



City Council Meeting

Tuesday, January 13, 2026 at 7:00 PM
Richard E. Mastrangelo Council Chamber

Agenda

ACCESS INFORMATION:

- A. This meeting will be held on January 13, 2026 at 7:00 P.M. Location: Richard E. Mastrangelo Council Chamber
- B. This is an in-person meeting - any remote access is provided solely as a courtesy and may not be relied upon as alternative access. Therefore, any interruption in remote access technology shall not interrupt the meeting, and the meeting will proceed accordingly in person. In the event of such interruption, in-person attendance is available and encouraged.
- C. The in-person meeting will also be televised through WCATV (Watertown Cable Access Television): <http://vodwcatv.org/CablecastPublicSite/watch-now?site=3>
- D. The public may join the in-person meeting online: <https://watertown-ma.zoom.us/j/92991331344>
- E. The public may join the in-person meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344
- F. Public may comment through email: vpiccirilli@watertown-ma.gov
- G. 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. ORGANIZATION
 - A. Selection of the City Council Vice President
 - B. Selection of Seating Assignments for City Council Members
 - 4. PUBLIC FORUM
 - 5. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS
 - A. Minutes from City Council Meeting November 25, 2025
 - B. Minutes from City Council Meeting December 9, 2025
 - 6. PRESIDENT'S REPORT
 - A. Request to Send a Letter in Support of the Willow Park Project
 - B. Authorize the Council President to Commence Negotiations with City Manager George Proakis on a Successor Employment Agreement
 - C. Committee Assignments of City Council Members

- D. Request to Refer all Outstanding Items: [Referrals Sheet](#)
- E. Adoption of the Current Rules of the City Council as the Temporary Rules of the City Council and Referral to the Committee on Rules and Ordinances for Review of the City Council Rules

7. PUBLIC HEARINGS

- A. Public Hearing and Vote on a Petition from Comcast for a Grant of Location in:

Arlington Street - To install fiber utility duct and manholes along the east side of the right-of-way consisting of two and/or four 4" diameter concrete encased PVC conduits underground approximately 200 feet north from Clarendon Street to Berkeley Street with riser connections to utility poles VZ9 and VZ10 and approximately 150 feet south from Clarendon Street with riser connections to utility poles VZ9 and VZ10.

Clarendon Street – To install fiber utility duct consisting of two sets of four 4" diameter concrete encased PVC conduits underground from private property at 25 Clarendon Street into and along the Clarendon Street right-of-way to Arlington Street. Secondly, to install electric utility duct consisting of two 4" diameter concrete encased PVC conduit underground from a utility pole on the north side of Clarendon Street property across the Clarendon Street right-of-way onto the 25 Clarendon Street property.

This work is proposed to provide electrical and telecommunication services to Comcast's facility at 25 Clarendon Street. We are submitting the following recommendations and conditions for consideration by the City Council should the Grant of Location be approved for this application.

- B. Public Hearing and Vote on a Proposed Loan Order that the sum of \$1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
New building management system/HY AC controls	\$121,000
Insulation of top floor roof deck/attic space and adjacent walls	\$90,000
Acoustic ceiling tile replacement on third floor suites	\$120,000
Replacement of existing gas-filled roof top units with all electric air source heat pumps	\$740,000
Removal of gas lines and new electrical service for roof top units	\$85,000

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 \$95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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. Public Hearing and Vote on a Proposed Ordinance adjusting the City Manager's salary
8. MOTIONS, ORDINANCES, ORDER, AND RESOLUTIONS
- A. Request for Authorization to Sign a Contract Extension Term - WeDriveU
 - B. First Reading on a Proposed Loan Order that the sum of \$1,417,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Highway Skid Steer	\$65,000
Snow and Ice Loader 3/4 yard	\$107,000
Two (2) Cemetery Off-Road Utility Vehicles	\$30,000
Cemetery Backhoe	\$140,000
Park Division Skid Steer	\$75,000
Traffic Supervisor Vehicle #C10	\$80,000
Highway Hot Box #49	\$300,000
Snow and Ice 4x4 Sander #37	\$320,000
Cemetery Dump Truck #202	\$100,000
Small Urban Forestry Bucket Truck	\$200,000

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 that the sum of \$510,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
35 GVW Service Truck	\$170,000

Sewer Pump/Trailer	\$150,000
Service Response Truck #60	\$190,000

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 \$80,000 is appropriated to pay costs of purchasing a utility truck for the Department of Public Works, as more fully described in line 49 of the Annual Budget for fiscal year 2026, including all other 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.

9. **REPORTS OF COMMITTEES**

- A. Committee on Climate and Energy Report regarding its meeting on December 1, 2025 - Palomba, Chair
- B. Committee on Public Works Report regarding its meeting on December 15, 2025 - Piccirilli, Chair

ACTION ITEM:

To request that the City Council President schedule an informational presentation allowing public comment on the draft MAPC plan at a future City Council meeting.

- C. Committee on Economic Development and Planning Report regarding its meeting on December 16, 2025 - Feltner, Chair

10. **COMMUNICATIONS FROM THE CITY MANAGER**

- A. Request for Confirmation of Appointments to the Environment & Energy Efficiency Committee
- B. Notification to Commence Successor Contract Negotiations

11. **REQUESTS FOR INFORMATION/REVIEW OF LIST OF PENDING MATTERS**

12. **ANNOUNCEMENTS**

13. **PUBLIC FORUM**

14. **RECESS OR ADJOURNMENT**

ELECTED OFFICIALS

Mark S. Sideris,
Council President

John G. Gannon,
Councilor At Large
Nicole Gardner,
District A Councilor

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor
Theophilus Offei
Councilor At Large
Lisa J. Feltner,
District B Councilor

Caroline Bays,
Councilor At Large

Anthony Palomba,
Councilor At Large
Emily Izzo,
District D Councilor

NOVEMBER 25, 2025



Watertown City Council

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

**CITY COUNCIL MEETING
TUESDAY, NOVEMBER 25, 2025, 6:00 P.M.
RICHARD E. MASTRANGELO COUNCIL CHAMBER
ADMINISTRATION BUILDING, 149 MAIN STREET**

MINUTES

ACCESS INFORMATION:

- A. This meeting will be held on November 12, 2025 at 6:00 PM in the Richard E. Mastrangelo Council Chamber
- 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>
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1. ROLL CALL

Council President Sideris called to order a regular meeting of the City Council at 6:00 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. EXECUTIVE SESSION – 6:00 P.M.

- A. To discuss strategy with respect to collective bargaining or litigation if an open meeting may have a detrimental effect on the bargaining or litigating position of the public body and the chair so declares (Department of Public Works Union, Watertown Municipal Employee Group, Library Union, Fire Union, Police Patrol Union, Police Supervisors Union)
- B. To conduct strategy sessions in preparation for negotiations with non-union personnel or to conduct collective bargaining sessions or contract negotiations with non-union personnel (City Manager Salary)

Councilor Piccirilli moved to enter into Executive Session and Councilor Feltner seconded.

The motion carried unanimously in a Roll Call Vote.

3. RETURN TO SESSION – 7:00 P.M.

4. PLEDGE OF ALLEGIANCE

5. PUBLIC FORUM

Jean Dunoyer – 17 Adams Ave – Asked the council to consider developing a private property tree protection ordinance, and cited a specific situation involving a healthy tree at 17 Adams Avenue which stands on historically significant estate land. He stated that this issue highlights a gap between Watertown's effort in improving climate investments and the vulnerability of mature tree canopies on private land. While Watertown makes an effort to plant new trees, removing century scale trees on private property without review, mitigation, or replacement undercuts long term planning. He noted that neighboring communities have safeguards for this measure, and that Watertown's policies should as well.

Jocelyn Tager – Resident – Supported the effort to pass a tree ordinance written by the WE3C. She noted that zoning for housing has changed substantially, but there is nothing that requires net 0 building, and that green space is being destroyed. A tree ordinance would help. She stated that there are many other zoning restrictions in terms of what property owners can and can't do with their property, and so there should be measures to protect trees on private property as well.

Libby Shaw – 71 Templeton Parkway – Stated that the ongoing DPW canopy study will most likely show that we are losing green spaces and trees at a steady rate which will likely accelerate unless we put in guardrails. She commented on the incredible importance of trees in an urban environment, and impressed on the critical relationship between people and trees in the community.

Gretchen Dunoyer – 17 Adams Ave – Echoed support for a private property tree protection ordinance. She remarked on a century old cherry tree which sits on her property line that is imperiled by a construction project next door. The tree has provided

shade and protection from water drainage for her house, but more importantly, it is an integral fabric of what Watertown has been striving for in a harmonious climate conscious community.

Joan Gumbleton 32 Falmouth Rd – Acknowledged that trees are important, but that some of them are growing in places where they are not meant to be, and that there are subsequent problems because of their growth. She noted that the lots are very small in Watertown, and that there shouldn't be an impediment on people's rights.

Councilor Piccirilli read an email submission (attached).

6. PRESIDENT'S REPORT

President Sideris stated that he will be remarking on the Watertown Middle School updates later in the meeting.

7. PRESENTATION OF PETITIONS, PROCLAMATIONS, AND SIMILAR PAPERS AND MATTERS

A. Arbor Day Proclamation

President Sideris presented the proclamation.

Tree Warden Micieli stated that they proposed the individualized Arbor Day to commemorate the permanent holiday seasonal celebration tree planting at the Commander's Mansion, and that he believes it will be a source of pride for the community going forward.

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

The motion carried unanimously in a Voice Vote.

8. MOTIONS, ORDINANCES, ORDERS, AND RESOLUTIONS

A. Consideration and Possible Action on the Construction, Reconstruction, Renovation, and/or Reuse of the Middle School, and Consideration and Possible Action on Continued Leasing and/or Purchasing of Modular Classrooms as are currently in use for the High School Construction Project

City Manager Proakis remarked that his and Vertex's teams have been diligently going over options considering budget and time constraints while taking remarks from the City Council. A new idea that has come up is the option of purchasing the modulares that are currently being used by Watertown High School. This will eliminate the rental costs, and alleviate a timing aspect, though the intent is not to leave the structures on Moxley Field indefinitely.

Christy Murphy – Vertex – Rehashed the original plan for the modulares and WHS. The Modulares were completed in the summer of '23, and the lease ran from 9/1/23 to 4/30/26.

She then noted an issue that the construction of the new high school is experiencing in the delamination of concrete slabs which is presenting a scheduling risk. The potential risk of extending the lease for 2-4 months would cost somewhere from \$800k to \$1.6 million, and that contractually, there is also a \$2.2 million contract for the modular owners to remove the modulares. She also remarked on options previously discussed to extend the lease of the modulares for the WMS which would cost several millions of dollars. She then presented the proposed option of outright purchasing the modulares for \$2.2 million, which would negate the need for lease extension and what the contractor is owed to remove the modulares.

City Manager Proakis noted that he has tried to guide the City Council with best advice and providing options, and that it is his belief that this is the best option they have available at this time. He noted the downsides of the operational and moving costs of this proposal, but also stated that they would own an asset that they could potentially sell once the projects are completed. He also acknowledged the issue of keeping the modulares on the site longer than originally agreed, and that there isn't an exact exit date for them.

President Sideris voiced concern for the potential delay on the WHS move in, and said that the premium cost of extending the lease is almost like money they would be throwing away. He added that he would not support a plan that would only make CIP improvements to the WMS as it also would be a short-term waste of large funds. He then added that the proposal to purchase the modulares would allow an opportunity to bring the WMS to a design bid build project as opposed to a construction manager at risk, which will most likely present significant savings – noting that bids have been coming in lower in recent history.

Councilor Piccirilli asked if they were not to endorse this proposed plan, and the WHS move in is delayed, where would the money for the extended lease come from.

Christy Murphy replied that that would necessitate additional borrowing.

Councilor Piccirilli then asked for confirmation that the construction company could be paid the \$2.2 million, already budgeted for the removal of the structures, to purchase the structures, basically resulting in a net wash, and also asked on the likelihood on reselling the structures.

Christy Murphy confirmed that the intended \$2.2 for the removal could be moved to purchasing the structures. She hasn't done an in-depth study, but there will be a resale market, albeit somewhat fluctuating, for the structures. There are many uses and demand for modulares.

Councilor Palmoba asked for clarification on the cost of continuing to lease the modulares. He stated that at a previous meeting, there was a figure of \$136,000 per month, but now that number is \$400,000 per month.

President Sideris responded that the \$136,000 figure related to if they were to engage in a new long-term lease while doing work for the WMS where the \$400,000 per month is a premium market extension of WHS lease.

Councilor Palomba raised concerns about the uncertainties of maintenance of the structures and the future market of reselling them.

Christy Murphy replied that the City is currently paying for the utilities for the structures, but there will be some smaller upkeep costs.

Councilor Palomba asked how this proposal, from beginning to end, would decrease the earlier proposed figure after the feasibility study of \$112 million.

Christy Murphy replied that purchasing instead of leasing the modulares would save \$3 million.

President Sideris added that the overall price of the project would likely be significantly reduced by the nature of the design bid build process vs the construction manager at risk process. He anticipates the savings could be 5%-8%.

Councilor Gannon asked if there was a liquidated damages clause regarding the issue and potential delay with the concrete lamination.

Christy Murphy replied that there is and it is \$2,000 per day.

Councilor Gannon then added that potentially purchasing the modulares would give Watertown options, and remained hopeful that there may be some more benefits of having a project out to bid in a potential economic downturn. He then asked if there was an expiration date on the modulares useful life, and if they would have to warehouse them for an extended amount of time.

Christy Murphy replied that there isn't a near expiration date for them, but that there is not a valid option to move the modulares. They would have to be sold from their location or demolished.

Councilor Izzo asked if there is any anticipated use for a gap in time between when the high schoolers move out and the middle schoolers move in.

City Manager Proakis replied that it is something to consider, but that they would also be considerate to the neighbors, and there would need to be a clear exit plan for any temporary tenant.

President Sideris added that they will also be presenting the modular plan to the MSBA, though they do not have specific expectations given their recent involvement with the WHS.

Councilor Feltner remarked that she appreciates the creative thinking and believes that the schools should be the heart of the community.

Councilor Palomba asked how long it would take to get a real estimate of the entire project with the proposed idea of purchasing the modulares and having a design bid build process.

Christy Murphy replied that it would take about 4 months until they presented an estimate.

Councilor Gardner asked for an estimate of how much it would cost to demolish all of the modulares if they could not find a buyer for them after building the middle school.

Christy Murphy replied that it could be \$3 million, but that she could be off, and that the cost could be a wash.

Councilor Palomba asked for a sense of when they would be able to finally decide on committing to doing the project or not.

City Manager Proakis replied that, absent of MSBA help, he would hope that there would be a determination by April or May of '26 as it would align with passing of the budget. He reminded everyone that should, the home rule tax petition not clear, and they want to continue on with the WMS project, then they would be faced with a decision of either slicing millions out of the operating budget over the course of the next few years, or to present a vote on an 18% tax increase.

Councilor Palomba closed his comments by saying that he is not only concerned about the project's budget, but that he has other priorities for the community including the senior center and recreation center that he is concerned could be left behind.

Councilor Piccirilli moved to provide policy guidance to the City Manager and School Committee to take appropriate action to retain ownership of the modular classrooms and Councilor Feltner seconded.

The motion carried unanimously in a Roll Call Vote.

- B. First on a Proposed Loan Order that the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Hydro Excavation Vactor Truck	\$695,000
Sewer and Stormwater Camera Truck	\$184,000

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 stated that this item is consistent with conceptual recommendation number 46 of the CIP.

- C. First Reading on a Proposed Loan Order that the sum of \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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 noted that How Park has been on the CIP schedule and that this bid came lower than expected.

- D. Resolution Authorizing a Transfer of Funds in the aggregate amount of \$469,250 from the Fiscal Year 2026 City Council Reserve, Fiscal Year 2026 Water Reserve Fund, and Fiscal Year 2026 Sewer Reserve Fund to various Personnel accounts

City Manager Proakis stated that this item funds new contracts with certain unions and non-union employees.

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

The motion carried unanimously in a Roll Call Vote.

- E. 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 stated that this item relates to allowing current employees to work additional jobs in town - these specific individuals relating to the ski program.

Councilor Piccirilli moved to approve the exemptions and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

9. REPORTS OF COMMITTEES

- A. Committee of the Budget and Fiscal Oversight Report regarding its meetings on November 5 and November 13, 2025 - Piccirilli, Chair

ACTION ITEM:

To recommend that the City Council adopts the Fiscal Year 2027 Budget Policy Guidelines as drafted

Councilor Piccirilli read the report.

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

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to approve the action item and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli also stated that this process only occurs with a City Council and City Manager type of government. If there were a Mayor, the City Council would not have input on the budget.

10. COMMUNICATIONS FROM THE CITY MANAGER

City Manager Proakis remarked on the Flock Safety Program – a system the Watertown Police Department is working towards using to assist in criminal investigations. He noted that there have been some voiced concerns from the public over the matter. He stated that this was a budget request that was previously approved. The Flock cameras are designed to capture license plates which are uploaded onto a system that is only accessible to the WPD. There is no live feed or video with the cameras, and no other department or agency, internal or external, have access to it. The only time the WPD will share images only with MA municipalities after a submitted formal request that will be subject to approval. He added that he and the WPD believe that the cameras improve public safety, and cited arrests tied an armed robbery, locating a missing person, and solving a breaking and entering case as examples of the camera's efficacy. These came from images shared by other municipalities to Watertown, and they anticipate that the positive trend will continue when the Watertown cameras are installed. Community outreach for FAQ's as well as specific community talks are planned to share more information and transparency of operations.

City Manager Proakis continued by announcing that the MBTA has identified 57 and 71 bus lines to be upgraded to priority bus lines which will improve wait times and consistency. He then announced the upcoming events of the Merry Mingle as well as holiday hours for city buildings.

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

Councilor Gardner requested a timeline for when the UVM tree study will be concluded.

12. ANNOUNCEMENTS

Councilor Airasian announced the Watertown Cable Access 20th anniversary celebration.

Councilor Palomba announced an upcoming Committee on Climate and Energy meeting.

Councilor Piccirilli announced that President Sideris will be an honorary captain at the annual Belmont Watertown football game.

Councilor Gannon announced a fundraiser turkey trot.

President Sideris announced the upcoming small business Saturday, and that the Watertown Business Coalition will be hosting a holiday decorating contest.

13. PUBLIC FORUM

There were no participants in Public Forum.

14. RECESS OR ADJOURNMENT

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

The motion was adopted unanimously in a Roll Call Vote.

The meeting adjourned at 9:07 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, and ___ present on January 13, 2026.

Mark S. Sideris, Council President
s:/BTM

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

City Council Meeting
Tuesday, November 25, 2025 at 6:00 PM
Richard E. Mastrangelo Council Chamber
Administration Building, 149 Main Street
List of Documents

1. Arbor Day Proclamation – Item 7A
2. Loan Order - \$879,000 - DPW Equipment – Item 8B
3. Loan Order - \$911,900 – How Park – Item 8C
4. Transfer of Funds – FY26 CC Reserve/Water & Sewer to Personnel - \$469,250
-Item 8D
5. Exemptions of Interests – Ski Program – Item 8E
6. Committee of the Budget and Fiscal Oversight Report – Item 9A
7. Additional FY27 Budget Guidelines and Rankings from City Councilors
8. Email Submission Zachary Darbeloff

**ADDENDUM TO THE
MINUTES OF THE
NOVEMBER 25, 2025 CITY
COUNCIL MEETING**



City Council Meeting

Tuesday, November 25, 2025 at 6:00 PM
Richard E. Mastrangelo Council Chamber

Agenda

ACCESS INFORMATION:

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- 1. ROLL CALL
 - 2. EXECUTIVE SESSION - 6:00 P.M.
 - A. To discuss strategy with respect to collective bargaining or litigation if an open meeting may have a detrimental effect on the bargaining or litigating position of the public body and the chair so declares (Department of Public Works Union, Watertown Municipal Employee Group, Library Union, Fire Union, Police Patrol Union, Police Supervisors Union)
 - B. To conduct strategy sessions in preparation for negotiations with non-union personnel or to conduct collective bargaining sessions or contract negotiations with non-union personnel (City Manager Salary)
 - 3. RETURN TO SESSION – 7:00 P.M.
 - 4. PLEDGE OF ALLEGIANCE
 - 5. PUBLIC FORUM
 - 6. PRESIDENT'S REPORT
 - 7. PRESENTATION OF PETITIONS, PROCLAMATIONS, AND SIMILAR PAPERS AND

MATTERS

- A. Arbor Day Proclamation

8. MOTIONS, ORDINANCES, ORDER, AND RESOLUTIONS

- A. Consideration and Possible Action on the Construction, Reconstruction, Renovation, and/or Reuse of the Middle School, and Consideration and Possible Action on Continued Leasing and/or Purchasing of Modular Classrooms as are currently in use for the High School Construction Project
- B. First Reading on a Proposed Loan Order that the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

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- C. First Reading on a Proposed Loan Order that the sum of \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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 aggregate amount of \$469,250 from the Fiscal Year 2026 City Council Reserve, Fiscal Year 2026 Water Reserve Fund, and Fiscal Year 2026 Sewer Reserve Fund to various Personnel accounts
- E. 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)

9. REPORTS OF COMMITTEES

- A. Committee of the Budget and Fiscal Oversight Report regarding its meetings on November 5 and November 13, 2025 - Piccirilli, Chair

ACTION ITEM:

To recommend that the City Council adopts the Fiscal Year 2027 Budget Policy Guidelines as drafted

10. COMMUNICATIONS FROM THE CITY MANAGER

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

12. ANNOUNCEMENTS

13. PUBLIC FORUM

14. RECESS OR ADJOURNMENT

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

**CITY COUNCIL ATTENDANCE
MEETING DATE: NOVEMBER 25, 2025**

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

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025**

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

Motion to enter into executive session

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025**

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

Motion to accept the Watertown Arbor Day proclamation



Watertown City Council

Administration Building

149 Main Street

Watertown, MA 02472

Phone: 617-972-6470

WATERTOWN ARBOR DAY PROCLAMATION

WHEREAS: In 1872 J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and,

WHEREAS: This holiday, called Arbor Day, was first observed with the plantings of more than one million trees in Nebraska; and,

WHEREAS: Trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate temperature, clean the air, produce oxygen, and provide a habitat for wildlife; and,

WHEREAS: Trees are a renewable resource giving us paper, wood for our homes, fuel for our fires, and countless other wood products; and,

WHEREAS: Trees in our cities increase property values, enhance the economic vitality of our business area, and beautify our community; and,

WHEREAS: Trees, wherever they are planted, are a source of joy and spiritual renewal;

NOW THEREFORE BE IT RESOLVED: That the City Council of the City of Watertown is proud to proclaim December 6th, 2025, as ARBOR DAY and urge all citizens to plant trees to gladden the hearts and promote the well-being of present and future generations.

IN WITNESS WHEREOF,
I hereunto set my hand
And caused the Great Seal of
The City of Watertown on this
25th day of November 2025.


Mark S. Sideris, Council President



**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025**

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

Motion to provide policy guidance to the City Manager and School Committee to take appropriate action to retain ownership of the modular classrooms.



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: November 18, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Community Development and Planning respectfully requesting your authorization for the Treasurer to borrow \$911,900 to fund How Park Phase I and three alternates.

This project was originally budgeted at \$650,000 in the FY2026 Capital Improvement Program (CIP). The revised cost reflects expanded stormwater mitigation, retaining wall improvements, and inflation. Phase I will deliver a new playground and path improvements along the north side of How Park.

At the November 6, 2025 bid opening, Belko submitted the lowest qualified bid of \$829,000 (see attached CBA Memo). Construction is scheduled to begin in Spring 2026 with an estimated duration of four months. Phase II, programmed in the FY2030 CIP, will include basketball court and dog park renovations, new paths, and seating areas.

I respectfully request that the attached Loan Order be placed on the November 25, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

November 19, 2025

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

RE: Draft Loan Order – How Park Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of constructing How Park Phase I:

ORDERED: That the sum of \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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
Community Development and Planning
Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617 972 6417
Fax: 617 972 6484
www.watertown-ma.gov

TO: Mr. George Proakis - City Manager

FROM: Mr. Steve Magoon, Assistant City Manager and DCDP
Ms. Erika Oliver Jerram, Director of Community Design
Ms. Michelle Moon, Open Space Planner

DATE: November 18, 2025

RE: Loan Order Request for How Park Phase I

The Department of Community Development and Planning (DCDP) respectfully requests that the necessary actions be taken to authorize the Treasurer to borrow \$911,900.00 for the project plus the three alternates. The How Park Phase I was included in the FY 2026 Capital Improvement Program (CIP) budget for \$650,000.00, the cost is higher due to the increase in stormwater mitigation, the addition of retaining wall improvements, and general cost increases. The How Park Phase I installation will include a new playground and path improvements along the north side of the park.

The Bid Opening was held on November 6, 2025. The City's Procurement Department reviewed all 10 bidders, and disqualified three (3) due to insufficient relevant experience building projects similar to the How Park playground scope of work. Of the remaining seven (7) qualified bidders, the lowest bid price was Belko with a base bid of \$829,000. A full summary is in the attached CBA Memo.

The How Park construction would start in Spring 2026 and last for about four (4) months.

Phase II of the project is in the CIP FY2030 to complete the other park improvements, including redoing the basketball court and dog park, and added in paths and a seating area.

Budget

These funds will be utilized for the construction, construction administration services, and potential construction contingency costs associated with this project. As outlined in the enclosed letter from project engineering firm CBA, the funds will be utilized as follows.

How Park – Playground – Phase I : Installation Budget		
Item	Amount	Remarks
Construction Funding Request	\$829,000	Total Project: Base Bid & Alt #1
Construction Contingency (10%)	\$82,900	10% of bid price
<i>Construction Oversight</i>	<i>\$10,825</i>	<i>CBA Landscape Architects (Included as part of existing contract)</i>
Total for Loan Request	\$911,900	Total includes the base bid, Alt #1, and 10% for contingency

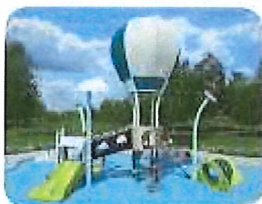
The total How Park Phase I loan request is for \$911,900.00 that includes the base bid, Alt #1, and 10% for contingency.

Thank you in advance for your consideration.

How Park: Concept Drawing (Phases 1 and 2)



MASTER PLAN - PRECEDENT IMAGES



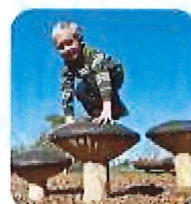
Play Structure for Ages 2-5



Play Structure for Ages 5-12



Multi-Rider Spinner



Mushroom Steppers



Single Spinner



Lighting



Open Lawn



Drinking Fountain with Dog Bowl



Open Roof Shade Structure

KEY ATTRIBUTES

Expanded play area and dog park area.
Additional pathways forming curving circulation routes throughout the park.
A multi-use court with fitness equipment.
Drinking fountains and lighting throughout the park.

Ms. Michelle Moon
Senior Planner, Open Space
Watertown Dept. of Community Planning & Development
149 Main Street
Watertown, MA 02472

Re: How Park Phase 1 Playground Renovation Project Funding Recommendation Letter

Dear Ms. Moon:

On November 6, 2025, at 11:00 AM, public bids were received and read publicly aloud by the City of Watertown Purchasing Department for the How Park Phase 1 Playground Renovation project. The bid prices received, as reported to CBA by the Purchasing Department, were as follows:

Vendor	Base Bid Amount	Base +Alt 1
Price Landscape	\$ 702,400	\$ 750,000
Campora Construction	\$ 807,500	\$ 867,500
Belko Landscaping	\$ 808,000	\$ 829,000
NELM Corporation	\$ 846,000	\$ 893,000
J.J. Phelan & Sons	\$ 887,261	\$ 967,261
Omasta Landscaping	\$ 889,122	\$ 972,014
Kealey Construction	\$ 928,200	\$ 964,200
Paul J. Rogan Co, Inc.	\$ 969,000	\$ 1,029,000
Quirk Construction	\$ 990,000	\$ 1,056,000
UEL	\$ 1,047,000	\$ 1,099,000

Description of Alternates:

Alternate No. 1 – Remove existing concrete retaining wall and replace with unit block concrete retaining wall at property line.

Low Bidder Evaluation:

The Procurement Department reviewed all 10 bidders, and disqualified 3 due to insufficient relevant experience building projects similar to the How Park playground scope of work. Of the remaining 7 qualified bidders, the lowest bid price was Belko Landscaping.

CBA has worked with Belko Landscaping on a number of projects in recent years, including several ongoing projects, and have found their work to be quite competent with no significant issues. CBA

Principal D.J. Chagnon has personally worked with them on the Mace Tot Lot and Quigley Park projects in Chelsea, both of which involved playground and splash pad installations, and which had several highly detailed facets to construction. Both projects went smoothly and the results were high quality. Mr. Chagnon recently called Belko's references after they were the low bid for the Bemis Playground project in Watertown; references all spoke highly of the quality of Belko's work and the professionalism of their staff, and all expressed that they would be happy to work with Belko Landscaping again. Based on our own experiences and the discussions with references, we recommend that the City of Watertown proceed with award of the How Park Phase 1 Playground Renovation project to Belko Landscaping.

Funding Recommendation Summary:

Please refer to the Community Development Department's Loan Order Request letter dated November 18, 2025, for funding amounts being requested.

Please note that CBA's Construction Administration Services for this project have already been funded, as they are included in our current design services contract in the amount of \$10,825.00.

If you have any questions or require further clarifications, please feel free to contact me.

Respectfully submitted,

Kaila Bachman Chavez

Kaila Bachman Chavez, RLA, Principal
CBA Landscape Architects LLC

Cc: George Proakis – City of Watertown, City Manager
Tom Brady – City of Watertown, Director of Public Works
Steve Magoon – City of Watertown, Community Development & Planning Director
Julie Knight – City of Watertown, Purchasing Agent



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: November 18, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from Thomas D. Brady, Director of Public Works, seeking authorization to purchase two vehicles that will strengthen the City's sewer and stormwater maintenance operations:

Hydro Excavation Vector Truck – \$695,000: Replacement of the existing Vector truck with advanced hydro excavation technology, enabling safer, more precise, and less disruptive underground work.

Sewer & Stormwater Camera Truck – \$184,000: Addition of in-house inspection capability to reduce contractor costs, improve emergency response, and enhance preventative maintenance.

Funding in the amount of \$879,000 was approved in the Fiscal Year 2024 budget. These investments will improve operational efficiency, reduce long-term costs, and enhance service delivery to the community.

I respectfully request that the attached Loan Order be placed on the November 25, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

November 19, 2025

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

RE: Draft Loan Order – DPW Equipment Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of purchasing various items of departmental equipment for the Department of Public Works:

ORDERED: That the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Hydro Excavation Vactor Truck	\$695,000
Sewer and Stormwater Camera Truck	184,000

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

WATERTOWN MA 02472

Thomas D. Brady
Director of Public Works

(P) 617-972-6420

(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Thomas Brady, Director of Public Works

DATE: November 17, 2025

RE: Vehicle Purchases for DPW Operations – Hydro Excavation Vactor Truck and Sewer Camera Truck

This memo is to request approval for the purchase of two specialized vehicles to enhance the Department of Public Works' ability to maintain and repair critical City infrastructure related to sewer and stormwater systems.

1. Hydro Excavation Vactor Truck – \$695,000

This vehicle will replace an existing traditional Vactor truck with a new model specifically equipped for hydro excavation. Hydro excavation technology allows for safer, more precise, and less disruptive excavation, particularly in complex or sensitive underground environments. This upgrade will significantly improve our ability to perform timely and efficient repairs to underground infrastructure, reducing downtime and minimizing disruption to residents and businesses.

2. Sewer and Stormwater Camera Truck

This is a new addition to the DPW fleet. The camera truck is equipped with advanced inspection technology capable of navigating through sewer and stormwater pipes to assess internal conditions. Currently, all camera inspections are outsourced to private contractors, which can cost several thousand dollars per day and are subject to contractor availability.

Bringing this capability in-house will: increase our responsiveness to emergencies and urgent maintenance needs, reduce long-term costs associated with contracted services, improve planning and preventative maintenance efforts and enhance service delivery to residents by minimizing delays in addressing sewer and stormwater issues

Conceptual Recommendation # 46 in the FY 26- FY30 CIP reads:

46. Confirm the prior recommendation to proceed with FY24 \$879,000 Sewer Enterprise Fund proposed loan orders:

- Sewer Vac @ \$624,000 *Note: price updated from \$430,000 with current quote.*
- Swap Dump Truck @ \$225,000 *Note: price updated from \$190,000 with current quote.*

Upon review of the existing fleet, and discussions with Division Heads, it has become clear that the immediate priority would be to purchase a Camera Truck rather than the Swap Dump Truck as requested by the previous Superintendent of Public Works. While there is still a need for a new Swap Dump Truck, we are confident that this request can be appropriately built into the FY27 – FY31 CIP.

As such, we propose to utilize the **\$879,000** in funds that were approved in the **2024 budget** for these vehicle purchases. **\$695,000** will be utilized to purchase the Hydro Excavator and the remaining balance of \$184,000 will be utilized toward the purchase of the Camera Truck.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025

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

Motion to approve the transfer of funds of \$469,250 from the FY26 City Council Reserve, FY26 Water Reserve Fund, and FY26 Sewer Reserve Fund to various Personnel accounts.



Watertown City Council

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

RESOLUTION # 118

2025 – R – 118

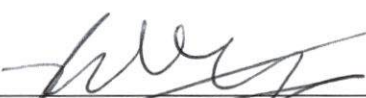
**RESOLUTION APPROVING A TRANSFER OF FUNDS FROM THE FISCAL YEAR 2026
CITY COUNCIL RESERVE, FISCAL YEAR 2026 WATER RESERVE FUND, AND
FISCAL YEAR 2026 SEWER RESERVE FUND TO VARIOUS FISCAL YEAR 2026
PERSONNEL ACCOUNTS**

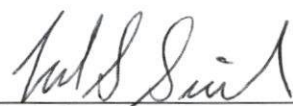
BE IT RESOLVED: That the City Council of Watertown hereby approves the transfer of funds in the amount of \$469,250 from the Fiscal Year 2026 City Council Reserve, Fiscal Year 2026 Water Reserve Fund, and Fiscal Year 2026 Sewer Reserve Fund to Various Fiscal Year 2026 Personnel Accounts

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 November 25, 2025.


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

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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: November 18, 2025

RE: Agenda Item – Transfer of Funds Request

I am pleased to inform you that the City of Watertown has successfully reached collective bargaining agreements with the DPW Teamsters Local 25 and the Watertown Municipal Employee Group. Both agreements are three-year contracts covering the period from July 1, 2025, through June 30, 2028.

These agreements represent a fair and equitable resolution that serves the best interests of Watertown's taxpayers, the City, and union members. I respectfully request your support in advancing them.

To implement the terms of these agreements, I ask that the attached transfer be placed on the City Council agenda for November 25, 2025, to fund the first year (FY2026) of the contracts. In addition, I request that the same transfer be included on the agenda to provide Non-Union employees with the base wage increase effective July 1, 2025.

Thank you for your favorable 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 *ML*
DATE: NOVEMBER 19, 2025
RE: AGENDA ITEM – TRANSFER OF FUNDS REQUEST

Per your request, please find attached a Transfer of Funds request in the amount of \$469,250 from City Council Reserve to various Personnel accounts for the purpose of funding the Collective Bargaining Agreements for the Watertown Municipal Employee Group, Teamsters Local 25 as well as for a cost-of-living adjustment for Non-Union personnel for Fiscal Year 2026.

Thank you for your consideration in this matter.

TRANSFER AMOUNT \$469,250

FROM:	FY 2026 CITY COUNCIL RESERVE 0111152-570780	\$	419,600
	FY 2026 WATER RESERVE FUND 600052-570780	\$	33,650
	FY 2026 SEWER RESERVE FUND 610052-570780	\$	16,000
TO:	FY 2026 CITY AUDITOR FULL TIME SALARIES 0113551-510111	\$	7,700
	FY 2026 CITY AUDITOR LONGEVITY 0113551-510143	\$	100
	FY 2026 CITY MANAGER FULL TIME SALARIES 0112351-510111	\$	12,500
	FY 2026 PROCUREMENT FULL TIME SALARIES 0113851-510111	\$	6,500
	FY 2026 CITY ASSESSOR'S FULL TIME SALARIES 0114151-510111	\$	10,100
	FY 2026 CITY ASSESSOR'S LONGEVITY 0114151-510143	\$	50
	FY 2026 TREASURER/COLLECTOR FULL TIME SALARIES 0114551-510111	\$	13,700
	FY 2026 TREASURER/COLLECTOR OVERTIME 0114551-510130	\$	350
	FY 2026 TREASURER/COLLECTOR LONGEVITY 0114551-510143	\$	100
	FY 2026 HUMAN RESOURCES FULL TIME SALARIES 0115251-510111	\$	11,600
	FY 2026 INFORMATION TECHNOLOGY FULL TIME SALARIES 0115551-510111	\$	13,950
	FY 2026 INFORMATION TECHNOLOGY LONGEVITY 0115551-510143	\$	50
	FY 2026 CITY CLERK FULL TIME SALARIES 0116151-510111	\$	4,450
	FY 2026 ELECTIONS FULL TIME SALARIES 0116251-510111	\$	1,550
	FY 2026 DEV. & PLANNING FULL TIME SALARIES 0118151-510111	\$	58,650

FY 2026 DEV. & PLANNING OVERTIME 0118151-510130	\$ 1,800
FY 2026 DEV. & PLANNING LONGEVITY 0118151-510143	\$ 250
FY 2026 PUBLIC BUILDINGS FULL TIME SALARIES 0119551-510111	\$ 36,600
FY 2026 PUBLIC BUILDINGS OVERTIME 0119551-510130	\$ 5,000
FY 2026 PUBLIC BUILDINGS LONGEVITY 0119551-510143	\$ 150
FY 2026 PUBLIC BUILDINGS CLOTHING 0119251-510190	\$ 550
FY 2026 PUBLIC BUILDINGS SHIFT DIFFERENTIAL 0119551-510141	\$ 1,500
FY 2026 PARKING LOTS AND METERS FULL TIME SALARIES 0119351-510111	\$ 3,100
FY 2026 PARKING LOTS AND METERS CLOTHING 0119351-510190	\$ 100
FY 2026 POLICE FULL TIME SALARIES 0121051-510111	\$ 23,100
FY 2026 POLICE SHIFT DIFFERENTIAL 0121051-510141	\$ 3,800
FY 2026 POLICE LONGEVITY 0121051-510143	\$ 250
FY 2026 POLICE CLOTHING 0121051-510190	\$ 450
FY 2026 FIRE FULL TIME SALARIES 0122051-510111	\$ 2,450
FY 2026 FIRE LONGEVITY 0122051-510143	\$ 100
FY 2026 DPW FULL TIME SALARIES-ADMINISTRATION 0140151-510111	\$ 19,550
FY 2026 DPW OVERTIME-ADMINISTRATION 0140151-510130	\$ 1,400
FY 2026 DPW STAFF DEVELOPMENT-ADMINISTRATION 0140152-570787	\$ 3,300
FY 2026 DPW FULL TIME SALARIES-FLEET 0140551-510111	\$ 16,700
FY 2026 DPW OVERTIME-FLEET 0140551-510130	\$ 1,350
FY 2026 DPW LONGEVITY- FLEET 0140551-510143	\$ 200

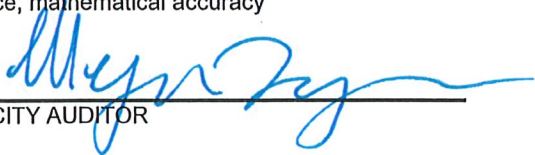
FY 2026 DPW CLOTHING- FLEET 0140551-510190	\$	450
FY 2026 DPW STAFF DEVELOPMENT- FLEET 0140552-570787	\$	750
FY 2026 DPW FULL TIME SALARIES-HIGHWAY 0142251-510111	\$	27,500
FY 2026 DPW OVERTIME -HIGHWAY 0142251-510130	\$	2,700
FY 2026 DPW LONGEVITY-HIGHWAY 0142251-510143	\$	350
FY 2026 DPW CLOTHING -HIGHWAY 0142251-510190	\$	850
FY 2026 DPW SHIFT DIFFERENTIAL -HIGHWAY 0142251-510141	\$	2,100
FY 2026 DPW STAFF DEVELOPMENT -HIGHWAY 0142252-570787	\$	1,350
FY 2026 DPW FULL TIME SALARIES-CEMETERY 0149151-510111	\$	10,700
FY 2026 DPW OVERTIME-CEMETERY 0149151-510130	\$	2,000
FY 2026 DPW LONGEVITY-CEMETERY 0149151-510143	\$	150
FY 2026 DPW CLOTHING -CEMETERY 0149151-510190	\$	250
FY 2026 DPW STAFF DEVELOPMENT -CEMETERY 0149152-570787	\$	450
FY 2026 DPW FULL TIME SALARIES-TRAFFIC CONTROL 0149251-510111	\$	6,250
FY 2026 DPW OVERTIME-TRAFFIC CONTROL 0149251-510130	\$	1,150
FY 2026 DPW LONGEVITY-TRAFFIC CONTROL 0149251-510143	\$	100
FY 2026 DPW CLOTHING-TRAFFIC CONTROL 0149251-510190	\$	150
FY 2026 DPW STAFF DEVELOPMENT -TRAFFIC CONTROL 0149252-570787	\$	450
FY 2026 DPW FULL TIME SALARIES-WATER 600051-510111	\$	23,650
FY 2026 DPW OVERTIME-WATER 600051-510130	\$	6,100
FY 2026 DPW LONGEVITY-WATER	\$	150

600051-510143		
FY 2026 DPW SHIFT DIFFERENTIAL-WATER 600051-510141	\$	2,700
FY 2026 DPW CLOTHING-WATER 600051-510190	\$	1,050
FY 2026 DPW FULL TIME SALARIES-SEWER 610051-510111	\$	11,150
FY 2026 DPW OVERTIME-SEWER 610051-510130	\$	4,000
FY 2026 DPW CLOTHING-SEWER 610051-510190	\$	350
FY 2026 DPW SHIFT DIFFERENTIAL-SEWER 610051-510141	\$	450
FY 2026 DPW LONGEVITY -SEWER 610051-510143	\$	50
FY 2026 DPW FULL TIME SALARIES-FORESTRY 0149451-510111	\$	8,150
FY 2026 DPW OVERTIME-FORESTRY 0149451-510130	\$	1,600
FY 2026 DPW LONGEVITY-FORESTRY 0149451-510143	\$	50
FY 2026 DPW CLOTHING-FORESTRY 0149451-510190	\$	350
FY 2026 DPW STAFF DEVELOPMENT-FORESTRY 0149452-570787	\$	600
FY 2026 DPW FULL TIME SALARIES-PARKS 0149551-510111	\$	10,050
FY 2026 DPW OVERTIME-PARKS 0149551-510130	\$	2,700
FY 2026 DPW CLOTHING-PARKS 0149551-510190	\$	450
FY 2026 DPW SHIFT DIFFERENTIAL-PARKS 0149551-510141	\$	700
FY 2026 DPW STAFF DEVELOPMENT-PARKS 0149552-570787	\$	750
FY 2026 DPW FULL TIME SALARIES-ENGINEERING 0140351-510111	\$	9,500
FY 2026 DPW FULL TIME SALARIES-ST. LIGHTING & WIRING 0142451-510111	\$	4,550
FY 2026 DPW OVERTIME-ST. LIGHTING & WIRING 0142451-510130	\$	900

FY 2026 DPW CLOTHING-ST. LIGHTING & WIRING 0142451-510190	\$	150
FY 2026 DPW STAFF DEVELOPMENT-ST. LIGHTING & WIRING 0142452-570787	\$	300
FY 2026 HEALTH FULL TIME SALARIES 0151051-510111	\$	15,250
FY 2026 HEALTH OVERTIME 0151051-510130	\$	550
FY 2026 HEALTH LONGEVITY 0151051-510143	\$	50
FY 2026 HEALTH CLOTHING 0151051-510190	\$	50
FY 2026 SENIOR SERVICES FULL TIME SALARIES 0154151-510111	\$	7,500
FY 2026 SENIOR SERVICES OVERTIME 0154151-510130	\$	500
FY 2026 LIBRARY FULL TIME SALARIES 0161051-510111	\$	7,450
FY 2026 LIBRARY LONGEVITY 0161051-510143	\$	50
FY 2026 RECREATION FULL TIME SALARIES 0163051-510111	\$	9,750
FY 2026 RECREATION OVERTIME 0163051-510130	\$	500
FY 2026 HUMAN SERVICES FULL TIME SALARIES 0153051-510111	\$	8,250
FY 2026 SKATING RINK FULL TIME SALARIES 0163151-510111	\$	4,250
FY 2026 CONSTITUENT SERVICES FULL TIME SALARIES 0118551-510111	\$	3,900

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

11/19/25
DATE


CITY AUDITOR

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025**

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

Motion to approve city employee 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:	Erin McGovern
Title/ Position	Social Studies Teacher/ Ski 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 - Recreation Department
Agency Address	149 Main Street Watertown, MA 02472
Office phone:	617-972-6494
Office e-mail:	recreation@watertown-ma.gov
	Check one: ☐ Elected or ☒ Non-elected
Starting date as a municipal employee.	09/2010
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.	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.

Write an X beside your financial interest.	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: ☒ 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 149 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. ☐ My Municipal Agency is not the contracting agency. ☐ My Municipal Agency does not regulate the activities of the contracting agency. ☒ 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. ☐ 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. 2nd Position with the Recreation 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.
Date when you acquired a financial interest	
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:	
Date:	11/18/25

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:	George Proakis
Title/ Position	City Manager
Municipal Agency:	City of Watertown
Agency Address:	149 Main Street Watertown, MA 02472
Office Phone:	617-972-6465
	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:	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.

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

Name of municipal employee:	MUNICIPAL EMPLOYEE INFORMATION Haider Pereira	
Title/ Position	Physical Education Teacher	
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 - Recreation Department	
Agency Address	149 Main Street Watertown, MA 02472	
Office phone:	617-972-6494	
Office e-mail:	recreation@watertown-ma.gov	
	Check one: ☐ Elected or ☒ Non-elected	
Starting date as a municipal employee.	10/31/23	
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.	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.	

Write an X beside your financial interest.	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: ☒ 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.
Name and address of municipal agency that made the contract	FINANCIAL INTEREST IN A MUNICIPAL CONTRACT City of Watertown 149 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. ☐ My Municipal Agency is not the contracting agency. ☐ My Municipal Agency does not regulate the activities of the contracting agency. ☒ 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. ☐ 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. 2nd Position with the Recreation 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.
Date when you acquired a financial interest	
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:	
Date:	11/20/25

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:	George Proakis
Title/ Position	City Manager
Municipal Agency:	City of Watertown
Agency Address:	149 Main Street Watertown, MA 02472
Office Phone:	617-972-6465
	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**

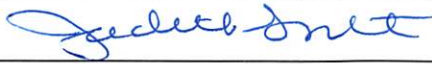
	INFORMATION ABOUT APPROVING BODY
Name:	
Title/ Position	
Agency Address:	149 Main Street Watertown, MA 02472
Office Phone:	617-972-6470
	APPROVAL
	I have received a disclosure under G.L. c. 268A, § 20(b) from a municipal employee who seeks to provide personal services to a municipal agency, identified 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.

**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:	Judith Smith
Title/ Position	Administrative Assistant Athletics
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 - Recreation Department
Agency Address	149 Main Street Watertown, MA 02472
Office phone:	617-972-6494
Office e-mail:	recreation@watertown-ma.gov
	Check one: ☐ Elected or ☒ Non-elected
Starting date as a municipal employee.	11/17/20
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.	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.

Write an X beside your financial interest.	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: ☒ 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 149 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. ☐ My Municipal Agency is not the contracting agency. ☐ My Municipal Agency does not regulate the activities of the contracting agency. ☒ 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. ☐ 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. 2nd Position with the Recreation 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.
Date when you acquired a financial interest	
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:	
Date:	11/14/25

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:	George Proakis
Title/ Position	City Manager
Municipal Agency:	City of Watertown
Agency Address:	149 Main Street Watertown, MA 02472
Office Phone:	617-972-6465
	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:	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.**

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025**

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

Motion to accept the report of the Committee of the Budget and Fiscal Oversight from its meeting on November 13, 2025.

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: NOVEMBER 25, 2025**

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

Motion to approve the action item from the report of the Committee of the Budget and Fiscal Oversight from its meeting on November 13, 2025.



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

Committee of the Budget and Fiscal Oversight Meetings: November 5 and November 13, 2025 Report: November 25, 2025

The Committee convened at 6:00 pm on Wednesday November 5, 2025, in the Louis P Andrews Upper Hearing Room, as a hybrid meeting with remote participation by zoom. Present were Vincent Piccirilli, Chair; Emily Izzo, Vice Chair; and Nicole Gardner, Secretary. Also present were City Manager George Proakis, City Auditor Megan Langan (by zoom), Council Analyst Doug Newton, and Councilor Caroline Bays.

The purpose of these meetings was to review input from Councilors and make recommendations to the City Council on the FY2027 Budget Policy Guidelines.

The Chair sent instructions to Councilors explaining that the Committee's task is not to decide whether each request is a good idea or not; rather the Committee acts as an editor to take input from nine Councilors and synthesize it into a concise, actionable document for the Manager. The Committee may decide to defer or exclude a request because it:

- a) requires policy direction from the Council before the Manager can include it in the operating budget;
- b) is substantially complete;
- c) is too ambiguous to be included in the operating budget;
- d) is part of the Capital Improvement Program and not the operating budget;
- e) is within the authority of another body who has not weighed in it;
- f) overlaps with other existing goals or requests.

To facilitate the process, the Chair and the Council Analyst arranged the requests from each Councilor, in the order received, into a worksheet for the Committee to use. During the meeting, the Committee conducted a preliminary review of the FY27 Budget Policy Guidelines, taking into account input from the Committee members and Councilor Bays, and input submitted by President Sideris and Councilor Feltner.

The meeting adjourned at 8:29 pm by unanimous vote.

The Committee reconvened at 6:00 pm on Thursday, November 13, 2025, in the Richard E. Mastrangelo Council Chamber, as a hybrid meeting with remote participation by zoom. Present were Vincent Piccirilli, Chair; Emily Izzo, Vice Chair; and Nicole Gardner, Secretary. Also present were City Manager George Proakis, City Auditor Megan Langan, Council Analyst Doug Newton, Councilor Caroline Bays, Councilor Tony Palomba, and, joining by zoom, Councilor John Gannon.

The Committee continued discussing the draft guidelines, specifically taking into account input submitted by Councilors Palomba and Gannon. See Attachment 1 for the worksheet, showing last year's guidelines, input and discussion, and final Budget Policy Guidelines.

The final Budget Policy Guidelines (Attachment 2) will be ranked by the City Council after they are approved. The order they are shown reflects last year's priority ranking and the timing of when new requests were received.

The Committee will use the same weighted ranking method as in past years, with each Councilor filling out a ranking sheet (Attachment 3), and returning it by December 5, 2025. Following that, the final approved and ranked Budget Policy Guidelines will be sent to the Manager and posted on the website.

➔ **ACTION ITEM:** Councilor Gardner made a motion, seconded by Councilor Izzo, that the Committee recommends to the City Council that it adopt the FY2027 Budget Policy Guidelines as drafted. The motion passed by a vote of 3-0.

The meeting adjourned at 7:25 pm by unanimous vote.

Report prepared by Nicole Gardner and Doug Newton

Attachments:

1. FY2027 Budget Policy Guidelines Worksheet
2. FY2027 Budget Policy Guidelines for Approval by the City Council (unranked)
3. FY2027 Budget Policy Guidelines Ranking Sheet

Watertown FY2027 Budget Policy Guidelines Worksheet – For Committee Report November 25, 2025

The City Council is adopting these budget policy guidelines pursuant to Section 5-1 of the Watertown Home Rule Charter, *and in line with the values and principles outlined in the Charter Preamble*. Based on these guidelines, the City Manager will develop budgetary goals and the City budget for FY27.

I. COST-SAVINGS/REVENUES - The City Council believes that identification of cost savings and/or new revenues should be a precondition to additional expenditures. To this end, in developing the FY27 budget, the City Manager should:		
FY26 Guideline	Input & Discussion	Draft FY27 Guideline
A. Continue to proceed with the guidelines of the Comprehensive Plan, with the long-term goal to promote a diversified and growing tax base, and a renewed focus on small business, retail corridors, and emerging industry clusters.	Committee Discussion 11/5: Unanimous agreement to leave as is.	Continue to proceed with the guidelines of the Comprehensive Plan, with the long-term goal to promote a diversified and growing tax base, and a renewed focus on small business, retail corridors, and emerging industry clusters.
B. Continue to pursue the implementation of the Watertown Square Area Plan with the long-term goal of increasing our tax base through the development of multi-family housing and small and medium sized businesses in the Square.	Committee Discussion 11/5: Watertown Square is key to future new growth; Guideline is broad and encompasses many elements. Unanimous agreement to leave as is	Continue to pursue the implementation of the Watertown Square Area Plan with the long-term goal of increasing our tax base through the development of multi-family housing and small and medium sized businesses in the Square.
C. Continue pursuing mitigation monies, linkage fees, and/or other measures from larger scale projects.	Committee Discussion 11/5: Unanimous agreement to leave as is.	Continue pursuing mitigation monies, linkage fees, and/or other measures from larger scale projects.
D. Require all departments to actively pursue filing applications for all relevant state, federal, and private foundation grant programs.	Committee Discussion 11/5: Unanimous agreement to leave as is	Require all departments to actively pursue filing applications for all relevant state, federal, and private foundation grant programs.
E. Actively seek Payment in Lieu of Taxes (PILOT) agreements, or other in-kind services, with each non-profit organization owning or purchasing property in Watertown.	Sideris 11/5: <i>Remove as there is not a lot of evidence of the city spending any time on seeking PILOTs or other in-kind services at this time.</i> Committee Discussion 11/5: Unanimous agreement to leave as is.	Actively seek Payment in Lieu of Taxes (PILOT) agreements, or other in-kind services, with each non-profit organization owning or purchasing property in Watertown.

New Request	Input & Discussion	Draft FY27 Guideline
New Item #1 (Sideris): With the uncertainty of the home rule petition on the tax shift, consider taxing under the cap and using a portion of free cash to help alleviate the burden on the residential class.	Committee Discussion 11/5: Potential for home rule petition on tax shift not passing. If it passes, this is less pressing. May require a structural change to the budget rather than free cash given it is a long-term challenge. Could use free cash if the petition is approved for the future but not FY27. It will be good for the Manager to include scenarios in the FY27 budget.	With the uncertainty of the Home Rule Petition on the tax shift, develop a series of strategies to help alleviate the burden on residential property taxpayers.
New Item #2 (Palomba): Actively support through written communication to the Legislature’s Joint Committee on Revenue and through our state legislative delegation the recommendations to allow local communities to increase hotel and meal taxes as proposed in the Governor’s Municipal Empowerment Act of 2025.	Committee Discussion 11/13: Legislature has not yet passed the act. This would be a legislative matter for the Council rather than an item for the Manager to include in the FY27 budget.	Do not adopt
New Item #3 (Palomba): Work with the City Council to amend our Community Preservation Committee ordinance (Number O-2018-59) or if necessary, introduce a new ordinance that would require the CPC to annually allocate 60% of the Community Preservation Funds to the City’s Affordable Housing Trust.	Committee Discussion 11/13: CPA funds are separate from the operating budget. How the CPC allocates money is described in their five-year plan, which they can update. Affordable Housing Trust can always request funding from the CPA.	Do not adopt

II. Program Enhancements/Expenditures: To the extent that resources allow, in light of the financial policies stated above, and adhering to the principle of first identifying cost-savings and/or new revenue, the following program enhancements and, if necessary, new expenditures should receive priority in the FY27 budget. Education program enhancements and expenditures should be considered subsequently in light of the recommendations of the School Committee.		
FY26 Guideline	Input & Discussion	Draft FY27 Guideline
A. All departmental budgets should prioritize and enhance the ability of the city to implement the strategies and action items in the Climate and Energy Plan	Committee Discussion 11/5: Unanimous agreement to keep as is. Palomba 11/13: <i>Expand- Each departmental budget should state specifically what Element, Strategy, and Action their budget is addressing.</i> Committee Discussion 11/13: Committee on 11/5 felt it was broad enough, Climate & Energy Plan is reviewed every six months. Climate & Energy Committee of the Council has opportunities to seek additional information. Manager can look into potential options for climate team to work with budget team. Committee encourages climate team to work with departments to assess progress on the Climate Plan and share updates with the Council & the public.	All departmental budgets should prioritize and enhance the ability of the city to implement the strategies and action items in the Climate and Energy Plan.
B. Provide resources to address the strategies and action items in the Comprehensive Plan and the Watertown Square Area Plan	Committee Discussion 11/5: The DCDP has been fully staffed, no additional resources needed at this time. Unanimous agreement to remove Palomba 11/13: <i>More specifically, continue to fund the creation of a draft Demonstration Project with the goal of creating affordable housing, municipal parking, and expanded opportunities for small business</i> Committee Discussion 11/13: Resources which have been added include those necessary for a demonstration project.	Remove

FY26 Guideline	Input & Discussion	Draft FY27 Guideline
C. Continue to work collaboratively with the Watertown Public Schools on the comprehensive multi-year educational budget that assures sustainable funding for our schools and the successful education of our children and seek to accommodate a 3.5% annual increase for FY26 for the Educational appropriation that will provide level-service funding for our schools.	Sideris 11/5: <i>Move the appropriation to a 4% increase for funding of our schools. Justification- increases in enrollment and costs for SPED services have increased so more funding is warranted.</i> Committee Discussion 11/5: Level-service funding can include new positions in the schools budget if needed. Student population has grown as has the share of students with high needs. Palomba 11/13: <i>...seek to accommodate a 3.75% annual increase for FY27 for the educational appropriation that will provide level-service funding for our schools.</i> Gannon 11/13: <i>...seek to accommodate an annual increase for FY26, based upon the annual 2.5% Proposition 2 ½ levy increase, plus the new growth percentage for FY25, for the educational appropriation that will provide level-service funding for our schools.</i> Committee Discussion 11/13: Manager and Committee are comfortable with 4%. Councilor Palomba is also supportive of 4%, hadn't seen that an increase was already agreed to. School Committee also decided a 4% increase is needed to maintain a level-service budget.	Continue to work collaboratively with the Watertown Public Schools on the comprehensive multi-year educational budget that assures sustainable funding for our schools and the successful education of our children and seek to accommodate a 4% annual increase for FY27 for the Educational appropriation that will provide level-service funding for our schools.

FY26 Guideline	Input & Discussion	Draft FY27 Guideline
D. Based on final City Council policy direction, develop a budgetary plan, within the confines of Proposition 2 1/2, for the five unfunded capital items: • Senior Center/Recreation Area • East End Fire Station • DPW Staging Area • Watertown Square Plan Implementation • Middle School Renovations	Sideris 11/5: <i>Should prioritize this list again to focus more on the top areas.</i> Committee Discussion 11/5: Budgetary plan was developed and included in FY26 budget, further action will be by vote of the Council. Rank the Middle School at the top of the list in accordance with the vote at the Special Council Meeting on 11/19/2024. Other items are listed in no particular order. Continue adding to Stabilization funds in FY27 budget. Gannon 11/13: <i>Eliminate DPW Staging Area</i> Committee Discussion 11/13: Unanimous agreement to leave as is.	Continue to build stabilization funds for these five unfunded capital items: • Middle School Renovations • Senior Center/Recreation Area • DPW Staging Area • Watertown Square Plan Implementation • East End Fire Station
E. Continue support for Building for the Future Initiative funding in collaboration with the School Building Committee, for the MSBA High School project, without debt exclusion funding.	Sideris 11/5: <i>Remove this item as the borrowing is in place and will be paid, the MSBA process is well underway with reimbursements coming in on a regular basis, and we are already obligated to repay the bonds.</i> Feltner 11/5: <i>Continue support for Building for the Future Initiative funding in collaboration with the School Building Committee, for the MSBA High School project and include the Middle School, without debt exclusion funding.</i> Committee Discussion 11/5: High school planned to be finished in April, no further funding. Unanimous agreement to remove. Palomba 11/13: <i>Eliminate this as it has already been achieved.</i> Committee Discussion 11/13: Committee agreed with Councilor Palomba at 11/5 meeting.	Remove

FY26 Guideline	Input & Discussion	Draft FY27 Guideline
F. Fund the recommendations of the Community Health & Human Services Assessment in the FY26 budget	Feltner 11/5: <i>Continue support for recommendations of the Community Health & Human Services Assessment in the FY27 Budget</i> Committee Discussion 11/5: New Human Services Director has been hired. Some potential for new resources needed for this department in FY27; may need an administrative staff person. Palomba 11/13: <i>Eliminate this as the majority of the Assessment's recommendations have been implemented.</i> Committee Discussion 11/13: One more administrative staff person may be needed. Councilor Palomba supports that along with the Committee.	Continue support for recommendations of the Community Health & Human Services Assessment in the FY27 Budget.
G. Provide funding and resources to ensure that the City's 5-year rolling plans for streets, sidewalks, water, sewer, stormwater, and underground utilities are effectively planned and executed for optimal results.	Committee Discussion 11/5: No additional funding or resources needed at this time, as this is currently built into the Capital Improvement Program. Covers business as usual, but a helpful guideline for the Manager in the event budget cuts become necessary. Significant cuts, however, would not be handled via budget policy guidelines but by separate Council meetings. Unanimous agreement to remove.	Remove

FY26 Guideline	Input & Discussion	Draft FY27 Guideline
H. 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	Sideris 11/5: <i>Consider changing the language here to have the focus for open space/recreation be placed more on the CPC as they have accumulated funds and this may allow the manager more flexibility in this budget cycle.</i> Feltner 11/5: <i>Continue working to identify additional acquisition of land for open space and recreation using proposals submitted to the Community Preservation Committee.</i> Committee Discussion 11/5: Land has been acquired via normal process outside the CPC, i.e. Walker Pond, with CPA money going to develop the land after acquisition.	Continue working to identify additional acquisition of land for open space and recreation using the Acquisition of Land/Open Space Stabilization Fund and using proposals submitted to the Community Preservation Committee to fund the development of the land.
I. Provide resources to enhance the Public Works Department's efficiency, flexibility, and capacity to meet the city's growing needs. This includes managing contractors, responding to work orders, overseeing development projects, planning infrastructure improvements, communicating road construction updates, complying with MassDEP waste management regulations, maintaining complete streets infrastructure, and improving snow and ice removal. Identify and implement the necessary technology to support these functions.	Feltner 11/5: <i>Continue support for the Public Works Department in efficiency, flexibility, and capacity to meet the city's needs. This includes managing contractors, responding to work orders, overseeing development projects, planning infrastructure improvements, communicating road construction updates, complying with MassDEP waste management regulations, maintaining complete streets infrastructure, and improving snow and ice removal. Identify and implement the necessary technology to support these functions.</i> Committee Discussion 11/5: The DPW has been fully staffed, no additional resources needed at this time. DPW Director will review their operational budget lines to ensure they are in line with how the DPW operates. Each item listed in the FY26 guideline is essentially complete and now part of standard operations.	Restructure the budget of the Department of Public Works so that it matches the new divisions structure and the operational needs of each division.

FY26 Guideline	Input & Discussion	Draft FY27 Guideline
J. To meet the goal of allowing people who live and work in Watertown to go car-free, continue to work with the Watertown Transportation Management Association, and identify sustainable sources of funding for permanent local transit programs in Watertown, including the recommendations from the upcoming Study for City Supported Local Transit.	Feltner 11/5: <i>To meet our Climate Plan and Comprehensive Plan goals of allowing people who live and work in Watertown to travel car-free and reduce SOV trips, continue to work with the Watertown Transportation Management Association, and identify sustainable sources of funding for local transit programs in Watertown, including options identified in the recent ARPA funded Study for Improving City-Supported Mobility.</i> Palomba 11/13: <i>See my recommendation Section I New Item #2. The Mobility Study does include recommendations to continue to work with and expand the TMA.</i> Committee Discussion 11/13: This was re-worded to identify the programs recommended in the study. Councilor Palomba's suggestion speaks to that, no addition needed.	To meet our Climate Plan and Comprehensive Plan goals of allowing people who live and work in Watertown to travel car-free and reduce single occupancy vehicle trips, continue to work with the Watertown Transportation Management Association, and identify sustainable sources of funding for local transit programs in Watertown, including options identified in the recent Study for Improving City-Supported Mobility.
K. Fund an assessment of the Public Buildings Department to meet the needs of our new buildings.	Sideris 11/5: <i>Change slightly to read: Fund an assessment of the Public Buildings Dept. to meet the needs of our old and new buildings.</i> Feltner 11/5: <i>add "(currently out to bid)" at the end.</i> Committee Discussion 11/5: Needs to go out to bid again. Could begin the implementation of the assessment in FY27. Palomba 11/13: <i>I am unclear whether this has been done internally, though I have not seen a formal assessment, so I do not know whether to keep or remove it.</i> Committee Discussion 11/13: Manager hopes to have a consultant this fiscal year. Leave as is.	Begin the implementation of the assessment of the Public Buildings Department to ensure that the department can meet operational needs, continue environmental improvement in buildings, and fulfilling the recommendations of the ADA assessments.

FY26 Guideline	Input & Discussion	Draft FY27 Guideline
L. Continue to enhance the capabilities of the Department of Public Works Forestry Division by adding resources and/or redeploying additional resources to monitor the maintenance of Watertown's existing public shade canopy and continue to collect and analyze data with the goal of creating and implementing a plan to increase tree planting in neighborhoods with heat islands.	Feltner: <i>Support the capabilities of the Department of Public Works Forestry Division to monitor the maintenance of Watertown's existing public shade tree canopy and continue to collect and analyze data to increase tree planting in neighborhoods and the overall urban forest.</i> Committee Discussion 11/5: Much work has been done planting trees in Watertown. The Forestry Division has been fully staffed, no additional resources needed at this time. It is now part of standard operations. Unanimous agreement to remove. Palomba 11/13: <i>Prioritize of annual report by the Department of Public Works' Forestry Division of its progress at achieving its goal of creating and implementing a plan to increase Watertown's public tree canopy and increase tree planting in neighborhoods with heat islands.</i> Committee Discussion 11/13: The Committee considered how annual reporting from the Tree Warden should take place. Council may be interested in annual updates from the DPW Forestry Division, perhaps at the Climate & Energy Committee rather than the Public Works Committee.	Remove
M. Consider re-use of the former north branch library, including exploring use of alternative funds to assist in renovations	Committee Discussion 11/5: Building is in better shape than expected, some estimates in on what it would cost to bring it up to code. Need to identify the specific municipal use for the building and which department will operate it.	Consider re-use of the former north branch library, including exploring use of alternative funds to assist in renovations

New Request	Input & Discussion	Draft FY27 Guideline
New Item #1: (Sideris) Consider not adding any new staff given the fiscal uncertainty facing all of us.	Committee Discussion 11/5: Above guidelines have been revised to eliminate the addition of resources. The Manager stated that FY27 will not be a year for adding new staff, except are previously noted.	Not adopted
New Item #2: (Piccirilli) Increase funding for public safety, both police and fire.	Committee Discussion 11/5: Police have said they are short on staff, fire has asked for funding for second ambulance (which has been funded) and additional ladder & pumper staff. Each department has provided data to support their requests, which needs to be analyzed. City may benefit from bringing in an outside expert to examine best practices on public safety and make recommendations.	Considering changes to the community, perform an assessment of the police department and the fire department to identify needs, resources, and best practices.
New Item #3 (Palomba): Prioritize the creation, following a community meeting, of the Building Emissions Reduction and Disclosure Ordinance, the creation of a Tree Ordinance, and the creation for a Transportation Infrastructure Fund per our Climate and Energy Plan.	Committee Discussion 11/13: These are also legislative matters for consideration by the Council, not budget matters.	Not adopted
New Item #4 (Palomba): Provide estimates of tax revenue from all new housing developments within the boundaries of the Watertown Square Area Plan.	Committee Discussion 11/13: This could be a valuable request for information to the Manager but is not a matter for the FY27 operating budget.	Not adopted
New Item #5 (Palomba): Prioritize the creation of a comprehensive Accessory Dwelling Unit ordinance to compliment our existing interim ordinance.	Committee Discussion 11/13: Also a legislative matter for the Council. Manager will provide an update on a zoning update to accommodate ADUs.	Not adopted
New Item #6 (Palomba): Prioritize the completion of the Affordable Housing Study and issue an RFP for the Parking Study.	Committee Discussion 11/13: Affordable Housing Study is underway. Manager will provide an update on when it will be completed. Parking study is funded and an RFP draft is pending final review before being published.	Not adopted

New Request	Input & Discussion	Draft FY27 Guideline
New Item #7 (Palomba): Present recommendations for the implementation and funding for key action items articulated in the recently published “Watertown Study to Improve City Supported Mobility” with special attention to creating a community micro transit service for seniors and people with disabilities and for the general public.	Committee Discussion 11/13: Already covered in item 2J.	Not adopted
New Item #8 (Palomba): Request the Department of Human Services to propose short-term and long-term priorities for the use of existing and anticipate revenue from the opioids settlements in collaboration with Watertown Cares.	Committee Discussion 11/13: Human Services Manager will have a plan for allocating these funds by the end of FY26. Human Services Committee canceled a May 2024 meeting awaiting guidelines from the Commonwealth.	Not adopted
New Item #9 (Palomba): Consider the creation of a non-funded, but staff supported by the Senior Planner for Economic Development, Task Force composed of developers, representatives of the business community, representatives of select City’s boards/commissions, and residents to investigate the opportunities for re-use of properties that are presently permitted for life science developments.	Committee Discussion 11/13: This would also be a legislative matter for the Council. Manager provided an overview of the ten sites zoned for life-science lab space and their status. This can be part of a larger discussion with the Council about zoning, including whether to allow housing at certain sites. Further discussion as to embracing the climate-tech sector, which is receiving state investment but minimal federal support. Economic development planner to update Council on the status of the ten vacant life science sites as well as the possibility of Watertown becoming more of a hub for clean technology.	Not adopted
New Item #10 (Gannon): Develop a plan to utilize city buildings to accommodate community groups that, due to shuttered local churches and other private facilities, have lost their meeting spaces. Such groups would include, for example, local youth groups and 12 Step peer-to-peer recovery groups.	Committee Discussion 11/13: This was discussed by the Committee on 11/5 under policy guideline 2M. The former north branch library could be renovated for this purpose. Manager to review which community groups are allowed to use certain spaces.	Not adopted

Watertown's FY2027 Budget Policy Guidelines

For Approval by the City Council

November 25, 2025

The City Council is adopting these budget policy guidelines pursuant to Section 5-1 of the Watertown Home Rule Charter, and in line with the values and principles outlined in the Charter Preamble. Based on these guidelines, the City Manager will develop budgetary goals and the City budget for Fiscal Year 2027. *Watertown's Ongoing Budget Policy Guidelines* Resolution 2012-72, *Amending Watertown's Ongoing Budget Policy Guidelines* Resolution 2017-84 and *Watertown's Ongoing Capital Project Budget Guidelines* Resolution 2013-76 are hereby incorporated by reference.

I. COST-SAVINGS/REVENUES

Note: These items will be ranked by the Council in order of priority after adoption

The City Council believes that identification of cost savings and/or new revenues should be a precondition to additional expenditures. To this end, in developing the FY27 budget, the City Manager should:

- A. Continue to proceed with the guidelines of the Comprehensive Plan, with the long-term goal to promote a diversified and growing tax base, and a renewed focus on small business, retail corridors, and emerging industry clusters.
- B. Continue to pursue the implementation of the Watertown Square Area Plan with the long-term goal of increasing our tax base through the development of multi-family housing and small and medium sized businesses in the Square.
- C. Continue pursuing mitigation monies, linkage fees, and/or other measures from larger scale projects.
- D. Require all departments to actively pursue filing applications for all relevant state, federal, and private foundation grant programs.
- E. Actively seek Payment in Lieu of Taxes (PILOT) agreements, or other in-kind services, with each non-profit organization owning or purchasing property in Watertown.
- F. With the uncertainty of the Home Rule Petition on the tax shift, develop a series of strategies to help alleviate the burden on residential property taxpayers.

II. PROGRAM ENHANCEMENTS/EXPENDITURES

Note: These items will be ranked by the Council in order of priority after adoption.

To the extent that resources allow, in light of the financial policies stated above, and adhering to the principle of first identifying cost-savings and/or new revenue, the following program enhancements and, if necessary, new expenditures should receive priority in the FY27 budget. Education program enhancements and expenditures should be considered subsequently in light of the recommendations of the School Committee.

- A. All departmental budgets should prioritize and enhance the ability of the city to implement the strategies and action items in the Climate and Energy Plan.
- B. Continue to work collaboratively with the Watertown Public Schools on the comprehensive multi-year educational budget that assures sustainable funding for our schools and the successful education of our children and seek to accommodate a 4% annual increase for FY27 for the Educational appropriation that will provide level-service funding for our schools.
- C. Continue to build stabilization funds for these five unfunded capital items:
 - Middle School Renovations
 - Senior Center/Recreation Area
 - East End Fire Station
 - DPW Staging Area
 - Watertown Square Plan Implementation
- D. Continue support for the recommendations of the Community Health & Human Services Assessment in the FY27 budget.
- E. Continue working to identify additional acquisition of land for open space and recreation using the Acquisition of Land/Open Space Stabilization Fund and using proposals submitted to the Community Preservation Committee to fund the development of the land.
- F. Restructure the budget of the Department of Public Works so that it matches the new divisions structure and the operational needs of each division.

- G. To meet our Climate Plan and Comprehensive Plan goals of allowing people who live and work in Watertown to travel car-free and reduce single occupancy vehicle trips, continue to work with the Watertown Transportation Management Association and identify sustainable sources of funding for local transit programs in Watertown, including options identified in the recent Study for Improving City-Supported Mobility.
- H. Begin the implementation of the assessment of the Public Buildings Department to ensure that the department can meet operational needs, continue environmental improvement in buildings, and fulfill the recommendations of the ADA assessments.
- I. Consider re-use of the former north branch library, including exploring use of alternative funds to assist in renovations.
- J. Considering changes to the community, perform an assessment of the police department and the fire department to identify needs, resources, and best practices.

Watertown's FY2027 Budget Policy Guidelines Priority Ranking

For both sections I and II, rank each item by priority (1=highest) and return to the Chair of the Budget & Fiscal Oversight Committee no later than 12:30 pm Friday December 5, 2025. The final published budget policy guidelines will be ranked by composite priority.

Councilor Name: _____

I. COST-SAVINGS/REVENUES	
FY27 Guideline	Ranking
A. Continue to proceed with the guidelines of the Comprehensive Plan, with the long-term goal to promote a diversified and growing tax base, and a renewed focus on small business, retain corridors, and emerging industry clusters.	
B. Continue pursuing mitigation monies, linkage fees, and/or other measures from larger scale projects.	
C. Require all departments to actively pursue filing applications for all relevant state, federal, and private foundation grant programs.	
D. Actively seek Payment in Lieu of Taxes (PILOT) agreements, or other in-kind services, with each non-profit organization owning or purchasing property in Watertown.	
E. Continue to pursue the implementation of the Watertown Square Area Plan with the long-term goal of increasing our tax base through the development of multi-family housing and small and medium sized businesses in the Square.	
F. With the uncertainty of the Home Rule petition on the tax shift, develop a series of strategies to help alleviate the burden on residential property taxpayers.	

