

TOWN OF BROOKLINE



Greenbelt

Response to MassDevelopment with Respect to
The Residences at South Brookline



TOWN of BROOKLINE

Massachusetts

BOARD OF SELECTMEN

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December 13, 2012

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MELVIN A. KLECKNER
Town Administrator

By Hand Delivery

Anthony Fracasso, Senior Vice President
MassDevelopment
160 Federal Street, 7th Floor
Boston, MA 02110

RE: Chapter 40B Comprehensive Permit

Project Name: The Residences at South Brookline
Location: Independence Drive, Brookline, MA
Number of Proposed Units: 271
Subsidizing Agency: Massachusetts Development Finance Agency
Applicant: The Residences of South Brookline, LLC
Development Company: Chestnut Hill Realty

Dear Mr. Fracasso:

I am writing on behalf of the Town of Brookline Board of Selectmen in response to your letter dated October 25, 2012 with respect to The Residences at South Brookline, a 271 unit apartment project proposed to be developed at Hancock Village in South Brookline pursuant to Massachusetts General Laws, Chapter 40B, Sections 20-23 (Chapter 40B). This letter and the material enclosed herewith constitute the "written comments from Local Boards" pursuant to 760 CMR 56.04(3).

The first part of this letter addresses municipal actions previously taken to meet affordable housing needs, pursuant to 760 CMR 56.04(4)(b). The second part of this letter summarizes comments of the Local Boards concerning the appropriateness of the site for residential development, pursuant to 760 CMR 56.04(4)(b). The third part of this letter summarizes comments from the Local Boards as to the appropriateness of the conceptual project design pursuant to 760 CMR 56.04(4)(c). The fourth part of this letter contains comments and requests from the Local Boards as to the adequacy of the application submitted pursuant to 760 CMR 56.04(2).

I.

PREVIOUS MUNICIPAL ACTIONS

The Department of Housing and Community Development's regulations for Comprehensive Permits under Chapter 40B direct that the Subsidizing Agency "tak[e] into consideration information . . . regarding municipal actions previously taken to meet affordable housing needs such as inclusionary zoning, [and] multi-family districts adopted under M.G.L. Chapter 40A. . . ." Brookline has a long-standing commitment to multi-family and affordable housing, which is evident in its zoning bylaws and its funding and other support of affordable housing.

A. Multi-Family Housing in Brookline.

Brookline has nineteen (19) zoning districts that permit multi-family housing (more than a two-family structure) covering approximately 18% of the Town's land area. Most of these zoning districts are within walking distance of the MBTA's Green Line B, C or D lines and the Town's commercial districts (see attached Zoning – Transit Plan-**Figure 1**). This is in accord with State policy "to encourage residential development near transit and town centers." The impact of the Town's zoning is clear—approximately 20,360 units, or 77% of the Town's housing units, are in multi-family buildings. Approximately 51% of Brookline households rent their homes.

B. Affordable Housing in Brookline.

Brookline has a longstanding commitment to affordable housing and has made measureable progress in creating and preserving opportunities for affordable and multi-family housing that address the goals of the Commonwealth's Comprehensive Permit Statute, M.G.L. Chapter 40B, Sections 20-23 (Chapter 40B). As of March, 2011, approximately 2,118 of the Town's 26,201 dwelling units (US Census, 2010), or just over 8%, qualified for the Subsidized Housing Inventory, with another 47 units completed or in the pipeline that are Chapter 40B eligible, as well as an additional 35 occupied affordable units serving households with incomes between 80 and 110% of area-median income. The current 40B-eligible units include 923 units owned by the Brookline Housing Authority; 403 subsidized rental units owned by private investors; 707 subsidized rental units owned or controlled by non-profit organizations; and 85 owner-occupied homeownership units. Of the Chapter 40B-eligible units, 233 contain three or more bedrooms.

The Town has expended substantial municipal resources in support of all of its affordable housing programs and initiatives, facilitating the development and preservation of affordable housing, as more fully discussed below. Since 1992, the Town's Department of Planning and Community Development has spent more

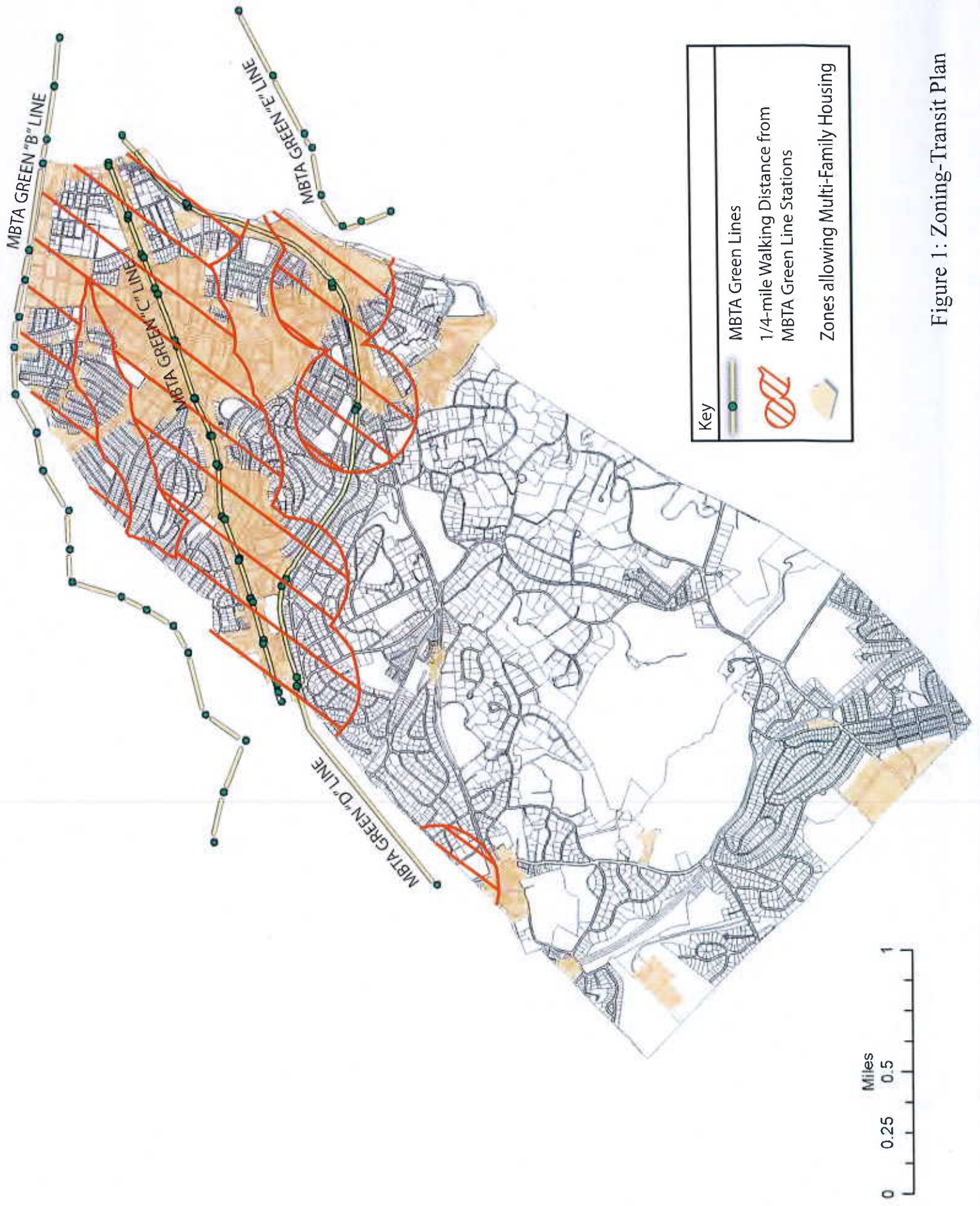


Figure 1: Zoning-Transit Plan

than \$20 million of Town appropriations, Housing Trust Funds, Community Development Block Grant funds (CDBG), and HOME money. This is in addition to the more than \$10 million (\$9.7 million on operations and \$1.1 million on property modernization) expended annually by the Brookline Housing Authority. In 1987, the Town established an Affordable Housing Trust Fund, under the control of the Housing Advisory Board and the Board of Selectmen. The Town has regularly directed a portion of the Town's Free Cash to the Trust Fund under circumstances where the unreserved Fund balance is less than \$5 million, in order to ensure that significant resources are available without need for Town Meeting action whenever opportunities to support affordable housing projects arise.

In 2005, the Town completed a multi-year comprehensive planning process, which reaffirmed affordable housing as one of the Town's most important long-standing goals and challenges and established an overall goal of at least 10% affordability, consistent with Chapter 40B, and an annual goal of 25 new affordable units per year through conversion or new construction. The Town has adhered to its commitment and made measurable and steady progress in both the creation of new affordable housing and the preservation of affordability in "expiring use buildings." Since 2009, the Town has added 64 new affordable units (51 serving households who are 40B eligible) and an additional 39 units (37 serving households who are 40B eligible) are in process for a total of 137 affordable units, despite difficult economic conditions.

C. Brookline's Affordable Housing Policies, Programs and Initiatives.

Under the direction of the Town's Housing Advisory Board, which was established in 1987 and provides advice and recommendations on the Town's affordable housing policies and initiatives, and the Housing Division of the Town's Department of Planning and Community Development, staffed by three (3) housing professionals who are responsible for implementing housing policy, the Town has employed a multi-faceted approach to increasing and preserving the Town's affordable housing stock. As discussed below, the Town uses virtually all possible opportunities and strategies to accomplish its goals, including regulatory incentives such as inclusionary zoning policies; financial and technical assistance to non- and for-profit property owners and developers to preserve existing affordable units and create additional affordable units through conversion and new construction; tax incentives; and technical and financial assistance to those seeking to purchase, rent and rehabilitate affordable homes in Brookline.

1. Inclusionary Zoning.

The Town has significantly increased the number of affordable housing units in mixed-income developments through the Town's inclusionary zoning provisions set forth in Section 4.08 of the Town's zoning by-law.

Adopted in 1987 and revised several times since then, these provisions require developers of residential projects with 6 or more units to offer at least 15% of the units to households with incomes under 100% of area median income. At least two-thirds of these units must meet Chapter 40B requirements, that is, serve households with incomes under 80% of area median. In lieu of providing on-site units, developers of projects with 15 or fewer units may choose to make a cash payment to the Town's Housing Trust in accordance with a specific schedule. This cash payment is based upon a percent of the sales price of each unit minus \$125,000 (the imputed price of an affordable unit). The percent charged ranges from 3% for a 6-unit project to 9.75% for a 15-unit project, encouraging developers at the higher end to provide on-site units.

Between 1996 and the present, these inclusionary zoning provisions have directly produced 96 affordable rental and condominium units (74 of which serve households with incomes under 80% AMI) in 18 properties, and another 7 units in 2 properties are under development. In addition, the zoning by-law has resulted in \$6.4 million in contributions to the Town's Housing Trust Fund. This source, along with \$3.3 million in Town appropriations and \$1.4 million in investment income, has resulted in total revenues of \$11.1 million to the Housing Trust since its inception in 1987. Housing Trust allocations have already leveraged much greater amounts of State, federal and private funding for Brookline projects.

Examples of projects developed under the Town's inclusionary zoning program include:

Goddard House, a 115-unit development, providing 17 below-market, assisted-living units to low- and moderate-income seniors;

Longwood Towers, the addition of 26 units to an existing rental complex, resulting in 2 new on-site affordable units and 4 affordable units in an existing building off-site;

Kendall Crescent, a 35-unit development combining preservation of a former public school and new construction, and providing 5 affordable condominium units, including one fully accessible unit;

Cypress Lofts, a newly constructed 45-unit condominium in which the developer retained 5 units for low-income renters.

Park Place Condominium, a newly constructed 9-unit condominium with 2 affordable units;

The Hammondswood, a newly constructed 59-unit condominium, providing 9 affordable units; and

The Parkway, a newly construction 16-unit condominium with 2 affordable units.

2. New Affordable Housing Development.

Brookline has provided financial support and assistance to developers of new affordable housing, including projects on private properties, as well as Town and other publicly-owned properties.

The Town initiated the Olmsted Hill project, which has just been completed on a 4.8 acre former Town-owned reservoir site in the single-family neighborhood of Fisher Hill. After several years of community planning and developer selection, the Town partnered with New Atlantic Development Corporation, which dismantled and filled 2 underground reservoirs, created a subdivision, sold 10 market-rate, single-family lots, and developed a 24-unit affordable condominium complex. Contributions by the Town included a discount of more than \$2 million on the value of the land and \$2.1 million in Housing Trust and HOME funds. The affordable units were also underwritten by \$2.3 million in excess revenue from sales of the single-family lots.

In 1999, the Town began working with the Archdiocese of Boston Planning Office for Urban Affairs (POUA) to develop St. Aidan's Church as a "friendly 40B" development. POUA submitted an application to the Board of Appeals that conformed with redevelopment principles and guidelines established by community process. The 59-unit development was completed in 2009, and includes 36 affordable units (20 low-income rental and 16 homeownership units); preservation of the church building through adaptive reuse; and conservation of open space and specimen trees. The Town's contribution of \$6.1 million in Housing Trust, HOME and CDBG monies leveraged \$5 million in gap funding from the state and \$4.5 million from private investors under the federal Low Income Housing Tax Credit program. This project was identified by Housing and Community Development Undersecretary Aaron Gornstein during his introductory remarks at the September 28, 2012 conference on Chapter 40B, co-sponsored by DHCD and CHAPA, among others.

At present, the Town is supporting the Brookline Housing Authority in its first venture as a developer of privately owned affordable housing. The Town is providing \$542,331 in predevelopment funds and a total commitment of up to \$1.7 million towards the development of a 32-unit

Low Income Housing Tax Credit project, to be constructed on an existing under-utilized parking lot serving the BHA's Trustman Apartments. The project already has zoning approval, is shovel-ready, and is awaiting a final allocation of state funding and tax credits, reasonably expected early in 2013.

