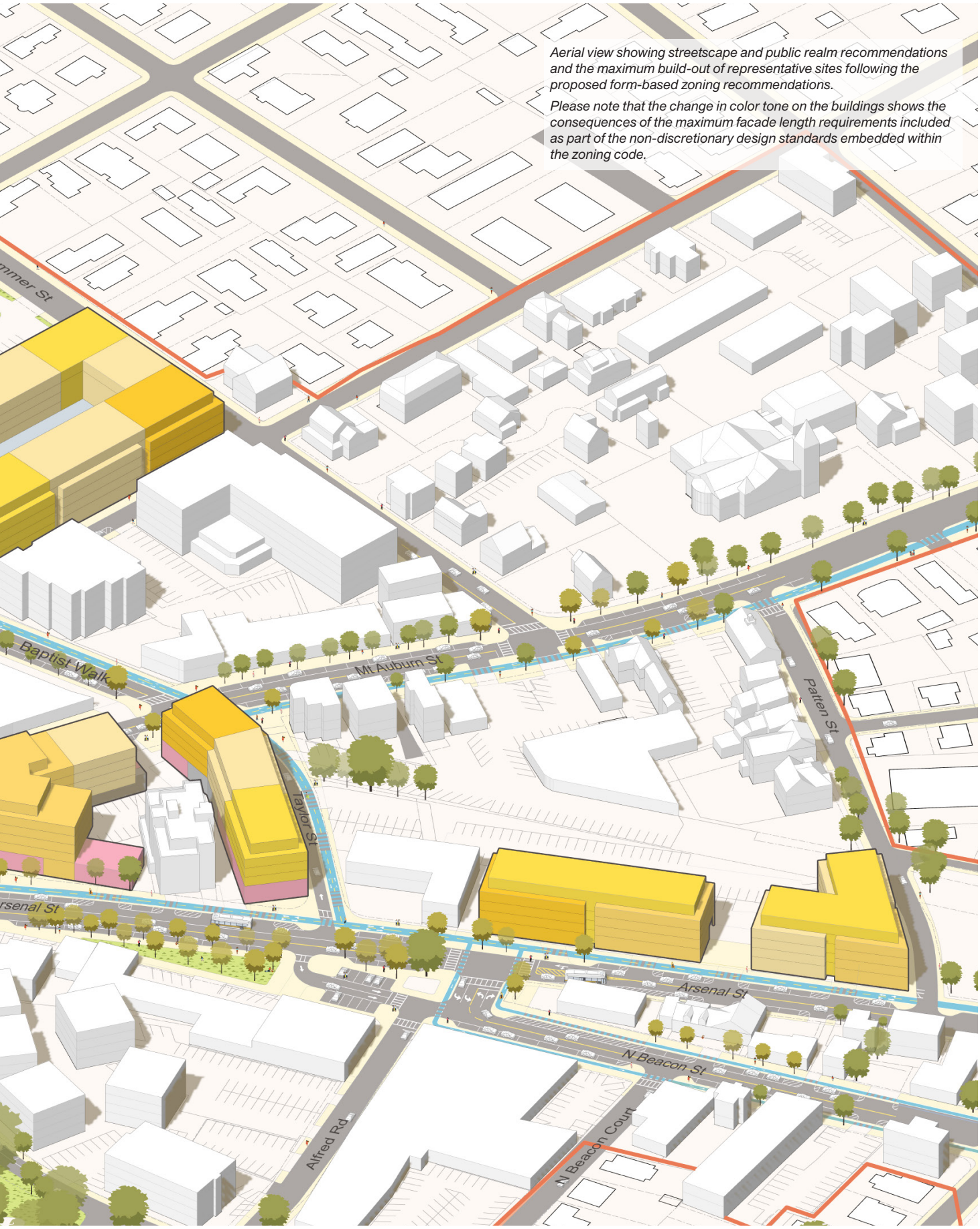
Within this context, Watertown has limited areas that are most appropriate to contribute to our regional housing need, as we are being asked to do through the new MBTA Communities law. Widespread change to existing walkable neighborhoods of small single- and two-family homes would not be consistent with the Comprehensive Plan's goal to "conserve" these neighborhoods. Instead, placing housing near transit, and focusing on redeveloping sites with low-density commercial uses and more automobile-oriented uses will allow for the evolution of a more vibrant and walkable center for Watertown.

But, that is not the only reason more housing in the Square makes sense. In addition to a demonstrated need to tackle the redesign of the public realm in order to enhance walkability, existing and future sidewalk-activating businesses in the Square will only thrive if there are more people living in and around it. This is partly true because a large percentage of the retail business geared to everyday household needs has shifted to gig economy providers like Amazon. Meanwhile, more residents work partially or fully remote jobs, allowing them to spend days and evenings at home with breaks to visit nearby businesses.

Within this evolving context, brick and mortar retail establishments can only succeed when there is both a critical mass of households within a 2-3 minute walk and enough synergies between retail businesses that a walkable urban destination is created. As a result, the call for an increase in housing supply in Watertown Square is as much a place-making imperative as it is a response to the regional housing crisis, the primary driver of the MBTA Communities housing law.

Residential projects recently developed and/or under development around Watertown Square
Clockwise from left: 101 North Beacon Street, 130 Arsenal Street, 166 Main Street, 104-126 Main Street

Church St
Cross St
Main St
Spring St
Galen St
Main St
Mt Auburn St
Watertown St
Galen St
Nonantum Rd



Aerial view showing streetscape and public realm recommendations and the maximum build-out of representative sites following the proposed form-based zoning recommendations.

Please note that the change in color tone on the buildings shows the consequences of the maximum facade length requirements included as part of the non-discretionary design standards embedded within the zoning code.

Plan Recommendations

Public Realm

Summary of Benefits and Street Redesign Approach

The recommended reconfiguration of the streets and open spaces in Watertown Square achieves the following objectives:

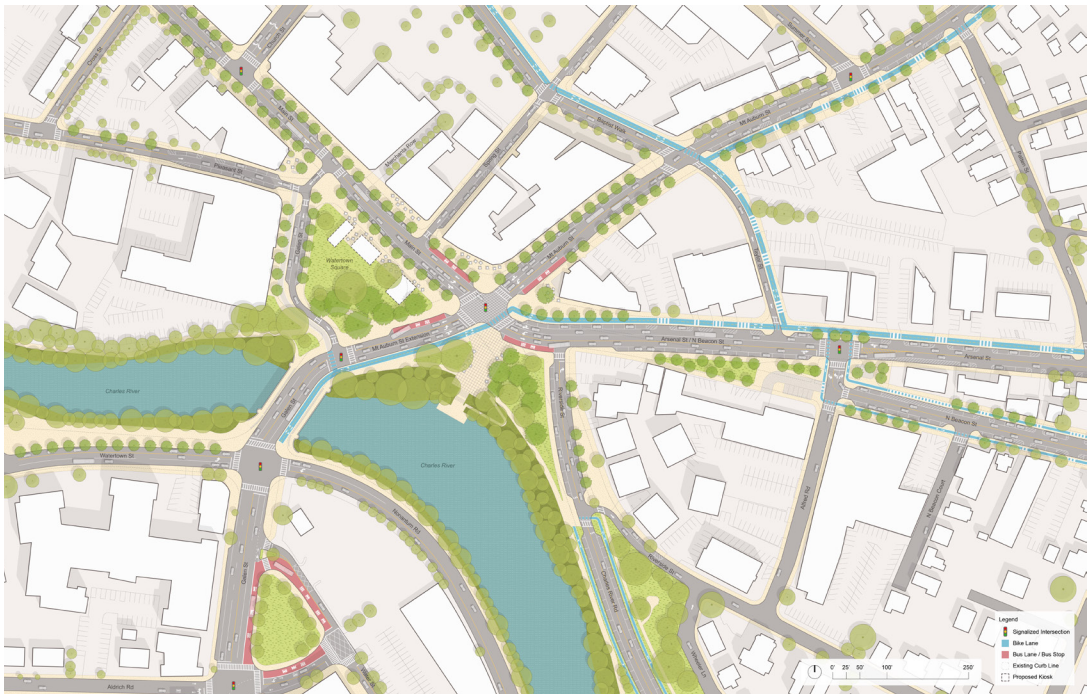
1. A decrease in the amount of roadbed as a percentage of the total area of the public right-of-ways
2. A corresponding increase in public open space both within the Delta and between the reconfigured streets and the Charles River, equaling approximately 3.4 acres
3. Wider sidewalks, including the stretch of Main Street between Merchants Row and Mt. Auburn Street, and the important Mt. Auburn/Main Street corner
4. The introduction of parallel parking, important for the success of sidewalk-activating retail and to create a buffer between cars and pedestrians and protected bike lanes
5. A simple four-way intersection that reduces signal phases and pedestrian crossing times
6. A more logical and intuitive street network that is easier for motorists, pedestrians, and cyclists to safely navigate

Plan of existing Watertown Square intersection

These benefits are partly a result of reducing the number of streets that converge in the Square from six to four. This was achieved by connecting North Beacon Street to Arsenal Street east of the Square at Alfred Street and bending the alignment of the western terminus of Charles River Road away from the Square and into the right-of-way of Riverside Street where it currently meets North Beacon Street. The Pleasant Street signal as well as the MBTA Bus terminal have also been removed from the signal configuration at Main Street in the Square in favor of a one-way southbound-only movement to Galen Street, which serves to remove additional traffic from the main intersection.

Since the future location of bus stops was going to have an impact on the final street configuration, the design team coordinated with the MBTA early in the planning process and developed a plan to terminate Route 71 and Route 59 in Watertown Yard, rather than the bus hub west of the Watertown Square Delta. This allows the bus terminal, a vestige of the original alignment of Galen Street north of the River, to be reclaimed as a conventional city street. The resulting new single lane street, with parallel parking on both sides, helps to better connect the Delta to open space along the river and provides a direct connection between the terminus of Pleasant Street and the Galen Street bridge, thus reducing eastbound traffic on Main Street.

Bike and Pedestrian connections along the River will also be improved by the installation of an actuated signal to allow direct flow east to west. While this will extend the travel time for these two bus routes, they will still have stops near the Square prior to crossing the Galen Street bridge. Potential impacts on the relocation of the terminus are further mitigated by the MBTA's decision, as part of the bus network redesign project, to transform the 71 bus into a high frequency "Key Bus Route." This means that the MBTA will commit to service at least every 15 minutes or better throughout most of the service schedule.



Concept "after" plan of proposed Four Corners intersection, based on a simpler and more intuitive street network layout

The advantages include much-reduced pedestrian crossing times, an increase in open space, wider sidewalks, the introduction of parallel street parking adjacent to sidewalk-activating retail, connections between existing, planned, and future bicycle accommodations, and enhanced connections between the heart of the Square and the Charles River open space and trail network, with improved safety throughout.

Cross St
Church St
Main St
Pleasant St
Merchants Row
Spring St
Galen St
Watertown Square
Main St
Mt Auburn St Extension
Charles River
Galen St
Watertown St
Charles River
Nonantum Rd
Galen St
Aldrich Rd
Water St

Summer St
Baptist Walk
Mt Auburn St
Mt Auburn St
Taylor St
Patten St
Arsenal St / N Beacon St
Arsenal St
N Beacon St
Riverside St
Alfred Rd
N Beacon Court
Riverside St
Charles River Rd
Wheeler Ln
Legend
Signalized Intersection
Bike Lane
Bus Lane / Bus Stop
Existing Curb Line
Proposed Kiosk
0' 25' 50' 100' 250'

Additional Urban Design Features and Benefits

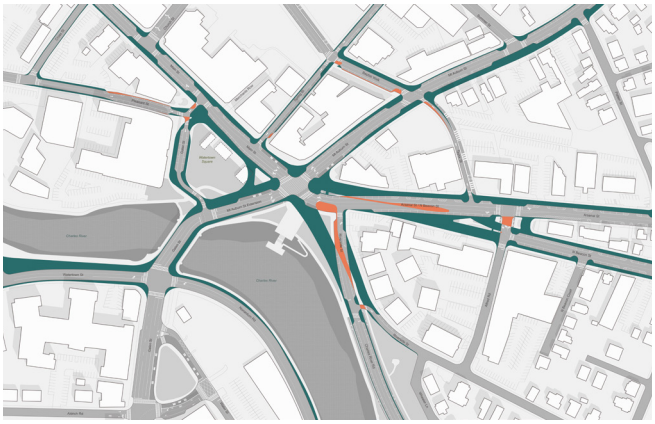
Gained Space (including Delta):
156,730 SF

Lost Space:
10,220 SF

Net Gained Space:
146,510 SF (3.36 acres)

In addition to reducing the number of streets that converge in the Square, roadbed is recaptured as a result of a reduction of lane widths to 11' for transit lanes, 10' for two-direction non-transit streets, and 12' for one-way street segments. The amount of pavement is also reduced through the tightening of radii at intersections and the shortening of left turn lanes, made possible by the Pleasant Street to Galen Street connection and other adjustments to the street network. The resulting 3.4 acres of space has been redeployed for an expanded Delta, larger open spaces along the Charles River, wider sidewalks, an expanded off-street bicycle network, additional on-street parking, and shorter crosswalks.

The sum total of these improvements will be a more walkable and bikeable Square that can better attract and support sidewalk-activating retail and housing. Besides the redesign of the streets, sidewalks, and bicycle infrastructure, the public realm plan also includes suggestions for new off-street paths that connect the "four corners" to the Charles River path network on both the west and east sides of Galen Street and Mt. Auburn Street.



The improved intersection design reclaims almost 3.4 acres of roadbed for public realm.

Retail Pavilions

The Plan recommends the addition of retail pavilions in the Delta south of Main Street for two important reasons. The first is to create a two-sided retail experience along the eastern end of Main Street and the newly reclaimed portion of Galen Street. This will increase the likelihood that existing and future retail on the west side of Galen Street and north side of Main Street will thrive. Enhancing the activation of these streets will also increase the chances that a walkable retail district can expand north along Spring Street and Merchants Row. The structures, primarily conceived as cafe, beer garden, or restaurant pavilions with outdoor seating, will attract pedestrian activity to the Delta, an open space at the heart of the Square that is currently cut off by several lanes of traffic.

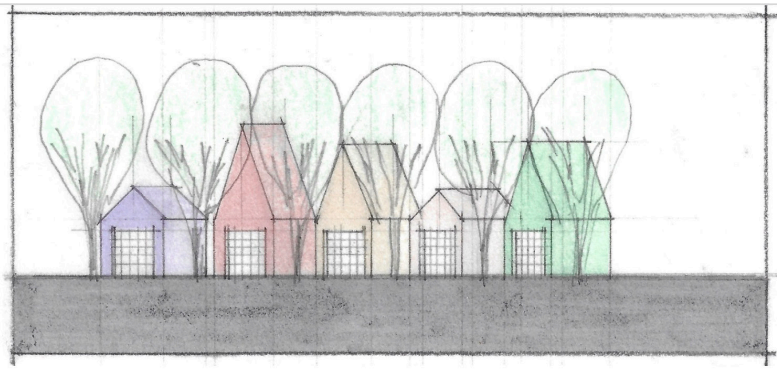
Retail pavilions in an expanded Delta open space

Two or three retail pavilions on the south side of Main Street will create a two-sided retail street, increasing the likelihood that the walkable retail district will thrive. The structures have primarily been conceived as cafe or restaurant pavilions with outdoor seating, in order to activate the enlarged open space in the Delta and strengthen connections between the heart of the Square and the Charles River.

Opportunities for Civic Art

In addition to creating two-sided retail streets, retail pavilions with sculptural rooflines provide an opportunity to introduce visual whimsy to the heart of the Square. In a version of the pavilions drawn by Jeff Speck, FAICP, during the design charrette, small pavilions with a diverse range of colors and rooflines are meant for a different tenant mix than the restaurants and cafes in the scenario depicted above. Instead, they are intended to incubate new businesses in a highly visual location in the heart of the Square. Their self-conscious flamboyance combines creative placemaking with a targeted economic development strategy. The success of this concept will depend on subsidized rents and on-going curation of the tenant mix by the City or another public-minded entity.

Beyond the opportunities afforded by the retail pavilions, the expanded public realm provides a unique opportunity for a robust civic art program. As planning continues, there should be creative thinking about the location and type of art that will help make Watertown Square a lively destination.



Sketches of retail pavilions by Jeff Speck. FAICP

In addition to creating a two-sided retail street, retail pavilions present an opportunity to introduce small-scale landmarks to the Delta, while also anchoring views south on both Spring Street and Merchant's Row.

Additional Mobility Infrastructure Benefits

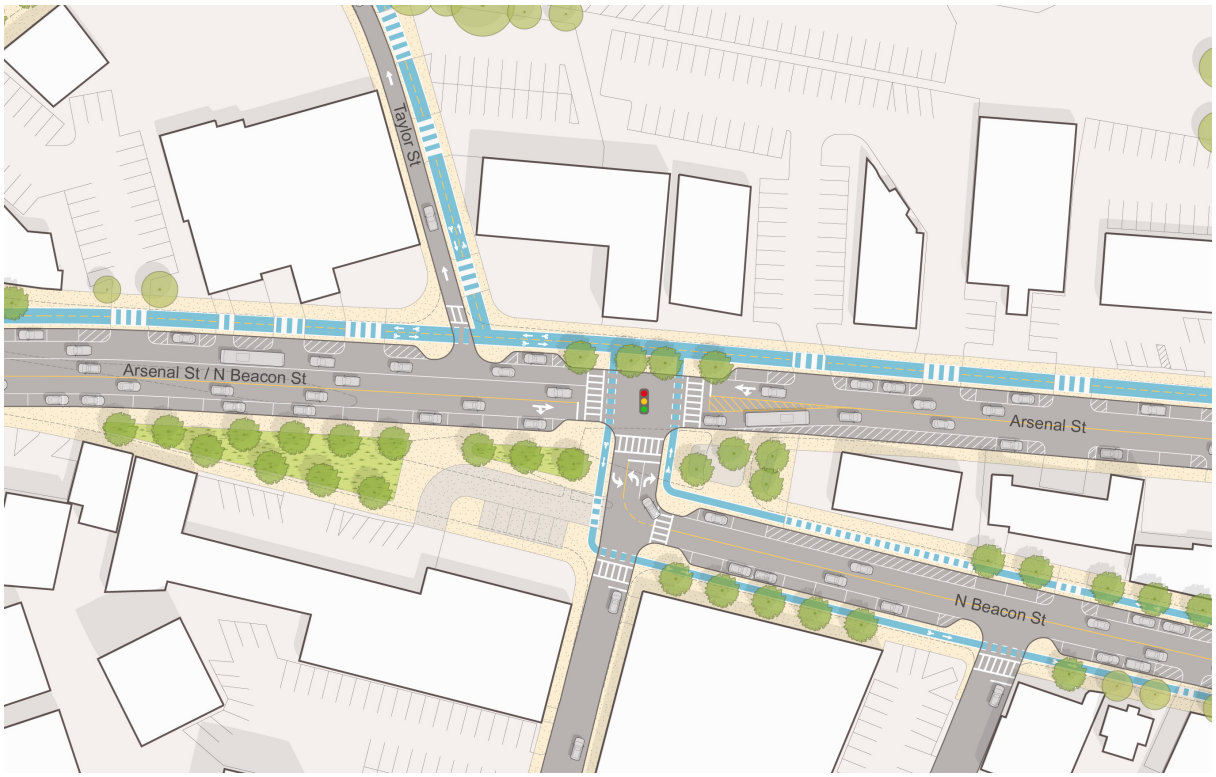
The simple four-way intersection at the heart of the recommended street reconfiguration creates a people-friendly downtown by reducing signal phases and pedestrian crossing times and narrowing pavement width on roadways approaching Watertown Square. The Plan also results in wider sidewalks and dedicated bicycle facilities, protected by new parallel parking along Mount Auburn Street, Galen Street and Main Street.

The key elements of the design, developed over several days during the design charrette and informed by conversations with members of Watertown's visually impaired community early in the streetscape design process, include:

- Narrowed roadways to encourage Watertown Square as a space for people, not cars
- Preservation of primary east-west vehicular movements, from Main Street to Arsenal Street, since data suggests that they are mostly used by Watertown residents and employees
- Maintenance of the Galen Street/Mount Auburn Street alignment to optimize bus operations
- Relocation of the Route 59 and Route 71 terminus to the Watertown Yard south of the Charles River
- Reclamation of Galen Street between Main Street and Charles River Road for southbound vehicles from the west and maintaining two southbound travel lanes across the Galen Street bridge
- Relocation of the Charles River Road/North Beacon Street intersection to the east, away from the primary intersection
- Consolidation of vehicles on North Beacon Street and Arsenal Street east of the Mount Auburn Street intersection (see proposed plan on page 18)
- Two-way Cross Street and signalized Cross Street/Main Street intersection, with preemptive control for emergency vehicles
- A shorter overall traffic signal cycle, requiring less pavement area to store cars as they wait for green lights
- Safer and shorter accessible pedestrian crossings throughout the Study Area
- Addition of significant curbside use and parking, especially in critical areas adjacent to retail frontages, providing several benefits:
    - Pedestrian buffers
    - Curbside space for restaurant deliveries and food delivery services pickup

The Plan proposes a narrowed intersection for North Beacon Street and Arsenal Street, which will create wider, more pedestrian-friendly sidewalks.

The Plan provides on-street parking along key retail frontages adjacent to the Square, including Main Street (shown here), Pleasant Street, Mount Auburn Street, and Arsenal Street / North Beacon Street.



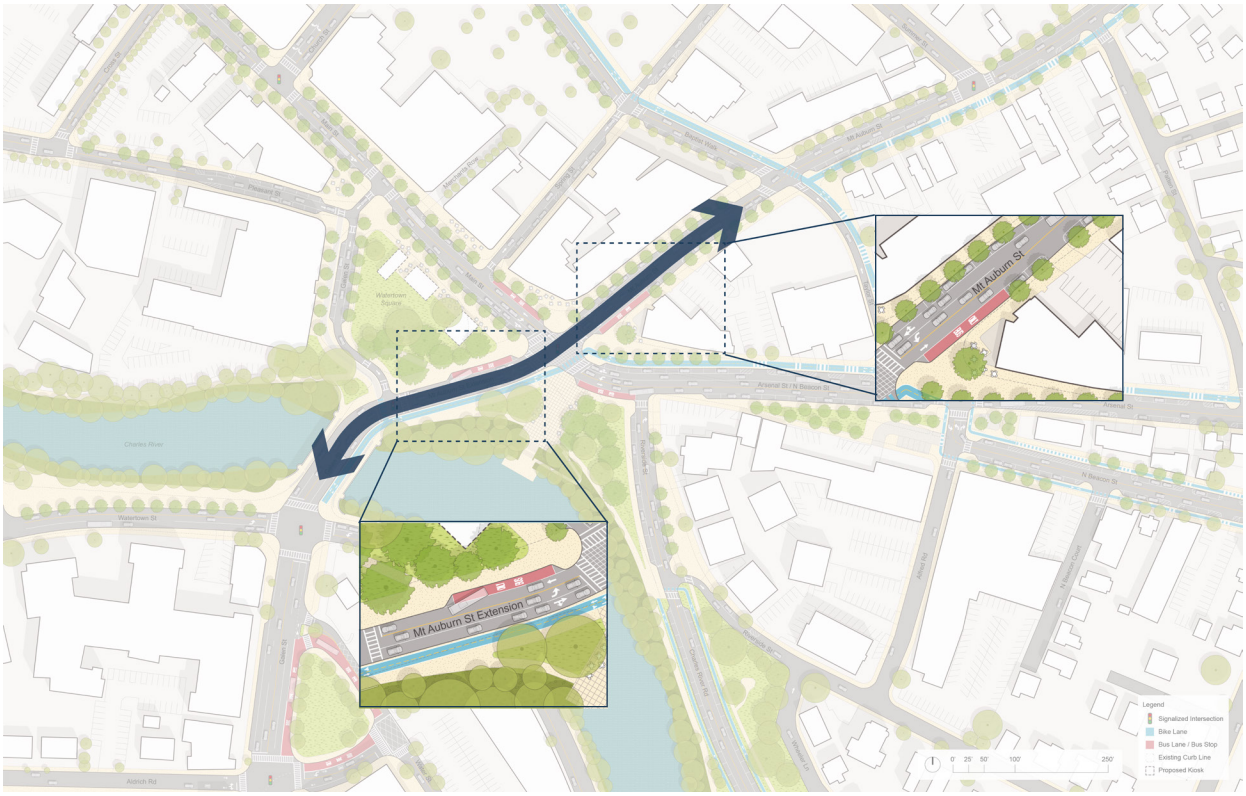
Detailed concept plan showing the simplified intersection of Alfred Road with Arsenal Street and North Beacon Street

By reclaiming the original Galen Street west of the Watertown Delta for vehicles rather than bus layover, Main Street can be narrowed through the elimination of the existing right-turn slip lane. Southbound Main Street and Pleasant Street vehicles will be able to use this one-way segment of the original Galen Street (in the opposite direction of the current bus traffic flow) to bypass the main intersection when traveling towards Nonantum Road and the Massachusetts Turnpike. Combined with the removal of Charles River Road from the Watertown Square intersection, where Mount Auburn Street meets Main Street and North Beacon Street, Watertown Square results in an intuitive four-way intersection, simpler for motorists, pedestrians, and cyclists to navigate, while preserving all movements accommodated in Watertown Square today.

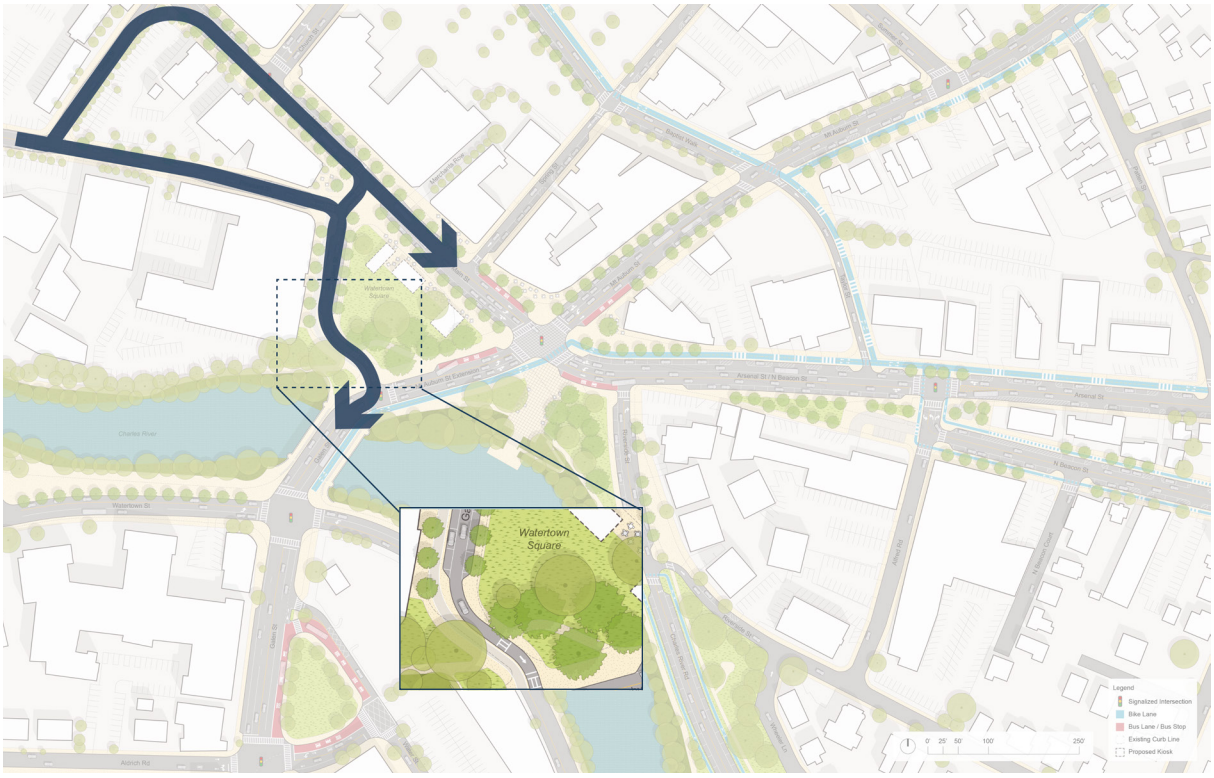
The Plan removes vehicular lanes and pavement now primarily serving as queue storage space across the system, in exchange for wider sidewalks and expanded curbside use in the downtown core. By simplifying operations and modifying traffic signals, the main Watertown Square intersection can be expected to maintain a similar level of operation to the current alignment. This is primarily accomplished through the simplification of the approaches, redistribution of vehicular patterns and the balancing of levels of service across multiple signalized intersections in the study area.

In subsequent more engineering-intensive design phases, the phasing and timing of traffic signal operations will be fine-tuned, including the accommodation of transit, both at intersections and at a new bus terminal just south of the Watertown bus yard. The signalization design process will also address the traffic pattern on side streets between Charles River Road and North Beacon Street, with a focus on ensuring that residents of these streets seeking to get through and past the Square have access by way of North Beacon Street; while at the same time, keeping regional traffic from using neighborhood streets to cut through from Charles River Road after it is realigned out of the Square. Beyond these site-specific benefits, a modernized signalization system will have the long-term ability to be adapted to future circumstances.

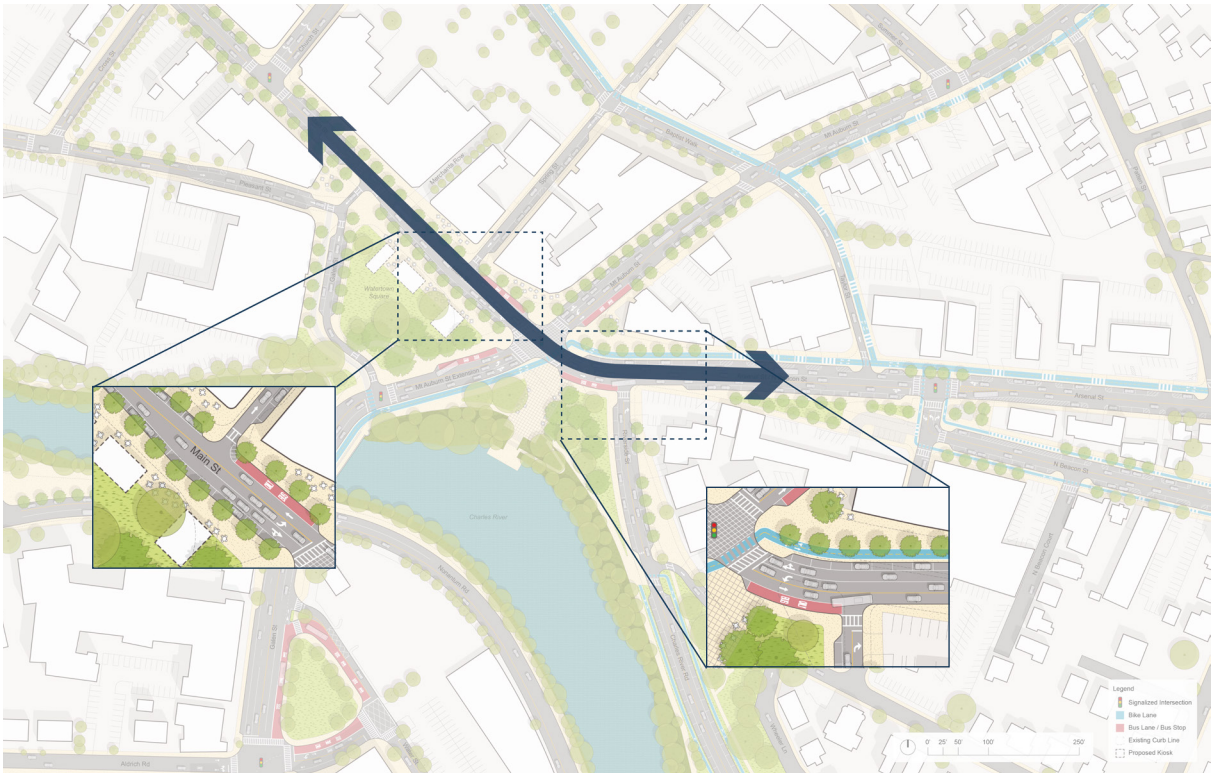
More generally, the Plan results in a more redundant street grid that is flexible for ingress and egress when streets are closed for emergencies or events. For example, the reclaimed original Galen Street builds in another way to get through the Square area, and the enhanced and extended Baptist Walk adds to the street grid and its connectivity throughout.



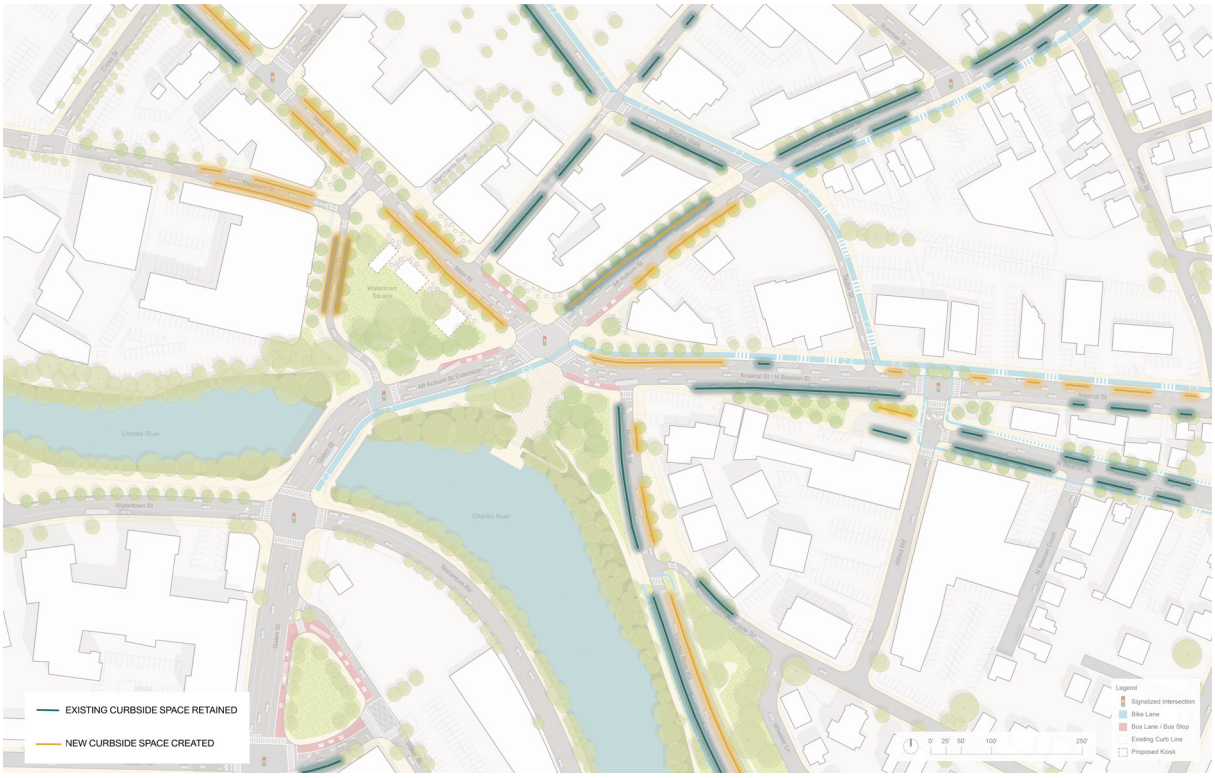
The north-south approach on Mount Auburn Street offers little to no change to existing travel patterns and provides one lane approaches to the intersection.



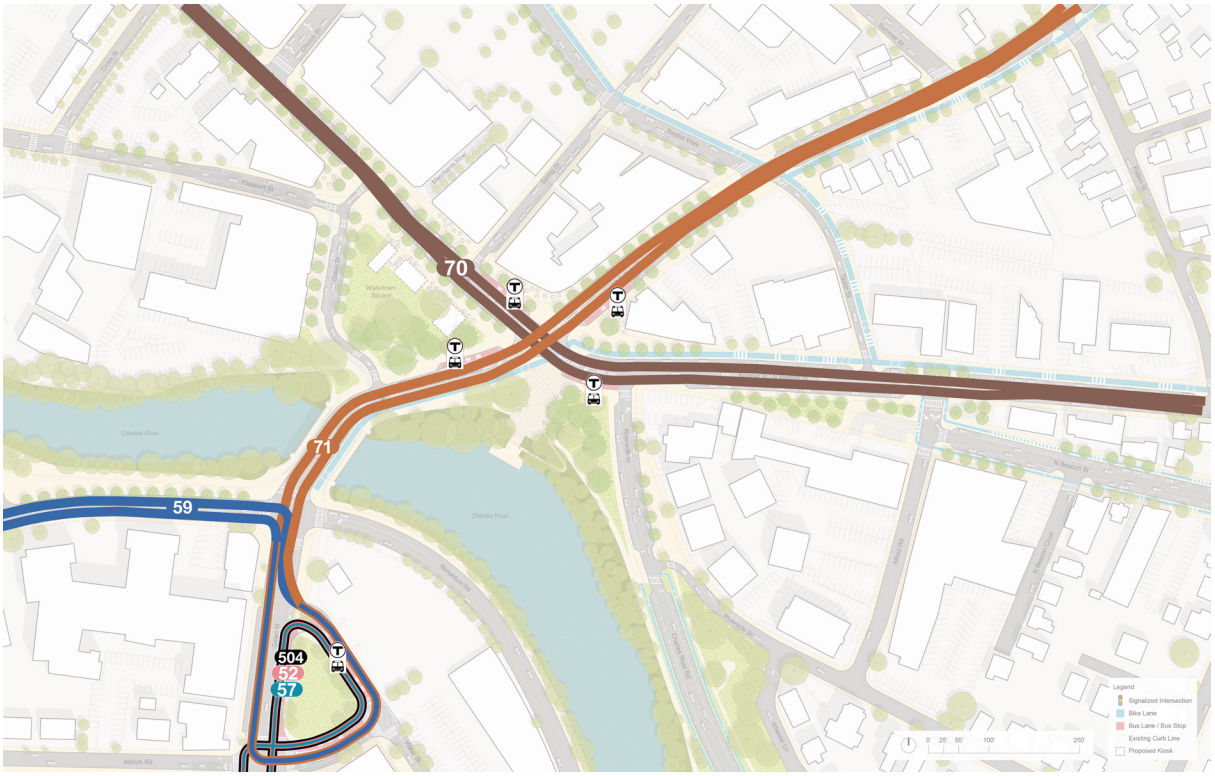
A feature of the street concept includes reclaiming Galen Street west of the Delta. This key connection in Watertown Square activates the Delta and 9 Galen Street frontage. This can now be imagined as a secondary main street, rather than a place for bus layover.



Heading east-west along Main Street and Arsenal / North Beacon Streets, the Plan proposes one lane approaches with left turn pockets. The reclaimed roadway space is used for wider sidewalks and additional curbside parking.



More curbside space is reserved for parking, bus stops, passenger and service loading, or on-street eateries. This space is important for the success of sidewalk-activating retail and to create a buffer between cars and pedestrians.



MBTA is supportive of relocating Route 71 and Route 59 terminus to Watertown Yard, eliminating the need for bus layover in Watertown Square.

Recommended Public Realm Next Steps

The proposed public realm improvements will require a phasing plan and significant additional design and engineering work. Future steps should also include a thorough study of the bus routing and layover space in Watertown Yard, as well as a comprehensive review of the proposed bicycle network and facilities.

Scope of the Streetscape Construction Project

In order to achieve the seamless integration with surrounding neighborhoods, the scope of work for the streetscape construction project should encompass all of the key streets in the study area, including the full lengths of Main Street, Galen Street, Arsenal Street, North Beacon Street, Mt. Auburn Street (and incorporating the previously planned improvements for Mount Auburn north of Patten Street), and Pleasant Street. This will ensure a continuity of treatments for sidewalks, crosswalks, traffic calming, complete streets strategies, muti-modal infrastructure, lighting, street furniture, and wayfinding. A broader streetscape construction project will also ensure that the public realm is legible as a single cohesive walkable environment, inviting residents from adjacent neighborhoods to walk to downtown amenities.

Refinement of the Open Space Design

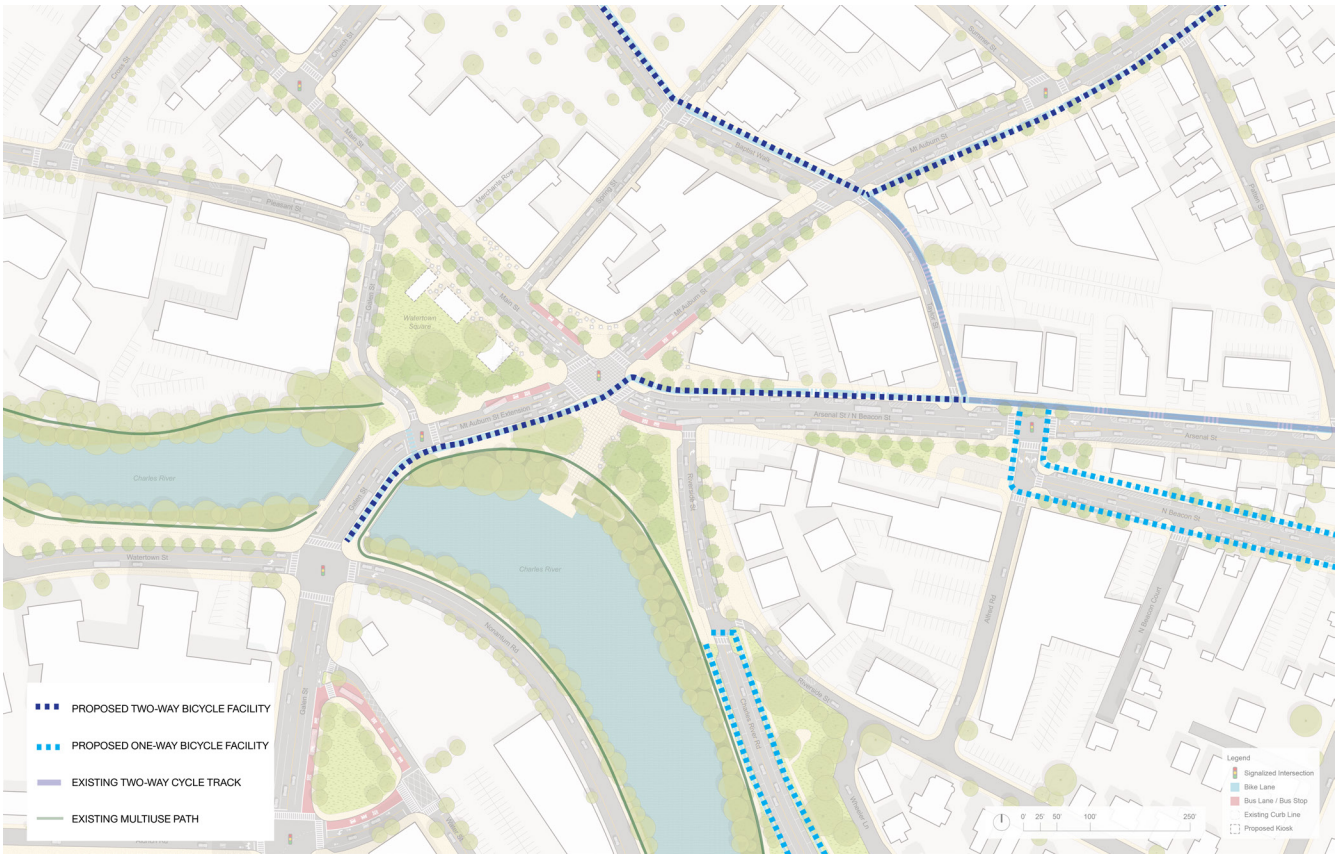
The recapture of more than three acres of open space for community use is one of the primary achievements of the Plan and provides a once-in-a-lifetime opportunity to rethink the design of all of the open spaces in Square with a fresh eye. Thoughtfully-designed gathering spaces, while conceived for the entire community, will be especially important to residents of existing and future multi-family buildings in and around the Square. Although the expanded open spaces depicted in the plan show specific recommendations for pathways, tree canopy, and areas of turf versus hardscape, the full potential of these spaces will be refined as the plan advances through the next steps of the design process.

Since a high-quality and well-designed public realm is essential to the success of the project, the design team for future phases of the project should include a lead role for a landscape architecture firm. The inclusion of this disciplinary expertise will ensure that the landscape design prioritizes diverse plantings, native species, and pollinator plants while maximizing the addition of new tree canopy in order to provide expanded ecological benefits, address issues related to climate resilience, and fully leverage the place-making potential of the Plan.

The Square has unique natural assets and open spaces that would benefit from detailed landscape design expertise to create a more cohesive public realm experience.

In addition to the specific aspects of the street design plan described above, the Plan includes these additional features and benefits:

- Adjustments to MassDOT's proposed design for California Street, including the removal of the slip lane and expansion of recreation space along the Charles River between Galen Street and California Street
- Completion of the Community Path through the current parking lots and incorporation into future development.
- Coordinated improvements to the Community Path along Arsenal Street and Taylor Street
- Full integration with the City's proposed improvements to Mount Auburn Street, resulting in a seamless connection from Patten Street to Common Street
- No costly modifications to the historic MassDOT bridge
- Removal of any remaining catenary infrastructure
- Recommendations for clear and concise wayfinding



Bicycle Network Concept

Details for facilities and network alignments will be thoroughly reviewed during the design process.

Zoning Redesign

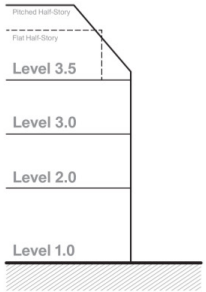
Summary of Zoning Approach

The recommended regulatory framework for the study area is a zoning code that is primarily framed by three form-based design standards, in addition to dimensional standards common to conventional codes:

1. A maximum allowable number of stories
2. A requirement that buildings include an articulated top floor, either shaped as an occupiable pitched roof or a penthouse that steps back a minimum of seven (7) feet from the primary facade plane below
3. Rules for the maximum length of uninterrupted facades and the design requirements at their terminus and/or transitions

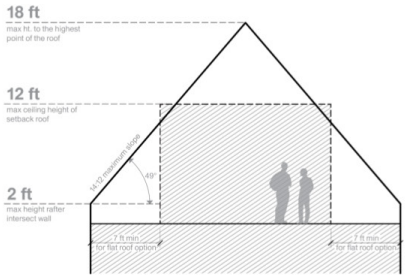
1 Building Height

Sets the maximum height in stories/feet



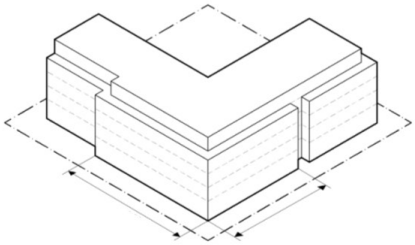
2 Roof Form

Provides options for a flat or pitched roof half-story



3 Facade Articulation

Provides options to break down building massing and diversify facades



Form-based Zoning Diagrams

The proposed zoning code is predicated on three fundamental form-based criteria: 1) the maximum number of stories, 2) the requirement that the top floor (the + floor) be shaped as a pitched roof or a penthouse stepped back from the facades below, and 3) the requirement that a single facade expression can't be longer than 100 feet, in order to make large buildings look like two or more buildings.

Beyond these design standard fundamentals, the code recommendations include more detailed requirements for open space, parking areas, and architectural components like dormers that make the occupation of the top floor feasible.

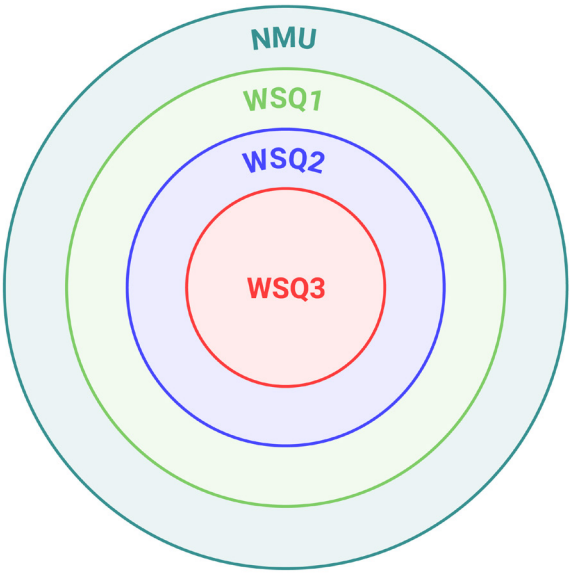
The code will still have a table of uses, but the list of uses will be simplified from what is used in other zoning districts in Watertown. Retail and restaurant ground-floor uses will be allowed throughout the district, and required in the portion of the core of the Square that requires first-floor retail. While upper story housing is a key component of the district, office uses will also be allowed. Large scale biotech lab / R&D uses will not be permitted in the new districts in the Square, as these uses generally require consolidating into large lots that are not consistent with the design goals for the study area.

In order to ensure a smooth transition to smaller-scale residential areas, a tiered zoning approach with four sub-districts are proposed, with each allowing a different maximum number of stories:

- Neighborhood Mixed Use (NMU): 2+ stories
- Watertown Square 1 (WSQ 1): 3+ stories
- Watertown Square 2 (WSQ 2): 4+ stories
- Watertown Square 3 (WSQ 3): 5+ stories

In each case, the plus (+) story represents either the occupiable roof or the penthouse floor described above. Given the design requirements of these two approaches, the floor area of the top floor of buildings built under the new code will be smaller than the typical floors below.

In addition to stepping up building heights as they get closer to the heart of the Square, the proposed code requires first-floor retail on designated parcels along Main Street, Mount Auburn Street and Arsenal Street / North Beacon Street. The combination of taller buildings in the heart of the Square and mixed-use requirements will increase vibrancy as the result of additional residents on the floors above and the preservation and expansion of sidewalk-activating retail.



WSQ3: 5+ stories

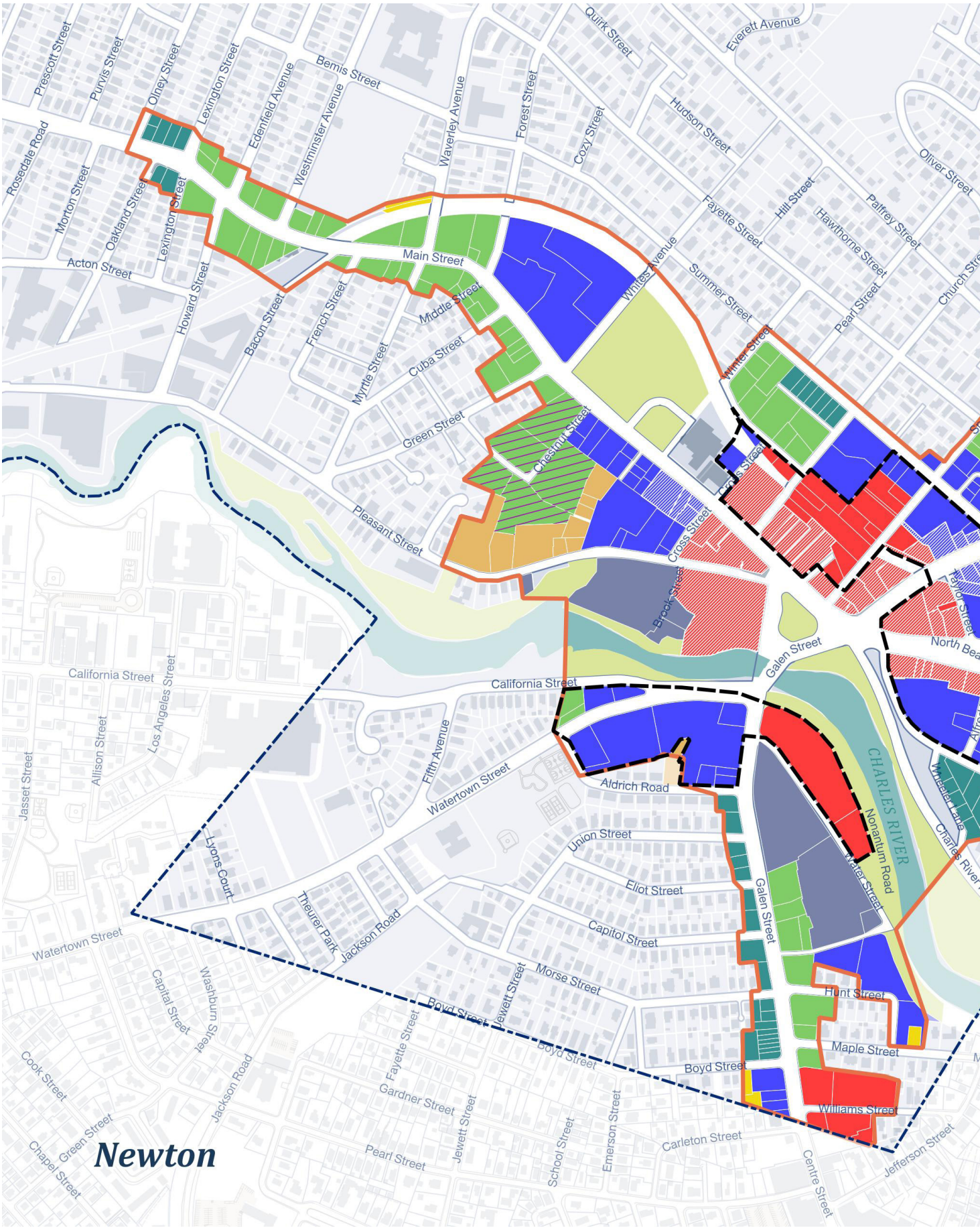
WSQ2: 4+ stories

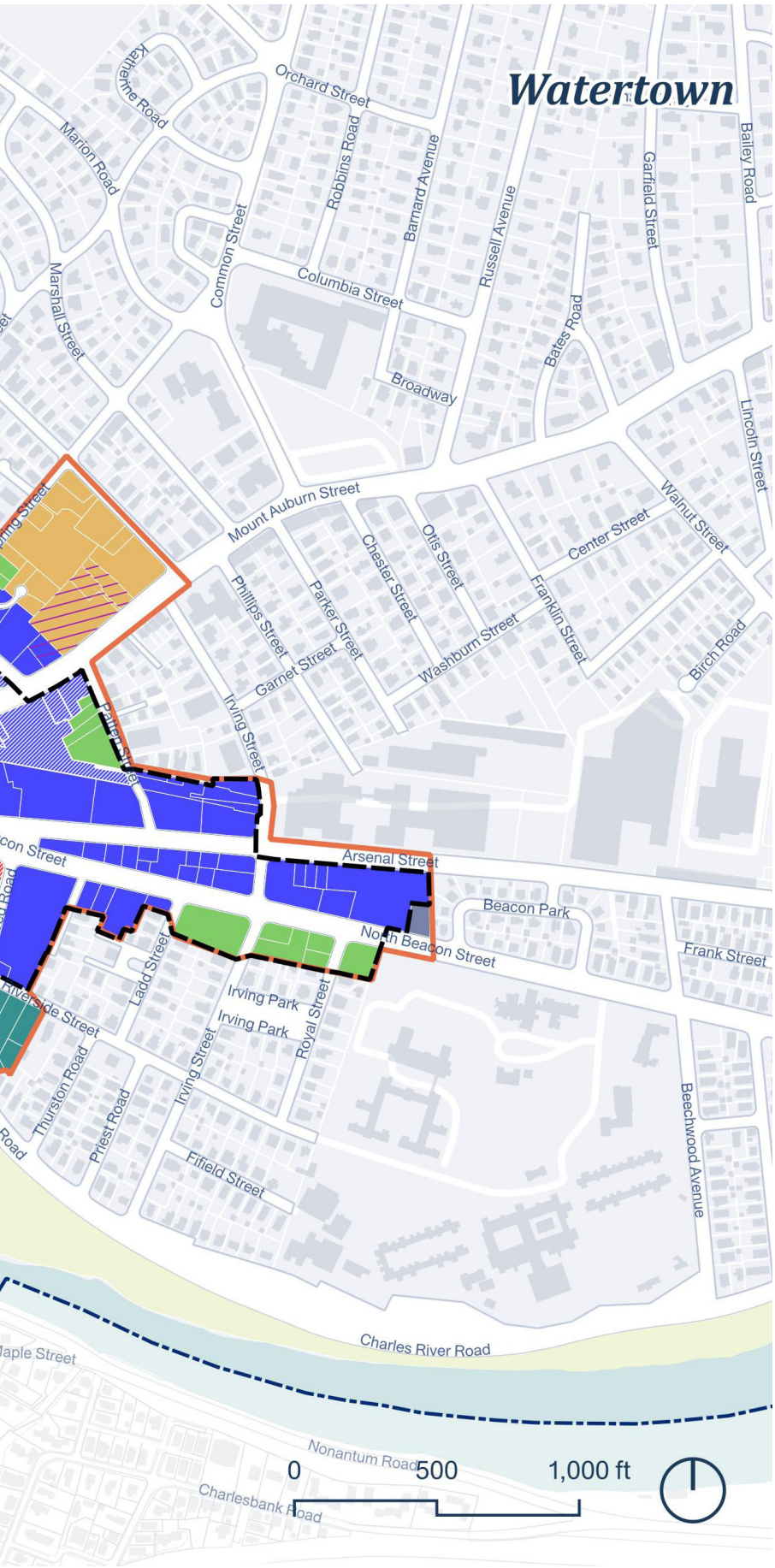
WSQ1: 3+ stories

NMU: 2+ stories

Diagram of the Tiered Zoning Framework

The proposed zoning code is predicated on a tiered zoning approach based on the maximum allowable number of stories in each of the sub-zones. The + (plus) floor is an additional floor on top of the floors below that must be located under a pitched roof or stepped back 7 feet from the facades below. This strategy will help lower the perceptible height of buildings by lowering the cornice line and will result in a more interesting skyline than what would result from flat-roofed buildings.


Prescott Street
Purvis Street
Olney Street
Lexington Street
Edenfield Avenue
Bemis Street
Westminster Avenue
Waverley Avenue
Forest Street
Quirk Street
Everett Avenue
Cozy Street
Hudson Street
Oliver Street
Rosedale Road
Morton Street
Oakland Street
Lexington Street
Acton Street
Main Street
Howard Street
Bacon Street
French Street
Middle Street
Myrtle Street
Cuba Street
Whites Avenue
Fayette Street
Hill Street
Hawthorne Street
Paffrey Street
Summer Street
Pearl Street
Winter Street
Green Street
Chestnut Street
Pleasant Street
Cross Street
Brook Street
Galen Street
California Street
Los Angeles Street
Allison Street
Jasset Street
Fifth Avenue
Watertown Street
Aldrich Road
Union Street
Lyons Court
Theurer Park
Jackson Road
Eliot Street
Capitol Street
Morse Street
Jewett Street
Boyd Street
Washburn Street
Capital Street
Cook Street
Green Street
Chapel Street
Fayette Street
Gardner Street
Pearl Street
School Street
Emerson Street
Carleton Street
Centre Street
Jefferson Street
Hunt Street
Maple Street
Williams Street
Nonantum Road
Water Street
CHARLES RIVER
Newton



- By Right/Site Plan Review Area*
- Open Space
- Religious/School Building Overlay
- Mixed-use Overlay
- WSQ3: 5+Story
- WSQ2: 4+Story
- WSQ1: 3+Story
- NMU
- Residential 0.75
- Residential_Two Family
- Industrial 3

* also MBTAC submission area

Map of the Proposed Zoning

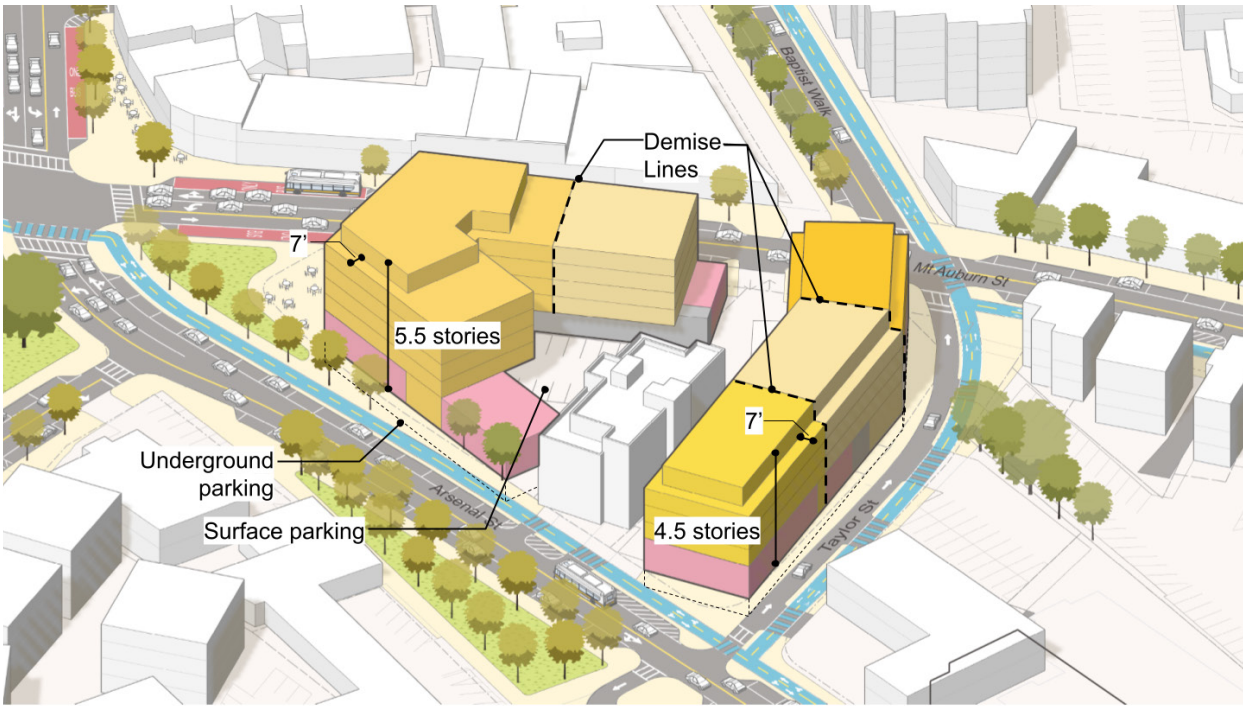
The color-code of the map is keyed to the bullseye diagram above. Each district allows a different maximum number of stories, from the tallest in the heart of the Square (WSQ3 at 5+ stories) to the lowest in the NMU district at 2+ stories.

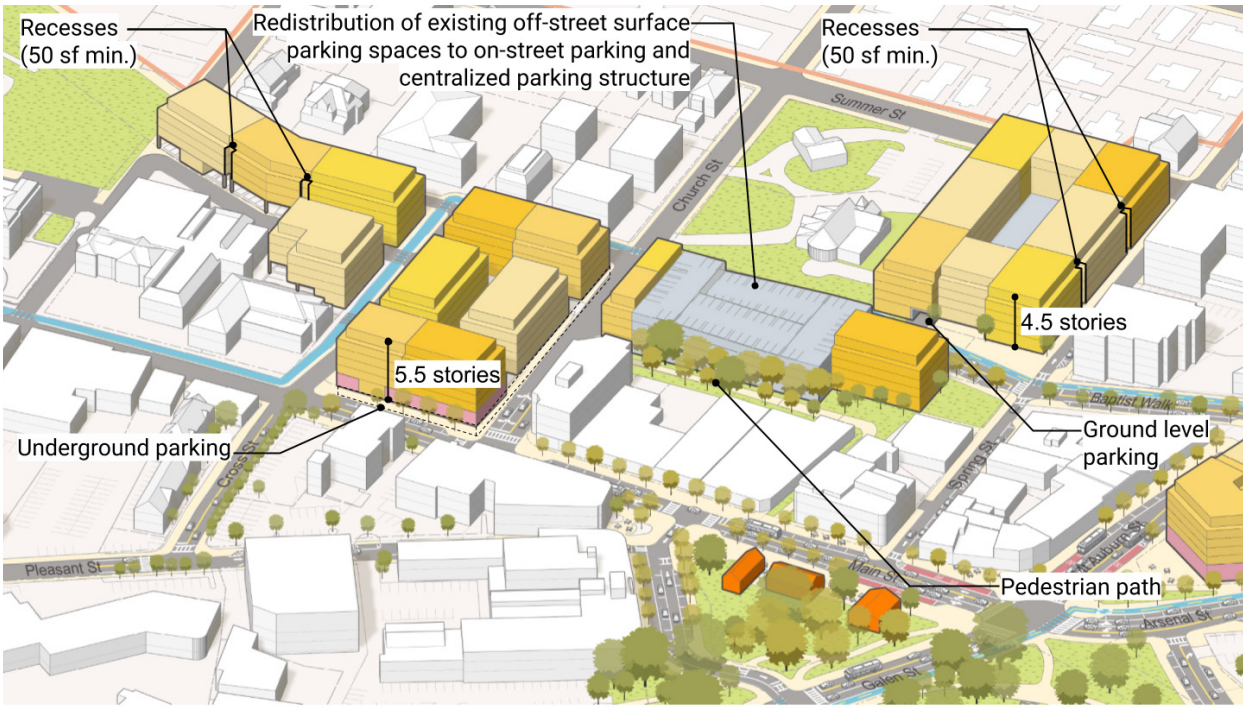
Rationale for and Benefits of the Zoning Approach

Conventional zoning frameworks either establish the maximum allowable floor area of a building by applying a Floor Area Ratio (FAR), a dimensionless multiplier of the parcel area to determine maximum building area, or the residential density, established by a maximum number of dwelling units allowed per acre. While the maximum potential development yield of these zoning standards are easy to calculate, they are not a reliable predictor of the resulting urban form; and therefore, are not suitable for the kind of as-of-right zoning framework required by the MBTA Communities housing law (see more on the requirements and the recommended approach for Watertown Square below).

Instead of applying these abstract tools, buildings of different heights and configurations were tested on a few potential redevelopment sites in Watertown Square in order to test potential maximum building heights, the appropriateness of different configurations of shaped top floors, and to understand the impacts of maximum facade length requirements. After discussing the design scenarios internally and sharing them at the public charrette, the zoning code was reverse-engineered to create the dimensional standards for the code.

The resulting code will provide more predictable and better-designed outcomes. Some portions of the district will allow by-right development, but the Planning Board, through the site plan review process, will have the ability to place reasonable design conditions on these by-right projects to address site-specific design details that are not directly addressed in the code. This predictability means that the future entitlements process will be more streamlined than the current special permit path, while still keeping the public informed and participating. It is hoped that by reducing the risks and costs of project permitting, higher-quality projects will result that contribute to a more walkable Square.





Top: Zoning regulation test-fit on the triangular block bounded by Taylor St, Mount Auburn St, and N. Beacon St

Bottom: Zoning regulation test-fit on municipal parking lot site

Several parcels in Watertown Square were studied to understand the impact of proposed zoning regulations on the potential build-out of the sites. The issues that were explored included maximum heights, maximum facade lengths, and the impact of different parking ratios on the viability of development. The test-fits of the City of Watertown parking lots also helped determine the feasibility of replacing the existing parking lots with a parking garage, as part of a larger public/private development project.

Integration of the Zoning Code with Urban Design Goals

In concert with the public realm activation achieved by the street reconfiguration plan, the zoning reinforces positive urban design by promoting wider sidewalks throughout the study area. The new code requires new development in the WSQ1, WSQ2, and WSQ3 districts to be set back an additional distance so that at least twelve (12) feet of sidewalk is provided between the back of curb and exterior building facade. This allows adequate space for a clear accessible sidewalk, a furnishing zone along the street that also includes adequate space for canopy trees and sustainable plantings, and space for outdoor seating along the edges of buildings. The code also proposes zero lot lines along the front and side setbacks in the denser districts, along with a minimum facade build out ratio, in order to promote a more vibrant and walkable Square.

Integration of the Zoning Code with Open Space Goals

Open space on individual lots needs to be contextual to location and considered within the same tiered framework as allowable building heights. The homes in Watertown's residential areas, those marked "conserve" in the City's Comprehensive Plan, typically have their own yards. Modest multi-family buildings can often provide high-quality shared open space, but planners must take care to ensure those spaces are gathering spaces and not just slivers of grass in the areas where buildings are not built. Downtown buildings typically may have a balcony or roof-deck, but the value of land makes it difficult to provide individual on-site open spaces. Instead, these places benefit from high-quality public parks in a community's downtown core area.

Given these considerations, outdoor space requirements in the Plan are recommended in the lower-height districts, with the potential for small lots (lots less than ¼ acre, that are unlikely to get more than slivers of grass) to opt out by providing a reasonable payment in lieu of on-site open space that will be used to improve nearby city parks. This will encourage private development in these districts to provide quality outdoor space, without burdening lots that may be inadequately sized or spatially constrained. Mid-sized, more urban sites will not have on-site open space requirements. Instead, the residents of these buildings will rely on nearby city parks to meet their open space needs. A minimum amount of civic space is recommended for large lots (lots greater than ¾ acre), to ensure that the largest of projects add to the total amount of publicly-accessible public space in the Square. The programming and design of these new privately-owned public spaces (POPS), whether parks, plazas, playgrounds, and/or community gardens, will be determined during site plan review during the entitlements process.

Watertown's parks and playgrounds provide space for the community to rest, play, and gather for seasonal events, as shown above.

Building Placement

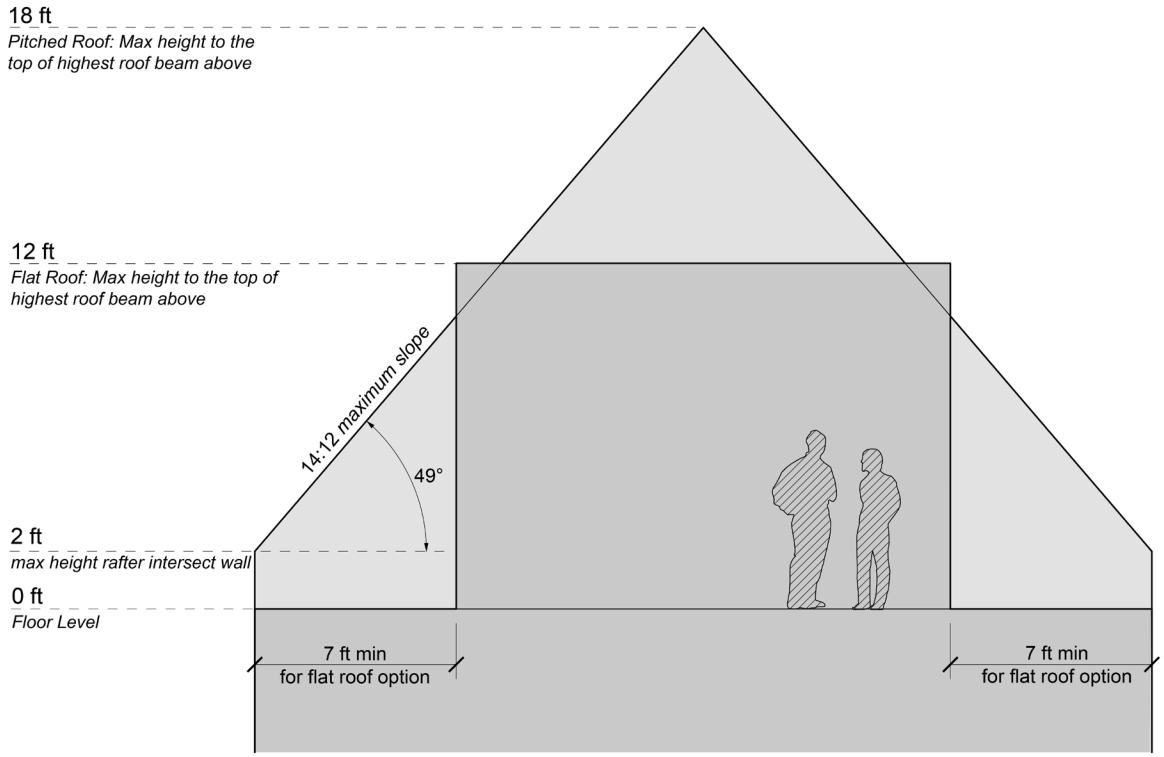
	NMU	WSQ1	WSQ2	WSQ3
Outdoor Space (min)				
	15%	15%	10%	-
Civic Space Uses	-	Lots 30,000 SF and greater shall provide a minimum of 5% civic space		
Building Setbacks				
Front (min)	0'-10' or Average[1]*	0'	0'	0'
Side				
Abutting a non-R District with a Party Wall	0'	0'	0'	0'
Abutting a non-R District without a Party Wall	10'	10'	10'	10'
Abutting an R-District[2]	10'	10'	10'	10'
Rear (min)				
Abutting a non-R District	10'	10'	10'	10'
Abutting an R-District	15'	15'	20'	20'
Building Separation for Multiple Buildings on a Lot (min)				
	20'	25'	25'	25'
Facade Build Out Ratio (min)				
Primary Front Lot Line	75%, or lot width within side setbacks minus 15', whichever is less			
Secondary Front Lot Line (Corner Lot)	50%			
Surface Parking Setbacks (min)				
Facing a right of way	12'			
Not facing a right of way	4'			

1 A range based on the amount of sidewalk needed to meet the requirement of 12'.

2 R-Districts include all residential-only zoning districts.

Building / Story Height

	NMU	WSQ1	WSQ2	WSQ3
Building Height in Stories/Feet (max)				
Pitched Roof	2+ / 44’	3+ / 59’	4+ / 72’	5+ / 88’
Flat Roof	2+ / 38’	3+ / 53'	4+ / 66’	5+ / 82’
Ground Story Height (min/max)				
	11’ / 15’	13’ / 15’	13’ / 15’	15’ / 18’
Roof Level (+ Story) Height (max)				
Pitched Roof	18’			
Flat Roof	12’			
Flat Roof Stepback (min)				
	7’ on all sides of the building			



Plus (+) Story Roof Articulation Diagram

New buildings can accommodate the plus (+) floor in one of two ways. It can either be an occupiable gable end/or hip roof with dormers, or a penthouse stepped back a minimum of seven (7) feet from the facade edges below. This diagram shows the dimensional standards for both options in a single cross-section.

Rationale for Building Heights

There often is a tradeoff between allowing additional height (which makes buildings more economically feasible, especially in challenging areas and with the community benefits that municipalities often require) and other considerations, such as transition to lower heights in residential neighborhoods. The tiered approach to building height in the Plan is designed to make this tradeoff in a logical way.

A key factor in establishing the maximum heights in the Plan was to identify where additional height is necessary to transform underutilized sites that don't contribute to the future vision for the Square. A site with an existing tire shop, for example, may be more likely to transform if the land can be reused for a five-story building than it might be for a three-story building, especially if the business is profitable. Several parcels along Arsenal and North Beacon Streets, now dominated by auto use, is one area where additional height will be an incentive for existing owners and developers to move away from the existing businesses toward the mixed-use and residential uses that will be important to Watertown Square.

Sites are also more difficult to transform if they have substantial new infrastructure costs, like the City-owned parking lot sites, since redevelopment would require the construction of replacement parking in the guise of a new parking garage. Finally, the requirements for inclusionary housing and stormwater control add additional costs to new housing development that can partly be mitigated by allowing additional building height.

Potential redevelopment of the parcels in the heart of Watertown Square is particularly challenging for a variety of reasons, including:

- The need to aggregate smaller parcels and/or deal with a multi-tenant site can add complexity and cost (e.g., because of complex ownership structures, outstanding leases, and old easements)
- The need for public/private partnerships for projects that include some or all of the City-owned parking lots
- Older infrastructure and utility networks that must be updated for new development
- The need for upper-story residential development to cross-subsidize ground floor retail rather than rely on retail rents to help drive the financial returns, both because of larger structural changes in the retail real estate market and because subsidized retail will give developers more flexibility to curate the mix of tenants

Nonetheless, there are some limitations to maximum heights. Residential construction is expensive, and those expenses can be controlled by avoiding the need to use expensive steel- or concrete-frame "high rise" construction. Per the regulations of the state building code, mixed-use residential buildings under seven stories can avoid those higher-cost codes by combining a non-combustible ground floor "podium" with five stories of wood-framed floors on top. Recent analysis of development projects in greater Boston by the consultant team indicates that high-rise buildings only start to pencil out at eleven stories or more, since the added costs of more expensive framing types and other features required by the high-rise code, require more density to overcome the costs. This economic reality means that 8, 9, and 10-story buildings are not economically viable.

In the Watertown Square planning effort, participants showed little interest in new buildings taller than 10 stories. Based on this, buildings between three and six stories, with the top floor to be shaped as an occupiable roof or a penthouse floor, makes the most policy sense for Watertown. The code also includes a provision for a bonus story for projects with a substantial number of subsidized affordable units, although this additional story will probably not be added in the tallest district for the economic reasons described above.

The maximum building height suggested for each tier is designed to provide flexibility for differing uses and design choices. The zoning recommendation incorporates real estate market requirements for the floor-to-floor heights of typical upper level residential floors (10'-6" or 10'-8") and ground floor commercial spaces (ranging from 13' to 15') and then adds a little bit of wiggle room, in case specific developers want to build slightly taller ceilings, especially important for condominium projects or those that choose to incorporate office uses in their buildings. In addition, slightly taller floor-to-floor heights are allowed for penthouse floors and the total allowable heights are designed to accommodate the additional height required for a pitched roof.

