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Ruthanne Fuller
Mayor

Barney S. Heath
Director

PUBLIC HEARING MEMORANDUM

DATE: February 21, 2024
MEETING DATES: February 28, 2024
TO: Zoning Board of Appeals
FROM: Barney Heath, Director of Planning and Development
Jennifer Caira, Deputy Director of Planning and Development
Katie Whewell, Chief Planner for Current Planning
Alyssa Sandoval, Deputy Chief Planner for Current Planning

COPIED: Mayor Ruthanne Fuller
City Council

In response to questions raised at the Zoning Board of Appeals public hearing on January 10, 2024, the Planning Department is providing the following information for the upcoming continued public hearing/working session. This information is supplemental to staff analysis previously provided at the public hearing.

PETITION #11-23

78 Crafts Street

Boylston Properties requesting a Comprehensive Permit, pursuant to M.G.L. Chapter 40B, to construct series of four multifamily buildings as well as a separate two-story parking structure. The site comprises a total of 11 parcels fronting Crafts Street on a 4.76-acre site. There would be a total of 307 apartments ranging from studios to three-bedroom apartments, of which 62 (20%) would be affordable at 50% of area median income (AMI).

The Zoning Board of Appeals (Board) opened the public hearing on this petition on January 10, 2024, which was held open for the petitioner to respond to questions and concerns raised in the Planning Department's Memorandum and at the public hearing by the Board as well as by members of the public.

EXECUTIVE SUMMARY

The Applicant, Boylston Properties, is seeking a Comprehensive Permit pursuant to Massachusetts General Laws Chapter 40B, Sections 20 through 23, to develop 78 Crafts Street into an all-residential multifamily development. The subject site is located in Newtonville along the west side of Crafts Street between Court Street and Washington Street to the south and Watertown Street to the north. The subject properties are zoned Manufacturing (MAN) and Multi-Residence 1 (MR-1) and contain a variety of light industrial uses, such as automotive services, engineering office, as well as one two-family residence.

The Applicant proposes a series of four multifamily buildings as well as a separate two-story parking structure. The site comprises a total of 11 parcels fronting Crafts Street on a 4.76-acre site. As proposed, there are a total of 307 apartments ranging from studios to three-bedroom apartments, of which 62 (20%) would be affordable at 50% of area median income (AMI). A total of 263 parking spaces are proposed. Parking will be located within ground level parking garages of the residential buildings as well as a separate parking structure.

Reflected in this memo are comments from Planning and NBBJ, the City's on-call consultant who have been engaged by the City to review and analyze relevant aspects of the proposed development's design and massing (**Attachment A**). In addition, this memo provides an overview of the peer review memo provided on stormwater/engineering, received February 16, 2024. In addition, there is an overview of materials the Planning Department and on call consultant team still need to further analyze this project. The project materials submitted for review can be viewed [here](#).

I. Site and Neighborhood Context

The neighborhood on Crafts Street has a mix of commercial and residential areas. The closest structures are a mix of residential, commercial and public uses. The property to the north is the active DPW Crafts Street Stable building and yard. There is also a small pocket of commercial businesses, such as Roche Collision and Bigelow Oil and Energy directly abutting the site to the south and a small neighborhood restaurant, Hearty Teriyaki Newton, directly across Crafts Street. The blocks of Ashmont Avenue, Emerald Street, Clinton Street and Lincoln Road on Crafts Street to the west of the site and across the street are residential with one- and two-family homes. The residential areas of Court Street, Wilton Avenue, Turner Terrace and Prescott Street abut the site on the south and east and include mainly one- and two-family homes.

Leaving the site and heading south toward Washington Street, a variety of commercial businesses are located along Crafts Street including ARS Restoration Specialists, AtDATA,

and Lindamood-Bell Newton Learning Center before reaching the commercial corridor of Washington Street. Within a quarter-mile of the proposed site on Washington Street is a large grocery store, Whole Foods, on the corner of Washington Street and Crafts Street, which has entrance and exit access from both streets.

While the area has the potential to be a walkable neighborhood as the commercial areas and neighborhood serving retail are all within a ¼ mile of the site on Washington Street, the street blocks along Crafts Street are quite large and there are few trees and parks located in the immediate area. The site itself has few trees and vegetation comprises a majority of paved and gravel areas with older industrial and automotive uses and storage areas. A small number of trees and vegetation are located along the southern portion of the site.

II. Relevant Planning Studies and Documents

In response to questions from the ZBA which asked for additional information and planning context for the site, Planning reviewed some of the more recent planning studies. In addition, the peer review conducted by NBBJ, **Attachment A**, provides a thorough analysis of the site in the context of relevant best practices and planning documents. Planning suggests that the Applicant review recommendations provided by NBBJ in their peer review (Appendix A) including stepping back building heights and potentially increasing setbacks to better integrate the proposed development with the existing neighborhood.

The site is included in the study area of the Washington Street Vision Plan (adopted December 15, 2019), which includes Washington Street from West Newton through Newtonville to the Crafts Street intersection before Newton Corner. The Vision Plan recommends incorporating features in the streetscape, which encourage people to sit and talk when out for a walk in West Newton and Newtonville.

Notably, the Plan notes that while many of the residents in the Washington Street area live within a 10-minute walk of a park, the Court Street neighborhood, which abuts the Project, is more than a ten-minute walk from the nearest parks. The Plan also recommends gentle transitions from the village centers to surrounding residential neighborhoods is an important part of retaining the historic pattern of villages and neighborhoods.

Building and Site Design

The City's on call consultant, NBBJ, reviewed this project in accordance with relevant city

planning documents as well as the Zoning Ordinance. NBBJ notes the uniformity of the building heights may detract from the goal of a “village like environment” intended by the Applicant. NBBJ notes that the setbacks at the north of the site are less than required by the Manufacturing zoning and the minimal setback at Crafts Street is “particularly” concerning. NBBJ also points to the fact that the Crafts Street Stable (where the DPW currently operates) is a historic structure. Planning recommends the applicant review the NBBJ recommendations regarding setbacks and the treatment of the setback and building frontage at Crafts Street as an important point where the development interacts most visibly with the street and neighborhood. There are ways to increase setbacks and step back building heights to lessen the impact of the large residential development. NBBJ provides further analysis of how the project compares to existing zoning districts within the City, including Business, Mixed Use zones as well as the recently adopted Village Center Zoning Overlay District.

The Washington Street Vision Plan includes site planning guidelines that are relevant to the project including:

- Limit visible parking
- Break down the scale of larger projects with new streets, paths, and open spaces

Parking

In previous memos, NBBJ notes the overabundance of at grade garage level parking on all structures of the Project, which has an industrial feeling that is out of line with the desired neighborhood context and vibrancy. The combination of structures does help to break down the scale of the large residential project, which is a positive feature and in line with the site planning guiding principles of the Washington Street Vision Plan. The applicant should refer to the NBBJ peer review for further guidance and suggestions to reduce the impact of at grade parking, including partially submerging parking and/or rearranging parking layout.

Mobility and Connectivity

NBBJ highlights areas where the pedestrian and bicycle experience could be improved in the project. As noted in the memo, the project as designed includes many areas of potential conflict points between parked and moving cars throughout the development and pedestrians. While providing the pedestrian/bicycle connection to Court Street will be a benefit to the project and neighborhood, Planning suggests the Applicant review the suggestions of NBBJ to better delineate a pathway through the development for pedestrians and bicyclists.

Open Space, Passive and Active Recreation

According to the Newton Parks and Recreation Plan, 2020 – 2027, the area is within a heat island of Newtonville adjacent to the intersection of Washington and Crafts Street. According to the Plan, heat islands, “result where dark colored impervious surfaces such as black roofs and asphalt streets and parking lots, absorb and re-radiate heat, leading to increased surface and air temperatures.” The identification of this area as heat island with higher land surface temperatures is consistent with Newton’s Climate Action Plan for 2020-2025.

Noting that there are documented heat islands and lack of tree cover at the site and nearby due to the large expanses of paved areas for parking and roadways with little tree cover, Planning recommends that trees and open space are carefully incorporated as part of the site planning.

Overall, Planning concurs with NBBJ’s recommendation on active and passive recreation spaces and pathways in the project (Appendix A). Because of the lack of nearby parks within the Crafts Street neighborhood, it will be important to incorporate adequate passive and recreation space for future residents of the development. It would be helpful if these spaces were open to area residents as well due to the lack of park space in the area. The Washington Street Plan notes that during the permitting of large developments with new civic spaces, it is important to discuss how new privately built civic spaces will be programmed. As such, Planning is interested in hearing further details from the Applicant on how the planned open spaces, such as linear park, courtyards, and dog park, will be programmed, which is also emphasized in the NBBJ peer review.

III. Developments Approved, Not Yet Constructed

As mentioned earlier, one property has been approved for a senior living facility generally located at 34 Crafts Street just north of the site. The site is composed of seven parcels located along Crafts Street (five parcels) and Court Street (two parcels) between Washington Street and McGuire Court and opposite Lincoln Road. Together, the parcels total approximately 115,818 square feet. The Crafts Street parcels consist of commercial uses each with their own associated parking areas and the Court Street parcels consists of two, two-family residential uses. The Project was approved with a 42-foot setback, the story heights vary from two to six stories, with most of the edge consisting of a height of five stories. At the maximum height of six stories, the project would be 72 feet tall and consists of a floor area ratio (FAR) of 1.85. With the proposal, the project also included a rezoning of the seven parcels from Manufacturing and Multi-residence to Business 4 to accommodate the elderly housing with services use.