3. Redevelopment of Existing Market Rate Housing.

Brookline has provided extensive financial and technical assistance to property owners and for-profit and non-profit entities proposing to redevelop existing market rate housing into affordable housing units.

In 2001, the Town financed the purchase of a dilapidated lodging house at 1754 Beacon Street by the non-profit Brookline Improvement Coalition, Inc. (BIC), the Town's Community Housing Development Organization, and assisted BIC in the selection of a non-profit developer to rehabilitate, own and manage the lodging house. Pine Street Inn, the successful applicant, used the Town's investment of over \$907,000 in HOME monies to leverage an additional \$1.6 million commitment from three state sources for the rehabilitation of this historic building. The 14 rooms and efficiencies, permanently affordable for income-eligible persons, were occupied in the fall of 2003. The project has been both nationally recognized for innovative use of HOME funds and by the Massachusetts Historic Commission as an exemplary preservation project.

During the summer of 2002, the Housing Division staff learned of another deteriorated lodging house on the market at 1876 Beacon Street. After several affordable lodging house operators viewed the property, the Town agreed to support Caritas Communities, Inc., in acquiring the building. At the same time, the developer of Longyear Estates was seeking property to satisfy its off-site affordable housing obligation under the inclusionary provisions of the Town's zoning by-law. By partnering Caritas with Longyear and supporting Caritas in advocating for additional funding from state agencies, the Town was able to assure that Caritas received the \$1.1 million in gap funding required to complete the acquisition, rehabilitation and long-term affordability of another 15 S.R.O. units for lower-income individuals.

At the end of 2003, the Town was notified of the sale of a 6-family building at 154-156 Boylston Street. BIC purchased and completed the rehabilitation and occupancy of this building in 2005 with \$593,000 in Town-controlled CDBG funds, leveraging about \$500,000 in gap funding from the Massachusetts Housing Partnership.

4. Preservation of Affordability in Expiring Use and Other Projects.

Brookline also has actively sought to preserve affordability in its existing housing stock. One strategy has been to extend affordability at the Town's "expiring use" properties.

For example, in 2001, the Town assisted the Hebrew Rehabilitation Center for the Aged (Hebrew Rehab) in connection with its acquisition and rehabilitation of the senior housing at 100 and 112 Centre Street and 1550 Beacon Street, three such "expiring use" properties. The Town's commitment of \$1 million in Housing Trust funds and an agreement to terminate the projects' 121A tax agreements gave this non-profit the competitive edge needed to purchase the properties. At that time, only about 280 of 516 units were still affordable, with a potential loss of another 160 affordable units when restrictions expired in 10 to 15 years. As a result of the Town's commitment, Hebrew Rehab acquired and modernized the properties, and is operating them under the name of Center Communities of Brookline, with at least 60% (338) units preserved as affordable for an additional 40 years.

In 2004, the Town modified its 121A tax agreement with the owner of the subsidized project at 1371 Beacon Street, resulting in the extension of the affordability of the project's 30 units until 2028. The Town also negotiated with the Board of the 116-unit Brookline Cooperative, preserving 32 units as affordable condominium units, when the Co-op converted upon the expiration of the original HUD mortgage guarantee.

The Town also supports the preservation of existing affordable housing by providing CDBG funding for capital improvements. The Town regularly funds improvements at Brookline Housing Authority developments, to which it has contributed over \$2.3 million. It also has assisted various residences serving individuals with special needs, including a total of \$363,000 to Humanity House, a home for 10 developmentally disabled individuals, and \$614,000 to a second Pine Street Inn project in Brookline, a lodging house at 1043-1045 Beacon Street which serves 28 low-income individuals. Federal AARA dollars were allocated by the Town for energy-saving improvements to several properties controlled by nonprofits, including properties under the umbrella of Specialized Housing, Inc., which serves disabled adults at several locations in Brookline and where a larger CDBG-funded capital improvement program is currently being scoped.

5. Other Affordable Housing Activities and Funding.

The Town actively supports affordable homeownership in several ways. It has operated a first-time homebuyer down payment assistance program since 1992. With assistance increasing over the years from a maximum of \$25,000 to a maximum of \$175,000 per buyer, the program has provided over \$5 million in HOME and CDBG funds, with some of this total reflecting the recycling of loan payoffs upon resale. In addition, since all new units are sold subject to permanent deed restrictions, the Town regularly exercises its right of first refusal by identifying an eligible buyer upon unit resale.

The Town also has dedicated HOME-funded operating support to BIC, which has collaborated with the Town in carrying out several projects in addition to those already noted. Over the past three years, the Town administered a recently concluded \$667,400 Homelessness Prevention and Rapid Rehousing Program.

In short, unlike many communities in the Commonwealth, Brookline's efforts with respect to creating, promoting and preserving multi-family and affordable housing have been long-standing, committed, comprehensive and effective. Brookline has committed significant Town resources to these efforts and has made measurable progress in creating and preserving affordable housing. Unlike many 40B projects, much of the affordable housing that has been created in the Town is subject to permanent affordability restrictions. Through its own efforts and close cooperation with private developers, Brookline has demonstrated that affordable housing does not need to be incompatible with sound planning objectives, environmental concerns or its surrounding community.

II.

SITE OF PROPOSED PROJECT

Appropriateness for Development

The site of the proposed project is located in two zoning districts: a Single-Family S-7 Residence District and an Apartment House M-0.5 Residence District. The developer proposes to build 126 of the units, roadways and 302 accessory surface parking spaces within an existing 125' wide greenbelt in the Single-Family District (see attached Zoning Overlay Plan—**Figure 2**). The other 145 units and 144 parking spaces are proposed for a particularly attractive undeveloped area of the existing Hancock Village development, a high wooded area with large puddingstone outcroppings. The Town does not consider the site appropriate for development.

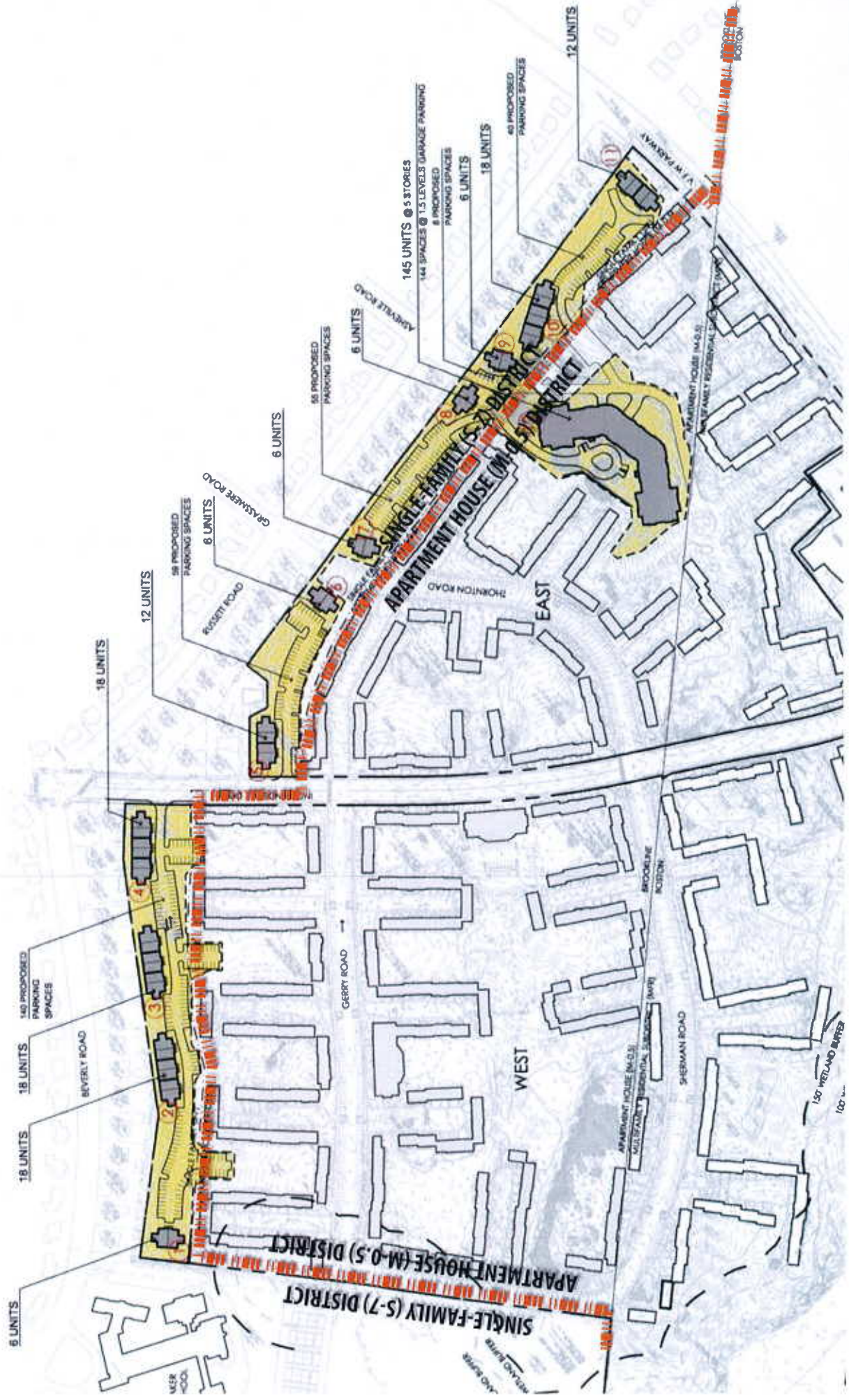


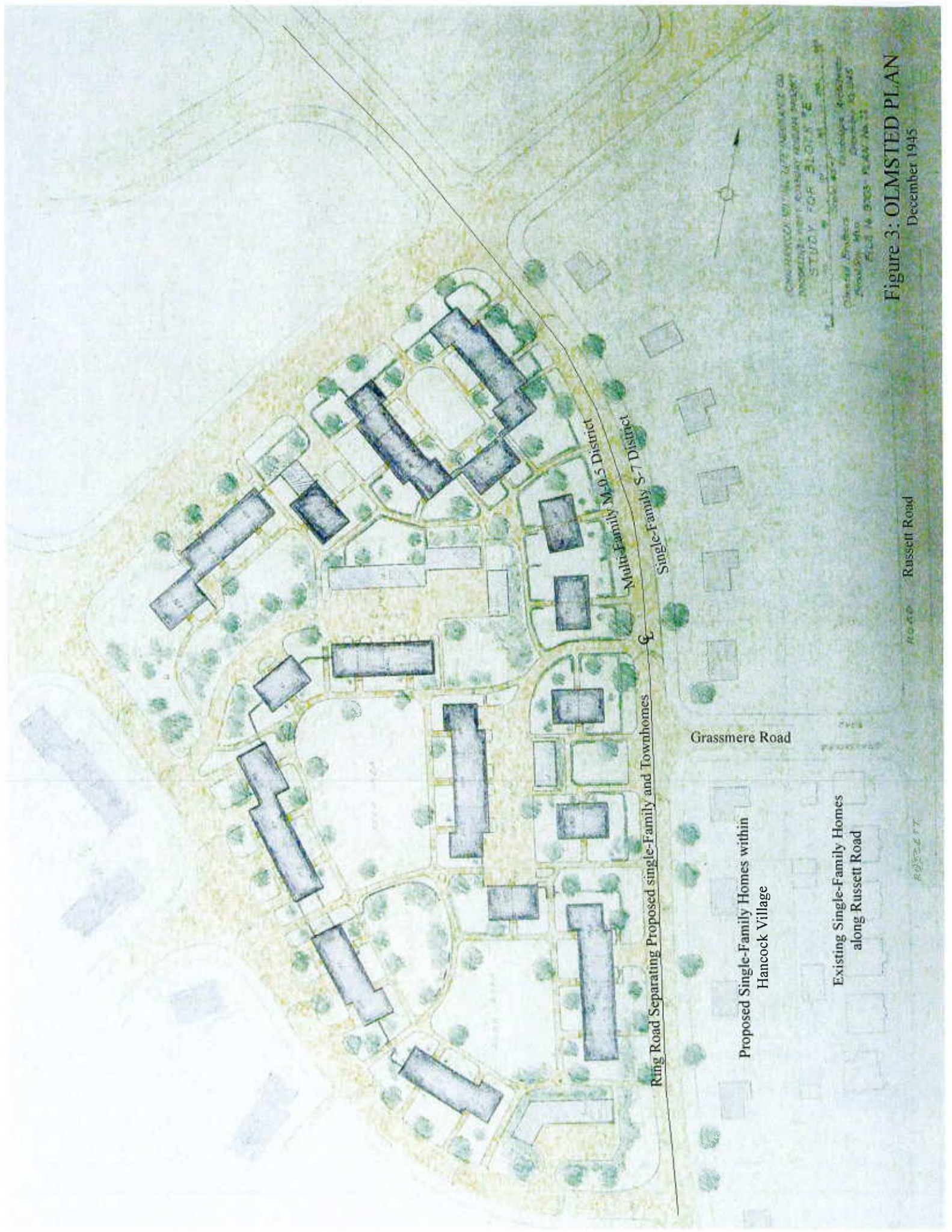
Figure 2: Zoning Overlay Plan

A. Greenbelt Within Single-Family Residence District.

Hancock Village was originally planned by the Olmsted Brothers and the Ring Development Company in 1945-46 for the John Hancock Insurance Company on a former golf course as affordable post-war veterans housing using the garden city ideal as a prototype. Hancock Village intentionally was designed to separate pedestrian and automobile functions, and to afford unit residents with visual and physical access to adequate green space. The Town of Brookline rezoned most of the site from single-family to multi-family use to accommodate the original plan, which involved both multi-family homes and single-family lots with a ring road separating the two areas (see attached Olmsted Plan — **Figure 3**). The zoning line between these two districts was placed along the centerline of the proposed ring road. Following the rezoning process, the John Hancock Company altered the plan to include a denser layout of rental townhomes up to the zoning boundary between the two districts in lieu of developing the ring road and single-family lots. The area originally proposed for single family homes became a 125-foot greenbelt.

