CITY OF CAMBRIDGE

PERKINS— EASTMAN

TOBIN MONTESSORI AND VASSAL LANE UPPER SCHOOLS PROJECT 02/12/2020

Human by Design

COMMUNITY MEETING



AGENDA

COMMUNITY MEETING – FEBRUARY 12, 2020

- Process and schedule review
- Program update
 - Population on site
 - Traffic impacts
- Option review
- Option analysis
- Building Design
- Final thoughts



DESIGN PROCESS

10 MONTHS

6 MONTHS

6 MONTHS

10 MONTHS

Feasibility Study

- Establish Program
- Establish Building Organization & Form

Schematic Design

- Begin Building& Site Design
- Choose Structure & Mechanical Systems
- Traffic Studies

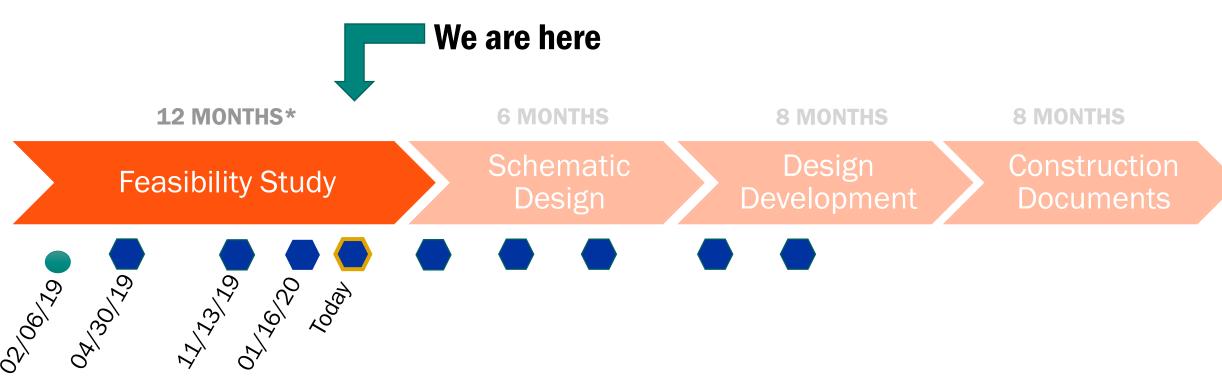
Design Development

- Refine Design
- Choose Products
- Begin Details

Construction Documents

- Document Design
- CreateConstructionDetails

CURRENT SCHEDULE



- Proposed Community
 Meetings
- Special Meetings as needed

^{*} Schedule extended to allow for additional community input

PREFERRED OPTION

PROCESS

- What it is
 - Selection of building location
 - Selection of building scale
 - General configuration
- What it is Not
 - Actual building design
 - Final choice of site elements
 - Final choice of traffic and parking solution

MAJOR ELEMENTS

- Open area and park area
- Program size
- Building scale for neighborhood
- Site circulation and traffic



SCHOOL POPULATION, ADJUSTED

110 FEWER STUDENTS 19 FEWER STAFF

- Preschool classrooms at this location
 - November program: 8 classes
 - Current program: 4 classes
 - 50% fewer
- Special Start classrooms at this location
 - November program: 5 classes
 - Current program: 3 classes
 - 40% reduction
- All other program needs met



