

# The Residences of South Brookline



Comprehensive Permit Application

Chestnut Hill Realty  
November 26, 2013

**The Residences of South Brookline  
Comprehensive Permit Application**

**Table of Contents**

<b>Content</b>	<b>Section</b>
Letter - Request for the Board of Appeals to Issue a Comprehensive Permit	-
Application Form for Comprehensive Permit	1
Project Summary Narrative	2
Development Site Design and Preliminary Plans and Drawings	3
Existing Conditions Report and Surrounding Area Assessment	4
Architectural Drawings and Details	5
Proposed Building Tabulations	6
Plan Showing Boundaries of the Development Site	7
Preliminary Utilities Plans, Drainage/Stormwater Management Summary	8
Summary of Traffic Impacts and Parking Design	9
Project Eligibility Letter	10
List of Requested Waivers	11
List of Submissions to Subsidizing Agency (MassDevelopment)	12
Summary of Development Team	13
List of Prior Development Projects	14
Exhibits # 1-81 included in a separate packet Stormwater Report and Traffic Impact Assessment included in a separate packet Full Size Plans submitted under separate cover	



EXHIBIT “C”

**TOWN OF BROOKLINE BOAD OF APPEALS**  
**APPLICATION FOR COMPREHENSIVE PERMIT**  
Under M.G.L. c. 40B §21 and BOA Rules and Regulations

Date: 11/26/2013

**Applicant:** The Residences of South Brookline, LLC, a  
Massachusetts limited liability company

**Address:** 300 Independence Drive  
c/o Chestnut Hill Realty  
Brookline, MA 02467

**Owner of Record:** Hancock Village I LLC, a Massachusetts  
limited liability company

**Address:** 300 Independence Drive  
Brookline, MA 02467

**Address of Premises:** Independence Drive, Brookline, MA

**Deed Recorded in Registry of Deeds, Book: 25555 Page: 59**

**And registered in the Land Registration Office under Certificate Number: 176360**

**Tax Assessor’s Property ID No.**

**Map: 108**

**Block: 388**

**Lot: 0100**

**Map: 108**

**Block: 388A**

**Lot: 0100**

**Map: 110**

**Block: 388C**

**Lot: 0100**

*This application shall be submitted in accordance with Part H ( Rules and Regulations for M.G.L. c. 40B §21 of the Brookline Board of Appeals Rules and Regulations. **All applications must include material required in Part H Sections 3(a) and (b) – Filing, Time Limits and Notice.***

1. Filing Fee and (peer review deposit **NA**) included? Yes  No
2. Fee for retention of financial expert and/or engineers or consultant included? **NA**  
Yes  No
3. Thirty (30) complete copies of application including an 11” x 17” or smaller sized copy of plans.  
Yes  No

**Certification and Required Signatures**  
*(Signatures of Appellant and Owner of Record are required)*

The original Application with thirty (30) complete copies of the application and supporting documentation to include: Application materials required pursuant to M.G.L. c. 49B §21, Elements of submission consistent with chapter 760 CMR Section 56.05 (2) the Denial letter and all materials required in the Boards Rules and Regulation in Part H Sections 3(a) and (b). A copy of any previous relief granted by the Board for the subject premises must be filed with the Town Clerk. One extra copy of the plans reduced to 11" x 17" must be submitted with the application.

Note: you are encouraged to discuss your application with Building and Planning Staff and thoroughly familiarize yourself with the Board of Appeals Rules and Regulations before submittal to ensure the thoroughness of your application. Copies of Rules and Regulations are available at the office of the Town Clerk and also on-line at the Board of Appeals and the Town Clerks links on the town website. After the Board of Appeals hearing is set, the Planning board will hold a meeting prior to the Board of Appeals hearing to consider the case and make recommendation to the Board of Appeals. Contact the Planning and Community Development Department (617) 730-2130 with any questions about the approval process and/or meeting schedules. Also see meeting calendar on Town Website at [www.brooklinema.gov](http://www.brooklinema.gov).

We certify that we have read the Board of Appeals Rules and Regulations and that the statements within our Comprehensive Permit Application and attachments are true and accurate to the best of our knowledge and belief.

**APPLICANT:**

The Residences of South Brookline, LLC

By: CM-RSB Corp., Its Manager

By:   
Edward E. Zuker, President

(617) 323-8801  
Fax Number

(617) 323-8800  
Daytime telephone number or cell

CMORAT@CHESTNUTHILLREALTY.COM  
E-mail address

**OWNER OF RECORD:**

Hancock Village I LLC

By: CM-HVI Corp., Its Manager

By:   
Peter Poras, Treasurer

(617) 323-8801  
Fax Number

(617) 323-8800  
Daytime telephone number or cell

PPORAS@CHESTNUTHILLREALTY.COM  
E-mail address

**If applicable:**

Steven Schwartz  
Name of Attorney for Appellant

400 Atlantic Avenue, Boston, Massachusetts 02110-3333  
Address of Attorney

(617) 574-4147  
Phone Number of Attorney

sschwartz@goulstonstorr.com      (617) 574-7636  
E-mail address and fax number of Attorney



## Chestnut Hill Realty

November 26, 2013

Brookline Zoning Board of Appeals  
Brookline Town Hall  
333 Washington Street  
Brookline, MA 02445

Re: The Residences of South Brookline – Comprehensive Permit Application

Dear Members of the Board of Appeal,

On behalf of The Residences of South Brookline, LLC (the “Applicant”), a limited dividend entity and an affiliate of Chestnut Hill Realty Inc., we are pleased to submit one original and 30 copies of this application and supporting materials for a Comprehensive Permit pursuant to Massachusetts General Laws, Chapter 40B for “The Residences of South Brookline,” a multifamily housing development located in South Brookline (the “Development”).

The Development will create 192 apartment homes on approximately 9.32 acres of land within the existing Hancock Village apartment community. Twenty percent (20%) of the newly created units will be affordably priced for tenants with incomes not exceeding 50% of the adjusted area median income level. These new homes will significantly advance many of the Town’s stated affordable housing goals and will serve the need for both affordable and market rental housing within South Brookline. The Town’s 2005 Comprehensive Plan specifically promotes the enhancement of community diversity and the addition of at least 25 affordable housing units each year. The Development will meet these and other needs previously identified by the Town.

In addition to the application materials identified herein, also enclosed is a check in the amount of \$12,750 to cover the Town’s Comprehensive Permit Application Fee of \$350, plus \$50.00 per 1,000 s.f. of the Development’s gross floor area (248,274 s.f.). We look forward to presenting our plan to the Board at an upcoming meeting.

Thank you.

Sincerely,

Marc Levin  
Director of Development

**617-323-8800**

**Executive Offices**

Box 67377, Chestnut Hill, MA 02467-0004

FAX 617-323-8801

chestnuthillrealty.com

**The Residences of South Brookline  
Application for Comprehensive Permit**

The chart below lists the filing requirements for a comprehensive permit application, as identified by Section H.3 of the Town of Brookline Rules and Regulations for G.L. c. 40B §21 Comprehensive Permits (the “Local Regulations”) and identifies the Section under which the responsive materials for each requirement may be found or discussed.

<b>Section</b>	<b>Requirement</b>	<b>Section(s)</b>
H.3(a)(i)	Preliminary Site Development Plans	3 (full size copies under separate cover)
H.3(a)(ii)	Existing Conditions Report and Surrounding Area Assessment, Including Existing Street Elevations, Traffic, Patterns and Character of Open Areas	4
H.3(a)(iii)	Architectural Drawings and Details	5 (full size copies under separate cover)
H.3(a)(iv)	Proposed Building Tabulation	6
H.3(a)(v)	Subdivision Plan – Not Applicable	N/A <sup>1</sup>
H.3(a)(vi)	Preliminary Utilities Plan and Supporting Information	8
H.3(a)(vii)	Project Eligibility Letter from Subsidizing Agency	10
H.3(a)(viii)	List of Requested Waivers	11
H.3(a)(ix)	Subsidizing Agency Submissions	12 (copies previously provided)
H.3(a)(x)	List of Development Team	13
H.3(a)(xi)	List of Prior Development Projects	14

<sup>1</sup> Section H.3(a)(v) of the Local Regulations requires submission of a preliminary subdivision plan where a development involves a subdivision. Although no subdivision is proposed as part of the Development, a plan showing the location of the boundaries of the parcel to be ground leased to the Applicant in relation to the Hancock Village community is included here for informational purposes at Tab 7.

# The Residences of South Brookline Comprehensive Permit Application

## 2. Project Summary Narrative

The Residences of South Brookline (the “Development”), located on a 9.32-acre portion of the existing Hancock Village community (the “Site”), has been carefully designed to create 192 apartment homes in South Brookline, an area with a substantial need for affordable and market rate rental housing. The Development is an excellent example of Smart Growth through creative infill, utilizing existing municipal water, sewer, electric, gas, and transportation infrastructure. In addition, the Development will benefit from the many existing open space, recreational, and commercial resources in the vicinity.

### *Development Program*

The proposed development plan includes construction of thirteen buildings containing a total of 192 units and 402 bedrooms. Seventy-six (76) of the units, ranging in size from 1 to 4 bedrooms, will be located in 12 new infill buildings (the “Infill Buildings”), each 2.5 stories in height. The Development also includes construction of a single, 4-story apartment building (the “Apartment Building”) containing a total of 116 apartments, which will be a mix of 1 and 2-bedroom units.

Twenty percent (20%) of the proposed units will be available to households at 50% of Area Median Income (“AMI”), adjusted for household size. These 39 affordable units will include thirteen (13) 1-bedroom units, fifteen (15) 2-bedroom units, six (6) 3-bedroom units, and five (5) 4-bedroom units that will expand housing opportunities within the Town, particularly for larger families. All 192 of the Development’s units will be eligible for inclusion in the Town’s Subsidized Housing Inventory maintained by the Department of Housing and Community Development (DHCD).

Parking for the Infill Buildings will be provided adjacent to the units in surface parking lots and free standing parking garages. Parking for the Apartment Building will be provided in two levels of garage parking and a nearby surface parking lot.

The Development will be serviced by two, new 20 to 24-foot wide driveways with access from Independence Drive and the existing driveway at the end of Asheville Road. Each driveway has been carefully designed to ensure that emergency vehicles and equipment will have full access to the Site, with room to enter, maneuver, turn around, and exit the Site. The by-law provides for a minimum driveway width of 20 feet for two-way traffic. As indicated above, the proposed driveways are a minimum of 20 feet providing for emergency vehicles to pass each other efficiently. Turn-around areas are designed with either 90 to 100-foot radii or hammerheads similar to those used at the recently completed Olmstead Green project.

The Development balances the need for housing and the impact on open space and the surrounding environment. The proposed development will provide 197,974 square feet (approximately 4.5 acres) of open space and will connect into the existing 2,723,796 square feet (approximately 62.5 acres) of open space in Hancock Village for a total of 67 acres of open space. The Development will provide rental housing alternatives that are currently limited in



South Brookline given that the predominant land use is open space such as a golf course and conservation land and single-family detached ownership homes that sell at extremely high prices. In addition to using nearby open space, the new residents at the Development will be able to enjoy all of the existing amenities at Hancock Village, such as the fitness center, Wi-Fi Cafe, and abundant open space.

As set forth in Section 3, preliminary plans and drawings of the Development are included in the Exhibit Package for this Application. In addition, a Tabulation of the proposed building program by type, size, (number of bedrooms, floor area) and ground coverage, and a summary showing the percentage of the site to be occupied by buildings, by parking and other paved vehicular areas, and by open space is included with this Application at Section 6.

### *Existing Conditions*

The 9.32-acre Site consists of existing open space within the Hancock Village community. The area surrounding the Site includes a mixture of retail, open space, educational and residential buildings consisting of both rental and owner-occupied homes. Details of existing conditions at the Site and the surrounding neighborhood are provided in Section 4 and shown on plans and drawings included in the Exhibit Package for this Application.

### *Project Architecture*

The Development's architect, Lowe Associates-Architects, Inc. (the "Architect"), has carefully designed each building to complement the existing Hancock Village community and appropriately fit within the surrounding neighborhood. All fifty-six (56) of the 1-bedroom units and all sixty (60) of the 2-bedroom units located in the elevator-serviced Apartment Building will be accessible. All federal ADA and state Architectural Access Board requirements will be met in both the Infill Buildings and the Apartment Building. The Apartment Building will also include a below-grade parking garage that will provide direct elevator access to the units, a feature that is very important for mobility impaired households and seniors. Additional details regarding the Development's architecture are included with this Application in Section 5. Preliminary, stamped, scaled architectural drawings, including typical floor plans, elevations, and sections, are included as Exhibits 47-82 of the Exhibit Package for this Application.

### *Traffic Impacts*

The Development's traffic impacts have been evaluated by the Development's traffic consultant, MDM Transportation, Inc., who issued a report (the "Traffic Impact Assessment") detailing the results. The Traffic Report is summarized in Section 9 of this Application. The full Traffic Report will be provided to the ZBA under separate cover.