The Project is on hold and recently received a one-year extension to apply for a building permit, and Planning has no knowledge on whether the project will move forward. It is important to note that the rezoning is only activated when the building permit is issued for the project so if the project does not proceed, the parcels would not be rezoned.

IV. Transportation and Submitted Traffic Study

The Applicant submitted a Traffic Impact Assessment on January 16, 2024 after the first ZBA hearing on January 10, 2024. As part of the planning review process, BETA, the City's peer reviewer, is currently conducting a peer review of this traffic assessment.

According to the assessment, the Project is expected to generate the following:

- Approximately 1,020 automobile trips, 322 transit trips and 72 pedestrian/bicycle trips on an average weekday.
- During the weekday morning peak-hour, the Project is expected to generate 90 automobile trips, 28 transit trips and 7 pedestrian/bicycle trips.
- During the weekday evening peak hour, the Project is expected to generate 88 automobile trips, 28 transit trips and 6 pedestrian/bicycle trips.

The Planning Department expects the peer review of the Applicant's traffic study to be completed by early March and anticipates its findings and potential Applicant response to be discussed at a subsequent ZBA meeting. The traffic study and peer review will also be reviewed by the City's Traffic Engineering Department.

Concerns of neighbors and residents abutting the proposed project have focused on existing traffic levels at area intersections and the potential of the project to worsen traffic in the area. Abutters also brought up concerns related to the capability of the proposed Maguire Court entrance at Crafts Street to handle all traffic in and out of the proposed development. Concerns have been raised about the potential worsening traffic with additional development approved but not yet under construction nearby, such as the 34 Crafts Street Elder Housing with Services facility. In addition, residents have noted concerns related to the availability of street parking and existing safety concerns for street crossings at certain intersections.

The Traffic Impact Assessment (TIA) provided by the Applicant considers the 34 Crafts Street Elder Housing with Services project that was approved by special permit by the City Council. However, the project is not yet under construction and no building permit has been applied for. Planning expects the Transportation peer review by BETA to thoroughly evaluate the traffic analysis conducted by the Applicant.

The Transportation Division of Public Works has requested a parking study in addition to the traffic impact assessment as well. The peer review will analyze the Traffic Impact Assessment and provide guidance on the anticipated traffic impacts, parking needs, infrastructure improvements, loading, and circulation within the site.

There will need to be careful consideration of the planning around the shared driveway with Court Street to ensure that the needs for emergency access are balanced with the potential impact on the residential abutters.

a. Transportation Demand Management Plan

In addition to the traffic study, the Applicant also submitted a Transportation Demand Management Plan. As part of the TDM plan, the development will have a full time Transportation Demand Management Coordinator to management TDM program, as well as several other components, such as:

- “welcome packet” that will be distributed to all new residents with transit and bike share information
- an unlimited bus/subway pass (Monthly LinkPass) for the first six (6) months of tenancy for, limited to two (2) passes per unit for new tenants
- coordinate with the MBTA to endeavor to locate a CharlieCard purchase/recharge kiosk or other such system
- transit screen or other equivalent display will be provided in the primary building lobby (Building B) to display real-time traffic and bus location information (<https://transitscreen.com/>)
- new tenants that do not select the transit pass offer, a bike share membership for the first year of residency, limited to two (2) passes per unit
- covered bicycle parking for up to 71 bicycles (19 in Building A, 31 in Building B and 21 in Building C) and a bicycle repair/fixit station will be available for use by residents
- car-share service provider (i.e., Zipcar or similar) to locate up to two (2) car-share vehicles at the Project site
- cost of parking will be unbundled from resident leases
- one parking space available for each Affordable Unit at no additional cost
- 26 parking spaces will be equipped with Electric Vehicle (EV) charging stations
- preferential parking locations for residents that use low-emission vehicles
- post-development traffic and parking monitoring, and a resident survey program in order to evaluate the success and to refine the elements of the TDM program.

Planning supports the measures in the program proposed but suggests that the bike share

benefit is also provided to tenants in addition to the bus pass as residents may utilize a combination of these services in regular commuting. Planning will review the TDM Program again when the traffic study and peer review have been completed to identify any further mitigation that could be provided as part of the TDM Program.

V. Stormwater/Engineering

Planning received the peer review report from Horsley Witten regarding stormwater/engineering (**Attachment B**) on February 16, 2024. The City Engineer is still reviewing the project as well from the City's perspective. Planning expects that stormwater/engineering will be the subject of a subsequent ZBA hearing on the project, when the City Engineer has also provided a review memorandum. The applicant should review the memorandum from Horsley Witten and provide a written response to questions and comments raised in the memo. The applicant is currently seeking a waiver of the City's stormwater requirements as part of the waivers requested.

VI. I&I Fee

The City Engineer has calculated the Inflow and Infiltration Mitigation fee for the project as noted in the attached Memo (**Attachment C**). The total mitigation cost for the assumption of low flow fixtures through the project is \$3,006,546. The City Engineer has approved an abatement of 75% of the I&I fee (\$2,254,910) to be dedicated to other mitigation purposes while 25% of the fee (\$751,636) would be used toward the design and construction of sewer improvements.

VII. Additional Information and Materials

The following materials are still needed from the Applicant for the evaluation of the project.

- a three-dimensional (3D) physical model of the project
- renderings of project from abutting neighborhoods/streets

VIII. Next Steps

The City's peer reviewer for traffic and transportation, BETA Group, Inc., will be providing an analysis of the project. Should the Applicant revise the design, the revised design will need to be reviewed by the peer reviewers as well. The Planning Department will continue to review the proposal and provide updated and expanded memoranda in advance of future ZBA hearings.

ATTACHMENTS

- Attachment A:** NBBJ Design Peer Review Memo
Attachment B: Horsley Witten Stormwater Peer Review Memo
Attachment C: I&I Memorandum



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February 15, 2024

Ms. Alyssa Sandoval
Deputy Chief Planner
City of Newton
1000 Commonwealth Ave.
Newton, MA 02459

Subject: 78 Crafts Street 40B Design Review

Dear Ms. Sandoval

NBBJ is pleased to submit the following memo on the design review for 78 Crafts Street as proposed by Boylston Properties and materials submitted to the City dated December 11, 2023 and supplementary materials shown to peer reviewers on January 30, 2024, in the form of additional renderings. We are also in receipt of shadow studies uploaded on January 25th, dated November 27, 2023.

We have also reviewed the documents including the City of Newton Planning Staff memo to the Zoning Board of Appeals dated January 3, 2024, as well as the City's compilation of Comment Letters and Email received as of November 28, 2023, memo to MHFA. We conducted a windshield tour of the site and surroundings on January 30th and have collected a range of historical and relevant planning documents for use in this analysis.

Project understanding

The 4.75-acre site consists of multiple combined parcels fronting on 78 Crafts Street and 63 Court Street. The remainder of the parcels are landlocked and abut multiple residentially zoned parcels on the south and the City of Newton's municipal service facility on the north.

The proponent is proposing a built area of 428,417 square feet consisting of 307 units of rental housing and 263 parking spaces. The parking spaces are located on-grade with perpendicular spaces, within a two-story stand-alone structure and at-grade level under 3

of the 4 proposed residential structures. The residential buildings range in height from 4 to 6 stories and feature sloped roof forms. Building heights range from 62'-2" to 74'-8" while the parking structure is 19'-8".

The site plan indicates that the site coverage consists of 46.1% buildings, 17.7% parking and paved areas and 36.2% open space of which softscape accounts for 54,486 sf or approximately 26% of the total site area. Currently the site has very little pervious area.

The assembled parcels fall into two existing zoning districts. Parcels to the south are located within the Multifamily Residential Zone 1 while the larger portion of the site to the north lies within the Manufacturing Zone. The site also abuts Multifamily Residential Zone 2 and faces this same zone across Crafts Street. The site does not fall within the newly created Village Center District 2 and 3, which is located nearby along Washington Street.

Analysis

"The project requires zoning relief for the use, type of building, dimensional standards, and parking. The MR-1 and MAN zoning districts where the project is located do not allow for multifamily buildings at this scale, therefore there are no dimensional standards to apply, and the ZBA will be required to determine reasonable standards through the comprehensive permit process."

This analysis is intended to provide guidance to the ZBA on reasonable standards to apply to this 4OB proposal that will further the health, safety and welfare of Newton and the nearby neighborhood while still allowing for the creation of much-needed affordable housing. In addition, these standards must not unduly burden the project with costly changes that may render the project infeasible.

This Design Review includes review of proposed open space, building placement, relationship to nearby structures and overall massing, as well as landscaping, vehicular access with attention to potential pedestrian conflicts, on site circulation and garage location.

NBBJ refers to Newton Chapter 30 Zoning Ordinance, Washington Street Vision Plan, and Village Center Overlay District Zoning ordinance as potential guides for reasonable standards as well as approved and built projects in Newton including prior 4OB projects.

The following document uses quotes from Boylston Properties materials submitted to the City on Dec 11th, 2023, in their "Development Description". Where that text has been quoted, it has been **highlighted in yellow**.

Zoning Conformance

The proponent seeks zoning relief for a number of proposed conditions including use, density, heights, setbacks, and parking dimensions as outlined in the Planning Staff Memo dated January 3, 2024, and Attachment B as prepared by the Chief Zoning Code Official.