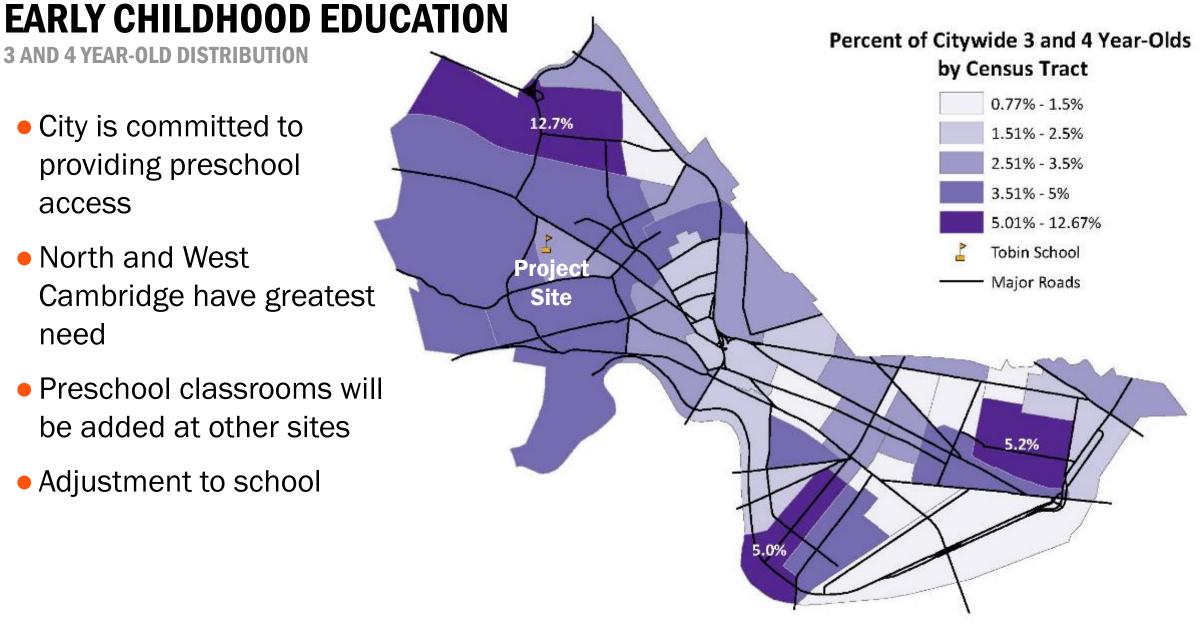
3 AND 4 YEAR-OLD DISTRIBUTION

City is committed to providing preschool access

North and West Cambridge have greatest need

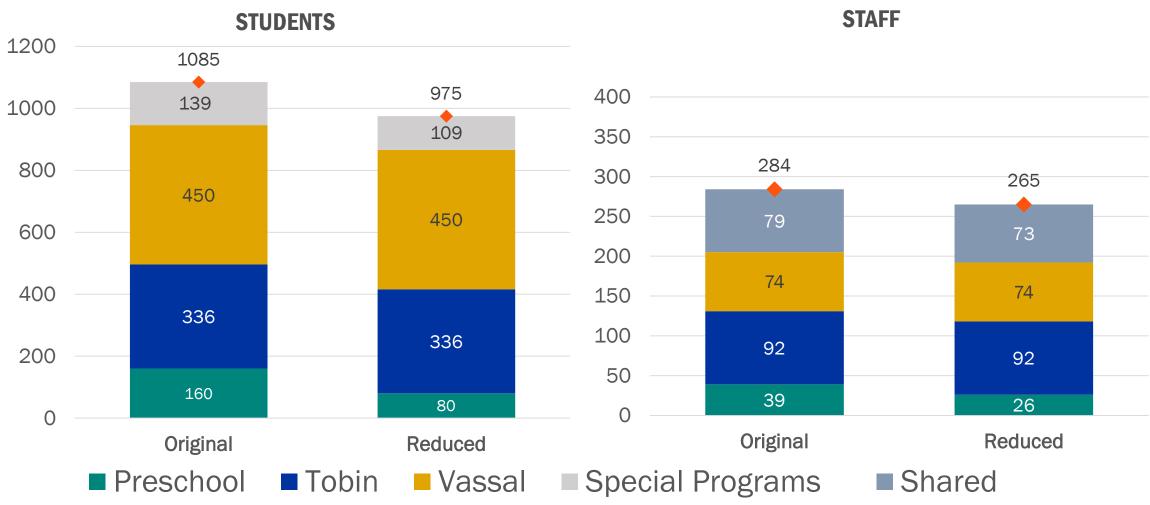
 Preschool classrooms will be added at other sites

Adjustment to school



SCHOOL POPULATION: STUDENTS AND STAFF

110 FEWER STUDENTS 19 FEWER STAFF



Original: 8 preschool classrooms, 5 Special Start classrooms Reduced: 4 preschool classrooms, 3 Special Start classrooms

TRAFFIC AND PARKING

WHAT NEEDS TO BE STUDIED

- Traffic Impact Study (TIS) Certification
 - Required comprehensive analysis
 - Looks at existing infrastructure and anticipated impacts
 - Traffic, Parking, & Transportation Department reviews
 - Includes vehicle, pedestrian, and bicycle access and circulation
 - Opportunity for community input

TRAFFIC AND PARKING

WHAT NEEDS TO BE STUDIED

- Parking & Transportation Demand Management (PTDM) Plan
 - National model, required when adding non-residential parking
 - Looks to improve access, reduce congestion, and reduce air pollution
 - Goal to increase safety by promoting walking bicycling, and public transit
- Key elements of PTDM include
 - Single-occupancy vehicle mode-share commitment
 - Comprehensive Transportation Demand Management (TDM) measures
 - Annual Single Occupancy Vehicle surveys
 - Biennial car and bicycle counts
 - Status of TDM measures

KEV











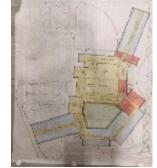










































DESIGNS IN NOVEMBER







RENOVATION / ADDITION

- Re-uses existing building
- Buses on Vassal Lane
- Cars on Concord Ave
- Service and parking at site interior
- Playing fields on east side

WINGS

- All new building
- On-site drive aisle for buses and cars
- Service and parking at site interior
- Playing fields on south side

PAVILIONS

- All new building
- On-site drive aisle for buses and cars
- Service and parking at site interior
- Playing fields on west side

