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City of Newton, Massachusetts
Department of Planning and Development
1000 Commonwealth Avenue Newton, Massachusetts 02459

Ruthanne Fuller
Mayor

Barney S. Heath
Director

PUBLIC HEARING MEMORANDUM

DATE: September 11 2024
MEETING DATE: September 18, 2024
TO: Zoning Board of Appeals
FROM: Barney S. 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 July 16, 2024, as well as prior hearings, 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 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 295 apartments (from 307 previously proposed) ranging from studios to three-bedroom apartments, of which 59 (20%) would be affordable at 50% of area median income (AMI).

The Zoning Board of Appeals (Board) opened the public hearing on this Comprehensive Permit application 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. The Board has met subsequently times keeping the public hearing open. Planning Department memos have focused on an overview of the project, the neighborhood context, zoning and recently approved projects in the project's vicinity, relevant planning studies, and documents, site design and building massing, stormwater and traffic.

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. To date, six public hearings have been held for this item.

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. Based on conceptual plan revisions, there is now a total of 295 apartments ranging from studios to three-bedroom apartments, of which 59 (20%) would be affordable at 50% of area median income (AMI). Parking will be located within ground level parking garages of the residential buildings as well as a separate parking structure.

Boylston Properties submitted new materials including materials that were requested by the ZBA at the previous hearing including:

- Memorandum from Boylston Properties, "Comprehensive Response to Open Items related to Transportation Proposed Multifamily Residential Development – 78 Crafts Street, Newton, MA," dated August 2, 2024 submitted August 2, 2024.
- Response to Comprehensive Permit Review from Weston and Sampson, 78 Crafts Street, Newton, MA, to John Daghlian, Dated May 31, 2024, Revised August 16, 2024, submitted August 16, 2024.
- Response to Peer Review Civil Engineering and Stormwater Management Comprehensive Permit Project, to Janet Carter Bernardo, P.E. from Weston and Sampson, Revised August 16, 2024, submitted August 16, 2024.
- Response to 2nd Peer Review Civil Engineering and Stormwater Management Comprehensive Permit Project, to Janet Carter Bernardo, P.E. from Weston and Sampson, Revised September 3, 2024, submitted September 3, 2024.
- Design Narrative and Comprehensive Response to Open Items related to Design Proposed Multifamily Residential Development, from Boylston Properties, Dated August 16, 2024, submitted August 16, 2024.
- Response from Boylston Properties to Design Peer Review #5 by NBBJ. Submitted September 4, 2024.
- Conceptual Wayfinding Signage Diagram by Gregory Lombardi Design, dated 07/29/2024, submitted August 16, 2024, submitted August 16, 2024.

- 78 Crafts Street Architectural Drawings by The Architectural Team, Dated Revised November 11, 2023, revised August 9, 2024. With Annotations. Submitted August 16, 2024.
- 78 Crafts Street Architectural Drawings by The Architectural Team, Dated Revised November 11, 2023, revised August 9, 2024. Submitted August 16, 2024.
- 78 Crafts Street Civil Plan Set by Weston and Sampson, Stamped by Jesse Johnson, PE, dated October 13, 2023, revised August 16, 2024 and September 6, 2024. Submitted September 4, 2024.
- 78 Crafts Street Rendered Landscape Plan by Gregory Lombardi Design, dated August 9, 2024. Submitted August 16, 2024.
- 78 Crafts Street Rendered Landscape Plan by Gregory Lombardi Design, dated August 9, 2024. With Annotations. Submitted August 16, 2024.
- Comprehensive Response to Open Items related to Stormwater and Drainage Proposed Multifamily Residential Development, from Boylston Properties, dated August 16, 2024. Submitted August 16, 2024.
- 78 Crafts Street Stormwater Report by Weston and Sampson, dated December 7, 2023, revised August 16, 2024. Submitted August 16, 2024.

I. Analysis

A. Project Unit Mix and Affordability

The proposed project would add 59 units affordable to households at 50% of the Area Median Income (AMI). This deeper level of affordability is distinct and welcome in that recent comprehensive permits have set the majority of their required affordability units at the 80% AMI level. The remaining 236 units will be rented at market-rate.

The Project's affordability component responds to the City's interest in adding to the permanent supply of deeply affordable housing stock as articulated earlier in this document, with 59 units being affordable to individuals and families at or below 50% AMI. Newton's Planning and Development Department appreciates the unique opportunity this project provides to set aside deeply affordable units to the City's affordable housing inventory.

B. Design

The Applicant uploaded complete architectural drawings and a narrative on August 16, 2024. The narrative described all the changes that were made to the project since the initial submission in December 2023. In summary, the primary design changes since the

original filing include the partial stepping down of Building A adjacent to Crafts Street from 5 to 4 stories, new amenity space at the corner of Building A, relocation of the garage entrance in Building B, recessing portions of Building C to reduce visual mass, and reduction of Building D by approximately 6,000 square feet. Changes also included a variety of landscaping and open space changes including enhanced pedestrian connections and three raised cross walks, new tot lot, addition of 16 bike parking stalls, pergola, art wall, relocated expanded dog park, and linear walking path and seating areas. Additional landscaping also included two pollinator planting beds and trees to screen the west side of the garage from abutting properties. Overall, the design changes reduced the original unit count from 307 units to 295 units.

While the Applicant had already provided conceptual plans highlighting the changes over the last several months, this is the first time since the initial submittal that the Applicant provided complete architectural and civil plans reflecting all the changes. The Applicant provided the architectural plans as well as an annotated set of plans with the changes noted in red. The Applicant's Design Narrative provides greater detail on the changes described (see Design Narrative and Comprehensive Response to Open Items related to Design Proposed Multifamily Residential Development, from Boylston Properties, Dated August 16, 2024, submitted August 16, 2024).

The City's design peer reviewer, NBBJ, reviewed the architectural plans and the design narrative and provided comments on each building aspect. NBBJ noted that the changes made to Building A which created a ground level amenity space and bike storage on Crafts Street were desirable additions. Planning also supports the changes to Building A. The provision of a coworking area in the new amenity space helps residents that may have a need for remote work or other office needs. Planning notes the new Building A amenity space with large windows provides for a better streetscape and connection to the neighborhood than the previous version which presented an uninterrupted wall along the main frontage.

NBBJ notes there are positive changes to Building B with the inclusion of external doors and an overhanging porch that will provide a "common" for residents and serve as a social center for the residential community. NBBJ did not have concerns with the current Building C design noting that the architectural adjustment to reduce massing of the building by recessing units was successful. NBBJ also noted the concern of residents about the existing mature trees adjacent to Building C which will act as screening, and whether construction and stormwater management may impact them. The Applicant also provided additional response in a memo dated September 4, 2024 which included additional measures by a certified arborist for preservation of evergreen trees along the property lines, particularly south of Building C, which were presented to the ZBA at the

April 24, 2024 Hearing. These include:

- Apply deep root fertilization pre- and post-construction;
- Install chain link tree protection fence 10 feet away from all trees;
- Structurally prune trees pre-construction;
- Install wood chips at the base of all preserved trees; and
- Take special care in removing existing pavement around the trees.

The Applicant noted they will adhere to these recommendations and Planning recommends as a condition of approval to include a tree protection plan by a professional arborist specifically for these trees to ensure they are not impacted.

NBBJ did note an issue between designated delivery drop off locations and the locations of mail rooms. The Applicant uploaded responses to NBBJ issues in a memo dated September 4, 2024, which clarified the management of mail and deliveries. All packages will be delivered to a central location in Building B. Package delivery vehicles will use the drop-off area directly outside the Building B lobby.

NBBJ also advises that all bike storage areas be heated to encourage use by residents. The Applicant responded on September 4, 2024 that these details would be included in the construction plans.

C. Signage and Lighting

In response to NBBJ previous comments, the Applicant reduced the size of the monument street sign at the corner of Maguire Court and Crafts Street. The prior version of the monument sign provided as part of the July 16, 2024 submission showed a 12-foot wide by 5-foot-tall sign on a 2-foot-tall base. The new monument sign is provided in the August 16, 2024 submittal shows a 5.5-foot wide by 3-foot-tall sign on a 1.5-foot-tall sign base (see Sheet L1.05, Detail 2).

The Applicant also provided an updated wayfinding signage plan correcting the locations of the previously submitted plan. The Chief Zoning Official has reviewed the conceptual plan and monument sign to identify the relief needed depending on the type of sign in accordance with the Newton Zoning Ordinance. Based on this review (see Attachment F), the proposed signs will require relief to allow three free-standing signs and to allow 27 oversized directional signs.

