



# TOWN OF NEEDHAM

TOWN HALL

Needham, MA 02492-2669

## 2024 Annual Town Meeting

### Article 32

## Appropriate for Public Works Facilities Improvements/Phase I Design Frequently Asked Questions

### **What are the current conditions of Department of Public Works (DPW) facilities at 470 Dedham Avenue?**

The facility at 470 Dedham Ave houses the DPW Parks & Forestry, Streets & Transportation, and Fleet Maintenance Divisions. It was constructed in 1960, and a second floor was added in 1965. The facility is not ADA compliant, does not meet contemporary building or energy codes, and is highly prone to flooding. To summarize, this building is at the end of its useful life.

### **Why is a replacement being proposed?**

470 Dedham Ave is no longer capable of safely and effectively housing the staff, vehicles, and equipment required for contemporary public works operations. The increased complexity of modern DPW activities, stricter environmental regulations and the need to capture of hazardous materials, and the Town's expansion since the building was initially constructed necessitate replacement.

### **What is the summary of the DPW Facility Master Plan?**

DPW facilities have been included in numerous facility master plans developed over the past two decades. Certain phased improvements have been made during the past fifteen years, including:

- 2010: The Public Services Administration Building (PSAB) was constructed. DPW Administration moved out of the upper level of 470 Dedham Ave and into PSAB in 2011.
- 2014: The new St. Mary St. Pump Station was constructed.
- 2014: The Salt Storage Building was constructed at the Recycling/Transfer Station (RTS).
- 2014: The 6-Bay Garage was constructed near 470 Dedham Ave.
- 2017: The Fuel Island Bay was constructed near 470 Dedham Ave.
- 2019: The Jack Cogswell Building (JCB) was constructed for seasonal vehicle and equipment storage near the RTS.

### **What is the phasing plan for the DPW Complex Project?**

1. Construction of an addition to the JCB and relocation of the Fleet Maintenance Division to that facility.

2. Addition to the 6-bay garage near 470 Dedham Ave adding new staff facilities and a vehicle wash bay.
3. Demolition of 470 Dedham Ave and construction of a new fleet storage building, raising the building above the flood plain and setting it back from Alder Brook.
4. Renovation to or replacement of the Daley Building (behind Fire Station #2).
5. Renovation and improvement of the RTS buildings.

**What is the proposed size of the Fleet Maintenance building addition to the JCB (Phase I)?**

The current proposed facility would span 10,380 square feet and house five maintenance bays with new lifts and equipment, room for parts storage, a 5,960 square foot storage mezzanine and 1,760 square feet of employee support areas.

**Why was this site selected for Fleet Maintenance?**

- The existing site at 470 Dedham Avenue is too small to accommodate all DPW divisions.
- Fleet Maintenance has only five staff members who do not need to come and go frequently like the other DPW division staff. This will minimize traffic impacts on Central Avenue.
- RTS vehicles require regular, often urgent maintenance. Proximity of the RTS to the JCB will facilitate expedited repairs. Some of the RTS equipment is not designed for travel on the public way which causes delays in getting the equipment serviced.
- Proximity to the Salt Storage Building is advantageous during snow removal events, when urgent repairs to snow removal vehicles are commonly required.
- Vehicles awaiting scheduled repairs can be easily stored in the JCB.

**Is there sufficient room near the JCB for the new facility?**

Yes, there is room for an addition on the east side of the JCB.

**Are zoning changes required to accommodate the reconstruction?**

No. However, an amendment to the existing special permit would be needed. An amendment to the current Conservation Commission Order of Conditions may also be required.

**Why can't this facility be located on the 470 Dedham Ave site?**

The existing site at 470 Dedham Ave is too small to accommodate all DPW Divisions. The area is constrained by Alder Brook, the Town Reservoir, and various wetlands.

**Will temporary facilities be needed during the construction project?**

No. Existing facilities at 470 Dedham Ave will remain in operation until Fleet Maintenance can move into the new facility.

**What is the estimated project schedule for Phase I?**

The proposed estimated schedule for Phase I is as follows:

- May 2024: Annual Town Meeting – Request for Design Funding
- June – October 2024: Schematic Design and Preliminary Cost Estimates
- Nov. 2024 – July. 2025: Detailed Design, Cost Estimates, and Permitting
- Aug-September 2025: Bidding
- October 2025: Special Town Meeting – Request for Construction Funding
- November 2025- December 2026: Construction
- January 2027: Project Close-Out and Move-In

**How will Phase I design be funded?**

Design funding would be from a combination of transfers from prior authorizations and \$1,600,000 in General Fund Debt.

**Which construction method is being proposed?**

The Design Bid Build (DBB) method of construction is anticipated. This method was successfully used to construct the JCB and is appropriate for this project.

**What would be the additional costs if the project is delayed?**

The DPW Complex Feasibility study projected a cost escalation rate of 6% per year.

**What is the proposed plan for future phases of the 2023 DPW Complex Feasibility Study?**

The full plan can be found on [here](#).