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Barney S. Heath
Director

INTER-OFFICE CORRESPONDENCE

DATE: May 9, 2019

TO: John Lojek, Commissioner of Inspectional Services

FROM: Barney S. Heath, Director of Planning and Development
Jennifer Caira, Chief Planner for Current Planning
Neil Cronin, Senior Planner

SUBJECT: **Administrative Site Plan Review –§3.1.7 and §7.5.2
Boston College Middle Campus, 140 Commonwealth Avenue**

CC: Mayor Ruthanne Fuller
Jonathan Yeo, Chief Operating Officer
Ward 7 Councilor Marc Laredo
Ward 7 Councilor Lisle Baker
Ward 7 Councilor Rebecca Walker Grossman
Law Department

In accordance with §7.5.2 of the Newton Zoning Ordinance (the “Ordinance”), which requires administrative site plan review for a non-profit educational use, the Planning Department has reviewed the plans for the proposed Integrated Science Building at 140 Commonwealth Avenue (the “Site”), submitted on March 5, 2019



140 Commonwealth Avenue

Background

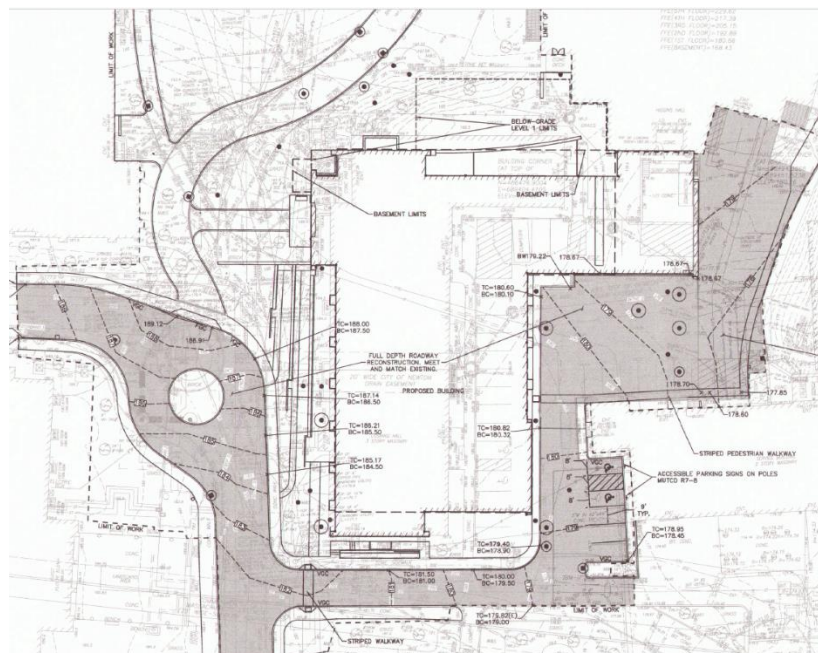
The subject property consists of approximately 37 acres of land located in the Single Residence 1 (“SR-1”) zone in Chestnut Hill. The site, along with the adjoining parcels to the east over the Newton-Boston boundary, help comprise the Boston College Middle Campus. The SR-1 zone encompasses the immediate area, except for a Single Residence 2 zone to the northwest. The area consists predominantly of institutional and non-profit uses associated with Boston College, but there are single-family dwellings in the area as well (**Attachments A & B**).

Project Overview

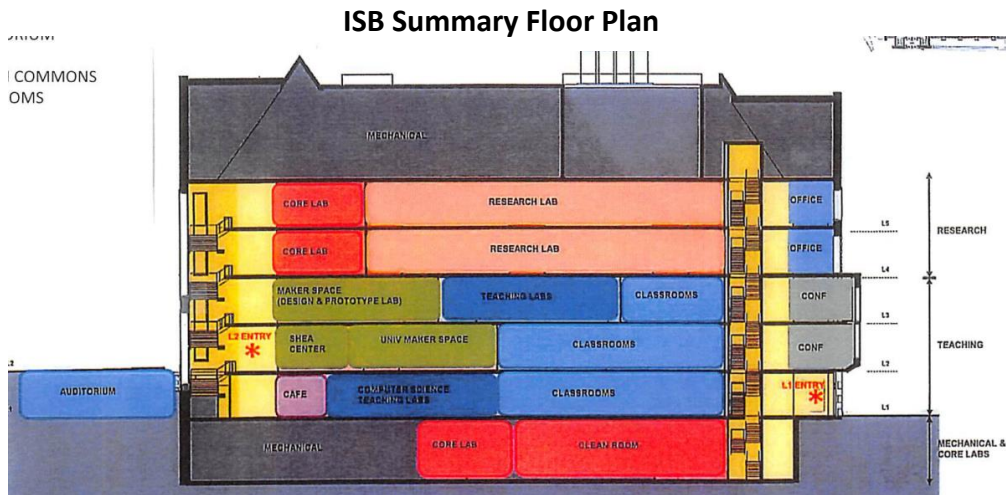
Boston College (the “Petitioner”) is seeking to construct a 101.75-foot tall, six-story structure on site. The structure will contain 156,500 square feet and will be comprised of office space, lab space, classrooms, and maker space associated with the soon to be Schiller Institute for Integrated Science and Society (the “ISB”). The ISB will also contain space for the University’s Computer Science Department and for the Shea Center for Entrepreneurship. The existing Cushing Hall will be razed to allow for the new structure. The Petitioner is also improving pedestrian infrastructure and accessibility in the immediate area surrounding the ISB.

The ISB will be constructed largely on the Cushing Hall footprint. In fact, the ISB will maintain the existing western and southern facades of the Cushing Hall footprint. The eastern facade of the ISB will extend easterly approximately 42 feet from the Cushing Hall footprint, while the northern facade will be decreased by approximately six feet. The ISB will “connect” to the adjacent Higgins Hall at two levels. Accordingly, Higgins Hall will be renovated at the respective floors to complete the connection.

ISB Footprint



The ISB will contain six stories due to the grade of the site. The basement will be completely underground and will only be accessible from inside the structure. The first floor, immediately above, will be partially exposed along the eastern, western, and southern facades, with entrances at the southern and western façades. The primary entrance to the ISB will also be located on the western façade, providing access to the second floor. This entrance is in the approximate location of the existing entrance to Cushing Hall. Floors two through five will contain classroom space, lab space, and maker space associated with the ISB, while the sixth floor will only contain mechanical equipment.