Height: Maximum heights in the Manufacturing and MR1 districts are the same, with 24 feet by right and up to 36 feet by special permit. The proposed building heights are 72 ft at the highest point but step-down to adjoining residential areas in building C and Building D (53'-6" and 52'-2" feet respectively). The low ground elevation of the site makes these heights appear lower relative to adjacent residential structures. The proponent has stated their intent to vary building heights to create a "village-like environment". That is not entirely evident in the images presented, since the building heights are all higher than the context and are never lower than 50 feet high. Nor do any of the buildings vary in height or have stepped volumes to reduce the massing. For reference, the current maximum building height envisioned for Village Center Zoning 3 (found nearby on Washington Street) is 4.5 floors or 71 feet, while Village Center Zoning 2 found also on Washington Street and Crafts Street is 3.5 stories or 58 feet. Multi-Residential Transit (MRT) Zoning intended for neighborhoods near transit but primarily residential, like Court Street or Crafts Street is limited to 2.5 stories or 40 feet.

Furthermore, Building A (64'-2") directly on Crafts Street is in stark contrast to buildings across the street in MR2 zones that limit buildings to 36 feet by special permit. This disparity should be addressed to reduce the visual dwarfing of existing residential uses and ensure a more balanced height along either side of Crafts Street.

Additionally, the tallest structures (buildings A and B) abut the Newton DPW Transportation facility to the north. Public Uses within the Public Use District are not subject to any dimensional standards. As such, it is important to observe the existing heights within the DPW site to determine what is appropriate for the proposal that may cast shadows, lights or otherwise diminish the value of public resources. The future use or reuse of the DPW site should be considered, given the scarcity of public space for recreation in the neighborhood. Also of note is the National/State Registration of the Crafts Street City Stable building within the DPW site. The Stable is approximately 3.5 stories and lies within 75 feet of the proposed project site where Building A is proposed at 5 stories and Building B is proposed at 6 stories.

Building Setbacks: The proposed project meets or exceeds setback requirements adjacent to the MR1 and MR2 residential districts for two of the proposed residential buildings. Setbacks around the proposed two-story garage, however, require a waiver from the requirement of at least a 20 feet or $\frac{1}{2}$ building height *whichever is greater*. Given the change in elevation and the existing abutting use that is composed of at-grade parking, this appears to be an acceptable condition to be approved by the special permit

process.

On the north side of the site adjacent to the DPW site, setbacks are significantly less than required by Manufacturing zoning of $\frac{1}{2}$ building height or 20 feet, *whichever is greater*. The proposed building setbacks of 10', together with the building heights and orientation create a significant shadow impact on the DPW site and the historic Crafts Street City Stable building. Studies should be conducted to show that winter sunshine is preserved on the facades of the historic Stable Building. Shadows on the horizontal surfaces of the DPW site may also impact future use of the site for recreational, or non DPW purposes.

The minimal setback on Crafts Street is particularly concerning (as identified in the City Staff Memo) at less than 10 feet from the right of way. This proposed condition imposes several safety and quality of life issues for the public and future residents. Front yard setbacks in the Manufacturing zone are 15 feet or $\frac{1}{2}$ building height. In either case the proposal falls far short. Given the narrow sidewalk and green strip, lack of a parking lane to protect pedestrians and limited planting opportunities along this side of Crafts Street, the required building setback is perhaps the only opportunity to add a legitimate zone for needed tree planting along Crafts Street. Additionally, the existing power lines running along Crafts Street would be very close to future residents in upper-level units and restrict tree planting within the public right of way. The proponent should consider increasing the proposed setback and enhancing pedestrian safety and comfort along Crafts Street.

The pedestrian experience along Crafts Street is also negatively impacted by the ground level use proposed, which is enclosed automobile parking. See Land Use section below for alternative treatments that could mitigate the above comments on building setbacks.

Land Use: Residential uses are not permitted in Manufacturing districts but a range of commercial and retail uses are allowed either by right or with special permit. Accessory parking structures are allowed by special permit within Manufacturing districts. The code is silent on the use of ground floors for enclosed parking uses.

As noted above in the Building Setbacks section, the pedestrian experience on Crafts Street is negatively impacted by both the lack of landscaped setback AND the relatively inactive frontage of the ground floor. Changes to the ground level use, such as for retail, community uses, or building entrances, could alleviate much of the concern about setback dimensions, as an active ground level could provide pedestrian comfort and amenity within setbacks that could be less than the required minimum. The proponent should show what an active ground level use would provide to mitigate a reduced setback.

Referencing other documents such as the Washington Street Vision Study and Village Center Overlay District design standards provides some guidance on suitable ground level treatments (and setbacks) on residential or mixed-use streets. It should be noted that

immediately across Crafts Street is a retail establishment (restaurant) that serves the neighborhood.

VC3 and VC2 development standards, for example suggest that at least 15% of ground story along residential streets should be “Fenestration”, presumably windows, that are connected to active uses, not car parking. As such, would 15% of Building A frontage be improved with an active use (and fenestration) that would provide visual relief and amenity to pedestrians and the nearby neighborhood?

VC2 and VC3 have no required setbacks except for surface parking and this special permit process could provide guidance on a suitable setback to provide safe pedestrian movement and access to retail or community uses along Crafts Street.

Massing: The project proponent has stated a desire for a “village like environment” that includes multiple building heights, but each of the four buildings are at one height with no stepping down. Likewise, there is nearly no articulation on the various building façades that would break up the vertical mass of the buildings. Each building rises to its full height without any meaningful setback at the upper levels to mitigate the heights that exceed allowable heights within the various districts.

In referencing various planning documents such as the Volume II, Chapter 30 Zoning Ordinance for Business, Mixed-use and Manufacturing districts, various dimensional standards suggest that buildings be stepped back at a 1 to 1 ratio from the adjacent lot line above 40 feet. Additionally, Article 9, VC3 and VC2 Overlay District standards recommend a 10-foot half-story setback above the fourth floor. Applying either of these two standards would reduce the visual impacts of the project along property lines and along Crafts Street where proposed setbacks and building heights are out of conformity with the underlying zoning and neighboring buildings.

Examples of such setbacks can be found nearby in the 34 Crafts Street Elder Housing proposal where upper levels of the project are significantly set back from lower levels and along Craft Street where a single-story extension lines the street with an active recreational use with the bulk of the building set behind. These types of strategies would improve the pedestrian experience along Crafts Street and provide a better transition to the neighborhood even while allowing taller structures within the project.

Another nearby example can be found on 77 Court Street where the multi-family project was constructed with three stories on the Court Street with the building stepping up to four stories further back within the property. This also allowed the project to avoid locating ground level parking along Court Street while still dedicating most of the ground level for parking more interior to the site.

Housing Density: The proponent seeks a waiver to the Minimum Lot Area per Unit of the project (675 SF) exceeds allowed densities in MR1 District (1,200 SF). Given that much

of the property is within the MAN district (with no requirements) this requirement should be considered on the merits of the purpose for such requirements. Generally, the purpose of such density requirements is to assure sufficient air, light and open space for residents. The project meets this goal by the creation of open space for active recreation and play. The project proposes 36% of the site as either softscape or hardscape open space dedicated to pedestrians and separate from vehicular areas.

In referencing various planning documents such as the Volume II 30 Zoning Ordinance for Multi-Residence Districts MR2, MR3 and MR4, required Usable Open Space is 40%. As such, it appears the project comes close to the goals of providing adequate Usable Open Space for residents despite the increased density and the waiver requested. However, given the manufacturing and industrial legacy of the area, few parks or playgrounds are located nearby, thus increasing the need for this project to provide such uses on-site and to make those potentially available to nearby residents.

Resiliency Considerations

The proponent represents that there is *"no evidence of exposed bedrock, streams, rivers or wetlands onsite, nor are there any buffer zones associated with wetlands on the site"*. However, historical mapping of the site does indicate that this site was formerly low lying and prone to flooding. Maps from 1892 depict the site is within "areas requiring drainage". The maps include the location of a "Newtonville Drain" that is approximately where the current underground 36" x 48" Concrete Culvert lies today. The provided existing condition topographic survey indicates that the center of the site is a low point (+34') within a bowl, with on-site drainage into the concrete culvert as the only protection of the site from inundation from surrounding higher ground. It is not within NBBJ's purview to assess the sufficiency of proposed on-site drainage but the historic use of this site as industrial, indicates prior unsuitability for housing.

Given long-term climate change, resiliency of the site may be challenged by increasing flooding beyond historical records. Additional studies may be needed to determine if this site is threatened and what mitigation may be needed, if any. Horsley Whitten should address this issue in their review of the stormwater treatment and drainage systems.

Mobility and Connectivity

The proponent states that the development *"will create a safe, accessible pedestrian and bicycle connection between Crafts and Court Streets"*. The Washington Street Vision Plan advocates for the value of breaking up the "Mega Blocks" that exist within the Washington Street Corridor, thus reducing travel times to local bus and commuter rail services for nearby residents on Crafts Street.

The proposed driveway, which includes a portion of Maguire Lane, consists of a two-way drive that has 21 perpendicular parking spaces, presumably for either short-term or

visitors parking. The 263 proposed vehicles will be directed to Crafts Street and precluded from passing through the site by a removable barrier system that will only allow emergency access to the site from Court Street.