The Applicant also provided a revised photometric (see Sheet C106), which indicates there would be no light spillover (0-foot candles) on abutting properties that surround the Building E Parking Garage. In addition, there are a series of trees that would be

planted to provide additional screening on the west and south of the garage abutting adjacent residential properties. In its design review, NBBJ noted that evergreen trees may be advisable instead of deciduous trees for further screening. The Applicant responded in its memo dated September 4, 2024, that they plan to plant deciduous trees south of the Parking Garage as evergreen trees would grow too large for the area.

D. Stormwater and Engineering Peer Review

The Applicant initially requested a waiver for the City's Stormwater Management and Erosion Control Rules and Regulations, which requires the design to retain the volume of runoff equivalent to or greater than two (2") inches but has since been working on changes to the stormwater management plan. The Applicant submitted a revised Stormwater Management Plan and civil engineering plans on August 16, 2024, which made several modifications allowing the Project to meet the City's required 2-inch-retention of stormwater runoff.

Horsley Witten reviewed the engineering-level plans and the updated stormwater management plan in a memo dated August 27, 2024, and verified the changes meet the City's stormwater regulations (see Attachment B). 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 catch basins, water quality units, and five (increased from the original three) subsurface infiltration chamber systems in accordance with the MSH.

As part of the updated stormwater management plan, the Applicant conducted additional mounding analysis to verify that groundwater would not flow to abutting properties. The Applicant provided revised calculations and included an impermeable barrier behind Building C to reduce the potential for groundwater mounding beneath the abutting properties. Horsely Witten has reviewed the additional analysis provided and had no further concerns. The Applicant uploaded updated Civil Plans on September 3, 2024 with minor changes addressing mislabeling or inconsistencies that Horsely Witten noted in their peer review memo.

The Applicant updated a response to a previous memorandum addressing the City's Engineering Division of DPW. Many of the updated responses included corrections and clarifications on the location of utilities as well as curbing details requested by the DPW on the newly submitted civil plans. In addition, the DPW updated the Inflow & Infiltration fee to reflect the new lowered bedroom count of 295 (see Attachment D). The updated bedroom count is also reflected in the new floor plans provided by the Applicant. The DPW also requested detailed test pits and the Applicant responded that that the updated

Stormwater Report included test pits logs and information used in sizing all five (5) onsite infiltration systems.

The City's DPW Associate Engineer has reviewed the updated plans, stormwater report, support data and calculations, and concluded that the proposed stormwater collection and infiltration system meets the City's Ordinance and Massachusetts Department of Environmental Protection requirements, and furthermore, that water quality and quantity from the property will be significantly enhanced over existing conditions (Attachment E).

Based on the peer reviewer analysis and the assessment by the DPW, Planning concludes that the Applicant has adequately addressed stormwater concerns and the project as designed will improve conditions for stormwater management and drainage onsite and stormwater flowing from the site.

E. Transportation, Traffic Analysis Review and Mitigation

The Applicant responded on August 2, 2024 to BETA's review of traffic analysis of the proposed project and outstanding traffic-related items. BETA reviewed the letter and responses and issued a subsequent memorandum on August 19, 2024 (Attachment C), noting many of the questions and issues related to the peer review had been addressed by the Applicant. BETA also provided additional clarification related to the future traffic flow at Washington and Crafts Street noting that while mitigation, such as the signal optimization, will improve traffic flow, there would still be a slightly higher intersection delay overall because of the project and slightly higher delay and queuing on the southbound Crafts Street approach.

The DPW has provided a new I&I mitigation memo dated August 26, 2024 with a new total of \$2,886,551. Of this total, the developer can consider dedicating the 75% abated amount of the fee, or \$2,164,913 towards other mitigation purposes as recommended by the Planning Department.

The applicant had originally proposed several on and offsite improvements as part of their mitigation package. These improvements had included the following:

- Intersection improvements at Washington St and Crafts St
- Traffic signal improvements at Washington St and Crafts St; Route 16 and Crafts Street; and Washington Street and Adams Street
- Sidewalk improvements
- Raised pedestrian crossings on Adams Street
- Intersection improvements at Washington and Crafts Street
- Pedestrian countdown signals; safety audit, vehicle detection and funding for improvements at Washington Street, Adams Street/Lewis Terrace intersection

The Applicant had also included the reinforcement of the City-owned culvert within the Project site (estimated cost of \$245,000) as part of the mitigation. Planning and DPW both agree that this cost should not be included as part of the proposed mitigation as it is a project-related cost due to the increased loads that the culvert would bear with additional traffic and have removed it from the list of mitigation measures to be considered.

The Planning Department and Transportation Division have met internally and while many of the proposed mitigation measures are supported, Planning and DPW have provided a revised list of mitigation measures below that would prioritize neighborhood improvements and traffic calming on nearby critical Newton roadways, especially for those streets that might be impacted by higher traffic and cut-through traffic as a result of the project. For this reason, Transportation Division and Planning have included a

new mitigation measure (see number 1 below), which will provide funding for the DPW to construct sidewalk, bicycle, pedestrian and accessibility improvements and traffic calming measures in the neighborhoods in the vicinity of 78 Crafts Street. Planning and DPW do not recommend including the Intersection improvements at Washington Street and Crafts Street at this time in order to not foreclose future Washington Street conceptual redesign.

The proposed list of mitigation measures with input from the Planning Department and Transportation Division is provided in the table below.

Proposed Mitigation	Location	Preliminary Cost*	Benefits
1) Sidewalk, bicycle, pedestrian and accessibility improvements and traffic calming measures including: <ul style="list-style-type: none"> • Replacing sections of broken or missing sidewalks as identified in DPW’s Sidewalk Condition Map • Adding new crosswalks to extend pedestrian routes • Adding curb ramps and tactile pads where identified in DPW’s Curb Ramp Condition Map • Traffic calming as identified in DPW’s Traffic Calming Report 	Neighborhood streets in the area bordered by Walnut St., Washington St., Crafts St., Adams St., and Watertown Street	\$1,126,613	Neighborhood improvements/traffic calming
2) Traffic Signal Improvements including timing and improved vehicle video detection	Washington St. & Crafts St.	\$128,600.00	Traffic congestion mitigation
3) Traffic Signal Improvements including Vehicle Detection and Pedestrian Countdown Signal Heads	Rt. 16 (Watertown St.) & Crafts St.	\$76,350.00	Traffic congestion mitigation
4) Traffic Signal Improvements including: <ul style="list-style-type: none"> • Lead Pedestrian Interval phasing • New signal cabinet • Pedestrian Countdown Signal Heads where missing; • Vehicle detection on all Washington Street approaches; and • Construction of sidewalks to fill existing gap east of Lewis Terrace 	Washington Street/Adams Street/Lewis Terrace intersection	\$183,350	Traffic congestion mitigation/Improved Pedestrian Accommodations
5) Traffic calming improvements including three raised crossings, two radar speed signs, and one RRFB	Adams St.	\$200,000	Traffic Calming
6) Install a raised intersection at Crafts Street and Maguire Court for pedestrian crossings, increasing driver awareness of pedestrians and reducing the impacts of vehicle queuing along Crafts Street at the site access of Maguire Court	Crafts Street & Maguire	\$300,000	Neighborhood improvements/traffic calming

Proposed Mitigation	Location	Preliminary Cost*	Benefits
7) Pedestrian Improvements including the installation of up to RRFBs at six (6) crossings	1. Watertown @ Linwood St 2. Watertown @ Nevada St 3. Watertown @ Faxon St 4. Pearl @ Green St 5. Walnut @ Crafts St 6. Hawthorne @ Pelligrini Park	\$150,000	Pedestrian Improvements/Improved Park and School Access
Total		\$2,164,913	

- Note: Exact costs to be confirmed.

The Planning Department will continue to work with the Applicant to provide accurate cost estimates and further refine the list of mitigation measures.

II. Next Steps

The Planning Department will refine the list of mitigation measures with the Applicant and provide updated and expanded memoranda in advance of any future ZBA hearings.

ATTACHMENTS

- Attachment A: NBBJ: 78 Crafts Street 40B Design Review (MEMO #5)**
- Attachment B: Horsley-Witten: 2nd Peer Review Civil Engineering and Stormwater Management**
- Attachment C: BETA: Proposed Multifamily Residential Development Transportation Peer Review**
- Attachment D: Updated I&I Memo**
- Attachment E: DPW Engineering Memo, dated September 6, 2024**
- Attachment F: Sign Zoning Memo, dated September 9, 2024**



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August 28, 2024

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

Subject: 78 Crafts Street 40B Design Review (MEMO #5)

Dear Ms. Sandoval

This is a fifth memo and a response to the most recent set of architectural, landscape and conceptual wayfinding documents submitted to the City dated August 15th and 16th and a Design Narrative and Comprehensive Response dated August 16th 2024.

We will follow the format and sequence of the Design Narrative in this memo for ease of following the various threads of comments and responses from the proponent.