Overall, the limits in total stories are not radically different from what is allowed today in much of the Square. But, combined with the form-based code and new by-right / site plan review process for key parcels to meet the MBTA Communities Act, the new zoning will prioritize moving from automobile-centered development to more walkable buildings in and around the Square.

Architectural Design Standards

In addition to standards that regulate the overall building and individual story height, the proposed zoning code also limits the length of a continuous facade to 100' before requiring either a demise line or facade offset or recess. This facade length limitation will help break up the appearance of larger buildings by making them look like an assemblage of two or more abutting structures. Facade designs can be differentiated by a change in cornice, roof eave or parapet; a change in wall material or color; and/or a pilaster or column on either side of the division between each facade.

In addition to the facade length requirement, the code also includes design standards for the ground floors of buildings, including requirements for a minimum percentage of fenestration, with higher fenestration minimums proposed for parcels designated as mixed-use with a first-floor retail component. Additional standards are proposed for architectural features such as bay windows, balconies, and awnings in order to encourage architectural variety in new developments. The accompanying tables provide detailed recommendations to guide the shaping of facades and architectural features on new buildings.

The proposed zoning recommends higher fenestration standards for ground story retail spaces.

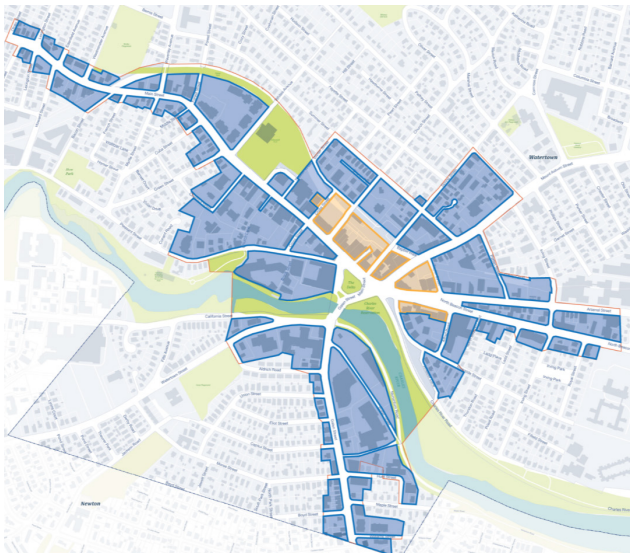
Facade

	NMU	WSQ1	WSQ2	WSQ3
Ground Story Fenestration (min)				
Mixed-Use Required Streets	–	70%		
All other streets, non-residential uses	50%			
All other streets, residential uses	15%			
Ground Story Active Use (min)				
Mixed-Use Required Streets	–	100%		
Active Use Depth	–	40'		
Articulation				
Length of continuous facade (max)	100'			
Area of facade recess (min)	Area of facade recess (min)			
Depth of facade offset (min)	5'			

Architectural Features

	NMU	WSQ1	WSQ2	WSQ3
Bay				
Width of each bay (max)		Greater of 20% of wall length or 12’		
Depth (max)		3’		
Front setback encroachment at the ground story (max)		3’		
Fenestration (min)		60%		
Extension into the right of way (max)		3’		
Clearance above grade within the right of way (min)		Top of the ground story		
Balcony				
Width of each balcony (min/max)		5’ / Greater of 20% of wall length or 12’		
Depth (min/max)		3’ / 8’		
Extension into the right of way (max)		3’		
Clearance above grade		Top of the ground story		
Front setback encroachment (max)		100%		
Awning				
Width of each awning (min)		–		
Clearance above grade (min)		9’		
Depth (max)		3’		
Extension into the right of way, principal entrance (max)		6’		
Extension into the right of way, other (max)		3’		
Front setback encroachment (max)		100%		

	Demise Line	Recess
	Required	Not Required
	Required	Required



Facade Articulation Zones

In order to break up larger buildings, the proposed zoning recommends establishing two facade articulation zones: at the heart of the Square (shown in the orange zone), development will be required to provide a facade demise line after a minimum of 100' of facade length; the rest of the proposed districts (shown in the blue zone), require a facade demise line and a facade recess or offset.

Resilient Design Standards

Watertown has led the way on sustainable building requirements that ensure development provides for comfortable, safe, and resilient neighborhoods into the future. It was the first municipality in Massachusetts to establish solar panel requirements and pass the new specialized stretch code. The proposed zoning will follow this trajectory, by including meaningful sustainable development standards for both by-right and special permit developments, including:

- An energy assessment requirement
- Resilient roof treatment (reflective, solar, or vegetated)
- Location of HVAC and other utility equipment outside of or above potential flood areas
- Meaningful greening of sites through a flexible menu of options
- Deep energy efficiency and electrification of buildings to the extent feasible
- Updated bicycle and electric car charging requirements

Rationale for Reduced Parking Minimums

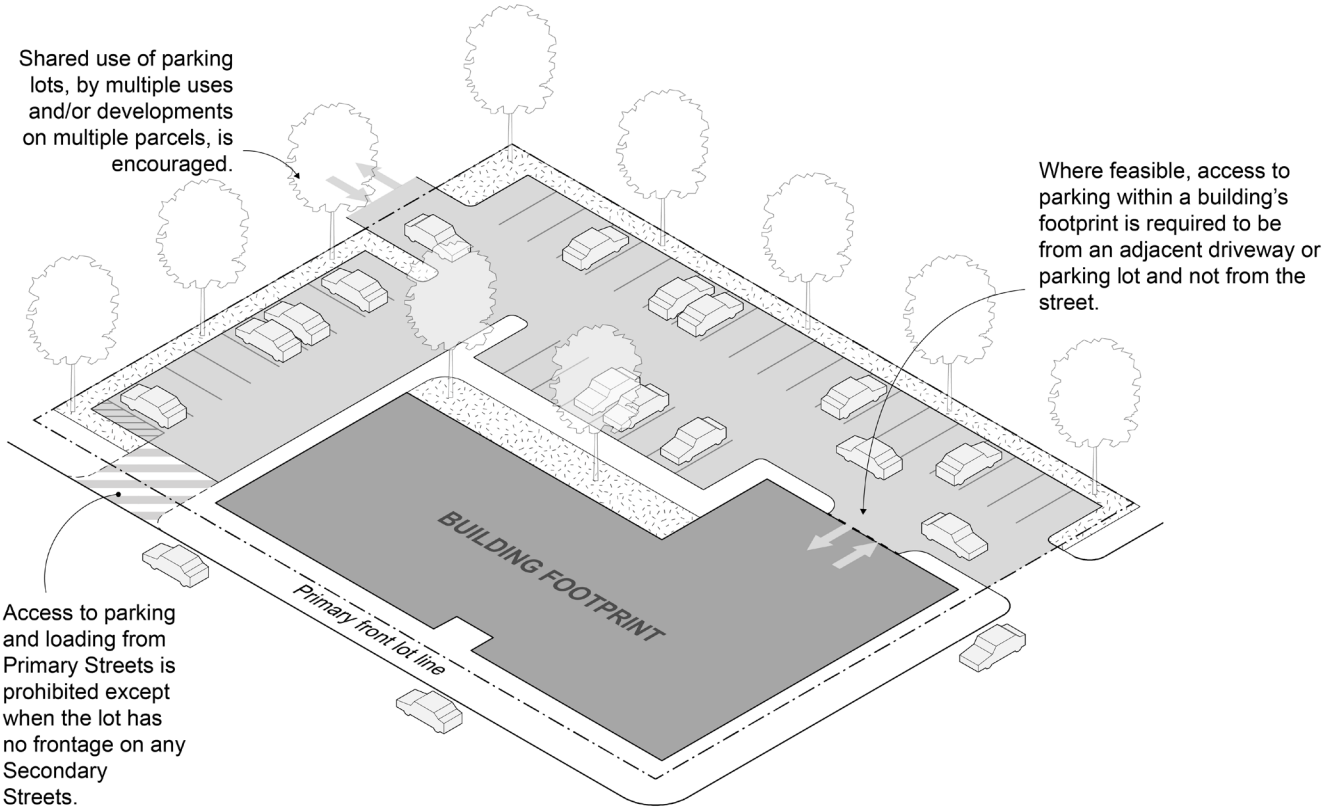
The proposed zoning both within the as-of-right zone and in the larger overlay area requires a minimum of 0.5 parking spaces per residential unit and a maximum of 1.0 spaces/unit[3]. Developments can exceed this maximum by special permit if they provide shared parking or are renting parking spaces to the general public. This range provides flexibility for developers, but does not require projects to overbuild parking to the detriment of other urban design, placemaking, and mobility priorities. The proposed zoning also eliminates the parking requirement for ground floor retail uses, which has been a barrier to new retail and restaurant uses. Visitors to those uses can park in public lots or, if built, a public garage.

The proposed zoning also allows for additional reductions by special permit. Allowing for less than the required amount of parking spaces may help incentivize the reuse of existing structures that contribute meaningfully to the historic character of the Square, since the space might not be available to accommodate adequate parking on site. It will also allow for construction of buildings with housing on lots that have small frontage on Main Street, since a garage door along this frontage would be detrimental to the walkable streetscape that is envisioned in the Plan. While the criteria for such a reduction will need to be specified in the zoning, it would make sense to require an approved Transportation Demand Management Plan and to track the criteria from Massachusetts G.L. Chapter 40A/Section 9. This section of the state's Zoning Act allows a municipality to reduce parking ratios by majority vote through a special permit process as long as the reduction qualifies as a "public good" in "the area in which the development is located" and not result in "a substantial adverse effect from the reduction in parking." Another approach would be to include specific factors that affect parking demand (e.g., lot placement and frontage, unit mix, distance from public transit,etc.)

Reduced parking requirements are likely to make Watertown Square a more attractive place to do development projects since parking is expensive to build in a downtown context. These requirements do not preclude the developer from building more parking, but they let the market decide the need and balance it against the cost of building garage space. The requirements are likely to ensure that new development does not invest in unnecessary parking instead of investing in well-designed buildings, great streetscapes, inclusionary housing, tree planting and the other priorities of the Plan.

Recent studies of new multi-family housing in Watertown have found that, while these projects are typically full (with vacancy rates under 5%), their parking garages are not full. Therefore the 1+ space requirement in existing districts is likely too high. In addition, a building with no attached parking will typically draw tenants who do not have cars. There is a significant subset of the population seeking housing that have no interest in owning a car. Targeting units to this population increases pedestrian activity and bus usage in the Square while limiting increases to traffic. In general, car-free residential housing allows for new housing, a larger tax base, and enhanced vibrancy, without new traffic - the best possible outcome for Watertown.

3 With reduced parking minimums for vehicles, bicycle parking requirements must be independent (bicycle parking spaces are now tied to vehicle parking spaces). The zoning will include new bicycle parking requirements that vary depending on use and whether parking is for short-term or long-term. Commercial development has more demand for short-term spaces with a range suggested between 1 space per 1,000 to 1 space per 20,000 Square feet based on the use, as well as long-term parking of between 1/ 2,500 to 1/ 5,000 Square feet. Residential demand suggests accommodating one space dedicated to each unit as well as short-term parking of one space for every 10 units.



Parking Access Standards

Affordable Developments

The City's inclusionary zoning requirements have been effective in adding affordable units in the 60 to 80 percent Area Median Income (AMI) range. But, the requirement for 15% of units as affordable - a requirement we will extend through this plan area - pushes against the cap of how much affordable housing can be cross-subsidized by a private development seeking to build a financeable and profitable new building.

For the City to create deeper affordability, developments must be funded with federal, state and local affordable housing resources. These are typically created by developers that specialize in affordable housing, and are familiar with the steps to securing affordable units. Most of these developers are seeking to do projects that are a majority affordable if not fully affordable. And, while they can be a part of the growth of new housing in the Square, these types of projects are challenging to finance and implement, and therefore rare. The City will continue to seek partners and opportunities to develop these higher-affordability projects as a part of the mix of development in Watertown Square - but they need subsidy. One way to help that subsidy is to provide a lower land cost per unit, but allowing more floor area than a market-rate project would be allowed to do. For that reason, the Plan proposes that affordable developments (50% or more affordable units, at an AMI level at or below 80%) be allowed an additional floor at each of the four tiers and have a parking minimum of 0.25/unit.

Left: Any development of the municipal parking lots would be by-right with site plan review.
Right: Any new development on the Watertown Savings Bank parcel would require a special permit.

Compliance with MBTA Housing Law Requirements

Per the Executive Office of Housing and Livable Communities (EOHLC) Watertown is required to approve zoning that results in a capacity of at least 1,701 multi-family housing units. EOHLC, which must approve the proposed district, encourages locations which meet criteria like transit access, proximity to an existing downtown, and the availability of under-utilized land that can be redeveloped into new multi-family housing. Watertown Square fully meets these criteria. The 2023 Comprehensive Plan and the work done in preparing this Plan point to the importance of additional housing in transforming Watertown Square. This planning process has focused on a form-based approach to zoning that will address design issues up-front, allowing for a simpler process for individual project review. It is, therefore, logical to propose part of the Watertown Square study area for the required MBTA zoning district, and use the new form-based elements in zoning to ensure any by-right project meets the expectations of the planning process.

In proposing where Watertown should draw the boundaries for this required district, we focused on where using "as-of-right" zoning would best serve the Plan's goals—and where using a "special permit" approach would best serve those goals. The result, based on block-by-block analysis, is a recommendation of as-of-right zoning that exceeds the minimum required unit capacity, but is restricted to a small area in and near the center of the Square. The rest of the study area should follow the same zoning framework, but with project approval requiring a special permit process. In these areas, the special permit process will provide a better platform to discuss and refine design decisions for these more sensitive sites.

Several criteria were used to determine where the Plan's goals were best served by using as-of-right or special permit zoning for particular areas:

1. By-right/site plan review permitting is desirable in areas where the City wants to encourage transformation since development is more likely in areas with zoning that offers more certainty.
2. By right/site plan review is desirable for publicly-owned parcels (e.g., Watertown Yard and the municipal parking lots) as significant community and City Council involvement will be built into redevelopment of these sites.
3. On the other hand, buildings that contribute to the existing character of the Square and/or contain important legacy businesses (e.g., the Watertown Savings Bank and Otis buildings) should not be zoned to allow for them to change by-right. If a new project, or change in use, was to be proposed on these sites, they should follow a special permit process. Using a special permit approach also provides the mechanism to maintain the existing ground floor retail requirement in these areas.
4. Finally, parcels that abut lower-density residential zoning districts should continue using the special permit process, since it allows for discretion and greater sensitivity to these important transitions.

Destination Square

The 2023 Comprehensive Plan includes the vision of Watertown Square as a destination that builds on its existing anchors and adds complementary new uses that could include restaurants, music and entertainment venues, and other cultural, institutional, educational organizations. The 2023 Plan also envisioned a Watertown Square where small businesses could thrive. The Watertown Square Area Plan fulfills this commitment by identifying the significant public realm and zoning changes that will be necessary to make the Square a lively destination and a great place to live.

Several specific aspects of the Area Plan will help encourage the desired mix of uses. The proposed zoning design standards, for example, pay careful attention to ground floor heights and plan depths to encourage attractive restaurant and retail spaces in new developments. In addition, the elimination of parking requirements for active ground floor uses addresses a major impediment to new businesses. The proposed streetscape improvements will add new on-street parking and loading spaces that will better serve both existing and new small businesses. As discussed elsewhere, the retail pavilions proposed for the Delta could be used as "incubators" for food or retail start-ups before they "graduate" to larger spaces in the Square. Introducing more housing will increase foot traffic and the enhanced green spaces and connections to the Charles River will provide more reasons for people to visit, linger, and choose to live in Watertown Square.

These public realm and zoning changes align well with other recent initiatives. The Watertown Square Cultural District designation is pending with the state. This is a joint marketing effort to enhance the Square as a cultural destination and includes 24 cultural partners, including the Watertown Free Public Library, Armenian Museum of America, Perkins School, Mount Auburn Cemetery, and Gore Place are all governing partners of the district, among others. The Public Arts & Culture Committee and the Watertown Business Coalition are developing recommendations to update live music policy for restaurants to enhance the appeal of operating a local venue. The City is adding an economic development planner who can develop the toolkit of policies, programs, and funding opportunities to support small business owners proposed in the Comprehensive Plan. The recommendations to consider assistance for façade or interior store improvements and small business planning, as well as a review of licensing/ regulatory requirements, will be in that planner's portfolio.

The Square has many cultural assets and activities that make it lively, including the Armenian Museum of America, the Farmers' Market, Summer Concert Series, and Community Sculpture Walk.

Priority Redevelopment Opportunities

The Plan recommends that four potential catalyzing redevelopment projects be studied further:

1. The expansion of the library on the former police station site or adjacent parking area
2. The redevelopment of the Watertown/Belmont Church on Mt. Auburn Street
3. A public/private partnership for development of the City-owned parking lots
4. The development of the MBTA Watertown Yard site

Initial thoughts about these projects are summarized below, partly to help frame a scope of work for future planning studies.

The Library Expansion

As the library continues its strategic planning process, the City planning team should work with the library trustees on a few potential alternative library expansion scenarios. These are two options:

1. Expand the library onto the site of the former police station.
2. Expand the library onto the site of the parking lot behind the library, requiring replacement of library parking, either below the new building or in a garage on an adjacent site.

As the library reviews strategic priorities, they should consider moving the Hatch program into the expanded main library, providing space for additional quiet study areas, and establishing effective locations for new priority programs. Either scenario could also consider including other municipal uses into a new building or addition.

Additional library space in one or both of these sites could be incorporated in a mixed-use building wing (or building wings) with affordable and/or market rate housing on the upper floors. Implementation of a mixed residential/library use project would benefit from a public/private partnership with a market or not-for-profit developer. A financial partnership with the City, the convenient walkable location, and co-location with the library would be particularly attractive to an affordable housing developer.

Watertown Free Public Library

The Watertown/Belmont Church on Mt. Auburn Street

The Watertown/Belmont Church property on Mt. Auburn Street is both a historic asset and an important redevelopment opportunity. In recent years, the Church has unsuccessfully attempted to sell a portion of the property while keeping the Church itself for religious and community use. The Church's congregation recently voted to sell the entire property, with affordable housing and/or mission-driven uses preferred. The City should work with the Church to explore redevelopment scenarios.

With the entire site available for redevelopment, it may be realistic for an affordable housing developer to reach the scale necessary for federal and state funding. Such a plan would reuse the historic Church structures with one or more additions that are compatible with the Historic District. It is also possible that the other structures on the property could be reused or expanded. The site may also be able to accommodate municipal or community uses in spaces that do not work as affordable housing. Redevelopment should retain the prominent landscape space on Mt Auburn Street.

To facilitate adaptive reuse of the Church, the City should apply the Religious/School Building Overlay District (R/SOD) to the property. While zoning has not been the central impediment to redevelopment, the R/SOD allows for more flexible use of the site. Under the R/SOD, any of the uses permitted in the Residential R.75, Residential R1.2 and Neighborhood Business Districts would be allowed, and a number of other uses would be allowed by Special Permit. It would also provide more flexible dimensional requirements. Use of R/SOD zoning requires the preservation of the historic structures on the site.

The Watertown/Belmont Church

The City-owned Parking Lots

Redevelopment of the parking areas behind Main Street businesses, requires a public/private partnership both to deliver the right mix of uses but also because the construction of a structured parking garage is the only way to convert the existing parking lots into developable parcels. A public/private partnership is also the best framework for exploring strategies for including affordable retail space geared to local small businesses in the new buildings and nearby locations such as the kiosks on the Delta.

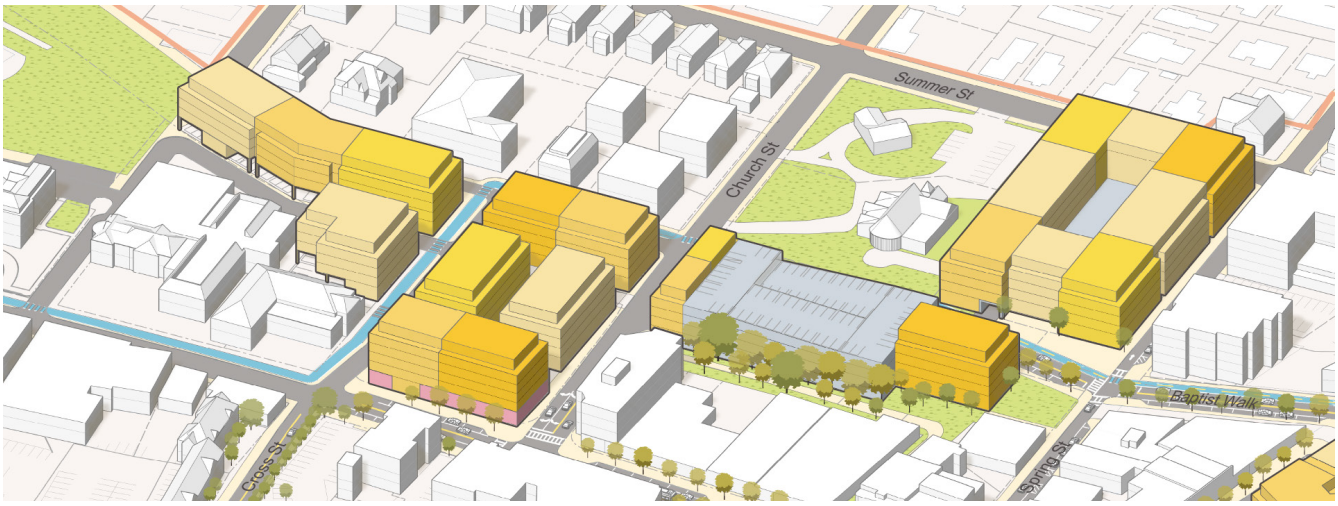
The most effective strategy for pursuing such a partnership is to first create a redevelopment authority and then request that the City Council transfer the lots to the control of the authority. The authority should then find the most suitable private development partner, through a request for proposals (RFP) process. The RFP can outline a range of development goals for the sites, require the developer to participate in site preparation, and establish minimum goals for open space and a mix of small businesses. Before issuing the RFP, the redevelopment authority can undertake an economic analysis of proposed public benefits to ensure that the cumulative effect of preferred public benefits still results in a financeable project.

Once the partnership is made, the City and developer will collaboratively craft a strategy to finance and build the parking garage and then develop surrounding lots. The City and the redevelopment authority must also explore funding sources to engineer and implement utility and infrastructure upgrades, since they are the enabling projects that catalyze significant new housing production.

The proposed Community Path goes through these parking lots. In the short-term, the existing concept plans should be used for an interim "quick build" path that connects the completed east and west portions of the path. The long term locations and design for the path should be included, along with the new grid of streets, in planning for redevelopment of these lots.

The municipal parking lots offer an opportunity for substantial redevelopment in the Square.

The Plan tested 4+ and 5+ story residential buildings on the site of the municipal parking lots, including a 4-story garage.



The MBTA Bus Yard Site

The MBTA Bus Yard at Watertown Yard is an important redevelopment opportunity because of the prominent location of the site at a sweeping bend in the Charles River and directly across from Watertown Square. Importantly, the site is also conveniently located between all of the proposed future bus stops in Watertown Square and directly across the street from the reconfigured bus stops for the 52, 57, 59, 71, and 504 routes. As a result, it's the best transit-oriented development site within the study area of the Plan. Given these parameters, a mixed-use residential development is the best development program for the site. In addition to capitalizing on the site's location, a residential development, consistent with proposed zoning, will balance and complement the new lab building and proposed future commercial development along Water Street.

Since the site is controlled by the MBTA, the City plans to work with the Authority to frame development expectations in any future request for development proposals (RFP). These are likely to include a desire for active ground floor uses at the corner of Galen Street and Nonantum Road, guidelines for preferred massing configurations that include ample green space, and diagrams that clarify how a MBTA bus layover facility will continue to be accommodated on the site.

For future development, the City and MBTA can work together to frame development expectations for potential uses on the MBTA Yard site that will best serve the Square.

Infrastructure Improvements

Implementing the Watertown Square Area Plan, including the priority redevelopment opportunities, will require substantial infrastructure improvements. The proposed phasing plan can provide a preliminary list of those projects and their nexus to the outcomes desired by the City. The improvements will require a combination of local funds, state infrastructure grants, and private investment. In anticipation of the need for local funding as a part of this project, the City Council has already set aside $1.8 million in a Watertown Square stabilization fund for this purpose, and the City Manager has requested an additional $1.8 million for this fund in the coming fiscal year.

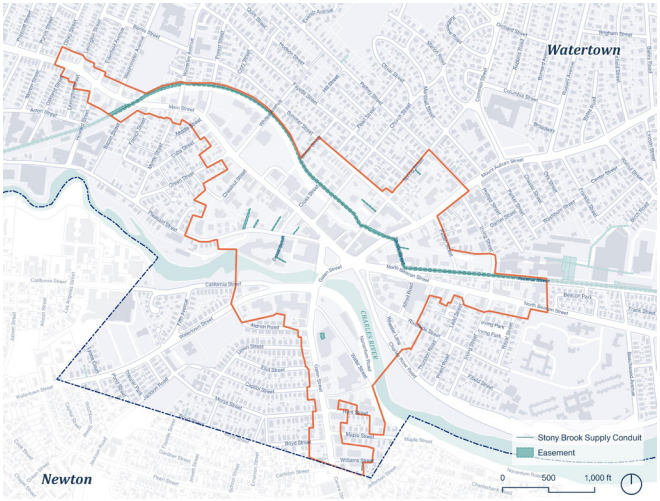
As previously noted, redevelopment of the municipal and private parking lots behind Main Street will require the relocation of utilities, creation of a street grid, and continuation of the Community Path, all while working around the City of Cambridge's water supply line that runs through an easement across these lots. These improvements will integrate this area into the overall fabric of Watertown Square and will help unlock the catalytic residential development proposed in this Plan.

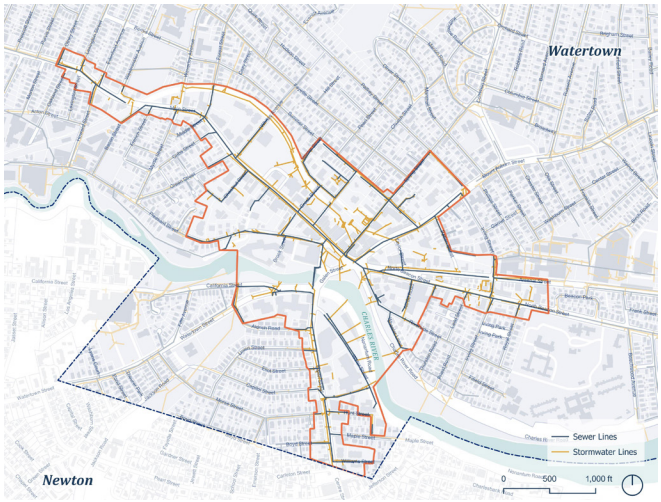
While the City may be able to obtain state infrastructure grants to help with these utility/street grid improvements, it must rely on private investment or local funding for a new central garage. State grants to fund parking garages have become highly disfavored in the past ten or more years, partly because potential projected parking revenue doesn't come close to covering the costs of debt financing of municipal bonds or the ongoing operation and maintenance of the garage. That is why the Plan recommends that any garage or garages built to replace the City-owned surface parking lots be funded in conjunction with significant private development, with the potential for City involvement, if necessary. Such a level of private investment requires the zoning and the redevelopment process for the lots to allow the building heights proposed in this Plan.

Left: Map of Easements in the Study Area

Right: Map of Sewer and Stormwater Utilities in the Study Area

There are a number of subsurface utilities that must be coordinated for any development projects on the municipal and private parking lots behind Main Street, including the Stony Brook Supply Conduit and sewer, stormwater, and water supply lines.





The Public Engagement Process

The City and consultant team developed the plan during a robust multi-tiered engagement process that included informal conversations in people's homes, multiple surveys, a multi-day public charrette, and well-attended public meetings. These touch points were carefully coordinated with the technical work to ensure that stakeholders and members of the general public were providing advice and feedback at steps in the process when the consultant team had the flexibility to be responsive.

At the same time, the City and consultant team made sure that the multiple audiences for the evolving plan had been given the appropriate background technical information so their feedback would be grounded in a general understanding of zoning regulations, transportation issues, real estate market dynamics, and the MBTA's ongoing bus service redesign project. The engagement steps are described below. Additional information about the engagement process, including the alternative public realm and zoning scenarios that were shared and discussed, can be found in the Appendix.

Kitchen Table Conversations

The engagement process was launched with a series of informal conversations conducted by the Watertown Community Conversations, a resident-led group that had participated productively in the engagement process for the Comprehensive Plan. Their participation helped bridge the gap between the plans and make explicit the connection between the two efforts. Discussions with the Kitchen Table Conversations volunteers provided the consultant team with a more robust understanding of the potential project issues than they would have gotten from the City staff alone.

Several major themes emerged from the conversations, including the need to invite and foster community, improve walkability and connectivity, foreground accessibility issues and green space, and to have special considerations for unique and historic buildings around the Square. There was less consensus on issues related to parking and transit, with participants expressing divergent opinions on the importance of parking and car-focused development versus making improvements to bus service in the Square.

Engagement Touchpoints:

- Number of individual meetings: 20
- Number of participants: 168

See the results of community feedback in the Appendix.

Polis

The Polis Survey is an online engagement tool that asks respondents to both react to statements and, optionally, to supply their own statements for future respondents to react to. This feature gives participants more agency than conventional surveys and provides the algorithm that undergirds the survey enough responses to be able to sort respondents into opinion groups, based on patterns of response.

Typically, two or three sub-groups emerge that can generally be defined as "open-minded and open to change," "resistant to change", and sometimes but not always "somewhere in the middle." While the Polis data is dependent upon who chose to participate, this sorting out has the advantage of clarifying the relative percentage of those respondents in each category, and very often, the results can reveal that the relative percentage of people in each camp is different from perceptions of public opinion gleaned at conventional public meetings.

Sharing the Polis survey early in the planning process was helpful in gauging public opinions on a wide variety of topics related to the Plan. The survey was immensely well-used, with over 1,000 individual interactions and over 100 votes submitted per user on average. The results of the survey culminated in the formation of two opinion groups: Group A represented 27% of the participants and was more likely to agree with statements that prioritized the convenience of easy parking and minimizing traffic, while Group B represented 73% of participants, who were more likely to agree with de-prioritizing cars and providing dense housing in the Square.

Despite differences in opinion, there were a number of areas in which participants shared overlap on key issues, including the desire to see a diversity of retail stores, shops and cafes in the Square, as well as the desire to provide easier access to the Charles River. Additional shared themes included the aspiration to create more affordable housing development, provide faster and more reliable transit through the Square, and to create spaces for outdoor dining, socializing, and lingering.

Engagement Touchpoints:

- Number of respondents: 1,076 unique voters (based on logins or individual devices)
- Number of votes cast: 112,174
- Statements submitted: 1,073
- Average votes per individual login/device: 104.25

See the results of community feedback in the Appendix.

Polis Opinion Groups Diagram

The Polis survey resulted in the formation of two opinion groups: Group A represented the minority opinion and was more likely to agree with statements that prioritized the convenience of parking and minimizing traffic; Group B represented the majority opinion, and was more likely to agree with de-prioritizing cars and providing dense housing in the Square.

Public Meetings

In addition to the three-day charrette, three public meetings were held at various points during the planning process to present the proposed streetscape and zoning updates and hear feedback directly from the community.

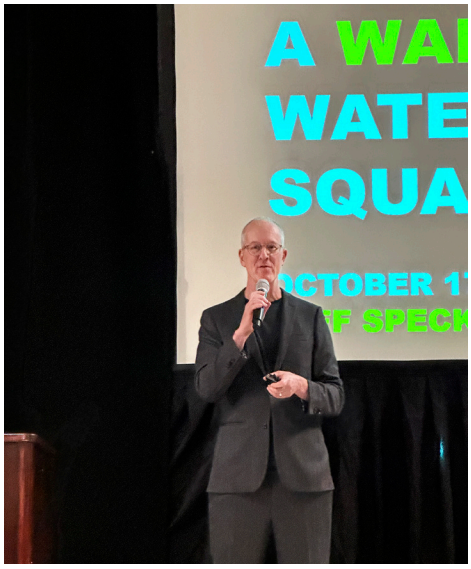
First Public Meeting/October 17

The first public meeting aligned with the project kick-off, but after some of the initial feedback from the Kitchen Conversations could be reported back. The kickoff meeting also included a talk by Jeff Speck that was meant to highlight the opportunities and potential strategies for making Watertown Square a more walkable mixed-use destination.

Engagement Touchpoints:

- Number of in-person and online signups: 210
- Number of survey forms: 37 paper survey submissions

See the results of community feedback in the Appendix.



Photos from the project launch, which included a talk by Jeff Speck.

Three-day Public Charrette

A three-day public design and planning workshop ("charrette") was at the center of the planning process. The presentations, meetings, and design sessions were carefully timed to coincide with the consultant team's own technical analysis and initial studies. This ensured that the designers and planners were well-prepared for the sessions but didn't yet reach a point where they had created preconceived plans for the best approach for the redesign of the streets or zoning.

The sessions held during the first day of the three-day charrette were designed as teach-ins, with technical experts outlining the issues, followed by robust discussions with attendees. The discussions were fueled by challenging questions and far-ranging suggestions that helped frame next steps. In addition to the consultant team - which included experts in transportation, zoning, urban design, streetscape design, and transportation planning - City of Watertown staff and the MBTA made presentations, fielded questions, and engaged in discussions about alternative solutions.

Day two of the charrette provided opportunities for the planning and design team to sketch through alternative concepts and share and discuss them with small groups of the general public. Their work culminated in a presentation to more than 180 people that evening. After the talk, the consultant team and City staff were able to discuss the alternative concepts in more detail in front of the boards of the proposals that were distributed around the room.

Based on feedback during the previous evening, the consultant team zeroed in on two alternative scenarios in more detail: Four Corners, and Mini-Main Street, (see more details about these and other scenarios, including the "Deltabout" scheme, in the Appendix). The pros and cons of these schemes and a few initial zoning concepts were presented at the third and final evening of the charrette. The feedback from this and the other meetings held during the three-day workshop provided the necessary fodder for the consultant team to dig into the schemes from a technical standpoint.

Engagement Touchpoints:

- Total signups: 604
- Different people: 274

See the presentations of planning and design alternatives, working group results, and other information about the charrette in the Appendix.

Photos from the charrette depict the consultant team as they present during different design sessions, as well as engaging with members of the community to brainstorm responses to key design prompts.

Second Public Meeting/February 29

At the second public meeting, follow-up work done by the consulting team after the charrette was presented. This included refinements to the Four Corners and Mini-Main Street public realm proposals and a convincing case for dropping the third "Deltabout" streetscape option. The consultant team also made initial zoning recommendations based on a tiered, form-based zoning approach that stepped down building heights from five stories plus an occupiable roof to four stories with an occupiable roof to three stories with an occupiable roof.

In addition to a presentation of the potential design outcomes of the draft code on a few future development sites, the consultant team also calculated the unit capacity for two scenarios using the Executive Office of Housing and Livable Communities' (EOHLC's) compliance model. One proposed making the entire plan area into a by-right zoning area under the MBTA Communities Act rules. The other proposed a 'collar' that would limit by-right to a smaller portion of the project area. The majority of participants in the meeting supported the by-right zoning in the entire district, but feedback submitted during and after the meeting expressed concerns about how by-right zoning would impact buildings in the historic core of the Square and adjacent to current lower-height residential properties.

Engagement Touchpoints:

- Number of attendees signed-in: 181
- Number of individuals watching live online: 60
- Number of feedback form submissions: 215
- Number of comments written on boards: 236

See the results of community feedback in the Appendix.

The Second Public Meeting offered live polling during the presentation, where those attending in-person and online could submit responses to help guide the consultant team toward developing a preferred option for both the streetscape and proposed zoning schemes.

Third Public Meeting/April 4

As a result of public feedback and technical analysis, the City and consultant team determined that the Four Corners scheme best balanced the goals established at the outset of the project and reinforced and clarified during the charrette. These included the increase of pedestrian connectivity in and through the Square, more intuitive navigation of the Square by vehicles and bicycles, and enhanced placemaking potential to drive economic development and sidewalk activation. This recommendation, along with an updated zoning proposal, was presented at the third and final public meeting.

The adjustments to the zoning recommendation were mostly focused on refining the area where the new zoning code would be as-of-right. This was done by introducing an updated "collar" boundary where the new code would be as-of-right, and ensuring that key historic properties in the Square as well as those outside the Square that are adjacent to smaller residential properties would still require special permits.

The April public meeting included a large in-person crowd that asked many questions about the current process. Staff and the consulting team took the time to answer these questions, and the meeting took over three hours. Following the meeting, a feedback form was provided to participants in the room and on-line. The form had 499 responses, providing extensive feedback about the process and outcomes through the April meeting.

Engagement Touchpoints:

- Number of attendees signed-in: 219
- Number of individuals watching live online: 115
- Number of feedback form submissions: 499

See the results of community feedback in the Appendix.

The Third Public Meeting was one of the most well-attended project events. The meeting included an extensive Q+A session where participants asked questions to a panel of both City and consultant team members.

Since April

After the April public meeting, the team reviewed the feedback of 499 form submissions. These responses provided a variety of thoughts on the Plan, ranging from opinions on the need for higher or lower buildings, suggestions on changes to zoning districts; policy suggestions for implementing the Plan; ideas about open space, sustainability, trees and river impacts; as well as feedback on traffic, bus, bike and pedestrian flow through the proposed new road network. City staff and the consulting team sorted and reviewed the feedback and incorporated the suggestions when there was substantial support for an idea.

More generally, responses identified areas of consensus and areas where there is still a divided opinion on specific issues in the plan. Nonetheless, it reconfirmed that there is support amongst the participants in this process for new housing, the form-based elements in zoning, the intersection redesign, the open space enhancements, and streetscape strategies.

Finally, while there is majority support of respondents to the general strategy of the zoning, there is a substantial minority of the respondents with concerns about building heights particularly at the edges of the project area. For this reason, the zoning recommendation in the Plan has been refined to include a new NMU 2+ story district at key points where taller buildings would have the most impacts on existing single-family areas. The Plan, nonetheless, maintains the tallest buildings with the 5+ story district since this height was supported by the majority of those commenting and increases the likelihood that the financing of projects in the heart of the Square will be financially feasible while helping to catalyze the necessary parallel public improvements.

A BARBER SHOP

Appendix

Kitchen Table Conversations

- Kitchen Table Conversations Preliminary Feedback (link)
- Watertown Community Conversations' Kitchen Table Conversations Summary Report (link)

3-Day Design Charrette & Polis Results

- Watertown Square Charrette Presentation Part 1, including Polis Results Snapshot (link)
- Watertown Square Charrette Presentation Part 2 (link)
- Design Charrette Final Presentation Leading to Two Designs (link)
- Watertown Square Area Plan Design Charrette Workshop Groups Summary (link)
- Public Participation & Design Studio Charrette Drawings (link)

February 29, 2024 Public Meeting & Feedback Form

- 2/29/24 Public Meeting Feedback Review (link)
- Public Meeting Streetscape Presentation with Agenda (link)
- Public Meeting Urban Design and MBTA Communities Zoning Presentation (link)

April 4, 2024 Public Forum & Feedback Form

- 4/4/24 Public Forum Feedback (link)
- Urban Design, MBTA Communities Zoning, and Streetscape Handout (link)
- Public Forum Presentation (link)

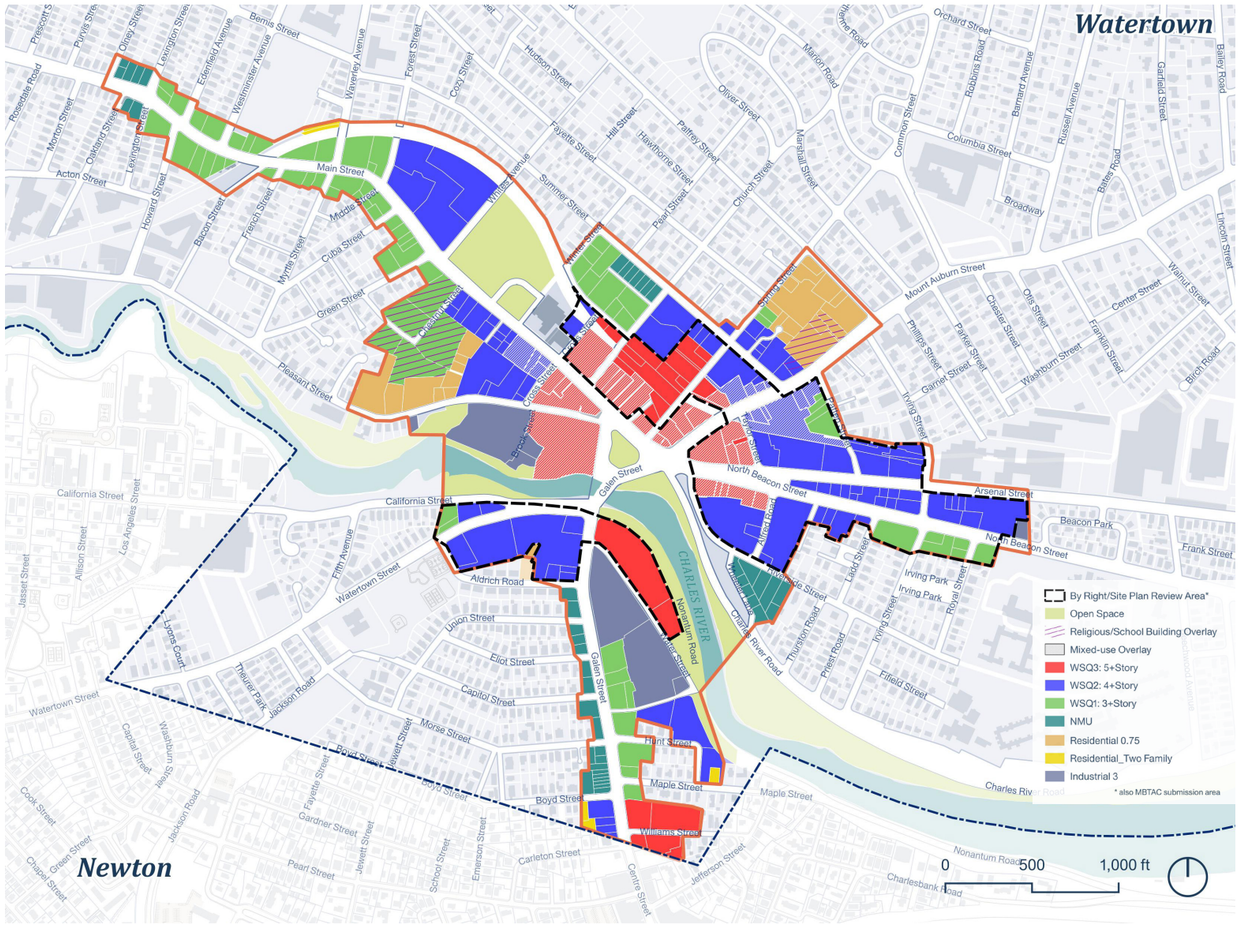
MBTA Communities Zoning Update

Summer 2024

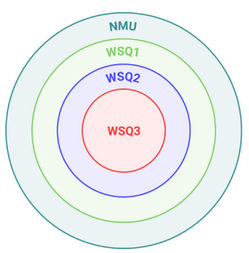
Watertown Square Area Plan

A2

MBTA Communities Zoning Map



Proposed Zoning District	Multi-Family Only Unit Capacity	Mixed-use Unit Capacity (excluding ground floor commercial area)	
WSQ1: 3+ Story	227	0	
WSQ2: 4+ Story	2,002	223	
WSQ3: 5+ Story	182	499	
Total	**2,411**	**722**	
District Total Capacity			**3,133**
Required Minimum Capacity			**1,701**
Additional Units Beyond Minimum Required			**1,432**



WSQ3: 5+ stories

WSQ2: 4+ stories

WSQ1: 3+ stories

NMU: 2+ stories

Urban Design Considerations

- From the beginning, our goals have emphasized the Square as a **vibrant** destination with thriving businesses, walkable streets, better community spaces and more people. We need more people to support businesses and keep the Square our community center.
- The Square's look and feel matter. The proposed plan uses a form-based zoning approach with required design standards to shape future development. The proposed standards include building height, stepback requirements, varied facades, roof, and architectural features. They will apply in both "by right/site plan review" and "special permit" areas.
- There is a "tiered" approach to density, with higher density (red) mainly in the downtown core, medium density (blue) around that core, and medium and lower density (blue and green) as a transition to lower density residential neighborhoods. Each will be a separate zone.
- Higher density makes sense in the downtown core to support a strong Watertown Square identity and increase the opportunity for new housing in the area that has the best access to public transit and is the most walkable.
- We want meaningful buildings in the downtown core to thrive and offer ground floor retail. Much of the downtown core should remain under a discretionary "special permit" process with a ground floor retail requirement.

MBTA Communities Considerations

- Some blocks in the WSQ3, WSQ2, and WSQ1 zones would be by right/site plan review and comply with the MBTA Communities law. The NMU zone would be special permit only.
- By right/site plan review permitting is proposed for some of the downtown core as well as the Galen Street gateway and the Arsenal/North Beacon Street gateway (where auto uses are now dominant). Zoning for these blocks would comply with the MBTA Communities law.
- Most other portions of the study area, e.g., going west on Main Street, provide a transition to lower density residential neighborhoods and/or don't present important opportunities for change. Special permits should continue to be required for these blocks.
- "Unit capacity" is the state's way of measuring compliance with the MBTA Communities law—it is a theoretical measure of the maximum number of units that could be built and assumes the land is vacant. The "unit capacity" of the MBTA Communities zone in the proposed plan is **3,133** units. The required number is 1,701 units.
- Publicly-owned parcels, such as the Watertown Yard lot owned by the MBTA and the municipal parking lot, cannot count towards compliance with the MBTA Communities modeled unit capacity requirements. These publicly-owned parcels are proposed as by right/site plan review to promote redevelopment as part of a coherent vision for Watertown Square.

6/13/24 A3

PUBLIC FORUM SIGN IN

Russell J. Arin 49 Fay Rd

merle Kummer 375 Arlington St.

Jamie Gordon 84 Fitchburg St

Peter Benzdiles 62 Carey Avenue

George Youngge 188 Acton

Natalie Zakarian 224 Warren St

Mark Peterson 9 westland Rd

Deborah Peterson 9 Westland Rd

ROSDOM.V. Kaligian 117 Spring St

Will Clifford 83 Riverside St

Dennis Duff 33 SPRUCE ST

Theodore Kakoom 99 Jensen Rd.

Sara Keany 46 Parker St.

Linda Scott 55 Olcott St

Scott Frazer 98 Hovey St

Sam Ghilardi 17 Derby Rd

Andres Guzman 141 Waverley ave

GEORGE SKUSE 43 PILGRIM Rd

Libby Shaw 73 Templeton Pkwy

6/13/24

PUBLIC FORUM SIGN IN

Josh Rosmarin	29 Ashland St
Joan Gumbleton	32 Falmouth Rd
Kevin Weaver	38 Edgecliff Rd
DAVE FERRIS	19 HILLCREST CIRCLE
Jamie Burke	18 Pine St
Christopher Heidelberger	18 Pine St
Don Pritchard	13 Hosmer St
DAVID ALARIF	127 FAYETTE
DEAN MARTIN	94 ENFIELD AVE
Bob Pattey	101 BARNARD AVE
Ann F Munson	14 Potts Rd.
Jacky van Leeuwen	32 whites Ave
Gavin Shuler	32 Whites Ave
Leanne Hammonds	55 Springfield St
LEO PATTERSON	52 Fitchburg St
Rita Locatelli	56 CUDA AA
SEAN PERRONE	362 Lexington St
Dani Holmes	29 Nixon St
[illegible]	603 Main St

6/13/24

PUBLIC FORUM SIGN IN

Elodia Thomas

David Gardner 18 Winsor Ave

Joyce Babcock 666 Main St, West

Paul Gregory 5 Appleton St.

Zoom 6/13/24

PUBLIC FORUM SIGN IN

Kathy Breen
Amy Plomek
Qiben Ye
Nick Coranto
Steve Perris
Amalia Derenhoeslan
Brian Habison
Susan Falcoff
Angie Kemulous

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June 24, 2024

Staff Response to Questions/ Comments on Watertown Square Area Plan

Introduction

The following provides brief responses to some common questions and comments received as part of the June 13, 2024 public hearing.

For context, it is important to note the role of the Watertown Square Area Plan. This is a Plan to provide guidance and direction to the efforts of the City as to a vision for the future of Watertown Square. This document is not an engineered design, nor is it a zoning code with specific regulations. If a Plan is adopted, it will provide the roadmap for the next steps to make the vision a reality. The first step will be to make amendments to the Zoning Ordinance and map. The detailed work that will create the ordinance will be guided by the Plan but will inevitably involve some refinements and adjustments that will be part of the adoption process. This process will need to happen first, as we are under a deadline associated with the MBTA law to have compliant zoning in place by December 31, 2024. Similarly, when the City is ready to implement changes to the transportation network, the detailed engineering work will result in adjustments and refinements that will be part of the public process regarding implementation of the Plan. Plans for development on city land, including the library expansion, will also need to go through adjustments and refinements should they go forward.

The staff looks forward to answering questions from the City Council and Planning Board at the next meeting on June 27th. In the meantime, here are answers to some questions that came up at the June 13th meeting:

1. **How many housing units do we have now? How many more will we build?** The 2020 Census determined that there were 16,936 homes in Watertown. Based on building permits pulled in 2021-23 (51 new units), we are at approximately 17,000 homes now. In the last 13 years, growth has mainly occurred within the Arsenal and Pleasant Street corridors. Under the proposed plan, more of the city's future housing growth can occur around Watertown Square, contributing to a more vibrant Square and more customers for our small businesses. Predicting the actual amount of new development is not feasible because there are so many variables. Most property is privately owned and has a number of constraints that limit possible reuse. Additionally, there are a number of factors that make it difficult to predict when redevelopment might happen, including federal interest

rates (financing), existing use, complex ownership, and physical and environmental property constraints. But, in general, a very small portion of land is developed to its full zoning capacity each year, and any "build-out" of this area would likely be over many years. As an example, the current CB Zoning in Watertown Square has allowed 5-story commercial or mixed-use buildings to be built for many years but only a few new projects were actually developed in the last several decades.

2. **Then why do I keep hearing we are going to build 3000+ more units?** 3,133 is the "unit capacity" of the proposed MBTA Communities zoning district under their state law. It is not the number of new units that will or must be built. It is what could be built if nothing were on any of the lots and if every landowner decided to develop their lot to the maximum extent allowed by zoning. Multi-unit housing could be built on many of the sites in the proposed district under current zoning rules (although requiring a special permit), but these sites remain tire shops, gas stations, car dealerships, and small retail buildings. Making more sites by right will likely result in more housing being built, but it won't be 3,133 new units – and likely not even 1,701 (the unit capacity required by the state).

3. **What will be the impact of this Plan on the City's financial situation? Will this help our tax base? Shouldn't we be chasing more commercial development instead?** The net impact for new development will be beneficial to the City, even when considering any need for additional services. Multiple studies of multi-family housing in the similar communities have shown a net fiscal positive impact from new walkable downtown housing. To continue to support the City's strong financial base, the Comprehensive Plan identified support for existing business clusters, but also supported looking for ways to diversify the tax base. Watertown is further constrained by a 1980's era law that caps the portion of our taxes that can be raised from commercial buildings. We've received some relief from this rule via a home rule petition approved by the state, but if we continue to rely on commercial development alone, this will not allow us to build new taxable buildings without also impacting existing residential homeowners. By adding new multi-unit residential buildings, the value of commercial and residential development becomes more balanced.

4. **What will be the impact of new housing on our schools?** The anticipated new growth will allow Watertown Schools to maintain and modestly grow our student population, consistent with our planning. Watertown Schools saw decades of declining student population. So, there may be some increase in student population. But, based on local data about where students live, one cannot substantiate the assumption that larger scale residential development increases the student population. And, while the MBTA Communities Act encourages communities to develop housing for families, and we will work to make sure that new units are friendly to families with children, families with children will not be the dominant group in new housing. Only a very small proportion of students are living within the larger scale developments, especially when compared to the single-and two-family homes. During the most recent timeframe in which new multi-family housing was built in Watertown (2016-2000) we added over 1000 housing units with a net reduction in student enrollment during this time.

5. **Where is the green space in this Plan? Will there be more and will it be great landscaping with native trees and plants and pollinator gardens, etc.?** The streetscape plan adds 3.3 acres of new open space. While some of this will be dedicated to streets and sidewalks, much of it will be green space. The design and construction phase for street reconfiguration will include the creation of a reimagined public realm with newly created open spaces and new streetscapes. The City will hire a design team with landscape architects that specialize in creating a high-quality public realm. This design will include a focus on resilient and meaningful landscape design to enhance the open space and plazas and contribute to the community's long-term sustainability goals. The design process can make Watertown Square an inviting environment including plantings that support our climate and energy goals as well as bringing natural elements that better connect the urban landscape to the adjacent Charles River corridor. As part of public realm improvements, the design will also incorporate innovative green infrastructure to enhance and support a more sustainable planting program. This can also improve the health of existing and new public and street trees.

6. **How does this interact with our climate plan?** This Plan is consistent with the City's Resilient Watertown Climate and Energy Plan. The Plan furthers the City's efforts to promote a shift in transportation modes, encourages Watertown Square as a destination for the City (not merely an intersection), and incorporates the improvement and expansion of green spaces within the Square. The Plan encourages the use of native species and pollinator gardens to enhance the area's natural environment as well.

7. **Why is the maximum height (88 feet) so much higher than a typical 6 story residential building?** This was included to provide flexibility for appropriate floor to ceiling heights, particularly first floor commercial. The proposed heights of between 38' for the lowest zoning district to 88' for the highest district will allow for needed flexibility for appropriate design, particularly for ground floor retail, while still allowing for the lower typical floor to ceiling heights (residential has an average of 11' floor to floor) for residential floors/buildings. The maximum height for each proposed district includes a height for a pitched roof and a flat roof. The 88' number is only for a pitched roof within the tallest district. The height also provides for some flexibility to ensure that first floor retail spaces have enough clear height to be successful, allow needed clear heights for all floors of commercial only buildings, and allow for the sloped roof design. This height also allows upper story office buildings so that a building could be built to include a mix of office and/or housing. In general, this office space would require higher floors as well.

8. **Can we change the building code to allow single-stair and/or mass-timber buildings?** The Massachusetts Building Code governs when new technologies or revised safety requirements can be utilized locally. This is out of the control of a local government in Massachusetts. Both the single-stair building (which allows for smaller buildings to be constructed) and the mass-timber construction (which would allow more than seven stories without the need for steel construction) would potentially change the economics of construction. But neither is likely to become permitted in Massachusetts until the state further investigates these construction methods. The state is planning to roll out its latest

update (the 10th Edition) later this year. We don't recommend building a zoning ordinance around the possibility of having these new codes, although we would consider zoning implications if these new codes were to be approved.

9. **Will there be open and available parking spaces for retail? Will the garage be safe?** While there are many details that are undetermined, the concept for the garage is that it would provide parking for the various retail and office uses and also may be able to support some adjacent residential units that would be added. The garage could have an area dedicated to short-term parking for retail. It could also incorporate a number of safety strategies. In addition to the potential reconfiguration of the municipal lot and garage parking, there are a substantial number of on-street parking spaces proposed; these tend to be the most desirable for retail customers making short visits and therefore support local business success.

10. **Why isn't 104 and 166 Main "in the plan area"?** Both of these mixed-use developments are in the plan area (104 Main Street was permitted in late 2023 and 166 Main Street was substantially completed this year). The blocks where they are located would remain in the area where special permits are required. The Plan proposes specific blocks that would use by right process (versus special permit) based on logical criteria (e.g., areas we want to transform and areas where there will be heightened public process and control).

11. **The proposed zoning is NMU on Galen Street, when the zoning should allow higher and more density. Why?** The west side of Galen Street is directly adjacent to lower scale residential areas. The existing parcels in this corridor were all zoned for two-family only, even though many had mixed-uses on them. A segment of this corridor is underdeveloped and transitions into the Newton Corner commercial area, so the proposed zoning for that segment would allow taller buildings. The middle portion of the segment has a number of 2-3 story developments with a mix of primarily neighborhood business/residential uses. The lots are fairly shallow and many historic building features are intact. Based on these qualities, staff suggested use of the new NMU zoning. This zoning will allow more flexibility in uses and some potential for increased housing, most likely through additions to the more historic fabric of this neighborhood edge.

12. **Why isn't there a proposed zone to reflect or match existing taller buildings like Whitney Towers and Williams Street Condos?** These are two examples of taller residential buildings built prior to the current zoning. Their heights make them non-conforming under current zoning. As the question notes, the proposed zoning would maintain them as non-conforming, as there is no proposed district with heights that match these buildings. Within the Plan, the two 8-story residential buildings located on the west side of Galen Street would be in the highest WSQ-3 Zone as it transitions to Newton Corner. The Whites Avenue block with 7-8 story buildings along Main Street/west of Saltonstall Park would be in the second highest zone (WSQ-2) as it transitions to Linear Park and lower scale residential directly to its north. Although the alternative of WSQ-3 zoning for the Whites Avenue block could allow some flexibility by allowing for greater height than the WSQ-2, the buildings would still be taller (therefore, still non-conforming).

While we could develop a district that just matches these buildings, it isn't necessary. There was no recommendation to add new buildings at these heights, and under the rules for non-conforming structures, the existing buildings are allowed to remain, they can be modified through a review by the Zoning Board of Appeals, and, in the event of a disaster, could be rebuilt as they exist today.

13. **What is a test-fit and why don't the test-fit illustrations reflect existing property lines?** Prior to and during the charrette, the design team worked on a series of 'what-ifs' to look at how potential redevelopment would work. The test-fits were intended to test out scale and placement using real Watertown lots as examples. The test fits highlighted underutilized areas, looked at combining adjacent parcels, or considered incremental redevelopment versus the potential of combining lots to create something bigger. The test fit drawings are not meant to suggest that those exact lots will be developed as shown. Some may not be built out under new zoning. Others that are not illustrated may be built out under new zoning. Therefore, these test fits informed our thinking on zoning and were not intended to reflect any build-out or denote the actual maximum zoning 'box' of the proposed zoning districts.

14. **What do we mean by "affordable housing"?** For purposes of the Plan, "affordable housing" refers to rental and ownership units legally restricted to households at certain income levels. Those units are created in two ways: (1) "inclusionary" units in market-rate developments (the city requires 15%) with no public funds spent in building the units, and (2) units in developments where 50% or more of the units are affordable, which requires public funding to build (typically some local money, along with significant state subsidies). The household income levels can vary depending on what the city requires for inclusionary zoning (type 1) or the specific federal/state funding program if an affordable development built with public money (type 2).

15. **From what we hear, "affordable housing" isn't really affordable. Can you explain this?** Inclusionary zoning is created by private developers, taking money from their profits and/or cross-subsidizing from market-rate rents. To make that work, household income levels (and therefore rents) are based on median incomes for the Boston-Cambridge region. In Watertown, these units are based on making at or below 80% (or, under the second tier, below 65%) of that median area income. Since regional incomes are rising rapidly, so are rents. On the other hand, affordable developments that use federal/state subsidies can be targeted at lower household incomes, and those subsidies can allow those projects to work with lower rents. That's exactly why Watertown needs more affordable developments (50% or more of the units are affordable) because, in those projects, all the affordable units are publicly subsidized.

16. **Can we allow the extra affordable housing floor without a special permit?** The Plan allows a qualified development (50% or more affordable units) to have an extra floor (i.e., no special permit required).

17. **Can we allow affordable projects in the special permit area without a special permit?** Making all affordable developments in the special permit portion of the Plan area "by right" is inconsistent with our goal to use special permits where we want more discretion (e.g., blocks with important buildings and blocks transitioning to lower density residential neighborhoods).

18. **Can we allow more than 15 percent inclusionary zoning?** The MBTA Communities law limits our ability to increase the inclusionary zoning requirements in the "by right" district. The state is concerned that cities/towns could increase inclusionary zoning requirements to discourage development. This concern reflects a genuine issue about inclusionary zoning: if requirements are set too high, it leads to fewer market-rate units and fewer affordable housing units.

19. **What traffic studies have been done to date and what is still to be done?** The project team performed in-depth traffic modeling that analyzed existing conditions and looked at key scenarios during the design process. This was based on data provided by the city and supplemented by the consultant, with supplemental source data including cell-phone data. City provided data included traffic studies for recent development that effected the study area, city-wide quarterly traffic counts that included key intersections/street segments in the study area, and the existing traffic model of Watertown Square and its surrounding intersections. The model was updated and expanded for the preferred concept plan, with updates made to the concept to resolve operational issues for turns from Arsenal St to the Galen St Bridge and from the south at the Galen St Bridge. Specifically, the City and project team reviewed proposed traffic conditions at traffic signals, along major and minor streets, and considered transit operations and other modes and focused on pedestrian safety and design. Although confident that the operation can be similar to current conditions, it is noted that the plans are at a conceptual level and will need to be further refined during the design and engineering phase. Details identified in the review that will be considered include options for improved transit operations, which must be coordinated with MBTA and DCR. The City is also continuing to coordinate with the MBTA to implement transit signal priority in combination with other techniques like que jump and/or select dedicated lanes to ensure the community has the best bus access and improved service within the study area.

20. **Are our public safety departments OK with this plan?** The City has had a series of meetings that involved our DPW/Engineering, Planning, Police, and Fire Departments' staff. Public safety is a priority of the project design, and staff input has informed the plan to improve the public realm. The recommended design and plan highlight measures to ensure that public safety access and operations continue to be met or improved. The concept designs will continue to be refined to provide a better, safer, and improved public realm, in continued coordination across departments.

21. **How does this plan address public transit? Will this slow my ride on the 71 bus? Why can't we build a bus hub north of the river?** Maintaining and improving mobility for public transit passengers is one of the most important considerations in the Area Plan. The

project team meets regularly with MBTA planners to ensure the best outcome for transit. For instance, with the 71 Bus being proposed to cross the River and the 70 route having a new stop on the far side of Main St at Mt Auburn, bus transfers will be safer, quicker and more pleasant for all bus routes within the Square. Bus stops for all bus routes will be moved in accordance with transit best practices, typically on the far side of intersections for safer pedestrian crossings and to minimize delays at traffic signals. 71 bus service is improved in a number of ways with better signal design and bus stop placements and total trip times for passengers should be improved despite the addition of the river crossing with improved key stop locations. Bus service is expected to be further improved, as bus lanes at relevant locations, queue jumps (buses being expedited at intersections) and other tools in the transit planning toolkit are used.

22. **Why can't we have bike lanes on Main Street?** Main Street is the "living room" of our community. Main Street has been prioritized for pedestrians, in order to give as much space as possible for walking, sitting, resting, eating at sidewalk café tables, etc. The Community Path (our multi-use cycling and walking path) is one block to the north of Main, while bike routes along the river are one block south. Best practice bikeways for all ages and abilities and bike racks are planned to connect directly to and from Main Street. The City recognizes that walking and cycling visits lead to more income for retail and restaurants compared to visits using automobiles.

23. **Who has jurisdiction to allow the streetscape design to be built?** The jurisdiction of publicly owned lands includes mostly City owned Right of Way (ROW) but also includes property owned by the MBTA (Watertown Yard), DCR (Charles River Road/Riverfront Park, Charles River Reservation/Greenway), MassDOT (Galen Street Bridge and Main Street west of Bacon Street). All of these partners have been a part of the discussions of the Watertown Square plan.

24. **What's all this talk about a redevelopment authority? What do they do? Will we give up control? Will they use eminent domain?** As mentioned by the City Manager, if there is to be a redevelopment of public properties in concert with some adjoining private properties, a redevelopment authority is the way to make these relationships work. With a redevelopment authority, the city and the private neighbors can work collaboratively to find solutions that will be of benefit to all parties. State law makes it very difficult for cities and towns to do these partnerships without the involvement of a redevelopment authority. This is the strategy Watertown used to address the Watertown Armory site when it was sold by the federal government. It will work well if the City Council wants to pursue a plan to do any sort of partnership on the city's parking lots. If a redevelopment authority is to be created, it will take an extensive process with numerous hearings and votes by the City Council to make it a reality. The Plan does contemplate redeveloping some areas on the Square where an authority would be needed, and therefore mentions this as a tool to move forward.

25. **Why is the Zoning for the Methodist Church property not including a change to the base zone to allow more flexibility?** The base zone was not changed but an overlay was

added to allow more flexibility if the site is redeveloped. The base zone could be changed to add further flexibility, but as the site remains within the Historic District, all changes to the exterior of the buildings, additions, and/or new buildings will require a Historic District review and approval.

June 26, 2024

City Councilors, fellow Planning Board members, and community members:

I am very sorry to miss this evening's meeting and appreciate the opportunity to share my comments and questions on the Draft Watertown Square Area Plan. First, I want to applaud the City, its consultants, and the public on an engaging and robust process to date. The design approach has been thoughtful and balanced while considering various scenarios and objectives. The public's comments have been equally thoughtful. I continue to be impressed with community members' contributions which take into account historical views, current research and case studies, and a passion for making sure our City flourishes for future generations.

In preparing for these meetings, I've appreciated the comments that have been submitted for the record and shared verbally at the previous meeting. Like the majority of comments, I too support this Plan and the opportunities it brings to those who live and work in Watertown. I also note, however, that most of the support comes with caveats. These caveats are worth mentioning since these details – though not necessary to be addressed in this early stage – are still critical pieces for future analysis and decision-making. To briefly summarize, some of the concerns raised while also supporting the plan include interests to:

1. Seek more incentives for affordable housing development,
2. Encourage increased housing closest to the transit hub,
3. Ensure multi-modal traffic solutions and a reliable transit system, and
4. Promote opportunities for green space and sound environmental decisions.

I also want to acknowledge the concerns we've heard from our community – especially comments focused on too much housing, more traffic impacts, and the less tangible impacts growth may have to our City. As the future design continues, these concerns can be addressed through more outreach, education, and opportunities to share information and receive public input.

Given all of this, I'd like to focus on two areas that warrant more investigation in future steps: (1) Transportation and (2) Zoning for Affordable Housing . While there are many areas of importance, I'm trying my best to be succinct.

There is no question that the Commonwealth is experiencing a housing crisis and we are in a unique position to play an important role in mitigating this. I believe, however, that the Plan lacks information to show the tradeoffs between different housing scenarios, traffic volumes, and developed land vs green space. I think the Plan is quick to jump to a high level of housing, which while absolutely needed, does not fully regard the impact it will have on living and working in our City. We cannot assume nor require that everyone will bike or take transit and we know that different demographics have different transportation needs. We also know that he bus service needs vast improvements, well beyond what we can control for, and that the square has its limitations for road width and right of way. I would like to see the Plan show us that with the increased housing opportunities, our transportation options will remain multi-modal and safe for everyone. I would like to see us use this time to learn from new traffic studies, pilot new traffic patterns, and really test out the options as they have been presented. Personally, I have never seen the square with an empty lane, but do see it filled with cars, large trucks, and pedestrians and

bicyclists. I worry that condensing things – even with new patterns – won't reap the benefits being sought. More information from these traffic studies will help us make more informed decisions.

From a housing perspective, many have expressed interest in considering zoning changes in and around Galen Street. Further study here would be helpful, too, to better understand what is possible and what is not. Similarly, some suggested considering increasing by-right allowances for affordable housing. I would be interested in learning if there is a scenario where we can increase some housing opportunities while limiting it elsewhere to create more green space in pockets or more landscaped buildings.

Overall, I continue to support this Plan and what it represents as a vision for the City and as a mechanism to activate the Comprehensive Plan. Thank you for all of the hard work and time dedicated to get us to this point.

Rachael Sack

Planning Board Member

29 Frank Street

June 14, 2024.

Comments on Watertown Square Area Plan Draft, by Jason Cohen, Planning Board Member:

Over the past year we have witnessed competing initiatives to implement Zoning amendments requiring more density versus less density in the CBD, which effectively translates to more housing vs. less housing. When the proposed amendment for a reduction in FAR was presented to the PB and City Council last fall, backed up by petitions signed by hundreds of residents, we were led to believe that a majority of Watertown residents supported this approach. What this seems to have done, ironically, is to catalyze the formerly-dormant (or if not dormant, at least quite subdued) cohort of Watertown residents who are in favor of more density (thoughtfully implemented, as this plan effectively suggests) to come out in various forums and make their voices heard. I was discouraged to see the subsequent smears against one of the pro-housing advocacy groups in town, based on supposed ties to dark money and a right-wing think tank, when it seems that their motive is simply to affirm what the Comprehensive Plan and MBTA Communities Act are stressing, I.e. the acute need for more housing and specifically more affordable housing. I also want to remind people about the abundance of well-researched studies by highly-respected institutions such as MIT that prove, beyond a doubt, that more housing construction WILL eventually reduce average rents based on the simple concept of supply vs. Demand, which applies just as directly to housing costs as it does to any other economic trend.

This is a pivotal moment for Watertown's future. We are at a fork in the road and we can choose one of 2 paths, assuming we do not choose to ignore the MBTA Communities Act entirely, as some communities have chosen to do. One is to take the cynical approach in our response to the MBTA communities Act, as many other municipalities have done recently, by "gaming the system" and re-zoning parts of the City where redevelopment is unlikely to occur in the near future (or ever) for various reasons, in a manner that technically meets the Act's requirements but is unlikely to make a meaningful impact on our housing challenges. Alternately, we can seize the moment, acknowledge the severity of the regional housing crisis, and do our part by giving everyone the opportunity to live and stay in Watertown (not just those who can afford it), and encourage responsible development that creates a thriving, walkable downtown while adding fewer cars to the roads because of proximity to public transit and reduced parking minimums. In my opinion, this plan does exactly that and while there are still some improvements that can be made, I firmly believe that implementing the recommendations of this plan is putting us on the right path. It would appear that the majority of people who have provided public comments would agree. I also want to re-iterate that implementing this plan will support the long-term trend of maintaining a robust municipal tax base for Watertown, without which we would not have been able to build 3 new school and renovate a fourth without a real-estate tax override. This particular fact seems to often get lost in the conversations we are having about development in general, but it's very important to keep in mind and understand how this sets us apart from many of our neighboring communities, who have passed one or more overrides in recent years.

I do have a couple of suggestions:

- I read a public comment that questions why we would want to "down-zone" certain parcels, in the sense that the proposed new zoning would limit new building heights to lower than what is currently there (for instance, the condo buildings on Whites Ave.) and I agree with the objection to this - for this reason I would suggest a couple of modifications to the zoning map, specifically:
    - change the zoning of the block NW of Whites Ave. (across from Saltonstall Park and the Boys and Girls Club) to WSQ3. The argument for this is that we already have tall buildings on these sites so we have become accustomed to their presence, and in the absence of this we could actually see a reduction in number of housing units if a site were ever to be redeveloped under the proposed new zoning.
    - Change the zoning on the west side of Galen St. to WSQ1 with a potential requirement for retail at the Ground Floor, as I mentioned at the last hearing
- I would also like for the staff to study the feasibility of incentivizing affordable housing even further, whether it's by adding a second "bonus" story to multi-family developments with a certain minimum percentage of affordable units, or any other incentives that may be more practical. I know there is broad support for such a measure.

Finally, I want to thank the entire team, including the DCDP Staff, the consultant team, and the City Manager for helping us to embark on such an ambitious but important journey for Watertown, and for putting together such an impressive document, which I am eager to see approved and implemented. I also want to say that it has been my distinct pleasure to serve on the ZBA and now the Planning Board since 2015, and to witness all of the mostly-positive changes that this City has experienced in that time, thanks to responsible planning and oversight by people who truly care about the quality of our built environment. I look forward to continuing to serve you all for years to come.

Jason D. Cohen, Planning Board Member.

6/27/24

A6

Watertown Square Area Plan

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Zoom

- QY Qibin Ye
- AE Allison Eck
- AP Amy Plovnick
- AI Andrew's iPhone
- AK Angeline Kounelis
- B Ben
- BY Bill York
- BF Brian Fitzpatrick
- BH Brian Hebeisen
- CG Carolyn Gritter
- CR Catherine Rossi
- CD Chuck Dickinson (he/him)
- CB clara b
- DA David A
- DL David Leon
- DS David Stokes
- D Diana
- DM Donald MacDonald
- E Ed
- EB Eileen Botti
- EI EKRothman's ipad
- ER Ellen Rothman
- EJ Emma Jackman, Nonantum
- GD Gail Dorey
- GR Greg Reibman - Charles River Chambe...
- GR Greg Reibman - Charles River Chambe...
- JD Jack Dargon
- JP Jesse Porch
- J Jonathan
- KK Katherine Kopp's iphone 6plus
- KB Kathi Breen
- KW Kevin Weaver
- K Krista
- LM Leo Martin
- LP Leo Patterson
- LJ Lisa J. Feltner
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- MR Marilynne Roach
- MG Maura Gallagher
- MA Michael Albano, CPA, CGMA
- NH Nancy Hammett (she/her/hers)
- NQ Nick Quaranto
- PA Pat Ahern
- PR Pat Rathbone
- PI Patty's Iphone
- RR regina raz
- R Ron
- R Rose
- SS Sharon Schumack
- SD Sibylle DeCarlo
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The following are recommended amendments to the plan in response to the discussion by the City Council and Planning Board raised during the public hearing.

Recommended Amendments:

1) **Introduction - from City Manager (page 4)**
   A draft 'letter' is attached to this document can be inserted as the first section of the plan as an expanded introduction.

2) **Implementation Actions –** Amend/add to the three topic area sections to clarify or expand next steps:

   A. **Recommended Public Realm Next Steps (Page 22-23) –** Add new subsection after "Refinement of the Open Space Design" and delete/replace bulleted list on page 23:

   Coordination of the Public Realm Plan and Construction

   1. *As part of design, consider the zoning and urban design opportunities and context on adjacent private properties, for potential expanded planting to support canopy trees and sustainable plantings in the public realm.*
   2. *Incorporate spaces for outdoor seating and expanded sidewalks to enhance the pedestrian environment.*
   3. *In the design, incorporate curbside best management practices with consideration for the competing interests of the curb, especially in high demand areas adjacent to retail frontages.*
   4. ***Continue to coordinate with MassDOT, MBTA, and DCR for** adjustment to MassDOT's proposed design for **the roadway reconfiguration of Galen Street at Nonantum and Watertown Street and the bridge,** including the removal of the **California Street** slip lane and expansion of recreation space along the Charles River between Galen Street and California Street**, and the MBTA Watertown Yard frontage**.*
   5. *Collaborate with DCR on the design and implementation of the DCR's open space and reconfiguration of Charles River Road and Watertown's Riverside Street.*

6. *Coordinated improvements to the Community Path along Arsenal Street and Taylor Street.* ***As part of this, redeveloped private properties should strive to incorporate open space that includes segments of an additional off-street route for the Community Path between Taylor Street to Irving Street along the former rail alignment.***

B. <u>Zoning and Design Implementation (page 41)</u> - Add new subsection to end of section:

Recommended Zoning and Design Next Steps

The following steps are needed to adopt zoning that implements the Plan's recommendations:

1. *City staff proposes and submits zoning, architectural standards, and map amendments reflecting the plan recommendation. September 2024*
2. *Formal review and approval of proposed zoning/design and map amendments by Planning Board and City Council, including public hearing(s). Fall 2024*
3. *Economic Feasibility Assessment (required by state to maintain inclusionary zoning requirements in MBTA zoning district). The Assessment will be completed by Metropolitan Area Planning Council (MAPC), supported through an in-kind grant to the City by Massachusetts Housing Partnership. Fall 2024*
4. *Submission of MBTA zoning package to Executive Office of Housing and Livable Communities for review and approval. Winter 2024*

C. <u>Redevelopment Opportunities Implementation (pages 45-47)</u>

1. **Reorganize section so municipal properties are first (pages 45-47)**
   Move the City-Owned Parking Lots content (page 47) to be before the Library Expansion content, add the following section to be located after the Library content. In addition, page 47 should be updated by removing the reference to process and redevelopment authority:

   "~~The most effective strategy for pursuing such a partnership is to first create a redevelopment authority and then request that the City Council transfer the lots to the control of the authority. The authority should then find the most suitable private development partner, through a request for proposals (RFP) process. The RFP can~~ The City will need to outline a range of development goals for the sites, require ~~the~~ potential developer to participate in site preparation, and establish minimum goals for open space and a mix of small businesses. ~~Before issuing the RFP, the redevelopment authority can~~ The City may undertake an economic analysis of proposed public benefits to ensure that the cumulative effect of preferred public benefits still results in a financeable project.

~~Once the partnership is made, the City and developer will collaboratively craft a strategy to finance and build the parking garage and then develop surrounding lots.~~ The City ~~and the redevelopment authority must~~ may also explore funding sources to engineer and implement utility and infrastructure upgrades, since they are the enabling projects that catalyze significant new housing production."