II. PROGRAM ENHANCEMENTS/EXPENDITURES	
FY27 Guideline	Ranking
A. All departmental budgets should prioritize and enhance the ability of the city to implement the strategies and action items in the Climate and Energy Plan.	
B. Continue to work collaboratively with the Watertown Public Schools on the comprehensive multi-year educational budget that assures sustainable funding for our schools and the successful education of our children and seek to accommodate a 4% annual increase for FY27 for the Educational appropriation that will provide level-service funding for our schools.	
C. Continue to build stabilization funds for these five unfunded capital items: • Middle School Renovations • Senior Center/Recreation Area • East End Fire Station • DPW Staging Area • Watertown Square Plan Implementation	
D. Continue support for the recommendations of the Community Health & Human Services Assessment in the FY27 budget.	
E. Continue working to identify additional acquisition of land for open space and recreation using the Acquisition of Land/Open Space Stabilization Fund and using proposals submitted to the Community Preservation Committee to fund the development of the land.	
F. Restructure the budget of the Department of Public Works so that it matches the new divisions structure and the operational needs of each division	
G. To meet our Climate Plan and Comprehensive Plan goals of allowing people who live and work in Watertown to travel car-free and reduce single-occupancy vehicle trips, continue to work with the Watertown Transportation Management Association and identify sustainable sources of funding for local transit programs in Watertown, including options identified in the recent Study for Improving City-Supported Mobility.	
H. Begin the implementation of the assessment of the Public Buildings Department to ensure that the department can meet operational needs, continue environmental improvements in buildings, and fulfill the recommendations of the ADA assessments.	
I. Consider re-use of the former north branch library, including exploring use of alternative funds to assist in renovations.	
J. Considering changes to the community, perform an assessment of the police department and the fire department to identify needs, resources, and best practices.	

Watertown's FY2027 Budget Policy Guidelines

As Approved and Ranked by the City Council

November 25, 2025

The City Council is adopting these budget policy guidelines pursuant to Section 5-1 of the Watertown Home Rule Charter, and in line with the values and principles outlined in the Charter Preamble. Based on these guidelines, the City Manager will develop budgetary goals and the City budget for Fiscal Year 2027. *Watertown's Ongoing Budget Policy Guidelines Resolution 2012-72, Amending Watertown's Ongoing Budget Policy Guidelines Resolution 2017-84 and Watertown's Ongoing Capital Project Budget Guidelines Resolution 2013-76* are hereby incorporated by reference.

I. COST-SAVINGS/REVENUES

Note: These items were ranked in order of priority by the City Council on December 5, 2025.

The City Council believes that identification of cost savings and/or new revenues should be a precondition to additional expenditures. To this end, in developing the FY27 budget, the City Manager should:

- A. With the uncertainty of the Home Rule Petition on the tax shift, develop a series of strategies to help alleviate the burden on residential property taxpayers.
- B. Continue to pursue the implementation of the Watertown Square Area Plan with the long-term goal of increasing our tax base through the development of multi-family housing and small and medium sized businesses in the Square.
- C. Continue to proceed with the guidelines of the Comprehensive Plan, with the long-term goal to promote a diversified and growing tax base, and a renewed focus on small business, retail corridors, and emerging industry clusters.
- D. Continue pursuing mitigation monies, linkage fees, and/or other measures from larger scale projects.
- E. Require all departments to actively pursue filing applications for all relevant state, federal, and private foundation grant programs.
- F. Actively seek Payment in Lieu of Taxes (PILOT) agreements, or other in-kind services, with each non-profit organization owning or purchasing property in Watertown.

II. PROGRAM ENHANCEMENTS/EXPENDITURES

Note: These items were ranked in order of priority by the City Council on December 5, 2025.

To the extent that resources allow, in light of the financial policies stated above, and adhering to the principle of first identifying cost-savings and/or new revenue, the following program enhancements and, if necessary, new expenditures should receive priority in the FY27 budget. Education program enhancements and expenditures should be considered subsequently in light of the recommendations of the School Committee.

- A. Continue to work collaboratively with the Watertown Public Schools on the comprehensive multi-year educational budget that assures sustainable funding for our schools and the successful education of our children and seek to accommodate a 4% annual increase for FY27 for the Educational appropriation that will provide level-service funding for our schools.
- B. All departmental budgets should prioritize and enhance the ability of the city to implement the strategies and action items in the Climate and Energy Plan.
- C. Continue to build stabilization funds for these five unfunded capital items:
 - Middle School Renovations
 - Senior Center/Recreation Area
 - East End Fire Station
 - DPW Staging Area
 - Watertown Square Plan Implementation
- D. To meet our Climate Plan and Comprehensive Plan goals of allowing people who live and work in Watertown to travel car-free and reduce single-occupancy vehicle trips, continue to work with the Watertown Transportation Management Association and identify sustainable sources of funding for local transit programs in Watertown, including options identified in the recent Study for Improving City-Supported Mobility.
- E. Continue support for the recommendations of the Community Health & Human Services Assessment in the FY27 budget.
- F. Begin the implementation of the assessment of the Public Buildings Department to ensure that the department can meet operational needs, continue environmental improvements in buildings, and fulfill the recommendations of the ADA assessments.
- G. Considering changes to the community, perform an assessment of the police department and the fire department to identify needs, resources, and best practices.

- H. Continue working to identify additional acquisition of land for open space and recreation using the Acquisition of Land/Open Space Stabilization Fund and using proposals submitted to the Community Preservation Committee to fund the development of the land.
- I. Restructure the budget of the Department of Public Works so that it matches the new divisions structure and the operational needs of each division.
- J. Consider re-use of the former north branch library, including exploring use of alternative funds to assist in renovations.



Watertown Town Council

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

ELECTED OFFICIALS:

Mark S. Sideris,
Council President

Stephen P. Corbett,
Vice President

John A. Donohue,
Councilor At Large

Susan G. Falkoff,
Councilor At Large

Anthony Palomba,
Councilor At Large

Angeline B. Kounelis,
District A Councilor

Cecilia Lenk,
District B Councilor

Vincent J. Piccirilli, Jr.,
District C Councilor

Kenneth M. Woodland
District D Councilor

Resolution# 2012- 72

Resolution: Watertown's Ongoing Budget Policy Guidelines

WHEREAS the Town Council adopts budget policy guidelines each year pursuant to Section 5-1 of the Watertown Home Rule Charter, so that the Town Manager can develop budgetary goals and the Town budget for the next fiscal year, and

WHEREAS for the past several years, annual budget policy guidelines have included three sections of ongoing budget practices, namely Section I. FINANCIAL POLICIES, Section II. ONGOING BUDGET PRACTICES, and Section V. BUDGET AND FINANCIAL MONITORING, and

WHEREAS the budget policy guidelines in these three sections have reached a point of maturity whereby they have become standard operating procedure, and do not need to be revised each year.

NOW THEREFORE BE IT RESOLVED that the Town Council of the City known as the Town of Watertown hereby establishes the following budget policy guidelines as permanent policy guidance, to be followed annually:

I. FINANCIAL POLICIES

A. Unreserved fund balance: In order to respond to emergencies and other unanticipated needs, preserve financial flexibility, and maintain favorable bond ratings, the Town should seek to maintain an unreserved fund balance (including stabilization funds) equal to 7-10% of the annual operating budget. The Council and the Town Manager will work to develop a formal multi-year policy on the unreserved fund balance, including the use of free cash if the unreserved fund balance is above the 7-10% target.

B. Capital Expenditures: In order to maintain and improve its infrastructure, facilities, and equipment, the Town should seek to make annual capital expenditures (including debt and exclusive of enterprise funds) equal to at least 7.5-8% of the operating budget.

C. Pension Liability and Other Post Employment Benefits: In order to achieve long term financial stability, meet the Town's obligations to its employees and retirees, and maintain favorable bond ratings, the Council, the Retirement Board and Town Manager will work to address the Town's unfunded pension liability and other post-employment benefits (OPEB). As was done with the unfunded Pension Liability, create a long-range financial plan for addressing the unfunded OPEB liabilities, including the converting the OPEB stabilization fund to an OPEB Trust Fund. Continue dialog with Retirement Board and State representatives to consider options for pension reforms for new hires.

II. ONGOING BUDGET PRACTICES

A. Continue the Town's efforts within all departments to obtain grant funding from federal, state, and other sources, including the use college interns.

B. Continue to analyze the Town's charges for licenses, permits, penalties, and fees to determine whether they should be increased or new ones instituted, while adhering to the principal that fees should not exceed the cost of services provided.

C. Review the possibilities and cost implications of contracted services vs. staffing in various departments.

D. Support the possibilities of providing more services on a regional or inter-municipal basis in accordance with the council resolution.

E. All department heads should seek to identify line items within their existing budgets where costs can be controlled and not increased. Look at other possible scenarios including spending freezes, level dollar and reduction budgets. Review the use of overtime in each department and monitor consistent Town-wide practices and related utilization.

F. Continue to enhance the Town's website and use other technologies as cost effective means of delivering information and services, increasing public awareness, and encouraging public feedback.

G. Explore cost savings by sharing personnel across Town departments. Work towards merging or combining the following functions to better serve both Town and School Departments: facilities management, human resources, finance, and information technology.

H. Meet annually in Executive Session(s) to discuss strategies on pending collective bargaining agreements and the potential impact on upcoming and future budgets.

III. BUDGET AND FINANCIAL MONITORING

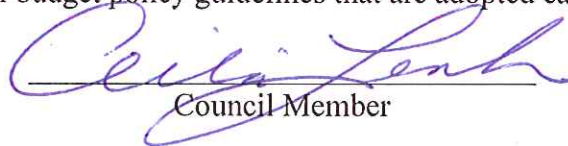
A. In order to improve its ability to monitor the implementation of the Town budget, the Town Council will receive quarterly reports on the revenues and expenditures during the fiscal year.

B. The Town Council will receive a report on the use and balance of monies in the Council reserve upon each transfer, and a report each month when there is a change in Town Councilors' expense line items.

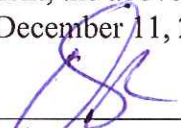
C. An early-warning system will be used to alert the Town Council if revenues fall below projections.

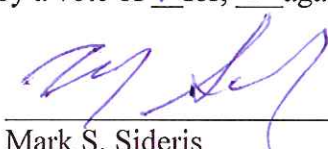
D. The Town Council will receive quarterly updates on progress in addressing the recommendations in the annual audit report.

BE IT FURTHER RESOLVED that this resolution shall be incorporated by reference into the annual budget policy guidelines that are adopted each year.


Council Member

I hereby certify that at a regular meeting of the Town Council for which a quorum was present, the above Resolution was adopted by a vote of 9 for, 0 against and 0 present on December 11, 2012.


Valerie Papas
Council Clerk


Mark S. Sideris
Council President



Watertown Town Council

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

ELECTED
OFFICIALS:

Resolution # 84

2017- R - 84

Mark S. Sideris,
Council President

Vincent J. Piccirilli, Jr.,
Vice President

Michael F. Dattoli,
Councilor At Large

Aaron P. Dushku,
Councilor At Large

Susan G. Falkoff,
Councilor At Large

Anthony Palomba,
Councilor At Large

Angeline B. Kounelis,
District A Councilor

Lisa J. Feltner,
District B Councilor

Kenneth M. Woodland,
District D Councilor

RESOLUTION: AMENDING WATERTOWN'S ONGOING BUDGET POLICY GUIDELINES

WHEREAS the Town Council adopted Resolution 2012-72 *Watertown's Ongoing Budget Policy Guidelines*, to establish permanent financial policy guidance, and

WHEREAS since 2014 the Town Council and the School Committee have been working on a plan for the renovation or reconstruction of Watertown's school buildings, including submitting Statements of Interest to the Massachusetts School Building Authority, and

WHEREAS at the Fiscal Year 2019 Preliminary Budget Overview presented on October 10, 2017, it was proposed to self-fund a project to renovate or reconstruct three elementary schools entirely within the operating budget, with funds redirected from the retirement appropriation when the pension is fully funded, while also paying down the OPEB liability, and

WHEREAS the value of the debt service required for such school capital expenditures would exceed 8% of the operating budget as stipulated in Resolution 2012-72, and

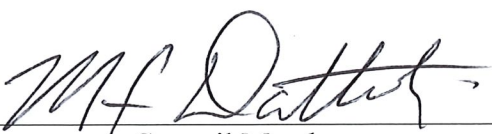
WHEREAS the Town of Watertown wants a "strong" position for its financial management policies to get the most favorable rates when going to the bond market for such capital expenditures.

NOW THEREFORE BE IT RESOLVED that the Town Council of the City known as the Town of Watertown hereby amends Resolution 2012-72 *Watertown's Ongoing Budget Policy Guidelines*, with existing guidelines I.A and I.B to be deleted in their entirety and replaced with the following language:

I. A. Unreserved fund balance: In order to respond to emergencies and other unanticipated needs, preserve financial flexibility, and maintain favorable bond ratings, the Town should seek to maintain an unreserved fund balance (including stabilization funds) equal to 8-15% of the annual operating budget. The Council and the Town Manager will work to develop a formal multi-year policy on the unreserved fund balance, including the use of free cash, if the unreserved fund balance is above the 8-15% target.

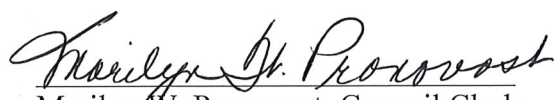
I. B. Capital Expenditures: In order to maintain and improve its infrastructure, facilities, and equipment, the Town should seek to make annual capital expenditures (including debt and exclusive of the school Building for the Future Initiative funding and enterprise funds) equal to at least 7.5-8% of the operating budget.

BE IT FURTHER RESOLVED that this resolution shall be incorporated by reference into the annual budget policy guidelines that are adopted each year.



Council Member

I hereby certify that at a regular meeting of the Town Council for which a quorum was present, the above Resolution was adopted by a vote of 8 for, 0 against, and 0 present on November 28, 2017.



Marilyn W. Pronovost, Council Clerk



Mark S. Sideris, Council President



Watertown Town Council

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

ELECTED OFFICIALS:

Resolution# 2013- 76

Mark S. Sideris,
Council President

Stephen P. Corbett,
Vice President

John A. Donohue,
Councilor At Large

Susan G. Falkoff,
Councilor At Large

Anthony Palomba,
Councilor At Large

Angeline B. Kounellis,
District A Councilor

Cecilia Lenk,
District B Councilor

Vincent J. Piccirilli, Jr.,
District C Councilor

Kenneth M. Woodland
District D Councilor

Resolution: Watertown's Ongoing Capital Project Budget Guidelines

WHEREAS the Town Council adopts budget policy guidelines each year pursuant to Section 5-1 of the Watertown Home Rule Charter, so that the Town Manager can develop budgetary goals and the Town budget for the next fiscal year, and

WHEREAS in the Fiscal Year 2014 budget policy guidelines, Attachment A "ADDITIONAL RECOMMENDATIONS ON CAPITAL PROJECTS" was included to use the Town's capital project funds in the most efficient manner, and to improve the efficiency and transparency of the Capital Improvement Program (CIP) process, and

WHEREAS these recommendations have become standard operating procedure for the Town of Watertown, and do not need to be revised each year.

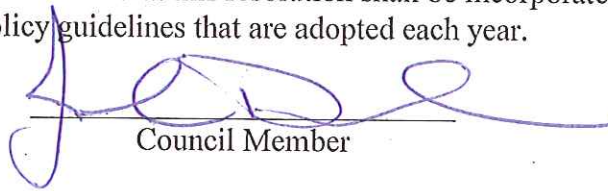
NOW THEREFORE BE IT RESOLVED that the Town Council of the City known as the Town of Watertown hereby establishes the following recommendations on capital projects as permanent budget policy guidance, to be followed annually:

1. Status of existing capital funds and projects: As part of the January CIP submission by the Town Manager, include from each department, a listing of all existing unspent capital funds (including Chapter 90, developer mitigation, grant funds, etc.) and a status on each project or acquisition, including how and when remaining funds will be spent, effective November 30th.
 - a. Include project funds appropriated by the Town Council to the School Department.
 - b. Include Water/Sewer Enterprise Fund reporting of capital projects & funds as a new section of the CIP separate from the General Fund.
2. Details on new projects: As part of the January CIP submission by the Town Manager, provide details for all items in the CIP that have been previously shown as annual lump sums in a single line.
 - a. Include the School Department's "various school improvements".
 - b. Include "highway reconstruction" and "sidewalk reconstruction", with a forecast of streets to be done each year.
 - c. Include Water/Sewer Enterprise Fund capital projects as a new section of the CIP separate from the General Fund, with a forecast of streets to be done each year.

- d. Include transportation or water/sewer and stormwater projects which have or will be proposed in the future, with no funding source yet identified.
3. Coordination Issues Related to Public Works projects: The increasing volume and complexity of public works projects requires a rethinking of how the Town does its planning to maximize the use of capital funds and departmental resources, as well as providing information to the public in a timely, readily accessible fashion.
- a. To this end, the CIP needs to have a five-year forecast of what water/sewer/stormwater, road reconstruction, and sidewalk reconstruction are planned, by specific street, which will:
 - i. Insure that work is sequenced to obtain the maximum life from road and sidewalk reconstruction without major water/sewer work compromising their integrity.
 - ii. Allow utility companies adequate time to plan underground service replacements prior to road and sidewalk reconstruction, to avoid compromising their integrity.
 - iii. Allow time for the Zoning Enforcement Office to notify property owners of non-conforming driveways, while giving the owners adequate time to seek a variance.
 - iv. Allow developers time to plan their projects in coordination with the Town, and avoid digging up newly installed roads and sidewalks.
 - v. Allow abutting homeowners, who may want to pay for granite curbs on streets scheduled for asphalt curbs, time to arrange contracting and payment.
 - vi. Allow time for the Tree Warden to notify abutters who may want a street tree in front of their property, to allow for the placement of a tree pit prior to the installation of a new sidewalk.
 - vii. Provide more transparency to citizens on public works projects and spending.
 - viii. Allow the Public Works Committee or other appropriate committee adequate time to review the proposed work and provide policy guidance on the above as it relates to Watertown's goals.
 - b. Issues of coordination and timing need to be improved to insure the most efficient use of funds, and bonding of annual street construction projects should be coordinated with bidding such that contractors can begin by April and be completed by November.
 - c. The Public Works Department should address, on an ongoing basis:
 - i. Assure adequate supervisory capacity to eliminate decision bottlenecks and improve timeliness of responses for construction work.
 - ii. Notification to the public of what construction is happening and where and when it will occur must be improved, and should be available on the website and updated regularly.
 - iii. Improve completion of punch list items on projects needs to be improved, including painting of roadway markings, installation of traffic signs, removal of temporary construction signs, cleanup of construction debris, etc.
4. Protection of investments: With millions of dollars being spent each year in Watertown on street and sidewalk construction, the administration should take a more aggressive

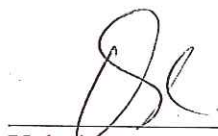
role to protect the value of these investments to insure that maximum life is obtained from the new surfaces.

BE IT FURTHER RESOLVED that this resolution shall be incorporated by reference into the annual budget policy guidelines that are adopted each year.

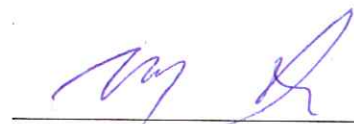


Council Member

I hereby certify that at a regular meeting of the Town Council for which a quorum was present, the above Resolution was adopted by unanimous voice vote on December 9, 2013.



Valerie Papas, Council Clerk



Mark S. Sideris, Council President

FY2027 Budget Policy Guidelines, Ranked By Priority December 5, 2025

	Airasian	Bays	Feltner	Gannon	Gardner	Izzo	Palomba	Piccirilli	Sideris	Composite
I. COST-SAVINGS/REVENUES										
F. With the uncertainty of the Home Rule petition on the tax shift, develop a series of strategies to help alleviate the burden on residential property taxpayers.	1	3	1	3	3	1	2	1	1	1.8
B. Continue to pursue the implementation of the Watertown Square Area Plan with the long-term goal of increasing our tax base through the development of multi-family housing and small and medium sized businesses in the Square.	3	1	5	1	2	3	1	2	2	2.2
A. Continue to proceed with the guidelines of the Comprehensive Plan, with the long-term goal to promote a diversified and growing tax base, and a renewed focus on small business, retain corridors, and emerging industry clusters.	2	2	2	2	1	2	6	3	3	2.6
C. Continue pursuing mitigation monies, linkage fees, and/or other measures from larger scale projects.	5	5	3	4	5	5	3	4	5	4.3
D. Require all departments to actively pursue filing applications for all relevant state, federal, and private foundation grant programs.	4	6	4	5	4	4	5	5	4	4.6
E. Actively seek Payment in Lieu of Taxes (PILOT) agreements, or other in-kind services, with each non-profit organization owning or purchasing property in Watertown.	6	4	6	6	6	6	4	6	6	5.6

FY2027 Budget Policy Guidelines, Ranked By Priority December 5, 2025

	Airasian	Bays	Feltner	Gannon	Gardner	Izzo	Palomba	Piccirilli	Sideris	Composite
II. PROGRAM ENHANCEMENTS/EXPENDITURES										
B. Continue to work collaboratively with the Watertown Public Schools on the comprehensive multi-year educational budget that assures sustainable funding for our schools and the successful education of our children and seek to accommodate a 4% annual increase for FY27 for the Educational appropriation that will provide level-service funding for our schools.	1	4	2	1	2	2	7	1	1	2.3
A. All departmental budgets should prioritize and enhance the ability of the city to implement the strategies and action items in the Climate and Energy Plan.	7	1	1	3	1	5	1	2	3	2.7
C. Continue to build stabilization funds for these five unfunded capital items: •Middle School Renovations •Senior Center/Recreation Area •East End Fire Station •DPW Staging Area •Watertown Square Plan Implementation	2	2	5	2	3	1	9	3	2	3.2
G. To meet our Climate Plan and Comprehensive Plan goals of allowing people who live and work in Watertown to travel car-free and reduce single-occupancy vehicle trips, continue to work with the Watertown Transportation Management Association and identify sustainable sources of funding for local transit programs in Watertown, including options identified in the recent Study for Improving City-Supported Mobility.	9	3	7	4	4	6	2	4	4	4.8
D. Continue support for the recommendations of the Community Health & Human Services Assessment in the FY27 budget.	5	5	6	6	5	8	3	7	6	5.7
H. Begin the implementation of the assessment of the Public Buildings Department to ensure that the department can meet operational needs, continue environmental improvements in buildings, and fulfill the recommendations of the ADA assessments.	6	8	4	7	6	4	6	6	7	6.0
J. Considering changes to the community, perform an assessment of the police department and the fire department to identify needs, resources, and best practices.	3	10	9	8	7	3	7	5	5	6.3
E. Continue working to identify additional acquisition of land for open space and recreation using the Acquisition of Land/Open Space Stabilization Fund and using proposals submitted to the Community Preservation Committee to fund the development of the land.	4	6	8	5	8	9	4	9	9	6.9
F. Restructure the budget of the Department of Public Works so that it matches the new divisions structure and the operational needs of each division	8	7	3	10	9	7	5	10	8	7.4
I. Consider re-use of the former north branch library, including exploring use of alternative funds to assist in renovations.	10	9	10	9	10	10	8	8	10	9.3

FYI

This email is being sent for informational purposes only. Please do not respond to all in order to avoid any concern with the Open Meeting Law.

From: Zachary Darbeloff <zdarbeloff@gmail.com>

Sent: Monday, November 24, 2025 3:53 PM

To: Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Subject: Comment Submission for Tuesday's Meeting on Watertown MS Project

Hello Town Council,

I am a Watertown homeowner who has lived on Westminster Ave for 11 going on 12 years. I am writing to provide comment on the debated Middle School renovations. It is really unfortunate I have to write this letter, given the promise that was made by the city council when the high school project was approved, and as a homeowner I feel extremely betrayed by the city. As it is the Tuesday before Thanksgiving, I am not able to attend the meeting in person and give comment and request that this be submitted instead. It is ironic (or purposeful?) that you have placed this in person meeting in one of the two least convenient weeks of the year for people to attend in-person.

For four years now, our neighborhood has shouldered the load of losing our community park, along with a student population that has more than doubled. We have dealt with extreme changes to traffic patterns, an overwhelming amount of new vehicles parking on our streets, and, most importantly, **the loss of the only green space in our neighborhood.** We also happen to have two elderly communities filled with folks with disabilities who relied on that space as a safe space to remain active, not to mention the many youth sports that took place on those fields (most used little league field in Watertown, before it was destroyed). There is also no replacement, so the children in the community simply lost the only large open space they had to play in.

There is no other neighborhood in the entire town that has been asked to shoulder such a burden. When the high school project was pushed through against our neighborhood's continuing (and, at the end of the day, extremely justified) concerns, we were assured and promised that the park would be immediately restored following the completion of the new high school. It seems obvious that the only reason that we may actually end up getting our park back is if the city cannot afford to do the full renovation they want - a sign that, at the end of the day, the people who live and inhabit the actual area where these schools are being constructed are not an important consideration to anyone on the city council.

The city council continues to treat Watertown residents as placeholders for the mysterious idealized future residents they hope to attract, and the disgusting luxury condo construction that has replaced all of the historic single family homes on our street is another reminder that the town is actively prioritizing removing current residents for new development for someone that might be richer than the current person living there. Almost every day I drive down Pleasant St

past one "luxury apartment" complex that needs an entire exterior renovation because the construction was so shoddy, only to pass another that is going up for auction just 5 years after being built. Were I to continue on, I'd reach the former site of Russo's, by far the best grocery store not just in Watertown but within 10 miles of Watertown, still an empty unused husk that stands as a reminder for what our community used to have.

For all the leading in innovation that Watertown is doing in its construction - which is a really cool thing - it's completely undone by the blatant disrespect shown towards residents of the town. I have a wife who works in solar, and I myself worked in the environmental industry for years. I want to think that what our town is doing is amazing, cool, forward thinking, and innovative. However, when these types of projects come at the expense of people, they lose their purpose. The reason I am no longer working in an environmental nonprofit is that I realized so much of environmentalism ignores what people actually need. That is what Watertown is doing right now. There has been ZERO outreach to our community about the fact that you may not be removing the modular building as promised. Given that the high school final project vote **was delayed because you did not give the direct community any notice**, it's extra insulting to now be looking at round 2 of this debacle and once again have no outstanding invite from the city for us to comment on what is happening to our neighborhood.

I hope that the council and other residents have it in their heart to care for the people who live here, and who have spent the last 5 years accommodating extreme inconvenience for the health of our town. I think that was enough. Find an option that doesn't continue to punish us, and prove to us that you aren't vile development fiends hell bent on pricing current residents out and turning Watertown into something it's never been and doesn't want to be: Cambridge.

Regards,

Zach d'Arbeloff
138 Westminster Ave

Table 1 Demographic characteristics of study population

17 ADAMS. AVE

103 Robbins Rd

73 Template Play

DECEMBER 9, 2025



Watertown City Council

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

CITY COUNCIL MEETING TUESDAY, DECEMBER 9, 2025, 7:00 P.M. RICHARD E. MASTRANGELO COUNCIL CHAMBER ADMINISTRATION BUILDING, 149 MAIN STREET

MINUTES

ACCESS INFORMATION:

- A. This meeting will be held on December 9, 2025 at 7:00 PM in the Richard E. Mastrangelo Council Chamber
- 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 regular meeting of the City Council at 6:00 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

Samantha Garwin – 139 Summer Street – Voiced appreciation for the Committee on Public Works in hearing the concerns of her and her neighbors regarding the safety conditions of Summer and Fayette Street. There was robust participation of surveys with the residents who recognized these issues to be very serious, and their concerns have been backed up with data of car accidents and traffic violations.

Nyla Gislason – 105 Summer Street – Echoed support for safety upgrades for the Summer Street neighborhood. She urged the need to follow through with the recommendations for improvements as the problems have continued to grow over the years.

Emily Lazy – Summer Street Resident – Shared her support for the neighborhood's street safety upgrades.

4. EXAMINATION OF RECORDS OF PREVIOUS MEETINGS

A. Minutes from City Council Meeting November 12, 2025

Councilor Piccirilli moved to adopt the minutes and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

B. Minutes from Special City Council Meeting November 18, 2025

Councilor Piccirilli moved to adopt the minutes and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

5. PRESIDENT'S REPORT

A. Request for Authorization to send a letter to the MWRA

President Sideris stated that the Charles River Watershed Association has requested a letter be written to the MWRA in support keeping raw sewage and overflows out of the Charles River. He then read the letter (attached).

Councilor Piccirilli moved to authorize sending the letter to the MWRA and Councilor Feltner seconded.

Councilor Piccirilli noted that the letter speaks of combined sewer outflows, which is where

the storm drains and sanitary sewers come together, which leads to overflows in heavy rain. That said, Watertown has never had combined sanitary and storm sewers, it has always been two completely different systems, and in that sense, the community has been ahead of the curve in comparison to some neighboring communities.

The motion carried unanimously in a Voice Vote.

6. PUBLIC HEARINGS

A. Public Hearing and Vote on a Proposed Ordinance - "Skip the Stuff" Waste Reduction Ordinance

President Sideris stated that this item will not be taken up at this time as there was some conflicting language that had not been reviewed by the City Attorney. The item is to be referred back to the Committee on Rules and Ordinances, with an emphasis that the original referral referred to only plastic utensils and that the local proprietors this ordinance affects are invited to an open meeting to discuss the ordinance.

B. Public Hearing and Vote on a Proposed Loan Order that the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Hydro Excavation Vactor Truck	\$695,000
Sewer and Stormwater Camera Truck	\$184,000

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 stated that this is in line with CIP.

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

The motion carried unanimously in a Roll Call Vote.

C. Public Hearing and Vote on a Proposed Loan Order that the sum of \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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 stated that this item came in under budget, and that they are

excited to be working to renovate this community asset.

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

The motion carried unanimously in a Roll Call Vote.

7. MOTIONS, ORDINANCES, ORDERS, AND RESOLUTIONS

A. Discussion and Vote on Three Proposals from the Community Preservation Committee for Funding

<u>Description</u>	<u>Amount</u>
103 Nichols Ave Group Home	\$1,500,000
Willow Park Redevelopment Addition Request	\$2,000,000
Commander's Mansion Envelope Restoration and Elevator Modernization	\$610,000

City Manager Proakis stated that the last proposal was submitted by staff while the first two were submitted by the Watertown Housing Authority.

Allen Gallagher – CPC – Presented the submission for funding. He noted that all three of the submissions were approved without objection at the most recent CPC.

The Nichols Ave Group Home will be a five bedroom home (on land owned by the Watertown Housing Authority) that would house five developmentally disabled adults. The total cost of the project is approximately \$2.5 million, and the WHA was able to raise \$1million of that figure on their own.

Councilor Piccirilli moved to appropriate \$1.5 million for the 103 Nichols Ave Group Home from the CPA housing reserve fund and Councilor Feltner seconded.

Councilor Palomba asked why this project took so long to come to fruition.

Allen Gallagher responded that there was significant opposition from some members of the CPC in the past. He noted that the site was once a gas station, but when the housing authority purchased it, it was cleaned and remediated of harmful substances. There were also some tie ups with zoning and selection in who will be living in the home.

Councilor Piccirilli voiced his support for the project. He noted that it is exciting to be building a housing project the way they see fit. He then asked if the Watertown Housing Development Corporation is the developer of the project, and if so, would the developer fee go back to the WHDC.

Jacqueline Weir – WHDC – Replied that is correct, but that the fee will go to the Watertown Housing Authority to pay for predevelopment funds spent and future projects.

Councilor Gannon thanked the WHA for pursuing the project and encouraged future efforts for this cause.

Councilor Gardner voiced her support of the project as it provides a lasting community asset.

Councilor Feltner asked if there is any local preference as to who will be residing in the property.

Jacqueline Weir replied that the service provider has not been chosen, and that DDS (department of developmental services) manages the wait list for the home. They go through an extensive background search for who will be best for the home, and while there is a preference for local community placement, there isn't a specific set of slots reserved for Watertown residents.

Councilor Feltner asked for more information about the cost of the project.

Joe Dimambro – Cambridge Housing Authority – Stated that the high costs are common in public construction. He then noted that, while the property looks like a normal single family home, it is built to high specifications in fire protection systems and generators etc.

The motion carried unanimously in a Roll Call Vote.

Allen Gallagher recognized that the City Council previously approved \$4 million toward Willow Park, and that the total cost of the project is \$121 million. Unfortunately, the state has lost a few million dollars for the project from the fed, which has created the present shortfall.

Councilor Piccirilli remarked that the original appropriation of \$4 million was conditioned that it was subject to approval of all other funding. He then moved to recommend appropriating \$1 million from the housing reserve fund and \$1 million from the unreserved budgeted fund with the stipulation that the disbursement of these funds be subject to remaining the other additional funding before they're released. Councilor Feltner seconded the motion.

President Sideris remarked that he fully supports this item, and that he hopes that this worthy project can begin asap.

The motion carried unanimously in a Roll Call Vote.

Allen Gallagher stated that the Commanders Mansion is a jewel of Watertown. The submitted request for \$610,000 is a 60-40 split – 60% going directly to immediate repairs and 40% going to future scheduled architectural and design fees.

Councilor Piccirilli moved to appropriate \$610,000 from the historic preservation reserve fund and Councilor Feltner seconded.

The motion carried unanimously in a Roll Call Vote.

- B. First Reading on a Proposed Loan Order that the sum of \$1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
New building management system/HY AC controls	\$121,000
Insulation of top floor roof deck/attic space and adjacent walls	\$90,000
Acoustic ceiling tile replacement on third floor suites	\$120,000
Replacement of existing gas-filled roof top units with all electric air source heat pumps	\$740,000
Removal of gas lines and new electrical service for roof top units	\$85,000

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 stated that this item consistent to retro commissioning lines in the CIP, but noted that the requested amount is higher than the FY26 allotment, and the remainder will be taken out of the FY27 number. As the project is currently under construction, it's timely and imperative to move these projects up as opposed to waiting.

- C. First Reading on a Proposed Loan Order that the sum of \$95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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 stated this item amount is consistent with conceptual recommendations in the CIP, and the need for an emergency backup generator is immediate.

- D. Authorization to Sign a Contract Exceeding Three Years – Bluebikes

City Manager Proakis remarked that the contract with Bluebikes is soon to expire, and that he cannot enter into a contract that is longer than three years (this contract being between 5-9 years) without expressed approval from the City Council.

Councilor Piccirilli moved to authorize the signing of the extension and Councilor Felter

seconded.

Councilor Palomba asked why the contract was being put out to bid.

Assistant City Manager Magoon replied that, for one, the contract is expiring, but more significantly, Watertown had a less favorable contract as an added community with Bluebikes's original deal. Now, Watertown has the ability to reach more favorable conditions with the company.

Councilor Feltner asked for examples of expanded opportunities a longer contract presents and asked for ridership data.

Assistant City Manager Magoon replied that he would be happy to provide updated data. He then stated that the new contract will lower the operational costs.

Councilor Gannon asked for clarity on financing, revenue, and proceed placement.

Assistant City Manager Magoon replied that the revenue goes to Lyft, but a lot of the operational costs for communities will be going away. Currently, costs are paid depending on ridership, and many stations don't meet a certain threshold, but that is now going away. He then mentioned that they have had developers contribute to stations as well as grants.

The motion carried unanimously in a Voice Vote.

E. First Reading on a Proposed Ordinance adjusting the City Manager's salary

President Sideris stated that the salary adjustments for the City Manager must be made via ordinance. The proposed salary adjustment for the City Manager is a yearly salary of \$244,658.

8. REPORTS OF COMMITTEES

A. Committee on Economic Development and Planning Report regarding its meeting on November 20, 2025 - Feltner, Chair

ACTION ITEM:

To recommend that the City Council confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027

ACTION ITEM:

To recommend that the City Council confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026

ACTION ITEM:

To recommend that the City Council confirm Dawn Scaltreto for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

ACTION ITEM:

To recommend that the City Council confirm Harvey Steiner for reappointment to the Historic District Commission for a term expiring November 15, 2028

ACTION ITEM:

To recommend that the City Council confirm Linda Sternberg for reappointment to the Historic District Commission for a term expiring November 15, 2028

ACTION ITEM:

To recommend that the City Council confirm Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

Councilor Feltner read the report.

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

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Dawn Scaltreto and Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to confirm Linda Sternberg and Harvey Steiner for reappointment to the Historic District Commission for a term expiring November 15, 2028 and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

- B. Committee on Economic Development and Planning Report regarding its meeting on October 21, 2025 - Feltner, Chair

ACTION ITEM:

To recommend the City Council appropriate the 2024 TNC Funds of \$59,525.50 to the operation of Pleasant Street Watertown Connector Shuttle

Councilor Feltner read the report.

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

The motion carried unanimously in a Voice Vote.

Councilor Piccirilli moved to appropriate the 2024 TNC Funds of \$59,525.50 to the operation of Pleasant Street Watertown Connector Shuttle and Councilor Feltner seconded.

The motion carried unanimously in a Voice Vote.

C. Committee on Public Works Report regarding its meeting on October 22, 2025 - Piccirilli, Chair

ACTION ITEM:

To recommend that the full Council approve the loan order of \$2.875 million for the construction of the following streets — Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrace.

ACTION ITEM:

To recommend that the full Council approve the loan order for \$2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

Councilor Piccirilli read the report.

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

Councilor Izzo corrected the spelling of a street in the report from “Hearn” to Hearsom.

The motion carried unanimously in a Voice Vote.

President Sideris then stated that the action items are to be treated as a first reading of loan orders

9. COMMUNICATIONS FROM THE CITY MANAGER

City Manager Proakis addressed some concerns with the public and Flock security cameras. He stated that he has opened conversations with the ACLU with thoughts on

best practices, that language in the contract pertaining to Flock disclosing data with government agencies if it is in good faith belief that it will aid in addressing safety has been requested to be changed to if a judicial warrant necessitates it, and that the administration team continues to host community talks to share information and answer questions.

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

President Sideris requested that the City Manager provide the City Council the written policy on the Flock cameras that his is planning on bringing forward to be referred to committee for an open meeting and discussion.

11. ANNOUNCEMENTS

Councilor Feltner announced a screening of a short documentary called, “Reconnecting Rivers” which was produced by the Charles River Watershed Association.

President Sideris wished the community a healthy and happy holiday season. He remarked that this is the last meeting of the City Council that will include Councilor Airasian, thanked him for his service, and presented him with a proclamation (attached).

Councilor Airasian thanked the City Council, staff, community, and family for their support over the years. He stated that he was extremely proud to serve on the City Council, and remarked that, though there may be individual differences, the decorum of this body exemplifies how local government should be executed. He remarked that serving the public has been an incredible achievement, and encouraged the community to continue in their engagement.

12. PUBLIC FORUM

Dennis Duff – 33 Spruce Street CPC Member – Remarked that the project at 104 Nichols took time because there was a concern of clean up on the site that had to be taken seriously and not rubber stamped. He also noted the cost of the project is high. He then spoke on the importance of the Willow Park in its scale and community significance.

13. RECESS OR ADJOURNMENT

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

The motion was adopted unanimously in a Roll Call Vote.

The meeting adjourned at 8:40 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, and ___ present on January 13, 2026.

Mark S. Sideris, Council President
s:/BTM

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

City Council Meeting
Tuesday, December 9, 2025 at 7:00 PM
Richard E. Mastrangelo Council Chamber
Administration Building, 149 Main Street
List of Documents

1. Letter to the MWRA – Item 5A
2. Skip the Stuff Ordinance – Item 6A
3. Loan Order - \$879,000 - DPW Equipment – Item 6B
4. Loan Order - \$911,900 – How Park – Item 6C
5. Community Preservation Committee Proposals – Item 7A
6. Loan Order - \$1,156,000 - Parker Building – Item 7B
7. Loan Order - \$95,000 – Phillips School – Item 7C
8. Bluebikes contract – Item 7D
9. Committee on Economic Development and Planning Report – Item 8A
10. Committee on Economic Development and Planning Report – Item 8B
11. Committee on Public Works Report – Item 8C
12. Transfer of Funds – FY26 CC Reserve/Water & Sewer to Personnel - \$469,250 - Item 8D
13. Proclamation for John M. Airasian – Item 11A

**ADDENDUM TO THE
MINUTES OF THE
DECEMBER 9, 2025 CITY
COUNCIL MEETING**



City Council Meeting

Tuesday, December 9, 2025 at 7:00 PM
Richard E. Mastrangelo Council Chamber

Agenda

ACCESS INFORMATION:

- A. This meeting will be held on December 9, 2025 at 7:00 P.M. Location: Richard E. Mastrangelo Council Chamber
 - B. This is an in-person meeting - any remote access is provided solely as a courtesy and may not be relied upon as alternative access. Therefore, any interruption in remote access technology shall not interrupt the meeting, and the meeting will proceed accordingly in person. In the event of such interruption, in-person attendance is available and encouraged.
 - C. The in-person meeting will also be televised through WCATV (Watertown Cable Access Television): <http://vodwcatv.org/CablecastPublicSite/watch-now?site=3>
 - D. The public may join the in-person meeting online: <https://watertown-ma.zoom.us/j/92991331344>
 - E. The public may join the in-person meeting audio only by phone: (877) 853-5257 or (888) 475-4499 (Toll Free) and enter Webinar ID: 929 9133 1344
 - F. Public may comment through email: vpiccirilli@watertown-ma.gov
 - G. 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 November 12, 2025
 - B. Minutes from Special City Council Meeting November 18, 2025
- 5. PRESIDENT'S REPORT
 - A. Request for Authorization to send a letter to the MWRA
- 6. PUBLIC HEARINGS
 - A. Public Hearing and Vote On a Proposed Ordinance - "Skip the Stuff" Waste Reduction Ordinance
 - B. Public Hearing and Vote on a Proposed Loan Order that the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Hydro Excavation Vactor Truck	\$695,000
Sewer and Stormwater Camera Truck	\$184,000

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 \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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.

7. MOTIONS, ORDINANCES, ORDER, AND RESOLUTIONS

- A. Discussion and Vote on Three Proposals from the Community Preservation Committee for Funding

<u>Description</u>	<u>Amount</u>
103 Nichols Ave Group Home	\$1,500,000
Willow Park Redevelopment Addition Request	\$2,000,000
Commander's Mansion Envelope Restoration and Elevator Modernization	\$610,000

- B. First Reading on a Proposed Loan Order that the sum of \$1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
New building management system/HY AC controls	\$121,000
Insulation of top floor roof deck/attic space and adjacent walls	\$90,000
Acoustic ceiling tile replacement on third floor suites	\$120,000
Replacement of existing gas-filled roof top units with all electric air source heat pumps	\$740,000

Removal of gas lines and new electrical \$85,000
service for roof top units

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 that the sum of \$95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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. Authorization to Sign a Contract Exceeding Three Years - Bluebikes
 - E. First Reading on a Proposed Ordinance adjusting the City Manager's salary
8. REPORTS OF COMMITTEES
- A. Committee on Economic Development and Planning Report regarding its meeting on November 20, 2025 - Feltner, Chair

ACTION ITEM:

To recommend that the City Council confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027

ACTION ITEM:

To recommend that the City Council confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026

ACTION ITEM:

To recommend that the City Council confirm Dawn Scaltreto for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

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ACTION ITEM:

To recommend that the City Council confirm Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028

- B. Committee on Economic Development and Planning Report regarding its meeting on October 21, 2025 - Feltner, Chair

ACTION ITEM:

To recommend the City Council appropriate the 2024 TNC Funds of \$59,525.50 to the operation of Pleasant Street Watertown Connector Shuttle

- C. Committee on Public Works Report regarding its meeting on October 22, 2025 - Piccirilli, Chair

ACTION ITEM:

To recommend that the full Council approve the loan order of \$2.875 million for the construction of the following streets — Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrance.

ACTION ITEM:

To recommend that the full Council approve the loan order for \$2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

9. COMMUNICATIONS FROM THE CITY MANAGER
10. REQUESTS FOR INFORMATION/REVIEW OF LIST OF PENDING MATTERS
11. ANNOUNCEMENTS
12. PUBLIC FORUM
13. RECESS OR ADJOURNMENT

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

CITY COUNCIL ATTENDANCE
MEETING DATE: DECEMBER 9, 2025

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

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to adopt the minutes from City Council Meeting November 12, 2025

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to adopt the minutes from Special City Council Meeting November 18, 2025

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to approve sending a letter to the MWRA to keep raw sewage and overflow out of the Charles River



Watertown City Council

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

To the MWRA Board,

We are writing regarding the future of the Charles River and goals related to reducing or eliminating combined sewer overflow (CSO) discharges. We were pleased you tabled the November 19 vote on the misguided recommendation to downgrade the water quality classification of the Charles and allow more sewage discharges in coming years.

As elected officials within the Charles River watershed, we urge you to support the highest level of CSO control.

Our long term residents remember when the Boston Harbor and Charles River were lifeless and reeked of sewage. They remember the presidential campaign when George HW Bush came to Boston to embarrass Governor Dukakis for having the "most polluted harbor in America." The cleanup of the Boston Harbor is considered one of the greatest environmental achievements in our nation's history. Why would we clean it up, only to turn it back into a dumping ground for sewage?

Our residents care deeply about clean water and the health of the Charles River. We are well aware that the Charles is much cleaner than it was, and MWRA is to be commended for its prior work to reduce sewage overflows. We are also aware that MWRA ratepayers, including our residents, have paid for the improvements to date, improvements we don't want to see erased.

We vehemently oppose any attempts to downgrade the water quality standards classification of the Charles River to a Class B (CSO). This would be a disastrous result, making the status quo a river regularly polluted with sewage and unsafe for recreation and disincentivizing any future efforts to clean it up.

Let us be clear: our residents want and deserve a clean and healthy Charles River. They have invested in the cleanup to date, they want to see the job finished. They want to see the Charles safe enough for boating, they want it safe enough for swimming, they want to end the practice of using it as a sewer.

We are doing our part to clean up the Charles River by honoring our obligations and reducing stormwater pollution under the MS4 permit. And when it comes to sewage, we are not allowed to be doing what MWRA is doing, dumping it into the river; under the MS4 permit, if we detect an illicit discharge, we are obligated to "locate, confirm the source(s), and eliminate the illicit discharge as expeditiously as possible"

because “discharges from an MS4 that are mixed with an illicit discharge ... remain unlawful until eliminated.” Unlike the MWRA, we are not granted a variance from the water quality standards for decades. To see MWRA attempting to shirk its responsibilities now, after decades of investment, is not acceptable to us.

We are doing our part, we are asking you to do your part to finish the job of cleaning up the Charles River.

Sincerely,
Mark Sideris
City Council President
City of Watertown

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



Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs

Department of Environmental Protection

Address: 100 Cambridge Street, Suite 900, Boston MA 02114 | **Phone:** 617-292-5500

Maura T. Healey
Governor

Kim Driscoll
Lieutenant Governor

Rebecca Tepper
Secretary

Bonnie Heiple
Commissioner

November 17, 2025

Fred Laskey, Executive Director
Massachusetts Water Resources Authority
Charlestown Navy Yard, Building 39
100 First Avenue
Boston, MA 02129

Yi-An Huang, City Manager
City of Cambridge
795 Massachusetts Avenue
Cambridge, MA 02139

The Honorable Katjana Ballantyne, Mayor
City of Somerville
93 Highland Avenue
Somerville, MA 02143

Re: MWRA/Cambridge/Somerville Updated CSO Control Plan

Dear Mr. Laskey, Mr. Huang, and Mayor Ballantyne:

Massachusetts Department of Environmental Protection (MassDEP) staff virtually attended the October 29, 2025 Massachusetts Water Resources Authority (MWRA) Board of Directors meeting, which focused on the collective efforts of MWRA and the Cities of Cambridge and Somerville to develop a Draft Updated Combined Sewer Overflow (CSO) Control Plan. As you know, the development of a Draft and Final Updated CSO Control Plan is a requirement of the Water Quality Standards Variances issued by MassDEP to MWRA and the Cities of Cambridge and Somerville on August 30, 2024.

Based on the information presented at the October 29 meeting, MassDEP is concerned that Recommended Alternatives identified may be insufficient to address CSO discharges and associated impacts. In particular, an approach that would result in a greater number of activations and/or volumes than occur at present would not appear to be consistent with the federal Clean Water Act or the Massachusetts Surface Water Quality Standards, which are intended to “restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” 33 U.S.C. 1251(a); 314 CMR 4.01(3).

While MassDEP understands that the information presented at the October 29 MWRA Board Meeting is preliminary, considerable time and resources will be invested by MWRA and the Cities of Cambridge and Somerville, their respective approving authorities, state and federal regulators, and stakeholders to complete a Final Updated CSO Control Plan over a number of years. Accordingly, to ensure a productive process, MassDEP urges MWRA and the Cities to reevaluate the alternatives and reconsider their respective recommendations at this time. Submitting a Draft Plan that satisfies state and federal standards by achieving the highest feasible level of CSO control will provide a solid starting point for the multi-year process to follow.

We understand that reconsidering alternatives may require additional work and collaboration amongst the three permittees. If MWRA and the Cities of Cambridge and Somerville require additional time beyond the December 31, 2025, deadline, please notify MassDEP in writing and provide a reasonable timeline (e.g., 30 additional days) to complete and submit the Draft Plan.

If you have any questions regarding this matter, feel free to contact me at kathleen.baskin@mass.gov or (781) 686-5946.

Sincerely,



Kathleen Baskin
Assistant Commissioner, Bureau of Water Resources

Cc: Todd Borci, USEPA
Ken Moraff, USEPA
Eric Worrall, Regional Director, MassDEP Northeast Regional Office
Kathy Murtagh, MWRA
Brian Kubaska, MWRA
Richard Raiche, City of Somerville
Lucica Hiller, City of Cambridge

WHEREAS Implementing Watertown’s “Resilient Watertown” Climate Plan is a top priority of the City Council and the Community; and,

WHEREAS A part of the effort to improve the environment is to reduce trash; and,

WHEREAS Single use plastics have a significant impact on the environment through their carbon footprint and contribution to excess waste; and,

WHEREAS the reduction of single use plastics in circumstances where they are not necessary is a valid and effective waste reduction strategy; and,

WHEREAS substitution of non-recyclable single-use plastics will also reduce waste.

NOW THEREFORE BE IT ORDAINED by the City Council of Watertown that a new Title X, Chapter 117 be added to the of the Watertown Code of Ordinances, as follows:

Chapter 117

SKIP THE STUFF ORDINANCE

117.01 Purpose

This purpose of this chapter is to reduce the overall environmental impact of the City of Watertown, its residents, and its businesses. Single use plastic has a significant impact on the environment through its carbon footprint, and impact on waste systems. The provisions of this ordinance will reduce the amount of single use plastic used throughout the City.

117.02 Definitions

For the purpose of this Section 117, the following definitions apply:

- A. **Condiment:** A single-use packet containing relishes, spices, sauces, confections, or seasonings, that requires no additional preparation, and that is used on food or beverages, including, but not limited to, ketchup, mustard, mayonnaise, soy sauce, sauerkraut, salsa, syrup, jam, jelly, salad dressings, salt, sugar, sugar substitutes, pepper, and chili pepper.
- B. **Foam polystyrene:** A non-biodegradable petrochemical thermoplastic made from aerated forms of polystyrene and includes several methods of manufacture. Expanded polystyrene (EPS) or extruded polystyrene (XPS) are forms of polystyrene.
- C. **Food Establishment:** A retail establishment that stores, prepares, services, vends, or otherwise provides food for human consumption, as defined by the Watertown Zoning Ordinance, Table of Uses.
- D. **Full-Service Food Establishment:** A food establishment where customers are seated at a table either by waitstaff or themselves, and where orders are taken and served by waitstaff at the tables.

- E. **Online Food Ordering Platform:** The digital technology provided on a website or mobile application through which a consumer can place an order for pick-up or delivery of Prepared Food. Such platforms include those operated directly by Food Establishments, by companies that provide delivery of prepared meals to consumers, and by online food ordering systems that connect consumers to Food Establishments directly.
- F. **Prepared Food:** Food or beverages serviced, packaged, cooked, chopped, sliced, mixed, brewed, frozen, squeezed, poured, or otherwise prepared (collectively “prepared”) for individual customers or consumers. Prepared Food does not include raw eggs or raw, butchered meats, fish, and/or poultry sold from a butcher case, a refrigerator case, or similar retail appliance.
- G. **Single-Use:** Items designed to be used once and then discarded and not designed for repeated use and sanitizing.
- H. **Single-Use Foodware Accessory:** Single-use items provided alongside Prepared Food served in single-use plates, containers, or cups, including but not limited to utensils, tongs, chopsticks, **napkins**, straws, stirrers, splash sticks, cocktail sticks, and toothpicks, cup lids, cup sleeves, cup trays, and food trays.
- I. **Utensil:** Forks, spoons, knives, sporks, chopsticks, or other instruments used to serve food or to eat food.
- J. **Reusable Food and Beverage Serviceware:** Containers, bowls, plates, trays, cups, glasses, forks, spoons, knives, takeout containers, and other items used to contain and consume beverages and prepared food that are manufactured and designed to be washed and sanitized and used repeatedly over an extended period of time.

117.03 Prohibited use and distribution of single-use food and beverage serviceware

Food Establishments are prohibited from providing Single-use Accessories, including in takeout and delivery orders, whether orders are placed online, via phone, or in person, except as follows:

- A. Single-use Accessories may be provided specifically upon the request of the consumer:
 - 1. By asking directly;
 - 2. By selecting the items in an online food ordering platform; or,
 - 3. In response to an inquiry by the food establishment.
- B. Food Establishments may have Single-use Accessories available at self-service stations. The self-service station may include a Single Item Dispenser. These stations must comply with the Massachusetts Retail Food Code (105 CMR 590.00)

117.04 Options with Online Food Ordering Platforms

Online Food Ordering Platforms must provide Food Establishments with a method to list each Single-Use Accessory and Condiment that is offered by the Food Establishment, such that customers can specifically request the Single-Use Accessories and Condiments that they wish to have included with their order.

117.05 Restricted Packaging

- A. Single-use Accessories, including plastic forks, spoons and knives, may not be wrapped in plastic or offered as bundled sets.
- B. To ensure that single use food containers and packaging materials are recyclable, retail establishments are prohibited from selling or distributing single use food containers and packing materials made in whole or in part from:
 - 1. Foam polystyrene;
 - 2. Plastic that is completely or substantially black in color; or,
 - 3. ~~Lined with polyethylene or other petroleum-based plastics.~~
- C. A retail or food establishment may establish if a specific item is allowable under Section 117.05B by providing written documentation to the Director of Public Health that the items is recyclable from their city-permitted waste/recycling hauler and associated MRF, or compostable from their commercial organics hauler and associated compost end site.
- D. If the Director of Public Health determines that compliance with Section 117.05B is not feasible due to industry-wide unavailability of compliant items, the Director may suspend enforcement of this provision for all food and retail establishments until the Director determines that the supply of compliant items has been sufficiently restored.

117.06 Restrictions on Full Service Food

Full Service Food Establishments must utilize only Reusable Food and Beverage Serviceware for dine-in customers.

117.07 Exemptions

A food establishment may seek an exemption from the requirements of this ordinance as follows:

- A. The food establishment must file a request for an exemption in writing with the Director of Public Health.
- B. The request must state specifically which section and products they are seeking an exemption from and state reasons why application of the specific requirement would cause undue hardship.
- C. The Director may waive any specific requirement of this ordinance for a period of not more than six months, but, upon subsequent applications, may extend exemptions for additional six-month period.
- D. The Director will issue a final decision in writing within 30 days of receipt of a request for an exemption.

117.08 Enforcement

The Director of Public Health and/or his/her designee shall have the authority to administer and enforce this ordinance.

117.09 Effective Date

This ordinance will take effect six months after passage to allow time for the City Administration to conduct an education campaign focused on food establishments and consumers

117.99 Penalty

- A. Any person who violates any provision of this chapter shall be issued a verbal warning for the first offense, then fined as follows:
 - 1. \$100 for the second offense
 - 2. \$200 for the third offense
 - 3. \$300 for the fourth offense and each subsequent offense
- B. Each day the violation continues may constitute a separate offense.
- C. Nothing in this section shall be deemed to limit the use of other lawful methods of abating violations of this section, including but not limited to application for equitable relief from a court of law.

ORDINANCE # [REDACTED]

2025 – O – [REDACTED]

WHEREAS Implementing Watertown’s “Resilient Watertown” Climate Plan is a top priority of the City Council and the Community; and,

WHEREAS A part of the effort to improve the environment is to reduce trash; and,

WHEREAS Single use plastics have a significant impact on the environment through their carbon footprint and contribution to excess waste; and,

WHEREAS the reduction of single use plastics in circumstances where they are not necessary is a valid and effective waste reduction strategy; and,

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- B. To ensure that single use food containers and packaging materials are recyclable, retail establishments are **prohibited from selling or distributing**
- C. single use food containers and packing materials made in whole or in part from:
 - 1. **Foam polystyrene;**
 - 2. **Plastic that is completely or substantially black in color; or,**
 - 3. **Lined with polyethylene or other petroleum-based plastics.**

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- D. The Director will issue a final decision in writing within 30 days of receipt of a request for an exemption.

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117.09 Effective Date

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117.99 Penalty

- A. Any person who violates any provision of this chapter shall be issued a verbal warning for the first offense, then fined as follows:
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 3. \$300 for the fourth offense and each subsequent offense
- B. Each day the violation continues may constitute a separate offense.
- C. Nothing in this section shall be deemed to limit the use of other lawful methods of abating violations of this section, including but not limited to application for equitable relief from a court of law.

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

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

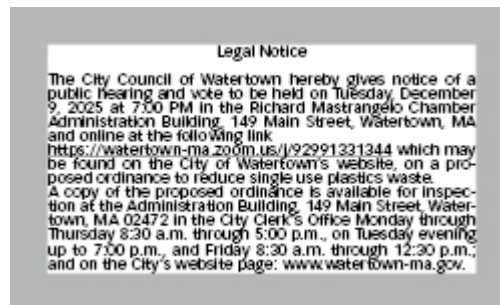
Your order information and a preview of your notice are displayed below for your review. If there are any changes or questions, please contact the Classified Department at 617-929-1314 or email legals@globe.com.

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Thank you,
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First Run Date	11/27/2025	Last Run Date	11/27/2025
Payment Type			

AD PREVIEW:


The Boston Globe | Classified Advertising Proof | Printed on: Nov 25 2025

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

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

Motion to approve a loan order for \$879,000 for DPW equipment



Watertown City Council

Administration Building

149 Main Street

Watertown, MA 02472

Phone: 617-972-6470

ORDER # 119

2025 - O - 119

ORDER TO APPROVE THE BORROWING OF FUNDS FOR THE DEPARTMENT OF PUBLIC WORKS EQUIPMENT

ORDERED: That the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

Description	Amount
Hydro Excavation Vactor Truck	\$695,000
Sewer and Stormwater Camera Truck	\$184,000

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 7 for, 0 against, and 0 present on December 9, 2025


Brendan T. McCarthy, Council Clerk


Mark S. Sideris, Council President

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



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: November 18, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from Thomas D. Brady, Director of Public Works, seeking authorization to purchase two vehicles that will strengthen the City's sewer and stormwater maintenance operations:

Hydro Excavation Vactor Truck – \$695,000: Replacement of the existing Vactor truck with advanced hydro excavation technology, enabling safer, more precise, and less disruptive underground work.

Sewer & Stormwater Camera Truck – \$184,000: Addition of in-house inspection capability to reduce contractor costs, improve emergency response, and enhance preventative maintenance.

Funding in the amount of \$879,000 was approved in the Fiscal Year 2024 budget. These investments will improve operational efficiency, reduce long-term costs, and enhance service delivery to the community.

I respectfully request that the attached Loan Order be placed on the November 25, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

November 19, 2025

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

RE: Draft Loan Order – DPW Equipment Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of purchasing various items of departmental equipment for the Department of Public Works:

ORDERED: That the sum of \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Hydro Excavation Vactor Truck	\$695,000
Sewer and Stormwater Camera Truck	184,000

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

WATERTOWN MA 02472

Thomas D. Brady
Director of Public Works

(P) 617-972-6420

(F) 617-972-6402

TO: Mr. George Proakis, City Manager

FROM: Mr. Thomas Brady, Director of Public Works

DATE: November 17, 2025

RE: Vehicle Purchases for DPW Operations – Hydro Excavation Vactor Truck and Sewer Camera Truck

This memo is to request approval for the purchase of two specialized vehicles to enhance the Department of Public Works' ability to maintain and repair critical City infrastructure related to sewer and stormwater systems.

1. Hydro Excavation Vactor Truck – \$695,000

This vehicle will replace an existing traditional Vactor truck with a new model specifically equipped for hydro excavation. Hydro excavation technology allows for safer, more precise, and less disruptive excavation, particularly in complex or sensitive underground environments. This upgrade will significantly improve our ability to perform timely and efficient repairs to underground infrastructure, reducing downtime and minimizing disruption to residents and businesses.

2. Sewer and Stormwater Camera Truck

This is a new addition to the DPW fleet. The camera truck is equipped with advanced inspection technology capable of navigating through sewer and stormwater pipes to assess internal conditions. Currently, all camera inspections are outsourced to private contractors, which can cost several thousand dollars per day and are subject to contractor availability.

Bringing this capability in-house will: increase our responsiveness to emergencies and urgent maintenance needs, reduce long-term costs associated with contracted services, improve planning and preventative maintenance efforts and enhance service delivery to residents by minimizing delays in addressing sewer and stormwater issues

Conceptual Recommendation # 46 in the FY 26- FY30 CIP reads:

46. Confirm the prior recommendation to proceed with FY24 \$879,000 Sewer Enterprise Fund proposed loan orders:

- Sewer Vac @ \$624,000 *Note: price updated from \$430,000 with current quote.*
- Swap Dump Truck @ \$225,000 *Note: price updated from \$190,000 with current quote.*

Upon review of the existing fleet, and discussions with Division Heads, it has become clear that the immediate priority would be to purchase a Camera Truck rather than the Swap Dump Truck as requested by the previous Superintendent of Public Works. While there is still a need for a new Swap Dump Truck, we are confident that this request can be appropriately built into the FY27 – FY31 CIP.

As such, we propose to utilize the **\$879,000** in funds that were approved in the **2024 budget** for these vehicle purchases. **\$695,000** will be utilized to purchase the Hydro Excavator and the remaining balance of \$184,000 will be utilized toward the purchase of the Camera Truck.

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

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Order Number	759982	Order Price	\$733.57
Sales Rep.	Jackson Kocak	PO No.	
Account	3028420	Payment Type	
Publication	Boston Globe	Number of dates	1
First Run Date	11/27/2025	Last Run Date	11/27/2025
Payment Type			

AD PREVIEW:

Legal Notice The City Council of Watertown hereby gives notice of a public hearing and vote to be held on Tuesday, December 9, 2025 at 7:00 PM in the Richard Mastrangelo Chamber Administration Building, 149 Main Street, Watertown, MA and 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 \$879,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto: Hydro Excavation Vactor Truck - \$695,000 Sewer and Stormwater Camera Truck - \$184,000 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 thereof. Interested parties are encouraged to participate in this public hearing. A copy of the proposed Loan Order is available for inspection at 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.
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The Boston Globe | Classified Advertising Proof | Printed on: Nov 25 2025

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to approve a loan order for \$911,900 for How Park Phase 1



Watertown City Council

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

ORDER # 120

2025 - O - 120

ORDER TO APPROVE THE BORROWING OF FUNDS FOR HOW PARK PHASE I

ORDERED: That the sum of \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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 December 9, 2025


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: November 18, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Community Development and Planning respectfully requesting your authorization for the Treasurer to borrow \$911,900 to fund How Park Phase I and three alternates.

This project was originally budgeted at \$650,000 in the FY2026 Capital Improvement Program (CIP). The revised cost reflects expanded stormwater mitigation, retaining wall improvements, and inflation. Phase I will deliver a new playground and path improvements along the north side of How Park.

At the November 6, 2025 bid opening, Belko submitted the lowest qualified bid of \$829,000 (see attached CBA Memo). Construction is scheduled to begin in Spring 2026 with an estimated duration of four months. Phase II, programmed in the FY2030 CIP, will include basketball court and dog park renovations, new paths, and seating areas.

I respectfully request that the attached Loan Order be placed on the November 25, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

November 19, 2025

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

RE: Draft Loan Order – How Park Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of constructing How Park Phase I:

ORDERED: That the sum of \$911,900 is appropriated to pay construction and construction administration costs of How Park Phase I, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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
Community Development and Planning
Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617 972 6417
Fax: 617 972 6484
www.watertown-ma.gov

TO: Mr. George Proakis - City Manager

FROM: Mr. Steve Magoon, Assistant City Manager and DCDP
Ms. Erika Oliver Jerram, Director of Community Design
Ms. Michelle Moon, Open Space Planner

DATE: November 18, 2025

RE: Loan Order Request for How Park Phase I

The Department of Community Development and Planning (DCDP) respectfully requests that the necessary actions be taken to authorize the Treasurer to borrow \$911,900.00 for the project plus the three alternates. The How Park Phase I was included in the FY 2026 Capital Improvement Program (CIP) budget for \$650,000.00, the cost is higher due to the increase in stormwater mitigation, the addition of retaining wall improvements, and general cost increases. The How Park Phase I installation will include a new playground and path improvements along the north side of the park.

The Bid Opening was held on November 6, 2025. The City's Procurement Department reviewed all 10 bidders, and disqualified three (3) due to insufficient relevant experience building projects similar to the How Park playground scope of work. Of the remaining seven (7) qualified bidders, the lowest bid price was Belko with a base bid of \$829,000. A full summary is in the attached CBA Memo.

The How Park construction would start in Spring 2026 and last for about four (4) months.

Phase II of the project is in the CIP FY2030 to complete the other park improvements, including redoing the basketball court and dog park, and added in paths and a seating area.

Budget

These funds will be utilized for the construction, construction administration services, and potential construction contingency costs associated with this project. As outlined in the enclosed letter from project engineering firm CBA, the funds will be utilized as follows.

How Park – Playground – Phase I : Installation Budget		
Item	Amount	Remarks
Construction Funding Request	\$829,000	Total Project: Base Bid & Alt #1
Construction Contingency (10%)	\$82,900	10% of bid price
<i>Construction Oversight</i>	<i>\$10,825</i>	<i>CBA Landscape Architects (Included as part of existing contract)</i>
Total for Loan Request	\$911,900	Total includes the base bid, Alt #1, and 10% for contingency

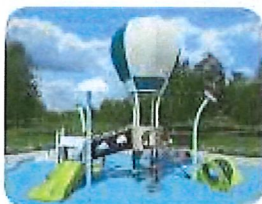
The total How Park Phase I loan request is for \$911,900.00 that includes the base bid, Alt #1, and 10% for contingency.

Thank you in advance for your consideration.

How Park: Concept Drawing (Phases 1 and 2)



MASTER PLAN - PRECEDENT IMAGES



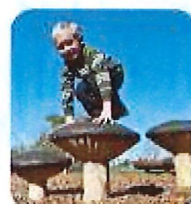
Play Structure for Ages 2-5



Play Structure for Ages 5-12



Multi-Rider Spinner



Mushroom Steppers



Single Spinner



Lighting



Open Lawn



Drinking Fountain with Dog Bowl



Open Roof Shade Structure

KEY ATTRIBUTES

Expanded play area and dog park area.
Additional pathways forming curving circulation routes throughout the park.
A multi-use court with fitness equipment.
Drinking fountains and lighting throughout the park.

Ms. Michelle Moon
Senior Planner, Open Space
Watertown Dept. of Community Planning & Development
149 Main Street
Watertown, MA 02472

Re: How Park Phase 1 Playground Renovation Project Funding Recommendation Letter

Dear Ms. Moon:

On November 6, 2025, at 11:00 AM, public bids were received and read publicly aloud by the City of Watertown Purchasing Department for the How Park Phase 1 Playground Renovation project. The bid prices received, as reported to CBA by the Purchasing Department, were as follows:

Vendor	Base Bid Amount	Base +Alt 1
Price Landscape	\$ 702,400	\$ 750,000
Campora Construction	\$ 807,500	\$ 867,500
Belko Landscaping	\$ 808,000	\$ 829,000
NELM Corporation	\$ 846,000	\$ 893,000
J.J. Phelan & Sons	\$ 887,261	\$ 967,261
Omasta Landscaping	\$ 889,122	\$ 972,014
Kealey Construction	\$ 928,200	\$ 964,200
Paul J. Rogan Co, Inc.	\$ 969,000	\$ 1,029,000
Quirk Construction	\$ 990,000	\$ 1,056,000
UEL	\$ 1,047,000	\$ 1,099,000

Description of Alternates:

Alternate No. 1 – Remove existing concrete retaining wall and replace with unit block concrete retaining wall at property line.

Low Bidder Evaluation:

The Procurement Department reviewed all 10 bidders, and disqualified 3 due to insufficient relevant experience building projects similar to the How Park playground scope of work. Of the remaining 7 qualified bidders, the lowest bid price was Belko Landscaping.

CBA has worked with Belko Landscaping on a number of projects in recent years, including several ongoing projects, and have found their work to be quite competent with no significant issues. CBA

Principal D.J. Chagnon has personally worked with them on the Mace Tot Lot and Quigley Park projects in Chelsea, both of which involved playground and splash pad installations, and which had several highly detailed facets to construction. Both projects went smoothly and the results were high quality. Mr. Chagnon recently called Belko's references after they were the low bid for the Bemis Playground project in Watertown; references all spoke highly of the quality of Belko's work and the professionalism of their staff, and all expressed that they would be happy to work with Belko Landscaping again. Based on our own experiences and the discussions with references, we recommend that the City of Watertown proceed with award of the How Park Phase 1 Playground Renovation project to Belko Landscaping.

Funding Recommendation Summary:

Please refer to the Community Development Department's Loan Order Request letter dated November 18, 2025, for funding amounts being requested.

Please note that CBA's Construction Administration Services for this project have already been funded, as they are included in our current design services contract in the amount of \$10,825.00.

If you have any questions or require further clarifications, please feel free to contact me.

Respectfully submitted,

Kaila Bachman Chavez

Kaila Bachman Chavez, RLA, Principal
CBA Landscape Architects LLC

Cc: George Proakis – City of Watertown, City Manager
Tom Brady – City of Watertown, Director of Public Works
Steve Magoon – City of Watertown, Community Development & Planning Director
Julie Knight – City of Watertown, Purchasing Agent

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

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Thank you,
Boston Globe Classified Sales

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Order Number	759983	Order Price	\$708.35
Sales Rep.	Jackson Kocak	PO No.	
Account	3028420	Payment Type	
Publication	Boston Globe	Number of dates	1
First Run Date	11/27/2025	Last Run Date	11/27/2025
Payment Type			

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CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

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

Motion to approve appropriating \$1.5 million for the 103 Nichols Ave Group Home from the CPA housing reserve fund.

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to approve appropriating \$1 million from the housing reserve and \$1 million from the unreserved budgeted fund with the stipulation that the disbursement of these funds be subject to remaining the other addition funding before they are released – for the Willow Park Redevelopment

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

**Motion to approve appropriating \$610,00 from the historic preservation reserve fund
for the Commander's Mansion**



FY 2026 CPA FUNDING RECOMMENDATION

Submitted to the City Council
by the Community Preservation Committee

December 1, 2025

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Willow Park Redevelopment	7
Commander’s Mansion Envelope Restoration and Elevator Modernization	10



CITY OF WATERTOWN

Community Preservation Committee

Allen Gallagher, Interim Chair

Bob DiRico

Dennis J. Duff

Allison Eck

Abigail Hammett

Marissa Mayo

Jamie O'Connell

Amy Plovnick

Matthew Walter

Date: December 1, 2025

To: The Honorable City Council

At its meetings on October 16, and November 20, 2025, the Community Preservation Committee voted to recommend to the City Council a total expenditure of \$4,110,000 in CPA funds for three (3) projects. The CPC determined these projects meet the goals expressed in the Community Preservation Plan, provide a public benefit, address a need, and demonstrate the ability to leverage substantial non-CPA funds, among other factors.

If approved by the City Council, private organizations must enter into a Grant Agreement with the City and City Departments must comply with the terms of a Memorandum of Agreement with the CPC. All entities are required to submit regular progress and budget reports. Additional specific conditions are listed as applicable to each project.

CPA FY 2025 PROJECT RECOMMENDATION SUMMARY			
CPA CATEGORY	RECOMMENDED SOURCE	RECOMMENDED AMOUNT	ACCOUNT BALANCE (less recommendation using 9/30/25 balances)
Community Housing	Community Housing Reserve	\$2,500,000	\$33,750
	Budgeted Reserve	\$1,000,000	\$1,429,375
Historic Preservation	Historic Preservation Reserve	\$610,000	\$1,799,637
	TOTAL RECOMMENDED	\$4,110,000	

Note: Category Reserves are one of three eligible CPA spending purposes. 10% of CPA total annual revenue was allocated to each category reserve in FY2026. The **Budgeted Reserve**, to which 65% of CPA annual revenue was allocated in FY 2026, is available for any CPA spending purpose. The **CPA Fund Balance** is also available for appropriation for any CPA spending purpose. At the end of the year all unspent funds including administrative funds (5% allocated) and budgeted reserve funds drop to the CPA fund balance. At the time of this recommendation, the CPA Fund Balance starting balance is \$15,537,616. There is \$738,750 in the Open Space/Outdoor Recreation Category Reserve and the balances of the other reserves are found in the table above. The reserve balances are based on figures from the 9/30/25 CPA Funds statement.

CPA PROJECT LIST		
COMMUNITY HOUSING		
103 Nichols Ave Group Home	Community Housing Reserve	\$1,500,000
Willow Park Redevelopment Additional request	Community Housing and Budgeted Reserve	\$2,000,000
TOTAL COMMUNITY HOUSING FUNDING		\$3,500,000
HISTORIC PRESERVATION		
Commander's Mansion Envelope Restoration and Elevator Modernization	Historic Preservation Reserve	\$610,000
TOTAL HISTORIC PRESERVATION FUNDING		\$610,000

COMMUNITY HOUSING PROJECTS

PROJECT TITLE:	103 Nichols Avenue Group Home
PROJECT LOCATION:	103 Nichols Avenue
APPLICANT/ORGANIZATION:	Watertown Housing Authority
PROJECT MANAGER:	Joe Bednar
CPA CATEGORY:	Community Housing
CPC RECOMMENDED FUNDING AMOUNT:	\$1,500,000
CPC RECOMMENDED FUNDING SOURCE:	Community Housing Reserve

PROJECT DESCRIPTION

The Watertown Housing Authority (WHA) requests \$1,500,000 to construct a 5-bedroom group home to be owned by a closely held affiliate of the Watertown Housing Authority, the Nichols LLC and Watertown Housing Authority Development Corporation (WHDC). With Cambridge Housing Authority serving as the development consultant and project manager, ZeroEnergy Design has designed a home for five adults with disabilities. The home will be operated by a Department of Developmental Services-affiliated service provider.



This supportive housing would be built on WHA-owned land and be affordable in perpetuity for low-income residents earning less than 60% Area Median Income. It would include a fully accessible first floor and seek to integrate universal design principles. WHA is in the application process, seeking funds for construction from the state Facilities Consolidation Fund (FCF). Managed by Community Economic Development Assistance Corporation (CEDAC), FCF only finances up to 50% of total project costs. In addition, WHA is seeking a mortgage.