We have reviewed the narrative and the additional detail provided in both the architectural, landscape and wayfinding documents:

Building A

We agree with the arguments made in the design narrative. In addition:

- The ground level amenity space design and layout achieve the goal of activating the prominent corner of Crafts Street and Maguire Court.
- We appreciate the location of the bike storage location with direct access to Crafts Street.
- The pedestrian and bike room entrances on Crafts Street are desirable additions as they will serve to activate the art wall and seating area.
- The “recessed area with free-standing brick piers will wrap the corner and welcome pedestrian traffic into the site” does not appear to be pedestrian accessible, either from the sidewalk through the landscape or from the building itself.

- Coordination of the landscape and architectural plans could help make this area actually accessible and usable to residents if that is the intention.
- Alternatively, recessing the adjacent Crafts Street building entrance might achieve this goal and additionally provide more weather protection for visitors.
- We will note here for all bike storage locations that an active ventilation and heating system within bike rooms can greatly enhance their attractiveness and encourage the use of storage areas by ensuring that bikes dry off and prevent rusting of bike parts.
- Additional labeling of the ground floor common rooms would be helpful.

Building B

We agree with the arguments made in the design narrative. In addition:

- We appreciate the addition of external doors and overhanging protective porch facing Maguire Court as it now truly appears to be a “common” for the entire project that is open and welcoming and that will serve as a social center for community life.

Building C

We agree with the arguments made in the design narrative. In addition:

- As stated in previous comments, Building C does not, in our opinion, overly shadow or impact adjacent residents on Court Street.
- The architectural adjustments help to break down the mass of the building by recessing certain units.
- We concur with community resident concerns that stormwater storage units could adversely impact the existing mature trees that serve as a visual screen. Further elaboration from an arborist would be helpful to ensure residents that the existing evergreen trees can survive the excavation.
- Additional labeling of the ground floor lobby and mail room would be helpful.

Building D

We agree with the arguments made in the design narrative. In addition:

- Additional detail of the ground floor amenity space would be helpful.

Building E

We agree with the arguments made in the design narrative.

Parking

- No comment except that, as noted above, an active ventilation and heating system within bike rooms can greatly enhance their attractiveness and encourage usage by ensuring that bikes dry off and prevent rusting of bike parts.

- We would appreciate some more detail on other amenities that could be provided in bike rooms and the racking system that allows for maximum storage capacity.

Unit Mix

No comment

Site Plan and Landscape

We agree with the arguments made in the design narrative. In addition:

- Evergreen screening on the south side of the garage building (D) might be helpful to reduce scattered light from the garage onto neighboring residential properties.
- We appreciate the addition of more pollinator gardens. We would advocate for a more comprehensive use of native shrubs and perennials that provide food and shelter for wildlife that could be used throughout the project rather than just in designated spaces.

Monument Sign

We appreciate the reduction in size of the monument sign, however:

- We continue to question the need for a freestanding monument sign at all. If indeed the individual buildings will have separate addresses on Maguire Court, it would seem the 78 Crafts Street address could be more confusing than not.
- Perhaps better street signage for Maguire Court would be an easier and less obtrusive solution.
- This could then allow each building to have individual addresses mounted on walls in prominent and well lighted locations near visitor and delivery entrances.

Lighting

We agree with the arguments made in the design narrative. In addition:

- As expressed by some ZBA members, reflected scattered light from the garage surfaces (cars, etc.) could spill into adjacent parcels despite the use of cut-off fixtures. The use of evergreen landscape trees could provide some benefit along the south side of the parking garage as noted previously in this memo.

Court Street Emergency Access Gate

We agree with the arguments made in the design narrative. In addition:

- More detail on the pavement markings or other signage would be desired to ensure clear direction for cyclists as they pass through the bollard portion of the gated access road.

Community Programming

We agree with the arguments made in the design narrative but would appreciate more

understanding of how the Courtyard in Building A will be made either attractive for casual use by non-residents, or if this courtyard will now be more focused or limited to residents-only.

Addressing, Visitor Access and Delivery

We appreciate the responses to the comments made in previous memos. In response:

- As mentioned previously in this memo, addressing of individual buildings would appear to be an alternative as opposed to Building A, B, etc.
- The Narrative and revised site plans show three delivery or drop off locations at the west end of Building B and two adjacent to Building D.
- We remain uncertain as to how these proposed delivery drop-off locations provide convenient access to the labeled "mail and storage rooms" to the degree that they are labelled on floor plans.
- Building A appears to have a mail and package room off Crafts Street, while Building B has what appear to be mail and package rooms on the far east side in the amenity areas. These areas are somewhat distant from the labeled drop-off areas.
- Is the delivery of packages (Amazon, etc.) intended to be actively managed by staff, or left to delivery services and tenants?
- Given the adjustment to Building A and Building B during this design process, are the original package and mail drop-off locations still appropriate?

The comments above do not detract from our general satisfaction that the project has been greatly improved over the course of this peer design review process with minimal impact to the affordability benefits offered by the proponent.

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 a large initial "A" and "M".

Alan Mountjoy, Principal, NBBJ

Horsley Witten Group

Sustainable Environmental Solutions

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August 27, 2024

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

Re: 2nd 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 second 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 295 rental apartments (reduced from the original submission of 307 units), amenity space, and 278 parking spaces (increased from the original 263) 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 five (increased from the original 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 and has participated in several calls with the design team as well as attended the Zoning Board of Appeals (ZBA) hearings on March 27, 2024, April 24, 2024, June 3, 2024, and July 16, 2024. HW reviewed the following additional documents and plans in response to our initial stormwater review letter dated February 15, 2024:

- Letter to Zoning Board of Appeals, regarding Design Narrative and Comprehensive Response to Open Items, 78 Crafts Street, prepared by Boylston Properties, dated August 16, 2024 (10 pages);

- Letter to Zoning Board of Appeals, regarding Comprehensive Response to Open Items, related to Stormwater and Drainage, 78 Crafts Street, prepared by Boylston Properties, dated August 16, 2024 (10 pages);
- Letter to John Daghljan, regarding Response to Comprehensive Permit Review, 78 Crafts Street, prepared by Weston & Sampson, dated May 31, 2024, revised August 16, 2024 (22 pages);
- Letter to Janet Carter Bernardo, regarding Response to Peer Review Civil Engineering and Stormwater Management, 78 Crafts Street, prepared by Weston & Sampson, dated March 15, 2024, revised August 16, 2024 (15 pages);
- Stormwater Report, 78 Crafts Street, Newton, Massachusetts, prepared by Weston & Sampson, dated December 7, 2023, revised August 16, 2024 (473 pages);
- 78 Crafts Street Comprehensive Permit Application, Landscape Plans, prepared by Gregory Lombardi Design, Inc., dated December 7, 2023, revised August 9, 2024 (7 Sheets); and
- Site Plans, 78 Crafts Street, Newton, MA, prepared for Boylston Properties, prepared by Weston & Sampson, revised through August 16, 2024, 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-C507
 - ALTA/NSPS Land Title Survey (3 sheets – signed March 14, 2023)

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 § 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 is **no longer** seeking a waiver from the City of Newton stormwater regulations.

The following comments correlate with our initial peer review letter dated February 15, 2024. Follow up comments are provided in **bold font**:

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.

August 27, 2024: The Applicant has divided subcatchment area A into A and H to indicate the areas of the site that flows north towards the DPW yard under existing and proposed conditions. The stormwater flowing off the site is captured by a closed drainage system and is piped to the 36-inch by 48-inch culvert. No further action requested.

- 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.

August 27, 2024: The Applicant has revisited the catchment areas and included a small portion of land flowing from the north onto the project site. The area has been included in the proposed stormwater management sizing calculations. No further action requested.

- 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.

August 27, 2024: The Applicant has reduced the drainage area discharging towards design point DP-H as well as the areas previously noted. 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.

August 27, 2024: The Applicant has revised the design to include four subsurface infiltration systems prior to discharging into the 36-inch by 48-inch concrete culvert. 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.

August 27, 2024: The Applicant has revisited the catchment areas and included a small portion of land flowing from the north onto the project site. The area has been included in the proposed stormwater management sizing calculations. No further action requested.

- 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.

August 27, 2024: 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.

August 27, 2024: HW has reviewed the updated 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.

August 27, 2024: The Applicant has confirmed that the existing drainpipe is 12-inches. The existing conditions survey has been updated. No further action requested.

- 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.

August 27, 2024: The Applicant has adjusted the inverts. No further action requested.

- 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.

August 27, 2024: The Applicant has adjusted the inverts. No further action requested.

- 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.

August 27, 2024: 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.

August 27, 2024: The Applicant has raised Systems IS-1 and IS-3 to maintain 2 feet of separation. No further action requested.

- 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.

August 27, 2024: The Applicant has revised the Recharge calculation for a total impervious area of 146,215 sf. Sheet C101 also lists a total proposed impervious area of 146,215 sf.