### *Drainage/Stormwater Management Summary*

The Development will comply with the requirements of the Massachusetts Department of Environmental Protection's ("DEP's") Stormwater Management Standards and with the Town's Stormwater Management Bylaw (Article 8.26 of the Town's General Bylaws). There will be no impact on any protected resource area and the project will mitigate stormwater impacts through the use of detention, infiltration, rain gardens, and selected porous pavements. The Drainage/Stormwater Management Report is summarized in Section 8 of this Application. The full Drainage/Stormwater Management Report will be provided to the ZBA under separate cover.

### *Project Eligibility*

In a letter dated October 8, 2013 (the "Project Eligibility Letter"), the Massachusetts Development Finance Agency ("MassDevelopment") determined that the Development appears generally eligible and fundable under the MassDevelopment Tax-Exempt Bond Financing Program (the "Subsidizing Program") pursuant to applicable regulations under 760 CMR 54.04. The Project Eligibility Letter is included with this Application in Section 10. A complete list of materials submitted to MassDevelopment is included in Section 12.

### *Requested Waivers*

The Development will require waivers from certain local bylaws and regulations. A list of the local regulations from which the Applicant requests waivers is included in Section 11 of this Application.

### *Development Team*

The Applicant, which is an affiliate of Chestnut Hill Realty, is one of New England's leading full service real estate companies, specializing in multifamily, rental housing. More information about Chestnut Hill Realty and the entire Development team is included in Section 13 of this Application. A summary of projects previously developed by Chestnut Hill Realty is included in Section 14.









## **The Residences of South Brookline Comprehensive Permit Application**

### **3. Development Site Design and Preliminary Plans and Drawings**

#### *Preliminary Site Development Plans and Drawings*

In accordance with Section H.3(a)(i) of the Local Regulations and 760 CMR 56.05(2)(a) and (f), the following preliminary site development plans are provided as Exhibits 1-48 (the “Site Plans”) included in the Exhibit Package of this Application (five full-size sets of plans have been provided under separate cover). Among other sheets, the Site Plans include:

- Perimeter Survey of the Site (Exhibit 1)
- Illustrative Site Plan (Exhibit 4)
- Access Road Plans (Exhibits 5-7)
- Layout Plans (Exhibits 10-13)
- Landscape and Buffer Plans (Exhibits 25-27)
- Site Detail Sheets (Exhibits 31-33)
- Site Sections (Exhibits 39-41)
- Site Context Images (Exhibits 42-45)
- Circulation and Open Space Diagram (Exhibit 46)
- Area Amenities (Exhibits 47-48)

#### *Overview of Conceptual Project Design*

The Development has been carefully designed to provide much needed housing that is responsive to the needs of today’s rental housing consumer, while respecting the garden-style design of the existing Hancock Village community and the surrounding neighborhood. To the extent possible, the Development plans conform to the underlying zoning requirements and reflect the intent of the guidance presented in *Handbook: Approach to Chapter 40B Design Reviews* dated January 2011, prepared by The Cecil Group, Inc. for MassDevelopment, the Massachusetts Department of Housing and Community Development, and the Massachusetts Housing Partnership (the “Handbook”). According to the Handbook:

*“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...[and] where possible, the site plan should take advantage of the natural topography and site features, or the addition of landscaping, to help buffer massing.”*

To provide an appropriate edge to the Development, the new buildings have been sited outside of a 20-foot side setback along the property lines adjacent to Beverly Road and Russett Road in

order to provide green space and rear private spaces for the Infill Buildings and a buffer area for the abutters. To the extent practical, existing mature trees will be preserved along the property line perimeter of the Development.

The Development is not located in any protected resource areas, designated habitat areas, wetlands and water bodies or their buffer zones, prime agricultural land, or flood plains. The Infill Buildings and the Apartment Building have been designed to minimize impervious surfaces, with 42% of the Development's parking spaces being located in a parking garage below the apartment building.

### *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 and 2.5-story single family homes on Beverly Road and Russett Road and the linear massing of the existing Hancock Village townhouses. The proposed buildings are 2.5-stories high and are consistent with the adjacent single-family homes and the existing Hancock Village apartments.

All of the proposed 2.5-story structures are sited at least 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 landscaped, free standing single-story garages have been included to provide visual screening of the parking areas as well as to provide some of the residents with protected storage for their vehicles. All of the parking garages are sited at least 20 feet from the property line closest to Russett Road and Beverly Road. The proposed Infill Buildings will provide prospective tenants with very convenient access to their cars, as well as direct access from the first floor units to private open space. The parking areas designed to be used by the residents of the Infill Buildings and for secondary surface parking by residents of the Apartment Building are located in small lots that 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 are consistent with the Town's and Commonwealth requirements and the designs used in other projects in the community such as Olmstead Green.

### *Apartment Building*

The site of the proposed 4-story Apartment Building was specifically chosen to maximize the number of affordable and market rate units, while minimizing the visual impacts on both the existing development and surrounding neighborhood. The Apartment Building will be situated so that its smallest face will face the abutting Russett Road residential neighborhood. To minimize this impact further, the existing puddingstone will be sculpted to enable a lower first floor elevation and reduce the building profile. Placing the Apartment Building into the existing topography will also mitigate the visual impact of its mass when viewed from the west because its upper floors will not be significantly higher than the surrounding buildings.

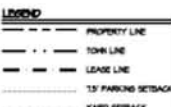
The easterly façade of the proposed Apartment Building along the existing driveway will be set into the grade so that the parking is accessible at that level and not visible from the existing townhouse units located on the east side of Thornton Road. In addition, the parking garage has been designed to be set back from the existing driveway. The surrounding berms and landscaping will maintain the landscaping and topography along the driveway.

The Hancock Village units to the east of the Apartment Building (towards VFW Parkway) are separated by an existing parking lot and screened by mature vegetation both of which will remain undisturbed. The proposed building is sited so as to minimize the impact on existing residents while expanding housing choices for residents. The Apartment Building housing will include protected parking under the proposed building while providing elevator access to the units above, minimizing the impact on open space and reducing total impermeable area. This housing type is particularly attractive to seniors in a four season climate and also expands housing choices for households that require accessible units.

#### *Concentration of Development and Utilization of Existing Resources*

In addition to utilizing existing utility and transportation infrastructure, the Development will take advantage of the existing bountiful open space and other nearby resources. Connected roadways and pathways are integral component of the site design and provide direct and safe access to many amenities. All of the proposed units have been integrated with walkways connecting them to the existing internal open space, the Hancock Village at Chestnut Hill Shopping Center, the Shops at Putterham, a Harvard Vanguard medical service building, the Putterham Library, the Baker Elementary School and playground, the D. Blakely Hoar Sanctuary, the public tennis courts, and the MBTA bus service on Independence Drive. 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.





**DISTANCE TO ABUTTING PROPERTY LINE**

BUILDING #	MINIMUM DISTANCE TO ABUTTING PROPERTY LINE
1	20'-0"
2	20'-0"
3	20'-0"
4	20'-0"
5	20'-0"
6	20'-0"
7	20'-0"
8	20'-0"
9	20'-0"
10	20'-0"
11	20'-0"
12	20'-0"
13	18.2'-11"
14	20'-0"
15	20'-0"
16	20'-0"
17	20'-0"
18	20'-0"
19	20'-0"
20	20'-0"
21	20'-0"
22	20'-0"
23	20'-0"
24	20'-0"
25	20'-0"
26	20'-0"
27	20'-0"
28	20'-0"
29	20'-0"
30	20'-0"
31	20'-0"
32	20'-0"
33	20'-0"
34	20'-0"
35	20'-0"
36	20'-0"

**PARKING WEST**

REQUIRED*	PROPOSED	WAIVER
Regular Parking Spaces	85	
Structured Parking Spaces	4	
Handicap Parking Spaces	4	
Total Parking Spaces Proposed	93	

**PARKING EAST**

REQUIRED**	M.O.S.	S.P.	REQUIRED TOTAL	PROPOSED	WAIVER
Regular Parking Spaces	50	50	100	85	
Storage and Structured Parking Spaces	50	N/A	50	4	
Handicap Parking Spaces	5	5	10	4	
Total Parking Spaces Proposed	105	55	160	93	

**PARKING TOTAL**

PROPOSED	SPACES PER UNIT
93	1.75

\* 2.2 District requires 2.2 parking spaces per dwelling unit for two bedrooms or less and 2.8 parking spaces for three or more bedrooms.  
 \*\* 4.0 District requires 2.0 parking spaces per dwelling unit.  
 \*\*\* Required based on Maximum Parking Space Dimensions: 8'0" x 5' x 10' or 10' x 10' with 2' of landscape marking. Aisle width 2' (Waiver for Aisle Width will be required).

**ZONING WEST**

DISTRICT: S-2

REQUIRED	PROPOSED	WAIVER	
Lot Size	7,000 SF	120,173 SF	N
Lot Width	85'	70'	N
Frontage	25'	147' (RUSSET DRIVE)	N
Minimum Yard Setbacks			
Front	35'	25'-8"***	N
Side	25'	11.5'***	N
Rear	40'	40'	N
Height	25'	less than 35'	N
Allowed Units	20	36	N
FAR	0.35	0.43	N
Use	Single Family	Multi-Family	N
Open Space			
Landscape	50% of GFA	81%	N
Utilities	None	N/A	N

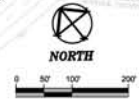
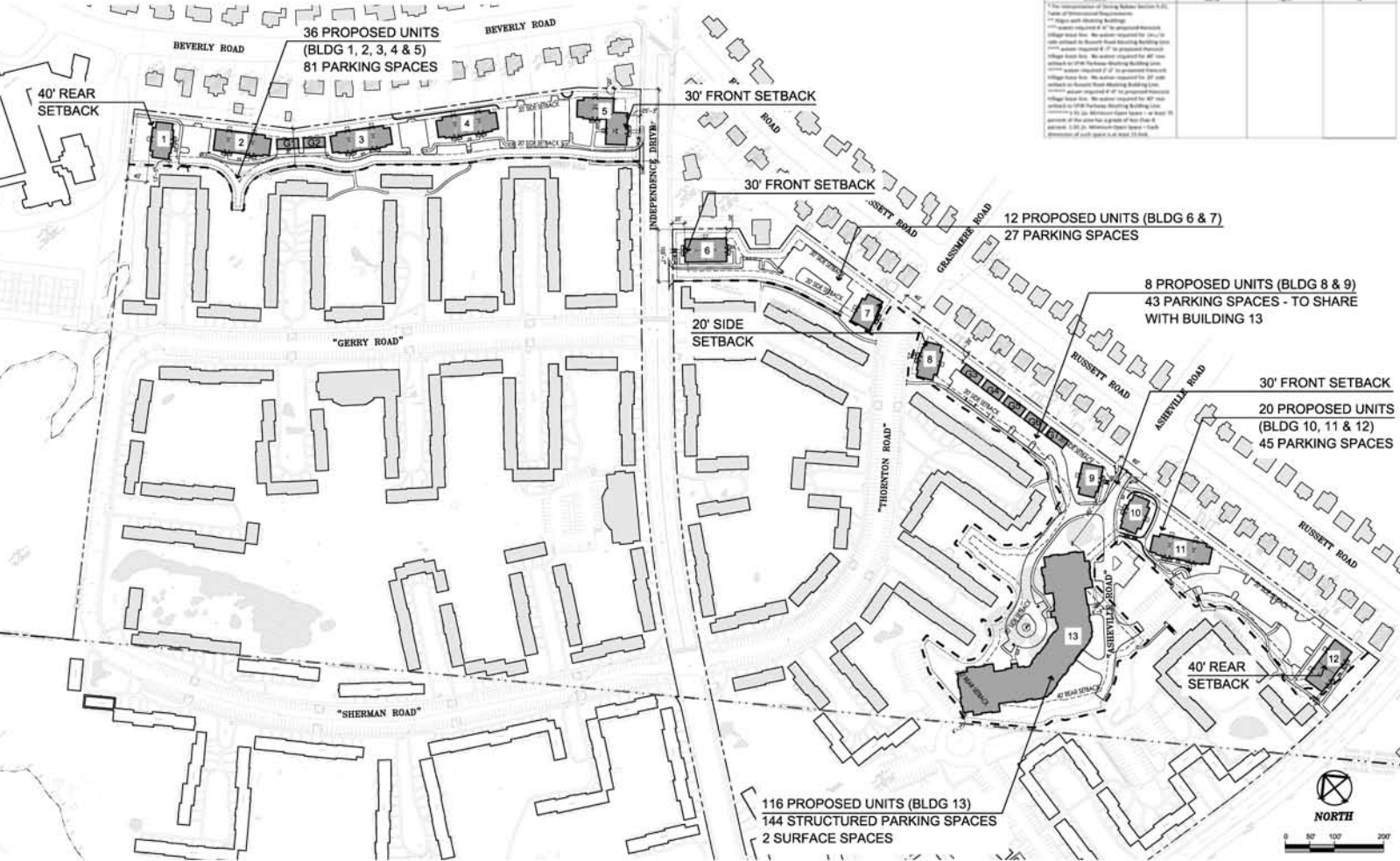
General Waivers requested:  
 • Design Review (Section 5.05)  
 • Stormwater Management Policy  
 • Neighborhood Conservation District Policy