This landscaped parkland is a major element of the garden-village ideal as originally envisioned by Ebenezer Howard. This garden-village concept evolved into the garden apartment complex design by the 1930s. The landscaped park area is a key organizing element of the original and still-existing Hancock Village neighborhood. For more than six decades this greenbelt has served the residents of Hancock Village and the abutting single-family neighborhood as an important open space. The May 9, 1946 minutes of the Bureau of Housing Development of the Hancock Insurance Company noted that “a 125-foot park is shown as the buffer zone . . . [which] protects our development from anything that might be built on the other side of it.” The John Hancock Company agreed in meetings with the Town Planning Board, as evidenced by meeting minutes, and in an agreement with the Town that formed the basis of Town Meeting’s vote to rezone the former golf course to allow the development of Hancock Village, to retain the buffer zone and to comply with lot coverage, height and other restrictions. The commitments made by the John Hancock Company and the Olmsted design created and defined the “existing development patterns” of Hancock Village.

Today, Hancock Village remains as it was developed 60-plus years ago—a thoughtfully planned community of 789 townhome units over 80 acres of land in Brookline and Boston—affordable to many residents, although not restricted. As noted in the Certified Local Government opinion in 2011 of Hancock Village’s eligibility for listing in the National Register of Historic Places, the greenbelt is a character-defining feature of Hancock Village. It contributes to the quality of life for residents living in Hancock Village, as well as the adjacent single-family neighborhoods, by providing open space, shade trees and a sense of privacy. The loss of the greenbelt, the pudding stone outcropping and the cutting of the mature



CHARLES OLSTED ARCHITECTS
INCORPORATED
100 WEST 42ND STREET
NEW YORK 36, N.Y.
STUDY FOR SLOT 7 E
FILE NO. 5703 PLAN No. 11

Figure 3: OLMSTED PLAN
December 1945

Multi-Family M-9.5 District
Single-Family S-7 District

Ring Road Separating Proposed single-Family and Townhomes

Grassmere Road

Proposed Single-Family Homes within Hancock Village

Existing Single-Family Homes along Russett Road

Russett Road

ROBERT

trees would be detrimental not only to the historic and architectural integrity of this property, but also to the character of Hancock Village and the surrounding neighborhood. See photographs at **Attachment A**.

B. New Accessory Parking for Existing Units.

It appears that a significant purpose of the development proposal includes the construction of at least 69 accessory parking spaces within the greenbelt and Single-Family zoning district for use by existing housing units (see attached **Figure 4 — Parking Plan and Attachment B — 2009 Stantec memo**). The proposed use of the greenbelt for vehicles has been denied by the Town at least five times between 1950 and 2006. Using the comprehensive permit process to increase parking for existing units is not an appropriate use of the process.

C. Drainage and Storm Water Run-Off.

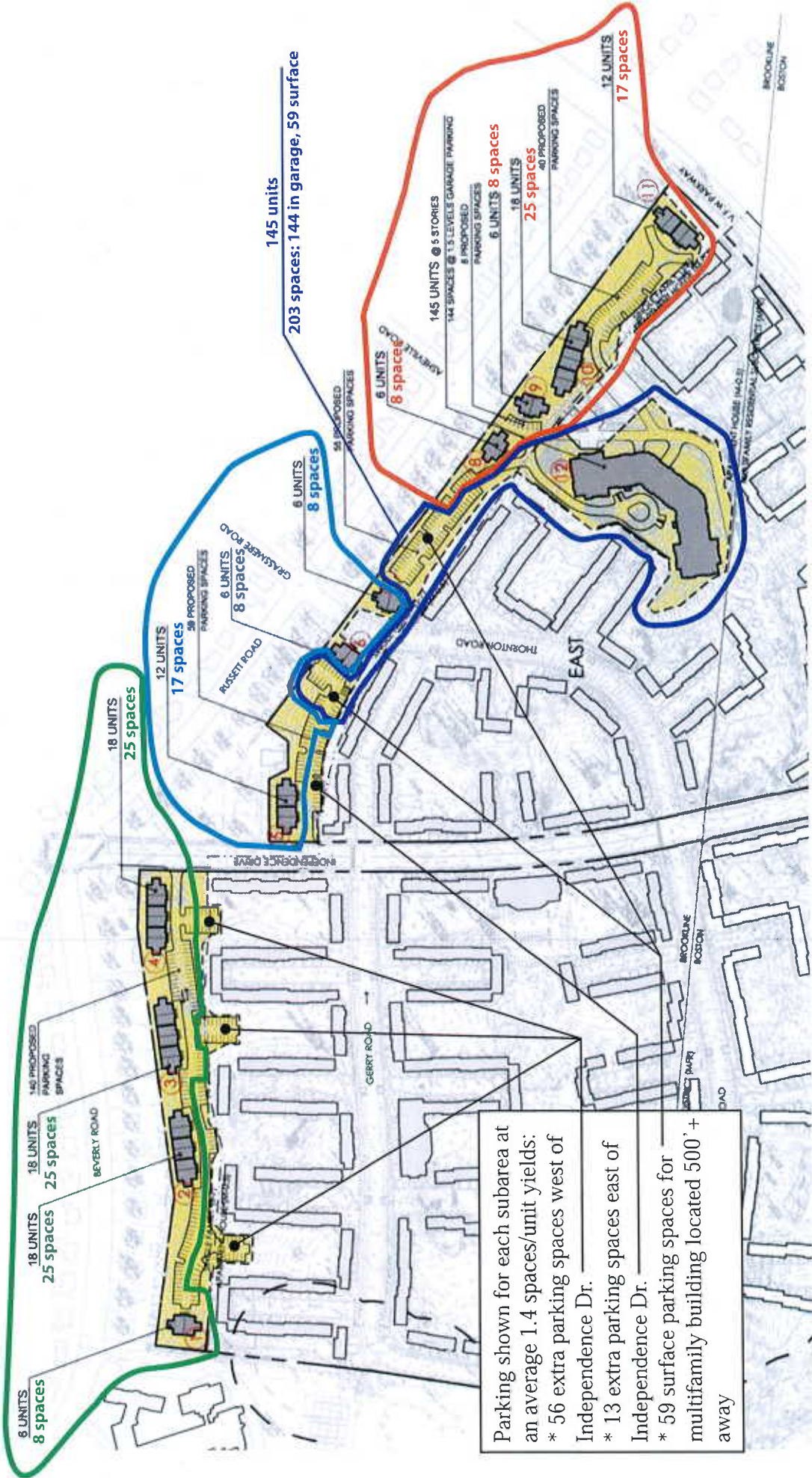
The area of the greenbelt behind Beverly Road has historically been in a wet condition. A large culvert collects the runoff from area streets and discharges this runoff into the stream within the abutting D. Blakely Hoar Sanctuary. The proximity of the proposed development to the wetland within the Sanctuary will result in an increase in storm water runoff to the wetland and has the potential to increase the population of disease carrying mosquitoes in the area. The increase in impervious surface will also adversely affect drainage of surface waters to abutting properties.

D. Access to Public Transportation.

The proposed development site has limited access to public transportation with only the MBTA 51 Bus Route stopping in the area (with limited weekend and off-peak service and no service on Sundays). The future of this bus route is questionable as it was recently scheduled to be canceled by the MBTA, although the decision to increase fares allowed for a reprieve. Proximity to public transit and town centers is a central component of Governor Patrick's recently announced multi-family housing initiative. The Hancock Village site is 3.3 miles from the Green Line and 1.1 miles from the nearest commuter rail. While the developer currently runs limited shuttle service to a Green Line stop, this service does not address the environmental concerns that transit-oriented development is designed to address.

E. Traffic and Safety.

The Town Department of Public Works-Engineering and Transportation Division has identified significant traffic and safety issues with respect to the proposed project site, including the concern that additional vehicle trips, curb cuts and



Parking shown for each subarea at an average 1.4 spaces/unit yields:

- * 56 extra parking spaces west of Independence Dr.
- * 13 extra parking spaces east of Independence Dr.
- * 59 surface parking spaces for multifamily building located 500' + away

Figure 4: Parking Plan

pedestrian crossings occurring as a result of the increased number of units will lead to additional pedestrian related motor vehicle accidents, in a neighborhood that already has a history of pedestrian-related accidents.

The Chestnut Hill Realty property includes over 80 acres, but the locations proposed for these 271 units are inappropriate. The proponent should look to other locations within its property for development opportunities. The existing multi-family zoning and the Hancock Village Neighborhood Conservation District By-law allow for additional multi-family homes to be placed within the current boundaries of Chestnut Hill Realty's property. As shown on the Aerial Plan attached as **Figure 5**, opportunities exist within the developer's property in the adjacent multi-family district for the thoughtful development of affordable housing. The historical open space within Hancock Village and the historical landscaped parkland at the edge of Hancock Village within the Single-Family Zoning District are not appropriate locations for multi-family residential units nor accessory parking.

III.

CONCEPTUAL PROJECT DESIGN

Appropriateness for Site

After a lengthy planning process involving many of the Town's residents, the Town adopted a Comprehensive Plan in 2005. That plan supports "development of small to medium-scale [housing] projects that are compatible with neighborhood context and that include a high proportion of affordable units". It is the Town's view that the proposed design of the 271 units is not appropriate to the proposed site for several reasons.

The Regulation at 760 CMR 56.04 (4) (c) requires a finding that the conceptual project design is generally appropriate for its proposed site "*taking into consideration factors that may include proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns....*" The proposed project fails with respect to each of these parameters.

A. Proposed Use.

The **proposed use** (multi-family flats in 12 buildings, including a five-story building containing 145 units) is not appropriate because it will be a detriment to the livability of existing rental townhome-style units at Hancock Village as well as abutting single-family homes. As noted in the Handbook: Approach to Chapter 40B Design Reviews, "... *the acceptable density of a given housing development is site-and context-specific... the site and building design, not the numerical density determines if a development is 'generally appropriate' for the site.*" The proposed project bears no relation to the "range of building types in the neighborhood." Hancock Village originally was planned with care, taking into



Figure 5 - Aerial Plan

account such elements as the location and the setting, and considering population density accordingly. The one, two, or three-bedroom townhouse dwelling units consist of major living space on the first floor with bedrooms on the second floor. Every unit has its own access to the ground floor and directly to the shared open space. The conceptual base of the original design was to create dense but comfortable housing built on a human scale, allowing for surrounding landscaped green spaces beneficial to the physical and social health of its residents. See photographs at **Attachment C**. The proposed additional uses not only fail to provide similar allowances for livability, but would destroy these original amenities already in effect for the present rental housing residents. The proposed project lot size barely accommodates the proposed multi-family flats, new driveways and parking spaces, with 0'-10' setbacks from the lot's edge and places a five-story building at a high elevation where it will tower over the neighboring buildings. The proposed use is not appropriately-sized within the defined project lot.

B. Conceptual Site Plan.

The **conceptual site plan** does not include any design strategies for the edges of Hancock Village, creates dead end streets with poorly sited new buildings, eliminates significant internal open space, creates excessive parking and impervious surfaces and does not provide pedestrian circulation.

The Handbook states, "*an edge is a physical element which defines or separates space. Edges identify areas of different or conflicting activities, changes of urban scale or character, and areas of different landscape qualities... Weak edge definition lacks separation of activities or views.*"

"Conceptual Site Plans should demonstrate that the setback area design accomplishes the community's planning objectives and creates an inviting environment for pedestrians."

"Applicants should demonstrate that adequate spaces have been provided but avoid excessive parking. Parking and circulation should also be designed to provide for the maximum pedestrian safety, ease in traffic flow, and access/egress on the property, while minimizing the need for impervious surfaces which increase storm water run-off and costs among other impacts, and maintaining the visual character of the property and adjacent areas."

Whereas the original vehicular pattern for Hancock Village was circular and integrated (see Ring Plan – **Figure 6**), the proposed plan would add four additional dead end driveways. This type of site planning not only compromises the free and open feel of Hancock Village, but also worsens accessibility for emergency vehicles. It appears from the information provided by the developer



Figure 6: Ring Plan

that emergency vehicles will have difficulty exiting these driveways. The Fire Department has noted that Hancock Village already does not meet NFPS standards for response time. A five-story building in the Hancock Village neighborhood is of concern due to travel time from the nearest ladder company and limited access to the building because of its siting.

Pedestrian access and circulation would also be adversely impacted under the proposed plan. In the historic garden apartment complex design, pedestrians are given primacy through a series of safeguarding measures such as narrow, winding streets, paved sidewalks on both sides of the street, crosswalks, benches, and ample outdoor lighting. See **Attachment C**. The existing townhouse buildings are designed in a series of connected U-shaped 'super blocks' with shared front courtyards in the interstices facing the street, and small private yards for each unit in the areas away from the roads. Wooded open space was demarcated on the original plans as areas for children to play in, see **Figure 7** — Detail Ring Plan, white circles noted as "Play Areas". The location of the proposed five-story building is one of those special designated play areas. Even with the rear driveway added off Asheville Road, current conditions generally continue to separate vehicular and pedestrian circulation. Sidewalks are provided along the front of all the existing units. The new concept plan makes no effort to provide such separation.

A transition from Independence Drive to Hancock Village's existing entrance at Thornton Road is now ably achieved with a low brick wall of distinctive design, featuring access for cars as well as pedestrians in a wide section. As shown on the attached photo of the entrance (**Figure 8**), the parking spaces are screened, a colored brick pedestrian crosswalk across Thornton Road visually demarcates the pedestrian right-of-way, and sidewalks are safely separated from the parking and driveway areas at the entrance. Although the Town does not have a record of approving the change, a rear access drive was added some time after 1981 at the end of Asheville Road. As shown on the attached photo of this Asheville driveway entrance (**Figure 9**), there are no provisions for pedestrian access and egress to Hancock Village, nor are there adjacent parking spaces at this edge. This rear driveway, not part of the original design of the village, currently provides access to five parking lots for the existing rental units, focusing only on vehicular needs.

