

# The Residences of South Brookline



**MassDevelopment  
Application for Comprehensive Permit Site Eligibility**

**Chestnut Hill Realty  
June 10, 2013**



## Chestnut Hill Realty

June 10, 2013

Marty Jones, President and CEO  
MassDevelopment  
160 Federal Street  
Boston, MA 02110

Dear Ms. Jones:

Chestnut Hill Realty (CHR) is pleased to submit five copies of its Project Eligibility Letter (PEL) application for The Residences of South Brookline.

The Residences of South Brookline has been designed to provide 192-units of multifamily rental housing under the state's Comprehensive Permit program. We feel that The Residences of South Brookline will serve as an excellent model for "Smart Growth through Creative Infill," in that the proposed building sites are located on underutilized land in our Hancock Village rental development at Independence Drive in South Brookline.

In addition to utilizing existing public water, sewer, road and public transportation infrastructure, our proposed development will benefit from the still significant remaining open space at our own low density Hancock Village development, the protected open space at the adjacent D. Blakely Hoar Sanctuary, the adjacent five public tennis courts, and the adjacent Baker Elementary School playground. The D. Blakely Hoar Sanctuary is a 25-acre Brookline conservation area that includes a trail with several boardwalks circling the sanctuary. In addition, the sanctuary connects with conservation lands in Boston and Newton.

We have wisely utilized these existing utility, roadway, public transportation, recreation and open space resources to help create a mixed-income community that addresses the Commonwealth's sustainability principles.

We are very proud of our proposed building design that is in harmony with our current buildings as well as neighboring residential homes. We have incorporated many of the suggestions we have heard in the past. The buildings closest to our residential single family neighbors are landscaped, 2½ story, infill buildings within a minimum property line setback of twenty feet.

They share many of the design and planning elements found in our adjacent neighborhood. Our apartment building is sited farther into our site than the 2½ story buildings and also reflects many of these design elements and materials.

**617-323-8800**

**Executive Offices**

Box 67377, Chestnut Hill, MA 02467-0004

FAX 617-323-8801

[chestnuthillrealty.com](http://chestnuthillrealty.com)

The new development will greatly expand mixed-income housing opportunities in South Brookline given that almost all DHCD-40B qualified affordable housing in Brookline has been concentrated in North Brookline.

Public transportation will be available at three public bus stops on Independence Drive adjacent to the site, serviced by the MBTA route running between Forest Hills Station in Jamaica Plain and Reservoir Station in Brookline. In addition, CHR provides free van shuttle service for commuting residents on weekday mornings and evenings to the MBTA Reservoir Green D-Line station.

We have assembled a very capable and experienced Development Team to complement CHR's in-house development, financing, construction and property management skills. CHR's Company Profile is provided in the attached materials.

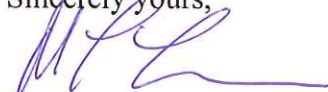
Members of the Development Team include Stantec (land planning, engineering and landscape architecture); Lowe Associates-Architects, Inc. (architecture); Bernkopf Goodman LLP (legal services); Goulston & Storrs, P.C. (legal services); and Edward Marchant (Chapter 40B advisory services).

Detailed site, site control, engineering, design and financial information has been included in the Project Eligibility Letter application. We have also included multiple exhibits to demonstrate our careful approach to the planning of this development. We have also included a detailed history of our discussions to date with Brookline Town Boards and Committees in regard to the development of the subject site.

The required \$2,500 application fee payable to MassDevelopment is attached.

We look forward to assisting you and your staff in any manner necessary for you to complete MassDevelopment's review of our Project Eligibility Letter application. If you have any questions or desire additional project information, please do not hesitate to contact me or our Chapter 40B Advisor, Edward Marchant (617) 739-2543 or emarchant@msn.com.