DESIGNS IN JANUARY



REPLACEMENT

- All new building
- Bus loop off Vassal Lane
- Parking below building
- Playing fields on north side



WINGS

- All new building
- Bus loop off Concord Ave
- Parking below building
- Playing fields on south side



PAVILIONS

- All new building
- On-site drive aisle for buses
- Parking below building
- Playing fields on west side

November 2019: RENOVATION-ADDITION



January 2020: REPLACEMENT v1



January 2020: REPLACEMENT v2



February 2020: REPLACEMENT v3 CROSSROADS

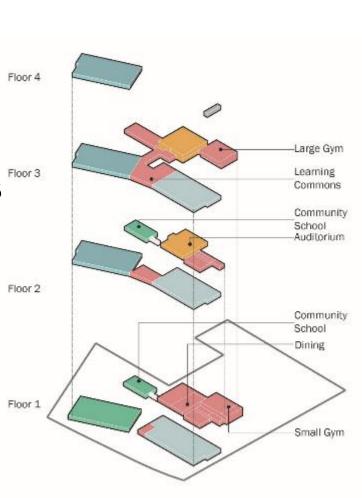


STACKING DIAGRAMS

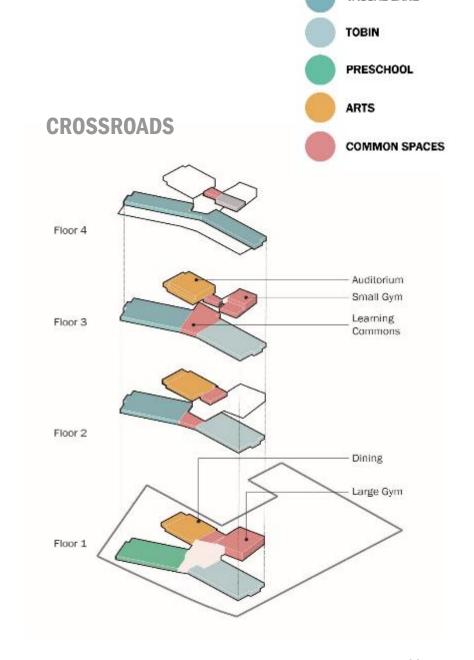
DESIGN REVISIONS

 Community School moved from it's own wing to Preschool area

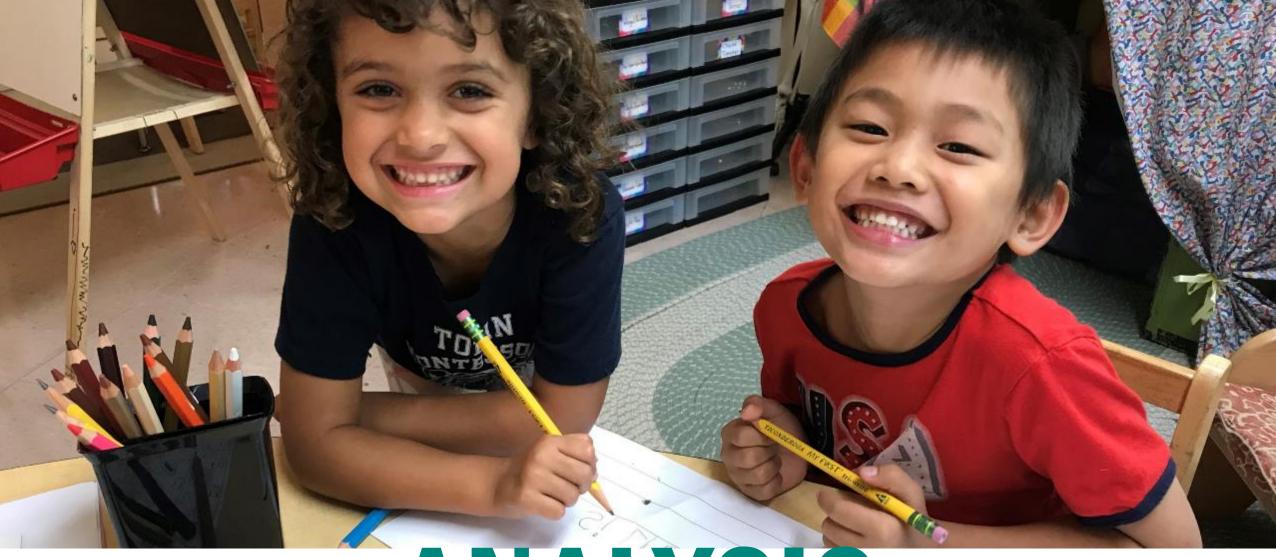
- Auditorium and gyms moved west
- 4th floor set back from Vassal Ln



