

**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000

December 5, 2019

Mr. Michael Sinatra
Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 11 Faneuil Street, Brighton
Small Project Review Application

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed project located at 11 Faneuil Street, located in the Brighton neighborhood of Boston.

The project site consists of an approximately 19,530 square feet of underutilized commercial land. The proponent, City Realty, is proposing a residential project that will include forty-one condominium units. Approximately ninety percent of the units will have exterior decks. Additionally, a common deck is being proposed on the fifth floor allowing all residents access to outdoor living space. A ground level interior parking facility will house fifty-one parking spaces.

For sewage and storm drain service, the site is served by a 15-inch sewer and 12-inch storm drain in Faneuil Street. The site is also bisected by a 72-inch and a 12-inch storm drains. For water service the site is served by a 12-inch PCI Southern Low water main in Faneuil Street and a 12-inch PCI Southern High water main in Market Street.

The SPRA does not provide sewage and water estimates for the project.

The Commission has the following comments regarding the SPRA:

General

1. Prior to the initial phase of the site plan development, City Realty should meet with the Commission's Design and Engineering Customer Services to review water main, sewer and storm drainage system availability and potential upgrades that could impact the development.



2. Prior to demolition of any buildings, all water, sewer and storm drain connections to the buildings must be cut and capped at the main pipe in accordance with the Commission's requirements. The proponent must complete a Cut and Cap General Services Application, available from the Commission.
3. All new or relocated water mains, sewers and storm drains must be designed and constructed at City Realty' expense. They must be designed and constructed in conformance with the Commission's design standards, Water Distribution System and Sewer Use regulations, and Requirements for Site Plans. The site plan should include the locations of new, relocated and existing water mains, sewers and drains which serve the site, proposed service connections, water meter locations, as well as back flow prevention devices in the facilities that will require inspection. A General Service Application must also be submitted to the Commission with the site plan.
4. The Department of Environmental Protection (DEP), in cooperation with the Massachusetts Water Resources Authority and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow (I/I)) in the system. In April of 2014, the Massachusetts DEP promulgated new regulations regarding wastewater. The Commission has a National Pollutant Discharge Elimination System (NPDES) Permit for its combined sewer overflows and is subject to these new regulations [314 CMR 12.00, section 12.04(2)(d)]. This section requires all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow. In this regard, any new connection or expansion of an existing connection that exceeds 15,000 gallons per day of wastewater shall assist in the I/I reduction effort to ensure that the additional wastewater flows are offset by the removal of I/I. Currently, a minimum ratio of 4:1 for I/I removal to new wastewater flow added is used. The Commission supports the policy and will require proponent to develop a consistent inflow reduction plan. The 4:1 requirement should be addressed at least 90 days prior to activation of water service and will be based on the estimated sewage generation provided on the project site plan.
5. The design of the project should comply with the City of Boston's Complete Streets Initiative, which requires incorporation of "green infrastructure" into street designs. Green infrastructure includes greenscapes, such as trees, shrubs, grasses and other landscape plantings, as well as rain gardens and vegetative swales, infiltration basins, and paving materials and permeable surfaces. The proponent must develop a maintenance plan for the proposed green infrastructure. For more information on the



Complete Streets Initiative see the City's website at <http://bostoncompletestreets.org/>

6. The Commission requires that the water use and sewage generation be calculated and submitted with the Site Plan. City Realty should provide separate estimates of peak and continuous maximum water demand for residential, irrigation and air-conditioning make-up water for the project. Estimates should be based on full-site build-out of the proposed project. City Realty should also provide the methodology used to estimate water demand for the proposed project.
7. City Realty should be aware that the US Environmental Protection Agency issued the Remediation General Permit (RGP) for Groundwater Remediation, Contaminated Construction Dewatering, and Miscellaneous Surface Water Discharges. If groundwater contaminated with petroleum products, for example, is encountered, City Realty will be required to apply for a RGP to cover these discharges.
8. City Realty is advised that the Commission will not allow buildings to be constructed over any of its water lines. Also, any plans to build over Commission sewer facilities are subject to review and approval by the Commission. The project must be designed so that access, including vehicular access, to the Commission's water and sewer lines for the purpose of operation and maintenance is not inhibited.
9. It is City Realty's responsibility to evaluate the capacity of the water, sewer and storm drain systems serving the project site to determine if the systems are adequate to meet future project demands. With the site plan, City Realty must include a detailed capacity analysis for the water, sewer and storm drain systems serving the project site, as well as an analysis of the impacts the proposed project will have on the Commission's water, sewer and storm drainage systems.