Sincerely yours,



Marc L. Levin  
Director of Development

Cc: Anthony E. Fracasso  
Senior Vice-President, MassDevelopment

**Residences of South Brookline  
Program Summary**

	1BR	2BR	3BR	4BR	Total Units
<b>Infill Buildings</b> ( 1/ 1/2 Story Units over Flats)					
Flats - Market Rate	8	8	12	0	28
Flats - Affordable	2	2	6	0	10
<b>Flats - Total</b>	<b>10</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>38</b>
1 1/2 Story - Market Rate	0	0	10	23	33
1 1/2 Story - Affordable	0	0	0	5	5
<b>1 1/2 Story - Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>28</b>	<b>38</b>
<b>Infill - Total</b>	<b>10</b>	<b>10</b>	<b>28</b>	<b>28</b>	<b>76</b>
<b>Apartment Building</b>					
Flats - Market Rate	45	47	0	0	92
Flats - Affordable	11	13	0	0	24
<b>Apartment Building - Total</b>	<b>56</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>116</b>
<b>Total Development</b>					
Flats - Market Rate - Total	53	55	12	0	120
Flats - Affordable - Total	13	15	6	0	34
1 1/2 Story - Market Rate - Total	0	0	10	23	33
1 1/2 Story - Affordable - Total	0	0	0	5	5
<b>Total - Market</b>	<b>53</b>	<b>55</b>	<b>22</b>	<b>23</b>	<b>153</b>
<b>Total - Affordable</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>39</b>
<b>Total Development</b>	<b>66</b>	<b>70</b>	<b>28</b>	<b>28</b>	<b>192</b>
	34%	36%	15%	15%	100%

## *The Residences of South Brookline*

### **Site Design and Planning**

The Handbook: Approach to Chapter 40B Design Review outlines the requirements of 760 CMR 56.00 as follows:

The implementing regulations for the law are found in 760 CMR 56.00. Within section 56.04(4) of those regulations, entitled Findings in Determination, there are a number of terms to consider related to use and design. The relevant subsections read as follows:

*“(b) that the site of the proposed Project is generally appropriate for residential development, taking into consideration information provided by the municipality or other parties regarding municipal actions previously taken to meet affordable housing needs, such as inclusionary zoning, multifamily districts adopted under M.G.L. c.40A, and overlay districts adopted under M.G.L. c.40R, (such finding, with supporting reasoning, to be set forth in reasonable detail);*

*“(c) that the conceptual project design is generally appropriate for the site on which it is located, taking into consideration factors that may include proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns (such finding, with supporting reasoning, to be set forth in reasonable detail);”*

The regulations at subsection (b) frame the considerations for the choice of a site for the Project. Using this standard, the determination of consistency should be defined as a general allowance for residential development.

The regulations at subsection (c) then consider the Project design, which at this early stage is a ‘conceptual project design.’ The Project design elements considered here include the use (expected to be predominantly residential), the building in terms of massing, site conditions defined by topography and environmental resources, and the Project’s ‘integration into existing development patterns.’

The following responds to sections (b) and (c) of the regulations providing background on our approach to the development of the Residences of South Brookline.



## *The Residences of South Brookline*

### **Conceptual Project Design**

The site plan has been designed to provide much needed housing that is responsive to the needs of today's rental housing consumer while respecting the garden style design nature of the existing development. It is important to note that the history of the development and entitlement process for the current project created a number of restrictions that precluded some site planning approaches that would have made it easier to further many of the design goals outlined in the Handbook and desired by Chestnut Hill Realty. Despite this, the current plan conforms to the underlying zoning requirements where possible and reflects the intent of the Handbook's guidance.

In order to provide an appropriate edge to the development, the new buildings have been sited outside of a 20' side setback in order to provide green space and rear private spaces for the infill building as well as to the abutters. To the extent practical, existing mature trees have been preserved and all of the proposed units have been integrated with walkways connecting them to the existing internal open space, shopping, the Baker Elementary School and playground, the D. Blakely Hoar Conservation land, the public tennis courts, and the MBTA bus service on Independence Drive. In addition, the abutting neighborhood will continue to have access through the development and all of these elements as well. The pedestrian network has been designed to provide primacy for the pedestrians with sidewalks, crosswalks and pavement changes at crossings, benches and ample dark sky compliant outdoor lighting.

Elements of the existing brick walls and entry features that are part of the existing Hancock Village design will be incorporated into the entry points of the new driveway to provide a cohesive entry experience.

CHR is proud of the quality of the existing development. We believe that while the existing townhouse style unit is appropriate for many people, it is not appropriate for all. Seniors, in particular, have a difficult time with the stairs and second floor bedroom locations in the townhouse units. It has also been difficult to rent those units to young professionals who prefer floor plans featuring open spaces and better flow over two story living.

Similarly, the garden courtyard and parking road approach that locates parking remotely from units was a part of the original design for Hancock Village that is attractive to some rental tenants but not to everyone.