Sidewalks are proposed along much, but not all, of the driveway, but are interrupted by two garage entrances and a service drive that accesses two additional parking garage entrances. While the driveway is designed to slow traffic with narrow dimensions and traffic calming geometries, we remain concerned that the roadway is not sufficiently bike-friendly given the number of vehicles backing into it, nor are the sidewalks sufficiently continuous to encourage walking: The sidewalks shown are frequently interrupted by garage entrances with poor visibility and right-angle segments around perpendicular car parking.

We strongly support the goal of a "safe, accessible connection", but we would prefer to see a single, continuous and clearer pathway that is wider and has fewer conflict points and geometric challenges for both pedestrians and cyclists.

Historic Resources

The project proponent has correctly stated that *"the Site is not located within any historic districts nor... are there any existing resources of buildings listed in the Inventory of Historic and Archeological Assets of the Commonwealth present at the Site"*. However, as noted elsewhere the site lies directly to the south and abuts of the DPW maintenance facility with salt and vehicle storage and repair uses. All the buildings on this site are included on the National/State Registration with the Stables Building as the most noteworthy as it is visible from Crafts Street. The importance of this building should be better reflected in the massing and location of future development as stated in the sections above. Shadow impacts and the unintended effect of a long line of tall buildings on the south side of the DPW yard will greatly impact current and future uses of the site. While the location of Building A will significantly limit the visibility of the historic Stables Building for those northbound on Crafts Street while approaching the site from the south.

Open Space

The proponent states that *"The landscape design is composed of a series of pedestrian oriented landscape spaces, including two landscape courtyards, a linear greenspace and a dog park."* The proponent has indicated that 36% of the site will be usable open space, either as hardscape or softscape.

The site plan shows two south-facing courtyards in Building A and B. In Building B the courtyard is adjacent to ground level resident amenity spaces. The courtyard in Building A is adjacent to the building entrance but otherwise is bounded almost entirely by parking areas located on the ground floor of the building and along the street. We remain concerned that the preponderance of parking at ground level will not create very active

spaces.

Given the shortage of open space in the neighborhood, it would be desirable to have open spaces that would be a resource for more than just the residents of the project, perhaps even located on the edges of the site where they would be more visible. It would be helpful to understand the programming of these spaces and if the larger community (those using the cut-through pathways, for example) would be welcomed in these amenity spaces or feel precluded using fences or screening, etc.

We are particularly concerned that the dog park location, set within deep shadow of Building B, visually isolated and adjacent to the DPW yard may be unsuitable for a pleasant experience. Perhaps the proponent could locate a dog walking area along the linear greenspace or another location that would provide opportunities for project residents to socialize with neighbors.

Parking

The proposal includes 263 parking spaces within a two-story stand-alone structure and under 3 of the 4 proposed residential structures. 21 surface spaces located on-grade. We remain concerned that the location and high-visibility of grade-level parking, even inside screened garages, overwhelms the “village-like environment” the proponent is seeking. The vast preponderance of ground-floor parking on both public and private roadways diminishes the sense of human activity and instead leaves the ground level outdoor spaces feeling more industrial than residential.

We would encourage the proponent to look at ways to bury the parking either fully or partially below grade to bring residential uses closer to street level and sidewalks. This will provide more security for pedestrians and more “eyes on the park”. We would also encourage the proponent to consider reducing the number of vehicular access points to reduce garage entrances opening onto sidewalks that present conflict points.

The proposed stand-alone two-story parking facility requires a *special permit* as an accessory use. The need for this parking structure appears driven by the high density of the project that cannot be wholly provided with parking below the buildings. While the parking structure is low, and located at the rear of the property, it will have potential visual impacts on the nearby Newtonville Historic District on Prescott Street. Currently the proposed garage will be buffered from the neighborhood by the existing salt sheds on the north, but future conversion of the DPW yards to more recreational use, for example, might then reveal the parking structure approved now as an impediment to future use or future connectivity.

In summary, we have ongoing concerns about nearly all of the proposed waivers to current zoning sought by the proponent. We understand the need for additional affordable housing and are sympathetic to the need to exceed certain zoning limits to achieve this

goal. However, we have pointed out many issues that concern the health, safety and welfare of Newton residents, particularly those who will be most impacted by new development, require reasonable standards in lieu of existing zoning. Furthermore, we point out the importance of the historic resources such as the Crafts Street Stables, near the site that should not be forgotten in this process. As stewards of the future, Newton might consider the future flexibility of public resources such as the DPW site that could be diminished by thoughtless actions taken now.

We truly appreciate the opportunity to offer design review service to the City of Newton.

Sincerely

A handwritten signature in black ink, appearing to read "Alan Mountjoy". The signature is fluid and cursive, with the first name "Alan" being more prominent than the last name "Mountjoy".

Alan Mountjoy, Principal, NBBJ

Horsley Witten Group

Sustainable Environmental Solutions

112 Water Street • 6th Floor • Boston, MA 02109
857-263-8193 • horsleywitten.com



February 15, 2024

Alyssa Sandoval, AICP
Deputy Chief Planner
City of Newton
Planning and Development Department
1000 Commonwealth Avenue
Newton, MA 02459-1449

Re: Peer Review Civil Engineering and Stormwater Management
Comprehensive Permit Project
78 Crafts Street, Newton, MA

Dear Ms. Sandoval:

The Horsley Witten Group, Inc. (HW) is pleased to submit this peer review regarding the civil engineering and stormwater management design for the proposed residential development located at 78 Crafts Street in Newton, MA. We understand that the Comprehensive Permit Application, pursuant to M.G.L. Chapter 40B, includes the construction of five separate multi-story buildings with variable heights containing a total of 307 rental apartments, amenity space, and 262 parking spaces on 4.76 acres of land. HW understands that the proposed development has been designed to create a “village-like” environment.

The existing project site is mostly impervious, consisting of 11 parcels and is occupied by several commercial buildings, one residential home, pavement, and hard packed gravel surfaces. Presently, most of the stormwater is collected by closed drainage systems onsite and discharges into a 36-inch by 48-inch concrete culvert that runs through the center of the combined parcel, or into a 60-inch culvert located in Crafts Street. The proposed development does not appear to be within 100 feet of a wetland resource area and is not located within a 100-year flood plain as documented by the Federal Emergency Management Agency (FEMA).

The Applicant proposes to combine the 11 parcels into one parcel and remove all the existing improvements and buildings. The project qualifies as a mix of redevelopment and new development as detailed in the Massachusetts Stormwater Handbook (MSH). The Applicant proposes to install a new stormwater system including deep-sump hooded catch basins, water quality units, and three subsurface infiltration chamber systems in accordance with the MSH.

HW conducted a site visit on February 15, 2024 to confirm the existing site conditions. As part of the stormwater management design review process, HW reviewed the following documents and plans:

- Comprehensive Permit Application, prepared for 78 Crafts Street Newton LLC, signed December 2023 (8 pages);
- 78 Crafts Street, Newton, MA, Development Description (7 pages);
- MassHousing Project Eligibility/Site Approval, dated December 8, 2023 (9 pages);
- 78 Crafts Street Comprehensive Permit, Waiver Analysis (8 pages);

- Tabular Zoning Analysis, 78 Crafts Street (1 page);
- Stormwater Report, 78 Crafts Street, Newton, Massachusetts, prepared by Weston & Sampson, dated December 7, 2023 (423 pages);
- Project Location Plan, Maguire Court & Crafts Street (4 pages);
- Site Context Photographs (12 pages);
- ALTA/NSPS Land Title Survey, prepared by Feldman Geospatial, stamped November 28, 2023 (3 sheets);
- 78 Crafts Street Comprehensive Permit Application, Landscape Plans, prepared by Gregory Lombardi Design, Inc., dated December 7, 2023 (7 Sheets); and
- Site Plans, 78 Crafts Street, Newton, MA, prepared for Boylston Properties, prepared by Weston & Sampson, revised through December 7, 2023, including:
 - Cover Sheet G000
 - Abbreviations, Notes and Legend G001
 - Demolition Plan CD100
 - Erosion and Sediment Control Plan C100
 - Site Plan C101
 - Fire Emergency Response Plan C102
 - Grading and Drainage Plan C103
 - Drainage Schedule C104
 - Utility Plan C105
 - Lighting Plan C106
 - Details C500-C506

Stormwater Management Review

This review of the submitted materials is based on the Massachusetts Stormwater Management Standards (MASWMS), and the City of Newton Stormwater Management and Erosion Control Rules & Regulations (Stormwater Regulations), dated April 15, 2022, as well as standard engineering practices.

In accordance with Stormwater Regulations § 5.C.2 of the Stormwater Regulations, this project is required to comply at a minimum with the performance standards of the MSH. Therefore, we have used the MSH as the basis for organizing our comments as they pertain to stormwater. However, in instances where the additional criteria established in the Stormwater Regulations require further recommendations, we have referenced these as well. HW understands that the Applicant has requested a waiver from complying with all City of Newton stormwater regulations.

