



CITY of BOSTON

Martin J. Walsh, Mayor

To: Raul Duverge, BPDA
From: Zachary Wassmouth, PWD
Date: March 19, 2019
Subject: 28-30 Geneva Street SPRA – PWD Comments

Included here are Boston Public Works Department comments for the 28-30 Geneva Street SPRA.

Site Plan:

The developer must provide an engineer's site plan at an appropriate engineering scale that shows curb functionality on both sides of all streets that abut the property.

Project Specific Scope Considerations:

Geneva Street is a private way, however, the following specific comments should be considered for connectivity from the project site to the public right-of-way.

The project should consider constructing accessible sidewalk connections from the site along Geneva Street connecting to Gove Street and/or Maverick Street.

The project should consider constructing compliant pedestrian ramps at the intersection of Geneva Street and Gove Street to allow accessible pedestrian access to and from the project site.

The project should consider resurfacing the roadway on Geneva Street to the extent possible to improve vehicular access to the site.

All additional comments below are general and should be considered for any proposed work associated with this project within any portions of the Public Right-Of-Way (ROW).

Construction Within The Public ROW:

All proposed design and construction within the ROW shall conform to Boston Public Works Department (PWD) Design Standards (www.boston.gov/departments/public-works/public-works-design-standards). Any non-standard materials (i.e. pavers, landscaping, bike racks, etc.) proposed within the Public ROW will require approval through the Public Improvement Commission (PIC) process and a fully executed License, Maintenance and Indemnification (LM&I) Agreement with the PIC.

Sidewalks:

The developer is responsible for the reconstruction of the sidewalks abutting the project and, wherever possible, to extend the limits to the nearest intersection to encourage and compliment pedestrian improvements and travel along all sidewalks within the Public ROW and beyond the project limits (see project specific scope considerations above). The reconstruction effort also must meet current American's with Disabilities Act (ADA)/ Massachusetts Architectural Access Board (AAB) guidelines, including the installation of new or reconstruction of existing pedestrian ramps at all corners of all intersections. Plans showing the extents of the proposed sidewalk improvements associated with this project must be submitted to the Public Works Department (PWD) Engineering Division for review and approval.



PUBLIC WORKS DEPARTMENT

Boston City Hall • 1 City Hall Sq Rm 714 • Boston MA 02201-2024

CHRIS OSGOOD • Chief of Streets, Transportation, and Sanitation

Phone (617) 635-2854 • Fax (617) 635-7499



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The developer is encouraged to contact the City's Disabilities Commission to confirm compliant accessibility within the Public ROW.

Driveway Curb Cuts:

Any proposed driveway curb cuts within the Public ROW will need to be reviewed and approved by the PIC.

Discontinuances:

Any and all discontinuances (sub-surface, surface or above surface) within the Public ROW must be processed through the PIC.

Easements:

Any and all easements within the Public ROW associated with this project must be processed through the PIC.

Landscaping:

The developer must seek approval from the Chief Landscape Architect with the Parks and Recreation Department for all landscape elements within the Public ROW. Program must accompany a LM&I with the PIC.

Street Lighting:

The developer must seek approval from the PWD Street Lighting Division, where needed, for all proposed street lighting to be installed by the developer within the Public ROW, and must be consistent with the area lighting to provide a consistent urban design. The developer should coordinate with the PWD Street Lighting Division for an assessment of any street lighting upgrades that can be considered in conjunction with this project. All existing metal street light pull box covers within the limits of sidewalk construction to remain shall be replaced with new composite covers per PWD Street Lighting standards. Metal covers should remain for pull box covers in the roadway.

Roadway:

Based on the extent of construction activity, including utility connections and taps, the developer will be responsible for the full restoration of the roadway sections within the Public ROW that immediately abut the property and, in some cases, to extend the limits of roadway restoration to the nearest intersection. A plan showing the extents and methods for roadway restoration shall be submitted to the PWD Engineering Division for review and approval.

Project Coordination:

All projects must be entered into the City of Boston Utility Coordination Software (COBUCS) to review for any conflicts with other proposed projects within the Public ROW. The Developer must coordinate with any existing projects within the same limits and receive clearance from PWD before commencing work.

Green Infrastructure:

The Developer shall work with PWD and the Boston Water and Sewer Commission (BWSC) to determine appropriate methods of green infrastructure and/or stormwater management systems within the Public ROW. The ongoing maintenance of such systems shall require an LM&I Agreement with the PIC.



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Please note that these are the general standard and somewhat specific PWD requirements, more detailed comments may follow and will be addressed during the PIC review process. If you have any questions, please feel free to contact me at zachary.wassmouth@boston.gov or at 617-635-4953.