REPLACEMENT



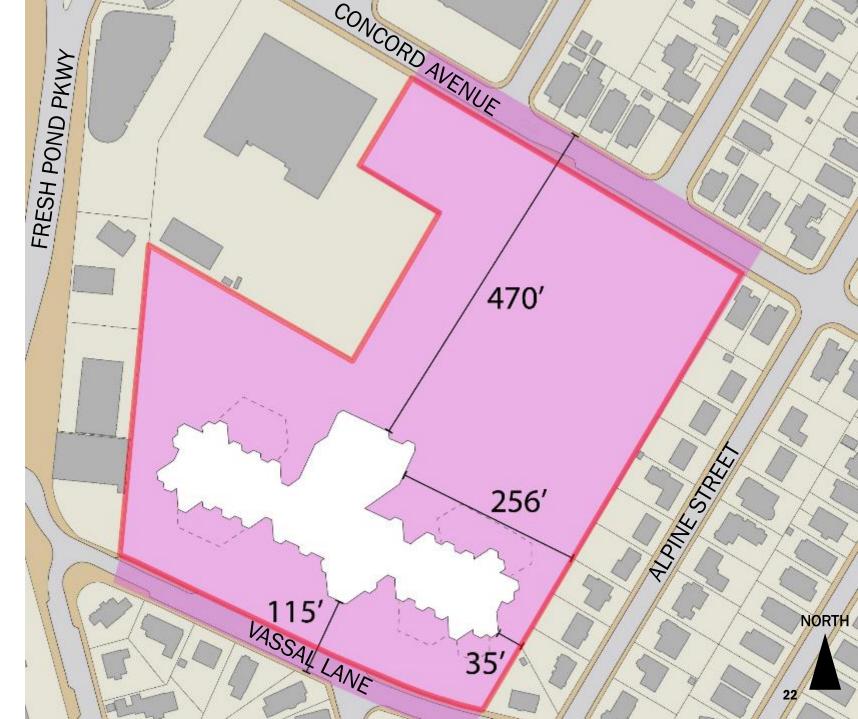
VASSAL LANE



ANALYSIS

SETBACK

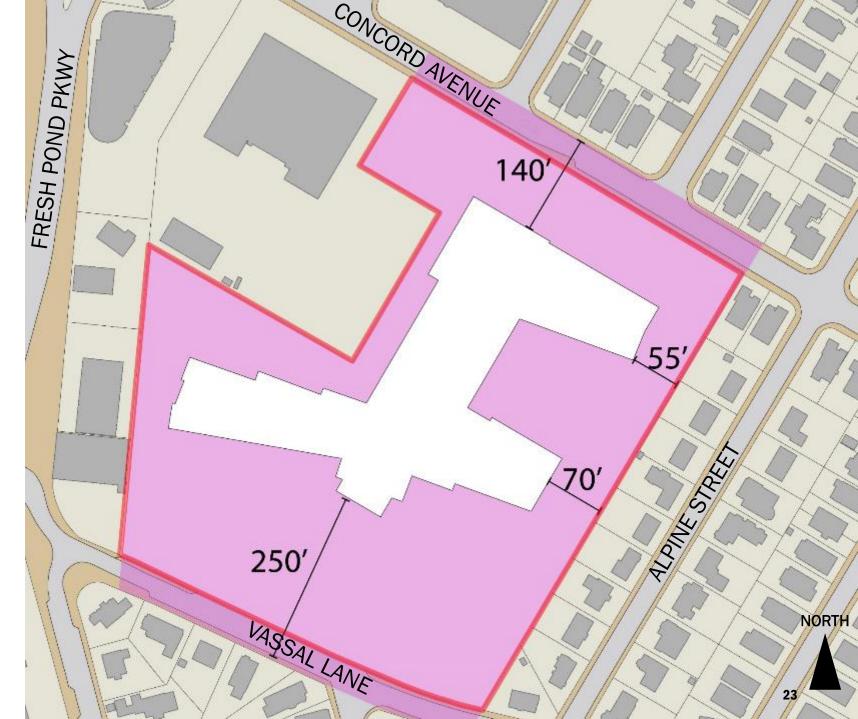
EXISTING



SETBACK

WINGS

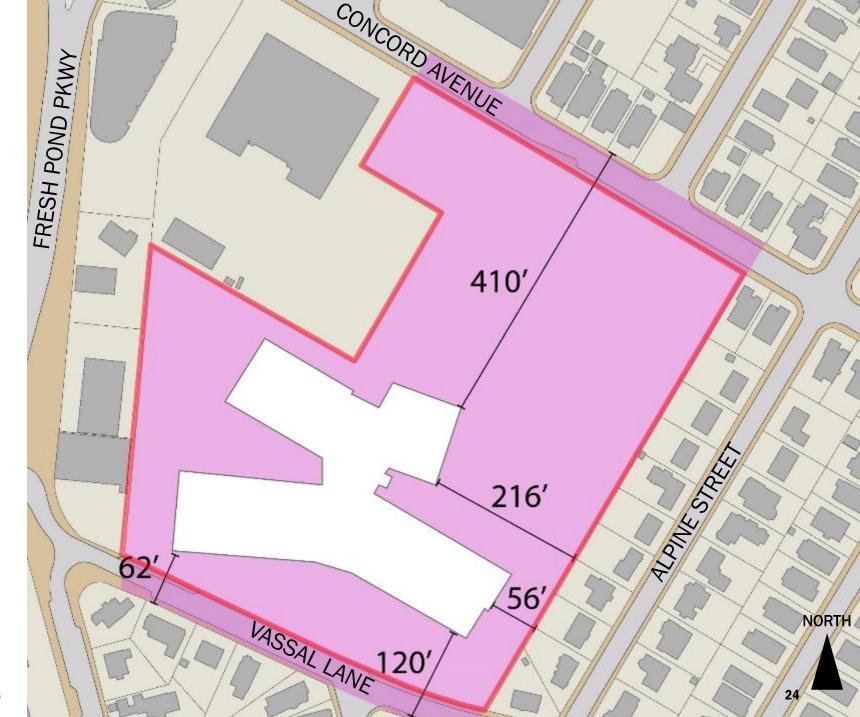
November 2019



SETBACK

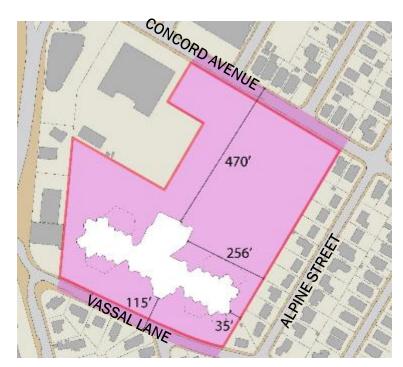
CROSSROADS

February 2020

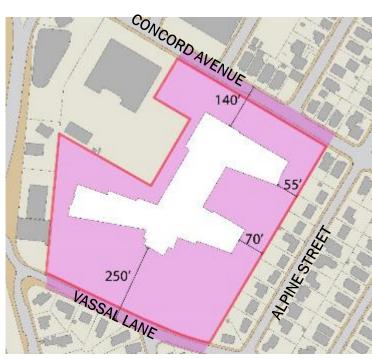


SETBACK FROM PROPERTY LINE

EXISTING COMPARED TO PROPOSED

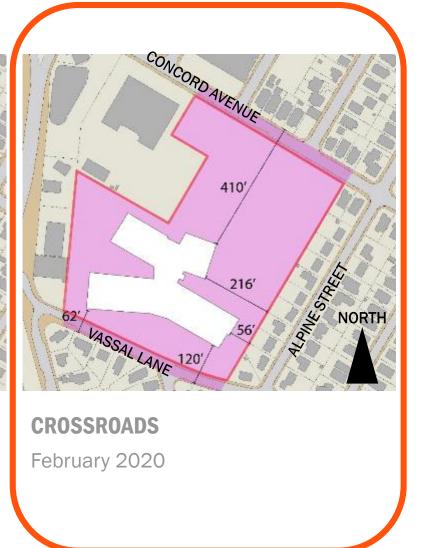


EXISTING



WINGS

November 2019



EXISTING

6.6 acres

Building: 1.4 acres

Roads: 1.1 acres



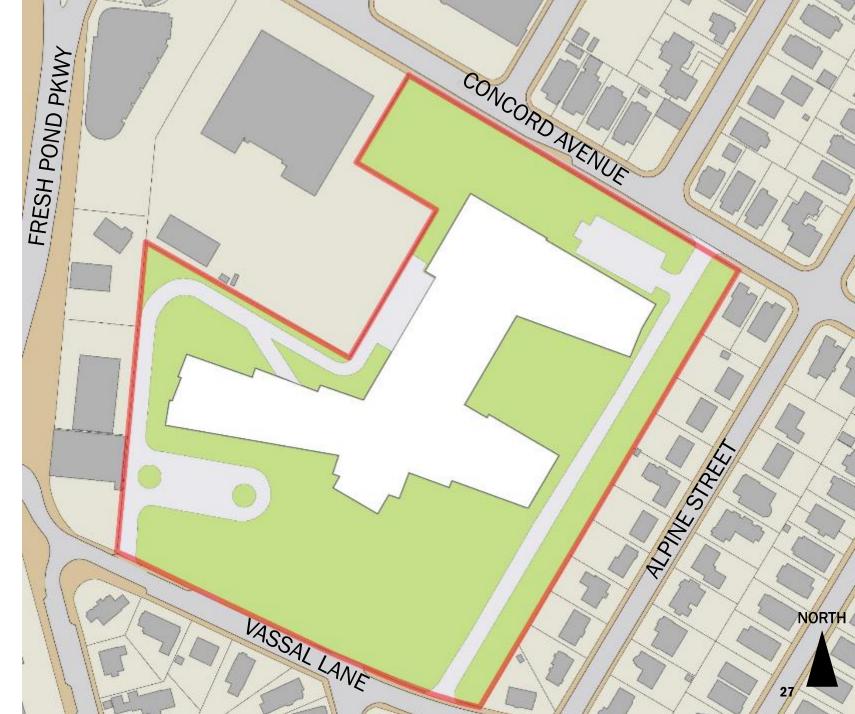
WINGS

November 2019

5.4 acres

Building: 2.4 acres

Roads: 1.3 acres



CROSSROADS OPTION

February 2020

6.5 acres

Building: 2.0 acres

Roads: 0.6 acres



COMPARISONS







WINGS

November 2019



February 2020

EXISTING

4.5 acres



EXISTING

4.5 acres

WINGS November 2019

2.45 acres



EXISTING

4.5 acres

WINGS November 2019

2.45 acres

REPLACEMENT