Water

1. City Realty must provide separate estimates of peak and continuous maximum water demand for residential, commercial, industrial, irrigation of landscaped areas, and air-conditioning make-up water for the project with the site plan. Estimates should be based on full-site build-out of the proposed project. City Realty should also provide the methodology used to estimate water demand for the proposed project.
2. City Realty should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. City Realty should consider outdoor landscaping which requires minimal use of water to maintain. If City Realty plans to install in-ground sprinkler systems, the Commission recommends that timers, soil moisture indicators and rainfall sensors be



installed. The use of sensor-operated faucets and toilets in common areas of buildings should be considered.

3. City Realty is required to obtain a Hydrant Permit for use of any hydrant during the construction phase of this project. The water used from the hydrant must be metered. City Realty should contact the Commission's Meter Department for information on and to obtain a Hydrant Permit.
4. The Commission is utilizing a Fixed Radio Meter Reading System to obtain water meter readings. For new water meters, the Commission will provide a Meter Transmitter Unit (MTU) and connect the device to the meter. For information regarding the installation of MTUs, City Realty should contact the Commission's Meter Department.

Sewage / Drainage

1. A Total Maximum Daily Load (TMDL) for Nutrients has been established for the Lower Charles River Watershed by the Massachusetts Department of Environmental Protection (MassDEP). In order to achieve the reductions in Phosphorus loading required by the TMDL, phosphorus concentrations in the lower Charles River from Boston must be reduced by 64%. To accomplish the necessary reductions in phosphorus, the Commission is requiring developers in the lower Charles River watershed to infiltrate stormwater discharging from impervious areas in compliance with MassDEP. City Realty will be required to submit with the site plan a phosphorus reduction plan for the proposed development. City Realty must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.

In conjunction with the Site Plan and the General Service Application the City Realty will be required to submit a Stormwater Pollution Prevention Plan. The plan must:

- Identify best management practices for controlling erosion and for preventing the discharge of sediment and contaminated groundwater or stormwater runoff to the Commission's drainage system when the construction is underway.
- Include a site map which shows, at a minimum, existing drainage patterns and areas used for storage or treatment of contaminated soils, groundwater or



stormwater, and the location of major control or treatment structures to be utilized during construction.

- Provide a stormwater management plan in compliance with the DEP standards mentioned above. The plan should include a description of the measures to control pollutants after construction is completed.
2. The Commission encourages City Realty to explore additional opportunities for protecting stormwater quality on site by minimizing sanding and the use of deicing chemicals, pesticides, and fertilizers.
 3. The discharge of dewatering drainage to a sanitary sewer is prohibited by the Commission. City Realty is advised that the discharge of any dewatering drainage to the storm drainage system requires a Drainage Discharge Permit from the Commission. If the dewatering drainage is contaminated with petroleum products, City Realty will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 4. City Realty must fully investigate methods for retaining stormwater on-site before the Commission will consider a request to discharge stormwater to the Commission's system. The site plan should indicate how storm drainage from roof drains will be handled and the feasibility of retaining their stormwater discharge on-site. All projects at or above 100,000 square feet of floor area are to retain, on site, a volume of runoff equal to 1.25 inches of rainfall times the impervious area. Under no circumstances will stormwater be allowed to discharge to a sanitary sewer.
 5. The Massachusetts Department of Environmental Protection (MassDEP) established Stormwater Management Standards. The standards address water quality, water quantity and recharge. In addition to Commission standards, City Realty will be required to meet MassDEP Stormwater Management Standards.
 6. Sanitary sewage must be kept separate from stormwater and separate sanitary sewer and storm drain service connections must be provided. The Commission requires that existing stormwater and sanitary sewer service connections, which are to be re-used by the proposed project, be dye tested to confirm they are connected to the appropriate system.
 7. The Commission requests that City Realty install a permanent casting stating "Don't Dump: Drains to Boston Harbor" next to any catch basin created or modified as part of this project. City Realty should contact the Commission's Operations Division for information regarding the purchase of the castings.