As the site of a former gas station, underground gas storage tanks were removed as part of environmental remediation. WHA's environmental consultants have tested the site and found possible vaporization of petroleum residue in concentrations that were below applicable standards. Nonetheless, according to code, a vapor barrier is to be installed under the slab supporting the home. In addition, vents would be installed beneath the slab to prevent vapors from entering the home interior.

Originally, the home was designed to be solar ready. In its meeting to recommend the project for funding, the CPC voted to fund the purchase and installation of solar panels, which will reduce operational costs. Also, since it was first proposed, the project has benefited from a slight reduction in interest rates and slightly lower construction costs, allowing CPA funds to be applied to the installation of solar panels, while keeping the request at the original amount of \$1,500,000.

RECOMMENDED FUNDING

On October 16, 2025, by 9-0 vote in favor, the Community Preservation Committee recommended the appropriation of \$1,500,000 from the Community Housing Reserve for the project: 103 Nichols Avenue Group Home. The CPC recommends a grant to the Watertown Housing Authority in accordance with the terms and conditions of a CPA Grant Agreement and the overall purposes summarized in this document.

ALIGNMENT WITH COMMUNITY PRESERVATION PLAN 2021-2025

- Demonstrates support from Watertown Commission on Disability, Watertown Housing Trust, MA Department of Developmental Services, Beaverbrook STEP, and individual Watertown community members.
- Design produced would incorporate universal design principles and comply with ADA and MAAB accessibility regulations.
- Incorporates sustainable environmental design practice through energy efficiency and renewable energy.
- Demonstrates feasibility through project team expertise, an informed budget, and a realistic timeline.
- Supports creation of community housing through infill development

PROJECT OUTCOME

This project would provide urgently needed supportive housing for individuals with intellectual and developmental disabilities. It would contribute to meeting the need for affordable special-needs housing in the dense metro-Boston area and allow current Watertown residents to obtain supportive housing in their community as feasible based on the Department of Developmental Services placement practices.

SPECIFIC FUNDING CONDITIONS

- Grantee shall demonstrate that prior to disbursement of CPA funds, the project's full financial closing has occurred, and sufficient financing has been secured (including CPA funds) to cover construction hard costs as well as then remaining soft costs.
- CPA funds shall be available for disbursement for up to 24 months after City Council approval; extension beyond that must be requested in writing 60 days prior to the 24-month deadline.
- The property owner shall enter into a perpetual affordable housing restriction consistent with the state of Massachusetts affordable housing restrictions.
- Grantee shall solicit bids for solar panels purchase and installation and inform the CPC of the selected bidder in advance of installation and funds from a bid lower than \$150,000 shall be returned to the Community Housing Reserve.

STANDARD FUNDING CONDITIONS

- No disbursements of funds may occur until the project has received all necessary governmental and third-party approvals, the project budget has been approved by the CPC, and all other sources of funds have been committed, as necessary, to complete the project.
- Any CPA funds appropriated but not used for the stated purposes of this project must be returned to the Watertown Community Preservation Fund.

- Notification of Community Preservation Coordinator about key events of project implementation such as project kick-off events, initial site meetings with contractors, initial plan reviews, and site visits when construction milestones are reached.
- Other conditions as deemed necessary and defined within the CPA Grant Agreement.

APPLICANT'S PROPOSED TIMELINE

Task	
Finance Closing	March 2026
Construction Begins	March 2026
Construction Ends	April 2027
Conversion to Permanent Mortgage	July 2027 or 3 months after construction completion

PROJECT BUDGET

Item		CPA Request
Construction	\$2,186,474	1,500,000
Construction Contingency	153,053	
Construction Loan Interest	56,513	
Origination and Legal Fees	27,255	
Architectural/Environmental Services	182,000	
Survey/Environmental	15,500	
Clerk of the Works	30,000	
Geotechnical	5,000	
Builder's Risk/Liability Insurance	68,864	
Title and Recording	18,880	
PILOT	6,693	
Construction Monitoring	10,000	
Owner's Representative	100,000	
Soft Cost Contingency	86,610	
Developer's Fees	221,621	
TOTAL	\$3,168,463	\$1,500,000

Note: The Watertown Housing Development Corporation elected to increase their developer fee to 10%, which is still below the 15% allowed by the Executive Office of Housing and Livable Communities.

WHDC also stresses the cost of construction for this group home is more expensive than a typical residence due to:

- Payment of prevailing wages and other procurement requirements, accessibility features necessitating specialized fixtures, finishes and reinforced materials
- Installation of sprinkler and life safety systems that are hardwired.
- The home containing design features required by Facilities Consolidation Fund and the Department of Developmental Services that are not found in private homes.

The full proposal is available at: <https://watertownma.viewpointcloud.com/records/370730>

PROJECT TITLE:	Willow Park Redevelopment
PROJECT LOCATION:	8 Quimby Street
APPLICANT/ORGANIZATION:	Preservation of Affordable Housing and Watertown Housing Authority
PROJECT MANAGER:	Mel Miller/Cory Mian
CPA CATEGORY:	Community Housing
CPC RECOMMENDED FUNDING AMOUNT:	\$2,000,000
CPC RECOMMENDED FUNDING SOURCE:	Community Housing and Budgeted Reserves

PROJECT DESCRIPTION

Preservation of Affordable Housing (POAH) and the Watertown Housing Authority (WHA) request an additional \$2,000,000 to redevelop the Willow Park housing development. Half of the funds would be for pre-development and the other half for construction. \$4,000,000 was previously approved for encumbrance by the City Council in February of 2025. Since that time the financing landscape has changed significantly due to the loss of HUD rent subsidies and the Federal tax credit equity available to the Willow Park project. Despite the shift in the financing outlook, the project moves forward with encouraging signs from the Executive Office of Housing and Livable Communities that an award and 2026 finance closing is likely. Further the POAH and WHA have secured zoning approval under Chapter 40B.

The development team remains the same and the programmatic commitments for income limits and unit sizes have not changed. Estimated rents for the new production units have increased only slightly because of updated HUD fair market rent standards and new HUD guidelines that have reduced federal rental subsidies available for the project. The total project cost is now estimated at \$104,056,332 and the same mix of financing is planned. Acquisition costs decreased slightly, and construction costs increased slightly with the biggest change coming from a \$3.9 million decrease in soft costs that were estimated last October 2024. This decrease was due to reduced financing fees and interest. Unfortunately, as costs go down on a 4% Low-Income Housing Tax Credit project so does the basis amount from which total equity is derived. That loss resulted in a net loss of equity to

4% LIHTC Equity	Previous Proposal 10/24	Changes	Current Proposal 10/25
Total Basis	105,183,060		101,064,565
Pricing	0.93		0.90
Total Equity Raised	\$ 50,651,419	\$ (3,402,556)	\$ 47,248,864

the project of about \$3.4 million.

RECOMMENDED FUNDING

On November 20, 2025, by a 9-0 vote, the Community Preservation Committee recommended appropriation of an additional \$2,000,000 for the project in accordance with the terms and conditions of a Memorandum of Agreement and the overall purposes summarized in this document. Commitment of CPA funds to the Willow Park Redevelopment project is deemed essential to show to state funding agencies there is strong local

commitment to the project. Additional support in CPA funds ensures the project remains feasible and improves the chances of success in the state funding round this fall.

ALIGNMENT WITH COMMUNITY PRESERVATION PLAN 2021-2025

The project would align with the guiding principles and priorities outlined in the Community Preservation Plan as well as the following community housing goals:

- Support economic and demographic diversity by funding the creation of community housing.
- Preserve long-term affordability for existing income-restricted housing units.
- Support community housing initiatives that include local preference policy under the limits of the law and regulations set by the Executive Office of Housing and Livable Communities.

PROJECT OUTCOME

This project would increase the supply of affordable housing, serving low- and moderate-income families, seniors, and those with disabilities. The project would provide the current residents with the right to return and strive for up to 70% local preference consistent with the state's guidance to balance local housing needs with serving a diverse and inclusive population.

SPECIFIC FUNDING CONDITIONS

- Grantee shall furnish copies of executed legal agreements between or among, Preservation of Affordable Housing and Watertown Housing Authority, and its closely controlled entities related to long-term lease of Willow Park land, and operation and management of the project as set out in the grantee's application to the CPC.
- Of the \$1,000,000 budgeted for predevelopment, \$500,000 may be disbursed only after the Grantee receives an invitation to apply in state full application round. The remaining \$500,000 budgeted for predevelopment may be disbursed only after the Grantee receives a commitment of financing from the Executive Office of Housing and Livable Communities.
- Grantee shall demonstrate that prior to disbursement of CPA funds for construction, the project's full financial closing has occurred, and sufficient financing has been secured (including CPA funds) to cover construction hard costs as well as then remaining soft costs. Further, the then current operating cost proforma must demonstrate comparative revenue and operating and maintenance costs to assure financial feasibility.
- CPA funds shall be available for disbursement for up to 40 months after City Council approval; extension beyond that must be requested in writing 60 days prior to the 40-month deadline.
- CPC shall seek to be a Joinder for any Lender Advisory Agreement for cost review and construction monitoring services entered into by financing entities of the Commonwealth of Massachusetts for the project.
- All owners and the ground lessee of the project property shall enter into a perpetual affordable housing restriction consistent with the state of Massachusetts affordable housing restriction.
- The grantee shall strive to secure up to 70% local preference in accordance with local, state, and federal laws and regulations.

STANDARD FUNDING CONDITIONS

- Prior to disbursement of any CPA funds, the grantee shall enter into a CPA grant agreement with the City for the project as set out in the grantee's application to the city.

- No disbursements of funds may occur until the project has received all necessary governmental and third-party approvals, the project budget has been approved by the CPC, and all other sources of funds have been committed, as necessary, to complete the project.
- Any CPA funds appropriated but not used for the stated purposes of this project must be returned to the Watertown Community Preservation Fund.
- Notification of Community Preservation Coordinator about key events of project implementation such as project kick-off events, initial site meetings with contractors, initial plan reviews, and site visits when construction milestones are reached.
- Other conditions as deemed necessary and defined within the Agreement.

PROJECT BUDGET

Sources of Funds	Previous Proposal 10/24	Changes	Current Proposal 10/25
TE Bonds - MassHousing	\$ 30,003,690	\$ (6,786,222)	\$ 23,217,468
WHA - PHIDP - EOHLC	\$ 17,917,081	\$ 582,919	\$ 18,500,000
EOHLC - Soft -		\$ 3,000,000	\$ 3,000,000
Workforce - MassHousing	\$ 3,000,000		\$ 3,000,000
WHA - Earmark - EOHLC		\$ 1,500,000	\$ 1,500,000
City of Watertown - CPA	\$ 4,000,000	\$ 2,000,000	\$ 6,000,000
City of Watertown - AHT	\$ 400,000		\$ 400,000
POAH Sponsor Loan [Energy Incentives] - DOE/MCEC/USDA	\$ 1,190,000		\$ 1,190,000
Equity - Federal 4% LIHTC: \$0.90 per credit	\$ 50,651,419	\$ (3,402,555)	\$ 47,248,864
Equity - State LIHTC: \$0.77 per credit			
Equity - Solar: \$0.90 per credit	\$ 355,602	\$ (355,602)	
Accumulated Soft Debt Interest			
Construction Period Income			
Total Sources of Funds	\$ 107,517,792	\$ (3,461,460)	\$ 104,056,332

Cost Categories	Previous Total 10/24	Budget Changes	Current Total 10/25
Acquisition	\$ 2,485,151	\$ (18,657)	\$ 2,466,494
Construction	\$ 77,735,298	\$ 518,958	\$ 78,254,256
Soft Costs	\$ 19,214,754	\$ (3,959,195)	\$ 15,255,559
Reserves	\$ 1,791,572	\$ 171,311	\$ 1,962,883
Paid Developer Fee	\$ 6,291,018	\$ (173,878)	\$ 6,117,140
Anticipated Total Uses	\$ 107,517,793	\$ (3,461,461)	\$ 104,056,332

APPLICANT'S PROPOSED TIMELINE

Date	Task
Winter 2026	State funding application invitation
March 2026	State funding application due
Summer 2026	State funding notification
Q4 2026	Close on project financing
Q4 2026 – Q2 2027	Relocate families
Q2 – Q3 2027	Construction begins

The full proposal is available at: <https://watertownma.viewpointcloud.com/records/360693>

Additional Request: <https://www.watertown-ma.gov/asset/89c4658e-24f7-4b9b-a23a-0bbe983ba8c5>

PROJECT TITLE:	Commander's Mansion Envelope Restoration and Elevator Modernization
PROJECT LOCATION:	440 Talcott Avenue
APPLICANT/ORGANIZATION:	Public Buildings Department
PROJECT MANAGER:	Christian Nixon
CPA CATEGORY:	Historic Preservation
CPC RECOMMENDED FUNDING AMOUNT:	\$610,000
CPC RECOMMENDED FUNDING SOURCE:	Historic Preservation Reserve

PROJECT DESCRIPTION

The Department of Public Buildings requests \$610,000 for the restoration of the Commander's Mansion building exterior and modernization of the building's elevator. Through this project, the applicant plans:

1. A full architectural and engineering investigation, design, and cost estimates for restoration of the building roof, flashings, gutters, collectors, downspouts, brick, stone headers and lintels. Additionally Public Buildings proposes evaluation and design for the installation of accessible routes to the Mansion that were identified as non-compliant in the city's Americans with Disabilities Act (ADA) and Massachusetts Architectural Access Board (MAAB) audit.
2. Restoration and reglazing of the original double hung wood sash windows.
3. Full modernization of the 26-year-old elevator, machine room, and controller, including the initial design and engineering costs.



This project is the second phase of the Commander's Mansion Cultural Landscape Report and Exterior Building Assessment project and its subsequent report. It would address many of the envelope deterioration and stormwater management issues identified in the report. With the extensive building envelope deterioration, water leaks are a problem at all levels and threaten damage to improvements recently made to the interior of the building.

Chris Nixon is well qualified to manage this project as an architect with expertise in historic structures. He developed the scope for this project and supervised recent interior renovations to the Mansion. The remaining members of the project team will be selected through public procurement and favor those with specific experience and expertise in historic buildings like the Mansion.

RECOMMENDED FUNDING

At its November 20, 2025, meeting, by a 9-0 vote, the CPC recommended \$610,000 in funding for the Commander's Mansion Building Envelope and Elevator Modernization project. The CPC recommends an award to the Watertown Department of Public Buildings in accordance with the terms and conditions of a CPA Municipal Memorandum of Agreement and the overall purposes summarized in this document.

ALIGNMENT WITH COMMUNITY PRESERVATION PLAN 2021-2025

The project would align with the guiding principles and priorities outlined in the Community Preservation Plan as well as the following historic preservation goal:

- Preserve and rehabilitate City-owned historic resources, including buildings, landscapes, monuments, documents, and artifacts.



Roof, gutter, downspout, and window deterioration

PROJECT OUTCOME

Implementation of this project based on the resulting construction documents would stop further decay and damage as well as limit future costs that would likely increase due to inflation. Another outcome would be the restoration of full accessibility to the building entrance and to the upper floors for Watertown residents and municipal staff.



Damaged soffit, sill, and sandstone window molding

SPECIFIC FUNDING CONDITIONS

- Restoration work shall conform with the Secretary of the Interior's Standards for Rehabilitation of Historic Structures.
- Documentation shall be provided to confirm the rehabilitation work conforms with the Secretary of the Interior's Standards for Rehabilitation of Historic Structures.

STANDARD FUNDING CONDITIONS

- Prior to disbursement of any CPA funds, the grantee shall enter into a Municipal Memorandum of Agreement with the CPC as set out in the grantee's application.

- No disbursements of funds may occur until the project has received all necessary governmental and third-party approvals, the project budget has been approved by the CPC, and all other sources of funds have been committed, as necessary, to complete the project.
- Any CPA funds appropriated but not used for the stated purposes of this project must be returned to the Watertown Community Preservation Fund.
- Notification of Community Preservation Coordinator about key events of project implementation such as project kick-off events, initial site meetings with contractors, initial plan reviews, and site visits when construction milestones are reached.
- Other conditions as deemed necessary and defined within the Agreement.

PROJECT BUDGET

Category	Item	CPA Request
Professional Fees	Envelope Architecture/Engineering	\$95,000
Construction	Window Restoration	100,000
Construction	Elevator Upgrade	365,000
Other Fees	Elevator Design	25,000
Other Fees	Landscape Architecture	25,000
	TOTAL	\$610,000

APPLICANT'S PROPOSED TIMELINE

Date	Accomplishment
December 2025	RFP Envelope Restoration
December 2025	Landscape Architect selected for accessible routes review and remediation
January 2026	Elevator Package Design begins
January 2026	Window Restoration begins
February 2026	Envelope Architect/Engineering team selected and under contract
February 2026	Landscape Architect accessible routes package complete with estimates
April 2026	Elevator Package issued for bid
May 2026	Window Restoration completed
May 2026	Envelope Restoration package for review and estimation
June 2026	Elevator contractor under contract
July 2026	Envelope restoration package construction cost estimate
Jan 2027	Elevator construction begins
April 2027	Elevator modernization complete, inspected and operational

The full proposal is available at: <https://watertownma.viewpointcloud.com/records/375139>



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: December 3, 2025
RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Public Buildings for approval of up to \$1,156,000 in supplemental capital funds to advance critical upgrades at the Parker Building during current construction, avoiding higher costs and delays if deferred to FY27–FY28. Early investment will deliver improved comfort, energy efficiency, and sustainability while maximizing cost-effectiveness.

Proposed Scope of Work:

- New Building Management System (HVAC controls): \$121,000
- Roof deck/attic and wall insulation: \$90,000
- Acoustic ceiling tile replacement (3rd floor suites): \$120,000
- Replacement of gas-fired RTUs with all-electric air source heat pumps: \$740,000
- Removal of gas lines and new electrical service for RTUs: \$85,000

Approval of this funding will enable the Department to complete these upgrades efficiently while the building is open, ensuring improved performance, sustainability, and cost avoidance.

I respectfully request that the attached Loan Order be placed on the December 9, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

December 2, 2025

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

RE: Draft Loan Order – Parker Building Project Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of envelope and mechanical/energy system upgrades to the Parker Building:

ORDERED: That the sum of \$1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
New building management system/HVAC controls	\$121,000
Insulation of top floor roof deck/attic space and adjacent walls	90,000
Acoustic ceiling tile replacement on third floor suites	120,000
Replacement of existing gas-fired roof top units with all electric air source heat pumps	740,000
Removal of gas lines and new electrical service for roof top units	85,000

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

WATERTOWN

MASSACHUSETTS



Watertown City Hall
149 Main Street, Watertown, MA 02472

December 1, 2025

George Proakis
City Manager
City of Watertown
149 Main Street
Watertown, MA 02472

Dear Mr. Proakis

The Department of Public Buildings is requesting approval for up to \$1,156,000 in capital funds per the below write-up provided by Chris Nixon, Assistant Director for Construction and Capital Projects:

To better and more effectively provide for envelope and mechanical/energy system upgrades while the Parker Building is opened up during construction (rather than FY27-FY28), the Department of Public Buildings is recommending supplemental funding in the amount of \$1,156,000 to fund four key elements:

- New BMS (building management system/HVAC controls): \$121,000
- Insulation of top floor roof deck/attic space and adjacent walls: \$90,000
- Acoustic ceiling tile replacement in 3rd floor suites: \$120,000
- Replacement of existing gas-fired RTUs (roof top units) with new all-electric air source heat pumps: \$740,000
- Removal of gas lines and new electrical service for RTUs: \$85,000
- Total supplemental request: \$1,156,000

Funding this work now will provide for a more comfortable and energy efficient Parker Building sooner, in lieu of subsequent demolition/construction with higher costs.

If you could please support this request and forward it to City Council for approval at the December 9, 2025 meeting.

Thank you,

Denise Moroney

Director of Public Buildings
617-686-3184



94 Reservoir Park Drive
Rockland, MA 02370
(617)-544-3200

12/01/2025

Solution: Parker Building Roof & Wall Insulation

Site: CITY OF WATERTOWN

Presented To:

Silas Fyler
CITY OF WATERTOWN
silas.fyler@watertown.k12.ma.us

Prepared By:

Tony Castro
Solutions Consultant
tcastro@inovisenergy.com

Inovis Energy, Inc, is a turn-key implementer of energy efficiency measures. We provide our clients with a streamlined approach to energy conservation projects that makes the process efficient, clear, and successful.

We have included the necessary information for review of the above-mentioned project in this report. We hope you find our analysis clear and concise. If there are any specific questions, or additional information requested, please let us know.

Tony Castro

Tony Castro
Solutions Consultant
Inovis Energy, Inc.

Solution: Parker Building Roof & Wall Insulation

Proposed Scope of Work:

Currently, no insulation in the roof or walls.

Proposal is to install insulation in roof and walls for older building section.

A general description of work is as follows:

Install 3" Closed-Cell Foam Insulation - R-21 closed cell foam insulation.

Roof: 7,590 SF

Masonry Walls: 6,000 SF

No insulating paint included.

Clarifications, Omissions, and Assumptions:

Customer is required to ensure no one is at least 50 feet away from where we are spraying so most of that top floor will need to be vacant.

GENERAL:

Unimpeded access to the worksite needed.

All work is to be performed during normal working hours, Monday through Friday.

Inovis cannot be held responsible for any delays caused by weather, federal, state, or local officials, or any other circumstances beyond our control.

Inovis will not be responsible for any existing code violations that are present prior to the start of work.

Inovis can rectify any violations or code non-compliance, if you choose, on a time and materials basis separate from this quote.

Financials:

Location / EEM Description	Total	MassSave Rebate *	Total Less Rebates	kWh Savings	Electric Savings **	Therm Savings	Natural Gas Savings ***
EEM #1 - Install Attic & Wall Insulation	\$88,492	\$24,462	\$64,030	521	\$188	2,270	\$3,973
Totals	\$88,492	\$24,462	\$64,030	521	\$188	2,270	\$3,973
* PRESCRIPTIVE REBATE							
** ELECTRIC COST BASED ON \$.36/kWh							
*** NATURAL GAS SAVINGS BASED ON \$1.75/Therm							



George J. Proakis
City Manager

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Administration Building
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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: December 3, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Public Buildings for approval of up to \$95,000 in capital funds, identified in line 238 of the FY2026–2030 School CIP under Security System Enhancements. This item has been included in prior CIP documents and reaffirmed by the City Council as noted in Conceptual Recommendation #9 of the FY2026-2030 CIP, confirming alignment with established priorities.

The funds will support installation of a standby generator and related equipment at Phillips School to provide emergency backup power for the Watertown Public Schools network server. This project will safeguard critical systems and ensure continuity of educational services during outages.

I respectfully request that the attached Loan Order be placed on the December 9, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

December 2, 2025

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

RE: Draft Loan Order – Security System Enhancements (Phillips School) Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of security system enhancements for the Phillips School:

ORDERED: That the sum of \$95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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

WATERTOWN

MASSACHUSETTS



Watertown City Hall
149 Main Street, Watertown, MA 02472

November 21, 2025

George Proakis
City Manager
City of Watertown
149 Main Street
Watertown, MA 02472

Dear Mr. Proakis

The Department of Public Buildings staff is requesting approval for up to \$95,000 in capital funds as shown in line 238 of the School FY26 to FY30 CIP as "Security System Enhancements" for the installation costs of a standby generator and associated equipment at the Phillips School.

JC Lentine has provided the attached proposal dated November 7, 2025 which is for the installation of a standby generator to serve as an emergency power backup to protect the Watertown Public Schools network server against the effects of any loss of building power. The installation of a standby generator at Phillips will enable WPS to provide continual educational services to the school community in the event of a power outage.

If you could please support this request and forward it to City Council for approval at the December 9, 2025 meeting.

Thank you,

Denise Moroney

Director of Public Buildings
617-686-3184

JC LENTINE ELECTRIC SERVICE, INC.

ELECTRICAL AND FIRE ALARM CONTRACTORS
COMMERCIAL – INDUSTRIAL – MUNICIPAL – INSTALLATIONS
MASTER ELECTRICIAN LIC. A-16522

PHONE (617) 361-1500
FAX (617) 364-2006

54R WALTER STREET #6
HYDE PARK, MA 02136

November 7, 2025

Mr. Christian Nixon
Assistant Director
Construction and Capital Projects
Department of Public Buildings
124 Watertown Street, Suite 3F
Watertown MA 02472

PROPOSAL FOR INSTALLATION OF STANDBY GENERATOR and ASSOCIATED EQUIPMENT – PHILLIPS SCHOOL

Dear Chris:

We are pleased to provide the following proposal for your consideration:

Provide labor, equipment, and materials to install the pre-purchased standby diesel generator for the Phillips School as discussed and in accordance with the drawings prepared by Fitzemeyer and Tocci Associates for subject project.

The work will generally follow the provided drawings. Any deviation from the project drawings will result in a better quality of installation than specified, not a lesser quality.

Install all wiring in the building interior in EMT conduit with steel set screw fittings.

Install all underground wiring in schedule 40 PVC conduit. Emerge out of the ground or through concrete pads with galvanized rigid steel conduit and sweeps.

Install warning ribbon over underground conduits in trenches as required by code.

All wiring on the exterior of the building to be run in galvanized rigid steel conduit.

All wiring to be copper. All underground wiring to be type XHHW insulation. All interior wiring to be type THHN or XHHW insulation.

Install a 100 amp 3 phase, 4 wire feeder with equipment ground from the generator to the new automatic transfer switch. Install a 100 amp 3 phase, 4 wire feeder with equipment ground from existing panel MDP to the new automatic transfer switch. Install a 100 amp 3 phase, 4 wire feeder with equipment ground from the new automatic transfer switch to new panel OX-P1. Minimum wire size for these feeders to be #3 copper with #8 copper equipment ground.

Install and connect pre-purchased automatic transfer switch.

Provide and install (1) Siemens factory assembled panelboard for panel OX-P1 as specified. Panel to be 42 circuit, surface mount, top feed, 10,000 AIC, tin plated copper bus rated at 250 amps, 100 amp main breaker, door-in-door construction, with the following bolt-on breakers: (2) 2 pole 20 amp, (1) 2 pole 30 amp, (24) 1 pole 20 amp, and (12) bussed spaces.

Provide conduits from building to generator for remote annunciator, data, engine start circuit, and 120 volt power for block heater, battery charger, and louvers (if needed). 120 volt power circuits for the generator support circuits to be derived from future panel PP-X1.

Mr. Christian Nixon
Proposal – Page Three
November 7, 2025

Reconfigure existing circuits in existing panel MDP as needed to provide space for the normal power feed to panel OX-P1. Provide (1) 3 pole, 100 amp GE type TEY circuit breaker for this feed.

Provide (1) 2 pole, 100 amp breaker in existing panel MDP to refeed the existing circuit being moved to allow for the installation of the aforementioned 3 pole, 100 amp TEY breaker. It is assumed this breaker to be a GE type THQD22100. This proposal assumes the existing position specified to install the THQD22100 has the necessary bus extensions/hardware to accommodate the breaker. This proposal does not include breaker mounting hardware or bus kits.

Install pre-purchased generator remote annunciator in the ground floor lobby by the elevator as discussed.

Provide and install generator remote monitoring system with one year subscription service by Power Telematics as specified.

Receive, unload, uncrate, and provide crane and rigging services to install the pre-purchased generator on the concrete pad by others.

Provide UL listed liquid-tight flexible metal conduit connections from the underground conduits to the generator as needed.

Install external emergency stop button on the generator as required.

Install 4/0 copper ground ring with Cadweld connections and 3/4" x 10' copper clad ground rods around the generator pad as specified.

Provide a full tank of diesel fuel for the generator.

Coordinate with generator supplier for start-up, testing, and training.

Mr. Christian Nixon
Proposal – Page Four
November 7, 2025

Coordinate and work with the City of Watertown Department of Public Works as needed to perform the work.

Provide any necessary core drilling to complete the work.

Patch/fire-stop all holes through rated walls, ceilings, or floors created by this work.

Trace specified existing circuits per the project drawings to determine their current source. Refeed these circuits as specified from panel OX-P1. It is assumed that these circuits can be intercepted within the main electric room, removed from the panel(s) currently serving them, and connect them to the new circuits in junction boxes or wireways – NOT within the existing panels.

This proposal does not include supplying the generator, remote annunciator, or automatic transfer switch as those items have been pre-purchased.

This proposal does not include any cutting or patching of bituminous asphalt pavement, excavation, sand bedding, back-filling, compaction, reinforcing steel, concrete forms, concrete, or concrete placement and finishing.

This proposal is based on all work being performed during normal (non-holiday) work hours of Monday – Friday, 7:00 AM to 3:30 PM (or 6:00 AM – 2:30 PM), with Prevailing Wage Labor Rates based on our current contract with the City of Watertown being paid to all employees working on this project. All work will be performed by Massachusetts licensed electricians and/or state registered apprentices. All employees have completed the 10-Hour OSHA mandated training class.

Mr. Christian Nixon
Proposal – Page Five
November 7, 2025

This proposal includes a City of Watertown electrical permit with permit fee waived.

This proposal does NOT include the cost of any Surety Bonds if required. If a 50% payment bond is required, please **ADD: \$2,715.00** to the proposal amount below.

COST TO PERFORM THIS WORK: \$90,500.00

If you have any questions, require any additional information or would like to schedule the above work, please do not hesitate to contact me.

Very truly yours,

John C. Lentine

JCL

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to authorize the City Manager to enter into a longer than 3 year term contract with Bluebikes



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: December 1, 2025

RE: Agenda Item – Authorization to Sign Contract Exceeding Three Years

The City's current Bluebikes contract with Lyft Urban Solutions (LUS) will expire in early 2026. Following a regional Request for Proposals issued by the Metropolitan Area Planning Council, LUS was selected to continue operating the system.

Participating municipalities propose entering into a five-year agreement with two optional two-year renewals, for a maximum term of nine years. This longer contract structure is designed to enhance service delivery, strengthen title sponsorship funding, and support continued system growth both regionally and within Watertown.

Pursuant to G.L. c. 30B, §12, City Council approval is required for contracts exceeding three years. Authorization of up to nine years is requested, with Council retaining discretion to approve a shorter duration or decline renewals at the option periods.

Therefore, I respectfully request that this matter be included on the City Council agenda for December 9, 2025, for favorable consideration.

Thank you for your attention to this matter.



WATERTOWN

MASSACHUSETTS

COMMUNITY DEVELOPMENT AND PLANNING

To: George Proakis, City Manager

From: Zeke Mermell, AICP, LEED AP, Senior Transportation Planner; Gideon Schreiber, AICP, Director of Planning and Zoning; Steve Magoon, Director of Community Development & Planning

Date: November 21, 2025

Re: Authorization of Future Bluebikes Contract Exceeding Three Years

This memorandum summarizes the request to authorize a future contract with the operator of Bluebikes for a period exceeding three years, as required by section twelve of Chapter 30B of the General Laws.

The City's contract with Lyft Urban Solutions (LUS), the operator of the regional bikeshare system that Watertown participates in, Bluebikes, will expire in early 2026. Metropolitan Area Planning Council (in 2025) issued a request for proposals (RFP) on behalf of all the municipalities in Bluebikes, including Watertown, to select a new operator. Through a competitive process, LUS was re-selected as the operator to manage the entire system so that it continues to operate regionally. Each municipality will have the opportunity in early 2026 to contract with LUS separately or enter into a joint contract.

Consensus of Bluebikes' municipalities is to enter into a five-year contract with two, 2-year options to renew with the operator LUS. The municipal (including Watertown) transportation planners believe that entering into a longer-term contract will encourage LUS to provide a higher level of service to help secure more funding through the system's title sponsorship, to allow Bluebikes to continue growing regionally and in Watertown.

Pursuant to Section 12 of Chapter 30B of the General Laws, Watertown City Council approval is required for the City to enter in a contract under that law for a period exceeding three years. Thus, **we are asking City Council to approve a contract with Lyft Urban Solutions (Bluebikes' operator) for a period not to exceed nine years total**, as described above, inclusive of renewal options. The other Bluebikes municipalities' staff are also seeking the equivalent approval in their cities/towns.

While Council may now authorize the full, anticipated contract length of 9 years, Council has the discretion under G.L. c. 30B, sec. 12, to authorize a different contract duration. Note that authorization by Council of the full, requested contract duration does not require the City to contract with the operator for the *entire* period. The City still can decline to renew the contract for one or both recommended renewal periods.

Bluebikes is a key part of meeting our Resilient Watertown transportation goals and provide ways for our residents to traverse the City and region in a sustainable and equitable manner. During this new contract period, we will work to expand Bluebikes in Watertown due in large part to City Councilors' positive feedback and requests. Thank you for your time and consideration.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

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

Motion to accept the report of the Committee on Economic Development and Planning from its meeting on November 20, 2025.

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

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

Motion to approve the action items from the report of the Committee on Economic Development and Planning from its meeting on November 20, 2025.



Watertown City Council

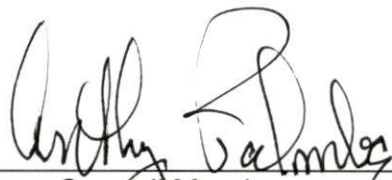
Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 121

2025 – R - 121

RESOLUTION CONFIRMING THE APPOINTMENT OF LEI MA TO THE PUBLIC ARTS AND CULTURE COMMITTEE

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the appointment of Lei Ma to the Public Arts and Culture Committee for a term to expire on November 15, 2027.



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 4 for, 0 against, and 0 present on December 9, 2025



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



Watertown City Council

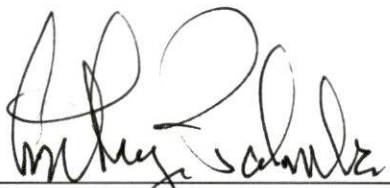
Administration Building
149 Main Street
Watertown, MA 02472
Phone: 617-972-6470

RESOLUTION # 122

2025 – R - 122

RESOLUTION CONFIRMING THE REAPPOINTMENT OF DAWN SCALTRETO TO THE PUBLIC ARTS AND CULTURE COMMITTEE

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Dawn Scaltreto to the Public Arts and Culture Committee for a term to expire on November 15, 2028.



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 December 9, 2025



Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

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Vice President &
District C Councilor

John M. Airasian,
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Caroline Bays,
Councilor At Large

John G. Gannon,
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Anthony Palomba,
Councilor At Large

Nicole Gardner,
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Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor



Watertown City Council

Administration Building
149 Main Street
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Phone: 617-972-6470

RESOLUTION # 123

2025 – R - 123

RESOLUTION CONFIRMING THE APPOINTMENT OF BRENDAN SHANAHAN TO THE HISTORIC DISTRICT COMMISSION

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the appointment of Brendan Shanahan to the Historic District Commission for a term to expire on November 15, 2026.



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 December 9, 2025.



Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

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Emily Izzo,
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149 Main Street
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Phone: 617-972-6470

RESOLUTION # 124

2025 - R - 124

RESOLUTION CONFIRMING THE REAPPOINTMENT OF MATT HANNA TO THE PUBLIC ARTS AND CULTURE COMMITTEE

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Matt Hanna to the Public Arts and Culture Committee for a term to expire on November 15, 2028.



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 December 9, 2025



Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

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District C Councilor

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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



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149 Main Street
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RESOLUTION # 125

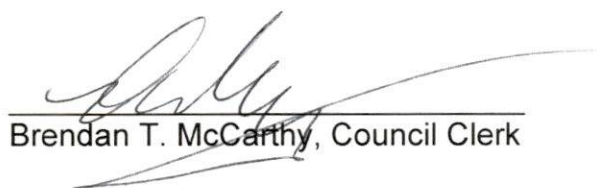
2025 - R - 125

RESOLUTION CONFIRMING THE REAPPOINTMENT OF HARVEY STEINER TO THE HISTORIC DISTRICT COMMISSION

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Harvey Steiner to the Historic District Commission for a term to expire on November 15, 2028.


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 December 9, 2025.


Brendan T. McCarthy, Council Clerk
Mark S. Sideris, Council President

ELECTED OFFICIALS

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Councilor At Large

John G. Gannon,
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Anthony Palomba,
Councilor At Large

Nicole Gardner,
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Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor



Watertown City Council

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149 Main Street
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Phone: 617-972-6470

RESOLUTION # 126

2025 - R - 126

RESOLUTION CONFIRMING THE REAPPOINTMENT OF LINDA STERNBERG TO THE HISTORIC DISTRICT COMMISSION

BE IT RESOLVED: That pursuant to the provisions of the Watertown Home Rule Charter, the City Council of the City of Watertown hereby confirms the reappointment of Linda Sternberg to the Historic District Commission for a term to expire on November 15, 2028.


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 December 9, 2025.


Brendan T. McCarthy, Council Clerk
Mark S. Sideris, Council President

ELECTED OFFICIALS

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Council President

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Vice President &
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Councilor At Large

John G. Gannon,
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Anthony Palomba,
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Emily Izzo,
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Councilor At Large

Anthony Palomba,
Councilor At Large

Nicole Gardner,
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Lisa J. Feltner,
District B Councilor

Emily Izzo,
District D Councilor

Report of the Committee on Economic Development and Planning Meeting Date: November 20, 2025

The Committee convened on Thursday November 20, 2025, at 5:00 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 Historic District Commission and Public Arts and Culture Committee interviews.

Lei Ma is seeking appointment to the Public Arts & Culture Committee. She is a biologist and educator working at Harvard. Last year she was the Dragon Boat co-captain for the Chinese American Association of Watertown, and attended the Civics Academy, and she's eager to do more to give back to the community. Lei feels her skills in building relationships will be a good fit in helping to make Watertown an arts destination.

Brendan Shanahan is seeking appointment to the Historic District Commission as the Historical Society of Watertown representative, to fill the unexpired term of Robert Bloomberg. He joined HSW in 2022 was able to transcribe their past minutes from the 18th and 19th centuries. Brendan studied at the North Bennet Street School and works as a carpenter specializing in historic woodworking and construction, which he feels will be very helpful to evaluate projects in the district. He also volunteers at the Royall House and Slave Quarters in Medford.

Dawn Scaltreto is seeking reappointment to the Public Arts & Culture Committee at the encouragement of committee members. She is an artist, musician, illustrator, and art teacher and was one of the original members of the PACC in 2021. Dawn currently serves as Secretary, and loves coordinating efforts with other arts groups, the schools, and the library. With our full-time Public Arts & Culture Planner and funding from several sources, they have been able to offer diverse cultural events that generated excitement and were well attended, and she looks forward to doing many more.

Harvey Steiner and Linda Sternberg are seeking reappointment to the Historic District Commission and were interviewed together. They live in the district and were both originally appointed in 2003 at its inception, and they currently serve as Chair and Vice Chair. There has been a lot of change in Watertown, but they both feel it is important to balance that change with preserving Watertown's historic characteristics. They discussed how the new "wayfinding" signs are practically unreadable and don't offer a visual representation for the Historic District. They are eager to have the commission work with staff to develop better signage and the public amenities that enhance the area's character, especially with the Mt. Auburn corridor improvements underway and interest by residents to see period-appropriate materials. They have previously shared some ideas with DPW and DCDP but there has since been a lot of staff changeover. They also expressed a desire to return to in-person meetings.

Matt Hanna is seeking reappointment to the Public Arts & Culture Committee, which he has served on since 2023. He is a musician, a music teacher, and a podcast host. He has also been attending some Live Well walks and Watertown Business Coalition events to generate new ideas for community engagement. One of the initiatives he worked on was the inaugural Porchfest in 2024, which was a big success, and it has now transitioned from the PACC to the Cultural District Partnership to manage. Matt is now working on getting more live music in restaurants as part of the creative economy, which proved to be an economic success for participants in the first Porchfest “after hours” this May, and opportunities for live music help make Watertown a more vibrant place.

- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Lei Ma for appointment to the Public Arts & Culture Committee for a term expiring November 15, 2027. Voted 3-0.
- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Brendan Shanahan for appointment to the Historic District Commission for a term expiring November 15, 2026. Voted 3-0.
- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Dawn Scaltreto for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028. Voted 3-0.
- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Harvey Steiner for reappointment to the Historic District Commission for a term expiring November 15, 2028. Voted 3-0.
- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Linda Sternberg for reappointment to the Historic District Commission for a term expiring November 15, 2028. Voted 3-0.
- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend that the City Council confirm Matt Hanna for reappointment to the Public Arts & Culture Committee for a term expiring November 15, 2028. Voted 3-0.

The meeting adjourned at 7:00 pm.

Report prepared by Vincent Piccirilli

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to accept the report of the Committee on Economic Development and Planning
from its meeting on October 21, 2025

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to approve the action item from the report of the Committee on Economic Development and Planning from its meeting on October 21, 2025



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 and Planning Meeting Date: October 21, 2025

The Committee convened on Tuesday October 21, 2025, at 6:00 pm in the Richard E. Mastrangelo Council Chamber, as a hybrid meeting with remote participation by zoom. Present were Lisa Feltner, chair; John Gannon, vice chair; and Vincent Piccirilli, secretary. Staff present were Assistant City Manager for Community Development & Planning Steven Magoon, Director of Planning and Zoning Gideon Schreiber, Transportation Planner Zeke Mermell, Director of Senior Services Lydia McCoy, and by zoom Sustainability Program Manager Laurel Schwab, and Watertown TMA Director Sophia Galimore. Also present were consultants Liza Cohen from Stantec, and Dan Berez, from Journey; and Councilors Anthony Palomba and Nicole Gardner, and by zoom President Mark Sideris. Residents present were Jeanne Trubek, Lise Paul, Bob Shay, Ernesta Krackiewicz, Deborah Peterson, Mark Peterson, and by zoom Angie Kounelis.

The purpose of the meeting was:

1. Presentation and discussion of the ARPA-Funded Study for Improving City-Supported Mobility; make recommendation on preferred options as time allows.
2. Update on consideration and recommendation of Transportation Network Company (TNC) Funds.

Mobility Study

Mr. Magoon began by explain the dual goals of the study: how to efficiently serve the most people for transit options in getting around Watertown, and how to best reduce vehicle emissions. This robust study provides a framework in guiding our policy and mitigation based on best practices and cost effective, results oriented approaches to reducing single occupancy vehicle trips, which is consistent with both our climate action and comprehensive plans' goals.

Both consultants Ms. Cohen, a principal for Stantec's Urban Mobility Group and Mr. Berez, Journey's Transit Practice Lead for transportation management acknowledged a positive collaboration with stakeholders and presented a summary of the study (Attachment A).

They describe metrics for success of the study:

1. Expand access for underserved neighborhoods.
2. Reduce travel by single occupancy vehicle, including those who can't walk or bike.

They listed seven key issues from the data and community-driven needs assessment:

1. Watertown has limited options for traveling north-south by transit or bicycle.
2. More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing.
3. Nearly 2/3 of trips that start in Watertown are local.
4. Many trips occurring in Watertown are just passing through.
5. Most trips within Watertown require crossing a major street, some of which lack signalized crossings.
6. All of Watertown has the density of people and jobs needed to support fixed-route transit service.
7. Neighborhoods farther from Watertown Square have transit access to fewer destinations.

They described five key strategies that were developed:

1. Expand a Local Transit Approach
2. Become a Leader in Universal Access Design
3. Invest in Top Corridors by Use
4. Develop a Comprehensive Safety Approach
5. Pursue Local + Regional Priorities

Regarding the Local Transit Approach, they expanded on exploring ways to fill transit gaps and unmet needs, including:

1. Create a unified Watertown Connector route.
2. Create a Microtransit Service for seniors and people with disabilities.

3. Create a Microtransit Service for the general public. In particular, they presented a hypothetical scenario where these three objectives could be met with a fleet of six vans, which would have an estimated annual operating cost of \$3 million.

Finally, they presented a “Universe of Projects” for consideration and classified them as follows:

- High Feasibility, High Impact Projects
- Low Feasibility, High Impact Projects
- High Feasibility, Low Impact Projects
- Low Feasibility, Low Impact Projects

Next, the Committee took public comments:

- Jeanne Trubek from Watertown Faces Climate Change asked about reducing the city speed limit to 25 mph, and ways to improve safety by reducing cut-through traffic.
- Deborah Peterson, Ernesta Krackiewicz, and Lise Paul presented a letter from Watertown Faces Climate Change (Attachment B) and offered to assist the Committee, emphasizing both a Local Transit and Vision Zero approach; highlights included learning about sources of funding, how to strengthen engagement with the business community, the importance of a N-S route, connections with Newton, and ongoing advocacy with MBTA such as bus #65, etc.
- Bob Shay spoke about microtransit benefits for the environment and for people with disabilities, and an ideal alignment with what is being done in neighboring communities.
- Mark Peterson put in a plug for “unified connectors”. The #70 bus serves about 800 riders a day despite its inconsistencies and lack of shelters. He said the TMA includes 20 to 30 businesses along Pleasant and Arsenal Streets, but more effort is needed to expand its operations; the large board just meets quarterly for about an hour. He suggested a subcommittee would be beneficial to plan for future mobility recommendations per the study.
- Lydia McCoy related what she hears from seniors about what they need, and the Senior Center is currently using GoGo Grandparent after a pilot, which costs about \$2,000 per month for about 90 low-income seniors and is means-tested and has provided over 1200 free door-door transit so far. GoGo Grandparent also provides delivery services. An increase in funding, from \$11K to \$30K would go a long way and would also benefit mid-income seniors. She and Zeke Mermell are exploring different models that are offered, including how the City of Newton is using this service.

The Committee discussed the recommendations presented, how to determine what the costs will be and where the funding will come from, and how to prioritize them. It was agreed that more discussion is needed with staff before any recommendations could be made to the City Council. Many approaches and implementation details will depend on funding.

Councilor Piccirilli made a motion, seconded by Councilor Gannon, to continue the discussion at a future meeting. Voted 3-0.

TNC Funds for 2024

Mr. Magoon presented a memo (Attachment C) describing the \$59,525.50 TNC Fund FY2024 disbursement -the amount is based on a per-ride assessment for rides originating in Watertown per the state this summer- and the recommendation to apply it towards support in operating the Pleasant Street Shuttle branch of the Watertown Connector. This is consistent with what we have done in prior years in line with our vision for transportation and sustainability. More detail is available through the state TNC dashboard at <https://www.mass.gov/info-details/2024-rideshare-data-report>.

- ➔ **Action Item:** Councilor Piccirilli made a motion, seconded by Councilor Gannon, to recommend the City Council appropriate the 2024 TNC Funds of \$59,525.50 to the operation of the Pleasant Street Watertown Connector Shuttle. Voted 3-0.

The meeting adjourned at 8:00 pm.

Report prepared by Vincent Piccirilli

Attachments:

- A. Watertown Study to Improve City Supported Mobility
- B. Watertown Faces Climate Change memo
- C. Memo Transportation Network Funds 2024 Disbursement

Watertown Study to Improve City Supported Mobility



"Founded in Peace"
WATERTOWN
MASSACHUSETTS





Introduction

What is the Purpose of this Study?

The City set out on this project to improve mobility and access within Watertown in three key ways:

- Identifying **opportunities within City control**. Although the City has an important voice in the region, it is challenging for it to invest in major regional projects such as highways or train lines, or to influence policies at the state or local level that are not the City's own.
- Projects that are in alignment with **twin goals to increase access for particular groups and reduce emissions**. The study sought to identify the best options to connect people to where they want to go locally without a personal automobile in accordance with the City's goal of reducing single-occupancy vehicle (SOV) travel mileage by 50% by 2050. The charge of the study was also to consider the needs of residents whose mobility needs are not being met, including older adults, those with disabilities, low-income residents, students, parents with children, and households without vehicles. These groups often cannot rely on private automobile ownership, nor can they all make use of cycling or walking.
- Guided by the goals, the study identified **needs defined through both empirical data and community conversations**. Each hold equal weight, as data alone cannot tell the whole story of mobility.

Project Process



Universe Of Projects

The Project Team reviewed recent Watertown plans and reports for City-identified projects, best practices from peer municipalities, and regional initiatives that may impact Watertown, highlighting projects the City could pursue or advocate for to enhance its overall development and accessibility.



Data- and Community-Driven Needs Assessment

Community conversations and a review of key data revealed important characteristics of Watertown's mobility network. The analysis used these findings to narrow down and add to the list of strategies for the City to consider:

- Watertown has limited options for traveling north-south by transit or bicycle
- More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing
- Nearly 2/3 of Trips that Start in Watertown are Local
- Many Trips Occurring in Watertown are Just Passing Through
- Most trips within Watertown require crossing a major street, some of which lack signalized crossings
- All of Watertown has the density of people and jobs needed to support fixed-route transit service
- Neighborhoods farther from Watertown Square have transit access to fewer destinations



Final Strategies

The final set of strategies target the above identified needs and include additional detail regarding implementation, potential partners, funding sources, and next steps for the City.

Executive Summary

Key Strategies

What is the Outcome of this Study?

The analysis identified five key mobility strategies for the City to prioritize, several of which have sub-recommendations and additional details which are discussed later in this report:

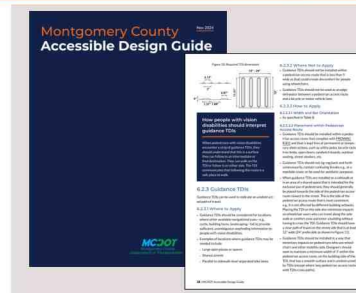
1. Expand a Local Transit Approach

- Explore ways (within the City's direct control) to fill transit gaps and unmet needs. Sub-recommendations include:
 - Approaches for a Unified Watertown Connector
 - Expanding Community Microtransit Services
 - Creating a Community Transit Platform

	Early Morning	AM Rush Hour	Midday	PM Rush Hour	Late Evening
Trip Purpose	Shift Workers	9 to 5 Commuters	Shopping, Medical, Activities	9 to 5 Commuters	Shift Workers, Dining, Activities
Trip Type	Dispersed	Concentrated	Dispersed	Concentrated	Dispersed
Commuter Shuttle					
Microtransit for Seniors and People with Disabilities					
Public Microtransit					
Scheduled Trips for Seniors					

2. Become a Leader in Universal Access Design

- Begin by developing a Universal Design Guide and associated standards with local community partners like Perkins School for the Blind, the Council on Aging, and other organizations representing those with mobility challenges.
- Beginning with a pilot corridor, implement Universal Access corridors, focusing on predictability, consistency, and ease of use for all users.



3. Invest in Top Corridors by Use

- In addition to the Universal Access corridors (Strategy 2) the City should invest in specific corridors for Bus Preservation (for future transit routes) and Bike Priority.
- Emphasis on North-South streets was identified both by analysis and stakeholders as a challenging direction of travel.



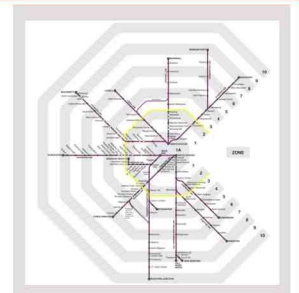
4. Develop a Comprehensive Safety Approach

- Continue to prioritize safety on Watertown's streets, including via recent federal grant awards as well as the Boston Region MPO's Safety Action Plan.
- Develop a Traffic Calming Program that links resident feedback to a catalog of pre-approved street design interventions that can be installed first as a quick-build, and then as a permanent design.



5. Pursue Local + Regional Priorities

- Sub-recommendations include:
 - Creating a north-south MBTA bus route through Watertown
 - Extending MBTA Bus Route 65 from Brighton to Watertown Square
 - Reducing commuter fares at inner core stations to match subway fares
 - Additional long-term recommendations (see section)



See City-Supported Mobility Strategies section of this report for details on each.



Acknowledgements

CONSULTING TEAM

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"Founded in Peace"

WATERTOWN
MASSACHUSETTS





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2. Needs Assessment and Outreach Findings
3. City-Supported Mobility Strategies
4. Appendix
 - A. Universe of Projects
 - B. Local and Regional Efforts with Agency Partners-Additional Details
 - C. Stakeholder Summaries





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1

Introduction



What is the Watertown Transportation Strategy?

The City set out on this project to improve mobility and access within Watertown in three key ways:

- Identifying **opportunities within City control**. Although the City has an important voice in the region, it is challenging for it to invest in major regional projects such as highways or train lines, or to influence policies at the state or local level that are not the City's own.
- Projects that are in alignment with **twin goals to increase access for particular groups and reduce emissions**. The study sought to identify the best options to connect people to where they want to go locally without a personal automobile in accordance with the City's goal of reducing single-occupancy vehicle (SOV) travel mileage by 50% by 2050. The charge of the study was also to consider the needs of residents whose mobility needs are not being met. These groups include older adults, those with disabilities, low-income residents, students, parents with children, and households without vehicles. They often cannot rely on private automobile ownership, nor can they all make use of cycling or walking.
- Guided by the goals, the study identified **needs defined through both empirical data and community conversations**. Each hold equal weight, as data alone cannot tell the whole story of mobility.

This report provides a brief overview of the study process, followed by the data findings relative to the emissions reduction and community access goals. The bulk of the report focuses on five strategy areas for the City to focus on in the immediate future, although elements of each strategy may be more mid- or long-term. **These strategies emerged directly from the project process and strike a balance between strategies that would directly decrease vehicle miles traveled and those that target groups that are underserved today.**

Watertown, MA Transit and Bicycle Map

Bicycle Infrastructure

Protected Bike Lane or Shared
Use Path with Access Point

Bike Lane

Shared Lane Markings

Dirt or Stone Dust Trail



Bluebikes (Bikeshare)
Station [Nexton stations
close in winter]

Bus Routes

##

Bus Arrives
Every 30 Minutes or Better

##

Bus Arrives
Every 60 Minutes or Better

##

Less Than Hourly or Better.
Some Routes Run More Frequently
At Rush Hour

###

Rush Hour Only

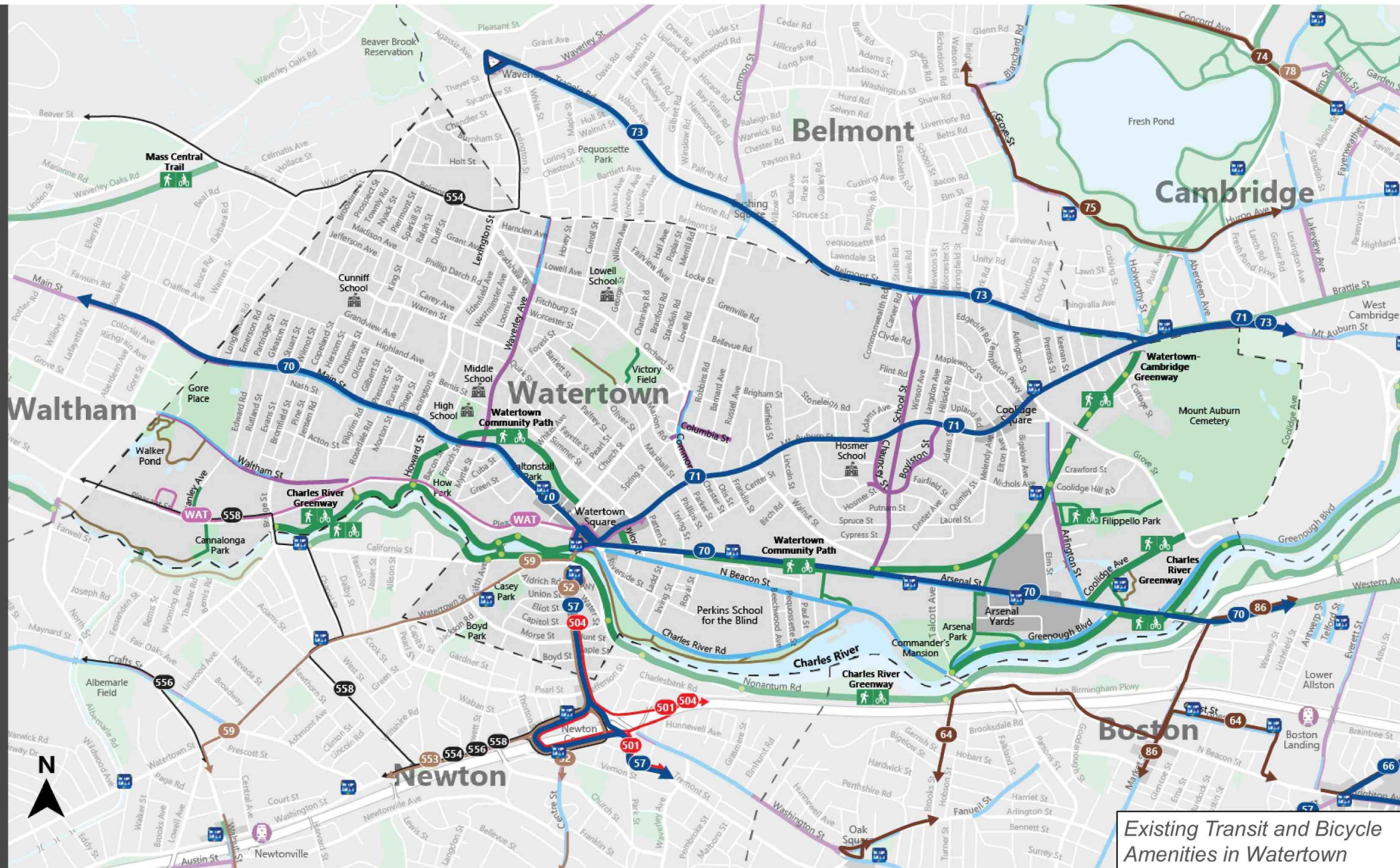
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Commuter Rail

Station

WATConnector -
Pleasant Street Shuttle

WAT



Existing Transit and Bicycle
Amenities in Watertown



Existing Community Transit Services

The City of Watertown and the Watertown Transportation Management Association (Watertown TMA) support a range of community transportation services and programs, including:

- **Watertown Connector – Pleasant Street:** A commuter shuttle connecting Pleasant Street, Watertown Square, and Harvard Square. The shuttle is provided by the City, open to the public for a \$1 fare, and free to participating TMA members. The City currently funds the shuttle using fare revenue and TMA member contributions.
- **Watertown Connector – Arsenal Street:** Two commuter shuttle services connecting the Arsenal Street area and Harvard Square – one serving residential users and another serving corporate users. These shuttles are managed by the ARE and are open only to participating members.
- **Senior Shuttle:** The City operates weekly grocery trips and scheduled excursion trips for seniors, using a City owned-and-operated shuttle van.
- **School Bus Transportation:** The City provides school bus transportation for qualified students at Hosmer K-5, as well as temporary service for Middle School and High School students during the 25-26 school year.
- **GoGo Transportation & Taxi Subsidies for Seniors:** Two programs that enable qualified Watertown seniors to access subsidized or free Uber, Lyft, and Taxi rides. These programs are funded by the City and the Marshall Home Fund.
- **MBTA Student Passes:** The City participates in the MBTA Student Pass Program, providing discounted fare products for Middle and High School students.

The City and the Watertown TMA currently contract with third-party vendors to operate the Watertown Connector and School Bus Transportation services.



Project Goals

This study is motivated by the goals outlined in the previously-adopted Comprehensive Plan. To guide the Watertown Study for City-Supported Mobility, the City developed two specific metrics, calling for expanded access and reduced single-occupancy vehicle travel. In this report, the recommended priority projects will be evaluated by how well they meet these two goals.

COMPREHENSIVE PLAN GOALS

1. Be a **leader on municipal sustainability** and managing climate change impacts.
2. Enhance the **character and quality of life** in Watertown's neighborhoods, squares, and along the corridors that connect them to help build community.
3. Cultivate a **mix of diverse businesses** that strengthens our community by providing jobs, services, and support for City infrastructure.
4. Provide **safe, efficient multimodal transportation options** that provide access to homes, jobs, amenities, and services.
5. Facilitate a **range of housing types** and affordability.
6. Ensure **high-quality parks, recreation, and open spaces** that meet the needs of residents and the environment, and encourage active and passive use.
7. **Support community wellness** through inclusive programs and events, diverse arts and culture, enhanced natural and historic resources, and livelier public and private spaces.
8. **Proactively maintain** and improve infrastructure and services.

METRICS OF SUCCESS FOR THIS STUDY

1. Expand access for underserved groups/neighborhoods
2. Reduce travel by single occupancy vehicle, including for those who can't walk and bike



Project Process

The Project built on the community's prior work to identify detailed plans for sustainability, bicycle and walk access, and an overall community vision. This was the first step in the process of developing a "Universe Of Projects" that Watertown could pursue. Specifically, the Universe draws from:

- Watertown Comprehensive Plan
- Watertown Square Area Plan
- Watertown and Coolidge Square Parking Management Plan
- Resilient Watertown
- Watertown Bicycle and Pedestrian Plan

The Universe of Projects also includes best practices from peer municipalities and regional initiatives that may impact Watertown, highlighting projects the City could advocate for to enhance its overall development and accessibility. Examples include the MBTA's planning efforts, the Boston Region Metropolitan Planning Organization's (BOS MPO) long-range plans, and planned Bluebikes expansions, among others.

The next task was to narrow and hone the Universe to key recommendations in two stages. The first was an empirical data-based needs assessment. This analysis helped the Project Team identify key projects from the Universe that could meet these identified needs. The second was a series of detailed meetings with community, business, and civic partners to identify projects that would best meet their own identified needs. Stakeholder sessions were grouped around the following themes:

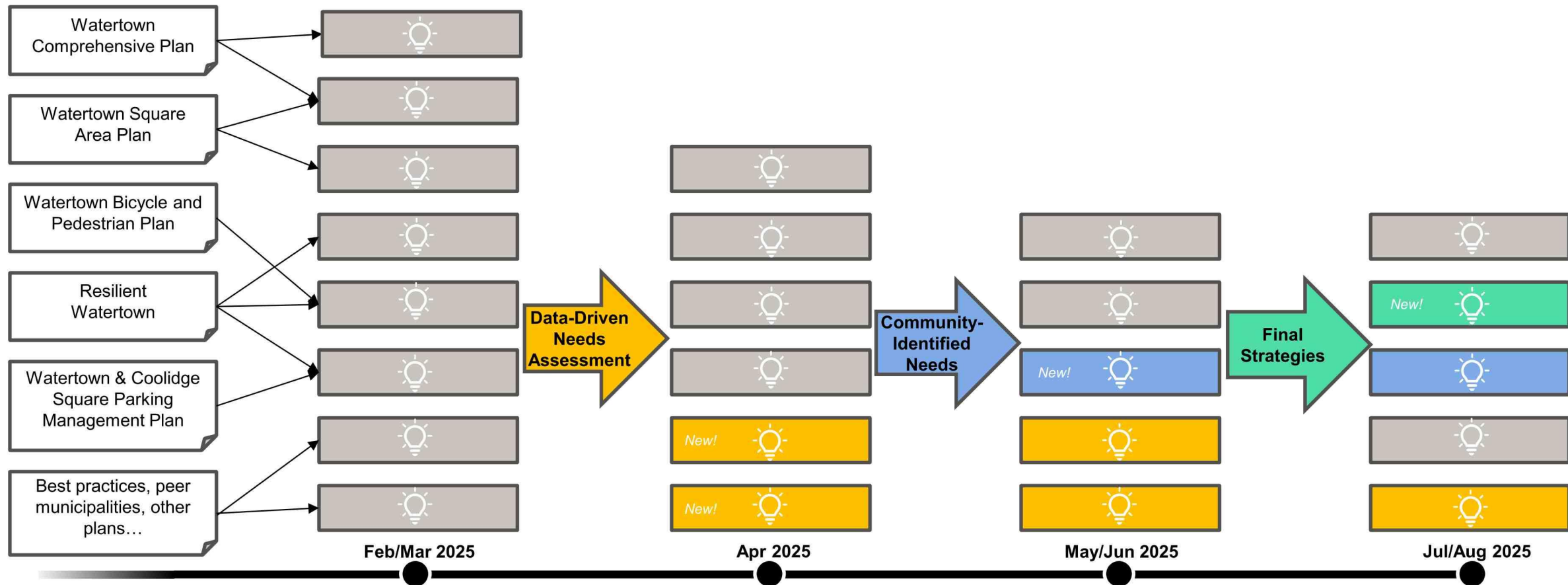
- Commercial/Business
- Active Transportation & Resilience
- Youth and Schools
- Accessibility
- Transit Riders

Further detail about the outcomes of these meetings can be found in the appendix. This stakeholder input helped refine the needs assessment, determining which projects should be prioritized to expand access for and reduce single-occupancy vehicle travel.

This process identified five priority projects that would push Watertown towards its goals of increasing access while reducing VMT, as outlined in the following pages.



Project Process Diagram



Step 1: Universe Of Projects Development*

- Identify Watertown-planned projects
- Best practices from peers
- Regional plans that may impact Watertown

Step 2: Data-Driven Needs Assessment

- Look at mobility trends in Watertown using quantitative data
- Identify new projects to add to list in response to needs
- Remove some projects from list

Step 3: Community-Driven Needs Assessment**

- Review data with community members and advocates
- Discuss project list and identify those that would best meet needs
- Understand additional needs and continue to add/remove projects from list

Step 4: Final Strategy Recommendations

- Pair community and quantitative data
- Identify additional best practices as needed to meet goals
- Refine strategies with staff and partners to begin implementation



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Needs Assessment and Outreach Findings



Needs Assessment Overview

DATA APPROACH AND METHODOLOGY

- **Reviewed the City of Watertown's available data**
The Project Team examined spatial GIS datasets including land use and transportation infrastructure. The Project Team also reviewed development plans, Bluebikes ridership, and City and TMA-provided transportation service data.
- **Analyzed data from prior planning efforts**
This included recommendations from the City's *Comprehensive Plan* and the *Bicycle and Pedestrian Plan*, and regional plans, such as *Focus40* and the *MBTA Capital Investment Plan*.
- **Leveraged Replica travel flow data to understand travel behavior**
Replica is a data platform that uses anonymized mobile location data to model travel patterns and estimate trip origins, destinations, and volumes within and beyond Watertown, providing a detailed picture of how people move through the area across different modes.
- **Assessed transit service using data from the MBTA Bus Network Redesign and MassDOT Open Data Portal**
The MBTA Bus Network Redesign is a system-wide initiative to improve bus service through route restructuring and service changes. The team reviewed proposed routes to evaluate potential impacts on transit accessibility in Watertown. General Transit Feed Specification (GTFS) data was used to analyze current transit schedules and service levels.

NEEDS ASSESSMENT FINDINGS

- **Watertown has limited options for traveling north-south by transit or bicycle**
- **More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing**
- **Nearly 2/3 of Trips that Start in Watertown are Local**
- **Many Trips Occurring in Watertown are Just Passing Through**
- **Most trips within Watertown require crossing a major street, some of which lack signalized crossings**
- **All of Watertown has the density of people and jobs needed to support fixed-route transit service**
- **Neighborhoods farther from Watertown Square have transit access to fewer destinations**



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Watertown has limited options for traveling north-south by transit or bicycle



NEEDS ASSESSMENT FINDINGS

- Watertown has **no transit service for north-south travel** within the City or to adjacent/nearby communities such as Belmont and Arlington.
- Similarly, there are **limited bicycle facilities for north-south travel**. Several primary north-south streets have also significant hills, which makes it more difficult and higher-stress for people to bike or walk.
- The lack of north-south transit and bicycling options is **in direct contrast to frequent transit service and high-quality bicycle facilities available for east-west travel**.
- Most of Watertown is located within two miles of MBTA Commuter Rail stations on the Worcester Line and Fitchburg Line, which are to the north and south of the City. These rail lines provide fast and reliable access to Boston, Cambridge, Newton, Waltham and many western suburbs. **Many Watertown residents cannot easily access commuter rail service due to the lack of north-south transit and bicycle connections.**
- Watertown has several primary north-south streets, including School Street, Common Street, Waverley Street, and Lexington Street. These **north-south streets are generally narrow and therefore require careful planning and management to ensure they function well for people driving, using transit, walking or biking.**



KEY COMMENTS FROM STAKEHOLDERS

- There are strong transit connections to places like Cambridge, but **intra-City transit and north-south transit service is lacking**.
- Existing TMA shuttles are useful but primarily connect to Harvard Square, which is already well served by MBTA bus routes. The City should explore service to new locations, in partnership with the Watertown TMA as well as stakeholders in adjacent communities.
- Improvements are needed to create walkable corridors between **the Perkins School for the Blind** and the Charles River Greenway, Watertown Square, and other local destinations.
- Improvements are needed for **north-south bicycle connections**
- Strong interest in improving north-south transit connections via multiple streets: Arlington Street, School Street (connecting to Belmont Center), and Lexington Street (**serving seniors, low-income, and disabled residents**). Topography challenges particularly on Common Street should be considered.
- **Gaps in transit service to major hubs like Boston Landing and Waverly Square** cause frustration. An extension of MBTA Bus Route 65 connecting Watertown to Boston Landing and further destinations like Brookline and Longwood was supported by stakeholders.

Watertown, MA Transit and Bicycle Map

Bicycle Infrastructure

Protected Bike Lane or Shared Use Path with Access Point

Bike Lane

Shared Lane Markings

Dirt or Stone Dust Trail



Bluebikes (Bikeshare) Station (next to stations close in winter)

Bus Routes

##

Bus Arrives Every 30 Minutes or Better

##

Bus Arrives Every 60 Minutes or Better

##

Less Than Hourly or Better. Some Routes Run More Frequently At Rush Hour

###

Rush Hour Only

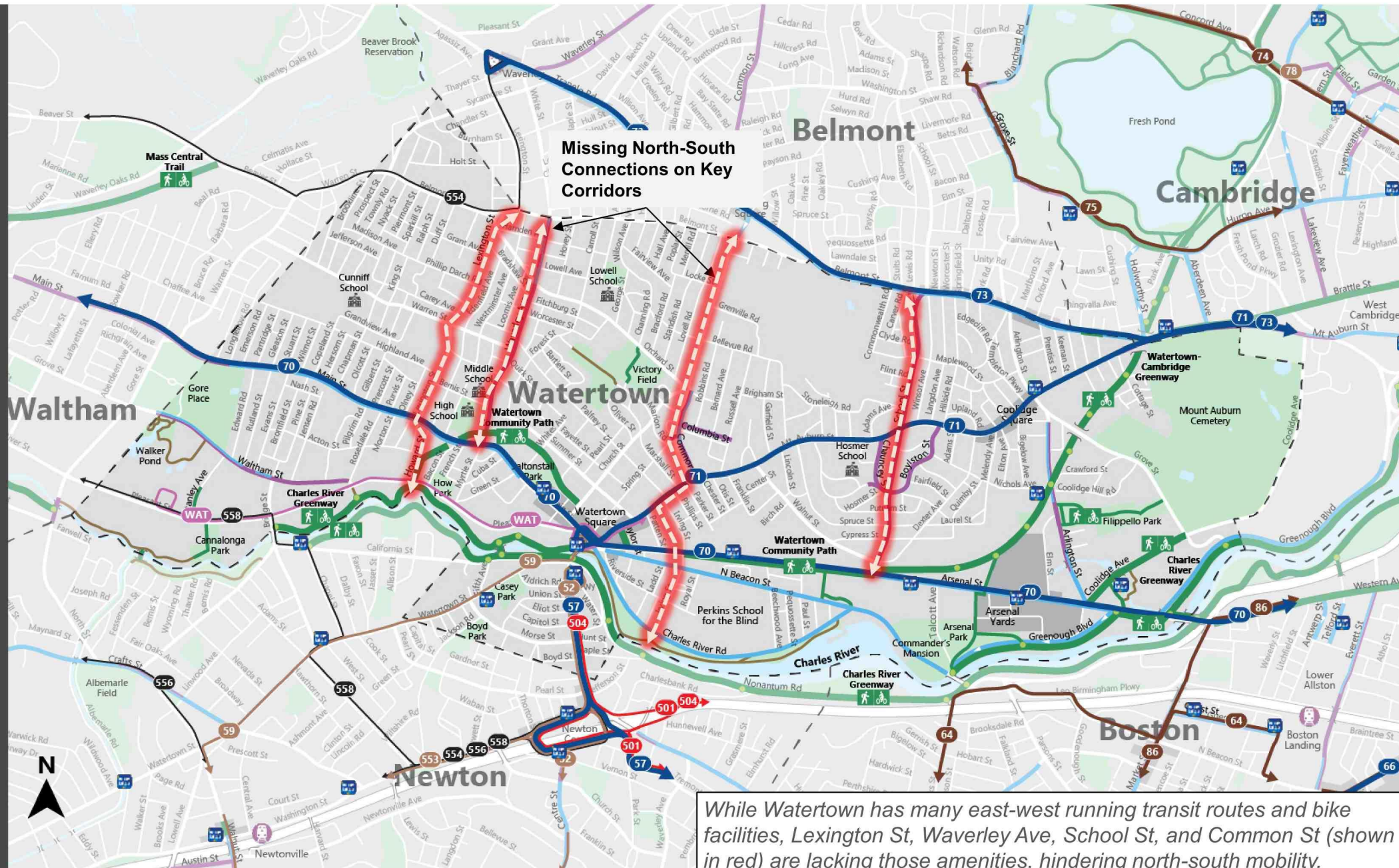
###

Commuter Rail

Station

WATConnector - Pleasant Street Shuttle

WAT



Missing North-South Connections on Key Corridors

While Watertown has many east-west running transit routes and bike facilities, Lexington St, Waverley Ave, School St, and Common St (shown in red) are lacking those amenities, hindering north-south mobility.