The Applicant has included a Drainage Structure Table on Sheet C104. The elevation of the weir for OCS-2 is listed as 33.80. However, the HydroCAD model lists elevation 34.32. HW recommends that the Applicant correct the minor error on the plans.

- 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.

August 27, 2024: The Applicant has revised the stormwater design and increased the sizes of the subsurface infiltration systems to retain the required 2-inches of runoff over the impervious area. No further action requested.

- 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. $\text{Recharge} = \text{volume}/\text{area}/3 \text{ days} = \text{feet}/\text{day}$. 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.

August 27, 2024: The Applicant has revised the mounding analysis for the five subsurface infiltration systems. McPhail Associates provided data to determine Hydraulic Conductivity and revised calculations were provided. An impermeable barrier has been proposed in some locations, specifically behind Building C to reduce the potential of groundwater mounding beneath abutting properties. No further action requested.

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.

August 27, 2024: The Applicant has clarified the total impervious area directed towards the infiltration system and water quality unit. No further action requested.

- 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.

August 27, 2024: The Applicant has revised the design to eliminate the Jellyfish and has proposed two CDS units. The calculations have been revised accordingly. No further action requested.

- 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.

August 27, 2024: The Applicant has eliminated the street sweeping credits. The Applicant has included a weighted TSS calculation to illustrate that greater than 90% TSS removal will be provided with the proposed design. No further action requested.

- 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.

August 27, 2024: The Applicant has eliminated the Jellyfish units. No further action requested.

- 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.

August 27, 2024: The Applicant has included the curves for phosphorus removal via an infiltration basin as Appendix F Attachment 3. HW concurs that the proposed design will reduce the TP load by more than 60%. No further action requested.

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.

August 27, 2024: The proposed development will generate more than 1,000 vehicle trips per day with most vehicles being stored within a parking garage. The proposed stormwater design includes appropriate practices for a LUHPPL. No further action requested.

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.

August 27, 2024: HW has no further comment.

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.

August 27, 2024: 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.

August 27, 2024: The total area to be disturbed is listed as 213,894 sf on Sheet C100. No further action requested.

- 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.

August 27, 2024: The Applicant has added proposed stockpile and laydown areas on Sheet CD100. No further action requested.

- c. HW recommends that the Applicant include the information required in the Stormwater Regulations § 6.C.4.f) g) and h).

August 27, 2024: The Applicant has included the requested information on Sheet C100. No further action requested.

- 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.

August 27, 2024: The Applicant has included a note requiring inlet protection on Sheet C100. No further action requested.

- 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.

August 27, 2024: The Applicant has included an erosion control barrier along the property line with Maguire Court. No further action requested.

- f. HW recommends that the Applicant evaluate the need for an erosion control barrier at the property line with 67 Court Street.

August 27, 2024: The Applicant has not proposed erosion controls adjacent to 67 Court Street. HW recommends that the Applicant confirm that none are necessary.

- 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.

August 27, 2024: The Applicant has included a Construction Sequence on Sheet G001. No further action requested.

- 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.

August 27, 2024: The Applicant agrees to provide a copy of the SWPPP to the City prior to land disturbance. Receipt of the SWPPP may be considered as a Condition of Approval.

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.

August 27, 2024: The Applicant has included the O&M Plan in Attachment J of the Stormwater Report. The O&M Plan can be easily separated to become a standalone document.

- b. HW recommends that an O&M Plan signed by the property owner is provided to the City prior to occupancy.

August 27, 2024: Consider as a Condition of Approval.

- 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.

August 27, 2024: The Applicant has included inspection ports in the five subsurface infiltration chamber system. No further action requested.

- 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.

August 27, 2024: The Applicant has included snow management in the O&M Plan and called out a few locations for snow storage on the O&M Key Plan. It will be the owner's responsibility to transport excess snow to off-site location when necessary.

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.

August 27, 2024: The ZBA may consider requiring receipt of a signed illicit discharge compliance statement as a Condition of Approval.

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.

August 27, 2024: The Applicant has added the requested note to Sheet G001. Note #36. No further action requested.

- 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.

August 27, 2024: The Applicant has added the requested information to Sheet C101. No further action requested.

- 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.

August 27, 2024: The Applicant has illustrated the existing trees on Sheet CD100. Trees have an X if they are being removed and a box if they will be protected. No further action requested.

- 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.

August 27, 2024: During discussions with the City Engineer, it was agreed to allow the subsurface infiltration system to be placed 5 feet from the proposed buildings with slabs. No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: The Applicant has located the existing culvert approximately 10 feet from the edge of the proposed garage. The Contractor will be responsible to provide support so that the existing culvert is not damaged. No further action requested.

19. The Applicant is proposing underground electrical and telecommunications conduit throughout the project site and connecting to the electrical manhole at Crafts Street.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

22. The Applicant is proposing three hydrants that feed from the proposed 8-inch ductile iron line.

August 27, 2024: No further action requested.

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.

August 27, 2024: No further action requested.

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.

August 27, 2024: The Applicant has listed the maintenance schedule in its response letter. The Water and Sewer Department may request receipt of annual reports confirming that the maintenance has been conducted.

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.

August 27, 2024: HW defers final acceptance of the estimated flow 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.

August 27, 2024: The Applicant has provided a revised photometric plan and has confirmed that there will be no lighting behind Building C and that the lights will be dark sky compliant. HW was not able to locate the pole mounting heights on the Lighting Plan and recommends that the Applicant provide the dimensions.

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

August 27, 2024: The Applicant provided the shadow plans to the ZBA during the hearing on February 28, 2024.

Conclusion

HW is satisfied that the Applicant has adequately addressed our comments. 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.
Principal



August 19, 2024

Alyssa Sandoval
Deputy Chief Planner
Department of Planning & Development
City of Newton
1000 Commonwealth Avenue
Newton Centre, Massachusetts 02459

**Re: Proposed Multifamily Residential Development Transportation Peer Review
Comments and Responses to Boylston Properties Comprehensive Response to Open Items
Related to Transportation August 1, 2024**

Dear Ms. Sandoval:

BETA Group, Inc. (BETA) has provided comments and responses to the Comments and Responses to Boylston Properties Comprehensive Response to Open Items Related to Transportation by Boylston Properties, dated August 1, 2024. The information from Boylston Properties was provided in response to the following comments and discussions:

- July 16, 2024, ZBA Hearing
- July 18, 2024, meeting with proponent, Planning Department, and BETA Group, Inc. (BETA)

Boylston Response 1: Traffic Volume from Crafts Street Senior Living Project and Whole Foods Driveway

Traffic volumes associated with the approved Senior Living Facility at 36-48 Crafts Street were included in both the 2031 No-Build and 2031 Build conditions analysis as presented in the TIA, as confirmed by BETA in the Background Growth & Other Projects section of the March 2024 BETA Letter.

Existing traffic volumes associated with the Whole Foods grocer located at 647 Washington Street are included in the February and September 2023 traffic volumes that were collected as a part of the Project and used to develop the Existing, No-Build and Build traffic volume conditions that were assessed as a part of the TIA as the Whole Foods was open and operational at the time the counts were conducted.

At the July 16, 2024, ZBA Hearing, Jeff Maxtutis (transportation peer reviewer for BETA) confirmed that the volumes from the two sites referenced above are included in the TIA.

BETA Response: Comment addressed.

Boylston Response 2: Court Street Access

As noted by BETA in Comment 75 of the May 2024 BETA Letter, “Any potential benefits of providing a secondary access/egress for general traffic from Court Street would be offset by the negative impact of additional traffic on a low volume residential street. Additional project traffic on Court Street would impact the character of the street and potentially the quality of life for Court Street residents. The benefits of additional access/egress from Court Street are limited given that Court Street is a one-way street in the eastbound direction for most of

its length.”

VAI agrees with this assessment that, due to: i) the one-way nature of Court Street in the vicinity of the Project site; ii) the impact and change to the traffic characteristics of Court Street (a low-volume, residential roadway); and iii) the concerns that have been raised by residents of Court Street relating to the difficulty turning out of Court Street onto Washington Street; allowing general vehicular access to Court Street is not recommended.

Additionally, it is the preference of both the City of Newton Planning Department and the Department of Public Works that the Court Street driveway be restricted to emergency vehicles only, with allowances for pedestrian and bicycle access. In its memorandum dated May 28, 2024, the Planning Department states that “Planning has consulted with the DPW Transportation Division, which does not recommend providing secondary access through Court Street due to the impact to the Court Street neighborhood and the limited benefit providing the access would provide. Court Street would provide emergency access for fire trucks to exit the site after responding to calls.”

BETA Response: BETA agrees with this information.