8. If a cafeteria or food service facility is built as part of this project, grease traps will be required in accordance with the Commission's Sewer Use Regulations. City Realty is advised to consult with the Commission's Operations Department with regards to grease traps.
9. The enclosed floors of a parking garage must drain through oil separators into the sewer system in accordance with the Commission's Sewer Use Regulations. The Commission's Requirements for Site Plans, available by contacting the Engineering Services Department, include requirements for separators.

Thank you for the opportunity to comment on this project.

Yours truly,

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

RE: 11 Fanbuic St, Brighton MA
10/21/19

Boston Planning + Development Agency
1 City Hall Square
Boston, MA 02201

To Whom IT MAY CONCERN:

This letter is to formally let you know
that our household is against the
building that was once Meineke and
The Bagman now being proposed as
a 41 unit condominium. As of now
with the addition of scrub a dub traffic
is atrocious and I can't get out of
my driveway. I don't know how this
could be a residential when in fact it is
zoned commercial. I also don't know

11 Faneuil St, Brighton MA 02135

A development has or is being developed
right on Market Street across from Scuba
dub. We don't need more traffic
headaches, which we will get with
the proposed development.

Please vote against this development.

Also I would like to be notified of
any public hearings that is being
~~pre~~ presented to the board in relation to
this development. My name and

address is: THERESA FARMER, 8 Seager
Court, Brighton, MA 02135 My phone

is : Thank you for your



Michael Sinatra <michael.a.sinatra@boston.gov>

11 Faneuil Street

Joseph Galeota

Fri, Oct 25, 2019 at 2:22 PM

To: michael.a.sinatra@boston.gov

So sorry to read that the proposed development at 11 Faneuil including 41 residential condominium units has only 51 parking spaces for cars. Following the well-established 1.5 to 1 ratio of parking spaces to cars, this development should have at least 60 spaces allotted for cars, even though it will have 52 bikes spaces. If there are going to be only 51 parking spaces, there should be only 34 residential units./Joe Galeota



Michael Sinatra <michael.a.sinatra@boston.gov>

11 Faneuil Street, Brighton

caroline melia

Wed, Dec 11, 2019 at 10:20 AM

To: michael.a.sinatra@boston.gov, Carl

Hello Michael,

We were at the BPDA meeting last night and we would like to ask for another meeting in 2020 to have more neighborhood representation and discussion about the property.

There were only a few concerned residents and a large number of real estate people or friends of the project. There wasn't much representation from the city either. All concerning.

I went online after the meeting and the proponents in the audience are involved in real estate, of course they want this to happen.

Sadly, many of the audience members made comments that were insulting and insulated that renting is bad and that we, residents of the neighborhood, don't want change, this is not true.

We ask that you schedule another meeting in the new year and invite the neighborhood. We will do our best to communicate with our neighbors.

Caroline Melia



Michael Sinatra <michael.a.sinatra@boston.gov>

concerns about developments in Brighton

elizabeth steen

Thu, Jan 9, 2020 at 1:26 PM

To: michael.a.sinatra@boston.gov

Hello, Michael,

I am a Brighton resident and while I wasn't able to attend the rescheduled meeting regarding the development on Faneuil St on the site of the now-closed Meineke shop, I do want to voice my concerns about it.

So many new units in such a small few block area (the Radius development, the Saybrook, the development at the site of the old Brighton Beer Garden on Market St, and I understand another large condo project is proposed for Soldiers Field Rd) are beyond the scale of what our neighborhood can sustain with the current infrastructure. Traffic has been markedly heavier in the past year. I feel these projects are being rubber-stamped without proper process and input from residents, and without consideration for the capacity of our roadways and parking spaces.

Additionally, I fear that we are about to lose access to open space with the proposal to turn McKinney Park into playing fields for the Boston Public Schools and Mt St Joseph High School. Astroturf will replace grass and access for our dogs.

Please keep me informed about ways in which I can address the officials who are responsible for greenlighting these projects so that I can make my voice heard.