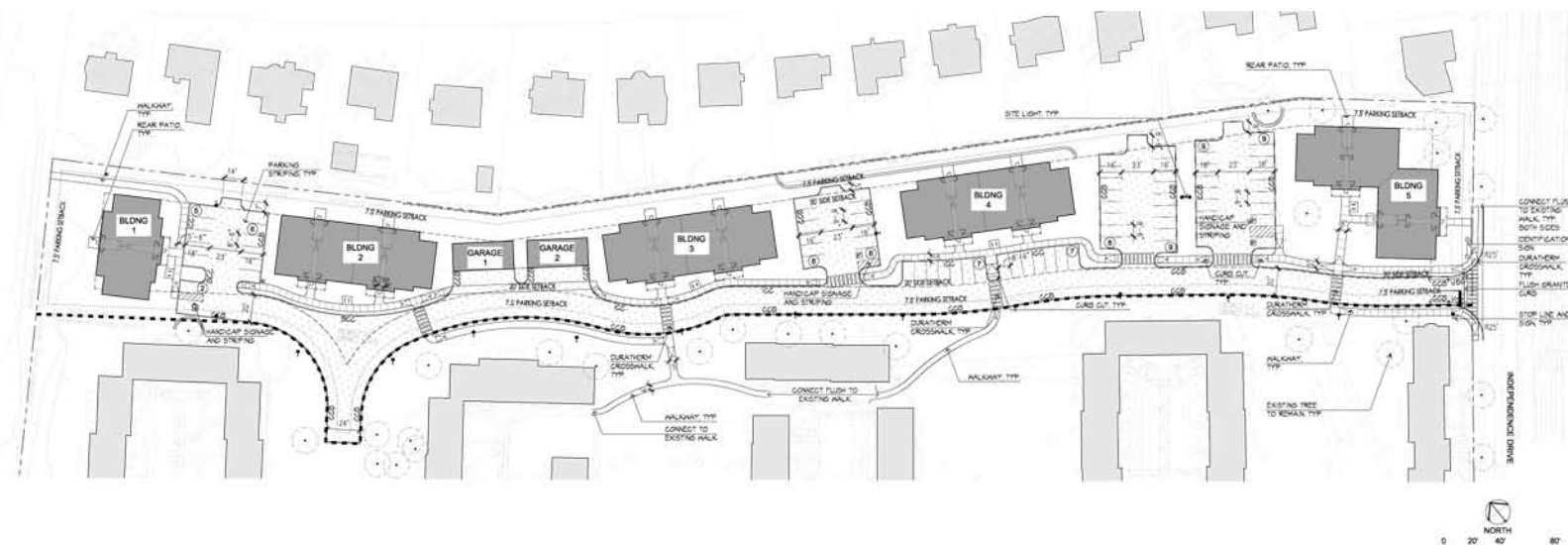
**ZONING EAST**

DISTRICT: M-0.5

REQUIRED	PROPOSED	WAIVER	
Lot Size	23,000 SF	120,173 SF	N
Lot Width	90'	N/A	N
Frontage	25'	100'-0"	N
Minimum Yard Setbacks			
Front	15'	18'-11"	N
Side	15'-1/2'	14'-0"***	N
Rear	35'	45'-0"***	N
Height	35'	less than 35'	N
Allowed Units	52	110	N
FAR	0.38	0.38	N
Use	Multi-Family	Multi-Family	N
Open Space			
Landscape	50% of GFA	57%	N
Utilities	30% of GFA*	0%	N

General Waivers requested:  
 • Design Review (Section 5.05)  
 • Stormwater Management Policy  
 • Neighborhood Conservation District Policy





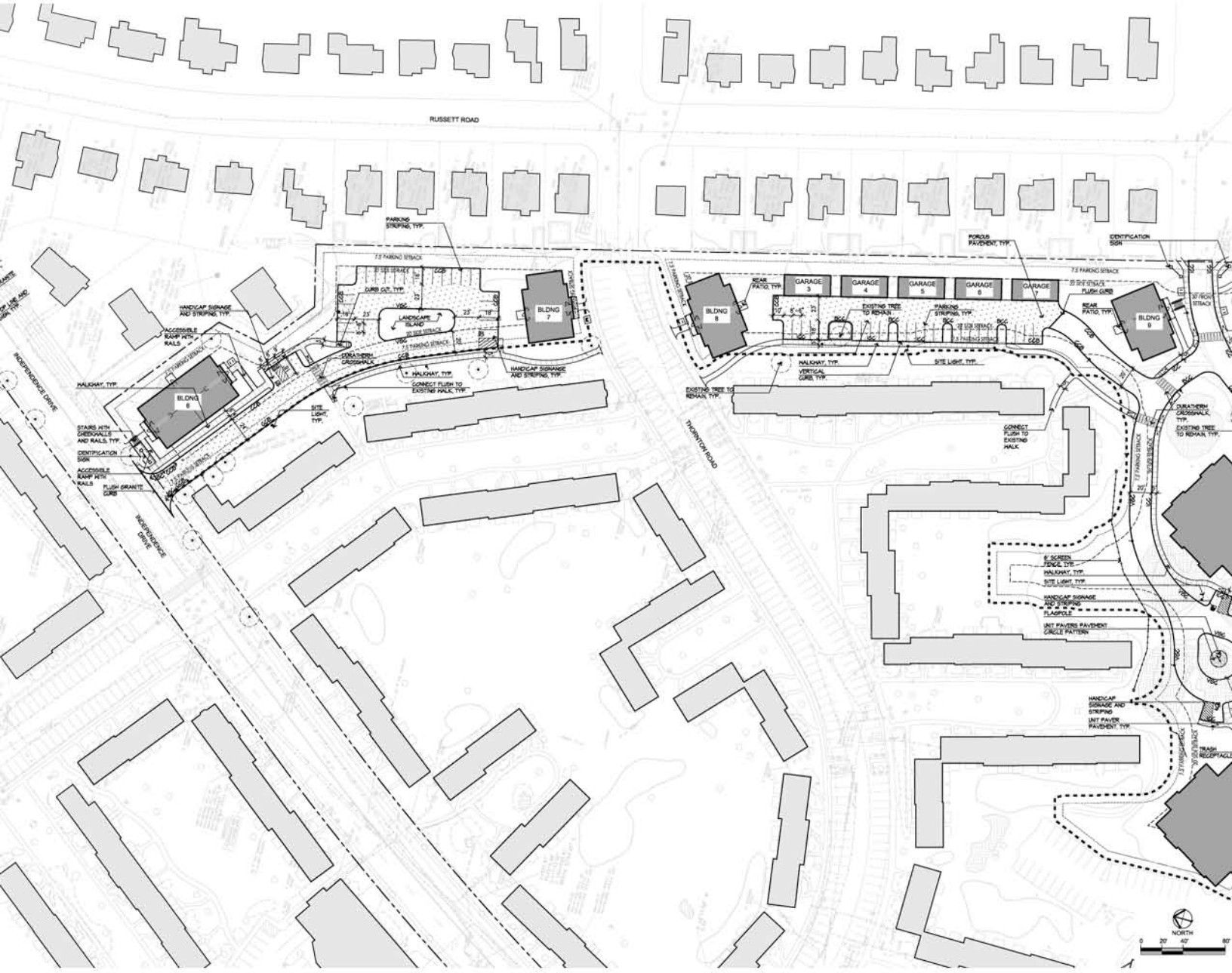
**LAYOUT AND MATERIALS NOTES**

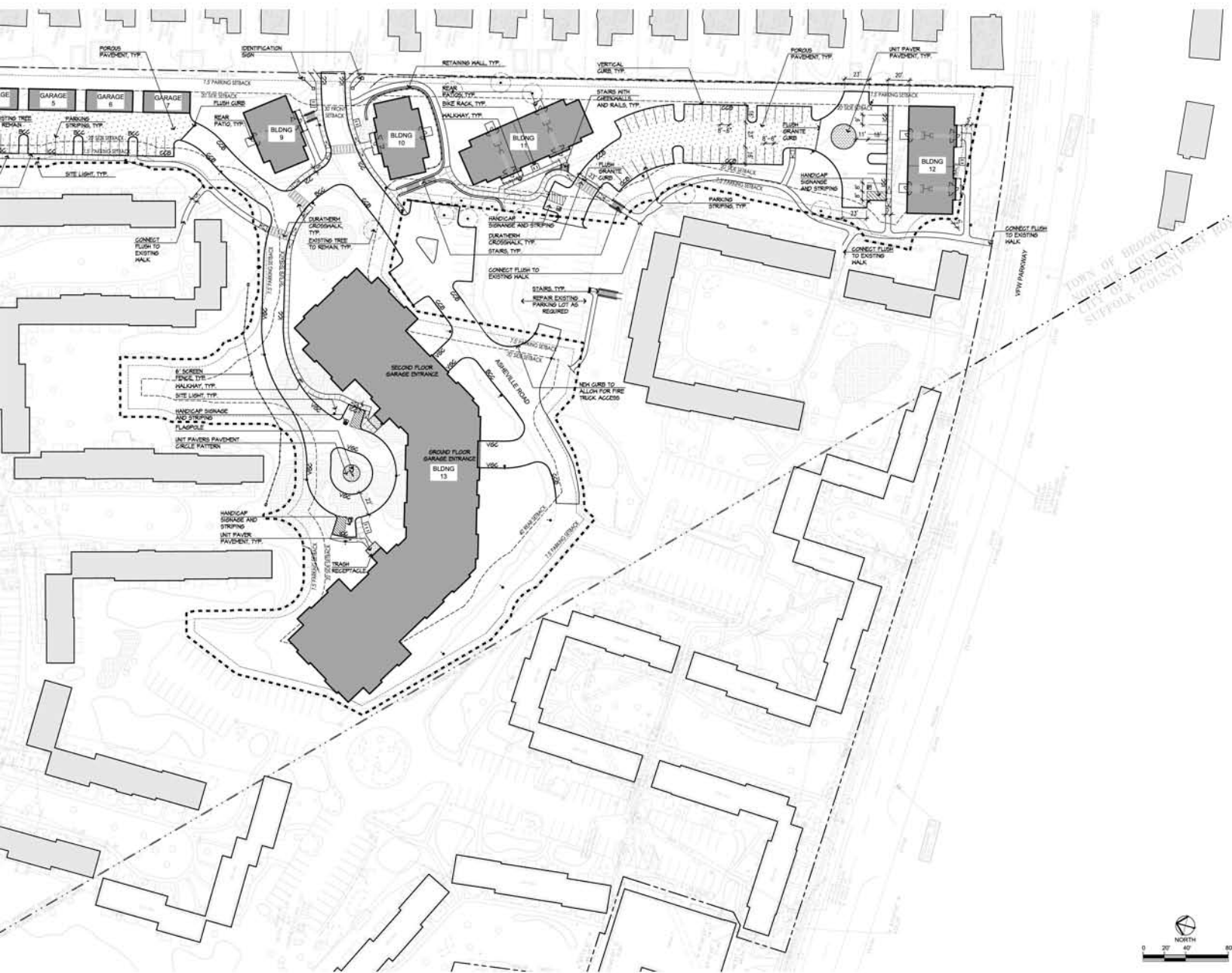
- EXISTING CONDITIONS INFORMATION IS REPRODUCED FROM A SURVEY PREPARED BY NEED LAND SURVEYING OF LAKEVILLE, MASSACHUSETTS, DATED JUNE 8, 2008.
- THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE BASED ON THE SURVEY REFERENCED ABOVE. THE CONTRACTOR SHALL NOTIFY DIGSAFE AND THE PROPER LOCAL AUTHORITIES OR RESPECTIVE UTILITY COMPANIES TO CONFIRM THE LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. ANY DAMAGE DUE TO FAILURE OF THE CONTRACTOR TO CONTACT THE PROPER AUTHORITIES SHALL BE BORNE BY THE CONTRACTOR.
- CONTRACTORS SHALL THOROUGHLY FAMILIARIZE THEMSELVES WITH ALL CONSTRUCTION DOCUMENTS, SPECIFICATIONS, AND SITE CONDITIONS PRIOR TO BIDDING AND PRIOR TO CONSTRUCTION.
- ANY DISCREPANCIES BETWEEN DRAWINGS, SPECIFICATIONS, AND SITE CONDITIONS SHALL BE REPORTED IMMEDIATELY TO THE OWNER REPRESENTATIVE FOR CLARIFICATION AND RESOLUTION PRIOR TO BIDDING OR CONSTRUCTION.
- ALL WORK CONDUCTED WITHIN PUBLIC RIGHT-OF-WAYS SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE TOWN OF BROOKLINE AND THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION.
- SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND ALL DETAILS CONTIGUOUS TO THE BUILDING, INCLUDING SIDEWALKS, RAMPS, UTILITY ENTRANCE LOCATIONS, WALL FINISH, CONCRETE DOOR FINISH, ROOF FINISH, ETC.
- ACCESSIBLE CURB RAMPS SHALL BE PER THE MASSACHUSETTS ARCHITECTURAL ACCESS BOARD (MAAB) AND THE AMERICAN WITH DISABILITIES ACT (ADA) ACCESSIBILITY GUIDELINES, WHO/ICF 5- HOME STRIPES.
- THE FOLLOWING LAYOUT CRITERIA SHALL CONTROL, UNLESS OTHERWISE NOTED ON THE PLAN. ALL DIMENSIONS ARE TO OUTSIDE FACE OF BUILDING. ALL DIMENSIONS ARE TO FACE OF CURB AT OUTLET LINE. ALL DIMENSIONS ARE TO CENTER OF PAVEMENT MARKINGS. ALL TIES TO PROPERTY LINES ARE PERPENDICULAR TO THE PROPERTY LINE UNLESS OTHERWISE NOTED.
- FOR LAYOUT AND DIMENSIONS OF BUILDINGS, SEE ARCHITECTURAL DRAWINGS.
- SCREENED IMAGES SHOW EXISTING CONDITIONS. WHERE EXISTING CONDITIONS LIE UNDER OR ARE IMPAIRED BY PROPOSED BUILDINGS AND/OR SITE ELEMENTS, THE EXISTING CONDITION WILL BE REMOVED, ABANDONED AND/OR CAPPED OR DEMOLISHED AS REQUIRED.
- ALL CURB RAMP TO BE 9" UNLESS OTHERWISE NOTED.