The proposed two and one half story buildings will provide prospective tenants with easier access to their cars as well as direct access from the first floor units to private open space. The parking areas which are designed to be used by the residents of the two and one half story buildings as well as for second vehicle parking for apartment building residents are located in small lots which will be well landscaped and screened.

Access to the parking areas is through a series of driveways that provide access for emergency vehicles as well as the residents. Turning movements and radii have been designed with that in mind and consistent with the Town's and Commonwealth requirements as used in other projects in the community.

The apartment building housing option provides protected parking under the proposed building while providing elevator access to the units above, minimizes the impact on open space and reduces total impermeable area. This housing type is particularly attractive to seniors in our four season climate and also expands housing choices for households that require accessible units.



## *The Residences of South Brookline*

### **Building Massing**

#### Existing Buildings

The surrounding neighborhood consists primarily of 1930's and 1940's Tudor, Colonial and Cape style single family homes with a mix of mostly 2 and 2½ story houses with a small number of 1½ story ranch houses set on 5,000 square foot lots. Many of the homes have shared driveways and many have garages abutting the rear property line. The homes are arranged in a manner that is typical for subdivisions built during that era. The existing Hancock Village development consists of 2 story townhomes arranged in two, four and as many as twelve unit buildings connected to one another. These existing buildings are primarily brick with side gabled roofs with the occasional flat roof with a parapet wall inserted into a line of gabled units.

#### Two and One Half Story Infill Buildings

The proposed 12 new buildings along the eastern and northern edges of the property have been sited to create a building massing that provides a transition between the existing 2 - 2½ story single family homes on Beverly Road and Russett Road and the linear massing of the existing townhouses. The height and scale of the proposed buildings harmonize with the architectural character of the simple brick townhomes and the more distinctive brick, clapboard and shingle style subdivision homes along Beverly Road and Russett Road. The proposed buildings are 2 ½ stories high and are consistent with the adjacent single family homes and the existing Hancock Village apartments.

The massing of the buildings is minimized through the architectural treatment of the building, the stepping of the facades and entry ways, and the provision of landscaping and fencing for screening. All of the proposed 2½ story structures are sited 20 feet from the property line closest to Beverly Road and Russett Road and face the street or parking drive that they abut. A number of free standing single story garages have been added to provide visual screening of the parking areas as well as to provide some of the residents with protected storage for their vehicles.