More people are traveling from Watertown neighborhoods to Arsenal Yards and Boston Landing



NEEDS ASSESSMENT FINDINGS

- The number of trips that both begin and end in Watertown increased by about 28% (or 9,700 additional trips) between 2019 and 2024.
- Nearly 5,000 more people are traveling from Watertown to Arsenal Yards and Boston Landing each day in 2024 than in 2019. This increase in travel is likely being generated by significant development in these neighborhoods.
- Trips from Watertown to surrounding municipalities and Downtown Boston saw modest levels of growth (expected during a 5-year span), though there are still **notable volumes of daily trips to these destinations beyond Watertown’s borders.**

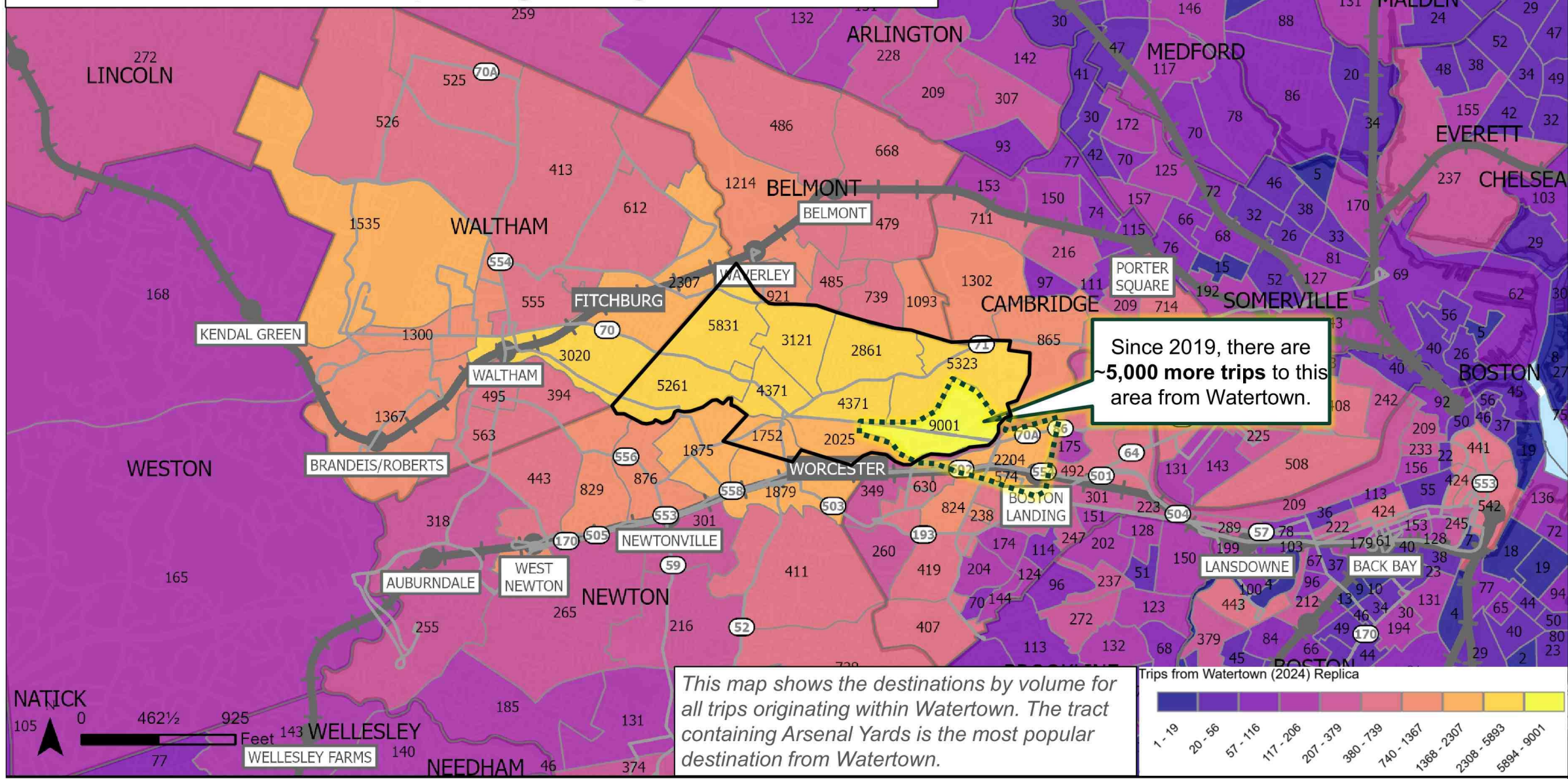


KEY COMMENTS FROM STAKEHOLDERS

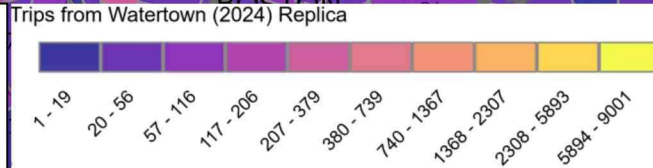
- When asked where there were major transit gaps, transit rider stakeholder group identified from Watertown to Boston Landing and Waverley.
- No direct MBTA Commuter Rail access from Watertown was cited as a major disadvantage by stakeholders.
- Gaps in transit service to major hubs like Boston Landing cause frustration. A MBTA Bus Route 65 extension to Arsenal Street was proposed and supported by the stakeholders.
- There is interest in transit priority throughout Watertown’s busiest corridors and improved amenities at bus stops, such as shelters, benches, and real-time information. Participants noted the Mt Auburn Street transit lane as something that is working well and should be replicated on other popular corridors.
- The City should **advocate for improved MBTA service**, with particular emphasis on improving the frequency and reliability of Route 70, which connects Watertown to Waltham, Lower Allston, and Cambridge. Stakeholders expressed concern about the proposed discontinuation of direct Route 70 service to Market Basket in Waltham.



Destinations of Total Trips Originating in Watertown

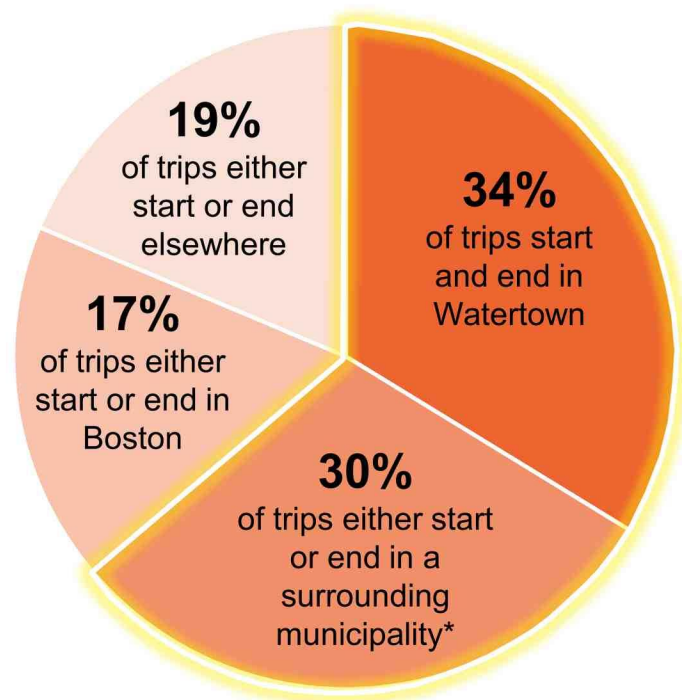


This map shows the destinations by volume for all trips originating within Watertown. The tract containing Arsenal Yards is the most popular destination from Watertown.





All Trips Starting or Ending In Watertown



Nearly 2/3 of Trips that Start in Watertown are Local



NEEDS ASSESSMENT FINDINGS

- **Two thirds of trips are local: 2/3 of trips that begin in Watertown (using any mode of transportation) either end in Watertown or a surrounding municipality***
 - **34%** of trips start and end in Watertown
 - **30%** of trips either start in Watertown and end in a surrounding municipality*, or start in a surrounding municipality* and end in Watertown



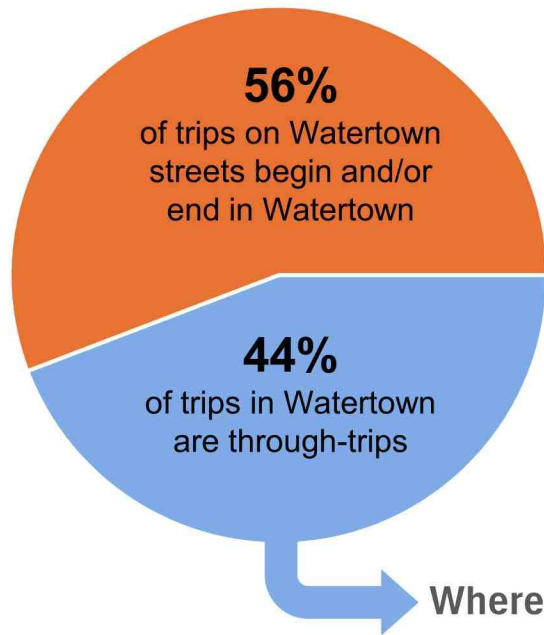
KEY COMMENTS FROM STAKEHOLDERS

- There are existing transit opportunities to get to areas beyond Watertown, but **intra-City transit is lacking**.
- **Bluebike stations** throughout the City, specifically concentrated in commercial corridors would increase business access.
- Traffic calming measures **to improve walking and biking safety along key corridors can improve safety** for a variety of user groups.
- **Expand eligibility for microtransit services**, as stakeholders who want to ride do not technically meet the criteria to ride.

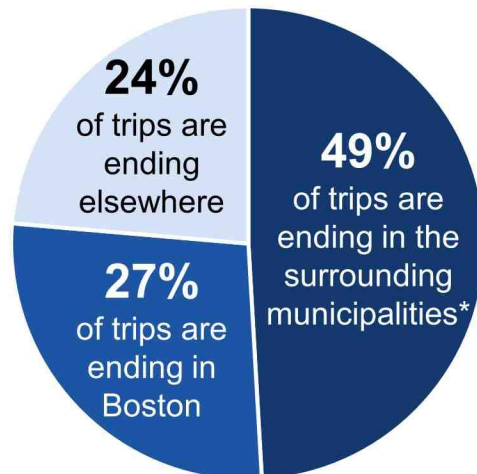
Source: Replica, Spring 2024 Data. All trips refers to trips across all modes of transportation.

*Surrounding Municipality refers to Waltham, Belmont, Newton, and Cambridge

All Trips In Watertown



Where are Through Trips Going?



Many Trips Occurring in Watertown are Just Passing Through



NEEDS ASSESSMENT FINDINGS

- **56%** of trips on Watertown streets are either start or end in Watertown
- **44%** of all trips on Watertown streets are going through the city on the way to something else. Of that 44%...
 - **49%** of trips end in a surrounding municipality*
 - **27%** of trips end in Boston
 - **24%** of trips end elsewhere



KEY COMMENTS FROM STAKEHOLDERS

- Existing non-MBTA transit services (WATConnector, other private shuttles) have a bias towards rush-hour travel; optimized **microtransit should provide all day service for non-commuting trips**.
- A **Vision Zero Policy** would be helpful to guide a targeted City-wide traffic calming intervention using primarily quick-build strategies.
- Traffic calming measures **to improve walking and biking safety along key corridors** like elevated crossings, rapid-rectangular flashing beacons (RRFBs), and other low-cost interventions could help various user groups traverse major arterial roads in Watertown to work, school, recreation, etc.

Source: Replica, Spring 2024 Data. All trips refers to trips across all modes of transportation.

*Surrounding Municipality refers to Waltham, Belmont, Newton, and Cambridge



Most trips within Watertown require crossing a major street, some of which lack signalized crossings



NEEDS ASSESSMENT FINDINGS

- **Watertown is bisected by several major streets that carry high volumes of regional traffic**, several of which are over 80 feet wide. Most trips in Watertown require crossing at least one of these streets.
- Apart from Arsenal Street and the area around Watertown Square, **major corridors in Watertown have few or inconsistently spaced signalized crossings for people walking**.
- **Several bus stops on Main Street, Mount Auburn Street, and Belmont Street are not located at signalized intersections**. The lack of signalized crosswalks at these locations makes it more difficult to access bus service.
- **Key corridors with limited or no transit service, such as Pleasant Street and North Beacon Street, also have limited signalized crossings**. This makes it more difficult for people to make local trips or walk to bus stops on nearby streets.
- There are likely **opportunities to improve conditions for walking and biking between Watertown residential neighborhoods and schools**.



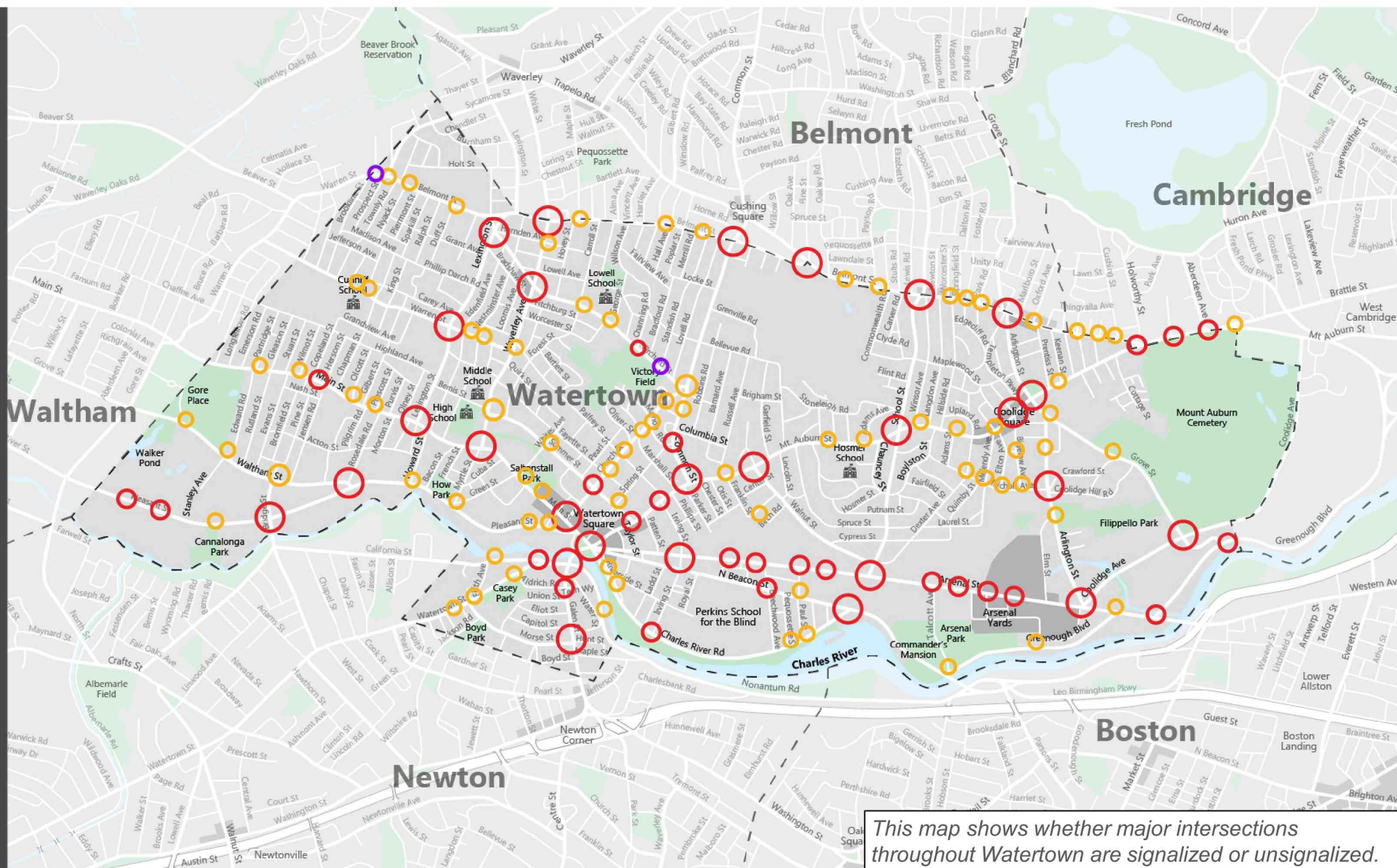
KEY COMMENTS FROM STAKEHOLDERS

- **Interest in traffic calming measures to improve walking and biking safety** along key corridors. This could include interventions like elevated crossings, rapid-rectangular flashing beacons (RRFBs), and other low-cost interventions.
- A Vision Zero Policy, ADA Sidewalk Audit, or something similar would be helpful to guide **a targeted City-wide traffic calming intervention** using primarily quick-build strategies, including for those with additional mobility challenges.
- General **support and excitement for the Watertown Square Area Redesign** project currently underway.
- **Consistency in streetscape design is very helpful for the low vision community**, as it increases predictability throughout one's journey. Participants **noted challenges with the City's tactical street improvements** that leverage paint and flex posts, which are not standardized and hard to interpret for people with low vision.
- **Interest in leveraging emerging technologies**, especially for local navigation, including the NavLens system being piloted by the MBTA and the Polara PEDAPP. Participants also noted increasing usage of AI image analysis to read signs, including at bus stops.



Watertown, MA Crossing Map

-  Signalized Intersection
-  Unsignalized Intersection
-  Pedestrian-Signalized Intersection



This map shows whether major intersections throughout Watertown are signalized or unsignalized.



All of Watertown has the density of people and jobs needed to support fixed-route transit service



NEEDS ASSESSMENT FINDINGS

- Watertown has about 9,000 people per square mile – **a residential density comparable to Arlington, Medford, Roslindale, and Hyde Park.**
- **Residential and employment density is highest along Arsenal Street, Mount Auburn Street, Pleasant Street, and surrounding Watertown Square.** These areas all have the density to support high frequency transit service operating at least every 10-15 minutes.
- While density is lower in Watertown's primarily residential neighborhoods, **all areas in Watertown have the density to support all-day fixed-route MBTA bus service operating at least every 20 to 30 minutes.**
- About 8% of Watertown residents commute to work by transit. This **commute mode share is lower than communities with similar residential density**, such as Arlington (13%) and Medford (17%), as well as several communities that are significantly less dense, such as Newton (9%), Belmont (11%), Melrose (16%).
- **Watertown is one of the only inner core suburbs that lacks direct subway or commuter rail service.** While commuter rail lines run directly north and south of Watertown, the lack of north-south bus and bicycle connections to nearby stations, as well as significant congestion affecting the high frequency bus lines that connect to the subway network, likely reduces Watertown's transit commuting mode share.



KEY COMMENTS FROM STAKEHOLDERS

- There is interest in **transit priority throughout** Watertown's busiest corridors **and improved amenities at bus stops**, such as shelters, benches, and real-time information.
- Stakeholders identified recent successes including **reliable service on Route 73 (attributed to transit priority infrastructure minimizing slowdowns) and improved headways on Route 57** during rush hours.
- Strong interest in improving north-south transit on Arlington Street, School Street (connecting to Belmont Center), and/or Lexington Street (**serving seniors, low-income, and disabled residents**).
- Existing TMA shuttles are **useful but are limited in their destination range**, with all connecting to Harvard Square. The City should explore partnerships with other TMAs, and **expansion of private-shuttle service to destinations within Watertown and neighboring communities.**

Community	Drive Alone	Transit	Walk/Bike	Other (no commute, carpool, taxi, etc.)
Medford	64%	17%	6%	13%
Watertown	61%	8%	7%	24%
Brookline	28%	20%	20%	32%
Waltham	55%	5%	7%	33%
Melrose	50%	16%	2%	32%
Arlington	46%	13%	7%	34%
Belmont	49%	11%	5%	35%
Newton	50%	9%	6%	35%

-

Composite Jobs and Population Density of the Boston Region

Composite Density
Jobs (x2) + Population per sq mi

Limited transit demand
– supports no or infrequent service

Strong transit demand
– supports very frequent service.

0.5 1 mi

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Neighborhoods farther from Watertown Square have transit access to fewer destinations



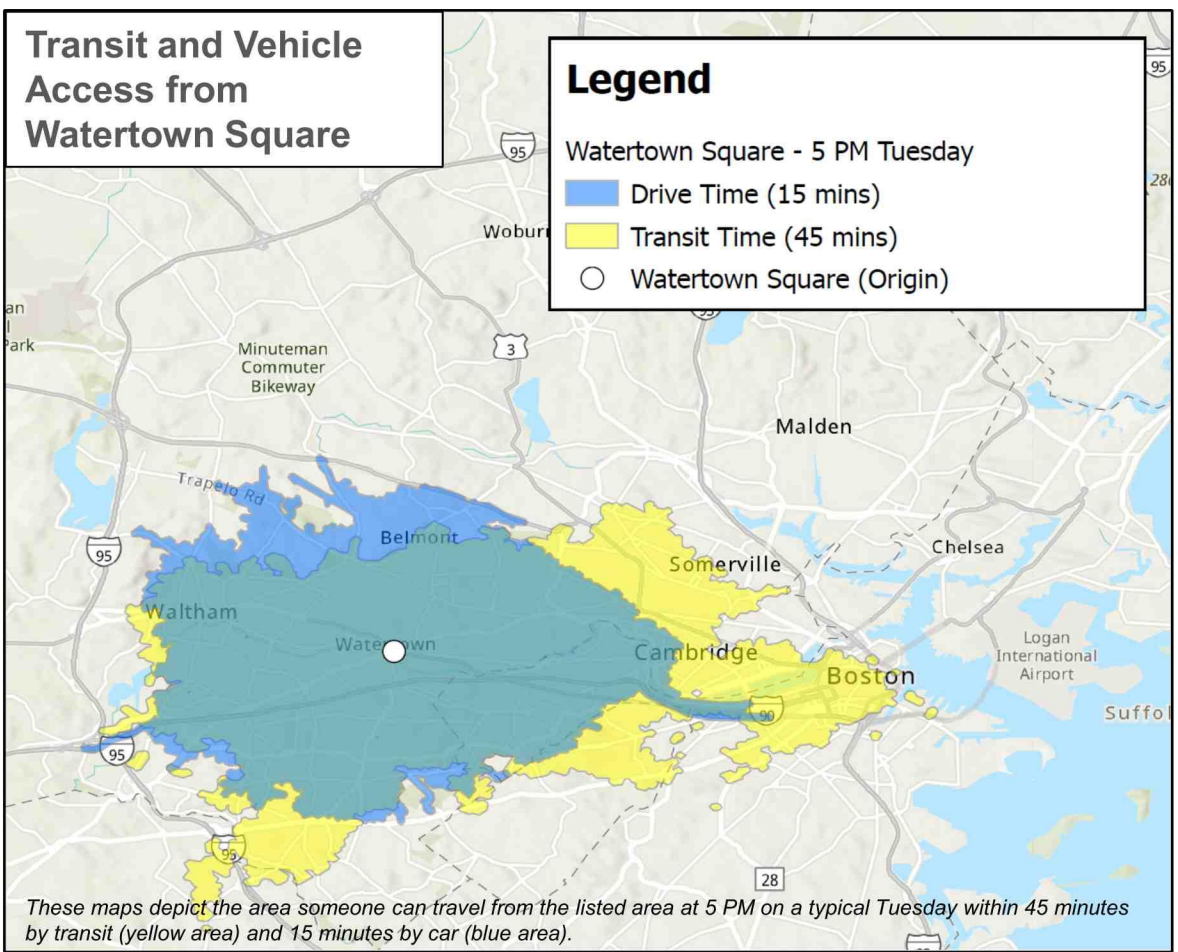
NEEDS ASSESSMENT FINDINGS

- **Watertown Square and the adjacent Watertown Yard serve as the City's primary bus hub. The hub is among the most frequently served locations in the MBTA network that is not a subway station.**
- Watertown Square is served by three high frequency bus routes (57, 70, 71) that connect to Cambridge, Allston/Brighton, Kenmore Square, and Waltham. Additionally, the hub has lower frequency express service to Downtown Boston via the Mass Pike and local service to Newton, with more local service planned to be extended from Newton Corner as part of the MBTA Bus Network redesign.
- Watertown Square is accessible to significantly more places within a 45-minute transit trip than other City neighborhoods. **The farther a Watertown resident lives from Watertown Square, the fewer places they can access within 45-minutes using transit.**
- **This disparity in transit access is primarily due to the lack of north-south transit options in Watertown** – residents who do not live near Watertown Square often need to walk a long distance to the closest bus route, take a short bus ride to the Square, and then transfer. This significantly increases travel times and reduces access.

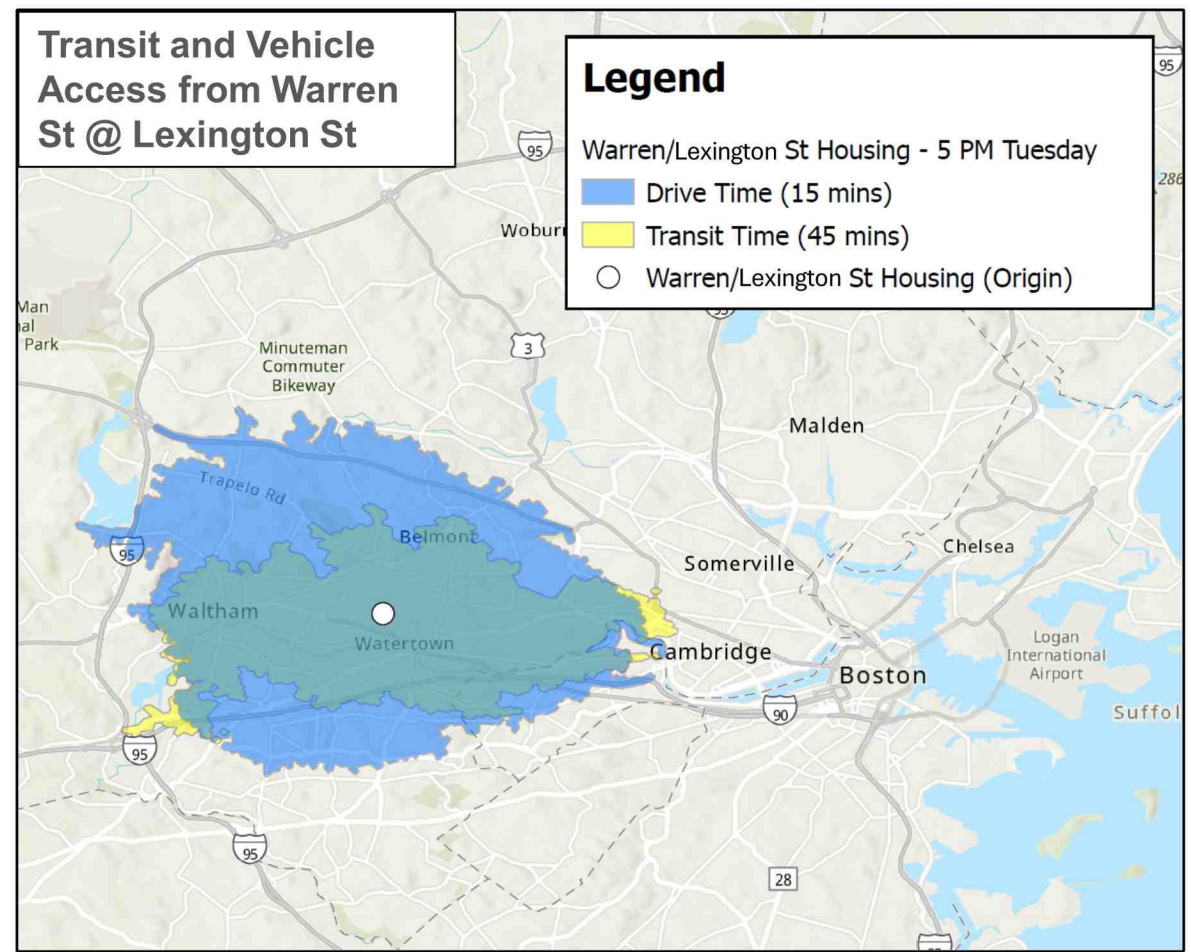


KEY COMMENTS FROM STAKEHOLDERS

- The existing MBTA transit service faces challenges such as **reduced service on Route 71 during off-peak hours**, “ghost buses” (when a scheduled bus never arrives), bus bunching on weekends, and real-time information issues on the MBTA app.
- **City-operated transit (WATConnector) should be better advertised and expanded for public access** during off-peak hours and on weekends. Stakeholders expressed interest in exploring a microtransit **shared-fleet model**, which would incorporate services like the Senior Center shuttle.
- Strong interest in improving north-south transit on Arlington Street, School Street (connecting to Belmont Center), and Lexington Street (**serving seniors, low-income, and disabled residents**).
- Stakeholders identified recent successes including **reliable service on Route 73 and improved headways on Route 57** during rush hours.



➤ Watertown Square is a major MBTA hub served by multiple high frequency bus routes and express service to Downtown Boston. People near Watertown Square have access to many more destinations using transit (yellow area on map above) than other locations within Watertown.



➤ In contrast, Warren and Lexington Streets (an area with lots of senior and low-income housing) is a ten minute walk from the closest bus route on Main Street. They may also need to transfer at Watertown Square to complete their trip. As a result, they have access to significantly fewer destinations using transit (yellow area on map above) than people starting at Watertown Square, despite being able to access a similar number of places by car (blue area).





3

City-Supported Mobility Strategies

Recommendations At A Glance

- The Project Team identified 5 key strategies (and sub-recommendations) that the City can pursue to expand access, reduce SOV trips, and meet additional City goals:

- **Expand A Local Transit Approach**
 - Approaches for a Unified Watertown Connector
 - Expanding Community Microtransit Services
 - Creating a Community Transit Platform
- **Become a leader in Universal Access Design**
- **Invest in Top Corridors by Use**
- **Develop a Comprehensive Safety Approach**
- **Pursue Local and Regional Priorities with Agency Partners**
 - Creating a north-south MBTA bus route through Watertown
 - Extending MBTA Bus Route 65 from Brighton to Watertown Square via Boston Landing and Arsenal Street
 - Reducing commuter fares at inner core stations to match subway fares
 - Other long-term recommendations (see appendix)

- In the following pages, each recommendation has a two-page spread with additional information including:
 - Cost
 - Implementation Timeline
 - Possible Funding Sources
 - Potential Partners
 - Next Steps
- If a strategy has additional sub-recommendations, figures, or details, this information will be found on additional pages following the two-page spread
- Given the broadness and complexity of the 5th strategy, additional information has been provided in the appendices of this report (see Appendix B).

1. Expand A Local Transit Approach

TIMELINE: Long-term

COST: \$\$

FEASIBILITY: High

OVERVIEW AND BENEFITS

The project team identified three community transit strategies that could assist Watertown in meeting its mobility and climate goals:

- **Create a Unified Watertown Connector Route**
- **Create a Microtransit Service for Seniors and People with Disabilities**
- **Create a Microtransit Service for the General Public**

These strategies are designed to fill gaps in Watertown’s existing transit options – including limited options for north-south travel within the City and the lack of direct service to medical and social service facilities in neighborhood communities.

Watertown could implement these three strategies independently or as a unified coordinated transportation service. A coordinated approach would enable the City to provide comprehensive mobility options at more efficient cost and access additional federal, state, and private funding sources. Watertown could also continue existing mobility programs, such as GoGo Transportation & Taxi Subsidies for Seniors, in lieu of or in addition to these options.

The following pages detail the range of potential community transit options, and an implementation approach for each recommended strategy. For a review of existing services, see Introduction.

Required initial capital and ongoing operating costs vary widely based on program implementation, service design, and contracting decisions. The project team estimates that could be operated for between \$1 million (basic unified shuttle) and \$3.5 million (full implementation) each year. *See page 43 for cost calculation assumptions.*



- MetroWest RTA operates five curb-to-curb microtransit services branded as “Catch Connect.” These services are designed to provide both local mobility and first/last mile connections to MWRTA and MBTA transit. Catch Connect is funded through a variety of federal and local grant programs, as well as local contributions. MWRTA uses a shared van fleet to provide the services, which are also integrated with the agency’s ADA paratransit call center.

EXPANDING ACCESS:



REDUCING VMT:



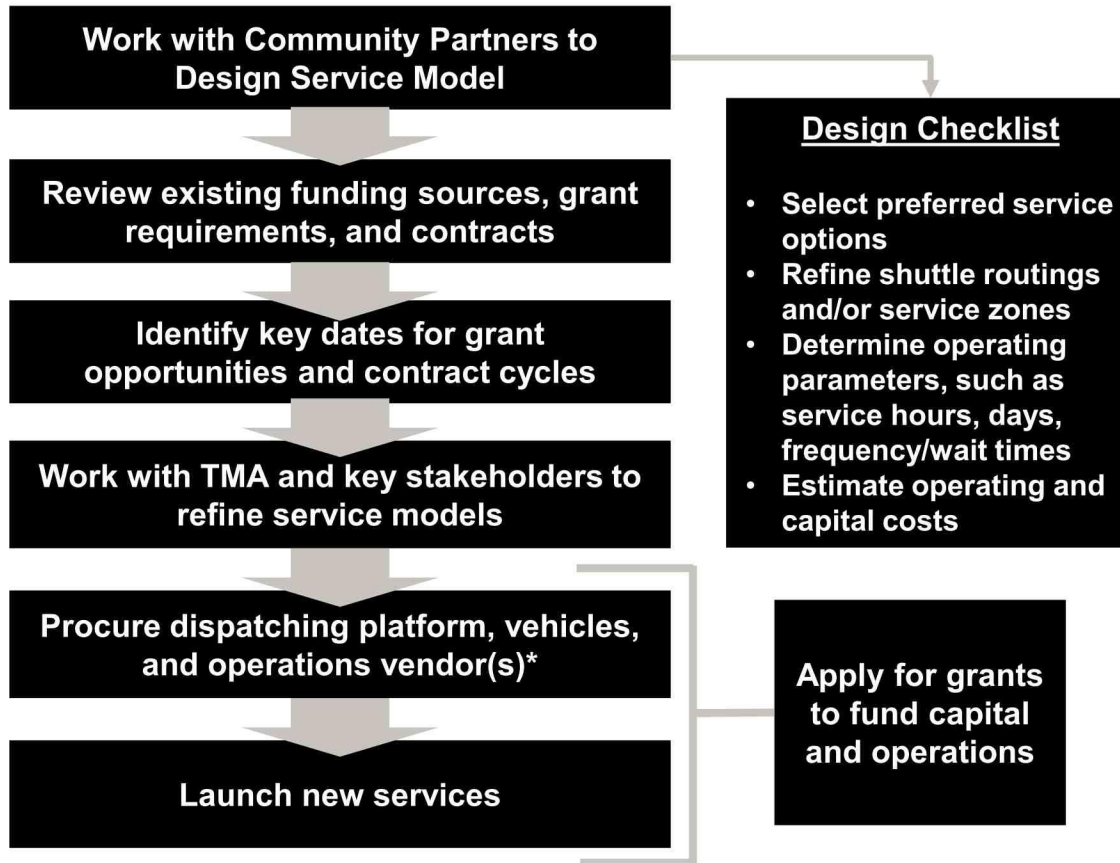
1. Expand A Local Transit Approach



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STUDY FOR CITY-SUPPORTED MOBILITY
CITY OF WATERTOWN

NEXT STEPS AND IMPLEMENTATION



POSSIBLE FUNDING SOURCES

- Developer Contributions (via Watertown TMA)
- Massachusetts TNC Rideshare Fund
- Parking Benefits District
- [Microtransit and Last Mile Transit Grant](#)
- [MassDOT TMA Grant](#)
- Community Transit Grant Program (5310, CDBG, Mobility Assistance Program, Education and Transportation Fund)
- Boston MPO Community Connections Grant (CMAQ)
- EOE Council on Aging Formula Grant
- Older Americans Act Title III-B Grant

POTENTIAL PARTNERS

- Watertown TMA (ARE, AY/BP)
- Watertown City's Council on Aging
- Commission on Disability
- Perkins School for the Blind
- Watertown Housing Authority
- Watertown Public Schools

The following pages document potential approaches for local transit in Watertown and are intended to provide a starting point for selecting a preferred service model. Page 226 of 494



Approaches for a Unified Watertown Connector

Watertown could combine the existing three Watertown Connector services into unified service. This service would be open to the public and tailored to meet the needs of both Watertown residents and corporate users. The project team identified two options for a unified Watertown Connector. The first option creates a single route connecting most existing Watertown Connector stops to Harvard Square. The other creates two routes, serving all existing Watertown Connector stops, with one route serving Harvard Square and the other serving Boston Landing.

ONE-ROUTE OPTION

Service Design: This option creates a single route running between Pleasant Street, Watertown Square, Perkins, the Arsenal Street corridor, Coolidge Square, and Harvard Square.

Benefits:

- Better Connectivity within Watertown, including one-seat rides between Pleasant Street, Perkins, Arsenal Yards, and LINX.
- More Connections to MBTA Network, including a transfer at Coolidge Square that makes it easier for residents of Northern Watertown to access Arsenal Street.
- More Efficient (or More Frequent) Service, by creating a single route to Harvard Square for all users.

Tradeoffs:

- Service is discontinued to 99 Coolidge to reduce travel times for all other riders.
- Service to 66 Galen requires deviation from Watertown Square that adds several minutes (and potential traffic delays) for people traveling to and from Pleasant street.

TWO-ROUTE OPTION

Service Design: This option creates two routes, one that runs from 66 Galen to Harvard Square via Arsenal Street and Coolidge Square, and a second that runs from Pleasant Street to Boston Landing via Watertown Square and Arsenal Street.

Benefits:

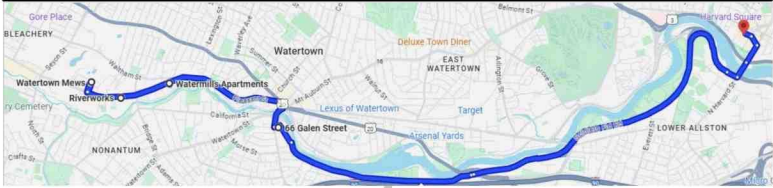
- **New one-seat ride to Boston Landing from Watertown Square**, a short trip that often takes three seats from parts of Watertown.
- **Frequent, front-door service between Perkins, Watertown Square, and Arsenal Yards**, making it easier to access the MBTA and local amenities.
- **Retains service to all existing Watertown Connector stops**, including 99 Coolidge.
- **Eliminates deviation to 66 Galen Street**, reducing travel times between Pleasant Street and areas east of Watertown Square.

Tradeoffs:

- Higher operating costs (or less service on each route) than with one route.



Existing Pleasant Street Shuttle



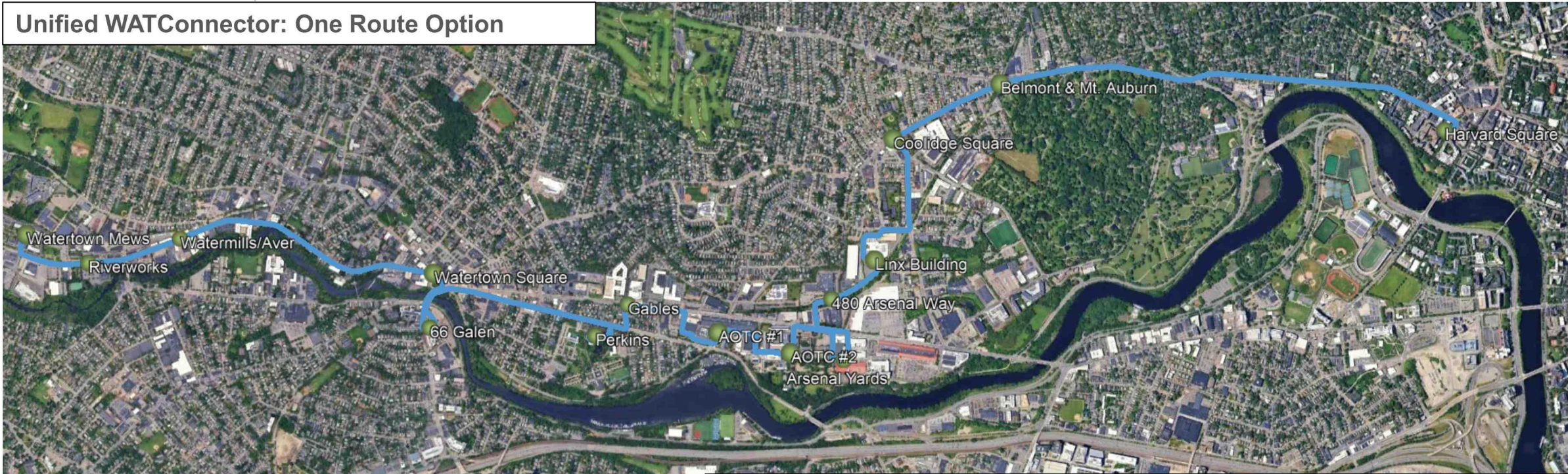
Existing Arsenal Street/ Corporate Shuttle



Existing Arsenal Street/ Residential Shuttle



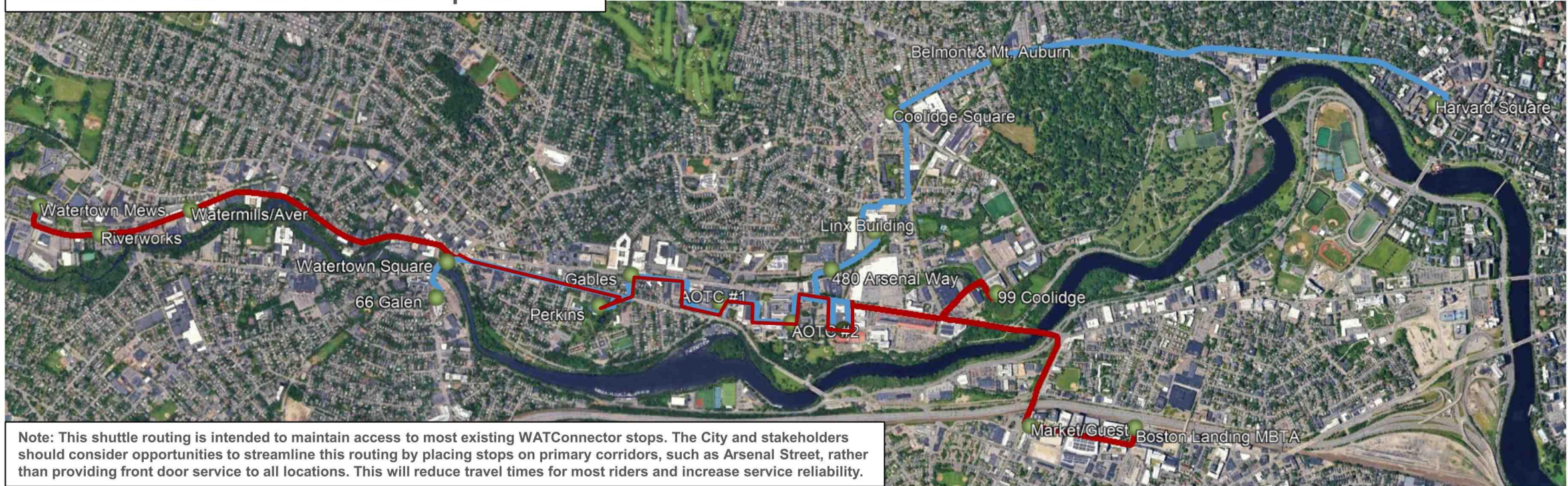
Unified WATConnector: One Route Option



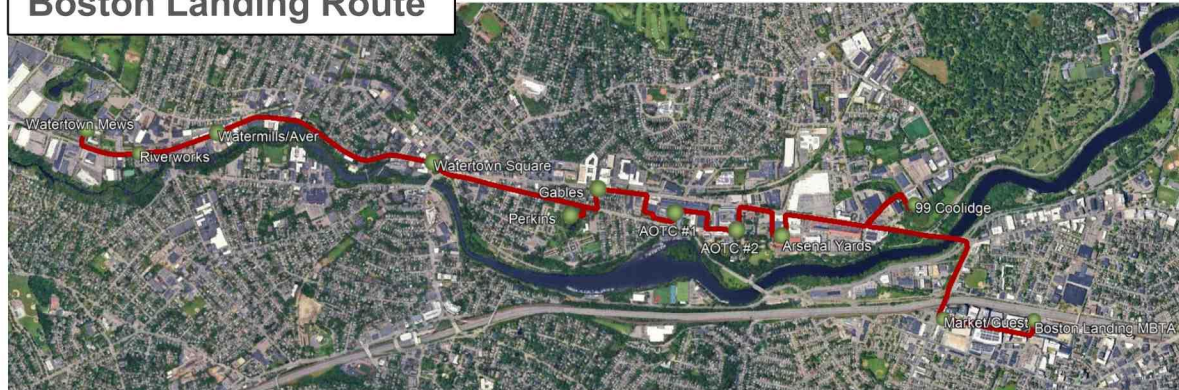
Note: This shuttle routing is intended to maintain access to most existing WATConnector stops. The City and stakeholders should consider opportunities to streamline this routing by placing stops on primary corridors, such as Arsenal Street, rather than providing front door service to all locations. This will reduce travel times for most riders and increase service reliability.



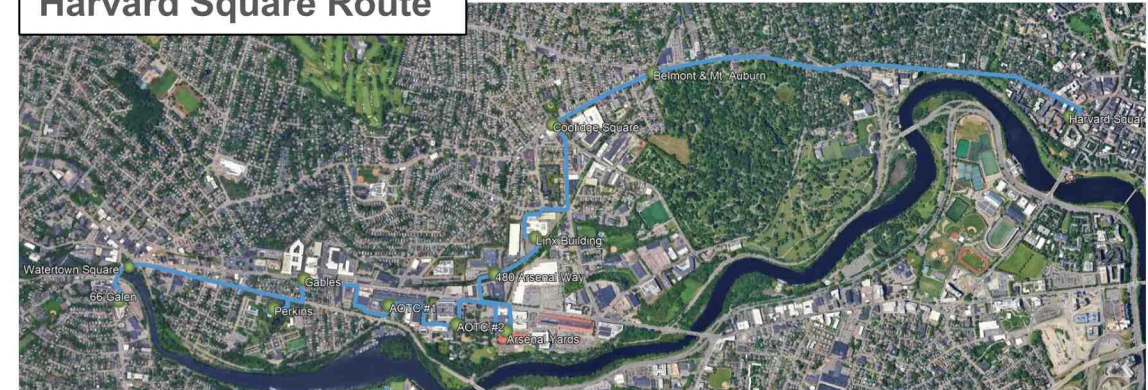
Unified WATConnector: Two Route Option



Boston Landing Route



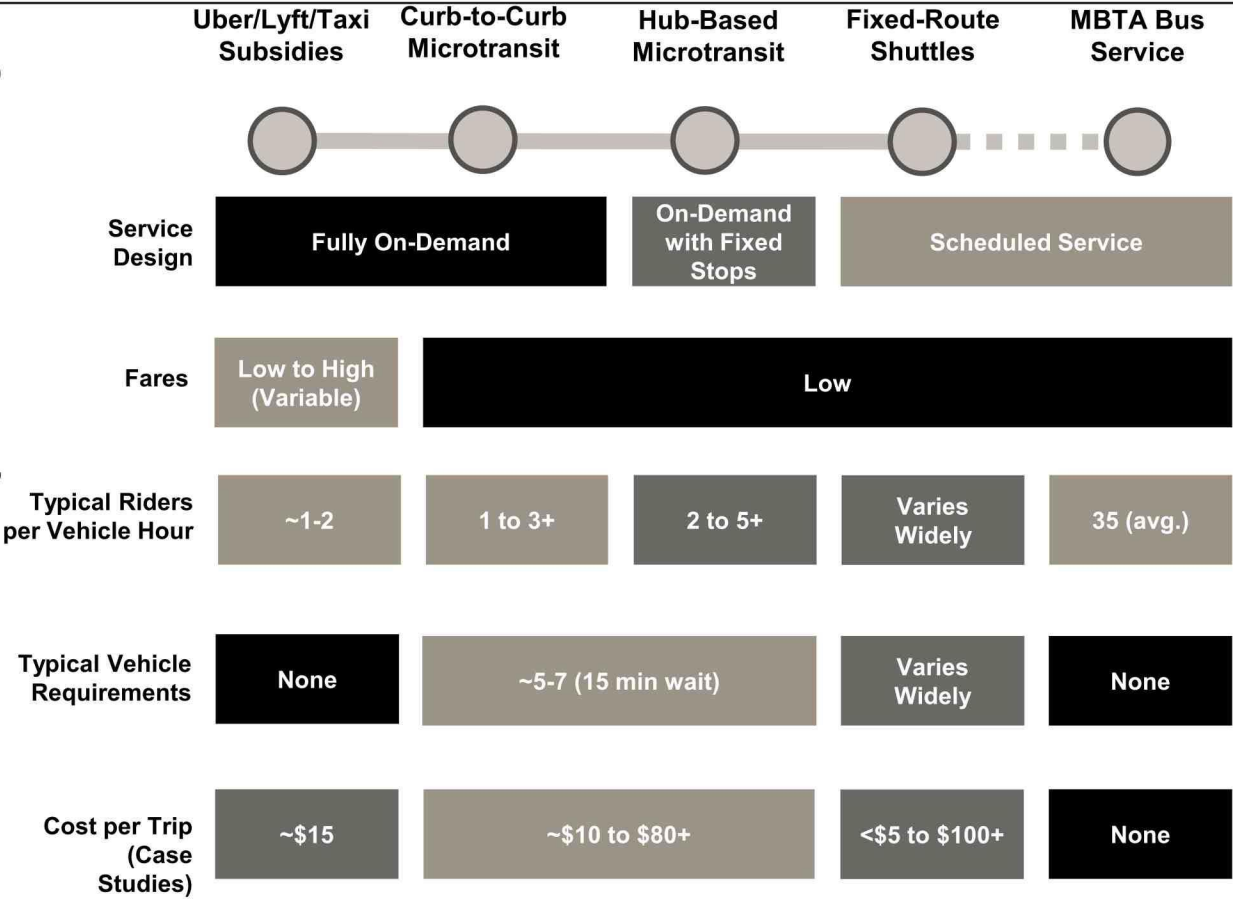
Harvard Square Route



Community-Focused Transit Service Models

The adjacent graphic details several local transit options applicable to Watertown – documenting their service design, operational efficiency, and general cost per trip – including:

- **Uber/Lyft Subsidies:** A fixed subsidy per trip (or time-period) for trips on Uber or Lyft. Watertown currently provides these subsidies to qualified seniors via the GoGo program.
- **Curb-to-Curb Microtransit:** Small shuttles that provide on-demand trips between any two places. Riders are typically picked up within 15 minutes and trips are shared with other riders.
- **Hub-Based Microtransit:** An alternative microtransit model where riders must begin and/or end their trip at designated pick-up points, such as a transit station. This model is often more operationally efficient and can provide faster travel times for many riders.
- **Fixed-Route Shuttles:** Regularly scheduled service operating on a fixed route, like an MBTA bus route. Often designed to fill gaps in the regional fixed-route transit network.
- **MBTA Bus Service:** Public transit services operated and funded by the MBTA (including Watertown’s mandated contributions to the MBTA Local Assistance Fund). Unlike the options above, Watertown does not directly control, but can influence, where the MBTA operates transit service, or provide funding for specific services.



The figures in the graphic above were collected from case studies and best practice examples. They are not performance and cost projections for services designed specifically for Watertown.

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Expanding Community Microtransit Services

Microtransit is a local transportation service that uses shuttle vans to provide on-demand mobility. Riders request trips via an app or by phone, receive a pick-up time and location, and are then transported to their requested destination, making stops for other riders along the way. Communities typically use microtransit to fill gaps in the regional transit network, including for short trips to local retail or medical facilities and first/last mile connections to other transit services. The project team identified two strategies for launching microtransit in Watertown, which could be implemented independently or in combination.

MICROTRANSIT FOR SENIORS & PEOPLE WITH DISABILITIES

- **Eligibility:** Qualified seniors and people with disabilities
- **Service Model:** Curb-to-curb microtransit
- **Service Area:** All of Watertown, select destinations in adjacent communities, including medical facilities and social service centers, and select MBTA rail stations.
- **Funding:** Specialized transportation services for seniors and people with disabilities are eligible for FTA 5310 funding, which is distributed in Massachusetts via the Community Transit Grant Program. Watertown may also be able to leverage some funds and grant programs accessible via the Council on Aging and Area Association on Aging.

MICROTRANSIT FOR THE GENERAL PUBLIC

- **Eligibility:** All Watertown residents, workers, and visitors
- **Service Model:** Hub-based microtransit
- **Service Area:** All of Watertown, select destinations in adjacent communities, including medical facilities and social service centers, and select MBTA rail stations.
- **Funding:** Massachusetts has multiple active grant programs that assist communities in launching new microtransit services. The City could also collaborate with the Watertown TMA to generate funding through TMA-member contributions and the MassDOT TMA Grant Program.

Creating a Community Transit Platform

The Challenge:

Microtransit works better with more vehicles, but providing more vehicles is expensive.



A Solution:

Pool existing Watertown fleets to provide great on-demand service...*most of the time.*

HOW IT COULD WORK

- Watertown mobility providers contribute towards shared pool of vehicles and drivers with unified dispatching
- Specialized services continue to operate during key hours of use for direct constituents
- At other times, vehicles are available to provide on-demand service for all Watertown residents

The graphic on the following page provides an example of how a community transit platform could work in Watertown using six vehicles.

- **Commuter Shuttle:** The fixed-route shuttle(s) operate during rush hours (4 vehicles), with limited early morning and late evening service (1 vehicle).
- **Microtransit for Seniors and People with Disabilities:** This service would have at least one dedicated vehicle all day, with additional vehicles utilized if needed to meet demand.
- **Microtransit for the General Public:** This service would operate early morning, midday, and late evening – using up to four vehicles that would otherwise be out of service. During rush hours, service would be limited to space available trips on vehicles dedicated to trips for seniors and people with disabilities.
- **Scheduled Trips for Seniors:** The Watertown Council of Aging would continue to have access to a vehicle as needed to provide group trips.



How a Shared Fleet Could Work in Watertown

	Early Morning	AM Rush Hour	Midday	PM Rush Hour	Late Evening
Trip Purpose	Shift Workers	9 to 5 Commuters	Shopping, Medical, Activities	9 to 5 Commuters	Shift Workers, Dining, Activities
Trip Type	Dispersed	Concentrated	Dispersed	Concentrated	Dispersed
Commuter Shuttle		   		   	
Microtransit for Seniors and People with Disabilities		 	 	 	
Public Microtransit	   		  		   
Scheduled Trips for Seniors					

This graphic is an example – not a recommended service plan. Exact fleet configuration would be determined as part of finalizing a complete service plan.

Estimated Costs by Service

The project team developed example cost estimates based on the operational characteristics of the services outlined above. All estimates assume a total operating cost of \$150 per hour – which is at the high end of privately-contracted van services in the Boston area.

Final cost estimates will be based on the specific service design, operating frequency, and service hours selected by the City and its partners. The table below shows unit costs and an example service plan is provided on the right.

Transportation Service	Unit	Cost per Unit
One Route Option	1 Round Trip	~\$200
Two Route Option: Harvard Square Boston Landing	1 Round Trip	~\$150 (per route)
Microtransit	1 Hour	\$150

Example Annual Cost Calculation

The annual cost of providing community transit services is primarily determined by the number of days and hours each service operates. The following is an example service model and its resulting costs.

Watertown Connector (One-Route Option)

- Operates Monday to Friday
- Service every 20 minutes from 7 AM to 10 AM and 4 PM to 7 PM
- Assumptions: 4 vehicles / ~7,200 annual hours
- Approximate Annual Cost: \$1 million

Microtransit for Seniors and People with Disabilities

Microtransit for General Public

- Operates every day
- Available on weekdays from 6 AM to 10PM / weekends from 8 AM to 8 PM
- 10-minute average response time (longer for general public during peak)
- Assumptions: 2 to 5 vehicles (varies by time of day) / ~17,000 annual hours
- Approximate Annual Cost: \$2.5 million

Total Annual Cost: \$3.5 million

2. Become a Leader in Universal Access Design

TIMELINE: Long-term

COST: \$\$\$

FEASIBILITY: High

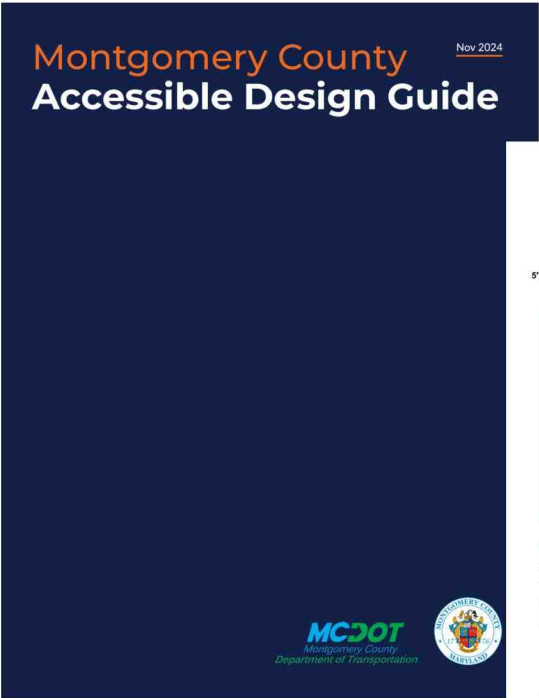
OVERVIEW AND BENEFITS

Create and/or adopt an Accessible Design Guide, building on existing partnership with the Perkins School for the Blind. The Guide would be a comprehensive resource that outlines best practices and standards for creating accessible environments for everyone, meeting any physical, sensory, or cognitive needs.

In the long-term, **invest in key Universal Access Corridors** throughout the City, potentially starting with one pilot corridor on which to test the latest design thinking. Based on stakeholder feedback, the analysis identified some key corridors that would significantly expand access for those with mobility challenges. These corridors connect to the transit hub of Watertown Square, commercial uses along Arsenal Street, and provide north-south connections where the topography is challenging. Ultimately, all corridors should be easily traversed by those of all ages and abilities.

Key benefits of this strategy include:

- Predictability and consistency in streetscape design benefit all users, not just the disabled community.
- Watertown can become a regional leader in this effort, creating a resource that nearby communities can also draw from.
- The City has a unique opportunity to partner with local institution Perkins School for the Blind to develop standards.



➤ The Montgomery County Accessible Design Guide provides significant detail on street design components. Watertown could adopt this or adapt it as needed.

Figure 10: Required TDI dimensions

6.2.3.2 Where Not to Apply

- Guidance TDIs should not be installed within a pedestrian access route that is less than 5' wide as that could create discomfort for people using wheelchairs.
- Guidance TDIs should not be used as an edge delineator between a pedestrian access route and a bicycle or motor vehicle lane.

6.2.3.3 How to Apply

6.2.3.3.1 Width and Bar Orientation

- As specified in Table 8.

6.2.3.3.2 Placement within Pedestrian Access Route

- Guidance TDIs should be installed within a pedestrian access route that complies with **PROWAG R302** and that is kept free of permanent or temporary obstructions, such as utility poles, bicycle racks, tree limbs, open doors, sandwich boards, outdoor seating, street vendors, etc.
- Guidance TDIs should not zig-zag back and forth unnecessarily, contain confusing breaks e.g., at a manhole cover, or be used for aesthetic purposes.
- When guidance TDIs are installed on a sidewalk or in an area of a shared space that is intended for the exclusive use of pedestrians, they should generally be placed towards the side of the pedestrian access route closest to the street. This is the side of the pedestrian access route that is most consistent, e.g., it is not affected by different building setbacks. Placing the TDI on this side also minimizes impacts on wheelchair users who can travel along the sidewalk or comfort zone and enter a building without having to cross the TDI. Guidance TDIs should have a clear path of travel on the street side that is at least 12" wide (24" preferable as shown in Figure 11).
- Guidance TDIs should be installed in a way that minimizes impacts on pedestrians who use wheelchairs and other mobility aids. Designers should seek to maintain a minimum width of 3' within the pedestrian access route, on the building side of the TDI, that has a smooth surface and is unobstructed by TDIs (except where two pedestrian access routes with TDIs cross paths).

6.2.3 Guidance TDIs

Guidance TDIs can be used to indicate an unobstructed path of travel.

6.2.3.1 Where to Apply

- Guidance TDIs should be considered for locations where other available navigational cues—e.g., curbs, building faces, landscaping—fail to provide sufficient, unambiguous wayfinding information to people with vision disabilities.
- Examples of locations where guidance TDIs may be needed include:
 - Large open plazas or spaces
 - Shared streets
 - Parallel to sidewalk-level separated bike lanes

28 | MCDOT Accessible Design Guide

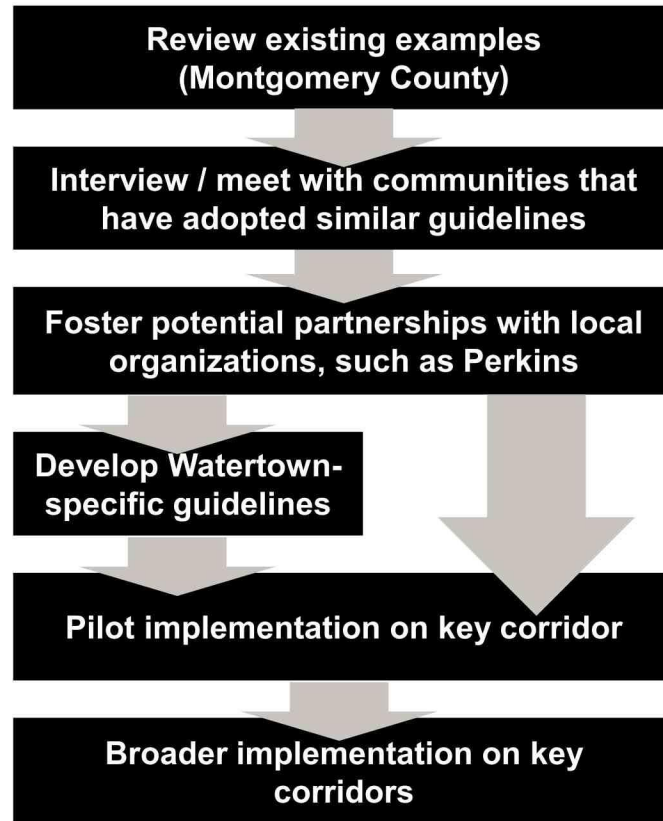
2. Become a Leader in Universal Access Design



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STUDY FOR CITY-SUPPORTED MOBILITY
CITY OF WATERTOWN

NEXT STEPS AND IMPLEMENTATION



POSSIBLE FUNDING SOURCES

- Massachusetts Office on Disability Municipal ADA Improvement Grant Program
- MassDOT Complete Streets Funding Program
- Safe Streets for All Grant Program (USDOT)
- Local Advocacy Organizations

POTENTIAL PARTNERS

- Perkins School for the Blind
- Watertown Commission on Disability
- Watertown City's Council on Aging
- Watertown for all Ages
- Watertown Public Schools



Watertown, MA Proposed Corridors

Proposed Priority Corridors

Universal Access Corridor

Bicycle Infrastructure

Protected Bike Lane or Shared Use Path with Access Point

Bike Lane

Shared Lane Markings

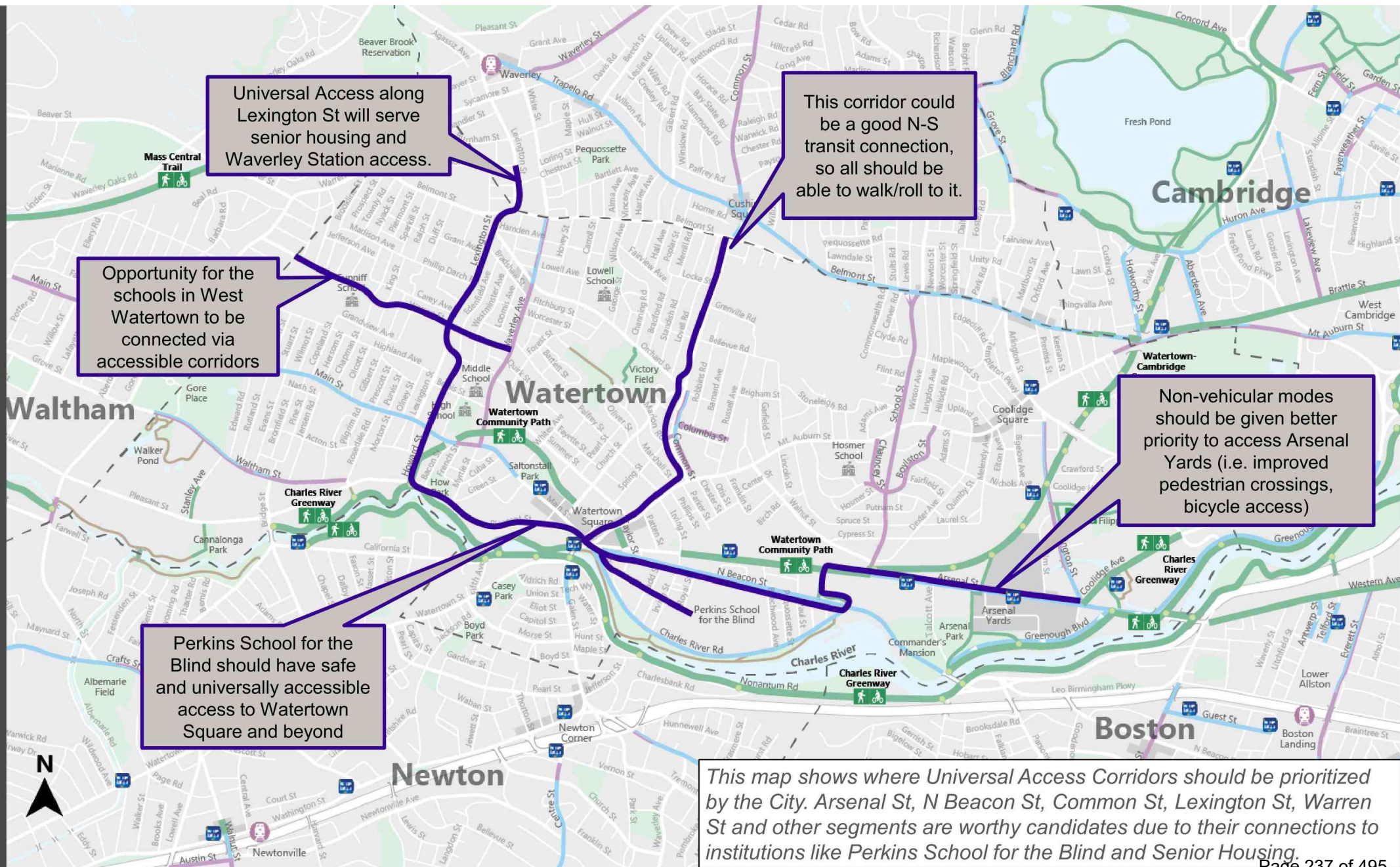
Dirt or Stone Dust Trail



Bluebikes (Bikeshare) Station (Newton stations close in winter)

Commuter Rail

Station



This map shows where Universal Access Corridors should be prioritized by the City. Arsenal St, N Beacon St, Common St, Lexington St, Warren St and other segments are worthy candidates due to their connections to institutions like Perkins School for the Blind and Senior Housing.



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3. Invest in Top Corridors By Use

TIMELINE: Long-term

COST: \$\$\$

FEASIBILITY: High

OVERVIEW AND BENEFITS

Invest in key corridors (shown on the map) to improve overall mobility, either by building new infrastructure or planning for future infrastructure. Specifically, identify and/or invest to prioritize corridors for bus preservation, bike comfort, and universal access. People will not bike in Watertown if there is not a safe, useful network. Similarly, people will not take the bus if it is slow, and people with mobility challenges will be unable – comfortably or at all – walk/roll to their destination without streets that they can use. Investing in these improvements will allow people to choose these other modes instead of traveling by car.

The data analysis and conversations with community partners highlighted the need for improved connections for different modes, and the challenges associated with trying to fit amenities for all modes onto one street. While all streets should at a minimum be safe for travel, some corridors emerged as useful bus connections, while others can serve people using bikes, and others can be Accessible Corridors as mentioned in recommendation #2.



➤ *“Super Sharrow” and Advisory Lane – Summer Street, Somerville. These interventions create a comfortable bike environment on lower-volume residential roads in particular*

- A **Bus Preservation Corridor** should:
 - Accommodate/preserve space for bus and shuttle transit services (e.g. WATConnector or MBTA)
 - Avoid elements that could hinder bus operations like narrowed travel lanes, raised crossings, curb extensions, tight turn radii, and others
 - Incorporate the ability for transit signal priority in any signal upgrades
- A **Bike-Prioritized Corridor** should:
 - Generally follow the pre-existing guidance from the Watertown Bicycle and Pedestrian Plan
 - Incorporate protected bicycle lanes where possible
 - Use traffic-calming measures to create a safe shared street where bike lanes are not possible, such as speed tables, curb extensions, lane narrowing, advisory lanes, and ‘super-sharrows’
- A **Universal Access Corridor** should:
 - Implement features based on the City’s Universal Access Design Guide (for more detail, see the *Leadership in Universal Access Design* Recommendation)

EXPANDING ACCESS:



REDUCING VMT:



3. Invest in Top Corridors By Use



NEXT STEPS AND IMPLEMENTATION

Integrate bus preservation corridors into asset management / other planning



Consider field trip to Somerville (with partners such as Bike-Ped Committee) to try out 'bicycle boulevard' facilities



Initiate design process for School Street and Waverly Avenue bikeways. Include parking counts/study.



Follow process for Universal Access Corridors

POSSIBLE FUNDING SOURCES

- Safe Streets for All Grant Program (USDOT)
- Transportation Network Company (TNC) Municipal Disbursements
- MassDOT
 - Complete Streets Funding Program
 - Safe Routes to School Program
 - Shared Streets and Spaces
- Mass Gaming Commission

POTENTIAL PARTNERS

- Perkins School for the Blind
- Watertown Public Schools
- Watertown Bike-Ped Committee
- Watertown Faces Climate Change
- MBTA

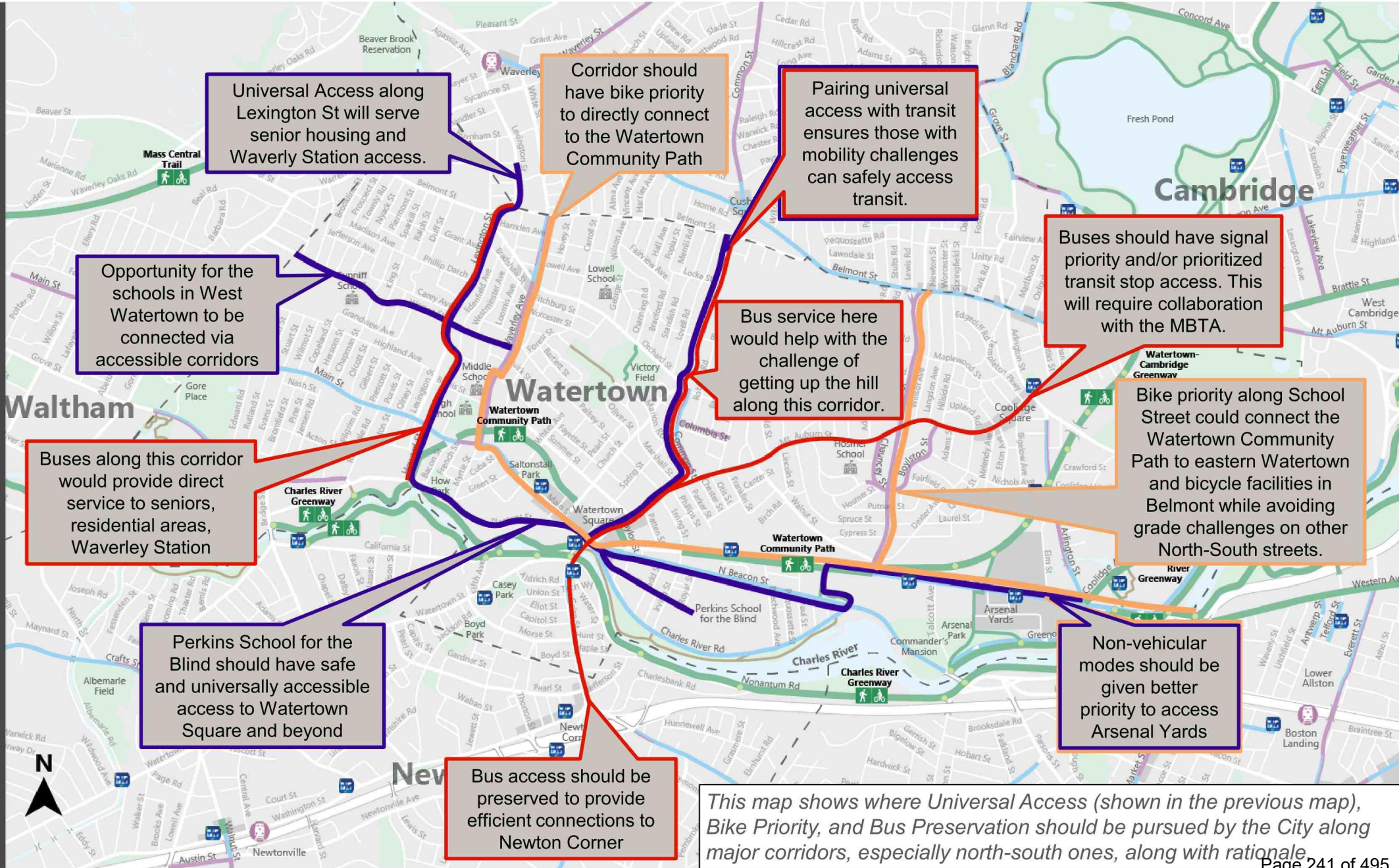


Watertown, MA Proposed Corridors

- Proposed Priority Corridors**
- Universal Access Corridor
 - Bike-Prioritized Corridor
 - Bus Preservation Corridor

- Bicycle Infrastructure**
- Protected Bike Lane or Shared Use Path with Access Point
 - Bike Lane
 - Shared Lane Markings
 - Dirt or Stone Dust Trail

- Blue Bikes**
- Bluebikes (Bikeshare) Station (Newton stations close in winter)
 - Commuter Rail Station



This map shows where Universal Access (shown in the previous map), Bike Priority, and Bus Preservation should be pursued by the City along major corridors, especially north-south ones, along with rationale.



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4. Develop a Comprehensive Safety Approach

TIMELINE: Short-term

COST: \$

FEASIBILITY: High

OVERVIEW AND BENEFITS

Adopt a formal commitment to Vision Zero, which is to eliminate all traffic fatalities and severe injuries on Watertown’s Streets. Becoming a Vision Zero community will inspire confidence and serve as a guiding principal for many projects that the City hopes to pursue. Additional components of this recommendation include:

- Continue to work with the Boston Region MPO, who recently developed a [Vision Zero Action Plan](#) that covers Watertown. Review the “high injury network” (HIN) for Watertown-specific locations and apply the toolkit.
- Consider a more tailored, City-wide plan, as called for in the Comprehensive Plan and Bike & Ped Plan.
- Implement the federal Safe Streets for All grant that the City received to review speeds and pursue safety projects on select corridors.
- Consider creating a local dashboard or reporting system to increase transparency and messaging around crashes in the City

Create a formalized **Traffic Calming Program** that links resident feedback with an established set of street design interventions to reduce vehicle speeds and volumes, improving safety and comfort for non-motorized street users.

- This should be a transparent application-based program, that selects specific streets or intersections for improvement based on a criteria-based selection process.
- Many strategies can be “quick-build” pilot strategies, followed by evaluation, and then long-term installation.
- Empowers residents to participate in the safety improvement process, fostering community engagement and ensuring that interventions are targeted where constituents most need them.
- Traffic calmed streets are more comfortable for walking and biking, so more people can choose this for short trips.

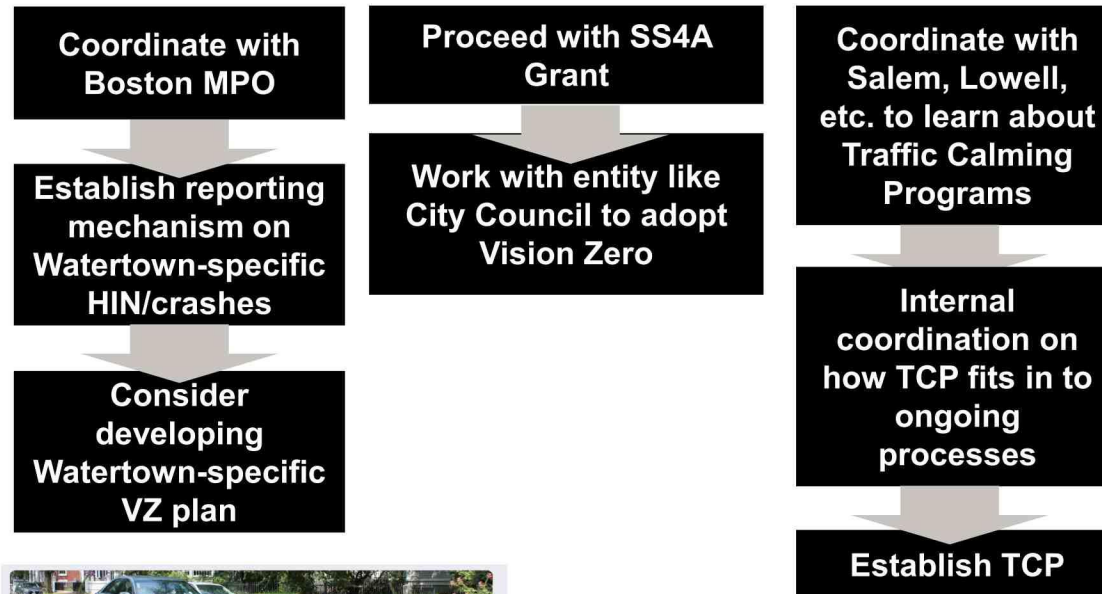
4. Develop a Comprehensive Safety Approach



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STUDY FOR CITY-SUPPORTED MOBILITY
CITY OF WATERTOWN

NEXT STEPS AND IMPLEMENTATION



City of Salem Neighborhood Traffic Calming Program Application

The goal of the Neighborhood Traffic Calming Program is to evaluate and determine whether to implement small-scale, inexpensive projects to calm traffic on local, residential streets by using semi-permanent materials to test ideas that can become hardened and permanent if successful. These projects can be initiated by residents or the Traffic and Parking Department, but in both cases will involve a collaborative process with residents, City staff, Ward Councilors, and the Police Traffic Unit. The program seeks to fund projects costing less than \$25,000 and is intended to complement the larger repaving and repair work as well as other major intersection and corridor projects.