**LAYOUT AND MATERIALS LEGEND**

- PROPERTY LINE
- - - - - TOWN LINE
- - - - - LEASE LINE
- PARKING SITE LIGHTING
- PEDESTRIAN SITE LIGHTING
- POROUS PAVEMENT
- BITUMINOUS CONCRETE PAVEMENT
- VGC VERTICAL GRANITE CURB
- GCB LAPE GOLF BENCH
- CCB INTERNAL CONCRETE CURB
- PARKING SPACE COUNT
- RETAINING WALL
- SIGN WALL SIMILAR TO EXISTING
- EXISTING TREES TO BE SAVED
- 8' HIGH SCREEN FENCE
- BIKE RACK







# The Residences of South Brookline Comprehensive Permit Application

## 4. Existing Conditions Report and Surrounding Area

### *Existing Conditions Plans and Photographs*

In accordance with Section H.3(a)(ii) of the Local Regulations and 760 CMR 56.05(2)(b) a summary of existing conditions on the Site and surrounding area is provided herein. In addition, plans showing the Site's existing conditions are included in the Site Plans that are part of the Exhibit Packet of this Application. (5 full-size sets of plans have been provided under separate cover. Among other sheets, the Site Plans include:

- Context Plan (Exhibit 2)
- Photos Showing Existing Conditions of Parcels 1, 2, and 3 (Exhibit 3)
- Photos Showing Existing Conditions at Proposed Access Drives (Exhibits 5 and 6)
- Elevation and Surrounding Open Space (Exhibit 7)
- Existing Conditions Plan (Exhibit 8)
- Photographs of Area Amenities (Exhibits 47 and 48)

### *Site Location*

The Site consists of two parcels collectively comprising 9.32-acres of land located on the easterly and westerly sides of Independence Drive in the Town of Brookline, Massachusetts. The Site is shown as a portion of the lot shown as Assessors Map 108/Block/388 /Lot0100; 108/Block 388A/Lot0100; Map 110/Block 388C/Lot 0100 and is located on the S-7 and M-0.5 zoning districts.

### *Existing Site Conditions*

The Site is comprised of undeveloped portions of the existing Hancock Village community, consisting mainly of rolling lawn areas and outcroppings of puddingstone ledge, with a mix of evergreen and hardwood trees. The periphery of the Site has a mix of hardwood trees and small volunteer plants.

The western portion of the Development, on the western side of Independence Drive, consists of approximately 2.7 acres of land that is undeveloped. The portion of the Development located on the east side of Independence Drive consists of approximately 6.6 acres that currently exists as mostly undeveloped land.

### *Adjacent Area and Open Space Assessment*

The neighborhoods adjacent to the Site include a mix of retail, open space, educational uses, and both rental and owner-occupied dwellings. The lots adjacent to the Site to the south are occupied by the existing Hancock Village apartment community.

Hancock Village is a cluster townhouse development consisting of a mix of flat and pitched roof, 2-story brick buildings organized around landscaped courtyards. Two internal streets, Gerry Road on the west side of the Site and Thornton Road on the east, provide access to and parking for the Site. A driveway connects the eastern side of the Site to Asheville Road.

There are also two 3-story brick, enclosed parking structures; one located on Gerry Road and the other on Independence Drive. Adjacent to the residential Hancock Village apartments on Independence Drive is the retail and office component of Hancock Village, which consists of a 4-story brick office building and a 1-story stone and brick neighborhood retail center. On the opposite side of Independence Drive is a 3-story brick medical office building occupied by Harvard Vanguard Health Services. Adjacent to the Site to the north is a neighborhood of 2 and 2.5-story single-family homes that are made of wood or brick construction. These homes are situated on lots ranging in size from approximately 5,000 square feet or less to 8,000 square feet. These lots are well maintained, with well-manicured lawns, driveways, and play areas.

There are many opportunities for recreation and outdoor activities in close proximity to the Site. The open space at Hancock Village, the 25-acre D. Blakely Hoar Sanctuary, the 55-acre Hancock Woods Reservation, and Hynes Field are just a few of the open spaces accessible to future residents of the Site. In addition there are playing fields, playgrounds and tennis courts located at the nearby Baker School.

Adjacent to the Site to the northwest is the Edith C. Baker Elementary School, a brick building ranging in height from 2 to 4 stories, with an auditorium, library, and gymnasium nearly 5-stories in height. A Context Plan showing the Site in relation to the surrounding area is included as Exhibit 2 in the.

### *Street Elevations*

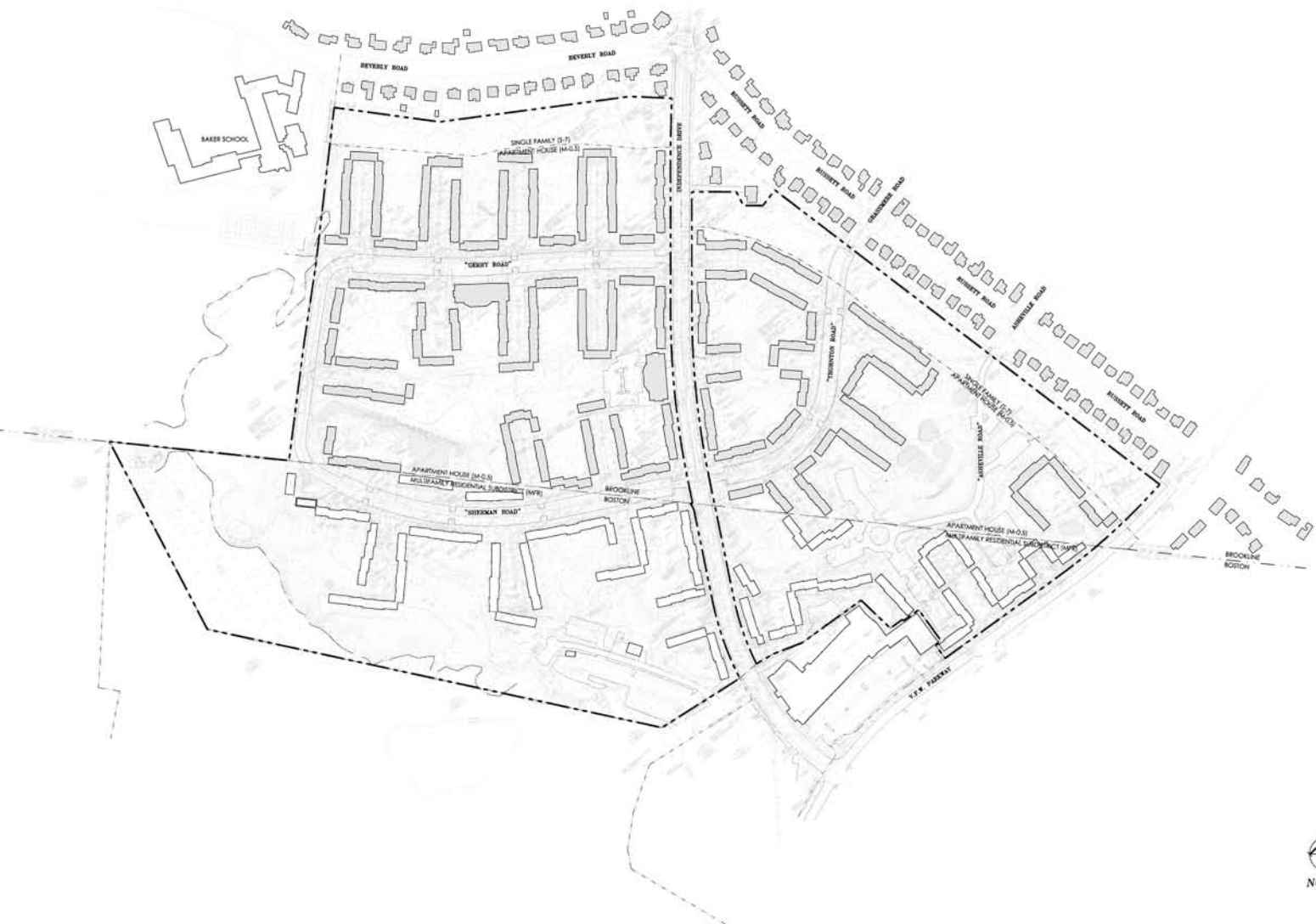
Information describing the elevations of the existing streets surrounding the Site are detailed below and can also be seen on Exhibit 7. The existing street elevations on the west side of the Site starting at Independence Drive and moving west to Baker School are approximately 164 feet to 184 feet above sea level, respectively. Starting at Independence Drive and moving east to Thornton Road, the elevation changes from 161 feet to 174 feet. The elevation at Asheville Road is approximately 175 feet and the elevation at the VFW Parkway is approximately 157 feet.

The elevations on Russett Road adjacent to the Site vary from 168 feet at Independence Drive, to 158 feet at VFW Parkway. Elevations along Beverly Road range from 167 feet at Independence Drive to 185 feet at the Baker School. The neighborhood slopes up to Walnut Hill with the highest elevation along Walnut Hill Road at approximately 310 feet. The elevation at Putterham Circle is approximately 178 feet.

### *Traffic Patterns*

The Traffic Impact Assessment (TIA) and Exhibit 46 indicate both vehicular and pedestrian traffic patterns within the Hancock Village community and the surrounding neighborhood. Additional information about traffic and circulation can be found in the TIA.









LOCATION OF FOUR STORY BUILDING



EAST SIDE



WEST SIDE







FITNESS TRAIL



PLAYGROUND



SEATING



TRAIL SYSTEM



OPEN SPACE





MEDICAL CENTER



SHUTTLE SYSTEM



SHOPPING CENTER



ZIP CAR SERVICE



FITNESS CENTER



MBTA BUS STOP

# The Residences of South Brookline Comprehensive Permit Application

## 5. Architectural Drawings and Details

### Architectural Drawings

In accordance with H.3(a)(iii) of the Local Regulations and 760 CMR 56.05(2)(c), architectural plans and drawings are being provided as Exhibits 49-81 (the “Architectural Drawings”) included in the Exhibit Packet. 5 full-size sets of plans have been provided under separate cover. The Architectural Drawings include floor plans, elevations, building sections, and perspectives for the Infill Buildings and the Apartment Building, as well as elevations and floor plans for the garages.

### Overview of Architectural Approach

According to the Handbook, the design of a project “may use architectural details, color and materials taken from the existing context as a means of addressing the perception of mass and height.” In addition, the “coordination of these features can result in a project’s overall impression as a nice place to live and contribute to the community’s character.”

The Architect has carefully chosen the elements of the Development’s buildings to complement the surrounding neighborhood and create a welcoming environment. 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 massing of the buildings will be minimized through the architectural treatment of the buildings, the stepping of the facades and entry ways, and the provision of landscaping and fencing for screening. 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.

The Development will also include elements of “green” design and use. Much of the Development will be constructed with wood, a more sustainable alternative to other building materials such as steel and concrete. Wood has less embodied energy, creates less air pollution, and leaves a smaller carbon footprint compared to many other forms of construction. Floor and roof construction will be framed with wood trusses that more efficiently span large distances and use less wood than conventional framing. The Applicant will also install high-efficiency heating and cooling systems, as well as Energy Star appliances and energy efficient light fixtures.