Technical Considerations

In accordance with §7.5 of the Ordinance, the petition and plans are to be reviewed for compliance with the dimensional standards of §3.1.7 for Multi-Use Institutions in the SR-1 zone, and for compliance with the parking requirements of §5.1. Additionally, the Director of Planning and Development may consider the application in light of the site plan review criteria listed in §7.5.2.C of the Ordinance.

I. COMPLIANCE WITH §3.1 (DIMENSIONAL REQUIREMENTS)

The plans indicate the existing Cushing Hall contains four stories and is 43 feet in height. As such, the structure is legal nonconforming regarding both dimensional requirements because Multi-Use Institutions in the SR-1 zone may only contain three stories and stand 36 feet in height. The Petitioner intends to construct a six-story structure at 101.75 feet. As such, the Petitioner requires a waiver from the number of stories and from the building height.

Given the heights of existing buildings in Middle Campus, and in other institutions throughout the City, the Ordinance allows for additional stories beyond three, provided that the structure be located 150 feet, per additional story, from streets and abutting properties. For the structure to comply with this requirement, the ISB would have to be set back 450 feet from

Beacon Street. The petitioner provided information indicating that the proposed structure is no closer than 252 feet from Beacon Street. As a result, the ISB does not qualify for this relief.

The Middle Campus is also legal nonconforming regarding Floor Area Ratio (FAR). Multi-Use Institutions in the SR-1 zone are limited to an FAR of .2, while the Middle Campus has an FAR of 1.13. The net increase in square footage, from Cushing Hall to the ISB, will further increase this nonconformity, requiring a waiver from the Commissioner of Inspectional Services. Otherwise, the structure complies with the remaining dimensional standards of the SR-1 zone. For a complete analysis of this petition regarding zoning, please see the Zoning Review Memorandum, dated April 25, 2019 (**Attachment C**).

Several years ago, a project known as the Middle Campus Project ("MCP") was proposed in the location of the nearby Stokes Hall. The MCP did not comply with several dimensional controls set out in §3.1.7, including setbacks, height, number of stories, FAR, and the 150-foot vegetative buffer. The MCP was the subject of litigation and resulted in a Land Court decision, upheld by the Appeals Court, that would have allowed the Petitioner to construct the MCP as proposed, provided that the City and the College reached an agreement regarding the required number of parking spaces. The Land Court decision also found that regulation of FAR and the 150-ft. vegetative buffer could not be applied to any project on Boston College's Middle Campus.

II. COMPLIANCE WITH §5.1 (PARKING)

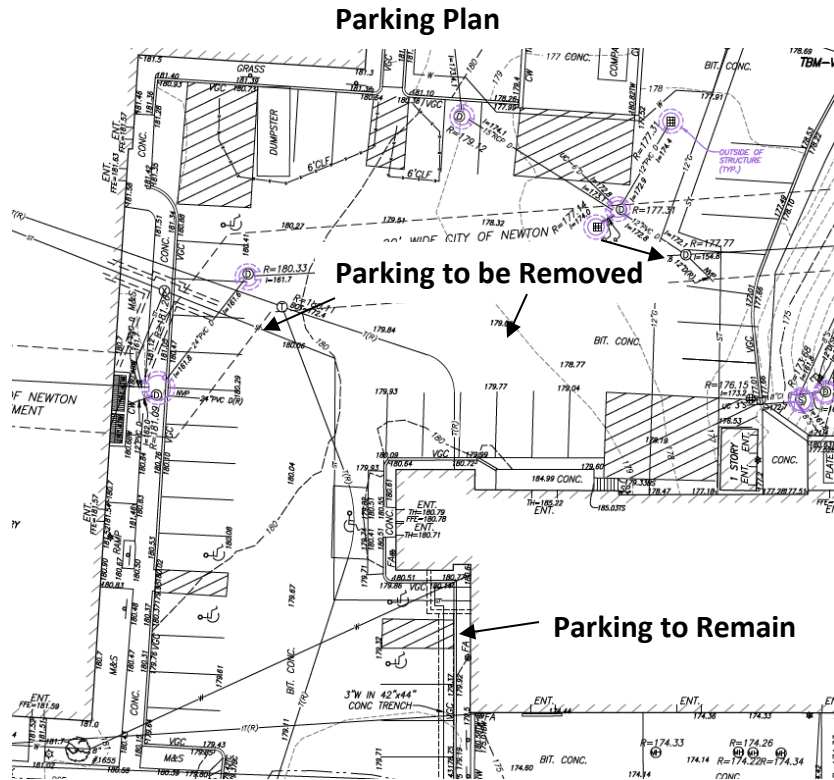
The Petitioner has stated that the proposed structure will not result in any significant increase in student populations. Specifically, the ISB will add 17 net new classroom seats from those contained in Cushing Hall. Additionally, the Petitioner expects an increase of 16 faculty and staff in conjunction to the ISB.

The petitioner is removing 33 stalls from the parking facility immediately east of Cushing Hall to construct the ISB. These stalls are reserved for long-term faculty who qualify under the University's Parking Management Program as "A" parkers. These faculty will be directed to park at a surface parking facility to the east along Beacon Street. Given the proximity of this parking facility to the existing facility adjacent to Cushing Hall, the Planning Department believes this location is appropriate.

In a separate action, the Petitioner is planning to raze the Flynn Recreational Center, located in the City of Boston portion of Middle Campus. The structure will be replaced with approximately 70 surface parking stalls which will be available to the staff members currently parking in the surface facility at Cushing Hall. The Flynn Recreational Center is an approximately five-minute walk from Cushing Hall; as such, staff believes the location of these stalls is appropriate.

The Land Court decision involving the MCP also found that Newton's parking regulations as related to Middle Campus are not reasonable since the regulations double count students who cannot physically be in two places at the same time. The City has not revised its parking

standards since the Court Decision, but the City has not applied the parking standards to subsequent Middle Campus projects. However, the Court did uphold the City's right to require Boston College to provide sufficient parking for the MCP. The Court left the question of what constituted sufficient parking up to Boston College and the City. That question was never answered because the MCP was never built.