To submit an application, please complete the below form. Thank you!

- The City of Salem, MA has a comprehensive approach to traffic calming, including visualizations of where crashes and speeding occur

POSSIBLE FUNDING SOURCES

- Safe Streets for All (SS4A) USDOT Grant
- Boston Region MPO
- MassDOT

POTENTIAL PARTNERS

- Boston Region MPO
- Watertown Traffic Commission
- Watertown Complete Streets Working Group
- Watertown Public Schools
- Watertown Bike-Ped Committee
- Watertown Faces Climate Change
- Massachusetts Vision Zero Coalition

5. Pursue Local and Regional Priorities with Agency Partners

TIMELINE: Short-term to Long-term

COST: Varies

FEASIBILITY: Moderate

OVERVIEW AND BENEFITS

Many projects, programs, and policies that can improve mobility for Watertown fall under the purview of the state legislature and regional agencies, especially the MBTA and MassDOT, or require close collaboration with neighboring municipalities. Watertown should take a proactive role in advocating for its regional mobility priorities, bringing clear asks and specific justifications to ongoing coordination processes.

To assist with this process, Appendix B provides detail that the City can bring to regional agencies on the topics listed below.

Short-term priorities identified and confirmed as part of this study include:

- Creating a north-south MBTA bus route through Watertown
- Extending MBTA Bus Route 65 from Brighton to Watertown Square via Boston Landing and Arsenal Street
- Reducing commuter fares at inner core stations to match subway fares

Medium-term and long-term priorities identified and confirmed as part of this study include:

- Improving transit circulation through Newton Corner
- Implementing transit priority projects on Western Ave and River Street (Route 70), Washington Street & Cambridge Street (Route 57), and into and through Harvard Square (Routes 71 & 73)
- Advancing regional rail implementation, including a new station at Newton Corner, fully accessible stations in Newton and Belmont (including Waverley Square), and frequent service

EXPANDING ACCESS:



REDUCING VMT:





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Priority Projects Summary: Understanding Metric Rankings

This study recommends **five key projects/efforts** that will help the **City of Watertown meet its goals of expanding access and reducing vehicle miles traveled**. There are additional projects that may also or better meet these dual goals, which is why Watertown has other comprehensive plans it is pursuing. However, the study process identified these projects to directly address the needs and opportunities that the conversations with community partners and empirical data analysis identified.

Priority projects include:

- **Expand A Local Transit Approach**
 - Approaches for a Unified Watertown Connector
 - Expanding Community Microtransit Services
 - Creating a Community Transit Platform
- **Become a Leader in Universal Access Design**
- **Invest in Top Corridors by Use**
- **Develop a Comprehensive Safety Approach**
- **Pursue Local and Regional Priorities with Agency Partners**



Priority Projects Summary: Metrics & Explanations



The table below provides a planning-level overview of the VMT reductions and costs associated with each strategy. Understanding the VMT impacts of various strategies is challenging. However, the California Air Pollution Control Officers Association (CAPCOA) has created a handbook for government entities to understand the impacts of various tools that communities use to reduce VMT and GHGs. The table below draws from that handbook to compare the strategies proposed to one another.

Costs also vary wildly; the table below provides planning-level estimates based on previous work and MassDOT costs (see Appendix D for detail)

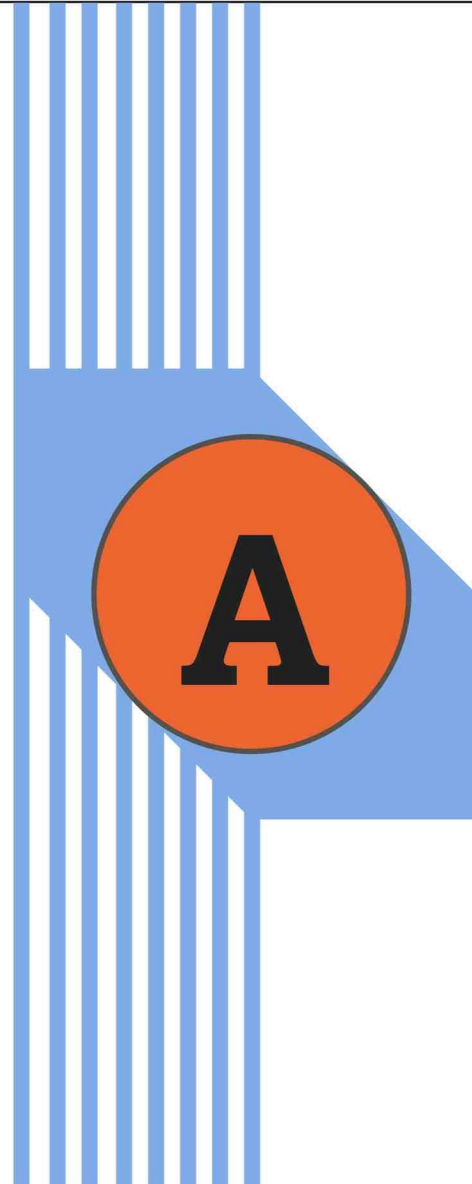
Priority Project	Reducing VMT		Expanding Access		Cost	
	Ranking	Details	Ranking	Details	Estimate	Details
Expand A Local Transit Approach	●●○	Extend transit network coverage: 5% reduction Increase transit service frequency: 11% reduction Note: impact will vary based on model selected; i.e. direct subsidy for rideshare use could increase VMT.	●●●	An increase in local transit services can be used by a greater amount of residents, with a renewed focus for those with mobility challenges	\$ \$	\$1-3.5 million per year*
Become a Leader in Universal Access Design	●●○	Pedestrian network improvements: 6% reduction	●●●	Improving the pedestrian experience throughout Watertown, especially those with mobility challenges, will greatly enhance access for all users.	\$ \$ \$	\$200,000 for guidelines \$10-15 million per corridor mile
Invest in Top Corridors by Use	●●○	Transit supportive infrastructure: 0.6% reduction Bicycle infrastructure investments: 0.8% reduction	●●○	Enhances connections and convenience for pedestrians, bikes, and transit riders, particularly in the North-South direction which currently has limited coverage.	\$ \$ \$	\$10-15 million per corridor mile
Develop a Comprehensive Safety Approach	●○○	Over time, safer roads will encourage a mode shift towards non-SOV modes. Further research is needed to determine a direct link.	●●○	Safer streets ensures that all groups (including seniors, those with limited mobility, and students on the way to school) have safe options for travel.	\$	\$250,000-\$500,000 to establish reporting mechanism and plans
Pursue Local and Regional Efforts with Agency Partners	●●●	Extend transit network coverage: 5% reduction Increase transit service frequency: 11% reduction	●●○	Increased transit access and multimodal projects will help more people get to more places from Watertown without a car.	Varies	City staff time MBTA staff time Additional operations costs (fuel, driver, etc.)

*Assumes an all-in annual cost if the City procured a private vendor to operate the service, who would typically provide the vehicles rather than requiring the City to purchase them directly.

*[Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity](#). We note that "emissions reductions achieved by transportation measures are estimated using the expected percent reduction in vehicle trips or VMT, with an associated adjustment to account for the relationship between VMT reduction and vehicle emissions." In other words, CAPCOA assumes a direct relationship between VMT and GHG so percentage reductions are interchangeable. It is also important to note that the reductions may not be additive.



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Appendix A:

Universe of Projects

Universe of Projects Classification

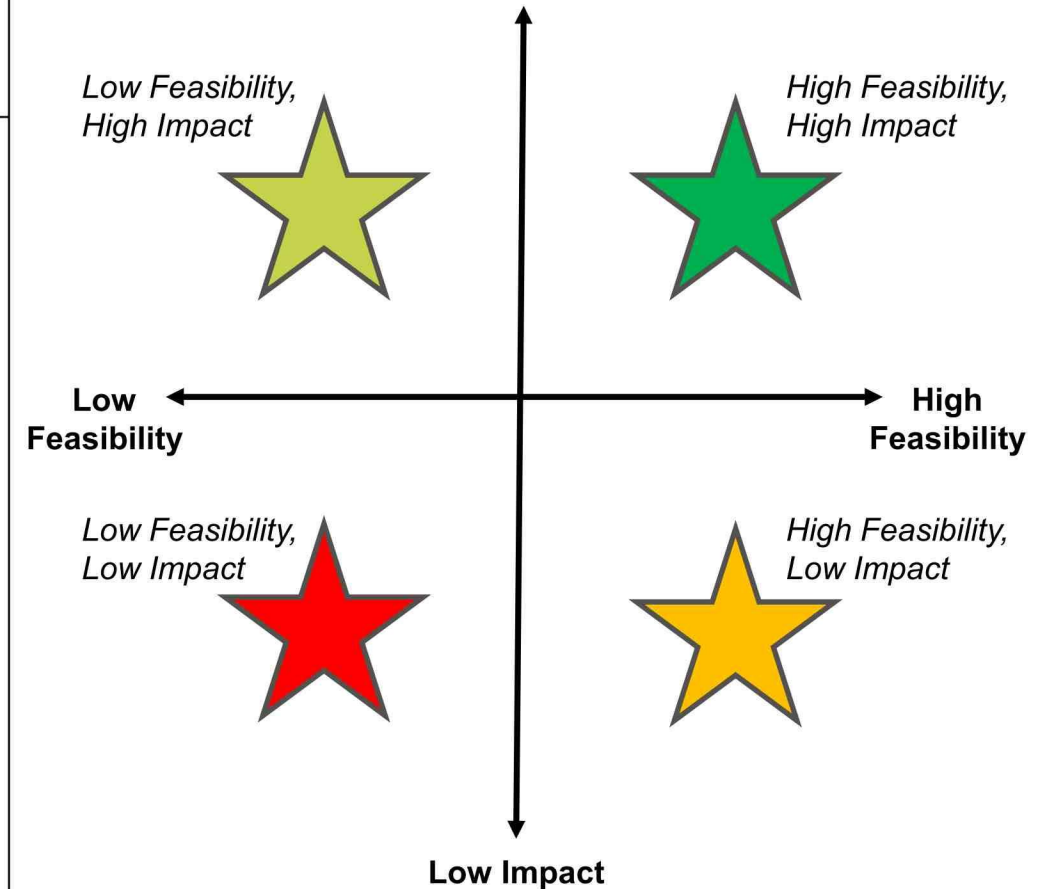
As noted earlier in the report, the Project built on the community's prior work to identify detailed plans for sustainability, bicycle and walk access, and an overall community vision. This was the first step in the process of developing a "Universe Of Projects" that Watertown could pursue.

The following organization is only a lens to view the universe of projects; it is not a prioritized list of projects. Projects have varying impacts, costs, and political feasibility. To help the study team and stakeholders digest and understand the list of projects, the team used impact and feasibility to group projects with like status, presented in this overview.

Impact is defined as advancing the community goals identified in the RFP and through the project initiation process. These goals are:

- SOV reduction
- Expanding access for underserved groups/neighborhoods

Feasibility is an assessment of the project's likelihood to advance, including financial cost to the City of Watertown and political feasibility. *It is not just how likely a project is to happen, but how many obstacles it may face.*





High Feasibility, High Impact Projects (1 of 3)

ID	Project Name	Source	Project Type
2	Communication Strategy for Transportation- regularly publish more updates and data	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
3	Promote Bicycling Citywide (list of specific actions)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
4	Parking Requirements Review	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
7	Development Policies to Promote Multimodal Access	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
8	Review and Update Bicycle Parking Requirements Review	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
10	Improve Bicycle Access to Charles River Path (Private Developments)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
45	ADA Audit of Key Corridors	Comp. Plan; Bicycle and Pedestrian Plan	Watertown-identified project
14	Trail-Oriented Development	Comprehensive Plan	Watertown-identified project
16	Bikeshare Expansion	Comprehensive Plan	Watertown-identified project
19	Watertown Thoroughfare Plan	Comprehensive Plan	Watertown-identified project
20	Establish Vision Zero Policy	Comp. Plan; Bicycle and Pedestrian Plan	Watertown-identified project
25	Transit Service Evaluation	Comprehensive Plan	Watertown-identified project
24	Last-Mile Solutions	Comprehensive Plan	Watertown-identified project
27	Expand MBTA Service in Watertown	Comprehensive Plan	Watertown-identified project
31	Common Street Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
32	Watertown Street Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
41	Methodology for Evaluating ROW Use	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
43	Promote Safe Routes to School	Watertown Bicycle and Pedestrian Plan	Watertown-identified project



High Feasibility, High Impact Projects (2 of 3)

ID	Project Name	Source	Project Type
51	Cross-City Bike Routes (E-W, N-S)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
54	Improved Charles River Path Maintenance	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
55	Develop Micromobility Policy for operations and parking	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
59	Expand Free Micro transit	Watertown Mobility Study Kickoff Meeting	Watertown-identified project
61	Relocate MBTA Route 59 and 71 Terminus	Watertown Square Area Plan	Watertown-identified project
65	Create new north/south transit connections	Stantec	Stantec Recommendation
29	Bus Prioritization (dedicated bus lanes and signal priority)	Resilient Watertown	Watertown-identified project
67	Price Parking to Reduce Demand in Watertown Square and Coolidge Square	Stantec	Stantec Recommendation
42	Active Transportation Plan for Watertown Schools	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
28	Improve MBTA Accessibility (Physical Access to Bus) in Watertown	Resilient Watertown	Watertown-identified project
B1	Newton	GoGo Newton	Peer City Best Practice
B2	Everett	Everett Shuttles (via Encore Casino)	Peer City Best Practice
B3	Salem	Salem Skipper	Peer City Best Practice
B4	Boston	Boston E-Bike Incentive Program	Peer City Best Practice
B5	Worcester	Worcester E-Bike Voucher Program	Peer City Best Practice
B7	Allston Brighton	Western Avenue Corridor Study and Rezoning-Mobility Recommendations	Peer City Best Practice
B8	Lexington, Bedford, Burlington	Tri-Town Efficiency and Regionalization Transit Study and Middlesex TMA Shuttles	Peer City Best Practice



High Feasibility, High Impact Projects (3 of 3)

ID	Project Name	Source	Project Type
B9	Pilot / quick-build projects for traffic calming	Watertown Mobility Study Kickoff Meeting	Watertown-identified project
R1	Reduce MBTA bus service delays	MBTA Bus Priority Vision	Regional Initiative
R2	Improve the Alewife MBTA Station	Transit Oriented Development at Alewife	Regional Initiative
R3	Extend the MCRT to nearby municipalities	Mass Central Trail Trail Feasibility Study	Regional Initiative
R6	Expanding the Allston-Brighton shuttles	Allston-Brighton Neighborhood Link Study	Regional Initiative
R11	Provide more bus service in busy neighborhoods	MBTA Bus Network Redesign	Regional Initiative
R12	Provide more around-the-clock bus service	MBTA Bus Network Redesign	Regional Initiative
R13	Expand the MBTA network- (including non-downtown centers)	MBTA Bus Network Redesign	Regional Initiative
R16	Regional Blue Bike Expansion	Bluebikes Expansion Planning	Regional Initiative
R20	Upgrade Newton Commuter Rail Stations	Regional Rail Modernization Program	Regional Initiative
R21	Provide more frequent, all-day regional rail service on the Framingham/Worcester and Fitchburg Lines	Regional Rail Modernization Program	Regional Initiative
R22	Upgrade Belmont Commuter Rail Stations	Regional Rail Modernization Program	Regional Initiative



Low Feasibility, High Impact Projects (1 of 2)

ID	Project Name	Source	Project Type
1	Complete Pedestrian and Bicycle Network- close gaps and improve safety and accessibility	Comprehensive Plan	Watertown-identified project
5	Establish All-Season Bicycle Facility Maintenance Procedures	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
23	Improve Bicycle and Pedestrian Connections to Retail, Parks, and Community Amenities	Comprehensive Plan/Resilient Watertown	Watertown-identified project
30	Electrify the transit system that connects areas of Watertown not served by the MBTA to MBTA services	Resilient Watertown	Watertown-identified project
35	Galen Street Separated Bicycle Facility and Pedestrian Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
37	Mt Auburn - Watertown/Cambridge Greenway / Belmont Street-Mt Auburn Street Integration	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
39	North-South Bicycle Facility and Sidewalk Reconstruction with Raised Intersections	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
47	Mt Auburn Street - Watertown/Cambridge Greenway Pedestrian Route	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
50	Watertown Community Path- implement missing links	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
52	West Watertown Pedestrian Improvements and connections to Charles River	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
53	Walnut Street Bicycle Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
56	School Street Reconstruction (no additional detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
58	Subsidize Transit for Low and Middle Income Riders	Watertown Mobility Study Kickoff Meeting	Watertown-identified project
60	Watertown Square Area Plan Intersection Redesign*	Watertown Square Area Plan	Watertown-identified project
64	Expand transit on Pleasant Street	Stantec	Stantec Recommendation



Low Feasibility, High Impact Projects (2 of 2)

ID	Project Name	Source	Project Type
66	Create direct connection between Watertown and Boston Landing	Stantec	Stantec Recommendation
26	Expanded operation of WATConnector (Watertown Operated Transit/Shuttle Service)	Comprehensive Plan	Watertown-identified project
33	Summer Street Intersection Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
32	Watertown and North Beacon Street Safety Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
B13	Establish a Parking Benefit District	Various Towns	Peer City Best Practice
B16	Tri-Town Efficiency and Regionalization Transit Study- streamlined shuttle service between towns	Tri-Town Efficiency Study (Lexington, Bedford, Burlington)	Peer City Best Practice
B17	Tri-Town Efficiency and Regionalization Transit Study- add Sunday service to certain MBTA bus routes	Tri-Town Efficiency Study (Lexington, Bedford, Burlington)	Peer City Best Practice
B19	Continue Parking and Transportation Demand Management (PTDM) Monitoring	Cambridge	Peer City Best Practice
R10	Improve transit equity	MBTA Bus Network Redesign	Regional Initiative
R14	Streamline the MBTA network	MBTA Bus Network Redesign	Regional Initiative
R15	Transit-aiding tech (transit priority, etc.)	MBTA Bus Network Redesign	Regional Initiative
R17	Expanding the Watertown-Cambridge Greenway	MassDOT Bicycle and Pedestrian Plan Update	Regional Initiative
R19	Newton Corner Improvements, with Bike/Ped Connections and Signalized I-90 Ramps (improved multimodal access to Watertown Sq. and beyond)	Newton Corner Improvements Project	Regional Initiative
R23	Newton Corner Infill Commuter Rail Station (brings additional option for rail access nearby)	Regional Rail Modernization Program	Regional Initiative



High Feasibility, Low Impact Projects

ID	Project Name	Source	Project Type
11	Wayfinding - Coolidge Square	Comprehensive Plan	Watertown-identified project
12	Wayfinding - Charles River Greenway	Comprehensive Plan	Watertown-identified project
13	Wayfinding - Watertown Community Path	Comprehensive Plan	Watertown-identified project
15	Inventory the current Bicycle Network	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
18	Define Gateways via wayfinding, landscaping, lighting, and coordination with stakeholders (e.g. DCR IHOP rotary)	Comprehensive Plan	Watertown-identified project
21	Establish Curbside Use Policy	Comprehensive Plan	Watertown-identified project
34	Belmont Street Pedestrian and Bicycle Improvements (no additional detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
38	Pleasant Street and Arsenal Street Pedestrian Improvements (no additional detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
40	Little Greenough Improvements	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
44	Improve Crash Reporting	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
62	Improve Customer Parking Experience (technology and signage)	Parking Management Plan	Watertown-identified project
63	Manage Parking Demand through Priced Parking and a Parking Benefit District	Parking Management Plan	Watertown-identified project
57	Watertown Square and Coolidge Square Bike and Pedestrian Facilities (no add'l detail identified)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
6	Wayfinding to facilitate walking and biking downtown and to regional paths	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
B18	Tri-Town Efficiency and Regionalization Transit Study- bus stop consolidation around Burlington Mall	Tri-Town Efficiency Study (Lexington, Bedford, Burlington)	Peer City Best Practice



Low Feasibility, Low Impact Projects

ID	Project Name	Source	Project Type
17	Traffic Calming techniques (specifically on cut through streets)	Comprehensive Plan	Watertown-identified project
22	Loading Study- to establish dedicated loading zones in commercial areas	Comprehensive Plan	Watertown-identified project
36	Improve Bicycle Access to Charles River Path (Grove St and Greenough Blvd)	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
48	Connections between Charles River Greenway and How Park	Watertown Bicycle and Pedestrian Plan	Watertown-identified project
49	Bridge Street Connections- physical access and wayfinding	Watertown Bicycle and Pedestrian Plan	Watertown-identified project

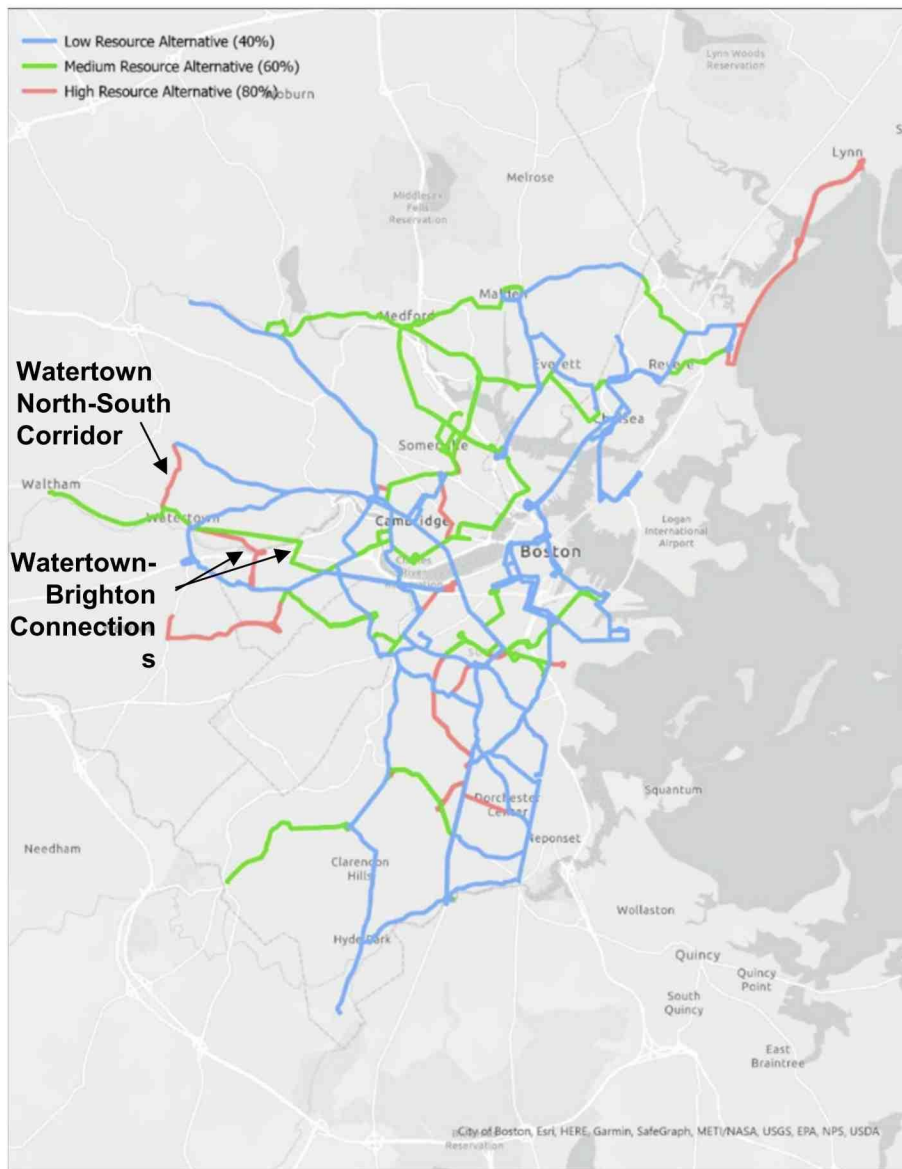
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Appendix B:

*Local and Regional Efforts
with Agency Partners-
Additional Details*

Figure 5 Map of High-Frequency Networks for Each Resource Alternative Following Automated Network Generation Process



Create a North-South MBTA Bus Route Through Watertown

Justification: While Watertown has strong east-west transit service, there is currently no transit running north-south. As a result, transit is not a realistic option for many short trips within Watertown or to neighboring communities such as Belmont, Arlington, or Chestnut Hill.

Research conducted as part of MBTA Bus Network Redesign determined there is enough north-south demand in Watertown to justify buses running every 15 minutes. The final redesigned bus network does not include a north-south route. In fact, the north-south corridor is one of only two identified high demand segments that remain completely unserved by transit in the future network.

Recommendation: The study team evaluated multiple potential north-south bus corridors, including School Street, Common Street, Waverley Avenue, and Lexington Street. Based on data findings and stakeholder insights, our team recommends that Watertown first pursue north-south transit on Lexington Avenue. This corridor has a high density of older adults and people living in lower income households that often benefit most from transit access. Additionally, the corridor could facilitate direct service between Watertown, Belmont, and Arlington – including connections to rail service in Waverley Square and/or Belmont Center.

Implementation:

- Recommend to MBTA staff that Lexington Street is evaluated for service as part of implementing the Watertown phase of Bus Network Redesign
- Coordinate with Belmont, Arlington, and Newton to advocate for north-south service – including working with the MBTA to develop a full route proposal
- Preserve Lexington Street as a transit supportive corridor



Extend Route 65 to Connect Watertown, Boston Landing, Brookline, and Longwood

Justification: Watertown does not have a direct transit connection to activity centers southeast of the city, such as Boston Landing, Brookline, and the Longwood Medical Area (LMA). The MBTA Bus Network Redesign identified demand between the Arsenal Street corridor in Watertown, Boston Landing, and Brighton Center as justifying high frequency bus service.

Car trips between these locations take 10 to 30 minutes, while transit trips can take over an hour and often require multiple transfers. For example, a trip between Arsenal Yards and Boston Medical Center Brighton takes 10 minutes by car versus 30 to 40 minutes via transit – about the same amount of time it would take to walk.

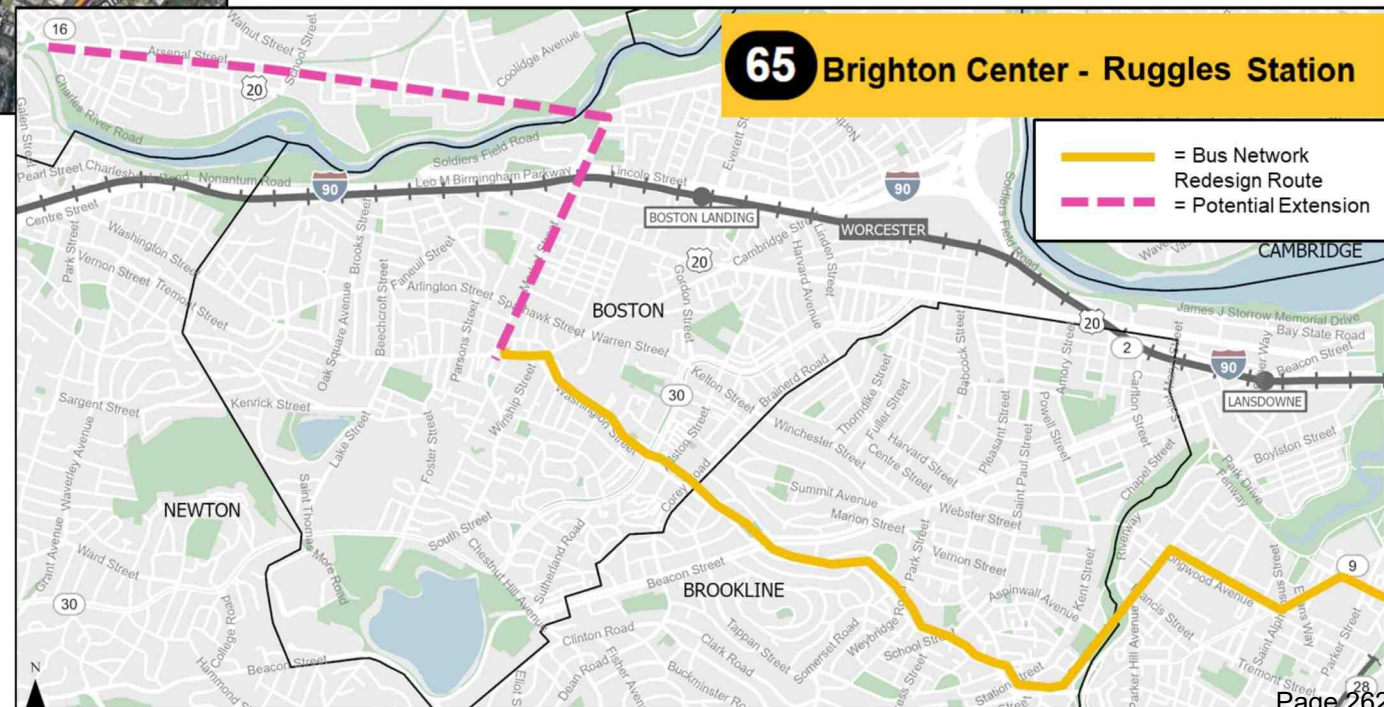
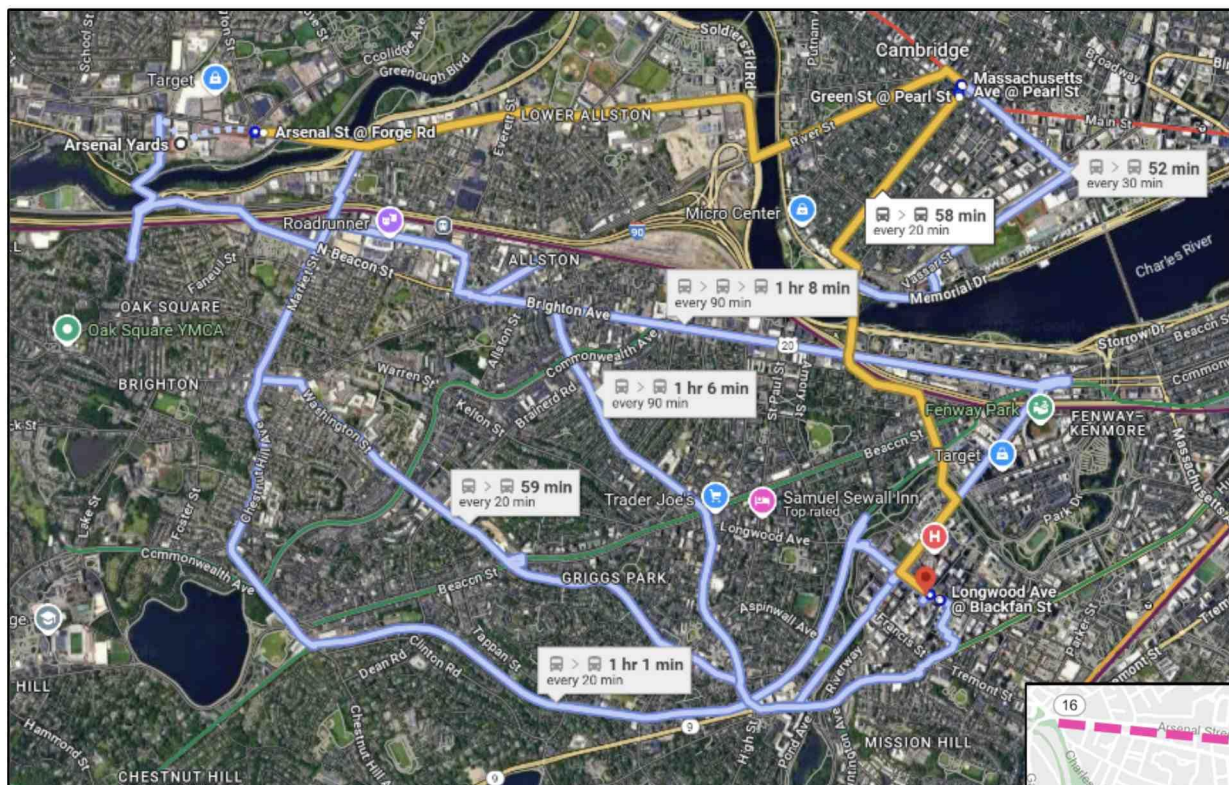
As part of Bus Network Redesign, the MBTA will modify Route 65 to run between Brighton Center and Ruggles Station via Washington Street and the LMA. This route, like the existing Route 65 that runs to Kenmore Station, will likely continue to have highly directional rush hour demand – with most riders traveling towards the LMA in the morning and back towards Brookline in the afternoon.

Recommendation: Watertown should advocate for the MBTA to extend the planned Route 65 from Brighton Center to Watertown Square via Arsenal Street and Market Street. Although this is a long route, the MBTA operates routes that are significantly (such as the frequent Route 109, among many others). The route could be run reliably in practice and adding a strong complementary anchor to the western end of the route will likely improve the route's operational efficiency. This extension will provide benefits for multiple stakeholders, including:

- Creating a faster and more reliable connection between Arsenal Street, Boston Landing, Brighton, Brookline, and the LMA - with transfers to all Green Line branches and the Orange Line.
- Leverage growing demand at Boston Landing and Arsenal Street as a complementary ridership generator to the LMA – filling otherwise underutilized reverse peak service on the planned Route 65.

Implementation:

- Recommend to MBTA staff that a Route 65 extension evaluated for service as part of implementing the Watertown phase of Bus Network Redesign
- Coordinate with Boston, Brookline, the Watertown TMA, and A Better City TMA to advocate for the service extension



➤ A GPS software like Google Maps presents a vast array of transit options from Arsenal Yards to Longwood Ave (above), all of which take about an hour. None of the existing transit routes are one-seat rides. An extension of the 65 Bus (right) would enable a one-seat ride from Watertown to Brookline, Boston Landing, Longwood, and Ruggles. The exact routing of the extension could continue to be workshopped.



Reduce Inner Core Commuter Rail Fares (Zone 1A-2)

Justification: Watertown is served by MBTA Commuter Rail stations in Belmont and Newton. This service provides direct access to Downtown Boston, as well as regional access to the western suburbs, often with travel times that are competitive to driving. Today, however, commuter rail fares are significantly higher than other transit modes, including for short trips. For example, traveling between Waverley Square and Porter Square takes 8 minutes by commuter rail versus 20 minutes by car. The MBTA charges \$6.50 each way for this trip – nearly three times more than a subway fare (\$2.40) – even though the trip is significantly shorter than many subway trips (such as Braintree to Downtown Boston).

Recommendation: Watertown should advocate for the MBTA to charge subway fares (\$2.40) for all trips between Zones 1A, 1 and 2. These fares should also include free transfers to subway and bus lines, like the subway fare, which will made more technically feasible via the Automated Fare Collection (AFC) 2.0 roll out at commuter rail stations—a new account-based, contactless fare system—at commuter rail stations starting in 2026. AFC 2.0 is the MBTA’s new account-based fare collection system that will support contactless payments and fare integration across all transit modes, making it easier to implement consistent pricing and seamless transfers. As a secondary priority, Watertown could advocate for the MBTA to reduce interzone fares (the fares charged for trips between all zones except Zone 1A) to a flat \$2.40 per trip.

Implementation:

- Identify municipal and community partners interested in similar commuter rail fare reforms. About twenty municipalities have Zone 1A, 1, and/or 2 stations – including high transit ridership communities such as Boston, Cambridge, Chelsea, Lynn, and Medford.
- Advocate for recommended changes via both direct outreach and official forums, such as the MBTA Advisory Board and MAPC.



Improve Transit Circulation Through Newton Corner

Justification: Newton Corner and Watertown Square function as an interconnected bus hub. Upon the completion of the MBTA Bus Network Redesign, as many as 45 buses per hour will run on the half mile stretch of Galen Street, Centre Street that connects these community centers. Newton Corner has severe congestion and a complex roadway layout that adds as much as 10 minutes to bus trips. This congestion makes transit less reliable and increases bus operating costs.

Recommendation: MassDOT is [actively studying long-term solutions](#) for reconfiguring Newton Corner. Watertown is in the Newton Corner MassDOT Project's working group already, and should to continue to advocate for prioritized transit as part of the new design. Priority strategies for transit include:

- Transit priority for buses on Washington Street and Galen Street, including on the bridge over the Mass Pike, ideally fully separated from car traffic.
- Two-way circulation that enables buses to take direct routes between Galen Street and Washington Street, Park Street, and Centre Street.
- A new commuter rail station with direct vertical circulation to an adjacent bus hub, preferably as close to the existing Washington Street bridge as possible.

Implementation:

- Continue to actively participate in the MassDOT Newton Corner Long-Term Planning Study, advocating for the transit priorities identified above.



Implement Transit Priority Projects in Boston and Cambridge that Benefit Watertown Bus Routes

Justification: Watertown is served by four bus routes currently or planned to have “frequent” service – defined by the MBTA as operating every 15 minutes or better. These routes include:

- Route 57, which runs between Watertown Square and Kenmore Square via Tremont Street, Washington Street, and Commonwealth Ave.
- Route 70, which runs between Waltham, Watertown Square, and Central Square in Cambridge via Main Street, Arsenal Street, Western Avenue, and River Street.
- Route 71, which runs between Watertown Square and Harvard Square via Mount Auburn Street.
- Route 73, which runs between Waverley Square and Harvard Square via Trapelo Road, Belmont Street, and Mount Auburn Street.

These routes operate on roads with significant congestion and complex intersections that reduce reliability and increase travel times, making transit more difficult to use and more expensive to operate. These delays will increase as the region grows, especially with large planned developments along Arsenal Street and within Lower Allston. While Watertown can work to improve bus speed and reliability on its own roadways, all bus routes serving the City cross municipal boundaries. Reliable bus operations for Watertown also relies on transit priority projects led by other jurisdictions, notably Boston and Cambridge.

Recommendation: Watertown should support transit priority projects along streets served by Routes 57, 70, 71, and 73 outside its boundaries. Notable active or proposed projects in

- MBTA's Arsenal Street (Route 70) Study which Watertown is already collaborating with the MBTA on.
- [Route 57 Transit Priority Corridor Study \(City of Boston\)](#)
- [Western Avenue Transitway \(City of Boston\)](#)
- [River Street Reconstruction \(City of Cambridge\)](#)

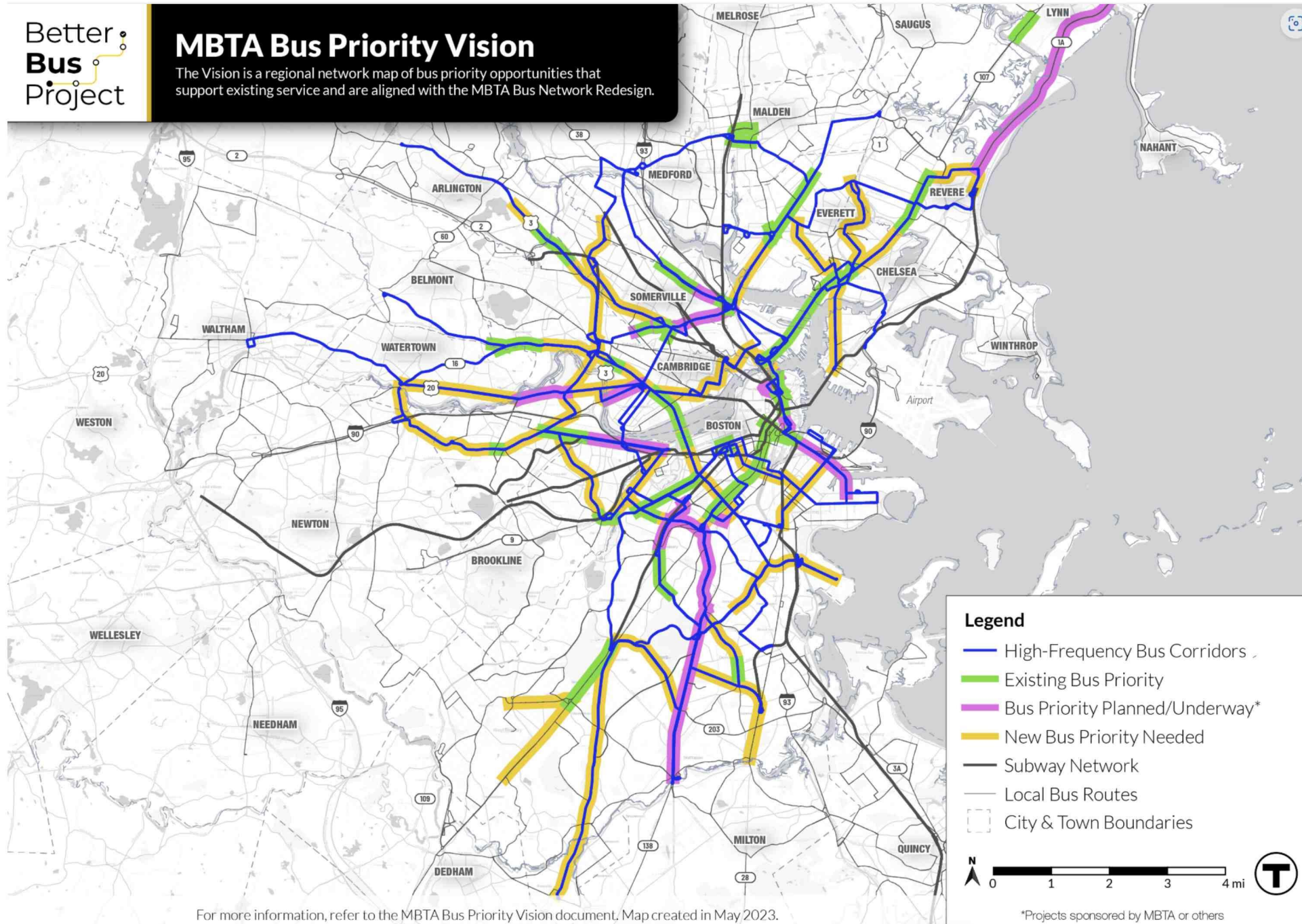
The [MBTA Bus Priority Vision](#) identified several additional locations within Cambridge where the agency plans to pursue transit priority projects supporting Watertown-bound routes, including along Western Avenue, Mount Auburn Street, and through Harvard Square. Additional information about these corridors are included on the proceeding pages.

Implementation:

- Coordinate with Cambridge, Boston, and the MBTA to plan, identify funding, and program transit priority projects supporting Route 57, 70, 71, and 73.

MBTA Bus Priority Vision

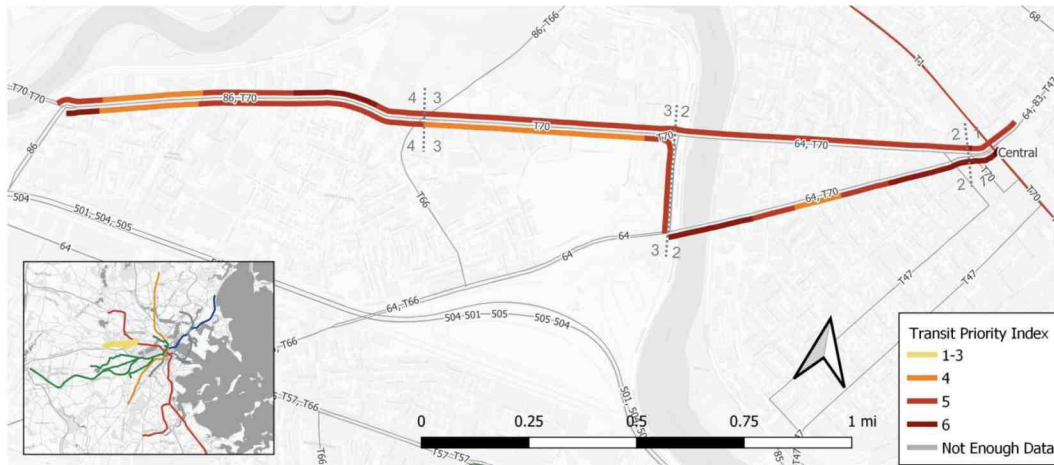
The Vision is a regional network map of bus priority opportunities that support existing service and are aligned with the MBTA Bus Network Redesign.



For more information, refer to the MBTA Bus Priority Vision document. Map created in May 2023.



Central Sq to Arsenal St (via Western Ave)



Central Sq to Arsenal St (via Western Ave)– Service and Customer Attributes

	BNRD Routes	Length (miles)	Person-Hours of Delay	Bus-Hours of Delay	Service Volume (Bus Trips)				Percentage of Riders			Transit Critical?
					Peak Hour BNRD	Peak Hour Increase	All Day BNRD	All Day Increase	Minority	Low-Income	Zero-Auto	
Central Sq	64, 83, T47, T70	0.1	88	3	20	+6	309	+146	16%	16%	20%	52
Central Sq to Soldiers Field Rd	64, T70	0.7	357	11	11	+3	158	+70	16%	15%	20%	51
Soldiers Field Rd to Harvard St	T70	0.6	49	2	8	+3	114	+49	21%	20%	25%	66
Harvard St to Arsenal St	86, T70	0.8	252	8	11	+2	157	+46	14%	13%	18%	45

Central Sq to Arsenal St (via Western Ave) – Development Attributes

	Customer Activity (Boardings + Alightings)	New Commercial Development		New Residential Development		Residential Density (Units per Acre)		Number of New Developments by Size (Sq Ft)		
		Additional Sq Ft	Percent Growth	New Units	Percent Growth	Existing	Projected	Small < 20k	Medium 20k – 50k	Large > 50k
Central Sq	1,121	42k	3%	121	3%	41.7	43.1	0	3	0
Central Sq to Soldiers Field Rd	755	20k	2%	300	10%	19.4	21.4	0	1	0
Soldiers Field Rd to Harvard St	494	1,550k	45%	250	210%	0.5	1.5	1	0	3
Harvard St to Arsenal St	2,439	604k	20%	742	51%	3.4	5.2	0	8	2

Harvard Sq to Belmont St (via Mt Auburn St)

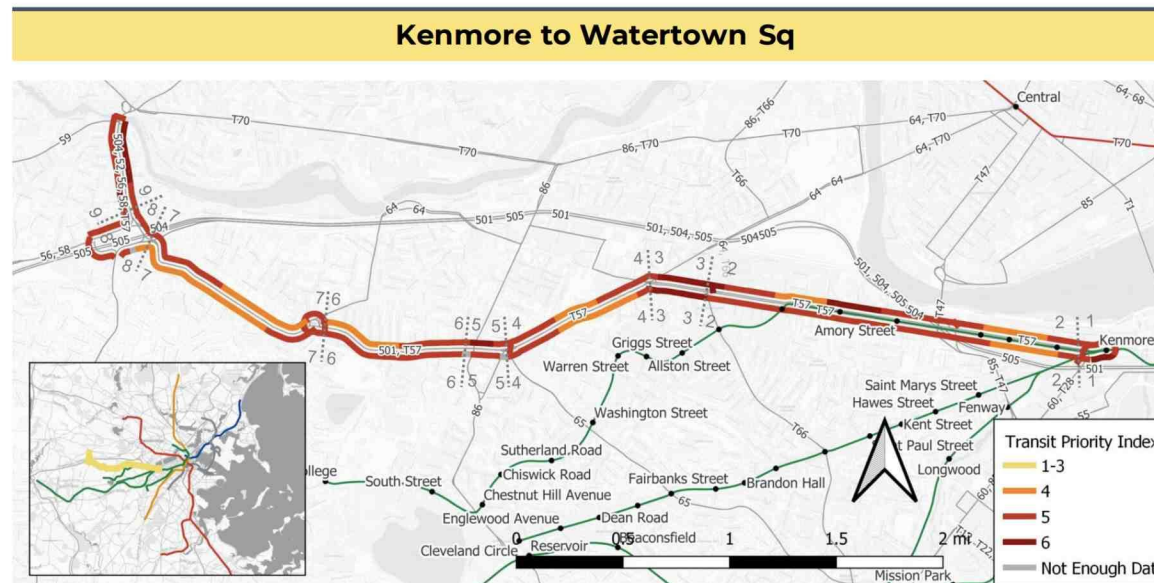


Harvard to Belmont St (via Mt Auburn St) – Service and Customer Attributes

	BNRD Routes	Length (miles)	Person-Hours of Delay	Bus-Hours of Delay	Service Volume (Bus Trips)				Percentage of Riders			Transit Critical?
					Peak Hour BNRD	Peak Hour Increase	All Day BNRD	All Day Increase	Minority	Low-Income	Zero-Auto	
Mt Auburn St	T71, T73	1.5	310	13	16	-2	228	+30	11%	12%	12%	35

Harvard Sq to Belmont St (via Mt Auburn St) – Development Attributes

	Customer Activity (Boardings + Alightings)	New Commercial Development		New Residential Development		Residential Density (Units per Acre)		Number of New Developments by Size (Sq Ft)		
		Additional Sq Ft	Percent Growth	New Units	Percent Growth	Existing	Projected	Small < 20k	Medium 20k – 50k	Large > 50k
Mt Auburn St	16,779	0	0%	0	0%	155.6	155.6	0	0	0



Kenmore to Watertown Sq – Service and Customer Attributes

	BNRD Routes	Length (miles)	Person-Hours of Delay	Bus-Hours of Delay	Service Volume (Bus Trips)				Percentage of Riders			Transit Critical?
					Peak Hour BNRD	Peak Hour Increase	All Day BNRD	All Day Increase	Minority	Low-Income	Zero-Auto	
Kenmore Station	60, T28, T57	0.1	133	14	18	-4	264	+18	29%	40%	24%	92
Kenmore Station to Harvard Ave	85, T47, T57	0.7	261	9	10	+1	136	-5	42%	28%	39%	109
Harvard Ave to Cambridge St	T57, T66	0.3	3,681	138	18	+2	253	+43	23%	22%	30%	75
Brighton Ave to Washington St	T57	0.7	51	3	10	-1	135	+15	35%	32%	40%	108
Washington St to Chestnut Hill Ave	65, 501, T57	0.2	44	3	17	+6	205	+85	37%	26%	34%	97
Chestnut Hill Ave to Oak Sq	501, T57	0.8	51	4	14	-1	161	0	24%	16%	22%	62
Oak Sq to Newton Corner	64, 501, T57	1.0	60.5	3.4	14	-1	162	+1	19%	13%	18%	50
Newton Corner Crossing Mass Pike	52, 56, 58, 501, 504, T57	0.2	265.0	19.2	22	+3	253	+55	10%	10%	10%	30
Newton Corner to Watertown St	56, 58, 504, T57	0.4	54.6	5.7	18	0	226	+30	15%	13%	14%	42

Kenmore to Watertown Sq – Development Attributes

	Customer Activity (Boardings + Alightings)	New Commercial Development		New Residential Development		Residential Density (Units per Acre)		Number of New Developments by Size (Sq Ft)		
		Additional Sq Ft	Percent Growth	New Units	Percent Growth	Existing	Projected	Small < 20k	Medium 20k – 50k	Large > 50k
Kenmore Station	19,098	1,541k	75%	400	21%	7.5	9.1	0	2	6
Kenmore Station to Harvard Ave	5,338	552k	17%	243	14%	6.0	6.9	0	1	2
Harvard Ave to Cambridge St	10,784	890k	78%	1,639	151%	10.4	26.1	0	5	2
Brighton Ave to Washington St	3,088	0	0%	71	5%	8.1	8.5	0	1	0
Washington St to Chestnut Hill Ave	899	14k	1%	83	6%	10.9	11.5	1	2	0
Chestnut Hill Ave to Oak Sq	4,406	33k	5%	65	3%	10.4	10.6	0	3	0
Oak Sq to Newton Corner	1,841	0	0%	0	0%	9.4	9.4	0	0	0
Newton Corner Crossing Mass Pike	2,635	0	0%	0	0%	2.9	2.9	0	0	0
Newton Corner to Watertown St	3,673	2k	0%	24	1%	11.8	11.9	0	1	0



Watertown Priorities for Regional Rail Modernization

Justification: Watertown is served by Worcester Line and Fitchburg Line commuter rail stations in Newton and Belmont. Rail service at these stations is limited and expensive, with mostly hourly off-peak service and fares starting at \$6.50 each way. In the coming years, the [MBTA Regional Rail Modernization Program](#) will transition the commuter rail network to a “Regional Rail” operating model – with more frequent all-day service and electric trains.

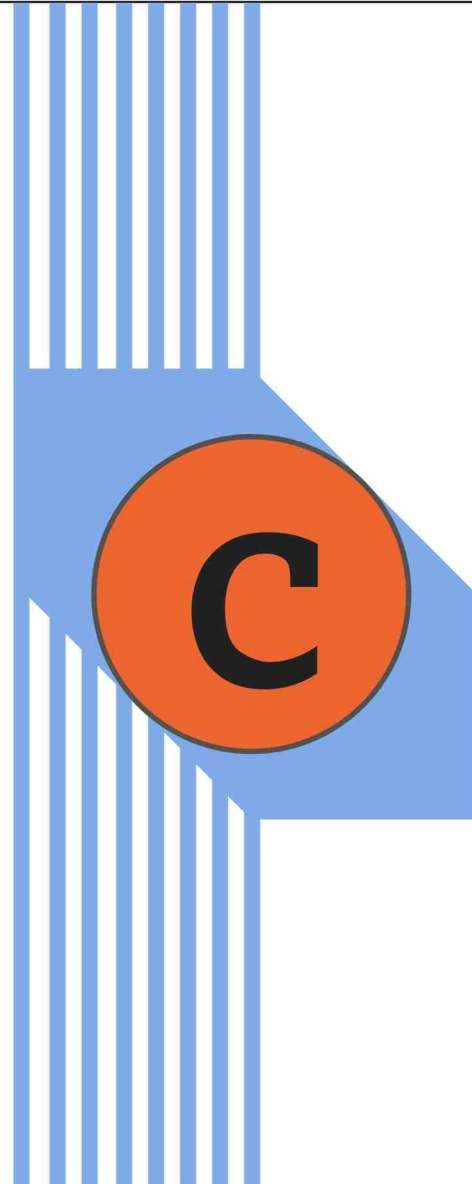
Regional Rail service has the potential to make transit a significantly more competitive option for travel to and from Watertown. However, this transition requires significant capital and operations investments – and thus will be implemented gradually.

Recommendation: Watertown should advocate for specific Regional Rail investments and strategies that optimize benefits for people traveling to and from the city. Priority projects and programs include:

- **Fare Policy:** Reduce inner core commuter rail fares to match subway fares and include free transfers (see project sheet for additional information).
- **Service Design:** Increase service frequency on both the Worcester and Fitchburg Lines to rapid transit levels, with a short-term goal of all day service every 30 minutes using existing equipment and a long-term goal of trips every 10 minutes as the MBTA transitions to an electrified rail fleet.
- **Capital Projects:**
 - Construct a new commuter rail station at Newton Corner, with direct vertical circulation to bus connections to and from Watertown
 - Complete bi-directional high-level platforms and other accessibility upgrades at Belmont Center, Waverley Square, Waltham, Newtonville, West Newton, Auburndale, and Back Bay Stations. Ensure that these stations incorporate features that streamline connections, including bicycle parking, bus stops with enhanced amenities, Bluebikes, and pick up/drop off space.
 - Advance capital projects that enable increased service at inner core Worcester Line and Fitchburg Line stations, such as signal upgrades, turnback tracks, and vehicle layover.

Implementation:

- Identify municipal and community partners interested in priority Regional Rail projects, such as Belmont, Newton, Watertown, Boston, and Cambridge.
- Advocate for recommended projects and programs via both direct outreach and official forums, such as the MBTA Advisory Board and MAPC, as well as through MassDOT and MBTA capital planning processes.



Appendix C:

Costs



Cost Sources:

Priority Project	Cost		
	Estimate	Details	
Expand A Local Transit Approach	\$ \$ \$	\$1-3.5 million per year*	Assumes an all-in annual cost if the City procured a private vendor to operate the service, who would typically provide the vehicles rather than requiring the City to purchase them directly. The project team developed example cost estimates based on the operational characteristics of the services outlined above. All estimates assume a total operating cost of \$150 per hour – which is at the high end of privately-contracted van services in the Boston area. See Report p.42 for more info.
Become a Leader in Universal Access Design	\$ \$	\$200,000 for guidelines \$10-15 million per corridor mile	Guidelines: consultant opinion on cost to develop. Corridor investment: Low end based on MassDOT's State Aid Reimbursable Programs Estimating Tool (SARPET) tool for Common Ave as an example (~0.8 mi). Key assumptions include: upgrade all curbs, replace road signs, adjust drainage, new 8ft sidewalk, no signal replacements, resurfacing needed. This results in a cost estimate of ~\$8M or about ~\$10M/mi.
Invest in Top Corridors by Use	\$ \$	\$10-15 million per corridor mile	Mt. Auburn Street cost estimate was about \$18M/mi, but that included full-depth reconstruction which might not be needed on each corridor. (https://www.mass.gov/doc/rehabilitation-of-mount-auburn-street-report-to-the-board-on-january-17-2024/download)
Develop a Comprehensive Safety Approach	\$	\$250,000-\$500,000 to establish reporting mechanism and plans	Consultant opinion on cost to develop dashboard, plan docs. Smaller cities in the northeast that recently received funding to develop safety action plans : City of Pittsfield, Massachusetts – Awarded \$250,000 to develop a new Comprehensive Safety Action Plan. City of Schenectady, New York – Granted \$250,000 to create a safety action plan targeting high-risk corridors. Auburn, ME - \$250,000 to create a safety action plan. Additional funding would be needed to develop a Traffic Calming Program and/or Watertown-specific crash dashboard.
Pursue Local and Regional Efforts with Agency Partners	Varies	City staff time MBTA staff time Additional operations costs (fuel, driver, etc.)	Important to consider cost of T operations, e.g. fuel, driver, etc., charges with an extended mileage of the bus route.



Appendix D:

Stakeholder Summaries

Watertown Faces Climate Change
Comments Submitted October 20, 2025

RESPONSE TO MOBILITY STUDY to CITY COUNCIL COMMITTEE ON ECONOMIC DEVELOPMENT Oct 21, 2025

As members of the team that brought attention to the need and advocated for the Mobility Study, we would like to express our enthusiastic support for the framework and recommendations in the Mobility Study.

We are glad to see the Mobility Study embrace big and transformational goals and are willing to champion and promote as needed.

We have some comments, suggestions and observations that we hope can be incorporated in the final report and implementation.

EXPAND A LOCAL TRANSIT APPROACH

Support for Community Transit Platform. We strongly support the creation of the recommended Community Transit Platform. Implementing the three described strategies as a unified coordinated transportation service would provide comprehensive mobility options at more efficient cost and with ability to access multiple funding sources. The existing programs such as GoGo and Taxi subsidies are extremely limited in funding and impact, and the existing shuttles suffer from low ridership.

Is One Seat to Harvard Square Best? The One and Two Route Options for a Unified Watertown Connector prioritize a one seat ride and Harvard Square destination (or origin). Since Harvard Square is already extremely well served by transit, we would like to see an evaluation of whether other high priority destinations could be incorporated relying on transfers to the frequent Harvard Square bound buses.

Sources of Support Regarding expenditures we would like to understand better what could be diverted from current expenditures and what the incremental costs would be. For instance, estimated costs are given for the various aspects of the recommended Community Transit Platform; how much of that is the amount in addition to what is currently spent on all the existing shuttles? Along with current steps to improve monitoring of TDM compliance and resulting compliance, as well as new developments coming online, more transit options, couldn't we expect an increase in contributions to the TMA from participating businesses?

Structure and Role of WTMA A Unified Watertown Connector and the Community Transit Platform are an opportunity to restructure and refocus the WTMA and local businesses on the potential for more transit and its benefits. We hope this will be incorporated in the planning. With the right organizational focus, transit configuration, businesses will see more benefits from their potential contribution to the network and that increased support should be taken into account.

Synching Climate Goals with TDM targets is Needed. Finally and most importantly, we would like to point out that the City TDM requirements are not in synch with our climate goals and that an update should be incorporated as a first step. This will ensure that all new developments have higher targets, provide mechanisms for getting existing buildings in synch and set the stage for greater business participation and support.

BECOME A LEADER IN UNIVERSAL ACCESS DESIGN

This sounds like an exciting and fruitful approach. It should be noted that the recommendations under the Comprehensive Safety Approach are important also for Universal Access; adoption and enforcement of lower speed limits is the most powerful and universal intervention that should be considered, along with physical design to support them.

INVEST IN TOP CORRIDORS BY USE

Thank you for including WFCC as a partner in this initiative. The opportunities identified in the map are comprehensive. The types of investments recommended for key corridors in order to maximize their benefits for bus operations, bike comfort and universal access will greatly improve transportation options in Watertown.

We believe the North-South routes need to be a priority and hope that collaboration with Belmont on extending these routes into Belmont and Belmont center will be part of the plan. Likewise, the Belmont-Trapelo Route for the 73 bus should be included as well as access to Waverly Square Commuter Rail; these are other areas for collaboration with Belmont involvement. Could a route to a Commuter Rail station in Newton also be evaluated?

Having followed closely, the MBTA prioritization process, it seems clear that the MBTA responds favorably to those routes where localities have planned and offered extensive and bold transit priority infrastructure to routes as in Rt 70 and 57. Watertown should consider initiating a plan for bold transit prioritization on a North-South route in its advocacy with the MBTA.

DEVELOP A COMPREHENSIVE SAFETY APPROACH

A key component of Vision Zero is lower speed limits. More than any other tool, speed limit reduction and enforcement has a universal safety effect. Vision Zero and lower speed limits has been on every plan for the last 5-10 years and has yet to be implemented. Lower speed limits universally make walking and bicycling more attractive and safer. Every community neighboring Watertown has adopted this tool. We would like to see a more explicit recognition of its role and a more forceful recommendation for its implementation. Traffic calming measures are also important to encourage compliance with slower speeds [and we are in support of the neighborhood approach recommended in this study.](#)

We would also like to suggest that the safety approach include identifying by-passes for heavily congested areas. Identifying safer routes is a low cost, quick approach. Some examples are Nichols and Maplewood around Coolidge Square, and Templeton/Salisbury instead of Arlington Street.

PURSUE LOCAL and REGIONAL PRIORITIES with AGENCY PARTNERS

We applaud these initiatives. We specifically would like to partner with the City in advocating that the MBTA reverse their decision to not include a north-south bus route in their bus network redesign; as pointed out in the study, “this north-south corridor is one of only two high demand segments identified in the MBTA Bus Network Redesign that will remain completely unserved in the future network.” This exclusion is particularly egregious because as the consultants state: “Watertown is one of the only inner core suburbs that lacks direct subway or commuter rail service.” We also highly recommend advocating for the extension of planned Route 65 from Brighton Center to Watertown Square along the route that would provide connections to Boston Landing (including the new commuter rail stop) and the Longwood Medical area as well as Green Line branches and the Orange line.

Signed,

Lise Paul, Ernesta Krackiewicz Jeanne Trubek, Deborah Peterson



CITY OF WATERTOWN
Community Development and Planning
PLANNING OFFICE

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To: Watertown City Council

From: Zeke Mermell, Senior Transportation Planner; Gideon Schreiber, Director of Planning & Zoning;
Steve Magoon, Assistant City Manager for Community Development & Planning

Date: October 21, 2025

Re: Transportation Network Companies Funds: 2024 Disbursement

The City of Watertown receives funds from the State's Department of Public Utilities (DPU) from Transportation Network Companies (TNCs) such as Lyft and Uber. Municipalities get half of a \$0.20 assessment for all TNC rides starting in their boundaries. For Fiscal Year 2024 we received **\$59,526.50**.

TNCs are a growing segment of Watertown's and the overall region's transportation modeshare. In 2024, there were 595,265 TNC rides starting in Watertown, whereas in 2023 there were 556,964. This represents noteworthy growth over time. According to DPU, these funds must be used *"to address the impact of transportation network services on municipal roads, bridges and other transportation infrastructure or any other public purpose substantially related to the operation of transportation network services in the city or town including, but not limited to, the complete streets program... and other programs that support alternative modes of transportation."*

Watertown's funds from past years were allocated to support, including local matches for, the Watertown Connector (WATConnector) electric shuttle on Pleasant Street and Watertown's local bikeshare network of Bluebikes.

We propose utilizing the \$59,526.50 in funds to pay for operational costs of the Pleasant Street Watertown Connector shuttle. This will help pay for the costs to charge, drive, and maintain our fleet of two electric vans and a backup van. In turn, this will reduce greenhouse gas emissions and single-occupancy vehicle driving, in line with our City's goals. Recent efforts such as the Study to Improve City-Supported Mobility have identified the WATConnector as a key component of a local convenient, affordable and environmentally-friendly transportation system that we will build upon in coming years.

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to accept the report of the Committee on Public Works from its meeting on October 22, 2025

CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025

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

Motion to approve the action items from the report of the Committee on Public Works from its meeting on October 22, 2025



Watertown City Council Committee on Public Works

Councilor Piccirilli-Chair, Councilor Feltner-Vice Chair, Councilor Palomba- Secretary

Committee Report of October 22, 2025 Meeting Presented to the City Council on December 9, 2025

The Committee on Public Works met on Wednesday October 22, 2025 at 6:00 PM in the 3rd Floor Conference Room in City Hall with zoom capacity. Public comments could be submitted to apalomba@watertown-ma.gov.

Purpose of the meeting was to:

A. Review and Make Recommendations on the Fiscal Year 2026 Capital Improvement Program item #42:

a. The FY26 \$2,875,000 proposed loan order for local road construction projects in the summer of 2026.

b. The FY26 \$2,300,000 proposed loan order for connector roads/longer street projects for the summer of 2026.

B. Review and Make Recommendations on the FY2026 Capital Improvement Program item #44: Policy guidance and plans for the FY26 \$390,000 Chapter 90 Fair Share Amendment Appropriation.

Present: Tom Brady, Director, Department of Public Works (DPW), John Zaccardi, Deputy Director, DPW, Tyler Glode, City Engineer, DPW, Michael Albano, Director of Finance and Administration, DPW, Ed Baptista, Supervisor, Highway Division, DPW and Matt Baker, Interim Assistant Director of Public Utilities, DPW. Also attending either in-person or on zoom were residents Yasmin Daikh, Alissa Maryia, Nyles Gislason, Libby Shaw, Laura Murphy, Kristin Bulter, William Doran, Margaret Fitzgerald, Aric Wax, Sergery Sian, Angeline Kornelis, the Hacketts, and BW.

Please note: This meeting lasted approximately 2 hours and 45 minutes. These minutes provide a summary of the meeting. Please see the WCATV recoding of the meeting at <http://vodwcatv.org/internetchannel/show/4163?site=3> for more details. Included below is information from DPW's "Public Works Subcommittee Presentation October 22, 2025" (Presentation), learnings based on questions to DPW from committee members and residents, and general information about how DPW operates. Below is the link to DPW's Presentation.

- At this meeting the Committee was considering city borrowing by way of loan orders, that need the approval of the City Council, for local road construction and for connector roads/longer street projects. The city also annually receives state funding, known as Chapter 90 funding, that can be used for a variety of transportation related projects including road and bridge repairs, sidewalks, pavement improvement, bike paths, etc. These funds are overseen by the Department of Public Works which can recommend how these funds should be used via the city's five-year Capital Improvement Plan (CIP).

- There can be other sources of money that are project-specific and most likely will not continue beyond the completion of the project, such as federal funds and mitigation monies from developers and utilities. In general, annual loan orders are used for the maintenance, repair, and reconstruction of local roads

and connector roads/longer street projects. Chapter 90 money and grants are used for engineering costs and funds from DPW's budget are used for limited sidewalk repairs.

- Borrowing, bidding, construction, and final city sign-off of a project for local road construction projects and for connector roads/longer streets projects can span a number of years and is somewhat complicated by the time period used for borrowing (fiscal years) and the time period for construction (calendar year), and the construction season which is between April and November.

- The general process that DPW follows after a street has been approved for maintenance, repair, or reconstruction varies depending on the state of the street, but general includes consultation with the Bicycle-Pedestrian Committee and the Complete Street Working Group during the design phase, review of the condition of underground utilities, and coordination with agencies and utility companies performing work. Design documents are created, the cost of the project and duration of the project are estimated, and the source of the funding is determined. The project is then put out for bid. Bids are reviewed and a contractor is awarded the project. The work of the contractor is monitored by DPW staff and once the major elements of the project are completed, DPW staff conducts a final review to confirm that all elements are completed. The complete design phase can take a full year before bidding occurs and construction begins.

- The primary determination of what streets and roads are ultimately recommended by the DWP each year is the Pavement Conditions Index (PCI) of the street or road. However, there are other factors considered including the condition of the utilizes the city maintains (water, sewer, drains), plans for public utility work to be done by Natural Grid and Eversource, estimates of traffic and transportation impacts, safety improvements and considerations related to multi-modal transportation, city design standards, and the city's driveway ordinance. Thus, streets not selected for full depth reconstruction may have a lower CPI than some of the streets that are selected. It should also be noted that the current PCI information is from a 2024 review, which is not available to the public, and that a new review of the PCI for our streets and roads will take place in 2027.

- The completion of streets and road repairs, as well as sidewalk repairs (not including in a full depth road reclamation project) can vary widely and can be influenced by a number of factors including delays in bidding a project, contractor availability, weather, etc. For example, borrowing for Morse Street was done in FY22 with construction to begin in the spring of calendar year 2023 with the hope of completing the project in the fall of 2024 or the spring of 2025. The DPW's Presentation notes that Morse Street is completed and in punch list review as of the fall of 2025.

- DPW does spot repairs on sidewalks that are in need of repair for safety and ADA compliance. This is usually done on a street that is scheduled for the Maintenance and Repair activity known as "mill and overlay" which includes grinding up the top layer of asphalt, putting down a binder and then laying new asphalt. It should be noted that mill and overlay can happen on particular sections of a street as well as on a complete street.

- During the October 28, 2024 meeting of the Committee on Public Works it was noted that there were five streets for which funding was approved for construction in 2024. During that meeting, DPW recommend full depth reconstruction of Poplar Street, Partridge Street, north and south Irving Park, Royal Street and Green Street. In addition, there were five streets for which funding was approved in FY25. These were George Street, Bromfield Street, Mangano Court, Grandview Avenue and Dwight

Street. DPW stated that it was their intention to complete all ten of these streets during the construction season of April 2025 to November 2025. At this October 22, 2025 meeting we learned that work has been completed on gas mains, water mains, sewers and drains, but no road repair or maintenance work has been done.

DEPARTMENT OF PUBLIC WORKS COMMITTEE PRESENTATION – OCTOBER, 2025

Tyler Glode our City Engineer reviewed the DPW Presentation which can be found at https://watertownmassgov-my.sharepoint.com/:f:/g/personal/tglode_watertown-ma_gov/Eig1LejsbxdFt9eTxGsG9pkBAAzHhV9qCwislvLTJ7iRsg?e=50rUGEHed.

The Presentation included information about the anticipated replacement, rehabilitation, and repair of gas mains (as planned by National Grid), water mains, sewer mains, and sewers and drains and gas mains. The Presentation noted that the overall city-wide *Pavement Condition Index (CPI)* is 66, which is an increase from the 60 PCI of last year. You can see a color-code review of the PCI for individual streets in Watertown on page 4 of the presentation. The Maintenance Summary shows streets ranging from a PCI of 90-100 to streets with a PCI of 1-12). The maintenance and repair activity for our streets is directly related to the PCI of the road with the goal of prolonging the useful life of a street to as long as possible while improving “accessibility and safety for all users using Complete Streets principles”. The degree of maintenance and repair varies and can include sealing cracks in streets, full depth patch repairs, mill and overlay, and, for roads with an CPI of 1 through 29, full depth reconstruction. The time involved and the cost varies with each of these activities. The most extensive, and the most expensive, activity is full depth road reconstruction which includes road reclamation and paving, drainage repairs, curbing, concrete sidewalks, ADA accessibility requirements, grass borders, and street trees.

The Presentation provided a recap of 2025 completed streets and streets that are need completion. Morse Street and Russell Avenue are completed and the punch list for each is under review. The North Beacon Street Bottleneck Program is under construction and it is estimated to be completed in the spring 2026. The source of funding for these projects includes city funds acquired through borrowing, mitigation funds, that is funds from agencies like the MWRA or developers, or a combination of both. It was noted that the various phases of the Arsenal Street reconstruction, which was funded in part by mitigation money from developers, lasted three years. And there still remains a number of elements of the project that need to be completed. In addition, DPW reported that the 14 signals on Arsenal Street are being coordinated (adaptive signaling) to facilitate the steady flow of traffic. There was discussion of the North Beacon Bottle Neck Program which has also taken three years. The project, which is funded by a grant, will not be affected by future plans related to the renovation of Watertown Square. Finally, there is concern about the bump out at the corner of Arsenal Street and Walnut Street. DPW is in the process of reviewing that situation.

LOCAL ROAD CONSTRUCTION PROJECTS

The Presentation included the recommendations that the following streets be selected for full depth reclamation in 2026 - in the Cottage Street neighborhood – Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, and Hearn Street – as well as Winter Street and potentially Brigham Street and Appleton Terrace. Brigham and Appleton are bid alternate projects which means that their inclusion for 2026 will depend on funding and other factors as the bidding

process evolves. The bids for this construction will be put between November 2025 and January 2026 which is the most competitive bidding period and can result in lower bids.

It was noted that the streets in the Cottage Street neighborhood are relatively short and narrow streets and will pose challenges to implementing the typical elements of full depth road reconstruction such as concrete sidewalks, ADA accessibility requirements, grass boards and street trees. There was also concern about driveway curve cuts and related safety issues. How to proceed and address these constraints will be determined during the engineering design phase of the project.

CONNECTOR ROADS/LONGER STREETS PROJECTS

Similar to last year, there were no new recommendations for full reconstruction of Connector Roads/ Longer Street projects since funds have already been approved for the streets listed below. Other than Morse Street, these streets are in the early stages of the process.

- As mentioned, **Morse Street** is in the punch list stage.
- The borrowing for **Fifth Avenue** was done in FY23. Invitations for Bids (IfB) are planned for November 2025 with construction to follow in the spring of 2026. Please note that Director Brady amended the IfB to October 2025.
- The borrowing for **Springfield Street and Forest Street** was done in FY24. While construction was to begin in the spring of 2025. At this time the design phase is 50% complete with the hope that 75% will be completed by Halloween.
- The borrowing for **Riverside Street** was done in FY25 and construction was to begin in the spring of 2026. While this may still be possible, at the present time the design development/coordination is only 25% complete.

There was concerned that these projects have been in the works for some time and it is disappointing that the progress is so slow. Please review the WCAT recording for an update by DPW why the timeline for the completion of these projects has been extended. - It was noted that some of the connector roads/longer street projects cost more than originally estimated and this resulted in some reallocation of the funds that have already been approve from one year to another year. It was also noted that cost of road work is raising, with estimated costs, including stormwater work, reaching \$1,000 per foot.