Boylston Comment 3: Level of Service (LOS) at Washington St. and Crafts St. Intersection

Concerns relating to the pre- and post-construction (the No-Build and Build analysis conditions, respectively) level-of-service (LOS) for the Washington Street/Crafts Street intersection were raised at the July 16, 2024, ZBA hearing by the members of the ZBA. As can be seen in Table 9 of the TIA (also attached to this memorandum as Exhibit A), the Washington Street/Crafts Street intersection was shown to operate at an overall LOS C during the weekday morning peak-hour and at LOS D during the weekday evening peak-hour. Independent of the Project, all movements from the Crafts Street southbound approach are predicted to operate at capacity (i.e., LOS “E”) during the weekday morning peak-hour and over capacity (i.e., LOS “F”) during the weekday evening peak-hour, indicating that existing operational constraints exist without the construction of the Project.

Under future No-Build conditions (without the construction of the Project), the intersection is predicted to operate at LOS D during the weekday morning peak-hour and at LOS E during the weekday evening peak-hour, again, independent of the Project, with all movements on Crafts Street operating at LOS F during both peak hours. The addition of Project-related traffic to the Washington Street/Crafts Street intersection was shown to result in an increase in overall average motorist delay during the weekday morning peak-hour that resulted in a change in level-of-service from LOS D to LOS E, while maintaining overall intersection operations at LOS E during the weekday evening peak-hour.

The Proponent has committed to provide the City of Newton with funding to design and implement an optimal traffic signal timing and phasing at the intersection. With the implementation of this optimal timing and phasing and as can be seen in Table 12 of the TIA (also attached to this memorandum as Exhibit B), overall intersection operations during the weekday morning peak-hour will be restored to LOS D, consistent with the overall operations under No-Build conditions, without the construction of the Project. Operations at the intersection during the weekday evening peak-hour will be maintained at LOS E, again, consistent with overall intersection operations under No-Build conditions.

As such, the impact of this Project as it relates to vehicular operations at the Washington Street/ Crafts Street intersection will be mitigated with the implementation of an optimal traffic signal timing and phasing plan that will be funded by the Proponent.

BETA Response: It is noted that the proposed project as calculated in the TIA (without mitigation) would increase traffic delay in the No-Build condition on the Crafts Street southbound approach to Washington Street by 47 seconds in the AM peak hour and 29 seconds in the PM peak with increased vehicle queue lengths.

The proposed traffic signal timing optimization at this intersection would improve the Build condition (with project traffic) overall intersection LOS to No-Build levels: LOS D in the AM peak hour and maintain LOS E in the PM peak hour. The mitigated Build condition would result in slightly higher intersection delay overall than the No-Build condition and slightly higher delay and queuing on the southbound Crafts Street approach:

Overall Intersection

- AM – No-Build = 49 secs vs. Build Mitigated 54 secs
- PM - No-Build = 65 secs vs. Build Mitigated 77 secs

Crafts Steet Southbound approach

- AM – No-Build = 150 secs vs. Build Mitigated 151 secs
- AM – No-Build = 29 vehicle queue vs. 31 vehicle queue
- PM – No-Build = 183 secs vs. Build Mitigated 206 secs
- PM – No-Build = 24 vehicle queue vs. 26 vehicle queue

The results show that the proposed traffic signal timing optimization at the intersection of Washington Street and Crafts Street would generally improve the overall Build condition (with mitigation) to similar or slightly worse traffic operations compared to the No-Build condition in the weekday AM and PM peak hours. The specific signal timing optimization will need to be approved by the City’s DPW and can be adjusted to reduce vehicle queuing on Crafts Street, as necessary.

Boylston Comment 4: Visitor Parking

In the March 2024 BETA Letter, BETA requested that the Proponent describe the intended use (visitor’s, etc.) for the small surface parking areas, including the 5 spaces on the north side of Building A, the 8 spaces on the north side of Building B, the 8 spaces on the south side of Building B and the 3 spaces within the traffic circle.

In response, on April 11, 2024, the Proponent indicated that, “The external parking areas adjacent to Buildings A and B are intended for use by residents, visitors and prospective/future residents. We anticipate designating three (3) to four (4) spaces for prospective residents. Six (6) additional spaces for visitors will be designated within the surface spaces and in the upper level of the Building E garage. Spaces designated for visitor use will be added to Sheet C101.” This Sheet was shared with the ZBA by the Proponent’s Civil Engineer, Weston Sampson Engineers (“WSE”), on June 24, 2024.

In response, in the July 2024 BETA Letter, BETA stated, “A total of six designated visitor spaces are shown in the updated Site Plan exhibit. Will visitors be able to park in other external surface areas including the three spaces in the traffic circle and three spaces in front of Building A? What is the potential maximum

number of spaces available to visitors? Will the Applicant/Manager have the flexibility to accommodate additional visitor parking to meet demand?”

The Proponent’s response to BETA’s inquiries in the July 2024 BETA Letter is as follows:

- The surface parking areas on Maguire Court adjacent to Buildings A, B and C are intended for use by residents, visitors and prospective/future residents. Three (3) visitor spaces will be designated within the surface parking spaces near Building B & C and three (3) additional visitor parking spaces will be designated in the upper level of the Building E garage structure. Please see the designated visitor parking spaces on Exhibit A attached hereto. The visitor parking spaces highlighted on Exhibit A will be designated for visitors through wayfinding signage (discussed in more detail below).
- The garage spaces internal to Building A, B and C will be secured parking for residents and require card/fob access; residents will be assigned a garage to park in.
- Three (3) to four (4) spaces will be designated for prospective residents in the surface spaces just outside of the Building B lobby. It is anticipated that these three to four spaces will be designated for prospective residents touring the property during leasing hours and may be used by visitors during non-leasing hours. Beyond the designated visitor spaces and prospective resident spaces, the Project will have the flexibility to meet additional visitor demand. Visitors will be able to park in other external surface parking spaces including the three head-in spaces in the traffic circle at the west side of Building B and the three parallel surface spaces in front of Building A. The surface parking spaces at the Project and Building E garage parking spaces will be unsecured, so visitors will be able to access these spaces easily. At any point in time, the potential maximum number of spaces available to visitors is theoretically 138 spaces, i.e. the 22 surface spaces and the 116 Building E garage parking spaces.
- We will have active property management located on-site that will be involved in monitoring and managing visitor parking. All overnight and long-term visitors/guests will be required to register their vehicles with property management and dedicated parking space arrangements will be made.
- All residents of the Project who have a car will be required to display a decal/sticker on the vehicle to identify them as a resident of the Project. To the extent that off-site parking is observed that is associated with residents or visitors of the Project, the proponent will coordinate with the City of Newton to address the observed parking impacts.
- As discussed in more detail below, BETA has confirmed that the currently proposed parking “is generally adequate to meet anticipated parking demand based on comparable developments in the area and regional parking analysis findings.” Further, in a meeting with Planning Staff and Jeff Maxtutis on July 18, 2024, Mr. Maxtutis stated that “BETA agrees overall that current supply is correct for residents and visitors.”

BETA Response: Comment addressed.

Boylston Comment 5: Proposed Parking Adequacy

In the March 2024 BETA Letter, BETA requested that the Proponent provide information on the adequacy of the proposed parking supply to meet anticipated parking demand by both residents and visitors. In response, the Proponent on April 11, 2024, provided an analysis of parking data at comparable properties, namely TRIO Newton, 28 Austin Street, and multifamily assets that were studied as part of the WestMetro Parking Utilization Study Perfect Fit Parking Initiative Phase 4 analysis.