The proposed project would more than double the number of vehicles whose sole access would be to and from this rear 18-foot wide driveway which will negatively impact the community through an increase in motor vehicle volumes and speeds. Perpendicular parking spaces would also be added to the end of Asheville Road at the site's edge. The site plan does not include safe, adequate or separate pedestrian access at this edge of the site. Most of Baker Elementary School children and their families walk to school; the Russett/Asheville Road

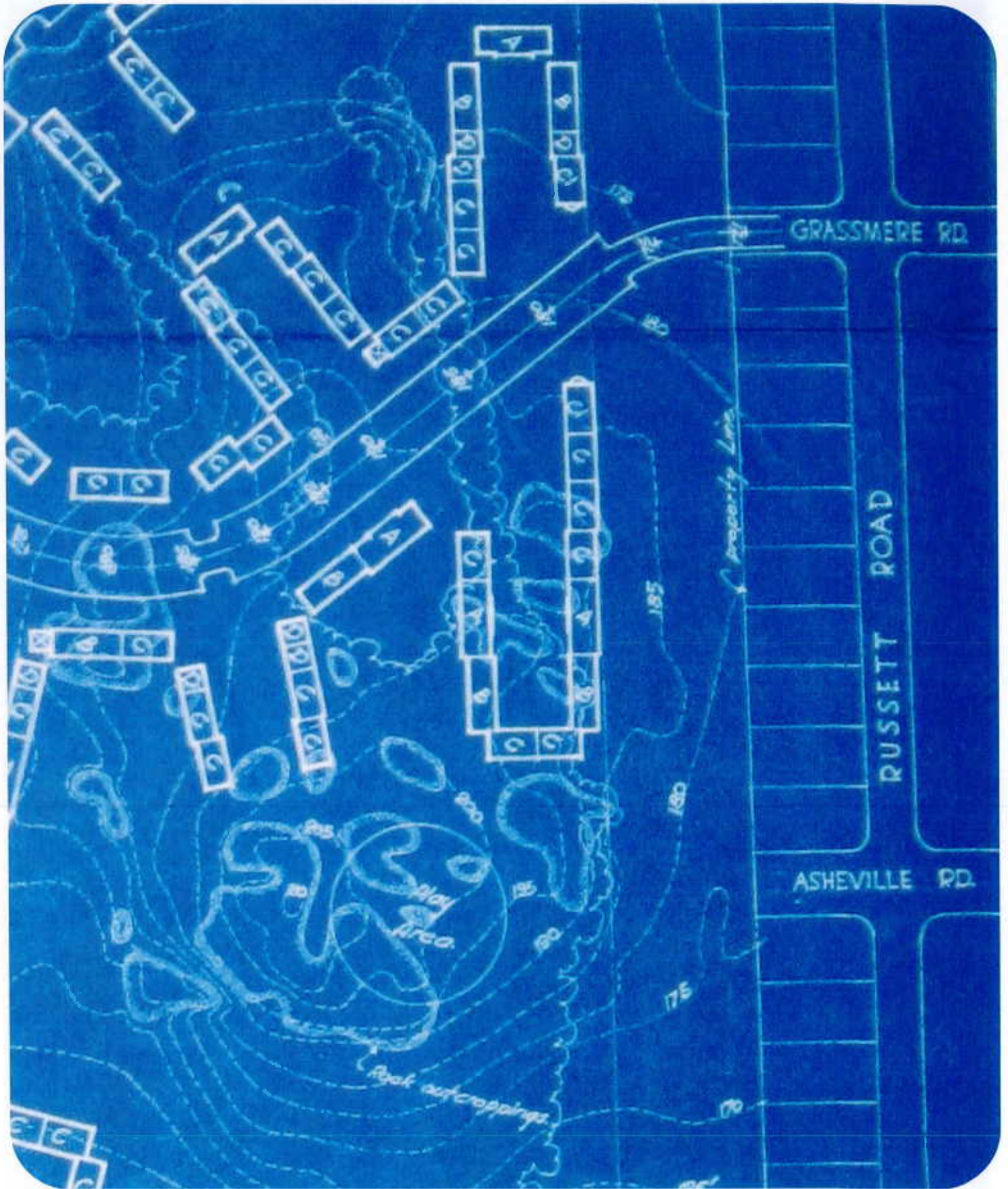


Figure 7: Detail Ring Plan



Figure 8 - Safe Pedestrian Access at
Hancock Village Thornton Road



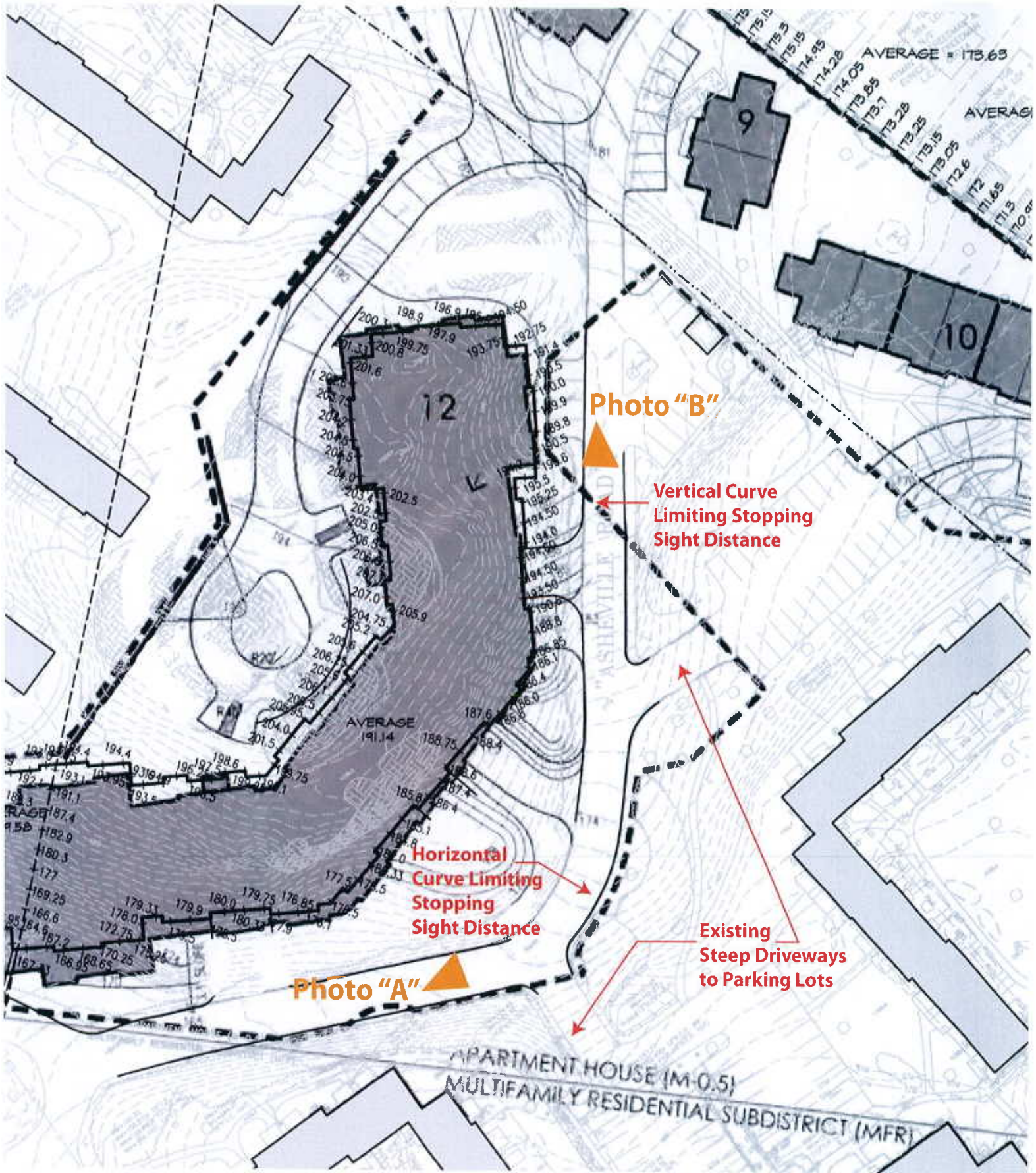
Figure 9 - Vehicular-Only
Rear Driveway at Asheville Road

intersection would become more dangerous due to the significant increase of vehicular movements.

The proposed five-story apartment building is sited such that two new intersections will be created along the curve of the existing Asheville Road driveway. Standard safe Stopping Sight Distance (SSD) for a 15-mph zone is 80 feet. However, as shown in **Figures 10 and 11**, horizontal and vertical curves in the existing Asheville Road driveway, combined with multiple parking lot driveways entering at very steep grades, already limit the line of sight. The submitted application does not include information related to Stopping Sight Distance. The Town estimates that the Stopping Sight Distance along this driveway as proposed will not meet these standards. With 144 additional cars entering and exiting along the curved driveway, the proposed project design for this large building cannot be accommodated on the Asheville Road driveway.

The proposed placement of the new buildings would effectively “shoehorn” much larger structures among the existing ones in the perimeter area nearest to Russet and Beverly Roads in the greenbelt/Single-Family Residence District. The central open space of the eastern half of the parcel would also be violated by the five-story building. The proposed siting of the new buildings would also create incongruity: neither the large apartment building nor the eleven smaller multi-family buildings would be oriented in any positive way to the existing buildings, street facades, nor to one another. As shown on the attached Figure — Ground Plan (**Figure 12**), the existing Hancock Village neighborhood and surrounding single-family home neighborhood are oriented so that front doors face each other and back doors face each other. The new buildings are not so aligned and appear to be “squeezed” onto the lot haphazardly. **See Figure 2**. The five-story building is proposed to have an open “V” shape with enlarged nodes at the ends poking awkwardly into the courtyards formed by the existing townhouses. The smaller multi-family buildings are proposed to be sited in a manner that isolates each one from its neighbors by long expanses of hard-surfaced parking areas. Rather than avoiding excessive parking, the proposed design creates excessive parking, particularly west of Independence Drive, and places the multi-family buildings, like islands, in a sea of asphalt within a few feet of the existing Hancock Village townhomes and adjacent single-family properties. This would result in a development that looks completely different from the green settings of surrounding Hancock Village units and abutting single-family homes and has no relationship to the existing setting. **See Attachments A, C and D**.

Furthermore, the proposed site plan concept fails to negotiate the private/public spheres in any meaningful way. The existing plan of Hancock Village was based on nuanced and sophisticated considerations of communal versus private areas and transitions between them. As existing, there are allowances made for individual privacy both indoors and out, as well as communal interaction within



Note: Plan shown is 1"=60' scale. The base plan (existing topo) has been combined with materials submitted recently for the Comprehensive Permit to better illustrate the inappropriateness of utilizing the driveway off Asheville Road for vehicular access/egress to the proposed building. Photos A & B included as Figure 11.

Figure 10: Limited Sight Distance Plan



Photo A: Driving East on Asheville Road Driveway



Photo B: Driving West on Asheville Road Driveway

Figure 11: Limited Sight Distance Photos



Figure 12: Figure-Ground Plan

the larger but limited population of the village. First-hand accounts of life in garden apartment complexes often cite the close community feel they are able to foster. The Chestnut Hill Realty proposal does not allow for any outdoor community space, unlike the original layout. Additionally, the plan would remove significantly-sized mature tree stands and destroy much of the outdoor space of the existing townhomes.

C. Building Massing.

The **building massing** of the proposed project does not attempt to utilize setbacks, landscaping, or land form buffering to minimize the mass and scale of the new multi-family buildings.

The Guidelines state: “... *it is important to mitigate the height and scale of the buildings to adjoining sites. In this context, it is particularly important to consider the predominant building types, setbacks and roof lines of the existing context.*”

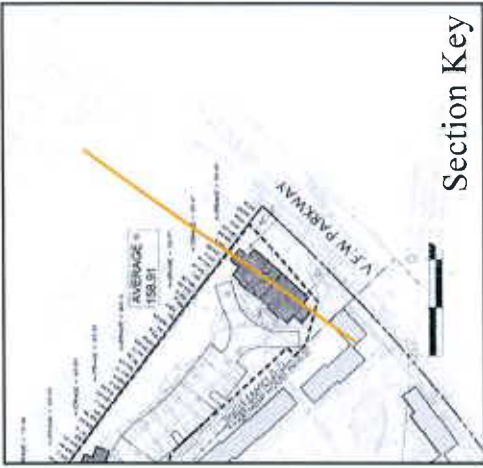
The Handbook states: “*Is the bulk, massing and scale minimized through varied rooflines, angling the structure, orientation to the street, stepping down heights, attaching storage sheds, covering entry porches and patios, architectural banding, and landscaping and land form buffering?*”

“*The relationship between the Project and the adjacent sites are a key aspect of Chapter 40B design review . . . The scale of a structure should be compatible with the surrounding architecture and landscape context . . . The height of the proposed building should generally be compatible with the surrounding buildings and structures.*”

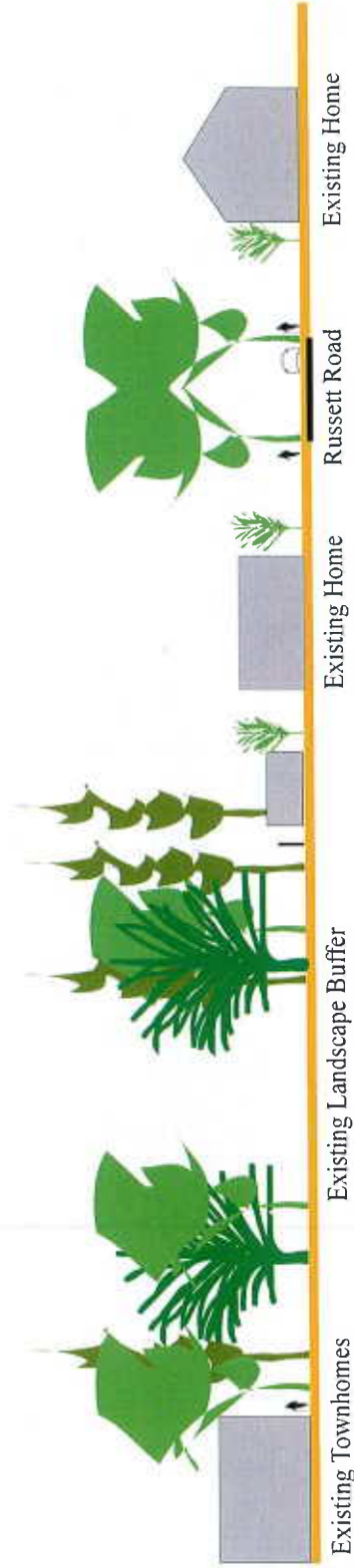
As shown in the attached Russett Road Neighborhood Section (**Figure 13**), multi-family buildings as proposed will not only eliminate completely the existing greenbelt between Hancock Village and the adjacent single-family neighborhoods, but will also set the proposed buildings within five feet of the adjacent single-family lots.