January 2020

3.9 acres



EXISTING

4.5 acres

WINGS November 2019

2.45 acres

REPLACEMENT

January 2020

3.9 acres

CROSSROADS

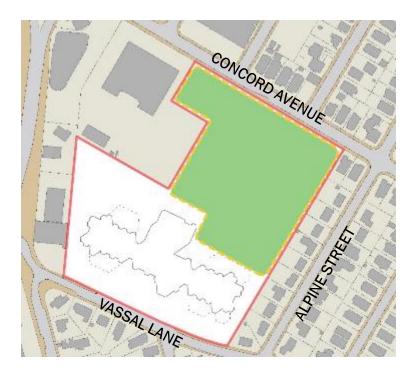
February 2020

4.55 acres

PERKINS EASTMAN TOBIN MONTESSORI/VASSAL LANE SCHOOLS



EXISTING COMPARED TO PROPOSED



EXISTING



WINGS

November 2019





DESIGN	EXISTING	WINGS (NOV 2019)	CROSSROADS (FEB 2020)
Building Footprint	62,162 sq.ft.	106,500 sq.ft.	86,918 sq.ft.
Open Area	6.6 acres	5.4 acres	6.5 acres
Park	4.5 acres	3.9 acres	4.55 acres



PREFERRED OPTION: REPLACEMENT v2

AS PRESENTED IN JANUARY

- More compact shape
- Playing fields on north
- Community path on both sides
- Cars enter and exit on
 Vassal in SW corner of site
- Bus loop on Vassal
- Service entry on Vassal



PREFERRED OPTION REPLACEMENT v3: CROSSROADS

- Organized for smaller footprint
- Taller portions are away from neighbors
- Maximized contiguous park area
- Maximized open area