The presentation ended with a brief review of the status of capital projects including plans for Watertown Square, engineering and landscaping design of the Arsenal Street Corridor Study, the MassDOT design and funding for the Galen Street/Nonantum Road/Watertown Street intersection, and the reconstruction of Mt. Auburn Street.

PUBLIC COMMENT

There was extensive public comment from both those residents at the meeting and those on zoom.

Green Environment – a representative of Trees for Watertown requested that during the process of road maintenance, repair, and reconstruction there be a priority given to protecting the existing tree canopy and that when installing new trees the latest best practices be employed.

- **Herson Street** – A resident, who explained that she has spoken to other residents, raised concern about the disrepair of Herson street and its sidewalks. Residents have been advocating for reconstruction of the street for over three and a half years, beginning in May of 2022. It was noted that long-term residents of the street, those living on the street 25 – 30 years, say street repairs have never occurred during the time they have lived there. The residents have raised safety concerns, both for elderly residents and the children attending a daycare facility, related to the difficulty walking on the sidewalks as well as in the street. There was also concern about gas leaks. In addition, residents were disappointed that a couple of years ago mature trees were removed, without resident notice. The reason given was that the trees would not survive planned street repairs. However, these repairs have not happened as of this committee meeting.

DPW Response - Herson is scheduled for mill and overlay in the spring of 2026. Design has been completed and Chapter 90 monies will be used to fund the project. DPW is not responsible and does it monitor public underground utilities such as gas line repairs. However, they will coordinate with, in this case National Grid, to be assured that there are no plans to upgrade the service before beginning the mill and overlay. DPW will also survey the sidewalks and replace panels that are step hazards and/or do not meet ADA accessibility requirements before beginning the mill and overlay activity. DPW believes the repair activities will extend the life of the street for 15 years.

Summer Street/Fayette Street/Forest Street – There was extensive discussion of the situation on these streets. Residents at the meeting and on-line expressed a litany of concerns, including the need to redesign and reconstruct the streets and the installation of traffic safety measures. They wished that this be a priority for DPW and the Traffic Commission. Below are only some of the key points.

- Summer Street is major thoroughfare leading to downtown Watertown. For example, it is estimated that there are 20,000 vehicles traveling on Summer Street per week.

- Fayette Street also experiences high volume, particularly during peak hours. Data shows that speeding is a major concern on both streets. During peak hours vehicles can travel between 40 and 60 miles per hour and during off peak hours, speeds can range from 60 to 90 miles per hour.

- Parking on both sides of the street and sometimes on the sidewalk significantly narrows these streets and there are few stop signs and no speed bumps. This situation increases the potential for accidents.

- The predominate concern raised by these and other issues, such as drag racing, is safety. The safety of pedestrians, particularly children and seniors, was mentioned by all the residents who spoke about these streets during the public comment period.

It should be noted that the Committee received many emails from residents of Summer Street, Fayette Street, Forest Street and Herson, as well as a slide show presentation analyzing traffic data. These are attached to the minutes.

DPW response – While not in the present list of connector roads/longer street projects recommended for funding in 2026, it is the intention of DPW to recommend Summer Street and Fayette Street for the next major design effort. DPW would come forth with a recommendation at a committee meeting, tentatively scheduled for October 2026, to use FY27 funds for construction of Summer Street, and

potentially of Fayette Street, that would take place in 2028. Design work for these two streets will occur in FY26 and be paid for with Chapter 90 money.

Following this discussion the Committee and DPW reviewed the various loan orders for connector roads/longer street projects and the how the funds would be used.

- FY26 money for connector roads/longer street projects, an agenda item for this meeting, would be used for completing the construction of Forest Street and Springfield Street.

- FY27 money for connector roads/longer long streets projects, would be earmarked for construction of Summer Street and possibly Fayette Street as noted above in the DPW's response to public comments. However, the first priority would be Summer Street with Fayette being a bid alternate. If there is no money for Fayette, it would be pushed to FY29 for construction.

RECOMMENDATIONS OF THE COMMITTEE

Councilor Palomba made the following motion that was seconded by Councilor Feltner and passed 3-0.

The Committee recommends that the full Council approve the loan order of \$2.875 million for the construction of the following streets - Cottage Street, Sawin Court, Rifle Court, Lyons Street, Sexton Street, Cottage Lane, Molloy Street, Hearn Street, and Winter Street, and potentially Brigham Street and Appleton Terrance.

Councilor Feltner made the following motion that was seconded by Councilor Palomba and passed 3-0.

The Committee recommends that the full Council approve the loan order for \$2.3 million for connector roads/longer street projects for the second half of construction of Springfield Street and Forest Street.

While the following decision by the committee does not require a formal vote, the committee agreed to endorse the DPW plans dedicate future FY27 money for Spring Street and if possible, Fayette Street.

There were committee requests, concerns, and decisions:

- Request to DPW for a list of the streets that are scheduled to be repaired via mill and overlay.
- Request to DPW that design work for Summer, Fayette, and Forest Streets be coordinated and that recommendations from the Traffic Commission for traffic, pedestrian, and bicycle safety be included in the design.
- Concern about and the need for more sidewalks and curbing on streets to address safety issues, environmental priorities, green space, tree planting, and related issues.
- Decision to make a referral for another meeting of the Committee on Public Works to discuss the resolution in the latest CIP to update the standing recommendations for capital improvement projects.

Agenda Item B. Review and Make Recommendations on the FY2026 Capital Improvement Plan item #44: Policy guidance and plans for the FY26 \$390,000 Chapter 90 Fair Share Amendment Appropriation.

Points made during the discussion of this agenda item.

- There was a typo in the CIP and in the agenda regarding the money that was available in FY24. The published figure was \$390,000 while the correct figure is \$309,000.

- Watertown received \$309,000 Fair Share funds in FY24 and \$167,000 in FY25. These funds were allocated for Main Street Bus Stop and Crosswalk Improvements as described in the MBTA and Watertown Memorandum of Understanding. This project is in the process of being completed.
- At this time, the Department of Transportation has not calculated how much Fair Share money will be allocated to cities and towns and there is no information about when the decision will be made. However, it was agreed that the committee and DPW should move forward with the understanding that Watertown will get some money.
- There was discussion of two possible projects for how funds might be used including:
 - o installing Rapid Flashing Beacons, with a cost estimate of \$100,000 per Beacon, at the Police Station and the intersection of School Street and Belmont Street, and
 - o installing ADA transition ramps as well as repairing ramps that are in disrepair. The rough estimate for the installation of an ADA compliant ramp was \$4,000.

The idea of installing more granite curbing was voiced, but the estimated cost of installing granite curbing is \$100/linear foot. The cost made this suggestion impractical.

The discussion concluded with the Committee asking DPW to create a list of possible projects and the cost of those projects so that when the Fair Share money is allocated, the committee would be prepared to hold a meeting to evaluate potential projects.

Councilor Palomba made a motion to adjourn which was seconded by Councilor Feltner and passed 3 – 0. The meeting concluded at 8:47 PM and the minutes were prepared by Councilor Palomba.

Vincent J. Piccirilli, Jr.,
Chair

Lisa J. Feltner
Vice Chair

Anthony Palomba,
Secretary

FY2026 Road Program



Public Works Subcommittee Presentation
October 22, 2025

Agenda

- Road Program Goals
- 2025 Road Reconstruction Update
- 2026 Road Reconstruction List
- Capital Projects and Planning
- Complete Streets Update
- Planning, Design & Construction
- Summary



Road Program Goals

Key Facts & Considerations

- 72 centerline miles of City roads
 - 55 miles of residential roads
 - Average width of residential roads is 25 feet
- Anticipated Construction Season Impacts
 - ~3,000 feet of water main replacement
 - ~2,600 feet of sewer main rehabilitation
 - ~1,000 feet of drain replacement / Over 25 Infiltration Trenches
 - ~10,000 feet of gas main replacement by National Grid
- Pavement Management
 - ~3,000 feet of road reconstruction
 - ~4,000 feet of sidewalk rehabilitation
 - ~5,000 feet of mill & overlay
- City-Wide Pavement Condition Index: 66
- Total Work Backlog: \$75+ million

Road Program Goals

Road Reconstruction Progress

Maintenance Summary (PCI Score Range)

Defer Maintenance (90-100)

Preventative (70-89)

Rehab (30-69)

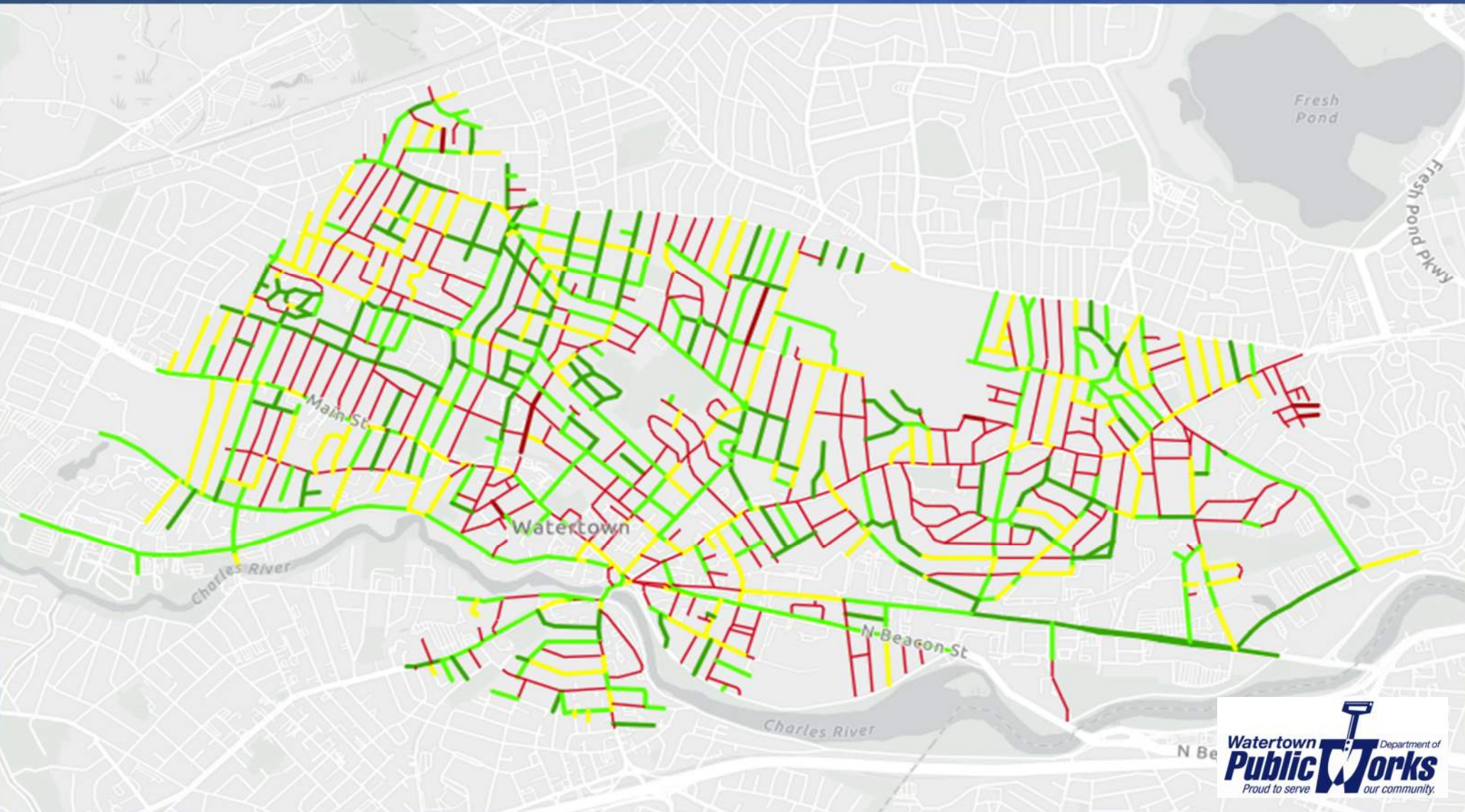
Reconstruction (1-29)

No Evaluation (0)

Building

Open Space

Massachusetts Town Boundaries



Road Program Goals

Program Activities

● Maintenance and Repair

- Mill and overlay repairs
- Full depth patch repairs
- Crack sealing
- Sidewalk reconstruction

● Road Reconstruction

- Road Reclamation
- Mill and overlay



Road Program Goals

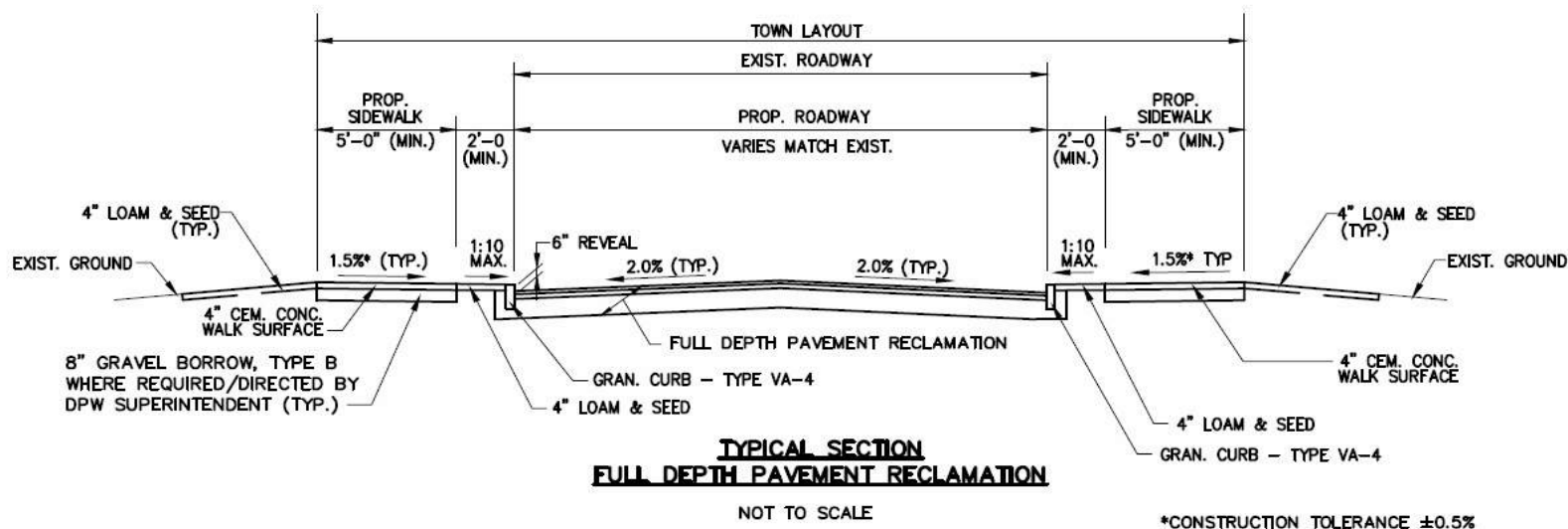
Maintenance, Repair & Reconstruction

- Provide a variety of maintenance treatments to prolong the useful life of less deteriorated roadways
- Coordinate road reconstruction activities with capital planning and utility work
- Seek long term planning and alternative funding for large-scale projects
- Improve accessibility and safety for all users by using “Complete Streets” principles

Road Program Goals

Typical Elements of Road Reconstruction

- Road reclamation and paving
- Drainage repairs
- Curbing
- Concrete sidewalks
- ADA Accessibility
- Grass borders and street trees



2025 Road Reconstruction Recap

Completed Streets and Remaining Construction

- Morse Street – Long Street and Connector
- Arsenal Street Phases A, B, D, & F – Mitigation
 - Arsenal Street Phase A
 - Arsenal Street Phase B
 - Bus Lane Addition on Arsenal Street
 - School Street & Dexter Avenue
- Russell Avenue – MWRA Mitigation & City Funds
- Bellevue Road – MWRA Mitigation & City Funds
- North Beacon Street Bottleneck Program

2025 Road Reconstruction Update

Morse Street



Morse Street - Before



Morse Street - After

Complete – Punch list under review

2025 Road Reconstruction Update

Arsenal Street Phase A & B, D, and F



Arsenal St Ph A&B - Before



Arsenal St Ph D - Before



Arsenal St Ph F - Before



Arsenal St Ph A&B - After



Arsenal St Phase D - After



Arsenal St Ph F - After

2025 Road Reconstruction Update

Russell Avenue



Russell Avenue - Before



Russell Avenue - After

Complete – Final punch list review and closeout underway

2025 Road Reconstruction Update

Bellevue Road



Bellevue Road - Before



Bellevue Road - After

Complete – Final punch list review and closeout underway

2025 Road Reconstruction Update

North Beacon Street Bottle Neck Program

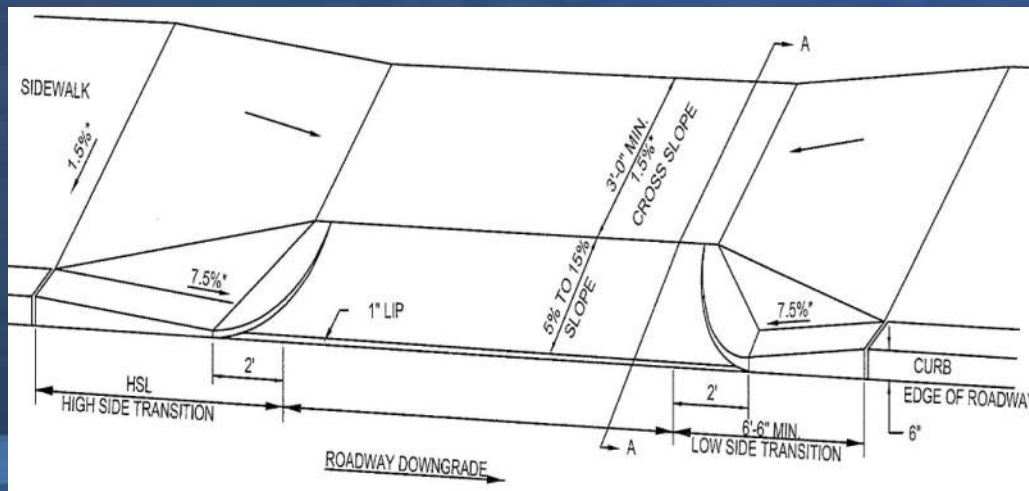


Under construction – Est. Completion
Spring 2026

2025 Road Reconstruction List

Developing the List

- Review Pavement Condition Index (PCI)
- Review Utilities (Water, Sewer, Drain)
- Review Public Utilities (NGRID, Eversource, ...)
- Review & Estimate Traffic and Transportation Impacts
- Safety Improvements, Multi-modal Transportation, and other City Design Standards
- Driveway Ordinance



- Section 6.02
- max of two curb cuts
- max of 11-foot width
- 20 feet between curb cuts
- max of 40% of frontage, or 22 feet, whichever is less

2025 Road Reconstruction

Utility Coordination & Capital Planning

- Water main replacement program
 - Implement approximately 3,000 linear feet of water main replacement
- Sanitary sewer and storm sewer repairs
 - Proceed with due diligence for CIP Phase 4 and 5
- National Grid plans to complete about 10,000 linear feet of gas main replacement in CY 2026 with approximately 12,000 linear feet of total repairs in design development

2023-2025 Road Reconstruction List

FY24 Proposed Streets

- George Street
- Bromfield Street
- Mangano Court
- Grandview Avenue
- Dwight Street

FY25 Proposed Streets

- Poplar Street
- Pequossette Street
- N. & S. Irving Park
- Royal Street
- Green Street

FY23 Streets to be Completed in FY26

- Chapman Street with water main replacement

2026 Road Reconstruction List

Proposed Streets

- Cottage Street Neighborhood
 - Cottage Street
 - Sawin Street
 - Rifle Court
 - Lyons Street
 - Sexton Street
 - Cottage Lane
 - Molloy Street
 - Hearn Street

- Winter Street
- Brigham Street
 - Bid Alternative
- Appleton Terrace
 - Bid Alternative

2024 Road Reconstruction List

George Street



George Street

- Gas main replaced; water main replaced
- Lack of curb, sidewalks in poor condition
- Multiple cross & mainline trenches

Approximately 1,000 feet long– 24 feet wide

2024 Road Reconstruction List

Bromfield Street



Bromfield Street

- Gas main replaced; water main replaced
- Lacks consistent curb
- Significant cracking and spalling

Approximately 1,200 feet long – 24 feet wide

2024 Road Reconstruction List

Mangano Court



Mangano Court

- Gas main replaced; sewer and drain replaced
- Lacks consistent curb
- Sidewalks in poor condition
- Significant cracking, spalling, and potholes

Approximately 350 feet long – 24 feet wide

2024 Road Reconstruction List

Grandview Avenue



Grandview Avenue

- Gas main replaced; sewer and drain replaced
- Lacks consistent curb
- Cracking and spalling

Approximately 500 feet long – 24 feet wide

2024 Road Reconstruction List

Dwight Street



Dwight Street

- Gas main replaced; sewer and drain replaced
- Lacks consistent curb
- Cracking and spalling

Approximately 250 feet long – 24 feet wide

2025 Road Reconstruction List

Poplar Street



Poplar Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- No curb

Approximately 700 feet long – 24 feet wide

2025 Road Reconstruction List

Pequossette Street



Pequossette Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- No curb in most areas, asphalt berm curb sporadic

Approximately 900 feet long – 24 feet wide

2025 Road Reconstruction List

North & South Irving Street



North and South Irving Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- Granite curb located sporadically

Approximately 1,200 feet long – 24 feet wide

2025 Road Reconstruction List

Green Street



Green Street

- Gas main replaced; sewer and drain replaced
- Significant cracking, spalling, potholes
- Significant mainline trenches and patch repairs
- Granite curb located sporadically

Approximately 1,100 feet long – 24 feet wide

2026 Road Reconstruction List

Cottage Street



Cottage Street

- Gas main replaced; water main replaced
- Curbing and sidewalk varies
- Multiple cross & mainline trenches

Approximately 1,000 feet long– 20 feet wide

2026 Road Reconstruction List

Sawin Street



Sawin Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 500 feet long – 15-20 feet wide

2026 Road Reconstruction List

Rifle Court



Rifle Court

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 150 feet long – 16 feet wide

2026 Road Reconstruction List

Lyons Street



Lyons Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 350 feet long – 14 feet wide

2026 Road Reconstruction List

Sexton Street



Sexton Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 275 feet long – 15 feet wide

2026 Road Reconstruction List

Cottage Lane



Cottage Lane

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 200 feet long – 15 feet wide

2026 Road Reconstruction List

Molloy Street



Molloy Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 300 feet long – 15 feet wide

2026 Road Reconstruction List

Hearn Street



Hearn Street

- Gas main replaced; water main replaced
- Lacks curbing or sidewalk
- Significant cracking and spalling

Approximately 350 feet long – 13 feet wide

2026 Road Reconstruction List

Winter Street



Winter Street

- Gas main replaced
- Curbing and sidewalk varies
- Significant cracking and spalling

Approximately 1100 feet long – 20 feet wide

2026 Road Reconstruction List

Brigham Street – Bid Alternate



Brigham Street (Bid Alt.)

- Iron gas main; water main good
- Curbing and sidewalks vary
- Significant cracking and spalling

Approx. 700 feet long – 24 feet wide

2026 Road Reconstruction List

Appleton Terrace – Bid Alternate



Appleton Terrace (Bid Alt.)

- Iron gas main; water main ok
- Some curbing, sidewalks both side
- Significant cracking and spalling

Approx. 200 feet long – 24 feet wide

Capital Projects



- Watertown Square
- Long Streets / Connectors
 - Fifth Ave – IFB November 2025
 - Springfield Street – 50% Design Complete
 - Riverside Street – 25% Design Complete
- Mount Auburn Street MassDOT TIP



Capital Projects and Planning

Watertown Square

- Proceed with Engineering and Landscaping Design of Arsenal Street Corridor Study for Watertown Square
- MassDOT design and funding for Galen Street/Nonantum Road/Watertown Street intersection



Capital Projects and Planning

Long Street / Connectors

- Morse St – Punch list wrapping up.
- Fifth Ave – Invitation for Bids planned for November, construction to follow in the spring of 2026.
- Forest St & Springfield St – In design development/coordination, 50% complete.
- Riverside St – In design development/coordination, 25% complete, survey performed.

Capital Projects and Planning

Mt. Auburn Street

- Construction is ongoing, completion estimated for November 2027
 - Contract Expiration: April 11, 2028
 - Utility and signal work ongoing with sidewalk and curb installation
 - Drainage and tree trench work is underway
 - Paving to continue in sections until the winter moratorium.



www.mountauburnstreet.com

FY2026 Construction Season Plan of Anticipated Work



Questions?

2023-2025 Road Reconstruction List

FY24 Proposed Streets

- George Street
- Bromfield Street
- Mangano Court
- Grandview Avenue
- Dwight Street

FY25 Proposed Streets

- Poplar Street
- Pequossette Street
- N. & S. Irving Park
- Royal Street
- Green Street

FY23 Streets to be Completed in FY26

- Chapman Street with water main replacement

2026 Road Reconstruction List

Proposed Streets

- Cottage Street Neighborhood
 - Cottage Street
 - Sawin Street
 - Rifle Court
 - Lyons Street
 - Sexton Street
 - Cottage Lane
 - Molloy Street
 - Hearn Street

- Winter Street
- Brigham Street
 - Bid Alternative
- Appleton Terrace
 - Bid Alternative



Urgent request for Hersom St rehabilitation and pavement

From Y D <ydaikh1@gmail.com>

Date Fri 10/10/2025 12:11 PM

To DPWDept <dpwdept@watertown-ma.gov>; Lisa Feltner, Councillor <councillorfeltner@gmail.com>; Palomba, Anthony <councilorpalomba@gmail.com>; Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Hello Mr Brady, Mr Glide, and Councilors Feltner, Palomba, and Piccirilli,

I am requesting, on behalf of my family and my Hersom St. neighbors, that the City of Watertown immediately add Hersom St to the list of streets to be repaved and rehabilitated in 2026.

We understand that the choice of streets to be put on this list will be made imminently.

We have been requesting this for several years now.

The road has been in terrible shape for many, many years and it continually deteriorates.

To begin with, we were told by the DPW that this work was scheduled in 2022.

This was the answer given to us immediately after three of the shade trees from our end of the street were cut down in May 2022.

To give you more background information, these trees were cut down without warning (no public or personal notifications, as we all understood to be the City procedure).

The following day the stumps were grinded out, again without warning.

After many phone calls, we were told that the City was preparing to do the road work, and that someone had decided that the trees would not survive this work and needed to be cut down in advance of this work.

We residents of Hersom St were traumatized by these removals, and still feel distress and dismay over those actions and the response of the City since then.

We are a close-knit community of responsible homeowners and renters, who take good care of our properties, who had cherished and cared for the trees we had, and who feel that we are due to have a safe and decent-looking street, like many of those in our part of the City.

The removal of the trees, and the lack of repair, has made our street ugly, rendered it devoid of shade in the hot summer months since then, and has made many of our grass verges perpetually vulnerable to wash-out during heavy rains. Sink holes have opened up, we have had gas leaks, etc. Each time, it was like pulling teeth to get the road serviced by the City, with only patchwork offered, and no comprehensive repair.

Furthermore, the removed trees showed no obvious sign of decay as they were cut down, as witnessed by many neighbors.

In the case of the tree just in front of our house, the crew actually broke our retaining wall in the process of the tree's removal; we struggled for almost three years to gain some accountability with this, from the City and its insurance company, and then from the contractor and their insurance company, all to no avail.

It is true that since then, after very many, many requests from several of us to the City, immature trees were put in a couple of these places, but as you know, they cannot replace mature healthy shade trees.

Meanwhile, the street has continued to deteriorate.

We feel that it is only fair that Hersom St will finally be repaired in 2026.

The communications pertaining to the above with the City officials, can be found in the public records.

Can you please assure us that Hersom St. will finally get on the list for repavement and rehabilitation during the 2026 calendar year?

Thank you for your consideration,
Yasmin Daikh
17 Hersom St.
Watertown



Outlook

Fayette Street Curb Request

From Kelly Kurlbaum <kkurlbaum@gmail.com>

Date Tue 10/14/2025 1:27 PM

To Palomba, Anthony <apalomba@watertown-ma.gov>

Cc Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Sam Garwin <sgarwin@gmail.com>

Kelly Kurlbaum

152 Fayette Street

Watertown, MA 02472

kkurlbaum@gmail.com

October 14, 2025

To: Committee on Public Works/ Watertown Public Works Department

Subject: Request for Traffic-Calming Measures to Reduce Speeding and Increase Safety on Fayette Street

Dear Committee on Public Works,

I am writing as a concerned resident of Fayette Street to request the installation of traffic-calming measures—such as speed humps, curb extensions, or other curb modifications.

Our community has noticed an ongoing problem with vehicles exceeding the posted speed limit, particularly early mornings, late evenings and during rush hour. This has created safety concerns for pedestrians, cyclists, and especially children and pets in the area. The street's current design encourages through-traffic and higher speeds, which makes it difficult for residents to feel safe walking, biking, or even backing out of driveways.

As you know, Fayette Street is a wide street with no curbs which allows parked cars to extend onto sidewalks, not only blocking the ability of neighbors and students to safely use sidewalks but encourages speeding due to wide roadway and lack of stop signs. We have had several instances where my kids have had to walk into the street because cars are parked on our sidewalk in order to get to the Middle School.

Curb extensions, speed cushions, or similar measures would not only help slow down traffic but also improve visibility and encourage safer driving behavior. Curbs would force parked cars to remain on the street leaving sidewalks fully accessible and serve as a calming measure to naturally slow traffic. I

believe this improvement would greatly benefit both residents and those passing through our neighborhood.

I kindly ask that the City seriously review these conditions on Fayette Street and strongly consider installing appropriate safety measures. I have spoken to Sergeant Sampson several times and although they've temporarily added a radar speed sign and claimed no major findings, I don't believe that's the case. I was recently made aware that an initial finding from speed signs has a maximum recorded speed at 98mph. There should be no street in our town which is designed in a manner to even allow a vehicle to reach 98mph. This clearly illustrates that measures must be taken to make our streets safer for everyone.

Thank you for your time and attention to this matter. I look forward to your response and am happy to provide additional information or participate in any neighborhood discussions if needed.

Sincerely,

Kelly Kurlbaum



Sergey&Angela Sian (43 Forest St, Watertown) story to the Committee on Public Works on 19oct2025

From ssian@rcn.com <ssian@rcn.com>

Date Sun 10/19/2025 6:35 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>; Angela Angela <agsi65@yahoo.com>

 3 attachments (11 MB)

6101_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg; 95f7_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg; 5741_Cars parked on the intersection of the Forest and Summer streets on 18 October 2025.jpg;

To whom it may concerned:

Our names are Sergey and Angela Sian and we have been a residents of 43 Forest St. in Watertown since 2002.

Recently we started to get cautious about safety of our neighborhood. There is a Middle School just a block away from our house and a lot of kids are walking down Summer street without paying much attention to the speeding cars. We believe it has to be considered if we want to keep out beautiful neighborhood safe (speed bumps, speed limits, no commercial trucks, etc.).

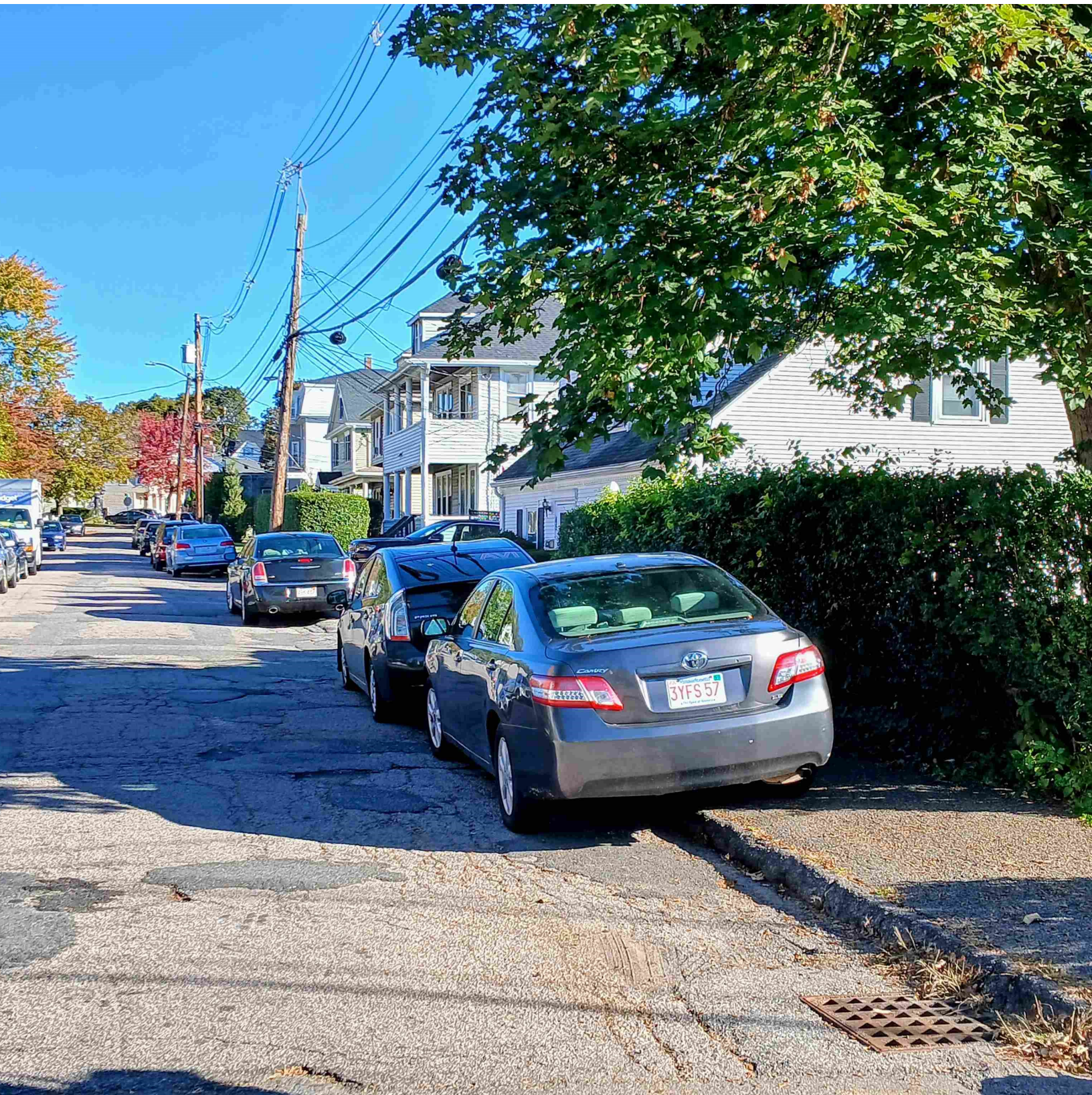
Also, we have a lot of cars parked on the sidewalk of Forest street too close to the intersection with Summer street (see attachments). Cars are parked very tightly on both sides of the quite narrow Forest street, and driving between

them makes the drivers to miss the stop sign on the corner where there were many car accidents. It creates problems not only for pedestrians but also for us, since our trash was left not picked up a few times because truck was not be able to reach the bins.

Please, put a sign preventing cars to park close to the intersection of Forest and Summer streets and consider addressing speed limits and no commercial trucks on Summer street.

Regards,
Sergey and Angela Sian





[illegible]



Fayette Street Traffic Comments

From Amanda Maynard <a.maynard6@gmail.com>

Date Tue 10/21/2025 12:38 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

Dear Watertown City Counselors,

I am a Watertown resident at 8 Fayette Street and I have lived here with my family (spouse and now 5 year old daughter) since 2021. Prior to that, we lived at 107 Spring Street. I've been in this specific section of Watertown for 8 years now and have seen a lot of concerning traffic patterns.

I have often seen people speeding down this short stretch of Fayette, which has stop signs on either end. It's especially concerning when there are cars parked on both sides of the street that only allow enough space for one car down the center of the road at any given time. I find myself every year very grateful for the winter parking ban, which makes it a little easier and safer to back out of our driveway because parked cars allow for a larger field of view. That said, I'm not sure the street parking ban is the real solution to the problem of cars speeding down this road.

One day, I was backing out of my driveway, I looked to both sides multiple times before backing into the street, and by the time the rear of my car was in the road, a car that was going very fast had turned onto Fayette from Spring and laid on their horn. They had given me no space to keep backing up, so I had to pull back into my driveway to let them pass before leaving my house. The speed was not new. I see and hear cars zoom down the road regularly, but there was an aggression present as well that is inappropriate on small city streets.

I would love to feel comfortable with my daughter playing in our front yard, but sometimes I do worry about how fast cars are going. Our lot doesn't have any buffer between the sidewalk and the road, so if she is on the sidewalk doing chalk, it is very apparent how quickly cars are traveling and how unsafe it feels for a child to be that close to the road.

I urge Watertown to look into strategies to address high speeds and aggressive driving in this area. I know roadway redesigns can be challenging and take many things into account, so it may not be an easy or fast solution. However, I think it is valuable work to keep our community safe while also improving the ways that cars can navigate our streets safely.

Thank you for your time,
Amanda Maynard
8 Fayette Street



DPW vote on Summer & Fayette redesign

From Stephen Addonizio <saddoniz410@gmail.com>

Date Tue 10/21/2025 12:59 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

Hello Committee,

My name is Stephen Addonizio, I have lived on Fayette street for 6 years and many of you may know me from my time previously working in the city clerk's office.

I am writing in support of Samantha Garwins request to have Summer and Fayette streets included in redesigns.

I have actually written about fayette street a few times, and the most recently i had the opportunity to have conversations with sergeant samson about some traffic mitigating attempts. While those attempts worked at the time, since they have been relaxed the issues are still happening. I have personally seen many cars going well over the speed limit on Fayette street, which according to Ms. Garwins research showed someone was recorded as going 98mph. scary as this is a residential road which abuts the High school and middle school and also has a daycare facility on it. Also many cars park in the wrong direction and also double park making it nearly impossible to pass down the street.

This year in may my roommate who works for the City but i will not name was t-boned at the intersection of fayette and pearl streets as the driver going down pearl street was speeding and went through the stop sign. 2 months later at the same intersection i almost had the same thing happen but luckily i was farther through the intersection that the car missed me.

Please don't ignore the request of the residents who live on these streets, something needs to be done and our police force is busy enough that having an officer watching them is not the right solution.

Respectfully,

--

Stephen Addonizio (he/his)

Justice of the Peace

617-777-7116



Watertown Safe Streets: DPW vote on Summer & Fayette redesign

From Alissa Murgia <alissamurgia@gmail.com>

Date Tue 10/21/2025 1:35 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

Dear Vinnie Piccirilli, Lisa Feltner, Anthony Palomba, Thomas Brady, Tyler Glode, Zeke Mermell,

My name is Alissa Murgia, a new owner of 71 Winter St. as of May, 2025 and a resident since July 30, 2025.

I have witnessed fast moving cars in excess of the speed limit on Summer St as well as Winter St (appearing to cut through from Fayette St. to Summer St.) I walk across Summer St. regularly to go to the Library, Saltonstall Park Farmer's Market, CVS, the Dr. Paul Dudley White Path and it appears that most drivers are not expecting walkers in the neighborhood based on the speed at which they are driving. I am concerned for my safety and the safety of my visiting family members and friends and neighbors.

An issue I had noticed but was highlighted when walking down the Winter St. hill to the Watertown Town Faire on Sept. 13 with my niece and nephew (who are 8&6 yrs old) was that there are parts of Winter Street (on both sides of Summer Street) without a sidewalk which is dangerous due to the steep hill and limited visibility.

Additionally, during the morning commute hours cars are backed up bumper to bumper from Summer St @ Church Street to the Summer St. at Winter St. When taking one of my first walks as a new Watertown resident I thought that the safety of the intersection at Summer St and Winter St. would increase tremendously with a pedestrian crosswalk. I soon heard of other neighbors who have lived here for many more years than me who share the same safety concerns.

Please prioritize Summer Street as one of Watertown's next road projects.

Thank you for your service to Watertown and attention to this matter.

Regards,
Alissa Murgia

Sent from my iPhone



Traffic concerns on Summer Street

From Nyla Gislason <gislason2@comcast.net>

Date Tue 10/21/2025 2:11 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

Committee on Public Works

I am Nyla Gislason. I live in a duplex condo at the corner of Summer and Winter streets (105-107). I have lived here for 28 years.

I attended the Traffic Commission meeting last week. I heard Samantha Garwin's Watertown Safe streets survey report from residents and I had a chance to share my observations and concerns. Thank you for the opportunity to address you.

My traffic concerns are:

- 1) Large commercial semi trucks in out residential area that are very noisy and broken many branches from the trees on the boulevard
- 2) commuter traffic that makes getting out of my driveway safely, a challenge
- 3) Speeding cars. Stopped at the Church Street traffic lights, cars "gun it" and pick up speed in the two blocks to our corner. My guess is the next block to Whites is faster
- 4) Vehicles parked temporarily on Summer street (Amazon, UPS, Door dash, Landscapers) force cars to swerve around them. Two cars cannot meet, or pass safely around parked vehicles
- 5). Summer street is a major thoroughfare for public school children and public bus commuters. There is no crosswalk at Winter and Summer Street

Accidents that I have witnessed: (I don't have the dates; they were not in the last 3 years)

- 1). A car coming up the hill on Winter Street and was pulling out into Summer Street, was hit by a car speeding on summer street. The damaged car ended up on our boulevard between our two trees.
- 2) My neighbor at 107, Erin Cronin, was hit backing out of her driveway.
- 3). At least two single car accidents involved "hitting the stone wall" on the Winter Street corner
- 4). My neighbor, Larry Varn, said he had appealed for a 4 way stop at our corner after an older woman, dressed in black, was accidentally killed as she tried to cross the road at dusk. That was before I lived here.

Requests/ recommendations:

- 1). Ban large commercial trucks from Summer and Fayette Streets. 18 wheelers do not belong here
- 2) put temporary 4-way stop signs @ Winter, Spring and Whites streets as they cross Summer (until your final plan can be established)
- 3). Add a cross walk at Winter and Summer
- 4) Three years seems like along wait! Is there any way we can receive temporary help?
Or that the Summer and Fayette could receive priority status?

Thanks for your consideration! Nyla

Sent from my iPhone



Requesting Traffic Calming Measures for Fayette Street

From Liz Marino <emarino1021@gmail.com>

Date Tue 10/21/2025 3:04 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc Sam Garwin <sgarwin@gmail.com>

2 attachments (481 KB)

image1.jpeg; image2.jpeg;

Dear Members of the Committee on Public Works,

My name is Liz Marino, and I live at 181 Fayette Street. I've been a Watertown resident for over 12 years and have lived on Fayette Street since 2018. Over the past several years, I've seen our city make thoughtful progress toward safer, more livable streets, like the traffic calming measures added around the Hosmer when I lived on the East End. Unfortunately, Fayette Street has not kept pace with those improvements, and it has become increasingly unsafe for pedestrians, cyclists, and even drivers.

One of my favorite features of where I live is the proximity to so many local businesses, the Boys and Girls Club, the library, parks, City Hall, and our schools. Unfortunately, walking on our street or letting children ride bikes has become an exercise in vigilance. Many of us plan our routes around traffic patterns to avoid the worst stretches. It shouldn't feel dangerous to simply walk in one's own neighborhood.

The traffic on Fayette Street has grown noticeably heavier and faster in recent years. Cars frequently use it as a shortcut between Mt. Auburn and Main Streets, often accelerating well above the speed limit to make up time. I've seen several near accidents and actual collisions at the Fayette-Forest intersection and have often been woken from my sleep by speeding cars who drive full throttle down Fayette Street in the middle of the night.

Because curbs are lacking on the majority of Fayette Street, drivers often park their cars partially on the sidewalk. For those of us who live here, this situation affects daily life. Anyone with a stroller, wheelchair, or other mobility aid often has to walk in the middle of the street due to this.

I strongly urge the Committee to prioritize Fayette Street as one of its next road projects. Traffic-calming interventions such as raised crosswalks (especially at the Whites Ave intersection), curbs, one-sided street parking, and clearer signage would go a long way toward restoring safety and livability for everyone who uses this street. These measures would not only protect residents but also align with Watertown's broader goals of promoting safe, multimodal transportation and strong neighborhood connections.

Fayette Street is overdue for attention and addressing it now would demonstrate the city's continued commitment to making every neighborhood a safe place to live, walk, and drive.

Thank you for your time, your service, and your commitment to the people of Watertown.

Sincerely,
Liz Marino

Attachment: Pictures of broken tactile paving at the intersection of Fayette and Waverley, and asphalt that replaced the broken tactile paving on the opposite corner. This is a detriment to our blind and low-vision residents. I submitted this via the See-Click-Fix app (Request ID: #15876518) in January of 2024, followed up in July of 2025, and have not heard anything back.







Outlook

Prioritization of Summer Street for Redesign

From Sam Garwin <sgarwin@gmail.com>**Date** Tue 10/21/2025 4:11 PM**To** Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

1 attachment (4 MB)

Summer Street - PW Committee Meeting (Oct 22, 2025).pdf;

Dear Committee Members,

I am writing to urge the Committee on Public Works to prioritize Summer Street as the city's next road for complete redesign. When I moved to 139 Summer St. in December 2024 I had no idea how much the volume, speed, and type of traffic in my neighborhood would impact my quality of life and sense of safety. I've now spent the better part of a year documenting these issues, educating myself on potential solutions, and – most importantly – connecting with long-time residents who have been increasingly concerned for over a decade. With the upcoming changes to Watertown Square, I couldn't be more convinced that the time to act is now.

Summer Street represents an urgent safety crisis in the heart of Watertown. Although Summer Street is only 0.6 miles long, it sees an unusually high number of accidents – 15 in the period of June 2024-25 – and the frequency is increasing rapidly. The intersection of Summer and Spring Streets alone has experienced 5 accidents in two separate 12-month periods and is on track to do so again this year, meeting the federal threshold for traffic control intervention multiple times over. Ironically, Summer Street experiences these issues because it has *fewer* traffic calming and pedestrian safety measures than the Main Street it runs parallel to – and therefore is a popular choice for speeding commuters and commercial vehicles. It also has substandard sidewalks, deteriorating curbs, narrow lanes, and no shoulder.

The urgency is compounded by the upcoming Watertown Square renovation. Summer Street will be exceptionally vulnerable to even more increased cut-through traffic during the upcoming Watertown Square reconstruction. Without proactive intervention, we risk entrenching dangerous traffic patterns that will persist long after construction concludes. Every month we delay represents another month of preventable risk to the hundreds of children, seniors, and families who use this street daily to access the middle school Boys & Girls Club, public library, Linear Park, senior housing facilities, and multiple parks, playgrounds, and childcare centers.

Please designate Summer Street for full engineering assessment and complete redesign as one of the next "connector roads/longer streets" projects. Specifically, please consider:

- Traffic calming measures throughout the corridor, including raised speed tables, granite curbs, and bump-outs
- Installation of raised crosswalks and crossing requests signs at key intersections (Forest St, Whites Avenue, Winter Street)
- Restrictions on commercial traffic, particularly oversized vehicles like tractor-trailers

Attached you will find a presentation that provides additional data, resident testimonials, and recommendations.

Thank you for your consideration and your service to our community.

Respectfully submitted,

Samantha Garwin
139 Summer Street #2
sgarwin@gmail.com | 610-247-4934

Summer Street Safety

Committee on Public Works

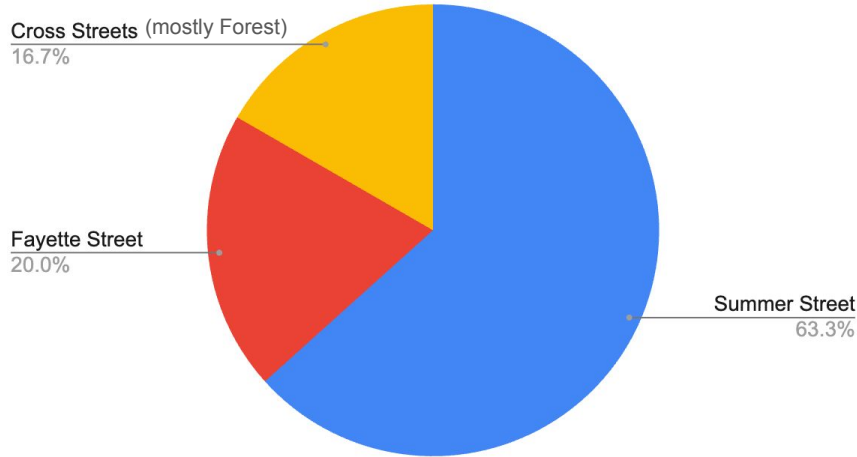
October 22, 2025

Samantha Garwin, 139 Summer St #2
sgarwin@gmail.com

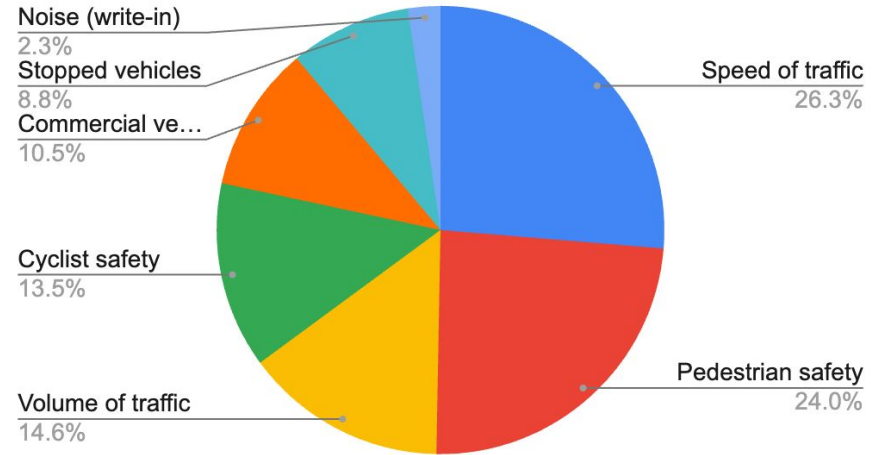
Summer & Fayette Resident Survey

- 250+ letters were handed out by going door-to-door to every unit on Summer and Fayette in July / August 2025
- Over 50 people responded either online or via paper survey
- 100% of respondents said they were concerned with traffic in our neighborhood
- 89.7% said they were interested in staying in the loop and getting involved

Survey Responents



Top Concerns



Resident stories are included in full at the end of this packet.

Themes of Resident Concerns

Winter Street Intersection

- No crosswalk, despite being a major pedestrian route to Library, Farmers Market, and Main St.
- Steep hill = low visibility. No sidewalk on Winter.
- Often completely blocked by morning commuter traffic



Winter St. intersection during morning rush hour

Whites Ave Intersection

- Honking occurs at all times of day, as drivers attempt to cut into fast-moving Summer St. east-bound traffic with limited visibility
- Multiple MVAs have resulted in damage to adjacent properties
- Main ped crossing to Linear Park, Boys & Girls Club, and Saltonstall



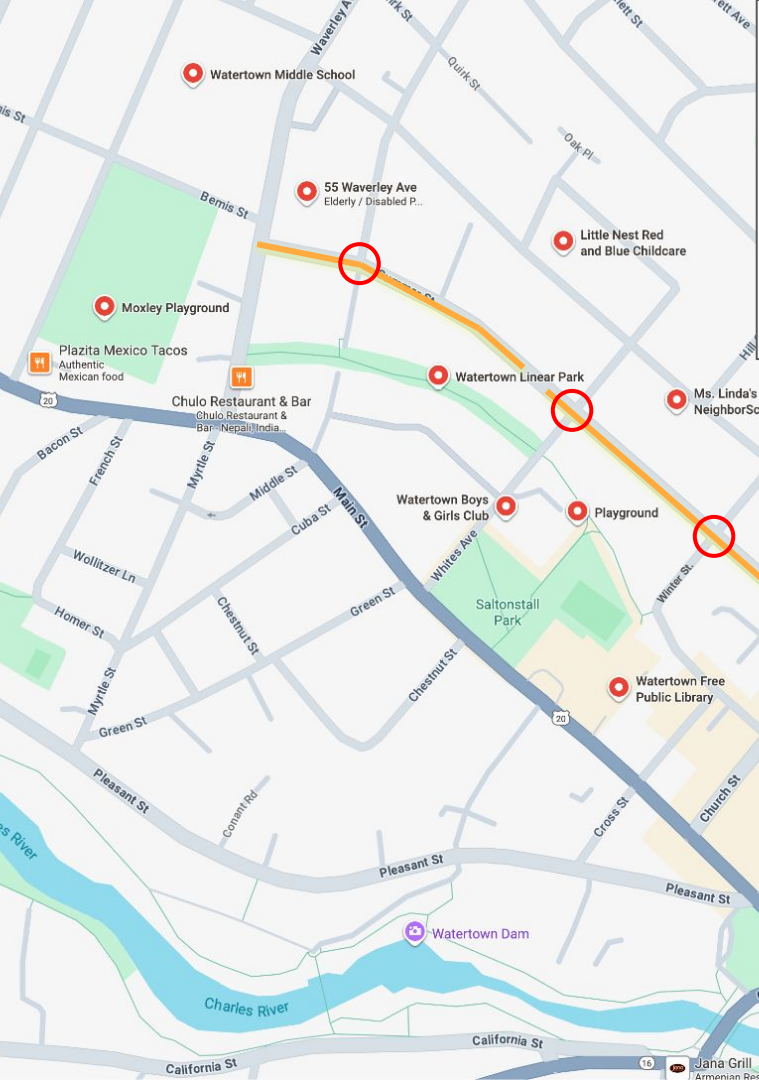
View looking West on Summer St. at Whites Ave

Speed, Volume, and Type of Traffic

- 250+ vehicles per hour during commuting hours = dangerous to cross or enter the street
- Speeding is the norm outside of commuting hours
- Tractor trailers are frequent; they drive fast, ignore crosswalks, and drive over the centerline



Trucks speeding down the center of Summer Street



Summary of MVAs on Summer Street, Jun 2022 - Aug 2025				
Intersection	6/15/2025 - Present	6/15/2024 - 6/14/2025	6/15/2023 - 6/14/2024	6/15/2022 - 6/14/2023
Summer + Mt. Auburn	1	2	2	4
Summer + Church	0	3	2	2
Summer + Spring	4	5	6	1
Summer + Winter	0	1	0	0
Summer + Whites	0	2	1	0
Summer + Cozy	1	2	0	0
Summer + Forest	0	0	0	0
	6	15	11	7

MVA Data Shows:

- Frequency of accidents on Summer Street is **increasing rapidly**
- The stop light at Church Street is insufficient to prevent accidents
- The Spring Street intersection is particularly dangerous, with 15 MVAs in under 2 years

A crash problem is indicated by 5 or more reported crashes in a 12-month period, and is a warrant for a multi-way stop or signal (MUTCD)

Substantial Vulnerable Users

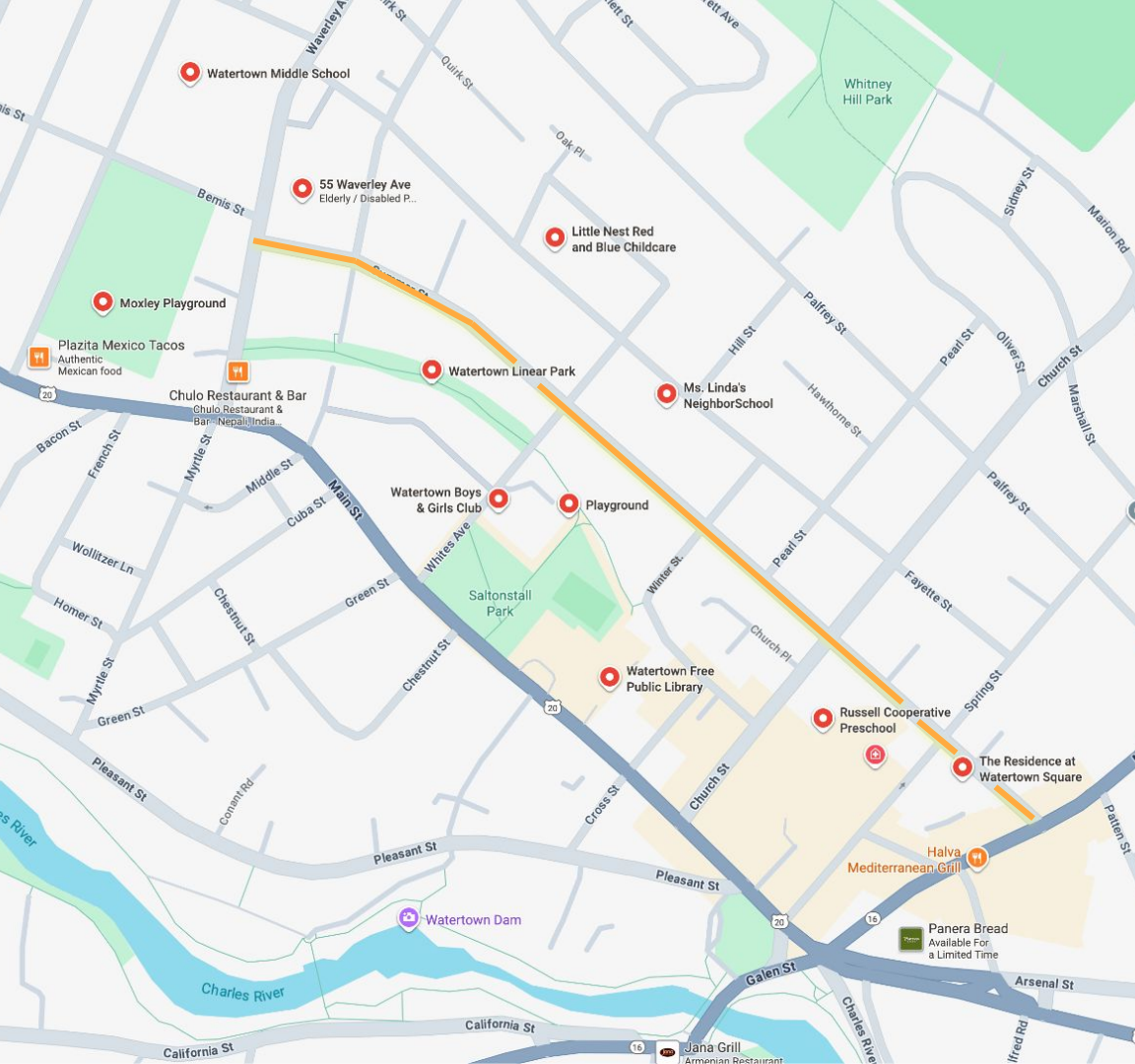
In just 0.6 miles, there are:

- 2 Senior citizen residences
- 5 Childcare centers + schools
- 4 Playgrounds and parks

Safety zones (Mass.gov)

Safety zones are specially designated areas such as **parks, playgrounds, senior citizen housing, hospitals, and childcare centers**. Within these zones, speed limits must be set at 20 mph. Safety zones should have treatments that cue drivers to slow down.

40% of pedestrians struck by a car going 30 mph will die. At 20 mph, the fatality rate drops to 5% (Watertown Complete Streets). We are currently asking for a fatality



Insufficient Road Design

Summer St. has substantially fewer traffic calming and pedestrian safety measures than Main St., despite it being a thickly settled residential street.

7 crosswalks + 2 traffic lights on Summer St.

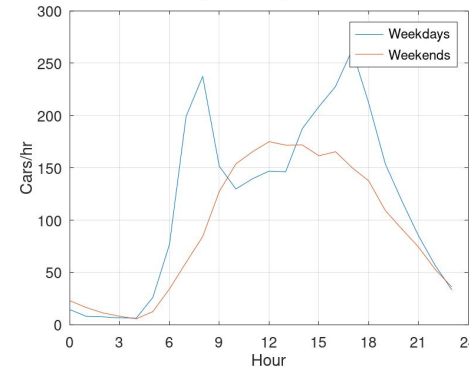
vs.

10 crosswalks + 5 traffic lights on Main St.

This disparity **actively encourages** commuter and commercial traffic to use Summer St. and Fayette St. rather than proper arterial roads and connectors.



Average car rate, Summer St.



Summer St. has **minimal curbs, no shoulder**, and is only **23 ft. wide** curb-to-curb from Waverly to Church.

CITY OF CAMBRIDGE Truck Routes & Restrictions

Trucker tendency to abuse
**residential roads parallel to
main streets** is a well-known
issue, and can be solved with
smart, proactive, resident-first
city planning and policies

Legend

- TruckRoute
- TruckRestrictions
- Numbered Highway

Requests for Committee on Public Works

Short Term

- **Spring Street** - Address proven crash problem with a 4-way stop
- **Winter Street** - Paint 4 new crosswalks, with lighted signs to request crossing
- **Whites Ave** - Install In-Street Pedestrian Safety Signs at Summer St. and *Cross Traffic Does Not Stop* signs on Whites Ave; Consider 4-way stop.
- **Waverly / Mt. Auburn** - Install *No Commercial Vehicles* or *No Trucks* signage

Medium Term

- Prioritize Summer Street as one of the city's next Long-Road Projects, redesigning it based on full engineering assessments
- Consider adding physical traffic calming measures, lowering the speed limit, and removing Summer St. from the "Primary" road classification
- Ensure that safety and quality of life of Summer Street residents is considered and safeguarded as Watertown Square development plans proceed

Thank you for your attention to this important matter!

Summer & Fayette Resident Stories

These stories were gathered via a survey of 250+ Summer & Fayette St. residents in July-August 2025

Please contact Sam Garwin at sgarwin@gmail.com for more information.

I wanna thank you for taking this initiative because this is a conversation that definitely needs to take place. My husband and I go on walks around Watertown almost every day and we particularly are concerned about pedestrian safety. The new construction happening in Watertown Square is where we feel there needs to be a safer pedestrian pathway.

In regards to our Summer Street traffic, the intersection of Summer and Spring Street, there is always traffic and speeding cars. Many times I wait for the cars to leave before crossing. A lot of times the cars don't even stop when I am standing to cross because they are going so fast.

- 69 Summer St.

People drive crazy fast at night. Loud spending motorcycles or cars roar down the street as some sort of flex. Only a matter of time before someone gets hurt. We need speed bumps like, yesterday.

Vehicles often stop on the road and because of the hill sometimes it can be very dangerous to pass them because of low visibility. If you don't go around them folks honk and go around anyway

- 180 Summer St.

Occasionally, drivers speed down Summer St with no regard for the speed limit.

Also, the intersection Summer St / Whites Ave near the Boys and Girls Club needs different traffic signage, as some drivers coming downhill from Whites Ave do not stop when crossing Summer St. I have lived here for three years and have gone through several dangerous situations.

Watertown Sq is awful for pedestrians and cyclists. And there is no real connection for bikes between Church St and Arsenal St. Driving across the CVS parking lot by bike and crossing Mt Auburn St is always dangerous.

- 15 Cozy St

There are cars that primarily use Summer St. to bypass Main St. Some of them fully disregard the speed limits and can go upwards of 50+ MPH, endangering residents and pets. Additional stop signs or speed bumps seem to be the best solution.

- 55 Forest St.

Two pets have already died and my granddaughter was almost run over and crashed by cars, one ended up on my neighbor's porch at 6 in the morning. It's very dangerous here, we need 4-way stops.

- 154 Summer St.

The intersection of Summer and Whites is quite dangerous, I often see many cars almost colliding as people try to turn off of Whites and onto Summer and either pull out in front of someone they don't see or end up sitting in the intersection. In general I think this intersection generates a lot of honking. Overall the street is indeed busier than I first anticipated so I am open to traffic mitigation, whether maybe additional stop signs or a well placed speed bump.

- 153 Summer St.

Intersection of Whites Ave & Summer St needs a four way stop sign. During my ownership of the condo unit on that crossing I have experienced hit and run of my retaining wall and a car driving into a porch of the neighbors across from me.

- 155 Summer St.

I've emailed the city about the speeding traffic and failure to stop at (clearly marked) pedestrian crosswalks. They did put up a speed reader but it obviously has not solved the issue. They did invite me to the monthly meetings but unfortunately I cannot attend because it's right when I put my kids to bed. I requested a raised crosswalk at summer/whites or lights to indicate crossers, or just a 4 way stop. I think the lack of stops between the light on church and the stop sign on waverly allows cars to build too much speed. We have had many accidents on our segment of Summer due to speeding and cars leaving the roadway and jumping the curb) particularly around the curve by Cozy st). Pedestrians aren't safe crossing or walking on the sidewalk.

- 183 Summer St.

We lost our kitten in an accident; she ran away, and we didn't even have a chance to find her alive, as she was brutally run over. Cars speed past all the time, even in the early hours of the morning. I'm afraid for my two children and don't let them play in front of the house.

- 152 Summer St.

I live one house away from Spring St. You wouldn't believe how many accidents there are. I know the sound so well that I'm often the first person to call 911. It sucks.

I'm a little scared every time I'm at the intersection of Spring and Summer, especially on my motorcycle. I see many people going too fast, and about 1 in 3 people are actively using their cell phones.

- 43 Summer St.

First off, thank you so much for leading this effort. This has been something that has bothered us since moving in and it's continually getting worse.

We have lived here for 9 years and seen/heard both traffic and noise steadily rise. Obviously, rush hour is out of control, but even midday on weekdays is getting bad. Cars routinely speed through over the speed limit and noisy trucks often cut through at high speeds, shaking our whole house. It is especially noisy where we are as trucks have to work extra hard as they climb up the hill. We have heard and seen many accidents at the intersection of church and summer.

- 77 Summer St.

I have lived at 59 Summer for 21 years. Traffic was not bad at first. Then in 2012 (?) the street from Mt. Auburn to Church to Winter St. was dug up and redesigned. A nightmare. The result was a widening of the portion of Mt. Auburn to Church, new lights at each corner, and limited parking. To avoid waiting on lights [on Main St.], cars zoom down Summer, are aggravated that there is another light at Church, and often run through when the light turns red. Accidents have happened frequently at Summer and Spring, and Summer and Church.

When the assisted living was built myself and some others requested speed bumps as elderly would be out walking – no response from the city.

Then cars speed from Church to Waverly. Again, at the corner of Summer & Waverly – elderly housing. Speed bumps should be put on Summer near that intersection. And from Church to Waverly the street is very residential – children, high school kids walking, etc.

My observation is that they put up signs, add markers on the street, but drivers pay no attention. Speed bumps, and cameras, to me, are the only solution. Plus, we have no bike lane. Commercial vehicles should be permitted to drive on specific streets, not Summer. The city always laments – not enough money, personnel for enforcement.

I hope your efforts result in something! I admire your efforts to bring people together to make a change.

- 59 Summer St.

You have already heard from me. I wonder if a focus on the intersection of Summer and Winter would be effective. Massive pedestrian safety issue. A light with a crosswalk and sidewalk on Winter.

- 126 Summer St.

Thank you so much for trying to create an initiative to improve the traffic situation in our neighborhood. It's fairly horrible.

I moved here in December 2024 and had NO idea how much traffic and noise existed – until I opened the windows. Backing out of the driveway is difficult with nonstop vehicles in both directions. Crossing the street is also precarious.

The Winter/Summer Street intersection is where many folks walk down to Main St, library, farmer's market, etc. It would be wonderful to have a crosswalk with blinking light there.

- 101 Summer St. #2

As related on the paper form I am dropping off in person, I brought up concerns with Watertown's Traffic Commission about ten years ago, specifically asking about marking additional crosswalks in the neighborhood. While the Commission had already planned for the (raised) marked crosswalk now present on Whites Ave. at the beginning/end of Linear Park, they were upfront during the public meeting I attended about their view, namely that at the other locations I had requested (marked) crosswalks (Forest-Summer and Forest-Fayette) would not necessarily be appropriate or improve safety.

This was, as you can imagine, mildly frustrating, especially from my perspective at the time of being new to the neighborhood and also a parent to a very young child. (The initial impetus to petitioning the Traffic Commission was witnessing several people driving at what I considered unsafe speeds along our block the evening and night of Halloween.) In the years since, I have mostly set aside my initial concerns as we learned to navigate the streets we typically drive and walk along.

That said, I do believe that additional traffic calming is warranted. I have educated myself a bit more on some of the research and law with regards to this, for example the criteria required to install additional stop signs, and the data that suggest that (marked) crosswalks by themselves do not improve pedestrian safety, and may even pose risk if haphazardly used.

It is still clear to me, at least anecdotally, and even from the period of time when I didn't leave here but frequently drove through along these streets, that the city should strongly consider adding more traffic calming measures, especially along Summer and Fayette Streets. Crosswalks that are marked AND raised, and perhaps curb cutouts in appropriate places, would be welcome in my view, in addition to other creative ideas that may be devised.

Thanks for the survey, and I hope we can make something from this!

- 51 Forest St.

I find that people drive extremely fast down Summer St which makes me uncomfortable when walking with my young daughters.

I'm sure there are a lot of good solutions. A simple one that I think could help is making the intersection of Whites Ave and Summer St a 4 way stop.

- 171 Summer St.

I'm afraid for pedestrians & children in this neighborhood with the speed of traffic. It seems Summer St is a prominent cut through st during many people's morning commutes. It can make backing out of our driveway dangerous, too. I'd be happy to see measures taken to change this.

- 240 Summer St.

Thank you, Sam, for leading these efforts. We have lived at this property for more than 20 years, and it has always been our concern.

- 43 Forest St. (corner of Summer)
-

Forest St is a through way for foot and bike commuters to the Watertown Linear Park to get to the square. A safe crossing option at Forest and Summer would be appreciated by the community.

- 60 Forest St.
-

Have seen multiples accidents in front of our house. Cars drive way too fast.

- 157 Summer St.
-

Hi Sam,

Thanks for reaching out! I just moved to Watertown 2.5 weeks ago. Today I walked to O'Some Cafe and thought - it would be really nice to have a pedestrian cross walk from Winter Street across Summer St. And then after I crossed Main Street (on foot) I heard a car "crash". A car had stopped (I imagine a bit abruptly) to allow a pedestrian to cross main street in front of the library and the third car behind slammed into the second car behind the stopped car at the crosswalk.

All that to say....your letter was incredibly timely!! I wasn't aware of the reconstruction project and would love to hear more of your experience, vision to make our neighborhood streets safer and how I can support.

- 71 Winter St.
-

Bumpers on the street, more traffic signals, speed limit notices.

- 80 Summer St.
-

I would love to see speed bumps put in on Summer Street.

- 188 Summer St. #1
-

Date: Tue, Sep 2, 2025 at 2:46 PM

Subject: Re: [Watertown Safe Streets] Watertown Safe Streets: Update #1

To: Sam Garwin <sgarwin@gmail.com>

Hey Sam,

Thank you so much for organizing this! It's really important and I'm glad to see someone (and the whole community it seems!) getting behind it. I just wanted to update that at 2:32pm today there was an accident on Summer near Whites, and currently that intersection is closed and being directed by police. Just an incident to add to your gathering evidence!

Kind regards,

153 Summer St.

We have lived in Watertown since 2017 and the traffic and speed of cars has been concerning the whole time we've lived here. I would love to actually tackle this issue.

- 8 Fayette St.

As a driver and pedestrian, I've noticed cars excessively speeding on Fayette (between Spring and Church), Spring (between Summer and Palfrey), and Summer (between Church and Mt. Auburn) Streets.

I would like to see speed bumps on Spring between Summer and Palfrey, on Fayette between Spring and Church, and a raised intersection at Fayette and Spring, mirroring the raised intersection at Fayette and Church.

Additionally, I would love to see crosswalk bump outs at the Summer/Spring intersection and crossing signs with flashers.

- 8 Fayette St.

Fayette St. isn't wide enough to support parking on both sides of the street as well as two-way traffic. Much of the street doesn't have curbs, and so people quite regularly park on the tree belt or sidewalk--sometimes so close to the front of someone's property that pedestrians are forced to walk in the road. (A few months ago, someone even drove up onto the sidewalk as I was walking and parked right in front of me so I couldn't get by.) Pedestrians need to be especially alert when it's dark, as the street is straight enough for cars to speed on, and I often choose my route home from work in the winter based on which bus stop I feel safest walking from. I've also observed that in the middle of the street, where cars are often parked on both sides on the weekend, drivers are sometimes forced to play chicken with vehicles coming from the opposite direction. I don't see many cyclists on the street and don't bike myself, but this clearly doesn't create a safe situation for them, either.

- 195 Fayette St.

Fayette Street needs actual curbs and sidewalks. This will narrow the street and will force drivers to go more slowly – and provide kids going to/from the middle school a safer passage. We've had 2 cars parked in front of our house damaged by speeding hit-and-run drivers.

Vincent Piccirilli is the Councillor to speak with. He has brought a rational approach to roads/sidewalk work in Watertown. From talking with him, a complete rebuild of Fayette St., like what is in progress on Morse St., is not yet in the planning stage, but is coming. There are 3 major projects ahead of it.

- 107 Fayette

Car accident at intersection of Fayette and Church St. where car drove onto our and neighbor's lawn. It could have been disastrous if there were pedestrians or if we were sitting/working outside at the time. I've been told that cars have even crashed into the house on the corner in the past. Drivers still seem to zoom over speed bumps on Church St., and commercial vehicles can be quite loud. I imagine this will get worse with Watertown Square construction.

- *65 Church St.*
-

I recently had a long conversation with Sergeant Samson of the WPD about this issue. Which led to the installing of speed monitoring devices on Fayette St. He did have a good counterpoint about parking but I think there is still room for improvement

- *Fayette St.*
-

People speed down Fayette. People ignore the stop signs on the side streets or not looking before entering Fayette.

- *48 Fayette St.*
-

I pray to God that no one gets killed here. I was here the day the car flipped over – the neighbor's car got hit – it was terrible.

- *179 Fayette St.*



CPW - Considering improvements to Summer & Fayette streets

From Kirstin Butler <kirstinbutler@gmail.com>

Date Tue 10/21/2025 4:49 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

To members of the Committee on Public Works:

My name is Kirstin Butler and I live at 55 Forest Street, which is the section of Forest between Fayette and Summer Streets. We've been concerned about traffic on both streets for some time in my household, and really appreciate that the Committee is considering remedial action.

In the eight-plus years that I've lived at this address, I've personally witnessed multiple car accidents on Fayette Street. Most have been minor fender benders, but one during the last six months involved a car that was flipped over onto its roof, necessitating emergency services. My sense is that the accidents are a result of motorists driving too fast—cars often pass through at speeds exceeding what's safe for such a dense residential area—and low visibility where cross streets feed onto Fayette.

In addition, as the number of residents in Watertown increases but parking options remain fixed, more and more cars are parked along all of the streets in the section of Watertown where I live, further limiting visibility and making speeding even more consequential. Some sections of both Fayette and Summer also lack sidewalk curbs, leading cars that attempt to pass by each other in tight sections to drive up on what would otherwise be sidewalk. All of these elements increase hazards for pedestrians and motorists.

I would like to personally request that the Committee make addressing Fayette and Summer Streets a priority during its next round of road improvements. Installing speedbumps and/or four-way stops along both streets would really help moderate traffic, and make residents feel much safer when driving and walking in the neighborhood.

Thanks for your consideration, and I very much appreciate everything you do to keep Watertown such a great place to live.