Thank you,

Elizabeth Steen
104 Goodenough St
Brighton MA 02135

elizabeth steen

Date	First Name	Last Name	Organization	Opinion	Comments
12/28/2019	Dave	Monheit	Brighton Resident	Support	This project will help bring new residents to our community, provide affordable housing opportunities, and replace a dilapidated muffler shop with an attractive new development that improves the streetscape and nicely compliments the neighborhood. The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.
12/11/2019	CAROLINE	MELIA		Oppose	Oppose structure as presented 12/10/19. It is too big, neighborhood cannot support it aesthetically speaking. I do support something on this property-this proposal still needs work. There was no mention of shadow testing at this meeting will this building affect our sunlight? Request another meeting with more neighborhood presence.
12/11/2019	Sean	Packard		Support	This project will help bring new residents to our community, provide affordable housing opportunities, and replace a dilapidated muffler shop with an attractive new development that improves the streetscape and nicely compliments the neighborhood. The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.
12/11/2019	Beatrice	Bray	Domain Properties	Support	This project will help bring new residents to our community, provide affordable housing opportunities, and replace a dilapidated muffler shop with an attractive new development that improves the streetscape and nicely compliments the neighborhood. The developer has been an active part of our community, and they've made meaningful revisions to the throughout the community process. I fully support this project and hope to see it move forward.
12/11/2019	Stephanie	Barrett	N/A	Support	I attended last night's meeting and I still stand that this project will help bring new residents to our community, beautifully add to current space with its planned landscape green space and contribute improving the streetscape. The developer has a project on my street, I only have positive things to say about that was handled as well as that they have been an active part of our community. They have made meaningful revisions throughout the community. I fully support this project and hope to see it move forward.
12/10/2019	Melissa	Cora		Support	I support this project!
11/30/2019	Sam	Burgess		Neutral	I am supportive of the new homeownership opportunities this project will bring to the area, as well as the reduction in surface parking in the neighborhood. I can't fully support this project, however, unless the parking ratio drops significantly. 41 units and 51 spaces results in over a 1-1 parking ratio, which is not in line with Boston's transportation, climate, and Vision Zero objectives. The more parking that is built, the more likely this project will attract people who own vehicles.
11/13/2019	barbara	moss	resident	Oppose	This project is extremely troubling. Cars leave the car wash on Faneuil street already blocking traffic and causing danger to pedestrians and cars waiting at the traffic light with back ups that were never there before. With a cramped building and so many apartments, the cars coming and going as well as bikers are going to cause tremendous problems of flow in and out. My concern is in the safety of the community but particularly the people who will occupy that building. It is inevitable that someone will get hurt or killed, and then it will be too late. Access in and out of a tiny two way residential street seems implausible. "landscape design, vehicular and pedestrian access measures and associated improvements". This quote in the proposal means nothing. As for landscaping, lets stop fibbing. There is no landscaping and the building is designed for transients. It is a shameful proposal in a neighborhood which was once a community of people living in the area for generations, there seems to be no end to the insult. And this one really tops it.

11/5/2019	Thomas	Foley	Lifetime Brighton resident	Oppose	<p>Parking is going to be ridiculous! As it is there is zero street parking in either side of that part of Fanuel st (rightfully so) .Also the set up of new car wash (Fanuel/Market) is already a complete mess, especially on nice days they actually line up on Fanuel st on same side as proposed bldg. site facing the wrong direction. This car wash was ridiculously designed now add first off the construction of yet another bldg with not enough off street parking? Why not less units and more parking? Why because builders etc. can leave my neighborhood after they get paid? Also I read there would be jobs' where does one apply for jobs working on this project? . I'm sorry this is a bad bad idea. Add 3 ft of snow to that intersection etc etc etc.</p>
10/31/2019	Jane	McHale	Resident	Oppose	<p>I oppose this project for the following reasons: Height - although I would suggest greater height than 35 feet, almost twice the size is too big compared to the surrounding buildings. I would suggest that the site could handle up to 50 feet but no greater. Massing - The massing of this project allows little or no setbacks and little green space. Because this is one of the first developments on Fanuel Street, the height and massing will dictate what will be allowed in the future. Would not want to see this size building all the way down Fanual Street to Birmingham Parkway.</p>