The Planning Department is unconcerned with the level of parking proposed. The Petitioner is removing 33 stalls to construct the ISB but is replacing those stalls with stalls located in close proximity.

III. SITE PLAN REVIEW CRITERIA

Per §7.5.2.C of the Ordinance, the Director of Planning and Development may consider this project in light of the following criteria:

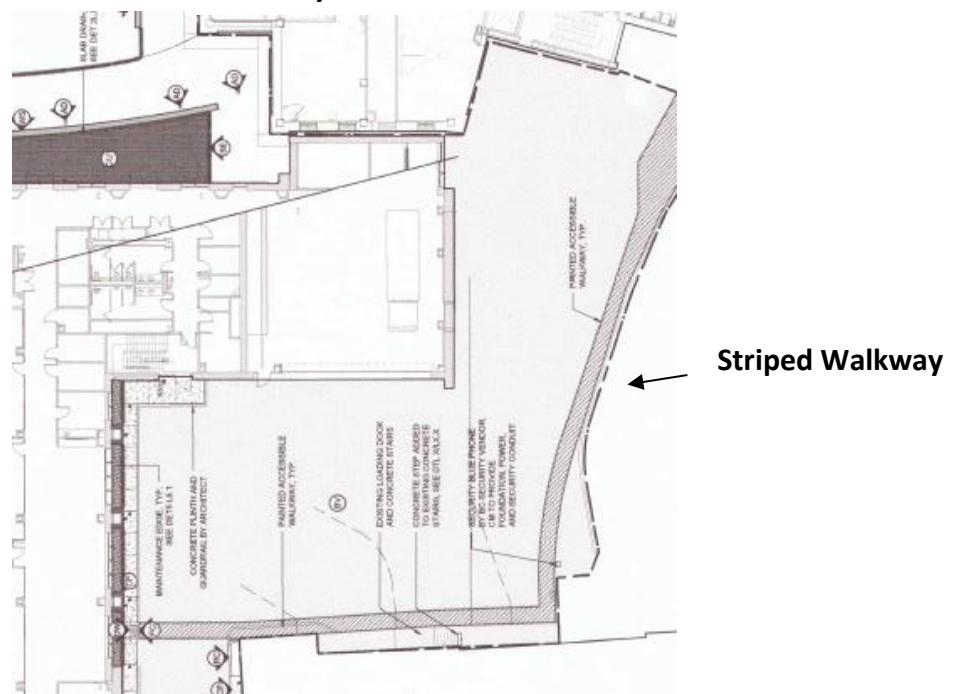
1. Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent streets, properties or improvements, including regulation of the number, design and location of access driveways and the location and design of handicapped parking. The sharing of access driveways by adjoining sites is to be encouraged wherever feasible.

The site is accessed from Beacon Street via a 24-foot wide-driveway which also provides access to other structures in Middle Campus. Although this access is in the form of an interior driveway, the roadway is comparable to a standard City street regarding width

and raised concrete sidewalks. The Petitioner is reconstructing sidewalks along this driveway to modern standards because the driveway provides access to the western, southern, and eastern facades of the ISB. The Petitioner is also providing a new crosswalk at the southern portion of the building; both improvements will increase pedestrian circulation and safety. To the northwest of the crosswalk, this driveway continues to the primary entrance of the ISB and it will be subject to full depth reconstruction. From the primary entrance of the ISB, the driveway continues north and forms a loop around Higgins Green. This looped portion will also be reconstructed to comply with Americans with Disabilities Act (ADA) standards and will consist of concrete pavers.

The Petitioner is also proposing full-depth reconstruction of a large paving area to the east of the ISB, which is where all loading will take place. The Petitioner is proposing to stripe a pedestrian walkway in this area running along the northern edge of the Service Building and continuing onto Higgins Path, which is a pedestrian walkway connecting to Higgins Stairs and other Middle Campus structures. The Planning Department suggests the Petitioner convert this walkway into a raised, concrete sidewalk to separate pedestrians from all vehicular traffic.

Walkway Detail



The ISB's footprint will result in the loss of 19 surface parking stalls, three of which are accessible stalls (The Petitioner is relocating the remaining 14 stalls, bringing the total stalls lost to 33). These accessible stalls will not be replaced on site, but there are two accessible stalls in the area that are part of the site work associated with the addition to the Service Building. The Planning Department is unconcerned with the loss of these accessible stalls because the Petitioner will be able to manage these stalls and will be able to provide reasonable accommodations to those with disabilities.

2. Adequacy of the methods for disposal of sewage, refuse and other wastes and of the methods of regulating surface water drainage.

The Petitioner is not expecting the net increases in sewage to be significant, and as a result, believes the campus's existing programs will be sufficient. The Petitioner intends to treat any lab waste in accordance with the plumbing code. There are two existing subsurface infiltration chambers in the area that will handle all stormwater from the ISB. Additionally, the existing Cushing Hall, and the proposed ISB, are located atop a City of Newton Drainage Easement, which the Petitioner intends to relocate as part of the petition. The Petitioner appeared before the Public Facilities Committee of the City Council on April 3, 2019 to receive approval for relocating the easement. For a complete analysis of the petition concerning utilities and stormwater, please see the Engineering Review Memorandum, dated March 25, 2019 (**Attachment D**).

3. Provision for off-street loading and unloading of vehicles incidental to the servicing of the buildings and related uses on the site.

Currently, Cushing Hall does not contain a loading dock. As such, loading is shared with Higgins Hall, immediately to the east. Higgins Hall contains two loading bays, but they are not enclosed. A portion of first floor of the ISB will contain a two-bay loading dock, and it will be fully enclosed with overhead coiling doors. To continue load-sharing, the ISB will connect to Higgins Hall on this level. The Higgins Hall dock receives approximately 10-15 deliveries per day. The ISB is expected generate an additional 15 loads per day, bringing the total 30 loads per day. The Planning Department believes the upgraded loading dock will be able to handle the increase in deliveries to the site.

4. Screening of parking areas and structures on the site from adjoining premises or from the street by walls, fences, plantings or other means. Location of parking between any existing or proposed structures and the street shall be discouraged.