Sincerely,

Zachary Wassmouth
Chief Design Engineer
Boston Public Works Department
Engineering Division

CC: Para Jayasinghe, PWD



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**Boston Water and
Sewer Commission**



980 Harrison Avenue
Boston, MA 02119-2540
617-989-7000
March 19, 2019

Mr. Raul Duverge
Senior Project Manager
Boston Planning & Development Agency
One City Hall Square
Boston, MA 02201

Re: 28-30 Geneva Street, East Boston
Small Project Review Application

Dear Mr. Duverge:

The Boston Water and Sewer Commission (Commission) has reviewed the Small Project Review Application (SPRA) for the proposed residential units at 28-30 Geneva Street in East Boston.

The proposed project is on approximately 8,240 square feet of underutilized land along Geneva Street, which is located within a Multifamily Residential Subdistrict. The site borders several multifamily buildings in the rear and to the side and sits across the street from a Massport Park. The site currently contains two-single story commercial structures. The proponent proposes to replace the existing buildings with one new five-story residential building approximately 23,140 square feet comprised of twenty-seven residential units and nineteen parking spaces.

The Commission owns and maintains an 8-inch Northern Low PCI water main installed in 1915 in Gove Street and an 8-inch Northern Low DIP water main installed in 2017 in the southern half of Geneva Street. The existing structures have a 1-inch copper service pipe installed in 2008 connecting to the water main in Gove Street.

For sewage and storm drainage service, the site is served by a 10-inch sanitary sewer in Geneva Street. The Commission owns and maintains 12-inch and 24-inch storm drain and 10-inch sanitary sewer in Gove Street.

Water usage and sewage generation estimates were not provided in the SPRA.

The Commission has the following comments regarding the SPRA:



General

1. Prior to the initial phase of the site plan development, the proponent 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 the proponent's 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 green spaces, 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's records indicate that there may be a green infrastructure feature or stormwater mitigation structure on this site. The Commission request that The proponent verify the structure and indicate the structure along with it tributary area on the site plan that is submitted to the Commission. In addition, the proponent should submit a maintenance plan to the Engineering Customer Service Division.
7. The proponent 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, the proponent will be required to apply for a RGP to cover these discharges.
8. The proponent 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 the proponent 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, the proponent 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. The proponent 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. The proponent should also provide the methodology used to estimate water demand for the proposed project.
2. The proponent should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, the proponent should consider outdoor landscaping which requires minimal use of water to maintain. If the proponent 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. The proponent 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. The proponent 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, the proponent should contact the Commission's Meter Department.

Sewage / Drainage

1. In conjunction with the Site Plan and the General Service Application the proponent will be required to submit a Stormwater Pollution Prevention Plan. The plan must:
 - Identify specific best management measures for controlling erosion and preventing the discharge of sediment, contaminated stormwater or construction debris to the Commission's drainage system when 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 structures or treatment structures to be utilized during the construction.

- Specifically identify how the project will comply with the Department of Environmental Protection's Performance Standards for Stormwater Management both during construction and after construction is complete.
2. The Commission encourages the proponent 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. The proponent 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, the proponent will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.
 4. The proponent 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, the proponent 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 the proponent 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. The proponent should contact the Commission's Operations Division for information regarding the purchase of the castings.



Thank you for the opportunity to comment on this project.

Yours truly,

A handwritten signature in blue ink, appearing to read "John P. Sullivan". The signature is fluid and cursive, written over the printed name below.

John P. Sullivan, P.E.
Chief Engineer

JPS/fd

cc: J. DeLuca, The Proponent
Drago + Toscano, LLP
K. Ronan, MWRA via e-mail
K. Pedersen, BPDA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

Comment: Created Date	First Name	Last Name	Organization	Opinion	Comments
3/29/2019	Elaine	Almeida	Bostonian Self	Neutral	I understand that this is in review and or in the second step of the overall review process and that comments are being accepted however how does the public such as myself obtain exposure to the comments that may have already been submitted and perhaps indicating the number of comments collected to date . ?
3/14/2019	Frances	Eason		Oppose	Please add parking spots to the design.
3/15/2019	Nik	Pundit		Oppose	The surrounding buildings on Geneva Street are all 3 stories or less - this would immediately be much larger and change the character of the street. Additionally, the proposed building would add even more of a parking scarcity to the street and surrounding areas. The occupants will be bring more cars to the area, and this proposal with less than 1 parking spot per unit is really absurd and will lead to many more cars. The front facing decks will also create a noise problem. The neighborhood should not have to suffer even more of a parking scarcity and an unnecessarily tall building just for the builder to maximize profits.