2. **Implementation Steps for City-Owned Properties (page 45)** – After Library section add new section:

   Implementation Steps for Considering the use of City-Owned Properties

   The municipally owned properties (including the library lot, former police station lot, and various parking and former rail lots) are used and managed in significantly different ways but because these priority opportunities are related and are municipally owned, the implementation should consider the opportunities and options for a city-led property/facility reuse process.

3. **The Watertown/Belmont Church (page 46)** – Add the following to this section:

   The next steps to consider this opportunity include:

   A. *Watertown Affordable Housing Trust (using on-call architectural firm) assesses potential for using all or part of Watertown-Belmont Methodist Church ("Church") property for affordable housing. September 2024*
   B. *City staff assesses potential for using all or part of Church property for community programs. Fall 2024*
   C. *Based on affordable housing/community program assessments, and conversations with the church leadership, City staff reports to City Council on feasibility of acquiring Church property or supporting acquisition by an affordable housing partner, and, depending on assessments, options for the City to consider. Winter 2024/25*

4. **MBTA Bus Yard Site (page 48)**

   The next implementation steps include:

   A. *It is expected that the MBTA real estate department will formulate a Request for Proposal (RFP) for redevelopment of the MBTA Yard site consistent with amended zoning. City staff will work with the MBTA to coordinate efforts where appropriate. Since the Yard is state-owned and any redevelopment requires balancing MBTA service needs with proposed reuse, expected*

implementation of this step depends upon a timeline established by the MBTA

B. *After RFP issuance, the MBTA would need to do an evaluation of proposals, selection of a developer/development team, negotiating a contract, coordination with the city on a specific redevelopment proposal, submission of a redevelopment proposal, and public process (including community meetings, public hearing and formal review by the applicable city board(s).*

3) **Incentives (pages 40 & 42):** Add language that identifies areas where possible incentives should be considered:

A. At bottom of "Affordable Developments" page (now p. 40) as new paragraph:

The City should also consider whether there are zoning, permitting or other incentives to increase the percentage of "family housing" (including 2 bedrooms, 3 bedrooms or more) in new developments.

B. At bottom of "Destination Square" page (now p. 42) as new paragraph:

The City should also consider whether there are zoning, permitting or other incentives to encourage building owners, particularly in new developments, to devote storefront space to small businesses. Similar consideration should be given to incentives that would encourage owners/developers to preserve all or part of the historic facades that are important to the Square.

4) **Specific clarifications/additions raised during the formal review process –** (pages 14, 19, 23, 33, and 38)

A. In the "Additional Urban Design Features and Benefits" section on page 14, add:

These transportation improvements allow for a reimagined public realm that promotes the City's Resilient Watertown Climate and Energy Plan. The design process can make Watertown Square an inviting environment including plantings that support our climate and energy goals as well as bringing natural elements that better connect the urban landscape to the adjacent Charles River corridor. The City will hire a design team and landscape architects that specialize in creating a high-quality public realm. This design will include a focus on resilient and meaningful landscape design to enhance the open space and plazas and contribute to the community's long-term sustainability goals. The Plan will encourage the use of native species and pollinator gardens and other innovative green infrastructure to enhance the area's natural environment.

B. In the "Additional Mobility Infrastructure Benefits" section on page 19, add:

Transit priority will be incorporated into the plan's public realm design and implementation. Improving safety, access, efficiency and mobility for public transit

passengers (in coordination with the MBTA) is an important goal of the plan. Each bus or shuttle has the potential to carry significantly more people than an automobile and this redesign street network was used as an opportunity to improve the commutes of substantially more of the community who rely on transit. This focus is especially important for disadvantaged groups, those with lower income and resources, and others that are solely dependent on public transportation for mobility. Since buses and shuttles use roadways more efficiently than automobiles, particularly compared to single-occupant vehicles, the prioritization of transit is in alignment with Watertown's Comprehensive Plan and Climate & Energy Plan goals.

This plan improves opportunities for taking transit (with best practice design and planning for improved service) to pair with more efficient and right-sized streets and the overall roadway network. The City will continue to coordinate with the MBTA to improve and ensure consistent and frequent bus service, and assist with implementation of the MBTA Bus Network Redesign plan that commits to high frequency bus service on the 57, 70 and 71 bus routes.

C. In the "Rationale for Building Heights" section on page 33, add:

Applying new zoning standards to an already-built environment always involves judgments about how to transition to existing structures--and how to view existing structures that do not conform to the new standards. Two notable examples of this are the west side of Galen Street and taller buildings like Whitney Towers and the Williams Street Condos.

The Plan proposes use of the new NMU zone along most of the west side of Galen Street because of this segment's existing development pattern and proximity in low-scale residential blocks; it proposes the WSQ-3 zone along another segment as the corridor transitions to Newton corner. Most of the west side of Galen Street is zoned for two-family only--even though many buildings have mixed-uses on them—and abuts low-scale residential homes. The lots along this segment are fairly shallow and many historic building features are intact. NMU zoning will allow more flexibility in uses and some potential for increased housing, likely through additions to the more historic fabric of this neighborhood edge. In contrast, farther south, there are more underdeveloped blocks as Galen Street transitions into Newton Corner. WSQ-3 is appropriate there.

Whitney Towers and the Williams Street Condos are non-conforming under current zoning because of their height. The proposed zoning would maintain them as non-conforming, as there is no proposed district with heights that match these buildings.

Within the Plan, the two 8-story residential buildings located on the west side of Galen Street would be in the highest WSQ-3 Zone as it transitions to Newton Corner. The Whites Avenue block with 7-8 story buildings along Main Street/west of Saltonstall Park would be in the second highest zone (WSQ-2) as it transitions to Linear Park and lower scale residential directly to its north. While it may seem incongruous to adopt zoning with lower heights than these existing buildings, this is common in zoning. Under the rules for non-conforming structures, the existing buildings are allowed to remain, they can be modified through a review by the Zoning Board of Appeals, and, in the event of a disaster, could be rebuilt as they exist today.

D. In the "Rationale for Reduced Parking Minimums" section on page 38, add:

In conjunction with reducing parking minimums, the Plan proposes a central garage and more on-street parking. The garage will provide parking for the various retail and office uses and also may be able to support adjacent residential units that would be added. The garage could have an area dedicated to short-term parking for retail and incorporate a number of safety measures. In addition to the potential reconfiguration of the municipal lot and garage parking, there are a substantial number of on-street parking spaces proposed; these tend to be the most desirable for retail customers making short visits and therefore support local business success.

5) <u>Incorporate the following into the Plan and add full documents to Appendices:</u>

A. MBTA zoning compliance fact sheet

B. Map of the Zoning height increase/decrease map (as shown in presentation and Response to Questions,

C. Staff Response to Questions/ Comments on Watertown Square Area Plan (incorporate the full response as an appendix)

Introduction (add on page 4)

An Introduction from the City Manager

As we embark on what I have called "the end of the beginning" of the long process to improve Watertown Square, I'd like to reflect on the progress we have made and the process we have taken to get to the publication of this plan. We have completed work going back to October of 2023 that has included:

- 210 participants in our kick-off meeting
- 604 sign ups with 274 participants in our three-day design charrette
- 240 participants in our February follow-up meeting
- 450 individual comments during and after the February meeting
- 334 participants in our April 2024 meeting
- 499 feedback forms from the April meeting

I appreciate the involvement of so many participants in this process. I have been participating in public processes and plans for decades, and this is the most robust public involvement process that I have been involved in. I believe it is also the most robust process that Watertown has been involved in.

We advertised the start of this process online, through Watertown News, mentioned it at regular council meetings, and included notes about it in multiple tax bill inserts, as well as with signage at businesses and in public places throughout the city.

This process has ultimately resulted in this thorough plan document. With each meeting, the City staff and consultants have taken time to reflect, review comments, make substantive changes and return with an updated plan that is based upon a blend of:

- Professional expertise and understanding of the circumstances in the Square
- A review of extensive data on traffic and related issues
- Community comments, ideas and concerns
- Reflect on the likely feedback that we don't have from residents who do not participate, future residents who have not yet moved here, and the others that our staff often call 'the people not in the room'
- A review of our other relevant planning documents like the Comprehensive Plan and the Climate Action Plan

After reviewing the 499 comments received since the April meeting, the staff and consulting team published this complete draft plan two weeks before the first Joint Hearing, held on June 13, 2024. City staff released it online, and, in the days that followed, made copies available at city hall, at the library and at the senior center for residents to take.

For its next step, the plan sits before the Planning Board and elected City Council to discuss, deliberate, take-in further public comment, and ultimately decide whether to endorse or not. There is no requirement in any state law or process that requires endorsement of an 'Area

Plan'. Comprehensive plans, like the one recently approved in Watertown, require Planning Board approval, but not City Council approval. However, it has been a best practice here (and other places I have worked) to have high-level plan documents endorsed by the chief elected board. It is our way, as City staff, of asking the question: Are our elected officials ready to work with us to take this plan through the next step?

What you have before you is a plan. It is not zoning, it is not an engineering design. It is a blueprint for moving forward on the Square, albeit one with significant community process and input. If endorsed, there are three aspects of the plan to implement. Each of these actions require multiple discussions and decision points to move forward, and this plan is a living document that will be continually considered as we move to the next steps:

1. Approve zoning: This requires staff to write zoning that reflects the approved plan, to bring zoning to public hearing(s) before the Planning Board and City Council.

2. Design and build a public realm: This requires partnering with State Agencies, hiring landscape architects and engineers, designing finer details, dealing with underground utilities, coordinating with property owners, and much more.

3. Partnering on public land: The City Council will need to discuss and decide on what potential reuse should and must include. If we move forward, we will need to identify how or if we work with a developer or developers to build projects that are partially or fully on current city land. We'd have to have conversations with owners of neighboring properties and see if we can sort out a way to move this forward.

The most common questions we received over the past few months are: "Why are we doing this?" And "Why are we doing it all together at once?"

We didn't need to do the streetscape redesign and the MBTA Communities rezoning together. There are easier ways to meet the MBTA rules. We also could have left the intersection to operate as it has for another generation. But just because it is easier does not necessarily mean it is the best thing for Watertown.

Watertown Square was once a bustling, busy commercial core in the 1940s and 1950s. It was the place for Watertown residents to come and go shopping and meet up with neighbors. It was a very successful downtown.

The Massachusetts Turnpike extension through Newton opened in 1964. The Massachusetts Department of Transportation responded to the arrival of the turnpike by working to speed traffic through Watertown Square into surrounding communities. Even as the highway revolt reached Boston in 1970, our state transportation leadership thought it was important to use our street network here in Watertown to get traffic from the Turnpike to Cambridge and beyond. They turned Mt. Auburn Street into four lanes – a highway of its own. They replaced the rotary that had been built in a previous generation with the intersection we have today – one that prioritizes moving and storing cars. After all that, Watertown Square became a place to pass through – a

place to wait two minutes at a red light before moving along to somewhere else. While we have some valuable and well-loved local businesses in the Square, we don't have a cohesive center.

The plan we put forth is based completely on one thing – returning the Square to a place where Watertown residents both present and future can shop and meet-up with neighbors.
Why should we let the people who want to get from Wayland to Cambridge determine the decisions of what we do in our downtown? This is your city, your Square, your downtown. We can stop pandering to the cut through traffic. There is nothing radical about trying to take back your downtown.

It is not going to be the same as it was in the past. This plan will not bring back Woolworths and Fox Drug. It won't bring back the 35-cent sandwiches that residents were recently reminiscing about online. But the plan can create a new, present-day version of a great Watertown Square. It will be different. It will have more buildings. But they are right-sized for a mid-size inner-core downtown served by extensive bus service. We can do this. We can do it in a way that respects and includes our existing small business and immediate neighbors. We can do it in a way that offers our residents the ability to continue to get here by driving, biking and walking. We can do it in a way that ensures we have the services downtown that we need for our residents. We can do it in a way that respects and enhances green space and tree canopy.

It will be much better than we have today, and it will be something we can all look back on and say that we did together. In order to accomplish all this, there's three simple things that need to be done:

1. **We need to prioritize people who are out of their cars.** This doesn't mean we expect everybody not to have a car, because we still want people who prefer to drive to still come to the Square, and that is the only way that some people can get around. Therefore, we need to have options for short-term parking, for people to go out to dinner, visit the library, or come to work here daily. But it is important for us to make sure that once those people get out of their car, they are a pedestrian, and they are the priority. The same thing goes for those who walk or bike to the Square. They eventually find themselves on a downtown sidewalk – so let's make sure those sidewalks are what they need to be to make everything work.

2. **Second, retail needs housing.** The time when an automobile oriented single-use mall could replace all retail is gone. Now, time and time again, malls want to build housing because of the positive impacts it can have. Any recent case study on revitalizing a town center or a dying shopping mall – housing is the key to the short and long-term success of those efforts.

   It is a simple formula, but having enough people living here who can walk around and spend money here is key to the prospects of bringing back a downtown. Even if that's the only reason to support housing, it's a good enough reason if you want the Square to be successful. This strategy has been what worked in downtown Lowell when I worked there, it's working in Beverly, Quincy, Salem and Malden as they've added housing

around their retail cores. People need to live here for this to work. It's the secret sauce that makes Arsenal Yards work where an old, enclosed mall didn't work.

For those who might be saying "but I wouldn't want to live there" – "I wouldn't want to live without a car" – "I wouldn't want to live in a mixed-income multi-family building over a store" – "I wouldn't want to live without a yard" – that is okay. Many of us want a house with a yard. But that doesn't take away the many other people that DO want to live in a walkable downtown. Many people may be living in a big five-bedroom house in Watertown and looking to downsize. Others may be living with family and looking to get their own place. Some may be looking to move closer to work. Living a car-free, low-carbon-footprint, walkable downtown lifestyle is desirable for many people – and just because they are in a different place than others, does not mean we shouldn't meet those needs as well.

3. **Lastly, we need to make great public spaces.** That means great trees, great river connections, places where we can have lush, green landscapes in the middle of the city. And we need those spaces to work for a downtown environment. We discussed what that means at one of the public meetings, in that there is a 'transect' of solutions for different levels of growth and development. We have different solutions to ecology, to stormwater and to streets in different contexts. The ecological solution to land is different if you are on a farm, in a neighborhood of single-family homes in the West End of Watertown, or in our downtown. How we address stormwater is different, how we address trees is different.

   Downtown, we need to put our walking people first and that includes having robust street trees and green spaces. We also know that we can't force green onto every small private lot. Instead, most of our downtown green space should be in shared public spaces. This plan reclaims over three acres of shared public space, and that's quite a bit for a downtown. Those spaces need to be great, they need to contribute to ecological sustainability and they need to be green. And they will.

So, why do this all together? The issues of traffic, housing and sustainability will have separate solutions, but we understand that they must first be addressed as a single plan as a way of understanding their synergies and shared benefits. This is an opportunity to make a real positive difference in our community at the right time on these several issues that are all very closely interrelated.

Sustainability:
My staff and I have been asked on many occasions about how this plan meets the sustainability plans for Watertown. The reality is that there is nothing more ecologically sound than a walkable downtown.

Every family that moves into our walkable downtown and not into a suburban cul-de-sac in Boston's outer suburbs is doing amazing things for the environment. They are:

- Taking the bus to their daily job, instead of getting in a car that would be driving every day through Watertown Square.
- Walking to go out to dinner, get to the pharmacy and get their daily needs met.
- Taking a bike ride to nearby parks and amenities, including using the path along the river.
- Having their kids walk to school
- Living in a housing unit with more shared space, in an energy-efficient building, with solar panels, and built under the new specialized stretch energy code.
- And, likely, living in a one-car family (or maybe with no car at all)

This is everything we want our climate plan to be.

Transportation:
Watertown Square moves a lot of traffic every day. Those traffic movements are often slow, with intersections creating congestion, but this is not too different than other town centers where road networks converge. What is different is that Watertown has responded to the regional traffic that cuts through Watertown by providing a significant amount of pavement to store those cars. They wait at each leg of the intersection for a red light to turn green, and then clear out that storage area, leaving behind empty pavement. This makes it difficult for pedestrians to enjoy the Square as a destination. Watertown Square will always have traffic congestion. But, if we develop a more efficient road network, we don't need to have all that pavement. And, if, through that process, we convince some of those cut-through drivers to stay on the turnpike and work their way to their destinations through other communities, that's not a bad outcome.

The plan changes traffic movements in two ways to reduce the need for car storage. It removes one leg, Charles River Road, from the intersection, thereby shortening the total time spent for all the other legs of the intersection. It also restores traffic movements to the current bus stop area at the delta, further dissipating overall traffic. The plan then reduces total travel lanes, picking up that important three acres of open space for trees, sidewalks, outdoor seating, etc. This should continue to serve traffic about as well as the square does today.

Housing:
Retail centers need nearby housing to succeed. But, furthermore, building new housing contributes to addressing a larger issue: our housing shortage is the greatest threat to our regional economic development goals. We need to do our part, and our neighboring communities also need to do their part.

We fully understand that this plan alone won't solve the housing crisis all by itself. It also does not help that the current financial and construction markets make it challenging to build the housing that we propose in this zoning.

But, there have been several economic studies looking at housing in recent years and they confirm that housing follows the most basic of economic strategies: building lots of supply stabilizes the increase in prices. We've seen that in places like Austin, TX where the answer to the hot housing market has been to build more housing, and rental prices are now stabilizing and coming down.

We are not proposing that we over-build Watertown. Watertown has contributed substantially to our regional housing needs, most significantly with a growth in multi-family housing along Arsenal Street and the Pleasant Street Corridor between 2010 and 2019. But, since housing provides such a clear advantage to our downtown's future, we do think this is the right housing in the right place. If we work to meet the greater Boston area's 200,000+ unit housing unit shortage by letting the growth happen in subdivisions in Bellingham, Shrewsbury and Southern New Hampshire, we will clog our roads with more and more cars as people try to get to jobs close to Watertown. If we build it in our downtown, we will support our walkable retail.

In our next steps, we will break the plan's component pieces apart and start digging deeper. We'll be back with more meetings and more conversation about how to implement the steps of the plan, and with more opportunities to hear from the Watertown community. We will build upon what we have here and refine it to create zoning, streetscapes and public spaces that will create a better Watertown Square.

This is just the end of the beginning of this process, but this plan can and should be the beginning of the future of Watertown Square.

Sincerely,

George J. Proakis
City Manager | City of Watertown, Massachusetts

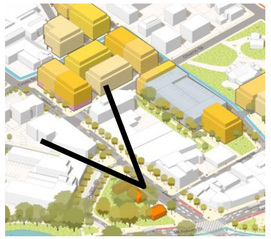
Watertown Square Area Plan

City Council/Planning Board Hearing

Tuesday, July 16, 2024

Draft Street View

Main Street

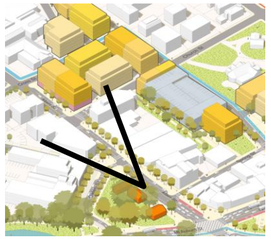


Residential

Retail

Draft Street View

Main Street



Residential

Retail

4 Corners

Concept Axonometric

CITY COUNCIL & PLANNING BOARD ROLL CALL VOTE
MEETING DATE: JULY 16, 2024

	YES	NO	PRESENT
JASON D. COHEN	___X____	_____	_____
ABIGAIL HAMMETT	___X____	_____	_____
RACHAEL SACK	___X____	_____	_____
PAYSON WHITNEY	___X_____	_____	_____
JANET BUCK, CHAIR	___X____	_____	_____

Motion to approve the Watertown Square Area Plan with the recommended amendments from the Department of Community Development and Planning and the following two additional amendments:
1. Add one or more stories as incentives for affordable housing developments
2. Reinsert the bullets on page 23 of the draft plan in addition to the bullets provided by the staff's recommended amendments.

Resulting in the action of seeking to have staff begin drafting zoning amendments.

CITY COUNCIL & PLANNING BOARD ROLL CALL VOTE
MEETING DATE: JULY 16, 2024

	YES	NO	PRESENT
JASON D. COHEN	___X____	_____	_____
ABIGAIL HAMMETT	___X____	_____	_____
RACHAEL SACK	___X____	_____	_____
PAYSON WHITNEY	___X_____	_____	_____
JANET BUCK, CHAIR	___X____	_____	_____

Motion to refer action to approve the Watertown Square Area Plan with appropriate agreed amendments to the City Council.

CITY COUNCIL & PLANNING BOARD ROLL CALL VOTE
MEETING DATE: JULY 16, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	___X____	_____	_____
CAROLINE BAYS	___X____	_____	_____
LISA J. FELTNER	___X____	_____	_____
JOHN G. GANNON	___X_____	_____	_____
NICOLE GARDNER	___X____	_____	_____
EMILY IZZO	_____	_____	_____
ANTHONY PALOMBA	___X____	_____	_____
VINCENT J. PICCIRILLI JR.	___X____	_____	_____
MARK S. SIDERIS, COUNCIL PRESIDENT	___X____	_____	_____

Motion to amend the by right zoning for 4+ story buildings to include the parcels located at 202 – 204 Arsenal Street

CITY COUNCIL & PLANNING BOARD ROLL CALL VOTE
MEETING DATE: JULY 16, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	___X____	_____	_____
CAROLINE BAYS	___X____	_____	_____
LISA J. FELTNER	___X____	_____	_____
JOHN G. GANNON	___X_____	_____	_____
NICOLE GARDNER	___X____	_____	_____
EMILY IZZO	_____	_____	_____
ANTHONY PALOMBA	_____	___X____	_____
VINCENT J. PICCIRILLI JR.	___X____	_____	_____
MARK S. SIDERIS, COUNCIL PRESIDENT	___X____	_____	_____

Motion to remove the MBTA owned parcel located south of the Charles River from by right zoning.

CITY COUNCIL & PLANNING BOARD ROLL CALL VOTE
MEETING DATE: JULY 16, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	___X____	_____	_____
CAROLINE BAYS	___X____	_____	_____
LISA J. FELTNER	___X____	_____	_____
JOHN G. GANNON	___X_____	_____	_____
NICOLE GARDNER	___X____	_____	_____
EMILY IZZO	_____	_____	_____
ANTHONY PALOMBA	___X____	_____	_____
VINCENT J. PICCIRILLI JR.	___X____	_____	_____
MARK S. SIDERIS, COUNCIL PRESIDENT	___X____	_____	_____

Motion to add an additional floor for 50% or more affordable housing units at an AMI of 65% or below while retaining parking limits in affordable housing developments incentives.

CITY COUNCIL & PLANNING BOARD ROLL CALL VOTE
MEETING DATE: JULY 16, 2024

	YES	NO	PRESENT
JOHN M. AIRASIAN	___X____	_____	_____
CAROLINE BAYS	___X____	_____	_____
LISA J. FELTNER	___X____	_____	_____
JOHN G. GANNON	___X_____	_____	_____
NICOLE GARDNER	___X____	_____	_____
EMILY IZZO	_____	_____	_____
ANTHONY PALOMBA	___X____	_____	_____
VINCENT J. PICCIRILLI JR.	___X____	_____	_____
MARK S. SIDERIS, COUNCIL PRESIDENT	___X____	_____	_____

Motion to approve the Watertown Square Area Plan with agreed upon amendments.

Front Desk sign-ins 7/16/24

A10

Watertown Square Area Plan

Sign in here with your name:

Scott J. Clifford
Nancy Hammett
Will and LORRAINE CLIFFORD
Elodie Thomas
Bruce Coleman
Adam Schulz
[illegible]
Ruth Spack
Mara Bentman
Jane Sylvester
Howie Sylvester
Hannah Rakoff
Patrick LAVORE
[illegible]
Louise Enoch
Michele Waldman
[illegible]
Cynthia Malgney
James Mello
Susan [illegible]

7/16/24

Watertown Square Area Plan

Sign in here with your name:

Christian Figueroa
Max Woolf
Scott Metcalfe
John Gannon
John Lodico
Sue-Ellen Hershman-Tchernyan
Habib Aminipour
GREG GIRARD
John Martin
Leo Martin
GEORGE SKUSE
Jesse Porch
HARVEY STEINER
Charles Reynolds
Scott Frazer
Charlie Bertrose
Linda Scott
Erika Oliver Jerram
PEDRO MARTINO

7/16/24

Watertown Square Area Plan

Sign in here with your name:

Stephen Hendy
Jamie Gordon
Muell Kramer
Jacqui Ayers
Stephanie Venizelos
Gary Morrison
LIZ CLEMENS
Rita Colwell
Rachel Kay
Zachary
Melinda Dennis
Andres Gutman
Susan Tolloff

7/16/24

Watertown Square Area Plan

Sign in here with your name:

Robert Avalle
DAVE FERRIS
David Andrew
ANNA MANTO
NICHOLAS ZINSER
Kathryn Madden
Joan Gumbleton
MINA GIBB
Kelly Kurbany
Mark Pickering
Maria Rose
Victor Capoccia
Sumit Dutta
clyde yonge
Maray Munningham
Lynne O'Connell
R. Lynn Rardin
Jerry Mee
Drew Rollert

7/16/24

PUBLIC FORUM SIGN IN

Will Clifford	93 Riverside St
Michele Waldman	33 Angela Lane
Cynthia Maloney	134 CHAPMAN ST
Maria Rose	45 Edward Rd.
Kelly Kurlbam	152 Fayette
Jam [illegible]	100 Warren St.
Max woolf	9 Allen Place
Merle Kummer	375 Arlington St.
[illegible]	49 Fayette St
Jesse Porch	11 Broadway
Adam Schultz	32 Whites Ave
DAVID PEIRCE	19 HIGHCREST CIRCLE
Jamie Gordon	84 Fitchburg St
DEAN MARINO	94 EDENFIELD AVE
Hannah Rakoff	87 Spruce St.
Linda Scott	55 Olcott
Joan Humbleton	32 Falmouth Rd.
Dan Hall	29 HYACK ST

7/16/24

PUBLIC FORUM SIGN IN

Andres Guzman	141 Waverly ave
Scott Frazer	98 Hovey St
Rachel Kay	99 Hillside Rd
Sumit Dutta	31 Warren St. Apt. B-1, Waltham, MA
Mark Pickering	66 Copeland St.
Jan Bernsee	Waltham
Rita Colafella	Lecuna 87
[illegible]	92 [illegible]
Elodia Thomas	67 Marion Rd
MINA GIBB	15 EVERETT AVE
Marion Amato	494 Main St.

7/16/24

Zoom

PUBLIC FORUM SIGN IN

- Kevin Weaver
- Libby Shaw
- Qiben Ye
- Angie Kourellis
- Sam Gilardi
- Daniel Prichard 13 hosmer st.
- Josh Rosemarin 29 Ashland st.
- Brian Hebeisen
- Dan Driscoll
- Amy Poulic Ashland Street
- Ernesta ?
- Jan Nyren? 15 Church lane
- MaryAnn Cameron 89 Pleasant Str.
- Chuck Dickinson 21 Church lane
- Theresa Plante 164 Galen st
- Carlos ? 48 Olney St.

COMPILED COMMENTS AS OF JUNE 11, 2024 AT 6 PM

From: Jacky van Leeuwen <jackyrvl@gmail.com>
Sent: Sunday, June 2, 2024 10:37 PM
To: Proakis, George <gproakis@watertown-ma.gov>
Subject: zoning questions to consider in Monday 6/3 Presentation and beyond....

City Manager Proakis,

..... [ellipses in original]

But, I am deeply disappointed in the ways your 'thinking big' vision for housing, especially affordable housing, was significantly reduced .

My questions/comments come down to a request that you please **prioritize the needs and desires of the majority over those of a smaller, ...over-represented minority in your zoning remarks and policies.** As stated in the Plan's narrative, 3/4 of residents appear to favor denser housing.

1. Considering that **new building construction of modular and forced timber could offer significant cost-saving height increases**, are we not constraining any potential development for 6, 7, or 8 story deeply affordable housing? Are we zoning for last year, not the future?

2. Area between **Community Walking Path & Main St and Whites Ave to parking lot entrance is zoned for 4.5 when it already contains 6,7,8 story buildings**. **Why?**
Why downzone that area when we want to at least maintain what we have or even add potential housing, when those buildings require redevelopment in decades to come?

3. While I agree with the Plan's proposal that affordable developments (50% or more affordable units, at an AMI level at or below 80%) be allowed an additional floor at each of the four tiers, I think we can do better. Non profit developers are already building taller (7,8, 9 story) with new construction techniques and materials (see #1 above). Also, I would **support 2 additional floors if the project is 100% affordable**.
My question: **Why does the plan extoll the virtues of site plan review for market rate units but not for the additional floor allowed for buidlings with affordable housing? Can you please clarify that?** We "incentivize" with an extra floor and then disincentivize with a less streamlined (special permit) process to actually build that extra floor.

4. Zoning for Galen St's West Side section in the Plan that proposes NMU status seems counter to all criteria we apply to that status. The single family homes in the abutting area are a small percentage vs the preponderance of 2 and 3 family homes (and significant

larger multi-families). And it is **closer to public transit than most of the rest of the city.** Businesses and walkability would be greatly enhanced if more housing were allowed. And zoning for Galen's St East side also seems prime for at least WSQ 2 status, given the heights nearby. **Please explain why this area seems uncharacteristically less bold and less committed to our stated goals.**

..... [ellipses in original]

Best,
Jacky van Leeuwen
32 Whites Ave

XXXX

development is affordable. So, for example if a development is 100% affordable and includes ½ its units affordable to 30-50% AMI (such as many non-profits are able to manage financially) they should be allowed more height (say 2 stories) than the multi-family that is ½ affordable at 80% AMI and ½ market rate (say a 1 story bonus).

I disagree with the plan's explanation for why our affordability bonus should be only one story - (on p. 34 "there are some limitations to maximum building heights") - as it fails to consider that new building construction already being used by local non-profit low income housing developers (modular and forced timber techniques) actually offers significant cost-saving with height increases. We should not be constraining potential development for 6 or 7 story deeply affordable housing.

- **And these height bonuses should be by right not special permit**.

The Plan recognizes the risks of a less streamlined special permit process for market rate projects (on p.30 "...the future...process will be more streamlined than the current special permit path. It is hoped that by reducing the risks and costs of project permitting, higher quality projects will result). This is great. But, do we want to prioritize market rate developments by not extending this same "reducing of risks and costs" to Affordable housing bonuses. We incentivize with an extra floor and disincentivize with a less streamlined process.

Other specific zoning change recommendations.

1. Change the **Belmont Watertown United Methodist Church zoning from the current Residential .75 to WSQ2** as with the adjacent property **so 4+ story multi-family is allowed by right**. Approval processes and other R.75 limitations (such as height limits of 35 feet) will prevent low-income housing developers from even submitting proposals. We know this. With WSQ 2 zoning the development will still need to go through site plan review and the Historic District Commission's approval processes. Don't make it even more difficult.

2. **Change WSQ 2 zoning of Hamilton Place & Whitney Towers** (currently **6 to 8 stories** on Whites Ave and Main St). Celebrate the height we have. It is working and it is now part of our familiar neighborhood feel. **As those buildings age, ensure that future developers can avoid costly permitting processes and allow them to build at the existing heights by right**.

This is an exciting time for our City. Thank you.

Jacky van Leeuwen
32 Whites Ave

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: andrewaunelle@gmail.com <andrewaunelle@gmail.com>
Sent: Monday, June 10, 2024 6:41 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Change Galen Street Zoning from NMU to WSQ1 & 2

Dear Watertown City Councilors,

I support the Watertown Square Area Plan goal to invest in Galen Street by adding new and wider sidewalks, more street trees, and creating space for more homes and more local businesses. However, the currently proposed NMU zoning for Galen Street will not allow the street to change, blocking these much needed investments. Therefore, I ask you to make the following changes to the Watertown Square Area Plan for Galen Street:

1) Eliminate the NMU Zone on Galen Street.
2) Change the west side of Galen Street to the WSQ1 zone.
3) Change the east side of Galen Street to the WSQ2 zone.

Respectfully,
Andrew O'Neill, resident of Galen St

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Mark Peterson <mark_peterson@verizon.net>
Sent: Monday, June 10, 2024 4:34 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Cc: citymgr <citymgr@watertown-ma.gov>; Magoon, Steve <smagoon@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>; Sophia Galimore <sgalimore@transactionassoc.com>
Subject: Transit pioritization for WSq Plan

Dear Planners and Councilors

The Watertown Square plan under consideration should not be approved until a traffic study is completed which estimates transit throughput and specific options to optimize it. Pictures of routes and hopes for bus lanes are not sufficient. Real simulations should be done that can reliably indicate that the plan provides for substantial modality shift from SOV use to public transit.

It will be a significant, embarrassing, and avoidable failure to continue with the selection and implementation of *any* plan that can not be definitively shown to allow riders of transit to travel through the plan area more quickly and easily than single occupancy vehicles.

I think it's well worth the time and effort to assure this goal right now.

Mark Peterson

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Pickering Mark <emarkworld@yahoo.com>
Sent: Monday, June 10, 2024 3:37 PM
To: citymgr <citymgr@watertown-ma.gov>
Subject: Re: zoning talk

Hi George,
I've given the **Watertown Square Area Plan** a good deal of thought.
As of now, it fails to commit to improving public transit, and makes the No. 71 route worse. With that in mind, I recommend that we table the redesign proposal for Watertown Square, until there is a short-term plan and a long-term vision for public transit.
For now, therefore, all the land used for public transit should remain committed to public transit.
There are two possible spots for our future transit center -- which could service anything from subway, trolley or light rail lines to modern buses. One spot is the **Watertown Yard**.
The other is the **Riverbend Office Park** building, which is underused. Behind that building is a **sleepy, five-level parking garage** on Pleasant Street. It looked like there were only **six cars parked** in the whole garage the other day. That could be a valuable resource for an MBTA center.
That's why the Route 71 stop should stay right where it is until Watertown (and the MBTA) take a close look at the Riverbend property.
-- Thanks, Mark Pickering, 617-721-1888

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Marquette Alexander <marquettea17@gmail.com>
Sent: Monday, June 10, 2024 1:51 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Change Galen Street Zoning from NMU to WSQ1 & 2

Dear Watertown City Councilors,

I support the Watertown Square Area Plan goal to invest in Galen Street by adding new and wider sidewalks, more street trees, and creating space for more homes and more local businesses. However, the currently proposed NMU zoning for Galen Street will not allow

the street to change, blocking these much needed investments. Therefore, I ask you to make the following changes to the Watertown Square Area Plan for Galen Street:

1) Eliminate the NMU Zone on Galen Street.
2) Change the west side of Galen Street to the WSQ1 zone.
3) Change the east side of Galen Street to the WSQ2 zone.

Respectfully,

Marquette Alexander

XXXX

Main Street Projects adding more housing.

This is not what was envisioned meeting a number of years ago. We need to submit a plan to the state that provides 1701 units under the "by-right" housing requirement of the MBTA law. And develop the areas outside the MBTA area through our boards and commissions with new guidelines for building height, architecture, parking and lot coverage.

The council needs to direct the manager to do this. Please work together to stop this plan as presented.

Thanks

Leo Martin

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Rita Colafella <colafella@gmail.com>
Sent: Sunday, June 9, 2024 9:45 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: 2024 Watertown Square Area Plan - PLEASE READ INTO THE RECORD for the Meeting on June 13, 2024

Dear City Council and Planning Board,

I attended most of the Watertown Square Area Plan meetings. ITIL generated amazing street designs for the square, and I like Four Corners! The square now looks like a square. Regarding the zoning map, I was very happy with the February 29th map that re-zoned the entire study area as by-right. This map had a zoning capacity that would have been extremely impactful in getting Watertown to the break-even point for rents and costs. This point lies somewhere nearer to 8000 units, per experts. I have no issue with by-right zoning or height. Site review is an effective measure post behind-the scenes vetting conducted boards filled with relevant professions. By-right zoning also gives non-profit developers a competitive advantage, one they lack because funding is rendered ineffective with multiple meetings.

I have a problem with "special permit" zoning for this area because of the duplication of meetings in which repetition constantly occurs and the ease of roping in tangential boards, which did occur with 104 Main Street. This zoning is inappropriate for urgency. It is resource-wasting, and ripe for abuse. Counterintuitively, "special permit" does not engender democracy because frequent meetings advantages those aware of every calendar spot, those not working, and those not caring for dependents, essentially cementing an incumbency of residents.

Hence, the April 4th meeting was a major disappointment. The zoning for 3,331 units and reduction in "by-right" area was a drastic change. And, the recently released plan has reduced height in certain areas, west of City Hall to Lexington Street and on the South Side, the area adjacent to the bus terminal. Having density near transit was the actual point of the MBTA Communities Law. The April 4th plan had a better developed South Side. The additional density would have facilitated improvements around the river, for businesses and to the sidewalks. The current map's underdevelopment of the South Side and the shrinking of "by-right" territory post February 29th are too much of a compromise.

President Biden said, "the bottom line is that we have to build, build, build. That's how we bring housing costs down for good." At the State Democratic Convention, the housing crisis was one of three major themes because housing undergirds so much of life. The high rate to borrow, pandemic-induced inflation and a "crippling shortage of inventory" have created a perfect storm. Watertown cannot do anything about the former two, but we can on inventory. Watertown along with 4 other municipalities has produced over the past decade. Others have shirked their responsibility. In producing, we have benefited immensely. Property tax, a regressive tax, has been shifted away from the residential base. Watertown has funded multiple school building projects and a teachers' contract without override. Plus, our library is a regional jewel and our rink is not in danger of collapse. More housing means lower residential taxes either in the form of more commercial or additional residential payers.

I understand the tendency toward compromise so that all sides are equally unhappy. Compromise can be appropriate, but it can be inappropriate too. The current context is a time of crisis for many! This plan casts the dye for the Watertown Square of 2070 and if done right, it can address the housing crisis summarily. But, crisis doesn't call for compliance, baby steps or compromise. Crisis results from too much of the former. It calls for resolution. The two bodies here tonight must think of those who moved here 50 years ago and those who will be here 50 years from now. The highly restrictive zoning codes of the late 1980s came at a great cost! This is the time to think anew.

I don't have a dog in this fight. My family came to Watertown in the 1950s, and I am well housed as are my cars. I am a 10 minute drive from my place of employment, and enjoyed growing up in a city literally outside of Boston. However, as a middle-aged resident I owe debts. One to the generations above me to ensure good days, not comfortable ones because comfort is for the dying. I also owe a debt to the generations below me to ensure that they thrive. Today, they are barely surviving due "eat the young" zoning restrictions. These debts are at the root of community. Community is not the in-crowd or out-crowd; it's not even the sum of these. Community is generational. It has to be in order to produce and reproduce.

Begrudgingly with many reservations, I accept the current map. To be clear, I openly welcome and ask for any amendments to increase heights and increase the area of "by-right" zoning. Mostly, I ask that you lead. The MBTA Communities Law is a step in the right

direction. Compliance, however, is not visionary nor bold. Visionary and bold leaders brave dissent to do the right thing. The right thing is not politically easy - it costs. Even so, that cost is less than the average rent, $3500/month, or average price, $800,000 plus, for housing.

Rita Colafella
Cuba Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: John Luther <aquaanalysis@att.net>
Sent: Sunday, June 9, 2024 5:42 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square upcoming meeting

Thank you Vincent for your hard work. Our concerns center around the "BY RIGHT" MBTA building rules. We wish this could go to town wide vote to accept or reject this unreasonable forcing of overbuilding. If that is unlikely, then compromises need to be made with the builders. We need plenty of set back and tree and garden space along with no more than 3 story height. We hope we can end up with "Main Street USA" both for the people as well as environmentally and historically beautiful.
Thanks,
John Luther
307 Waverley

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: tdaly9@gmail.com <tdaly9@gmail.com>
Sent: Saturday, June 8, 2024 3:16 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Change Galen Street Zoning from NMU to WSQ1 & 2

Dear Watertown City Councilors,

I support the Watertown Square Area Plan goal to invest in Galen Street by adding new and wider sidewalks, more street trees, and creating space for more homes and more local businesses. However, the currently proposed NMU zoning for Galen Street will not allow the street to change, blocking these much needed investments. Therefore, I ask you to make the following changes to the Watertown Square Area Plan for Galen Street:

1) Eliminate the NMU Zone on Galen Street.
2) Change the west side of Galen Street to the WSQ1 zone.
3) Change the east side of Galen Street to the WSQ2 zone.

Respectfully,

Taylor Daly

Sent from my iPhone

XXXX

514 Mount Auburn Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Garrick Potz <glp.arch@gmail.com>
Sent: Friday, June 7, 2024 8:24 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Change Galen Street Zoning from NMU to WSQ1 & 2

Dear Watertown City Councilors,

I support the Watertown Square Area Plan goal to invest in Galen Street by adding new and wider sidewalks, more street trees, and creating space for more homes and more local businesses. However, the currently proposed NMU zoning for Galen Street will not allow the street to change, blocking these much needed investments. Therefore, I ask you to make the following changes to the Watertown Square Area Plan for Galen Street:

1) Eliminate the NMU Zone on Galen Street.
2) Change the west side of Galen Street to the WSQ1 zone.
3) Change the east side of Galen Street to the WSQ2 zone.

Respectfully,
Garrick Potz
Sent from where I am

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Cecilia Lenk <cecilia.lenk@netcapital.com>
Sent: Thursday, June 6, 2024 12:32 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Change Galen Street Zoning from NMU to WSQ1 & 2

Dear Watertown City Councilors,

I support the Watertown Square Area Plan goal to invest in Galen Street by adding new and wider sidewalks, more street trees, and creating space for more homes and more local businesses. However, the currently proposed NMU zoning for Galen Street will not allow the street to change, blocking these much needed investments. Therefore, I ask you to make the following changes to the Watertown Square Area Plan for Galen Street:

1) Eliminate the NMU Zone on Galen Street.
2) Change the west side of Galen Street to the WSQ1 zone.
3) Change the east side of Galen Street to the WSQ2 zone.

Respectfully,

Cecilia Lenk
81 Boyd St

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Lydia Seif <seif@erols.com>
Sent: Sunday, June 2, 2024 2:12 PM
To: Watertown Square Improvements <Team@watertownsquareimprovements.com>
Subject: Housing and green space

Too much new housing in this plan! More open space and river access! Build housing along Galen st. New building bought by 66 Galen st should be developed into housing!

Lydia Seif
112 Robbins Rd.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Brent Farmer <bfarmer@charlesbridge.com>
Sent: Sunday, June 2, 2024 1:11 PM
To: Planning <planning@watertown-ma.gov>
Subject: Egress by car from WSB or 9 Galen St.

Hello,

Two questions and one assumption regarding exiting these locations wishing to head East or North:

1. Will there be a left turn allowed when exiting Pleasant/Galen at the traffic light on the Mt. Auburn extension?
2. Will Cross St. between Pleasant and Main now be two-way?

It appears that the brief stretch between Main and the new Galen is one-way Southbound – correct?

Thanks for any clarification,

Brent Farmer Sr.
Charlesbridge Publishing
9 Galen St.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Jacky van Leeuwen <jackyrvl@gmail.com>
Sent: Tuesday, May 28, 2024 3:29 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: Gary Richards <gsr1155@gmail.com>
Subject: PLEASE READ FOR PUBLIC RECORD at 6/13/24 Joint City Council & Planning Board Meeting

I am writing as a local clergy person concerned with the fraying of the social fabric of the local communities.

Over the past 6 years I have served as the pastor of the Belmont-Watertown United Methodist Church. During this time and over the past 29 years in pastoral ministry I have experienced the vital importance churches serve as community organizations. Churches have long been a place of worship for members and friends and free and affordable space for community life. In Watertown the former St. John's United Methodist Church, now Belmont-Watertown United Methodist Church is a prime example of a worship community woven into community life.

The church has a long history of providing space for recovery meetings, a home for the Watertown Food Pantry, Scouts, theater and cultural organizations to name of few. This is the work of weaving a fabric that reflects the needs, hopes and dreams of neighbors. In the same fashion, the development of affordable housing embraces the needs, hopes and dreams of neighbors. An affordable permanent residence enhances the possibility for community life.

Today, there are fewer and fewer options for community life to thrive. Churches struggle to stay open as membership dwindles and building maintenance costs drain resources. Other social and community organizations find it increasingly difficult to find volunteers and leaders. Creating housing opportunities for all neighbors and particularly individuals and families seeking affordability will add strength to the social fabric which holds us all together.

Granted increased housing opportunities will not immediately replace the loss of community organizations and institutions, but new neighbors living in affordable and sustainable homes will form the threads to strengthen a worn social fabric.

Gary Richards
Pastor, Belmont-Watertown United Methodist Church

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Michael Kroft <mikekroft52@gmail.com>
Sent: Thursday, May 23, 2024 1:54 PM
To: Watertown Square Improvements <team@watertownsquareimprovements.com>
Subject: Square plan housing questions

Guessing I'm not alone in wondering about these things, please consider addressing them at the upcoming meeting...

1. How many dwelling units already exist in the area covered by the public transit housing law, and do they count toward the minimum required 1,700+ units?
2. I believe at the last meeting we were told that new apartment buildings recently built or in the works to start soon would not count toward the required minimum 1,700+ number. Is that correct and if so how can that possibly be the case?
3. The two plans presented at the last meeting were for a # of dwelling units that greatly exceed the minimum. Yes we know that that doesn't mean they will all be built, we get that. But, the overall plan would be more palatable if the # of stories presented in those plans were reduced by one floor. The # of units would still exceed the requirement but the buildings would not feel so imposing.
4. Finally, while having these public meetings is a good thing, still only a minority of citizens attend. So, a non-binding vote should be conducted to understand what the citizens want. The voting options should include a plan with fewer stories per buikding than the two plans already presented.

Thank you for your consideration.

Michael Kroft
16 Whites Avenue

COMPILED COMMENTS AS OF JUNE 12, 2024 AT 5 PM

From: Josh Matloff <jmatloff@gmail.com>
Sent: Wednesday, June 12, 2024 4:19 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Plan

Councilor Piccirilli,

I would like to voice my support for the Watertown Square Area Plan. I believe it will bring much needed development, traffic improvements, and a sense of community to the area. Adding housing to Watertown, and particularly in the square close to the transit hub, is crucial to developing the city and curbing the effects of climate change.

While I support the plan, I also encourage the city council to broaden the plan to eliminate the NMU on Galen Street, which is one of the areas closest to the transit hub. Adding housing in this area is crucial to reducing traffic and increasing use of the bus lines. In addition, I encourage the city council to use form based codes as much as possible and reduce the need for and scope of special permitting in the study area.

Thank you for your time. I will be unable to attend the meeting tomorrow, however, please read my comment into the public record.

Best,
Josh Matloff

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For both the Kitchen Table Conversations and the Polis results, **you have provided virtually no information about your participants.** Beyond the number of people who participated in data collection and vague descriptors of their occupations, we do not know critical information for this project such as participants' age, socioeconomic status, whether they are renters vs. homeowners, length of time living in Watertown, etc. **Situating your data within the context of your participants' lived experience is what differentiates representative vs. nonrepresentative findings, and by extension, a proposal grounded in what the majority of people need/want vs. what a potentially biased minority need/want.**

By my math, **only about 3.1% of the total town of Watertown population responded to your Polis survey.** This is okay, so long as you made efforts to sample your participants in such a way that your sample demographics (e.g., 1,076 unique voters), are representative of the population demographics (e.g., ~35,000 Watertown residents). I do not know if you did that, because you have not provided information that would satisfy that question. That is, **you do not detail your specific sampling methodologies, nor do you provide a summary of key sample demographic data.**

The implications of recruitment, data collection, and data presentation processes lacking in intentionality are biased data. **If your proposal is informed by biased data, then it is not actually serving the needs of the whole Watertown community.** I say this as someone who is a third-generation Watertown resident who likely never be able to afford to own a home in Watertown due to a lack of affordable housing. The lack of prioritization of affordable housing in your plan is misaligned with my own priorities. And, because I do not know the people you have engaged throughout the process of developing this plan, I do not know if I am actually in the minority (i.e., I am among few who are concerned about and want more affordable housing) or perhaps an underrepresented majority.

Respectfully, I urge you to release any data you have regarding your sampling methodology and participant demographic data. By doing so, you will create more transparency around what voices are informing the planning process, and how those voices are being integrated into the plan itself.

If you do not have a documented sampling methodology or did not collect/consider demographic data during your quantitative and qualitative data collection, then that brings into question the extent to which 1) you actually engaged the public in this process and 2) for whom (or what) this proposal is being developed.

Thank you,
Francesca Korte

Francesca M. Korte | she/her/lei
Doctoral Student, Population Health Program

Student Graduate Assistant, Institute for Health Equity and Social Justice Research

Bouvé College of Health Sciences, Northeastern University

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9. Can't even think about zoning for over 3,000 units in the square. It's beyond me to think this is a good idea.
As you know I live in the square and travel quite a bit through it. I also walk through the square. The thought of having the 71 bus go over the bridge - through 4 lights- in one lane of traffic to the mbta yard, is only asking for lots of angry drivers.

If you read this through- thank you. I'll be at the meeting tomorrow for a bit but have to leave for part of it.

Marianne Cameron

XXXX

4. 8/1/1893 “controversy between horse drawn vehicles and electric cars between Cambridge and Watertown”
5. 1/6/1893 “Plans for electric railway cars from Watertown to Newton up Galen Street”
6. 11/1/1901 “Cyclists warned not to ride between streetcar tracks, dangerous”
7. 7/4/1902 “Horse and buggy accident between Mr. & Mrs. James Milmore and 2 men on horseback – Fred Rankins and Frank Haynes”
8. 9/26/1902 “Another suggestion for improving the center (illustration and map of a proposed new Watertown Square)”
9. 12/9/1904 “Save the trees”
10. 3/17/1905 “Arsenal streetcar route extended to Scollay Square”
11. 12/15/1905 “New Plans for Galen Street Bridge and Delta”
12. 7/19/1907 “Watertown murder case: Charles Reed shot by Antonio Zeccolo”
13. 7/30/1909 “10,000 riot at band concert near Watertown Square”
14. 1/20/1911 “ Progress Being Made on High School Building (East Jr.)”
15. 2/7/1924 “Common Street Widening meets great protest”
16. 12/24/1933 “Town votes $135,000 for addition to High School, $35,000 for Main Library”
17. 11/8/1934 “Subway tunnel proposed for Watertown Square (to relieve traffic!)”
18. 12/26/1935 “Arsenal Street most dangerous piece of road in town”
19. 9/4/1941 “ Watertown Starts to Abolish Worst Traffic Bottleneck (widening Watertown St. at Galen”
20. 6/29/1945 “Mt. Auburn Street to be Relocated for 2 miles between Beacon Square and the Bridge at East End”

As you can see from these headlines, the issues we discuss today in Watertown are the same ones we were discussing last century (though thankfully, no recent riots with 10,000 people at a Watertown Square concert!). While these debates have remained constant, someone living in the late 1800s would likely be shocked by Watertown’s development and changes by 1930. Similarly, people who grew up here in Watertown between 1950 and 2000 are often surprised by the changes they see today if they have moved away and come back and visit.

The “Good Old Days” from your youth, no matter when you grew up in Watertown, would seem radically different to someone whose “Good Old Days” came a few generations before you.

I have lived in Watertown for all 41 years of my life on both the east and west sides of town, and I don’t need to go back to the newspaper headlines to know these issues in the old headlines above have been contentious for the past 41 years as well. I would be willing to bet that no matter what plan we choose for Watertown Square, we will most likely be discussing and complaining about it in the future. Does that mean it’s futile? That we shouldn’t try to improve Watertown Square? Of course not, but it’s a reminder that it’s impossible to please everyone or make things perfect. However, we shouldn’t let perfection be the enemy of progress. We should strive for the Aristotelian golden mean.

I’ve been to several meetings for the Watertown Square plan. As we know, the state requires Watertown to zone enough properties to allow at least 1,701 units to be built by-right. I’ve heard some say we should not comply with this mandate, and others say that we should only zone for the minimal amount. I’ve heard others advocate for over 6,000 new units. Live polls at public meetings related to Watertown Square have also shown a wide range of opinions regarding how much new housing should be built.

At the April 4th Watertown Square meeting, one of the plans that was presented would allow for 3,133 units (see slide 59) and a plan for The Four Corners redesign of Watertown Square (see slide 19).

I believe that both of these plans represent the golden mean. They won’t please everyone, because nothing will, but to me they represent a reasonable path forward that meets the current needs of more housing near Watertown Square, improved walkability/ traffic flow, and space for new businesses. It would do this without the 6,000+ units that might bring changes too fast and too jarring for some residents.

I hope that we can move forward with this plan to make Watertown Square a more dynamic space with people walking around frequently and supporting local businesses, whether they be long-standing businesses like Demos Restaurant or China Rainbow or new businesses that will open once the Watertown Square redevelopment is implemented. I’m especially keen on Watertown Square having the population density to support a more vibrant nightlife with places to go listen to live music, dance, shop, play video games (hey, maybe we can bring back The Dream Machine!), and more.

I hope we can move forward with these changes and create a more lively Watertown Square. I look forward to, God willing, being alive in 50 years when people start proposing major changes to Watertown Square again, and I can tell them about how things were in the “Good Old Days” of the 2020s.

Teddy Kokoros
Lifelong Watertown Resident

XXXX

From: Sara Keary <sarakeary1@gmail.com>
Sent: Wednesday, June 12, 2024 10:01 AM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Letter for tomorrow meeting

Good morning, Vinnie,

Could you please read my letter at tomorrow's meeting? This is the letter I submitted to the Watertown news on 4/16/24. Thanks and see you tomorrow evening!

Sara

4/16/24

As a clinical social worker for older adults and their families, I see the impact of the housing crisis every day. Housing shortages, coupled with a rising number of aging residents, leave many seniors with extremely difficult choices as they age. It has become harder than ever for people to age with dignity and independence. While many older adults would choose to age in place, this option is often untenable for a variety of reasons.

Financial constraints can leave long-time residents unable to stay in homes, which frequently means leaving the communities where they have lived for decades. Physical needs change too. At some stage, most older residents have to reconsider the layout of their housing, as well as its vicinity to community resources. Walkability and access to public transit are top priorities for so many seniors.

Watertown's aging residents need many types of housing, and they need much more of it. That's why I'm writing to urge our city's leaders to craft a zoning plan for Watertown Square that makes more housing — and a greater variety of housing — easier, quicker, and less expensive to build. The current zoning proposal makes some good strides in the right direction, but it needs to be even more expansive if we want to serve our older residents well.

Surrounding communities such as Brighton, Boston, Brookline, Newton and soon Waltham, have all responded to the increased demand for affordable senior housing, to ensure that seniors remain a vital part of cities' local life. 2Life Communities is a stellar example of how people who are 62 years old and older can remain a visible and active part of the community, which benefits not only the residents but the entire city. By offering both income-based and market-rate apartments, 2Life Communities provides a wonderful middle ground for people who might not be able to remain in a multi-or single-family home, though would not meet requirements to live in long-term or assisted living care.

Families are struggling to care for aging members who might not qualify for the limited types of living situations available in Watertown today. We need more housing options, so our aging neighbors can find the right housing fit at each stage of life, right here in the community we all love. It would be fantastic to see a new building of senior apartments developed in the Square, close to our superlative public library, restaurants, and cafes, as well as public transit. That would provide access to the kind of vibrant community life that helps people age with dignity and independence. But to see that become a reality in five or 10 years, we have to make it possible today.

The Watertown Square redesign process offers an incredible opportunity to encourage more housing of all kinds through changes to our local zoning. In order to make something like 2Life Communities a reality in Watertown, and to see the diversity of development we need, zoning changes must include taller buildings, simple by-right development processes, and incentives to help affordable development compete with market-rate luxury developers. By not restricting zoning and height requirements, especially for affordable development, Watertown can move closer toward joining multiple cities and towns nearby in becoming an Age-Friendly City.

I want this not only for the older adult residents of Watertown, but for people of all generations. What a gift it would be to remain in community and reap the rewards of a thriving, well-integrated, and robust older adult population. I hope that our city leaders will make that future possible.

Sara Keary, PhD, LICSW

Sent from my phone and I am a notoriously bad texter. Please forgive typos and grammatical errors.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Sarah Baker <sarahbaker@fastmail.com>
Sent: Wednesday, June 12, 2024 2:46 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Fwd: In support of the Watertown Square plan

Dear Coucilor Piccirilli:
Councilor Gardner suggested that I send you the note below, and request that it be read into the public record at the meeting this Thursday. I have small kids and won't be able to attend, but wish you all the very best!

Many thanks,
Sarah Baker
88 Riverside St.

----- Original message -----
From: Sarah Baker <sarahbaker@fastmail.com>
To: citycouncilors@watertown-ma.gov
Cc: Jonathan Baker <bakerjonathane@gmail.com>
Subject: In support of the Watertown Square plan
Date: Wednesday, June 12, 2024 9:42 AM

Dear Councilors:
First, thank you for serving the city with your time and energy, especially during this season of strong and divided opinions among all our neighbors.

We are writing based on the encouragement of an anonymous flyer that arrived on our front porch this week. The flyer urged us to make our opinions heard re. Watertown Square redevelopment. The flyer also was a flagrant misrepresentation of the facts, and implied nefarious motives behind a sneaky process. The attached photo shows it torn up (in annoyance), but then we decided instead to write and let you all know that normally-quiet people are really excited about the proposed Watertown Square redevelopment!

We have lived on Riverside St. for three years, and walk/run/drive/ride buses through Watertown Square multiple times a day. We look forward to the transformation of the Square into an energetic community and commercial center. We are impressed by the transparent and engaging process Mr. Proakis and the city team have pursued. We are pleased with the plan, the strategy behind the recommendations, and the competence and professionalism of the experts that put it together. We urge you to approve this plan.

Many thanks and best of luck,
Sarah and Jonathan Baker

XXXX

Please see the attached letter with our comments on this plan. We request that this letter be read into the record during the meeting of June 13 on the Watertown Square Area Plan.

Thank you!
Mark and Ernesta Kraczkiewicz

Attached statement:
Dear Planning Board and City Council members,

We are writing to you on the subject of the Watertown Square Area Plan because we unfortunately will be out of town and unable to attend, even remotely.

We have followed the process of development of this plan closely and attended every public session, and we are very pleased with the resulting plan. The addition of housing over retail uses and provision of greater density of housing in and near the Square will greatly enliven the Square, provide economic support to businesses and restaurants, and enable residents to travel to and from the Square using the nearby public transportation. The reduction in traffic lanes and in parking requirements, the improved road design and quicker and safer pedestrian crossings will all provide a more welcoming environment for foot traffic and create a true "downtown" feel. The additional open space will greatly enhance the area and the improved walkability and bikeability are exactly what is needed.

We would urge the City to move quickly in developing the detailed plans and financing for the recommended Watertown Square infrastructure improvements. Once those and the recommended zoning changes are on track, we would hope in the near future to see the needed revitalization of the square. We also support pursuing public-private partnerships to develop a mix of housing and commercial space plus a public garage on the current municipally owned parking areas. Lastly we urge close collaboration with the MBTA both to realize needed transit improvements and to accelerate development planning for the car barn site off Galen Street,.

There is one area, however, in which the plan does not succeed in providing the necessary support to the City's goals: it fails to improve the transit system. The 71 bus operation will be even slower and less reliable than it is currently due to the bus being sent over the bridge to the MBTA yard. Bus lanes are really needed for all buses going through the Square and for those which must move over the bridge. It is heartening to read that the traffic signalization will be revised to enable priority for buses and shuttles, but that will not be sufficient to allow rapid movement of buses through the traffic. Watertown's Climate and Energy Plan includes the goal of 50% reduction of single occupancy vehicle trips; this will require rapid and attractive transit. The Allston plan for Western Avenue, which includes bus lanes down the entire street within Boston, would be a good model.

We urge you all to approve this Plan, and commit to developing a plan to improve transit for the future.

Sincerely,
Mark and Ernesta Kraczkiewicz
77 Riverside Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Garett Kopczynski <keenelarp@gmail.com>
Sent: Tuesday, June 11, 2024 3:39 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Change Galen Street Zoning from NMU to WSQ1 & 2

Dear Watertown City Councilors,

I support the Watertown Square Area Plan goal to invest in Galen Street by adding new and wider sidewalks, more street trees, and creating space for more homes and more local businesses. However, the currently proposed NMU zoning for Galen Street will not allow the street to change, blocking these much needed investments. Therefore, I ask you to make the following changes to the Watertown Square Area Plan for Galen Street:

1) Eliminate the NMU Zone on Galen Street.
2) Change the west side of Galen Street to the WSQ1 zone.Rd, Watertown, MA 02472
3) Change the east side of Galen Street to the WSQ2 zone.

Respectfully,
Garett Kopczynski
13 Derby Rd Watertown

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: David Jewett <david.jewett@gmail.com>
Sent: Tuesday, June 11, 2024 2:07 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: 6/13 - Watertown Sq Proposal

Good Afternoon, I won't be able to join the meeting to give comments tomorrow but wanted to applaud the work on the Watertown Sq proprosal and am very impressed with the proposal being presented. I love the recapture of the roadway to make greenspace, rezoning to allow greater density by-right, and the overall vision for the 'new' Watertown Sq. If the proposal was adopted exactly as written, I would be thrilled. And even more thrilled if it actually was accomplished as envisioned in the coming years. I can't wait to find out!

Sincerely,

David Jewett
80 Standish Rd

XXXX

COMPILED COMMENTS JUNE 13, 2024

From: gail dorey <doreystories@gmail.com>
Sent: Thursday, June 13, 2024 8:53 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Re: Library Parking in the Redevelopment of the Square

So sorry - this was from
Gail Dorey
13 Merrifield Ave.

On Jun 13, 2024, at 8:49 PM, gail dorey <doreystories@gmail.com> wrote:

To our Councilors: You folks do very difficult work. Thank you for your service.

With the redesign of Watertown Square, please bear in mind that seniors will continue to drive to the Library and Town Hall. You cant expect them to parallel park on the main streets. I cannot even imagine that.

Please insure there is off street parking for seniors for the Library - this is an important center for them.

Thanks folks, and good luck.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Margaret Wong <meponine@gmail.com>
Sent: Thursday, June 13, 2024 8:18 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Support for the Watertown square plan

Hi Vince,

Great meeting today. I have been unable to participate the last few months and I'm very pleased with how thoughtful the current proposal is and honestly think everyone on the planning board has done a great job.

The biggest concerns I have are about the fact that MBTA has cut their bus lines for Watertown. Even though there are the bus only lanes on Mt Auburn, it's not working well because people still drive in them and the buses can't get through.

If there's any way to get a subway line into Watertown in the future, that needs to be thought of now so that the redesign doesn't block that option out. It really is a very big part of having people live a carless option.

I don't have a solution obviously, but I just want to put it out there that having a subway line is what's really going to alleviate the car use and traffic congestion issues and the design would allow some way to integrate that in the future and not block it out.

Thanks for listening,

Margaret Wong
74 Forest

XXXX

Vote yes and Kudos.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Ben Jérôme <benjaminjjerome@gmail.com>
Sent: Thursday, June 13, 2024 5:56 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Support for the Upcoming Plan

Hi Vincent,

I hope this message finds you well. I am writing to express my strong support for the plan. I believe it will greatly benefit our community, and I urge you to vote yes.

Thank you for your dedication and service.

Best regards,
Ben

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Romualda Jerome <romualda.jerome@gmail.com>
Sent: Thursday, June 13, 2024 5:46 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Sq Plan

Vincent,
Please note I support the plan and please vote yes.
Additionally, please consider to add in requirements for increased green spaces for all of the new development.
Roma Jerome

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Gatti, Sarah <Sarah.Gatti@joslin.harvard.edu>
Sent: Thursday, June 13, 2024 5:40 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Comment for this evenings meeting-Housing

Dear Counselor,

I was planning on attending this evenings meeting but am unable and am hoping you can read my email into the public record. I am a medical social worker and the views in this email are my own not the institution I work for. I specifically work in the area of chronic diseases with young adults. I am writing to express my support for the housing plan and advocate for continued increases in by right zoning for housing access.

As a medical social worker I am often counseling and supporting young people who are navigating incredible burdens including increased financial demands due to disease. More times than I would ever hope I have had to work with people on making difficult decisions about paying rent or paying for their life saving medication like insulin. I recognize that I sit at the nexus of two crisis happening in our country right now and one does not solve the other. But what I have seen happen on multiple occasions is patients I work with, Patients who lived in Watertown, our neighbors and community members, have had to move from Watertown further from their medical care, natural supports, and our vibrant community due to increases in cost of housing and they often have moved into less stable housing situations (couch surfing, or back in with unsafe relationships) with less access to the essential things a community provides for wellbeing such as green space, grocery stores, public transportation options.

These patients housing directly impacts their ability to care for their chronic conditions as many of these conditions are managed through a combination of medication and lifestyle changes. Watertown has so much to offer each of us and I am grateful for everyone who has advocated to help us have such beautiful green space, vibrant schools , active arts center, farmers markets and grocery stores among the many other wonderful things here in Watertown. It is my hope that by increasing zoning in the designated areas we can increase housing access and can continue to be well funded to support our community and that this increase in housing will help decrease cost of housing to support our current neighbors and community members be able to afford to stay in this lovely community.

Thank you,
Sarah Gatti LICSW

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Kassie Richardson <kassie.richardson@gmail.com>
Sent: Thursday, June 13, 2024 5:28 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: I support the Watertown Square Area Plan!

Hello Councilor Piccirilli,

I am unable to attend the community meeting at 6pm tonight, but I wanted to write in to comment that I support the Watertown Square Area Plan.

I hope the council will take this into consideration.

Many thanks,
Kassie Richardson
94 Marshall Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Charlo Maurer <charlojmaurer@gmail.com>
Sent: Thursday, June 13, 2024 4:56 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Plan

Hello Councilor,
I am not sure I will be able to make it to the meeting tonight, so I thought I would make sure that my voice is heard. I support the current plan and hope that the council will vote to pass it. It is very exciting to think of a revitalized square that has more housing and thus more people around, as well as a much better traffic pattern.
Thank you for supporting this plan,
Charlo Maurer
5 Appleton St,
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Allison Eck <allison.c.eck@gmail.com>
Sent: Thursday, June 13, 2024 4:43 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: Nicole Gardner <ngardner@watertown-ma.gov>; Nicole Gardner <nicoleforwatertown@gmail.com>
Subject: Statement for Watertown Sq. Public Hearing

Dear Councilor Piccirilli,

I am unable to attend tonight's public hearing about the Watertown Square Area Plan, so I'm writing to you to voice my support for the plan, in hopes that it might be read into the public record.

I've been a Watertown resident for 12 years, having first moved to Watertown in 2012 fresh out of undergrad. I *adore* Watertown. Despite not having kids in the schools nor any other family roots in the area, I've become quite attached to this City and believe that it holds immense promise to become a vibrant place where all people can live comfortably and thrive. The proposed Area Plan is a crucial vehicle for bringing Watertown up to speed from an urban planning perspective — it is a key indicator of our collective values as well as of our ability to move forward together as "one Watertown" for the sake of future generations.

We will not attract young people to Watertown if we don't invest in dense, affordable housing. But that housing must also be built in close proximity to open spaces that encourage serendipitous run-ins and a sense of belonging. Despite having lived in Watertown for over a decade, I only started feeling truly integrated into the community

about five years ago, when I moved out of an apartment complex that lacked communal gathering spaces.

The proposed plan for the Square truly combines the "best of both worlds": zoning changes that enable us to be part of the solution to the terrible housing crisis in Massachusetts, alongside a vision for the public realm that provides the same benefits of "porch life" that we see on streets with single-family homes. In other words, the Area Plan is not an either/or proposal; it is a solution that bundles the most tried-and-true methods of building community into one outstanding package. It is a plan that will benefit *everyone*, not just a select few.

My only caveat is that I would like to see a more robust strategy developed in concert with the MBTA for increasing public transit options to and from Watertown Square, including greater frequency of express buses to parts of downtown. Watertown's wonderful resources, from the Charles River to growing biotech and climate tech innovations — not to mention Watertown's *people* — deserve greater accessibility. And on the flip side, potential residents with ideas and capital will only know about Watertown if they can get here more easily.

Thank you very much for advocating for the future of this great place to live.

Sincerely,
Allison Eck

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Anthony Donato <anthonyjdonato@hotmail.com>
Sent: Thursday, June 13, 2024 4:33 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Area Plan ("Plan")

To the Honorable Members of the City Council and the Planning Board:

I am the Manager of the Red Ball Real Estate LLC, which holds legal title to the properties located at 51, 53, 59, and 63-65 Riverside Street.

Currently, 51 and 53 Riverside Street are located in the R.75 zoning district, and the properties located at 59 and 63-65 Riverside Street are located in the T zoning district.

Based on my reading of the Plan, 51 and 53 Riverside Street would be located in the proposed Neighborhood Mixed Use District, but 59 and 63-65 Riverside Street will remain in the T zoning district.

Request is hereby made to consider adding 59 and 63-65 Riverside Street to the proposed

Neighborhood Mixed Use District as this small change would apply consistent zoning to almost one acre of land within a short walk of Watertown Square.

Thank you.

Very Truly Yours,

Anthony J. Donato

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Dav A <david.dala@gmail.com>
Sent: Thursday, June 13, 2024 4:41 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Sq. Design - Please include Winter St. Summer St. & Fayette St.

Hi Vinnie,
I would like to highlight the need to include a Focus on Winter St.
Summer St. & Fayette St. in this design process.
The areas of Fayette and Winter Streets in particular have been
neglected for many decades. Especially the sidewalks or lack there off.
Whites Ave. above the Summer St. intersection and Patton St. should also
be addressed as they are not wide enough for two way traffic as well as
parking on both sides.
As the traffic in the Square becomes even harder to get through more
cars will be using Summer, Fayette Whites and Pattern Streets.
To look at all the development planning and to not include these streets
would be a great injustice to the people of these ares and to all who
use these roads to commute.
I appreciate your attention on this.
Thanks
--
David Aitcheson
66 Fayette St.
Watertown
617-571-3952

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Jessica Grimsby <jessica.grimsby@gmail.com>
Sent: Thursday, June 13, 2024 4:04 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Plan - 13JUN24 Meeting Comments for Record

Dear Vincent, Watertown Planning Board, and City Council:

I am sorry I cannot attend in person this evening, so hope that this can go on the Public record as a comment:

My name is Jessica Grimsby, 41R Prospect St.

First, I just want to say that I have been excited to hear about the plans for Watertown Square to develop the area -- improvements in public transportation, walkability, bike-ability, drive-ability, housing, local business, and our community, and I can say that the residents have very much appreciated the inclusion of Watertown residents in the planning process. We have had the chance to voice our concerns, and we are grateful for that. Thank you to all of those who are working to make this the best plan for Watertown.

I realize there is momentum to give the plan a GREEN light. However, please hear me out when I say tonight that I think that as good as this plan is, there is still a huge, critical piece missing in the plan.

I hope that by my speaking up tonight, members of the Board and Council, and residents of Watertown who are listening, will consider taking steps to further optimize the plan to encompass that which is missing: **Urban Ecological Planning and Living Green Infrastructure.**

And It's not just about planting a few trees here and there in Watertown Square.

Trees are indispensable, living green infrastructure that not only provides protective cooling shade, but trees also absorb THOUSANDS of gallons of stormwater each year. Trees contribute to the natural world that coexists with us and sustains us too. Trees can be used to line streets, slow speeders and form a 'green wall' between the cars and the sidewalk & bike lane...When you think of a bustling main street in a more pedestrian downtown (like what we are hoping to achieve with this plan), we think about a city square for shopping at local places, restaurants, etc. ---And those streets are Tree-lined.

It is critical that incorporate LIVING GREEN INFRASTRUCTURE into EVERY ASPECT of the plan --the street layout, the sidewalks, the bike paths, parking, bus stops, storefronts, housing--ALL OF IT.

Some examples include --planting tons of trees, and native plants, incorporating wide continuous tree pits and planting strips into the design of Watertown Square, using permeable pavement instead of concrete and asphalt, including tree trenches, and trees shading bus stops and sidewalks, to name a few.

So far, there is not much mention of any of this in the plan, and that's my concern. It seems like Living Green Infrastructure should be weighted the same as 'traffic' and 'housing', but it has been forgotten. To abide by the Watertown Comprehensive Plan and to take strides to combat the heat island effect, global warming, and flooding as we develop Watertown, and, as we plan for our future, there needs to be way more of a focus on sustainable solutions and Green Infrastructure.

Thank you for listening,

Regards,
Jessica Grimsby
617-794-5245

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Amanda Wallas <amanda.wallas@gmail.com>
Sent: Thursday, June 13, 2024 3:44 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Plan

Please read into the record at the meeting tonight

Amanda Wallas, Edgecliff Road

I've lived and worked in Watertown for the past twelve years, and during that time I've seen countless friends and co-workers forced to leave because they cannot afford to buy or to keep up with increasing rent costs. I love our city and its small-town feel, and I understand the folks who are worried about change. But the real problems begin when we choose to do too little and allow our neighbors to be driven further and further away because they can no longer afford to live in the place they love.

Want to decrease housing costs? Build more housing. Build enough housing that it actually makes a difference, and make sure that a large chunk of it is affordable. Want less traffic? Make it so people can afford to live in the town they work in, rather than having to drive to get to work every day.

The Watertown Square Plan is a thoughtful design that does its best to incorporate all the different ideas that the community has brought to the table, while keeping in mind what truly is and isn't feasible. It adds green space to our Square, housing for our community, and makes Watertown a better place for businesses to thrive. I am in support of the plan, although I would like to see improved incentives for building affordable housing.

Is it a perfect solution? Trick question - there's no solution that everyone will be happy with. But please don't let the perfect be the enemy of the good, and give our city a chance to remain the vibrant, thriving, diverse

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Joshua Driesman <me@joshuadriesman.me>
Sent: Thursday, June 13, 2024 3:27 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: Nicole Gardner <ngardner@watertown-ma.gov>
Subject: Comments on Watertown Square Plan

Dear Councilor Piccirilli,

I cannot make tonight's joint planning board and city council meeting on the Watertown Square plan, but below I've provided some comments to be read into the record at the meeting.

I've also CC's the counselor for my district, Nicole, so she has my thoughts as well.

Watertown Square is the heart of our city, but I believe it fails to reflect the vibrancy and values of Watertown. While the elements are there, in the historic sites and small businesses, the square is not a place where people want to gather or spend time. That's why I fully support the Watertown Square plan presented tonight.

This plan is the result of many hours of work done by our city staff, the city's consultants, and all of the residents engaged throughout the planning process. I've attended a number of the meetings and planning events, and what I've seen is one of the most open, engaging, and thorough public planning processes ever conducted by this city. I felt truly listened too, and enjoyed brainstorming answers to the problem of the square alongside my fellow Watertown residents in small groups as well as larger feedback sessions. The planning process truly made an effort to be accessible to everyone through leveraging different formats, both digital and in person. I appreciated this as someone who can't always make evening meetings due to the obligations of work and family.

While I support the plan in full, I'd like to make a few suggestions for improvement:

- Add bus priority lanes/signals to improve the flow of the 71 and 70. Particularly where the 71 will cross the river, as that is a potential bottleneck and I'm worried that sending the bus through there might cause issues with its reliability. Combining the bus stops should be top priority still to improve transfers between the 71 and the yard originating lines.
- I know this might be a particular of a later design process, but for the record, I think we should make sure the bike lanes are protected by either being grade separated from the street, or having some other sort of hard barrier/curb such as on Brattle St

in Cambridge. Flex polls are not the solution here as they're regularly run over by cars as you can see in our neighboring communities.
- Allow anyone building housing that exceed affordability requirements to build by right in the entire square.
- Give more than just one floor as a height bonuses to buildings that meet certain affordable housing criteria.
- Continue to find ways to add density by expanding the by right area and/or increasing the areas that allow 5 story buildings. A denser downtown means a more vibrant downtown, and more places for the people who make Watertown the fantastic community it is to live.

I support the plan in full. It helps to address the region's critical housing crisis by going above and beyond the MBTA community's requirement, and greatly improves the square for all modes of transportation. As someone who drives, bikes, and takes the bus through, as well as to/from the square, I appreciate all of these improvements. The new housing, better transport, and improved streetscape will most certainly create a space that is truly the heart of our city.

Sincerely,
Joshua Driesman
127 Nichols Ave, Watertown

Sent from my phone

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Susan Sidiropoulos <susansid@rcn.com>
Sent: Thursday, June 13, 2024 2:41 PM
To: Sideris, Mark <msideris@watertown-ma.gov>; Nicole Gardner <ngardner@watertown-ma.gov>; John Airasian <jairasian@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Bays, Caroline <cbays@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Gannon, John <jgannon@watertown-ma.gov>; Izzo, Emily <eizzo@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; citymgr <citymgr@watertown-ma.gov>
Subject: Watertown Square Project

Dear City Councillors,
While I plan on attending this evenings meeting I most likely will not speak, but I would still like my opinion to be heard!