The Guidelines state: “*The massing of the project should be modulated and/or stepped in perceived height, bulk and scale to create an appropriate transition to adjoining sites.*”

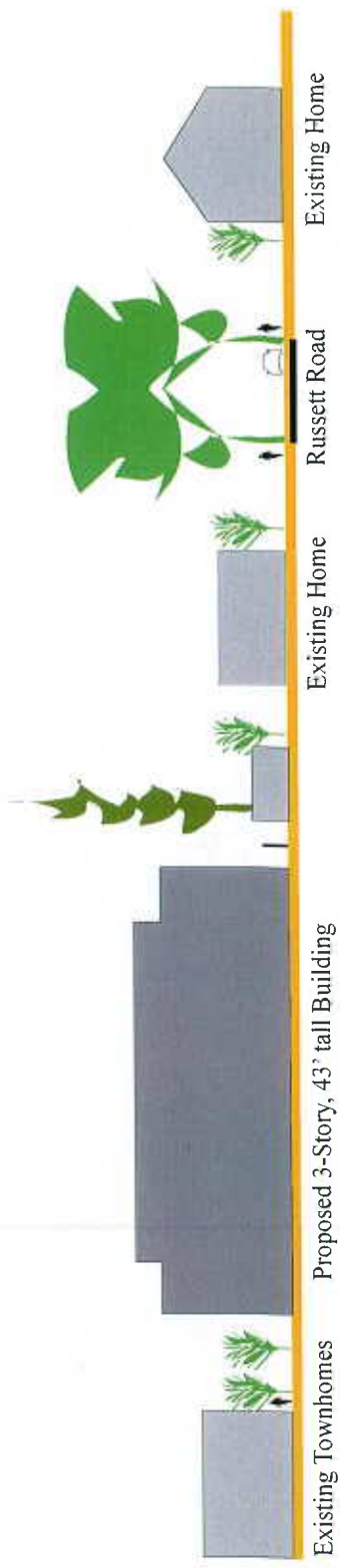
The Guidelines state: “*Design may use architectural details, color and materials taken from the existing context as a means of addressing the perception of mass and height.*”



Section Key



Existing Section



Proposed Section

Scale: 1"=50'
Figure 13: Russett Road Neighborhood Section

The Handbook states: *“Comment on roof pitch and style, proportion of door and windows to façade length and height, building articulations, including jogs, detailing, changes in surface material, colors, textures, entrance orientation, location to parking area, pedestrian pathways to parking, landscaping in parking lot, and fencing.”*

The existing Hancock Village housing is built of brick with wood trim boards, cement foundations and stairs, one- to two and one-half-stories in height, with widths of three, four or sometimes six bays, a variety of roof heights and shapes; long narrow footprints articulated by recesses and projections, and corner units sometimes set at a 90 degree angle. **See Attachment C.** Most of the existing residential units have side-gabled roofs, though a small number have flat roofs with brick parapet walls. A number of architectural features very typical of the period are used to provide variety — staggering some unit setbacks, whitewashing some brick exteriors, and incorporating cross-gables, projecting entry porches, recessed second-story porches, and shallow bay windows. Entries tend to contain original wood paneled doors, with glazing in the uppermost of three panels. The proposed buildings have none of these features.

In general, the existing residential buildings are Postwar Traditional in their styling, though some display Moderne details. Entablature surrounds at some entries incorporate pilasters with flat, flared capitals that are Moderne in their simple geometric form. Other entries are set beneath a shed-roofed porch featuring wrought iron supports with a stylized leaf pattern. This pattern is seen also in the wrought iron supports of second-story recessed porches and balustrades. Small wrought iron balconies are present on end units in some blocks. The flat roof and brick parapet walls on some blocks of two units are less common in the complex. Ornamental detailing consists of a striated brick cornices, inset patterns in the parapet wall above, and concrete drip moldings over the first floor bays. The entries have distinctive Moderne compound surrounds in concrete with plain lintels.

This plethora of exterior decorative details differentiate and enliven the facades of the original brick buildings. In addition, some brick exterior facades have been whitewashed. Other characteristic ornamental effects were created through the use of masonry techniques such as bond work, string courses of brick and molded concrete, pierced openings, low-relief designs picked out in black paint, and saw tooth courses. Visual differentiation from unit to unit is also created through the use of door hoods and porticos, oculi windows set into some end gables, ornamental supports, railings, and balconies. These are the sorts of features that help make for buildings that are visually interesting.

The existing single-family homes in the surrounding neighborhood are, likewise, one, one and one-half, or two stories tall and of modest size. **See Attachment D.**

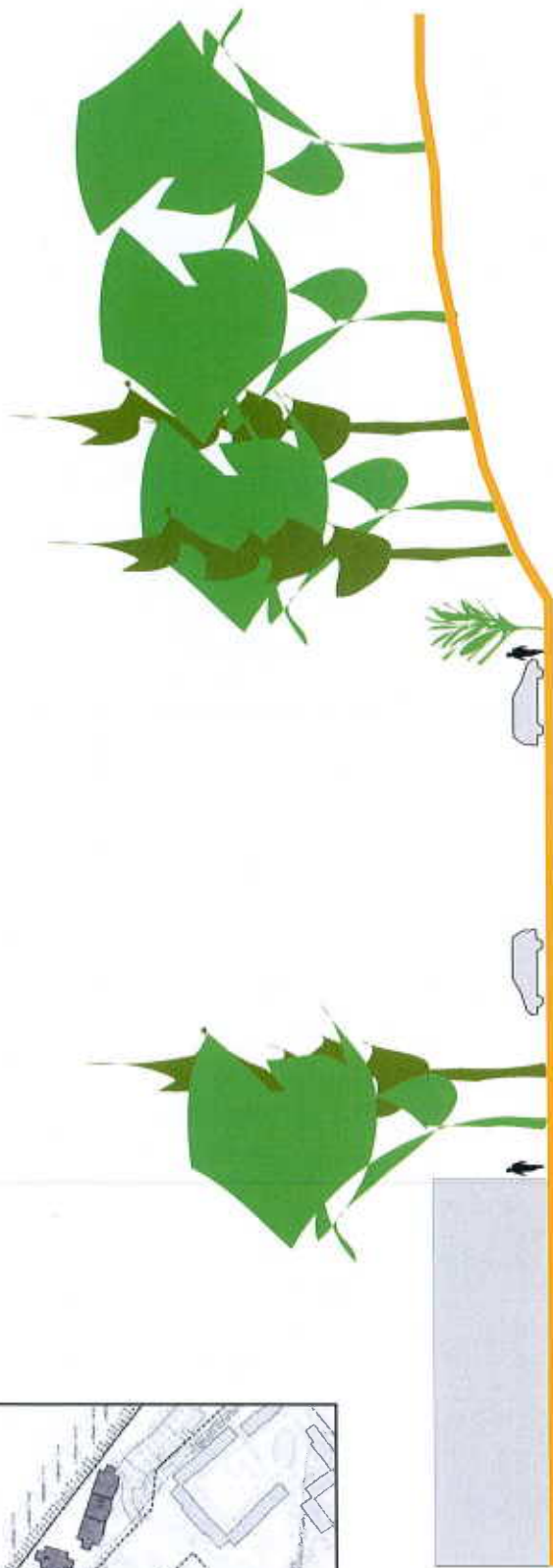
The neighborhood was laid out in the 1930s soon after the completion of the VFW Parkway (1931-1942). The majority of these single-family homes were constructed in the 1930s and 1940s; most are one- to two-story houses similar in massing and setback, and reflect the modest inter-war suburban designs in a variety of styles, including American Colonial, Tudor and Cape. There are a smattering of post-World War II houses, some of the then-newly developed Ranch style, that share the same characteristics as the earlier homes. The development patterns, including the lot sizes, setbacks, scale and massing, give this surrounding neighborhood a unique visual uniformity and consistency complemented by the similar height and design of Hancock Village.

The proposed buildings have none of the scale or features of the surrounding buildings. The overall volume of the largest, proposed five-story, building does not step down or back on either end, creating out of scale proportions with the internal roads, sidewalks, parking lots, and existing residential buildings (see attached Hancock Village Neighborhood Section — **Figure 14**). For a more detailed discussion of height—see **Attachment E**. The facades, as shown in the elevation and perspective drawings in the submission, have a generic quality at best but relate neither to the landscape in which they are set nor to the surrounding buildings. Although they are shown with brick on the first two stories of the main block and on four stories of the projecting bays, the overall impression is one of a very oversized white structure. The proposed building would have an extremely long façade, punctuated by towering bays with flat roofs extending out from the face. The brick piers and sidewalls of the bays, rather than mitigating the size of the building, serve to exacerbate the visual impact of its height, in addition to its location on a rocky outcrop. Nor does the extended roof overhang serve to attenuate the height or bulk of the proposed building, but instead adds to the feeling of looming over the neighborhood, a feeling exacerbated by its topographical setting. There is no similar tall building within Hancock Village or the surrounding neighborhood.

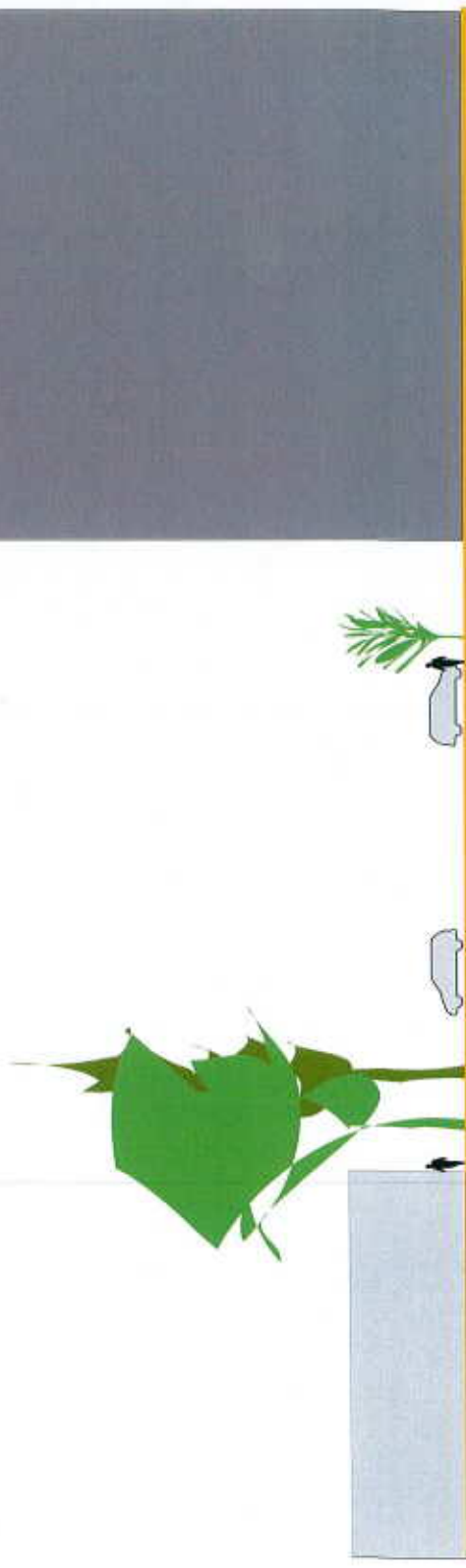
As shown on the proposed building elevations, the 11 three and one-half story multi-family buildings do not modulate in any significant way to fit in with the existing multi-family buildings within Hancock Village. They also would be out of place and scale compared to the one- to two-story single-family homes in the surrounding neighborhood. The height of these proposed 43-foot tall flats would not fit well into the streetscapes of Independence Drive or Asheville Road and would block existing view-sheds from within and without Hancock Village. The “stepping down” in height and depth on the narrow bays at the buildings’ ends seems gratuitous given their oversize massing, volume and scale. The buildings are proposed to have pitched rooflines across deep floor plates, with windows cut into the roof line, which creates a visual fourth floor across these buildings.



Existing Section



Existing Townhomes



Existing Townhomes

Proposed Section

Proposed 5-story Apartment Building over Parking

Figure 14: Hancock Village Neighborhood Section
Scale: 1"=30'

The existing buildings' massing is narrow front to back and low, whereas all of the new construction is wide and high. The proposed and existing buildings bear no relation to one another, and the existing townhouse blocks are diminished by the treatment of the proposed units. The chief aim of historically sensitive design is harmony and unity. The insertion of these new building types would clearly create discord in a National Register-eligible development whose sensitive siting, massing, and planning are keys to its historic importance.

D. Topography.

Neither the existing nor proposed **topography** is used to buffer the massing of the proposed buildings. Indeed, the opposite is the case.