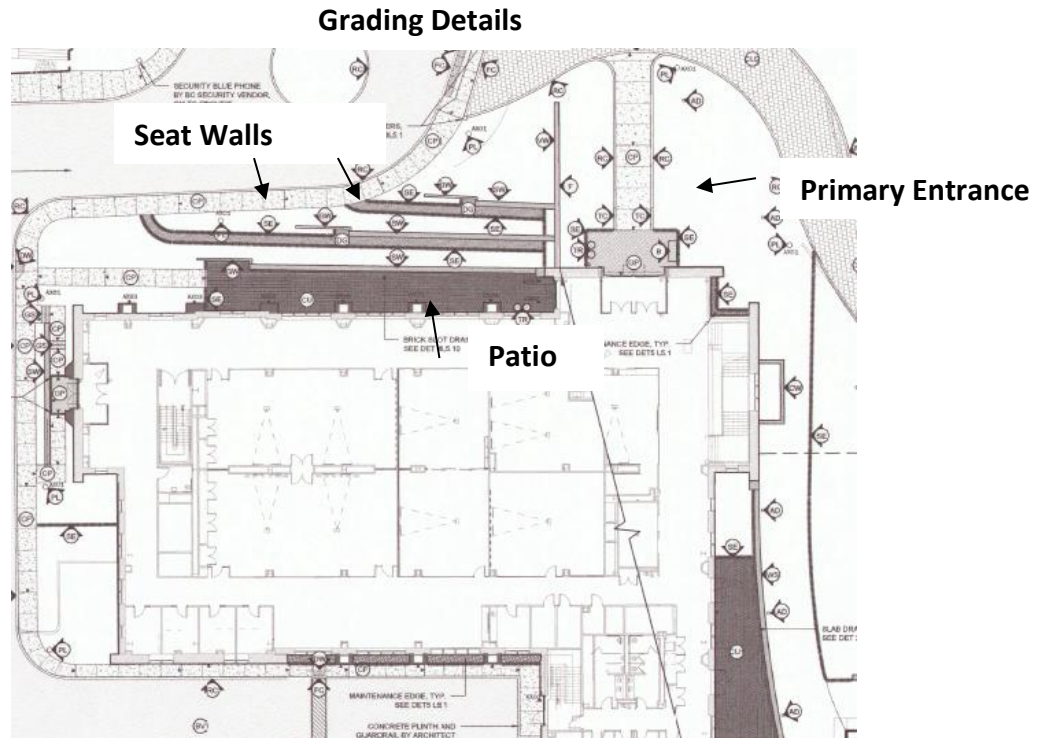
As stated above, the Petitioner is not proposing to construct any new parking in conjunction to the ISB but will be removing 33 stalls from the parking area immediately to the east of the ISB. However, five stalls will remain (three standard and 2 accessible). The three standard stalls will be dedicated to University vehicles. None of these stalls are visible from the street.

5. Avoidance of major topographical changes; tree and soil removal shall be minimized, and any topographic changes shall be in keeping with the appearance of neighboring developed areas.

The existing Cushing Hall is located at the bottom of a large slope and is protected from the slope by an approximately 53-foot long retaining wall that is 14 feet tall at its highest point. As a result, Cushing Hall is essentially sunken into the slope.

The Petitioner is proposing to construct the ISB farther out of the ground; the entrance on the western façade will be approximately two feet higher than the Cushing Hall entrance. This higher elevation allows for the removal of the retaining wall and allows for landscaping to connect the ISB to the Higgins Green. This construction still requires a

retaining wall, which is in the form of an ADA compliant ramp from the site driveway. This ramp is approximately 80 feet long and will provide access to the second floor of the ISB. The southern portion of the ramp is ten feet at its highest point. Due south of this ramp, the grade will be filled in with a patio and with seat walls accessed by pedestrians; both elements will serve as gathering places for students and faculty and will add vibrancy to this portion of Middle Campus. The Petitioner will also be grading the portion of the site driveway that loops around the Higgins Green to comply with ADA; the Planning Department is supportive of this change.



The Petitioner is proposing to remove several trees totaling approximately 95 caliper inches and to install 106.5 caliper inches. In addition, several trees will be protected during construction. The Planning Department is unconcerned with the level of plantings proposed.

6. Location of utility service lines underground wherever possible. Consideration of site design, including the location and configuration of structures and the relationship of the site's structures to nearby structures in terms of major design elements including scale, materials, color, roof and cornice lines.

The ISB will be located on the site of the existing Cushing Hall and will be tied into the existing utilities. Cushing Hall is constructed in the "Institutional" style, featuring brick and a flat roof similar to nearby Campion and McGuinn Halls. The proposed ISB will be constructed in the "Collegiate Gothic" style featuring limestone and pre-cast stone detailing, and a clay-tile pitched roof. As a result, the ISB will complement other buildings

nearby such as Higgins, Devlin, and Fulton Halls. These structures contain five to six stories and are distinctive for their massing and for their scale. When combined with the ISB, these structures will encircle the Higgins Green to help further define the Green and will help create an outside room. The planning Department believes this style is appropriate in this portion of Middle Campus.

7. Avoidance of the removal or disruption of historic resources on or off-site. Historical resources including designated historical structures or sites, historical architectural elements or archaeological sites.

Cushing Hall was constructed in 1960 which qualifies the building as a “Historic” structure per the City of Newton Demolition Ordinance. The Petitioner applied to the Newton Historical Commission (NHC) to demolish Cushing Hall on November 22, 2017. The NHC found the structure “Not preferably preserved” at its January 25, 2018 meeting; therefore, the Petitioner can legally demolish the structure and further review is not required.

IV. CONCLUSIONS AND RECOMMENDATIONS

The Petitioner is proposing to construct a six-story, 101.75-foot tall structure in Middle Campus. The scope of work includes razing the existing Cushing Hall, relocating a City of Newton Drainage easement, and removing 33 surface parking stalls. To construct the project, the petitioner requires Dover waivers from Commissioner of Inspectional Services to exceed the maximum number of stories, and to exceed the maximum height required of Multi-Use Institutions in the SR-1 zone.