HW offers the following comments:

1. *Standard 1: No new stormwater conveyances (e.g., outfalls) may discharge untreated stormwater directly to or cause erosion in wetlands or waters of the Commonwealth.*

- a. The Applicant has evaluated the stormwater management system with seven design points (DP-A) at the property boundaries.
 - 1) DP-A is the 36-inch by 48-inch concrete culvert that bisects the site from west to east. Stormwater from 168,438 square feet (sf) of primarily impervious surfaces is collected by a closed drainage system that discharges into the culvert at several locations.
 - 2) DP-B captures a small, mostly vegetated area that sheet flows off the site to the south.
 - 3) DP-C is a catch basin on Maguire Court just south of the project area. It appears that the catch basin pipes the stormwater from a large impervious area of the existing project site south through the property that Roche Collision occupies.
 - 4) DP-D is the 60-inch culvert that is located to the east of the site in Crafts Street. The existing impervious area flowing towards DP-D is captured by a closed drainage system that is piped to the culvert.
 - 5) DP-E is to the west of the site. The westernmost area of the project site where the existing concrete bins are located flows towards an existing depression that overtops towards the property boundary near Wilton Road.
 - 6) DP-F captures a small, mostly vegetated area that sheet flows off the site to the southeast towards the property at 20 Maquire Court.
 - 7) DP-G is Court Street to the south of the site. A small, mostly grassed area sheet flows off the project site towards Court Street.
- b. HW recommends that the Applicant confirm that there are no additional offsite areas flowing onto the project site that may be captured by the proposed stormwater system. Specifically, the City of Newton property north of the Project Site.
- c. Under proposed conditions the Applicant has reduced the drainage areas discharging towards design points, DP-B, DP-C, DP-E, DP-F, and DP-G. The peak flows and peak volumes will be reduced at the property boundary for each of these locations under the proposed conditions. No further action requested.
- d. Prior to discharging to DP-A (36-inch by 48-inch concrete culvert) the Applicant has proposed two subsurface infiltration systems to reduce the peak flows and volumes discharging into the culvert and flowing off site. The catchment area of 182,245 sf includes four buildings and most of the proposed pavement. The peak flow and peak volume will be reduced at the culvert under the proposed conditions. No further action requested.
- e. It appears that a portion of proposed subcatchment A4 sheet flows off the Project Site towards the north. Under existing conditions, it does not appear that a portion of the site flows towards the City of Newton property. HW recommends that the Applicant justify the direction of flow behind Building B.

- f. Prior to discharging to DP-D (60-inch culvert in Crafts Street) the Applicant has proposed one subsurface infiltration system to recharge the roof runoff. The peak flow and peak volume will be reduced at the property boundary under proposed conditions. No further action requested.
2. *Standard 2: Stormwater management systems shall be designed so that post-development peak discharge rates do not exceed pre-development peak discharge rates.*
 - a. Based on the HydroCAD analysis, it appears that the proposed conditions of the site will result in lower peak runoff rates and volumes relative to existing conditions. The Applicant has provided a summary table comparing existing and proposed runoff rates and volumes in Appendix G of the Stormwater Report. HW has reviewed this table and concurs with the rates and volumes listed. No further action requested.
 - b. The Applicant has proposed a drainage manhole on the east side of the site, DMH-1. DMH-1 is proposed to discharge into an existing manhole in Crafts Street. The existing drainpipe is 8-inches, but it is not clear if this pipe is being replaced. One of the pipes entering DMH-1 is a 12-inch HDPE. HW recommends that the Applicant clarify the size of the pipe between DMH-1 and the existing drain manhole in Crafts Street.
 - c. HW recommends that the Applicant revisit the inverts of proposed area drain, AD-3. It appears that the inlet from AD-1 is lower than the outlet to DMH-1.
 - d. It appears that the inverts IN to DMH-6 are slightly lower than the invert OUT. HW recommends that the Applicant justify the design.
 - e. The Applicant has listed the total impervious area of the proposed site on Sheet C101 per Stormwater Regulations § 6.C.2.c.3. The Applicant is increasing the impervious area by approximately 32,300 sf. HW notes that the Applicant is eliminating the hard packed gravel on site and is increasing the landscaped area by approximately 32,900 sf. No further action requested.
 3. *Standard 3: The annual recharge from post-development shall approximate annual recharge from pre-development conditions.*
 - a. HW recommends that the Applicant confirm that all proposed infiltration practices are located at least 2 feet above estimated seasonal high ground water (ESHGW) in accordance with Volume 2, Chapter 2 of the MSH. HW notes that Infiltration System IS-1, has the bottom of the system set at elevation 30.9 and mottling was observed in test pit TP-2 at elevation 29.0. Infiltration System IS-3 has the bottom of the system set at elevation 32.70 and mottling was observed in TP-5 at elevation 31.1.
 - b. The Applicant has provided the required recharge volume calculations in accordance with Volume 3, Chapter 1 of the MSH. The Applicant is providing recharge for the total proposed impervious area (149,382 sf) as required by the MSH. HW notes that the value included in the recharge calculations is not consistent with the Proposed Site Area Summary table provided on Sheet C101 (152,742 sf). HW recommends that the Applicant clarify the total impervious area proposed for the entire site.

- c. HW notes that the Stormwater Regulations § C. 3. a) requires that “*Stormwater management systems on new development sites shall be designed to retain the volume of runoff equivalent to, or greater than, two (2) inches multiplied by the total post-construction impervious surface area on the site.*” HW understands that the Applicant has requested a waiver from this requirement, and we defer to the Zoning Board of Appeals and the City Engineer regarding the granting of this waiver.
- d. The Applicant has provided a mounding analysis for each of the proposed infiltration practices. HW is not in agreement with the value used for Recharge (R). It is HW’s opinion that the Recharge Rate is determined by the following calculation:

R = Recharge Rate (feet/day): Recharge rate, also described as the Rate of Application, is calculated by dividing the volume (cf) designed to be infiltrated by the area (sf) of the basin bottom. If the basin has an overflow outlet, the infiltrated volume is the volume stored below the outlet of the basin. If the basin does not have an outlet the volume is what is conveyed to the infiltration facility from its contributing drainage area during the largest storm (potential 100-year) that is designed to be infiltrated. Divide that volume by 3 days as the MA Stormwater Standards require all facilities to empty within 72 hours. Recharge = volume/area/3 days = feet/day. Think of this as the column of water that must be infiltrated vertically per the system’s design.

HW concurs with the Applicant’s values for the other variables used in the Hantush (1967) equation. HW recommends that the Applicant revisit the R value and revise the mounding analysis as necessary.

4. *Standard 4: The stormwater system shall be designed to remove 90% Total Suspended Solids (TSS), to remove 60% of Total Phosphorus (TP), and to treat 2.0-inch of volume from the impervious area for water quality.*
 - a. The Applicant has provided the required water quality volume calculations for one inch of runoff over the proposed impervious area (125,723 sf) excluding the catchment area that includes Building E (23,659 sf) since it is not directed towards a recharge system. HW notes that the impervious area for catchment area A4 is modeled with 30,953 sf of impervious area in the HydroCAD calculations. HW recommends that the Applicant confirm the total impervious area on site directed towards an infiltration system as well as the total area being directed towards the Jellyfish proprietary separator.
 - b. HW notes that the Applicant is proposing a Jellyfish Filter to provide water quality for catchment area A4 that includes Building E. As noted above the Applicant has utilized an area of 23,659 sf in the Jellyfish Filter sizing calculation. This value is not consistent with the impervious area value in the HydroCAD model. HW recommends that the Applicant confirm the proposed impervious area and revise the calculations as applicable.
 - c. To obtain the required 90% TSS removal for the Jellyfish Filter (WQU-5), the Applicant has included 10% TSS removal for street sweeping. HW recommends that

- the Applicant confirm it can conduct the street sweeping in accordance with the TSS Removal Credits for Street Sweeping provided on page 9, Volume 2, Chapter 1 of the MSH.
- d. The Applicant has included the State of New Jersey certification for the proposed Contech CDS unit confirming that 50% TSS removal is appropriate. HW recommends that the Applicant provide a similar letter for the proposed Jellyfish Filter and the 85% TSS removal credit included in the TSS worksheet.
 - e. In accordance with Stormwater Regulations § 5.C.3. c) The Applicant is required to calculate the existing and proposed average annual Total Phosphorus (TP) load and demonstrate 60% reduction. HW recommends that the Applicant provide the applicable calculation.
5. *Standard 5 is related to projects with a Land Use of Higher Potential Pollutant Loads (LUHPPL).*
- a. In the Stormwater Report, the Applicant notes that the site is not considered a Land Use with Higher Potential Pollutant Loads (LUHPPL). HW notes that the estimated number of vehicle trips per day at the site will exceed 1,000 vehicle trips per day which classifies the site as a LUHPPL. However, because the parking spaces are primarily in garages the definition may not be applicable. HW recommends that the Applicant determine if the site qualifies as a LUHPPL and confirm it meets the applicable criteria in accordance with the Volume 1, Chapter 1, page 14 of the MSH.
6. *Standard 6 is related to projects with stormwater discharging into a critical area, a Zone II or an Interim Wellhead Protection Area of a public water supply.*
- a. The Project does not appear to be located within or discharge to a critical area, Zone II, or Interim Wellhead Protection Area. Therefore, Standard 6 is not applicable.
7. *Standard 7 is related to projects considered Redevelopment.*
- a. The proposed development is a mix of new and redevelopment. The Applicant intends to provide stormwater management in compliance with new development. HW has no further comment.
8. *Standard 8 requires a plan to control construction related impacts including erosion, sedimentation, or other pollutant sources.*
- a. HW recommends that the Applicant note the total area to be disturbed per Stormwater Regulations § 6.C.4.a.
 - b. HW recommends that the Applicant designate a location for material staging and storage on the plan set per Stormwater Regulations § 6.C.2.c.7.
 - c. HW recommends that the Applicant include the information required in the Stormwater Regulations § 6.C.4.f) g) and h).
 - d. HW recommends that the Applicant provide inlet controls in all existing catch basins located within the project site, all proposed catch basins once they are installed, and all catch basins within 100 feet of the construction entrance.