The Guidelines state: *"Where possible, the site plan should take advantage of the natural topography and site features, or the addition of landscaping, to help buffer massing."*

The Handbook notes: *"Topographic contours can provide opportunities for mitigating the bulk of a building, or conversely, further expose the structure and its foundation."*

The low contour-following form and varied roof heights of the existing townhouses allow them to fit easily into the landscape and to step up or down between units in response to the land contours. The existing context of the building-to-landscape relationship is not upheld in the proposed design. Existing buildings are appropriately scaled, and sit either nestled in the "valleys" or sit low on the higher elevations. Their U-shaped configuration creates spaces that refer to the New England town common, recalling a traditional land use and visual pattern. Berms near the roadway provide a visual and aural buffer. The Hancock Village frontages are diminutive and individual, while the setbacks allow for "breathing room" among the buildings. The new plans do not allow for either. The proposed multi-family buildings, in contrast to the existing buildings, have not been designed to fit into the existing site or its topography and would negatively impact site features and topography by eliminating the greenbelt along the edge of the property, by removing mature trees and other vegetation and by the destruction of puddingstone outcroppings that define the natural character of the site. The proposed five-story building has been set in one of the more attractive natural features of the site — a high wooded area with large puddingstone outcroppings. Rather than using topography to "buffer" massing, the proposed design uses topography to exacerbate massing.

E. Environmental Resources.

The Handbook states that environmental resources may include “*trees or vegetative landcover, wetlands and waterways as well as open areas and buildings.*”

“The existing, natural cover of trees and shrubs on a site may provide a desired landscape buffer—existing significant trees and shrubs . . . should be maintained to the maximum extent possible . . . Storm water should be sufficiently controlled.”

As noted above in the discussion of the appropriateness of the site, the adjacent **environmental resources** including the greenbelt, mature trees, puddingstone outcroppings and the D. Blakely Hoar Sanctuary will be impacted by the proposed development. Sufficient information has not been provided to understand how environmental resources would be protected from the increased quantity and quality of storm water run-off. For example, no description or siting of retaining or infiltrating storm water was included in the project eligibility application. The Town estimates the ratio of impermeable surfaces within the 6.9-acre project site will increase from 1% to approximately 55%.

F. Existing Development Patterns.

The proposed site plan neither integrates into the **existing patterns** of Hancock Village, the adjacent single-family neighborhoods, nor the adjacent state parkway.

The Hancock Village neighborhood is historically and architecturally significant and should be respected as such, so that the existing character can be preserved. New development should be integrated into the existing patterns in order to attain this, including patterns of living, entering, meeting neighbors, walking, driving and parking as well as patterns that give visual and formal character to the buildings and the landscape.

The Guidelines state: “*Massing should take into account the pattern of the existing street frontage as well as maintain a human scale by reasonably relating the height of buildings to the width of the public way.*”

“[T]he manner in which buildings relate to adjacent streets is critically important.”

The building-to-street relationship is not upheld in the new plan. Existing streets are narrow and so are the buildings they serve. The residential area surrounding Hancock Village comprises single-family residences, built primarily in the 1930s and 1940s, conservation land, an elementary school and its grounds, and a state

parkway listed on the National Register of Historic Places. Refer to Typical Building — Landscape — Roadway Section (**Figure 15**), highlighting how the relationship between the height of proposed buildings to the width of the streets (with little room for landscaping in between) would be significantly different from the existing street patterns, both inside and outside the boundaries of Hancock Village. Unlike the single-family homes and the townhomes of modest scale set on narrow streets, with landscaped front yards and separated pedestrian access, the proposed project includes large buildings sited without any reference to existing building-to-street patterns.

IV.

ADEQUACY OF APPLICATION

The Town's concerns about the adequacy of the application fall into two categories – matters the Applicant was required to address under 760 CMR 56 (the "Regulations") and failed to address or addressed inadequately; and documents or information which, had they been included in the application, would have allowed for a more comprehensive response by the Town.

A. Matters Required by the Regulations.

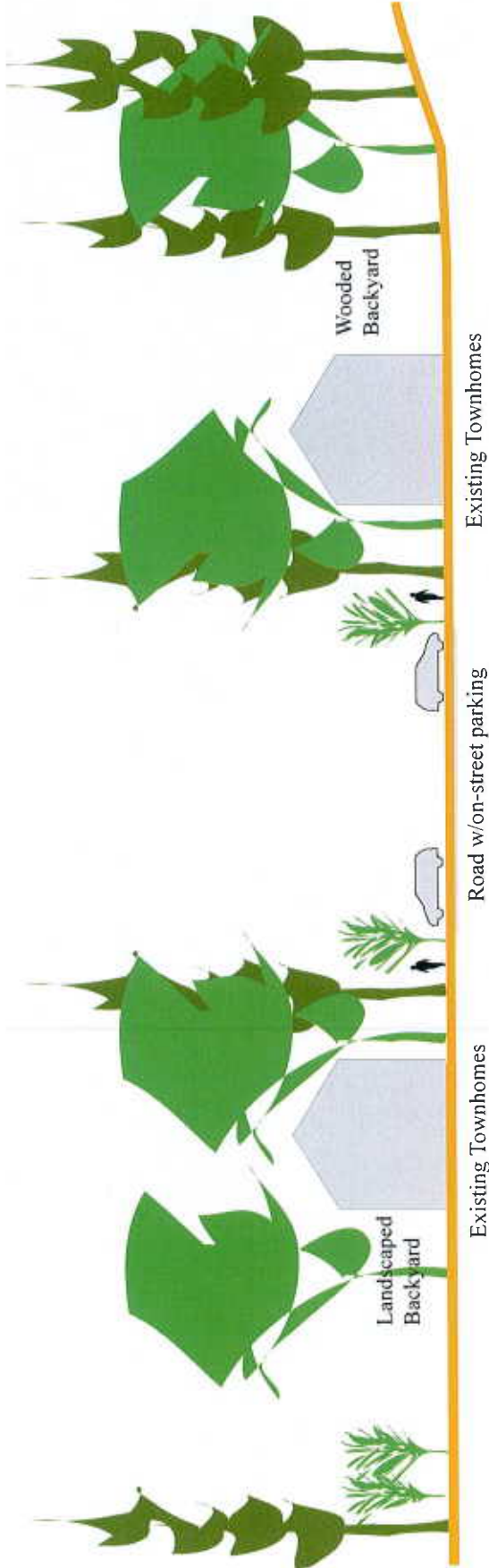
The Town considers the Applicant to have failed to address, or addressed inadequately, the following required matters (all references are subparagraphs of 760 CMR 56.04(2):

—“(c) ...photographs of the surrounding buildings and features that provide an understanding of the physical context of the site.” The photographs included with the application are insufficient to provide an understanding of the physical context of the site.

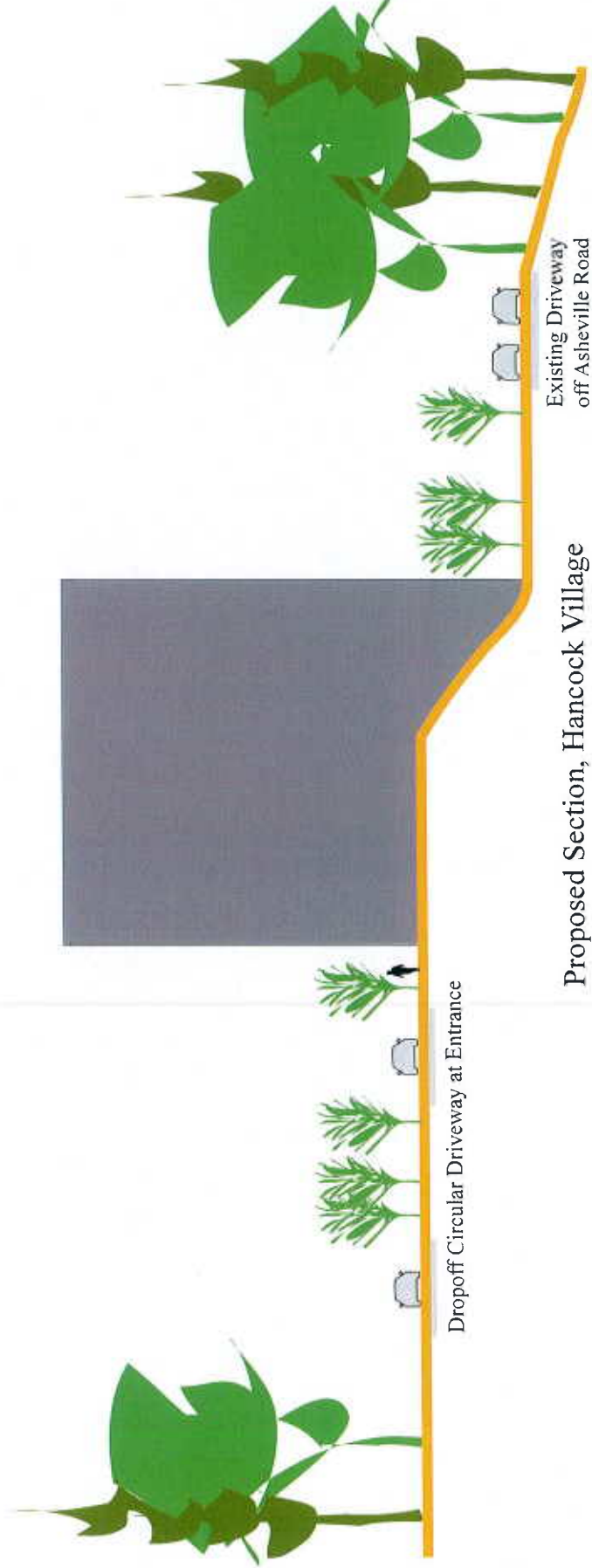
—“(g) ...a summary showing the approximate percentage of the tract to be occupied by buildings, by parking and other paved vehicular areas, and by open areas”. No such summary was provided.

—“(h) a narrative description of the approach to building massing, the relationships to adjacent properties, and the proposed exterior building materials.” This narrative description, which is especially critical in light of the incongruity of the proposed buildings and parking areas with the existing adjacent properties, is missing from the application.

—“(i) a tabular analysis comparing existing zoning requirements to the Waivers requested for the Project”. The description of the Waivers is deficient in several respects. As noted in the memoranda from Daniel F. Bennett, the Town's Building Commissioner (**Attachment E**), certain of



Typical Section, Hancock Village



Proposed Section, Hancock Village

Figure 15: Typical Building-Landscape-Road Sections
Scale: 1"=30'

the zoning requirements are incorrectly stated, and not all necessary waivers have been requested. Additionally, the Applicant requests a “general waiver” from the requirements of the Town’s Hancock Village Neighborhood Conservation District (“NCD”) (Article 6 of the Town’s General By-Laws), without providing any information about the requirements of the NCD, including the NCD’s height limitation of 2 ½ stories and its landscape design review requirements with respect to landscape features including the removal of ledge and mature trees. Finally, since the Applicant did not request any waivers from any of the Town Local Requirements and Regulations (as that term is defined in the Regulations) other than zoning and the “general waiver” for the NCD, none can be addressed by the Town in connection with this letter. Much more detail is required concerning the height of the buildings. The application fails to acknowledge that Hancock Village has historic significance — it is a locally designated Neighborhood Conservation District, and it abuts a State and National Register property — the VFW Parkway.

B. Documents or Information Which Would Have Enabled the Town to Submit a More Comprehensive Response.

- As noted in Section III, sufficient information has not been provided to understand how environmental resources would be protected from the increased quantity and quality of storm water run-off.
- The applicant has indicated no waivers are required for Open Space, landscaped or useable, and provided no back up information as to how it was calculated or what deductions (if any) have been taken.
- There is insufficient information to confirm there will be no waiver for the spacing of residential buildings on the same lot. Drawing L-1 provides distances of buildings to abutting property lines and provides no such information from building to building. With respect to the height of the proposed buildings, the applicant has indicated no waiver is required based on its interpretation of Zoning Bylaws Section 5.01, Table of Dimensional Requirements. The Town By-Laws provide several scenarios for calculating the maximum height of buildings. In any case, the applicant would need to establish the grade of natural ground contiguous to the building, record grade of the street, mean natural grade of abutting properties etc., as well as other information to determine the height of the building. No such information has been provided. The Town believes that the five-story building exceeds the height limit and requires a waiver. See Memorandum of Building Commissioner at **Attachment E** concerning need for height waiver.

- The Town's Police Department reserves additional comments pending review of a traffic impact study from the applicant.
- The Town's Fire Department requires more information on access roads to determine turning ratios, as well as more information on the grade of the proposed five-story building.
- The Town Engineer's review is preliminary in nature due to the lack of information in the application as to such matters as existing sewer and drain easements; path of proposed drainage and proximity to D. Blakely Hoar Sanctuary; risk of contamination; lack of spot grades and lines to match surrounding land to confirm no runoff to abutting properties or cutting off natural drainage from abutting properties; and lack of plans or information for overhead and underground utilities for gas, power and communication.
- The Town's Conservation Commission could only respond in a preliminary manner because the plans submitted with the application were schematic in nature and devoid of any information regarding any of the new infrastructure associated with the new development, and the general footprint and location of the new impervious surfaces.

In conclusion, the Selectmen believe that the project proposed for Hancock Village is poorly conceived, the site is not appropriate for any development, and the project is poorly designed for the site and the neighborhood. The project will negatively impact the existing tenants residing in Hancock Village and the abutting single-family homeowners. The proposed development does not meet any of the design criteria contained in the Handbook prepared for MassDevelopment and the other subsidizing agencies. Chestnut Hill Realty has chosen the least appropriate locations on its property to propose new buildings. The design of the proposed buildings is not consistent with the existing residences abutting the development. The developer proposes to eliminate the greenbelt and replace it with buildings, parking lots and driveways. The greenbelt provides a great benefit to the community, both visually and by providing a livable environment for the many children in Hancock Village who play in the beautiful open space.

As is apparent from the discussion above of affordable housing in Brookline, the Town is committed to providing affordable housing, is very interested in having more affordable housing created and, in fact, has plans to assist with the development of more affordable housing in areas closer to the Green Line public transportation and commercial centers in accordance with the Governor's mandate. However, neither the proposed site nor the proposed design of the Chestnut Hill Realty project is suitable for 271 units of housing. The Town respectfully requests that you deny the application for project eligibility.

Anthony Fracasso, Senior Vice President
MassDevelopment
December 13, 2012
Page 23

Please do not hesitate to contact me if you have any questions about the contents of this letter or the attachments. We look forward to your site visit.