The Petitioner appeared before the Boston College Neighborhood Council (the “Council”) at its April 25, 2019 meeting and the Council did not express any concerns with the petition. The ISB will be constructed in the Collegiate Gothic style akin to nearby structures such as Higgins, Devlin, and Fulton Halls. This style is distinctive for its scale and for its massing. The Planning Department believes this style, and the inherent size of the ISB, is an appropriate location in Middle Campus because of its proximity to similar structure, and its distance from Beacon Street and abutting properties. For these reasons, the Planning Department believes the structure, at six stories and at a height of 101.75 feet will not have an adverse effect on the neighborhood. As such, the Planning Department does not have an objection to granting of Dover waivers for the ISB. However, the Planning Department has the following recommendations:

- Comply with all conditions identified in the Engineering Memorandum, dated March 25, 2019;
- Consider constructing the striped pedestrian pathway east of the ISB in the form of a raised concrete sidewalk; and

- Submit a construction management plan with the building permit application, for review and approval from the Commissioner of Public Works and the Commissioner of Inspectional Services.

ATTACHMENTS:

- ATTACHMENT A: Zoning Map**
ATTACHMENT B: Land Use Map
ATTACHMENT C: Zoning Review Memorandum, dated April 25, 2019
ATTACHMENT D: Engineering Review Memorandum, dated March 25, 2019

MATERIALS REVIEWED:






The following review is based on plans and materials submitted below:

- Administrative Site Plan Review Application and accompanying materials, prepared by Joseph M. Herlihy, General Counsel, dated March 4, 2019
- Evidence of Non-Profit Education Status
- Civil Plans, prepared by Feldman Land Surveyors, consisting of the following three (3) sheets:
 - i. Existing Conditions Plan dated August 15, 2017, revised December 29, 2017, January 11, 2018, February 9, 2018, and March 21, 2018.
 - ii. Easement Plan of Land dated February 25, 2019.
- Construction Documents, prepared by Payette, consisting of the thirty-one (31) sheets, dated February 27, 2019.

Attachment A
Zoning Map
Commonwealth Ave., 140

City of Newton,
Massachusetts

Legend

-  Single Residence 1
-  Single Residence 2
-  Building Outlines
-  Surface Water
-  Property Boundaries

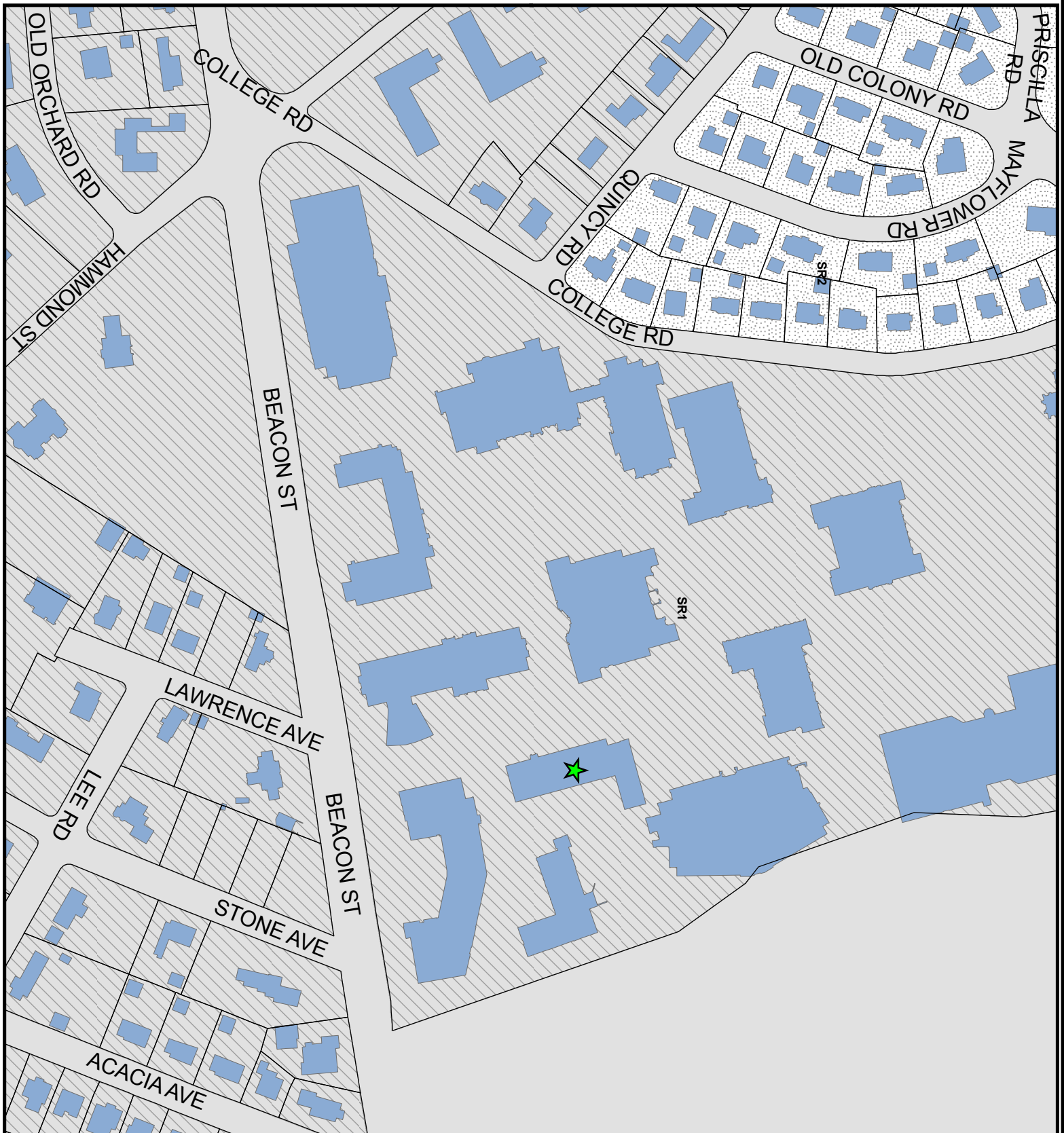


The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

CITY OF NEWTON, MASSACHUSETTS
 Mayor - Ruthanne Falter



Map Date: May 09, 2019



Attachment B
Land Use Map
Commonwealth Ave., 140

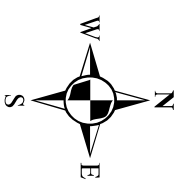
*City of Newton,
 Massachusetts*

Legend

Land Use

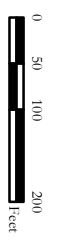
- Single Family Residential
- Private Educational
- Nonprofit Organizations
- Vacant Land
- Building Outlines
- Surface Water
- Property Boundaries