Sincerely,
Kirstin Butler



Improvements to Summer and Fayette Streets

From Joshua Lawton <jtlawton@gmail.com>

Date Mon 10/20/2025 6:13 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

 1 attachment (17 KB)

Traffic Commission letter-2014.doc;

Dear Committee Members,

My name is Joshua Lawton, and I have lived at 51 Forest Street for twelve years, and in Watertown for more than twenty. Attached is a letter than I sent to the Watertown Traffic Commission in 2014 expressing concerns about pedestrian and driving safety around Summer and Fayette Streets. I did in fact attend the Commission meeting that November, and it was elucidating for me at the time. For example, I appreciate more than I did that crosswalks by themselves are not necessarily the best solution for any given roadway.

However, my child now attends Watertown Middle School, and I continue to be cognizant of road risks in this area of the city. While the hedge at the corner of Summer and Forest has gotten trimmed lower than it used to be, it is still quite common to find motor vehicles traveling well over the speed limit, especially along Summer Street, where there isn't legal on-street parking west of Church Street. While many drivers behave appropriately, crossing or turning onto or from these roads can be a stressful exercise, day or night.

I urge you to consider adding some combination of traffic calming measures, including those that can be found elsewhere in Watertown, such as raised intersections, additional marked crosswalks, curb extensions/neckdowns, and speed tables.

Thank you for your attention to this and for your service,
Joshua T. Lawton

Joshua Lawton
51 Forest Street
Watertown, MA 02472

November 4, 2014

Town of Watertown
Traffic Commission
Attn: Sergeant David Sampson
Re: Crosswalks near Forest Street/Linear Park

Dear Sergeant Sampson,

When my spouse and I moved to our present address, I was already aware that certain roads parallel to Main Street, including Fayette but especially Summer Street, carry a fair amount of traffic, being useful in circumventing the long lights and heavy traffic at the center of town. I would like to draw the Traffic Commission's attention to three busy places in particular where I think Watertown residents would benefit from having additional crosswalks.

The first is the intersection of Forest Street and Summer Street. Crossing Summer is fairly dangerous, because of the tendency of cars to speed slightly along the stretch between Whites Avenue and Waverly Avenue. A hedge on the odd-numbered side of Forest also makes it nearly impossible for drivers to see pedestrians approaching the intersection from the north, headed towards Linear Park.

The second place is the intersection of Linear Park and Whites Avenue. I think this is an obvious case, with a path designed for cyclists and pedestrians crossing a roadway, close to Main Street, with visually obstructing parked vehicles. The nearby presence of the Boys and Girls Club, First Path Daycare and playground at Saltonstall Park, and Linear Park's access from the Middle School to the Public Library and shopping areas around CVS would seem to provide additional incentive for a crosswalk.

Third, the intersection of Fayette and Forest streets has some visual obstruction from at least one direction. A resident frequently parks a large business truck on the south side of Fayette looking towards Waverly Avenue, making it very difficult (also because of the house and fence on that corner) for cars driving north at the stop sign on Forest Street to see any traffic heading east from the direction of Waverly. Crosswalks would alert drivers on Fayette to the approaching intersection where foot and vehicle traffic may emerge from both sides.

In the interest of full disclosure, these concerns arise in part from the fact that my family includes a small child, born last year. Furthermore, two of our immediate neighbors each have a child very close in age to ours, and another family in our own building is expecting one of their own next year.

(over)

However, as regular pedestrians and users of public transportation, we have noticed that there are many others who walk across the intersections mentioned above, with or without children, whether to work, bus stops, school, the library, the commercial areas of Watertown Square, etc.

The existence of parks such as Linear and Saltonstall is of great benefit to people of all ages. I think that access to these parks and general pedestrian and vehicle safety would be greatly enhanced by the addition of crosswalks as suggested. This comes to mind especially in light of recent Halloween activities, where we witnessed a fair number of young families crossing all of these streets in the dark, with close to the usual amount of vehicle traffic present.

Thank you again for speaking over the phone, and for your help. I hope that I can attend the November meeting of the Traffic Commission, in case I can address any questions you or others may have.

Warm wishes,

Joshua Lawton



Summer Street Redesign

From Darren Smith <darbos77@gmail.com>

Date Mon 10/20/2025 7:36 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>

Cc sgarwin@gmail.com <sgarwin@gmail.com>

Hi,

My name is Darren Smith. Me and my wife Kim are professionals with a young 6 year old daughter. We have been living at 77 Summer Street for over 8 years now.

In that time, I have witnessed Summer Street go from a fairly busy connector street to a high-traffic cut-through speedway. The noise from the street has become constant and my house literally rattles all day from cars, trucks and motorcycles speeding through a street that is basically an express alternative version of Main Street, but with no traffic lights and less traffic. Additionally, there are no stop signs, no speed bumps, and no warning signs, all things that were added to Church Street, which I would argue has less traffic.

We regularly witness accidents right in front of our house, with one accident so bad that the car veered off into the house across the street. Reversing out of my driveway is dangerous and sometimes can take minutes during rush hour due to the backup from the intersection. I am nervous for my daughter to be in front of my house or walk down the sidewalk .

Equally shameful is the state of the street and sidewalks in this area. Despite endless street work, the street has never been paved in the 8 years since I've lived here. The curbs are either rolled asphalt or falling apart. The sidewalk is uneven, cracked, and is just plain ugly. In some places, such as in front of my house, it is just asphalt instead of concrete. I pay \$12k a year in taxes to live on a street that was rough when I moved in 8 years ago and has been completely neglected since. **It's embarrassing!**

Please prioritise a redesign of Summer Street. It is way long past due.

Sincerely,
Darren, Kim and London Smith
77 Summer St. Watertown



Outlook

Public Works Committee consideration of Summer Street issues

From Paul Davis <pdavis@intelligent-isi.com>**Date** Thu 10/23/2025 6:51 PM**To** Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>; Feltner, Lisa <lfeltner@watertown-ma.gov>; Palomba, Anthony <apalomba@watertown-ma.gov>; Brady, Thomas <tbrady@watertown-ma.gov>; Glode, Tyler <tglode@watertown-ma.gov>; Mermell, Zeke <zmermell@watertown-ma.gov>**Cc** sgarwin@gmail.com <sgarwin@gmail.com>**From:** Paul Davis, 126 Summer Street**To:** Members of the Watertown Public Works Committee

Our family has lived at 126 Summer Street since 2009. A half dozen kids have grown up in the house. My primary concern is safety. The speed of the cars is an issue, but a key point is the intersection of Winter Street and Summer Street. Fast cars and limited visibility on turns, the absence of a crosswalk, and a lack of a sidewalk on Winter Street in the context of an unworkable two-way Winter Street create major risks for everyone – but especially kids. The impacted neighborhood really stretches back beyond Fayette Street. Thank you for your consideration. psd

**CITY COUNCIL ROLL CALL VOTE
MEETING DATE: DECEMBER 9, 2025**

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

Motion to accept the proclamation honoring John M. Airasian



Watertown City Council

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

PROCLAMATION HONORING JOHN M. AIRASIAN

WHEREAS: John M. Airaisian has served as a City Councilor with distinction and pride demonstrating his commitment and dedication to the citizenry of the City of Watertown; and,

WHEREAS: John M. Airaisian was elected by the people of the City of Watertown to serve as one of four At Large Councilors, serving multiple terms, for which he has discharged his duties faithfully, fairly, and honorably; and,

WHEREAS: Councilor Airasian has served as a vital link between local government and the community it seeks to serve; and,

WHEREAS: Councilor Airasian served on various subcommittees including the Committee on Climate and Energy, the Committee on Rules and Ordinances, the Committee on Education & School System Matters, and the Chair of the Committee on Public Safety; and

WHEREAS: Councilor Airasian has served in many other leadership roles throughout the community including President of the Watertown Rotary Club where he was a recipient of the prestigious Paul Harris Fellow award for humanitarian and outstanding community service, Chair of the Watertown Cable Access Board of Directors, and an athletic volunteer for youth sports; and,

WHEREAS: Councilor Airasian has carried the torch lit by his late father, John S. Airasian, in fields of community enrichment; ensuring that the name "Airasian" remains synonymous with the standard of Watertown integrity.

NOW THEREFORE, BE IT PROCLAIMED: That the City Council, acting on behalf of the people of Watertown, does hereby extend its deepest appreciation to John, and takes great pride in honoring him. We thank him for his many years of service and look forward to his continued interest and commitment in community affairs and wish him all the best in all his future endeavors.

IN WITNESS WHEREOF, I have
hereunto set our hand and caused the
Great Seal of the City of Watertown
to be affixed on this 9th day of
December 2025

Mark S. Sideris, Council President



SIGN IN SHEET

NAME

ADDRESS

Samantha Garwin

139 Summer St.

Nyla Gislason

105 Summer St.



Watertown City Council

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

01/13/2026

Executive Office of Housing and Livable Communities
Attn: Public Housing Innovations Program & Multifamily Rental Programs
100 Cambridge Street, Suite 300
Boston, MA 02114

Re: Support for the Willow Park Redevelopment, Watertown MA

To Whom It May Concern:

I am pleased to provide this letter of support for the Watertown Housing Authority (WHA) and Preservation of Affordable Housing's (POAH) proposed Willow Park Redevelopment. This transformational project represents a rare opportunity to preserve and modernize deeply affordable housing in Watertown while adding urgently needed new affordable homes for individuals and families.

The Willow Park Redevelopment will replace 60 obsolete state-aided public housing units with 138 modern, energy-efficient, and accessible affordable rental homes for households earning up to 80% area median income (AMI). More than 65% of the new units will have two or more bedrooms, directly responding to the pressing need for family-sized housing in our community. The project also aligns with Watertown's climate and sustainability goals, advancing all-electric construction and Passive House-level performance in accordance with the Specialized Stretch Code.

The City of Watertown has demonstrated its strong commitment to this redevelopment through both zoning and financial commitments. In July 2025, the project received a Comprehensive Permit under Chapter 40B. In addition, local funding commitments include support from the Watertown Affordable Housing Trust and significant Community Preservation Act (CPA) funding, including predevelopment resources. These actions reflect broad municipal support and alignment with Watertown's priorities.

I understand that WHA and POAH are seeking funding and rental subsidies under the Public Housing Innovations Program and the Multifamily Rental Round, and I recognize that these state resources are essential to ensuring the successful redevelopment of this long-standing public housing community. The City Council fully supports these applications and encourages EOHLC to prioritize the Willow Park Redevelopment for the capital, operating, and tax credit resources required to advance the project to closing.

This redevelopment is a critical investment in housing stability, economic mobility, and environmental sustainability for Watertown residents. I respectfully urge EOHLC to support the Willow Park Redevelopment and help bring this vital project to fruition.

Sincerely,
Mark S. Sideris

Watertown City Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

John G. Gannon,
Councilor At Large
Nicole Gardner,
District A Councilor

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor
Theophilus Offei
Councilor At Large
Lisa J. Feltner
District B Councilor

Caroline Bays,
Councilor At Large

Anthony Palomba,
Councilor At Large
Emily Izzo,
District D Councilor



Watertown City Council

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

NOTICE OF PUBLIC HEARING – COMCAST

Grant of Location: 25 Clarendon Street & Arlington Street Intersection

December 18, 2025

Dear Abutters:

The City Council of the City of Watertown will hold a public meeting on Tuesday, January 13, 2026 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 Comcast for consideration of a Grant of Location for the following installations:

Arlington Street - To install fiber utility duct and manholes along the east side of the right-of-way consisting of two and/or four 4" diameter concrete encased PVC conduits underground approximately 200 feet north from Clarendon Street to Berkeley Street with riser connections to utility poles VZ9 and VZ10 and approximately 150 feet south from Clarendon Street with riser connections to utility poles VZ9 and VZ10.

• Clarendon Street – To install fiber utility duct consisting of two sets of four 4" diameter concrete encased PVC conduits underground from private property at 25 Clarendon Street into and along the Clarendon Street right-of-way to Arlington Street. Secondly, to install electric utility duct consisting of two 4" diameter concrete encased PVC conduit underground from a utility pole on the north side of

Clarendon Street property across the Clarendon Street right-of-way onto the 25 Clarendon Street property.

This work is proposed to provide electrical and telecommunication services to Comcast's facility at 25 Clarendon Street. 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.

Your participation is not necessary if you choose not to object to the above petition.

Sincerely,

Watertown City Council

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

Location Photos



View looking North on Arlington St



View looking South on Arlington St



View looking West on Clarendon St



View looking East on Clarendon St

Abutters to Comcast Cable Communication Mgmt, LLC Proposed Fiber Conduit Paths

49 CLARENDON ST - Property - X

watertownma.mapgeo.io/datasets/properties?abuttersDistance=&latlng=42.36512%2C-71.154225&panel=abutters&previewId=1510_5A_0&share=553ff350-b4c1-4274-9403-345f90ab9e12&zoom=19

Zoom To Share Print Property Quick Search

Search Selection Themes Markup Abutters

Abutters (17)

93 ARLINGTON ST
1511 33A 0

96 ARLINGTON ST
1237 29D 0

88 ARLINGTON ST
1237 2A 65

76 ARLINGTON ST
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71 ARLINGTON ST
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22 CLARENDON ST
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79 ARLINGTON ST
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83 ARLINGTON ST #1
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83 ARLINGTON ST #2
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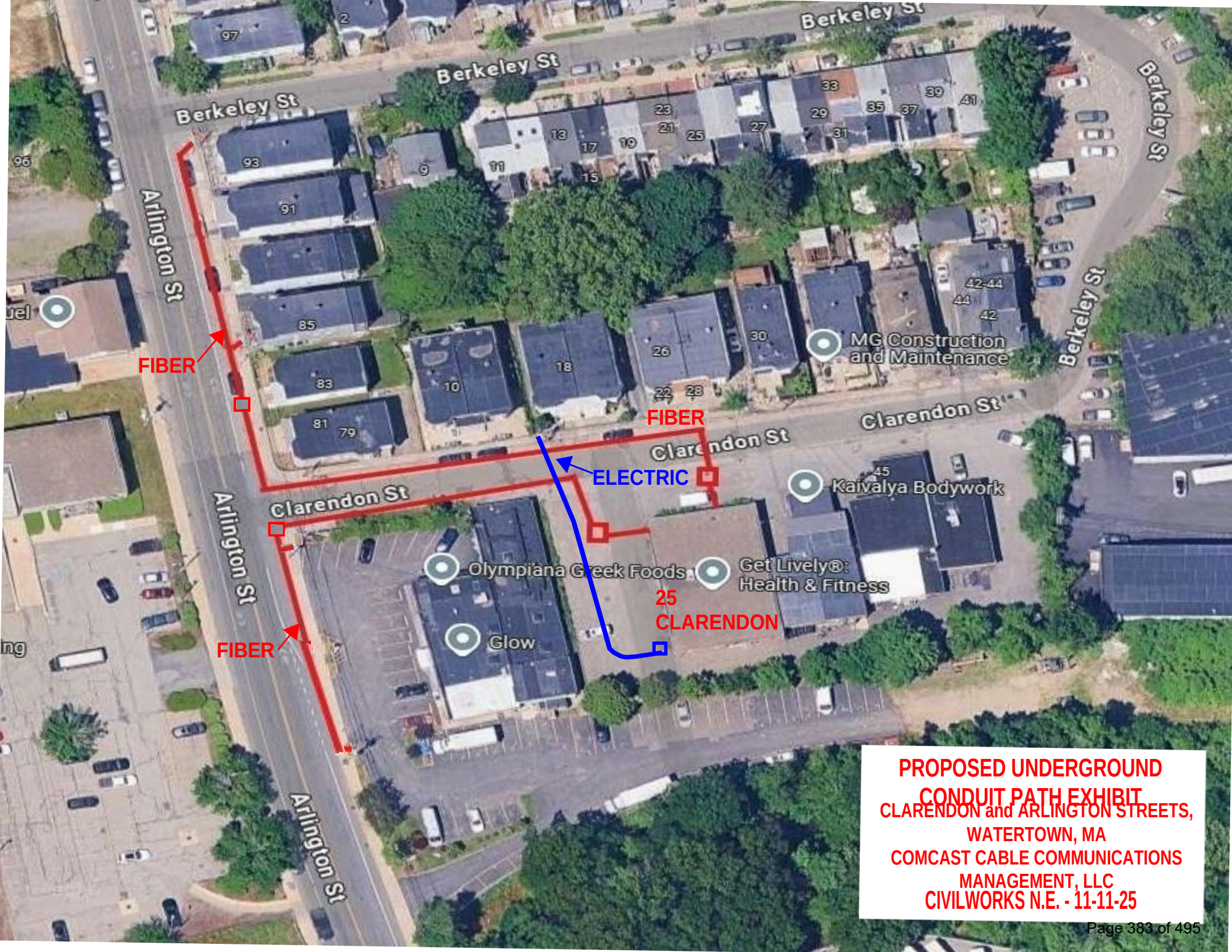
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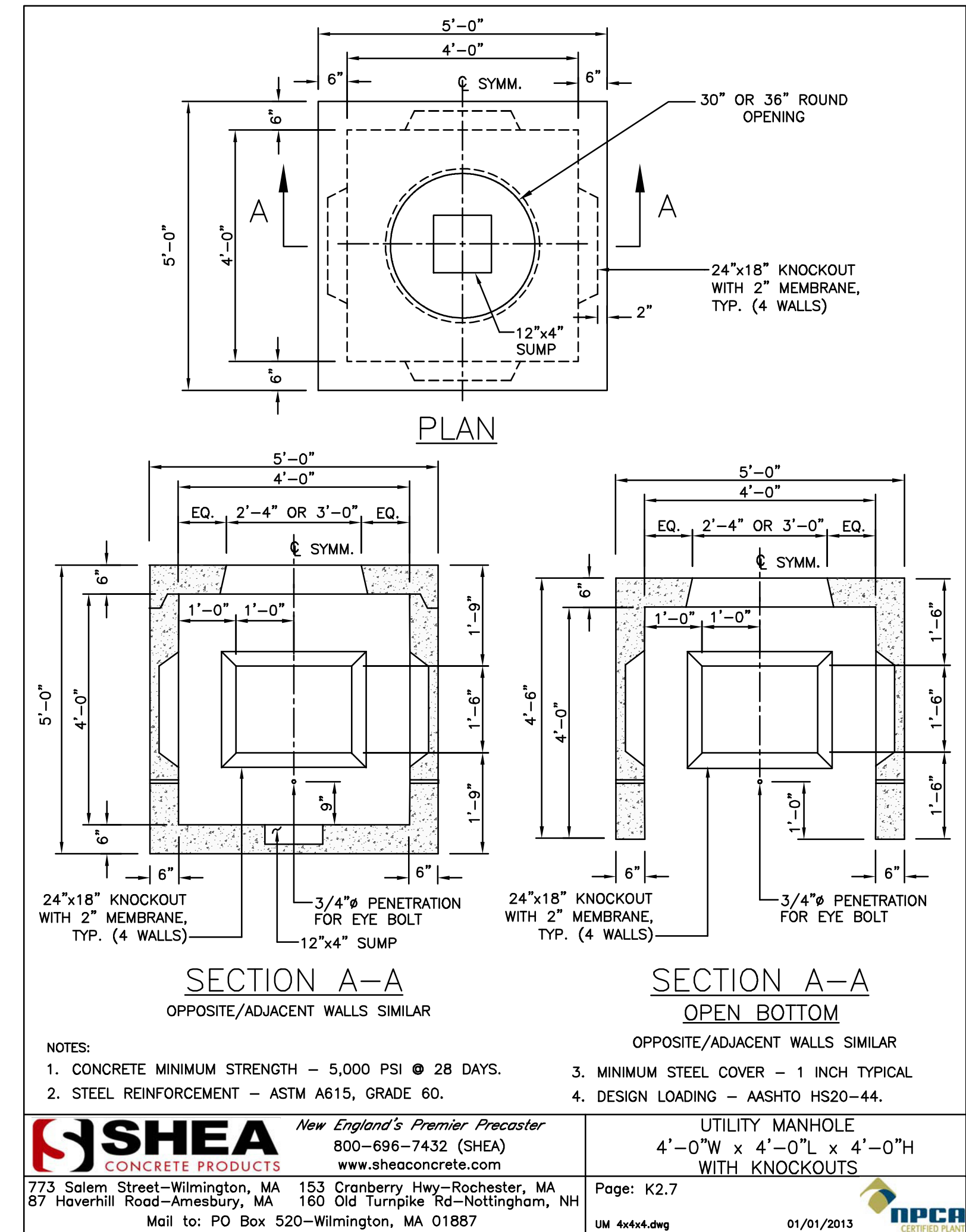
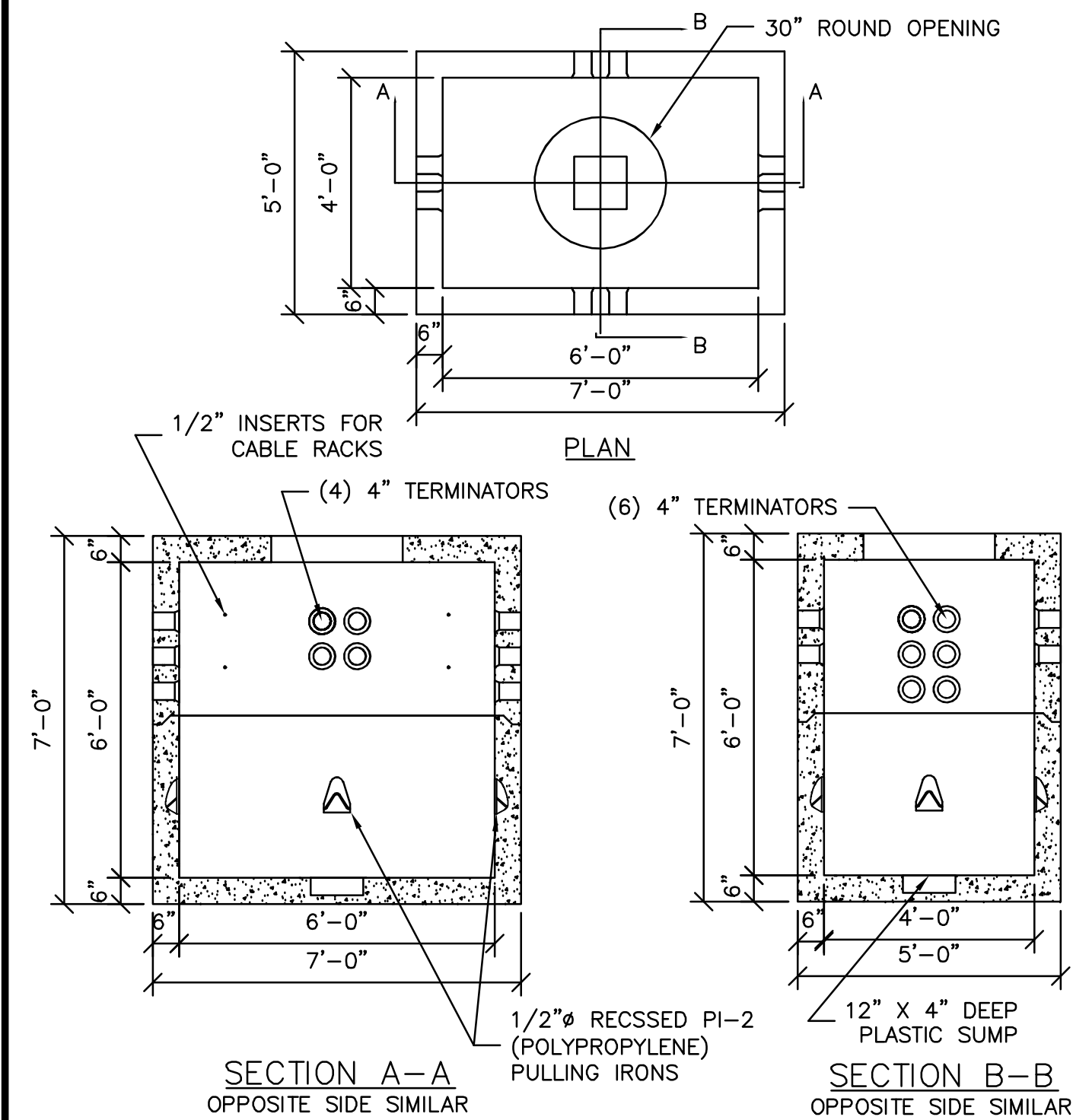
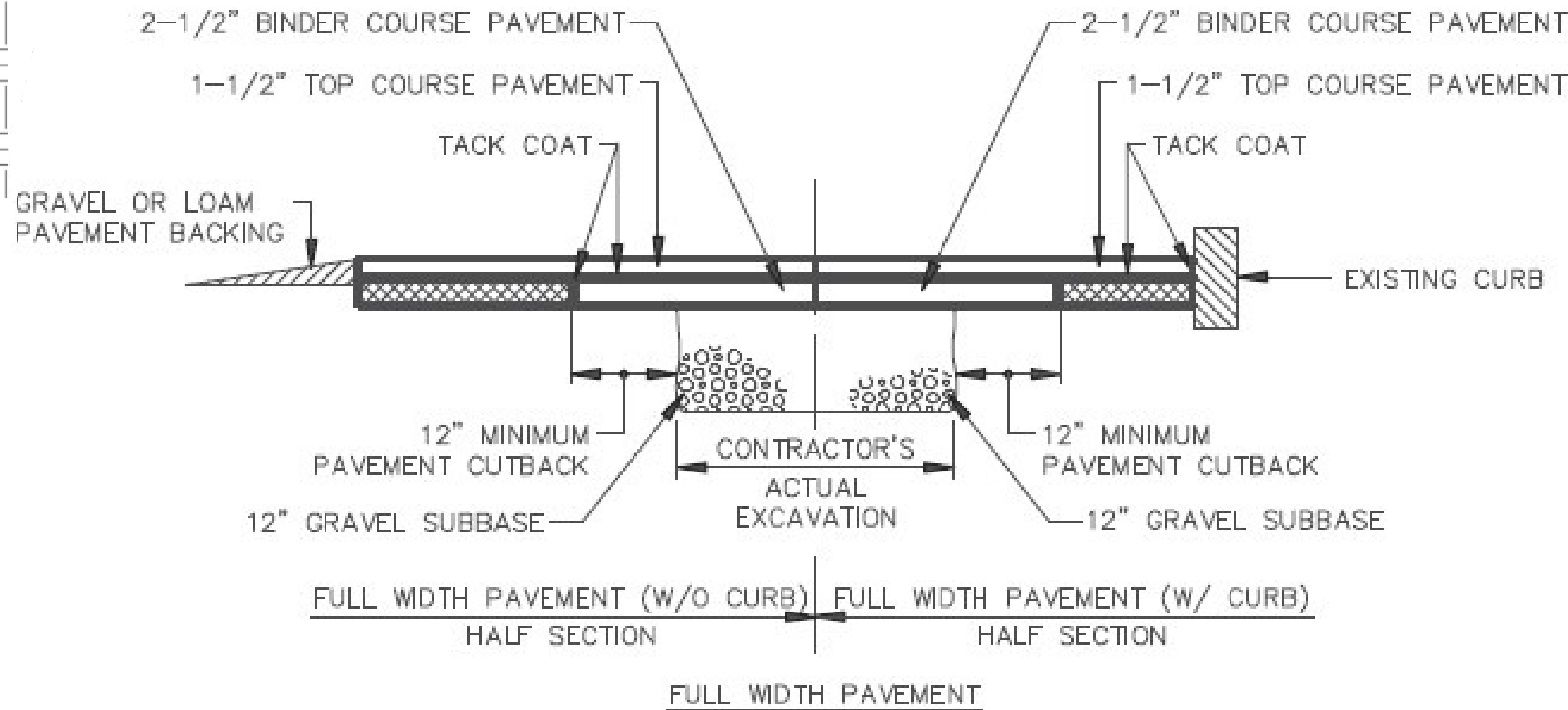
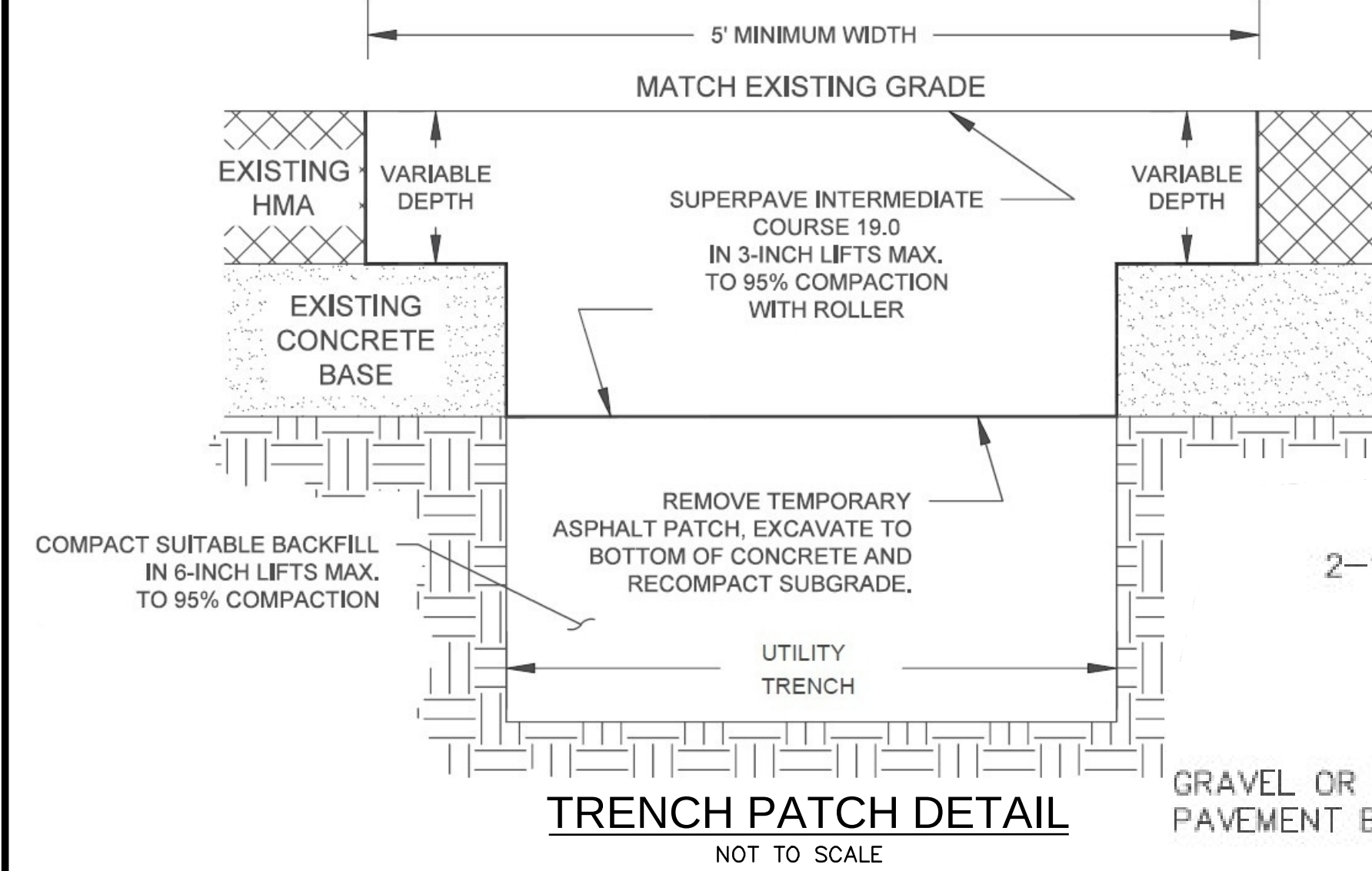
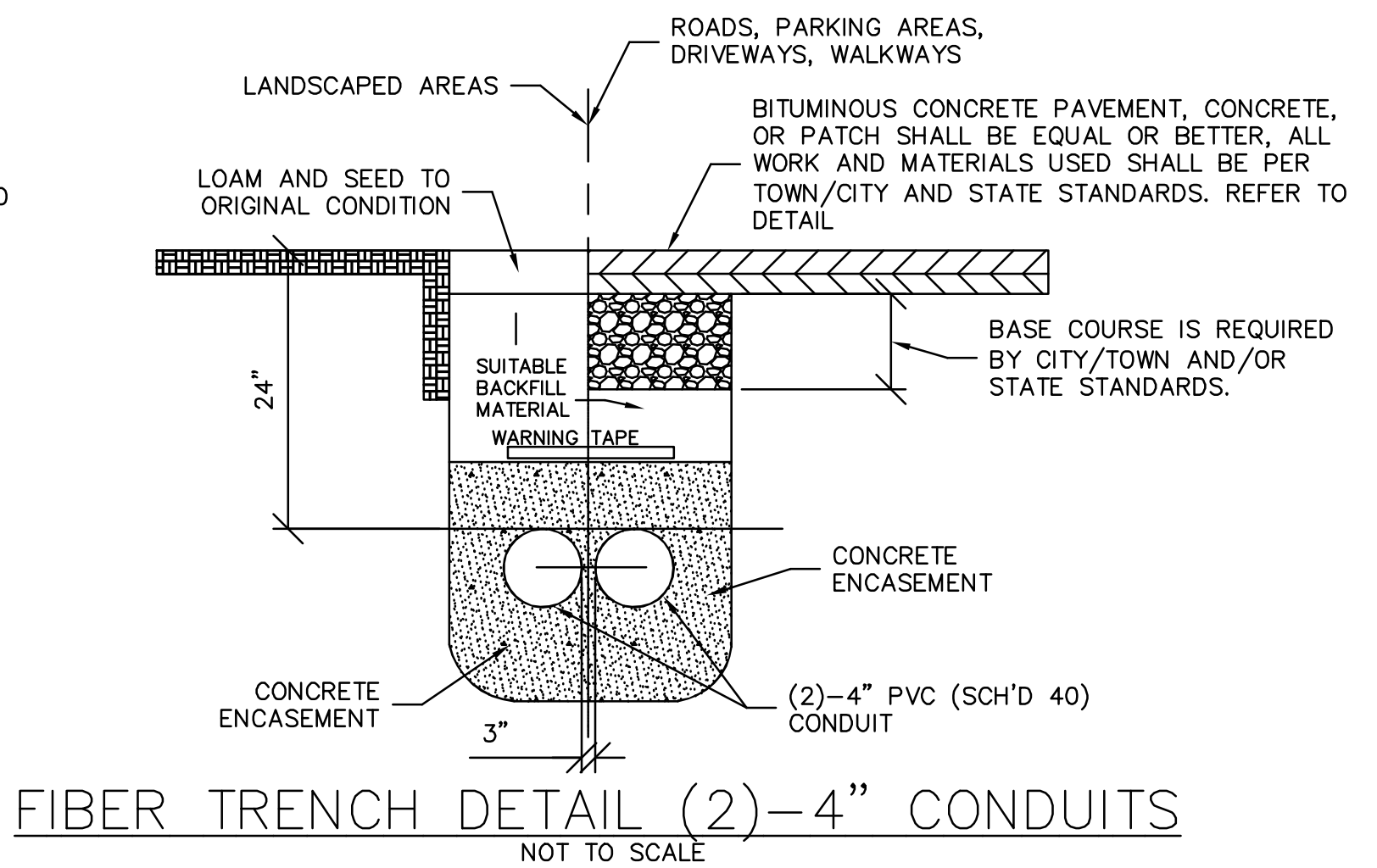
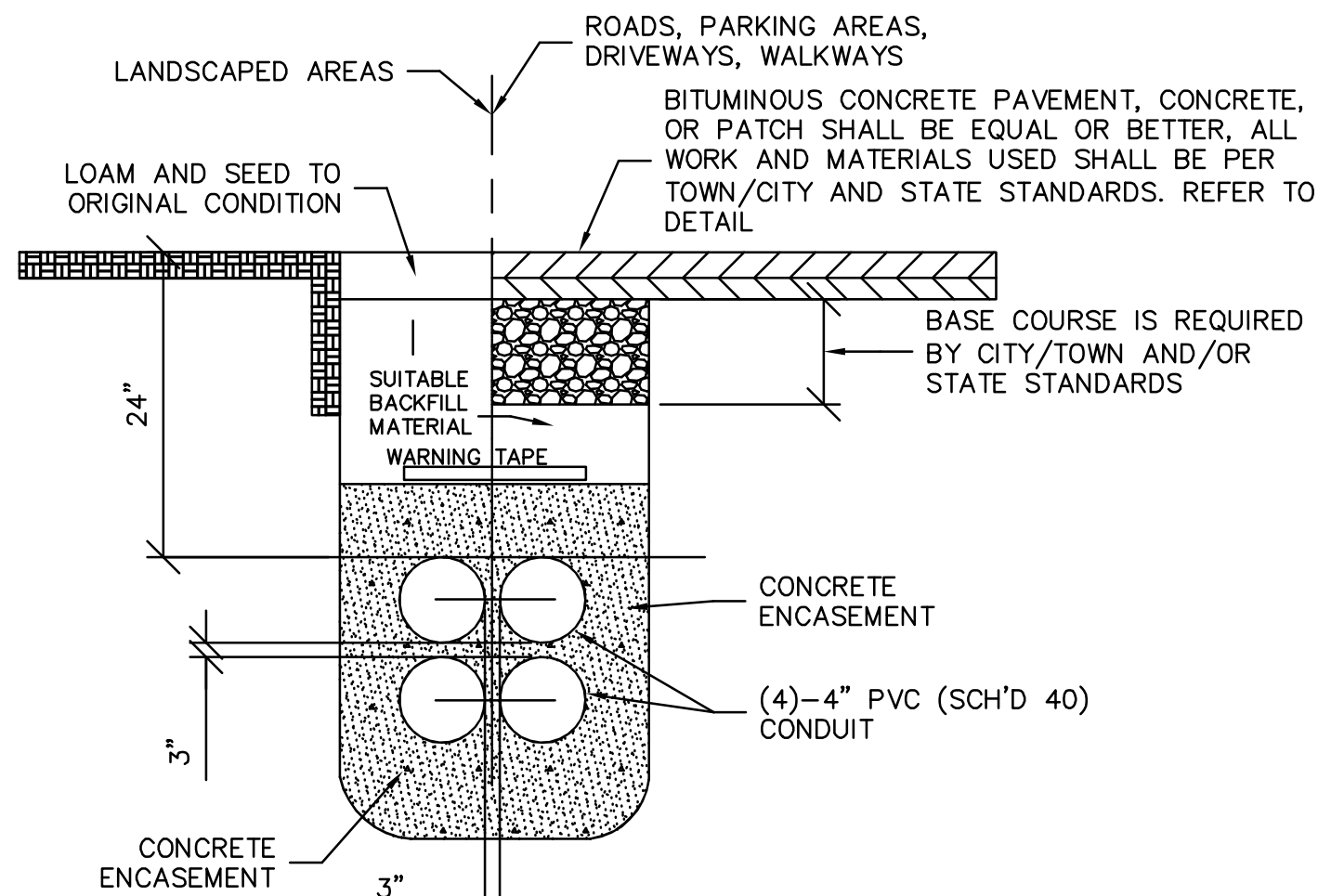
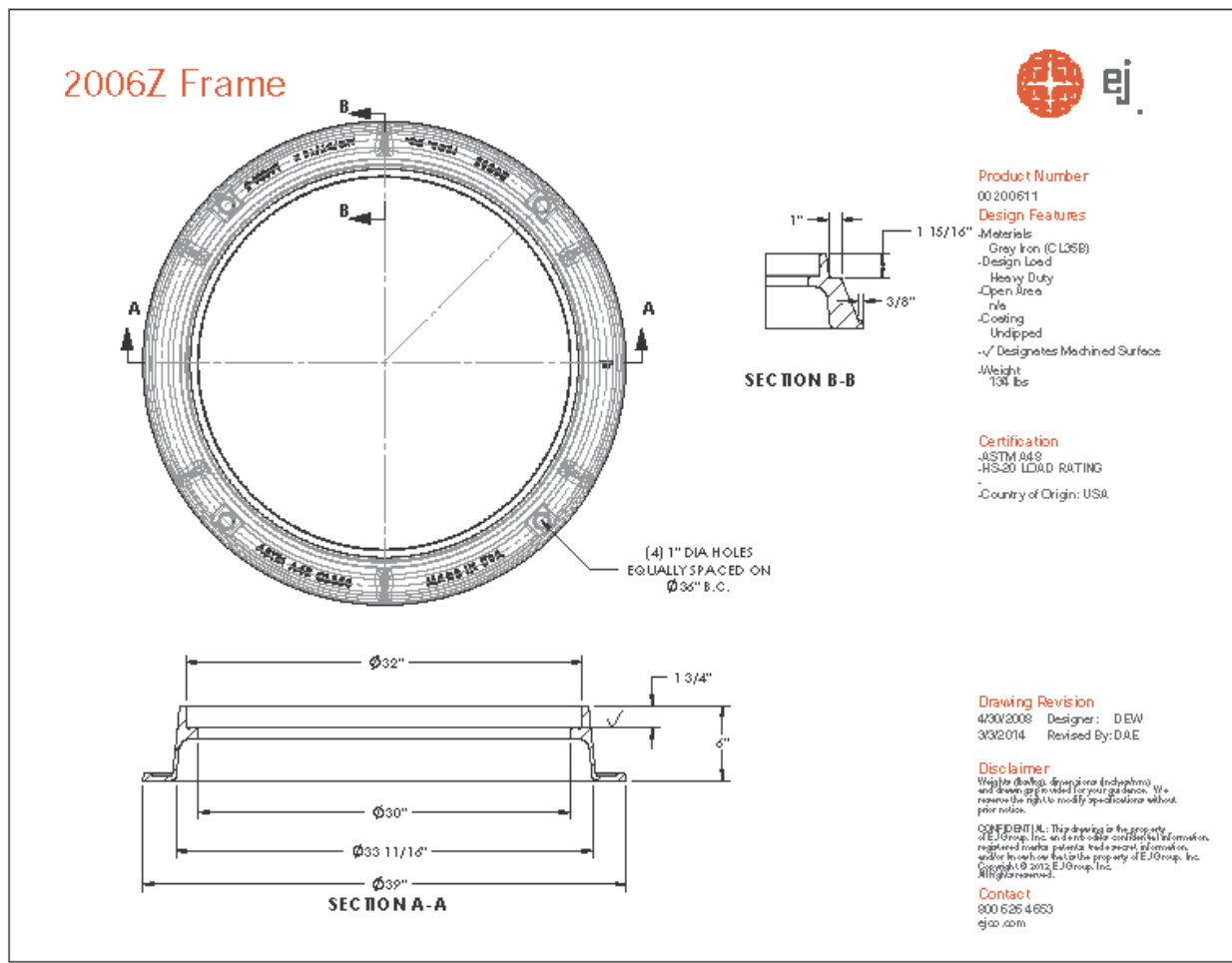
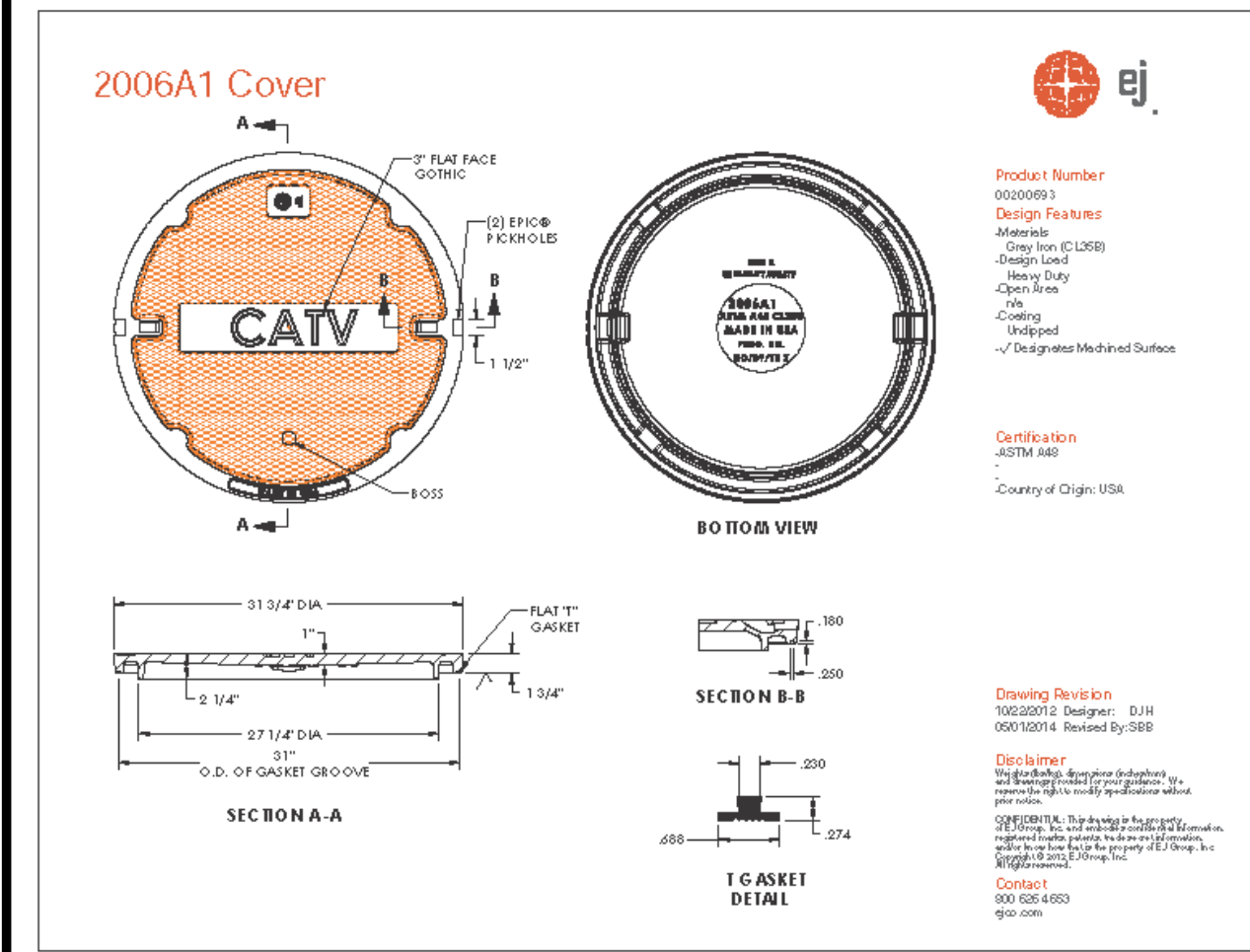
Map showing property boundaries and fiber conduit paths. The map includes streets like Berkeley St, Arlington St, Clarendon St, and Clarendon Ave. Properties are labeled with addresses and parcel numbers. Fiber conduit paths are highlighted in red and orange. A legend on the right lists 17 abutters with their addresses and parcel numbers. A 'Created By Print' dialog box is visible in the bottom right corner of the map area.

Keyboard shortcuts Map data ©2025 Google 10 m Terms Report a map error

Page 382 of 495



**PROPOSED UNDERGROUND
CONDUIT PATH EXHIBIT
CLARENDON and ARLINGTON STREETS,
WATERTOWN, MA
COMCAST CABLE COMMUNICATIONS
MANAGEMENT, LLC
CIVILWORKS N.E. - 11-11-25**



NOT FOR CONSTRUCTION FOR PERMIT USE ONLY

CNE CIVILWORKS NEW ENGLAND
181 Watson Road, PO Box 1166
Dover, 06034-0443

DATE	REVISION	APPD	DATE
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PREPARED FOR: COMCAST
NEW ENGLAND REGION
5 OMNI WAY
CHELMSFORD MA

SITE LOCATION:
25 CLARENDON STREET
WATERTOWN, MA

2



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: December 3, 2025
RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Public Buildings for approval of up to \$1,156,000 in supplemental capital funds to advance critical upgrades at the Parker Building during current construction, avoiding higher costs and delays if deferred to FY27–FY28. Early investment will deliver improved comfort, energy efficiency, and sustainability while maximizing cost-effectiveness.

Proposed Scope of Work:

- New Building Management System (HVAC controls): \$121,000
- Roof deck/attic and wall insulation: \$90,000
- Acoustic ceiling tile replacement (3rd floor suites): \$120,000
- Replacement of gas-fired RTUs with all-electric air source heat pumps: \$740,000
- Removal of gas lines and new electrical service for RTUs: \$85,000

Approval of this funding will enable the Department to complete these upgrades efficiently while the building is open, ensuring improved performance, sustainability, and cost avoidance.

I respectfully request that the attached Loan Order be placed on the December 9, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

December 2, 2025

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

RE: Draft Loan Order – Parker Building Project Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of envelope and mechanical/energy system upgrades to the Parker Building:

ORDERED: That the sum of \$1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto:

Description	Amount
New building management system/HVAC controls	\$121,000
Insulation of top floor roof deck/attic space and adjacent walls	90,000
Acoustic ceiling tile replacement on third floor suites	120,000
Replacement of existing gas-fired roof top units with all electric air source heat pumps	740,000
Removal of gas lines and new electrical service for roof top units	85,000

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

WATERTOWN

MASSACHUSETTS



Watertown City Hall
149 Main Street, Watertown, MA 02472

December 1, 2025

George Proakis
City Manager
City of Watertown
149 Main Street
Watertown, MA 02472

Dear Mr. Proakis

The Department of Public Buildings is requesting approval for up to \$1,156,000 in capital funds per the below write-up provided by Chris Nixon, Assistant Director for Construction and Capital Projects:

To better and more effectively provide for envelope and mechanical/energy system upgrades while the Parker Building is opened up during construction (rather than FY27-FY28), the Department of Public Buildings is recommending supplemental funding in the amount of \$1,156,000 to fund four key elements:

New BMS (building management system/HVAC controls): \$121,000
Insulation of top floor roof deck/attic space and adjacent walls: \$90,000
Acoustic ceiling tile replacement in 3rd floor suites: \$120,000
Replacement of existing gas-fired RTUs (roof top units) with new all-electric air source heat pumps: \$740,000
Removal of gas lines and new electrical service for RTUs: \$85,000
Total supplemental request: \$1,156,000

Funding this work now will provide for a more comfortable and energy efficient Parker Building sooner, in lieu of subsequent demolition/construction with higher costs.

If you could please support this request and forward it to City Council for approval at the December 9, 2025 meeting.

Thank you,

Denise Moroney
Director of Public Buildings
617-686-3184



94 Reservoir Park Drive
Rockland, MA 02370
(617)-544-3200

12/01/2025

Solution: Parker Building Roof & Wall Insulation

Site: CITY OF WATERTOWN

Presented To:

Silas Fyler
CITY OF WATERTOWN
silas.fyler@watertown.k12.ma.us

Prepared By:

Tony Castro
Solutions Consultant
tcastro@inovisenergy.com

Inovis Energy, Inc, is a turn-key implementer of energy efficiency measures. We provide our clients with a streamlined approach to energy conservation projects that makes the process efficient, clear, and successful.

We have included the necessary information for review of the above-mentioned project in this report. We hope you find our analysis clear and concise. If there are any specific questions, or additional information requested, please let us know.

Tony Castro

Tony Castro
Solutions Consultant
Inovis Energy, Inc.



94 Reservoir Park Drive
Rockland, MA 02370
(617)-544-3200

Solution: Parker Building Roof & Wall Insulation

Proposed Scope of Work:

Currently, no insulation in the roof or walls.

Proposal is to install insulation in roof and walls for older building section.

A general description of work is as follows:

Install 3" Closed-Cell Foam Insulation - R-21 closed cell foam insulation.

Roof: 7,590 SF

Masonry Walls: 6,000 SF

No insulating paint included.

Clarifications, Omissions, and Assumptions:

Customer is required to ensure no one is at least 50 feet away from where we are spraying so most of that top floor will need to be vacant.

GENERAL:

Unimpeded access to the worksite needed.

All work is to be performed during normal working hours, Monday through Friday.

Inovis cannot be held responsible for any delays caused by weather, federal, state, or local officials, or any other circumstances beyond our control.

Inovis will not be responsible for any existing code violations that are present prior to the start of work.

Inovis can rectify any violations or code non-compliance, if you choose, on a time and materials basis separate from this quote.

Financials:

Location / EEM Description	Total	MassSave Rebate *	Total Less Rebates	kWh Savings	Electric Savings **	Therm Savings	Natural Gas Savings ***
EEM #1 - Install Attic & Wall Insulation	\$88,492	\$24,462	\$64,030	521	\$188	2,270	\$3,973
Totals	\$88,492	\$24,462	\$64,030	521	\$188	2,270	\$3,973
* PRESCRIPTIVE REBATE							
** ELECTRIC COST BASED ON \$.36/kWh							
*** NATURAL GAS SAVINGS BASED ON \$1.75/Therm							

Order Confirmation

Brendan McCarthy
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

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Order Number	760928	Order Price	\$985.83
Sales Rep.	Jackson Kocak	PO No.	
Account	3028420	Payment Type	
Publication	Boston Globe	Number of dates	1
First Run Date	12/18/2025	Last Run Date	12/18/2025
Payment Type			

AD PREVIEW:

Legal Notice The City Council of Watertown hereby gives notice of a public hearing and vote to be held on Tuesday, January 13, 2026 at 7:00 PM in the Richard Mastrangelo Chamber Administration Building, 149 Main Street, Watertown, MA and 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 \$1,156,000 is appropriated to pay costs of envelope and mechanical/energy system upgrades to Parker Building, including all costs incidental and related thereto: New building management system/HVAC controls - \$121,000 Insulation of top floor roof deck/attic space and adjacent walls - \$90,000 Acoustic ceiling tile replacement on third floor suites - \$120,000 Replacement of existing gas-fired roof top units with all electric air source heat pumps - \$740,000 Removal of gas lines and new electrical service for roof top units - \$85,000 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 public hearing. A copy of the proposed Loan Order is available for inspection at 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.
--



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: December 3, 2025

RE: Agenda Item – Proposed Loan Order

Attached is a request from the Department of Public Buildings for approval of up to \$95,000 in capital funds, identified in line 238 of the FY2026–2030 School CIP under Security System Enhancements. This item has been included in prior CIP documents and reaffirmed by the City Council as noted in Conceptual Recommendation #9 of the FY2026-2030 CIP, confirming alignment with established priorities.

The funds will support installation of a standby generator and related equipment at Phillips School to provide emergency backup power for the Watertown Public Schools network server. This project will safeguard critical systems and ensure continuity of educational services during outages.

I respectfully request that the attached Loan Order be placed on the December 9, 2025 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

December 2, 2025

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

RE: Draft Loan Order – Security System Enhancements (Phillips School) Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of security system enhancements for the Phillips School:

ORDERED: That the sum of \$95,000 is appropriated to pay costs of the security system enhancements, including the installation of a standby generator and associated equipment, at the Phillips School, as more fully described in the City's Fiscal Year 2026 through 2030 Capital Improvement Plan, including all other 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

WATERTOWN

MASSACHUSETTS



Watertown City Hall
149 Main Street, Watertown, MA 02472

November 21, 2025

George Proakis
City Manager
City of Watertown
149 Main Street
Watertown, MA 02472

Dear Mr. Proakis

The Department of Public Buildings staff is requesting approval for up to \$95,000 in capital funds as shown in line 238 of the School FY26 to FY30 CIP as "Security System Enhancements" for the installation costs of a standby generator and associated equipment at the Phillips School.

JC Lentine has provided the attached proposal dated November 7, 2025 which is for the installation of a standby generator to serve as an emergency power backup to protect the Watertown Public Schools network server against the effects of any loss of building power. The installation of a standby generator at Phillips will enable WPS to provide continual educational services to the school community in the event of a power outage.

If you could please support this request and forward it to City Council for approval at the December 9, 2025 meeting.

Thank you,

Denise Moroney

Director of Public Buildings
617-686-3184

JC LENTINE ELECTRIC SERVICE, INC.

ELECTRICAL AND FIRE ALARM CONTRACTORS
COMMERCIAL – INDUSTRIAL – MUNICIPAL – INSTALLATIONS
MASTER ELECTRICIAN LIC. A-16522

PHONE (617) 361-1500
FAX (617) 364-2006

54R WALTER STREET #6
HYDE PARK, MA 02136

November 7, 2025

Mr. Christian Nixon
Assistant Director
Construction and Capital Projects
Department of Public Buildings
124 Watertown Street, Suite 3F
Watertown MA 02472

PROPOSAL FOR INSTALLATION OF STANDBY GENERATOR and ASSOCIATED EQUIPMENT – PHILLIPS SCHOOL

Dear Chris:

We are pleased to provide the following proposal for your consideration:

Provide labor, equipment, and materials to install the pre-purchased standby diesel generator for the Phillips School as discussed and in accordance with the drawings prepared by Fitzemeyer and Tocci Associates for subject project.

The work will generally follow the provided drawings. Any deviation from the project drawings will result in a better quality of installation than specified, not a lesser quality.

Install all wiring in the building interior in EMT conduit with steel set screw fittings.

Install all underground wiring in schedule 40 PVC conduit. Emerge out of the ground or through concrete pads with galvanized rigid steel conduit and sweeps.

Install warning ribbon over underground conduits in trenches as required by code.

All wiring on the exterior of the building to be run in galvanized rigid steel conduit.

All wiring to be copper. All underground wiring to be type XHHW insulation. All interior wiring to be type THHN or XHHW insulation.

Install a 100 amp 3 phase, 4 wire feeder with equipment ground from the generator to the new automatic transfer switch. Install a 100 amp 3 phase, 4 wire feeder with equipment ground from existing panel MDP to the new automatic transfer switch. Install a 100 amp 3 phase, 4 wire feeder with equipment ground from the new automatic transfer switch to new panel OX-P1. Minimum wire size for these feeders to be #3 copper with #8 copper equipment ground.

Install and connect pre-purchased automatic transfer switch.

Provide and install (1) Siemens factory assembled panelboard for panel OX-P1 as specified. Panel to be 42 circuit, surface mount, top feed, 10,000 AIC, tin plated copper bus rated at 250 amps, 100 amp main breaker, door-in-door construction, with the following bolt-on breakers: (2) 2 pole 20 amp, (1) 2 pole 30 amp, (24) 1 pole 20 amp, and (12) bussed spaces.

Provide conduits from building to generator for remote annunciator, data, engine start circuit, and 120 volt power for block heater, battery charger, and louvers (if needed). 120 volt power circuits for the generator support circuits to be derived from future panel PP-X1.

Mr. Christian Nixon
Proposal – Page Three
November 7, 2025

Reconfigure existing circuits in existing panel MDP as needed to provide space for the normal power feed to panel OX-P1. Provide (1) 3 pole, 100 amp GE type TEY circuit breaker for this feed.

Provide (1) 2 pole, 100 amp breaker in existing panel MDP to refeed the existing circuit being moved to allow for the installation of the aforementioned 3 pole, 100 amp TEY breaker. It is assumed this breaker to be a GE type THQD22100. This proposal assumes the existing position specified to install the THQD22100 has the necessary bus extensions/hardware to accommodate the breaker. This proposal does not include breaker mounting hardware or bus kits.

Install pre-purchased generator remote annunciator in the ground floor lobby by the elevator as discussed.

Provide and install generator remote monitoring system with one year subscription service by Power Telematics as specified.

Receive, unload, uncrate, and provide crane and rigging services to install the pre-purchased generator on the concrete pad by others.

Provide UL listed liquid-tight flexible metal conduit connections from the underground conduits to the generator as needed.

Install external emergency stop button on the generator as required.

Install 4/0 copper ground ring with Cadweld connections and 3/4" x 10' copper clad ground rods around the generator pad as specified.

Provide a full tank of diesel fuel for the generator.

Coordinate with generator supplier for start-up, testing, and training.

Mr. Christian Nixon
Proposal – Page Four
November 7, 2025

Coordinate and work with the City of Watertown Department of Public Works as needed to perform the work.

Provide any necessary core drilling to complete the work.

Patch/fire-stop all holes through rated walls, ceilings, or floors created by this work.

Trace specified existing circuits per the project drawings to determine their current source. Refeed these circuits as specified from panel OX-P1. It is assumed that these circuits can be intercepted within the main electric room, removed from the panel(s) currently serving them, and connect them to the new circuits in junction boxes or wireways – NOT within the existing panels.

This proposal does not include supplying the generator, remote annunciator, or automatic transfer switch as those items have been pre-purchased.

This proposal does not include any cutting or patching of bituminous asphalt pavement, excavation, sand bedding, back-filling, compaction, reinforcing steel, concrete forms, concrete, or concrete placement and finishing.

This proposal is based on all work being performed during normal (non-holiday) work hours of Monday – Friday, 7:00 AM to 3:30 PM (or 6:00 AM – 2:30 PM), with Prevailing Wage Labor Rates based on our current contract with the City of Watertown being paid to all employees working on this project. All work will be performed by Massachusetts licensed electricians and/or state registered apprentices. All employees have completed the 10-Hour OSHA mandated training class.

Mr. Christian Nixon
Proposal – Page Five
November 7, 2025

This proposal includes a City of Watertown electrical permit with permit fee waived.

This proposal does NOT include the cost of any Surety Bonds if required. If a 50% payment bond is required, please **ADD: \$2,715.00** to the proposal amount below.

COST TO PERFORM THIS WORK: \$90,500.00

If you have any questions, require any additional information or would like to schedule the above work, please do not hesitate to contact me.

Very truly yours,

John C. Lentine

JCL

Order Confirmation

Brendan McCarthy
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.

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Thank you,
Boston Globe Classified Sales

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

Order Number	760929	Order Price	\$783.99
Sales Rep.	Jackson Kocak	PO No.	
Account	3028420	Payment Type	
Publication	Boston Globe	Number of dates	1
First Run Date	12/18/2025	Last Run Date	12/18/2025
Payment Type			

AD PREVIEW:

Legal Notice
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Watertown City Council

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

ORDINANCE #

2026 - O

AN ORDINANCE ESTABLISHING CITY MANAGER SALARY

WHEREAS, Section 3-3 of the City of Watertown Home Rule Charter provides that the City Manager shall receive such compensation as may from time to time be established for said office by ordinance.

NOW THEREFORE BE IT ORDAINED that the City Council of the City of Watertown hereby established the City Manager's annual salary as \$244,658 effective July 1, 2025 (Fiscal Year 2026).

Council Member

I hereby certify that at a regular meeting of the City Council for which a quorum was present, the above ordinance was adopted by a vote of ___ for, ___ against, and ___ present on January 13, 2026.

Brendan T. McCarthy, Council Clerk

Mark S. Sideris, Council President

ELECTED OFFICIALS

Mark S. Sideris,
Council President

John G. Gannon,
Councilor At Large
Nicole Gardner,
District A Councilor

Vincent J. Piccirilli, Jr.,
Vice President &
District C Councilor
Theophilus Offei
Councilor At Large
Lisa J. Feltner
District B Councilor

Caroline Bays,
Councilor At Large

Anthony Palomba,
Councilor At Large
Emily Izzo,
District D Councilor

Order Confirmation

Brendan McCarthy
Watertown City Council
149 Main Street
Watertown, MA 02472

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Thank you,
Boston Globe Classified Sales

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Monday - Friday 9:30 am - 4:30 pm
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Order Number	761113	Order Price	\$657.86
Sales Rep.	Jackson Kocak	PO No.	
Account	3028420	Payment Type	
Publication	Boston Globe	Number of dates	1
First Run Date	12/20/2025	Last Run Date	12/20/2025
Payment Type			

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The Boston Globe | Classified Advertising Proof | Printed on: Dec 18 2025



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: January 6, 2026

RE: Agenda Item – Authorization to Sign a Contract Extension Term

Please find attached correspondence from Steve Magoon, Assistant City Manager for Community Development and Planning, requesting approval of a contract extension for the Pleasant Street shuttle service with WeDriveU. This extension would continue the existing arrangement beyond the original contract term to allow sufficient time to secure a new vendor, which may or may not be the current provider.

I respectfully request that this item be placed on the City Council agenda for January 13, 2026, for favorable consideration.

Thank you for your attention to this matter.

Hand, JoAnna

From: Magoon, Steve
Sent: Monday, January 5, 2026 3:49 PM
To: Proakis, George
Cc: Mermell, Zeke; Knight, Julie; Hand, JoAnna
Subject: Fw: Pleasant St Shuttle Contract Date
Attachments: 2025-12-10 - MSA - Pleasant St and WeDriveU - Amend Rev.pdf

George, the attached is a contract extension for the Pleasant street shuttle service with We Drive U. This extends the existing arrangement beyond the original contract to allow enough time for us to secure a new vendor, which may be the same, TBD. This has been run thorough Julie as well. Let me know if you have any questions. Thanks

Steve Magoon

Assistant City Manager for Community Development and Planning
City of Watertown, Massachusetts

149 Main St, Watertown, MA 02472
(617) 715-8661
smagoon@watertown-ma.gov
Watertown-ma.gov

From: Mermell, Zeke <zmermell@watertown-ma.gov>
Sent: Monday, January 5, 2026 9:47 AM
To: Magoon, Steve <smagoon@watertown-ma.gov>
Subject: RE: Pleasant St Shuttle Contract Date

Hi Steve,

I think the contract extension (see attached) is ready for George to sign, pending your review. As we intended, the contract extension now includes this on page 2:

“3. Termination for Convenience. Either party may elect to terminate this Agreement in its entirety sooner than April 13 or 10, 2026, with a (thirty) 30-day written notice to the other party.”

Once signed, I'll be sure to get it back to WeDriveU.

Best,
Zeke

Zeke Mermell, AICP, LEED AP (he/him)

Senior Transportation Planner
City of Watertown, Massachusetts

124 Watertown St, Suite 2A, Watertown, MA 02472
617-972-6417 ext 15125
zmermell@watertown-ma.gov
watertown-ma.gov

**FIRST AMENDMENT TO EXTEND PLEASANT STREET SHUTTLE SERVICE
AND PROGRAM DEVELOPMENT AGREEMENT**

This Contract Extension Amendment (“Amendment”) is entered into as of the last date of signature below (“Effective Date”) by and between **the City of Watertown (“Client”)** and **WeDriveU, Inc. (“Contractor”)**.

RECITALS

WHEREAS, Client and Contractor are parties to a Shuttle Services Agreement governing operation of the Pleasant St Shuttle Program “the Project”, dated June 25, 2021.
 (“Agreement”);

WHEREAS, the parties acknowledge that the current Agreement term ends on February 13, 2026 ;

WHEREAS, Client has requested an extension of services for approximately 60 days beyond the February 13, 2026 end date, due to additional time required to complete the RFP process for future service procurement;

WHEREAS, Contractor has confirmed flexibility to extend the Agreement and has provided Year Four pricing applicable after January 2026 ;

WHEREAS, Client has expressly requested that the Agreement be amended herewithin;

WHEREAS, Client has expressly requested that Contractor prepare this Amendment to memorialize the extension ;

NOW, THEREFORE, in consideration of the mutual covenants herein, the parties agree as follows:

1. Extension of Term

The Term of the Agreement is hereby extended beginning **February 14, 2026** and continuing through **April 13, 2026** (a 60-day extension).

If Client elects to align the ending to the prior Friday consistent with email discussions, the Term may alternatively end **April 10, 2026** upon mutual written confirmation.

2. Pricing

Beginning February 1, 2026 and for the duration of this extension period, the Agreement shall be billed according to the Year Four pricing schedule provided by Contractor on December 5, 2025, see **Exhibit A** .

All fees shall continue to be invoiced and paid in accordance with the Agreement.

3. Termination for Convenience. Either party may elect to terminate this Agreement in its entirety sooner than April 13 or 10, 2026, with a (thirty) 30-day written notice to the other party.

4. No Other Changes

Except as expressly modified herein, all other terms, conditions, service levels, and obligations of the Agreement remain unchanged and in full force and effect.

5. Counterparts

This Amendment may be executed electronically and in multiple counterparts, each of which shall be deemed an original, but all of which together constitute one instrument.

CLIENT:

City of Watertown

By: _____

Name: _____

Title: _____

CONTRACTOR:

WeDrive U, Inc.

By: _____

Name: Erick Van Wagenen

Title: CEO

Exhibit A

Greenpower

Annual Cost Summary	Year 4
Vehicle cost / Month	\$ 6,655.15
Backup Vehicle Cost / Month	\$ 1,032.57
GPS / Month	\$ 900.00
Insurance / Month	\$ 485.43
Washing & Cleaning / Month	\$ 1,420.55
Preventative Maintenance / Month	\$ 665.23
Vehicle Storage / Month	\$ -
Registration / Month	\$ 26.69
Corporate Support Services	
Project Management / Month	\$ 1,921.78
Total Fixed / Month*	\$ 13,107.39
Maintenance / Hour	\$ 2.32
Labor / Hour	\$ 50.12
Gross Profit / Hour	\$ 15.42
Total Variable / Hour**	\$ 67.85
Estimated Wifi Usage / Month	\$ -
Tolls / Month	\$ -
Estimated Fuel / Month	\$ -
Total Estimated Pass Through / Month***	\$ -
Estimated Hourly Cost	\$ 102.81
Annual Hours for Service	4,500.00
Estimated Annual Cost for Service	\$ 462,632



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: January 7, 2026

RE: Agenda Item – Proposed Loan Order

The Department of Public Works (DPW) requests approval to purchase essential vehicles and equipment needed to maintain and improve the City's infrastructure. These investments will enhance operational capacity across divisions and ensure efficient use of staff and resources.

The total request of \$1,417,000 reflects two previously identified conceptual recommendations, updated following a comprehensive fleet review and consultation with Division Heads. A full list of vehicles and equipment is detailed in the attached DPW memo.

1. Conceptual Recommendation #37 – FY26 Loan Order (\$1,000,000)

Original recommendation included five vehicle purchases. After reassessing fleet needs, DPW proposes replacing the previously requested Forestry Chipper Body with a Small Urban Forestry Bucket Truck, which better meets current operational demands.

2. Conceptual Recommendation #23 – FY25 Loan Order (\$417,000)

The original recommendation included the purchase of a Tree Chipper. Based on updated operational needs, DPW proposes substituting this item with a Skid Steer for the Parks Division.

Approval of these bond authorizations will allow DPW to replace aging equipment with modern, reliable assets, improving efficiency, strengthening response to weather and roadway conditions, and supporting forestry and cemetery operations. These investments are essential to sustaining City infrastructure, supporting public safety, and delivering high-quality municipal services.

I respectfully request that the enclosed Loan Orders be placed on the January 13, 2026 City Council Agenda for First Reading.

Thank you for your consideration.



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

Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

January 8, 2026

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

RE: Draft Loan Order – DPW Equipment Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of purchasing various items of departmental equipment for the Department of Public Works:

ORDERED: That the sum of \$1,417,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
Highway Skid Steer	\$65,000
Snow and Ice Loader ¾ yard	107,000
Two (2) Cemetery Off-Road Utility Vehicles	30,000
Cemetery Backhoe	140,000
Park Division Skid Steer	75,000
Traffic Supervisor Vehicle #C10	80,000
Highway Hot Box #49	300,000
Snow and Ice 4x4 Sander #37	320,000
Cemetery Dump Truck #202	100,000
Small Urban Forestry Bucket Truck	200,000

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.



CITY OF WATERTOWN

DEPARTMENT OF PUBLIC WORKS
124 ORCHARD STREET
WATERTOWN MA 02472

Thomas D. Brady
Director of Public Works

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

TO: Mr. George Proakis, City Manager
FROM: Mr. Thomas Brady, Director of Public Works
DATE: January 7, 2026
RE: Vehicle Purchases for DPW Operations

This memo is to request approval for the purchase of vehicles to enhance the Department of Public Works' ability to maintain and repair critical City infrastructure.

This request includes the following vehicles for a total of \$1,417,000:

Conceptual Recommendation #37 "Proceed with the FY26 \$1,000,000 proposed loan order for the Public Works Department, consisting of:

- Traffic Control Division Traffic Supervisor Vehicle #C10 at \$80,000
- Highway Division Hot Box #49 at \$300,000
- Snow & Ice 4X4 Sander #37 at \$320,000
- Cemetery Division Dump Truck #202 at \$100,000
- Forestry Chipper Body #74 at \$200,000

Upon review of the existing fleet and discussions with Division Heads, the immediate priority is to purchase a Small Urban Forestry Bucket Truck rather than the Forestry Chipper Body Truck as requested by the previous Superintendent of Public Works. Therefore, the Department of Public Works requests the following appropriation of funds:

- Traffic Control Division Traffic Supervisor Vehicle #C10 at \$80,000
- Highway Division Hot Box #49 at \$300,000
- Snow & Ice 4X4 Sander #37 at \$320,000
- Cemetery Division Dump Truck #202 at \$100,000
- Small Urban Forestry Bucket Truck \$200,000.

Conceptual Recommendation # 23 "Confirm the prior recommendation to proceed with the FY25 \$417,000 proposed loan order for the Public Works Department, consisting of:

- Highway Skid Steer at \$65,000
- Snow and Ice ¾ Yard Loader at \$107,000
- Cemetery 2 – Off Road Utility Vehicles totaling \$30,000
- Cemetery Backhoe at \$140,000

- Tree Chipper at \$75,000

Upon review of the existing fleet and discussions with Division Heads, the immediate priority is to purchase a Skid Steer for the Parks Division rather than the Chipper as requested by the previous Superintendent of Public Works. Therefore, the Department of Public Works requests the following appropriation of funds:

- Highway Skid Steer at \$65,000
- Snow and Ice ¾ Yard Loader at \$107,000
- Cemetery 2 – Off Road Utility Vehicles totaling \$30,000
- Cemetery Backhoe at \$140,000
- Park Division Skid Steer at \$75,000

If approved, these Bond authorizations will support the Departments' fleet maintenance and allow for the most effective use of our personnel and equipment to meet the needs of our community.



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: January 7, 2026

RE: Agenda Item – Proposed Loan Order

The Department of Public Works requests City Council approval for loan orders totaling \$510,000 to purchase essential Sewer Division vehicles that will strengthen the Division's capacity to maintain and repair critical City infrastructure. These acquisitions align with the City's long-term capital plan and support Conceptual Recommendation #48 and #51, which reaffirms proceeding with the FY25 Sewer Enterprise Fund loan orders.

The \$750,000 in sewer system improvements referenced in Conceptual Recommendation #51 will be presented at a future City Council meeting.

I respectfully request that the enclosed Loan Order be placed on the January 13, 2026 City Council Agenda for First Reading.

Thank you for your consideration.



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Chelsea A. Tryder
(617) 378-4209
ctryder@hinckleyallen.com

January 8, 2026

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

RE: Draft Loan Order – DPW Equipment Bonds

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of purchasing various items of departmental equipment for the Department of Public Works:

ORDERED: That the sum of \$510,000 is appropriated to pay costs of purchasing the following items of departmental equipment for the Department of Public Works, including all costs incidental and related thereto:

<u>Description</u>	<u>Amount</u>
35 GVW Service Truck	\$170,000
Sewer Pump/Trailer	150,000
Service Response Truck #60	190,000

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

WATERTOWN MA 02472

Thomas D. Brady
Director of Public Works

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

TO: Mr. George Proakis, City Manager
FROM: Mr. Thomas Brady, Director of Public Works
DATE: January 7, 2026
RE: Vehicle Purchases for DPW Sewer Enterprise Operations

This memo is to request approval for the purchase of vehicles to enhance the Department of Public Works Water Division's ability to maintain and repair critical City infrastructure.

This request includes the following vehicles for a total of \$510,000:

Conceptual Recommendation #48 "Confirm the prior recommendation to proceed with the FY25 Sewer Enterprise Fund proposed loan order for \$320,000 consisting of:

- 35K GVW Service Truck at \$170,000
- Sewer Pump Trailer at \$150,000."

Conceptual Recommendation #51 "Proceed with the FY26 Sewer Enterprise Fund proposed loan order for \$940,000 consisting of:

- Sewer System Improvements at \$750,000
- Service Response Truck #60 at \$190,000."

Sewer system improvements at \$750,000 will be requested in a separate memo. This request covers the following:

- Service Response Truck #60 at \$190,000."