- e. HW recommends that the Applicant evaluate the need for an erosion control barrier at the property line of the proposed development adjacent to Maguire Court.
 - f. HW recommends that the Applicant evaluate the need for an erosion control barrier at the property line with 67 Court Street.
 - g. HW recommends that the Applicant provide a construction sequence and identify when the existing drainpipes will be removed and how the runoff will be managed in the interim.
 - h. Projects that disturb one acre of land or more are required to obtain coverage under the NPDES Construction General Permit (CGP) issued by EPA and prepare a Stormwater Pollution Prevention Plan (SWPPP). HW recommends that a copy of the SWPPP be provided to the City a minimum of 14 days prior to land disturbance.
9. *Standard 9 requires a Long-Term Operation and Maintenance (O & M) Plan to be provided.*
- a. The Applicant has included an O&M Plan in Attachment J of the Stormwater Report. HW recommends that this becomes a standalone document for use by the property owner.
 - b. HW recommends that an O&M Plan signed by the property owner is provided to the City prior to occupancy.
 - c. HW recommends that the Applicant include inspection ports for the three subsurface infiltration chamber systems and locate them on the site plan. An inspection port detail should also be provided.
 - d. HW recommends that the Applicant describes snow management procedures in the O&M Plan and include snow storage locations on the O&M Key Plan.
10. *Standard 10 requires an Illicit Discharge Compliance Statement be provided.*
- a. The Applicant has included an illicit discharge compliance statement in the Stormwater Report. HW recommends that an illicit discharge compliance statement signed by the property owner is provided to the City prior to occupancy.
11. *Other General Stormwater Comments*
- a. HW recommends that the Applicant include a note on the plan set stating that “the Engineering Division Inspector shall be notified 48 hours prior to any site work in accordance with project permits,” per Stormwater Regulations § 6.C.2.c.13.
 - b. In accordance with Stormwater Regulations § 5.A.1, HW recommends that the Applicant provided the existing impervious surface on a table with the proposed impervious surface area.
 - c. In accordance with Stormwater Regulations § 5.A.4, HW recommends that the Applicant clearly identify the existing trees that are 8 inches dbh and larger that are proposed for cutting.
 - d. HW recommends that the Applicant confirm that all proposed infiltration practices are located at least 10 feet from the proposed building per Stormwater Regulations

Section 5.B.3. HW notes Infiltration System #2 appears closer than 10 feet from Building A.

Grading and Utilities

12. It does not appear that the project site is within 100 feet of a wetland resource area. The project Site is not within a FEMA 100-year flood plain.
13. Proposed Building A is set with a Finish Floor Elevation (FFE) at 39.38. The existing surface grade around Building A is between elevations 38 and 40.
14. Proposed Building B is set with an FFE at 38.74. The existing surface grade around Building B is between elevations 35 and 36.
15. Proposed Building C is set with an FFE at 38.54. The existing surface grade around Building C is between elevations 37 and 38.
16. Proposed Building D is set with an FFE at 37.50. The existing surface grade around Building D is between elevations 34 and 38.
17. Proposed Building E (garage) is set with a lower FFE at 36.00 and a higher FFE at 46.00. The existing surface grade around Building E is elevation 35.
18. HW notes that proposed Building E is located less than 10 feet from the existing 36-inch by 48-inch concrete culvert that bisects the site from east to west. HW recommends that the Applicant confirm the constructability of Building E without impacting the existing culvert.
19. The Applicant is proposing underground electrical and telecommunications conduit throughout the project site and connecting to the electrical manhole at Crafts Street.
20. There is no proposed gas noted on the Utility Plan, Sheet C105. However, there is an 8-inch gas main on the east side of Crafts Street.

Water and Sewer Flow

21. The Applicant is proposing a 4-inch ductile iron service line that connects to the 4-inch main in Court Street. The proposed 4-inch line connects to a proposed 8-inch ductile iron line that connects to the 10-inch water main in Crafts Street creating a looped system.
22. The Applicant is proposing three hydrants that feed from the proposed 8-inch ductile iron line.
23. There is an existing 8-inch sanitary main in Maguire Court that the Applicant is proposing to connect Buildings A, B, and E into with a proposed 8-inch PVC line.
24. Buildings C and D discharge into a 5,000-gallon septic tank with a grinder pump unit. The grinder pump discharges out through a 1-inch force main to an existing sewer manhole at Court Street which connects to the 8-inch sanitary main in Court Street via a 4-inch pipe. HW recommends that the Applicant clarify the maintenance schedule for the septic tank, grease and oil separator, and grinder pump unit.

25. In accordance with Section 29-171 of the Newton Zoning Ordinance, wastewater flow for a multi-family dwelling is calculated by multiplying 110 gallons per day (GPD) per bedroom.

The proposed development includes:

- 178 1-bedroom/studio units: 178 units * 1 bed/unit = 178 bedrooms
- 96 2-bedroom units: 96 units * 2 bed/units = 192 bedrooms
- 33 3-bedroom units: 33 units * 3 bed/units = 99 bedrooms
- Total anticipated flow: 469 bedrooms * 110 GPD/bed = 51,590 GPD

For purposes of encouraging the installation of water-efficient fixtures the city engineer may use a reduced flow based on low flow fixture usage.

- Reduced sewer flow: 469 bedrooms * 65 GPD/bed = 30,485 GPD

HW defers final acceptance of the estimated flow rate to the City Engineer.

Lighting and Photometric Review

26. The Applicant has provided a Photometric/ Lighting Plan on Sheet C106 and Details on Sheet C506. HW notes that the Photometric Plan does not indicate any light candles behind Building C. HW recommends that the Applicant confirm that there will be no lighting behind Building C. Furthermore, HW requests that the Applicant clarify the height of the poles, and that the proposed lights will be dark sky compliant.

27. HW did not receive any shadow studies for the proposed development. If applicable HW recommends that shadow studies are provided for review.

Conclusion

HW recommends that the Zoning Board of Appeals require the Applicant to provide a written response to address these comments as part of the permitting review process. The Applicant is advised that provision of these comments does not relieve him/her of the responsibility to comply with all Commonwealth of Massachusetts laws and federal regulations as applicable to this project. Please contact Janet Bernardo at 857-263-8193 or at jbernardo@horsleywitten.com if you have any questions regarding these comments.

Sincerely,

Horsley Witten Group, Inc.




Janet Carter Bernardo, P.E.
Associate Principal

City of Newton

**DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
OFFICE OF THE CITY ENGINEER
1000 Commonwealth Avenue
Newton Centre, MA 02459-1449**

Ruthanne Fuller
Mayor

DATE: January 31, 2024
TO: Barney Heath, Director of Planning
FROM: Louis M. Taverna, P.E., City Engineer 
RE: Sewer Inflow and Infiltration Mitigation Fee REVISED
78 Crafts St 40B Project

The City Engineer has calculated the sewer infiltration/inflow mitigation cost for this project. See calculations below. The total mitigation cost for the assumption of low flow fixtures throughout the project is \$3,006,546. This calculation includes the reduction of the proposed total sewer flow of the proposed development by the estimated existing sewer flow. This calculation of proposed sewer flow (in gallons per bedroom per day) is consistent with recent previous sewer flow calculations.

Sewer Ordinance No. B-45 states the following: For projects subject to a special permit, the City Council, for good cause shown, may abate in whole or in part the infiltration/inflow mitigation fee for a particular dwelling, building, or project.

Waiver request:

- a) *The expected impact of the development on sewer infiltration/inflow.* The development will propose to add an average of 30,485 gallons per day to the existing city sewer system. The existing sewer flow from the site (multiple properties) is estimated to be 1,170 gallons per day. The city's sewer system in this area flows downstream to the sewer interceptor system along Charles River, where it discharges into the MWRA's interceptor sewer.
- b) *Whether infiltration/inflow mitigation has previously been conducted in the general area and to what extent.* This project lies in sewer area 5. Sewer area 5 and the surrounding sewer areas have undergone substantial work related to sewer infiltration/inflow removal, as part of the city's sewer capital improvement program. Construction costs for sewer area 5 exceed \$5 million.
- c) *Whether the abatement will benefit the health and well-being of the public and is reasonably in the best interest of the city.* At the request of the Planning Department, an abatement of 75% of the infiltration/inflow mitigation fee, based on low flow fixtures, is recommended by the City Engineer. This would allow the remaining 25% of the fee, or \$751,636 to be used toward the design and construction of sewer improvements in upcoming sewer project areas. The developer should consider dedicating the abated amount of the fee, or \$2,254,910 towards other mitigation purposes, as recommended by the Planning Department.