Land Use

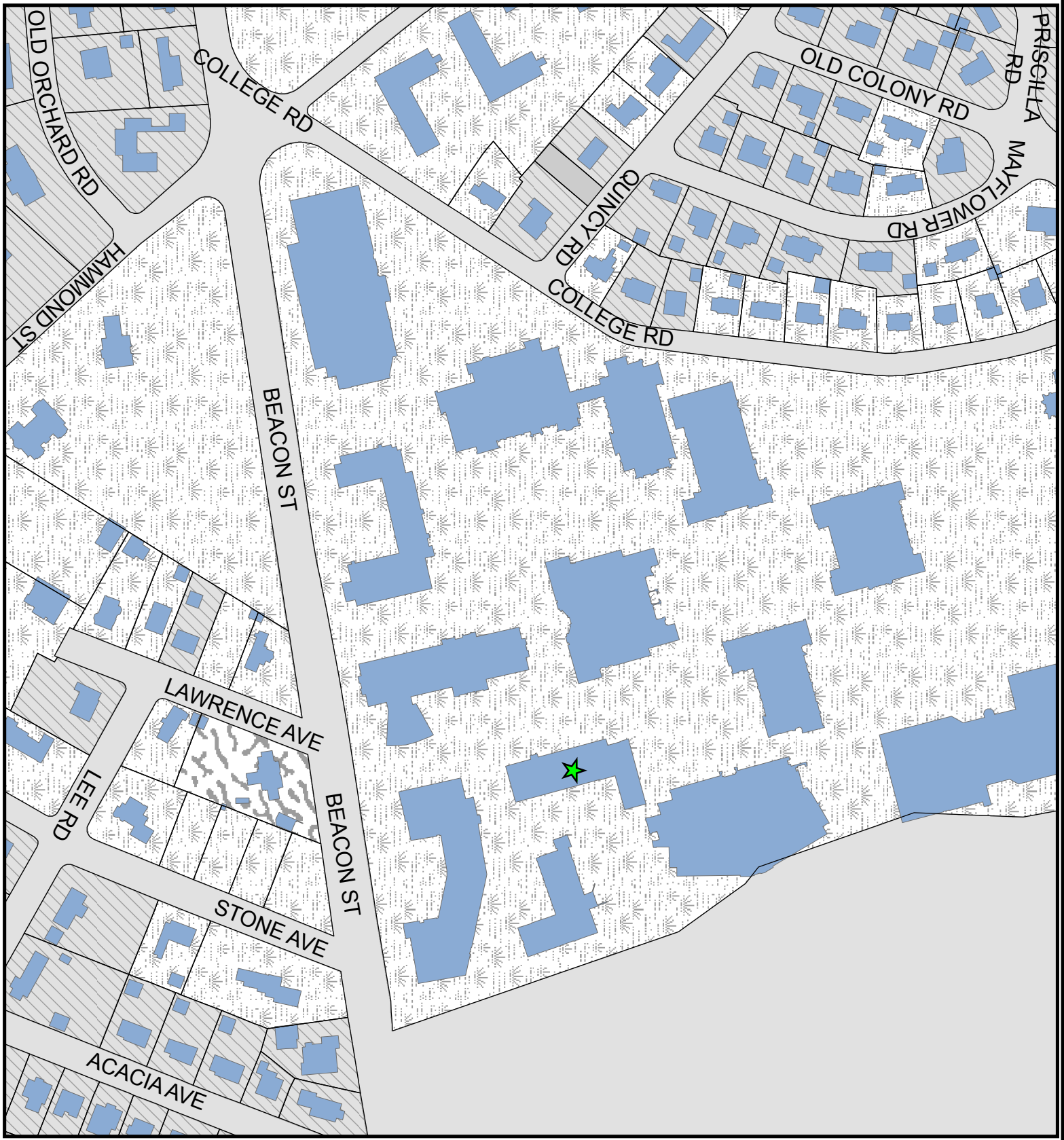


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CITY OF NEWTON, MASSACHUSETTS
 Mayor - Ruthanne Fuller



Map Date: May 09, 2019





Ruthanne Fuller
Mayor

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Barney S. Heath
Director

ZONING REVIEW MEMORANDUM

Administrative Site Plan Review

Date: April 25, 2019

To: John Lojek, Commissioner of Inspectional Services

From: Jane Santosuosso, Chief Zoning Code Official

Cc: Joseph M. Herlihy, General Counsel
Trustees of Boston College
Barney S. Heath, Director of Planning and Development
Jonah Temple, Assistant City Solicitor

RE: Site Plan Review to construct the Integrated Science Building, Boston College Middle Campus

Applicant: Boston College	
Site: 140 Commonwealth Ave (225 Beacon Street)	SBL: 63009 0002
Zoning: SR1	Lot Area: 40+ acres
Current use: Non-profit school	Proposed use: No change

BACKGROUND:

Boston College (BC) is a private co-ed college offering undergraduate and graduate programs in Chestnut Hill. The Newton campus consists of over 40 acres of land improved with multiple buildings, parking facilities, and athletics facilities.

BC proposes to construct the Integrated Science Building on the Middle Campus, to replace Cushing Hall. The 156,500 square foot building will be comprised of offices, laboratories, classrooms and "maker spaces," to be home to of the Schiller Institute for Integrated Science and Society. The proposed building will be connected with Higgins Hall on levels one and three.

The project is not proposed to result in any significant increase in Boston College student populations, and after demolition of Cushing Hall, will result in an increase of only 17 classroom seats. The University anticipates approximately 16 additions to faculty and staff as a result of the project, as well as 35 graduate and/or post-doctorate assistants.

