

CITY OF SOMERVILLE, MASSACHUSETTS
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ENGINEERING DIVISION



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ENGINEERING DIVISION COMMENTS

Date: 24 June 2020
To: Somerville Zoning Board of Appeals
From: Brian C. Postlewaite, PE, Assistant Director of Engineering
CC: Jess Fosbrook, Sarah Lewis, Charlotte Leis
RE: 40B Comprehensive Permit, #2020-0001, Clarendon Hill, 34 North Street

We have reviewed the Comprehensive (40B) Permit Application submitted by Preservation of Affordable Housing LLC, Gate Residential Properties, LLC and the Somerville Community Corporation, Inc. for the Clarendon Hill project at 34 North Street. The application is dated 10 February 2020, with subsequent updated documents through 23 June 2020. Below are our comments that we would like the Board to consider.

New Streets

1. The project proposes two new public streets, currently identified as New Street #1 and New Street #2. A third private street is also proposed, currently identified as New Street #3.
2. All three streets will be permitted for construction through the Thoroughfare Permit process, which provides construction level review, analogous to a building permit for the proposed structures. Construction details will be reviewed and approved during the Thoroughfare Permit review. The conceptual layout of streets and utilities is approved in the Comprehensive Permit.
3. Upon approved and issued Thoroughfare Permit, and construction compliant with the permit, the proponent will develop an as-built document that will be submitted to the City Council to accept the New Street #1 and New Street #2 as public ways.
4. The Memorials Committee will recommend street names for the two proposed public streets. This recommendation will conclude prior to the issuance of the Thoroughfare Permit.
5. Based on the grading plans (C1.6 & C1.8), the proposed sidewalk grades of New Street #1 range from 3.2% to 10%. Most of the proposed street exceeds the ADA/MAAB minimum slope of 5%. Based on MAAB regulations, this section will require a variance. The Engineering Division would consider supporting a variance if a non-circuitous and compliant path along a public way, private way or public 24-7 access easement is added to the proposed project.
6. The City secured a MassWorks grant for \$4.9 million to undertake the design, engineering, and construction of a safer intersection and to shift major City sewer and stormwater utilities at this





intersection of Alewife Brook Parkway and Powderhouse Boulevard. Improvements will also be made to the newly created intersections in North Street and Powderhouse Boulevard. The Engineering Division is working in close coordination with the Mobility Division on the redesign. This effort will include a public process to garner input towards making the intersection safer and improve mobility in the Clarendon Hill Neighborhood.

Water, Sewer, and Stormwater Utilities

1. All proposed infrastructure must meet City standards and compliance will be evaluated during the Thoroughfare Permit review. These City standards include:
 - a. Water distribution system,
 - b. Sanitary system collection,
 - c. Storm drain collection and management,
 - d. Street subbase, curbing and pavement,
 - e. ADA/MAAB compliance,
 - f. Street lighting,
 - g. MUTCD traffic/parking signage & striping,
 - h. Etc.
2. All municipal utilities shall be located in the three proposed streets. Municipal utilities located in the proposed private way (New Street #3) require a utility easement to the benefit of the City. The water distribution system shown on sheets C1.6, C1.7, C1.8 & C1.9 appear to be located outside the street right of ways, and should be relocated.
3. The phasing plan (G-202) notes that the Phase 1 Buildings A/B and E will be occupied during Phase 2 construction. Phase 2 includes the construction of the stormwater management system beneath Block D, which supports the entire project, both Phase 1 and Phase 2. At minimum, the portion of the stormwater management system required to support all of Phase 1 must be constructed and operational at the conclusion of Phase 1.
4. The proposed site drainage system discharges from the site at the west corner of the site to an existing on-site manhole. The discharge point of this manhole is not identified or surveyed to its connection to the municipal drainage system. The project will be required to identify a suitable drainage connection to the municipal system.
5. The proposed project, primarily Building A, is located over an existing municipal storm drain and combined sewer main which both serve substantial portions of West Somerville. The Engineering Division is redesigning these utilities via a MassWorks grant to relocate them into Powder House Blvd.
6. The proposed project, primarily Building A, is located within the existing Alewife Brook Parkway right-of-way at the intersection with Powder House Blvd. The Engineering Division is redesigning this intersection via a MassWorks grant.
7. Comments on Detail Sheets (C2.0, C2.1 & C2.2):
 - a. City standard catchbasin sump is 6'.
 - b. Sanitary sewer service connections shall be tee-wye connections where new sanitary mains are installed.
 - c. Water service connections shall be tee connections where new water mains are installed.
 - d. City standard driveway apron transitions use tipped curbs, not granite corner stones.
 - e. Porous pavement/paver section in the public right-of-way is a minimum of 36" deep.





8. The project narrative states that the project will comply with the City stormwater requirements. City stormwater management requirements are found in the Site Construction Permit regulations, and include the following key items (these listed are only a subset of the regulations):
 - a. Reduction of peak runoff rate such that the proposed 10-year storm is equal to or less than the existing 2-year storm.
 - b. Total Suspended Solids (TSS) removal rate of at least 80%.
 - c. Total Phosphorous (TP) removal rate of at least 50%.
 - d. Erosion & Sediment controls that meet NPDES Construction General Permit (CGP) via a Stormwater Pollution Prevention Plan (SWPPP).

If the Board has any questions regarding our above comments, or any other element of the project that is in the purview of the Engineering Division, please do not hesitate to contact us.