Thank you.

Very truly yours,

Betsy DeWitt, Chair
Brookline Board of Selectmen

cc: Marc Levin, Chestnut Hill Realty

Enclosures

List of Attachments:

Attachment A	Photographs of greenbelt and greenspace site of proposed 5-story building
Attachment B	2009 Stantec Memo
Attachment C	Photographs of Hancock Village
Attachment D	Photographs of adjacent single-family residential streets
Attachment E	Memos — Building Commissioner
Attachment F	Letters from Massachusetts Historical Commission regarding eligibility for listing on the State Register

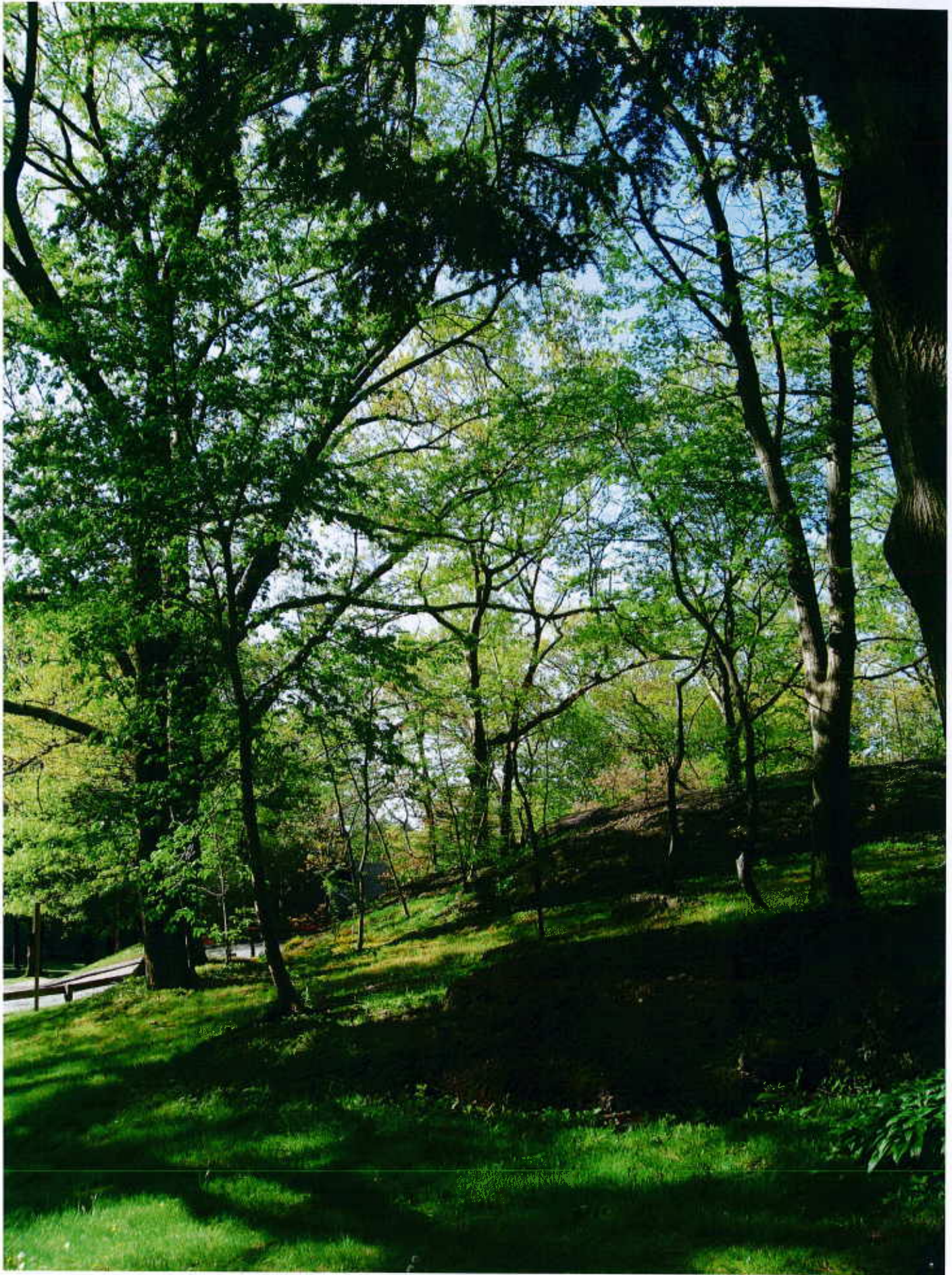
List of Figures:

Figure 1	Zoning — Transit Plan
Figure 2	Zoning Overlay Plan
Figure 3	Olmsted Plan
Figure 4	Parking Plan
Figure 5	2009 Site Plan
Figure 6	Ring Plan
Figure 7	Detail Ring Plan
Figure 8	Photo of entrance
Figure 9	Asheville driveway entrance
Figure 10	Limited Sight Distance Plan — Asheville Road driveway
Figure 11	Limited Sight Distance Photo — Asheville Road driveway
Figure 12	Ground Plan
Figure 13	Russett Road Neighborhood Section
Figure 14	Hancock Village Neighborhood Section
Figure 15	Typical Building — Landscape — Roadway Section

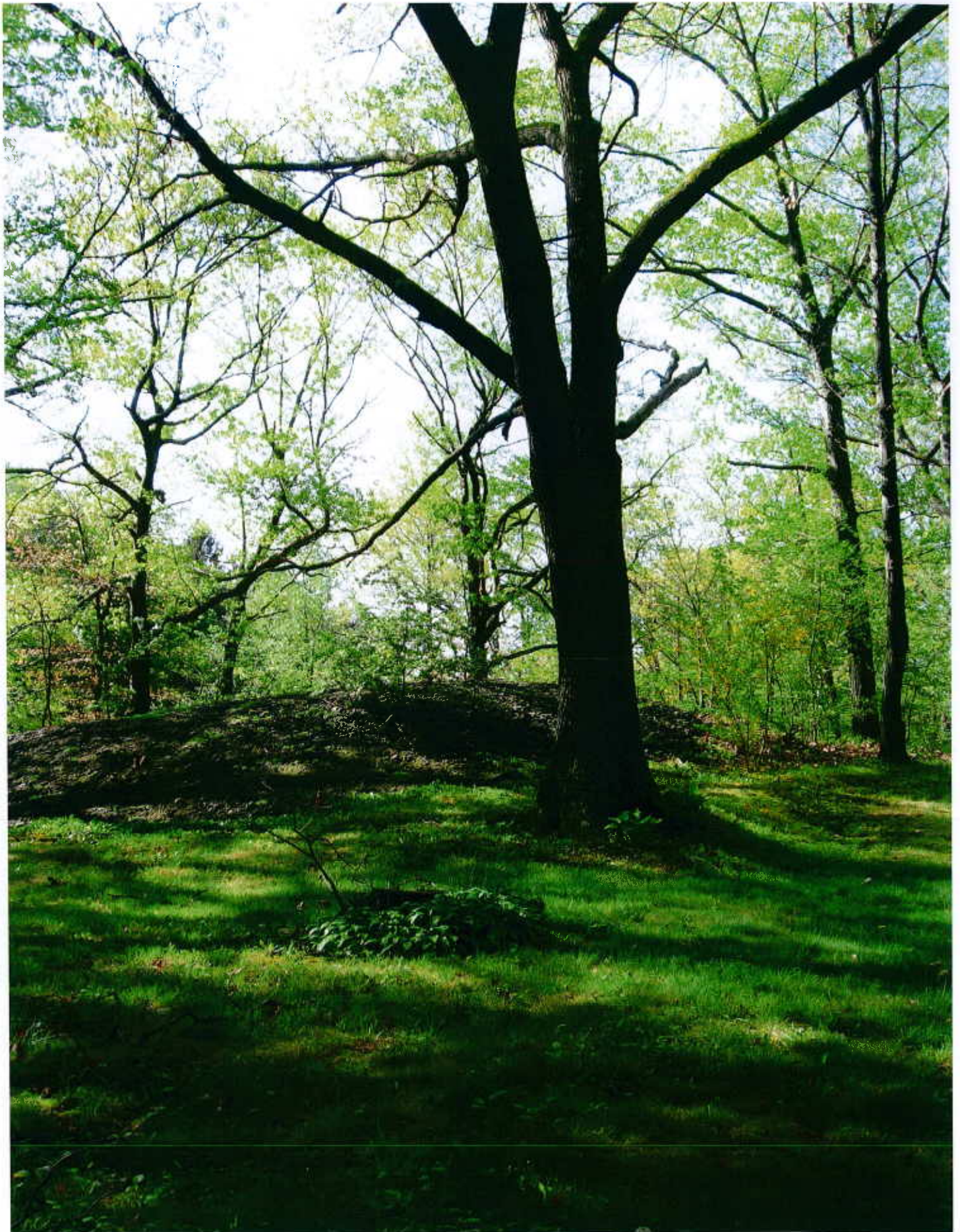
ATTACHMENT A



Landscaped Green Buffer Area in May



Rock Outcropping within Play Area



Rock Outcropping within Play Area

ATTACHMENT B

Memo



Stantec

To: John Connery – Connery Associates
 Jeff Levine – Town of Brookline

From: Joe Geller
 Boston MA Office

File: Hancock Village Date: August 11, 2009

Reference: Plan Outline for Fiscal Analysis

The proposed Plan:

The following accompanied by the plan we presented to the committee on July 15th (attached) represents what I believe our plan and program is for the proposed project. The elements of the program are as follows:

- All proposed units are flats no town homes. Two story buildings will be walkups; all other buildings will have elevators.
- Proposed plan will have no 3 bedroom units - *good or bad?*
- Proposed infill units behind Beverly Road and behind the Independence garage will all be one bedroom units with dens, with a maximum occupancy of two people. The square footage for these units would be approximately 1045 square feet including common area within the building
- Elevator buildings (three stories and above) will be a mix of 50% one bedrooms and 50% two bedrooms. The one bedroom units would be an average of 1095 square feet and the two's would be an average of 1265 square feet again including common areas.
- Parking proposed at 1.4 spaces for each proposed unit and the required number of additional spaces to address CHR's desire to park closer to unit entrances. (Adding conveniently located parking near existing units will make these units more attractive to young professionals or young couples with non school age children. The resulting altered tenant mix in the existing units would thus have less school age children.)
- The plan would consist of a total of 466 net new units as indicated on the plan plus 14 additional units to replace the 14 demolished for construction of the new 220 unit building. Total new units would

*gross FA
not net
will not
commit
need*

*Younger
really
want to
park
closer*

*Assumes
change
to parking
requirement?*

Stantec

August 5, 2009
John Connery, Jeff Levine
Page 2 of 3

Reference: Plan Outline for Fiscal Analysis

therefore total 480. The 14 demolished units consist of 7 one bedroom units, 6 two bedroom units and 1 three bedroom unit.

What if zone change? Higher Aff?

• 15% of the new units will be affordable units at the income levels indicated in the Town's inclusionary housing section of the zoning by-law

- 10% at less than 80% of median income
- 5% at 100% of median income

• Average Existing Market Rents at Hancock Village are \$1605 for a one bedroom, \$1912 for a two bedroom and \$2588 for a three bedroom. Rents for the proposed units will be as follows:

- Infill One Bedrooms \$2000 - \$2600
- 7 Story Building One Bedroom = \$2250 - \$2270, Two Bedrooms = \$2900 - \$3600
- Gerry Garage and East Building One Bedroom = \$2250 - \$2700, Two Bedrooms = \$2700 - \$3000

Additional items CHR will commit to with regard to the design of the site and impact on the environment are as follows:

- Mature trees and landscape will be preserved wherever possible to maintain the quality and feel of the existing open space
- The plan will utilize Low Impact Development techniques and sustainable stormwater management design to provide a sustainable approach to redevelopment. Concepts such as pervious pavements, rain gardens, bio-swales and other techniques will be explored to further these goals.
- The site plan and all new construction will strive to meet criteria for LEED ND certification. Buildings will be designed for energy and water efficiency, alternative fuel sources such as solar, geothermal and wind will be explored. Green roofs will be considered for larger buildings. Bicycle storage and accommodations will be included in the plan and added to the retail area, and transportation demand management including expanded shuttle service, zip car and other alternatives will be included in the final plan
- The plan will incorporate pathways and trails throughout the development to connect the community and neighborhood to the Shops

Stantec

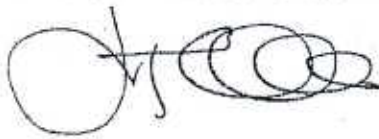
August 5, 2009
John Connery, Jeff Levine
Page 3 of 3

Reference: Plan Outline for Fiscal Analysis

at Hancock Village, Baker School, the Hoar Sanctuary and the Hancock Woods. Creating a more neighborhood friendly walkable community

Please review the above and contact me should need any additional information and to discuss a time for us to meet. We would like to schedule a meeting with both of you in attendance as well as Judy Barrett to discuss the parameters of the fiscal analysis so we can have agreement on the general approach that will ensure that we can have an apples to apples comparison when the two analyses are completed.

