449 Cambridge Street IAG Requests for Next IAG Meeting

HOUSING

- Requesting 20% income-restricted
    - INCLUDING deeper levels of affordability (i.e. below 70% AMI) or a broad range of AMI levels.
- Need what the estimated rents will be for market rate units
- Need to include at least some 3 BR units into the proposal
- Consider staggered leases, including some 2-year leases and lease that don't run September-September

TRANSPORTATION: Given that over 50% of project trip generation is from transit, cycling and pedestrians, we need to see much more investment in mobility improvements.

- Need to subsidize or cover the cost of resident MBTA / BlueBike monthly passes to residents who do not use their parking spots.
- Unbundle cost of parking from apartment rentals
    - Please estimate what the monthly parking rate will be
- Consider adding a BlueBikes station as part of the project. Allston Village has a shortage of BlueBike locations despite having the highest bike commuter modeshare in the entire city
- Prohibit tenants from acquiring on-street parking permits → write into the leases that if the tenant has a vehicle, they **must** park it in the off-street garage parking
- Work with the TNCs (Uber/Lyft) to designate a specific drop-off / pick-up zone that is not on Cambridge Street
- Mitigation to fund enforcement of three dedicated bus lanes in project site. Work with BTD to determine yearly financial commitment, in partnership with area developments.
- As public benefit and mitigation, Developer be required to partner with neighboring developers to fund safety and accessibility improvements for all bus stops within .25-mile radius. This includes shelters, bike racks, garbage cans, and real-time count-downs at all stops.
- Add at least two Zipcar spots to garage.

STREETSCAPE

- Consider crosswalk bump-outs / neckdowns for greater pedestrian safety and visibility
- Striped bike lane on Emery Road
- Coordinate with BTD to assist in implementation of planned bus/bike lane on Cambridge Street.
    - There cannot be any parking directly in front of the Cambridge Street building.
- If any street parking is provided on the new Emery Road, please work with BTD to install parking meters to price the curb space appropriately.
- Use only native plant materials in landscape design

COMMUNITY BENEFITS

- Engage with local artist community to paint murals or some form of artwork on the large, blank walls of the buildings.
- See "Transportation" section above for more requested community benefits.

BUILDING DESIGN

- Move project from LEED Certified to LEED Silver
- Need sample of building materials at next IAG meeting
- Retrofit for solar panels if possible

MEMORANDUM

TO: Michael Sinatra, Project Manager
FROM: John (Tad) Read, Senior Deputy Director for Transportation & Infrastructure Planning
Manuel Esquivel, Senior Infrastructure & Energy Planning Fellow
Ryan Walker, Smart Utilities Program - Associate
DATE: November 30, 2019
SUBJECT: 449 Cambridge Street - **Smart Utilities Comments – PNF**

Comments and request for additional information:

Thank you for your submission of a Smart Utilities Checklist. After review of the Checklist and the PNF filing we have some comments and requests for additional information. Please update the Checklist using the edit link and/or send any diagrams to manuel.esquivel@boston.gov.

- Green Infrastructure:
  - We are interested in how you will be retaining the 1.25" of storm water runoff for each building. As the project site is in an area that experiences very high heat island effects, we encourage incorporating types of Green Infrastructure that mitigate these effects.
  - Please update the utility diagram that has been submitted, indicating where Green Infrastructure will be located and the capacity associated with each installation. (See Checklist Part 4)
- Smart Street Lights:
  - If street lights will be installed on the project site, a Smart Street Lights diagram should be submitted indicating the following (See Checklist Parts 6 and 7):
    - The main electricity loop that will power the lights and where the connection between this loop and the electricity in the right of way will occur.
    - "Shadow" conduits running next to the main electricity loop, with capacity for the additional electricity and fiber to comply with Smart Streetlight capability; and hand holes for access to these conduits.
    - Where these conduits would connect in the future to electricity and fiber in the right of way.
- Smart Utility Standards:
  - Please update the utility diagram, indicating where proposed gas, electric and telecom utility infrastructure laterals will be located for the smaller building. (See Checklist Part 7) Also, please indicate any laterals that will be above ground.
  - Will significant roadwork be required on Emery Street to provide utility services to the smaller building?