<p>TRIO Newton, 845 Washington Street (0.3 miles to Project Site)</p>	<p>TRIO Newton is a multifamily community with 140 apartment homes and approximately 47,000 square feet of ground-level commercial space. TRIO has a dedicated residential garage with 210 spaces. Per a parking and traffic monitoring study completed in March 2023 and a City of Newton Planning Department Memorandum dated September 15, 2023, the parking garage at TRIO is underutilized on a regular basis. See attachments for Planning Department Memorandum on TRIO parking.</p> <p>Actual parking demand at TRIO for 2023 was 0.86 parking spaces per apartment home.</p> <table border="1" data-bbox="493 877 1089 1226"> <thead> <tr> <th></th> <th>Market Rate Parking Demand</th> <th>Affordable Unit Parking Demand</th> <th>Total Cars Parked per Month</th> <th>Parking Ratio per Apt.</th> <th>Parking Ratio per Bedroom</th> </tr> </thead> <tbody> <tr><td>2023</td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td>January</td><td>106</td><td>21</td><td>127</td><td>0.91</td><td>0.57</td></tr> <tr><td>February</td><td>106</td><td>21</td><td>127</td><td>0.91</td><td>0.57</td></tr> <tr><td>March</td><td>97</td><td>21</td><td>118</td><td>0.84</td><td>0.53</td></tr> <tr><td>April</td><td>97</td><td>21</td><td>118</td><td>0.84</td><td>0.53</td></tr> <tr><td>May</td><td>97</td><td>21</td><td>118</td><td>0.84</td><td>0.53</td></tr> <tr><td>June</td><td>96</td><td>21</td><td>117</td><td>0.84</td><td>0.52</td></tr> <tr><td>July</td><td>95</td><td>21</td><td>116</td><td>0.83</td><td>0.52</td></tr> <tr><td>August</td><td>92</td><td>21</td><td>113</td><td>0.81</td><td>0.51</td></tr> <tr><td>September</td><td>95</td><td>21</td><td>116</td><td>0.83</td><td>0.52</td></tr> <tr><td>October</td><td>102</td><td>21</td><td>123</td><td>0.88</td><td>0.55</td></tr> <tr><td>November</td><td>99</td><td>21</td><td>120</td><td>0.86</td><td>0.54</td></tr> <tr><td>December</td><td>104</td><td>21</td><td>125</td><td>0.89</td><td>0.56</td></tr> <tr><td>Monthly Avg.</td><td>98.8</td><td>21.0</td><td>119.8</td><td>0.86</td><td>0.54</td></tr> </tbody> </table>		Market Rate Parking Demand	Affordable Unit Parking Demand	Total Cars Parked per Month	Parking Ratio per Apt.	Parking Ratio per Bedroom	2023						January	106	21	127	0.91	0.57	February	106	21	127	0.91	0.57	March	97	21	118	0.84	0.53	April	97	21	118	0.84	0.53	May	97	21	118	0.84	0.53	June	96	21	117	0.84	0.52	July	95	21	116	0.83	0.52	August	92	21	113	0.81	0.51	September	95	21	116	0.83	0.52	October	102	21	123	0.88	0.55	November	99	21	120	0.86	0.54	December	104	21	125	0.89	0.56	Monthly Avg.	98.8	21.0	119.8	0.86	0.54
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<p>Metropolitan Area Planning Council</p>	<p>This parking utilization analysis studied almost 40 multifamily sites at six municipalities west of Boston, one of which is Newton. The Newton portion of</p>																																																																																										

<p>(MAPC) WestMetro Parking Utilization Study Perfect Fit Parking Initiative, Phase 4 dated July 2023.</p>	<p>the study included 10 multifamily sites. Overnight weeknight parking counts at the sites were conducted to get data on peak parking utilization. The data show that at the Newton multifamily sites, parking was oversupplied at 1.52 spaces per apartment home, whereas the actual parking demand is 0.83 parking spaces per apartment home and parking utilization was only 50%.</p>
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The May 2024 BETA Letter responded “Do the parking demand results at these facilities include visitor demand? It is noted that the 0.86 parking demand per unit for Trio and 28 Austin Street is a monthly average and that some months exceed the average (Trio Jan & Feb 91%; and 28 Austrin Street April 96%). How will parking be managed if demand exceeds 0.89 vehicles per unit during peak times?”

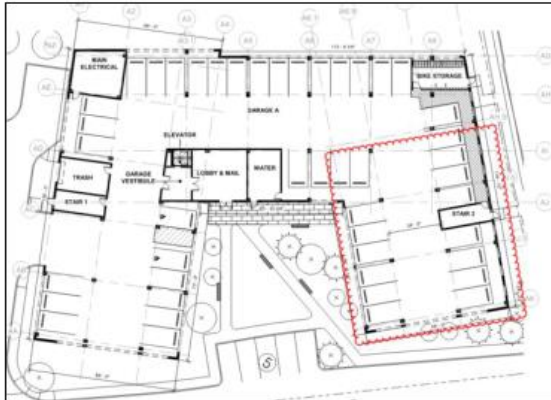
The Proponent, in its June 24, 2024, response to comments, responded as follows: “The parking demand results at these facilities do not include visitor demand. By expanding the Garage E footprint and depressing the lower level by approximately three feet, we were able to add 15 net new parking spaces to the Project, resulting in 278 total parking spaces for 295 apartment homes. This equates to a parking ratio of 0.94 parking spaces per apartment home. The Proponent and City Planning Staff believe that this parking ratio is adequate to meet the needs of residents and visitors based on parking data at comparable sites, namely TRIO Newton, 28 Austin Street, and multifamily assets that were studied as part of the WestMetro Parking Utilization Study Perfect Fit Parking Initiative Phase 4 analysis.”

In response to this, the July 2024 BETA Letter conceded that the proposed parking ratio of .94 was “generally adequate to meet anticipated parking demand based on comparable developments in the area and regional parking analysis findings.” However, the July 2024 BETA Letter requested more information on why the Proponent reduced the total parking supply from 284 spaces (0.96 spaces/DU) to 278 total parking spaces (0.94 spaces/DU).

The Proponent’s response to BETA’s inquiry in the July 2024 BETA Letter is as follows:

- As documented in the July 2, 2024, Information Submission to the City and the July 16, 2024, ZBA Hearing Presentation, the latest site plan reflects 278 parking spaces (0.94 spaces per dwelling unit), which represents a reduction of six parking spaces from the prior iteration of the site plan. The reduction in spaces is in the Building A garage. Based on feedback from the ZBA, Planning Staff, and Design Peer Reviewer, the southeast corner of Building A at the entry to the project (corner of Maguire Court and Crafts Street) was activated by programming it with ~4,000 square feet of amenity space (thereby eliminating parking spaces that were previously in the southeast corner at the ground level of the building). 12 parking spaces were eliminated from the southeast corner of the building as a result of this programming change. After relocating stair & elevator cores and utility room locations in the building, we were able to incorporate six spaces back into the garage, thus resulting in an overall net loss of six total parking spaces.
- The changes to the site plan are highlighted below:

Prior Iteration Building A – Ground Floor Plan



Revised Building A – Ground Floor Plan
(with ~4,000 sq. ft. of amenity space)



BETA Response: Comment addressed.

Boylston Comment 6: Updated Wayfinding Plan

Finally, the July 2024 BETA Letter indicates that “Several of the sign locations shown in the Signage Wayfinding Plan appear to be located incorrectly.” Attached as Exhibit B is a revised draft Signage Wayfinding Plan, which remains a schematic-level diagram that serves to identify and locate in general areas the Project’s exterior wayfinding signage and is subject to further refinement.

BETA Response: Comment addressed.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

Jeffrey Maxtutis
Senior Associate

Project No: 10337.03



CITY OF NEWTON, MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION

Ruthanne Fuller, Mayor
James McGonagle
Commissioner of Public Works

Telephone (617) 796-1020
E-mail: Ltaverna@newtonma.gov

DATE: August 26, 2024
TO: Barney Heath, Director of Planning
FROM: Louis M. Taverna, P.E., City Engineer
RE: Sewer Inflow and Infiltration Mitigation Fee REVISED 2
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 \$2,886,551. 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 29,315 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 \$721,638 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 \$2,164,913 towards other mitigation purposes, as recommended by the Planning Department.

Calculation of sewer infiltration/inflow mitigation:

Proposed Sewer Flow:

Proposed Development includes: 45 studio, 125 one, 94 two, and 31 three bedrooms.

Total bedrooms: $45 + 125 + 188 + 93 = 451$ total bedrooms.

$451 \text{ bedrooms} \times 65 \text{ gal/bedroom/day} = 29,315 \text{ gpd}$

Existing Sewer Flow:

Existing property flow at 78 Crafts St = 326 gpd based on water meter data averaged (4/2012 to 1/2024)

Existing property flow at 70 Crafts St = 242 gpd based on water meter data averaged (5/2011 to 1/2024)

Existing property flow at 67 Court St = 300 gpd based on water meter data averaged (9/2011 to 1/2024)

Existing property flow at 63 Court St = 185 gpd based on water meter data averaged (7/2011 to 1/2024)

Existing property flow at 24 Maguire Ct = 117 gpd based on water meter data averaged (7/2011 to 1/2024)

Total property flow =

There is no water/sewer flow recorded at 9 Maguire Court, 13-15 Maguire Court, 17-19 Maguire Court, 31 Maguire Court and 31R Maguire Court.