As a 37 year resident I have seen many changes in this town (City) - some for the better and some for the worse. Some town officials and residents have some control over these changes and others they have not. Recently I have seen a new wave of people moving into our beautiful city that want to change things here - not all for the better. These people are

relatively few but have big mouths! They say they speak for the residents of Watertown but I am here to tell you they DO NOT speak for me!!!!!! I live on the "Southside" of Watertown and am vehemently opposed to any changes to Galen St. ! This group says "we need wider sidewalks and a European atmosphere". At what cost? Eliminating parking or worse narrowing the street to one lane and putting in an annoying bike lane? As it is, you have totally screwed up Arsenal St. by narrowing the street and allowing every new building to have their own traffic light! And Mt. Auburn is next. Galen St. is a major through fair connecting a major interstate highway. There already is way too much traffic and narrowing the road would only make it worse. I am sure the traffic consultants think, "on paper", they are correct, but they should try driving the streets. Those of us that live on the Southside already have an extremely difficult time entering Galen St. in either direction. And just for the record - I walk Galen St with my grandson in the carriage AND a 95 pound German Shepherd and I can tell you the sidewalks are perfectly wide enough.

We do not need any more pharmaceutical companies or labs. As far as "affordable housing" I can't see how that is realistic. As an investor I would want to see a return on my money and if I am buying a property for an already inflated amount of money I don't see how
I would get a return without charging higher rents or even higher asking prices.

Please slow down the growth of Watertown!!!! For those who would like to see more growth tell them to move to Cambridge or Somerville. When I moved here I loved the small-town feel, now I feel like I live in a congested mess of a town. We are only 4 square miles but sometimes it takes me 30 minutes to get from one side to the other.

Thank you for your consideration.

Sincerely,
Susan M. Sidiropoulos
69 Union St

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Jesse Porch <porchjm@gmail.com>
Sent: Thursday, June 13, 2024 1:37 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Redesign

Councilor Piccirilli,

I had hoped to be able to attend the meeting tonight in person and present this, but I've gotten sick and won't be able to make it. If it's not too late, I'd appreciate it if you could read it into the record on my behalf. Thank you!

My name is Jesse Porch, and my family and I own a home on Broadway. Each day we see a bit more of the High School project unfold, knowing that it's a visible example of how the City is investing in the future of all the families and children that will one day call Watertown home. The Watertown Square Redesign is another such opportunity to make a crucial investment in the future of the entire City, and I applaud the tremendous work that the staff and consulting teams have done in putting it together. **I strongly support the proposed redesign, both the change in streetscape and the rezoning.**

The street redesign is critically needed to help make the Square a place rather than a pass-through. As someone who regularly walks through the Square with my young son, the narrowing of the intersection will make it much safer and more pleasant for pedestrians, while also streamlining traffic flows for those driving through. **The reconnection of the Delta to the new public space across Main and Galen gives a foundation for helping the Square truly live up to the goal of being a "destination."**

The rezoning is also a strong start to allowing the flexibility that we need to preserve Watertown as a place open to all. I'm particularly excited by the shift to using a form-based code to guide by-right development, though I hope there will eventually be an openness to expand by-right development to all parcels throughout the city. **Every lot that requires a special permit to build more housing is a tax that raises the cost of all housing throughout the region.** I also think we have plenty of opportunities to provide additional support and encouragement for those wanting to develop Affordable Housing projects: they specifically benefit from clear rules and the consistency of by-right process.

But these minor concerns aside, I am generally very impressed with the work that has been done, and I hope the City Council and Planning Board will approve the plan so we can move forward with its implementation and continue making the investments in our future that the families of Watertown need. **We are not able to stop the City from changing, but by embracing it we can help to ensure it's change that leads Watertown into a healthier and more affordable place for everyone.**

Thank you for your time, and for patiently engaging with the residents on these critical issues.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Madeline Skye <madeline.skye96@gmail.com>
Sent: Thursday, June 13, 2024 11:21 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Watertown Square Plan

Dear City Councilors,

We need more public hearings when it comes to the plan for Watertown Square. Watertown is home to many loyal inhabitants, and we deserve much more transparency about the proposed changes to our home.
Thank you,
Maddy Waters

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

[The remaining comments in this document were received by the Planning Dept on June 13 and not included in the June 12 compilation.]

From: Jean Dunoyer <dunoyer@mit.edu>
Sent: Wednesday, June 12, 2024 10:34 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: Palomba, Anthony <councilorpalomba@gmail.com>; Nicole Gardner <nicoleforwatertown@gmail.com>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Bays, Caroline <cbays@watertown-ma.gov>
Subject: Watertown Square Area Plan

Hi Vinnie,

I cannot come to the meeting tomorrow night but I wanted it to be on the record that I really love what you all have drawn up, and I hope it can be implemented.

Jean

Jean Dunoyer *(he, him, his)*
17 Adams Ave
Watertown
617.974.6308

XXXXXXXXXXXXXXXXXXXX

Thank you for your consideration.

Rev. Gary Richards
Pastor
Belmont-Watertown United Methodist Church

Editor:

I am writing as a local clergy person concerned with the fraying of the social fabric of the local communities. Over the past 6 years I have served as the pastor of the Belmont-Watertown United Methodist Church. During this time and over the past 29 years in pastoral ministry I have experienced the vital importance churches serve as community organizations. Churches have long been a place of worship for members and friends and free and affordable space for community life. In Watertown the former St. John's United Methodist Church, now Belmont-Watertown United Methodist Church is a prime example of a worship community woven into community life. The church has a long history of providing space for recovery meetings, a home for the Watertown Food Pantry, Scouts, theater and cultural organizations to name of few. This is the work of weaving a fabric that reflects the needs, hopes and dreams of neighbors. In the same fashion, the development of affordable housing embraces the needs, hopes and dreams of neighbors. An affordable permanent residence enhances the possibility for community life. Today, there are fewer and fewer options for community life to thrive. Churches struggle to stay open as membership dwindles and building maintenance costs drain resources. Other social and community organizations find it increasingly difficult to find volunteers and leaders. Creating housing opportunities for all neighbors and particularly individuals and families seeking affordability will add strength to the social fabric which holds us all together. Granted increased housing opportunities will not immediately replace the loss of community organizations and institutions, but new neighbors living in affordable and sustainable homes will form the threads to strengthen a worn social fabric.

Rev. Gary Richards
Sent from my iPhone

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Robert Patey <bpatey101@gmail.com>
Sent: Wednesday, June 12, 2024 6:03 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Area Plan

Dear Councilor

I have been a Watertown resident for almost 70 years and I am a retired Lieutenant from the Watertown Police Department. During my career I was assigned as the Officer in Charge of the Traffic Division, working with The Watertown Traffic Commission and Zoning Board of Appeals on an advisory basis. As a result, I have a working knowledge of Watertown Square and the daily traffic flow.

I have read the City Council/Planning Board Review Draft 60 page document several times as well as attending the recent meeting held on Galen Street. I believe that The City Council should direct the City Manager to comply with no more than the minimum of 1701 units as required by MBTA Communities Housing Law and not have a BY RIGHT Development Zoning area, where developers can build out to increase their profit margins.

The Watertown Square Area Plan proposal, as it is currently being presented, is an attempt to change how people live in Watertown. This will negatively change the culture and the fabric of our town in such a way that Watertown will become an Urban environment instead of a community of people with a personal connection to each other. By adding 3000-6000 residents to the population in a small area and reducing lanes of traffic by 50%, it will create an Urban sprawl, which is something Watertown should not become. We should also ask ourselves, how this will impact our daily lives and what effect will this have on our schools, Fire Department, Police Department and DPW ?

The Watertown Square Area Plan assumes that motor vehicle traffic will just disappear or avoid Watertown Square. I respectfully disagree. Traffic will be rerouted by WAZE through local neighborhoods and school zones such as The Cunniff School, Middle School, and Watertown High School. While at the same time the other vehicles will have to sit through 4-5 sets of traffic lights in Watertown Square, which will increase pollution and loss of citizens personal time and productivity. The result contradicts climate conservation.

It is the responsibility of local government to inform residents of The Watertown Square Area Plan proposal. This should not be accomplished by Social Media and the internet. Many citizens do not use Social media and the internet to keep informed on Watertown issues. I have recently spoken with several of my neighbors and friends and all were completely unaware of what is being proposed for Watertown Square. I found this to be troublesome.

In The Watertown Square Area Plan proposal there are several assumptions made that are clearly up for debate. Is it the responsibility of local government to implement a "TRANSPORTATION MODE SHIFT" , which will change the lives of current residents? Any change should be based on factual data and not on theory and peoples opinions. While I am an advocate for a person to be active, Let us ask ourselves, how many people do you think will ride a bike or take a bus as their primary means of transportation, especially during winter months and inclement weather ?

When reading The Watertown Square Area Plan I noticed several statements to be detrimental to the future of Watertown Square. Some of these are :

NARROWED ROADWAYS TO <u>ENCOURAGE</u> WATERTOWN SQUARE AS A SPACE FOR PEOPLE <u>NOT CARS</u>

"TRANSPORTATION MODE SHIFT",

" REDUCING THE AMOUNT OF ROADBED"

"PARALELL PARKING IN WATERTOWN SQUARE"

"GENERALLY THE SCHEME ENCOURAGES ITRAREGIONAL TRIPS TO TAKE NEARBY HIGHWAYS INSTEAD OF REGIONAL TRAFFIC GOING THROUGH WATERTOWN SQUARE"

<u>I did not make these up, they are from the existing Watertown Square Area Plan</u> !

The existing Watertown Square Area Plan proposal will make it next to impossible for local citizens to "get through" Watertown Square by motor vehicle at any time of day.

Why are we going to penalize current residents at the expense of the additional 3000-6000 potential residents? The current residents have made todays Watertown a better place to live and they should be recognized for their contributions to the community and not be disregarded in the future of Watertown.

While I agree that Watertown Square is in need of updating, I do not believe there should be a cultural change that would negatively impact the community. I believe a better plan is possible.

I am available at any time to discuss this matter.

Sincerely,

Robert Patey

101 Barnard Ave

COMPILED COMMENTS JUNE 14 THRU JUNE 25, 2024

From: Ashley Thomas <ashleyjothomas@gmail.com>
Sent: Tuesday, June 25, 2024 6:07 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,
Please include this email as public comment at the next Watertown Square Area Plan meeting.

I support the Watertown Square Area Plan goal to invest in protected bike lanes and wider sidewalks through Watertown Square. These bike lanes will fill a missing transportation link in the heart of our city, making it easier for residents to access city services, support local businesses, and commute to work, all while reducing congestion by taking cars off the roads and freeing up parking spaces for other patrons. Wider sidewalks, especially near the Galen Street bridge, will relieve the crowing that often occurs at the ends of the narrow DCR river paths. Therefore, I ask you to support the Watertown Square Area Plan and make the following commitments:

1) Ensure a connection between the Community Path and the Linear Park.
The current plan document on page 8 shows the bike lanes behind the CVS turning towards Main Street at Cross Street/Whooley Way, one block before connecting to the Linear Park.

2) Commit to building full concrete curb protected bike lanes (like our current Community Path on Arsenal Street or the bike lanes on Comm Ave in Boston), or concrete curb and flex post protected bike lanes (like those on Brattle St in Cambridge or Mass. Ave in Boston), rather than flex post only protected lanes. The last decade of bike lane projects in the Boston area have shown that flex posts alone are not sufficient protection from vehicles for bikers and still leave enough space for drivers to park in the bike lanes.

3) In the interest of safety and speed, commit to implementing temporary "quick build" lanes to create an initial link between the Community Path and Watertown Square. Quick build lanes, using temporary materials like jersey barriers, would allow residents and businesses to enjoy some of the benefits of the connected network while the city designs, funds, and builds the permanent concrete protected bike lanes.

Respectfully,
Ashley Thomas
16 Fuller Watertown, ma

Sent from my iPhone

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: audrey e <audrey.eyring@gmail.com>
Sent: Tuesday, June 25, 2024 12:01 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,
Please include this email as public comment at the next Watertown Square Area Plan meeting.

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Respectfully,

Sent from my iPhone
XXXX

gateway in Watertown Square. The Watertown Square Area Plan's goals for increased housing and sustainability align with our development goals for a green mixed-use development. We are focused on reducing the climate impact of our development & construction processes, as well as the building systems and operations. This property has excellent access to public transportation and nearby community services. This prominent corner is a prime location for a distinctive, sustainable, and transit-oriented development.

The Watertown Square Area Plan designates my property as 'WSQ2: 4+ Story'. I have preliminarily reviewed the plan and am excited with most of its contents. We are supportive of the increase in FAR, the 'By Right' permitting, and the dimensional requirements. However, we respectfully request that the **parking requirements be eliminated for ground floor retail uses and reduced to.25 (maximum) for the residential units**. This will allow the creation of additional housing units. We are committed to providing bicycle parking, electric vehicle charging spaces, and some reduced on-site parking. This proposed development will also provide the benefit of a reduced carbon footprint with less cars and parking.

Our goal for a green development will not, by its addition to this neighborhood, cause an excess of the proposed uses that could be detrimental to the neighborhood's character. The addition of new housing has a very favorable impact on the entire community. New retail space will bring needed services and options to the neighborhood residents and the Watertown community.

This project shall incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. The building and site are designed with a focus on climate awareness, and life-cycle maintainability. The project is committed to the inclusion of the following sustainability components:

- Sustainable exterior and interior building & site materials and products
- Building envelope compliance with the Stretch Energy Code
- Low-Emittance windows & doors
- Energy-efficient mechanical systems
- Indoor Air Quality and thermal comfort
- Energy-efficient lighting and electrical devices
- Energy Star appliances
- Cool roofs & trellis shading
- Solar-ready roof features
- Sustainable and less water-intensive landscape materials
- Non-invasive plant materials
- Site and building cooling strategies
- Waste reduction and recycling
- Storm water management

Our commitment is to develop a vibrant project and housing environment at this site. We are thankful to the City of Watertown, the City Council, and the Planning Board for their vision, responsiveness, and approach to developing the future Watertown Square. Please contact me with any questions or comments. Thank you very much for your consideration.

Respectfully,

Victor Torosyan

Victor Torosyan
Property Owner
31-41 Galen Street, Watertown MA

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Daniel Pritchard <pritchard33@gmail.com>
Sent: Tuesday, June 25, 2024 9:16 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: New Watertown Square Zoning Policies Deserve Your Support

To the Members of the Watertown City Council:

I'm writing to follow up on my comments at the June 13th public meeting on the Watertown Square Area Plan zoning.

I want to illustrate with research my view that expansive, by-right housing development with low parking minimums and strong affordability bonuses is the right set of policies for Watertown residents. They have been shown to mediate (or even lower) the cost of housing, improve the circumstances of working families, and reduce homelessness.

A recent paper at PEW assessed the impact of zoning reforms in four cities: Minneapolis, Minnesota; New Rochelle, New York; Portland, Oregon; and Tysons, Virginia. These are the same reforms we're considering in Watertown, such as permitting by-right, taller buildings allowed in commercial districts like our Square, and reduced parking minimums.

The researchers find that the new zoning rules measurably and substantially controlled rent growth between 2017 and 2022. Rents in the US grew at an average rate of 31% over that five-year span. However, rents grew by only 1% in Minneapolis, 2% in Portland, 4% in Virginia, and 7% in New Rochelle. All four of those areas grew in population faster than the national average as well.

As a community on the edge of a major city, New Rochelle is a particularly good comp for Watertown. I want to highlight this passage of the report:

"New Rochelle permitted an average of 37 new homes per year in 2017 and 2018, but because it had rezoned a downtown area near its train station to allow apartments, the annual permit average jumped to 989 for 2019 to 2021. Rents in New Rochelle rose 12% from January 2017 to January 2020, and then declined 5% from January 2020 to February 2023 as new homes became available."

Rents in a community that borders New York City fell by 5% as a result of rezoning their transit-adjacent downtown. It is very similar to our own Watertown Square Area Plan. RentsImagine giving this gift to the half of residents who rent here in Watertown. It would be transformative for so many families.

Another paper reviewed the same Minneapolis zoning reforms in greater detail. Since these reforms passed, researchers find, the city has built more new housing than any midwestern city, 87% of which was in apartment buildings. Rent in Minneapolis rose by only 1% while it grew by 14% in the

rest of the state. Homelessness decreased even as it grew across the state. Meanwhile, the city became more diverse.

In a meta-analysis of the effect of new housing development—referenced by City Manager Proakis—researchers at NYU found that easing zoning and land use restrictions leads to more new housing over time, that increases in housing supply slow the growth in rents in the region, that new construction can also reduce rents or control rent growth in the surrounding area, and that the chains of moves sparked by new construction free up apartments that are then rented (or retained) by households across the income spectrum, including and especially low-income families.

A 2019 paper by the Upjohn Institute and the Federal Reserve of Philadelphia reviewed the effect of new developments on nearby low-income homes. They found that not only do new buildings control rising rents in neighborhoods where they are located, new housing also leads to more low income residents finding new homes in those neighborhoods, improving their quality of life. "New buildings decrease nearby rents by 5 to 7 percent relative to locations slightly farther away or developed later, and they increase in-migration from low-income areas."

Finally, a 2022 report from the Federal Reserve of Boston examined local policies and land availability, finding that the most efficient and effective way to increase the supply of multifamily housing and reduce rents is to relax density restrictions in Greater Boston communities. This is a strong argument against height restrictions of the kind we have put in place.

The policies suggested by our Watertown Square Area Plan are modest changes to our zoning—but they could have transformative effects on the lives of current and future residents. Homes can become more affordable. Residents will be able to find the right-sized homes. Renters will get out of the cycles of poverty that housing-cost burdens create. We can get more people out of shelters and off the street.

I urge you to pass the Watertown Square housing plan as it is written—or with even more expansive, impactful zoning reforms. These are the right policies for our community.

All of the research cited above, and more, can be found here:
https://www.housingforallwatertown.org/general-5

Thank you,

Daniel Pritchard
Hosmer Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
To: Watertown City Council. Planning Board, and City Manager
From: Trees for Watertown Board of Directors
Date: June 24, 2024
Topic: Planning for the Watertown Square Area must put a higher priority

on planning for neighborhood natural green space. Adopt the 3-30-300 Rule.

Dear Watertown City Councilors, Planning Board members and City Manager

Proakis:

Trees for Watertown has become increasingly concerned that in planning for the future densified neighborhoods in the Watertown Square Area, **planning to optimize the ecological and human health impact of natural green space has been worrisomely deficient.**

We're concerned because the most healthy, life-supporting, community-supporting, resilient modern cities around the world have beautiful, well-designed natural green space – not just parks, but green space woven through their densest neighborhoods. Watertown should be a leader in this regard, as it has been in other aspects of planning for climate change resilience.

Natural green space is essential climate-change-protection infrastructure. In fact **shade trees are the only infrastructure that exponentially appreciates in value over time**. But like any infrastructure, to work well green space should be **integrally planned from the beginning of any urban redevelopment project, with knowledgeable input from professionals who thoroughly understand two fundamental aspects of planning natural urban green space:**

- Where to place natural urban green space for maximum positive impact on both human and environmental health

and -- especially now as our climate gets more difficult for all living things –

- How to design and build natural green space that is itself well provided for, so that its benefits exponentially increase, year by year for decades to come.

Our first abiding concern is the lack of language in the draft Watertown Square Area plan and in our zoning regulations which prioritizes **adequate and integrated green space** as an essential part of a healthy city.

The draft Watertown Square Area plan designates "open space" in its drawings by coloring those areas green. Would that the plans lived up to the implicit promise of that green coloring. **There is no language in the planning documents, nor in the proposed changes to Watertown's zoning code, that prioritizes long lived, healthy shade trees and natural green space. "Green space" isn't even defined.**

"Open space" does not mean natural green space. Paved surfaces are often used to meet the open space requirements specified in our city zoning regulations. A glaring example is the apartment building on Main Street which met Watertown's open space requirement by summing the square footage of
private upper-floor apartment terrace decks.

Our second abiding concern is this:

Watertown should be actively planning for neighborhood green space in the Watertown Square Area with explicit use of the 3-30-300 Rule for Healthier and Greener Cities. And supporting regulations should be added to Watertown's zoning code to help our city attain the goals of the 3-30-300 Rule.

The 3-30-300 Rule is a simple, effective urban design guideline for maximizing the extraordinary positive impact of urban shade trees and natural green space on human health. An abundance of research, with more published every year, supports the profound personal and community health benefits of each of the 3-30-300 Rule's three goals. World Health Organization goals align with the 3-30-300 Rule. The EPA endorses the 3-30-300 Rule. The United Nations Economic Commission for Europe includes the Rule in a policy brief. Cities, regional councils and businesses in Europe, Canada and the US are adopting the 3-30-300 Rule.

These are the simple, profoundly effective goals of the 3-30-300 Rule:

- **Every urban residence and workplace has a window view of at least 3 larger trees.**
- **Every urban neighborhood has at least 30% tree canopy.**
- **Good high quality public green space is within an easy, safe ~5 minute walk** (300 meters) from every urban residence.

The Watertown Square Area planning project and associated zoning changes offer Watertown an extraordinary opportunity to ensure that these new neighborhoods, built to house thousands of new residents, are a sterling example of urban planning for optimal long term human and environmental health.

We hope Watertown will seize this opportunity **now**, while our city is still in the earliest stages of planning this area. **If we put off these important environmental design considerations until after the structural outlines of these new neighborhoods are laid out, we will diminish this opportunity and unnecessarily restrict what can be achieved.**

We ask that City Manager Proakis and the joint City Council-Planning Board committee agree to a meeting as soon as possible with Trees for Watertown and other concerned Watertown environmental advocacy groups, to focus on critically important ecological design considerations and to discuss how integrated natural green space and the 3-30-300 Rule structurally can be added to the prime priorities in the Watertown Square Area Plan.

Sincerely,
Libby Shaw, TFW President, and the Trees for Watertown Board of Directors

-- See the next page for web links to sources for more information on the 3-30-300 Rule.

Additional sources for information on the 3-30-300 Rule

For non-Dutch-speakers: Cecil Konijnendijk's surname is pronounced "KoNAYnedayk."

3-30-300 Rule website

Understanding Social Implications of Urban Trees
Urban Forestry Today webinar (53 min.)
Presenter: Cecil Konijnendijk, Ph.D., Co-Director, Nature-Based Solutions Institute

Mapping the 3-30-300 Rule for Actionable City Greening
PlanIT Geo webinar (65 min.)
Presenters: Cecil Konijnendijk and Joost Verhagen

Urban Forestry's New Benchmark: The 3-30-300 Rule
PlanIT Geo article

Measuring the 3-30-300 Rule to help cities meet nature access thresholds
US Forest Service research report

Mapping the 3-30-300: Indianapolis, IN
ArcGIS research report

Scotland's new £10 Million Urban Forestry Program
Report by Future Woodlands Scotland

Trees for Watertown Board of Directors
Libby Shaw, President
Eugenie Johnston, Treasurer

Donald J. MacDonald Jr., Clerk
Corinna Baksik
Anita Roy Dobbs Dennis
J. Duff Jessica Grimsby
Michele Waldman

XXXX

From: Kacper Lewtak <k.lewtak@gmail.com>
Sent: Monday, June 24, 2024 3:17 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,
Please include this email as public comment at the next Watertown Square Area Plan meeting.

I support the Watertown Square Area Plan goal to invest in protected bike lanes and wider sidewalks through Watertown Square. These bike lanes will fill a missing transportation link in the heart of our city, making it easier for residents to access city services, support local businesses, and commute to work, all while reducing congestion by taking cars off the roads and freeing up parking spaces for other patrons. Wider sidewalks, especially near the Galen Street bridge, will relieve the crowing that often occurs at the ends of the narrow DCR river paths. Therefore, I ask you to support the Watertown Square Area Plan and make the following commitments:

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Respectfully,

Kacper Lewtak

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: JANICE TURA <tortellij@msn.com>
Sent: Monday, June 24, 2024 8:50 AM

To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Watertown Square

Dear City Councilors,

I would be happy to see improvements to Watertown Square, but I feel that the city has wasted a lot of time and money on the overblown, complicated plans presented by the consultants. Easy to put on paper and then retreat to wherever you live, which is not Watertown - same for developers.

Right now, there are empty apartments and lab buildings all over the city. Building more helps nothing, but takes away from any semblance of a pleasant place to live. We have already lost our post office, Crown Cafe and Bling who were doing quite well. The Talk has been abandoned for years - it could be a nice venue with outdoor dining in the back.

The new building in Cushing Square, Belmont has added nothing - empty expensive apts, empty retail space, except for Starbucks, which was already there. The thriving businesses are in the older, smaller blocks of buildings.

Why can't we work with current owners to improve the property they own? Share empty parking garages and lots?

New, expensive apartments attract short-term renters with no investment in the town. We are already short on open space - why take away more open space? In addition, all of these new apartments are ridiculously expensive, and in noisy locations.

The parking lot in back of CVS should be improved with a bike path extension, trees, places to sit. The Gray Block is actually a busy place and could be spruced up, not demolished. The outdoor dining venues there are popular and could be improved for the good of all.

The Delta bus service should not be moved to the Watertown Yard...try to cross those streets only to miss your bus because you can't get across. I see people risk their lives to catch buses.

Introduce changes to traffic very slowly - if traffic starts rerouting itself to residential neighborhoods, again, the quality of living here diminishes.

I am not taking sides in any of this - just trying to be a voice of reason.

Thank you for reading.

XXXX

From: Jeff DeCew <jeff.decew@gmail.com>
Sent: Monday, June 24, 2024 6:28 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,
Please include this email as public comment at the next Watertown Square Area Plan meeting.

I support the Watertown Square Area Plan goal to invest in protected bike lanes and wider sidewalks through Watertown Square. These bike lanes will fill a missing transportation link in the heart of your city, making it easier for visitors to access city services and support local businesses, all while reducing congestion by taking cars off the roads and freeing up parking spaces for other patrons.

I am a Somerville resident, and I live next to the recently completed community path extension. Over the last year and a half I've watched as this new path open up transportation opportunities for families in Somerville desperate to avoid waiting in car traffic, and we've seen businesses in Cambridge Crossing flourish as a wave of new patrons ride in from across Somerville to the now easily accessible options.

As a Newton native, I have lots of roots in the area, and I personally bike into Watertown regularly, following the gorgeous Watertown Greenway to get to Watertown Square where I have appointments and meet old friends for lunch/dinner. But there's one problem: the Greenway ends a mile short of downtown, and the bike path that exists turns into a narrow and uneven sidewalk half way there. As a result of the poor bike infrastructure downtown, I've had a few family dinner plans moved closer to Somerville or rearranged into car trips.

Therefore, I ask you to support the Watertown Square Area Plan and make the following commitments:

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lanes to create an initial link between the Community Path and Watertown Square. Quick build lanes, using temporary materials like jersey barriers, would allow residents and businesses to enjoy some of the benefits of the connected network while the city designs, funds, and builds the permanent concrete protected bike lanes.

Respectfully,
Jeff DeCew

XXXX

From: Christie Gibson <christieleegibson@gmail.com>
Sent: Sunday, June 23, 2024 9:24 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Bike lane proposal

Dear Watertown City Councilors,

I am a Newton Corner resident who works at Watertown Middle School. I commute there by bike and would love to see the proposed plans for protected bike lanes become reality. Sometimes I go by the Arsenal before or after work and it would make a big difference in the safety of that trip.

I frequently use the river path and as you have probably seen, there is a narrow "passing lane" that has been cut out between the pedestrian bridge and 5th Ave. a wider river path from there to Watertown Square would make a lot of sense.

I also would like to thank you for your previous support for the existing Watertown Cambridge Greenway. It is a great path and I love being able to use it to get up to Fresh Pond, the Minuteman Trail, and Danehy Park. My family also loves the attention to bike infrastructure that was given to the Arsenal project as a whole, which makes it really easy for us to bike there as a family for movies, dinner, shopping, art shows, and doctor visits.

Christine Gibson

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Nate Kaufman <kaufman.nate@gmail.com>
Sent: Sunday, June 23, 2024 5:49 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,
Please include this email as public comment at the next Watertown Square Area Plan meeting.

I support the Watertown Square Area Plan goal to invest in protected bike lanes and wider sidewalks through Watertown Square. These bike lanes will fill a missing transportation link in the heart of our city, making it easier for residents to access city services, support local businesses, and commute to work, all while reducing congestion by taking cars off the roads and freeing up parking spaces for other patrons. Wider sidewalks, especially near the Galen Street bridge, will relieve the crowing that often occurs at the ends of the narrow DCR river paths. Therefore, I ask you to support the Watertown Square Area Plan and make the following commitments:

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Respectfully,
Nathan Kaufman

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Brian Henthorn <hentilson@gmail.com>
Sent: Sunday, June 23, 2024 5:23 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

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Respectfully,

Brian Henthorn
176 Common Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Raymond Huang <ray10102@gmail.com>
Sent: Sunday, June 23, 2024 3:04 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,
Please include this email as public comment at the next Watertown Square Area Plan meeting.

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Respectfully,

Raymond Huang
204 Arsenal St, Watertown, MA 02472

XXXX

I'm happy to answer any questions on my comments. Thank you for your work on this important plan.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Dawn Slaven <dawn.slaven@gmail.com>
Sent: Saturday, June 22, 2024 7:07 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Support for Watertown Square plan

Hi Vinny,

As a member of the Housing for All Watertown group and a resident who is concerned about high rent costs, I support aspects of the Watertown Square plan that would create more housing as well as zoning code adjustments that make affordable housing units easier for NGOs/developers to build.

Thank you for all your efforts thus far to help bring this plan to fruition!

Warmly,
Dawn

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Amanda Samudio <asamudio@bu.edu>
Sent: Saturday, June 22, 2024 6:36 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support Protected Bike Lanes Through Watertown Square

Dear Watertown City Councilors,

Please include this email as public comment at the next Watertown Square Area Plan meeting.

I support the Watertown Square Area Plan goal to invest in protected bike lanes and wider sidewalks through Watertown Square. These bike lanes will fill a missing transportation link in the heart of our city, making it easier for residents to access city services, support local businesses, and commute to work, all while reducing congestion by taking cars off the roads and freeing up parking spaces for other patrons. Wider sidewalks, especially near the Galen Street bridge, will relieve the crowing that often occurs at the ends of the narrow DCR river paths. Therefore, I ask you to support the Watertown Square Area Plan and make the following commitments:

1) **Ensure a connection between the Community Path and the Linear Park.** The current plan document on page 8 shows the bike lanes behind the CVS turning towards Main

Street at Cross Street/Whooley Way, one block before connecting to the Linear Park.

2) Commit to building full concrete curb protected bike lanes (like our current Community Path on Arsenal Street or the bike lanes on Comm Ave in Boston), or concrete curb and flex post protected bike lanes (like those on Brattle St in Cambridge or Mass. Ave in Boston), rather than flex post only protected lanes. The last decade of bike lane projects in the Boston area have shown that **flex posts alone are not sufficient protection from vehicles for bikers**, and in many cases still leave enough space for drivers to park in the bike lanes.

3) In the interest of safety and speed, commit to implementing temporary "**quick build" lanes to create an initial link between the Community Path and Watertown Square.** Quick build lanes, using temporary materials like jersey barriers, would allow residents and businesses to enjoy some of the benefits of the completed network while the city designs, funds, and builds the permanent concrete protected bike lanes.

Respectfully,
Amanda Ghilardi
Derby Road

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: house newcastle2.com <house@newcastle2.com>
Sent: Friday, June 21, 2024 9:48 AM
To: Planning <planning@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: building restrictions now and under the proposed plan

We are owner-residents of a condominium at 24 Arsenal St.; we have questions about the current and planned zoning rules.

- We understand that the block bounded by Arsenal St., Mt. Auburn St., and Taylor St. is currently zoned for 5-story buildings. Are there any restrictions under the current rules on how close a building on either the O'Reilly's site (32 Arsenal St.), or the parking lot now used by Verizon and the Mass General Brigham clinic, could be to 24 Arsenal St.? This building has windows on both of those sides, and half the units have no southern exposure, so a tall building close to 24 Arsenal St. on either side would cut off sunlight from some of these units. If there are minimal restrictions, would the owners and/or occupants of these units have any recourse against someone planning a building close to 24 Arsenal?
- How do those restrictions change under the current Watertown Square plan? Does making this area an "as-of-right" or "by-right" district reduce the recourse owners/occupants would have against a plan for a close-in building?
- The current version of the plan (https://watertownsquareimprovements.com/s/Watertown-Square-Area-

Plan_Report_2024_0530_CCPB_DRAFT.pdf) says (p.31) that abutters can come within 10' of a property line (creating 20' separation between buildings on adjacent lots), but multiple buildings on a lot must be at least 25' apart. Why would it be legal to build closer to an existing building on another lot than to another building on the same lot? (Please correct if we're misreading this table.)

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Anna Manto <mantoanna79@gmail.com>
Sent: Wednesday, June 19, 2024 8:10 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Sq. Renovation

Hi!
I have been attending the meetings regarding the Sq. Renovation. I would like to bring a few items to your attention.
1) I have been speaking with my neighbors and relaying information to them from the meetings. They have been unable to attend because the meetings are at dinner time for families with children. Perhaps, to get a larger opinion from us directly impacted, a meeting could be held a bit later when their children are in bed.
2) I will be directly impacted if a 3+, 4+ building is built right next door to my two-family home. There are many places to build, and while I am do not want the changes, I will go along with them. BUT I do find it insulting to have someone tell me that it's a 3+ or 4+ building but it would in reality be a 4 or 5 story building. Please, just tell it like it is!
3) There is a lot of talk about green space. That's all good, except that with such congestion, it will make it difficult to see and enjoy the river unless you are right next to it.
4) Lastly, with all this "green space", what exactly are folks going to do? Shopping will not help them enjoy it. I am concerned because I live across the river and across from the park on Watertown St. I would not like all those people coming here to crowd an often times very crowded park. Perhaps a thought to have people enjoy some of the new green space would be— a giant jenga game, life-size chess/checkers board (or a couple of small tables with these games), corn hole, etc.
Thank you for taking the time to read my email. I do hope you will give it some consideration. I would be happy to speak with you if needed. See you at the next meeting.

Anna
Sent from my iPhone

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Prajna Bhaskar <prajnabhaskar13@gmail.com>
Sent: Monday, June 17, 2024 12:00 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Watertown Square Area hearings

Hello,

Am resident and owner of 18 Capitol St, Watertown, MA 02472. I would like to join in on the voices from our neighbors on needing more hearings to make decisions on watertown square area plan.

Thanks,
Prajna

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: <tagfred@comcast.net>
Date: Mon, Jun 17, 2024 at 9:45 AM
Subject: Watertown Square Plan Meeting Letter
To: MARK SIDERIS <srdsmark@aol.com>, Vincent Piccirilli <vincent.piccirilli@gmail.com>, lisa feltner <lfeltner@comcast.net>, <lfeltner@watertown-ma.gov>, <cjbays@gmail.com>, John Gannon <jggannon@yahoo.com>, John Airasian <jairasian@watertown-ma.gov>, Councilor Tony Palomba <councilorpalomba@gmail.com>, Nicole Gardner <nicole.n.gardner@gmail.com>, Izzo, Emily <eizzo@watertown-ma.gov>, <janetbuck211@gmail.com>

Dear Councilors and Planning Board members,

It has taken me some time to put together my thoughts on Thursday night's presentation. Please make sure all the members of the Planning Board get a copy of this letter. I did not have their contact information. And as I request, please include this letter in the public record.

Thank you,

Jolly

Dear Councilors and Planning Board Members,

Watertown Square is in much need of improvement, and I am glad the city is considering ways to do so. I have attended many of the community meetings about the proposed Watertown Square plan.

It is difficult to weave together seemingly desperate thoughts about the presented design. In addition to the Commonwealth's mandate to build 1,701 new housing units, we have our own Climate and Energy Plan with its requirements and our adoption of the Specialized Opt-In Stretch Code to incorporate into any changes made. So, here goes:

Just as "trickle down" economic policies have resulted in the worst income and wealth inequality in the history of this country, there is no such thing as "trickle down" housing. Building more market-priced housing is not going to solve our housing crisis, and in fact, will probably lead to increased housing inequality.

And just because citizens of Watertown do not approve of the presented plan or point out problems with the presented plan and proposed zoning changes, does not mean that these citizens are afraid of change or dislike change, as was suggested at Thursday's night's presentation. Nor is the suggestion that approaching these changes with the idea that "they will get used to it," acceptable.

Sitting and listening to the public comments on Thursday night, I thought those citizens who suggested that traffic issues, that transit issues, that urban ecological planning, that tree and green infrastructure, that bike lanes and pedestrian sidewalks, and that parking issues should be addressed first before zoning changes were made and housing developed, were absolutely correct.

I would like to add one other issue to this mix: the Watertown Dam, which has been declared hazardous. If there is a breach of the dam, the eleven feet of toxins behind the dam will be released and flood and contaminate Watertown Square and the entire area. Why would be put a dime into changing anything until we know that this hazard no longer exists?

It seems to me that addressing a sweeping square zoning change, without addressing the above- mentioned aspects first, is premature.

I'm curious as to why Watertown is not doing what other cities have done. Why are we not considering leaving the zoning in place, and pursuing expedited permitting instead?

So, if we need 1,701 housing units to fulfill our state requirement, why not base that expedited permitting on the following:

1. A low EUI for the proposed building.
2. An embodied carbon analysis of the proposed building.
3. The use of sustainable building materials.
4. Net zero (in this climate) building envelope: all buildings should be insulated to net zero standards in this climate
5. Housing being built now or permitted now in this area should be included in the count that the state is requiring (1701), including Willow Park and the two new buildings on Main Street.
6. Every single one of expedited housing units—actually all new housing, expedited or not--must be AFFORDABLE. Fifteen percent will never address the issue we face. We certainly don't need more apartments with extraordinarily high rents or condos selling at market rates. Thus, the only buildings containing housing receiving building permits should be those that offer 100% affordable housing.
7. All 100% affordable housing should have no parking minimums. Lifting this requirement should be considered for all expedited building permits.
8. However the parking issues are resolved, there should be no big garages. As a woman parking alone at night, I will never park in a garage. I only park in garages at night if I have others with me.

9. As the architect who spoke mentioned, only parking garages that can be repurposed should receive expedited permitting. (My sister and family owned a fabulous condo in NYC that was a repurposed parking garage.)

I don't know the names of all those who spoke about this plan's adoption being premature, but I agree with them. We will live with these decisions for a long time. So far, what really needs to receive attention has not. Although a vote to delay may put you in conflict with our city manager, please do not adopt this plan as presented. There are so many unaddressed issues as pointed out by those speaking Thursday night. There are so many other options to explore and consider rather than just adopting this proposal for the redevelopment of Watertown Square and the 1,701 housing units required by the state. Not only does a vote need to be delayed, but before any vote, the solutions to the spelled-out problems must be addressed and made explicit. The citizens of this city deserve to see solutions, including more nuanced solutions, to the many issues raised at the Thursday night community meeting.

Thank you,
Jocelyn Tager

PS: I request that this email letter become part of the public record for the joint public hearing on the Draft of the Watertown Square Area Plan.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Marcia Ciro <r87933@gmail.com>
Sent: Saturday, June 15, 2024 12:54 PM
To: City Councilors <citycouncilors@watertown-ma.gov>; citymgr <citymgr@watertown-ma.gov>
Subject: Comments for new Watertown Sq Plan

Hello City Councilors,

I would like to go on the record with a few comments and questions on the plan presented last Thursday 6/13/24.

First, I commend the new design--lots of thoughtfulness and innovative thinking went into it. I am happy to see more housing built. Also the public process has been excellent. Thank you for all the hard work.

Here are a few things that bother me:

1. Will someone please tell me why setting back the top floor of a 5- or 6-story building matters? It's all about the experience on the street, and that is not about height, it is about **mass**. **Setting back the top floor of the taller buildings will have NO**

impact on the street experience. Ditto changing the shape of the roof. Every time I hear this, I think someone is scamming me!

2. Likewise, changing the articulation of the building facades by minimally indenting parts and using multiple colors is pretty lame to the street experience. It helps somewhat, but not to the extent that I would call it "mitigation". (More on this below)
3. Please change the designation for the parcel on Nonantum Rd, along the river. Allowing a 5+story building there is an insult to the river, our most wonderful asset. For those who paddle, fish, walk or otherwise use that area near the dock, a tall building there will completely ruin it. Please **do not put tall buildings that close to the river.** We already have the eyesore of the Galen St lab building—at least that is farther back.
4. Living on Bay St along Charles River Road, I think the changes to **Charles River Road will work as long as the road remains 2 ways for most of it and as long as some thoughtfulness goes into planning for increased traffic on cut-through streets, esp. Irving and Riverside.** We in this neighborhood need to know how the impacts of this change will be mitigated so we do not end up with crazy, lost drivers desperately trying to get out of the neighborhood to get to the Square or back on N. Beacon. What kind of signage will be added to discourage people from taking a left onto CRR from the back of the Arsenal Office Park? What kind of mitigation will be done for then increased traffic on N. Beacon St? (people live there too). I would hate to see that street become a highway that is impossible to cross. Really need to think of the consequences here.

There were some great comments at that meeting that I would like to second (I'm paraphrasing):

1. **"State government demands on MBTA communities should work both ways".** If they want to add housing (a commendable idea), they should reciprocate with better MBTA service to those communities. Watertown is especially in need of better service. Do we have any leverage here?
2. **"People in this new housing without cars will need to buy food."** For years, we have been promised a grocery store in almost every new development that has retail. No one in the town's planning dept has ever followed through with making sure that the retail spaces created will have any use besides a nail salon:)(no offense to nail salons). These spaces along developments on Arsenal and Pleasant have as a result remained empty and useless. This time, can we plan for a Trader Joe's in the Square? I say TJ because it is an affordable grocery store that is not as large as a traditional supermarket, and lots cheaper than a Roche Bros.
3. "**Needs more thoughtful green space."** Yes! There is a net gain of green space, mostly along the river, but the streetscape needs lots more. Rooftop gardens are good for rooftops. Larger setbacks to buildings, or bigger indents that include seating and green space (and trees!) will do a lot to make the space walkable.

Please consider the Arsenal Mall. Go up and walk around there as you are considering this plan. It's a nightmare to drive into (which may be a good thing), but you will see a vibrant walking area that is used by families, kids, people with dogs, etc. Isn't that what we want for Watertown Square? I am honestly surprised at how successful this development is and eat my initial doubts.

Ask yourselves why it is so accessible and friendly? Then look at the height of the buildings around it (they are tall!). Obviously, the height of the buildings is not scaring people away.

I believe that this development captured some basic truths about walkability: You don't even notice the heights of the buildings when you are walking around. Why? **Because there are cut-throughs and setbacks (open squares) that allow for a varied experience walking around—on the ground.** You are never caught walking along a mass of a building in order to change direction or get to the next block (why articulated facades don't work). It is also so much more interesting to look at and sit. There are places like Bond Sq that have ample space to unobtrusively sit and hang out without breathing in gas exhaust. The public spaces actually create private cubbies. I have seen this also used on some buildings in Boston. Anytime there is a cut-through where you can see behind or a distance, that makes the feel of a place cozier.

Some other buildings to consider:

1. Elan Union (Arsenal and Irving): You can cut through this building along the street facade and there are large squares interspersed with 4+stories. This was the first building to use the Design Guidelines and it shows. Also, It is not that deep, so walking behind it to get to Mt. Auburn or the neighborhood behind is not ugly or taxing. (Compare this with the Gables down the street. A huge mass of a building that no one walks around, even with a park hidden in the back. Please no gated communities!) The only part that fails is along Irving Street where it is just a big mass. The park across Irving St -- wait -- is that actually a park or a picnic area stolen from a highway exit?

2. 345 Harrison Avenue. A large apartment complex (6+!) with a square in the middle and cut-throughs from Harrison to Traveler and Washington Sts. Go walk there. You don't even notice the building heights. And the facade articulation isn't just cheap color changes, it's actually architecture!

3. Lastly, one of the better-loved buildings in Boston: Rowes Wharf. Imagine what a difference not having that arch would make?

While I realize that form-based zoning cannot be too specific, I would hope that you can somehow get rules in there that would encourage good and thoughtful architecture. There is no reason why developers can't make just as much money off a well-designed building with truly public spaces. If you want Watertown Square to be a vibrant public space, it takes good, thoughtful design.

Thank you for sticking with me here,
Marcia Ciro
13 Bay St

XXXX

- All the building height recommendations were stated in terms of the number of stories. What is the assumption in the plan of the number of feet per story? 14 feet seems to be the average according to Wikipedia, but it can range from 12' to 16'. With the proposed parking structure being 4 stories and the zoning for the properties to the east of the First Parish lot being 4.5 stories the impact on the sight lines and of shadows is a concern.
- What is the proposed extension of Baptist Walk intended to be? I'm unclear as to whether it is proposed as the extension of the one way street and what is the proposed width and expected traffic volume? Also, how far back is the proposed parking structure from the extension of the Walk? As it would run along First Parish's south facing property line it is of interest to us.

I think you guys are doing a great job in giving the public lots of opportunity for public feedback and I look forward to being a constructive participant in the process.

Thanks,

Bob

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Sent: Saturday, June 15, 2024 11:26 PM
To: watertownmanews@gmail.com
Cc: City Councilors <citycouncilors@watertown-ma.gov>; Planning <planning@watertown-ma.gov>; Marchesano, Ingrid <imarchesano@watertown-ma.gov>
Subject: Watertown Square Redevelopment Desperately Needs Urban Ecological Planning and Living Green Infrastructure

Hi Charlie,

I was going to write a comment replying to your recent article "Latest Draft of Watertown Square Area Plan Has Some Changes, More Detail". However, with the hope that maybe my voice can be made stronger by making it a "Letter to the Editor" for Watertown News, I figured I'd send it to you to see if you might approve it for publishing.

The following was the email that I had sent to Vincent Piccirilli in advance of Thursday's meeting. Even though the meeting holders did a great job listening and allowing everyone to comment, there were so many responses that I'm not sure my message was totally heard.

[Comment from June 13, 4:04 PM was pasted here]

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: David Slatcher david.slatcher@gmail.com
Sent: Friday, June 14, 2024 5:25 PM
To: Planning planning@watertown-ma.gov
Subject: Watertown Square Planning

Hello,

I watched the City Council and Planning Board Hearing on Zoom last night and have been following developments on this important project. I want to convey how impressed I am with how this project is developing, the thoughtfulness of the presentations and the progress made so far. I am happy to see the participation of the community and all the feedback you are soliciting from town residents.

I also want to express my overwhelming support for the project and the design as presented. I think it is a wonderful blueprint for huge improvements to the Square in terms of traffic flow, walkability and overall quality of life. I also support the zoning changes which should bring additional density and units to the Watertown Square area and to be in compliance with the Mass/MBTA Communities Zoning ordinance. I think Watertown should be a strong leader in this respect, unlike other towns which have resisted compliance and have become a barrier to solving a huge, state-wide issue.

No plan is perfect and some of the comments I heard last night have merit. I'm glad that you will continue to listen and amend the plans going forward. I especially agree that the affordable housing incentives can and should be stronger.

Keep up the good work and I urge the city council to APPROVE THE PLAN.

Thank you,
David Slatcher
244 Palfrey Street

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Maria Parenti parentim@gmail.com
Sent: Thursday, June 13, 2024 8:40 PM
To: Watertown Square Improvements team@watertownsquareimprovements.com; Planning planning@watertown-ma.gov
Subject: Re: Tonight: Joint Hearing to Discuss Watertown Square Area Plan

Hello,

I attended the Jun 13th meeting and I don't support the plan.

I do support the minimum requirement of the MBTA community law to accommodate 1701 units.

The leaders of Watertown government are not clearly articulating to all residents of Watertown what is required to return to the Commonwealth by Dec 2024 to satisfy the MBTA community law and the 1701 units. The redesign of Watertown Sq is confusing the minimum requirement for the MBTA community law requirement.

The City leaders have not been clear why ~3300 units are proposed instead of the required 1701.

Of the proposed new units, it's not clear how many will be "affordable." The option to create an additional floor to address "affordable" is inadequate.

The height of the new buildings is too tall. An affordable grocery store should be included in the design.

The meetings conducted to date have received input from hundreds of residents which is not representative of the ~35,000 residents.

My understanding of the Watertown Sq redesign is that automobile traffic going through Watertown is being planned to be greatly reduced. Ok, I will no longer drive through Watertown Sq and feel bad for anyone that really needs to go through the Sq in order to get to work.

I'm not in favor of adding buildings to the Watertown Delta and instead would like to see that area become more accessible to the public.

Thank you.

Maria Parenti

248 Edenfield Ave

XXXX

Of the major concerns I heard last night from residents were decreasing traffic and improving transportation. The other was how to add 1,700 units without bringing their respective cars to the Sq.

I have an answer. Wada Hoppah.

A daily, clean electric ferry/shuttle to Boston and back will play a significant part in ameliorating each of these concerns. The boat landing is dead center to the Sq. and we will be using it to bring residents and even tourists down and back to multiple points in Boston and Cambridge daily. Comfortably and without emissions.

Of all the transportation options going forward, WH will help sell the city's "car free in Watertown Sq." idea the most. Between the bus, bikes and scooters, a 40 person electric shuttle with bathrooms, heat/AC, indoor and outdoor space and limited drinks/food will be the hands down favorite.

The NYTimes verified that real estate near ferry service heavily and positively influences rentals and sales. They even reference Hull/Hingham.
This would likely apply to Watertown equally as well.
Read here:https://www.nytimes.com/2024/04/08/business/ferry-real-estate-development.html

Given the value add clean ferry services will have for Watertown's development plans, we should chat about an actual partnership.

Drew

--
Drew Rollert
Founder, WadaHoppah
All electric, wakeless, water shuttle for the Charles River
Boston MA

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Sent via form submission from *Watertown Square Area Plan*
Name: Catherine Rossi
Email Address: catherine.a.rossi@gmail.com
Street Address: 16 Partridge St
Phone: (908) 230-0880
Subject: Comments about the Square
Message: Hello,

First, thank you for ensuring that last night was accessible via the webinar format. For a family with a 6 month old, getting out of the house at 6pm is a rough time between dinner

and bedtime so this was very appreciated.

I am excited for the potential of a redesign in the Square but I also have significant concerns about the traffic flow. I commute through the Square daily to get to the Pike. As much as I like the idea of a greener commute that isn't possible back and forth to Marlborough each day. I leave the house between 6:45-7am each morning and if I am running late it can take upwards of 15 minutes to get from my house to the Pike. It's ridiculous.

Many of the commenters last night made the point that traffic patterns are not going to decrease, especially if we increase housing. These cars will need to go somewhere. It isn't realistic that people will just park their car in a hypothetical spot and then get on their bike or the bus to commute somewhere. Before a plan is fully approved I strongly think a robust traffic study for the 4 Corners plan needs to be conducted.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

The comment below was received before the draft plan was issued on May 29 and the author asked after June 13 for it to be included with the more recent comments

Steve and Gideon (and Tim),

The Watertown Square plan looks great! I didn't read every word, so might have missed some nuance. **That said, the simplified street framework, the urban design, expanded public space, bike lanes, bus consolidation at the yard, infill development, and focus on housing and mixed use, and affordable housing incentive all seem great and are well-executed**. A few observation to perhaps anticipate before the public meetings:

- **Library parking**: I didn't see parking for the library, unless that is meant to be in the public garage behind the CVS. I think people will find that too far for this beloved resource. A great example of structured parking beside a bucolic historic library in a relatively small town is *Highland Park, Illinois*. Not saying the architecture of the addition over the parking is great (see below; easily could be multi-story housing), but parking underneath is super convenient and keeps you out of the weather with direct access into library. I also find the garage parking at the Arsenal on the Charles (Mosesian Theater, Panera, etc.) to be very convenient - and it's free. i.e., we can do this, not the end of the world!

- **Design Guidelines:** please be sure the design guidelines don't encourage mansard roofs - in my view, a terrible urban design outcome (e.g., 1980s darth vader building in Back Bay)!

- **Implementation**: I appreciate the attention to the zoning changes, but will there also be a conceptual cost estimate to plan for capital improvements and sources and uses of funding?

I also hope this plan would lead to additional infill development along the Mt. Auburn corridor (e.g. Dunkin Donuts property), in addition to the Watertown/Belmont Church. Thanks for all the good work!

Best,

Kathryn [Madden]

COMPILED COMMENTS JUNE 26, 2024

From: Peter Williams <peter@newton.cx>
Sent: Wednesday, June 26, 2024 11:47 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Cc: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Support for Watertown Square Area Plan and zoning redesign

Dear Watertown City Councilors,

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing.

I'm writing to express my strong support for the Watertown Square Area Plan, especially the proposed zoning redesign. If we want to make the heart of the city more vibrant and attractive to both visitors to businesses, the biggest thing we can do is to make it possible for more people to live there. Aggressively supporting the construction of more homes won't just help achieve the vision of the whole Watertown Square process — it will also help the city strategically with regard to things like the MBTA Communities law, funding tied to that law, and the need to maintain balance between the residential and commercial property tax bases.

I also want to express my appreciation to everyone in the city government who helped set up and run the process that led to this plan being proposed. It's been a long road, combining ideas from a range of experts and a lot of effort to engage the public. Like the plan itself, the process wasn't perfect, but it's a major accomplishment and one that we can build on. I hope you'll choose to move forward with the plan, fixing any problems that emerge but holding on to the vision of a Watertown that's vibrant and welcoming.

Sincerely,

Peter Williams
18 Hill St.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Sean ONeall <oneallsean@gmail.com>
Sent: Wednesday, June 26, 2024 8:27 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: The significant economic benefits of new housing in Watertown Square

Dear Watertown City Councilors,

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing.

I support the Watertown Square Area Plan's Zoning Plan, including zoning for at least 3,133 units by-right, because it will result in a significant increase in housing in Watertown Square in the coming years. It will also contribute to the revitalization of the heart of our city by turning Watertown Square into a walkable, vibrant destination, expand the customer base for existing small businesses, and attract new businesses.

Moreover, new housing will provide the city with a number of direct economic benefits, including:

- Providing continued new growth to balance Watertown's budget. Each housing unit built as part of the Watertown Square plan will provide additional tax revenue to the city. For example, Needham found that each additional housing unit adds $1,300 in revenue to the city budget, even after accounting for increased city service and school usage (1). Even if only ⅓ of the proposed Watertown Square zoning capacity was used, this would add over $1.3 million annually to the city's budget.

- Reducing the residential tax burden by allowing the maximum commercial property shift. According to the City Assessor (2), Watertown has the 4th lowest average property tax burden in the area, mainly through shifting property taxes on to commercial properties. However, state law limits how much we can shift on to commercial properties, and we are at that limit. As the City Manager has previously explained, to maintain our low residential taxes, we have to balance our residential and commercial growth, especially given the recent lab boom (3). Adding more housing in Watertown Square balances out the recent lab boom, allowing us to maximize our property tax shift and maintain our low residential property tax burden.

- Maintaining Watertown's access to state funding and grant programs. Executive Office of Housing and Livable Communities (EOHLC) Secretary Ed Augustus has indicated there are at least 13 state grant programs that will take into consideration MBTA Communities compliance when reviewing applications (4). Going above and beyond our state-mandated minimum unit capacity will make Watertown more competitive when applying for these grants.

- Affording Watertown access to new state grant funds. On June 13, the governor announced a new $25 million dollar fund for MBTA-Community compliant communities, which will provide funds for locally identified needs (5). Going above and beyond our required minimum will make Watertown more competitive when applying for these grants as well.

- Giving Watertown priority for MBTA and MassDOT programs to improve local transit. The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that MassDOT will give priority to cities and towns that are building housing. (6)

Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,

Sean O'Neall
254 Main St
Watertown, MA
(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download
(5) https://www.mass.gov/news/governor-healey-and-lieutenant-governor-driscoll-release-156-billion-capital-investment-plan-for-fiscal-year-2025-2029
(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Mark Peterson <mark_peterson@verizon.net>
Sent: Wednesday, June 26, 2024 7:11 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Cc: citymgr <citymgr@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>; Magoon, Steve <smagoon@watertown-ma.gov>; Sophia Galimore <sgalimore@transactionassoc.com>
Subject: re Wtown Square Plan -- Comment on staff response of 6/24

Dear Councilors and Planners

In response to concerns about prioritizing transit, point 19 of the June 24, 2024, *Staff Response to Questions/ Comments on Watertown Square Area Plan* says:

"Details identified in the [future] review that will be considered include options for improved transit operations. . ."

Considering options for improved transit makes it clear that improved transit is optional and not a goal of the plan. Decreased SOV use in favor of transit should be a goal.

Mark Peterson
9 Westland Road, Watertown

XXXX

- Slightly farther away from Watertown Square, the area with automobile businesses currently, would be a great place for new lower density housing, such as a new neighborhood of townhomes.
- There must be housing intended for ownership as well as lease.
- We must encourage housing for families. Yes, they use the school system. We can deal with that. Families are essential to Watertown's future.
- Four stories should be the height limit in Watertown Square unless there are significant stepbacks and green space as compensation.
- Setbacks, stepbacks, wide sidewalks and integral green space shuld be critical concerns with projects.
- We must do everything possible to encourage locally owned small businesses of the type that Watertown is well known. I fear that national developers rents will only work for national chains.
- Arts uses are critical to the revitalization of Watertown Square. Galleries. Performance spaces. Small music venues. It's worked in many locales.
- I do not favor retail kiosks on the Delta. I favor Green Space. Watertown is lacking in Green Space.

The Watertown Square Plan must go before the voters in a referendum on the November ballot for final approval. This is such an important initiative that it demands this degree of democratic oversight. Anything less is inconsistent with ideals of democratic

Finally, my highest level of concern is transit. The concept of transit oriented development and density require quality transit service. Reducing traffic, a core goal of any Watertown Square revitalization is impossible without more and better transit service.

Thank you for your time and attention.

Joseph Levendusky
13 Templeton Parkway
Watertown, MA 02472
617.515.8597
jlevendusky@earthlink.net

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Carole-Jean Smith <cjsmithgarden@gmail.com>
Sent: Wednesday, June 26, 2024 3:29 PM
To: Proakis, George <gproakis@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Fwd: [TFW] Watertown Square plans

---------- Forwarded message ---------Included above are my thoughts about the proposed Watertown Square re-do. I appreciate your reading them. Thank you, Carole Jean Smith, Green Street
From: **Libby Shaw** <elshaw@mit.edu>
Date: Wed, Jun 26, 2024 at 11:23 AM
Subject: [TFW] Watertown Square plans
To: Carole-Jean Smith <cjsmithgarden@gmail.com>

Hi, Carole-Jean:

Thank you so much for your supporting message. Could you send it to our City Manager <gproakis@watertown-ma.gov), and to the City Council-Planning Board joint committee (via Vinnie Piccirilli ,vpiccirilli@watertown-ma.gov>)?

It is SO IMPORTANT to get this message across. The more supporting voices the joint committee hears as they plan for the future of this area, the higher the probability that planning and its supporting zoning regulations will incorporate prioritization of neighborhood green space.

Regarding the hot weather ahead... When the climate turns so hot that we can't enjoy being outside in the city at all, we'll have much bigger problems, for instance with food production. God forbid that will come soon.

In the meantime, sitting outside in the cooling shade of healthy trees will be a welcome break from being stuck inside, especially in the mornings which will always be cooler. Stormy days excepted, Jim and I breakfast every day out on the back porch in the shade of our big cherry tree.

Watertown needs lots of healthy shade trees, especially in its densest neighborhoods!

Best,
Libby

Libby Shaw
President, Trees for Watertown
work: 617-253-5045
home: 617-926-0929

Begin forwarded message:

From: Carole-Jean Smith <cjsmithgarden@gmail.com>
Subject: Watertown Square plans
Date: June 26, 2024 at 10:00:52 AM EDT

To: Libby Shaw <elshaw@mit.edu>

Hello, Libby,

I attended the first meeting via Zoom and was grateful that you were there to speak to the missing environmental piece. Thank you for sharing Jessica's statement. It is terrific. I agree with everything she points out.

I have one additional thought relating to both the need for many, many more trees and to the proposal to widen the sidewalks. I am thinking that by the time this plan in whatever form is approved, acted on, and completed, we will be experiencing vastly hotter weather. I can't imagine anyone wanting to spend time outside socializing, hanging around looking in shop windows, etc. Everyone will want to be inside the air conditioned buildings. The planners frequently emphasized how their plan would increase the ability of people to socialize and hang out with each other in the enlarged public spaces (sidewalks, easier street crossings). To repeat, I cannot imagine, in the years coming with sweltering temperatures, anyone wanting to do this. Without trees, those sidewalks will be sizzling.

We must not turn Watertown into an urban heat island.

Thank you and TFW for all your hard work.

Best regards,
Carole Jean

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Whitney McCoy <wmccoy1@gmail.com>
Sent: Wednesday, June 26, 2024 12:32 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: The significant economic benefits of new housing in Watertown Square

Dear Watertown City Councilors,

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing.

I support the Watertown Square Area Plan's Zoning Plan, including zoning for at least 3,133 units by-right, because it will result in a significant increase in housing in Watertown Square in the coming years. It will also contribute to the revitalization of the heart of our city by turning Watertown Square into a walkable, vibrant destination, expand the customer base for existing small businesses, and attract new businesses.

Moreover, new housing will provide the city with a number of direct economic benefits, including:

- Providing continued new growth to balance Watertown's budget. Each housing unit built as part of the Watertown Square plan will provide additional tax revenue to the city. For example, Needham found that each additional housing unit adds $1,300 in revenue to the city budget, even after accounting for increased city service and school usage (1). Even if only ⅓ of the proposed Watertown Square zoning capacity was used, this would add over $1.3 million annually to the city's budget.

- Reducing the residential tax burden by allowing the maximum commercial property shift. According to the City Assessor (2), Watertown has the 4th lowest average property tax burden in the area, mainly through shifting property taxes on to commercial properties. However, state law limits how much we can shift on to commercial properties, and we are at that limit. As the City Manager has previously explained, to maintain our low residential taxes, we have to balance our residential and commercial growth, especially given the recent lab boom (3). Adding more housing in Watertown Square balances out the recent lab boom, allowing us to maximize our property tax shift and maintain our low residential property tax burden.

- Maintaining Watertown's access to state funding and grant programs. Executive Office of Housing and Livable Communities (EOHLC) Secretary Ed Augustus has indicated there are at least 13 state grant programs that will take into consideration MBTA Communities compliance when reviewing applications (4). Going above and beyond our state-mandated minimum unit capacity will make Watertown more competitive when applying for these grants.

- Affording Watertown access to new state grant funds. On June 13, the governor announced a new $25 million dollar fund for MBTA-Community compliant communities, which will provide funds for locally identified needs (5). Going above and beyond our required minimum will make Watertown more competitive when applying for these grants as well.

- Giving Watertown priority for MBTA and MassDOT programs to improve local transit. The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that MassDOT will give priority to cities and towns that are building housing. (6)

Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,
Whitney McCoy

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-

Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download
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(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Sarah Bansen <sarah.bansen@gmail.com>
Sent: Wednesday, June 26, 2024 11:47 AM
To: City Councilors <citycouncilors@watertown-ma.gov>; Libby Shaw <elshaw@mit.edu>
Subject: Trees for Watertown suggestions

Hello Councillors
I want to voice my support for attending carefully to the suggestions made in the letter you've received from Trees for Watertown, as you move ahead with plans for Watertown Square.

I won't be able to come tomorrow evening so I hope this email will suffice!

Thank you
Sarah Bansen
Hawthorne St

Sent from my iPhone

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Angeline Kounelis <akounelis12@gmail.com>
Sent: Wednesday, June 26, 2024 11:32 AM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: City Councilors <citycouncilors@watertown-ma.gov>; Planning Board <pb@watertown-ma.gov>
Subject: Watertown Square Area Plan

Dear Councilor Piccirilli:

Within this email is my verbatim statement, as presented to the Joint Meeting of the City Council and Planning Board on 06/13/2024. Kindly include in the minutes of the meeting. Thank you.

Much appreciation to WCA-TV for recording the meeting. And for making viewing available on demand.

http://vodwcatv.org/CablecastPublicSite/show/3238?site=3

"*Thank you so much for giving the community the opportunity to participate in this process. So many of us have seen the growth in Watertown. It's not an easy process. And certainly, we know the devil is in the details."*

"We're looking at massive changes here in Watertown Square that will impact not only the Square, but the entire community. We're speaking about density. We're speaking about traffic and congestion. We're speaking about infrastructure."
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

"I've followed some of the other communities that are impacted by the MBTA Communities Act. Many of them are speaking about the infrastructure and how it relates to their communities."

"I look at page 49 of the project [plan] and there are only three paragraphs that speak about infrastructure. And I quote: "..<u>will require substantial infrastructure improvements</u>". And it goes on, and on, about how $1.8 million has been set aside. Talks about relocation of utilities; creation of street grid, etc.; Community Paths; while working around the City of Cambridge water supply [line]".

"Many who have been involved know about the previous garage structure that was proposed for the Watertown Square area. And how it was found to be not feasible. As I said before: the devil is in the details."

"So, we are looking at a concept plan, here. But, we are voting on, or will be voting on, finite decisions; zoning decisions."

"Too many issues here to take into one cohesive plan. There's the MBTA Communities Act, and there's zoning. I think there should be separate votes taken on some of these issues. Thank you."

Best,

Angie

Angeline Maria B. Kounelis
Retired District A, East End, City Councilor
Landline: 617-926-2352
Mobile: 617-538-9252

Sent from my Smartphone - Apologies for brevity and/or typos
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Clara Bui <claratbui@gmail.com>
Sent: Wednesday, June 26, 2024 11:37 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: The significant economic benefits of new housing in Watertown Square

Dear Watertown City Councilors,

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing.

I support the Watertown Square Area Plan's Zoning Plan, including zoning for at least 3,133 units by-right, because it will result in a significant increase in housing in Watertown Square in the coming years. It will also contribute to the revitalization of the heart of our city by turning Watertown Square into a walkable, vibrant destination, expand the customer base for existing small businesses, and attract new businesses.

Moreover, new housing will provide the city with a number of direct economic benefits, including:

- Providing continued new growth to balance Watertown's budget. Each housing unit built as part of the Watertown Square plan will provide additional tax revenue to the city. For example, Needham found that each additional housing unit adds $1,300 in revenue to the city budget, even after accounting for increased city service and school usage (1). Even if only ⅓ of the proposed Watertown Square zoning capacity was used, this would add over $1.3 million annually to the city's budget.

- Reducing the residential tax burden by allowing the maximum commercial property shift. According to the City Assessor (2), Watertown has the 4th lowest average property tax burden in the area, mainly through shifting property taxes on to commercial properties. However, state law limits how much we can shift on to commercial properties, and we are at that limit. As the City Manager has previously explained, to maintain our low residential taxes, we have to balance our residential and commercial growth, especially given the recent lab boom (3). Adding more housing in Watertown Square balances out the recent lab boom, allowing us to maximize our property tax shift and maintain our low residential property tax burden.

- Maintaining Watertown's access to state funding and grant programs. Executive Office of Housing and Livable Communities (EOHLC) Secretary Ed Augustus has indicated there are at least 13 state grant programs that will take into consideration MBTA Communities compliance when reviewing applications (4). Going above and beyond our state-mandated minimum unit capacity will make Watertown more competitive when applying for these grants.

- Affording Watertown access to new state grant funds. On June 13, the governor announced a new $25 million dollar fund for MBTA-Community compliant communities, which will provide funds for locally identified needs (5). Going above and beyond our required minimum will make Watertown more competitive when applying for these grants as well.

- Giving Watertown priority for MBTA and MassDOT programs to improve local transit. The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that MassDOT will give priority to cities and towns that are building housing. (6)

Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,

Clara Bui

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
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(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

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From: Cat Bennett <catb.studio@gmail.com>
Sent: Wednesday, June 26, 2024 11:15 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Green Space for Watertown Square

Dear Councilors,

I know that Libby Shaw from Trees for Watertown has written to you with information about the **3-30-300 Rule for Greener and Healthier.** On this very hot summer day, I'd like to add my vote to her concerns. There really isn't anything more important now than cooling the planet.

Watertown is creating so many positive changes including those for a more vibrant town square. I'd love to see us be a leader in green energy and green spaces too.

Thanks for your hard work on these matters!

~Cat Bennett

46 Hillside Rd

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Susan Cooke <artelyrica@gmail.com>
Sent: Wednesday, June 26, 2024 10:51 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Cc: Libby Shaw <elshaw@mit.edu>; Victor Preston <vbpreston@gmail.com>; Deborah Peterson <deb.peterson@verizon.net>; Michael N Moran <mmoran@mit.edu>; Devan Scott <dms34@cornell.edu>
Subject: About Trees for Watertown's request

Dear city councilors,

Victor Preston and I (Susan Cooke) are extremely in agreement with Trees for Watertown's suggested plan for more green space. I personally see research constantly that warns about the effects on physical and mental health of lack of green space and the cleaner air it supports, and that's not just some pots of flowers--it's lots and lots of green--trees, shrubs, flowers, lots of park space, and ideally reduction of speeding (which is of course dangerous but also loud so that it pretty chronic stress), and reduction of industrial pollution and noise. (Noise reduction that's limited even more on weekends when people are out trying to relax and experience some peace in nature would probably prevent or help heal many illnesses including extreme anxiety and depression
.

More and more people, cars, and trucks are coming to Watertown and they are already causing problems in our neighborhood. There are artificially loud motors in cars (which also speed) in bigger numbers than ever, and they are polluting air and soil along with making residents a nervous wreck. So do speeding delivery trucks. We not only need regulations to help address such health-decreasing problems including also gas-powered lawn equipment (it's both polluting and toxically loud) but we need the health-promoting power of green space to help combat the awful effects of all these things.

Nature calms and heals. The science is there. Please don't ignore it.

Thanks so much--

Susan Cooke and Victor Preston

--
Susan Cooke
Blog: The Serene City, <https://TheSereneCity.SubStack.com>
Researcher/writer on public health, well-being and stress in cities
Artistic director, singer, & researcher/writer for *Arte Lyrica*
Founder of *Sonia Music*--Classical & Jazz Music Lists for work, relaxation, or both

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: samghilardi@gmail.com <samghilardi@gmail.com>
Sent: Wednesday, June 26, 2024 10:35 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: The Significant Economic Benefits of New Housing in Watertown Square

I would like this email included as a public comment at the June 27th City Council/Planning Board Hearing.

Dear Watertown City Councillors,

I support the Watertown Square Area Plan's Zoning Plan, including zoning for at least 3,133 units by-right, because it will result in a significant increase in housing in Watertown Square in the coming years. It will also contribute to the revitalization of the heart of our city by turning Watertown Square into a walkable, vibrant destination, expand the customer base for existing small businesses, and attract new businesses.

Moreover, new housing will provide the city with a number of direct economic benefits, including:

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- **Reducing the residential tax burden by allowing the maximum commercial property shift.** According to the City Assessor (2), Watertown has the 4th lowest average property tax burden in the area, mainly through shifting property taxes on to commercial properties. However, state law limits how much we can shift on to commercial properties, and we are at that limit. As the City Manager has previously explained, to maintain our low residential taxes, we have to balance our residential and commercial growth, especially given the recent lab boom (3). Adding more housing in Watertown Square balances out the recent lab boom, allowing us to maximize our property tax shift and maintain our low residential property tax burden.

- **Maintaining Watertown's access to state funding and grant programs.** Executive Office of Housing and Livable Communities (EOHLC) Secretary Ed Augustus has indicated there are at least 13 state grant programs that will take into consideration MBTA Communities compliance when reviewing applications (4). Going above and beyond our state-mandated minimum unit capacity will make Watertown more competitive when applying for these grants.

- **Affording Watertown access to new state grant funds.** On June 13, the governor announced a new $25 million dollar fund for MBTA-Community compliant communities, which will provide funds for locally identified needs (5). Going above and beyond our required minimum will make Watertown more competitive when applying for these grants as well.

- **Giving Watertown priority for MBTA and MassDOT programs to improve local transit.** The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that MassDOT will give priority to cities and towns that are building housing. (6)

Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand housing production in the Watertown Square Area Plan.

Sincerely,

Sam Ghilardi

17 Derby Rd

1. https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA

2. https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D

3. https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/

4. https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download

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6. https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Josh Rosmarin <josh.rosmarin@gmail.com>
Sent: Wednesday, June 26, 2024 9:15 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Cc: Rita Colafella <colafella@gmail.com>; Sam Ghilardi <samghilardi@gmail.com>; DanielPritchard <pritchard33@gmail.com>; Jacky van Leeuwen <jackyrvl@gmail.com>
Subject: Strong, citywide support for housing in Watertown Square from 6/13 meeting

Dear City Councilors,

We're looking forward to the continuation of the Watertown Square Area Plan discussion tomorrow evening. In advance of that, we wanted to call your attention to our analysis of the public comments from the June 13th meeting.

Of the 93 residents who submitted public comments in person, over Zoom, or by email, **66% expressed explicit support for the plan that would allow for more housing in the Square**, while only 12% explicitly opposed it. And based on the addresses provided by residents during their public testimony, we were able to see that this reflects widespread support from all corners of the city: **in each city council district, a majority of residents**

who testified voiced support for the plan, including 74% of residents from Districts B and C, the two districts that comprise the Watertown Square study area.

Beyond this broad base of support for the plan, one in five commenters called for more affordable housing in the Square, underscoring the importance of strengthening the plan's affordable housing bonuses, as we outlined in April.

This strong, consistent support for allowing more housing in Watertown Square is fully in line with past measures of public opinion, including last fall's Polis survey and the feedback to April's draft plan presentation. It's no surprise why: residents appreciate the direction this plan takes us in because it continues the city's embrace of growth and progress that has given us three brand new schools, a new police station, and one of the strongest libraries in the state, all while maintaining the fourth lowest residential property tax burden in the region and reversing 40 years of population decline.

We urge you to build on the strong foundation that our city has already laid, and we hope that you continue to make the right choices for growth and progress in Watertown. Residents across the city support more housing in Watertown Square, and we hope that you will as well.

Sincerely,
Housing for All Watertown Steering Committee
Rita Colafella, Sam Ghilardi, Daniel Pritchard, Josh Rosmarin, Jacky van Leeuwen

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Kevin Ryan <ryan.kev43@gmail.com>
Sent: Wednesday, June 26, 2024 9:11 AM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Public Comment for Watertown Square Joint City Council and Planning Board Hearing June 27, 2024

Hi Vincent

My name is Kevin Ryan and I live at 80 Edgecliff Rd in Watertown. I am writing to encourage more consideration for the Affordable Housing bonuses in the Watertown Square plan. I do not believe the current bonuses give affordable housing developers enough of an advantage over market rate developers to bring much needed affordable housing to the square. I would like to see up to 3 additional stories for developments that consist of at least 50% deed restricted affordable housing or, even better, height and density bonuses that are proportional to the percentage of deed-restricted affordable units in a development, (ie 50 percent affordable get a 50 percent height and density bonus over the baseline, 80 percent affordable developments get an 80 percent bonus, etc.). I would also like to see parking minimums removed for 100% affordable developments.

Lastly, I request that bonuses are not restricted near residential zones. I would argue residential zones are the best place to put affordable housing developments to achieve economic diversity in the area and provide opportunity for tenants to build relationships with their neighbors and community.

Watertown square is the perfect location for affordable housing since it's located in a higher than average income area and has access to bus lines. This is where affordable developers would love to build so let's make sure that we make it possible or, even better, make it impossible that affordable housing would not be developed because the incentives are that attractive

Thanks for your consideration,
Kevin

--
Kevin Ryan
(413) 626-8759
Ryan.Kev43@gmail.com

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Anne Civetta <anne.civetta02460@gmail.com>
Sent: Wednesday, June 26, 2024 7:16 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Re: June 27 meeting - Note from Anne Civetta

I support the dozens of Watertown residents (and the hundreds who agreed on Facebook, Watertown News and NextDoor, as well as the probable thousands who have given up hope that their voices may be heard) who spoke up about:

- changing the date of the June 27 meeting so as not to conflict with a very important national presidential debate;
- Separating the issue of zoning from the plan for Watertown Square

I am disappointed that, even though the date of the national Presidential Debate was well publicized, the City saw fit to schedule an equally important meeting for the very same date! It appears to many, myself included, that the City wants to minimize participation in the meeting about zoning and the plan for Watertown Square. That is disrespectful of every one of us that cares about the future of our city, and I believe it further erodes voter turn out and increases polarization.

Please stop “experimenting” with changes that we will have to live with in perpetuity! We need to proceed carefully when making changes of this magnitude. Zoning and the plan for

Watertown Square are two separate issues and need to be decoupled. ALL residents need to be made aware of the mega changes in the horizon. The only way to do this is by notifying each household by mail or flyer.

Zoning:

Certainly I'm all for more affordable housing. The Commonwealth's definition of affordable is laughable and I worry that seniors and young families are being squeezed out of Watertown.

In a city of 34000 residents, adding 3000+ 'luxury' units could result in a conservatively projected 4500 residents, or a 13.2% increase. Let's assume half of them have cars. That's 2250 more cars on Watertown's streets! And to boot, these are not affordable by most standards. Slow growth is more controllable. Consequently, I believe we should begin with what the Commonwealth requires - zone for 1701 units. To zone for more at this point could result in a developer feeding frenzy. If you zone it, they will come.

Zoning for dense units along the river's banks is a bad idea. It's another way of polarizing those with the means to pay extravagant rents against those who don't. Our river is one of our most precious resources and it should be a basic tenet of the city to protect it and preserve it for all residents. Watertown has so little other green space where pedestrians can enjoy a long walk and much of the green space along the river that we call ours, is actually under the jurisdiction of the DCR. Why encroach on the serenity and beauty of the river? The DCR Master Plan for the Charles continually refers to the Charles River Basin section of Watertown as having a "rural feel." And that is why, 25 years ago, I bought a home a block from the river in Watertown. I would like to see it keep its rural feel along the river. That means no buildings taller than the tree canopy.