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

- Administrative Site Plan Review Application, prepared by Joseph M. Herlihy, General Counsel, submitted 3/4/2019
- Evidence of Non-Profit Education Status
- Existing Conditions Plan, prepared by Feldman Land Surveyors, dated 12/29/2017, revised 1/11/2018, 2/9/2018, 3/21/2018
- Floor Plans and Elevations, signed and stamped by Kevin B. Sullivan, architect, dated 2/27/2019

ADMINISTRATIVE DETERMINATIONS:

1. Boston College is subject to the administrative site plan review procedure per Section 7.5.2 of the Newton Zoning Ordinance as an educational use. This procedure governs the review of uses protected under MGL Chapter 40A, Section 3, also known as the “Dover Amendment”.

BC proposes to raze existing Cushing Hall and construct a new 156,500 square foot Integrated Science Building, connected to Higgins Hall in the Middle Campus. The 2001 Land Court decision in *Trustees of Boston College v. R. Lisle Baker, et al.*, (2001) (Misc. Case No. 232807), as affirmed by the Massachusetts Appeals Court in *Trustees of Boston College v. Board of Aldermen of Newton*, 58 Mass. App. Ct. 794 (2003) determined that a number of the requirements of the Newton Zoning Ordinance were invalid as applied to the University’s Middle Campus. These invalidated requirements include Floor Area Ratio, the vegetative buffer requirement and parking stall ratios.

2. Per section 3.1.7, the maximum height allowed for a multi-use institution in the SR1 district is 36 feet. The proposed science building will have a height of 101.75 feet, where the existing Cushing Hall is 43 feet. The proposed height exceeds the maximum of 36 feet, requiring a “Dover waiver” per section 3.1.7.
3. Per section 3.1.7, a multi-use institution in the Single Residence 1 zoning district may have a maximum of three stories. The proposed science building will have six stories, including a mechanical penthouse under a sloped roof, requiring a “Dover waiver” per sections 3.1.7.

Section 3.1.7 allows that a structure within a multi-use institution in a Single Residence district may increase its height by one story for every 150 feet of distance from streets and abutting properties, not exceeding six stories and 60 feet. The Science Building is proposed to be located a distance of 252 feet from Beacon Street and 1,175 feet from Commonwealth Avenue. The distance would allow for four stories by right.

4. The proposed construction will not result in any significant increase in Boston College student populations, and will result in an increase of only 17 classroom seats from that which is currently available. The University anticipates approximately 16 additions to faculty and staff associated with the project, as well as 35 graduate and/or post-doctorate assistants. It is anticipated that the project will increase the parking demand by 22 stalls, and will result in a net loss of 33 parking stalls now located on the east side of Cushing Hall. However, there will be a net addition of approximately 70 stalls to the Lower Campus following the demolition of the Flynn Recreational Center in the summer of 2019. While the 2001 decision invalidated the

parking requirements for the University, it is noted that the demand will not exceed the supply as is currently and proposed to be provided.

SR1 Zone	Required/Allowed	Existing	Proposed
Lot Size	50,000 square feet	1,573,189 square feet	No change
Setbacks			
• Commonwealth Ave	171.15 feet	1,178 feet	1,178 feet
• College Road	171.15feet	644 feet	618 feet
• Beacon Street	171.15 feet	252 feet	252 feet
Building Height	36 feet	43 feet	101.75 feet
Max Number of Stories	3	4	6
FAR	.02	1.13	1.19
Max Lot Coverage	30%	28.29%	28.86%
Min. Open Space	30%	53.7%	53.1%

*Section 3.1.7 provides the setback requirements for Multi-Use Institutions. Where greater, the sum of (building height + building length + building width / 3) is the required setback.

** Proposed setbacks are from the proposed construction, and not from the existing outermost points of the buildings where there are no proposed changes.

Administrative Site Plan Review		
Ordinance		Action Required
Ch 30, §7.5.2	Administrative Site Plan Review for a private non-profit educational use	§7.5.2
§3.1.7, §7.8.2.C.2	To waive the height requirement	Dover waiver
§3.1.7 §7.8.2.C.2	To waive the maximum number of stories	Dover waiver

CITY OF NEWTON
Department of Public Works
ENGINEERING DIVISION

MEMORANDUM

To: Barney Heath, Director of Planning

From: John Daghlian, Associate City Engineer

Re: Administrative Site Plan Review – Integrated Science Building Boston College

Date: March 25, 2019

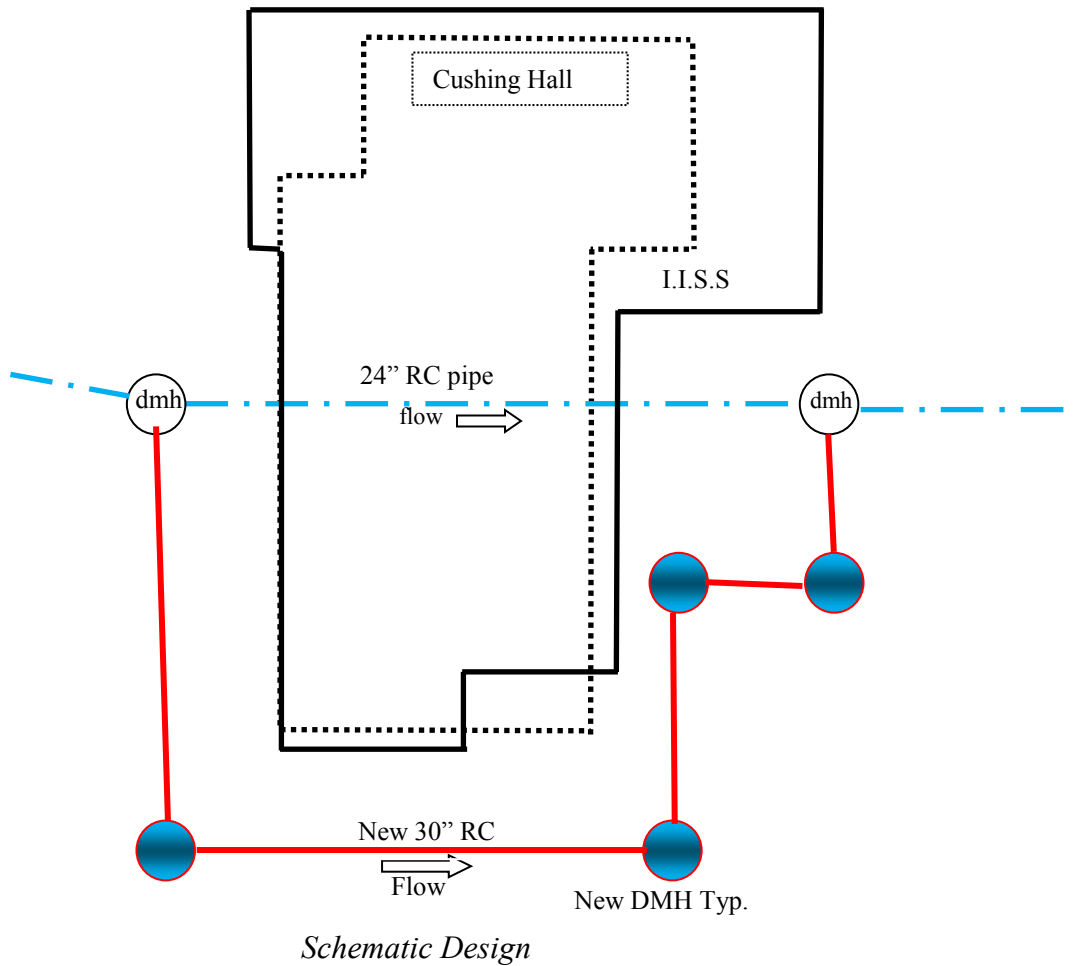
CC: James McGonagle, Commissioner DPW
Amy Hamel, COS DPW
Ted Jerdee, Utilities Director
Lou Taverna, P.E., City Engineer
Shawna Sullivan, Associate City Clerk
Jennifer Ciara, Chief Planner
Neil Cronin, Sr. Planner