Net flow = $(29,315 \text{ gpd} - 1,170 \text{ gpd}) \times 4:1 \times \25.64 (as of 1/1/2024) = \$2,886,551

cc: Jen Caira
Katie Whewell
John Daghlian
Jonah Temple
Cat Kemmett
Alyssa Sandoval

Attachment E

CITY OF NEWTON
Department of Public Works
ENGINEERING DIVISION

MEMORANDUM

To: Barney Heath, Director of Planning & Development

From: John Daghlian, Associate City Engineer

Re: Comprehensive Permit – 78 Crafts Street

Date: September 6, 2024

CC: Jennifer Caira, Deputy Director
James McGonagle, DPW Commissioner
Shawna Sullivan, DPW Deputy Commissioner
Lou Taverna, PE City Engineer
Thomas Fitzgerald, Utilities Director
Doug Valovcin, Deputy Utilities Director
Katie Whewell, Chief Planner
Alyssa Sandoval, Deputy Chief Planner
Brenda Belsanti, ZBA Clerk

In reference to the above site, I have the following comments for a plan and drainage report entitled:

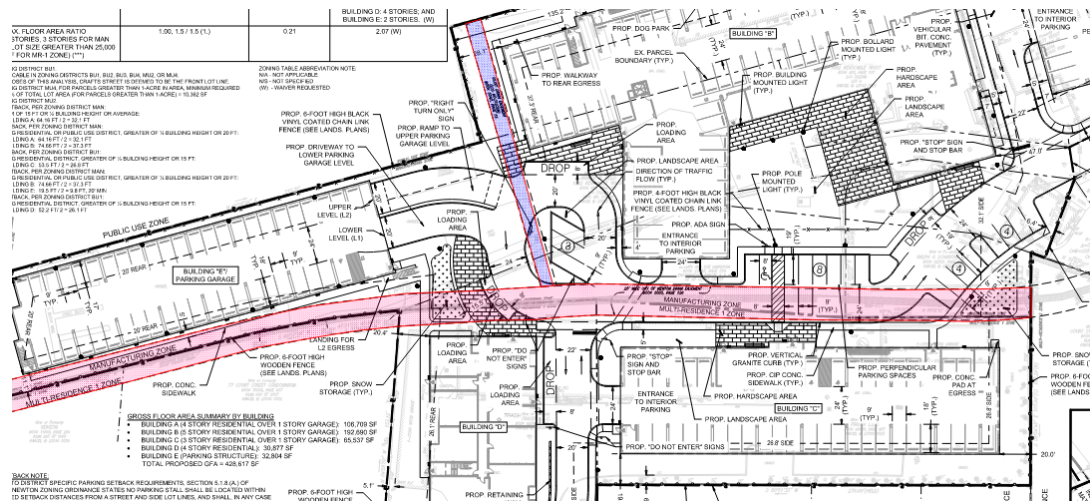
78 Crafts Street
Boylston Properties
63 & 67R Court Street
9, 13-19, 24, 31 & 31R Maguire Court
70 & 78 Crafts Street & Assessor Parcel ID 2300160025
Newton, MA
Prepared by: Weston & Sampson Engineers Inc.
Dated: 10-13-2023
Latest Revision: 8-16-2024
&
Response Memo of May 31, 2024

Executive Summary:

Based on the updated plans, stormwater report, support data & calculations; the engineer of record has designed a stormwater collection and infiltration system that meets the City's Ordinance and DEP requirements; water quality and quantity coming off the property will be significantly enhanced over existing conditions.

If this permit is approved an Approval Not Required [ANR] plan will be required in accordance with Massachusetts General Laws Chapter 41 Section 81P requiring the multiple separate lots to be combined into one contiguous lot.

The proposed design has several encroachments (walkways, paved areas, pedestrian crossings, drainage structures, etc....) within the City easements which would need License Agreements that clearly defines the nature of the encroachments, materials, maintenance, and indemnification of the City if and when DPW crews or contractors need to access the culvert at any time. There are two City easements highlighted below (this is a housekeeping item and can be included in the Conditions of approval).



Should this application be approved, DPW requests that the various conditions for *Stormwater & Drainage, Construction Management, Domestic Water, Sanitary Sewer, and General Conditions* be incorporated in the conditions of approval by the ZBA.

Conditions for Stormwater & Drainage:

1. Profiles of the proposed collection and drainage system is needed for clarity showing rim and invert elevations for all the infiltration systems, drainage structures, and any overflow connections to the existing City system. Standard practice is to place the plan view above the profile so the stationing of the road and structures match. Having to flip between sheet C 103 & 104 to verify proper invert elevations is not ideal and unacceptable for construction.
2. Enhanced detail of existing utilities in the Crafts Street intersection is needed before final approval of the drainage system, there is some ambiguity in the final schematics of the system. This should be done prior to site plan approval.
3. Any overflow connection to existing drainpipes will have to be inspected via CCTV inspection to determine the physical condition of the pipe. Engineering will determine of the existing pipes need to be replaced.
4. As the site is over one acre a Stormwater Pollution Prevention (SWPPP) per the NPDES General Permit for stormwater discharges from Construction Activity and Erosion & Sedimentation Control plan will be required.
5. The City requires the O&M Plan be a standalone document stamped by the engineer of record and once approved the O&M must be adopted by the applicant/property owner, incorporated into the deeds; and recorded at the Middlesex Registry of Deeds prior to the issuance of a Site plan approval & Building Permit. A copy of the recording instrument shall be submitted to the Engineering Division.
6. It is imperative to note that the ownership, operation, and maintenance of the proposed drainage system and all appurtenances including but not limited to the infiltration systems, catch basins, trench drains, and pipe(s) and any proprietary units are the sole responsibility of the property owner(s).

Conditions for Construction Management:

1. A construction management plan is needed for this project. At a minimum, it must address the following: staging site for construction materials and equipment, parking for construction workers vehicles, phasing of the project with anticipated completion dates and milestones, safety precautions, emergency contact personnel of the general contractor. It shall also address anticipated dewatering during construction, site safety & stability, siltation & dust control and noise impact to abutters.

2. The CMP must also address surface runoff during construction so that it does not impact abutters, nor City streets & the stormwater system. Temporary detention basins, check dams or diversion swales should be considered.
3. Preconstruction & Progress meeting(s) shall be required prior to and during construction for the duration with the DPW and other Departments as necessary.

Conditions for Domestic Water:

1. If the project is approved one of the conditions of the approval shall be that the applicant petition the City for a water main extension via the City Council's Public Facility Committee (PFC). The applicant shall grant a 20-foot-wide permanent easement to the City for access and future maintenance of the water main. The final water main design and configuration shall be reviewed and approved by the DPW. The proposed domestic water for the project shall be constructed, tested, funded by the applicant, and installed & witnessed in accordance with by the DPW Standards. Upon completion it shall be conveyed to the City as a new main. A separate Utility Easement plan shall be submitted to the PCF for review and approval, once approved it must be recorded at the Middlesex Registry of Deeds and the Engineering Division, two original mylar plans shall show the property limits, the proposed utility easement with compass bearings & distance and the total square footage of the easement, the plans shall be stamped by a professional Registered Land Surveyor and suitable for recording at the Registry.
2. Approval of the final configurations of the water service(s) shall be determined by the Utilities Division, the engineer of record shall submit a plan to the Director of Utilities for approval.
3. Fire Flow testing is required for the proposed fire suppression system. The applicant must coordinate the fire flow test with both the Newton Fire Department and the Utilities Division, representative of each department shall witness the testing. Test results shall be submitted in a written report along with hydraulic calculations that demonstrate the required size of the fire suppression system, these calculations shall be submitted to the Newton Fire Department for approval, and copies give to the Engineering Division.
4. The buildings need to show where Siamese connection shall be located and shall be approved by the Newton Fire Department.
5. The location of the existing City water main on Court Street is not shown.
6. The location of the existing City water main on Crafts Street is not shown.

7. Upon completion and installation of the water main an as built plan shall be submitted to the DPW showing the easement, the pipe, gate valves, thrust blocks, bends, and hydrants with swing ties from building corners and stamped by the engineer of record submitted in PDF and mylar format.
8. All water services shall be chlorinated, and pressure tested in accordance with the AWWA and the City Construction Standards & Specifications prior to coming online. These tests MUST be witnessed by a representative of the Engineering Division.

Conditions of Approval for Sanitary Sewer:

1. Existing water and sewer services to building(s) shall cut and capped at the respective mains and completely removed from the main(s) and its entire length and properly backfilled. The Engineering Division must inspect and approve this work, failure to having this work inspected will result in delay of issuance of the new Utility Connection or issuance of a Certificate of Occupancy.
2. Profiles of the proposed sanitary sewer system is required, the profile shall have the stationing, centerline finished grade, the rim & invert elevations of each sewer manhole, slopes of the pipes, pipe material. The profile shall include any other utility (existing or proposed) within a 10-foot radius of the sewer service of the project.
3. The sanitary sewer system for this project shall be considered a “service connection for the development” and not a City owned sewer main. Construction and long-term maintenance of the service connection shall be the responsibility of the property owner.
4. The location of the City sewer needs to be shown on Crafts & Court Streets.
5. A forced main is shown from building C flowing towards Court Street. A detailed profile of this forced main is needed. The forced main cannot be ejected directly into the City manhole, nor main (which are not shown). An additional manhole will be required on the private property to receive the forced main then a gravity connection shall be made to the City manhole. The sanitary sewer main location, size, slopes, and manholes in Court Street need to be identified with existing rim & invert elevations based on City of Newton datum. A minimum of two SMH’s must be shown with existing invert elevations and the distance from center line of the two manholes. Depending on the depth of the forced main it may need to be insulated if it has less than four feet of cover.
6. Proper ventilation will be needed for the receiving manhole on private property as odors may occur and cause a nuisance to the abutting properties.