### Exterior Architectural Details

**Infill Buildings** – The 12 Infill Buildings will be Construction Type V-B buildings, each approximately 33.3 feet in height, and will include the following details:

- Exterior Walls: Brick Masonry and/or Fiber Cement Siding where Shown on Elevations
- Windows: EnergyStar Vinyl or Aluminum-Clad
- Window Trim: Cellular PVC

- Cornerboards/  
Decorative Trim: Cellular PVC
  - Roof: Fiberglass Shingles
  - Fascias and Rakes: Cellular PVC
  - Soffits: Fiber Cement
  - Soffits at Porches: Fiber Cement Beaded Boards
- **Apartment Building** – The Apartment Building will be a Construction Type V-A building with a below-grade Type I-A parking garage, and will include the following exterior finish details:
    - Exterior Walls: Brick Masonry and Fiber Cement Siding Where Shown on Elevations
    - Windows: EnergyStar Vinyl or Aluminum-Clad
    - Window Trim: Cellular PVC
    - Cornerboards/  
Decorative Trim: Cellular PVC
    - Roof: Fiberglass Shingles and EPDM Rubber (ethylene propylene diene monomer) Membrane
    - Fascias and Rakes: Cellular PVC
    - Soffits: Fiber Cement
    - Soffits at Porches: Fiber Cement Beaded Boards





View west from Independence Drive

NO.	DATE	DESCRIPTION	BY	CHKD.
1	10/1/08	ISSUED FOR PERMITTING	AL	
2	10/1/08	ISSUED FOR PERMITTING	AL	
3	10/1/08	ISSUED FOR PERMITTING	AL	
4	10/1/08	ISSUED FOR PERMITTING	AL	
5	10/1/08	ISSUED FOR PERMITTING	AL	
6	10/1/08	ISSUED FOR PERMITTING	AL	
7	10/1/08	ISSUED FOR PERMITTING	AL	
8	10/1/08	ISSUED FOR PERMITTING	AL	
9	10/1/08	ISSUED FOR PERMITTING	AL	
10	10/1/08	ISSUED FOR PERMITTING	AL	

**LOWE ASSOCIATES - Architects, Inc.**  
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**THE RESIDENCES  
 OF SOUTH BROOKLINE**  
 BROOKLINE, MASSACHUSETTS

**2 1/2 STORY INFILL  
 BUILDINGS**

**EXHIBIT  
 61**



View east from Independence Drive

NO.	DATE	DESCRIPTION	BY	CHKD.
1	01/15/11	ISSUED FOR PERMITTING	AL	
2	01/20/11	REVISIONS	AL	
3	02/01/11	ISSUED FOR PERMITTING	AL	
4	02/01/11	REVISIONS	AL	
5	02/01/11	ISSUED FOR PERMITTING	AL	
6	02/01/11	REVISIONS	AL	
7	02/01/11	ISSUED FOR PERMITTING	AL	
8	02/01/11	REVISIONS	AL	
9	02/01/11	ISSUED FOR PERMITTING	AL	
10	02/01/11	REVISIONS	AL	
11	02/01/11	ISSUED FOR PERMITTING	AL	
12	02/01/11	REVISIONS	AL	
13	02/01/11	ISSUED FOR PERMITTING	AL	
14	02/01/11	REVISIONS	AL	
15	02/01/11	ISSUED FOR PERMITTING	AL	
16	02/01/11	REVISIONS	AL	
17	02/01/11	ISSUED FOR PERMITTING	AL	
18	02/01/11	REVISIONS	AL	
19	02/01/11	ISSUED FOR PERMITTING	AL	
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22	02/01/11	REVISIONS	AL	
23	02/01/11	ISSUED FOR PERMITTING	AL	
24	02/01/11	REVISIONS	AL	
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30	02/01/11	REVISIONS	AL	
31	02/01/11	ISSUED FOR PERMITTING	AL	
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33	02/01/11	ISSUED FOR PERMITTING	AL	
34	02/01/11	REVISIONS	AL	
35	02/01/11	ISSUED FOR PERMITTING	AL	
36	02/01/11	REVISIONS	AL	
37	02/01/11	ISSUED FOR PERMITTING	AL	
38	02/01/11	REVISIONS	AL	
39	02/01/11	ISSUED FOR PERMITTING	AL	
40	02/01/11	REVISIONS	AL	
41	02/01/11	ISSUED FOR PERMITTING	AL	
42	02/01/11	REVISIONS	AL	
43	02/01/11	ISSUED FOR PERMITTING	AL	
44	02/01/11	REVISIONS	AL	
45	02/01/11	ISSUED FOR PERMITTING	AL	
46	02/01/11	REVISIONS	AL	
47	02/01/11	ISSUED FOR PERMITTING	AL	
48	02/01/11	REVISIONS	AL	
49	02/01/11	ISSUED FOR PERMITTING	AL	
50	02/01/11	REVISIONS	AL	

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**THE RESIDENCES  
 OF SOUTH BROOKLINE**  
 BROOKLINE, MASSACHUSETTS

**2 1/2 STORY INFILL  
 BUILDINGS**

**EXHIBIT  
 65**





View from Ashville & Russett Roads

NO.	DATE	DESCRIPTION	BY	CHKD.

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**THE RESIDENCES  
 OF SOUTH BROOKLINE**  
 BROOKLINE, MASSACHUSETTS

**2 1/2 STORY INFILL  
 BUILDINGS**

**EXHIBIT  
 74**



# **The Residences of South Brookline Comprehensive Permit Application**

## **6. Building Tabulations**

In accordance with Section H.3(a)(iv) of the Local Regulations and 760 CMR 56.05(2)(d), a tabulation of the Development's proposed buildings by type, size (number of bedrooms, floor area) and ground coverage, and a summary showing the percentage of the tract to be occupied by buildings, by parking and other paved areas, and by open areas, is provided herein.

The following tabulations are provided in accordance with Section H.3(a)(iv) of the Local Regulations:

Tabulation of Proposed Buildings								
Building No.	Building Type	Building Height	Building Size	Number and Size of Units				Building Coverage SF and % of Lot
				1-br	2-br	3-br	4-br	
1 west	Infill	2.5 stories	4 units (6,602 sf)	0	0	2	2	2,953 sf 2.5%
2 west	Infill	2.5 stories	8 units (11,888 sf)	1	2	2	3	4,881 sf 4.1%
3 west	Infill	2.5 stories	8 units (12,188 sf)	1	1	3	3	5,151 sf 4.3%
4 west	Infill	2.5 stories	8 units (12,188 sf)	1	1	3	3	5,151 sf 4.3%
5 west	Infill	2.5 stories	8 units (13,115 sf)	0	1	3	4	5,730 sf 4.8%
west	Garages	1 story	2 garages (1,760 sf)					1,760 sf 1.5%
West Subtotal			36 unit <ul style="list-style-type: none"> <li>• 55,981 sf residential</li> <li>• 1,760 sf garages</li> </ul>	3	5	13	15	25,626 sf 21.3% of West lot
6 east	Infill	2.5 stories	8 units (10,604 sf)	4	0	4	0	4,077 sf 1.4%
7 east	Infill	2.5 stories	4 units (6,330 sf)	0	1	1	2	2,683 sf 0.9%
8 east	Infill	2.5 stories	4 units (6,602 sf)	0	0	2	2	2,953 sf 1.0%
9 east	Infill	2.5 stories	4 units (6,330 sf)	0	1	1	2	2,683 sf 0.9%
10 east	Infill	2.5 stories	4 units (6,602 sf)	0	0	2	2	2,953 sf 1.0%
11 east	Infill	2.5 stories	8 units (12,188 sf)	1	1	3	3	5,151 sf 1.8%
12 east	Infill	2.5 stories	8 units (11,213 sf)	2	2	2	2	4,439 sf 1.6%
east	Garages	1 story	5 garages (4,400 sf)					4,400 sf 1.5%
Subtotal			40 units <ul style="list-style-type: none"> <li>• 59,869 sf residential</li> <li>• 4,400 sf garages</li> </ul>	7	5	15	13	29,339 sf 10.3% of East lot
13 east	Apartment	4 stories	116 units <ul style="list-style-type: none"> <li>• 132,424 sf residential</li> <li>• 8,054 sf community space</li> <li>• 56,652 sf parking garage</li> </ul>	56	60	0	0	34,008 sf 11.9% of East Lot
East Subtotal			156 units <ul style="list-style-type: none"> <li>• 192,293 sf residential</li> <li>• 8,054 sf community space</li> <li>• 61,052 sf parking garage</li> </ul>	63	65	15	13	63,347 sf 22.1% of East Lot
Total			192 units <ul style="list-style-type: none"> <li>• 248,274 sf residential</li> <li>• 8,054 sf community</li> <li>• 62,812 sf parking garage</li> </ul>	66	70	28	28	88,973 sf 21.9% of Combined lots

<b>Parking and Lot Coverage Calculations</b>						
	<i>Buildings On Lot</i>	<i>Parking Required<sup>1</sup></i>	<i>Lot Coverage</i>			
			<i>Building Footprints</i>	<i>Impervious Pavement</i>	<i>Pervious Pavement</i>	<i>Total Coverage</i>
<i>West Lot 120,100 sf</i>	<i>Buildings 1-5</i>	81 Parking Spaces <ul style="list-style-type: none"> <li>• 8 units 1 &amp; 2-br</li> <li>• 28 units 3 &amp; 4-br</li> </ul>	25,626 sf 21% of West Lot	0 sf	41,940 sf 35% of West Lot	67,566 sf Lot Coverage: 56% Open Space: 44%
<i>East Lot 286,000 sf</i>	<i>Buildings 6-13</i>	267 Parking Spaces <ul style="list-style-type: none"> <li>• 128 units 1 &amp; 2-br</li> <li>• 28 units 3 &amp; 4-br</li> </ul>	63,347 sf 22% of East Lot	38,369 sf 13% of East Lot	36,740 sf 13% of East Lot	138,456 sf Lot Coverage: 48% Open Space: 52%
<i>Total Site 406,100 sf</i>	<i>Buildings 1-13</i>	342 Parking Spaces	88,973 sf 22% of Site	38,369 sf 9% of Site	78,680 sf 19% of Site	206,119 Lot Coverage: 51% Open Space: 49%

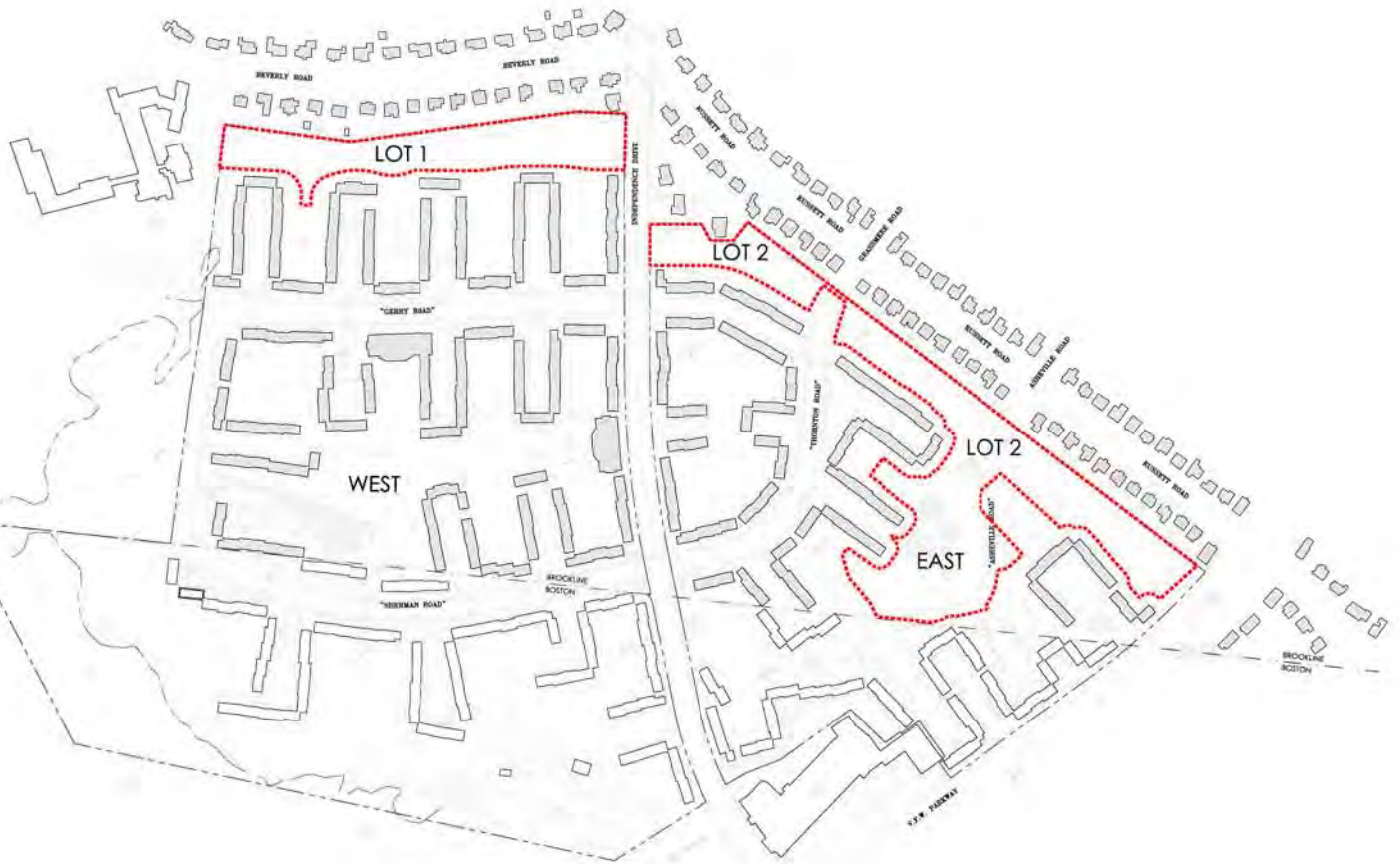
<sup>1</sup> Both the S-7 and M-0.5 Districts require 2 spaces per 1 or 2-bedroom unit and 2.3 spaces per 3 or 4-bedroom unit.