Telephone: (617) 796-1020 • Fax: (617) 796-1051 • Ltaverna@newtonma.gov

CITY OF NEWTON



UB Consumption History Report

Account Number	Customer # Name	Parcel	Location	Status
Service	Mfr. Meter Number	Cd. Read Date Time	Usage	Billed Amt
1022553600001	50003618 BELL I A R	230150002600	70 CRAFTS ST	Active
1WATR - 1 MET.	AMCO20334060	E 11/28/2023	26	218.48
1WATR - 1 MET.	AMCO20334060	E 08/29/2023	25	206.06
1WATR - 1 MET.	AMCO20334060	V 05/25/2023	33	280.89
1WATR - 1 MET.	AMCO20334060	V 02/24/2023	34	290.72
1WATR - 1 MET.	AMCO20334060	V 11/22/2022	23	185.15
1WATR - 1 MET.	AMCO20334060	V 08/25/2022	24	190.90
1WATR - 1 MET.	AMCO20334060	V 05/26/2022	36	298.71
1WATR - 1 MET.	AMCO20334060	V 02/23/2022	27	213.57
1WATR - 1 MET.	AMCO20334060	V 11/23/2021	32	260.87
1WATR - 1 MET.	AMCO20334060	V 08/30/2021	25	194.65
1WATR - 1 MET.	AMCO20334060	V 05/26/2021	19	145.27
1WATR - 1 MET.	AMCO20334060	E 02/24/2021	31	251.41
1WATR - 1 MET.	AMCO20334060	V 11/23/2020	21	161.73
1WATR - 1 MET.	AMCO20334060	V 08/27/2020	25	190.59
1WATR - 1 MET.	AMCO20334060	V 05/28/2020	25	183.45
1WATR - 1 MET.	AMCO20334060	V 03/03/2020	26	192.35
1WATR - 1 MET.	AMCO20334060	V 11/26/2019	26	192.35
1WATR - 1 MET.	AMCO20334060	V 08/28/2019	26	191.05
1WATR - 1 MET.	AMCO20334060	V 05/29/2019	44	346.06
1WATR - 1 MET.	AMCO20334060	V 02/25/2019	26	188.74
1WATR - 1 MET.	AMCO20334060	V 11/23/2018	26	188.74
1WATR - 1 MET.	AMCO20334060	V 08/29/2018	41	319.84
1WATR - 1 MET.	AMCO20334060	V 05/30/2018	31	232.44
1WATR - 1 MET.	AMCO20334060	E 02/25/2018	45	354.80
1WATR - 1 MET.	AMCO20334060	V 11/22/2017	30	223.70
1WATR - 1 MET.	AMCO20334060	V 08/29/2017	30	221.53
1WATR - 1 MET.	AMCO20334060	V 05/25/2017	37	277.50
1WATR - 1 MET.	AMCO20334060	V 02/23/2017	28	201.00
1WATR - 1 MET.	AMCO20334060	V 11/28/2016	19	131.10
1WATR - 1 MET.	AMCO20334060	V 08/29/2016	42	313.25
1WATR - 1 MET.	AMCO20334060	V 05/26/2016	49	358.00
1WATR - 1 MET.	AMCO20334060	V 02/23/2016	102	866.00
1WATR - 1 MET.	AMCO20334060	V 11/24/2015	45	326.00
1WATR - 1 MET.	AMCO20334060	V 08/26/2015	33	224.64
1WATR - 1 MET.	AMCO20334060	V 05/27/2015	34	223.18
1WATR - 1 MET.	AMCO20334060	V 02/26/2015	23	143.21
1WATR - 1 MET.	AMCO20334060	V 11/25/2014	23	143.21
1WATR - 1 MET.	AMCO20334060	A 08/23/2014	30	190.74
1WATR - 1 MET.	AMCO20334060	A 05/16/2014	27	165.80
1WATR - 1 MET.	AMCO20334060	V 02/25/2014	26	158.80
1WATR - 1 MET.	AMCO20334060	V 11/19/2013	20	116.80
1WATR - 1 MET.	AMCO20334060	A 08/27/2013	24	142.75
1WATR - 1 MET.	AMCO20334060	A 05/27/2013	27	159.58
1WATR - 1 MET.	AMCO20334060	A 02/20/2013	26	152.84
1WATR - 1 MET.	AMCO20334060	E 11/26/2012	22	125.88
1WATR - 1 MET.	AMCO20334060	A 07/28/2012	10	55.09
1WATR - 1 MET.	AMCO20334060	A 05/27/2012	20	108.40
1WATR - 1 MET.	AMCO20334060	A 02/26/2012	19	102.98
1WATR - 1 MET.	AMCO20334060	A 11/22/2011	83	108.40
1WATR - 1 MET.	AMCO20334060	A 08/17/2011	63	106.00
1WATR - 1 MET.	AMCO20334060	A 05/26/2011	43	121.31

51 QUARTERS x 3 MTHS / QU x 30 DAYS / MTH = 4590 DAYS
 (1526 - 43) KCF x 7.8 GAL / KCF = 242 GAL / DAY
 4590 DAYS / 1 KCF

CITY OF NEWTON



UB Consumption History Report

Account Number	Customer # Name	Parcel	Location	Status
0192517300101	50005708 FRASER ENGINEERING	230160002900	67 COURT ST	Active
1WATR - 1 MET.	WATER NEPT11934636	76067476	11	85.01
1WATR - 1 MET.	WATER NEPT11934636	76037081	39	350.17
1WATR - 1 MET.	WATER NEPT11934636	76006504	12	91.70
1WATR - 1 MET.	WATER R	0	0	.00
1WATR - 1 MET.	WATER R	75097311	0	.00
1WATR - 1 MET.	WATER R	75066840	0	.00
1WATR - 1 MET.	WATER R	75036711	0	.00
1WATR - 1 MET.	WATER R	75006398	0	.00
1WATR - 1 MET.	WATER R	74095824	0	.00
1WATR - 1 MET.	WATER R	74065942	0	.00
1WATR - 1 MET.	WATER R	74036245	68	620.15
1WATR - 1 MET.	WATER R	74006317	51	440.61
1WATR - 1 MET.	WATER R	73095452	30	241.95
1WATR - 1 MET.	WATER R	73065662	29	232.49
1WATR - 1 MET.	WATER R	73035722	68	620.15
1WATR - 1 MET.	WATER R	73006528	51	420.69
1WATR - 1 MET.	WATER R	72093595	30	227.95
1WATR - 1 MET.	WATER R	72064558	29	219.05
1WATR - 1 MET.	WATER R	72035353	68	583.75
1WATR - 1 MET.	WATER R	72006143	51	408.71
1WATR - 1 MET.	WATER R	71092657	30	223.70
1WATR - 1 MET.	WATER R	71063845	29	214.96
1WATR - 1 MET.	WATER R	71035225	68	573.10
1WATR - 1 MET.	WATER R	71006059	51	407.24
1WATR - 1 MET.	WATER R	70084715	30	223.70
1WATR - 1 MET.	WATER R	70056182	29	214.96
1WATR - 1 MET.	WATER R	70027999	68	573.10
1WATR - 1 MET.	WATER R	68005995	51	398.74
1WATR - 1 MET.	WATER R	67090356	30	218.00
1WATR - 1 MET.	WATER R	67062006	29	209.50
1WATR - 1 MET.	WATER R	67034147	68	557.80
1WATR - 1 MET.	WATER R	67005843	51	379.08
1WATR - 1 MET.	WATER R	66087106	30	206.00
1WATR - 1 MET.	WATER R	66059975	29	198.00
1WATR - 1 MET.	WATER R	66033206	68	526.00
1WATR - 1 MET.	WATER R	66005618	51	352.06
1WATR - 1 MET.	WATER R	65081899	30	194.10
1WATR - 1 MET.	WATER R	65036556	28	179.56
1WATR - 1 MET.	WATER R	65031058	68	470.36
1WATR - 1 MET.	WATER R	65005540	52	342.99
1WATR - 1 MET.	WATER R	64081681	30	186.80
1WATR - 1 MET.	WATER R	64056372	29	179.80
1WATR - 1 MET.	WATER R	64030933	68	452.80
1WATR - 1 MET.	WATER R	64005661	50	316.61
1WATR - 1 MET.	WATER R	63075721	29	173.06
1WATR - 1 MET.	WATER R	63050389	29	173.06
1WATR - 1 MET.	WATER R	63024815	66	422.44
1WATR - 1 MET.	WATER R	62113148	52	318.51
1WATR - 1 MET.	WATER R	62087711	31	179.90
1WATR - 1 MET.	WATER R	62062257	28	160.40
1WATR - 1 MET.	WATER R	62037049	69	426.90

51 QUARTERS x 3 MONTHS / QU x 30 DAYS / MONTH = 4590 DAYS
 (5815 - 4038) + 62 ACF x 748 GAC = 300 GAC/DAY
 4590 DAYS x 1 ACF

CITY OF NEWTON

UB Consumption History Report



Account Number: 0191115900001
 Customer # Name: 50005660 FRASER NANCY
 Parcel: 2301600030000
 Service: Mfr. Meter Number
 Cld Read Date Time By: Bill # Curr Read
 Location: 63 COURT ST
 Usage: Rep
 Status: Active