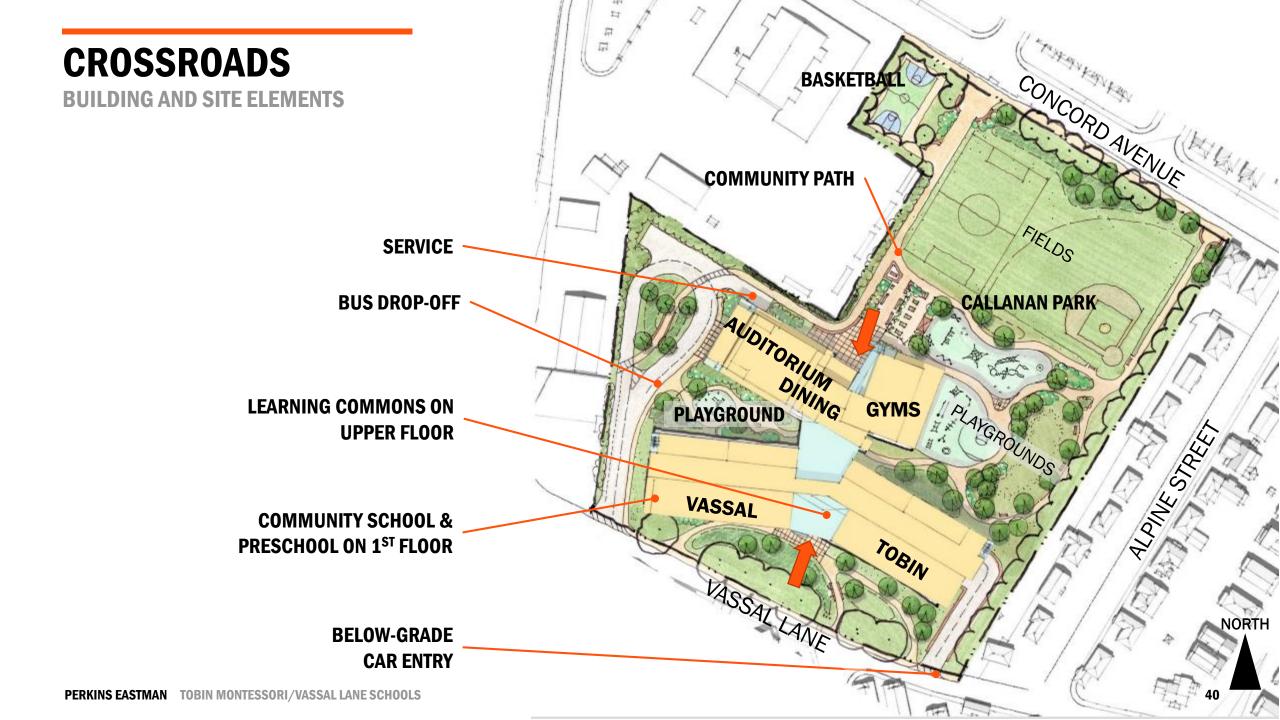


CROSSROADS

RELATIONSHIP BETWEEN THE PARTS

- All entries organized around "Heart of School"
 - Pedestrian entrances facing Vassal Lane and Concord Ave
 - Car arrival below grade
 - Bus arrival from west
- Short travel distances
- Easy to separate wings
 - Increased security
 - Weekend/evening use can be segregated