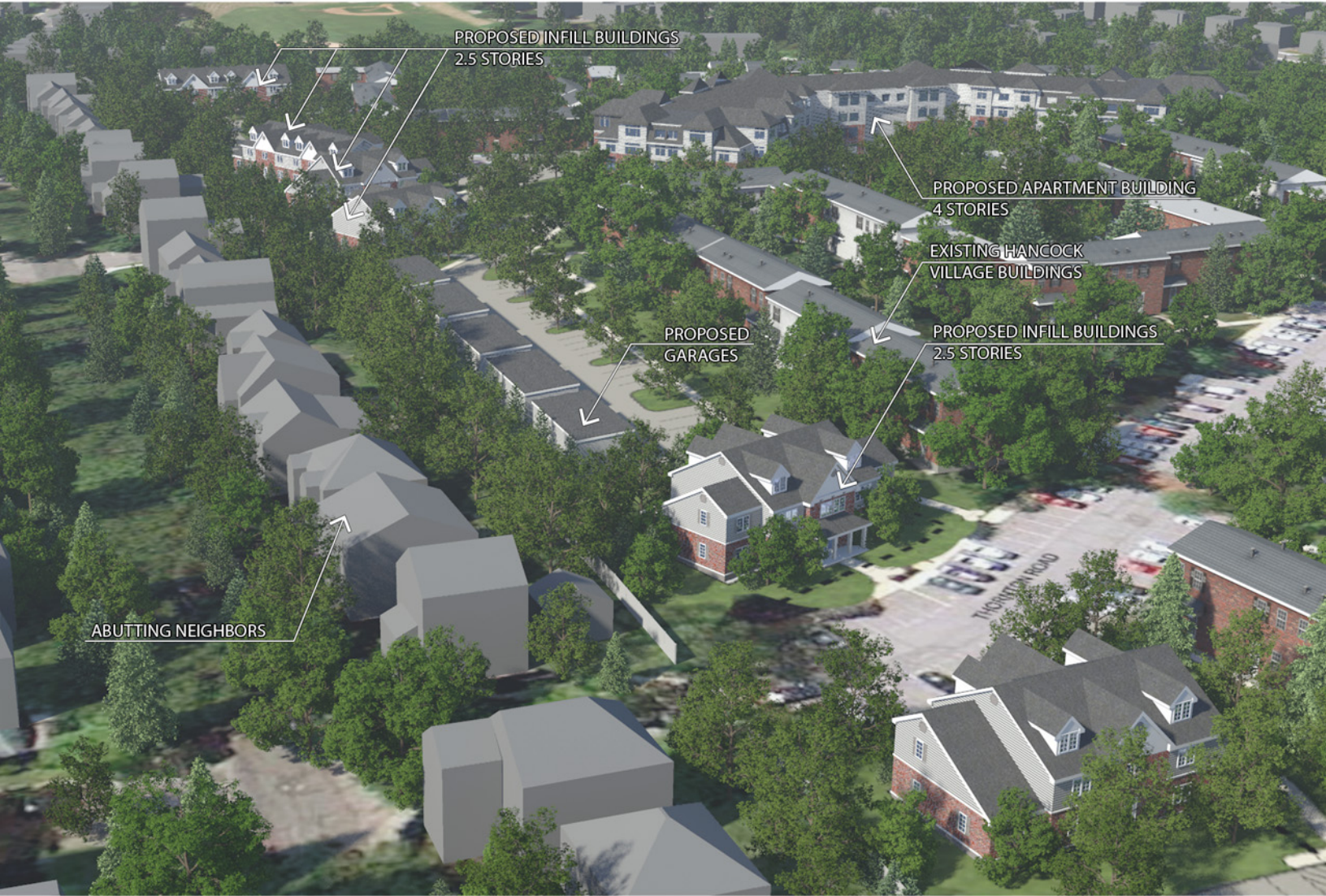
#### The Four Story Apartment Building

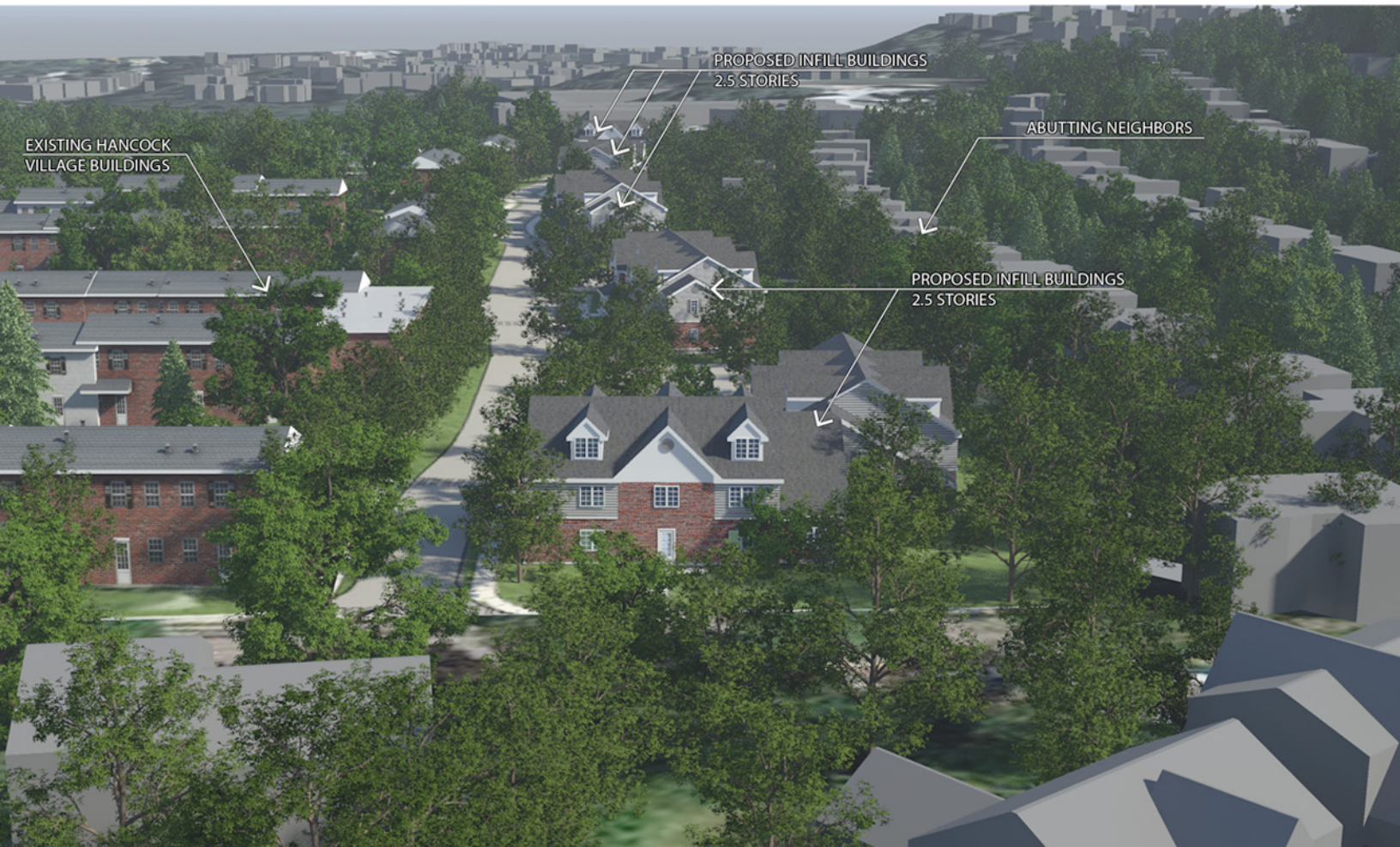
The site of the proposed four story building was specifically chosen to provide a significant number of affordable and market rate units at a location while minimizing impact on both the existing development and surrounding neighborhood. The building was sited in such a way to provide the smallest face of the building to the abutting Russett Road neighborhood. To minimize this impact further, the existing puddingstone will be sculpted to enable a lower first floor elevation for the four story building which will help reduce its profile.