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: January 7, 2026

RE: Agenda Item – Proposed Loan Order

The Department of Public Works requests City Council approval for loan orders totaling \$80,000 to purchase essential Water Division vehicles that will strengthen the Division's capacity to maintain and repair critical City infrastructure. These acquisitions align with the City's long-term capital plan and support Conceptual Recommendation #49, which reaffirms proceeding with the FY25 Water Enterprise Fund loan order for a utility truck.

I respectfully request that the enclosed Loan Order be placed on the January 13, 2026 City Council Agenda for First Reading.

Thank you for your consideration.



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(617) 378-4209
ctryder@hinckleyallen.com

January 8, 2026

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

RE: Draft Loan Order – Utility Truck

Dear George:

As requested, I suggest the following form of loan order to approve the borrowing of funds to pay costs of purchasing a utility truck for the Department of Public Works:

ORDERED: That the sum of \$80,000 is appropriated to pay costs of purchasing a utility truck for the Department of Public Works, as more fully described in line 49 of the Annual Budget for fiscal year 2026, including all other 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

WATERTOWN MA 02472

Thomas D. Brady
Director of Public Works

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

TO: Mr. George Proakis, City Manager

FROM: Mr. Thomas Brady, Director of Public Works

DATE: January 7, 2026

RE: Vehicle Purchases for DPW Water Enterprise Operations

This memo is to request approval for the purchase of vehicles to enhance the Department of Public Works Water Division's ability to maintain and repair critical City infrastructure.

This request includes the following vehicles for a total of \$80,000:

Conceptual Recommendation #49 "Confirm the prior recommendation to proceed with the FY25 Water Enterprise Fund proposed loan order for \$80,000 for Utility Truck."



Climate and Energy Committee

December 1, 2025

Metrics Report Presentation.

On December 1, 2025, the Climate and Energy committee met in the City Council Chambers at 5:30PM. The purpose of the meeting was to hear a presentation on updated Metrics regarding the Climate Action Plan. Present were Councilor Palomba; chair, Councilor Bays; vice chair and Councilor Airasian; secretary. Also attending in Person were Syllas Fyler; Assistant Director for Energy Management, Katie Swan; Environmental Planner, Mia Kania; Sustainability Planner, Ernesta Krackiewicz, Carol, Jean Trubek, Debra Peterson, Councilor Gardner. Present on Zoom were Brian Heibeison, Eamon Dawes, Pat Rathbone, Susan Ladue, Nancy Hammett

Tony opened meeting stating that Laurel and her team have come up with new metrics for some of the action items. Since there has been several years since this was implemented, her team has looked at the metrics and with this new data, some goals could be adjusted accordingly.

These meetings have been happening every 6 months to provide consistent updates to the committee. And the presentation with all information is attached, however, some highlights are listed here.

- Watertown has secured a grant for \$900k rooftop solar on the DPW building.
- There are no more oil burners in city buildings and electrification at library is complete.
- 30 small businesses signed up for an energy assessment as well as 191 households.
- Berdo will be in front of Council sometime in January.
- City fleet is 12% electrified, on street charging study expected to wrap up early 2026.
- There have been 2 community meetings regarding Walker Pond. A third will be held in January for final conceptual review.
- A meeting held on Nov. 19th by DCR to get input on the current GSA site along Greenough Blvd.
- As a result of the trash strike, 100 additional residents signed up for the compost program.

Tony brought up the health and climate report and was hopeful that the proper department would implement some of the recommendations in that report.

As the presentation continued, discussion turned to the metrics of the 2022 plan and if they are still relevant. The Climate Action Plan is made up of 5 key metrics; each metric has overarching goals and actions to achieve that goal. Metrics are helpful to quantify how much progress has been made. A question the team asked was “Are the metrics in 2022 still appropriate for where we are today?”. They found that several tracking sources or data has changed on the metrics they were following. Because of this, a new metric would need to be created. Some of the original data was missing certain aspects they wanted to incorporate. The data they have now is more insightful, detailed and focused than what was previously published.

The question was raised, how are we going to integrate the information into the existing 5 years because we have new data?

Councilor Gardner suggested to keep the data source consistent. Especially if we change the source. If we do change the data source, we should go back 5 years to that specific source and plug it into the metric from the beginning. And could, in turn change the goal.

These comments were received favorably between committee members to allow the CAP to adjust and form more realistic goals dependent on more detailed data that has been found. A higher lever report was discussed once we get the 5-year plan. The thought was to have each goal highlighted (for example using colors green, yellow, red or a grading system A, B, F...) to show where we are in relation to each goal. Green meaning we are on or ahead of target, yellow meaning we are close but need to continue, red meaning we must do more. This will illustrate where our shortfalls are and where people can do more or where more resources can be allocated.

Meeting adjourned at 6:58pm

Anthony Palomba Chair	Caroline Bays Vice Chair	John M. Airasian Secretary
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Resilient Watertown Climate & Energy Plan: Metrics Report Presentation

Watertown City Council Subcommittee on Climate and Energy
December 1, 2025

Silas Fyler

Asst. Director for Energy Management

Mia Kania

Sustainability Planner

Katie Swan

Environmental Planner & Conservation Agent





Agenda

Climate Plan Action Updates

Metrics Report

Purpose of Review

Report Overview

Section Overviews

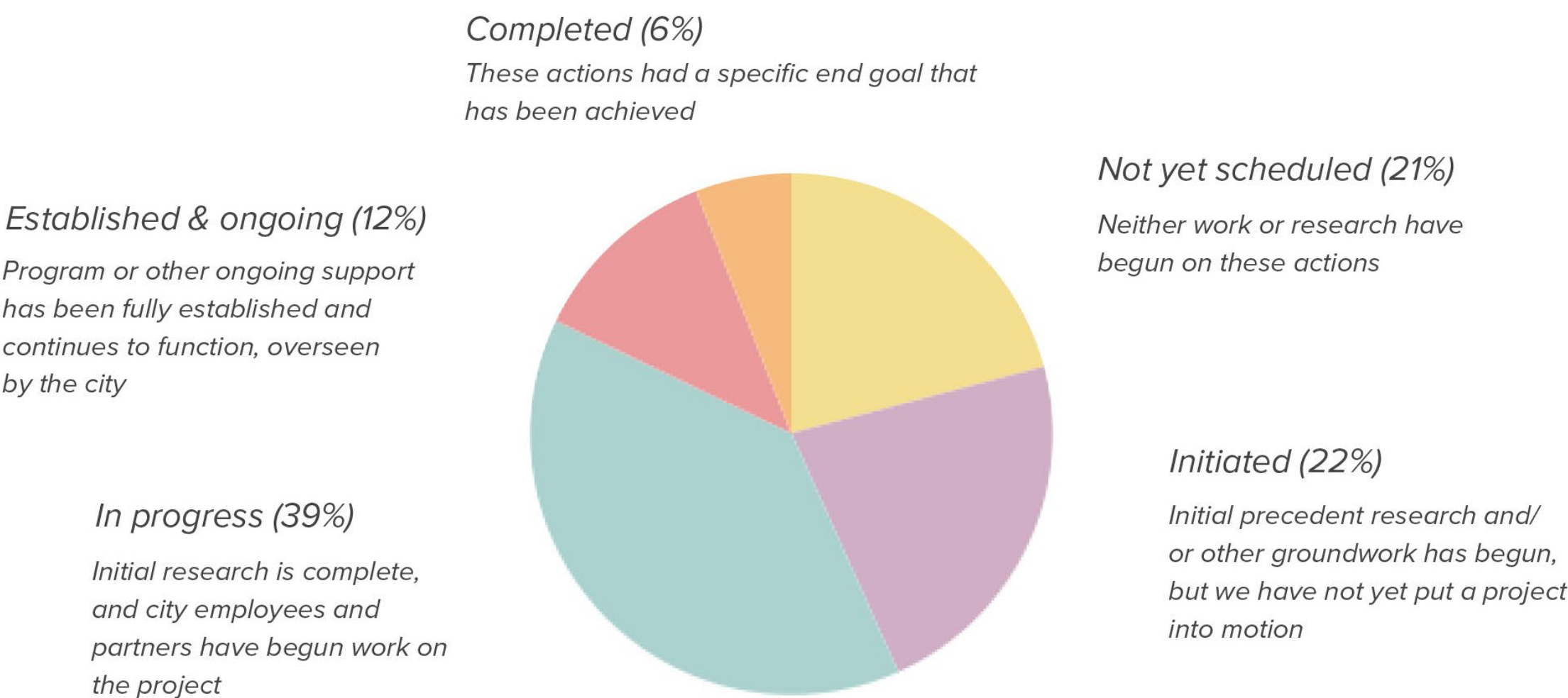


Climate Plan Action Updates



Overall Plan Progress

Implementation progress of 67 actions in the Climate and Energy Plan





Buildings & Energy Updates

Municipal Buildings & Operations:

- \$900K+ grant secured for rooftop solar on DPW building
- Last remaining oil burner removed from City building (cemetery)
- Electrification upgrades to Library (complete) and DPW (forthcoming)

Mass Save & Policy Work:

- 30 small businesses signed up for Small Business Energy Assessments (SBEA) upgrades this fall
- In 2025: 191 home energy assessments completed, 103 weatherization projects completed
- BERDO ordinance: staff received input from large building/development community and expert consultants; new draft submission to Council by end of year

mass save
Save through energy efficiency

**Watertown Small Business Owners
MAIN STREETS**
is Coming to You September 15 - 19

What to Expect:

- Energy experts from AECOM will assess your business' energy use and provide a list of recommended solutions
- They will talk to you about available incentives to implement the solutions

Benefits:

- Reduce energy usage
- Boost the safety and comfort of your customers and employees
- Help you reach your sustainability goals

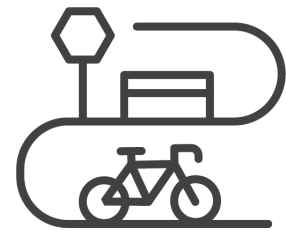
For a limited time Eversource and National Grid will cover
UP TO 90%
on select efficiency solutions

The City of Watertown is a Mass Save® Community First Partner, increasing participation in energy efficiency programs.

In Partnership with **AECOM**

WE ARE MASS SAVE®:
EVERSOURCE **nationalgrid**

Postcards were sent to all qualifying Watertown small businesses to advertise the Main Streets program, summer/fall 2025



Transportation & Mobility Updates

Electric Vehicles:

- City fleet now 12% electrified. Most recent additions include school, library, DPW, and police vehicles.
- On-street charging study and multifamily charging study expected to wrap up late 2025/early 2026 (provided by Leidos Consulting and MAPC, respectively; both were at no cost to the City)

Multi Modal Transit & Mobility:

- *Study to Improve City-Supported Mobility* completed October 2025-[final report here](#)
- Safe Streets for All grant awarded and work initiated



Local and state officials tour new bicycle infrastructure in Watertown and Cambridge, July 2025



Natural Resources Updates

Walker Pond:

- Community Meeting # 1 (August) was held to discuss existing conditions, gather feedback from residents, and ideation.
- Community Meeting # 2 (November) was held to discuss two conceptual designs, gather feedback from residents, and online surveys.
- Community Meeting 3 will be held in January (date TBD) for final conceptual design review.

GSA site updates:

- A public meeting led by the Department of Conservation and Recreation was held online on November 19, 2025, to discuss the proposed conceptual design for use of the former GSA site (located along the intersection of Greenough Blvd and Arsenal St).

WCG greenway maintenance/ invasive species grant received:

- The Watertown Community Gardens was awarded a MassTrail Grant from the State for a total of \$35,000 to bring in professionals for poison ivy removal and the creation of a comprehensive invasive species management plan (ISMP) for the years ahead.



One option presented to meeting participants for a renovated and reimagined future Walker Pond park





Infrastructure & Waste Updates

Waste Management:

- During the trash strike, an additional 100 residents signed up for the City's compost program
- The Swap Shop pilot program had three successful openings where we accepted donations and allowed folks to "shop", helping get good condition items out of the trash

Infrastructure:

- MA Department of Conservation & Recreation held a third public meeting to discuss dam removal alternatives for the Watertown Dam (including potential remodeling or removal) on November 20th, 2025.



Swap Shop Open

Saturday, October 4, 2025
10AM to 2PM

at the Watertown Recycle Center, 76 Stanley Ave.



Swap Shop as advertised on City of Watertown social media



Public Health & Community Preparedness Updates

Preparedness:

The *Climate and Health Vulnerability Assessment* completed October 2025 in collaboration with MAPC. Sustainability Team and Live Well Watertown will begin coordinating implementation in the coming months.

Food Access:

The Farmers' Market SNAP-HIP CSA program, in its 5th year, continues to grow and is now being offered year-round. The program is helping to address some of the identified barriers to accessing HIP including transportation (primarily an issue with seniors).



Fresh produce available at the farmers' market

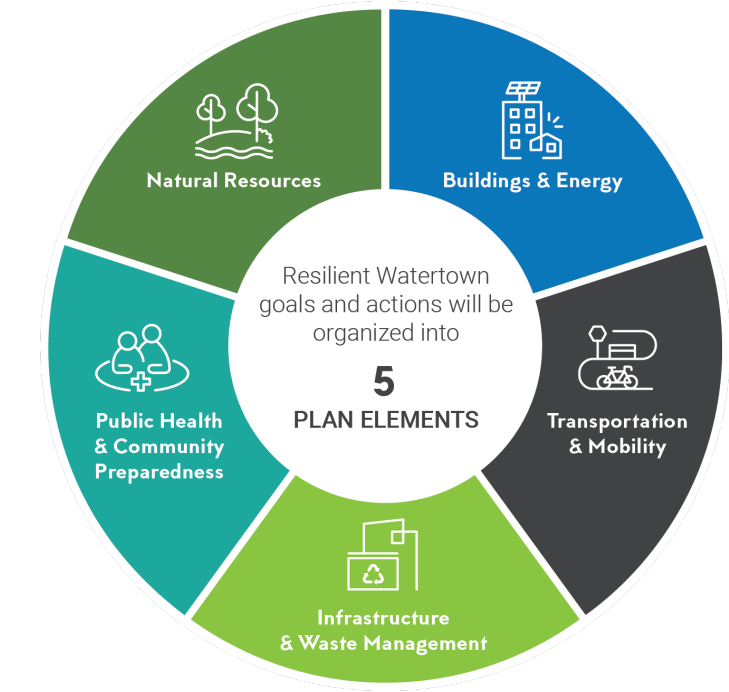


Climate and Energy Plan Metrics Report



CEP Plan Metrics

How the metrics relate to the Plan



5 sections
Each with a set of designated Climate Goals

Action items

Steps to take to achieve plan goals

	Action ID	Action
GOAL 1: By 2050, Watertown has achieved a net zero waste community status		
Strategy 1: Transition community attitudes and actions around consumption and disposal practices	IW 1.1	Create a bulk purchasing network for compostable and environmentally friendly goods among the commercial and industrial sectors
	IW 1.2	Design and implement an education and outreach campaign focused on reducing waste sent to the incinerator and the climate impacts of our current consumption patterns, including topics such as single use plastics and meat consumption
	IW 1.3	Create a convenient and free or affordable organics recycling program, setting annual goals for enrollment and engaging residents in education and outreach on the topic
	IW 1.4	Establish an Environmentally Preferable Purchasing policy (EPP) that focuses on reducing consumption, particularly of single use items within municipal government
	IW 1.5	Investigate opportunities to pursue a circular economy in Watertown or within the Metro Boston region (e.g., plastic item bans, grey water recycling, pay-per-bag program, additions to recyclable items)
GOAL 2: By 2050, Watertown's infrastructure is well maintained and resilient to the impacts of climate change		
Strategy 2: Systematically integrate climate change projections into the design of all new and upgraded infrastructure projects	IW 2.1	Require that all major new infrastructure and upgrades incorporate resilient design guidelines, such as Envision™, that take climate impacts into account over the lifespan of the infrastructure
	IW 2.2	Review and enhance current infrastructure maintenance systems and protocols to align with the needs of a changing climate
	IW 2.3	Advocate with partners for the safe removal of the Watertown Dam
	IW 2.4	Investigate local back-up power, microgrid, and battery options in coordination with utilities

Metrics

The best quantitative approximation of tracking how we are making progress in a given section

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Source
Tons of trash sent to incineration (tons)	2019	9,836	7,500	0	Mass DEP 2019 Municipal Solid Waste and Recycling Survey + Estimates
Household Waste Generation Rate (lbs / household / year)	2019	1,552	1,226	900	Mass DEP 2019 Municipal Solid Waste and Recycling Survey
Diversion rate (tons recycled/total tons waste generated)	2019	23.3% diversion	50%	100%	Mass DEP 2019 Municipal Solid Waste and Recycling Survey
Number of households signed up for food waste pick-up	2021	400 households (Black Earth compost)	2,500	10,000	Conversation with Greg St. Louis
Critical infrastructure in hazardous areas (e.g., flood plains)	2019	3 critical facilities in flood area			Watertown Hazard Mitigation Plan 2019 Update



CEP Plan Metrics

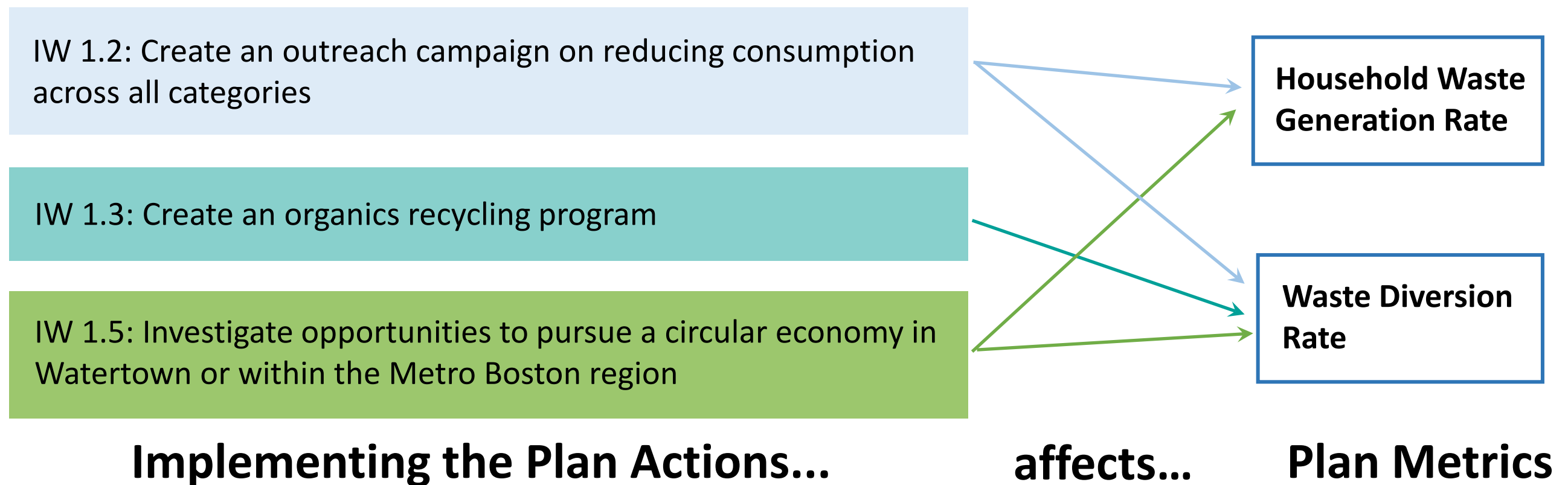
How the metrics relate to the Plan

To measure our progress, the 2022 Climate and Energy plan includes a set of metrics for each section (Buildings & Energy; Transportation & Mobility; Natural Resources; Infrastructure & Waste Management; and Public Health & Preparedness.)

These metrics are meant to help quantitatively measure progress toward our goals, strategies, and actions.

Multiple actions may be related to a single metric target and vice versa.

Example:



Purpose of the Review

Driving question: Are the metrics proposed in the 2022 plan still appropriate?

- Is each metric still useful for tracking long term progress and goals?
- Are the proposed data source is still viable and/or active?
 - If the original source is not viable, are we able to revise or find a different source?

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Source
Tons of trash sent to incineration (tons)	2019	9,836	7,500	0	Mass DEP 2019 Municipal Solid Waste and Recycling Survey + Estimates
Household Waste Generation Rate (lbs / household / year)	2019	1,552	1,226	900	Mass DEP 2019 Municipal Solid Waste and Recycling Survey
Diversion rate (tons recycled/total tons waste generated)	2019	23.3% diversion	50%	100%	Mass DEP 2019 Municipal Solid Waste and Recycling Survey
Number of households signed up for food waste pick-up	2021	400 households (Black Earth compost)	2,500	10,000	Conversation with Greg St. Louis
Critical infrastructure in hazardous areas (e.g., flood plains)	2019	3 critical facilities in flood area			Watertown Hazard Mitigation Plan 2019 Update



Report Overview

Key Takeaways

Some of the initially-proposed metrics were incorrect and/or outdated

While some metrics were trackable, they did not relate directly to the proposed actions in the Plan Element

Some metrics we were unable to report, because...

- The source changed/data is **no longer available** or not being gathered;
- The plan established a **new metric** that needs to be tracked;
- The data came from one of the City's plans (e.g., the Bike and Pedestrian Plan) and **has not been updated** in the intervening years since plan adoption.



Report Overview

Key Takeaways

We are making progress:

- Meeting goals for increasing open space and community garden plots
- Increased enrollment under the Black Earth composting program
- Adding more public EV charging stations across the City
- Increased enrollment for residents for emergency alert services

These are just a few examples!



Report Overview

What you will find in the report

Metrics Tables	Data	Analysis & Takeaways
----------------	------	----------------------

One for each plan section

How to read the tables in each section:

Original chart pulled from the 2022 Climate & Energy Report

Additional columns generated for this report

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Original Proposed Source	Most Recent Data	Updated Source	Proposed Update Frequency
Potential solar capacity (# of rooftops)	3,209 rooftops	2019	4,256	6,700	Google Project Sunroof	7,400 (2024)	Google Solar Roof Project and Massachusetts Technical Potential of Solar	1 year
Installed solar capacity (kW)	4,521	2021	33,600	112,000*	MassCEC Production Tracking System Reports	811,902 (2024)	Solar Massachusetts Renewable Target (SMART) program	1 year
Estimated total solar electricity produced (MWh)	5,360	2021	38,400	128,000*	MassCEC Production Tracking System Reports		n/a	5 year
Number of gas/oil heated residential properties	9,625	2019	5,775	0	Watertown Assessor Database	9701 (2023)	Unchanged	1 year

Grayed-out rows in this section indicate metrics we have determined to review on a 5-year basis and are thus not discussed in this report.

N/A in these tables means “not applicable”

*Exerpted metrics table for Buildings & Energy



Report Overview

What you will find in the report

Metrics Tables

Data

Analysis & Takeaways

One graph generated for each individual metric (excluding those that have been designated as 5-year metrics)

Number of households using heating fuel (gas/oil)
2030 Target: 5,775 | 2050 Target: 0

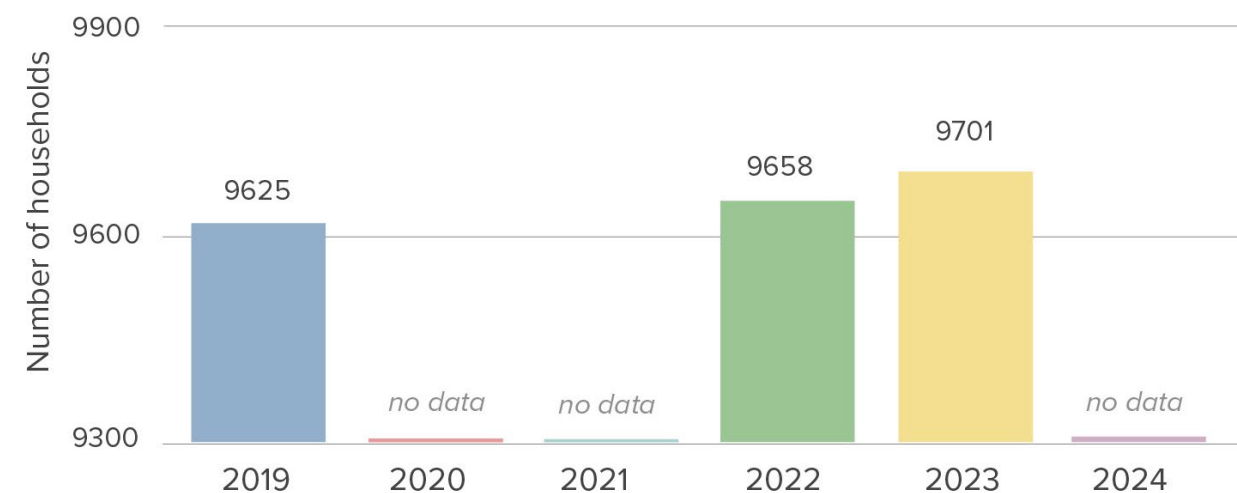


Figure 6: Estimated total number of households that have gas/oil as heating fuel between years 2019 and 2023 (source: City of Watertown Assessor's Office data) ¹

Number of commercial properties using heating fuel (gas/oil)
2030 Target: 312 | 2050 Target: 0

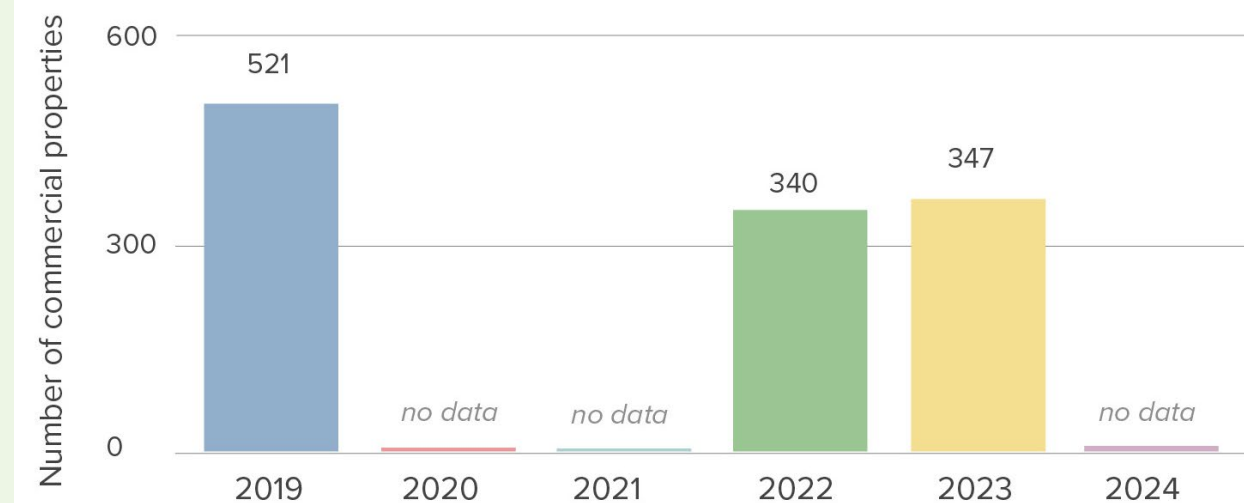


Figure 7: Estimated total number of commercial properties that have gas/oil as heating fuel between years 2019 and 2023 (source: City of Watertown Assessor's Office data)



Report Overview

What you will find in the report

Metrics Tables

Data

Analysis & Takeaways

As appropriate; usually a group of key takeaways has been generated from a group of 1-3 related graphs:

Solar Capacity

- The data for both estimated solar capacity and installed solar capacity show a strong trend in year-to-year increases that surpass our 2030 and 2050 goals in both categories.

Note: For the purposes of this presentation, we will focus on key takeaways from the data analysis performed and presented in this report



Buildings & Energy

Metrics At-A-Glance

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Original Proposed Source	Most Recent Data	Updated Source	Proposed Update Frequency
Percent of income spent on energy for households within 0% to 30% of AMI	16% of income on energy (2% for those earning higher than AMI)	2018	8%	2%	US DOE Low Income Energy Affordability Database		n/a	5 year
Enrollment in Watertown Electricity Choice (%), enrollment in 100% renewable option (%)	>82% enrollment, 3% of users with 100% renewable option	2019	Increasing 100% Opt Up Participation		Watertown Electricity Choice	75% (total enrollment), 2% (100% renewable) 2024	MassPowerChoice	1 year
Potential solar capacity (# of rooftops)	3,209 rooftops	2019	4,256	6,700	Google Project Sunroof	7,400 (2024)	Google Solar Roof Project and Massachusetts Technical Potential of Solar	5 year
Installed solar capacity (kW)	4,521	2021	33,600	112,000*	MassCEC Production Tracking System Reports	811,902 (2024)	Solar Massachusetts Renewable Target (SMART) program	1 year
Estimated total solar electricity produced (MWh)	5,360	2021	38,400	128,000*	MassCEC Production Tracking System Reports		n/a	5 year
Commercial energy use intensity (EUI) For buildings >5,000 square feet (MMBtu/sq. ft.)	New Metric		To develop from disclosure reporting, with considerations for building use type.				n/a	n/a
Number of gas/oil heated residential properties	9,625	2019	5,775	0	Watertown Assessor Database	9701 (2023 data)	Same	1 year
Number of gas/oil heated commercial properties	521	2019	312	0	Watertown Assessor Database	347 (2023 data)	Same	1 year

*Maximum potential if all roof space utilized.

☐☐☐ New columns added for this report



Buildings & Energy

Metrics At-A-Glance

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Original Proposed Source	Most Recent Data	Updated Source	Proposed Update Frequency
Percent of income spent on energy for households within 0% to 30% of AMI	16% of income on energy (2% for those earning higher than AMI)	2018	8%	2%	US DOE Low Income Energy Affordability Database		n/a	5 year
Enrollment in Watertown Electricity Choice (%), enrollment in 100% renewable option (%)	>82% enrollment, 3% of users with 100% renewable option	2019	Increasing 100% Opt Up Participation		Watertown Electricity Choice	75% (total enrollment), 2% (100% renewable) 2024	MassPowerChoice	1 year
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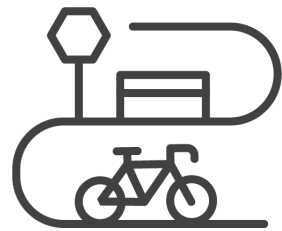
Buildings & Energy

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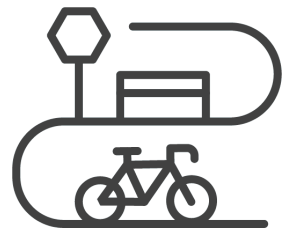


Transportation & Mobility

Metrics At-A-Glance

Metric (unit)	Baseline Data	Baseline Year(s)	2030 Target	2050 Target	Original Proposed Source	Most Recent Data	Updated Source	Proposed Update Frequency
Residents who use sustainable mode (bike, walk, transit) to travel to work (%)	1 in 4 residents / 25%	2013-2017 ACS	50%	60%	US Census American Community Survey	See next page (2024)	Unchanged	1 year
Roads rated at a 4 or 5 stress level (# of miles)	6.9 Miles	2018	3.5 Miles	0	Bicycle and Pedestrian Plan		N/A	5 year
Total electric vehicles (%)	0.7%	2020	54%	100%	Watertown Excise Tax Records	4.7% (2024)	MassDOT Geo Vehicle Census data	1 year
Population within a ½ mile radius of a public EV charging station (%)	23%	2021	100%	100%	DOE Alternative Fuel Data Center	33% (2023)	US Census American Community Survey (US ACS) and US Department of Energy (DOE) Alternative Fuels Data Center)	1 year
Number of publicly accessible EV charging stations	17	2021	575	1,050	DOE Alternative Fuel Data Center	39 (2024)	Unchanged	1 year

☐☐☐ New columns added for this report

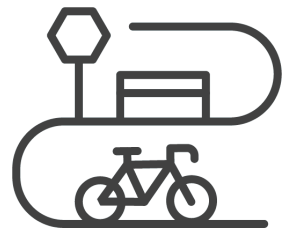


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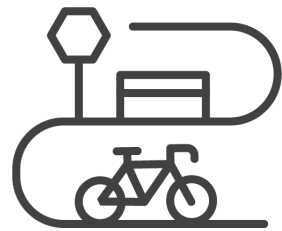


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Natural Resources

Metrics At-A-Glance

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Original Proposed Source	Most Recent Data	Updated Source	Proposed Update Frequency
Open space per person (acres/1,000 people)	3.25 acres per 1,000 people	2020	5	10	Community Preservation Act Plan	15.3 acres (2023)	ACS data and Watertown Open Space and Recreation Plan	1 year
Tree Canopy Coverage (%)	20.89%	2016	23%	27%	MassGIS Land Use Land Cover data layer		n/a	5 year
Impervious Surfaces (%)	57%	2016	55%	50%	MassGIS Land Use Land Cover data layer		n/a	5 year
Public Trees in Good Health (%)	84%	2018	90%	100%	Trees for Watertown		n/a	5 year
Public Tree Sites Occupied (%)	49%	2018	75%	100%	Trees for Watertown		n/a	5 year
Area (sf) of school gardens and community gardens	20,350	2021	24,000	30,000	Field calculations	22,925 square feet (2024)	ACS data and Watertown Open Space and Recreation Plan	1 year

 New columns added for this report



Natural Resources

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Infrastructure & Waste

Metrics At-A-Glance

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Originally Proposed Source	Most Recent Data	Updated Source	Proposed Update Frequency
Tons of trash sent to incineration (tons)	2019	9,836	7,500	0	Mass DEP 2019 Municipal Solid Waste and Recycling Survey + Estimates	8,403 (2024)	Watertown Recycling Coordinator	1 year
Household Waste Generation Rate (lbs / household / year)	2019	1,552	1,226	900	Mass DEP 2019 Municipal Solid Waste and Recycling Survey	1600.7 (2024)	Watertown Recycling Coordinator	1 year
Diversion rate (tons recycled/total tons waste generated)	2019	23.3% diversion	50%	100%	Mass DEP 2019 Municipal Solid Waste and Recycling Survey	30% (2024)	Watertown Recycling Coordinator	1 year
Number of households signed up for food waste pick-up	2021	400 households (Black Earth compost)	2,500	10,000	Conversation with Greg St. Louis	3,016 (2024)	Watertown Recycling Coordinator	1 year
Critical infrastructure in hazardous areas (e.g., flood plains)	2019	3 critical facilities in flood area			Watertown Hazard Mitigation Plan 2019 Update		n/a	5 year

 New columns added for this report



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Public Health & Community Preparedness

Metrics At-A-Glance

Metric (unit)	Baseline Data	Baseline Year	2030 Target	2050 Target	Originally-Proposed Source
Number of census tracts with moderate or higher heat vulnerability score	2 of 6	2019	0	0	MAPC
Community members signed up for emergency alerts and communications (%)	34% (12,068)	2021	80%	100%	Watertown Police
Businesses signed up for emergency alerts and communications (# of businesses)	2,749 (need to ID total # of businesses)	2021	80%	100%	Watertown Police
Customer-hours of weather-related power outages	28,965	Average 2018-2020	14,000	0	Eversource Outage Accident Reports to DPU
Number of residents served by resilience hubs annually	New Metric				

Most Recent Data	Updated Source	Proposed Update Frequency
	n/a	5 year
48.3%	Unchanged	1 year
	n/a	5 year
5,199	Unchanged	1 year
	n/a	n/a

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Questions?



Watertown City Council Committee on Public Works

Councilor Piccirilli-Chair, Councilor Feltner-Vice Chair, Councilor Palomba- Secretary

Committee Report of December 15, 2025 Meeting Presented to the City Council on January 13, 2026

Meeting of the Committee on Public Works on Monday, December 15, 2025 at 6:00 PM in the City Council Chambers with zoom capacity. Public comments could be submitted to apalomba@watertown-ma.gov.

Purpose of the meeting was to review and make recommendations on the Hazard Mitigation Action Plan (Plan).

Present: Councilors Vincent Piccirilli, Lisa Feltner, and Anthony Palomba, Committee on Public Works, Fire Chief Ryan Nicholson, Watertown Fire Department, Martin Pillsbury, Senior Environmental Planner and Jennifer Mallitsch, Emergency Preparedness Specialist, Metropolitan Area Planning Council (MAPC), and Eugenie Johnston and Libby Shaw from Trees for Watertown. Also, on zoom were residents Donald MacDonald, E.B. Dussan, Fritz Smith, and Maria Pia Sanchez. Councilor Palomba reported that there were no emails submitted to the Committee prior to the meeting.

Chief Nicholson introduced Mr. Pillsbury and Ms. Mallitsch from the Metropolitan Area Planning Council (MAPC), who reviewed a slide show presentation, **“Watertown Hazard Mitigation Plan Update – Public Meeting #1” (Presentation)**. The Presentation is attached.

Highlights from the Presentation

- The Federal Mitigation Act administrated by the Federal Emergency Management Agency (FEMA)) provides guidelines for local Plans that are to address resilience before a disaster. Watertown’s Plan is updated every 5 years with revised data and community priorities. Approved Plans are required for a city or town to be eligible for FEMA mitigation grants.
- The focus of the Plan is to reduce “impacts of natural hazards through strategies including policy, projects and programs”. The Plan answers the questions: What preventative actions are being taken now to reduce risks and damages? and What additional actions can be taken in the future to increase resilience? A Plan would address some or all of the following: flooding, wind events, winter hazards, geologic hazards, wild fires, and extreme temperatures and drought.
- One of the goals of a Plan is to break the cycle of “Disaster, Rebuild, Disaster, Rebuild”. In doing this it is important to use well established techniques for hazard mitigation including prevention, property protection, public education, protection of natural resources, structural projects, and emergency services protection.
- It is important to recognize that a form of hazard mitigation is “adapting to the expected impacts of climate change”.
- MAPC has created a public survey to elicit information from the Watertown residents which will be publicized via the City’s local media platforms and the City’s weekly “What’s Up Watertown” newsletter. The survey is attached. They have also created a Hazard Identification and Mapping tool and conducted an Assessment of Risks & Vulnerabilities.

- This meeting in front of the Committee on Public Works is the first public meeting where initial information was presented. MAPC will prepare a Draft Plan and present it for feedback at meetings of Watertown's Local Team which includes representatives from the following City Departments – Planning, Health, Fire, Police, and Public Works.
- The Presentation included information that will be used in preparing the draft Plan such as a review of City facilities, the City's infrastructure, and community facilities, examples of local hazard areas in the City, and examples of existing mitigation measures.
- The Presentation also listed Next Steps which included: a final meeting with the Local Team in January, a second public meeting which would be a City Council meeting most likely in March at which time the members of the Council and the public can comment on the draft Plan, a Finalized Plan that will be available on-line for additional public comment, submission of the Finalized Plan to the Massachusetts Emergency Management Agency (MEMA) and FEMA in April, and eventual adoption of the Final Plan by the City.

Following the presentation members of the Committee had a few clarifying questions and residents spoke about the value of trees as a source of heat mitigation and the relationship between avian influenza and flooding.

Councilor Feltner made the following motion:

The Committee Public Works requests that the City Council President schedule an informational presentation allowing public comment of the draft MAPC plan at a future City Council meeting.

The motion was seconded by Councilor Palomba and passed 3 – 0. The meeting adjourned at 6:57 PM and the minutes were prepared by Councilor Palomba

Watertown Hazard Mitigation Plan Update

Public Meeting #1

December 15, 2025

Watertown Public Works Committee

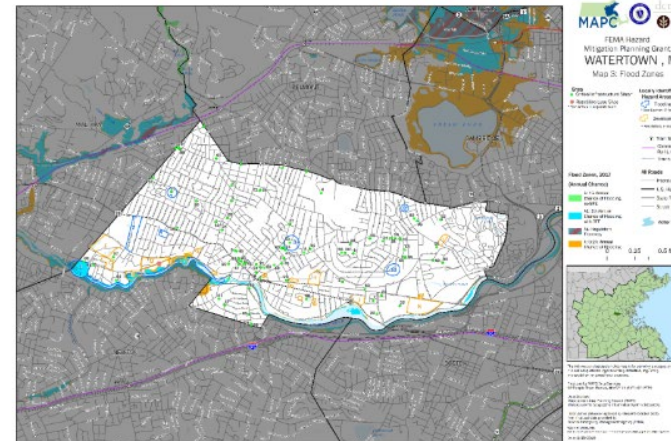
Martin Pillsbury and Jenifer Wallitsch
Metropolitan Area Planning Council

Background: Hazard Mitigation

Overview of Hazard Mitigation Planning

- **Disaster Mitigation Act:**
FEMA guidelines for local Hazard Mitigation Plans
- **Pre-Disaster Mitigation:** plan for resilience before disaster
- **5-year plan update cycle:**
Update plan data and community priorities
- **FEMA grant eligibility:**
Approved plan required for FEMA mitigation grants

TOWN OF WATERTOWN HAZARD MITIGATION PLAN 2019 UPDATE



MAPC 50 YEARS
METROPOLITAN AREA PLANNING COUNCIL
URBAN GROWTH AND REGIONAL COLLABORATION

FINAL PLAN
Approved by FEMA
May 8, 2019

Overview of Hazard Mitigation Planning

Reducing impacts of natural hazards through strategies including policy, projects, and programs.

1. What preventative actions are being taken **now** to reduce risks and damages?
2. What **additional** actions can be taken in the future to increase resilience?

A plan for Multiple Natural Hazards



Flooding (coastal and inland)



Wind events (thunderstorms, hurricanes, tornadoes)



Winter hazards (blizzards, nor'easters)



Geologic hazards (earthquakes, landslides)



Wild Fires



Extreme temperatures and drought

Breaking the Cycle of Disaster & Rebuilding



Techniques for Hazard Mitigation

Prevention (*planning and zoning*)

Property Protection (*building elevation*)

Public Education (*public outreach*)

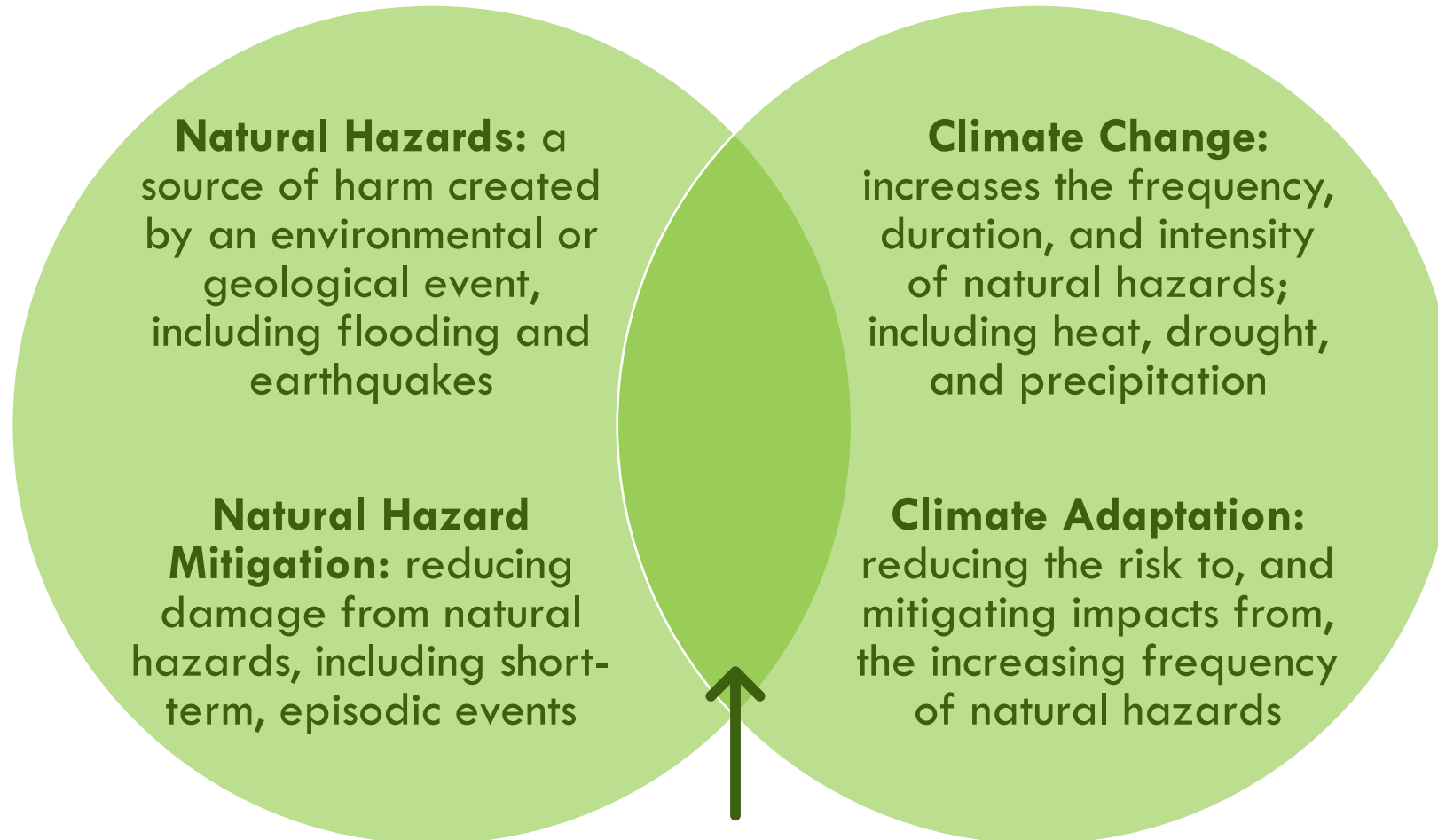
Protect Natural Resources (*wetlands, floodplains*)

Structural Projects (*culverts, pumps, dams*)

Emergency Services Protection
(*protection of emergency facilities & infrastructure*)



Natural Hazards and Climate Change



Adapting to the expected impacts of climate change is a form of hazard mitigation

The Planning Process

Plan Development Process



Process Guided by the Local Hazard Mitigation Team

Local Team Role:

- Participate in four meetings
- Establish and endorse project goals
- Provide updated data and local expertise
- Finalize mitigation actions for the final plan

Representatives from:

- Planning Department
- Health Department
- Fire Department
- Police Department
- Public Works Department

What We've Heard

What We've Heard: Examples of Critical Facilities & Infrastructure

Municipal Facilities

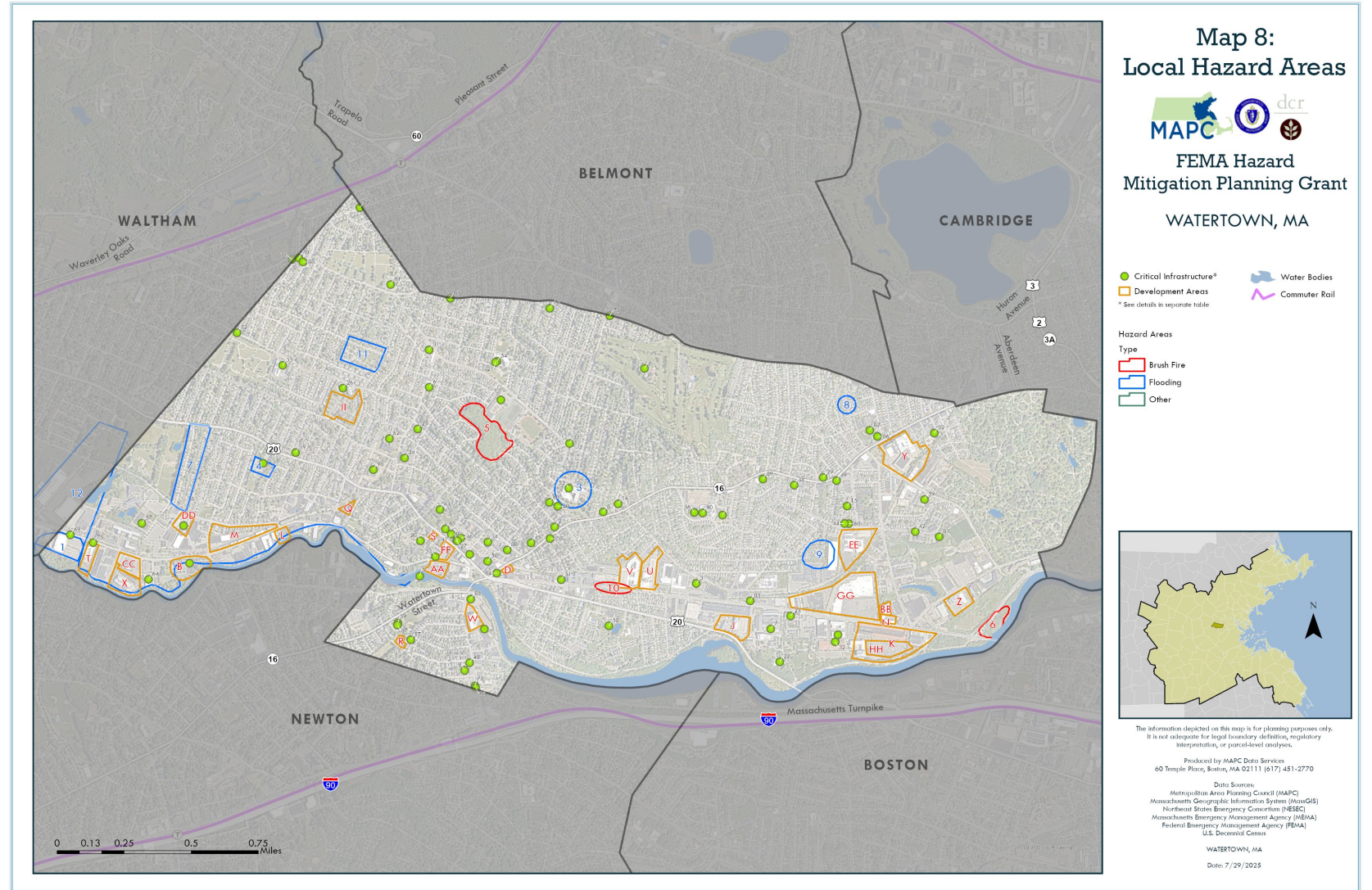
- City Hall
- Fire Station
- Police Station

Infrastructure

- Power Stations
- Watertown Dam

Community Facilities

- Watertown Schools
- Places of Worship
- Medical Facilities
- Places of Assembly



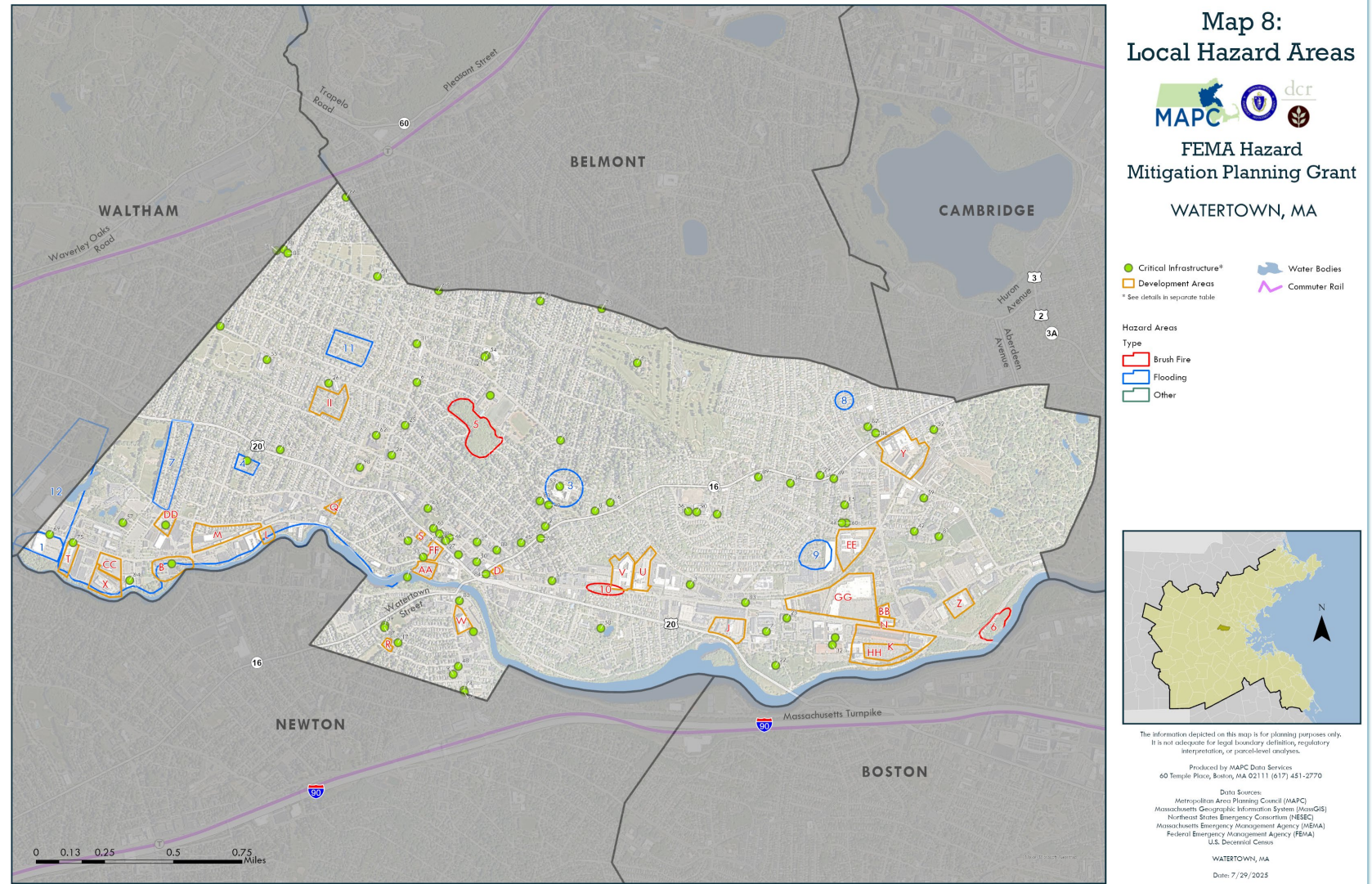
What We've Heard: Examples of Local Hazard Areas

Flooding areas:

- Rutland St
- New Police Headquarters
- Arlington St and Keith St
- Lauren St, Melendy Ave, and Oak St
- Charles River Banks

Other Hazards:

- **Brushfire** hazard at Whitney Hill, Wooded area off of Greenough Blvd, and Bike Path along Arsenal St and Pleasant St

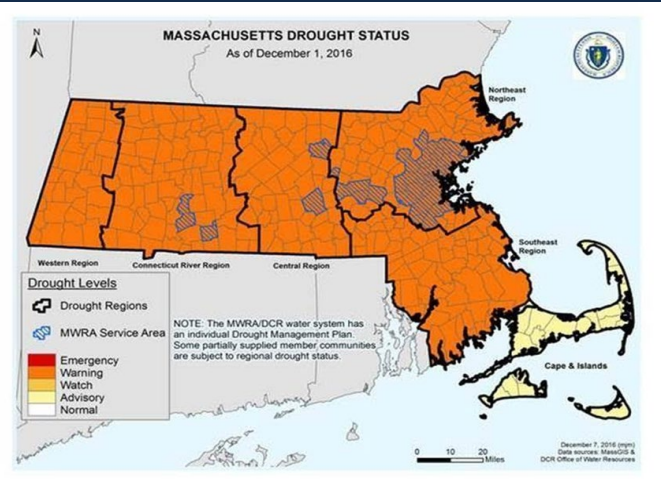


Other Natural Hazards

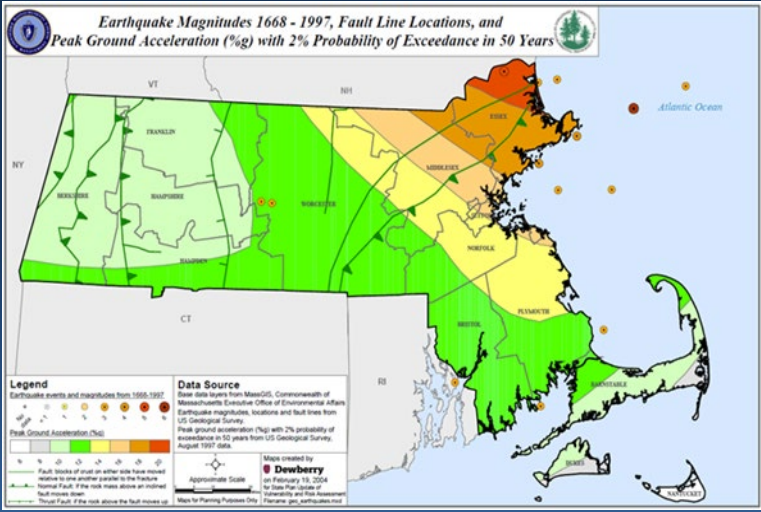
Extreme Heat

		Temperature (°F)															
Relative Humidity (%)		80	82	84	86	88	90	92	94	96	98	100	102	104	106	108	110
	40	80	81	83	85	88	91	94	97	101	105	109	114	119	124	130	136
	45	80	82	84	87	89	93	96	100	104	109	114	119	124	130	137	
	50	81	83	85	88	91	95	99	103	108	113	118	124	131	137		
	55	81	84	86	89	93	97	101	106	112	117	124	130	137			
	60	82	84	88	91	95	100	105	110	116	123	129	137				
	65	82	85	89	93	98	103	108	114	121	128	136					
	70	83	86	90	95	100	105	112	119	126	134						
	75	84	88	92	97	103	109	116	124	132							
	80	84	89	94	100	106	113	121	129								
Category	Heat Index	Health Hazards															
	130 °F – Higher	Heat Stroke or Sunstroke is likely with continued exposure.															
	105 °F – 129 °F	Sunstroke, muscle cramps, and/or heat exhaustion possible with prolonged exposure and/or physical activity.															
	90 °F – 105 °F	Sunstroke, muscle cramps, and/or heat exhaustions possible with prolonged exposure and/or physical activity.															
Category	Heat Index	Health Hazards															
	80 °F – 90 °F	Fatigue possible with prolonged exposure and/or physical activity.															

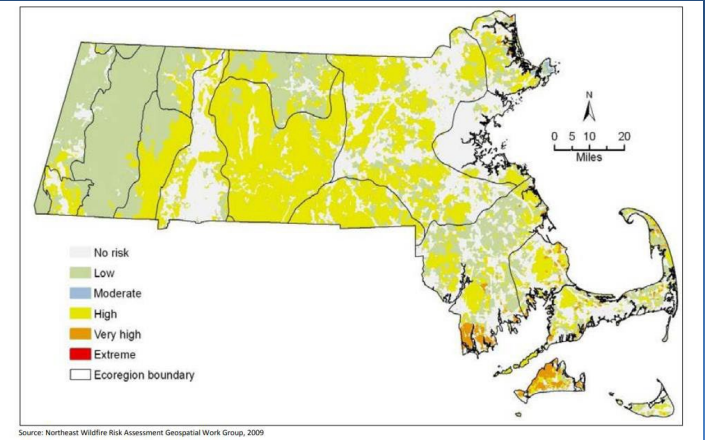
Drought



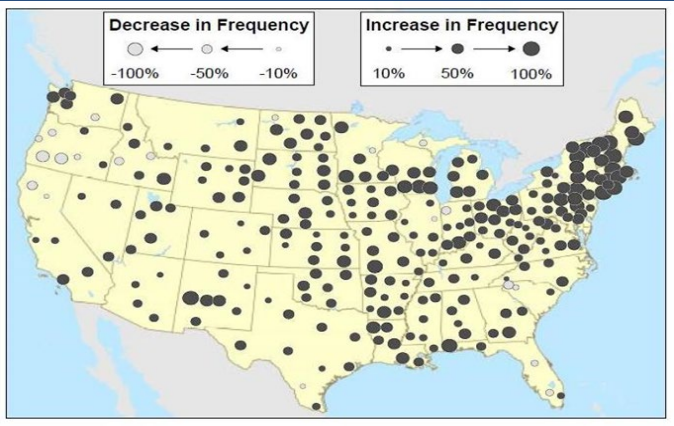
Earthquakes



Wildfires



Extreme Precipitation



Wind & Winter Hazards: Nor'easters/Blizzards

Storm Event	Date
Severe Winter Storm and Snowstorm	March 2018
Severe Winter Storm, Snowstorm, Flooding	January 2015
Severe Winter Storm, Snowstorm, Flooding	February 2013
Hurricane Sandy	October/November 2012



What We've Heard: Examples of Existing Mitigation Measures

Multiple Hazard Mitigation:

Comp. Emergency Management Plan (CEMP)

Flood Mitigation:

- Catch Basin Cleaning
- Participation in the National Flood Insurance Program (NFIP)
- Drainage system maintenance
- Wetlands Protection
- Open Space Residential Design (OSRD)
- Street Sweeping

Brush Fire Mitigation:

- Outdoor burning prohibited

Winter Hazard Mitigation:

- DPW conducts standard snow operations.

Wind Mitigation:

- Tree Maintenance Program
- MA State Building Code

Next Steps

Next Steps for Developing the Plan

1. 4th Local Team Meeting – Finalize Mitigation Strategy (January)
2. 2nd Public Meeting – Present Draft Plan, public comments (March)
3. Finalize Plan – submit it to MEMA & FEMA (April)
4. City Adoption of Final Plan

After FEMA approval of the plan, Watertown will be eligible for FEMA grants for hazard mitigation projects

We want to hear from you: please take our brief survey!

We are interested in:

- 1. What hazards you are most concerned about***
- 2. How hazards have impacted you***
- 3. What mitigation you would like to see the City consider***

Scan the survey QR code here:



Thank You!

Questions and Comments may be sent to:

Martin Pillsbury and Jenifer Wallitsch

MAPC

WatertownResilience@mapc.org

Survey:



City of Watertown Hazard Mitigation Plan (HMP) Update Public Survey

The City of Watertown experiences natural hazard impacts including flooding and increasingly frequent and severe storms. To prepare for these hazards, the Town was awarded funding from the Federal Emergency Management Agency (FEMA) to update the 2019 Hazard Mitigation Plan (HMP). By completing this project, the City will be eligible to apply for federal FEMA grants to support the implementation of hazard mitigation projects

We want to hear from you! This survey will take approximately 10 minutes to complete, and will close on January 31st, 2026.

Thank you for your participation.

What is your connection to the City? Please select all that apply.

- ☐ I own a home in Watertown
- ☐ I rent an apartment in Watertown
- ☐ I work in Watertown
- ☐ I own a business in Watertown
- ☐ I often visit Watertown
- ☐ Other (please specify below)

What brought you to this survey?

☐ I heard about the survey during the public meeting in December

☐ I read about the survey on the City website.

☐ I learned about the survey in an email.

☐ Other (please specify below)

What natural hazards are you most concerned about? Please rank the following options from most concerning (top of the list) to least concerning (bottom of the list).

Flooding



Drought



Extreme heat



Extreme wind events



Winter weather



Fire



How have these hazards impacted you? Stories might include flooding near your home or wind events that downed trees.

Which hazard mitigation strategies are most important to you? Please select your top three priorities.

- ☐ Modeling and data analysis to project future conditions in Watertown
- ☐ Public outreach, education, and engagement related to natural hazards
- ☐ Updating bylaws and regulations to incorporate resiliency considerations
- ☐ Designing resilient infrastructure such as roads, bridges, and buildings
- ☐ Designing resilient green infrastructure, nature-based solutions, and public open space
- ☐ Strategies that promote community resilience and support the City's most vulnerable residents
- ☐ Other (please specify below)

Is there anything else you want to share to help inform the Hazard Mitigation Plan update?

Thank you for contributing to the HMP update! Stay tuned for future updates!

Demographic Information (Optional)

We're collecting demographic information to ensure we are getting input from a representative cross section of the community. All of the questions below are optional and will not be identified to you.

What is your age?

☐ 18 or under

☐ 19 - 34

☐ 35 - 49

☐ 50 - 64

☐ 65 - 74

☐ 75 or older

What race or ethnicity do you identify as?

☐ Black or African American

☐ Asian

☐ Hispanic or Latino

☐ Native American or Alaska Native

☐ Native Hawaiian or Other Pacific Islander

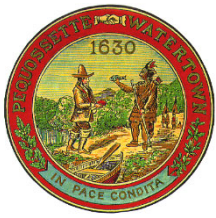
☐ Middle Eastern, Arab, or North African

☐ White

☐ Other

What is your household income?

- ☐ Under \$15,000
- ☐ \$15,000 - \$34,999
- ☐ \$35,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 or more



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 and Planning Meeting Date: December 16, 2025

The Committee convened on Tuesday December 16, 2025, at 5:30 pm in the Richard E. Mastrangelo Council Chamber, as a hybrid meeting with remote participation by zoom. Present were Lisa Feltner, chair; John Gannon, vice chair; and Vincent Piccirilli, secretary. Staff present were Deputy City Manager Emily Monea, City Manager George Proakis (by zoom), and Council Analyst Doug Newton. Also present were President Mark Sideris, Councilors Anthony Palomba, and residents Jamie Gordon, Sam Ghilardi, Deborah Peterson, Jacky van Leeuwen, and by zoom Lise Paul, Adam Schultz, and Jeremy Mendelson.

The purpose of the meeting was to discuss qualifications and qualities for the Assistant City Manager for Community Development and Planning, per Charter Article 3 Section 3A.

Mr. Proakis began by stating the job was already posted, and he has been getting resumes to begin interviews in January. He is not looking to change either the job description or the organizational structure. There are four key elements that he is looking for:

1. Manager of staff of 25.
2. Making a compelling presentation of the city's vision.
3. Understand the walkable community design vision.
4. Address public/private partnerships.

He also noted that Mr. Magoon agreed to participate in the first round of interviews, and will have a role in the transition process.

Councilor Gannon listed his priorities:

1. Experience in affordable housing and implementing the Watertown Square plan.
2. Familiarity with tools of the trade.
3. Experience with public policy.

Councilor Piccirilli listed his priorities, in the two parts of the job:

As Planning Director, someone with the demonstrated ability to do the following:

1. Affordable Housing - experience in incentives for more affordable housing.
2. Commercial Development - For big business, skills in negotiating the post-biotech boom for new growth. For small business, skills in creating a vibrant street scene by attracting restaurants and other experience businesses.
3. Historic Preservation and Open Space – ability to balance the demands of redevelopment with the need to preserve the desirable nature of Watertown by preserving historic buildings and open green space.
4. Transportation – skills to meet our public transit goals, and balance the shared use of our public roads.

As Assistant City Manager, someone with the demonstrated ability to do the following:

1. For the Watertown Square plan – being able to execute the vision approved by the City Council.
2. A great communicator who makes sure all voices are heard when seeking public input.
3. An effective manager, making sure projects are completed efficiently and timely.

Councilor Feltner noted constituent requests for a focus on our climate action plan, and listed more priorities:

1. Strong management skills, with coordination across departments and implementation of approved plans.
2. Commitment to ongoing training of staff.

3. Demonstrated ability to build community from diverse input, and a commitment to strong neighborhoods.
4. Determine how the new structure of our events team fits into our overall strategic plan and support of the Commander's Mansion.

Councilor Palomba spoke about two priorities:

1. Experience of managing people to provide effective services to the community, seeking public ideas and feelings.
2. Keeping an eye on what areas need more support and resources.

President Sideris spoke about how this is a complicated position. Teamwork is important, but it also requires a good working relationship with the public. They also need to understand the role of the City Council in setting policy and how that affects our visioning and implementation of plans.

Councilor Gannon added that it is important that they have a background in city, state, or regional government, particularly Massachusetts, and have experience in developing regional solutions for public transit and affordable housing.

Next, the Committee took public comments:

- Jacky van Leeuwen read a Watertown Housing for All letter, emphasizing housing affordability. She also believes the city needs more staff for housing.
- Sam Ghilardi said the candidate should continue the city's commitment to new growth, as aligned with our plans, and should also have creative thinking about our neighborhoods.
- Deborah Peterson read a letter from Watertown Faces Climate Change, emphasizing commitment to public input and process, leadership on transportation, and the walkability study for Watertown Square economic growth.
- Lise Paul reiterated how important transit is for Watertown, with last mile options, how to share the streets, and implementing the mobility study recommendations.
- Jeremy Mendelson spoke about the need to focus on transportation and housing.
- Jamie Gordon spoke about how Steve Magoon worked with the public and was always available to talk to the public, and was open to new ideas, and the new candidate should have the same characteristics. Steve also was a county planner in his previous job, which she thinks was helpful.

Manager Proakis will take all comments into consideration when screening applications and conducting interviews for this position. He noted it requires a strong role as an assistant city manager as discussed and posted in the job description. The letters that were read, as well as all email correspondence received, are attached.

The meeting adjourned at 6:24 pm.

Report prepared by Vincent Piccirilli

To: Committee on Economic Development and Planning

Cc: City Council

Re: Qualifications and Qualities for the Assistant City Manager for Community Development and Planning

From: Deborah Peterson

Date: Dec 14, 2025

Thank you for the opportunity to speak about qualities to look for in a new Assistant City Manager for Community Development and Planning. I would like to recommend :

- Experience and commitment to public input and engagement. Demonstrated ability to generate public input and used it constructively.
- Ability to bring leadership to transportation initiatives with a focus on mobility shift.

I find myself feeling wistful that Steve Magoon should be leaving us. I've been involved in many initiatives over many years that have been enabled, boosted and hosted by Steve at DCDP. These include the path between Grove Street and School, the Community Path Plan, and its evolution into a reality, the roll-out to businesses of the plastic bag ban, three beautiful and lasting murals, and the creation of the Public Arts and Culture Committee. I sigh when I count the years and think back at how each unfolded. Steve was there; would always take a minute to talk when we passed by his office with a question or concern, would lend space and resources, use his influence with the community or DPW and help grease the wheels of these projects. These projects all started with the vision of a cadre of local residents. It is an important part of planning.

The other perspective I bring to this search is as an advocate for our climate goal of reducing car miles. Addressing this goal lies squarely in DCDP and needs leadership from the top. It requires a paradigm shift in approaching new development, with an emphasis on transit and walkability, and density, and shared spaces and energetic engagement and high level advocacy with the MBTA and other regional entities. Outside DCDP and inside, it requires a hard look at established practices and resources throughout the City. And it will require working across departments. The recently released Mobility Study is welcome and fulfilling it's potential will require leadership, guidance, and exertion from the top.

Reducing car miles is more than a climate goal. It is in fact what many people yearn for in a community –resources, schools, stores, recreational facilities, services, restaurants, institutions and neighborhoods accessible without a car. It enhances community connections and identity. It improves the quality of life. It is a way of life that many young people embrace and a way of life for many who live without a car because of disability, age, or finances. We CAN make a way of life for all of us.



Public Comment for 12/16 Committee on Economic Development and Planning

From Kevin Ryan <ryan.kev43@gmail.com>
Date Tue 12/16/2025 9:08 AM
To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Hi Vinny,

I live at 80 Edgecliff Rd and I would like for the following comment to be read into the public record at the 12/16 Committee on Economic Development and Planning concerning Discuss Qualifications and Qualities for the Assistant City Manager for Community Development and Planning:

As last year's Health and Human Services study laid out, housing affordability and security is our City's most pressing need. Since updating our City's housing related policies and encouraging housing development is a priority, the new Assistant City Manager for Community Development and Planning should have extensive expertise in housing policy and housing development and affordability should be his top priority.

Thank you,
Kevin

--

Kevin Ryan
(413) 626-8759
Ryan.Kev43@gmail.com



Outlook

Qualifications/Qualities for New Asst City Manager

From Jacob Smith <jrsmith@uwalumni.com>

Date Tue 12/16/2025 10:58 AM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Please read into the public record:

My name is Jacob Smith and I live on Hosmer St. in District A. I would encourage the council to prioritize assistant city manager candidates with housing expertise, especially in regards to affordable housing. Housing affordability is already a concern for many in Watertown and given the long lead times necessary for adding additional units, this is an issue the city needs to address sooner rather than later. Thank you.



Outlook

Assistant City Manager for Community Development and Planning

From Brian Ho <anhbrian@gmail.com>**Date** Tue 12/16/2025 12:52 PM**To** Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Hello!

My name is Brian Ho and I live on 31 Elton Ave. I wanted to express how important it is for our new Assistant City Manager for Community Development and Planning to be an expert in creating more affordable housing in our city. Housing insecurity is a top concern for me and people within my circle.

Not only do we need a greater supply of housing units in general, it's really important that new units are considered "social housing." Whether it be a mission-driven nonprofit or Watertown Housing Authority, it's important that we are focusing on units that are not subject to market forces. We need more housing that is below-market rate and managed by entities that prioritize affordability in our community.

Thank you!



Outlook

New Asst City Manager Search

From Stephanie Morgan <steff.morgan@gmail.com>

Date Tue 12/16/2025 1:17 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

I would like the following to be read into the public record:

I am a Watertown resident (Hosmer St. in District A) writing to encourage the city council to focus their search for a New Asst City Manager on candidates with strong experience/expertise in affordable housing. Housing is a critical topic for our city and our leadership should reflect this.

Thank you
Stephanie



Outlook

Asst City manager qualifications

From Adam Schultz <aeschultz22@gmail.com>

Date Tue 12/16/2025 5:12 PM

To Piccirilli, Vincent J <vpiccirilli@watertown-ma.gov>

Please read into the public record.

I am writing to urge this body that the incoming assistant city manager prioritize and pursue affordable housing solutions that make our city the vibrant and inclusive place we want and need it to be. Whoever they are, they must care about housing the people who live and work in Watertown and have the expertise to implement strategies with city, regional, and state actors. We have been doing a great job in recent years building more and increasingly prioritizing the affordability of the city, but there is more work to do.

Thank you,
Adam Schultz
32 Whites Avenue Apt E552
Watertown, MA 02472

Housing For All Watertown's Steering Committee would like to share our view on the qualifications and qualities we hope to see in the next Assistant City Manager/Director of Community Development and Planning:

- 1) A recognition that housing is the thing that makes our community vibrant and a commitment to addressing the housing shortage in Watertown.
- 2) A commitment to the city's leadership role building housing as part of the MBTA communities act, but also committing to making the city a leader in affordable housing construction.
- 3) A willingness to try new ideas and work to improve inefficient or outdated rules and processes that slow down our ability to build housing and prevent residents from making changes to their homes so they can stay in town.
- 4) Experience leading teams to continue developing DCDP's capacity to handle planning work in-house, without having to hire consultants.
- 5) An understanding that conserving our neighborhoods means finding ways for our friends and family and neighbors to stay in town, even if buildings have to change.
- 6) A openness to out-of-the box thinking to expand the City's financial commitment to the AHT.



George J. Proakis
City Manager

CITY OF
WATERTOWN
Office of the City Manager

Administration Building
149 Main Street
Watertown, MA 02472

To: Honorable City Council

From: George J. Proakis, City Manager 

Date: January 6, 2026

RE: Request for Confirmation – Appointments to the Environment & Energy Efficiency Committee

In accordance with 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 appointments to the Environment & Energy Efficiency Committee which requires Council confirmation.

- Susan LaDue - Appointment as a member of the Environment & Energy Efficiency Committee to a term expiring November 15, 2028
- Laurel Schaider - Appointment as a member of the Environment & Energy Efficiency Committee to a term expiring November 15, 2028

Thank you for your anticipated cooperation in this matter.



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: January 7, 2026

RE: Notification to Commence Successor Contract Negotiations

Pursuant to Section 2A of the City Manager's contract, I am formally providing notification that I would like to commence negotiations for a successor agreement.

It has been my honor to serve as Watertown's City Manager since August 2022, and I remain committed to supporting the Council's goals, advancing the community's priorities, and continuing the important work we have undertaken together. I look forward to engaging in a constructive and collaborative negotiation process at the Council's convenience.