Usage	Rep	Usage	Change	Amt	Billed	Status
1WATR	-	1	MET.	WATER	AMCO20796603	666.96
1WATR	-	1	MET.	WATER	AMCO20796603	621.64
1WATR	-	1	MET.	WATER	AMCO20796603	486.34
1WATR	-	1	MET.	WATER	AMCO20796603	1,264.40
1WATR	-	1	MET.	WATER	AMCO20796603	133.20
1WATR	-	1	MET.	WATER	AMCO20796603	289.34
1WATR	-	1	MET.	WATER	AMCO20796603	345.77
1WATR	-	1	MET.	WATER	AMCO20796603	433.32
1WATR	-	1	MET.	WATER	AMCO20796603	350.80
1WATR	-	1	MET.	WATER	AMCO20796603	513.48
1WATR	-	1	MET.	WATER	AMCO20796603	513.48
1WATR	-	1	MET.	WATER	AMCO20796603	224.10
1WATR	-	1	MET.	WATER	AMCO20796603	278.40
1WATR	-	1	MET.	WATER	AMCO20796603	200.01
1WATR	-	1	MET.	WATER	AMCO20796603	191.78
1WATR	-	1	MET.	WATER	AMCO20796603	78.32
1WATR	-	1	MET.	WATER	AMCO20796603	42.72
1WATR	-	1	MET.	WATER	AMCO20796603	54.48
1WATR	-	1	MET.	WATER	AMCO20796603	164.36
1WATR	-	1	MET.	WATER	AMCO20796603	146.94
1WATR	-	1	MET.	WATER	AMCO20796603	413.94
1WATR	-	1	MET.	WATER	AMCO20796603	488.88
1WATR	-	1	MET.	WATER	AMCO20796603	640.35
1WATR	-	1	MET.	WATER	AMCO20796603	66.00
1WATR	-	1	MET.	WATER	AMCO20796603	72.60
1WATR	-	1	MET.	WATER	AMCO20796603	185.20
1WATR	-	1	MET.	WATER	AMCO20796603	125.40
1WATR	-	1	MET.	WATER	AMCO20796603	79.20
1WATR	-	1	MET.	WATER	AMCO20796603	137.08
1WATR	-	1	MET.	WATER	AMCO20796603	385.85
1WATR	-	1	MET.	WATER	AMCO20796603	151.20
1WATR	-	1	MET.	WATER	AMCO20796603	391.80
1WATR	-	1	MET.	WATER	AMCO20796603	483.55
1WATR	-	1	MET.	WATER	AMCO20796603	194.48
1WATR	-	1	MET.	WATER	AMCO20796603	136.00
1WATR	-	1	MET.	WATER	AMCO20796603	85.40
1WATR	-	1	MET.	WATER	AMCO20796603	79.30
1WATR	-	1	MET.	WATER	AMCO20796603	79.00
1WATR	-	1	MET.	WATER	AMCO20796603	115.33
1WATR	-	1	MET.	WATER	AMCO20796603	291.44
1WATR	-	1	MET.	WATER	AMCO20796603	178.91
1WATR	-	1	MET.	WATER	AMCO20796603	169.96
1WATR	-	1	MET.	WATER	AMCO20796603	182.22
1WATR	-	1	MET.	WATER	AMCO20796603	456.81
1WATR	-	1	MET.	WATER	AMCO20796603	396.13
1WATR	-	1	MET.	WATER	AMCO20796603	381.69
1WATR	-	1	MET.	WATER	AMCO20796603	396.13
1WATR	-	1	MET.	WATER	AMCO20796603	453.89
1WATR	-	1	MET.	WATER	AMCO20796603	129.26
1WATR	-	1	MET.	WATER	AMCO20796603	181.00
1WATR	-	1	MET.	WATER	AMCO20796603	162.98
1WATR	-	1	MET.	WATER	AMCO20796603	191.08
1WATR	-	1	MET.	WATER	AMCO20796603	478.85
1WATR	-	1	MET.	WATER	AMCO20796603	196.28
1WATR	-	1	MET.	WATER	AMCO20796603	151.76
1WATR	-	1	MET.	WATER	AMCO20796603	146.34
1WATR	-	1	MET.	WATER	AMCO20796603	200.54
1WATR	-	1	MET.	WATER	AMCO20796603	134.68

SI QUARTERS x 3 MONTHS / QU X 30 DAYS / MONTH = 4590 DAYS
 748 GAL / 1 HCF = 185 GAL/DAY
 4590 DAYS

CITY OF NEWTON



UB Consumption History Report

Account Number	Customer # Name	Parcel #	Bill #	Curr Read	Location Usage	Rep Usage	Charge Amt	Billed Amt	Status
0120446500001	50003352 SCHIAVONE RALPH G	230160000100			24 MAGUIRE CT				Active
IWATR - 1	MET. WATER AMCO20837796		76064829	745	17	0	137.87	528.92	
IWATR - 1	MET. WATER AMCO20837796		76034442	728	15	0	120.25	483.60	
IWATR - 1	MET. WATER AMCO20837796		76003872	713	14	0	108.66	452.76	
IWATR - 1	MET. WATER AMCO20837796		75094687	699	15	0	116.75	454.48	
IWATR - 1	MET. WATER AMCO20837796		75064225	684	17	0	133.85	488.28	
IWATR - 1	MET. WATER AMCO20837796		75034101	667	16	0	125.30	476.38	
IWATR - 1	MET. WATER AMCO20837796		75003802	651	14	0	104.74	423.78	
IWATR - 1	MET. WATER AMCO20837796		74093241	637	15	0	112.35	433.86	
IWATR - 1	MET. WATER AMCO20837796		74063361	622	17	0	128.81	476.02	
IWATR - 1	MET. WATER AMCO20837796		74033668	605	16	0	120.58	454.94	
IWATR - 1	MET. WATER AMCO20837796		74003747	589	15	0	112.35	433.86	
IWATR - 1	MET. WATER AMCO20837796		73092895	574	15	0	112.35	433.86	
IWATR - 1	MET. WATER AMCO20837796		73063110	559	17	0	128.81	476.02	
IWATR - 1	MET. WATER AMCO20837796		73033180	542	16	0	120.58	454.94	
IWATR - 1	MET. WATER AMCO20837796		73003706	526	17	0	122.57	465.45	
IWATR - 1	MET. WATER AMCO20837796		72091077	509	14	0	98.20	402.74	
IWATR - 1	MET. WATER AMCO20837796		72062054	495	15	0	105.95	423.01	
IWATR - 1	MET. WATER AMCO20837796		72032859	480	11	9	74.95	341.93	
IWATR - 1	MET. WATER AMCO20837796		72003665	469	0	0	59.53	302.10	
IWATR - 1	MET. WATER AMCO20837796		71090201	444	16	0	111.60	540.90	
IWATR - 1	MET. WATER AMCO20837796		71061392	440	17	0	119.20	560.80	
IWATR - 1	MET. WATER AMCO20837796		71032401	427	19	0	134.40	600.60	
IWATR - 1	MET. WATER AMCO20837796		71003622	408	15	0	104.00	511.17	
IWATR - 1	MET. WATER AMCO20837796		70082280	393	15	0	104.00	509.75	
IWATR - 1	MET. WATER AMCO20837796		70053744	378	19	0	134.40	585.95	
IWATR - 1	MET. WATER AMCO20837796		70025559	359	18	0	126.80	566.90	
IWATR - 1	MET. WATER AMCO20837796		68003570	341	19	0	131.46	575.44	
IWATR - 1	MET. WATER AMCO20837796		67087831	322	15	0	101.50	500.75	
IWATR - 1	MET. WATER AMCO20837796		67059600	307	17	0	116.30	537.45	
IWATR - 1	MET. WATER AMCO20837796		67031747	290	12	0	96.73	489.05	
IWATR - 1	MET. WATER AMCO20837796		67003471	273	10	0	61.00	341.93	
IWATR - 1	MET. WATER AMCO20837796		66084768	258	0	0	82.00	452.76	
IWATR - 1	MET. WATER AMCO20837796		66057645	248	13	0	189.00	660.00	
IWATR - 1	MET. WATER AMCO20837796		66030879	235	11	0	68.00	366.00	
IWATR - 1	MET. WATER AMCO20837796		66003322	224	12	0	73.03	402.74	
IWATR - 1	MET. WATER AMCO20837796		65079635	212	12	0	66.77	366.00	
IWATR - 1	MET. WATER AMCO20837796		65054295	201	12	0	72.84	402.74	
IWATR - 1	MET. WATER AMCO20837796		65028807	189	17	0	103.19	511.17	
IWATR - 1	MET. WATER AMCO20837796		65003288	172	11	0	64.48	366.00	
IWATR - 1	MET. WATER AMCO20837796		64079431	161	12	0	70.08	402.74	
IWATR - 1	MET. WATER AMCO20837796		64054124	149	12	0	70.08	402.74	
IWATR - 1	MET. WATER AMCO20837796		64028685	137	12	0	70.08	402.74	
IWATR - 1	MET. WATER AMCO20837796		64003270	125	14	0	78.94	476.38	
IWATR - 1	MET. WATER AMCO20837796		63073475	111	13	0	73.06	433.86	
IWATR - 1	MET. WATER AMCO20837796		63047941	98	13	0	73.06	433.86	
IWATR - 1	MET. WATER AMCO20837796		63022571	85	16	0	89.92	488.28	
IWATR - 1	MET. WATER AMCO20837796		62110906	69	12	0	65.22	366.00	
IWATR - 1	MET. WATER AMCO20837796		62085469	57	10	0	54.20	302.10	
IWATR - 1	MET. WATER AMCO20837796		62060016	47	11	0	59.62	341.93	
IWATR - 1	MET. WATER AMCO20837796		62034806	36	10	0	54.20	302.10	
IWATR - 1	MET. WATER AMCO20837796		62009104	26	11	0	56.91	341.93	

$51 \text{ QUARTERS} \times 3 \text{ MONTHS / QU} \times 30 \text{ DAYS / MONTH} = 4590 \text{ DAYS}$
 $(745-26) \text{ HCF} \times \frac{748 \text{ GAL}}{1 \text{ HCF}} = 117 \text{ GAL / DAY}$
 $\frac{4590 \text{ DAYS}}{1 \text{ HCF}} = 117 \text{ GAL / DAY}$