If you have any questions regarding these comments or would like to arrange a meeting to discuss the policy please feel free to contact Manuel Esquivel.

Context:

On June 14, 2018 the BPDA Board adopted the *Smart Utilities Policy for Article 80 Development Review*. The policy (attached) calls for the incorporation of five (5) Smart Utility

Technologies (SUTs) into new Article 80 developments. Table 1 describes these five (5) SUTs. Table 2 summarizes the key provisions and requirements of the policy, including the development project size thresholds that would trigger the incorporation of each SUT.

In general, conversations about and review of the incorporation of the applicable SUTs into new Article 80 developments will be carried out by the BPDA and City staff during every stage (as applicable) of the review and permitting process, including a) prefile stage; b) initial filing; c) Article 80 development review prior to BPDA Board approval; d) prior to filing an application for a Building Permit; and e) prior to filing an application for a Certificate of Occupancy.

In conjunction with the SUTs contemplated in the *Smart Utilities Policy,* the BPDA and City staff will review the installation of SUTs and related infrastructure in right-of-ways in accordance with the *Smart Utility Standards* ("SUS"). The SUS set forth guidelines for planning and integration of SUTs with existing utility infrastructure in existing or new streets, including cross-section, lateral, and intersection diagrams. The *Smart Utility Standards* are intended to serve as guidelines for developers, architects, engineers, and utility providers for planning, designing, and locating utilities.

In order to facilitate the review of integration of the SUTs and the SUS, the BPDA and the Smart Utilities Steering Committee has put together a *Smart Utilities Checklist* that can be filled out and updated during the review process. Please fill out the parts of the *Checklist* that apply to your project. Make sure to review this *template* first, before submitting the *Smart Utilities Checklist.*

After submission, you will receive:

1. A confirmation email with a PDF of your completed checklist. Please include a copy of this document with your next filing with the BPDA.
2. A separate email with a link to update your initial submission. Please use ONLY this link for updating the Checklist associated with a specific project.

Note: Any documents submitted via email to Manuel.Esquivel@Boston.gov will not be attached to the PDF form generated after submission, but are available upon request.

The *Smart Utilities Policy for Article 80 Development Review*, the *Smart Utility Standards*, the *Smart Utilities Checklist*, and further information regarding the *Boston Smart Utilities Vision* project are available on the project's website: http://www.bostonplans.org/smart-utilities.

Manuel Esquivel, BPDA Senior Infrastructure and Energy Planning Fellow, will soon follow up to schedule a meeting with the proponent to discuss the *Smart Utilities Policy*. For any questions, you can contact Manuel Esquivel at manuel.esquivel@boston.gov or 617.918.4382.

Table 1 - Summary description of 5 Smart Utility Technologies (SUTs) included in the *Smart Utilities Policy for Article 80 Development Review*

Smart Utility Technology (SUTs)	Summary Description
District Energy Microgrid	Energy system for clusters of buildings. Produces electricity on development site and uses excess "heat" to serve heating/cooling needs. By combining these two energy loads, the energy efficiency of fuel consumed is increased. The system normally operates connected to main electric utility grid, but can disconnect ("island") during power outages and continue providing electric/heating/cooling needs to end-users.
Green Infrastructure	Infrastructure that allows rainwater to percolate into the ground. Can prevent storm runoff and excessive diversion of stormwater into the water and sewer system.
Adaptive Signal Technology	Smart traffic signals and sensors that communicate with each other to make multimodal travel safer and more efficient.
Smart Street Lights	Traditional light poles that are equipped with smart sensors, wifi, cameras, etc. for health, equity, safety, traffic management, and other benefits.
Telecom Utilidor	An underground duct bank used to consolidate the wires and fiber optics installed for cable, internet, and other telecom services. Access to the duct bank is available through manholes. Significantly reduces the need for street openings to install telecom services.