The proposed building is carved into the existing topography and related to the existing Hancock Village townhouses in such a way so that the upper floors of the building, when seen from the units to the west, will not be significantly taller than the surrounding buildings. This will effectively mitigate the impact of the building's mass.

The easterly façade of the proposed building along the existing driveway will be set into the grade so that the parking is accessible at that level and not visible from the existing townhouse units located on the east side of Thornton Road. In addition, the parking garage has been designed to be set back from the existing driveway and will be bermed and landscaped so as to continue the existing landscaped feel of the driveway as you traverse the site into the existing surface parking lots.

The Hancock Village units to the east of the building (towards VFW Parkway) are separated from the proposed building by an existing parking lot and screened by mature vegetation that will remain. The proposed building is sited so as to minimize the impact on our existing residents while expanding housing choices for our residents who may prefer an elevator building with covered parking below so they can continue to live at Hancock Village.







Russett and Independence  
0' - 0'

6 Building 6



Along Russett  
0' - 0'

7 Building 7



Along Russett  
0' - 0'

8 Building 8



Along Russett  
0' - 0'

9 Building 9



Along Russett  
0' - 0'

10 Building 10



Along Russett  
0' - 0'

11 Building 11



Russett and VFW  
0' - 0'

12 Building 12



Along Beverly  
0' - 0"

① Building 1



Along Beverly  
0' - 0"

② Building 2



Along Beverly  
0' - 0"

③ Building 3



Along Beverly  
0' - 0"

④ Building 4



Beverly and Independence  
0' - 0"

⑤ Building 5

## *The Residences of South Brookline*

### **Parking and Access**

Buildings have been sited to minimize visual impacts of new parking areas from existing streets. Parking will also be screened with landscaping, fencing and one story garages. Sidewalks and crosswalks have been provided to provide safe and appropriate access to the units from the parking areas.

Driveway and roadway improvements including access to the parking lots and the parking garage have been designed to ensure that efficient traffic operations are achieved and adequate sight lines and stopping distances are provided to meet or exceed recommended safety standards. Parking has been provided at an appropriate ratio to the number of units. Parking for the 2½ story buildings has been designed to satisfy but not exceed the the Town's zoning requirements. Parking for the four story apartment building which consists of only 1BR units (48%) and 2BR units (52%) units is provided at a ratio of 1.46 cars per unit. The garage will have 144-parking spaces for the 116 units. A nearby surface parking lot provides 25 spaces for those that have a second vehicle.