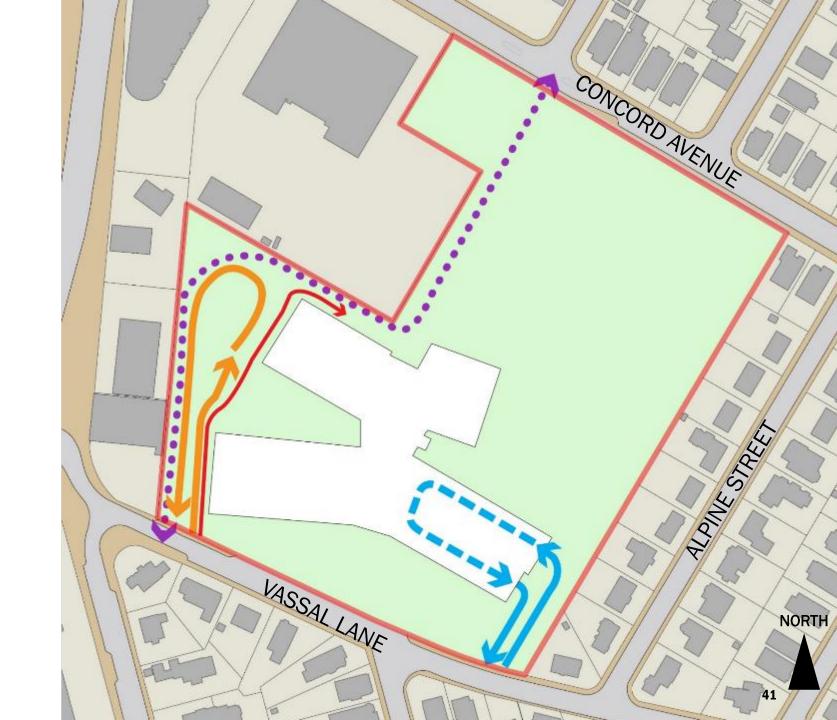




CROSSROADS

SITE CIRCULATION





CROSSROADS

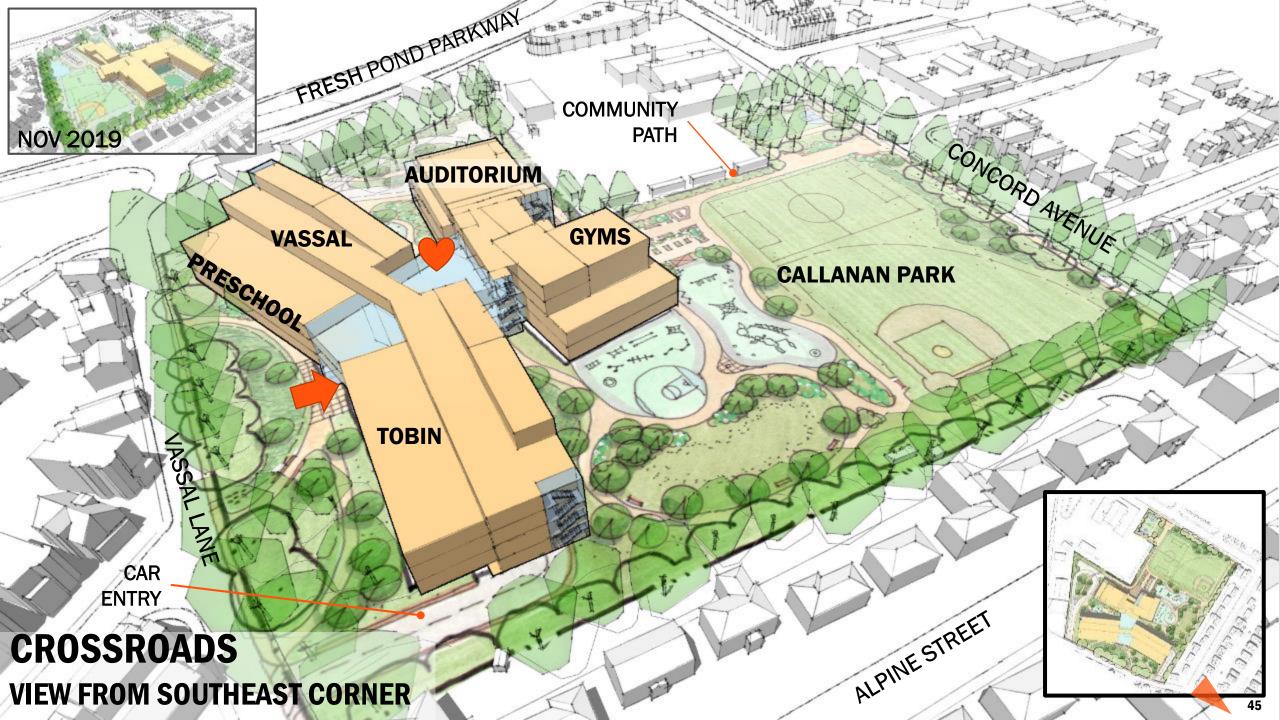
SOME POTENTIAL CIRCULATION PATHS

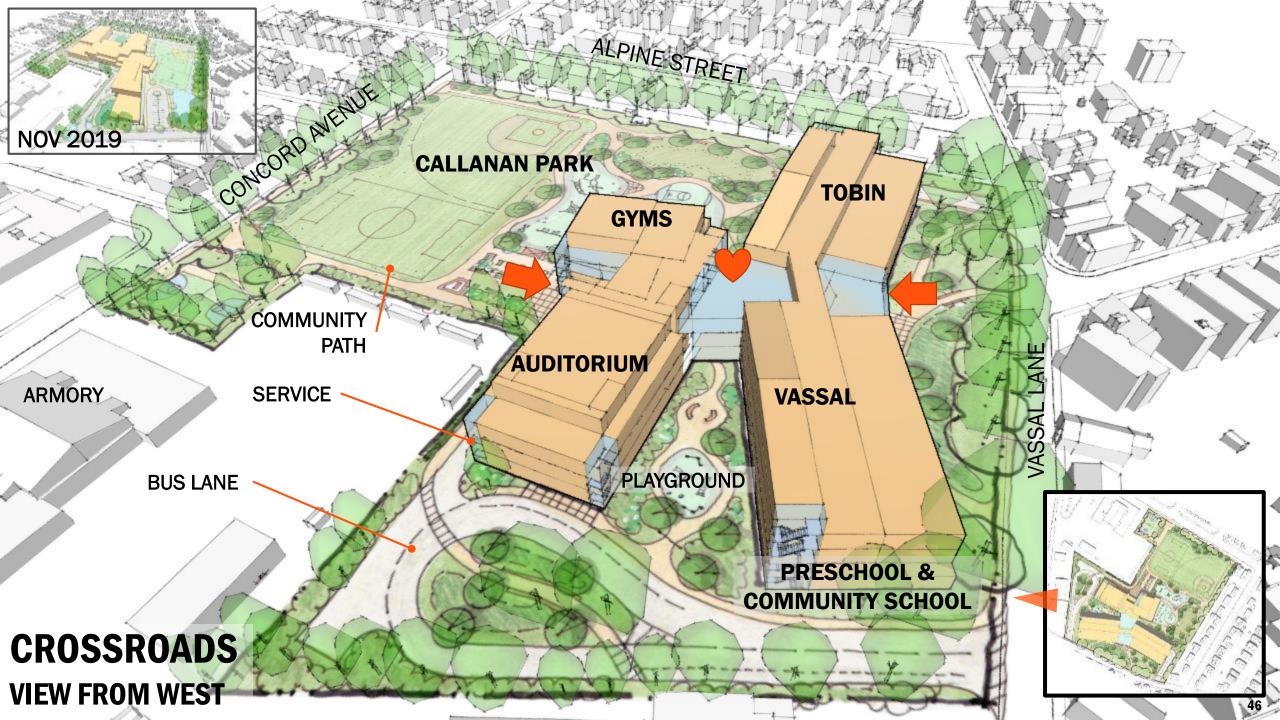


As with the previous options, these scenarios are only a few of the possible solutions. Further study will be done during the Schematic Design phase.









FINALTHOUGHTS



YOUR VOICE MADE A DIFFERENCE

From November to Now:

- **18% smaller** building footprint 19,582 square foot reduction
- 17% larger park area
 0.65 acre increase
- 20% more open area
 1.1 acre increase
- 30% fewer vehicles per day
 ~110 individual fewer vehicles
- Play fields do not overlap
- No bus lane along Alpine St properties
- No parking on the surface





LOOK AHEAD

Feasibility Study completion

Continue revisions

Report mid-March

Design begins Spring 2020

In-depth studies, including traffic

Building expression developed

Site work begins Summer 2020