Table 2 - Summary of size threshold and other specifications for the 5 SUTs advanced in the *Smart Utilities Policy for Article 80 Development Review* (**Note: This table is only for informational purposes. Please refer to the complete *Smart Utilities Policy for Article 80 Development Review* to review the details**.)

	Article 80 Size Threshold	Other specifications
District Energy Microgrid	>1.5 million SF	Feasibility Assessment; if feasible, then Master Plan & District Energy Microgrid-Ready design
Green Infrastructure	>100,000 SF	Install to retain 1.25'' rainfall on impervious areas (Increase from 1" currently required by BWSC)
Adaptive Signal Technology	All projects requiring signal installation or improvements	Install AST & related components into the traffic signal system network

Smart Street Lights	All Projects requiring street light installation or improvements	Install additional electrical connection & fiber optics at pole
Telecom Utilidor	>1.5 million SF of development, or >0.5 miles of roadway	Install Telecom Utilidor

Boston Water and Sewer Commission

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

November 18, 2019

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

Re: 449 Cambridge Street, Allston
Project Notification Form

Dear Mr. Sinatra:

The Boston Water and Sewer Commission (Commission) has reviewed the Project Notification Form (PNF) for the proposed project located at 449 Cambridge Street and 2 Emery Road in the Allston neighborhood of Boston.

The proposed project is located on approximately 32,830 square feet (sf) of land, divided by Emery Road, currently occupied by auto body and vehicle repair businesses, an auto tow service and parking. The proponent, Anchor Line Partners, proposes to build two new residential buildings containing approximately 166 units, 80 parking spaces and 2,400 sf of ground floor retail space.

According to the PNF, the proposed water demand is approximately 22,638 gallons per day (gpd). The Commission owns and maintains a 12-inch Southern Low CI water main installed in 1930 and lined in 2006 in Cambridge Street and an 8-inch Southern Low CI water main installed in 1945 in Rugg Road.

According to the PNF, the proposed sewage generation is 20,580 gpd. For sewage and storm drainage service, the site is served by a 10-inch sanitary sewer and a 12-inch storm drain in Cambridge Street, a 12-inch sanitary sewer in Rugg Road and a 12-inch sanitary sewer and a 15-inch storm drain in Emery Road.

The Commission has the following comments regarding the PNF:

General

1. Prior to the initial phase of the site plan development Anchor Line Partners 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 Anchor Line Partners' 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. Anchor Line Partners 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, Anchor Line Partners will be required to apply for a RGP to cover these discharges.

7. It is Anchor Line Partners' 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, Anchor Line Partners 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. Anchor Line Partners 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. Anchor Line Partners should also provide the methodology used to estimate water demand for the proposed project.

2. Anchor Line Partners should explore opportunities for implementing water conservation measures in addition to those required by the State Plumbing Code. In particular, Anchor Line Partners should consider outdoor landscaping which requires minimal use of water to maintain. If Anchor Line Partners 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. Anchor Line Partners 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. Anchor Line Partners 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, Anchor Line Partners 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. Anchor Line Partners will be required to submit with the site plan a phosphorus reduction plan for the proposed development. Anchor Line Partners 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 Anchor Line Partners 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 Anchor Line Partners 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. Anchor Line Partners 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, Anchor Line Partners will be required to obtain a Remediation General Permit from the Environmental Protection Agency (EPA) for the discharge.