10/30/2019	Anna	Leslie	Allston Brighton Health Collaborative	Oppose	<p>On behalf of the Transportation Committee of the Allston Brighton Health Collaborative, I submit the following comments in opposition to this project: Increased development in Allston and Brighton is straining the neighborhood's existing infrastructure and public transit opportunities. Meanwhile Allston-Brighton has the highest percentage of cyclists per total vehicles of any neighborhood in the city, according to City of Boston 2017 counts; and two of the MBTA's 15 total key priority bus routes. This project sits steps away from the 64 and 86 bus routes. Developers like City Realty are increasingly relying on the existing functionality of this transportation infrastructure without investing in its upkeep or growth; by building near public transit, this developer can claim their housing is "transit-oriented" without contributing to its improvement. Indeed, according to the PNF, "The building will be ideally situated within close proximity to several bus routes along Market Street and the Boston Landing MBTA Station, making it convenient for future residents to commute to downtown Boston and Cambridge." This project provides no transportation mitigations or public benefits.</p> <p>"Encouraging alternative modes of transportation through the use of bicycling and walking, due to the close proximity of the bus lines and the MBTA at Boston Landing Station; and the high number of bicycle stations on the ground floor" is not a mitigation or benefit. It is the bare minimum of infrastructure in urban construction. In order to support this project, we request the following: - As public benefit and mitigation, Developer be required to partner with Boston Bikes to assess the need of at least one additional Bluebikes bike-sharing station anywhere in Allston or Brighton. - As public benefit and mitigation, Developer be required to fund safety and accessibility improvements for all bus stops within 0.25 mile radius. - For any additional developments occurring near the development that do not require an IAG (i.e. those falling under Small Project Review) , developers be required to meet with those projects to assess their collective impact, needs, and mitigations. - Developer reduce number of parking spaces to 0.8 per unit. - Developer be required to contract with and provide space for car-sharing vehicles (e.g. Zipcar). - Developer be required to contract with and provide space for Electric Vehicle rentals with charging stations on-site and additional charging stations for private vehicles. - Developer be required to provide covered and secured spots and charging capabilities for bikes and micro-mobility devices (eg. e-scooters, e-bikes). - Developer be required to provide discounts or free monthly MBTA passes and Bluebikes yearly passes to residents who do not use their parking spots. Additional Concerns: 1. The project cannot claim that by simply demolishing the building, they create a "community benefit;" community benefits must go beyond the simple requirements of completing a project. 2. The first four 'public benefits' listed are redundant, not additive. The project in fact provides no public benefits, simply benefits for its tenants and required taxes paid to the city in order to make a profit. Developers are increasingly funding transportation mitigations that solely benefit their future residents or their immediate geographic area. City Realty has not even met that threshold. Allston and Brighton do not exist in isolation and neither do transportation systems. The health and success of our neighborhoods depends on integrated and connected systems that provide safe, equitable, and accessible transportation to all people. -- The Transportation Committee of the Allston Brighton Health Collaborative (ABHC) is composed of community organizations and residents who recognize that transportation is a strong indicator and essential component of community health. We advocate to improve equity, access, and safety of all mobility modes in Allston and Brighton. Since 2016, this committee has worked closely with residents and stakeholders to address barriers to safe, reliable and accessible mobility and has become a leading neighborhood-wide voice on multi-modal transportation interests.</p>
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10/25/2019	Rebecca	Lin		Oppose	I oppose the project because the density of 41 units far exceeds the residential feel in the neighbourhood. Additionally, the development will disrupt local businesses and by extension detract from the local economy by forcing the cost of rent to rise and pushing out local businesses. The height and green space are not in compliance with the regulations, and because of it, will overshadow residential units.
10/21/2019	Megan	Markov	Edison K8	Oppose	The traffic at that intersection is awful, particularly since the Scrub-a-Dub was rebuilt with cars constantly exiting onto Faneuil St. Adding another 51 cars entering and exiting in that same spot, plus delivery vehicles/livery for the residents tying up traffic, will make it much much worse. (And unsafe -- this is a popular intersection for school bus loading.) On top of that, the number and size of properties being built in the immediate area is too many. We have a true density problem in Brighton that's doing nothing to create true affordable housing or stem the flow of families out of the city. Enough with these projects until we have a comprehensive community plan.
10/20/2019	Bruce	Kline	BAIA,Radnor Neighborhood Assn.	Oppose	The area is becoming too congested to support a project of this size.Both Market Street and Faneuil Street are frequently backed up. The size and density of the proposed project are out of character for the residential neighborhood that it would abut. Additionally, too many small businesses in the neighborhood are being replaced by overly large housing developments. For the above reasons I oppose the proposal.