More luxury apartments for singles or 2 people are not the only type of housing we need. We need units for families, who I believe are intentionally being left out of the equation. To allow developers to base their profits on 1 and 2 bedroom units because the return is larger is unconscionable. What can we do to provide more housing in the form of condos or triplexes for buyers, especially seniors and young families?

Plan for Watertown Square:

So one of the points of this exercise is to slow traffic, and another is to create more green space? What is the point of adding a few feet to the delta if the bus lane is converted to a one way road, with parking on both sides no less, to connect Pleasant Street to Galen Street at the bridge? Why not connect the delta to the sidewalk and walking/bike path to create more green space? I strongly object to kiosks and hawking food or wares on the delta. Make it a green space. With more plantings and some added benches, it would make a an esthetically pleasing entrance to the Square and a green termination point of the bike path on the Watertown Savings Bank side of the river. With the narrowing of the Galen

Street side of the delta it would be safer and easier for pedestrians and cyclists to cross the street. More benches connected with small table tops like the ones Newton has placed in Newtonville Square would encourage people to stop, meet a friend for a cold drink, or coffee, or lunch. I do favor what some others have suggested - the idea of temporary concrete barriers to test new driving routes before making permanent changes.

Buses: Is there any reason Baptist Walk couldn't replace the current bus stop for the Cambridge bound buses AND accommodate the bike path extension simply by removing the parking spaces? That would alleviate any need for a dedicated bus lane jamming up the bridge traffic. Alternatively, remove parking on the section of Spring Street between Main Street and the CVS parking lot and carve out a bus stop at the corner of the parking lot closest to Summer Street. The traffic light at the corner of Mt Auburn and Summer would make it easy for buses to turn and follow their routes.

I agree that not every possibility has been explored. But the residents of this city have lots of ideas and thoughts about traffic, recreational green places, how we want our city to look and feel given the REAL opportunity to offer creative solutions. In theory, we were participants in many meetings but in actuality we were presented with a few choices and asked which we like better. Many responses, mine included, were "neither." Please slow down and make this a better plan.

1701 AND DONE!

Anne Civetta

23 French St

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

[Email below received by Planning Department on June 26]

From: Mina Gibb <mina99@comcast.net>
Sent: Tuesday, June 25, 2024 6:49 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Concerns

Dear City Councilors,

This is the first time I've written to you. I'm finding myself deeply disturbed about the way the Watertown Square Area Plan is unfolding. I was unaware at the beginning that this was taking place, so my apologies for having attended only the last two public meetings.

I am worrying about what I've heard. Every time I drive through the Square now, I'm trying my best to understand how the reduction in lanes from each direction can actually work,

but I'm stumped. I can't see how all the traffic will be able to do it as smoothly and gracefully as Mr. Speck seems to think it will. Quite honestly, I thought it ridiculous to put a bike in the middle of a driving lane to imply lots of open space when he brought up the image on the screen. Really? No cars? Just a bike? I found myself thinking later, "What about all the times a car wants to take up one of those wonderful parking spaces and hold up the traffic that's trying to get through the Square?" That's going to keep the traffic flowing smoothly, right? And how can it possibly serve the residents of Watertown if the traffic starts to invade the smaller neighborhoods in order to bypass the Square (which isn't easy, really). I already try doing that in order to avoid some of Mount Auburn Street because of how uneven the road is, and the real digging hasn't even started. It seems very unfair to these smaller neighborhoods.

I feel strongly that it would be respectful to the community if you would do things in stages. Not everyone has a finger on the pulse of the City, and certainly not everyone is tech-savvy (there are many older/often long-term residents who may not be able to handle that).

First, create an understandable (for inexperienced people like me) explanation of how you will comply with the MBTA Law requirement: show where the 1,701 units of housing will go; explain who will be housed (is the hope to support Watertown locals?); explain how affordable housing will be incorporated and how it's determined who will get it (Watertown folks?); explain how residents will be able to park, if they own cars (which many will). I found it curious how you'd arrived at the fractions of parking spaces that may be needed. I hope I'm right in assuming you don't have to use public land to comply with the Law. Let that be one phase so that we're not overwhelmed with so much being thrown at us. I know I was overwhelmed listening to so much being said (very quickly) at the two meetings I attended ... and I'm an intelligent person! It's easy for Mr. Proakis, he's had lots of practice, so he can deliver information like a car speeding, but most of us don't have enough exposure to put it all into place. If you handled it in stages, I think it would be a much more organic evolution of the City instead of an assault.

I so very strongly feel that you should do a temporary road set up for several months, maybe four or six, so that you can see in real terms what would happen to traffic patterns if you were to incorporate the new plan (that already seems set in concrete, which I find scary). Such an expensive reconfiguring of the road system can only benefit from a trial that assures you and the general public that it's a good idea.

When mention was made of a Redevelopment Authority, my alarm bells went off. I wondered if this was a way to let contractors have a field day (pun intended) so they could make a lot of money. That may be a bit cynical, but I don't feel assured it is wrong. Who gets to run with the construction ball? How is that decided? How does the City gain? What does the general public lose? Why would the City hand over the power to this Authority? These feel important moral questions to be answered.

At the first meeting I attended, when I heard that 6,320 units were proposed, but there was a generous reduction to ONLY 3,133, I was horrified. Really, adding 3,133 units in such a tiny area? That could be 6,000 people or more. The way it was worded sounded so thoughtful, but afterwards I found myself cringing. Why, if the MBTA requirement is 1,701, did the figure end up at 3,133? How was it decided? Who thought it was a good idea? Were any contractors in the conversation? Why are the new units on Main Street (#104 and #166) not included in the 1,701? I spoke with a good friend whose husband was an architect and her response was, "Oh they always do that. They throw out a high number intentionally, and then when they reduce the number, folks are so relieved they think it's OK. It's just a game! It's a way for them to get what they want." That made me pause. Sadly, it added to my cynicism. I hope I'm wrong.

I've lived in Watertown for nearly 30 years and loved being here. I've been impressed with much of what I've seen evolve and some of the conscientious choices made - simple things like compost and recycling, park spaces, river walks, farmers' market, music - but also disturbed by the dense construction along Arsenal Street and a few other areas. I'd hoped it would retain some of the feel of a not-too-big place, but feel like that's being lost, and quickly. Can you please think about what you're choosing? Think with the heart as well as the head.

Thank you.

Wilhelmina Gibb, 15 Everett Avenue

COMPILED PUBLIC COMMENTS JUNE 27, 2024

From: Mike Jarowski <mikejaro@gmail.com>
Sent: Thursday, June 27, 2024 8:55 PM
To: City Councilors <citycouncilors@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: The significant economic benefits of new housing in Watertown Square

Dear Watertown City Councilors,

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing.

I support the Watertown Square Area Plan's Zoning Plan, including zoning for at least 3,133 units by-right, because it will result in a significant increase in housing in Watertown Square in the coming years. It will also contribute to the revitalization of the heart of our city by turning Watertown Square into a walkable, vibrant destination, expand the customer base for existing small businesses, and attract new businesses.

Moreover, new housing will provide the city with a number of direct economic benefits, including:

- Providing continued new growth to balance Watertown's budget. Each housing unit built as part of the Watertown Square plan will provide additional tax revenue to the city. For example, Needham found that each additional housing unit adds $1,300 in revenue to the city budget, even after accounting for increased city service and school usage (1). Even if only ⅓ of the proposed Watertown Square zoning capacity was used, this would add over $1.3 million annually to the city's budget.

- Reducing the residential tax burden by allowing the maximum commercial property shift. According to the City Assessor (2), Watertown has the 4th lowest average property tax burden in the area, mainly through shifting property taxes on to commercial properties. However, state law limits how much we can shift on to commercial properties, and we are at that limit. As the City Manager has previously explained, to maintain our low residential taxes, we have to balance our residential and commercial growth, especially given the recent lab boom (3). Adding more housing in Watertown Square balances out the recent lab boom, allowing us to maximize our property tax shift and maintain our low residential property tax burden.

- Maintaining Watertown's access to state funding and grant programs. Executive Office of Housing and Livable Communities (EOHLC) Secretary Ed Augustus has indicated there are at least 13 state grant programs that will take into consideration MBTA Communities compliance when reviewing applications (4). Going above and beyond our state-mandated minimum unit capacity will make Watertown more competitive when applying for these

grants.

- Affording Watertown access to new state grant funds. On June 13, the governor announced a new $25 million dollar fund for MBTA-Community compliant communities, which will provide funds for locally identified needs (5). Going above and beyond our required minimum will make Watertown more competitive when applying for these grants as well.

- Giving Watertown priority for MBTA and MassDOT programs to improve local transit. The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that MassDOT will give priority to cities and towns that are building housing. (6)

Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,

Michael V. Jarowski
7 Chauncey Street, Apartment A
Watertown, MA 02472

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download
(5) https://www.mass.gov/news/governor-healey-and-lieutenant-governor-driscoll-release-156-billion-capital-investment-plan-for-fiscal-year-2025-2029
(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

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Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,
Lily Vo

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download
(5) https://www.mass.gov/news/governor-healey-and-lieutenant-governor-driscoll-release-156-billion-capital-investment-plan-for-fiscal-year-2025-2029
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Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I

encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,
Quan Bui
13 Fairview Ave, Watertown, MA 02472

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download
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(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

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From: Sara Sadownik <ssadownik@gmail.com>
Sent: Thursday, June 27, 2024 5:37 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: The significant economic benefits of new housing in Watertown Square

Dear Watertown City Councilors,

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Sincerely,
Sara Sadownik
400 Mt Auburn St
Watertown, MA 02472

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA
(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D
(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/
(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download
(5) https://www.mass.gov/news/governor-healey-and-lieutenant-governor-driscoll-release-156-billion-capital-investment-plan-for-fiscal-year-2025-2029
(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

Sent from my iPhone

XXXX

Liza Ketchum
Coolidge Ave.

XXXX

Hoping that everyone can work together to really hear and act in the best interest of our community and preserve what so many of us love about living in Watertown.

I am happy to speak to any one further about my views and feelings on this matter.

Thank you
Maura Gallagher
46 Rutland Street
617-926-3546
On 12/01/2022 11:57 AM EST MAURA GALLAGHER <mauragallagher@comcast.net> wrote:

I am reaching out again to all councilors to take a stand with the residents and neighbors of the West End and advocate for our best interest.
We have asked for consideration and assistance with the Sterritt site and Russo's site developments. Pleaded that the impact to the neighborhoods will be detrimental. The response has repeatedly been that it is too late in the process, here is the opportunity again for residents to be put first. Another lab science campus in the same area as the two above mentioned developments will be this end of town to a complete stand still. There needs to be a halt placed on any further development in the west end while we wait and see just how severely impacted we will be with the already approved projects. There needs to be a call to action for all councilors to rally for the residents and the community, and this is the time.

Please feel free to share my email with any others who you feel need to hear the voice of the constituents on this matter.

Sincerely,
Maura Gallagher
46 Rutland Street

On 09/15/2022 12:29 PM MAURA GALLAGHER <mauragallagher@comcast.net> wrote:

I would like to respectfully request the town council members review and further consider the plans submitted for the Sterritt Lumber site and in order to preserve the West End neighborhood move to attain the property by eminent domain. The community and neighborhood In this area is being overwhelmed with traffic and creating a dangerous situation and negatively impacting the quality of life the tax paying residents. Allowing an oversized building on the site is adding to the issue that already exists, and discounting the impact this will have on the residents of the area and the community as a whole. I see that the council has approved for funds to retain Walkers Pond which is on Waltham Street in walking distance of this site proposal. The idea to retain and create space for residents to enjoy. The same rationale should be used in taking back the lumber yard site. There will be even less attract ability to purchase or reside in the West End of town with all the

construction that has invaded our neighborhoods. It is not safe for children to ride their bikes and not feel angst and worry over if they will make it to Bemis Park or school safely due to the influx of traffic and congestion. This is NOT the pleasant street corridor...this a neighborhood, a community of neighbors who look out for each other, who help each other and who have lived and raised families here. We are not a space that can absorb lab space, to tower over the neighborhood and surrounding businesses. No matter the amount of curb appeal and green space the developer is promoting and the minimizing of the impact this will have on those who are directly impacted will not make our neighborhoods safer or more appealing to live in. Something needs to be done by the council to provide this neighborhood with giving the residents back their neighborhood. I implore the council members to re-assess the impact of this specific build and re-evaluate the overall impact this will have to the area, the neighbors and the community. Our residents and neighborhoods need to be preserved and it is the council's job to work for our community, this build is not in anyone's best interest except the developer.
Thank you
Maura Gallagher
46 Rutland Street

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than half the units are affordable. We ask the City Council and the city to consider other incentives that would attract more affordable housing developers and encourage by-right developers to add more affordable units.

2. This plan offers a bold rethinking of transportation and traffic in Watertown Square. As life long bike commuters in, around and through Watertown, and as local residents who try to drive through the Square to get to the Mass Pike: we support this proposal. Traffic is broken in the Square for bikes, pedestrians and cars. This plan invites street level, in person, participation in the life of the Square. Wider sidewalks, more green space, fewer cars make this a more desirable, safer destination. For it to fulfill its potential, we see a need for more attention to the public transportation options. Increasing the frequency of the 71 will help. However, we think there is more to be done to integrate public transportation options into this redesign.

Thank you for your work on this keystone neighborhood in Watertown. We appreciate you reading this into the record as public comment at the June 27th City Council/Planning Board Hearing.

Maria Saiz and Tia Tilson
83 Hovey Street
Watertown

XXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Sibylle DeCarlo <heiress166@gmail.com>
Sent: Thursday, June 27, 2024 4:52 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject:

Hi Councilor Piccirilli,

A comment for tonight's meeting:

"I am overall in favor of the plan, and grateful to all involved so far for their hard work. One point I find unacceptable in the current proposal is the absence of bus lanes. Without bus lanes, especially across the bridge, this plan will simply not work for transit riders - buses will just be stuck in traffic, and the experience will stink - both in terms of travel time and in terms of reliability. As a result, people won't ride the bus. We'll never achieve our climate goals like that. As a frequent bus rider over two decades, including through intersections where transit signal priority has been implemented, I can assure you that TSP is not an acceptable substitute. This is a generational opportunity to make transit a viable alternative for our residents. Let's not blow it in exchange for shaving a few seconds for out-of-town drivers using the square as a cut through."

Thank you,
- Ben Kotrc
27 Church Lane, Watertown.

Sent from my iPhone
XXXX

To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Comments on Watertown Square plan
Please read into the record if allowed:
Adam Schultz
32 whites Ave, apt e552, Watertown, MA 02472
I am writing in support of the plan presented by the project team. It is a great vision for a walkable, bikable, vibrant community that I want to be a part of.
I do think we need deeper incentives for affordable housing development and to make them by right. These developments provide a public good by allowing the diverse fabric of our city to remain and thrive along with the city as it grows. But they are at a massive disadvantage against for-profit market-rate developers, especially as building costs and interest rates increase. We need to give them the best opportunity to create deeply affordable units (<50% ami) so that they actually can get built. We are in a massive housing affordability crisis. It does not get better by doing nothing or by half measures. We need to think big. We are behind the current housing need. By the time anyone starts actually building, we'll be further behind. Let's be brave and dig in.
Best,
Adam Schultz

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: reesa sheryl <reesa.sheryl@gmail.com>
Sent: Thursday, June 27, 2024 3:54 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: watertown square meeting
I'm writing to support more housing around the square.
A larger city population should lead to improved public transit for Watertown.
More people mean more potential customers for local restaurants and other businesses.
Please read these comments into the record for tonight's meeting.
Thank you.
Reesa Sheryl, 32 Whites Ave.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Marcy Murninghan <marcy.murninghan@gmail.com>
Sent: Thursday, June 27, 2024 2:59 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: Sideris, Mark <msideris@watertown-ma.gov>; John Airasian <jairasian@watertown-ma.gov>; Bays, Caroline <cbays@watertown-ma.gov>; Gannon, John <jgannon@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Nicole Gardner <ngardner@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Izzo, Emily <eizzo@watertown-ma.gov>
Subject: Tonight's Joint Meeting on Watertown Square
Dear Vinny *et al.*,

Alas, I won't be able to attend tonight's important meeting, as I'm filling in for a colleague at Bethel AME Church in Jamaica Plain. As much as I regret not being there at this historic occasion, I wanted to express my support for the proposed plan, while making two points. The first is that I hope further discussion will include ways in which the proposed parking garage behind Eastern Bank / Not Your Average Joe's / Bar 'Cino might be built underground. I know the Watertown Business Coalition (of which I'm a member) submitted this among their several suggestions a couple of weeks ago. I think, water table permitting, that it can be done. It means that there will be more above-ground open space, the better to gather together without being, literally and figuratively, overshadowed by a hulking garage. The aesthetics and appeal of open space — not to mention the availability of a laundromat (I use it often), hair salon, and Tresca's, which preserves a "neighborhood" vibe — can be preserved and enhanced. Parking garages are not appealing, even though they are necessary. "Out of sight" might be a better way to go, if only to keep the heat index down.

My second point speaks to process. I am so pleased with the care and consideration this Administration and Council have taken to assure that everyone's voice can be expressed and, more importantly, heard. While not everyone is 100 percent happy with the result (an impossible goal in a diverse multiethnic community), I believe that the decisions made are sound, rooted both in evidence and the ideals expressed in Watertown's *Preamble*.
You all are to be congratulated for your attentiveness, responsiveness, transparency, and wise stewardship in reaching the end of this beginning, to paraphrase George Proakis. I, for one, am grateful.
Good luck tonight, and can't wait to read about the results!
Wishing you well,
Marcy.

Marcy Murninghan
Principal Architect, **Equity Culture / Civic Fiduciary Action Labs**
*Select writings on "***Wealth, Power, and the Public Interest: Building Equity Culture and Civic Stewardship***,"* New England Journal of Public Policy, Vol. 30, no. 1 (2018)
View LinkedIn profile here
Landline: 617.926.0633 | Mobile: 617.501.9421
134 Fayette Street
Watertown, MA 02472

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
From: Rena Baskin <rkbaskin@gmail.com>
Sent: Thursday, June 27, 2024 1:51 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Watertown Square Planning
To: Watertown City Council
From: Rena Baskin, 15 Franklin Street, Watertown

Date: June 27, 2024

Topic: Planning for Watertown Square

Dear Councilors,

The healthiest, most life-supporting, community-supporting, resilient modern cities around the world have beautiful, well-designed natural green space – not just parks, but green space woven through their densest neighborhoods.

We need much more green space with trees in Watertown because we are far below the state recommended ration of green space to population. The Watertown Square Area planning project and associated zoning changes offer Watertown an extraordinary opportunity to meet those standards and ensure that these new neighborhoods become a sterling example of urban planning for optimal long-term human and environmental health. Our city should be a leader in this regard, as it has been in other aspects of planning for climate change resilience.

I agree with Trees for Watertown that it would benefit Watertown and its inhabitants to actively plan for neighborhood green space in the Watertown Square Area (and other new development elsewhere, I think) with the explicit use of the EPA endorsed 3-30-300 Rule for Healthier and Greener Cities. (see link below). World Health Organization goals align with the 3-30-300 Rule; the United Nations Economic Commission for Europe includes the Rule in a policy brief; cities, regional councils and businesses in Europe, Canada and the US are adopting the 3-30-300 Rule. Watertown should, too. Doing so would add to the beauty of our city and the health of its residents.

I hope there will be a community meeting with City Manager Proakis and the joint City Council-Planning Board committee focusing on ecological design considerations for Watertown Square and, going forward, for all new development.

Sincerely,

Rena Baskin

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From: sharon1818@comcast.net <sharon1818@comcast.net>
Sent: Thursday, June 27, 2024 1:35 PM
To: Sideris, Mark <msideris@watertown-ma.gov>; John Airasian <jairasian@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Bays, Caroline <cbays@watertown-ma.gov>; Gannon, John <jgannon@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Nicole Gardner <ngardner@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Izzo, Emily <eizzo@watertown-ma.gov>
Cc: Proakis, George <gproakis@watertown-ma.gov>; Magoon, Steve

<smagoon@watertown-ma.gov>; Schreiber, Gideon <gschreiber@watertown-ma.gov>
Subject: Watertown Square Redevelopemt comments

I have mixed feelings about the plans that are under consideration, and strongly believe that my concerns are similar to those of many others who have not spoken up either in strong support or opposition. Here are some comments for you to consider. I don't intend for this to be read aloud at the hearing. You can drop to the bottom of this for a summary of my position.

Traffic: I do like the "Four Corners" approach as a definite improvement to the current situation. But I believe that traffic pattern changes and reduced lanes in Watertown Square will surely lead to back-ups during heavy travel times and unintended consequences, such as increased traffic on what are now "side streets," for example. Turning left from Church Street onto Main Street is already a challenge with long delays as cars block the intersection. That back-up ("storage" in your terminology) won't be cleared even with improved signal controls and the slight earlier diversion of some cars that are on Main Street heading across the bridge. It is wishful thinking to expect that cars headed for Newton or the Turnpike will take a different route once they realize that Watertown Square poses a delay. There simply aren't much better alternatives to crossing the bridge. I would like more assurance that the impact of all of the proposed changes and rerouting has been examined and simulated.

Housing: I definitely support the need for more and different types of housing, but have significant reservations about what is proposed or likely to ensue if the current proposals are passed.

- High-rent apartment buildings of the type that have been built in recent years and are envisioned by this rezoning plan don't attract the kind of stable residents that contribute to the City. The MBTA Communities Act calls for housing suitable for families. In the discussions about number of units to be allowed I have not heard anything referencing this issue. My conclusion is that developers will continue to put as many smaller-size units into each building as possible and the "by right" provision of the zoning will prevent the City from requiring truly family-friendly buildings and amenities.
- The few "affordable" units that are projected aren't truly affordable because of the median area income-based formula that is used.
- The proposed housing doesn't help address the problem of the many older Watertown residents who are currently occupying one and two-family homes that are too big for them or don't meet their current needs for a variety of reasons (location, stairs, etc.) But they don't want to leave Watertown and/or can't afford to move. Developing housing alternatives to accommodate them would free up their private housing so younger families can move in to create permanent homes and become contributing citizens of Watertown. Creating housing in walkable town centers is good for people at every age, but perhaps especially for those who would be happy to give up a car and free up their single family house if there were good options.

- I would prefer lower height limits in general along the Main Street corridor, to avoid "canyonization." I understand that developers need a high number of units to make a profit, but I would like to see land-use options kept open for more creative partnerships with non-profit housing organizations to support more affordable housing of all types – not just 5 and 6 story buildings. In that regard I am opposed to the even higher height limits "by right" as incentives for additional so-called affordable units, as well as the lack of open space and green areas required by the current rezoning proposals.
- Therefore, I believe we need a more comprehensive vision and housing ideas that would be better for the City in the long run and include other neighborhoods. Complying with the MBTA Communities Act half-mile zone doesn't allow for that kind of long-term planning. Therefore I urge you to limit the number of units to be allowed to the minimum required at this time. More units will surely be added as new thinking and opportunities are created.
- I would like to see Watertown join with other cities and towns in challenging the prohibition on including housing for seniors under the MBTA Communities Act. The City's broader goal should include not just filling up new high-rent buildings with renters who will leave Watertown, and retail spaces that will be vacant because of high rates demanded by the developers. "Vibrant growth" is an enticing slogan that has been used in describing this process, but it needs to consider the needs of residents as well as more practical social and economic realities.

Parking and the creation of Redevelopment Authority:
I hate the idea of a parking garage behind the CVS. Such structures are general ugly, dark and creepy, more often than not difficult to maneuver, and loom large as bulky and unwelcoming to adjacent sites - the very places in which we want people to congregate in a lively Watertown Square. And who will operate them and control parking rates? Will this be another gift to a private developer with no real benefit to Watertown citizens? Even at the busiest evening restaurant hours I have always been able to find parking in that lot with no delay, so it seems to be a solution to a problem that doesn't currently exist. And the creation of a new quasi-public entity with authorization to redevelop parts of Watertown Square needs much more study, debate, and creative thinking before we turn over control of this precious land.
In short: slow down. Decide now to do only what is necessary to be in compliance with the MBTA Communities Act and improve traffic flow through Watertown Square. Consider challenging, if necessary, any part of the Act that does not truly serve the housing needs of Watertown in a more comprehensive fashion, while doing more analysis, developing a broader approach to the housing challenges beyond the half-mile radius called for in that Act, and developing strategic partnerships to address the City's housing needs.
Sharon Schumack
71 Barnard Avenue

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From: Pam Phillips <Pam_Phillips@comcast.net>
Sent: Thursday, June 27, 2024 1:04 PM
To: nicoleforwatertown@gmail.com; Palomba, Anthony <councilorpalomba@gmail.com>
Cc: City Councilors <citycouncilors@watertown-ma.gov>; Planning Board <pb@watertown-ma.gov>; Proakis, George <gproakis@watertown-ma.gov>; lfg@watertowncitizens.org; bees@watertowncitizens.org
Subject: Green Space in Watertown (was Re: SECOND Public Hearing on Watertown Square Area Plan

Hi Nicole and Tony,

Thank you both for your excellent newsletters. You do a great job at keeping us informed and involved.

I won't be able to attend tonight's public hearing on the Watertown Square Area Plan. But I do want to get some comments on the record.

The Staff Response to Questions/ Comments on Watertown Square Area Plan, here, is reassuring, especially section 5 on green space and section 6 on climate resiliency. But those are exactly the issues I feel have barely been addressed by the public meetings so far.

We can't wait until the design phase of the project to determine how much of the open space will be pavement and how much will be green trees and plants. We need to provide ahead of time for how those plants will survive, thrive, and support biodiversity in Watertown.

I would also like the Watertown Square Area Plan to be more explicit and give more detail in explaining how it will support the City's Resilient Watertown Climate and Energy Plan.

As the head of Friends of Bees, and a member of the steering committee of Watertown Citizens for Peace, Justice, and the Environment, I am adding my voice to those asking for a public meeting dedicated to green space in the Watertown Square plan. We have a lot of expertise in Watertown who can inform what the city should be looking for landscape architects when that time comes. I would like some of the people who are working very hard to keep our current green spaces healthy to be part of that conversation, such as Laurel Schwab, Katie Swan, and Mike Micieli.

Thank you for listening,

Pam Phillips
Langdon Avenue.

Pam Phillips
Friends of Bees
Watertown Citizens for Peace, Justice, and the Environment
http://watertowncitizens.org

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To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: public comment on Watertown Square Area Plan

To the City Council and Planning Board:
June 27, 2024
Public comment from Mark Pickering,
66 Copeland St., Watertown

The primary function of Watertown Square is that it is a transit hub for residents, either taking buses or going to the Mass. Pike. Bicycles do not meet the needs of the vast majority of Watertown residents.

As I say, my experience with commuting to Boston is a variation of the famous Joni Mitchell song, "Big Yellow Taxi":

"Don't it always seem to go,

That you don't know what you've got till it's gone,

They paved paradise" - it was my free parking spot.

My employer's move to the Seaport District (several years ago) meant paying big bucks for parking. As a result, I switched to public transit, but only because I felt forced to.

In recent years, hundreds of condos and apartments have been built near to Watertown Square and its bus lines. Not to mention the new city that has grown up on Arsenal Street.

This has not seemed to move the dial in public transit's favor. Why? The MBTA service here is substandard when compared to both the surrounding communities and to Boston's neighborhoods.

It's not likely that the residents of new housing in Watertown Square (when it's actually built) will be any different. Besides that, the city and the MBTA appear committed to making public transit options worse.

The city's goals regarding the environment makes its top goal that, by 2050, "**personal vehicular travel miles are reduced by 50%." However, the Watertown Square Area Plan will not contribute much to that.**

The council should not approve a plan that ignores the need to improve MBTA service and create an attractive MBTA station in Watertown Square.

https://www.watertownmanews.com/2022/08/12/council-approves-plan-to-reduce-greenhouse-gases-prepare-for-impact-of-climate-change/

https://www.watertownmanews.com/2024/06/11/op-ed-watertown-square-redesign-lacks-public-transit-improvement-plan/

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questions indicate that the city will hire another consultant to work on greening the streets. They won't have much to work with. Shouldn't this all be in the plan?

The current planners should be directed to show a complete plan with real green space and amenities to develop the square. When you add in the amenities, you may realize that 3300+ unit will not fit in this area. Watertown has added significant housing on Pleasant Street and Arsenal Street over the last 10 years. We have added approximately only seven acres of green space at Walkers Pond. We are heading in the wrong direction to improve the livability of our city.

The council, planning board, and residents should be provided all the options that improve the city not just a massive densification of our suburban (not urban) community.

Thanks for your time on this important issue,

Leo Martin

XXXX

Mt Auburn, bus transfers will be safer, quicker and more pleasant for all bus routes within the Square. Bus stops for all bus routes will be moved in accordance with transit best practices, typically on the far side of intersections for safer pedestrian crossings and to minimize delays at traffic signals. 71 bus service is improved in a number of ways with better signal design and bus stop placements and total trip times for passengers should be improved despite the addition of the river crossing with improved key stop locations. Bus service is expected to be further improved, as bus lanes at relevant locations, queue jumps (buses being expedited at intersections) and other tools in the transit planning toolkit are used.

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To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: July 27 Public Comment

Dear Watertown City Councilors,

Thank you all for your diligence and work on the Watertown Square plan.

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing. I support the Watertown Square Area Plan's Zoning Plan, including zoning for at least 3,133 units by-right, because it will result in a significant increase in housing in Watertown Square in the coming years. It will also contribute to the revitalization of the heart of our city by turning Watertown Square into a walkable, vibrant destination, expand the customer base for existing small businesses, and attract new businesses.

In addition to the benefits of increased personal freedom by allowing for growth and property owners to build by right, new housing will provide the city with a number of direct economic benefits, including: - Providing continued new growth to balance Watertown's budget. Each housing unit built as part of the Watertown Square plan will provide additional tax revenue to the city. This plan will strengthen our freedoms, city budget, and enable us to continue to improve our city's amenities including our police and fire departments.

For example, Needham found that each additional housing unit adds $1,300 in revenue to the city budget, even after accounting for increased city service and school usage (1). Even if only ⅓ of the proposed Watertown Square zoning capacity was used, this would add over $1.3 million annually to the city's budget. - Reducing the residential tax burden by allowing the maximum commercial property shift. According to the City Assessor (2), Watertown has the 4th lowest average property tax burden in the area, mainly through shifting property taxes on to commercial properties. However, state law limits how much we can shift on to commercial properties, and we are at that limit. As the City Manager has previously explained, to maintain our low residential taxes, we have to balance our residential and commercial growth, especially given the recent lab boom (3).

Adding more housing in Watertown Square balances out the recent lab boom, allowing us to maximize our property tax shift and maintain our low residential property tax burden. - Maintaining Watertown's access to state funding and grant programs. Executive Office of Housing and Livable Communities (EOHLC) Secretary Ed Augustus has indicated there are at least 13 state grant programs that will take into consideration MBTA Communities compliance when reviewing applications (4). Going above and beyond our state-mandated minimum unit capacity will make Watertown more competitive when applying for these grants. - Affording Watertown access to new state grant funds. On June 13, the governor announced a new $25 million dollar fund for MBTA-Community compliant communities, which will provide funds for locally identified needs (5). Going above and beyond our

required minimum will make Watertown more competitive when applying for these grants as well. - Giving Watertown priority for MBTA and MassDOT programs to improve local transit. The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that MassDOT will give priority to cities and towns that are building housing. (6) Implementing this plan will put Watertown on stronger financial footing for years to come. In light of these benefits, many of which increase with the number of homes built, I encourage you to support or expand the housing production in the Watertown Square Area Plan.

Sincerely,
Thomas Floros

(1) https://www.needhamma.gov/DocumentCenter/View/45811/2024-04-26_Final-Report_Needham-MBTA

(2) https://civicclerk.blob.core.windows.net/stream/WATERTOWNMA/b928024c-24a2-4915-8ee9-5015eea3afaa.pdf?sv=2022-11-02&st=2023-11-15T18%3A01%3A38Z&se=2024-11-15T18%3A06%3A38Z&sr=b&sp=r&sig=EzYJpL0UO1%2FY6HNQjyynp7z7b12Hw3jO6SDjy1iEoZk%3D

(3) https://www.watertownmanews.com/2024/05/02/watertowns-budget-stable-now-may-not-be-in-future-years/

(4) https://www.mass.gov/doc/summary-of-changes-to-mbta-communities-guidelines-081723/download

(5) https://www.mass.gov/news/governor-healey-and-lieutenant-governor-driscoll-release-156-billion-capital-investment-plan-for-fiscal-year-2025-2029

(6) https://www.wbur.org/radioboston/2023/11/13/monica-tibbits-nutt-massdot-sagamore-bourne-tobin-mbta-sumner

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From: Scott Frazer <scott.d.frazer@gmail.com>
Sent: Thursday, June 27, 2024 9:21 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Support for housing and bike lanes in Watertown Square

Dear Watertown City Councilors,

I would like this email included as a public comment at the June 27th City Council/Planning Board hearing.

One common concern I hear when it comes to discussions about adding more housing is the implied car congestion that comes with new housing. The underlying assumption always seems to be that more people equals more cars. **However, we don't often consider the congestion that comes from forcing people into car-dependent lifestyles by not building enough housing near amenities and jobs.** What about all the people who work in and around Watertown who can't afford to live here because there's not enough housing?

I've never met a person who reluctantly had to live in a walkable, bikeable, transit-oriented community because that was all they could afford. However, the opposite is all too common: people are very often forced into car-dependency because we don't build enough places where people can live without a car. There is no shortage of people who want to live car-free and Watertown Square should be designed to enable that lifestyle.

In no particular order, I support the following positions:

- Going above and beyond the MBTA Communities Law requirement for new by-right zoning.
-
- The Secretary of Transportation Monica Tibbits-Nutt has indicated in interviews that
- MassDOT will give priority to cities and towns that are building housing. Watertown should be at the top of that list.
-
- De-prioritizing cars. Watertown Square should be more than just an on-ramp to the
- Mass Pike. We deserve better than a bunch of surface parking lots in our city center.
-
- **Adding protected bike lanes** and creating a bike network so ALL Watertown residents have a safe way to reach Watertown Square by bicycle.
-
- Enabling better transit through dedicated bus lanes.
-
- Height bonuses to affordable developments to make them competitive with market-rate
- Developments
-
- Elimination of parking minimums. Developers can react to market demands for parking
- more than the government can and they are naturally incentivized to build as little parking as they can. We should prioritize housing for people over housing for cars and the elimination of parking minimums is one important step in that direction. Many cities
- of various sizes across the country have eliminated onerous parking minimums already (https://parkingreform.org/resources/mandates-map/)

My vision is to create a Watertown Square that's walkable, bikeable, and transit oriented that attracts people who want to live without a car. Instead of more of the same car-oriented design which only leads to parking lots, pavement, heat islands, noise, congestion, and pollution, let's try a different approach which prioritizes people over cars.

Thanks for your consideration,

Scott Frazer

98 Hovey St

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Eugenie Johnston <eugenie.johnston@gmail.com>
Sent: Thursday, June 27, 2024 8:29 AM
To: City Councilors <citycouncilors@watertown-ma.gov>
Cc: Libby Shaw <elshaw@mit.edu>; Jessica Grimsby <jessica.grimsby@gmail.com>; Donaldj Macdonald <donaldj.macdonald@yahoo.com>; Micieli, Michael <mmicieli@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; dduff0539@gmail.com <dduff0539@gmail.com>; Anita Roy Dobbs <ardobbs@gmail.com>; Proakis, George <gproakis@watertown-ma.gov>; Michele Waldman <michelewaldman@rcn.com>
Subject: More natural green space with trees for Watertown Square area planning

Good morning Watertown City Counselors,

Please modify the plans for buildings in and around Watertown Square so that all residents of the top floor of each new building will look out into the well-grown healthy canopy of a tall shade tree. Provide ample natural green space for tall, wide-spreading oaks and sycamore trees, with open ground for wide-reaching roots.

This modified plan will help implement the 3-30-300 rule (explained in separate Trees for Watertown communications), to promote the long-term health of all residents, and invite shoppers to spend time and their money in the Square.

Many thanks for all your good work; thanks for listening.

Eugenie Johnston
12 Green Street #2
Watertown

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

From: Greg Reibman <greibman@charlesriverchamber.com>
Sent: Thursday, June 27, 2024 8:03 AM
To: City Councilors <citycouncilors@watertown-ma.gov>; Planning Board <pb@watertown-ma.gov>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Cc: McCarthy, Brendan <bmccarthy@watertown-ma.gov>; Schreiber, Gideon <gschreiber@watertown-ma.gov>; Magoon, Steve <smagoon@watertown-ma.gov>; Proakis, George <gproakis@watertown-ma.gov>; WatertownMaNews@gmail.com
Subject: Watertown Square Area Plan

Dear City Councilors and Planning Board:

The Charles River Regional Chamber enthusiastically supports the Watertown Square Area Plan.

This refreshing reimaging of Watertown Square was created through a remarkably collaborative public process and positions the square to become something we can all be proud of.

- This plan transforms the square's most frustrating and unwelcoming traffic patterns, replacing it with a vision that welcomes pedestrians, cyclists, bus commuters, and drivers.
- This plan greatly enhances our existing restaurants', retailers', and other merchants' long-term viability while opening new opportunities and a desirable environment for new businesses.
- This plan smartly unlocks opportunities for multi-family housing, addressing a desperate need for employers struggling to hire, young professionals and their families to live, and for seniors looking to downsize.
- And this plan creates new open public spaces, transforms the Delta into a desirable destination, and opens access to our favorite river.

While there may ultimately be a need to adjust particular building heights or the angle of an intersection, those are deliberations for a later time through the zoning process, streetscape evaluations and other subsequent steps. We also are concerned that the ultimate execution of this project is carefully managed to minimize disruption to existing businesses.

But those are issues to be resolved in the days and years ahead. Now is the time to embrace this remarkably thoughtful, transformative vision and keep moving Watertown forward.

We urge you to adopt the plan as written.

Greg Reibman (he/him) | President & CEO
Charles River Regional Chamber

greibman@charlesriverchamber.com
617-244-1688 schedule a time to connect with me
www.charlesriverchamber.com | subscribe to our newsletter

Compiled Comments June 28 thru July 15

From: katherine.klosowski@comcast.net
Sent: Friday, June 28, 2024 5:45 PM
To: team@watertownsquareimprovements.com
Subject: Kudos, Plus let's go for 3000+

Kudos to the town manager, the extended project team, and everyone else working behind the scenes. You've done a great job of involving the community, patiently answering questions, handling concerns with empathy and logic, and keeping us well informed. I am really excited about the future redevelopment of Watertown Square.

I want to weigh in about whether our plan is limited to 1700 units or 3000. I vote for 3000. Here's my reasoning:

It will take years to build the housing, yet there is a real demand now. The future demand will not disappear, and trying to cram additional units into a tight area is likely to be done haphazardly. Such comprehensive plans are time-consuming and require collaboration of experts and stakeholders. Let's push the boundaries by thinking of future development and incorporating it now. In addition, local businesses will need a ready market (people!) to invest in Watertown Square. Setting our goal at 3000 units can help us accelerate the development so that we see a revitalized town square in my lifetime.

One final comment: please work with the post office to ensure they re-open in the square. New Town is ok in the interim, but their hours are limited (no weekends, no early mornings). Plus, all great town centers have a post office.

Many thanks

xxxx

In terms of specific questions and comments about the plan, I wholeheartedly support all the comments made by Jason Cohen and Abigail Hammond of the Planning Board during the June 27th meeting. We need more incentives for affordable housing, more safe ways for bicycles and pedestrians to travel to and through the Square, and more vibrancy in the Square. I support all mechanisms for increasing housing, including height incentives.

I also believe that Galen Street badly needs improved sidewalk and bike lane infrastructure that is currently almost non-existent. I do not see this addressed in the plan and I hope that solutions can be developed for this area. For me to get from the Library to Farina's cycling shop on Galen Street, I need to bike on sidewalks in a business district, risk my life crossing four lanes of traffic on Main Street, and bike an out of the way extra loop on the Charles River bike path. Nevermind the danger of biking on Galen Street past Farinas if I wanted to bike to businesses closer to the pike.

I heard comments during the meeting that implementing this plan could worsen traffic. While many more traffic studies would be performed before making changes, our top priority needs to be designing for what we hope the next 50 years will bring - more bikes, more pedestrians, and better public transit. We must do this even if there is a period of adjustment before every facet of life catches up. We cannot afford to design for a past that did not consider the climate change and health impacts of a car-bound existence.

Since getting an E-bike, I now do most of my errands on bike, eliminating my car from parking spaces in the Square. Yet, I still have far too many close calls with cars and more bike safety infrastructure is needed. Despite this, my experience with the e-bike demonstrates that when barriers to biking are removed (in my case, the struggle of biking uphill on Common Street), I bike more often. Likewise, I believe that when people feel safe biking and walking near the square, demand for parking by those of use who live within a few miles of the Square would be reduced, freeing up spaces for those who truly need it.

I also heard comments that Watertown should limit the zoning to only the 1701 housing units ("our share") under the MBTA Communities law. However, I find this viewpoint misguided. Even if the MBTA Communities law did not exist, we are still in desperate need of more dense housing, both to add vitality to Watertown Square, but also to add housing supply for the many people who need it. The more housing we have in Watertown, especially affordable housing, the better off all of us will be.

When I first moved to Watertown in 2015, I had about 6 households of friends (multiplied by 2-4 people per household). Today, I am the only household left. All others moved to other communities, most when looking to buy due to high prices. It is very hard to lose your community due to forces beyond your control. Despite this, I feel very invested in Watertown, as I serve on both the Conservation Commission and Community Preservation Commission. However, as invested as I feel, I know it is unlikely I can stay in Watertown if my husband and I need a bigger apartment.

I know the changes proposed in this plan will be slow to materialize, particularly new housing. However, I hope that this plan will be approved, ideally with even more units of housing and incentives for affordable housing than proposed. If this happens, then perhaps the next person in my position will be able to set down roots here and feel assured that they can stay for the long term.

Sincerely,
Jamie O'Connell
251 Common Street
Watertown

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From: Carole-Jean Smith <cjsmithgarden@gmail.com>
Sent: Monday, July 8, 2024 11:05 AM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Libby Shaw <elshaw@mit.edu>
Subject: Watertown Square

Hello Vince and Libby,

I would like to respond to the June 27th Watertown Square Planning meeting which I attended on Zoom. Two things specifically caught my attention:

1. In a comment about green infrastructure for the designated area, one speaker proposed continuous tree pits along the edge of sidewalks where trees will be planted. I heartily agree with this idea. In the 41 years I have lived very close to Watertown Square, it has been my observation that there is not a lot of heavy pedestrian foot traffic on those cement slabs between trees. Because the designated plan area is very busy, traffic-wise, most people most of the time use the crosswalks. Fully opening up the sidewalks between trees would provide much needed breathing, watering, and additional planting space.

2. Someone at the meeting spoke of the opportunity we have, in implementing a major plan like this, to be visionary with regard to our green infrastructure, to think outside the box; that in addition to an improved traffic pattern, the construction of necessary housing and retail space, and a thicker tree canopy, the opportunity to beautify Watertown Square is immense. The speaker pointed out that cities in other countries have successfully invested in the urban oasis concept. We are not, of course, Copenhagen or Bangkok or Liverpool, but I think that looking at photographs of what some other cities have done to be green and shady and beautiful will give us an idea or two that might never have occurred to us that might actually work in Watertown Square: living walls, rain gardens, green roofs perhaps.

I find the vision of a beautiful Watertown Square really inspiring. Think of our potential to be a model for other towns and cities around. Watertown Square could finally be a desirable destination for people to come to not only because of its practical benefits, but also because it can lift the spirit.

Thank you.

Yours truly,
Carole Jean Smith
Green Street

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From: Russ Arico <russarico@comcast.net>
Sent: Monday, July 8, 2024 6:20 PM
To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>
Subject: Watertown Square Area Plan

Mr President, City Councilors

1. The Watertown Square area master plan has a large list of issues that have many parts. If this is voted for as is, it will do irreparable damage to the quality of life here.
2. This plan must be divided into 12 separate parts, reworked where needed and voted upon separately.
3. This must be done before moving forward.
4. After listening to comments made by councilors at the last meeting at the middle school; it appears 3 or 4 councilors already support the plan as is.
5. As is; this plan is loaded with flaws and fantasyland thinking.
6. Only the developers will benefit from this plan.
7. Councilors:
    a. You were not elected to make the developers rich
    b. You were not elected to turn Watertown Square into Downtown Malden.
    c. You were not elected to destroy our quality of life.
8. To the City Manager:
    a. You were not hired to turn Watertown Square into Downtown Malden.
    b. You were not hired to make the developers rich
    c. You were not hired to destroy our quality of life here.
9. Do not let history show that you all did a disservice to the people of Watertown by creating a congested overdeveloped city.
10. To members of the general public that supports this plan as is: You have been blindsided. You refuse to acknowledge the negatives of this plan and do not see the damage it will do to the quality of life here.
11. I reject creating a redevelopment authority.
12. I remember as a kid the destruction of the West End of Boston by the Boston Redevelopment Authority and it's accomplice the Boston City Council and the Mayor.
13. The West End was a great affordable, ethnic neighborhood.
14. The poor got screwed and the developers made millions.
15. Do not shaft the people of Watertown so today's developers can get rich.
16. This must not stand as is. This must not stand as is. This must not stand as is.

xxxx

I have lived in Watertown for 8 years as a renter. I got married here and had my child here. The prospect of this new housing plan's approval gives me hope that I may be able to stay in Watertown, a place that my family loves. I fully endorse this plan's increase in housing and hope that as details are worked out in the coming months, there can be priority given to those of us already in Watertown's vibrant community. Rent is going up every year and houses for sale under a million dollars are hard to come by. I welcome additional housing to stabilize prices and allow us the chance to stay.

Thank you for reading my comment!

Amanda Maynard

8 Fayette St

xxxx

the city from elevated viewpoints, and it's important that we consider the proposed from the vantage point of how we will experience it for years to come, at eye level. I agree with the comment made at the last hearing that the lower views will feel box-like due to lack of design and fenestration, but "entourage" such as people and trees for scale will diffuse that somewhat.

4. INTEGRITY OF MATERIALS: In addition to the massing considerations to help manage scale, I strongly recommend that an exterior material review and approval per development, with physical samples, be required....for some of the recent fabric in Watertown, it's clear that some developers understandably aim for a more economical construction cost, but that unfortunately may leave the city with building materiality which will not age well.

5. A CENTRAL PARKING STRUCTURE AND FUTURE DEVELOPMENT PARKING: Please consider options.....Generally, my recommendation is that each new development assess and provide its own parking, as I assume will be the zoning requirement. I would also further encourage that parking for developments be provided underground, a very common approach throughout greater Boston, but one that for the most part has escaped Watertown. Parking should not be allowed to occur at the ground floor alongside a public sidewalk, where retail might otherwise occur. I also have a general concern regarding the impact of the central garage illustrated on the proposal, as for visitors by car to the Watertown Square retail, at grade parking I think will be considered more inviting and feel safer.

6. BELOW GRADE UTILITIES: Please consider this as a requirement for these zones, where it does not already exist....this next step in zoning will define the fabric of the Square for years to come, and the visual perception will be the difference between mediocre and refined.

7. REINFORCING A SENSE OF SAFE, USABLE, WALKABLE NEIGHBORHOODS: An encouragement of active retail at our ground floors, wider sidewalks for retail spill-out, considered bike lanes, surface parking, below grade utilities, and not allowing enclosed ground floor parking along a public sidewalk where retail could occur, in my opinion will all help create and reinforce a vision of Watertown Square which we can grow into, and a neighborhood fabric which we can appreciate for future decades.

Thanks for your consideration, and again, for all of the dedication and thoughtful work by all involved.

Sincerely,

Dave Ferris
19 Hillcrest Circle
Watertown

xxxx

I do not own a car. I rely on the few buses that are available to Watertown residents. If I had to go to work everyday I would need to own a car. The 70 bus is always crowded and gets held up in traffic. The 71 bus ditto, esp in the early evening when it runs Every 1/2 hr. If you have the physical stamina and courage to walk to the Watertown Yard and cross that dangerous intersection, there is the 57 that goes to Kenmore, and is packed, and stops every 3 blocks. The 504 is convenient, but does not run very often.

The newly landscaped Watertown Yard looks better, but is not convenient unless you work in the lab building - which looks empty - as there is no shade to wait in and the buses have to drive around in circles before they can pick you up.

So Please tell me how the MBTA expects Watertown to absorb thousands more people?????

Belmont has 2 train stations, and numerous bus lines leaving from Harvard Square....I watch them go by as I wait and wait for the 71. How many apartments are they adding?

Everyone involved in this pie-in-the-sky redesign needs to first give up their cars for a week and try commuting during rush hours to Watertown and home again. Walk over to the Watertown Yard and wait for a bus. Then tell us how many new apts. we should build.

xxxx

How can we project how much it will increase and affect our community ?
Do we know what that will look like? Can we project that ?

Has the question of increased crime been raised in the plan for Watertown Square?

Redistribution of Traffic Flow will be an issue ...

I have read the Proposed Plan and find that it is idealistic thinking that traffic will somehow disappear or it will discourage Motor vehicles from driving through Watertown Square.
I think it is realistic to expect traffic congestion and that traffic will be redistributed through residential streets by using the WAZE app .

Traffic from Charles River Road
Will be redistributed onto
Beechwood, Irving Street,Priest Road Thurston Road etc

Traffic from Main Street will be diverted down Waverly Ave Summer Street, Fayette Street Orchard Street as well as other side streets, many of which are in School Traffic Zones

The Watertown Police will then receive thousands of complaints about traffic. This WILL happen!

Do we just accept this as being the new way to live in Watertown?

Maybe we should look At Arsenal Street for an example of what NOT to do. It is an eyesore . Do we really want 15 sets of traffic lights in 1.5 miles, with no trees or green space ?

The comments that traffic lights will be used to sequence or que up traffic was referred to at a previous meeting, which would result in a traffic light at every intersection. Why do we want to do that ??

I find it hard to imagine that we are trying to tell people how they should live in the future.

Are we really saying that current residents, particularly those who are over the age of 50 should ride bikes and walk as a primary means of transportation???
Or, are we saying people over the age of 50 don't matter?

In many ways I think that is wrong and disingenuous...

If we are to make changes to Watertown Square we should meet the MBTA - 1701 unit requirements and no more.

Sincerely
Robert Patey

xxxx

To: Newton, Doug <dnewton@watertown-ma.gov>
Subject: 7/16/24 Meeting - Comment for the Public Record (I am unable to attend)

PLEASE ENTER INTO THE PUBLIC RECORD OF THE 7/16/24 MEETING OF THE CITY COUNCIL AND PLANNING BOARD RE: THE WATERTOWN SQUARE AREA PLAN

From Kathi Breen
186 Boylston St., Watertown MA

I've participated in every public meeting since October 2023 and I have publicly supported a renaissance for our city center through the Watertown Square Area Plan... both the 4 Corners streetscape and the proposed zoning changes to enable new housing of at least 3300 unit capacity. I call these "imaginary units" because the concept of unit capacity assumes that existing landowners will tear down whatever exists on their property today and build housing up to the plan limits (an unlikely scenario at best).

I strongly oppose the suggestion to limit "imaginary units" to 1701, either as a so-called "Phase 1" or as a final number. The phased approach suggested by one Planning Board member seems like a thinly veiled attempt to kick the controversy down the road in hopes that a higher number will ultimately be rejected. However, the 1701 number is too low to achieve our goals to make Watertown Square a vibrant, attractive city center and an economically viable place for small businesses.

I agree with the Councilor who said that our Square is a failed area and has been failing for 30 years. I lived on California St. during the 1980s and never came to the Square, only through it. Today it looks just the same... rundown buildings, limited choices for shopping and restaurants, and questionable personal services businesses. I'm excited by the opportunity to take our city center back for the residents of Watertown! It can be so much more. I would love to have an ice cream shop and a book store there, but no one in their right mind would invest in such businesses as the Square is now.

Let's put this Plan in context. It covers only a small proportion of our city's land area. Exactly no one is suggesting to put 5 story buildings inside neighborhoods of existing single-family and two-family homes. Watertown Square is exactly the right place for additional housing density, given its access to city services and the best transit options we have to offer. As the planning team has repeatedly emphasized, it is unlikely that all 3300 "imaginary units" will actually be built.

To those who say, let's wait until transit is more reliable, I say you could find 1000 reasons to wait. Implementing this plan will take who-knows-how-many years, so let's get started. Citizens should focus their energy on lobbying for increased state-level funding to improve the currently disgraceful service provided by the MBTA. There's no viable way to achieve the goals of the Plan except to pursue multiple improvements at the same time, coordinate these efforts, and work hard to ensure they all come together. That, in general, is what I do for a living so I know it can be done.

One Councilor expressed "concern about the large area of by-right zoning." He betrays an underlying assumption that local residents should be able to, in effect, approve what gets built on property owned by someone else. This concept of "local control" is the vehicle by which individuals all over our state have found a myriad of ways to unnecessarily complicate the building process,

nitpick design elements, beat back proposed developments and ultimately prevent new people from moving into their community. I believe this is IMMORAL and it's
EXACTLY THE REASON WE HAVE A HOUSING EMERGENCY IN MASSACHUSETTS. It needs to change. I support removing most "local control" by non-professional individuals from the process of approving new housing.

I heard so much fear from one Councilor – fear of any change whatsoever came through in almost a whimpering tone. Realistically, this city isn't so beautiful that we should preserve everything in it exactly as is. Yes, the views from some homes may change due to this Plan. What she failed to mention is that any kind of change will benefit some people while being difficult for others. A "generational change" should be assessed based on both costs and benefits. If a handful of people "lose" while 35,000 people benefit, we should go with the choice that benefits the most people in our city.

To those who are concerned about increased traffic from the Plan, I have 3 responses:
1. Car drivers are not the only people who matter. Allowing our Square be a pass-through to the Pike forever is unacceptable.
2. The current traffic pattern in the Square is unsafe... for me as a car driver, for bicycles, and for pedestrians ... especially the blind and elderly and young children. It's too many lanes, too confusing and it must be simplified.
3. The Planning team has said repeatedly that additional traffic forecasts and impact studies will be performed as we dive deeper into the planning process. Let's see what those uncover.

Regarding the idea to put this Plan to a city-wide referendum, I say absolutely not! The City Council and Planning Board are vested with the responsibility to amend and approve this Plan. Delay is simply a tactic to try to beat back the entire plan. No plan will please everyone, and some residents demonstrate that they don't want any change at all.

I urge the City Council and Planning Board to get going by approving this Plan. It's an excellent "end of the beginning."

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would be a much better way for the public to understand what the Plan is. Also, to have large detailed street boards available at City Hall and the Library with information that can actually be read without a magnifying glass would be a better way to involve the community.

I submitted the following information on Watertown News for Mr. Pickering's OP-Ed on July 13. I hope all of you read the various articles and continuing comments.

> No matter what we think about all the details involved in reviving the Square, getting better service from the MBTA is definitely key. They have not been proactive and many people don't have confidence they will actually do what will be needed to provide better transportation going forward.
>
> The MBTA, like many government agencies, is in a severe financial crisis and doesn't have the money to do what needs to be done to make it really functional; the upgrades and maintenance are way behind because money wasn't spent in the past and now it's catchup time.
>
> Due to their lack of safety measures in place, the federal government mandates that the MBTA hire hundreds more employees with all their increased pays and benefits to make the system safer for workers and commuters, and still there have been stories on the news that workers ended up on the tracks with trains coming toward them.
>
> Someone in their infinite wisdom bought trains from China and they haven't kept up with the production, so now another 'wise' state person authorized them to pay extra bonus money to China to speed up the manufacturing process. And what happens as we need replacement parts? Are they going to be available in a timely manner when we need them?
>
> With all the problems the system has, what are our chances of actually getting our needs met in our little City? And if those needs aren't met, how can we plan to build a high amount of housing to a point that we are not really allowing much parking in them and have no alternatives to get people where they need to go in a timely manner when the system fails us.
>
> We have no control over the state agencies that oversee so much of our lives. We need to proceed cautiously with the plans for the Square. If people move into any new housing units hoping that public transportation will be available when they need it and those needs aren't met, we could have a lot of empty apartments, people buying cars and parking on our neighborhood streets, or have a lot more Ubers and Lyft cars zipping through our City.
>
> If we build to an unreasonable count, once it's done, it can't be undone! There is a quote, "A reasonable man needs only to practice moderation to find happiness." I think this is a reasonable approach to what local governments should do also to make their citizens lives better. Let's not plan to the max here when we don't have the answers to many questions.

I recently submitted this additional comment on the same subject.

> Angie, you always provide much needed details and facts with your comments. If we are already paying those high fees to the MBTA, we may be paying a lot more in the future even if they don't provide more or better services.
>
> The state is mandating what we do in Watertown on housing based on the MBTA law, but yet they aren't forceful with what the MBTA does and how it does it. Our state's budget is in big trouble as is the MBTA's. I have doubts they can fix either with their current approach to continued spending in every line of the budgets.

The T is giving free rides to people inconvenienced by the closing of the Sumner Tunnel during its repairs. That is all well and good, but that's a lot of lost revenue that could help out on funding the system. In many areas of Boston residents are getting free rides too if they are in low-income areas. Maybe reducing their fees would be a better choice as it would allow some income to offset the costs of running the buses, trains, etc.

More people are leaving or considering leaving MA because of the high costs and taxes. The more people we lose, the more of our tax base gets eroded.

Our State Auditor was successful in getting a ballot question added to the election ballots in November. (Massachusetts Authorization of State Auditor to Audit General Court Initiative #23-34) If we approve it, it would allow her to audit the accounts, programs, activities, functions of all departments, offices, commissions, institutions, and activities of the state legislature and any authorities or districts created by the state legislature. I think this is a good start to seeing where our money is actually going as many of us think 'Bacon Hill' doesn't really represent the people and what we want. Let's hope this helps with transparency and maybe funds can then be diverted to better areas of need and taxes will be better controlled. Fingers crossed!

It seems that some of you think we can depend on an undependable system to service our City's needs and are perhaps leaning towards increasing the amount of housing units beyond the mandated 1701 with this assumption. As you can see by my thoughts, I don't have that same confidence.

As a result, I would prefer that you actually show us a plan that would accommodate the 1701 units and not the 3133. If we increase housing to the max with so many unanswered questions, I feel that what's done can't be undone, and that leaves our City in a less than desirable situation in the future.

If at some point the state does come up with a plan to expand rail services to our western or central suburbs, many people may choose to buy houses out there and not want to live in Watertown with all its congestion. (I actually hope that happens because many of those areas have room for more housing and they would welcome an increased tax base and it would help alleviate some of the traffic in the Greater Boston area.) But that leaves us with a possible dilemma, more vacant apartments and businesses in the future.

We can't and shouldn't be the ones to fill in so many of the housing needs in the region. We are one of the smallest cities and one of the highest in density, and we know that more housing will be developed in other areas of Watertown in the near future. No one mentions this as there is so much concentration on the Watertown Square area now. This housing may not be in the half-mile radius or on a bus route, but it will be built. It may not be affordable for all due to high interest rates or land values, but that's a whole other situation. The whole country is in the same state of affairs.

I would encourage you to decide on the lower of the housing unit choices as we know this isn't just about 1701 residents. In may cases that will be doubled and that's lot of people in a small area. And with the high rents, are they going to be spending a lot of money downtown provided that we indeed have attractive and viable businesses in their first floor spaces if the retail rents are high? There are so many questions that we can't answer now.

I personally wouldn't want to live in apartments over a restaurant with the potential for fires. With regard to possibly making the library addition a private/public option, I would also be concerned about a fire happening there. What important documents could be lost in a worse case situation?

Look at the bio labs - many of us spoke to the concerns of putting too many eggs in one basket and now we have empty spaces. They may be filled in the future, but when? In the meantime they aren't contributing to jobs. If we lose the current small businesses, we lose more jobs that people can walk to. Bigger isn't always better.

There seems to be a strong desire by some to get rid of our automotive related businesses, a vital one for many people. It's nice to have them in an area where people can catch a bus to go to work or elsewhere or go to a restaurant to spend time while waiting for their cars.

No one is talking about the infrastructure needed for all the developments. Do we know if there are underground problems that will prohibit, delay, or increase costs to the developers and us taxpayers? Can the sewer and water systems handle increased loads? Will our water and sewer charges be increased even more?

I think we really need to have test runs on the road changes proposed. If we block off those areas for tests, people will really understand whether things will be better or worse. The neighborhoods that will be cut-through areas will see how they may be affected. (I know Mr. Speck mentioned at one of the meetings that the goal was to divert traffic from the Square and that meant people would take alternate routes through different blocks.) That's fine for him as he doesn't live here.

We all know that Watertown is a pass-through city and that will never totally change, but we do want some outside traffic here to patronize our restaurants and businesses and we want more businesses for more diverse jobs. With our tendency to want to be first in the state to implement some plans, the same as the state wants to do in the country, (all in the name of getting money), I believe we are putting Watertown in jeopardy as policies, technical advancements, and people's preferences change over time. If we're locked into situations that are decided on now, is that really the best approach for us?

Many so called experts made decisions on COVID that turned out to be wrong. Our children, businesses, our medical fields and so many areas of our society have still not recovered. None of us have all the answers, but let's not be presumptuous that we do. My approach is to usually err on the side of caution and move forward slowly.

I apologize for being so longwinded, but again there is no time at the meetings to go into detail and these are just some of the thoughts I've had during this planning process. I hope you take them in the manner that they are meant, to prompt some serious thinking about the concerns people have and the potential solutions that may or may not work.

We need to focus on a broader area of planning to serve many people, not just the more transient renters. Remember that whatever decisions you make for this Plan, you will be remembered for them. What do you want your legacy to be?

Respectfully,

Joan Gumbleton

32 Falmouth Rd.

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From: Leo Martin <lgm683@gmail.com>
Sent: Monday, July 15, 2024 5:48 PM
To: City Councilors <citycouncilors@watertown-ma.gov>; Planning Board <pb@watertown-ma.gov>
Cc: Proakis, George <gproakis@watertown-ma.gov>; Magoon, Steve <smagoon@watertown-ma.gov>
Subject: City Owned Parcels in Watertown Square,

Dear City Councilors and Planning Board Members,

As you move forward to a vote on the Watertown Square Redevelopment Plan, I would like you to consider removing the city-owned land from the development plan. I understand that any housing constructed on those parcels do not count toward meeting the MBTA housing requirements. I would also voice my opposition to the selling or transfer of any city-owned land for whatever reason. The city does not own enough land to provide flexibility in the potential growth of the fire station and library if the former police station and the lot behind the library are developed. The other city-owned properties, the parking lot behind the CVS, the properties on Church Street should also not be developed.

If indeed we get to a place where the city and its merchants no long need as much surface parking, the land could be transformed into open green-space. I understand that the plan is a concept plan, but in the engineering world the concept facilities plan that is licensed with the regulatory agencies is what gets built. And if things change there are hearings justifying any change. In other words, once it is on paper it is easier to build it rather than change it.

There is a great deal of housing between Mount Auburn Street and the library, and based on the proximity to the various T routes, the density in that area does make sense. The developers may be forced to provide some green space, but depending on how many lots they can piece together, the green space may not be contiguous or very large.

The only public land that could be transformed into green space is the city-owned lots. Assuming that the former police station gets redeveloped as a public building that leaves only the lots that are currently used for staff and municipal parking to be considered. If indeed there is a time when they could be transformed to green space, we could have green space from Spring Street to Saltonstall Park.

Please provide future flexibility to enhance or city by removing the developments shown on City owned property and do not sell any city-owned parcels.

Leo Martin

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Compiled Public Comments July 16

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From: Wada Hoppah <wadahoppah@gmail.com>
Sent: Tuesday, July 16, 2024 9:51 AM
To: Newton, Doug <dnewton@watertown-ma.gov>
Subject: Comment on Sq. redevelopment meeting 6/16

I wasn't able to comment last time. Please add this into the public commentary today. Thanks.

"Having been part of the entire redesign process since last fall, we'd like to stress the benefit our upcoming electric water shuttle service will have on Watertown's Sq.s redesign and future square residents.

It is IMPERATIVE as you consider the density of new housing, we optimize future residents of the square to be car free; and the best means of getting into and out of Boston daily, won't be bicycles or extra road vehicles like buses. It'll be the 40 person electric ferries leaving from the boat landing in the square every 15 mins.

SImply put, car free Watertown's future success will be directly linked to our project. We urge the board to adopt the four corner model and increase visibility and comfort of the boat landing area to increase commuting and future tourism from Boston into Watertown, neither of which it's had before."

--

Drew Rollert
Founder, WadaHoppah
All electric, wakeless, water shuttle for the Charles River
Boston MA

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To: Watertown City Councilors
From: Linda Scott
Subject: Response to Councilor Gannon's comments on Watertown's History on June 27, 2024
ATTN: Please include this letter in the record and read at the July 16th Joint Hearing

Dear John,

I am sending this to all of the City Councilors, but I'm addressing it to you, since I am responding to the comments that you made about the history of Watertown at the June 27 Joint Meeting of the City Council and the Planning Board. Your comments gave me food for thought. I thought about how circular the path of Watertown has been…large, broken down factories replaced with office space. That gave way to Bio Tech labs.

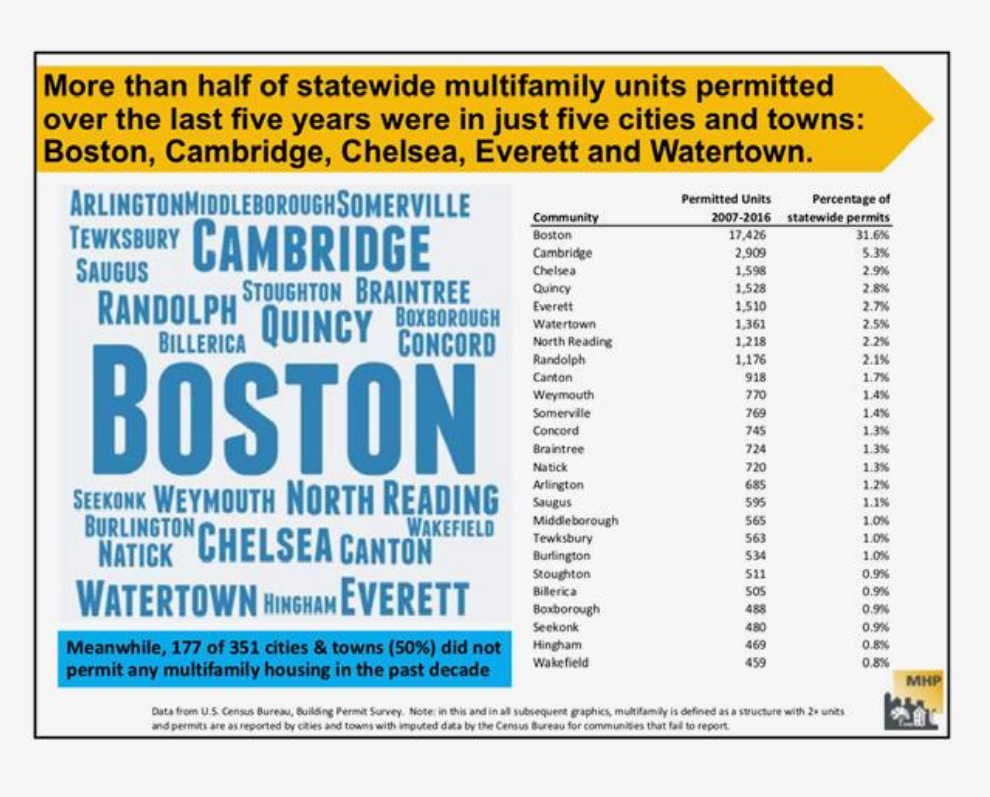
It's been a pattern in Watertown's history to go all-in on one thing. Bio Tech is no exception. And given our large buy-in to this form of business (even planning to build very tall bio tech buildings in

very small neighborhoods (those “certain neighborhoods” that you referred to in your comments)), this trend is already concerning.

The direction that has been set for Watertown by our City Council (with the strong and vocal reservations of many Watertown residents) is concerning in many ways. We’re not even into our tenth year of this direction, and already brand new bio tech buildings sit unoccupied, the layoff rate in this industry is quoted at around 30%. Permits for new buildings in Watertown languish, with requests for long extensions.

Given our hope for financial redemption from this industry, these are troubling times. The easy-peasy “gravy train” seems to be ending, as large companies with no loyalty to a constituency and area are moving South to less expensive climes. And yet, this is not new to us. There’s a building on Pleasant Street that went through many iterations of our “planning” process: office space... bio lab...before it finally morphed into housing. Pleasant Street: how well did our “planning process” work out there? Do you see why residents have concerns??

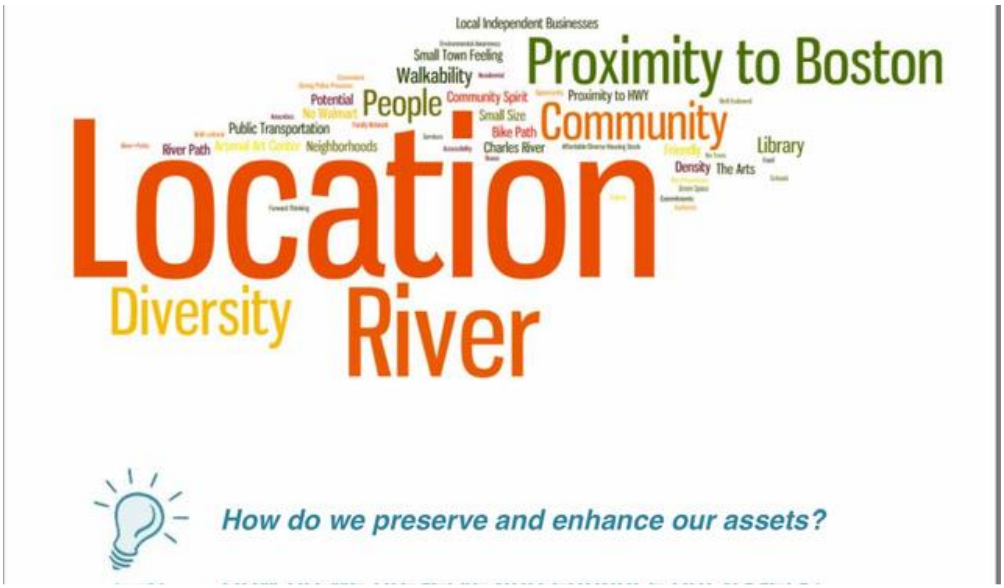
Now, the newest “craze”...we’re moving on to very large housing projects. Not that this is a sudden phenomenon in Watertown. We’ve been very successful at building housing, being lauded for our efforts:



Community	Permitted Units 2007-2016	Percentage of statewide permits
Boston	17,426	31.6%
Cambridge	2,909	5.3%
Chelsea	1,598	2.9%
Quincy	1,528	2.8%
Everett	1,510	2.7%
Watertown	1,361	2.5%
North Reading	1,218	2.2%
Randolph	1,176	2.1%
Canton	918	1.7%
Weymouth	770	1.4%
Somerville	769	1.4%
Concord	745	1.3%
Braintree	724	1.3%
Natick	720	1.3%
Arlington	685	1.2%
Saugus	595	1.1%
Middleborough	565	1.0%
Tewksbury	563	1.0%
Burlington	534	1.0%
Stoughton	511	0.9%
Billerica	505	0.9%
Boxborough	488	0.9%
Seekonk	480	0.9%
Hingham	469	0.8%
Wakefield	459	0.8%

By all measures, this is no NIMBY community! Here are two word clouds that were done by Watertown residents within the past decade:

Word Cloud One; What attracted you to Watertown?



Word Cloud Two: Resident Concerns for Watertown:

But, as usual, Watertown can't proceed with care. We go "full speed ahead," throwing any kind of caution to the wind. We're mandated to do 1701 housing units? Let's do 6,000! No? Okay. Let's do 3,000. Pay no attention to the bankrupt and inefficient MBTA and the possibility of 3000 plus additional cars moving in with the 3000 plus new housing units. By the way, all of this while other major housing projects (that don't count in that 3,000 number) are already in the works.

You mentioned that the 1980 Mass highway plan was to funnel cars through Watertown. "We used to have small businesses and restaurants and places to bump into people," you said.

Don't look now, but those still exist, John. Just ask Bob Airasian (founder, Watertown Business Coalition) about them.

Their statement about the Watertown Square Area Plan: https://www.watertownmanews.com/2024/06/13/letter-watertown-business-coalitions-asks-for-the-watertown-square-area-plan/

With wholesale, nearly unbridled, growth in the Square, the very thing that makes us unique, our small, diverse businesses, will disappear, and our "Sense of Place" will become "Anywhere, USA." Take a look at the corner of Moody Street and Main in Waltham to see our future.

What has been missing are clear signals and incentives by our City government for upgrades and improvements for our downtown. No apparent "vision" for decades! In a phrase coined by Daniel Patrick Moynihan: "benign neglect."

One of the exceptions to this is our library, a shining beacon in the dark, with a beautiful seating area out front and a plethora of programs scheduled for day and night that bring residents of all ages to the Square. In fact, the library is a shining example of how the old and the new can be successfully combined into an intriguing (and even classy) example of how Watertown could develop. Even with this, there's anecdotal information that says the Council was hesitant to proceed with this. It took residents having bake sales and selling patio bricks to bring this to fruition.

As far as those "vibrant Watertown neighborhoods" that you fondly mentioned, they're very busy:

Fending off rats from unbridled construction. (They're not busy with family gardens, because that would attract rats.). Note: Kudos to our Health Department, which is leading a valiant effort to contain this problem.

Advocating for neighborhood school crossing walk safety (that took 8 years!)

Carefully negotiating the hazards of cracked and neglected sidewalks.

Dodging pot holes on their streets.

Contacting the City DPW, when their street is improved ...good news, but the water and gas line accesses were paved over in the "improvement" process...bad news.

Advocating for street trees to be planted and nurtured.

Unsuccessfully advocating for dangerous, dying trees that are overhanging streets and lifting up sidewalks to be taken down.

Cleaning up the flotsam and jetsam that's left behind on their streets by the new trash trucks, with no extra personnel to walk behind and pick up the objects that didn't quite make it into the truck.

Dealing with the debris that's left out on the street by renters who move out and absentee landlords who simply collect the rent.

Dodging cars that are using their streets as cut-throughs, with no thought that people (and their kids) live on these streets.

Worrying about fire truck access, because with the increase of non-family (unrelated) renters come bikes and scooters, but also come multiple cars for multiple roommates that add to parking up a street, making emergency access iffy at best,

Waiting for buses near their homes, sometimes for an hour, to get where they need to go.

John, the Watertown neighborhood picture is not as rosy and "vibrant" as you might think. Being a city-wide councilor, you (and the rest of the councilors), I thought might want to be aware of this.

Finally, in closing, could we please slow this housing planning process down a bit? Let's start with the 1701, get that squared away and then take a long view at what we've accomplished. Again, keeping in mind that many housing units other than the 1701 are now in progress as well.

Could we also mandate a trial run of the new components for traffic flow in the Square?

Oh, and speaking of traffic, did you know there's something big being planned for Newton Corner and the MassPike? It's called the Newton Corner Long-Term Planning Study. Just ask Steve Magoon. He assigned one of his Watertown transportation staff to be part of that process. Wouldn't information about that major project be good for you and the public to know when planning for Watertown Square?

Thanks for your patience! I'm not known for my brevity, I'm afraid. See you at the Middle School.

Linda Scott

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

From: Thomas Michel < thomas_michel@hms.harvard.edu>
Sent: Tuesday, July 16, 2024 2:41 PM
To: Watertown Square Improvements <team@watertownsquareimprovements.com>
Subject: Charles River Road- A Modest Proposal

Greetings-

I live in Watertown Square and commute by bike each day to Boston, where I work as a professor at Harvard Medical School.

I confess that I was disappointed by the latest traffic configuration which proposes a new connection between Charles River Road and North Beacon Street at the terminus of Charles River Road. I think that this could present a potentially dangerous impediment to pedestrians and bicyclists.

Even more importantly, I am deeply disappointed that the notion of turning Charles River Road in a pedestrian-only thoroughfare has never been explored (or at least this concept has not been presented) in any detail. I can affirm from my daily commute- and I am sure that you know from your traffic surveys- that Charles River Road does not have a great deal of vehicular traffic. I am sure it would have even less in the new model in which Charles River Road ends at a stoplight requiring a LH turn to enter Watertown Square. I doubt that many drivers would turn right at the intersection, basically going back the same way they came. Frankly, this configuration makes little sense to me.

And turning Charles River Road into a pedestrian mall would be the SINGLE MOST TRANSFORMATIVE AUGMENTATION TO WATERTOWN SQUARE that I can imagine. All this talk about green space and connecting Watertown Square to the Charles could be realized by taking an under-utilized river-adjacent roadway and turning it into a riverside pedestrian mall/park with walking paths and bike lanes.