**The Residences of South Brookline  
Comprehensive Permit Application**

**7. Plan Showing Boundaries of Development Site**

Section H.3(a)(v) of the Local Regulations requires submission of a preliminary subdivision plan where a development involves a subdivision. No subdivision is proposed as part of the Development; however, the Site is comprised of two separate parcels of land that will be ground leased to the Applicant. A plan showing the location of the boundaries of such parcels in relation to the Hancock Village community is included herein for informational purposes.





# The Residences of South Brookline Comprehensive Permit Application

## 8. Preliminary Utility and Drainage/Stormwater Management Plans and Summary

### Drainage and Utility Plans

In accordance with H.3(a)(vi) of the Local Regulations and 760 CMR 56.05(2)(f), a summary of the Development's drainage and stormwater management is provided herein. In addition, plans showing the Site's proposed drainage, utilities, and stormwater management systems are included in the Site Plans that are part of the Exhibit Package. (5 Full-size sets of plans and the full Stormwater Report have been provided under separate cover). Among other sheets, the Site Plans include:

- Grading Plans (Exhibits 13-15)
- Composite Utility Plans (Exhibits 16-18)
- Drainage Plans (Exhibits 19-21)
- Water and Sewer Plans (Exhibits 22-24)
- Lighting Plan (Exhibits 28-30)
- Utility Detail and Profile Sheets (Exhibits 34-38)

### Drainage/Stormwater Management Summary

Stormwater management on Site will be consistent with requirements of the Massachusetts Department of Protection's (DEP's) Stormwater Management Standards and with the Town's Bylaw Stormwater Management Bylaw (Section 8.26.3 of the Town's General Bylaws). Specific stormwater management components will include catch basins with sumps and hoods, porous asphalt, subsurface detention/infiltration chamber systems, and particle separators. The DEP's Stormwater Management Standards will be met as described below. A Stormwater Report that details compliance with the DEP's Standards has been provided under separate cover.

#### Standard 1: No New Untreated Discharges

The project does not have direct discharge of stormwater to waters or wetlands. Standard 1 is therefore met.

#### Standard 2: Peak Rate Attenuation

The stormwater management system has been designed so that the post-development peak discharge rates do not exceed pre-development peak discharge rates. This is accomplished mainly through the use of porous asphalt and subsurface detention/infiltration chamber systems located on the eastern portion of the project. The analysis performed by Stantec evaluated fourteen discharge (design) points in the existing

and the proposed conditions. At each of the analyzed discharge points, peak flow rates in the post-development condition are lower than the flow rates in the existing conditions.

### Standard 3: Recharge

The three components of Standard 3 are met as follows:

- The annual recharge from the post-development condition will approximate the annual recharge from the pre-development conditions based on soil type. The recharge requirement assumed for the existing conditions was based on conservative assumptions relative to soil types, resulting in a conservative estimate for the amount of groundwater recharge that is required.
- The proposed infiltration structures, consisting of crushed stone reservoirs below porous asphalt and subsurface detention/infiltration chambers, are designed to drain fully within 72 hours.
- A minimum two-foot separation between the bottom of the porous asphalt, where credit is taken for infiltration volume, and below subsurface detention/infiltration chambers, is provided.

### Standard 4: Water Quality

The three components of Standard 4 are met as follows:

- Appropriate practices for source control and pollution prevention are identified and a Long Term Pollution Prevention Plan will be implemented.
- Crushed stone reservoirs beneath porous asphalt and subsurface detention/infiltration chambers are sized to capture the required water quality volume as determined in accordance with the Massachusetts Stormwater Handbook.
- Pretreatment of stormwater is provided in accordance with the Massachusetts Stormwater Handbook prior to discharge to subsurface detention/infiltration chambers.

### Standard 5: Land Uses with Higher Potential Pollutant Loads

The project does not meet the criteria for a Land Use with Higher Potential Pollutant Loads, and accordingly Standard 5 is not applicable.

### Standard 6: Critical Areas

The project is not considered to be within a critical area, and accordingly Standard 6 is not applicable.

### Standard 7: Redevelopment

The project does not meet the criteria for Redevelopment as defined by the DEP's Stormwater Management Standards, and accordingly Standard 7 is not applicable.

Standard 8: Construction Period Pollution Prevention and Erosion & Sedimentation Control

Construction period pollution prevention and erosion and sedimentation control measures will be implemented at the project site to control construction related impacts during construction and land disturbance activities. The project will result in land disturbance in excess of 1 acre, and accordingly a Stormwater Pollution Prevention Plan (SWPPP) will be required in order to comply with the EPA's National Pollutant Discharge Elimination System requirements. The general contractor for the project will be responsible for implementation of the construction period controls and management of the SWPPP.

Standard 9: Operation and Maintenance Plan

An Operation and Maintenance Plan has been developed for the project and will be included in the Stormwater Report that will be filed under separate cover. The plan will outline Operation and Maintenance requirements for the project's stormwater components.

Standard 10: Prohibition of Illicit Discharges

Prior to the occupancy of any of the proposed buildings, dye testing will be conducted to confirm that all sanitary sewage discharges are connected to the sewer system on the site, and are not connected to the stormwater system.

Utilities Summary

The Development will utilize the existing municipal sanitary sewer system, with two connections proposed to the existing 15" R.C.P. sewer in Independence Drive. Additional connections will be made to existing sanitary sewer infrastructure on site, which eventually connects to existing 8" V.C. sewer in Thornton Road and to the existing 10" P.V.C. sewer in Russett Road. One connection will be made to the 10" V.C. sewer located on site along the property line adjacent to the VFW Parkway which flows to City of Boston infrastructure.

The Development will connect to drainage infrastructure either on site or on public roadways. On the portion of the site on the west site of Independence Drive, two connections to existing drainage infrastructure on site area proposed. In the northeast portion of the site (east of Independence Drive) one connection is proposed to an existing 30" R.C.P. drain in Independence Drive. On the southeast portion of the site, one connection is proposed to an existing drain manhole on the property line crossing Russett Road, and one connection is proposed to an existing 15" V.C. drain located on site along the property line adjacent to the VFW Parkway which flows to City of Boston infrastructure.



Public water will be provided to the Development via two connections to the existing 12" water main in Independence Drive, two connections to the existing 10" water main on site within Thornton Road, a connection to the existing 10" water main in Russett Road, and one connection to the existing water main in the VFW Parkway.

In addition, the Applicant will arrange with public utility companies to provide gas and electric services to the Development's residents.

# The Residences of South Brookline Comprehensive Permit Application

## 9. Summary of Traffic Impacts and Parking Design

### Traffic Plans

In accordance with H.3(a)(ii) of the Local Regulations and 760 CMR 56.05(2)(b), a plan showing the existing traffic patterns is included herein in Exhibit 46. In addition, a Summary of the Traffic Impact Assessment prepared by MDM Transportation, Inc. is included herein. The full Traffic Impact Assessment will be submitted to the ZBA under separate cover.

### Traffic Report Summary

The Development's driveway and roadway improvements, including access to and from the parking lots and 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.

In its Traffic Report, the Development's transportation consultant, MDM Transportation, Inc., concluded that the roadway network servicing the Development is adequate to handle both existing traffic demand and any increased capacity anticipated to be required as a result of the Development. Based on the recommended methodology of the Institute of Transportation Engineers ("ITE"), the Development's trip generation is estimated at approximately 98 vehicle-trips during the weekday morning peak hour and 123 vehicle-trips during the weekday evening peak hour. Traffic impacts associated with the proposed Development are not expected to notably affect travel or safety conditions in the vicinity of the Site. Independence Drive, Russett Road and adjacent intersections are all designed to handle these projected traffic increases resulting from the Development. Signalized intersections in the vicinity of the Development 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 Development. Additional information regarding both existing and anticipated traffic in the vicinity of the Site is set forth in the Traffic Impact Assessment.

Based on recommendations found in the Traffic Impact Assessment, the Development will incorporate access-related improvements aimed at enhancing traffic operations and safety, as well as Transportation Demand Management ("TDM") measures, which are further described below.

- **Independence Drive at Site Drive - West.** The Applicant proposes to modify the existing curb-cut along the northerly side of Independence Drive to serve as the access/egress to the Site for approximately 36 units. The Applicant plans to implement the following improvements at this intersection:
  - Install a "STOP" sign (R1-1) and STOP line pavement markings on the driveway approach to Independence Drive.
  - Install a sidewalk along the proposed Site Drive to connect all of the units to the existing sidewalk system along Independence Drive; marked crosswalks will be provided as needed.

- New plantings (shrubs, bushes) and structures (walls, fences, etc.) will be maintained at a height of 2 feet or less within the sight lines in vicinity of the Site Driveway to provide unobstructed sight lines.
- **Independence Drive at Site Drive - East:** The Development will construct a driveway along the southerly side of Independence Drive, approximately 100 feet east of Gerry Road, which will serve as the access/egress to the site for approximately 12 units. MDM recommends the following improvements:
  - Install a “STOP” sign (R1-1) and STOP line pavement markings on the driveway approach to Independence Drive.
  - Install a sidewalk along the proposed Site Drive to connect all of the units to the existing sidewalk system along Independence Drive; marked crosswalks will be provided as needed.
  - New plantings (shrubs, bushes) and structures (walls, fences, etc.) will be maintained at a height of 2 feet or less within the sight lines in vicinity of the Site Driveway to provide unobstructed sight lines.
- **Russett Road at Asheville Road:** The existing Asheville Road will serve as access/egress to the Site for approximately 144 new units. The Applicant plans to implement the following improvements at this intersection:
  - The Applicant will convert this intersection to a 4-way stop. Under existing (baseline) conditions the traffic volumes during the peak periods on Asheville Road are generally equal to or higher than volumes along Russett Road.
  - Currently, near the intersection with Asheville Road, the Site Driveway is limited to approximately 17-feet wide. The Applicant proposes to widen this portion of the Site Driveway to at least 22 feet to accommodate two-way traffic flows, as well as delivery traffic and emergency apparatus.
  - The Applicant will install a sidewalk to provide a connection between Asheville Road and the internal sidewalk/path system. Marked crosswalks will be provided as needed.
  - New plantings (shrubs, bushes) and structures (walls, fences, etc.) will be maintained at a height of 2 feet or less within the sight lines in vicinity of the Site Driveway to provide unobstructed sight lines.
- **Transportation Demand Management:** The existing Hancock Village community has implemented a TDM program aimed at reducing its residents’ dependence on single occupant vehicle travel. Residents of the new Development will benefit from each of the benefits of the existing Hancock Village TDM program, which includes the following measures:
  - The provision of a shuttle service between Hancock Village and the Cleveland Circle MBTA station to provide residents with direct access to public transportation;
  - Two (2) on-site ZIPCAR spaces, which provide residents with direct access to private automobiles, thereby accommodating occasional private auto use for

residents who choose public transportation as a preferred travel mode and do not own a vehicle;

- An integrated system of sidewalks that connect the residential buildings to the public sidewalk system and bus/shuttle stops along Independence Way, which facilitates pedestrian access to nearby commercial, recreational, and public transportation opportunities.

The Applicant will expand upon the existing Hancock Village TDM program to promote non-auto travel by residents of the Development. The Applicant will provide additional sidewalk connections within the Development and provide on-site secure bicycle storage facilities within the Development. In addition, the Applicant may provide additional ZIPCAR spaces within the Site to accommodate additional anticipated resident demand.

### Parking Summary

The Development will provide adequate parking to serve the needs of its residents. For the Infill Buildings, which will have the larger family units, the Development will provide 179 parking spaces that meet the applicable zoning requirements. Parking for the Apartment Building will be provided at an overall ratio of 1.46 cars per unit, with 144 parking spaces located in the below-grade parking garage, 23 spaces located on a nearby surface parking lot and two spaces in front of the apartment building.

Waivers from the Town's parking requirements are requested at Section 11 of this Application. The current plan provides parking that is appropriate for the units being proposed as part of the Development and does not provide additional parking for the existing Hancock Village community. All surface parking at the Development will be screened with landscaping, fencing, or the one-story garages. Sidewalks and crosswalks have been provided to provide safe and appropriate access to the units from the parking areas.



**The Residences of South Brookline  
Comprehensive Permit Application**

**10. Project Eligibility Letter**

In accordance with Section H.3(a)(vii) of the Local Regulations and 760 CMR 56.05(2)(g), the Project Eligibility Letter is provided herein.