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

*Boston College
Institute for Integrated Science & Society
Prepared By: Nitsch Engineering
Dated: 2/27/19*

Executive Summary:

Boston College wishes to erect a new *Institute Integrated Science & Society* (IISS) building located in the middle campus to replace the existing Cushing Hall. A complete demolition of Cushing Hall is required to building the new facility; associated with the demolition and new construction, a portion of an existing City drain pipe and easement that currently runs under Cushing Hall which dates to 1916 must be relocated. The engineer of record has designed a re-routed system & easement that connects at an upstream manhole and diverts the alignment outside of the footprint of the new building; see schematic sketch for clarification.



The new 30" reinforced concrete pipe and manholes will be located into a new easement that will be granted to the City, this is being processed by a separate filing with the Public Facilities Committee.

The overall design of the site is also consistent with the DPW's Stormwater Management Policy as well as the Department of Environmental Protection regulations to collect all runoff associated with the design and infiltrate the storm water to the maximum extent practicable on site. Final design assumptions of the drainage system shall be confirmed with on-site test pits and percolation test prior to applying for a Building Permit. All new municipal utilities will be provided for the IISS building.

Drainage:

1. Details of the 15” flow restriction is needed and clarification of its exact placement within the new pipe.
2. An on-site soil evaluation needs to be performed to obtain the seasonal high groundwater elevation, percolation rate in accordance to Title V. This information must be submitted with the building permit application. The locations of these tests need to be shown on the site plan.
3. When a connection to the City’s drainage system is proposed, prior to approval of the Building Permit a Closed-Circuit Television (CCTV) inspection shall be performed and witnessed by the Engineering Division, the applicant shall retain a contractor that specializes in CCTV inspection. The applicant shall contact the Engineering Division 48 hours in advance to schedule an appointment. At the end of the inspection the video or CD shall be given to the inspector. Furthermore, upon completion of the connection to the drainage system a Post – Construction video inspection shall also take place and witnessed as described above. This is required regardless of the connection point; the intent is to ensure that there are no downstream blockages or damaged pipe so that the contractor of record is not held accountable for preexisting conditions.

Water & Sewer:

1. The contractor needs to notify the Engineering Division 48-hours in advance and schedule an appointment to have the drainage system, water & sewer services inspected. The system & utilities must be fully exposed for the inspector. Once the inspector is satisfied, the system & utilities may then be back-filled. *This note must be incorporated onto the site plan.*
2. The existing water & sewer services shall be cut and capped at the main and be completely removed from the site and properly back filled. The Engineering Division must inspect this work; failure to having this work inspected my result in the delay of issuance of the Utility Connection Permit. *This note must be incorporated onto the site plan.*
3. All new sewer service and/or structures shall be pressure tested or videotaped after final installation is complete. Method of final inspection shall be determined solely by the construction inspector from the City Engineering Division. All sewer manholes shall be vacuum tested in accordance to the City’s Construction

Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. 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 and a written report is received by the City Engineer. This note must be added to the final approved plans.

4. All sewer manholes shall be vacuum tested in accordance to the City's Construction Standards & Specifications. The sewer service will NOT be accepted until one of the two methods stated above is completed. 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 and a written report is received by the City Engineer.
5. The new water and sewer services must be in-place AND accepted by the Engineering Division prior to the issuance of the Certificate of Occupancy.

General:

1. Final Approval of this plan by the City of Newton Engineering Division implies that the plan meets the minimal design standards of the City of Newton. However, the Engineering Division makes no representations and assumes no responsibility for the design(s) in terms of suitability for the particular site conditions or of the functionality or performance of any items constructed in accordance with the design(s). The City of Newton assumes no liabilities for design assumption, error or omissions by the Engineer of Record.
2. Prior to Occupancy permit being issued, an As-Built Plan shall be submitted to the Engineering Division in both digital format and in hard copy. The plan should show all utilities and final grades, any easements and final grading, all underground drainage facilities with swing ties from the corner of the new building. ***This note must be incorporated onto the site plan.***
3. The applicant will have to apply for a Utilities Connection Permit with the DPW. ***This note must be incorporated onto the site plan.***
4. If a Certificate of Occupancy is requested prior to all site work being completed, the applicant will be required to post a Certified Bank Check in the amount to cover the remaining work. The City Engineer shall determine the value of the uncompleted work.

If any changes from the original approved design plan that are required due to unforeseen site conditions, the engineer of record shall submit a revised design & stamped and submitted for review and approval prior to continuing construction.

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