I know that planning is at its advanced stages. I have been to many planning meetings, and have been waiting for one of the plans to deal more creatively with Charles River Road. I am deeply grateful for the thoughtful approach to the reconfiguration of Watertown Square and the engagement of both expert planners alongside the broader community to find the best way forward.

I implore you now to carefully reconsider how Charles River Road can be reimagined and reconfigured in a transformative way to enhance the connections between Watertown and the Charles River and improve its accessibility to pedestrians and artists as a new source of green space to this congested urban center.

I appreciate your consideration.

With thanks for your hard work, and with best wishes,
Thomas Michel
xxxx

opinions-de-jour. Some people like the town they're in, my family included. Please do not turn Watertown in Boston or Cambridge.

If you have any questions, concerns or want clarification, do not hesitate to ask. Thank you!

-Colin Wehrung, Esq.

xxxx

how and why they have gotten the details of the plan correct. It would open a new era in planning and citizen participation. Because of past events, trust is at a low point regarding development. A referendum would begin the process of healing and trust building that is necessary to our future.

We must be careful about too much height in an concentrated area. 4-5 stories should be the limit and not clustered together even right in the Square.

We must create new neighborhoods and not simply build buildings. We should create new housing for ownership. We must also create housing designed for families.

We must figure out ways of building 100% affordable housing in the near future. Market rate housing will make scant difference in affordability in the near term. The plan should include a task force convened to study this issue. Watertown must not turn its back on our essential workers, the working class and immigrants who have found a comfortable home in our community. Development on any city owned land should be 100% affordable.

Finally I cannot emphasize adequately the importance of pressing the Commonwealth for more and better public transit. The MBTA communities law as written involves penalties for non compliance, but no substantial rewards for those communities that do their part. It's all stick and no carrot.

The concept of transit oriented development requires, as a rule, excellent transit in order to succeed. If the Commonwealth cannot provide more and better public transit to our community, it is setting us up for failure and difficult problems in the future. If we do our part, they must do their part.

Thank you for your time and attention.

Joe

Joseph Levendusky
13 Templeton Parkway
Watertown, MA 02472
617.515.8597
jlevendusky@earthlink.net

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

From: Pete Airasian <peteairasian@gmail.com>
Sent: Tuesday, July 16, 2024 3:56 PM
To: City Councilors <citycouncilors@watertown-ma.gov>
Subject: Watertown square

Wasn't sure I'd make it to the meeting tonight to speak so I wanted to reach out.

Why haven't we been shown a plan for 1701? Watertown has more than done their part in adding units and I believe we should be focused on meeting the requirements set forth by the state. I think we're getting ahead of ourselves here. Show the town and the council a plan for what's required then figure out what more is able to be added.

It is way too early for a vote on this and I hope it doesn't happen yet. The plan I saw a few weeks ago uses municipal land that doesn't count towards the requirements the state has asked for. I really don't understand how it's gotten this far down the road.

I hope to make it tonight but in case I can't I wanted to have my thoughts heard. Feel free to reach out, and thank you for your time.

Sincerely,

Pete Airasian

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

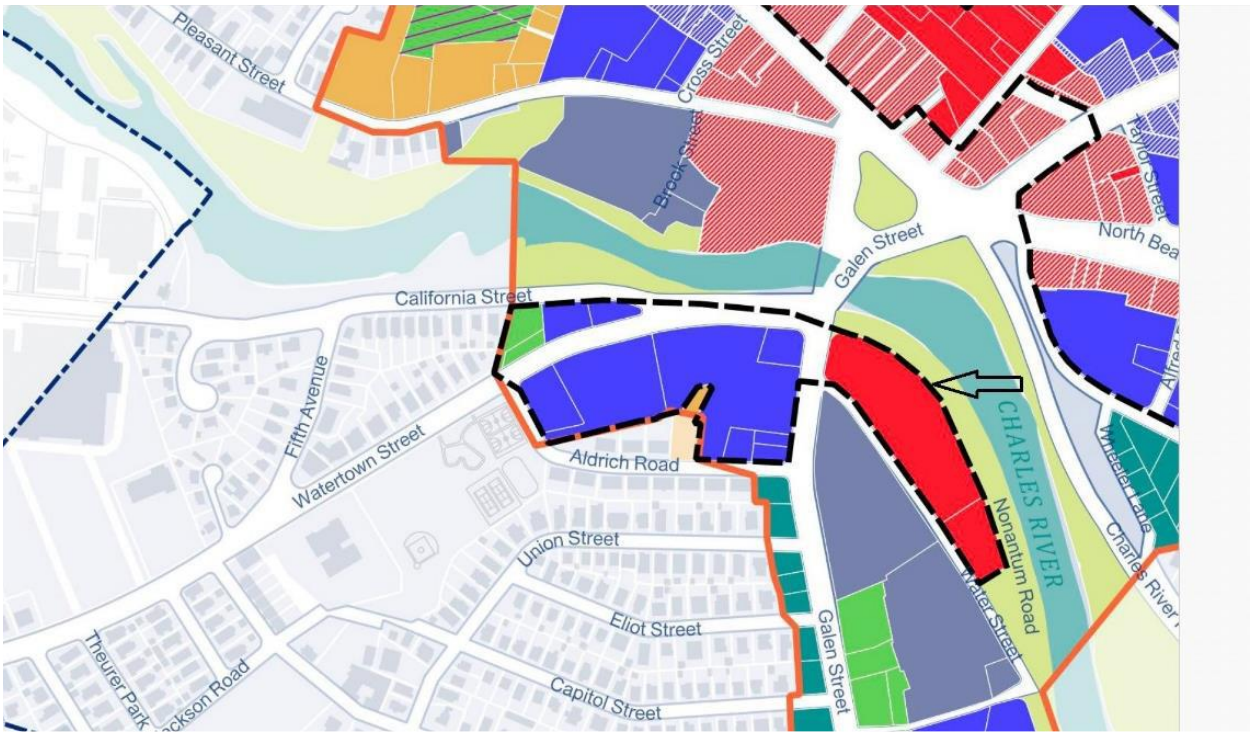
Watertown City Council, Planning Board and City Manager
149 Main Street
Watertown, MA 02472

Re: Watertown Square Area Plan

Dear Mr. Proakis, Council Members and Planning Board:

We applaud the intentions laid out in the Draft Watertown Square Area Plan (the Plan) to create connections to existing green spaces and we are encouraged by the Plan's reduction in pavement and expansion of open space. However, our community is at an important juncture where the decisions we make today will impact future generations and the quality of life for both existing residents and the > 3,000 new Watertown residents our city will welcome in the decades to come. Decisions that not only achieve the goals outlined in the plan, but protect access to green spaces and connectivity to parks for existing Watertown neighborhoods. With that in mind, the Conservation Commission respectfully submits this letter to state several concerns we have with the Plan as it stands.

We are concerned with the proposed 5+ story zoning for the narrow finger of land between Nonantum Rd and Water Street, due to the proximity to the Charles River and potential impacts to wildlife (i.e., impact to migratory birds, imposing feel). See image below. We respectfully request any proposed buildings in this area to have a 30-foot (minimum) setback from the parkway road and multi-use path and to require a tree buffer, which will soak up rainwater, reduce urban heat island impacts and enhance the ecological benefits of the river corridor at this location.



- The significant increase in potential residents could strain our existing parks and we urge the City to consider more places within the Plan where more parks or greenspaces could be built to support the significant proposed increase in residential density.
- While the existing Charles River Path and expanded green space by the existing "dock" area will undoubtedly be a valuable resource to future new residents, families living in the square and surrounding neighborhoods need access to parks and playgrounds. We encourage the City to think beyond our current inventory of parks and open spaces and consider adding new parks closer to Watertown Square. For example, maybe a small playground could be added to the land adjacent to Dealtry Pool (through coordination with DCR) or on the south side of the river where the slip lane for California Street will be eliminated.
- Providing greenways from surrounding neighborhoods into the Square and through the square to connect residents to businesses, shopping and restaurants will increase access to green space and make the square an even more desirable destination. Land currently owned by the City near Town Hall should be considered for these greenways.
- To further reduce urban heat island impacts and stormwater runoff, tree planting should be prioritized and the City should work to ensure proper conditions for trees to survive and thrive. We also suggest that creative options, like green roofs or vertical gardens be considered where feasible.

We thank the City for inclusively engaging the community in a thoughtful and detailed planning process for the re-imagined and re-invigorated Watertown Square. We appreciate the time, effort and expertise that went into drafting the Plan and applaud City officials for working to find the right balance between housing needs, transportation improvements, pedestrian and bicycle safety, and downtown commercial revitalization. We hope that you will consider these comments and

continue to prioritize green space connectivity and access for all Watertown residents, current and future.

Sincerely,

Maria Rose, Chair
Watertown Conservation Commission

cc: Katherine Swan, Conservation Agent
Steve Magoon, Assistant City Manager for Community Development and Planning

xxxx

Coming from the opposite direction, how do I travel to 25 Thurston Road for example from the Dunkin Donuts on Main Street.

I would appreciate a simple, but specific answers please stating a street by street direction similar to Waze.

Thank you,

Peter Centola
25 Thurston Road

xxxx

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

PROCLAMATION HONORING KIM CHARLSON

WHEREAS: Kim Charlson has served as the Executive Director of the Perkins Library since 2001, leading the library's mission of providing accessible reading material to people who are blind, have low vision, or physical or reading disabilities; and,
WHEREAS: Ms. Charlson oversees the FCC iCanConnect program, which provides free communication technology and training to eligible deaf-blind individuals; and,
WHEREAS: She co-chairs the Federal Communications Commission's Disability Advisory Committee and serves as the co-chair of the Coalition on Assistive Technology; and,
WHEREAS: As a distinguished expert on library and information services for people with disabilities, Ms. Charlson serves on several committees for the Library of Congress' National Library Service for the Blind and Print Disabled and has contributed to numerous publications on braille and accessible library services; and,
WHEREAS: In 2013, she was elected as the first woman president of the American Council of the Blind, where she spearheaded multiple campaigns that significantly expanded access and inclusion for people who are blind or have low vision; and,
WHEREAS: Ms. Charlson is the president of the North America/Caribbean Region of the World Blind Union and the chair of their World Braille Council; and,
WHEREAS: Since 2006 Ms. Charlson has chaired on the Watertown Commission on Disability, which works to ensure the needs of people with disabilities and their families are met in our community; and
WHEREAS: In recognition of the profound impact of her work on persons with disabilities, particularly in the field of blindness, Ms. Charlson will be awarded the Migel Medal – the highest honor in the field of blindness – by the American Foundation for the Blind.
NOW THEREFORE BE IT PROCLAIMED: That the Watertown City Council extends its deepest appreciation to Ms. Kim Charlson and takes great pride in honoring her for her many years of distinguished service making the world more inclusive and accessible for those who are blind or have low vision worldwide.

IN WITNESS HEREOF,
I have hereunto set our hand and caused
the Great Seal of the City of Watertown to be
affixed on this 13h day of August 2024

_____
Mark S. Sideris, City Council President

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

NOTICE OF PUBLIC HEARING – EVERSOURCE

Grant of Location: Arsenal Street and Arsenal Court
WO # 15520807

May 14, 2024

Dear Abutters:

The City Council of the City of Watertown will hold a public meeting on Tuesday, August 13, 2024 at 7:00 p.m. in the Richard E. Mastrangelo Council Chamber, 149 Main St., Watertown, MA along with remote opportunities for participation with public access provided as follows:

ACCESS INFORMATION:

A. The meeting will be televised through WCATV (Watertown Cable Access Television): http://vodwcatv.org/CablecastPublicSite/?channel=3
B. The Public may join the virtual meeting online: https://watertownma.zoom.us/j/92991331344
C. Public may join the virtual meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344 #
D. Public may also comment through email: vpiccirilli@watertown-ma.gov

On a petition from Eversource for consideration of a Grant of Location for the following installations:

Arsenal Street – Northerly from pole 5/20, at the intersection of Arsenal Street and Arsenal Court, install and maintain approximately 8 linear feet of conduit.

This work is necessary to provide electric service to a traffic control box. Upon completion of our review, we are submitting the following recommendations and conditions for consideration by the City Council should the Grant of Location be approved for this application. A photo of the location of the proposed work is presented attached to this document.

Standard Conditions

1. During construction, uninterrupted pedestrian access (or temporary pedestrian

facilities) shall be provided at all times or an appropriate alternative path provided.

2. Please be aware that there may be utility infrastructure that is not shown on the plan and may be encountered in the field. If a conflict occurs between the proposed installation and existing City-Owned and/or private utility infrastructure, The City Engineer shall be contacted directly to discuss an appropriate resolution.

3. It is the sole responsibility of the Applicant, and their Contractor, to ensure that and City-Owned and or private utilities, if located within the limits of work should be properly marked and protected during construction activities.

The City of Watertown is not a member of Dig Safe and must be notified separately.

4. The proposed scope of work requires a DPW Street Opening Permit through the Watertown DPW prior to the start of construction.

5. All disturbances to curbing, grass strips, sidewalks, walkways, and roadway surfaces shall be repaired in kind to the satisfaction of the City of Watertown DPW. If any existing sidewalk is proposed to be removed and replaced in full width, the restoration must be completed in accordance with all current ADA, MAAB and City of Watertown standards.

6. All work within the Right of Way shall require the Contractor to schedule and coordinate a police traffic detail. Traffic control and safety measures shall be implemented in adherence to all applicable OSHA requirements, Massachusetts DOT Work Zone Safety Guidelines and Part VI of the Manual of Uniform Traffic Control Devices.

7. All material stockpiled on roadways and/or roadway shoulders shall be protected with erosion control devices such as silt fence or straw wattles. It will be the sole responsibility of the Contractor to remove any sediment that enters the City drainage system as a result of the proposed work.

8. Equipment, staging, and stockpiles shall not be located in a manner so as to interfere with intersection sightlines and shall be kept in a neat and orderly fashion.

9. Public shade trees within and adjacent to the proposed work zone must be protected. The Contractor shall install individual tree protection on any public shade tree that may be impacted and the Contractor shall not stockpile material or equipment within the drip zone of a public shade tree.

10. Contractor shall coordinate with City Health Department on rodent control requirements.

11. An as-built survey shall be performed upon completion of the work and provided to the Department of Public Works.

Please feel free to contact Joanne Callender at 781-314-5054 for any technical questions you may have.

Your participation is not necessary, if you choose not to object to the above petition.

Sincerely,

Watertown City Council

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Gregory M. St. Louis, PE
Superintendent of Public Works

(P) 617-972-6420
(F) 617-972-6402

TYPE: Grant of Location
DATE: June 11, 2024
APPLICANT: Eversource
WORK ORDER: WO# 15520807
LOCATION: Arsenal Street and Arsenal Court

The City of Watertown Department of Public Works has reviewed the attached petition by Eversource for consideration of a Grant of Location for the following installations:

- **Arsenal Street – Northerly from pole 5/20, at the intersection of Arsenal Street and Arsenal Court, install and maintain approximately 8 linear feet of conduit.**

This work is necessary to provide electric service to a traffic control box. Upon completion of our review, we are submitting the following recommendations and conditions for consideration by the City Council should the Grant of Location be approved for this application. A photo of the location of the proposed work is presented attached to this document.

Standard Conditions

1. During construction, uninterrupted pedestrian access (or temporary pedestrian facilities) shall be provided at all times or an appropriate alternative path provided.
2. Please be aware that there may be utility infrastructure that is not shown on the plan and may be encountered in the field. If a conflict occurs between the proposed installation and existing City-Owned and/or private utility infrastructure, The City Engineer shall be contacted directly to discuss an appropriate resolution.
3. It is the sole responsibility of the Applicant, and their Contractor, to ensure that and City-Owned and or private utilities, if located within the limits of work should be properly marked and protected during construction activities. **The City of Watertown is not a member of Dig Safe and must be notified separately.**
4. The proposed scope of work requires a DPW Street Opening Permit through the Watertown DPW prior to the start of construction.
5. All disturbances to curbing, grass strips, sidewalks, walkways, and roadway surfaces shall be repaired in kind to the satisfaction of the City of Watertown DPW. If any existing sidewalk is proposed to be removed and replaced in full width, the restoration must be completed in accordance with all current ADA, MAAB and City of Watertown standards.
6. All work within the Right of Way shall require the Contractor to schedule and coordinate a police traffic detail. Traffic control and safety measures shall be implemented in adherence to all applicable OSHA requirements, Massachusetts DOT Work Zone Safety Guidelines and Part VI of the Manual of Uniform Traffic Control Devices.
7. All material stockpiled on roadways and/or roadway shoulders shall be protected with erosion control devices such as silt fence or straw wattles. It will be the sole responsibility of the Contractor to remove any sediment that enters the City drainage system as a result of the proposed work.
8. Equipment, staging, and stockpiles shall not be located in a manner so as to interfere with intersection sightlines and shall be kept in a neat and orderly fashion.
9. Public shade trees within and adjacent to the proposed work zone must be protected. The Contractor shall install individual tree protection on any public shade tree that may be impacted and the Contractor shall not stockpile material or equipment within the drip zone of a public shade tree.
10. Contractor shall coordinate with City Health Department on rodent control requirements.
11. An as-built survey shall be performed upon completion of the work and provided to the Department of Public Works.

View of UP#5/20 on Arsenal Street facing northwest where conduit is proposed to be installed.

View of traffic control box (TCB) where service is proposed at the intersection of Arsenal Street and Arsenal Way.

View of traffic control box on Arsenal Way facing southeast.

180 Calvary Street
Waltham, Ma 02453

June 11, 2024

City Council
City Hall
149 Main Street
Watertown, MA 02472

RE: Arsenal Street
Watertown, MA
W.O.# 15520807

Dear Members of the Council:

The enclosed petition and plan are being presented by the NSTAR Electric Company d/b/a EVERSOURCE ENERGY for the purpose of obtaining a Grant of Location to install approximately 8 feet of conduit in Arsenal Street.

The reason for this work is to provide service to a traffic control box.

If you have any further questions, please contact Joanne Callender at 781-314-5054. Your prompt attention to this matter would be greatly appreciated.

Very truly yours,

Richard M. Schifone

Richard M. Schifone, Supervisor
Rights and Permits

RMS/HC
Attachments

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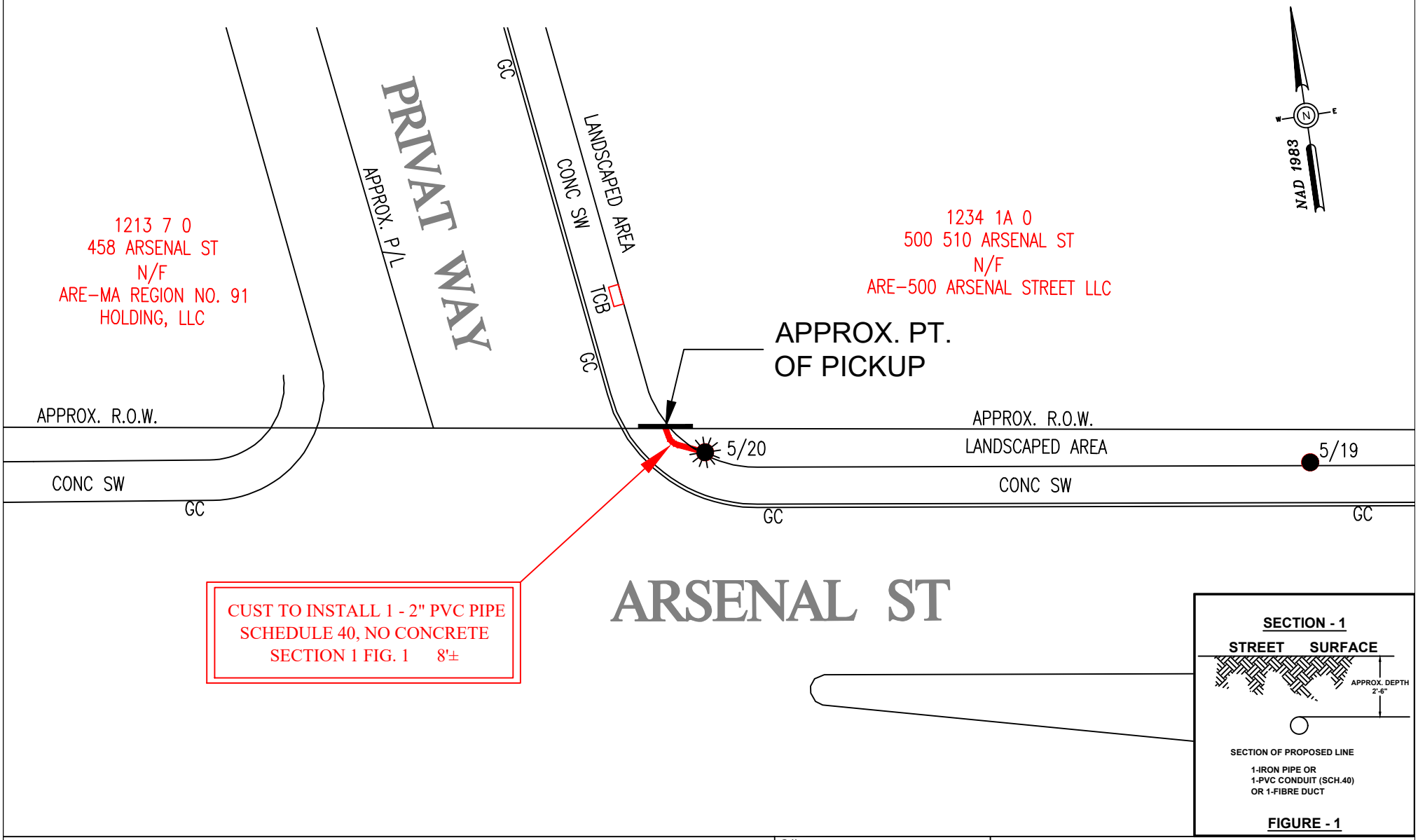

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MASS. LAW

REQUIRES 72 HOURS ADVANCE NOTICE TO UTILITY COMPANIES BEFORE DIGGING BY ANYONE. CALL DIG-SAFE 1-888-344-7233

C#	NSTAR ELECTRIC EVERSOURCE d/b/a
Ward #	1165 MASSACHUSETTS AVE. DORCHESTER, MASS. 02125
Work Order # 15520807	
Surveyed by: N/A	*Plan of* ARSENAL ST
Research by: GR	WATERTOWN
Plotted by: GR	Showing PROPOSED CUSTOMER CONDUIT LOCATION
Proposed Structures: GR	
Approved: K RICE	Scale 1"=20' Date DECEMBER 21, 2023
P#	SHEET 1 of 1 REV: JUNE 11, 2024

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 2, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Fire Chief Ryan A. Nicholson, Fire Department requesting that the necessary actions be taken to authorize the City Treasurer to borrow $500,000 for the replacement of the 2016 "Ambulance 2" due to its age and increased costs of maintaining its serviceability.

I respectfully request the attached proposed Loan Order be placed on the July 9, 2024, City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

WATERTOWN FIRE DEPARTMENT

OFFICE OF CHIEF OF DEPARTMENT

Fire Department Headquarters, 99 Main Street

Watertown, Massachusetts 02472-4410

Tel. (617) 972-6512 • Fax (617) 972-6575

www.fire.watertown-ma.gov

RYAN A. NICHOLSON
Chief of Department

Memorandum

To: Mr. George Proakis, City Manager

From: Chief Ryan A. Nicholson

Date: June 21, 2024

Subject: Ambulance replacement for a 2016 Ford Ambulance

As you are aware, the FY25 budget includes $500,000 for the replacement of our 2016 "Ambulance 2". I recommend that we move forward with this replacement at this time. We have been working closely with the vendor to create the specifications for this ambulance. The vendor has been holding our position in a queue and requires a signed agreement and purchase order at this time in order to move forward with our order. Due to the age of the current ambulance and the increased costs of maintaining its serviceability it would be beneficial to move forward with replacement as planned.

Thank you for your attention to this request and please let me know if I can provide any further information.

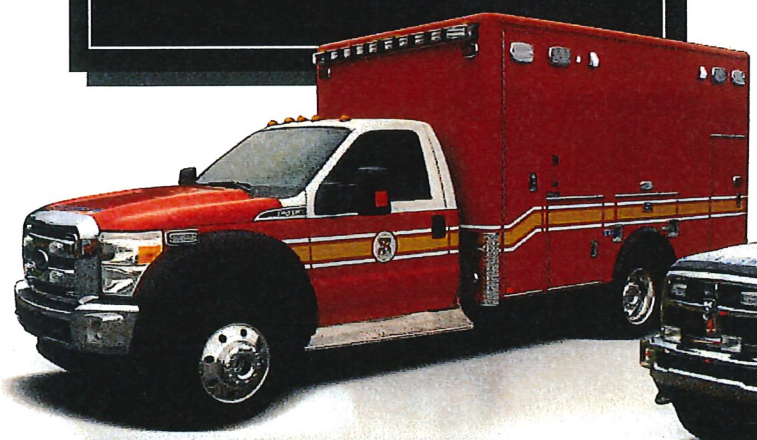
TYPE I

Dependable support.
Excellent ride quality.

403 603
453 623
457

Horton®
EMERGENCY VEHICLES

Widely recognized as the "workhorse" of the Fire/EMS world, Horton's Type I ambulance offers all the added benefits of a truck chassis. Applicable for both large city fleets and small rural areas, Type I vehicles provide dependable support and optional rugged four-wheel drive power.



FORD

RAM

Horton Type I ambulances come standard with all of the features you know and trust to be one of the safest and highest-quality ambulance on the market:

- Superior construction, able to withstand a 90,000 pound load test
- More than 40 years of dynamic crash testing
- VI-Tech mounting to isolate vibration and noise
- Eight layers of insulation and sound suppression in the floor alone
- The most capable electrical system in the industry, Intelliplex i4G™
- HOPS for rollover protection
- Lowest cost of ownership*

*factoring in purchase price, maintenance costs, operating costs, uptime, life expectancy and resale value

Model	Chassis	Length	Width	Headroom
403	Ford Chevy Gas*	138"	96"	68"
453	Ford	146"	96"	72"
457	Ford RAM	157"	96"	72"
603**	Ford RAM	167"	96"	72"
623**	Ford RAM	173"	96"	72"

* Pending payload requirements

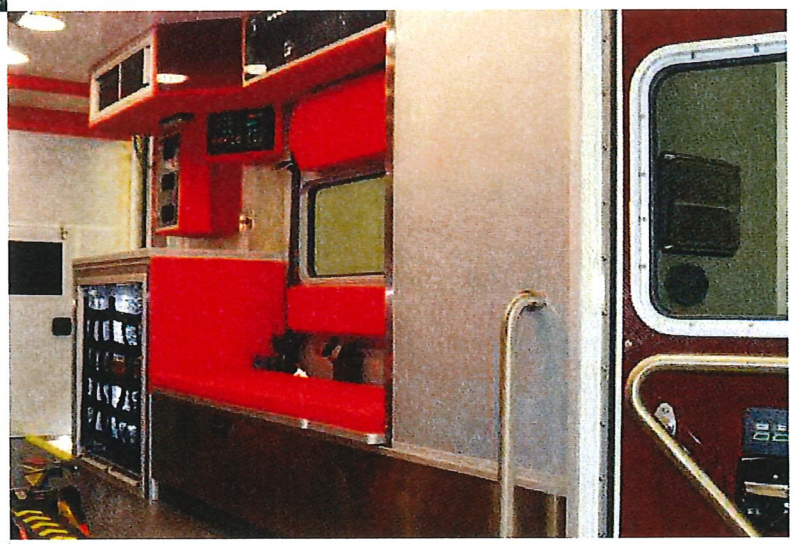
** Pending payload requirements, the 603 and 623 may also be mounted on an International 4300, TerraStar, Freightliner or Kenworth chassis

Horton®
EMERGENCY VEHICLES

hortonambulance.com info@hortonambulance.com 800.282.5113

DEPARTMENTS WITH HARSH WINTERS OR OFF-ROAD CALLS CAN CHOOSE A TYPE I AMBULANCE WITH FOUR-WHEEL DRIVE.

OPTIONAL CRASH BARRIER CONFIGURATION PROVIDES A TRUE SAFETY BARRIER AT THE HEAD OF THE SQUAD BENCH.



WITH A VARIETY OF LAYOUT OPTIONS TO SUIT ANY DEPARTMENT NEEDS, TYPE I IS THE MOST VERSATILE OF AMBULANCE OFFERINGS.

09152014

GREENWOOD EMERGENCY VEHICLES, LLC

530 John Dietsch Boulevard
North Attleboro, Massachusetts 02763
(508) 695-7138

MAPC/FCAMAMBULANCE PROPOSAL

DATE: 1 JULY 2024

THIS PROPOSAL HAS BEEN PREPARED FOR:

WATERTOWN FIRE DEPARTMENT
99 MAIN STREET
WATERTOWN, MASSACHUSETTS 02472

WE HEREBY PROPOSE TO FURNISH TO YOU, SUBJECT TO PROPER EXECUTION OF THE ATTACHED AGREEMENT BY YOU AND BY AN OFFICER OF THIS COMPANY, THE FOLLOWING VEHICLE AND EQUIPMENT TO BE BUILT IN ACCORDANCE WITH THE ATTACHED SPECIFICATIONS:

QUANTITY: ONE (1)

MODEL: 2024 FORD F-550 4X4/HORTON MODEL 623 EMERGENCY MEDICAL VEHICLE (HORTON PRODUCTION NUMBER 21545).

PRICE: $416,111.00 (PRICE INCLUDES TRADE-IN ALLOWANCE, STRYKER POWER-LOAD AND STRYKER POWER-PRO2 COT).

DELIVERY WILL BE F.O.B. WATERTOWN FIRE DEPARTMENT AND WILL BE MADE APPROXIMATELY 365-400 DAYS AFTER RECEIPT AND PROPER EXECUTION OF THE ATTACHED AGREEMENT BY BOTH PARTIES.

THIS PROPOSAL SHALL EXPIRE UNLESS ACCEPTED WITHIN THIRTY (30) DAYS AND MAY BE EXTENDED, IN WRITING, AT THE DISCRETION OF THE COMPANY.

THE UNDERSIGNED CERTIFIES UNDER PENALTIES OF PERJURY THAT THIS BID OR PROPOSAL HAS BEEN MADE AND SUBMITTED IN GOOD FAITH AND WITHOUT COLLUSION OR FRAUD WITH ANY OTHER PERSON. AS USED IN THIS CERTIFICATION, THE WORD "PERSON" SHALL MEAN ANY NATURAL PERSON, BUSINESS, PARTNERSHIP, CORPORATION, UNION, COMMITTEE, CLUB OR OTHER ORGANIZATION, ENTITY OR GROUP OF INDIVIDUALS.

GREENWOOD EMERGENCY VEHICLES, LLC

KEITH H. JACKSON

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4190
ctryder@hinckleyallen.com

July 2, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Fire Engine and Ambulance Bonds

Dear George:

As requested, I suggest the following forms of loan order to approve the borrowing of funds to pay costs of purchasing a new fire engine and ambulance for the Fire Department:

ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

Boston Globe Media

Order Confirmation

Marilyn Pronvost
Watertown City Council
149 Main Street
Watertown, MA 02472

Thank you for placing your Legal Notice in The Boston Globe.

Your order information and a preview of your notice are displayed below for your review. If there are any changes or questions, please contact the Classified Department at 617-929-1314 or email legals@globe.com.

Any and all proposed edits, revisions, and/or other changes to the notice must be communicated to us in writing prior to the deadline specified in the Advertising Specs + Deadlines page located at https://www.bostonglobemedia.com/specs-deadlines.

Thank you,
Boston Globe Classified Sales

617-929-1314
Monday - Friday 9:30 am - 4:30 pm
legals@globe.com

Order Number	**736888**	Order Price	**$708.35**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**07/25/2024**	Last Run Date	**07/25/2024**
Payment Type			

AD PREVIEW:

Legal Notice

The City Council of Watertown hereby gives notice of a public hearing and vote to be held ONLINE and IN-PERSON (HYBRID) Tuesday, August 13, 2024 at 7:00 PM in the Richard Mastriangelo Chamber Administration Building, 149 Main Street, Watertown, MA or online at the following link https://watertown-ma.zoom.us/j/92991331344 which may be found on the City of Watertown's website, on a proposed Loan Order as follows:

ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

Interested parties are encouraged to participate in this HYBRID Public Hearing. A copy of the proposed Loan Orders are available for inspection as the Administration Building, 149 Main Street, Watertown, MA 02472 in the City Clerk's Office Monday through Thursday 8:30 a.m. through 5:00 p.m., on Tuesday evening up to 7:00 p.m., and Friday 8:30 a.m. through 12:30 p.m.; and on the City's website page: www.watertown-ma.gov.

The Boston Globe | Classified Advertising Proof | Printed on:Jul 23 2024

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: July 2, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Fire Chief Ryan A. Nicholson, Fire Department requesting that the necessary actions be taken to authorize the City Treasurer to borrow $885,000 for the replacement of the 2011 "Engine 1" due to its age and increased costs of maintaining its serviceability.

I respectfully request the attached proposed Loan Order be placed on the July 9, 2024, City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

WATERTOWN FIRE DEPARTMENT

OFFICE OF CHIEF OF DEPARTMENT

Fire Department Headquarters, 99 Main Street
Watertown, Massachusetts 02472-4410
Tel. (617) 972-6512 • Fax (617) 972-6575
www.fire.watertown-ma.gov

RYAN A. NICHOLSON
Chief of Department

Memorandum

To: Mr. George Proakis, City Manager

From: Chief Ryan A. Nicholson

Date: June 21, 2024

Subject: Engine replacement for a 2011 Engine

As you are aware, the FY25 budget includes $885,000 for the replacement of 2011 "Engine 1". I recommend that we move forward with this replacement at this time. We have been working closely with the vendor to create the specifications for this engine. The vendor has been holding our position in a queue and requires a signed agreement and purchase order at this time in order to move forward with our order. Due to the age of the current engine and the increased costs of maintaining its serviceability it would be beneficial to move forward with replacement as planned.

Thank you for your attention to this request and please let me know if I can provide any further information.

WE INNOVATE EVERY DAY.
e-one.com

CUSTOM PUMPERS

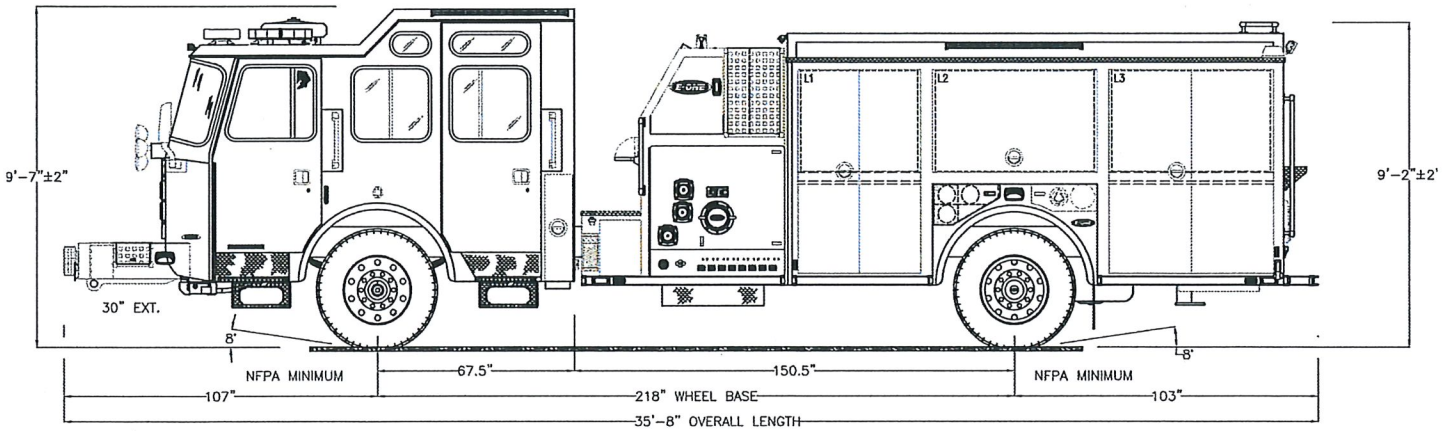
VERSATILE. DURABLE.

E-ONE® pumpers and rescue pumpers are the most versatile, durable pumpers on the market. Offering both 3/16" extruded aluminum and stainless steel bodies, tank sizes up to 1530 gallons and available on three of the industry's strongest chassis, E-ONE pumpers will meet unique needs while exceeding expectations.

With a wide variety of internal storage options to keep fire suppression and rescue equipment organized and protected from the elements, E-ONE pumpers allow you to fight fires and respond to all the emergencies in between.
And at E-ONE, safety is never secondary. Which is why our roll cage cab design, CrewGuard and ABS are standard with available options such as airbags and G4 electronic stability control.

OUR VEHICLES CONNECT AND PROTECT PEOPLE AROUND THE WORLD EVERY DAY.

Vehicles for life



CHASSIS

- Typhoon® or Cyclone® chassis
- Medium, long and extended length 4-door cabs available
- Optional vista roof in three heights
- Wheelbase as low as 170"
- Seating for up to 10
- Up to 600 HP Engine
- Standard safety features such as roll cage cab, CrewGuard & ABS brakes
- Optional safety features such as airbags & G4 (electronic stability control)
- Galvanized frame

BODY

- Body available in 3/16" extruded aluminum or stainless steel
- Optional low hose bed and a variety of speed lays for easy access from the ground
- Pumper options include: 1/2, 3/4 or full-height driver side and/or officer side compartments; enhanced-extended rear and side compartments for up to 23 cu. ft. of additional compartment space; top or side mounted pump controls with stainless or Zolotone™ pump panel; and up to six NFPA ladder/equipment storage options
- Rescue pumper options include: full-height, full-depth driver side and/ or officer side compartments; enhanced-extended rear compartments rooftop compartments; and ladder storage options such as electric dropdown racks, hydraulic overhead racks, high capacity two arm ladder racks or enclosed tunnel storage
- Options: hinged or roll-up doors, hydraulic or engine driven generator, adjustable shelves, roll-out trays, tool boards, SCBA storage, aluminum or vinyl hose bed covers

FIRE PACKAGE

- Hale®, Waterous®, or Darley® pumps up to 2000 GPM
- Side-Mount or Top-Mount pump controls
- 530 to 1530 gallon tank capacity; integral foam cells available
- Optional foam systems, direct injection, CAFS and around the pump (ATP)
- Customizable discharge and preconnects to meet departments needs
- Side, front or rear intakes

ELECTRICAL

- Multiplex electrical system provides increased feature capability and improved diagnostics
- Single or dual color vista display available
- Whelen® optical and audible warning packages standard, others optional
- Fixed and pole mounted scene lighting
- 12-V and 125-V outlets

GREENWOOD EMERGENCY VEHICLES, LLC

530 John Dietsch Boulevard
North Attleboro, Massachusetts 02763
(508) 695-7138

MAPC/FCAM FIRE APPARATUS PROPOSAL

FEBRUARY 12, 2024

THIS PROPOSAL HAS BEEN PREPARED FOR:

TOWN OF WATERTOWN, MA FIRE DEPARTMENT
99 MAIN STREET
WATERTOWN, MA 02472

WE HEREBY PROPOSE TO FURNISH TO YOU, SUBJECT TO PROPER EXECUTION OF THE ATTACHED AGREEMENT BY YOU AND BY AN OFFICER OF THIS COMPANY, THE FOLLOWING VEHICLE AND EQUIPMENT TO BE BUILT IN ACCORDANCE WITH THE ATTACHED SPECIFICATIONS:

QUANTITY: **ONE (1)**

MODEL: **E-ONE HIGH END CUSTOM PUMPER**

PRICE: ***$ 794,406.00**

DELIVERY WILL BE **F.O.B. WATERTOWN, MA** AFTER RECEIPT AND PROPER EXECUTION OF THE ATTACHED AGREEMENT BY BOTH PARTIES. VEHICLE WILL BE COMPLETED AT THE FACTORY **APPROXIMATELY 420-450 DAYS** AFTER RECEIPT OF SIGNED CONTRACT.

THIS PROPOSAL SHALL EXPIRE UNLESS ACCEPTED WITHIN **SIXTY (60)** DAYS AND MAY BE EXTENDED, IN WRITING, AT THE DISCRETION OF THE COMPANY.

THE UNDERSIGNED CERTIFIES UNDER PENALTIES OF PERJURY THAT THIS BID OR PROPOSAL HAS BEEN MADE AND SUBMITTED IN GOOD FAITH AND WITHOUT COLLUSION OR FRAUD WITH ANY OTHER PERSON. AS USED IN THIS CERTIFICATION, THE WORD "PERSON" SHALL MEAN ANY NATURAL PERSON, BUSINESS, PARTNERSHIP, CORPORATION, UNION, COMMITTEE, CLUB OR OTHER ORGANIZATION, ENTITY OR GROUP OF INDIVIDUALS.

GREENWOOD EMERGENCY VEHICLES, LLC

MARK MACDONALD
PRESIDENT

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Chelsea A. Tryder
(617) 378-4190
ctryder@hinckleyallen.com

July 2, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Fire Engine and Ambulance Bonds

Dear George:

As requested, I suggest the following forms of loan order to approve the borrowing of funds to pay costs of purchasing a new fire engine and ambulance for the Fire Department:

ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

ORDERED: That the sum of $500,000 is appropriated to pay costs of purchasing a new ambulance for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

/s/ Chelsea A. Tryder

Chelsea A. Tryder

Boston Globe Media

Order Confirmation

Marilyn Pronvost
Watertown City Council
149 Main Street
Watertown, MA 02472

Thank you for placing your Legal Notice in The Boston Globe.

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Any and all proposed edits, revisions, and/or other changes to the notice must be communicated to us in writing prior to the deadline specified in the Advertising Specs + Deadlines page located at https://www.bostonglobemedia.com/specs-deadlines.

Thank you,
Boston Globe Classified Sales

617-929-1314
Monday - Friday 9:30 am - 4:30 pm
legals@globe.com

Order Number	**736887**	Order Price	**$708.35**
Sales Rep.	**Jackson Kocak**	PO No.	
Account	**3028420**	Payment Type	
Publication	**Boston Globe**	Number of dates	**1**
First Run Date	**07/25/2024**	Last Run Date	**07/25/2024**
Payment Type			

AD PREVIEW:

Legal Notice

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ORDERED: That the sum of $885,000 is appropriated to pay costs of purchasing a fire engine for the Fire Department, including all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

Interested parties are encouraged to participate in this HYBRID Public Hearing. A copy of the proposed Loan Orders are available for inspection as the Administration Building, 149 Main Street, Watertown, MA 02472 in the City Clerk's Office Monday through Thursday 8:30 a.m. through 5:00 p.m., on Tuesday evening up to 7:00 p.m., and Friday 8:30 a.m. through 12:30 p.m.; and on the City's website page: www.watertown-ma.gov.

The Boston Globe | Classified Advertising Proof | Printed on:Jul 23 2024

DISCLOSURE BY MUNICIPAL EMPLOYEE
OF FINANCIAL INTEREST IN A MUNICIPAL CONTRACT
AS REQUIRED BY G. L. c. 268A, § 20(b)

	MUNICIPAL EMPLOYEE INFORMATION
Name of municipal employee:	**Emily Ollero**
Title/ Position	**Administrative Assistant**
Fill in this box if it applies to you.	If you are a municipal employee because a municipal agency has contracted with your company or organization, please provide the name and address of the company or organization.
Agency/ Department	**Watertown High School**
Agency Address	**27 Westminster Avenue, Watertown MA**
Office phone:	**617-926-7760**
Office e-mail:	**emily.ollero@watertown.k12.ma.us**
	Check one: ____ **Elected** **or** __XX__**Non-elected**
Starting date as a municipal employee.	**09/30/2022**
BOX # 1 **Select either STATEMENT #1 or STATEMENT #2.** **Write an X beside your financial interest.**	**ELECTED MUNICIPAL EMPLOYEE** I am an **elected municipal employee**. ___ **STATEMENT #1**: I had one of the following financial interests in a contract made by a municipal agency before I was elected to my municipal employee position. I will continue to have this financial interest in a municipal contract. **OR** ___ **STATEMENT #2**: I will have a new financial interest in a contract made by a municipal agency. **My financial interest in a municipal contract is:** ____ I have a non-elected, compensated municipal employee position. ____ A municipal agency has a contract with me. ____ I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. ____ I work for a company or organization that has a contract with a municipal agency, and I am a "key employee" because the contract identifies me by name or it is otherwise clear that the city or town has contracted for my services in particular.
BOX # 2 **Select either STATEMENT #1 or STATEMENT #2.** **Write an X beside your financial interest.**	**NON-ELECTED, COMPENSATED MUNICIPAL EMPLOYEE** I am a **non-elected municipal employee**. ___ **STATEMENT # 1**: I had one of the following financial interests in a contract made by a municipal agency **before** I took a position as a non-elected municipal employee. I will continue to have this financial interest in a municipal contract. **My financial interest in a municipal contract is:** ____ A municipal agency has a contract with me, but not an employment contract. ____ I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization.

	-- OR -- ___ **STATEMENT # 2**: I will have a **new** financial interest in a contract made by a municipal agency. **My financial interest in a municipal contract is:** **_XX___ I have a non-elected, compensated municipal employee position.** ____ A municipal agency has a contract with me. ____I have a financial benefit or obligation because of a contract that a municipal agency has with another person or an entity, such as a company or organization. ____ I work for a company or organization that has a contract with a municipal agency, and I am a "key employee" because the contract identifies me by name or it is otherwise clear that the city or town has contracted for my services in particular.
	FINANCIAL INTEREST IN A MUNICIPAL CONTRACT
Name and address of municipal agency that made the contract	**City of Watertown** **Library** **123 Main Street** **Watertown, MA 02472**
Please put in an X to confirm these facts.	**"My Municipal Agency"** is the municipal agency that I serve as a **municipal employee**. The **"contracting agency"** is the **municipal agency that made the contract.** **_X_** My Municipal Agency is not the contracting agency. **_X_** My Municipal Agency does not regulate the activities of the contracting agency. **_X_** In my work for my Municipal Agency, I do not participate in or have official responsibility for any of the activities of the contracting agency. **_X__** The contract was made after public notice or through competitive bidding.
FILL IN THIS BOX OR THE BOX BELOW	**ANSWER THE QUESTION IN THIS BOX** **IF THE CONTRACT IS BETWEEN THE CITY OR TOWN AND YOU.** - Please explain what the contract is for. **Substitute Teen Librarian**
FILL IN THIS BOX OR THE BOX ABOVE	**ANSWER THE QUESTIONS IN THIS BOX** **IF THE CONTRACT IS BETWEEN THE CITY OR TOWN AND ANOTHER PERSON OR ENTITY.** - Please identify the person or entity that has the contract with the municipal agency. - What is your relationship to the person or entity? - What is the contract for?
What is your financial interest In the municipal contract?	- Please explain the financial interest and include the dollar amount if you know it. **$31/hr**
Date when you acquired a financial interest	**08/26/2024**

What is the financial interest of your immediate family?	- Please explain the financial interest and include the dollar amount if you know it.
Date when your immediate family acquired a financial interest	
Write an X to confirm each statement.	**FOR A CONTRACT FOR PERSONAL SERVICES –** **Answer the questions in this box ONLY if you will have a contract for personal services with a municipal agency (i.e., you will do work directly for the contracting agency).** I will have a contract with a municipal agency to provide personal services. ___ The services will be provided outside my normal working hours as a municipal employee. ___ The services are not required as part of my regular duties as a municipal employee. ___ For these services, I will be compensated for not more than 500 hours during a calendar year.
Employee signature:	*Emily Ollero*
Date:	**07/25/2024**

Attach additional pages if necessary.

NOT A PERSONAL SERVICES CONTRACT -- File disclosure with the city or town clerk.

SEE CERTIFICATION AND APPROVAL REQUIRED FOR PERSONAL SERVICES CONTRACTS, BELOW.

FOR CONTRACTS FOR PERSONAL SERVICES ONLY:

If you are disclosing a financial interest in a contract for personal services with a municipal agency, you must file the Certification below signed by the head of the contracting agency, and you must get approval of the exemption from the city council, board of aldermen, board of selectmen or town council.

CERTIFICATION BY HEAD OF CONTRACTING AGENCY

	INFORMATION ABOUT HEAD OF CONTRACTING AGENCY
Name:	
Title/ Position	
Municipal Agency:	
Agency Address:	
Office Phone:	
	CERTIFICATION
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to my municipal agency, identified above. I certify that no employee of my agency is available to perform the services described above as part of his or her regular duties.
Signature:	
Date:	

APPROVAL BY CITY COUNCIL, BOARD OF ALDERMEN, BOARD OF SELECTMEN OR TOWN COUNCIL

	INFORMATION ABOUT APPROVING BODY
Name:	
Title/ Position	
Agency Address:	
Office Phone:	
	APPROVAL
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to a municipal agency, identified above. The exemption under § 20(b) is approved.
Signature:	On behalf of the Council or Board, I sign this approval.
Date:	

Attach additional pages if necessary.
File disclosure, Certification and Approval with the city or town clerk.

Form revised February, 2012

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: August 7, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to fund $330,000 through the Massachusetts Water Resources Authority's ("MWRA") Infiltration/Inflow Local Financial Assistance Program. This request corresponds with Item #49 from Fiscal Year 2024 as denoted in the City Council Conceptual Recommendation in the budget.

I respectfully request the attached proposed Loan Order be placed on the August 13, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775

p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Kris A. Moussette
(617) 378-4136
kmoussette@hinckleyallen.com

August 7, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – MWRA Sewer Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds from the Massachusetts Water Resources Authority to pay costs of performing infiltration and inflow reduction and sewer rehabilitation:

> ORDERED: That the sum of $330,000.00 is appropriated to pay costs of performing infiltration and inflow reduction and sewer rehabilitation, including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), M.G.L. c.44, §8(14) and/or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; that the Treasurer, with the approval of the City Manager, is authorized to borrow all or a portion of such amount from the Massachusetts Water Resources Authority (the "Authority") pursuant to the Authority's Infiltration/Inflow Local Financial Assistance Program and in connection therewith to enter into a loan agreement and/or financial assistance agreement with the Authority and otherwise to contract with the Authority with respect to such loan and for any grants or aid available for the project or for the financing thereof; and that the City Manager is authorized to accept and expend any grants or aid available for the project or for the financing thereof, provided that the amount of the authorized borrowing for the project shall be reduced by the amount of any such grants or aid received.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

Kris A. Moussette

Kris A. Moussette

65074739 v2

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET

Gregory M. St. Louis, PE
Superintendent

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Gregory St. Louis, PE – Superintendent of Public Works
Mr. Michael Albano, CPA – Director of Admin & Finance

DATE: July 3, 2024

RE: Public Works Dept. – MWRA Local Financial Assistance Program
Phase 14 (75%Grant / 25%Loan)

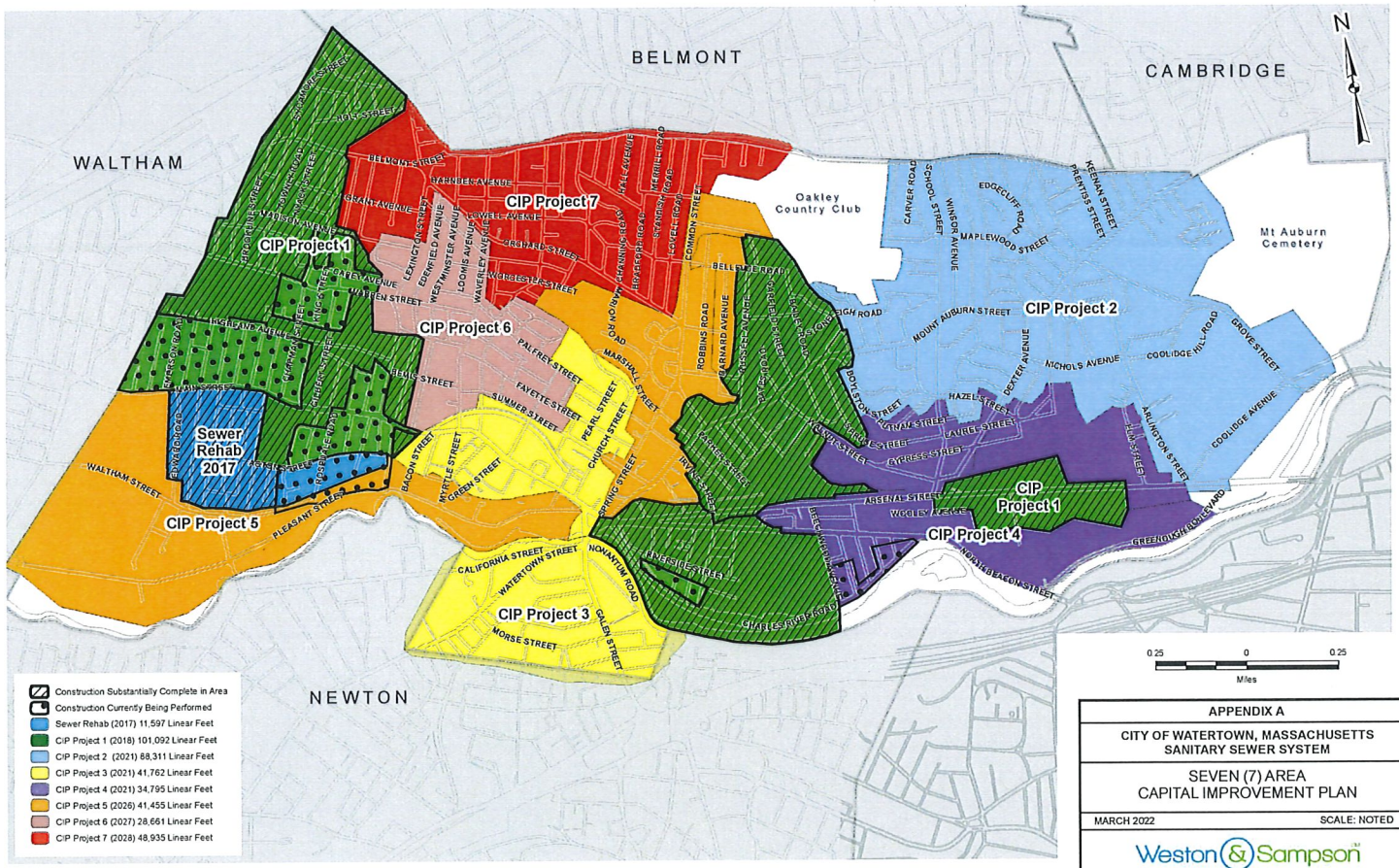
The Department of Public Works ("DPW") respectfully requests that the necessary actions be taken to authorize the Treasurer to borrow $330,000 through the Massachusetts Water Resources Authority's ("MWRA") Infiltration/Inflow Local Financial Assistance Program. This request corresponds with Item #49 from FY24 as denoted in the City Council Conceptual Recommendation in the budget.

MWRA is providing MWRA sewer communities funds to perform infiltration and inflow reduction and sewer rehabilitation. In accordance with Phase 14, the MWRA distributes these funds as 75% grants ($990,000) and 25% interest-free loans ($330,000) with term repayment over 10 years.

Infiltration and inflow increase the amount of extraneous water that enters the sanitary sewer system, thereby reducing the sewer's capacity for wastewater. This reduction in capacity risks sanitary sewer overflows and increases the volume of water that the City pays MWRA to treat. Thus, infiltration and inflow reduction is necessary to ensure the consistent and economical provision of sanitary sewer services.

All goods and services related to these projects will be procured consistent with Massachusetts law.

Thank you in advance for your consideration of this request.



APPENDIX A

CITY OF WATERTOWN, MASSACHUSETTS
SANITARY SEWER SYSTEM

SEVEN (7) AREA
CAPITAL IMPROVEMENT PLAN

MARCH 2022 SCALE: NOTED

Weston & Sampson

CITY OF WATERTOWN, MASSACHUSETTS

CIP PROJECT 3 & 4 REHABILITATIONS, BID INVITATION NO. XX-XXX

DEPARTMENT OF PUBLIC WORKS, 124 ORCHARD STREET, WATERTOWN, MA 02472

GEORGE PROAKIS, CITY MANAGER

GREGORY ST. LOUIS, P.E., SUPERINTENDENT

PAUL PLOURDE, ASSISTANT SUPERINTENDENT

MWRA LOCAL FINANCIAL ASSISTANCE PROGRAM, PROJECT NO. xxxxxx

Weston & Sampson

Weston & Sampson Engineers, Inc.
55 Walkers Brook Drive, Suite 100
Reading MA 01867
978.532.1900 800.SAMPSON
www.westonandsampson.com

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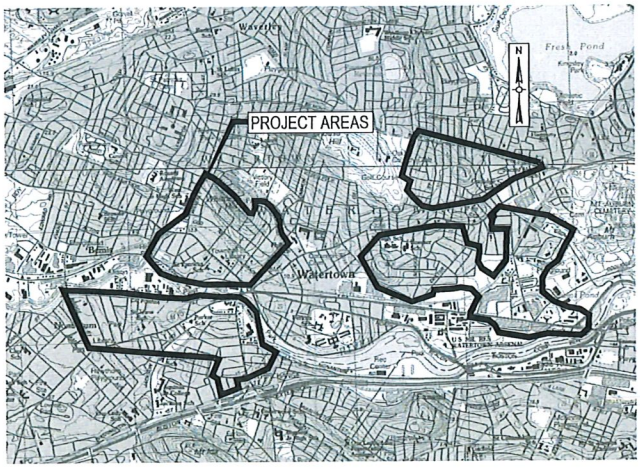

LOCUS MAP

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G01	CONSTRUCTION ZONE SAFETY PLAN
C101	PLANS AND TABLES
C102	PLANS AND TABLES
C103	PLANS AND TABLES
C104	PLANS AND TABLES
C105	PLANS AND TABLES
C106	CALIFORNIA STREET PLANS AND PROFILES
C107	UNION STREET PLANS AND PROFILES
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C202	DETAILS II
C203	DETAILS III

Issued Date

811
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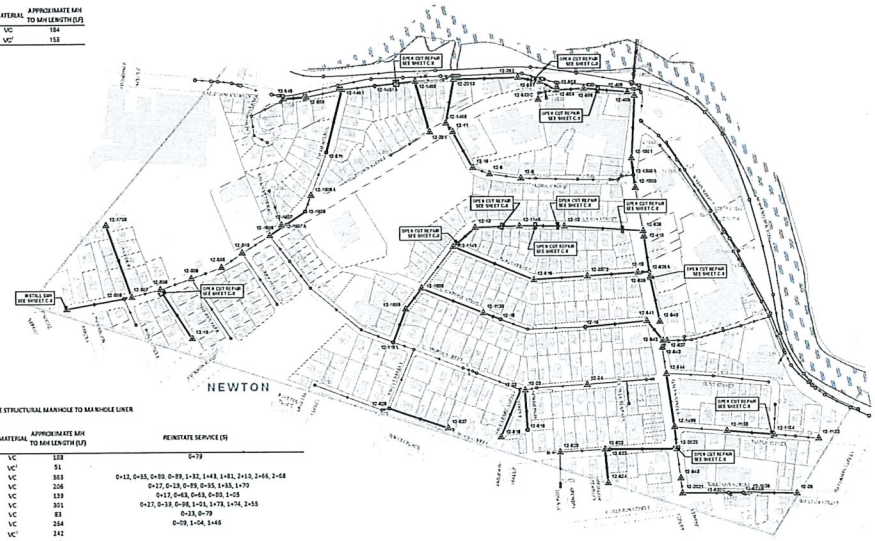
CLEANING AND TELEVISION INSPECTION

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
12	819	12	23	NORTH PARK STREET	6	VC	184
12	824	12	822	BIGELOW TERRACE	6	VC[1]	153

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.



INSTALL MANHOLE INFLOW DISH

SUBAREA	MH	STREET / LOCATION	MATERIAL
12	507	LYONS COURT	BRICK
12	943	CALIFORNIA STREET	BRICK

CURED IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
12	10	12	11	ALDRICH ROAD	8	VC	103	0=79
12	11=	12	1428	ALDRICH ROAD	8	VC[1]	51	
12	11	12	818	UNION STREET	6	VC	363	0=12, 0=33, 0=80, 0=89, 1=32, 1=43, 1=81, 2=13, 2=66, 2=68
12	12	12	1148	UNION STREET	6	VC	206	0=27, 0=13, 0=89, 0=93, 1=53, 1=70
12	13	12	1149	UNION STREET	6	VC	139	0=12, 0=43, 0=63, 0=80, 1=05
12	16	12	841	CAPITOL STREET	6	VC	301	0=17, 0=39, 0=98, 1=01, 1=73, 1=74, 2=55
12	18	12	1150	CAPITOL STREET	6	VC	83	0=23, 0=79
12	19	12	508	POND STREET	6	VC	264	0=09, 1=04, 1=46
12	391	12	1439	CALIFORNIA STREET	6	VC[1]	242	
12	393	12	931	CALIFORNIA STREET	10	VC	97	
12	408	12	956	WATERTOWN STREET[2]	10	VC	219	0=16, 0=63, 0=92, 1=44, 1=84
12	409	12	408	GALEN STREET	8	PVC	34	
12	410	12	938	GALEN STREET	6	VC	28	0=03
12	506	12	6979	WATERTOWN STREET	6	VC	252	0=13, 0=37, 0=97, 1=01, 1=17, 1=74, 2=47
12	511	12	1431	FIFTH AVENUE	8	VC	155	0=37, 0=41, 0=78, 1=00, 1=18, 1=73, 2=03, 2=29
12	816	12	1149	ELIOT STREET	6	VC	403	0=44, 0=94, 1=00, 1=54, 1=62, 1=63, 2=11, 2=17, 2=52, 2=76, 3=04, 3=13, 3-
12	818	12	22	SOUTH PARK STREET	6	VC	252	0=23, 0=78, 0=90, 1=02, 1=59
12	823	12	2022	BOYD STREET	6	VC	302	0=26, 0=28, 0=49, 0=54, 1=01, 1=32, 2=15, 2=23
12	827	12	828	BOYD STREET	6	VC	279	0=23, 1=53, 1=78
12	939	12	410	GALEN STREET	6	VC	200	0=13, 0=33, 0=75, 1=29
12	939	12	940	GALEN STREET	6	VC	200	0=18
12	941	12	942	GALEN STREET	6	VC[1]	117	
12	942	12	837	WATER STREET	8	VC	30	
12	943	12	837	WATER STREET	8	VC[1]	37	
12	949	12	950	CALIFORNIA STREET	6	VC	104	
12	951	12	954	WATERTOWN STREET[2]	10	VC	82	
12	954	12	955	WATERTOWN STREET	10	VC[1]	15	
12	956	12	954	WATERTOWN STREET	10	VC	149	0=54
12	1148	12	13	UNION STREET	6	VC	205	0=06, 0=13, 0=66, 0=79, 1=12, 1=23, 1=34, 1=78
12	1150	12	1608	CAPITOL STREET	6	VC	306	0=49, 0=62, 1=13, 1=14, 1=54, 1=55, 1=98, 2=01
12	1154	12	1155	MAPLE STREET[2]	8	VC	213	0=09, 1=33, 1=98
12	1156	12	26	WILLIAMS STREET	6	VC	226	0=21, 0=39, 1=13, 1=32, 1=57, 1=64, 1=68, 2=11
12	1156	12	2021	WILLIAMS STREET[2]	6	VC	307	0=30, 0=56, 0=86, 1=48, 2=19, 2=36
12	1439	12	1431 A	CALIFORNIA STREET	10	VC	188	0=79
12	1439	12	944	GALEN STREET	8	VC	245	0=23, 0=73, 1=14, 1=18, 1=23, 1=97, 1=99
12	1500 A	12	1500	GALEN STREET	6	VC	38	
12	1501	12	409	GALEN STREET	6	VC	299	0=05, 0=92, 1=21, 1=55, 2=19, 2=35
12	1501	12	1500 A	GALEN STREET	6	VC	68	0=05
12	1606	12	1608	WATERTOWN STREET	8	VC	154	0=72, 1=22, 1=57
12	1608	12	1699	UNION STREET	8	VC	114	0=70, 0=80, 1=11
12	1699	12	1151	UNION STREET	6	VC	157	0=33, 0=43, 0=63, 0=88, 1=06
12	1705	12	507	LYONS COURT	6	VC	352	0=14, 0=24, 0=41, 0=62, 0=78, 0=85, 1=23, 1=56, 1=63, 2=15, 2=80
12	2013	12	393	CALIFORNIA STREET	10	VC	203	0=33, 1=53, 2=47
12	2018	12	1438	WATERTOWN STREET	6	VC	200	0=23
12	2022	12	1499	GALEN STREET	6	VC	87	0=47, 0=61
12	3572	12	15	ELIOT STREET	6	VC	216	0=33, 0=44, 1=15, 1=21, 1=64, 1=90
12	3572	12	816	ELIOT STREET	6	VC	247	0=39, 0=91, 1=17, 1=46, 1=91, 2=24

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.
2. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

LOCATE, RAISE TO GRADE AND REPLACE MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION
12	9	ALDRICH ROAD
12	11	ALDRICH ROAD
12	943	GALEN STREET

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
12	393	CALIFORNIA STREET	BRICK
12	1148	UNION STREET	BRICK[1]
12	2021	GALEN STREET	BRICK[1]

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
12	12	12	1148	UNION STREET	6	VC	206	0+69
12	819	12	23	NORTH PARK STREET	6	VC	184	0+48
12	823	12	2022	BOYD STREET	6	VC	302	0+49
12	823	12	2022	BOYD STREET	6	VC	302	0+69
12	823	12	2022	BOYD STREET	6	VC	302	1+32
12	827	12	828	BOYD STREET	6	VC	279	0+23
12	1148	12	13	UNION STREET	6	VC	205	1+78
12	1699	12	1699	UNION STREET	8	VC	114	0+03
12	1705	12	507	LYONS COURT	6	VC	352	0+24
12	2013	12	1438	WATERTOWN STREET	6	VC	200	0+22

MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
12	8	ALDRICH ROAD	BRICK	6.5
12	10	ALDRICH ROAD	BRICK	6.1
12	11	ALDRICH ROAD	BRICK[1]	10
12	12	UNION STREET	BRICK	6
12	13	UNION STREET	BRICK	5.8
12	15	ELIOT STREET	BRICK	5
12	19	POND STREET	BRICK	4.9
12	24	MORSE STREET	BRICK	6.5
12	26	WILLIAMS STREET	BRICK	3.5
12	393	CALIFORNIA STREET	BRICK	4.7
12	408	WATERTOWN STREET	BRICK	6.1
12	409	GALEN STREET	BRICK	4.4
12	410	GALEN STREET	BRICK	6.3
12	505	WATERTOWN STREET	BRICK	8.2
12	507	LYONS COURT	BRICK	11
12	508	WATERTOWN STREET	BRICK	10.3
12	509	WATERTOWN STREET	BRICK	9.2
12	510	WATERTOWN STREET	BRICK	8.4
12	816	ELIOT STREET	BRICK	7.3
12	818	SOUTH PARK STREET	BRICK	6.5
12	815	BOYD STREET	BRICK	6.4
12	817	SOUTH PARK STREET	BRICK	7.5
12	837	WATER STREET	BRICK	13.5
12	838	GALEN STREET	BRICK	6.5
12	939	GALEN STREET	BRICK	7.5
12	940	GALEN STREET	BRICK	6.6
12	941	CAPITOL STREET	BRICK	12
12	942	WATER STREET	BRICK[1]	10
12	943	WATER STREET	BRICK[1]	10
12	944	GALEN STREET	BRICK	15.7
12	945	GALEN STREET	PRECAST	8.6
12	949	CALIFORNIA STREET	BRICK	3.2
12	950	CALIFORNIA STREET	BRICK	4.8
12	951	CALIFORNIA STREET	BRICK	5.2
12	953 C	WATERTOWN STREET	BRICK[1]	7
12	954	WATERTOWN STREET	BRICK	6.3
12	955	WATERTOWN STREET	BRICK	6.8
12	956	WATERTOWN STREET	BRICK	4.5
12	1148	UNION STREET	BRICK[1]	10
12	1149	UNION STREET	BRICK	5.9
12	1150	CAPITOL STREET	BRICK	5
12	1152	MAPLE STREET	BRICK	8.2
12	1154	HUNT STREET	BRICK	11.1
12	1155	MAPLE STREET	BRICK	13.3
12	1156	WILLIAMS STREET	BRICK	10.3
12	1438	WATERTOWN STREET	BRICK[1]	10
12	1431	FIFTH AVENUE	BRICK	8.1
12	1499	MAPLE STREET	BRICK	16.2
12	1500	GALEN STREET	BRICK	2.2
12	1501	GALEN STREET	BRICK[1]	10
12	1606	WATERTOWN STREET	BRICK	10.7
12	1607	WATERTOWN STREET	BRICK	6.3
12	1608 A	FIFTH AVENUE	BRICK	17.8
12	1608	CAPITOL STREET	BRICK	7
12	1699	UNION STREET	BRICK	8.5
12	1705	LYONS COURT	BRICK	5.7
12	2013	CALIFORNIA STREET	BRICK	7.5
12	2022	GALEN STREET	BRICK	10.1
12	3572	ELIOT STREET	BRICK	5.7

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.
2. MANHOLE MATERIAL ASSUMED TO BE BRICK.

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
12	15	ELIOT STREET	BRICK
12	23	MORSE STREET	BRICK
12	391	WATERTOWN STREET	BRICK
12	822	BOYD STREET	BRICK
12	824	BIGELOW TERRACE	BRICK
12	837	WATER STREET	BRICK
12	938	GALEN STREET	BRICK
12	941	CAPITOL STREET	BRICK
12	942	WATER STREET	BRICK[1]
12	943	GALEN STREET	BRICK[1]
12	955	WATERTOWN STREET	BRICK
12	1438	WATERTOWN STREET	BRICK[1]
12	1439	CALIFORNIA STREET	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN, MA 02472

Weston & Sampson
Weston & Sampson Engineers, Inc.
55 Walkers Brook Drive, Suite 100
Reading MA 01867
978.532.1900 SELF-VERIFICATION
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Consultants

Revisions

No.	Date	Description

COA

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Scale AS NOTED

Date JULY 2023
Drawn By ZSO
Reviewed By CVP
Approved By DWS
W&S Project No. EN0104-0103
W&S File No. SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C101

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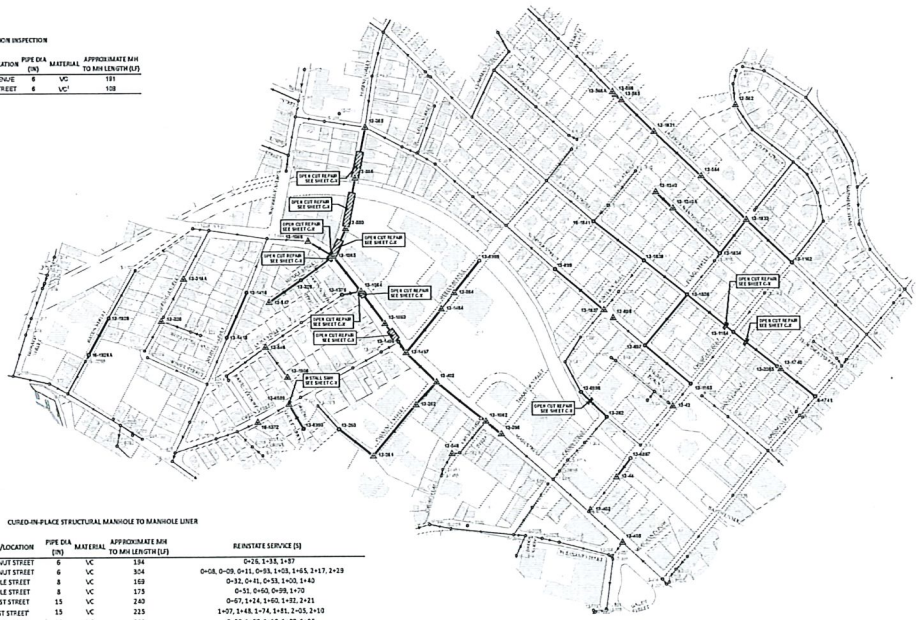
CLEANING AND TELEVISION INSPECTION

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
13	384	13	6998	WHITES AVENUE	6	VC	181
13	6997	13	44	CHURCH STREET	6	VC[1]	108

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.



MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
13	42	CHURCH STREET	BRICK	7.1
13	251	CHESTNUT STREET	BRICK	6.1
13	252	CHESTNUT STREET	BRICK	7.5
13	319 A	FRENCH STREET	BRICK	6
13	384	WHITES AVENUE	BLOCK	7.3
13	386	FOREST STREET	BRICK	8.7
13	396	MAIN STREET	BRICK	9.9
13	402	CHESTNUT STREET	BRICK	12.5
13	403	MAIN STREET	BRICK	8.4
13	405	MAIN STREET	BRICK	9
13	547	MIDDLE STREET	BRICK	6.4
13	548	CHURCH HILL STREET	BRICK	9
13	550	FOREST STREET	BRICK	14.3
13	562	OLIVER STREET	BRICK	7.1
13	564	PALFREY STREET	BRICK	8.3
13	565	PALFREY STREET	BRICK	8.5
13	566	PALFREY STREET	BRICK	9.2
13	566 A	PALFREY STREET	BRICK	9.2
13	898	SUMMER STREET	BRICK	6.2
13	1062	CHURCH HILL STREET	BRICK	9.5
13	1063	MAIN STREET	BRICK	13.2
13	1064	MAIN STREET	BRICK	22.3
13	1065	FOREST STREET	BRICK	23.9
13	1066	MAIN STREET	BRICK	8.8
13	1240	HAWTHORNE STREET	BRICK	5.8
13	1240 A	HAWTHORNE STREET	BRICK	6.1
13	1454	WHITES AVENUE	BRICK	8
13	1497	MAIN STREET	BRICK	14.9
13	1740	FAYETTE STREET	BRICK	6.3
13	1831	PALFREY STREET	BRICK	7.1
13	1833	PALFREY STREET	BRICK	8.5
13	1837	SUMMER STREET	BRICK	8.9

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
13	44	CHURCH STREET	BRICK
13	546	CUSA STREET	BRICK
13	1906	CHESTNUT STREET	BLOCK

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
13	260	13	261	CHESTNUT STREET	6	VC	134	0+26, 1+35, 1+87
13	262	13	261	CHESTNUT STREET	6	VC	304	0+08, 0+09, 0+11, 0+93, 1+03, 1+65, 2+17, 2+29
13	315	13	547	MIDDLE STREET	8	VC	169	0+32, 0+81, 0+53, 1+00, 1+40
13	325	13	1065	MIDDLE STREET	8	VC	175	0+51, 0+60, 0+88, 1+70
13	385	13	386	FOREST STREET	15	VC	240	0+67, 1+24, 1+60, 1+82, 2+21
13	386	13	550	FOREST STREET	15	VC	225	1+07, 1+48, 1+74, 1+81, 2+03, 2+10
13	402	13	1062	MAIN STREET	18	VC	308	0+58, 1+09, 1+18, 1+87, 1+95
13	402	13	262	CHESTNUT STREET	6	VC	152	1+42
13	550	13	1065	FOREST STREET	15	VC	149	0+24, 0+60, 0+91
13	564	13	1833	PALFREY STREET	8	VC	289	0+10, 0+46, 0+84, 1+21, 1+84, 2+03
13	565	13	1831	PALFREY STREET	8	VC	232	0+17, 0+74, 0+58, 1+58, 1+70, 1+85
13	566	13	565	PALFREY STREET	8	VC	30	
13	566 A	13	566	PALFREY STREET	8	VC	13	
13	897	13	1165	SUMMER STREET	8	VC	276	0+31, 0+32, 1+10, 1+17, 1+49, 1+70, 1+99
13	1062	13	396	MAIN STREET	18	VC	83	0+02, 0+58
13	1063	13	1064	MAIN STREET	18	VC	183	0+04, 0+75, 1+68
13	1063	13	1496	MAIN STREET	18	VC	101	
13	1065	13	1064	MAIN STREET	18	VC	206	0+53, 0+92, 1+41, 1+47
13	1065	13	1065	MAIN STREET	8	VC	134	0+03, 0+36, 0+79, 1+13, 1+23
13	1240 A	13	1240	HAWTHORNE STREET	8	VC	111	0+30, 0+56, 0+92
13	1376	13	1064	CUSA STREET	8	VC	84	0+11
13	1415	13	1416	MYRTLE STREET	6	VC	228	0+03, 0+16, 0+16, 0+66, 1+05, 1+25, 1+32, 1+36, 1+58, 1+59, 1+33, 2+33
13	1484	13	1497	WHITES AVENUE	6	VC	255	
13	1496	13	1497	MAIN STREET	18	VC	55	
13	1497	13	402	MAIN STREET	18	VC	189	0+53, 1+09
13	1740	8	1741	FAYETTE STREET	6	VC	189	0+12, 0+19, 0+37, 0+91, 0+97, 1+03, 1+23, 1+34
13	1740	13	1164	FAYETTE STREET	6	VC	280	0+24, 0+42, 2+07
13	1831	13	564	PALFREY STREET	8	VC	302	0+04, 0+19, 0+84, 1+23, 1+48, 1+96, 2+10, 2+18, 2+57
13	1833	13	1162	PALFREY STREET	8	VC	275	0+45, 0+83, 1+26, 1+43
13	1834	13	1240 A	HAWTHORNE STREET	8	VC	298	0+67, 0+96, 1+32, 1+62, 2+11, 2+13, 2+48, 2+76
13	1834	13	1833	PEARL STREET	8	VC	199	0+08, 0+72, 1+23
13	1836	13	897	PEARL STREET	8	VC	293	0+33, 0+56, 1+07, 1+11, 1+32, 1+63, 1+94, 2+17
13	1836	13	1164	FAYETTE STREET	6	VC	277	0+31, 0+55, 1+23, 1+47, 1+48, 1+78, 2+00, 2+08, 2+33
13	1836	13	1838	FAYETTE STREET	6	VC	246	0+32, 1+09, 1+45, 1+65, 1+73, 2+24
13	1837	15	839	SUMMER STREET	6	VC	286	0+33, 1+06, 1+85, 2+00, 2+66
13	1838	15	1841	FAYETTE STREET	6	VC	232	0+43, 0+69, 0+83, 1+33, 1+42, 1+46, 1+58, 2+02, 2+49
13	6990	13	6989	GREEN STREET TERRACE	8	VC	144	
13	6998	13	332	WINTER STREET	8	VC	175	0+58, 1+58
16	1328 A	13	1328	BACON STREET	6	VC	66	0+38

NOTES:
1. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

N

200 0 200

SCALE: 1"=200'

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
13	319	FRENCH STREET	BRICK
13	335	FOREST STREET	BRICK[1]
13	1837	SUMMER STREET	BRICK
16	1372	GREEN STREET	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
13	315	13	1065	MIDDLE STREET	8	VC	175	0+51
13	384	13	6999	WHITES AVENUE	6	VC	191	0+12
13	386	13	550	FOREST STREET	15	VC	225	1+48
13	564	13	1833	PALFREY STREET	8	VC	289	0+10
13	564	13	1833	PALFREY STREET	8	VC	289	0+46
13	1415	13	1416	MYRTLE STREET	6	VC	228	1+59
13	1740	13	1164	FAYETTE STREET	6	VC	280	0+42
13	1831	13	564	PALFREY STREET	8	VC	302	1+49
13	1831	13	564	PALFREY STREET	8	VC	302	2+13
13	1836	13	1164	FAYETTE STREET	6	VC	277	2+08
13	1836	13	1838	FAYETTE STREET	6	VC	246	2+24
13	1838	15	1841	FAYETTE STREET	6	VC	232	2+02

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN, MA 02472

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Consultants

Revisions

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Scale AS NOTED

Date JULY 2023
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Reviewed By CVP
Approved By DWE
W&S Project No. 8H0124X0
W&S File No. 5000 PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C102

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CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)	APPROXIMATE STATION
3	361	3	818	YUKON AVENUE	6	VC	165	1+13
3	1559	3	2067	OAK STREET	6	VC	161	0+07
3	1559	3	2067	OAK STREET	6	VC	161	0+64
5	472	5	473	COOLIDGE HILL ROAD	8	VC	240	1+31
5	1569	5	1034	COOLIDGE AVENUE	12	VC	199	0+21
5	1998	5	1997	ARLINGTON STREET	8	VC	261	1+43
5	2080	5	837	CALVIN ROAD	8	VC	322	1+43
5	4772	5	1568	MERRIFIELD AVENUE	6	VC	215	0+97

CLEANING AND TELEVISION INSPECTION

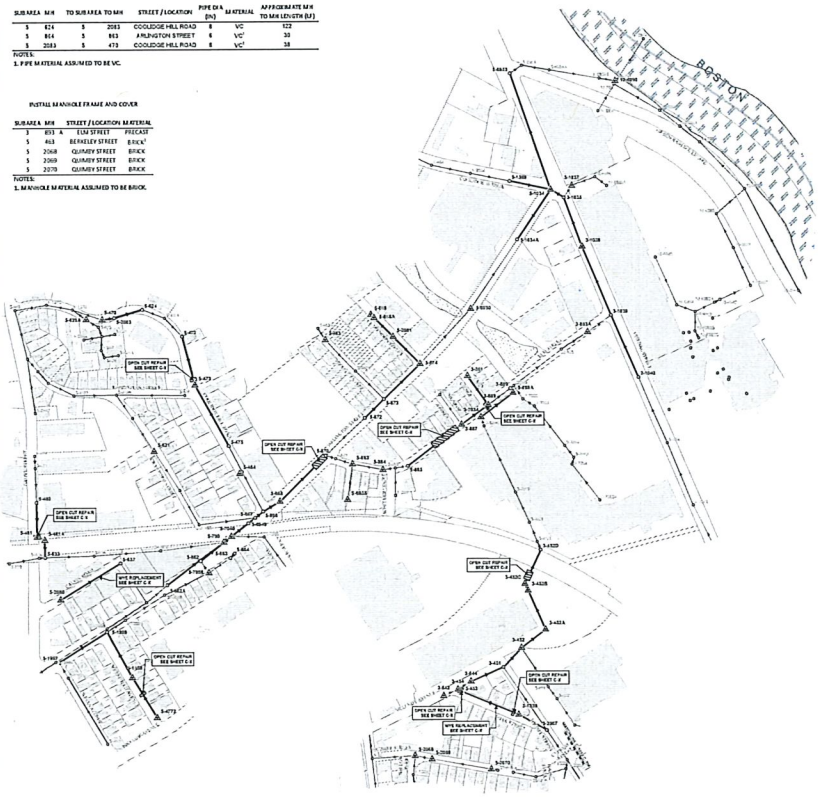
SUBAREA	M/H	TO SUBAREA	TO M/H	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)
5	824	5	2081	COOLIDGE HILL ROAD	8	VC	122
5	874	5	863	ARLINGTON STREET	6	VC[1]	30
5	2083	5	473	COOLIDGE HILL ROAD	8	VC[1]	38

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

INSTALL MANHOLE FRAME AND COVER

SUBAREA	M/H	STREET / LOCATION	MATERIAL
3	453 A	ELM STREET	PRECAST
5	463	BERKELEY STREET	BRICK[1]
5	2068	QUINCY STREET	BRICK
5	2069	QUINCY STREET	BRICK
5	2070	QUINCY STREET	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.



BUILD MANHOLE BENCH AND INVERT

SUBAREA	M/H	STREET / LOCATION	MATERIAL
3	453	OAK STREET	BRICK
3	454	OAK STREET	BRICK
3	888	ELM STREET	BRICK
5	881	ELM STREET	BRICK
5	6955	CHADBOURNE TERRACE	PRECAST

LOCATE, RAISE TO GRADE AND REPLACE MANHOLE FRAME AND COVER

SUBAREA	M/H	STREET / LOCATION
3	452	LAUREL STREET
5	470	COOLIDGE HILL ROAD
5	629 A	COOLIDGE HILL ROAD
5	7058	ARLINGTON STREET

INSTALL MANHOLE INFLOW DISH

SUBAREA	M/H	STREET / LOCATION	MATERIAL
5	618	BERKELEY STREET	BRICK

MANHOLE CEMENTITIOUS LINING

SUBAREA	M/H	STREET / LOCATION	MATERIAL	APPROXIMATE M/H DEPTH (VF)
3	361	YUKON AVENUE	BRICK	4.1
3	452 A	LAUREL STREET	PRECAST	11.4
3	452 B	ARSENAL WAY	PRECAST	10.1
3	452 C	ARSENAL WAY	BRICK	10.1
3	453	OAK STREET	BRICK	6.1
3	454	OAK STREET	BRICK	6
3	643	BELLEVIEW AVENUE	BRICK	5.2
3	644	BELLEVIEW AVENUE	BRICK	5.6
3	887	ELM STREET	BRICK	10.6
3	889 A	ELM STREET	BRICK	6.6
3	1037	ARSENAL STREET	PRECAST	7.2
3	1038	ARSENAL STREET	BRICK	13.4
3	1559	OAK STREET	BRICK	7.7
3	2054	ELM STREET	BRICK	9.1
5	473	COOLIDGE HILL ROAD	BRICK	7.9
5	481	GROVE STREET	BRICK	11.2
5	481 A	GROVE STREET	BRICK[1]	10
5	464	COOLIDGE HILL ROAD	BRICK	5.8
5	618	BERKELEY STREET	BRICK	4.4
5	618 A	BERKELEY STREET	BRICK	4.4
5	621	CRAWFORD STREET	BRICK	8
5	780	ARLINGTON STREET	BRICK	15.2
5	868	ARLINGTON STREET	BRICK	13.1
5	874	CLARENDON STREET	BRICK	7.8
5	884	ELM STREET	BRICK	8.9
5	1034	ARLINGTON STREET	BRICK	17.5
5	1568	MERRIFIELD AVENUE	BRICK	5.5
5	2080	CALVIN ROAD	BRICK	4.3
5	2081	CLARENDON STREET	BRICK	5.2
5	4772	MERRIFIELD AVENUE	BRICK	4.2
5	6950	ARLINGTON STREET	BRICK	8.9
5	7049	ARLINGTON STREET	BRICK	16.7
10	6990	GREENOUGH BOULEVARD	BRICK[1]	10

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)	REINSTATE SERVICE (S)
2	1543	3	1039	ARSENAL STREET	12	VC	123	
3	361	3	818	YUKON AVENUE	6	VC	165	0+05, 0+05, 0+44, 0+49, 1+13
3	451	3	452	LAUREL STREET	8	VC[2]	126	
3	452 C	3	452 D	LAUREL STREET	10	VC	169	0+22
3	452	3	452 A	LAUREL STREET	12	VC[2]	139	
3	452 A	3	452 B	LAUREL STREET	12	PVC	197	
3	452 B	3	452 C	LAUREL STREET	10	PVC	27	
3	453	3	454	OAK STREET	6	VC[2]	9	
3	887	3	888	ELM STREET	6	VC	156	0+59, 0+65, 1+16
3	889	3	889 A	ELM STREET	12	VC	25	
3	889 A	3	2054	ELM STREET	12	VC	156	
3	1035	3	1034	ARSENAL STREET	15	VC[2]	70	
3	1038	3	1035	ARSENAL STREET[2]	15	VC	240	0+25
3	1039	3	1038	ARSENAL STREET	15	VC	330	
3	1559	3	453	OAK STREET	6	VC	231	0+23, 0+48, 0+54, 1+11, 1+41, 1+54, 2+08
3	1559	3	2067	OAK STREET	6	VC	161	0+07, 0+64, 1+41
5	472	5	473	COOLIDGE HILL ROAD[2]	8	VC	240	0+14, 1+31, 1+69
5	473	5	475	COOLIDGE HILL ROAD	8	VC	322	0+48, 1+05, 1+36, 1+68, 1+98, 2+35, 2+49, 2+91, 3+06, 3+
5	480	5	481	GROVE STREET	8	VC	160	
5	481	5	481 A	GROVE STREET	8	VC	38	
5	481 A	5	633	GROVE STREET	8	VC[2]	78	
5	780	5	7049	ARLINGTON STREET	18	VC[2]	44	
5	862	5	780	ARLINGTON STREET	12	VC[2]	138	
5	862 A	5	780	ARLINGTON STREET	12	VC	330	0+30, 0+57, 1+06, 1+43, 1+80, 1+91, 2+14, 2+44, 2+84, 3+
5	866	5	868	ARLINGTON STREET	18	VC[2]	90	
5	867	5	866	ARLINGTON STREET	18	VC[2]	47	
5	870	5	868	ARLINGTON STREET	18	VC	234	0+12, 0+54, 1+09, 1+79, 1+97, 2+24, 2+70
5	872	5	873	ARLINGTON STREET	18	VC	118	0+35, 0+63, 0+94
5	873	5	874	ARLINGTON STREET	18	VC	233	0+15, 0+48, 0+65, 1+18, 1+30, 1+35, 1+43, 1+65, 1+91, 2+
5	885	5	887	ELM STREET	6	VC	312	0+62, 0+86, 0+91, 1+42, 1+44, 1+60, 2+15, 2+65
5	1034 A	5	1034	ARLINGTON STREET	18	VC	264	0+12, 0+66, 1+42, 2+04
5	1568	5	1998	MERRIFIELD AVENUE	6	VC	250	0+17, 0+31, 0+54, 0+77, 0+97, 1+12, 1+20
5	1569	5	1034	COOLIDGE AVENUE	12	VC	199	0+21
5	1998	5	1997	ARLINGTON STREET	8	VC	261	0+43, 0+94, 1+43
5	2080	5	837	CALVIN ROAD	8	VC	322	0+31, 0+97, 1+43, 1+47, 2+05
5	2081	5	618 A	CLARENDON STREET	6	VC	187	0+05, 0+15, 0+37, 0+48, 0+60, 0+72, 1+07, 1+09, 1+40, 1+
5	2081	5	874	CLARENDON STREET	6	VC	175	0+22, 0+47
5	4772	5	1568	MERRIFIELD AVENUE	6	VC	215	0+58, 0+69, 0+97, 1+17, 1+25, 1+27, 1+44, 1+56, 1+78, 2+
5	6953	5	1034	ARSENAL STREET	24	VC	571	1+70
5	7049	5	6949	ARLINGTON STREET	18	VC[2]	100	

NOTES:
1. DIAMETER CHANGE IN SEWER; TAPERED LINER REQUIRED.
2. PIPE MATERIAL ASSUMED TO BE VC.
3. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

Project
CITY OF WATERTOWN, MA
CIP PROJECT 2 REHABILITATIONS
DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN, MA 02472

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Consultants

Revisions		
No.	Date	Description

CSM

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Scale AS NOTED

Date JULY 2023
Drawn By ZSO
Reviewed By CVP
Approved By DWE
W&S Project No. EN-023-0108
W&S File No. EEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C103

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MANHOLE CEMENTITIOUS LINING

SUBAREA	M/H	STREET / LOCATION	MATERIAL	APPROXIMATE M/H DEPTH (VF)
3	450	CYPRESS STREET	BRICK	10.7
3	2062	HAZEL STREET	BRICK	4.4
3	3993	HAZEL STREET	BRICK	3.7
4	449	DEXTER AVENUE	BRICK	8
4	647	SPRUCE STREET	BRICK	6.9
4	1473	CYPRESS STREET	BRICK	7
4	1529	WALNUT STREET	BRICK	6.3
4	1972	WALNUT STREET	BRICK	6.6
4	1973	WALNUT STREET	BRICK	6.5
4	1974	WALNUT STREET	BRICK	6.4
4	1975	WALNUT STREET	BRICK	9
4	1976	WALNUT STREET	BRICK	7
4	1977	WALNUT STREET	BRICK	6.8
4	1977 A	WALNUT STREET	PRECAST	9.2
4	6193	SPRUCE STREET	BRICK[1]	10
5	350	CHAUNCEY STREET	BRICK	4.5
5	447	PORTER STREET	BRICK	4.9
5	653	BOYLSTON STREET	BRICK	6.3
5	655	HANCOCK STREET	LINED	5.6
5	689	CHAUNCEY STREET	LINED	9.8
5	690	HANCOCK STREET	PRECAST	6.4
5	1458	WINTHROP STREET	BRICK	6
5	1460	HANCOCK STREET	BRICK	3.7
5	1464	CONCORD ROAD	BRICK	4.7
5	1545	PORTER STREET	BRICK	4.9
5	1546	PORTER STREET	BRICK	5.5
5	1547	BOYLSTON STREET	BRICK	6.8
5	1549	HOVE STREET	BRICK	3.7
5	1987	SCHOOL STREET	BRICK	6.8
5	2057	BOYLSTON STREET	BRICK	9.1
5	2059	BOYLSTON STREET	BRICK	7.2
5	2075	FAIRFIELD STREET	BRICK	5.3

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.

INSTALL MANHOLE FRAME AND COVER

SUBAREA	M/H	STREET / LOCATION	MATERIAL
5	1470	HOOSER STREET	BRICK

LOCATE, RAISE TO GRADE AND REPLACE MANHOLE FRAME AND COVER

SUBAREA	M/H	STREET / LOCATION
4	6193	SPRUCE STREET

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)	REINSTATE SERVICE (S)
3	1553	4	1555	DEXTER AVENUE	6	VC	315	0+05, 1+41, 2+07, 2+43
3	2062	3	3993	HAZEL STREET	8	VC	82	0+48
4	449	4	1554	DEXTER AVENUE	8	VC	246	1+78, 1+78, 2+20
4	645	4	1561	CYPRESS STREET	8	VC	218	0+46, 0+51, 0+58, 1+28, 1+45, 2+16
4	647	4	6193	SPRUCE STREET	6	VC	157	0+03, 0+21, 0+43, 0+60, 0+93, 0+97, 1+47, 1+49
4	1474	4	1473	CYPRESS STREET	8	VC	279	0+05, 0+54, 0+56, 0+99, 1+29, 1+47, 1+51, 2+09, 2+11, 2+17, 2+54, 2+63, 2+
4	1555	4	449	DEXTER AVENUE	8	VC	247	
4	1529	4	1972	WALNUT STREET	6	VC	374	0+19, 1+42, 1+65, 1+94, 2+06, 3+28
4	1551	5	1468	BOYLSTON STREET	6	VC	242	0+63, 0+83, 1+43, 2+32, 2+34,
4	1553	4	1556	PUTNAM STREET	8	VC	154	0+05, 0+32, 0+57, 1+02, 1+18, 1+47
4	1554	4	1556	PUTNAM STREET	8	VC	258	0+04, 0+11, 0+58, 0+64, 1+14, 1+33, 1+63, 2+13, 2+63
4	1972	4	1973	WALNUT STREET	6	VC	331	0+45, 0+82, 1+36, 1+84, 2+33, 2+78, 3+34
4	1973	4	1974	WALNUT STREET	6	VC	250	0+43, 0+87, 0+93, 1+48, 2+09
4	1975	4	1974	WALNUT STREET[2]	6	VC	350	0+13, 0+28, 0+34, 1+18, 1+27, 2+15, 2+78, 3+42
4	1975	4	1976	WALNUT STREET	6	VC	65	0+11, 0+51
4	1976	4	1977	WALNUT STREET	6	VC	181	0+23, 0+78, 1+28
4	6193	4	1475	SPRUCE STREET	6	VC	501	0+43, 0+52, 0+88, 0+96, 1+32, 1+70
5	447	5	1548 A	PORTER STREET	6	VC[2]	272	
5	448	5	1547	BOYLSTON STREET	6	VC	154	0+25, 0+89, 1+54
5	655	5	690	HANCOCK STREET	8	VC	15	
5	690	5	689	CHAUNCEY STREET	8	VC	124	
5	692	5	1459	HANCOCK STREET	6	VC[2]	149	
5	1458	5	689	CHAUNCEY STREET	8	VC	48	
5	1460	5	350	HANCOCK STREET	6	VC	201	0+06, 0+53, 0+90, 1+58
5	1464	5	1463	CONCORD ROAD	6	VC	297	0+07, 0+23, 0+63, 1+09, 1+42, 1+91, 2+43
5	1547	5	2057	BOYLSTON STREET	6	VC	146	0+24, 0+32, 0+76, 0+93, 1+44
5	1551	5	1552	PUTNAM STREET	8	VC	65	
5	1552	5	2075	HAZEL STREET	8	VC	238	0+55, 0+74, 1+24
5	1986	5	1987	SCHOOL STREET	6	VC	275	0+33, 0+49, 0+82, 0+99, 1+18, 1+34, 1+63, 1+83, 2+13, 2+36
5	2061	5	1549	HOVE STREET	8	VC[2]	111	
5	2075	5	1562	FAIRFIELD STREET	8	VC	224	0+68, 0+90
5	4018	5	1549	HOVE STREET	8	VC	182	0+43, 0+73, 0+93, 0+98
3	1628	4	1629	WALNUT STREET	6	VC[2]	28	

NOTES:
1. DIAMETER CHANGE IN SEWER, TAPERED LINER REQUIRED.
2. PIPE MATERIAL ASSUMED TO BE VC.
3. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

CLEANING AND TELEVISION INSPECTION

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)
4	1556	4	1555	CYPRESS STREET	8	VC	318
4	645	4	1555	CYPRESS STREET	8	VC	216
4	1558	4	1557	SPRUCE STREET	6	VC	180
5	1458	5	1459	WINTHROP STREET	6	VC	258
5	1459	5	658	HANCOCK STREET	8	VC[1]	61

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

BUILD MANHOLE BENCH AND INVERT

SUBAREA	M/H	STREET / LOCATION	MATERIAL
3	1553	LAUREL STREET	BRICK
4	1529	WALNUT STREET	BRICK
5	350	CHAUNCEY STREET	BRICK
5	1549	HOVE STREET	BRICK
5	1986	SCHOOL STREET	BRICK
5	2061	PUTNAM STREET	BRICK

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)	APPROXIMATE STATION
4	645	4	1561	CYPRESS STREET	8	VC	318	1+44
4	1529	4	1972	WALNUT STREET	6	VC	374	1+65
4	1529	4	1972	WALNUT STREET	6	VC	374	1+94
4	1529	4	1972	WALNUT STREET	6	VC	374	2+06
4	1551	5	1468	BOYLSTON STREET	6	VC	242	0+83
4	1551	5	1468	BOYLSTON STREET	6	VC	242	1+43
4	1551	5	1468	BOYLSTON STREET	6	VC	242	2+32
4	1558	4	1557	SPRUCE STREET	6	VC	180	1+13
4	1558	4	1557	SPRUCE STREET	6	VC	180	1+75
4	1972	4	1973	WALNUT STREET	6	VC	331	3+34
4	1973	4	1974	WALNUT STREET	6	VC	350	1+27
4	1973	4	1974	WALNUT STREET	6	VC	350	2+15
4	6193	4	1475	SPRUCE STREET	6	VC	501	1+70
5	1458	5	1459	WINTHROP STREET	6	VC	258	0+53
5	1460	5	350	HANCOCK STREET	6	VC	201	0+53
5	1547	5	2057	BOYLSTON STREET	6	VC	146	0+80
5	1986	5	1987	SCHOOL STREET	6	VC	275	1+69

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN, MA 02472

Weston & Sampson
Weston & Sampson Engineers, Inc.
55 Walkers Brook Drive, Suite 100
Reading, MA 01867
978.532.1900 800.1.WAFVSN
www.westonandsampson.com

Consultants

Revisions

No.	Date	Description

C104

Seal

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Scale AS NOTED

Date JULY 2023
Drawn By ZSO
Reviewed By CVP
Approved By DWE
W&S Project No. EN-0034001
W&S File No. SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C104

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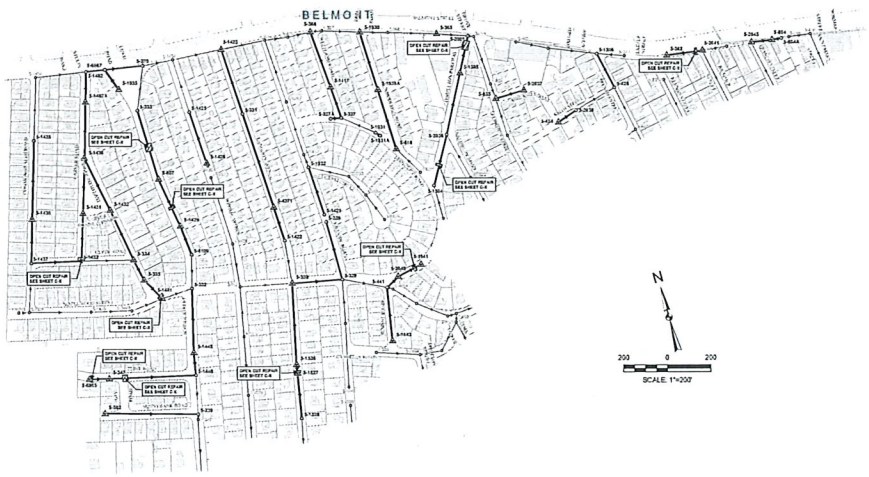

CUT PROTRUSION & SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
5	329	5	328	HILLSIDE ROAD	6	VC	277	0+50
5	331	5	1413	LANGDON AVENUE	6	VC	311	0+43
5	334	5	335	CARVER ROAD EAST	6	VC	107	0+66
5	334	5	335	CARVER ROAD EAST	6	VC	107	0+89
5	335	5	1441	CARVER ROAD EAST	6	VC	128	0+08
5	339	5	592	SUNNYBANK ROAD	6	VC	428	1+13
5	339	5	592	SUNNYBANK ROAD	6	VC	428	1+75
5	807	5	333	SCHOOL STREET	6	VC	410	1+69
5	1417	5	368	WESTLAND ROAD	8	VC	271	1+17
5	1417	5	368	WESTLAND ROAD	8	VC	271	1+12
5	1421	5	1392	HILLSIDE ROAD	6	VC	227	0+08
5	1421	5	1392	HILLSIDE ROAD	6	VC	227	1+02
5	1422	5	4371	LANGDON AVENUE	8	VC	161	0+47
5	1422	5	4371	LANGDON AVENUE	8	VC	161	0+51
5	1426	5	1425	WINSOR AVENUE	6	VC	249	0+76
5	1426	5	1425	WINSOR AVENUE	6	VC	249	0+97
5	1426	5	1425	WINSOR AVENUE	6	VC	249	1+88
5	1426	5	1425	WINSOR AVENUE	6	VC	249	2+41
5	1430	5	1482 A	CARVER ROAD	8	VC	248	0+77
5	1432	5	334	CARVER ROAD EAST	6	VC	247	0+75
5	1432	5	334	CARVER ROAD EAST	6	VC	247	0+81
5	1432	5	334	CARVER ROAD EAST	6	VC	247	1+29
5	1432	5	334	CARVER ROAD EAST	6	VC	247	2+38
5	1432	5	1430	CARVER ROAD EAST	6	VC	270	0+39
5	1432	5	1430	CARVER ROAD EAST	6	VC	270	2+56
5	1433	5	1431	CARVER ROAD	6	VC	220	1+71
5	1433	5	1437	CLYDE ROAD	6	VC	231	1+82
5	1436	5	1435	COMMONWEALTH ROAD	6	VC	359	0+13
5	1436	5	1435	COMMONWEALTH ROAD	6	VC	359	0+54
5	1436	5	1435	COMMONWEALTH ROAD	6	VC	359	0+95
5	1436	5	1435	COMMONWEALTH ROAD	6	VC	359	1+42
5	1436	5	1435	COMMONWEALTH ROAD	6	VC	359	2+19
5	1437	5	1436	COMMONWEALTH ROAD	6	VC	200	0+68
5	1437	5	1436	COMMONWEALTH ROAD	6	VC	200	1+34
5	1437	5	1436	COMMONWEALTH ROAD	6	VC	200	1+45
5	1437	5	1436	COMMONWEALTH ROAD	6	VC	200	1+61
5	1482 A	5	1482	CARVER ROAD	8	VC	150	0+21
5	1506	5	426	PRENTISS STREET	8	VC	180	0+14
5	1506	5	426	PRENTISS STREET	8	VC	180	0+59
5	1506	5	426	PRENTISS STREET	8	VC	180	1+00
5	1526	5	330	LANGDON AVENUE	6	VC	373	0+34
5	1526	5	330	LANGDON AVENUE	6	VC	373	1+43
5	1526	5	330	LANGDON AVENUE	6	VC	373	1+91
5	1526	5	330	LANGDON AVENUE	6	VC	373	1+93
5	1526	5	330	LANGDON AVENUE	6	VC	373	2+41
5	1526	5	330	LANGDON AVENUE	6	VC	373	2+45
5	1526	5	330	LANGDON AVENUE	6	VC	373	2+82
5	1527	5	1528	LANGDON AVENUE	6	VC	201	0+63
5	2036	5	1505	TEMPLETON PARKWAY	6	VC	287	1+09
5	2036	5	1505	TEMPLETON PARKWAY	6	VC	287	1+19
5	4371	5	331	LANGDON AVENUE	6	VC	455	0+53
5	4371	5	331	LANGDON AVENUE	6	VC	455	1+41

INSTALL MANHOLE INFLOW DISH

SUBAREA	MH	STREET / LOCATION	MATERIAL
5	2037	ASHLAND STREET	BLOCK

MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
5	335	CARVER ROAD EAST	BRICK	6.3
5	347	FLINT ROAD	BRICK	5.9
5	362	BELMONT STREET	BRICK	5.2
5	365	TEMPLETON PARKWAY	BRICK	7.6
5	368	WESTLAND ROAD	BRICK	7.3
5	424	KEITH STREET	BRICK	2.3
5	592	SUNNYBANK ROAD	BRICK	6.2
5	804	BELMONT STREET	BRICK	4.4
5	807	SCHOOL STREET	BRICK	6.8
5	1417	WESTLAND ROAD	BRICK	6.4
5	1426	WINSOR AVENUE	BRICK	5.8
5	1429	SCHOOL STREET	BRICK	5.7
5	1430	CARVER ROAD	BRICK	4.9
5	1431	CARVER ROAD	BRICK	7.2
5	1432	CARVER ROAD EAST	BRICK	4.7
5	1436	COMMONWEALTH ROAD	BRICK	5.3
5	1441	MAPLEWOOD STREET	PRECAST	4.8
5	1443	SUMMIT ROAD	BRICK	5.8
5	1445	SCHOOL STREET	BRICK	8
5	1482 A	CARVER ROAD	BRICK[1]	10
5	1503	SALISBURY ROAD	BRICK	7.2
5	1528	LANGDON AVENUE	BRICK	7.8
5	1527	LANGDON AVENUE	BRICK	6.7
5	1530	WOODLEIGH ROAD	BRICK	6.8
5	1530 A	WOODLEIGH ROAD	BRICK	6
5	1341	EDGECLIFF ROAD	BRICK	2.6
5	2041	BRUMMER STREET	BRICK	6.3
5	2048	EDGECLIFF ROAD	BRICK	3.4
5	4371	LANGDON AVENUE	BRICK	4.4
5	4965	FLINT ROAD	PRECAST	5.9

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
5	334	CLYDE ROAD	BRICK[1]
5	592	SUNNYBANK ROAD	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
5	330	MAPLEWOOD STREET	BRICK
5	610	EDGECLIFF ROAD	BRICK
5	804	BELMONT STREET	BRICK
5	855	ARLINGTON STREET	BLOCK
5	1423	LANGDON AVENUE	BRICK
5	1335	SCHOOL STREET	BRICK
5	2037	ASHLAND STREET	BLOCK
5	2045	FRANCIS STREET	BRICK

CLEANING AND TELEVISION INSPECTION

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
5	327	5	327 A	EDGECLIFF ROAD	8	VC	50
5	329	5	328	HILLSIDE ROAD	6	VC	277
5	331	5	1423	LANGDON AVENUE	6	VC	311
5	804	5	2045	BELMONT STREET	8	VC[1]	96
5	804 A	5	804	BELMONT STREET	6	VC[1]	44
5	1421	5	1392	HILLSIDE ROAD	6	VC	227
5	1433	5	1437	CLYDE ROAD	6	VC	231
5	1331	5	1331 A	EDGECLIFF ROAD	6	VC	25
5	1353	5	6967	SCHOOL STREET	6	VC[1]	113
5	2037	5	855	ASHLAND STREET	8	VC[1]	135

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
5	327	5	1417	WESTLAND ROAD	8	VC	332	0+33, 0+52, 0+74, 0+88, 1+47
5	330	5	329	MAPLEWOOD STREET	8	VC	236	0+78, 0+86, 1+21, 1+77
5	332	5	1445	SCHOOL STREET	6	VC	296	0+08, 1+13, 1+23, 1+44, 1+61, 1+82, 2+61
5	334	5	335	CARVER ROAD EAST	6	VC	107	0+66, 0+92
5	335	5	1441	CARVER ROAD EAST	6	VC	128	0+08, 0+16, 0+63
5	339	5	592	SUNNYBANK ROAD	6	VC	428	0+33, 0+83, 1+13, 1+39, 1+97, 2+14, 2+74, 2+75, 3+18, 3+54, 3+82, 4+22
5	347	5	1446	FLINT ROAD	6	VC	396	0+08, 0+12, 0+58, 1+13, 1+57, 1+68, 2+07, 2+30, 2+54, 3+62
5	347	5	6965	FLINT ROAD	6	VC	95	0+70, 0+85
5	441	5	2048	EDGECLIFF ROAD	6	VC	66	0+25
5	610	5	1330 A	WOODLEIGH ROAD	6	VC	284	0+18, 1+15, 1+71, 1+94, 2+45, 2+46
5	807	5	333	SCHOOL STREET	6	VC	410	0+17, 0+18, 0+52, 0+77, 1+15, 1+41, 1+68, 2+63, 2+96, 3+07, 3+18, 3+65, 3+74
5	807	5	1429	SCHOOL STREET	6	VC	243	0+16, 0+18, 0+61, 0+76, 1+45, 1+81, 1+98
5	1417	5	368	WESTLAND ROAD	8	VC	271	0+16, 0+27, 0+78, 1+17, 1+56, 1+70, 1+77, 2+12
5	1422	5	4371	LANGDON AVENUE	8	VC	161	0+27, 0+47, 0+51
5	1426	5	1425	WINSOR AVENUE	6	VC	249	0+18, 0+35, 0+78, 0+97, 1+30, 1+48, 1+83, 1+88, 2+41
5	1429	5	6129	SCHOOL STREET	6	VC	148	0+14, 0+27, 0+74, 0+91, 1+43
5	1430	5	1482 A	CARVER ROAD	8	VC	248	0+37, 0+54, 0+77, 1+23, 1+34, 1+52, 1+56, 2+03, 2+07
5	1431	5	1430	CARVER ROAD	6	VC	255	0+08, 0+12, 1+06, 1+60, 2+11
5	1432	5	334	CARVER ROAD EAST	6	VC	247	0+37, 0+75, 0+81, 1+29, 1+82
5	1432	5	1430	CARVER ROAD EAST	6	VC	270	0+39, 0+94, 1+39, 1+93, 2+56
5	1433	5	1431	CARVER ROAD	6	VC	220	0+91, 1+09, 1+23, 1+67, 1+71
5	1436	5	1435	COMMONWEALTH ROAD	6	VC	359	0+13, 0+54, 0+81, 0+95, 1+15, 1+42, 1+75, 2+02, 2+19, 3+54
5	1437	5	1436	COMMONWEALTH ROAD	6	VC	200	0+18, 0+67, 0+68, 1+08, 1+34, 1+45, 1+61, 1+85
5	1443	5	441	SUMMIT ROAD	6	VC	242	0+14, 0+65, 0+72, 1+54, 1+65, 2+14
5	1445	5	1446	SCHOOL STREET	6	VC	110	0+13, 0+57
5	1482	5	370	BELMONT STREET	8	VC	265	0+52, 0+88, 2+62
5	1482 A	5	1482	CARVER ROAD	8	VC	150	0+04, 0+15, 0+21, 0+84
5	1504	5	2036	TEMPLETON PARKWAY	6	VC	248	0+09, 0+23, 1+16, 1+97, 2+34
5	1505	5	2021	TEMPLETON PARKWAY	6	VC	182	0+06, 0+39
5	1506	5	426	PRENTISS STREET	8	VC	180	0+14, 0+20, 0+48, 1+00, 1+13, 1+36, 1+53
5	1526	5	330	LANGDON AVENUE	6	VC	373	0+92, 0+94, 1+42, 1+43, 1+91, 1+93, 2+41, 2+45, 2+82
5	1527	5	1526	LANGDON AVENUE	6	VC	50	0+41, 0+42
5	1527	5	1528	LANGDON AVENUE	6	VC	201	0+05, 0+41, 0+56, 0+63, 1+32, 1+59
5	1530 A	5	1530	WOODLEIGH ROAD	6	VC	283	0+25, 0+33, 0+97, 1+26, 1+58, 2+18, 2+25
5	2036	5	1505	TEMPLETON PARKWAY	6	VC	287	0+12, 0+43, 0+66, 1+05, 1+09, 1+28, 1+79, 2+32, 2+72
5	2038	5	424	KEITH STREET	6	VC	97	0+39, 0+66, 0+68
5	2041	5	362	BELMONT STREET	6	VC	166	0+06, 1+14, 1+59
5	2048	5	1341	EDGECLIFF ROAD	6	VC	120	0+16, 0+39, 1+15, 1+15
5	4371	5	331	LANGDON AVENUE	6	VC	455	0+11, 0+52, 0+53, 0+83, 1+21, 1+41, 1+53, 1+89, 2+07, 2+42, 2+48, 3+06, 3+07, 3+53, 3+60, 4+21, 4

NOTES:
1. DIAMETER CHANGE IN SEWER; TAPERED LINER REQUIRED.

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN, MA 02472

Weston & Sampson
Weston & Sampson Engineers, Inc.
35 Walnut Hill Drive, Suite 100
Reading, MA 01867
978.532.1900 800.1.WSFUN
www.westonandsampson.com

Consultants

Revisions

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W&S Project No.: B0122-0108
W&S File No.: SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C105

CIP Proj-T-E 2022 WESTON & SAMPSON INC.

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: August 7, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to fund $65,550 for the replacement of the Department of Public Works (DPW) water heater that provides water to the kitchenettes, wash stations and bathrooms throughout the DPW's complex. This request corresponds with Conceptual Recommendation Line Item 12 from Fiscal Year 2023 as denoted in the Capital Improvement Program (CIP) of the Fiscal Year 2025-2029.

I respectfully request the attached proposed Loan Order be placed on the August 13, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775

p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Kris A. Moussette
(617) 378-4136
kmoussette@hinckleyallen.com

August 7, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – DPW Water Heater Replacement Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of the replacement of the Department of Public Works water heater:

> ORDERED: That the sum of $65,550.00 is appropriated to pay costs of the replacement of the Department of Public Works (the "DPW") water heater that provides water to the kitchenettes, wash stations and bathrooms throughout the DPW's complex, including the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

Kris A. Moussette

Kris A. Moussette

65074798 v2

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET

Gregory M. St. Louis, PE
Superintendent

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis - City Manager

FROM: Mr. Gregory St. Louis, PE - Superintendent of Public Works
Mr. Michael Albano, CPA - Director of Admin & Finance

DATE: July 3, 2024

RE: Public Works Dept. – Water Heater Funding Request

The Department of Public Works respectfully requests that the necessary actions be taken to authorize the Treasurer to fund $65,550 as outlined and approved in the City Council's Conceptual Recommendation Item #12 from FY23 as denoted in the Capital Improvement Program (CIP) of the Fiscal Year 2025-29.

These funds will be utilized for the construction, construction administration services and potential construction contingency costs associated with this project. As outlined below, the $65,550 will be utilized as follows:

Item	Amount	Remarks
Funding Request	$65,550.00	FY23 Conceptual Recommendation 12
Construction Bid Amount	$55,550.00	AALANCO Service Corp.
Construction Administration/ Construction Services	$5,000.00	Sebuh Petrosian – Project Consultant
Construction Contingency	$5,000.00	Unforeseen Vent/Valve issues (9%)

In May of 2024, DPW solicited written quotes which have been review with the Project Consultant and the Purchasing Office. The lowest and most eligible bid was from AALANCO Service Corporation in the amount of $55,550.00. Construction Administration services, to be performed by Sebuh Petrosian are assumed to be approximately $5,000, and a contingency of $5,000.00 is being recommended to be carried for contingency (9%), to cover any potential

unexpected and unforeseen conditions with the venting and valves which may result as this project moves forward.

Work on this project includes replacement of the DPW water heater in the basement that provides water the kitchenettes, wash stations, and bathrooms throughout the complex and is a separate system from the water boiler heating system.

Thank you in advance for your consideration of this request.

May 29, 2024

Michael Albano
Department of Public Works
124 Orchard Street
Watertown, MA 02472

RE: Water Heater Installation

Dear Mike

Thank you for the opportunity to allow us to quote you on the installation of a new water heater for your facility

Per your request Aalanco Service Corporation proposes to remove and install a new A.O Smith BTH300A water heater with 119 gallon storage capacity along with a new expansion tank, condensate nuetralizer and all new flue pipe required.
We will install the new heater in the same location as the old unit, connect the new heater to the existing hot and cold-water piping. The existing domestic mixing valve and return circulators will be piped back into the new heater.
We will run Massachusetts approved flue pipe from the heater and terminate as discussed in the walkthrough.
The new heater will be wired per code by a licensed electrician.
Once complete we shall commission the new heater, test and leave online.
All debris related to the installation will be removed from the premmises and properly disposed of.

Your investment for the specified scope of work will be $55,550.00 plus applicable tax.

All Aalanco personnel have been OSHA Certified and safety trained to work in all environments required by our customers. All work will be performed efficiently and professionally.

Note: if we find the existing domestic mixing valve and or the existing circulators not working properly, we will require a change order to repair these parts

AALANCO Service Corporation
80-B Turnpike Road • Westborough MA 01581 • Tel (508) 366-1449 • (800) 215-6698 • Fax (508) 366-1196
GAS/OIL BURNER SERVICE • MECHANICAL SERVICES • SCHEDULED MAINTENANCE PROGRAMS
AIR CONDITIONING • BOILERS & BURNERS • TANK INSTALLATION/REMOVAL/TESTING • MOBILE BOILERS

CONTINGENCIES

This proposal has been priced based upon the following contingencies

- Unimpeded access to the worksite
- All work to be performed by Aalanco during normal working hours
- Aalanco cannot be held responsible for any delays caused by weather, federal, state or local officials, or any other circumstances beyond Aalanco's control.
- Aalanco Service Corporation will not be responsible for any existing code violations that are present prior to the start of work. Aalanco can rectify any violations or code non-compliance, if you so choose, on a time and materials basis separate from this quote.

Exclusions

- Repairs to alterations to any existing code violations

Terms

Terms are PO required, balance net thirty days from acceptance of the contract. All jobs are quoted at net price; no additional discounts are allowed unless specified.

Insurance

AALANCO Service Corporation recognizes its responsibility to its customers to carry all Required insurance.

Warranty

All new equipment will be covered by the manufacturer's warranty.

The only purpose of this proposal is to set forth certain business points. This proposal does not incorporate all the terms and conditions. The preparation and execution of a more detailed and comprehensive written agreement between you and Aalanco Service Corporation is contemplated. AALANCO Service Corporation shall be bound only by the execution of that agreement and not by this preliminary proposal. Aalanco Service Corporation shall have the right to modify or withdraw this proposal at any time before the execution of the contemplated agreement.

Please feel free to contact me if you have any questions or require additional information. This quote will remain valid for 30 days from its date.

Sincerely,

Daniel K Bandanza
Aalanco Service Corporation

Agreed and Accepted by:

Company_____

Signature _____

Title _____

Date _____

CITY OF
WATERTOWN
Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

George J. Proakis
City Manager

To: Honorable City Council

From: George J. Proakis, City Manager

Date: August 7, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to fund $1,500,000 for the design, construction, and oversight of sewer system improvements. This request corresponds with Conceptual Recommendation Line Item 51 for $750,000 from Fiscal Year 2024, and Line 11 for $750,000 of the Fiscal Year 2025-2029 Water and Sewer Enterprise Fund Capital Improvement Program Budget.

I respectfully request the attached proposed Loan Order be placed on the August 13, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775

p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Kris A. Moussette
(617) 378-4136
kmoussette@hinckleyallen.com

August 7, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Sewer System Improvements Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of the design, construction and oversight of sewer system improvements:

> ORDERED: That the sum of $1,500,000.00 is appropriated to pay costs of the design, construction and oversight of sewer system improvements, including the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), M.G.L. c.44, §8(14), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

Kris A. Moussette

Kris A. Moussette

65075027 v2

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET

Gregory M. St. Louis, PE
Superintendent

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Gregory St. Louis, PE – Superintendent of Public Works
Mr. Michael Albano, CPA – Director of Admin & Finance

DATE: July 3, 2024

RE: Public Works Dept. – Local Sewer Improvements Funding Request

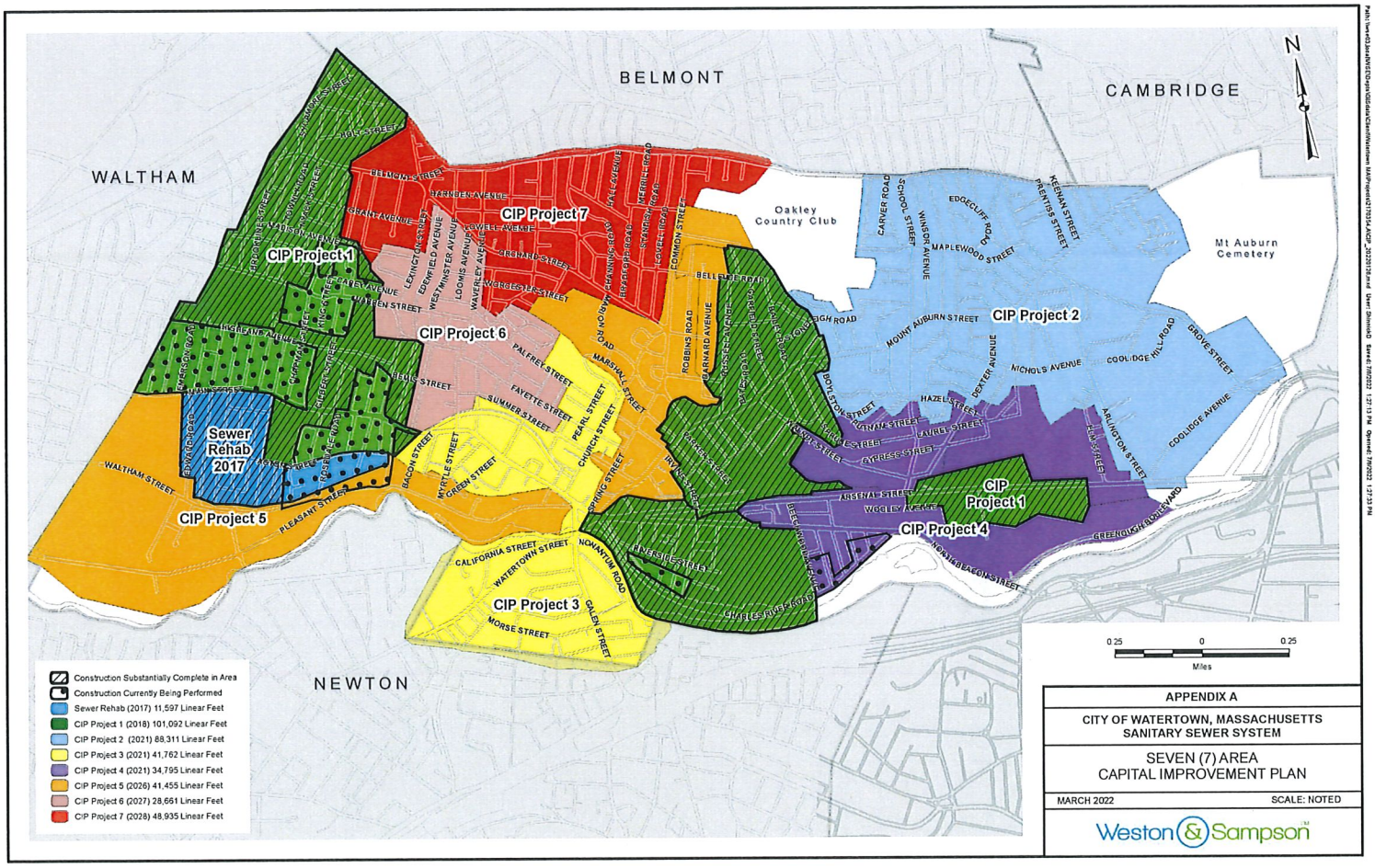
---

The Department of Public Works ("DPW") respectfully requests that the necessary actions be taken to authorize the Treasurer to fund $1,500,000 for the design, construction, and oversight of sewer system improvements. This request corresponds with Conceptual Recommendation Line Item 51 for $750,000 from FY24, and Line 11 for $750,000 of the Fiscal Year 2025-29 Water and Sewer Enterprise Fund Capital Improvement Program Budget.

Consistent maintenance and improvement of the sanitary sewer system protects the health and safety of the City's residents by preventing sanitary sewer overflows and ensuring continuity services. Further, the City's aging sewer infrastructure is prone to infiltration and inflow, which increases the volume of extraneous water the City must pay the Massachusetts Water Resources Authority to process.

All goods and services related to these projects will be procured consistent with Massachusetts law.

Thank you in advance for your consideration.



APPENDIX A

CITY OF WATERTOWN, MASSACHUSETTS
SANITARY SEWER SYSTEM

SEVEN (7) AREA
CAPITAL IMPROVEMENT PLAN

MARCH 2022 SCALE: NOTED

Weston & Sampson

CITY OF WATERTOWN, MASSACHUSETTS

CIP PROJECT 3 & 4 REHABILITATIONS, BID INVITATION NO. XX-XXX

DEPARTMENT OF PUBLIC WORKS, 124 ORCHARD STREET, WATERTOWN, MA 02472

GEORGE PROAKIS, CITY MANAGER

GREGORY ST. LOUIS, P.E., SUPERINTENDENT

PAUL PLOURDE, ASSISTANT SUPERINTENDENT

MWRA LOCAL FINANCIAL ASSISTANCE PROGRAM, PROJECT NO. xxxxxx

Weston & Sampson

Weston & Sampson Engineers Inc.
55 Walkers Brook Drive, Suite 100
Reading MA 01867
978.532.1900 800.SAMPSON
www.westonandsampson.com

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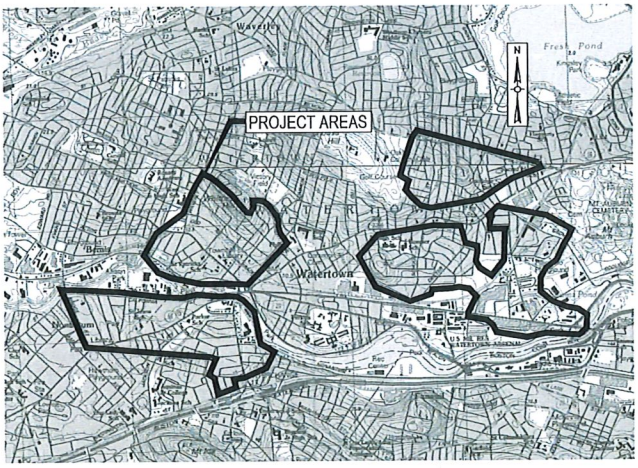
07/30/2024 8:19:05 AM

PEQUOSSETTE WATERTOWN 1630 IN PACE CONDITA



LOCUS MAP

DRAWING INDEX

SHEET	TITLE
G-00	COVER
G-01	ABBREVIATIONS, NOTES AND LEGEND
G-02	CONSTRUCTION ZONE & MTT PLAN
C-01	PLANS AND TABLES
C-02	PLANS AND TABLES
C-03	PLANS AND TABLES
C-04	PLANS AND TABLES
C-05	PLANS AND TABLES
C-06	CALIFORNIA STREET PLANS AND PROFILES
C-07	UNION STREET PLANS AND PROFILES
C-08	POND STREET AND CALVIN STREET PLANS AND PROFILES
C-09	CALVIN STREET AND NAPLE STREET PLANS AND PROFILES
C-10	MIDDLE STREET AND FOREST STREET PLANS AND PROFILES
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C-17	LAUREL STREET & ROSEMARY AND OAK STREET PLANS AND PROFILES
C-18	WALNUT STREET, CENTRAL ROAD, AND SOUTH STREET PLANS AND PROFILES
C-19	HANCOCK STREET, SCHOOL STREET AND ELM STREET PLANS AND PROFILES
C-20	HOSEL STREET AND DEXTER AVENUE PLANS AND PROFILES
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C-23	LINCOLN AVENUE AND BOXCLIFF ROAD PLANS AND PROFILES
C-24	PLEASANTON PARKWAY AND BELMONT STREET PLANS AND PROFILES
C-25	DETAILS I
C-26	DETAILS II
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Issued Date:

811 Know what's below. Call before you dig.

Issued For:

BID

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CLEANING AND TELEVISION INSPECTION

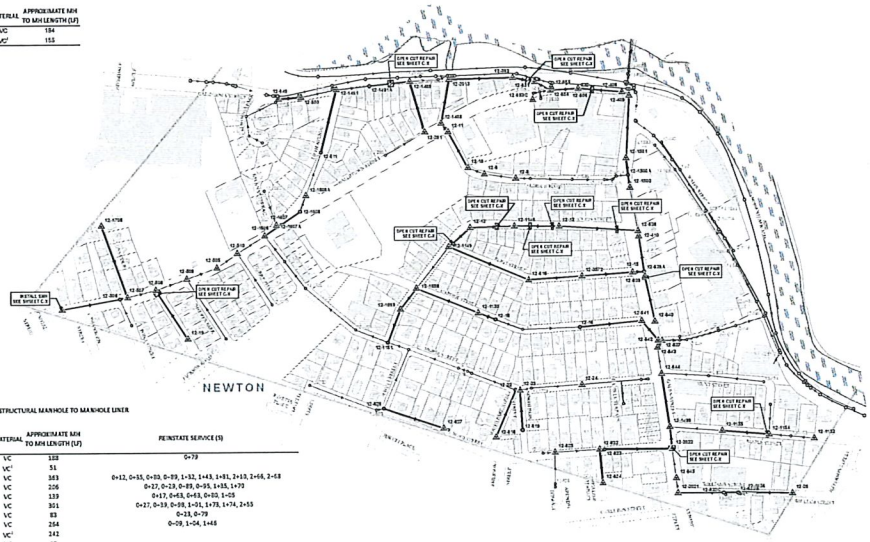
SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
12	819	12	23	NORTH PARK STREET	6	VC	184
12	824	12	822	BIGELOW TERRACE	8	VC[1]	155

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

N

200 0 200

SCALE: 1"=200'



INSTALL MANHOLE INFLOW DISH

SUBAREA	MH	STREET / LOCATION	MATERIAL
12	537	LYONS COURT	BRICK
12	543	CALIFORNIA STREET	BRICK

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
12	10	12	11	ALDRICH ROAD	8	VC	188	0+79
12	11	12	1438	ALDRICH ROAD	8	VC[1]	51	
12	12	12	918	UNION STREET	6	VC	383	0+12, 0+33, 0+70, 0+89, 1+32, 1+43, 1+51, 2+13, 2+66, 2+68
12	12	12	1148	UNION STREET	6	VC	206	0+27, 0+29, 0+89, 0+95, 1+15, 1+70
12	13	12	1149	UNION STREET	6	VC	139	0+17, 0+63, 0+63, 0+92, 1+05
12	16	12	941	CAPITOL STREET	6	VC	301	0+27, 0+39, 0+98, 1+01, 1+78, 1+74, 2+55
12	18	12	1150	CAPITOL STREET	6	VC	83	0+23, 0+79
12	19	12	508	POND STREET	6	VC	264	0+09, 1+04, 1+46
12	391	12	1439	CALIFORNIA STREET	6	VC[1]	242	
12	391	12	951	CALIFORNIA STREET	10	VC	97	
12	408	12	956	WATERTOWN STREET[2]	10	VC	219	0+16, 0+63, 0+92, 1+44, 1+84
12	409	12	408	GALEN STREET	8	PVC	34	
12	410	12	918	GALEN STREET	6	VC	28	0+23
12	506	12	6979	WATERTOWN STREET	6	VC	252	0+23, 0+57, 0+97, 1+01, 1+17, 1+74, 2+47
12	511	12	1431	FIFTH AVENUE	8	VC	235	0+37, 0+41, 0+78, 1+03, 1+18, 1+73, 2+03, 2+29
12	816	12	1149	ELIOT STREET	6	VC	403	0+44, 0+54, 1+00, 1+04, 1+62, 1+83, 2+11, 2+17, 2+63, 2+76, 3+04, 3+13, 3-
12	818	12	22	SOUTH PARK STREET	6	VC	252	0+23, 0+78, 0+93, 1+02, 1+59
12	823	12	2022	BOYD STREET	6	VC	302	0+26, 0+28, 0+43, 0+54, 1+01, 1+32, 2+15, 2+23
12	827	12	828	BOYD STREET	6	VC	279	0+23, 1+33, 1+78
12	939	12	410	GALEN STREET	6	VC	200	0+18, 0+33, 0+73, 1+29
12	939	12	940	GALEN STREET	6	VC	200	0+18
12	941	12	942	GALEN STREET	6	VC[1]	117	
12	942	12	837	WATER STREET	8	VC	30	
12	943	12	837	WATER STREET	8	VC[1]	37	
12	949	12	950	CALIFORNIA STREET	6	VC	154	
12	951	12	954	WATERTOWN STREET[2]	10	VC	82	
12	954	12	955	WATERTOWN STREET	10	VC[1]	15	
12	956	12	954	WATERTOWN STREET	10	VC	143	0+54
12	1148	12	13	UNION STREET	6	VC	205	0+06, 0+13, 0+66, 0+79, 1+12, 1+23, 1+34, 1+78
12	1150	12	1698	CAPITOL STREET	6	VC	306	0+49, 0+62, 1+10, 1+13, 1+54, 1+55, 1+98, 2+01
12	1154	12	1155	MAPLE STREET	8	VC	213	0+69, 1+33, 1+98
12	1156	12	26	WILLIAMS STREET	6	VC	226	0+21, 0+89, 1+10, 1+32, 1+37, 1+64, 1+68, 2+11
12	1156	12	2021	WILLIAMS STREET[2]	6	VC	307	0+30, 0+56, 0+86, 1+48, 2+19, 2+36
12	1439	12	1431 A	CALIFORNIA STREET	10	VC	188	0+70
12	1439	12	944	GALEN STREET	8	VC	245	0+23, 0+73, 1+14, 1+18, 1+23, 1+37, 1+99
12	1500 A	12	1500	GALEN STREET	6	VC	38	
12	1501	12	409	GALEN STREET	6	VC	299	0+15, 0+92, 1+21, 1+59, 2+19, 2+35
12	1501	12	1500 A	GALEN STREET	6	VC	68	0+05
12	1606	12	1608	WATERTOWN STREET	8	VC	184	0+72, 1+22, 1+57
12	1698	12	1699	UNION STREET	8	VC	134	0+70, 0+80, 1+11
12	1699	12	1151	UNION STREET	8	VC	157	0+23, 0+43, 0+63, 0+98, 1+06
12	1705	12	507	LYONS COURT	6	VC	352	0+14, 0+24, 0+41, 0+62, 0+78, 0+85, 1+23, 1+58, 1+63, 2+25, 2+30
12	2013	12	393	CALIFORNIA STREET	10	VC	283	0+33, 1+53, 2+47
12	2013	12	1438	WATERTOWN STREET	6	VC	200	0+22
12	2022	12	1439	GALEN STREET	8	VC	87	0+47, 0+61
12	3572	12	15	ELIOT STREET	6	VC	216	0+33, 0+44, 1+15, 1+21, 1+64, 1+90
12	3572	12	816	ELIOT STREET	6	VC	247	0+33, 0+51, 1+17, 1+48, 1+81, 2+24

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.
2. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

LOCATE, RAISE TO GRADE AND REPLACE MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION
12	9	ALDRICH ROAD
12	11	ALDRICH ROAD
12	943	GALEN STREET

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
12	393	CALIFORNIA STREET	BRICK
12	1148	UNION STREET	BRICK[1]
12	2021	GALEN STREET	BRICK[1]

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
12	12	12	1148	UNION STREET	6	VC	206	0+89
12	819	12	23	NORTH PARK STREET	6	VC	184	0+48
12	823	12	2022	BOYD STREET	6	VC	302	0+49
12	823	12	2022	BOYD STREET	6	VC	302	0+89
12	823	12	2022	BOYD STREET	6	VC	302	1+32
12	827	12	828	BOYD STREET	6	VC	279	0+23
12	1148	12	13	UNION STREET	6	VC	205	1+78
12	1698	12	1699	UNION STREET	8	VC	134	0+80
12	1705	12	507	LYONS COURT	6	VC	352	0+24
12	2013	12	1438	WATERTOWN STREET	6	VC	200	0+22

MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
12	8	ALDRICH ROAD	BRICK	6.5
12	10	ALDRICH ROAD	BRICK	6.1
12	11	ALDRICH ROAD	BRICK[1]	10
12	12	UNION STREET	BRICK	6
12	13	UNION STREET	BRICK	5.8
12	15	ELIOT STREET	BRICK	5
12	19	POND STREET	BRICK	4.9
12	24	MORSE STREET	BRICK	6.5
12	26	WILLIAMS STREET	BRICK	3.5
12	393	CALIFORNIA STREET	BRICK	4.7
12	408	WATERTOWN STREET	BRICK	6.1
12	409	GALEN STREET	BRICK	4.4
12	410	GALEN STREET	BRICK	6.3
12	505	WATERTOWN STREET	BRICK	8.2
12	507	LYONS COURT	BRICK	11
12	508	WATERTOWN STREET	BRICK	10.3
12	509	WATERTOWN STREET	BRICK	9.2
12	510	WATERTOWN STREET	BRICK	8.4
12	816	ELIOT STREET	BRICK	7.3
12	818	SOUTH PARK STREET	BRICK	6.5
12	823	BOYD STREET	BRICK	6.4
12	827	SOUTH PARK STREET	BRICK	7.5
12	837	WATER STREET	BRICK	15.5
12	938	GALEN STREET	BRICK	6.5
12	939	GALEN STREET	BRICK	7.5
12	940	GALEN STREET	BRICK	6.6
12	941	CAPITOL STREET	BRICK	12
12	942	WATER STREET	BRICK[1]	10
12	943	WATER STREET	BRICK[1]	10
12	944	GALEN STREET	BRICK	13.7
12	945	GALEN STREET	PRECAST	8.6
12	949	CALIFORNIA STREET	BRICK	3.2
12	950	CALIFORNIA STREET	BRICK	4.8
12	951	CALIFORNIA STREET	BRICK	5.2
12	953 C	WATERTOWN STREET	BRICK[2]	7
12	954	WATERTOWN STREET	BRICK	8.3
12	955	WATERTOWN STREET	BRICK	6.8
12	956	WATERTOWN STREET	BRICK	4.5
12	1148	UNION STREET	BRICK[1]	10
12	1149	UNION STREET	BRICK	5.9
12	1150	CAPITOL STREET	BRICK	5
12	1152	MAPLE STREET	BRICK	6.2
12	1154	HUNT STREET	BRICK	11.1
12	1155	MAPLE STREET	BRICK	13.3
12	1156	WILLIAMS STREET	BRICK	10.3
12	1438	WATERTOWN STREET	BRICK[1]	13
12	1431	FIFTH AVENUE	BRICK	8.1
12	1439	MAPLE STREET	BRICK	16.2
12	1509	GALEN STREET	BRICK	2.2
12	1501	GALEN STREET	BRICK[1]	10
12	1606	WATERTOWN STREET	BRICK	10.7
12	1607	WATERTOWN STREET	BRICK	6.3
12	1608 A	FIFTH AVENUE	BRICK	17.8
12	1698	CAPITOL STREET	BRICK	7
12	1699	UNION STREET	BRICK	8.5
12	1705	LYONS COURT	BRICK	5.7
12	2013	CALIFORNIA STREET	BRICK	7.5
12	2022	GALEN STREET	BRICK	10.1
12	3572	ELIOT STREET	BRICK	5.7

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.
2. MANHOLE MATERIAL ASSUMED TO BE BRICK.

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
12	15	ELIOT STREET	BRICK
12	23	MORSE STREET	BRICK
12	391	WATERTOWN STREET	BRICK
12	822	BOYD STREET	BRICK
12	824	BIGELOW TERRACE	BRICK
12	837	WATER STREET	BRICK
12	938	GALEN STREET	BRICK
12	941	CAPITOL STREET	BRICK
12	942	WATER STREET	BRICK[1]
12	943	GALEN STREET	BRICK[1]
12	955	WATERTOWN STREET	BRICK
12	1438	WATERTOWN STREET	BRICK[1]
12	1439	CALIFORNIA STREET	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN, MA 02472

Weston & Sampson

Weston & Sampson Engineers, Inc.
55 Walkers Brook Drive, Suite 100
Reading MA 01867
978.532.1810 800.14.WSPLAN
www.westonandsampson.com

Consultants

Revisions		
No.	Date	Description

CIA

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Issued For
ARCHIVED FOR FUTURE PROJECT

Scale AS NOTED

Date JULY 2023
Drawn By ZSO
Reviewed By CVP
Approved By DVE
W&S Project No. EN0024408
W&S File No. SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C101

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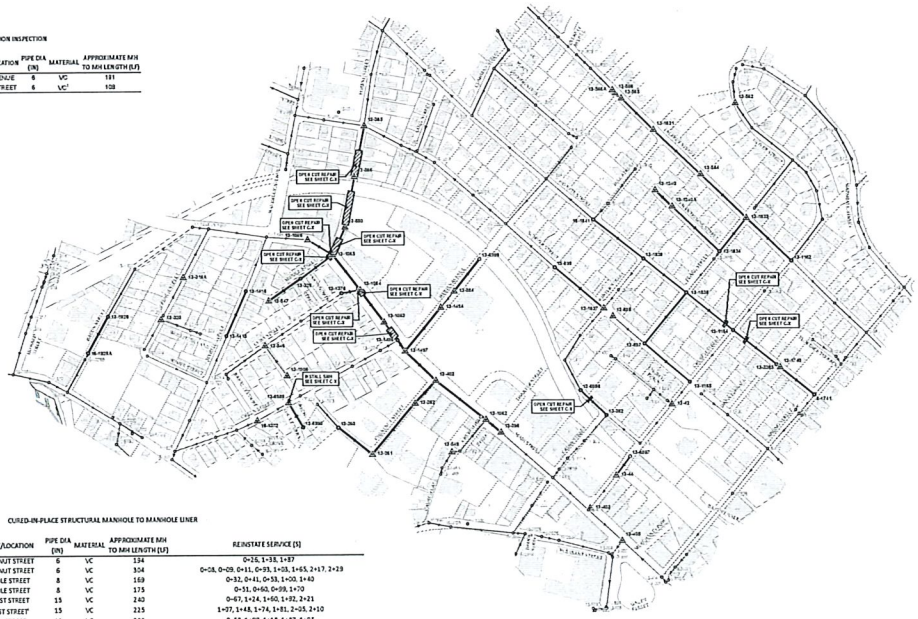
CLEANING AND TELEVISION INSPECTION

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
13	384	13	6999	WHITES AVENUE	6	VC	181
13	6007	13	44	CHURCH STREET	6	VC[1]	108

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.



MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
13	42	CHURCH STREET	BRICK	7.1
13	261	CHESTNUT STREET	BRICK	6.1
13	262	CHESTNUT STREET	BRICK	7.5
13	319 A	FRENCH STREET	BRICK	6
13	384	WHITES AVENUE	BLOCK	7.3
13	386	FOREST STREET	BRICK	8.7
13	396	MAIN STREET	BRICK	9.9
13	402	CHESTNUT STREET	BRICK	12.6
13	403	MAIN STREET	BRICK	8.4
13	405	MAIN STREET	BRICK	9
13	547	MIDDLE STREET	BRICK	6.4
13	548	CHURCH HILL STREET	BRICK	9
13	550	FOREST STREET	BRICK	14.3
13	562	OLIVER STREET	BRICK	7.1
13	564	FALFREY STREET	BRICK	8.3
13	565	FALFREY STREET	BRICK	8.5
13	566	FALFREY STREET	BRICK	9.2
13	566 A	FALFREY STREET	BRICK	9.2
13	898	SUMMER STREET	BRICK	6.2
13	1042	CHURCH HILL STREET	BRICK	9.5
13	1053	MAIN STREET	BRICK	13.2
13	1064	MAIN STREET	BRICK	22.5
13	1065	FOREST STREET	BRICK	20.9
13	1066	MAIN STREET	BRICK	8.8
13	1240	HAWTHORNE STREET	BRICK	5.8
13	1240 A	HAWTHORNE STREET	BRICK	6.1
13	1484	WHITES AVENUE	BRICK	8
13	1497	MAIN STREET	BRICK	14.9
13	1740	FAYETTE STREET	BRICK	6.3
13	1831	FALFREY STREET	BRICK	7.1
13	1833	FALFREY STREET	BRICK	8.5
13	1837	SUMMER STREET	BRICK	8.9

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
13	44	CHURCH STREET	BRICK
13	546	CUBA STREET	BRICK
13	1306	CHESTNUT STREET	BLOCK

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
13	260	13	261	CHESTNUT STREET	6	VC	134	0+16, 1+38, 1+87
13	262	13	261	CHESTNUT STREET	6	VC	304	0+08, 0+09, 0+11, 0+33, 1+03, 1+65, 2+17, 2+29
13	315	13	547	MIDDLE STREET	8	VC	169	0+32, 0+41, 0+53, 1+00, 1+40
13	315	13	1065	MIDDLE STREET	8	VC	175	0+51, 0+60, 0+89, 1+70
13	385	13	386	FOREST STREET	15	VC	240	0+07, 1+24, 1+60, 1+92, 2+21
13	386	13	550	FOREST STREET	15	VC	225	1+07, 1+48, 1+74, 1+81, 2+05, 2+10
13	402	13	1062	MAIN STREET	18	VC	308	0+58, 1+09, 1+18, 1+87, 1+95
13	402	13	262	CHESTNUT STREET	6	VC	152	1+42
13	550	13	1065	FOREST STREET	15	VC	149	0+24, 0+60, 0+91
13	564	13	1833	FALFREY STREET	8	VC	283	0+10, 0+46, 0+84, 1+21, 1+54, 2+08
13	565	13	1831	FALFREY STREET	8	VC	202	0+47, 0+74, 0+98, 1+58, 1+70, 1+85
13	566	13	565	FALFREY STREET	8	VC	30	
13	566 A	13	566	FALFREY STREET	8	VC	13	
13	897	13	1165	SUMMER STREET	8	VC	276	0+31, 0+82, 1+10, 1+17, 1+49, 1+70, 1+99
13	1062	13	396	MAIN STREET	18	VC	83	0+02, 0+58
13	1063	13	1064	MAIN STREET	18	VC	183	0+04, 0+75, 1+68
13	1063	13	1496	MAIN STREET	18	VC	101	
13	1065	13	1064	MAIN STREET	18	VC	256	0+58, 0+93, 1+41, 1+47
13	1066	13	1065	MAIN STREET	8	VC	134	0+05, 0+36, 0+79, 1+13, 1+28
13	1240 A	13	1240	HAWTHORNE STREET	8	VC	111	0+30, 0+56, 0+92
13	1376	13	1064	CUBA STREET	8	VC	84	0+81
13	1415	13	1416	MYRTLE STREET	6	VC	228	0+05, 0+16, 0+16, 0+66, 1+08, 1+25, 1+32, 1+36, 1+58, 1+59, 1+1+33, 2+53
13	1484	13	1497	WHITES AVENUE	6	VC	255	
13	1496	13	1497	MAIN STREET	18	VC	55	0+55, 1+09
13	1497	13	402	MAIN STREET	18	VC	189	
13	1740	8	1741	FAYETTE STREET	6	VC	189	0+12, 0+19, 0+37, 0+91, 0+97, 1+05, 1+23, 1+34
13	1740	13	1164	FAYETTE STREET	6	VC	280	0+14, 0+42, 2+07
13	1831	13	564	FALFREY STREET	8	VC	302	0+04, 0+29, 0+84, 1+23, 1+40, 1+96, 2+10, 2+18, 2+57
13	1833	13	1162	FALFREY STREET	8	VC	275	0+45, 0+83, 1+26, 1+43
13	1834	13	1240 A	HAWTHORNE STREET	8	VC	258	0+67, 0+96, 1+32, 1+62, 2+11, 2+15, 2+48, 2+76
13	1834	13	1833	PEARL STREET	8	VC	199	0+08, 0+72, 1+23
13	1836	13	897	PEARL STREET	8	VC	235	0+13, 0+56, 1+07, 1+11, 1+32, 1+63, 1+84, 2+17
13	1836	13	1164	FAYETTE STREET	6	VC	277	0+91, 0+95, 1+23, 1+47, 1+48, 1+78, 2+00, 2+08, 2+33
13	1836	13	1838	FAYETTE STREET	6	VC	246	0+92, 1+09, 1+61, 1+65, 1+73, 2+24
13	1837	13	899	SUMMER STREET	6	VC	266	0+83, 1+06, 1+83, 2+00, 2+66
13	1838	15	1841	FAYETTE STREET	6	VC	232	0+43, 0+68, 0+83, 1+33, 1+40, 1+46, 1+58, 2+02, 2+49
13	6990	13	6989	GREEN STREET TERRACE	8	VC	144	
13	6998	13	352	WINTER STREET	8	VC	175	0+58, 1+53
16	1928 A	13	1928	BACON STREET	6	VC	66	0+38

NOTES:
1. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

N

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SCALE: 1"=200'

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
13	319	FRENCH STREET	BRICK
13	385	FOREST STREET	BRICK[1]
13	1837	SUMMER STREET	BRICK
16	1872	GREEN STREET	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
13	315	13	1065	MIDDLE STREET	8	VC	175	0+51
13	384	13	6999	WHITES AVENUE	6	VC	181	0+12
13	386	13	550	FOREST STREET	15	VC	225	1+48
13	564	13	1833	FALFREY STREET	8	VC	283	0+10
13	564	13	1833	FALFREY STREET	8	VC	283	0+46
13	1415	13	1416	MYRTLE STREET	6	VC	228	1+59
13	1740	13	1164	FAYETTE STREET	6	VC	280	0+42
13	1831	13	564	FALFREY STREET	8	VC	302	1+49
13	1831	13	564	FALFREY STREET	8	VC	302	2+10
13	1836	13	1164	FAYETTE STREET	6	VC	277	2+08
13	1836	13	1838	FAYETTE STREET	6	VC	246	2+24
13	1838	15	1841	FAYETTE STREET	6	VC	232	2+02

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
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Consultants

Revisions		
No.	Date	Description

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Scale AS NOTED

Date	JULY 2023
Drawn By	ZSO
Reviewed By	CVP
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W&S Project No.	EN-0234-01
W&S File No.	SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C102

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CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
3	361	3	888	YUKON AVENUE	6	VC	165	1+13
3	1559	3	2067	OAK STREET	6	VC	161	0+07
3	1559	3	2067	OAK STREET	6	VC	161	0+64
5	472	5	473	COOLIDGE HILL ROAD	8	VC	240	1+31
5	1569	5	1034	COOLIDGE AVENUE	12	VC	199	0+21
5	1598	5	1397	ARLINGTON STREET	8	VC	261	1+43
5	2080	5	637	CALVIN ROAD	8	VC	322	1+43
5	4772	5	1568	MERRIFIELD AVENUE	6	VC	215	0+97

CLEANING AND TELEVISION INSPECTION

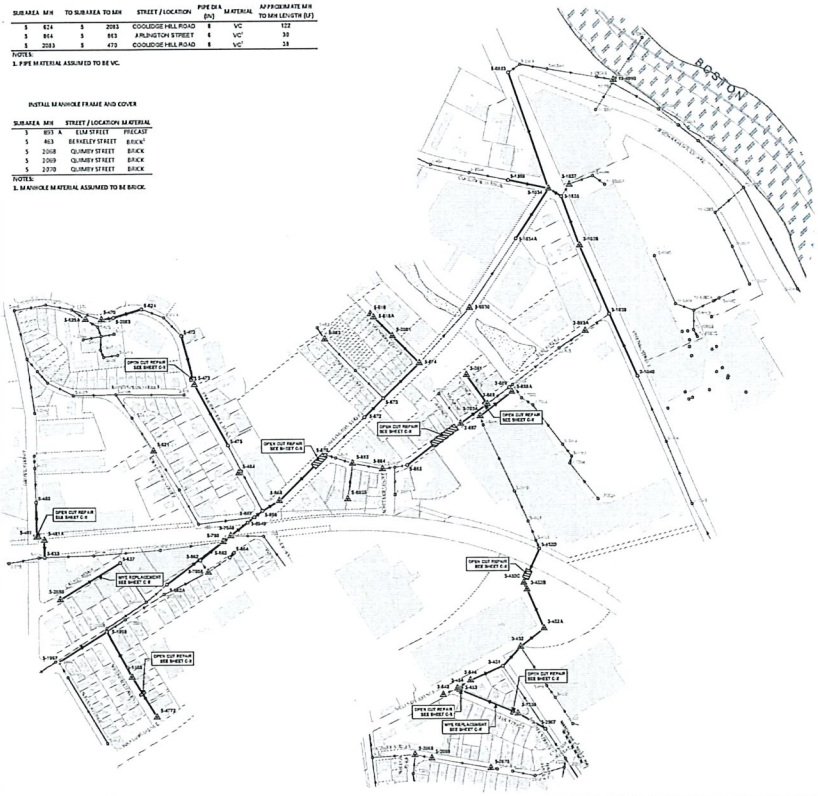
SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
5	824	5	2083	COOLIDGE HILL ROAD	8	VC	122
5	864	5	863	ARLINGTON STREET	8	VC[1]	30
5	2083	5	473	COOLIDGE HILL ROAD	8	VC[1]	28

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
3	893 A	ELM STREET	PRECAST
5	463	BERKELEY STREET	BRICK[1]
5	2068	QUINSY STREET	BRICK
5	2069	QUINSY STREET	BRICK
5	2070	QUINSY STREET	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.