October 8, 2013

99 High Street  
Boston, Massachusetts  
02110

Tel: 617-330-2000  
800-445-8030

Fax: 617-330-2001

www.massdevelopment.com

**BY OVERNIGHT DELIVERY**

The Residences of South Brookline, LLC  
c/o Chestnut Hill Realty  
300 Independence Drive  
Brookline, MA 02467  
Attn: Mr. Marc L. Levin

Re: The Residences of South Brookline  
Independence Drive, Brookline, MA (the "Project")

Dear Mr. Levin:

Massachusetts Development Finance Agency ("MassDevelopment") received the application of The Residences of South Brookline, LLC for financing for the above-referenced Project using the MassDevelopment Tax-Exempt Bond Financing Program (the "Subsidizing Program") and is pleased to provide you with this determination of project eligibility for the Project under 760 C.M.R. 56.04.

MassDevelopment has reviewed the fundability of the Project under the Subsidizing Program and has reviewed all other criteria required under 760 CMR 56.04. After receipt of the application, MassDevelopment provided written notice of the application to the Town of Brookline (the "Town"). A site visit was conducted on September 23, 2013. MassDevelopment received comments concerning the Project from the Town and other interested parties within the review period and on or about the date of the Site Visit. MassDevelopment has considered all comments when reviewing the fundability of the Project under the Subsidizing Program and when reviewing all other criteria and findings required under the applicable regulations prior to issuing this letter.

Based on the application dated June 10, 2013, and supplemental information requested by MassDevelopment during its review, the Project involves the following characteristics:

Applicant: The Residences of South Brookline, LLC  
Site: Independence Road, approximately 9.32 acres of land in Brookline, MA.



# MASSDEVELOPMENT

The Residences of South Brookline, LLC

October 8, 2013

Page 2

- Project:** The Residences of South Brookline project will contain 192 rental units: 76 units in twelve two and one-half story townhome-style buildings and 116 units in one four-story apartment building with on-site parking, including surface parking, surface garages, and below-grade parking in the four-story building.
- Subsidizing Program:** Massachusetts Development Finance Agency Tax-Exempt Bond Financing Program
- Low Income Units:** 20% of all units will be affordably priced and set aside during the term that the Town imposes in a Comprehensive Permit, if issued, for tenants with incomes not exceeding 50% of the Area Median Income.
- Rental Unit Mix:** The Project will consist of 66 one-bedroom units; 70 two-bedroom units; 28 three-bedroom units; and 28 four-bedroom units.
- Market Rate Units:** Of the above total units, there will be 53 one-bedroom units; 55 two-bedroom units; 22 three-bedroom units; and 23 four-bedroom units.
- Affordable Units:** Of the above total units, there will be 13 one-bedroom units; 15 two-bedroom units; 6 three-bedroom units; and 5 four-bedroom units.
- Limited Dividend:** The organizational documents of the Applicant provide that its profits, cash flow, and the distribution of returns to the Applicant and its members, partners, or other owners will be limited as set forth in c. 40B and the regulations thereunder (“c. 40B Regulations”) and under MassDevelopment’s equity and limited dividend policies.



# MASSDEVELOPMENT

The Residences of South Brookline, LLC

October 8, 2013

Page 3

MassDevelopment has reviewed the materials submitted by the Applicant, including, without limitation, preliminary plans, financial projections, and market information, conducted an on-site inspection, and reviewed the Town's and other parties' comments and has determined that the Project appears generally eligible and fundable under the requirements of the Subsidizing Program, subject to final review of eligibility for financing and subject to final approval by the subsidizing agency (MassDevelopment) under the c. 40B Regulations ("c. 40B Final Approval"), and MassDevelopment has made the additional findings set forth below as required by the c. 40B Regulations for the issuance of a project eligibility letter.

Based on the above, MassDevelopment has made the following findings.

1. The Applicant will be a limited dividend organization, based on the terms of its organizational documents and agreements to abide by the subsidizing agency's (MassDevelopment's) limited dividend policy and requirements of c. 40B.
2. The Applicant controls the Site through an Agreement to Lease dated June 10, 2013, with Hancock Village I, LLC, the owner of the Site, and has certified that under that Agreement it will enter a ground lease for the development of the Project. Receipt by MassDevelopment of evidence of the executed ground lease will be required before the closing of any financing under the Subsidizing Program.
3. The Applicant and the proposed Project meet the general eligibility standards of the Subsidizing Program. The application for financing will be subject to final review and approval by MassDevelopment as to eligibility under the standards of the Subsidizing Program.
4. The Site is generally appropriate for residential development, taking into account prior municipal actions to meet affordable housing needs in the municipality.

MassDevelopment reviewed the activities outlined in the Town's comment letter and information at the Department of Housing and Community Development ("DHCD") regarding the status of the Town on DHCD's Subsidized Housing Inventory ("SHI"). According to the SHI, 8.0% of the Town's housing inventory consists of qualified affordable housing units,





# MASSDEVELOPMENT

The Residences of South Brookline, LLC

October 8, 2013

Page 4

and, according to DHCD information, the Town does not have a DHCD-approved Housing Production Plan and there is no indication that the Town has met any other Statutory Minima or has made recent progress with regard thereto as defined under the c. 40B Regulations. The Town has undertaken some activities to create opportunities for affordable housing. MassDevelopment reviewed this information, including the number of units produced, the development timelines, and other descriptions provided in the Town's comments, as well as the prior zoning history of the Site described in submitted comment letters, and has concluded that those activities and the zoning history do not preclude a finding to support issuance of this project eligibility letter.

Based on consideration of the facts above and on c. 40B and the c. 40B Regulations, MassDevelopment makes the finding that the Site is generally appropriate for residential development, taking into account prior municipal actions to meet affordable housing needs in the municipality.

5. The conceptual project design is generally appropriate for the Site taking into consideration factors such as proposed use, conceptual site plan and building massing, topography, environmental resources, and integration into existing development patterns, based on the application and site visit and after consideration of the Town's and other parties' comments concerning the Site.

The foregoing finding is made hereunder. MassDevelopment did note, however, in its Project review that the Applicant and the Town may want to consider further refinements, including considering possible options for preserving additional mature trees that provide some buffer value and considering strategies to further mitigate the visual impact of the four-story apartment building on surrounding homes.

6. The Project appears financially feasible within the rental housing market in which it is located, based on comparable figures provided by Applicant.
7. The initial pro forma has been reviewed and the Project appears financially feasible and consistent with the DHCD guidelines of Cost Examination and Limitations on Profits on the basis of estimated development costs.

This determination of project eligibility is not a binding commitment for financing from MassDevelopment; rather, it is a project eligibility letter under the



# MASSDEVELOPMENT

The Residences of South Brookline, LLC

October 8, 2013

Page 5

c. 40B Regulations for potential financing under the MassDevelopment Tax-Exempt Bond Financing Program only. This letter does not provide evidence of project eligibility for any other MassDevelopment financing program or for any financing that may be obtained from any other source. If financing is obtained from any other source, MassDevelopment has not agreed by issuance of this letter or otherwise to monitor the Project for compliance with c. 40B or its regulations or to otherwise act as the project administrator.

Any commitment for financing from MassDevelopment is subject to review and final approval of the final financing application, execution by the Applicant of MassDevelopment's form of Regulatory Agreement, and approval of the Board of Directors of MassDevelopment.

A request for c. 40B Final Approval must be submitted to MassDevelopment if a Comprehensive Permit is issued, as required under the c. 40B regulations.

Massachusetts Development Finance Agency

By: \_\_\_\_\_

Name: Marty Jones

Title: President & CEO

cc: MA Department of Housing and Community Development  
Town of Brookline Board of Selectmen  
Town of Brookline Zoning Board of Appeals

## **The Residences of South Brookline Comprehensive Permit Application**

### **11. List of Requested Waivers**

In accordance with Section H.3(a)(viii) of the Local Regulations and 760 CMR 56.05(2)(h), a list of requested exceptions to local requirements, codes, bylaws, and regulations is provided herein. In addition to the foregoing, the Applicant requests a waiver from all other local requirements, codes, bylaws, and regulations not specifically listed herein to the extent necessary to construct the Development in accordance with the plans submitted with this Application. The Applicant reserves the right to supplement this requested list of waivers based on modifications of the plans submitted with this Application.

For informational purposes only, also included in this Section 11 is a Waiver Plan showing the approximate locations of the Development's features for which waivers from local requirements will be required.

**The Residences of South Brookline  
Comprehensive Permit Application**

<b>THE RESIDENCES OF BROOKLINE VILLAGE – REQUESTED WAIVERS</b>					
<b>Full Size Plan under Separate Cover</b>					
<b>Brookline Zoning Bylaws</b>					
<b>Bylaw Section</b>	<b>Requirement</b>	<b>Applicable District(s)</b>	<b>Requested Waiver or Waiver</b>	<b>Details of Proposal Requiring Waiver</b>	<b>Waiver No.</b>
§4.07(6) – <i>Table of Use Regulations</i>	Multifamily Uses	S-7	Waiver to allow multifamily uses within the S-7 zoning district.	The Development is a multifamily housing development containing 13 buildings and 192 dwelling units, of which 12 buildings and 76 dwelling units will be located in the S-7 zoning district.	A
§5.01	Lot Area or Yards	S-7; M-0.5	Waiver to allow multifamily buildings within the yard areas between buildings	The Development may include multifamily buildings that are located within the front, side, and rear yard areas required under this section.	B
§5.03	Spacing of Residential Uses on the Same Lot	S-7; M-0.5	Waiver to allow construction of two or more main residential buildings without providing front, side, and rear yards between each building.	As shown on the Waiver Plan, the Development will have at least 3 buildings that will be located within the rear yard setbacks of other buildings.	C
§5.04(1)	Residential Building on Rear of a Lot	S-7; M-0.5	Waiver to allow residential buildings located on the rear of the lots to have less than an 80-foot rear yard	As shown on the Waiver Plan, in at least 3 locations on the Site, the proposed structures located toward the rear of a lot will have less than 80 feet between them.	D
§5.09	Design Review	S-7; M-0.5	Waiver from Design Review requirements.	Comprehensive Permit as may be granted by Zoning Board of Appeals shall provide all local permits per MGL c. 40B.	E
§5.10, §5.12, and Table 5.01	Minimum Lot Size, Minimum Lot Area Per Dwelling Unit	M-0.5	Waiver from minimum lot size of 3,000 sf for first dwelling unit and 2,000 sf for each additional dwelling unit	On Lot 2, the Development will have a lot size of approximately 119,187 sf within the M-0.5 District, allowing 59 total units under the bylaw requirements. The Development will include approximately 116 units in the M-0.5 District on Lot 2.	F

Bylaw Section	Requirement	Applicable District(s)	Requested Waiver or Waiver	Details of Proposal Requiring Waiver	Waiver No.
§5.13 and Table 5.01	Minimum Lot Width	S-7	Waiver from 65' minimum lot width requirement.	Most of the Development will exceed the minimum lot width of 65'; however, the Development will have a minimum lot width of approximately 11.5' measured approximately where Thornton Road crosses the Lot 2.	G
§5.20 and Table 5.01	Maximum FAR	M-0.5	Waiver from 0.5 maximum ratio of gross floor area to lot area	On Lot 2 within the M-0.5 District, the Development will have a gross floor area of approximately 132,424 sf and a lot size of approximately 119,187 sf, resulting in an FAR of approximately 1.1.	H
§5.50 and Table 5.01	Minimum Front Yard	S-7	Waiver from 30' minimum front yard requirement	Minimum 22'8" setback provided	I
§5.60, §5.62 and Table 5.01	Minimum Side Yard	M-0.5	Waiver from minimum side yard requirement of $10 + L/10$ (where "L" is the dimension of that portion of the wall required to be set back from the side lot line) and to allow retaining walls in excess of 7' in height within required side setback areas	Minimum 14.5' setback provided; retaining walls within side yards may exceed 7' in height in some locations. Appropriate fencing will be provided where necessary.	J
		S-7	Waiver from minimum side yard requirement of 20' and to allow retaining walls in excess of 7' in height within required side setback areas	Retaining walls within side yards may exceed 7' in height in some locations. Appropriate fencing will be provided where necessary.	K
§5.70 and Table 5.01	Minimum Rear Yard	S-7	Waiver from 40' minimum rear yard requirement	Minimum 4' setback provided in one location.	L
§5.91 and Table 5.01	Minimum Usable Open Space	M-0.5	Waiver from the requirement that at least 30% of the lot will be usable open space.	Less than 30% of that portion within Lot 2 within the M-0.5 District will be usable open space, as such term is defined in the Zoning Bylaw.	M
§6.02, Paragraph 1, Table of Off-Street Parking Requirements	Number of Parking Spaces per Dwelling Unit	M-0.5	Waiver from the requirement to provide 2.0 spaces per 1 and 2 bedroom unit and 2.3 per 3-bedroom units	On Lot 2 in the M-0.5 District, the Development will provide 146 parking spaces per 1 or 2-bedroom dwelling unit. An additional 23 spaces located on Lot 2 will be shared with buildings 8 and 9.	N