4. Anchor Line Partners 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, Anchor Line Partners 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 Anchor Line Partners install a permanent casting stating "Don't Dump: Drains to Charles River" next to any catch basin created or modified as part of this project. Anchor Line Partners 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. Anchor Line Partners 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/afh

cc: David Wamester, Anchor Line Partners
K. Ronan, MWRA via e-mail
M. Zlody, BED via e-mail
P. Larocque, BWSC via e-mail

Date	First Name	Last Name	Organization	Opinion	Comments
11/30/2019	Sam	Burgess		Neutral	I am excited for the opportunity this project brings to Cambridge St in Allston -- specifically 150+ new units, revitalization of a run-down lot, and adjacent streetscape improvements. In particular, it is great to see this project feature a low (~.47) parking ratio and compliance with Boston's Compact Living Guidelines. It is still early on in the Article 80 review process, but the IAG will continue to work with the developer on community benefits / mitigation. I will support this project if the developer provides the following community benefits (or gets reasonably close): -20% IDP income-restriction OR fewer IDP units (~13% minimum), but at much deeper levels of affordability -subsidization of MBTA / BlueBikes passes for residents to encourage non-car modes of transport -sponsorship / installation of a new BlueBikes station on-site -financial contribution / coordination w/ Boston BTD Cambridge St bus/bike lane (including enforcement) -designated TNC pick-up drop-off zone off Cambridge St -financial contribution / funding of bus stop improvements in a .25 mi radius surrounding the project -installation of paid parking meters for any new street parking created as a result of the project -new striped bike lane on Emery Road
11/29/2019	Anna	Leslie	Allston Brighton Health Collaborative	Oppose	As a member of the IAG and representing transportation and mobility interests on behalf of the Transportation Committee of the Allston Brighton Health Collaborative, I have the following requests to improve this project. I do not support the project as it currently stands. TRANSPORTATION AND MOBILITY: Given that over 50% of project trip generation is from transit, cycling and pedestrians, we need to see much more investment in mobility improvements. - As public benefit and mitigation, Developer be required to partner with neighboring developers to fund safety and accessibility improvements for all bus stops within 0.25 mile radius. This includes shelters, bike racks, garbage cans, and real-time count-downs at all stops. - Leasing agreements should subsidize or cover the cost of resident MBTA / BlueBike monthly passes to residents who do not use their parking spots. - Unbundle cost of parking from apartment rentals - 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. - Prohibit tenants from acquiring on-street parking permits → write into the leases that if the tenant has a vehicle, they must park it in the off-street garage parking - Work with the TNCs (Uber/Lyft) to designate a specific drop-off / pick-up zone that is not on Cambridge Street - Mitigation to fund enforcement of three dedicated bus lanes in project site. Work with BTD to determine yearly financial commitment, in partnership with area developments. - Add at least two Zipcar spots to garage. - Consider crosswalk bump-outs / neckdowns for greater pedestrian safety and visibility. - Striped bike lane on Emery Road - No on street parking directly in front of the Cambridge Street building. - If any street parking is provided on the new Emery Road, please work with BTD to install parking meters to price the curb space appropriately. HOUSING - This project needs a minimum of 20% income-restricted units including deeper levels of affordability (i.e. below 70% AMI) or a broad range of AMI levels. The majority of these units should be three-bedrooms to address shortage of affordable family housing. BUILDING DESIGN - Use only native plant materials in landscape design - Project should be LEED Silver at a minimum - Retrofit for solar
11/11/2019	Keegan	Dougherty		Support	Dear BPDA, I support the building of the proposed design, but encourage the BPDA and developer to reduce the number of accessory parking spaces given the access to major bus lines and elevated congestion around the site. The traffic has increased in this area due to development and we should be working to reduce reliance on cars by reducing access to parking, which will help make pedestrian travel safer and bus travel quicker. Thank you, Keegan

11/3/2019	Bruce	Kline	BAIA	Oppose	The proposed buildings are not in conformance with Zoning height of 35'. There is no setback from the sidewalk. No greenspace has been shown . No parking or allowance for drop-off for moving is shown, The minimum affordable units should be increased to 20%.
10/27/2019	Bruce	Kline	BAIA, RNA	Oppose	This is an area that sorely needs more affordable housing, not another luxury building. Move the affordable units to 20% or more. I do not support this project as proposed. The lack of parking in the Emory `Road building is totally inappropriate in terms of current Zoning and will not even support Uber or similar drop off and move-in or out traffic which will cause even more congestion in an already busy area.