7. The proposed grinder pump chamber will need backup temporary power generator, the site plan does not show any natural gas service lines, will this generator be feed via propane? If so, the applicant needs to check with the Newton Fire Department for code requirements on propane tank storage on site. Additionally, the backup generator must comply with the City Nosie Ordinances. Proper ventilation is need for the pump chamber/wet well.
8. The proposed sanitary sewer pipe seems to disappear from the drawing at approximately 2+60 feet from Crafts Street.
9. All new sewer service(s) shall be pressure tested in accordance with the City Construction Specifications & Standards and inspected via Closed Circuit Television CCTV inspection after installation is completed. A copy of the video inspection and written report shall be submitted to the City Engineer or his representative. The sewer service will NOT be accepted until the two methods of inspection are completed AND witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until these tests are completed to the satisfaction of the City Engineer.
10. All sanitary sewer manhole(s) shall be vacuum tested in accordance with the City's Construction Standards & Specifications, the sewer service and manhole will NOT be accepted until the manhole(s) pass the testing requirements. All testing MUST be witnessed by a representative of the Engineering Division. A Certificate of Occupancy will not be recommended until this test is completed to the satisfaction of the City Engineer and a written report of the test results is submitted to the City Engineer.

General Conditions of Approval:

1. The proposed roadway needs stationing starting with 0+00 at the intersection of Crafts Street and extending westerly to the turnaround and a separate station plan for the common driveway going toward Court Street. Additionally, all utility structures should have a stationing and offset from the centerline of the roadway.
2. All trench excavation shall comply with Massachusetts General Law Chapter 82A, Trench Excavation Safety Requirements, and OSHA Standards to protect the general public from unauthorized access to unattended trenches or excavations. Trench Excavation Permit is required prior to any construction. This applies to all trenches on public and private property. This note shall be incorporated onto the final plans.
3. With the exception of natural gas service(s), all utility trenches within the right of way shall be backfilled with Control Density Fill (CDF) Excavatable Type I-E up to within 18-

inches of the asphalt binder level, after which Dense Grade Gravel compacted to 95 % Proctor Testing shall be placed over the CDF. Details of this requirement is the Engineering Division website "Standard Construction Details".

4. All tree removal shall comply with the City's Tree Ordinance.
5. The proposed electrical connection near building C does not indicate where the existing utility pole is located, update the plan to show this.
6. The contractor of record is responsible for contacting the Engineering Division and scheduling an appointment 48-hours prior to the date when the utilities will be made available for an inspection of water services, sewer services and drainage system installation. The utility in question shall be fully exposed for the Inspector to view, backfilling shall only take place when the City Engineer's Inspector has given their approval. This note shall be incorporated onto the final plans.
7. The applicant shall apply for a Building Permit with the Inspectional Services Department prior to ANY construction.
8. Before requesting a Certificate of Occupancy, an As Built plan shall be submitted to the Engineering Division in both digital and paper format. The plan shall show all utilities and final grades, any easements and improvements and limits of restoration. The plan shall include profiles of the various new utilities including but not limited to rim & invert elevations (City of Newton Datum), slopes of pipes, pipe materials, and swing ties from permanent building corners. The as built shall be stamped by both a Massachusetts Registered Professional Engineer and Registered Professional Land Surveyor. Once the As built plan is received the Engineering Division shall perform a final site inspection and then make a determination to issue a Certificate of Occupancy. This note shall be incorporated onto the final plans.
9. All site work including trench restoration, sidewalk, curb, apron and loam border (where applicable) shall be completed before a Certificate of Occupancy is issued. This note shall be incorporated onto the final plans.
10. The contractor of record shall contact the Newton Police Department 48-hours in advanced and arrange for Police Detail to help residents and commuters navigate around the construction zone.
11. All trenches within City streets shall be backfilled with CDF control Density Fill Type IE Excavatable, see webpage for details.
12. Any City sidewalks closed during construction shall comply with the DPW Pedestrian Access Check list for Construction Zones.

13. 5 Year Moratorium – if at time of construction of the project, any public roadway that is under a 5-year moratorium, the roadway must be milled and paved gutter-to-gutter for a distance of 25 feet in each direction from the outermost utility trenches.
14. If any changes from the final approved design plan that are required due to unforeseen site conditions, the contractor of record shall contact the design engineer of record and submit revised design and stamped full scale plans for review and approval prior to continuing with construction.
15. The following statement must be on all As-Built plans submitted to the Engineering Division:

I certify that the construction so shown was inspected prior to backfill and that all work conforms with the Approved Plan and meets or exceeds the City of Newton Construction Standards.

Signature

Date

16. A note must be added to the plan to state that the PLS of record must provide a post construction survey plan certifying that the existing stone bound is accurately reset or has not been disturbed. The plan should only show the right of way property lines and the stone bond mathematically to include bearings & distance to adjacent bounds and tied into the state coordinate system.

Note: If the plans are updated it is the responsibility of the applicant to provide all City Departments [ISD, Conservation Commission, Planning and Engineering] involved in the permitting and approval process with complete and consistent plans.

If you have any questions or concerns, please feel free to contact me at 617-796-1023.



Ruthanne Fuller
Mayor

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Barney S. Heath
Director

ZONING REVIEW MEMORANDUM

Date: September 9, 2024

To: Anthony Cicciariello, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official
Katie Whewell, Chief Planner for Current Planning

Cc: Michela DeSantis, Boylston Properties
Andrew Copelotti, 78 Crafts Street Newton LLC
Barney S. Heath, Director of Planning and Development
Jonah Temple, Deputy City Solicitor

RE: Request for a Comprehensive Permit to approve a multiple signs

Petitioner: 78 Crafts Street LLC	
Site: 70, 78-84 Crafts Street; 9, 13-15, 17-19, 24, 31, 31R Maguire Court; 63, 67R Maguire Court	SBL: 23015 0025, 23015 0026, 23015 0024, 23015 0023, 23015 0022, 23016 0001, 23015 0021, 23015 0020, 23016 0030, 23016 0025, 23016 0029
Zoning: MR1, MAN	Lot Area: 4.76 acres
Current use: Office, warehouse, parking lot, residential	Proposed use: 295 dwelling units and associated parking in five buildings

BACKGROUND:

The subject site is comprised of eleven parcels which are to be combined, resulting in a single 4.76 acre lot with access from Crafts Street, Maguire Court and Court Street. The parcels are located within the Multi-Residence 1 and Manufacturing zoning districts. The petitioners propose to raze the existing structures and construct five buildings (referred to as Buildings A-E throughout this memo); four multi-family dwellings with at-grade garages and a separate two-level parking facility, with a total of 295 dwelling units. A Comprehensive Permit under MGL Chapter 40B is requested to construct the proposed project. As part of the Comprehensive Permit, the petitioner is seeking to approve multiple signs on the site.

The following review is based on plans and materials submitted to date as noted below.

- Signage Diagram, Gregory Lombardi, Landscape architect, submitted August 16, 2024.

ADMINISTRATIVE DETERMINATIONS:

1. A Comprehensive Permit under MGL Chapter 40B is requested to construct the proposed development. The petitioners now seek to include a sign package with 61 proposed signs as part of the requested relief.
2. Three free-standing signs are proposed on site. A 16.5 square foot free-standing sign is proposed at the Crafts Street driveway entrance, as well as a 10 square foot “interpretative” sign at the northeastern corner of the property along Crafts Street. Additionally, a 10 square foot free-standing “welcome” sign is proposed in the courtyard of Building A. Per section 5.2.13.A, a special permit is required to allow a free-standing sign. The petitioner seeks a waiver in the Comprehensive Permit in lieu of a special permit per section 5.2.13 to allow a free-standing sign.
3. Seven wall-mounted secondary signs are proposed between the five structures ranging from 10 to 30 square feet. Per section 5.2.8, one secondary sign is permitted per each entrance. No relief is required for the proposed wall-mounted secondary signs.
4. Per section 5.2.8, directional signs may be up to 3 square feet. The petitioners propose 45 directional signs. There are 18 signs proposed with 2 square feet, seven signs proposed with 10 square feet, three signs proposed with 6.25 square feet and 17 signs proposed with 4.5 square feet. The 27 proposed signs exceeding 3 square feet require a waiver in the Comprehensive Permit in lieu of a special permit per section 5.2.13.
5. See “Zoning Relief Summary” below:

Zoning Relief Required		
Ordinance		Action Required
§5.2.13 §7.3.3	Request to allow three free-standing signs	C.P. per MGL c 40B
§5.2.8 §5.2.13 §7.3.3	Request to allow 27 oversized directional signs	C.P. per MGL c 40B