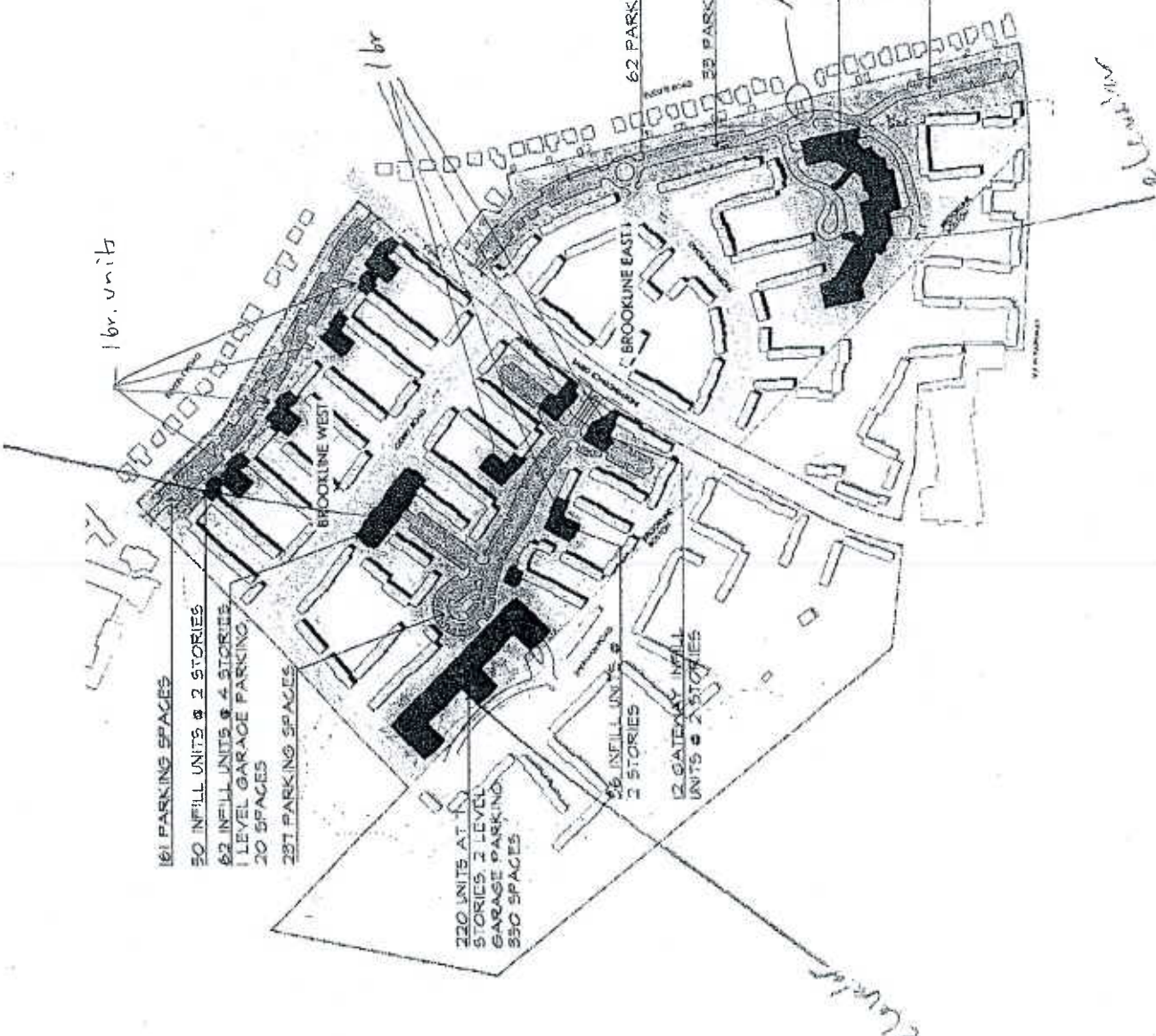
STANTEC PLANNING AND LANDSCAPE ARCHITECTURE P.C.

A handwritten signature in black ink, appearing to read 'J. Geller', written over a circular stamp or mark.

Joseph T. Geller, ASLA
Senior Principal
joe.geller@stantec.com

PROPOSED DEVELOPMENT PLAN

UNITS	
NEW UNITS BROOKLINE WEST	366
NEW UNITS BROOKLINE EAST	100
REPLACEMENT UNITS	14
TOTAL NEW AND REPLACEMENT UNITS	480
PARKING	
PARKING REQUIRED FOR NEW AND REPLACEMENT UNITS @ 1.4 SPACES/UNIT	673
BROOKLINE WEST GARAGE SPACES FOR NEW UNITS	370
SURFACE SPACES FOR NEW UNITS	763
BROOKLINE EAST GARAGE SPACES FOR NEW UNITS	140
TOTAL NEW UNIT PARKING	673
OTHER ADDITIONAL PARKING ADDED BEYOND THE 1.4 RATIO	
BROOKLINE WEST	103
BROOKLINE EAST	79
TOTAL ADDITIONAL PARKING	855



Hancock Village- Proposed Site Plan July 15, 2009

Brookline, MA



July 15, 2009

ATTACHMENT C





Safe Pedestrian Areas within Hancock Village

ATTACHMENT D



Russett Road Neighborhood

ATTACHMENT E



TOWN of BROOKLINE
Massachusetts

BUILDING DEPARTMENT

Daniel F. Bennett
Building Commissioner

INTEROFFICE MEMORANDUM

Date: December 11, 2012

To: Jennifer Dopazo Gilbert
Town Counsel

From: Daniel F. Bennett
Building Commissioner

Re: Hancock Village 40B
Residences of South Brookline

This memorandum is being submitted to supplement my original comments detailed in my correspondence dated November 20, 2012.

More specifically I am writing to address the height of the proposed 5 story apartment building and the applicant's indication that no waiver is required per their interpretation of Section 5.01, Table of Dimensional Requirements.

It is clear the By-Law sets a maximum height of a building, in an S-7 and M-0.5 zoning district it is 35', pursuant to 5.01 Table of Dimensional Requirements. The By-Laws also provides direction by which the mean grade is established from which the maximum height is to be measured. If it was the Towns desire to allow a five story apartment building in an S-7 and M-0.5 zoning district they would have permitted a higher maximum height requirement. There are numerous other zoning districts in the Town of Brookline that permit a building, other than a 1 or two family dwelling, to be more than 35' in height (see 5.01 Table of Dimensional Requirements District M-1.5, M-2.0, M-2.5). The S-7 and M-0.5 zoning districts are primarily made up of 1 to 2 ½ story structures, one would conclude that this is due to the proper interpretation and enforcement of the By-Law.

The provisions of section 5.30 of the By-Law detail how one would establish the height of a building based on mean or record grade. It was written to maintain a balance of the height of buildings with surrounding or abutting properties that have the same, less or more restrictive height limitations.

Further review of the proposed elevations of the 5 story apartment building, as well as the building sections demonstrates this building exceeds the 35' maximum height limitation. The applicants indicate no waiver is requested for height due to their interpretation and provide no documentation to back up this claim. The notion that no relief in height for a five story building proposed by the applicant directly contradicts the By-Law.

In summary, it is my opinion a waiver for height would be required for the proposed 5 story apartment building.



TOWN of BROOKLINE

Massachusetts

BUILDING DEPARTMENT

Daniel F. Bennett
Building Commissioner

INTEROFFICE MEMORANDUM

Date: November 20, 2012

To: Jennifer Dopazo Gilbert
Town Counsel

From: Daniel F. Bennett
Building Commissioner

Re: Hancock Village 40B
Residences of South Brookline

Building Department staff has reviewed the Project Eligibility Application to Mass Development dated 8/10/12 for The Residences of South Brookline by Chestnut Hill Realty.

More specifically, staff focused on the two Tables labeled "Zoning West" and "Zoning East" listing the preliminary list of waivers included in the supplemental information provided to the Town in a letter dated October 31, 2012.

The property is located in two zoning districts; Single Family S-7 Residence District and Apartment House M-0.5 Residence District. Pursuant to Table 5.01 Table of Dimensional Requirements the applicant incorrectly noted some of the dimensional requirements in their application.

The Table labeled "Zoning West" incorrectly states the minimum yard requirements for Front, Side and Rear setbacks as 20', 7.5', 30' respectively and the landscaped open space as 10%. If you review Table 5.01 Table of Dimensional Requirements the correct classification of use should be "Any other structure or principal use" the minimum yard requirements for Front, Side and Rear setbacks would actually be 30', 20', 40' respectively requiring a waiver for side yard not originally cited. The landscaped open space would actually be 30%.

The Table labeled "Zoning East" incorrectly states the minimum yard requirements for Front, Side and Rear setbacks as 20', 7.5', 30' respectively for an S-7 zoning district and the minimum lot size of 5, 000 SF for an M-0.5 zoning district. If you review Table 5.01 the correct classification of use should be "Any other structure or principal use" the minimum yard requirements for Front, Side and Rear setbacks would actually be 30', 20', and 40' respectively for an S-7 zoning district. The correct classification of use for an M-0.5 district "other dwelling structure" the minimum lot size would actually be 3,000 SF for the first dwelling and 288,000 SF for the remaining 144 dwellings totaling 291,000 SF of lot area for 145 dwellings requiring a waiver for lot size.

The applicant has indicated no waivers are required for Open Space, landscaped or useable, and provided no back up information as to how it was calculated or what deductions (if any) have been taken.

Further, there is insufficient information to confirm there will be no waivers for building height and the spacing of residential buildings on the same lot. Drawing L-1 provides distances of buildings to abutting property lines and provides no such information from building to building. With respect to the height of the proposed buildings building the applicant has indicated no waiver is required based on their interpretation of Zoning Bylaws Section 5.01, Table of Dimensional Requirements. The Town By-Laws provide several scenarios for calculating the maximum height of buildings. In any case the applicant would have to establish the grade of natural ground contiguous to the building, record grade of the street, mean natural grade of abutting properties etc. as well as other information to determine the height of the building. No such information has been provided. The applicant should produce the methodology used to determine no waiver is required and allow the Town to review and comment.

Lastly, there has been no indication by the applicant as to how they will handle the fact that the lot is situated part in the Town of Brookline and in part in the City of Boston. Our bylaws provide direction on how to handle this situation and apply the zoning requirements. The applicant has provided no information for the Boston portion of the property to adequately determine the impact, if any, on zoning.

ATTACHMENT F



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

June 22, 2012

Emily Wolf
Boston Landmarks Commission
CLG Coordinator
City Hall
Boston, MA 02201

Re: Hancock Village (Boston/Brookline) NRDIS

Dear Emily:

Staff at MHC have evaluated the Hancock Village housing development for potential eligibility for listing in the National Register of Historic Places. Based upon your submitted information, plus information previously submitted by the Brookline Historical Commission, MHC staff concurs with the CLG opinion that the Village meets National Register criteria A and C, and possibly B, for listing at the state and local level.

Hancock Village is an early post-war housing development, created in association with Brookline, Boston, and the John Hancock Life Insurance Company to provide low-cost housing for returning World War II veterans and their families. Several nationally known developers, landscape architects, and builders collaborated on this nearly 800-unit facility, which straddled the Boston/Brookline line. An early strip mall was included with the project to form a self-contained community. This has been greatly changed in recent years and, if included within the boundary, would be considered a noncontributing element to the present-day Village.

As we commented earlier, a nomination would necessarily include the entire complex, and would thus be a multi-community nomination, with cooperation between the BLC and the Brookline Historical Commission in the preparation and processing of the nomination. We look forward to working with both groups in achieving National Register recognition for this important postwar development.

A handwritten signature in cursive script that reads "Philip Bergen".

Philip Bergen
Preservation Planner

Enclosure

cc: ~~Greer~~ Hardwicke, Brookline Historical Commission
Kathleen Kelly Broomer



The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

October 28, 2011

Ms. Greer Hardwicke
Preservation Planner
Brookline Preservation Commission
333 Washington Street
Brookline, MA 02445

Re: Hancock Village (Area BA), National Register eligibility

Dear Greer:

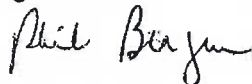
Staff at the Massachusetts Historical Commission have reviewed materials that you have submitted regarding the potential eligibility of the Hancock Village development for listing on the National Register of Historic Places. While there is an interesting history to the project, which may be of statewide significance, more information is needed before we can concur with the Brookline Preservation Commission's Certified Local Government opinion.

Hancock Village is a post-World War II housing development in South Brookline and West Roxbury that is the product of a collaboration between the Town of Brookline and the John Hancock Life Insurance Company to provide housing and employment for returning veterans. The village included nearly 800 town houses on curving side streets, and was designed by the Washington firm of Justement & Koenig, a nationally prominent firm that specialized in designing apartment developments. Brookline landscape architects Olmsted Associates produced a natural setting that maximized green space, while eliminating much street traffic and parking clutter. Hancock Village represented an ideal mid 20th century development that eased World War II returnees back into a life of normalcy. The Village also included a shopping center, unobtrusive garages, and inward-facing courtyards.

It is quite likely that, ultimately, MHC will concur with your opinion of Hancock Village's National Register eligibility. However, several questions were raised by staff during our evaluation. Hancock Village's location prompted the primary concern. While most of the Village lies in Brookline, a substantial portion, including the shopping center, is located in Boston. As you know, the Brookline area form for Hancock Village concentrated on documenting those resources in Brookline only. But for National Register evaluation purposes, the entire Hancock Village development would need to be considered; any National Register nomination for the village would have to be for the village as a whole, in both Brookline and Boston. Since Boston is also a CLG community, the Boston Landmarks Commission should also submit a separate area form, a data sheet, and a CLG opinion for the Boston portion. The shopping center should be addressed in the Boston portion's area form, including photographs of the center and description of the alterations it has undergone.

Other questions were raised by MHC staff. If the Brookline and Boston CLGs proceed with a joint nomination, the following questions would have to be addressed. What is the current ownership of the village (it is now known as Wentworth Village, suggesting that John Hancock is no longer involved), and when did Hancock's participation end? No interior photos or close ups were submitted, leaving us uncertain as to how much of the development's interior and plan is original and how much may have been changed. More photos of the village as a whole would be helpful. Given the unusual circumstances of the Village's development, it is likely that there would have been photos taken of the houses and shopping center at the time the complex opened—possibly the Hancock company archives, the municipalities, or Olmsted Associates would have taken some—and it would be possible to determine the amount of change. A nomination would need to place Hancock Village in context with other postwar housing developments to support its statewide significance.

It is strongly urged that the Brookline Preservation Commission and the Boston Landmarks Commission coordinate their response to the issues raised in this letter. Hancock Village is an interesting postwar housing development; and a National Register nomination would be a useful recognition of its history and significance.



Philip Bergen
Preservation Planner

Cc: Emily Wolf, Boston Landmarks Commission, Boston CLG coordinator
Kathleen Kelly Broomer