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SCALE 1"=200'

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
3	453	OAK STREET	BRICK
3	454	OAK STREET	BRICK
3	888	ELM STREET	BRICK
5	863	ELM STREET	BRICK
5	6955	CHADBOURNE TERRACE	PRECAST

LOCATE, RAISE TO GRADE AND REPLACE MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION
3	812	LAUREL STREET
5	470	COOLIDGE HILL ROAD
5	829 A	COOLIDGE HILL ROAD
5	7058	ARLINGTON STREET

INSTALL MANHOLE INFLOW DISH

SUBAREA	MH	STREET / LOCATION	MATERIAL
5	618	BERKELEY STREET	BRICK

MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
3	361	YUKON AVENUE	BRICK	4.1
3	452 A	LAUREL STREET	PRECAST	11.4
3	452 B	ARSENAL WAY	PRECAST	10.1
3	452 C	ARSENAL WAY	BRICK	10.1
3	453	OAK STREET	BRICK	6.1
3	454	OAK STREET	BRICK	6
3	642	ARLENDY AVENUE	BRICK	5.2
3	644	ARLENDY AVENUE	BRICK	5.6
3	887	ELM STREET	BRICK	10.6
3	889 A	ELM STREET	BRICK	6.6
3	1017	ARSENAL STREET	PRECAST	7.2
3	1034	ARSENAL STREET	BRICK	13.4
3	1559	OAK STREET	BRICK	7.7
3	2054	ELM STREET	BRICK	9.1
5	471	COOLIDGE HILL ROAD	BRICK	7.9
5	481	GROVE STREET	BRICK	12.2
5	481 A	GROVE STREET	BRICK[1]	10
5	484	COOLIDGE HILL ROAD	BRICK	5.8
5	618	BERKELEY STREET	BRICK	4.4
5	618 A	BERKELEY STREET	BRICK	4.4
5	621	CRAWFORD STREET	BRICK	8
5	780	ARLINGTON STREET	BRICK	15.2
5	868	ARLINGTON STREET	BRICK	15.3
5	874	CLARENDON STREET	BRICK	7.8
5	884	ELM STREET	BRICK	8.9
5	1034	ARLINGTON STREET	BRICK	17.5
5	1568	MERRIFIELD AVENUE	BRICK	5.5
5	2080	CALVIN ROAD	BRICK	4.3
5	2081	CLARENDON STREET	BRICK	5.2
5	4772	MERRIFIELD AVENUE	BRICK	4.2
5	6930	ARLINGTON STREET	BRICK	8.9
5	7040	ARLINGTON STREET	BRICK	16.7
10	6990	GREENOUGH BOULEVARD	BRICK[1]	10

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
2	1043	3	1039	ARSENAL STREET	12	VC	319	
3	361	3	888	YUKON AVENUE	6	VC	165	0+05, 0+15, 0+44, 0+49, 1+13
3	451	3	452	LAUREL STREET	8	VC[2]	126	
3	452 C	3	452 D	LAUREL STREET	10	VC	159	0+22
3	452	3	452 A	LAUREL STREET	12	VC[2]	139	
3	452 A	3	452 B	LAUREL STREET	12	PVC	197	
3	452 B	3	452 C	LAUREL STREET	10	PVC	27	
3	453	3	454	OAK STREET	6	VC[2]	9	
3	887	3	888	ELM STREET	6	VC	156	0+59, 0+65, 1+16
3	889	3	889 A	ELM STREET	12	VC	25	
3	889 A	3	7054	ELM STREET	12	VC	186	
3	1033	5	1034	ARSENAL STREET	15	VC[2]	76	
3	1038	3	1035	ARSENAL STREET[2]	15	VC	240	0+25
3	1039	3	1038	ARSENAL STREET	15	VC	330	
3	1559	3	453	OAK STREET	6	VC	201	0+23, 0+48, 0+84, 1+11, 1+41, 1+54, 2+03
3	1559	3	2067	OAK STREET	6	VC	161	0+07, 0+64, 1+41
5	472	5	473	COOLIDGE HILL ROAD[2]	8	VC	240	0+14, 1+31, 1+69
5	473	5	475	COOLIDGE HILL ROAD	8	VC	322	0+18, 1+05, 1+34, 1+59, 1+98, 2+15, 2+48, 2+91, 3+06, 3+
5	480	5	481	GROVE STREET	8	VC	160	
5	481	5	481 A	GROVE STREET	8	VC	38	
5	481 A	5	633	GROVE STREET	8	VC[2]	78	
5	780	5	7040	ARLINGTON STREET	18	VC[2]	44	
5	862	5	780	ARLINGTON STREET	12	VC[2]	138	
5	862 A	5	780	ARLINGTON STREET	12	VC	330	0+30, 0+67, 1+06, 1+43, 1+80, 1+91, 2+14, 2+44, 2+84, 3+
5	866	5	868	ARLINGTON STREET	18	VC[2]	90	
5	867	5	866	ARLINGTON STREET	18	VC[2]	47	
5	870	5	868	ARLINGTON STREET	18	VC	294	0+12, 0+54, 1+09, 1+75, 1+97, 2+24, 2+70
5	872	5	873	ARLINGTON STREET	18	VC	118	0+35, 0+63, 0+94
5	873	5	874	ARLINGTON STREET	18	VC	235	0+15, 0+48, 0+85, 1+18, 1+25, 1+35, 1+48, 1+65, 1+91, 2+
5	885	5	887	ELM STREET	6	VC	312	0+52, 0+86, 0+91, 1+42, 1+44, 1+60, 2+25, 2+65
5	1034 A	5	1034	ARLINGTON STREET	18	VC	264	0+12, 0+66, 1+42, 2+04
5	1568	5	1398	MERRIFIELD AVENUE	6	VC	250	0+17, 0+31, 0+54, 0+77, 0+97, 1+12, 1+20
5	1569	5	1034	COOLIDGE AVENUE	12	VC	199	0+31
5	1598	5	1397	ARLINGTON STREET	8	VC	261	0+45, 0+94, 1+43
5	2080	5	637	CALVIN ROAD	8	VC	322	0+31, 0+67, 1+43, 1+47, 2+03
5	2081	5	618 A	CLARENDON STREET	6	VC	187	0+05, 0+35, 0+37, 0+48, 0+60, 0+72, 1+07, 1+09, 1+40, 1+
5	2081	5	874	CLARENDON STREET	6	VC	175	0+22, 0+47
5	4772	5	1568	MERRIFIELD AVENUE	6	VC	215	0+18, 0+63, 0+97, 1+17, 1+25, 1+27, 1+44, 1+56, 1+78, 2+
5	6933	5	1034	ARSENAL STREET	24	VC	571	1+70
5	7040	5	6949	ARLINGTON STREET	18	VC[2]	100	

NOTES:
1. DIAMETER CHANGE IN SEWER, TAPERED LINER REQUIRED.
2. PIPE MATERIAL ASSUMED TO BE VC.
3. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHOLE LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
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Consultants

Revisions

No.	Date	Description

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Drawn By ZSO
Reviewed By CVP
Approved By DVE
W&S Project No. EN0224001
W&S File No. SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C103

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MANHOLE CEMENTITIOUS LINING

SUBAREA	M/H	STREET / LOCATION	MATERIAL	APPROXIMATE M/H DEPTH (VF)
3	450	CYPRESS STREET	BRICK	10.7
3	2062	HAZEL STREET	BRICK	4.4
3	3093	HAZEL STREET	BRICK	3.7
4	449	DEXTER AVENUE	BRICK	8
4	647	SPRUCE STREET	BRICK	6.9
4	1473	CYPRESS STREET	BRICK	7
4	1629	WALNUT STREET	BRICK	6.3
4	1972	WALNUT STREET	BRICK	6.6
4	1973	WALNUT STREET	BRICK	6.6
4	1974	WALNUT STREET	BRICK	6.4
4	1975	WALNUT STREET	BRICK	9
4	1976	WALNUT STREET	BRICK	7
4	1977	WALNUT STREET	BRICK	6.8
4	1977 A	WALNUT STREET	PRECAST	9.2
4	6133	SPRUCE STREET	BRICK[1]	10
5	350	CHAUNCEY STREET	BRICK	4.5
5	447	PORTER STREET	BRICK	4.9
5	653	BOYLSTON STREET	BRICK	6.3
5	655	HANCOCK STREET	LINED	5.6
5	689	CHAUNCEY STREET	LINED	9.8
5	690	HANCOCK STREET	PRECAST	6.4
5	1458	WINTHROP STREET	BRICK	6
5	1460	HANCOCK STREET	BRICK	3.7
5	1464	CONCORD ROAD	BRICK	4.7
5	1545	PORTER STREET	BRICK	4.9
5	1546	PORTER STREET	BRICK	5.5
5	1547	BOYLSTON STREET	BRICK	6.8
5	1549	HOWE STREET	BRICK	3.7
5	1987	SCHOOL STREET	BRICK	6.8
5	2057	BOYLSTON STREET	BRICK	9.1
5	2059	BOYLSTON STREET	BRICK	7.2
5	2075	FAIRFIELD STREET	BRICK	5.3

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.

INSTALL MANHOLE FRAME AND COVER

SUBAREA	M/H	STREET / LOCATION	MATERIAL
5	1479	HOSMER STREET	BRICK

LOCATE, RAISE TO GRADE AND REPLACE MANHOLE FRAME AND COVER

SUBAREA	M/H	STREET / LOCATION
4	6133	SPRUCE STREET

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)	REINSTATE SERVICE (S)
3	1553	4	1555	DEXTER AVENUE	8	VC	315	0+55, 1+41, 2+07, 2+43
3	2062	3	3093	HAZEL STREET	8	VC	62	0+48
4	449	4	1554	DEXTER AVENUE	8	VC	246	1+78, 1+78, 2+20
4	645	4	1381	CYPRESS STREET	8	VC	218	0+46, 0+51, 0+98, 1+25, 1+45, 2+16
4	647	4	6133	SPRUCE STREET	6	VC	157	0+03, 0+21, 0+43, 0+60, 0+85, 0+97, 1+47, 1+49
4	1474	4	1473	CYPRESS STREET	8	VC	279	0+05, 0+54, 0+58, 0+99, 1+23, 1+47, 1+61, 2+09, 2+11, 2+27, 2+54, 2+63, 2+
4	1555	4	449	DEXTER AVENUE	8	VC	247	
4	1629	4	1972	WALNUT STREET	6	VC	374	0+19, 1+40, 1+65, 1+94, 2+56, 3+28
4	1631	5	1458	BOYLSTON STREET	6	VC	242	0+60, 0+83, 1+43, 2+32, 2+34,
4	1933	4	1356	PUTNAM STREET	8	VC	184	0+05, 0+32, 0+97, 1+02, 1+18, 1+47
4	1354	4	1356	PUTNAM STREET	8	VC	268	0+04, 0+11, 0+36, 0+64, 1+14, 1+15, 1+61, 2+13, 2+53
4	1972	4	1973	WALNUT STREET	6	VC	351	0+45, 0+82, 1+36, 1+54, 2+33, 2+78, 3+34
4	1973	4	1974	WALNUT STREET	6	VC	250	0+43, 0+67, 0+95, 1+48, 2+09
4	1975	4	1974	WALNUT STREET[2]	6	VC	350	0+13, 0+28, 0+54, 1+18, 1+27, 2+15, 2+78, 3+42
4	1975	4	1976	WALNUT STREET	6	VC	85	0+11, 0+51
4	1976	4	1977	WALNUT STREET	6	VC	131	0+23, 0+76, 1+28
4	6133	4	1475	SPRUCE STREET	6	VC	501	0+43, 0+52, 0+93, 0+96, 1+32, 1+70
5	447	5	1548 A	PORTER STREET	6	VC[1]	272	
5	448	5	1547	BOYLSTON STREET	6	VC	154	0+05, 0+89, 1+34
5	655	5	690	HANCOCK STREET	8	VC	15	
5	690	5	689	CHAUNCEY STREET	8	VC	124	
5	692	5	1459	HANCOCK STREET	6	VC[1]	149	
5	1456	5	689	CHAUNCEY STREET	8	VC	48	
5	1460	5	350	HANCOCK STREET	6	VC	201	0+06, 0+53, 0+90, 1+58
5	1464	5	1453	CONCORD ROAD	6	VC	297	0+07, 0+21, 0+65, 1+09, 1+42, 1+91, 2+45
5	1547	5	2057	BOYLSTON STREET	6	VC	149	0+04, 0+12, 0+76, 0+83, 1+44
5	1551	5	1552	PUTNAM STREET	8	VC	85	
5	1552	5	2075	HAZEL STREET	8	VC	238	0+55, 0+74, 1+74
5	1986	5	1987	SCHOOL STREET	6	VC	275	0+13, 0+49, 0+82, 0+99, 1+18, 1+34, 1+69, 1+83, 2+19, 2+36
5	2061	5	1549	HOWE STREET	8	VC[1]	111	
5	2075	5	1562	FAIRFIELD STREET	8	VC	224	0+58, 0+80
5	4018	5	1549	HOWE STREET	8	VC	182	0+19, 0+93, 0+93, 0+98
9	1628	4	1629	WALNUT STREET	8	VC[1]	28	

NOTES:
1. DIAMETER CHANGE IN SEWER, TAPERED LINER REQUIRED.
2. PIPE MATERIAL ASSUMED TO BE VC.
3. PIPE CONTAINS SECTION(S) OF DUCTILE IRON OR CAST IRON PIPE. CONTRACTOR SHALL REMOVE TUBERCULATION PRIOR TO INSTALLATION OF CURED-IN-PLACE MANHOLE TO MANHO LINER. REMOVAL OF TUBERCULATION SHALL BE CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT.

CLEANING AND TELEVISION INSPECTION

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)
3	1556	4	1555	CYPRESS STREET	8	VC	319
4	645	4	1555	CYPRESS STREET	8	VC	216
4	1958	4	1957	SPRUCE STREET	6	VC	150
5	1458	5	1459	WINTHROP STREET	6	VC	228
5	1459	5	692	HANCOCK STREET	8	VC[1]	61

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

BUILD MANHOLE BENCH AND INVERT

SUBAREA	M/H	STREET / LOCATION	MATERIAL
3	1553	LAUREL STREET	BRICK
4	1629	WALNUT STREET	BRICK
5	350	CHAUNCEY STREET	BRICK
5	1549	HOWE STREET	BRICK
5	1986	SCHOOL STREET	BRICK
5	2061	PUTNAM STREET	BRICK

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	M/H	TO SUBAREA	TO M/H	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE M/H TO M/H LENGTH (LF)	APPROXIMATE STATION
4	645	4	1381	CYPRESS STREET	8	VC	218	1+44
4	1629	4	1972	WALNUT STREET	6	VC	374	1+55
4	1629	4	1972	WALNUT STREET	6	VC	374	1+94
4	1629	4	1972	WALNUT STREET	6	VC	374	2+06
4	1551	5	1458	BOYLSTON STREET	6	VC	242	0+83
4	1551	5	1458	BOYLSTON STREET	6	VC	242	1+43
4	1551	5	1458	BOYLSTON STREET	6	VC	242	2+32
4	1558	4	1557	SPRUCE STREET	6	VC	180	1+73
4	1558	4	1557	SPRUCE STREET	6	VC	180	1+73
4	1972	4	1973	WALNUT STREET	6	VC	351	3+34
4	1975	4	1974	WALNUT STREET	6	VC	350	1+27
4	1975	4	1974	WALNUT STREET	6	VC	350	2+15
4	6133	4	1475	SPRUCE STREET	6	VC	501	1+70
5	1458	5	1459	WINTHROP STREET	6	VC	228	0+55
5	1460	5	350	HANCOCK STREET	6	VC	201	0+53
5	1547	5	2057	BOYLSTON STREET	6	VC	146	0+80
5	1986	5	1987	SCHOOL STREET	6	VC	275	1+69

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
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Consultants

Revisions

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Drawn By	ZSO
Reviewed By	CVP
Approved By	DWE
W&S Project No.	EN0024408
W&S File No.	SEE PATH

Drawing Title
PLANS AND TABLES

Sheet Number
C104

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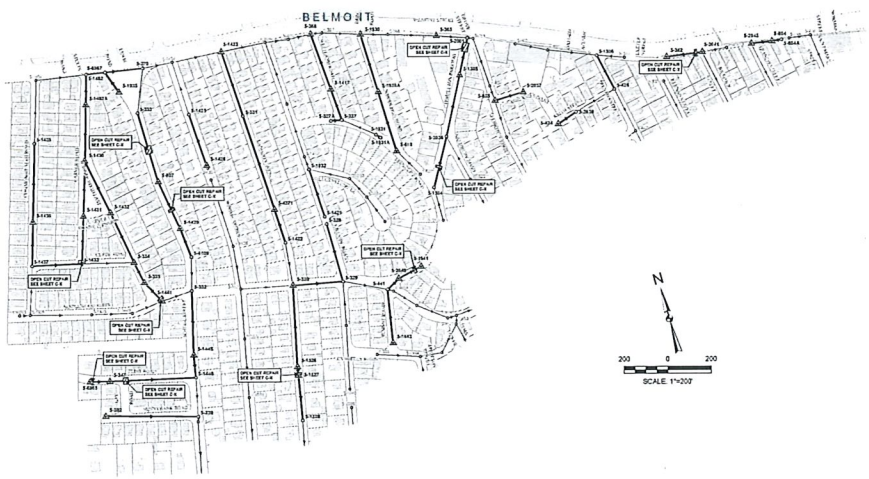

CUT PROTRUDING SERVICE CONNECTIONS

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	APPROXIMATE STATION
S	329	S	328	HILLSIDE ROAD	6	VC	277	0+50
S	331	S	1413	LANGDON AVENUE	6	VC	311	0+41
S	334	S	335	CARVER ROAD EAST	6	VC	107	0+66
S	334	S	335	CARVER ROAD EAST	6	VC	107	0+80
S	335	S	1441	CARVER ROAD EAST	6	VC	128	0+08
S	339	S	592	SUNNYBANK ROAD	6	VC	418	1+13
S	339	S	592	SUNNYBANK ROAD	6	VC	418	2+75
S	807	S	333	SCHOOL STREET	6	VC	410	1+69
S	1417	S	368	WESTLAND ROAD	8	VC	271	1+17
S	1417	S	368	WESTLAND ROAD	8	VC	271	1+12
S	1421	S	1332	HILLSIDE ROAD	6	VC	227	0+08
S	1421	S	1332	HILLSIDE ROAD	6	VC	227	1+02
S	1422	S	4371	LANGDON AVENUE	8	VC	161	0+47
S	1422	S	4371	LANGDON AVENUE	8	VC	161	0+51
S	1426	S	1425	WINSOR AVENUE	6	VC	249	0+76
S	1426	S	1425	WINSOR AVENUE	6	VC	249	0+97
S	1426	S	1425	WINSOR AVENUE	6	VC	249	1+08
S	1426	S	1425	WINSOR AVENUE	6	VC	249	2+41
S	1430	S	1432 A	CARVER ROAD	8	VC	248	0+77
S	1432	S	334	CARVER ROAD EAST	6	VC	247	0+75
S	1432	S	334	CARVER ROAD EAST	6	VC	247	0+81
S	1432	S	334	CARVER ROAD EAST	6	VC	247	1+23
S	1432	S	334	CARVER ROAD EAST	6	VC	247	2+38
S	1432	S	1430	CARVER ROAD EAST	6	VC	270	0+39
S	1432	S	1430	CARVER ROAD EAST	6	VC	270	2+56
S	1433	S	1431	CARVER ROAD	6	VC	220	1+71
S	1433	S	1437	CLYDE ROAD	6	VC	231	1+82
S	1436	S	1435	COMMONWEALTH ROAD	6	VC	359	0+13
S	1436	S	1435	COMMONWEALTH ROAD	6	VC	359	0+54
S	1436	S	1435	COMMONWEALTH ROAD	6	VC	359	0+95
S	1436	S	1435	COMMONWEALTH ROAD	6	VC	359	1+42
S	1436	S	1435	COMMONWEALTH ROAD	6	VC	359	2+19
S	1437	S	1436	COMMONWEALTH ROAD	6	VC	200	0+68
S	1437	S	1436	COMMONWEALTH ROAD	6	VC	200	1+34
S	1437	S	1436	COMMONWEALTH ROAD	6	VC	200	1+43
S	1437	S	1436	COMMONWEALTH ROAD	6	VC	200	1+51
S	1482 A	S	1482	CARVER ROAD	8	VC	150	0+21
S	1506	S	426	PRENTISS STREET	8	VC	180	0+14
S	1506	S	426	PRENTISS STREET	8	VC	180	0+59
S	1506	S	426	PRENTISS STREET	8	VC	180	1+00
S	1526	S	330	LANGDON AVENUE	6	VC	373	0+34
S	1526	S	330	LANGDON AVENUE	6	VC	373	1+43
S	1526	S	330	LANGDON AVENUE	6	VC	373	1+91
S	1526	S	330	LANGDON AVENUE	6	VC	373	1+93
S	1526	S	330	LANGDON AVENUE	6	VC	373	2+41
S	1526	S	330	LANGDON AVENUE	6	VC	373	2+45
S	1526	S	330	LANGDON AVENUE	6	VC	373	2+92
S	1527	S	1528	LANGDON AVENUE	6	VC	291	0+63
S	2036	S	1505	TEMPLETON PARKWAY	6	VC	287	1+09
S	2036	S	1505	TEMPLETON PARKWAY	6	VC	287	1+19
S	4371	S	331	LANGDON AVENUE	6	VC	455	0+53
S	4371	S	331	LANGDON AVENUE	6	VC	455	1+41

INSTALL MANHOLE INFLOW DISH

SUBAREA	MH	STREET / LOCATION	MATERIAL
S	2037	ASHLAND STREET	BLOCK

MANHOLE CEMENTITIOUS LINING

SUBAREA	MH	STREET / LOCATION	MATERIAL	APPROXIMATE MH DEPTH (VF)
S	335	CARVER ROAD EAST	BRICK	6.3
S	347	FLINT ROAD	BRICK	5.9
S	362	BELMONT STREET	BRICK	5.2
S	365	TEMPLETON PARKWAY	BRICK	7.6
S	368	WESTLAND ROAD	BRICK	7.3
S	424	KEITH STREET	BRICK	2.3
S	592	SUNNYBANK ROAD	BRICK	6.2
S	804	BELMONT STREET	BRICK	4.4
S	807	SCHOOL STREET	BRICK	6.8
S	1417	WESTLAND ROAD	BRICK	6.4
S	1426	WINSOR AVENUE	BRICK	5.8
S	1429	SCHOOL STREET	BRICK	5.7
S	1430	CARVER ROAD	BRICK	4.9
S	1431	CARVER ROAD	BRICK	7.2
S	1432	CARVER ROAD EAST	BRICK	4.7
S	1436	COMMONWEALTH ROAD	BRICK	5.3
S	1441	MAPLEWOOD STREET	PRECAST	4.8
S	1443	SUMMIT ROAD	BRICK	5.8
S	1445	SCHOOL STREET	BRICK	8
S	1482 A	CARVER ROAD	BRICK[1]	10
S	1505	SALISBURY ROAD	BRICK	7.2
S	1526	LANGDON AVENUE	BRICK	7.6
S	1527	LANGDON AVENUE	BRICK	6.7
S	1930	WOODLEIGH ROAD	BRICK	6.8
S	1930 A	WOODLEIGH ROAD	BRICK	6
S	1941	EDGECLIFF ROAD	BRICK	2.6
S	2041	BERMUDA STREET	BRICK	6.3
S	2048	EDGECLIFF ROAD	BRICK	3.4
S	4371	LANGDON AVENUE	BRICK	4.4
S	6965	FLINT ROAD	PRECAST	5.9

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK. MANHOLE DEPTH ASSUMED TO BE 10 VERTICAL FEET.

INSTALL MANHOLE FRAME AND COVER

SUBAREA	MH	STREET / LOCATION	MATERIAL
S	334	CLYDE ROAD	BRICK[1]
S	592	SUNNYBANK ROAD	BRICK

NOTES:
1. MANHOLE MATERIAL ASSUMED TO BE BRICK.

BUILD MANHOLE BENCH AND INVERT

SUBAREA	MH	STREET / LOCATION	MATERIAL
S	330	MAPLEWOOD STREET	BRICK
S	610	EDGECLIFF ROAD	BRICK
S	804	BELMONT STREET	BRICK
S	815	ARLINGTON STREET	BLOCK
S	1423	LANGDON AVENUE	BRICK
S	1335	SCHOOL STREET	BRICK
S	2037	ASHLAND STREET	BLOCK
S	2045	FRANCIS STREET	BRICK

CLEANING AND TELEVISION INSPECTION

SUBAREA	MH	TO SUBAREA	TO MH	STREET / LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)
S	327	S	327 A	EDGECLIFF ROAD	8	VC	50
S	329	S	328	HILLSIDE ROAD	6	VC	277
S	331	S	1423	LANGDON AVENUE	6	VC	311
S	804	S	2045	BELMONT STREET	6	VC	95
S	804 A	S	804	BELMONT STREET	6	VC	44
S	1421	S	1332	HILLSIDE ROAD	6	VC	227
S	1433	S	1437	CLYDE ROAD	6	VC	231
S	1931	S	1931 A	EDGECLIFF ROAD	6	VC	25
S	1930	S	6967	SCHOOL STREET	6	VC	113
S	2037	S	815	ASHLAND STREET	6	VC	135

NOTES:
1. PIPE MATERIAL ASSUMED TO BE VC.

CURED-IN-PLACE STRUCTURAL MANHOLE TO MANHOLE LINER

SUBAREA	MH	TO SUBAREA	TO MH	STREET/LOCATION	PIPE DIA (IN)	MATERIAL	APPROXIMATE MH TO MH LENGTH (LF)	REINSTATE SERVICE (S)
S	327	S	1417	WESTLAND ROAD	8	VC	132	0+33, 0+52, 0+74, 0+88, 1+47
S	330	S	329	MAPLEWOOD STREET	8	VC	216	0+78, 0+93, 1+21, 1+77
S	332	S	1445	SCHOOL STREET	6	VC	296	0+88, 1+13, 1+23, 1+44, 1+61, 1+82, 2+61
S	334	S	335	CARVER ROAD EAST	6	VC	107	0+66, 0+80
S	335	S	1441	CARVER ROAD EAST	6	VC	128	0+08, 0+11, 0+63
S	339	S	592	SUNNYBANK ROAD	6	VC	418	0+33, 0+83, 1+13, 1+37, 1+67, 2+14, 2+74, 2+75, 3+18, 3+34, 3+82, 4+22
S	347	S	1446	FLINT ROAD	6	VC	396	0+08, 0+12, 0+58, 1+13, 1+37, 1+60, 2+07, 2+30, 2+84, 3+62
S	347	S	6965	FLINT ROAD	6	VC	95	0+70, 0+85
S	441	S	2048	EDGECLIFF ROAD	6	VC	66	0+25
S	610	S	1930 A	WOODLEIGH ROAD	6	VC	284	0+38, 1+15, 1+71, 1+94, 2+45, 2+46
S	807	S	333	SCHOOL STREET	6	VC	410	0+17, 0+18, 0+62, 0+77, 1+15, 1+41, 2+08, 2+68, 2+98, 3+07, 3+18, 3+65, 3+74
S	807	S	1429	SCHOOL STREET	6	VC	243	0+16, 0+18, 0+61, 0+76, 1+45, 1+81, 1+98
S	1417	S	368	WESTLAND ROAD	8	VC	271	0+18, 0+27, 0+78, 1+17, 1+54, 1+70, 1+77, 2+12
S	1422	S	4371	LANGDON AVENUE	8	VC	161	0+27, 0+47, 0+51
S	1426	S	1425	WINSOR AVENUE	6	VC	249	0+18, 0+33, 0+78, 0+97, 1+30, 1+48, 1+83, 1+88, 2+41
S	1429	S	6109	SCHOOL STREET	6	VC	148	0+14, 0+27, 0+74, 0+91, 1+40
S	1430	S	1432 A	CARVER ROAD	8	VC	248	0+07, 0+54, 0+77, 1+03, 1+34, 1+51, 1+58, 2+03, 2+07
S	1431	S	1430	CARVER ROAD	6	VC	255	0+08, 0+62, 1+08, 1+60, 2+11
S	1432	S	334	CARVER ROAD EAST	6	VC	247	0+37, 0+75, 0+81, 1+23, 1+82
S	1432	S	1430	CARVER ROAD EAST	6	VC	270	0+38, 0+94, 1+38, 1+93, 2+56
S	1433	S	1431	CARVER ROAD	6	VC	220	0+91, 1+09, 1+28, 1+67, 1+71
S	1436	S	1435	COMMONWEALTH ROAD	6	VC	359	0+13, 0+54, 0+81, 0+95, 1+13, 1+42, 1+75, 2+02, 2+19, 3+54
S	1437	S	1436	COMMONWEALTH ROAD	6	VC	200	0+13, 0+67, 0+68, 1+08, 1+34, 1+45, 1+51, 1+85
S	1443	S	441	SUMMIT ROAD	6	VC	242	0+14, 0+65, 0+72, 1+04, 1+53, 2+14
S	1445	S	1446	SCHOOL STREET	6	VC	109	0+13, 0+57
S	1482	S	370	BELMONT STREET	8	VC	255	0+52, 0+86, 2+62
S	1482 A	S	1482	CARVER ROAD	8	VC	150	0+04, 0+13, 0+21, 0+94
S	1504	S	2036	TEMPLETON PARKWAY	6	VC	248	0+09, 0+25, 1+33, 1+97, 2+34
S	1505	S	2001	TEMPLETON PARKWAY	6	VC	182	0+06, 0+19
S	1506	S	426	PRENTISS STREET	8	VC	180	0+14, 0+23, 0+43, 1+00, 1+13, 1+36, 1+53
S	1526	S	330	LANGDON AVENUE	6	VC	373	0+92, 0+94, 1+42, 1+45, 1+91, 1+93, 2+41, 2+45, 2+92
S	1527	S	1526	LANGDON AVENUE	6	VC	50	0+41, 0+42
S	1527	S	1528	LANGDON AVENUE	6	VC	291	0+15, 0+41, 0+56, 0+63, 1+52, 1+59
S	1930 A	S	1930	WOODLEIGH ROAD	6	VC	283	0+28, 0+53, 0+87, 1+26, 1+59, 2+18, 2+25
S	2036	S	1505	TEMPLETON PARKWAY	6	VC	287	0+12, 0+43, 0+68, 1+05, 1+09, 1+23, 1+78, 2+33, 2+72
S	2038	S	424	KEITH STREET	6	VC	97	0+38, 0+66, 0+68
S	2041	S	362	BELMONT STREET	6	VC	166	0+08, 1+24, 1+59
S	2048	S	1941	EDGECLIFF ROAD	6	VC	123	0+68, 0+89, 1+15, 1+15
S	4371	S	331	LANGDON AVENUE	6	VC	455	0+11, 0+52, 0+53, 0+83, 1+01, 1+41, 1+53, 1+69, 2+07, 2+40, 2+48, 3+06, 3+07, 3+53, 3+60, 4+21, 4

NOTES:
1. DIAMETER CHANGE IN SEWER, TAPERED LINER REQUIRED.

Project
CITY OF WATERTOWN, MA

CIP PROJECT 2 REHABILITATIONS

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
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W&S File No.	SEE PATH

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CITY OF
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www.watertown-ma.gov
citymgr@watertown-ma.gov

George J. Proakis
City Manager

To: Honorable City Council

From: George J. Proakis, City Manager

Date: August 7, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to fund $300,000 for the completion of lead gooseneck replacements, in accordance with the Fiscal Year 2025 Capital Improvement Plan approved by the Honorable City Council.

I respectfully request the attached proposed Loan Order be placed on the August 13, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775

p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Kris A. Moussette
(617) 378-4136
kmoussette@hinckleyallen.com

August 7, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – MWRA Lead Service Line Replacement Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds from the Massachusetts Water Resources Authority to pay costs of the replacement of lead goosenecks:

> ORDERED: That the sum of $300,000.00 is appropriated to pay costs of the replacement of approximately 60 lead goosenecks, including the replacement of the gooseneck, replacement of the service from the water main/connection to the service box and surface restoration, and including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; that the Treasurer, with the approval of the City Manager, is authorized to borrow all or a portion of such amount from the Massachusetts Water Resources Authority (the "Authority") pursuant to the Authority's Local Water System Assistance Program for Lead Service Line Replacement and in connection therewith to enter into a loan agreement and/or financial assistance agreement with the Authority and otherwise to contract with the Authority with respect to such loan and for any grants or aid available for the project or for the financing thereof; and that the City Manager is authorized to accept and expend any grants or aid available for the project or for the financing thereof, provided that the amount of the authorized borrowing for the project shall be reduced by the amount of any such grants or aid received.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

Kris A. Moussette

Kris A. Moussette

65074774 v2

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Gregory M. St. Louis, PE
Superintendent of Public Works

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Gregory St. Louis, PE – Superintendent of Public Works
Mr. Michael Albano, CPA – Director of Admin & Finance

DATE: July 3, 2024

RE: Public Works Dept. – MWRA Lead Loan Program

The City's Capital Improvement Program for the water and sewer enterprise funds identifies $300,000 in funding for FY25 for replacement of lead goosenecks projects. This funding is to be applied for under the Massachusetts Water Resources Authority (MWRA) Local Water System Assistance Program for Lead Service Line Replacement: www.mwra.com/comsupport/llp/llpprogram.html.

There are approximately 9,250 water services on record in the City. Review of City records indicate that there are no water services comprised completely of lead pipe. However, prior to standardizing on copper pipe, water services were often laid using iron pipe. To create a connection to the water main, short, angled pieces of lead pipe, typically about 2-feet in length, were used. We refer to these as "goosenecks.

Of the 9,250 water services, approximately 475 services are presumed to have lead goosenecks based on age and pe material. Each year, the City removes lead goosenecks as part of the annual road reconstruction projects, water system improvements, and incidental repairs due to service leaks. Additionally, projects are required to remove lead services associated with new and significant redevelopment.

Photo of lead gooseneck connected to iron pipe (Source: Wikipedia)

Replacement of lead goosenecks is an eligible item under the Lead Service Line Replacement Program. Taking advantage of the MWRA program, which consists of a zero-interest loan payable over 10 years, would allow the City to accelerate lead gooseneck removals.

Therefore, the Department of Public Works requests that a $300,000 loan order be prepared to complete lead gooseneck replacements, in accordance with the FY25 Capital Improvement Plans approve by the Honorable City Council. The MWRA grant application deadline does not directly align with

either the Fiscal or Calendar year, but the MWRA request would be processed at the next funding deadline.

The proposed project will include the replacement of approximately 60 lead goosenecks, including the replacement of the gooseneck, replacement of the service from the water main/connection to the service box and surface restoration. The exact number of replacements will depend on the bid prices received.

The work will be performed in various locations throughout the City. If approved for funding, we intend to go through the procurement process and construct this project this fiscal year.

Thank you in advance for your consideration.

MWRA LLP Funding Request 07/03/2024

3/4/2024 2:17 PM

2025 2029 Water Sewer CIP color sheets - FINAL 03.04.2024

	A	B	C	D	E	F	G	H	I	J	K	L	M
1			TOTALS	FY 25		FY 26		FY 27		FY 28		FY 29	
2		**WATER/SEWER ENTERPRISE FUNDS**											
3		SEWER											
4		Additional Equipment	**875.0**	175.0	SR	175.0	SR	175.0	SR	175.0	SR	175.0	SR
5		Replacement of Equipment	**400.0**	80.0	SR	80.0	SR	80.0	SR	80.0	SR	80.0	SR
6		Sewer/Drain System Maintenance	**4,725.0**	825.0	SR	900.0	SR	950.0	SR	1,000.0	SR	1,050.0	SR
7		Stormwater & Drainage On-going Improve	**1,525.0**	325.0	SR	300.0	SR	300.0	SR	300.0	SR	300.0	SR
8	5	MWRA I & I LOAN (25%)	**1,650.0**	330.0	MWRAB	330.0	MWRAB	330.0	MWRAB	330.0	MWRAB	330.0	MWRAB
9		MWRA I & I GRANT (75%)	**4,950.0**	990.0	MWRAG	990.0	MWRAG	990.0	MWRAG	990.0	MWRAG	990.0	MWRAG
10	10	MWRA I & I ONE TIME LOAN (100%)	**1,290.0**			1,290.0	MWRAB						
11	10	Sewer System Improvements	**3,750.0**	750.0	SEB	750.0	SEB	750.0	SEB	750.0	SEB	750.0	SEB
12		Sewer/Drain System Projects	**5,000.0**			1,250.0	TBD	1,250.0	TBD	1,250.0	TBD	1,250.0	TBD
13	10	35 GVW Service Truck	**170.0**	170.0	SEB								
14	10	Street Sweeper	**350.0**									350.0	SEB
17	10	Wheeled Mini - Excavator	**180.0**					180.0	SEB				
18	10	Crew Truck	**180.0**							180.0	SEB		
19	10	Service Response Truck	**190.0**			190.0	SEB						
20		Siphon Rehabilitation: Design & Construction	**430.0**					80.0	SEB	350.0	SEB		
21	10	6" Sewer Pump/ Trailer	**150.0**	150.0	SEB								
22		SEWER SUBTOTAL	**25,815.0**	**3,795.0**		**6,255.0**		**5,085.0**		**5,405.0**		**5,275.0**	
23													
24		WATER											
25		Water System Maintenance	**1,750.0**	250.0	WR	300.0	WR	350.0	WR	400.0	WR	450.0	WR
26	5	Replacement of Equipment	**180.0**	36.0	WR	36.0	WR	36.0	WR	36.0	WR	36.0	WR
27	10	MWRA LWSAP (100% loan)	**2,500.0**	500.0	MWRAB	500.0	MWRAB	500.0	MWRAB	500.0	MWRAB	500.0	MWRAB
28	10	MWRA LLP (100% loan)	**1,500.0**	300.0	MWRAL	300.0	MWRAL	300.0	MWRAL	300.0	MWRAL	300.0	MWRAL
29		Water System Projects	**5,000.0**			1,250.0	TBD	1,250.0	TBD	1,250.0	TBD	1,250.0	TBD
30	10	Trench Safety Box Truck	**180.0**			180.0	WEB						
31	5	Utility Truck	**80.0**	80.0	WEB								
32	10	Gate Valve/Mini Vac Truck	**215.0**									215.0	WEB
33	10	Backhoe	**140.0**									140.0	WEB
34	10	Water Vactor	**630.0**					630.0	WEB				
35		WATER SUBTOTAL	**12,175.0**	**1,166.0**		**2,566.0**		**3,066.0**		**2,486.0**		**2,891.0**	
36													
37		**TOTAL WATER & SEWER**	**37,990.0**	**4,961.0**		**8,821.0**		**8,151.0**		**7,891.0**		**8,166.0**	
38													
39		STORMWATER											
40		Phase 2 MS4 Permit Management Plan	**250.0**	50.0	TBD	50.0	TBD	50.0	TBD	50.0	TBD	50.0	TBD
41		Phase 2 MS4 Construction/Improvements	**35,400.0**	100.0	TBD	100.0	TBD	100.0	TBD	35,000.0	TBD	100.0	TBD
42		Phase 2 MS4 Phosphorous Control Plan	**500.0**	100.0	TBD	100.0	TBD	100.0	TBD	100.0	TBD	100.0	TBD
43		STORMWATER SUBTOTAL	**36,150.0**	**250.0**		**250.0**		**250.0**		**35,150.0**		**250.0**	
44													
45		**TOT. WATER, SEWER & STORMWATER**	**74,140.0**	**5,211.0**		**9,071.0**		**8,401.0**		**43,041.0**		**8,416.0**	

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: August 7, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to fund $300,000 for the installation of underground ducts for utilities. This request corresponds with City Council Conceptual Recommendation Item #32 for Fiscal Year 2024 as denoted in the Fiscal Year 2025-2029 budget.

I respectfully request the attached proposed Loan Order be placed on the August 13, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775

p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Kris A. Moussette
(617) 378-4194
kmoussette@hinckleyallen.com

August 8, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – Underground Utility Ducts Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of the installation of underground ducts for utilities:

> ORDERED: That the sum of $300,000.00 is appropriated to pay costs of the installation of underground ducts for utilities, including the payment of all costs incidental and related thereto; and that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §7(1), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

Please call me if there are any questions about the suggested proceedings.

Sincerely,

Kris A. Moussette

Kris A. Moussette

65079669 v2

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET

Gregory M. St. Louis, PE
Superintendent

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Gregory St. Louis, PE – Superintendent of Public Works
Mr. Michael Albano, CPA – Director of Admin & Finance

DATE: July 3, 2024

RE: Public Works Dept. – Utilities Underground Ducts Funding Requests

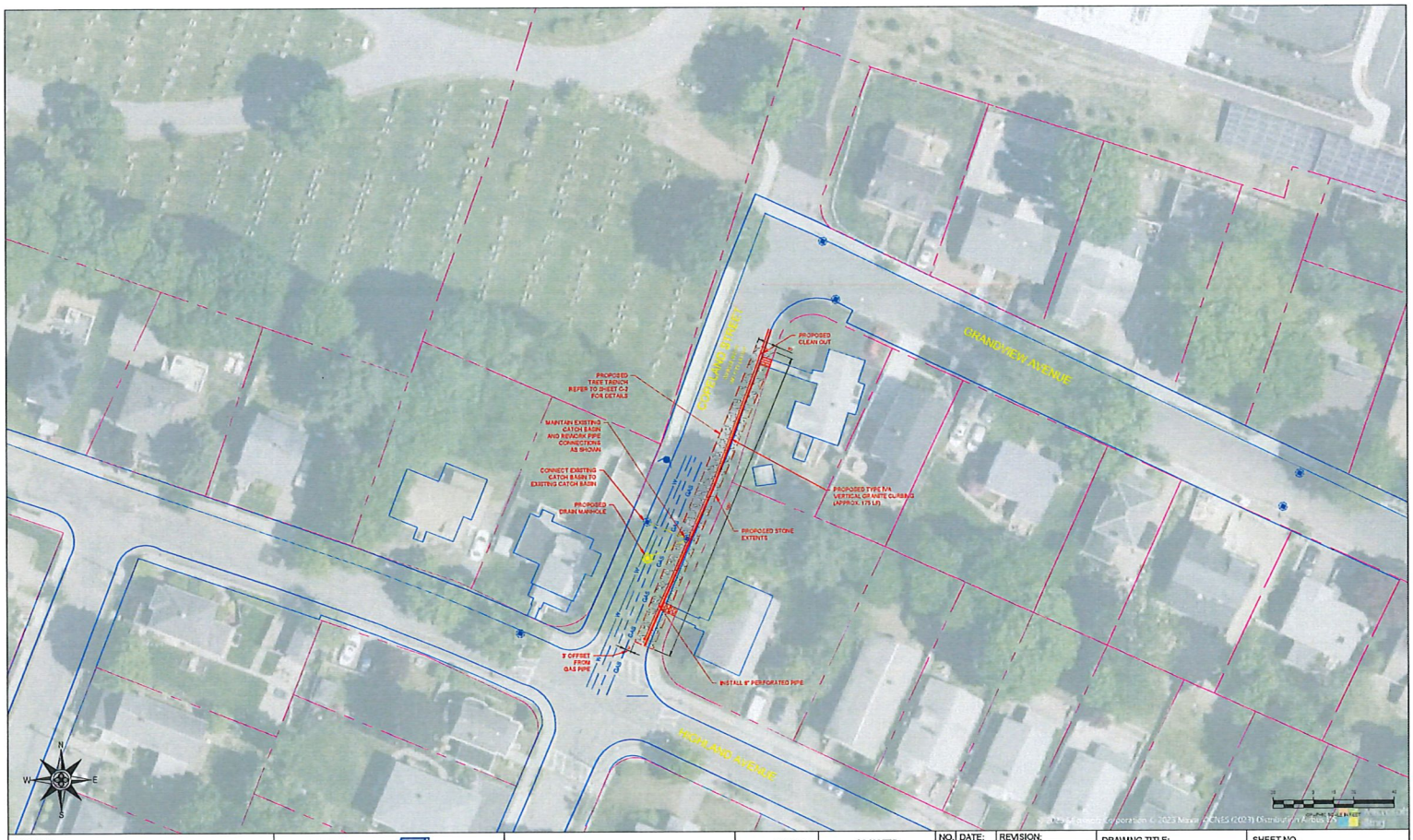
---

The Department of Public Works ("DPW") respectfully requests that the necessary actions be taken to authorize the Treasurer to fund $300,000 for the installation of underground ducts for utilities. This request corresponds with City Council Conceptual Recommendation Item #32 for FY24 as denoted in the Fiscal Year 2025-2029 budget.

DPW uses underground utility ducts to bury traffic signal wiring and drainage pipes. Placing utilities underground helps DPW achieve greater continuity of service by protecting vital components of the City's infrastructure.

All goods and services related to these projects will be procured consistent with Massachusetts law.

Thank you in advance for your consideration.



PROJECT:	PREPARED BY:							DRAWING TITLE:	SHEET NO.
COPELAND STREET SIS WATERTOWN, MA	Watertown Department of Public Works Proud to serve our community.	ENGINEERING DIVISION 124 ORCHARD STREET WATERTOWN, MA 02472 PHONE: (617) 972-6420	SCALE:	AS NOTED	NO.	DATE:	REVISION:	COPELAND STREET SUBSURFACE INFILTRATION SYSTEM	C-2
			DATE:	11/20/2023					
			DESIGNED BY:	MKK					
			CHECKED BY:	TRG					

George J. Proakis
City Manager

CITY OF WATERTOWN

Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6465
www.watertown-ma.gov
citymgr@watertown-ma.gov

To: Honorable City Council

From: George J. Proakis, City Manager

Date: August 7, 2024

RE: Agenda Item – Proposed Loan Order

Attached please find correspondence from Gregory M. St. Louis, Superintendent of Public Works and Michael Albano, Director of Admin & Finance requesting that the necessary actions be taken to authorize the Treasurer to fund $1,000,000 for the completion of water system improvements to the City's water infrastructure, in accordance with the City Council's Conceptual Recommendations Item #49 of $500,000 from Fiscal Year 2024 and Line 27 of the Fiscal Year 2025-2029 for $500,000 from the Water and Sewer Enterprise Fund Capital Improvement Program Budget.

I respectfully request the attached proposed Loan Order be placed on the August 13, 2024 City Council Agenda as a First Reading.

Thank you for your consideration in this matter.

HINCKLEY ALLEN

28 State Street
Boston, MA 02109-1775
p: 617-345-9000 f: 617-345-9020
hinckleyallen.com

Kris A. Moussette
(617) 378-4194
kmoussette@hinckleyallen.com

August 8, 2024

George J. Proakis
City Manager
Administration Building
149 Main Street
Watertown, Massachusetts 02472

RE: Draft Loan Order – MWRA Water Main Replacement Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds from the Massachusetts Water Resources Authority to pay costs of the replacement of outdated unlined cast iron water mains and associated system improvements:

> ORDERED: That the sum of $1,000,000.00 is appropriated to pay costs of the replacement of outdated unlined cast iron water mains and associated system improvements, including the replacement of approximately 2,000 LF of 6-8 inch unlined cast iron on Bigelow Street, the replacement of 2 inch mains in the vicinity of Adams Street, Oliver Road and Sweats Court, and the identification and replacement of water service connections constructed of lead service materials, and further including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the City Manager, is authorized to borrow said amount under and pursuant to M.G.L. c.44, §8(5), or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor; that the Treasurer, with the approval of the City Manager, is authorized to borrow all or a portion of such amount from the Massachusetts Water Resources Authority (the "Authority") pursuant to the Authority's Local Water System Assistance Program and in connection therewith to enter into a loan agreement and/or financial assistance agreement with the Authority and otherwise to contract with the Authority with respect to such loan and for any grants or aid available for the project or for the financing thereof; and that the City Manager is authorized to accept and expend any grants or aid available for the project or for the financing thereof, provided that the amount of the authorized borrowing for the project shall be reduced by the amount of any such grants or aid received.

The order must be published at least five days prior to the holding of a public hearing with respect to the order and its final passage and requires the affirmative vote of at least two-thirds of all members of the City Council, as in the case of any other loan order for bonds.

65079630 v2

Please call me if there are any questions about the suggested proceedings.

Sincerely,

Kris A. Moussette

Kris A. Moussette

CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Gregory M. St. Louis, PE
Superintendent of Public Works

(P) 617-972-6420
(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Gregory St. Louis, PE - Superintendent of Public Works
Mr. Michael Albano, CPA - Director of Admin & Finance

DATE: July 3, 2024

RE: Public Works Dept. – MWRA Local Water System Assistance Program

---

The City's Capital Improvement Program for the water enterprise fund identifies $1,000,000 for the replacement of outdated unlined cast iron water mains and associated system improvements. The Department of Public Works is in the process of completing an application for participation in the Massachusetts Water resource Authority Local Water System Assistance Program (LWSAP). This MWRA funding program provides a 0% interest free loan payable over 10 years for eligible water system improvements including:

- Replacement or abandonment of unlined water mains;
- Slip-lining of unlined water mains;
- Water main cleaning and lining of unlined water mains;
- Replacement or abandonment of asbestos cement pipe or other water pipeline work performed for water quality purposes;
- Identification and replacement of water service connections constructed of lead or other services in poor condition;
- Looping of dead-end water mains;
- Water valve and hydrant installation or replacement;
- Water storage tank installation, rehabilitation, or replacement and;
- Engineering planning, design and construction services associated with the above items.

The Department requests that a $1,000,000 in funding to complete water system improvements to the City's water infrastructure, in accordance with the City Council's Conceptual Recommendations Item #49 of $500,000 from FY24 and Line 27 of the Fiscal Year 2025-29 for $500,000 from the Water and Sewer Enterprise Fund Capital Improvement Program Budget.

The proposed project will include the replacement of approximately 2,000 LF of 6-8 inch unlined cast iron on Bigelow street, as well as the replacement of 2" mains in the vicinity of Adams Street, Oliver Road, and Sweats Court. This project would also include the identification and replacement of water service connections constructed of lead service materials within the limit of work.

If approved, this work is proposed to follow the Cottage Street Project.

Thank you in advance for your consideration.

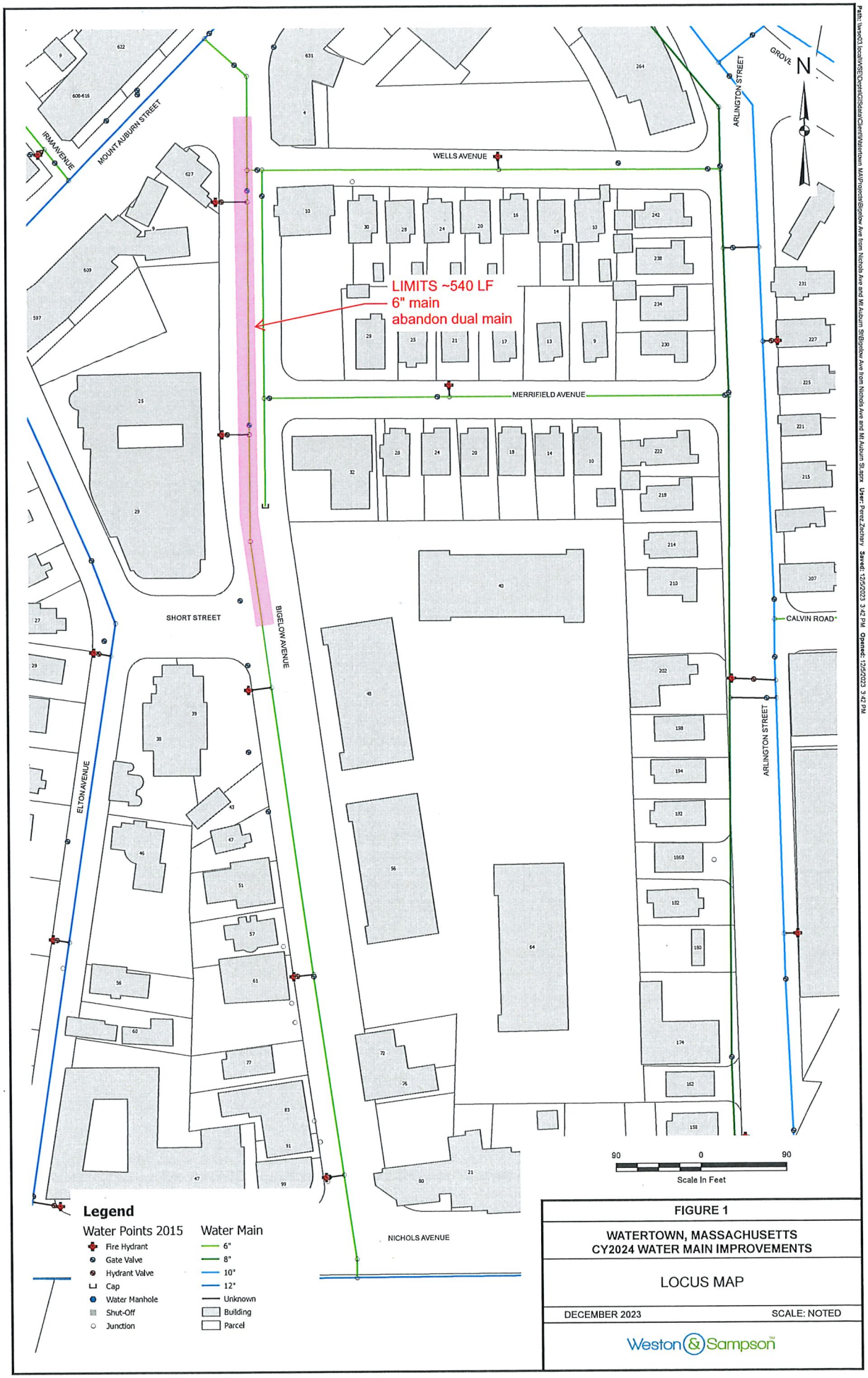


FIGURE 1

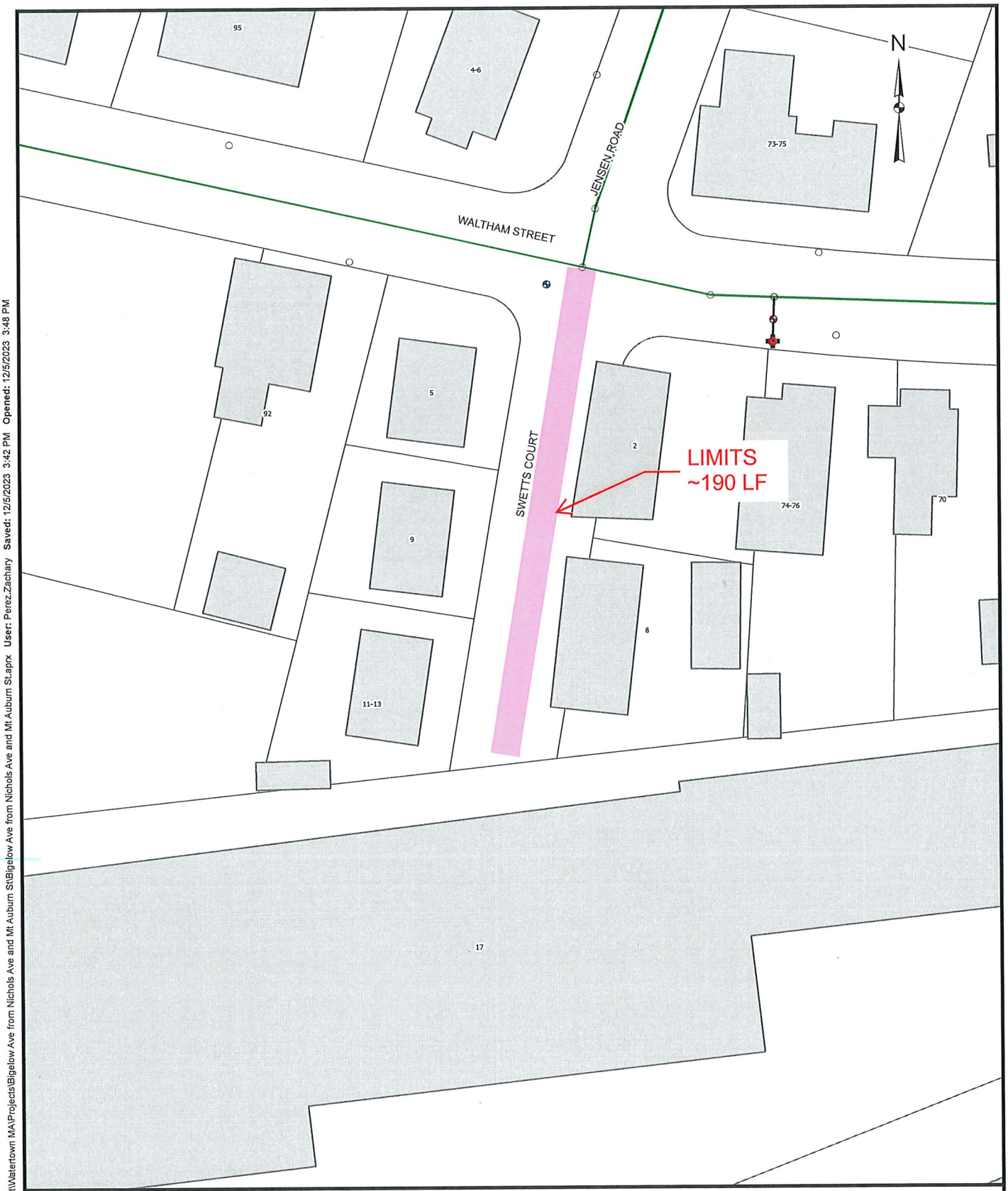
WATERTOWN, MASSACHUSETTS
CY2024 WATER MAIN IMPROVEMENTS

LOCUS MAP

DECEMBER 2023 SCALE: NOTED

Weston & Sampson

Path: \\wse03.local\WSE\Depts\GIS\data\Client\Watertown MA\Projects\Bigelow Ave from Nichols Ave and Mt Auburn St\Bigelow Ave from Nichols Ave and Mt Auburn St.aprx User: Perez,Zachary Saved: 12/5/2023 3:42 PM Opened: 12/5/2023 3:42 PM



Water Points 2015

- Fire Hydrant
- Gate Valve
- Hydrant Valve
- Cap
- Water Manhole
- Shut-Off
- Junction

Water Main

- 8"
- Unknown
- Building
- Parcel

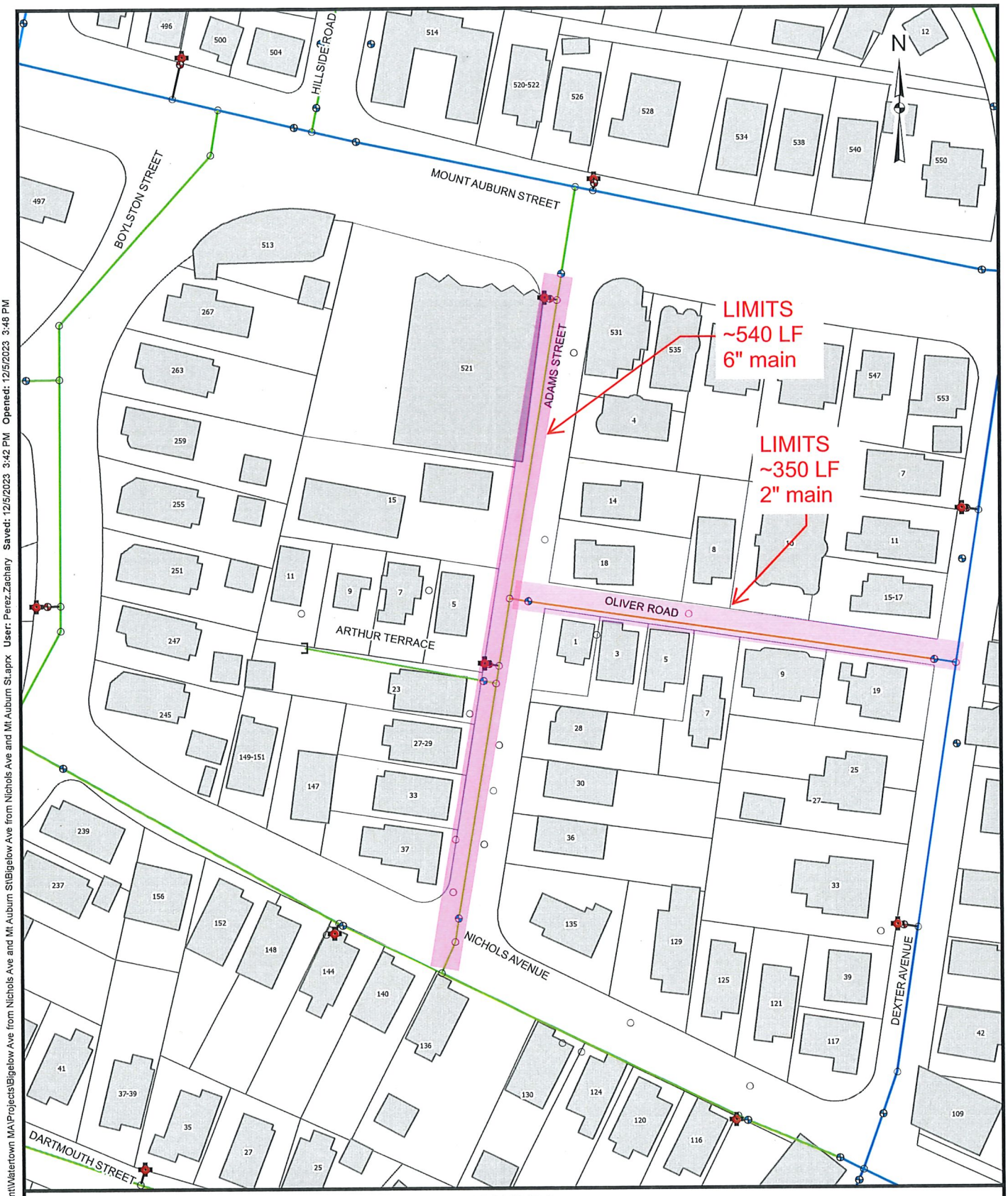
FIGURE 2
WATERTOWN, MASSACHUSETTS
CY2024 WATER MAIN IMPROVEMENTS

LOCUS MAP

50 0 50
Scale In Feet

Weston & Sampson

Path: \\wse03.local\WSE\Depts\GISdata\Client\Watertown MA\Projects\Bigelow Ave from Nichols Ave and Mt Auburn St\Bigelow Ave from Nichols Ave and Mt Auburn St.aprx User: Perez.Zachary Saved: 12/5/2023 3:42 PM Opened: 12/5/2023 3:48 PM



Water Points 2015

- Fire Hydrant
- Gate Valve
- Hydrant Valve
- Cap
- Water Manhole
- Shut-Off
- Junction

Water Main

- < 6"
- 6"
- 10"
- 12"
- Unknown
- Building
- Parcel

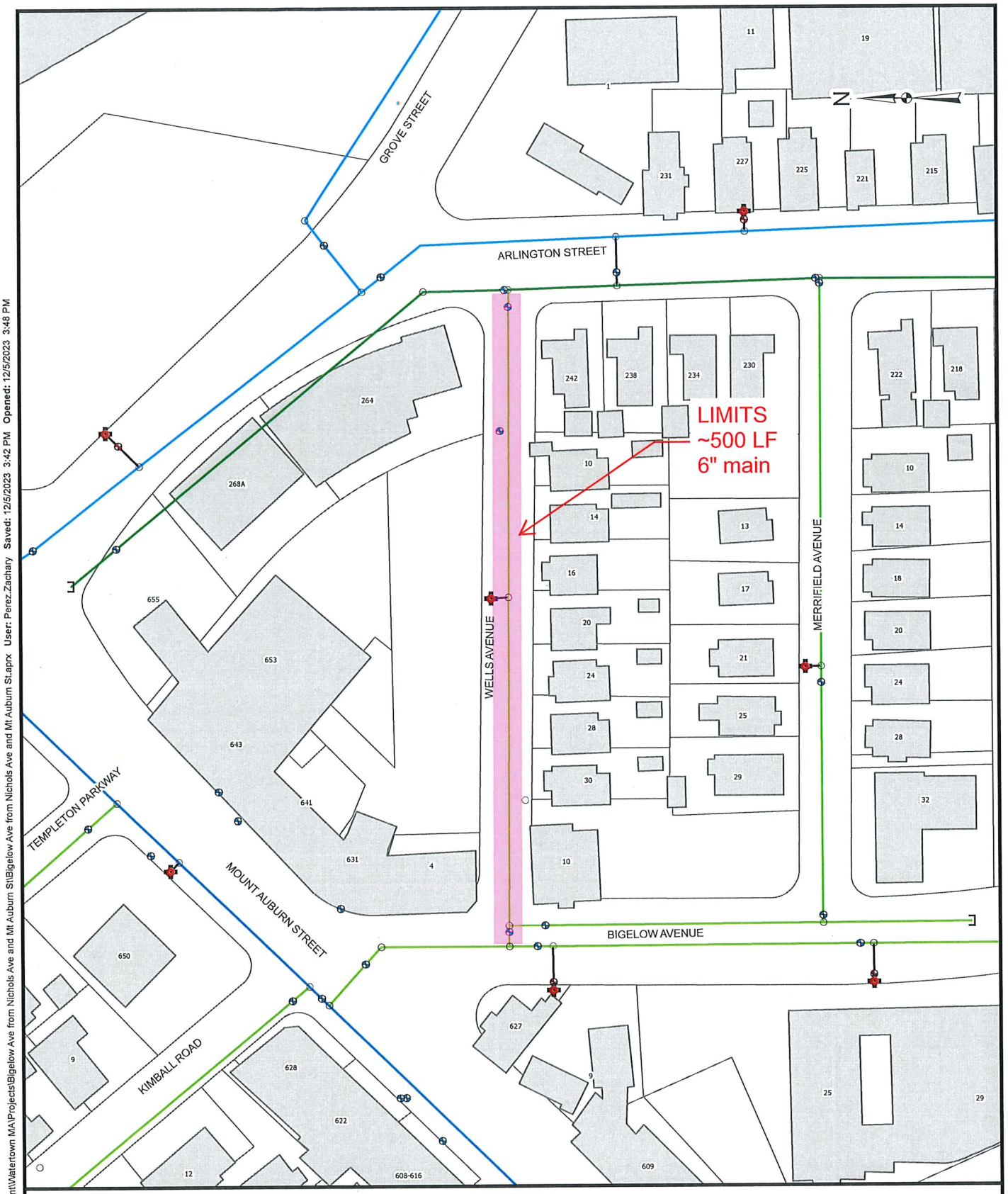
FIGURE 3
WATERTOWN, MASSACHUSETTS
CY2024 WATER MAIN IMPROVEMENTS

LOCUS MAP

50 0 50
Scale In Feet

Weston & Sampson

Path: \\wse03.local\WSE\Depts\GISdata\Client\Watertown MA\Projects\Bigelow Ave from Nichols Ave and Mt Auburn St\Bigelow Ave from Nichols Ave and Mt Auburn St.aprx User: Perez.Zachary Saved: 12/5/2023 3:42 PM Opened: 12/5/2023 3:48 PM



Water Points 2015

- Fire Hydrant
- Gate Valve
- Hydrant Valve
- Cap
- Water Manhole
- Shut-Off
- Junction

Water Main

- 6"
- 8"
- 10"
- 12"
- Unknown
- Building
- Parcel

FIGURE 4
WATERTOWN, MASSACHUSETTS
CY2024 WATER MAIN IMPROVEMENTS

LOCUS MAP

50 0 50
Scale In Feet

Weston & Sampson

Path: \\wse03.local\WSE\Depts\GISdata\Client\Watertown MA\Projects\Bigelow Ave from Nichols Ave and Mt Auburn St\Bigelow Ave from Nichols Ave and Mt Auburn St.aprx User: Perez.Zachary Saved: 12/5/2023 3:42 PM Opened: 12/5/2023 3:48 PM

Watertown City Council
Committee on Parks and Recreation

Councilor Palomba, Chair, Councilor Feltner, Vice Chair, Councilor Bays, Secretary

Committee Meeting

Monday, July 8, 2024 at 6:00 PM in the City Council Chambers

Committee Report

Tuesday, August 13, 2024

The Committee on Parks and Recreation meeting was called to order July 8, 2024 at 5:30 pm in the City Council Chambers. Present were Councilors Tony Palomba, chair, Lisa Feltner, vice-chair, and Caroline Bays, secretary. Also present were George Proakis, city manager, Emily Monea, Assistant City manager, Ernie Thebado, acting recreation director (on Zoom), and Pequossette staff members Brian Donato and Steve Helbery

The purpose of the meeting was to discuss desired qualifications and qualities for the position of Recreation Director.

Councilor Palomba called the meeting to order at 5:30 pm.

Councilor Palomba asked the manager if he had any comments on what qualifications he would need in a Director of Recreation. The manager explained that the job will require many different parts including developing a five year plan, putting together programs, and working with other departments. The director will report to the assistant city manager, Emily Monea.

Councilor Palomba asked if there were any comments from residents. Brian Donato expressed his support for the acting director, Ernie Thebado, who has been doing an excellent job. He has broadened camp activities beyond team sports as well as reached out to non-English speaking residents.

Councilor Bays commented that she was interested in this expansion of activities. She wants a Director who can think outside the box and will be creating programs for everyone, both addressing a wide variety of interests and skill sets as well as crossing across all ages. She felt more could be done in using all of our open space as well, such as using DCR property.

Councilor Palomba agreed and stated that the new director should be providing activities for all ages as well as different interests and that will require working cooperatively with other departments such as the Senior Center and Live Well Watertown. He also felt the person will have to be able to work within the limited budget and plan well, especially if they will be creating a five year plan. He said the director should be a strong voice for recreation and wants someone who can elevate the need for recreation for our city's residents.

Councilor Feltner agreed that it's a big job and the person will need to be innovative while not abandoning the popular programs already in place. The director will need to understand facility maintenance, how to plan a budget, and how to make hard choices and say no sometimes. She

would also like to see more synergy across departments and meet the needs of more people by expanding the range of programming.

Councilor Palomba added that in the future, he would like to have a director who could advocate for a recreation center. He also commented that he felt the salary was competitive. The manager said that he was thankful for the classification and compensation study because he will have an easier time filling positions with a more competitive salary.

The manager concluded by saying he finds these meetings helpful because they inform what questions he asks in the interview process.

The meeting adjourned at 6:30 pm. Minutes were prepared by Councilor Bays.

Watertown City Council
Committee on Public Works

Councilor Piccirilli, Chair, Councilor Feltner, Vice Chair, Councilor Palomba, Secretary

Committee Meeting, July 15, 2024, 6:30 PM in the Council Office

Committee Report, August 13, 2024 City Council Meeting

The Committee on Public Works met on Monday, July 15, 2024 in the City Council Office at 6:30 PM to interview Lise Paul and Andrew Thompson for appointment to the Solid Waste and Recycling Advisory Committee (SWRAC) and Judy Fallows for reappointment to the SWRAC. All the members of the Committee were present. Councilor Piccirilli began the meeting at 6:30 PM.

Lisa Paul was the first candidate to be interviewed. Councilor Piccirilli introduced the Committee to Ms. Paul. In response to the question of why she would like to serve on the SWRAC, Ms. Paul said she is passionate about addressing climate change and is presently active with Watertown Faces Climate Change. She feels that food waste and refrigeration are important issues related to climate. She wants to do more to make composting as easy as possible and believes Watertown should consider following Green Newton's support for placing composting bins at various locations in the city. She is also an advocate for "Rescue, Re-use, Compost" in relation to food products. Ms. Paul has recently retired after years in finance and contract negotiations and feels she could be helpful as the City enters into negotiations with Wheelabrator and Black Earth.

Councilor Palomba made the following motion –

The Committee on Public Works recommends that the full City Council approve the appointment of Ms. Lise Paul to the Solid Waste and Recycling Advisory Committee for at term expiring May 15, 2027.

Councilor Feltner seconded the motion and it passed 3-0.

Andrew Thompson was the second candidate to be interviewed. In response to the questions of why he would like to serve on the SWRAC, Mr. Thompson said that he has been a resident of Watertown for a while and wanted to get more involved in helping his community. He visited the City's website and felt that the SWRAC was in line with his experience and interests. Mr. Thompson has extensive experience in reuse and recycling of construction materials. Presently he works at Boston Building Resources, a Roxbury-based non-profit building materials reuse center. He has served on MassDEP's Reduce and Reuse Working Group and MassDEP's Deconstruction Working Group. He is passionate about building networks for reuse of construction debris and would like to see how Watertown can contribute to existing networks.

Councilor Palomba made the following motion –

The Committee on Public Works recommends that the full City Council approve the appointment of Mr. Andrew Thompson to the Solid Waste and Recycling Advisory Committee for at term expiring May 15, 2027.

Councilor Feltner seconded the motion and it passed 3-0.

Judy Fallows was the third candidate the Committee interviewed. The Committee acknowledged Ms. Fallows significant contributions over many years to Watertown, particularly as the Garden Coordinator for the Watertown Public Schools since 2015 where, among other accomplishments, she planned and planted learning gardens at the three elementary schools. When asked what she thought the SWRAC had accomplished since its inception, Ms. Fallows mentioned its input to the current contract with Republic, working closely with the Recycling Coordinator to increase awareness of recycling, regularly tabling at the Faire on the Square, advocating for the additional part-staff recycling staff, and advising on the pending recycling ordinance. Looking toward the future, she sees the SWRAC as working to increase recycling and composting by renters, advising the new Recycling Coordinator, and supporting the implementation of the recycling ordinance if it is approved by the City Council.

Councilor Palomba made the following motion –

The Committee on Public Works recommends that the full City Council approve the reappointment of Ms. Judy Fallows to the Solid Waste and Recycling Advisory Committee for at term expiring May 15, 2025.

Councilor Feltner seconded the motion and it passed 3-0.

.

Watertown City Council

Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

ELECTED OFFICIALS:

Mark S. Sideris, Council President

Vincent J. Piccirilli, Jr., Vice President & District C Councilor

John M. Airasian, Councilor At Large

Caroline Bays, Councilor At Large

John G. Gannon, Councilor At Large

Anthony Palomba, Councilor At Large

Nicole Gardner, District A Councilor

Lisa J. Feltner, District B Councilor

Emily Izzo, District D Councilor

Report of the Committee on Economic Development & Planning
Meeting Date: July 15, 2024

The Committee convened on Monday July 15, 2024 at 6:00 pm in the City Council Office. Present were Lisa Feltner, chair; John Gannon, vice chair; and Vincent Piccirilli, secretary.

The purpose of the meeting was to conduct a Planning Board interview.

Sarah Scott is seeking appointment to the Planning Board to fill the new position of Associate Member. She has a Masters in Land Use & Environmental Planning, and a Masters in Historic Preservation. She is currently a Land Use Planner for the Metropolitan Area Planning Council (MAPC), and prior to that, a Zoning Planner for Cambridge. When she moved to Massachusetts five years ago, she chose Watertown because it is both convenient, being an inner core city, yet has a small-town feel, and a reputation as a food destination. She loves living in Watertown, and she feels that her education and job experience will be a good fit as a member of the Planning Board.

➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Sarah Scott for appointment as an associate member of the Planning Board to a term expiring February 15, 2027. Voted 3-0.

The meeting adjourned at 6:32 pm.

Report prepared by Vincent Piccirilli

Watertown City Council
Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

Committee on Education and School System Matters

The committee on Education and School System Matters convened on July 9, 2024, at 6:30 pm in the City Council office. The purpose of the meeting was to interview Jim Vershbow for a position on the Watertown Cable Access Corporation Board of Directors. Present were Emily Izzo, chair; Nicole Gardner, vice chair; and John Airasian, secretary.

When asked why he wanted a position on the Board, Mr. Vershbow mentioned that he recently has had a chance to volunteer at WCAC and believes strongly in what it provides to the community and that he would like to continue being a part of it. He stated there is a lot to be said for the amount of coverage WCAC provides. Councilor Gardner asked what the key challenges are facing WCAC, Mr. Vershbow answered that he would like to see more advertising and with the new contract negotiation upcoming would hope to get HD channels for the station to broadcast on.

Councilor Airasian made a motion to recommend that the City Council approve Jim Vershbow to the Cable Access Corporation Board of Directors for a term expiring September 15, 2025. Motion was seconded by Councilor Gardner and approved 3-0.

The meeting adjourned at 6:50 with a unanimous vote.

ELECTED OFFICIALS

Emily Izzo, Chair | Nicole Gardner, Vice Chair | John M. Airasian, Secretary

CITY OF
WATERTOWN
Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472

George J. Proakis
City Manager

To: Honorable City Council

From: George J. Proakis, City Manager GJP

Date: July 9, 2024

RE: Request for Confirmation – Appointment to the Environment & Energy Efficiency Committee

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Pursuant to the provisions of the Home Rule Charter and Town Council Ordinance 2007-46, An Ordinance on the Timing and Process of Appointments to Town Boards, Commissions and Committees, I am transmitting herewith a request for appointment to the Environment & Energy Efficiency Committee which requires Council confirmation. The appointment of Bruce Gellerman will be to fill an unexpired term of Shin Nagpal.

- Bruce Gellerman – Appointment as a member of the Environment & Energy Efficiency Committee to a term expiring November 15, 2025

Thank you for your anticipated cooperation in this matter.