Based upon a study of traffic conditions along the roadways adjacent to the site and beyond, the roadway network servicing the project is adequate and will be able to accommodate the projected traffic increases from the project. Adequate capacity is available along Independence Drive, Russett Road and adjacent intersections to accommodate projected traffic increases for the proposed Residences of South Brookline. Signalized intersections are all operating at acceptable levels of service today. No change in overall level of service at those intersections is expected as a result of the project. The main approaches to unsignalized intersections operate unimpeded at a Level of Service of A under existing and future year conditions.

The preliminary traffic study indicated that travel demand management (TDM) programs already available to existing residents are shown to have a notable reduction in auto trip generation that is well below typical suburban standards and will be expanded to promote alternative travel modes and to accommodate the anticipated increase in resident use of public transportation, ZIPCAR use, and walking/bicycle travel. TDM initiatives recommended to further promote non-auto travel by residents include continued promotion of the existing Chestnut Hill Realty shuttle service and ZIPCAR access in informational/marketing materials for existing and potential residents along with provision of additional ZIPCAR spaces within the site to accommodate additional anticipated resident demand. The site design includes additional sidewalk connections for proposed buildings to the sidewalk system along Russett Road, and provides for on-site, secure bicycle storage facilities.

## *The Residences of South Brookline*

### **Development Details**

Total Number of Units: 192

Number of Buildings: 13

Number of Handicapped Accessible Units: As required by code:

- The twelve 2½ story buildings contain 34 Group 1 units and 4 Group 2A units;
- The four-story building contains 110 Group 1 units and 6 Group 2A units.

Number of Stories:

- Twelve 2½ story buildings
- One four-story building

Number of Commercial Units: None

Total Gross Square Footage of Building Space: 248,274 SF of Residential Building

- The twelve 2 ½ story buildings contain 115,850 SF.
- The four-story apartment building contains 132,424 SF for the residential part of the building
- The parking garage is 56,652 SF and the community space is 8,054 SF, totaling 64,706 SF

Total Gross Square Footage of Commercial Space: N/A

Project Type: New Construction

Sidewalks: Yes

Curbs: Yes

Gas: Yes

Electricity: Yes

Streets: Yes



## ***The Residences of South Brookline***

### **Construction Type** (if applicable, indicate number of each)

The twelve 2½ story buildings are approximately 33'4" feet in height and Construction Type VB.

The 4-story apartment building is a mid-rise building (between 35-70 feet). The Construction Type for the apartment building is VA and the construction type for parking garage is Type IA.

Type Fuel: Gas

Parking Spaces:

- Below-Grade/Partially Below-Grade: 144
- Surface: 170
- Free Standing Garages 28
- Total Parking Spaces: 342

Area median income: \$94,400 based upon HUD's FY 2013 Median Family Income data for Boston-Cambridge-Quincy, MA-NH HMFA

Statistical Metropolitan Area is: Boston – Cambridge – Quincy; MA – NH MSA

### **Utilities**

Sanitary Sewer: Yes

Distance from Site: Adjacent

Size Connector: (total of 4 connections): 8" V.C., 8" V.C., 15" R.C.P., 15" R.C.P.

Storm Sewer: Yes

Distance from Site: On-site

Size Connector: (total of 4 connections): 10", 10", 18" R.C.P., 30" R.C.P.

Public Water: Yes

Distance from Site: On-site

Size Connector: (total of 4 connections): 4", 4", 10", 12"

## *The Residences of South Brookline*

### **Zoning Information**

Current Zoning Classification: Multi-family M.5, Single Family S-7

- Current/Existing Use: Vacant Land
  - Planned Use(s) - Refer to Municipal Land Use Plan (if applicable): None
- Is any portion of the site within a designated wetlands area or buffer zone? No
- Is the site located within a designated flood hazard area? No
  - Are there any hazardous waste sites adjacent to or within a 1/2-mile radius of the site? No
  - What were the prior uses of the subject property? Since 1948 the site has been used for multi-family housing. Prior to 1948 the site was a golf course.
  - Is the site or any building thereon listed, nominated or eligible for listing on the National Register of Historic Places? The site has been nominated, not listed.
  - Is the site within a designated municipal, state or federal Historic District? No
  - To the best of your knowledge, has this site ever been rejected for Site Eligibility by another state subsidizing authority? No