<b>Bylaw Section</b>	<b>Requirement</b>	<b>Applicable District(s)</b>	<b>Requested Waiver or Waiver</b>	<b>Details of Proposal Requiring Waiver</b>	<b>Waiver No.</b>
§6.04	Design of Off-Street Parking Facilities	S-7; M-0.5	Waiver from minimum aisle width of 24'.	The Development will provide a minimum aisle width of 22'.	O
§6.05	Bicycle Space and Design Regulations	S-7; M-0.5	Waiver from requirements to provide one bicycle space per five housing units (excluding ground floor units) and requirement that circulation, design, location, and maintenance be in compliance with Section 5.09 of the Zoning Bylaw and the Planning Board's Bicycle Guidelines	The Development will provide 52 total bicycle spaces (0.27 bicycle spaces per dwelling unit); design, circulation, location, and maintenance shall be in compliance with MGL c. 40B standards.	P
§5.30-5.32 and Table 5.01	Maximum Height of Buildings	S-7; M-0.5	Although the height of each building appears to comply with applicable requirements, we request a waiver from height requirements to the extent the buildings exceed height requirements using any of the various calculation methods set forth in the Zoning Bylaw.	The Development will provide buildings of approximately 35 feet or less in height, as measured in accordance with the calculations set forth in Section 5.30-5.32 of the Zoning Bylaw.	Q
<b>Brookline General Bylaws</b>					
<b>Bylaw Section</b>	<b>Requirement</b>		<b>Requested Waiver or Waiver</b>	<b>Details of Proposal Requiring Waiver</b>	<b>Waiver No.</b>
5.10.3.d	Neighborhood Conservation District		Waiver from Neighborhood Conservation District permit requirements and applicable design standards and restrictions.	Comprehensive Permit as may be granted by Zoning Board of Appeals shall provide all local permits per MGL c. 40B.	R

**The Residences of South Brookline  
Comprehensive Permit Application**

**12. List of Submissions Made to Subsidizing Agency - MassDevelopment**

In accordance with Section H.3(a)(ix) of the Local Regulations, complete copies of any and all materials submitted to the Subsidizing Agency, including the application for Site Approval, have been previously provided to the Town. Those submissions include:

- Project Eligibility Application for Site Approval dated June 10, 2013.
- Project Eligibility Application Exhibit Packet dated June 10, 2013.
- Full size copies of the plans dated June 10, 2013.
- Multi-Family Housing Market Study for Proposed New Residential Development, The Residences of South Brookline, Independence Drive, Chestnut Hill, Massachusetts prepared by LDS Consulting, Dated June 14, 2013.
- Photographs of views from each proposed new building dated July 19, 2013.
- Response letter to Mass Development from Chestnut Hill Realty dated September 10, 2013.
- Phase I Environmental Assessment of Hancock Village – Prepared by Property Solutions, Inc., dated January 7, 2008.

# The Residences of South Brookline Comprehensive Permit Application

## 13. Summary of the Development Team

In accordance with Section H.3(a)(x) of the Local Regulations, a list of the members of the development and marketing team, including, to the extent currently known, all contractors and subcontractors, engineers, consultants, and other professional advisors (collectively, the “Consultants”) who have been or are expected to be involved in the preparation of plans, reports, and other materials for the Development is provided herein.

No Consultant has a personal interest in the Development, beyond payment for his or her professional services rendered on the Development under industry standard fee arrangements.

### Development Team

#### **Chestnut Hill Realty: Developer, General Contractor, and Property Manager**

**Edward Zuker**, founder and CEO of Chestnut Hill Realty, is a Brookline native. He is among five generations of the Zuker family who have been active in real estate. Today, several members of the family work at CHR, and a sense of family extends to the Company’s more than 200 employees.

Chestnut Hill Realty (CHR) is one of New England’s leading full service real estate companies, specializing in multifamily housing. Established in 1969, CHR owns and manages more than 4,500 apartment units, comprising 27 apartment home communities in Greater Boston and Rhode Island, and 180,000 square feet of commercial space. This portfolio includes 6 apartment home communities in Brookline including more than 900 apartments.

Over the last 44 years, CHR has overseen the development and/or renovation of more than 8,000 apartment and condominium units, for a combined construction project expenditure of \$750 million. The company has an in-house development and construction management division, and acts as its own general contractor. The company manages all of its rental communities and will manage The Residences at South Brookline.

Environmental sustainability is a priority at Chestnut Hill Realty. The Company incorporates many green practices into its development and business operations. Recognizing that vibrant neighborhoods are an extension of people’s homes, Chestnut Hill Realty looks for opportunities to enhance the communities where it operates. The Company supports numerous local and national charities, and encourages its employees and residents to get involved through annual drives, year-round fund-raising activities and volunteerism.

Chestnut Hill Realty has been active for many years in maintaining the landscaping of several public spaces in Brookline and West Roxbury. These include the Baker School Amphitheatre, Blakely Hoar Sanctuary, Holy Name Rotary (VFW Parkway), and West Roxbury Parkway. Most recently, CHR completed a series of beautification streetscape and neighborhood landscaping and signage projects along a large stretch of Washington Street, including the creation of a new entryway into the Beethoven School.

**Marc Levin, Director of Development and Project Manager**, began his career at Chestnut Hill Realty more than 25 years ago and has made significant contributions to the size, quality and value of the Company’s portfolio during that time. Since joining the Company, he has overseen over \$100 million in development activity.

In his current role as Director of Development, he oversees development efforts, serves as project manager or supervises project management activities, and works with local permitting authorities. He also manages CHR's 160,000-square-foot commercial portfolio located in Massachusetts and Rhode Island, and has negotiated commercial leases valued in excess of \$100 million.

In his capacity as the project manager, Marc led the comprehensive rehabilitation of the 90,000 square foot commercial space, now called Hancock Village at Chestnut Hill. The shopping center is fully occupied and its merchants have some of the highest performing stores in their respective chains. Mr. Levin also coordinated all phases of the planning, permitting and construction of Chestnut Hill Realty's 30,000 square foot corporate headquarters.

Mr. Levin is a member of Chestnut Hill Realty's Executive and Investment Committees and Senior Leadership Team. He is a licensed real estate broker and received a bachelor's degree in economics from the State University of New York at Stony Brook.

### **Robert Zuker, COO, Chestnut Hill Realty - Managing Director, CHR Investors LLC**

Although Robert Zuker started his professional career at Chestnut Hill Realty in 1997, he grew up in the family's real estate business, and has been involved with Chestnut Hill Realty since an early age. Mr. Zuker began as a condominium manager and later became the Director of Investments.

Mr. Zuker is instrumental in implementing the Company's strategic initiatives and is a member of the Senior Leadership Team, Operations Committee, Executive Committee and the Investment Committee. Through his leadership role with the Operations Committee, he has identified and implemented energy saving investments and spearheaded the Living Green initiative in 2007. The Living Green initiative has educated the Company's employees and more than 10,000 apartment residents on the importance and efficacy of environmentally sustainable practices. He was also instrumental in the reinvention of the Company's website and Internet marketing strategy.

Mr. Zuker also contributes his time and talents to many community and charitable causes. He currently serves as President of the recently opened Brookline Teen Center. Additionally, Mr. Zuker was a member of the Next Generation Task Force at Children's Hospital Boston that helped build the Yawkey Family Inn in Brookline which provides housing for the families of 22 patients. He is the Budget Chair of Temple Beth Avodah in Newton and the Pierce School PTO in Brookline. He also serves as Treasurer of Camp Avoda.

In recognition of his significant contribution to improving parks and open spaces in Brookline, the Brookline GreenSpace Alliance recognized Mr. Zuker with its "Environmental Leader" award in 2005.

A member of the Greater Boston Real Estate Board (GBREB), the Rental Housing Association (RHA), the Massachusetts Association of Realtors (MAR) and the National Association of Realtors (NAR), Mr. Zuker received a bachelor's degree in business administration from Emory University's Goizueta Business School.

**Thomas Pennell**, Senior Project Manager for Chestnut Hill Realty, will supervise the construction of the Development. With over 20 years of experience in the construction of single-family homes and multifamily developments, Tom brings significant experience to the construction of the Development.

Tom began his career in his family construction company in St. Louis. After obtaining his degree in finance, he lived in Texas and Florida managing the construction of over 4000 single-family homes.

Since 2001, Tom has worked in the Northeast managing the construction of over 2,700 apartment homes. He has been at Chestnut Hill Realty for the past four years and managed the construction of their new apartments at Ridgecrest Village, Norwest Woods and Longwood Towers.

**Team Members:** Chestnut Hill Realty has assembled a very experienced team to assist it in the development, permitting and construction of the Development. Steve Schwartz, Joe Geller, Ed Marchant, and Margaret Murphy each have more than the 20 years of experience in the development of multifamily housing throughout New England. They have worked on close to fifty 40B apartment home communities in Massachusetts.

**Goulston & Storrs, P.C.:** 40B Permitting Counsel

Goulston & Storrs' work includes permitting in essentially every community in Massachusetts as well as innumerable projects in downtown Boston. In recent years, Goulston & Storrs has permitted over 30,000 units of housing in Massachusetts (including thousands of affordable units for a range of for-profit and nonprofit clients as Chapter 40B projects). Goulston & Storrs' 40B experience includes a broad array of projects across the Commonwealth, with local experience on projects including those in Acton, Andover, Bedford, Billerica, Braintree, Brookline, Canton, Cohasset, Concord, Danvers, Dedham, Falmouth, Foxboro, Framingham, Haverhill, Hingham, Lexington, Lynnfield, Mansfield, Marlborough, Maynard, Milton, Natick, Needham, Newton, Norwood, Peabody, Pembroke, Randolph, Sharon, Sherborn, Shrewsbury, Southborough, Stoughton, Tewksbury, Wayland, Westborough, Westford, Weymouth, Wilmington and Yarmouth. In addition to permitting work on 40B projects, Goulston & Storrs has unique depth and breadth in litigating – and in avoiding litigation – over the issues that arise in development under Chapter 40B. Goulston & Storrs has extensive experience litigating on behalf of 40B developers at all levels including numerous cases at the Housing Appeals Committee, Superior Court and Land Court, Appeals Court and Supreme Judicial Court.

**Steven Schwartz** is a Director and is the Co-Chair of the firm's Real Estate Group. Commercial real estate law is the focus of Steve's legal practice. He represents developers and lenders in the acquisition, development, sale, leasing and financing of commercial real estate. He regularly counsels developers on the requirements for satisfying the complex land use and environmental laws and regulations applicable to large-scale commercial projects throughout the New England region.

A significant portion of Steve's current development practice involves working with clients on complex multifamily residential projects, including both market rate and affordable developments, large mixed-use projects and 40B projects. In addition to his involvement with traditional forms of real estate mortgage loans and refinancings, Steve has considerable experience in representing lenders in workouts of troubled real estate loans, including restructurings, deed-in-lieu transactions and foreclosures. Steve is a graduate of Harvard College and Harvard Law School and has been practicing at Goulston & Storrs since 1989.

**Bernkopf Goodman LLP:** Real Estate Counsel

**Gary Lilienthal**, a Partner at the Boston law firm of Bernkopf Goodman LLP, has practiced real estate development law for over 40 years. He represents clients in all aspects of acquisition, construction, development, financing, private syndication, land use, permitting before state and local government agencies, operation, leasing and sale of commercial and residential real estate developments. Mr. Lilienthal provides representation regarding land use and permitting issues for major projects, including residential subdivisions, multifamily, industrial and office complexes, shopping centers and mixed-use developments. He is a graduate of the University of California at Berkeley and Boston College Law School. He is admitted to the Massachusetts Bar, the Federal District Court of Massachusetts and the U.S. First Circuit Court of Appeals.



**Stantec Consulting Services, Inc.:** Site Planner and Civil Engineer

**Joseph Geller**, FASLA, the Stantec Principal-in-Charge is, a Brookline resident and a former member of the Brookline Board of Selectmen.

Stantec Consulting Services, Inc. (Stantec) is a multi-disciplinary design firm with approximately 450 employees in New England. Its Planning and Landscape Architecture group provides comprehensive site design services for public sector, private and institutional clients. Stantec has an extensive portfolio of experience in New England having provided professional design and consulting services for almost 60 years from its nine local offices. Services in New England include landscape architecture, civil engineering, architecture, interior design, transportation planning and design, environmental services, power engineering and water/wastewater engineering. The Boston office has provided award winning site design and engineering services for several Massachusetts-based projects including, Newbridge on the Charles Intergenerational Campus in Dedham; Teddy Ebersol Red Sox Field in Boston; Maverick Landing in East Boston; and Temple Beth Elohim in Wellesley.

**Low Associates-Architects, Inc.:** Architect

**Gary Lowe**, AIA is the Lowe Associates Principal-in-Charge. Lowe Associates-Architects, Inc. (Lowe Associates) was founded in 1973 and is engaged in a diversified practice offering professional services in architecture and land planning. The firm's practice encompasses a wide range of private and public work with experience over a broad range of building types: multifamily, single family, commercial, mercantile and industrial. Representative projects can be seen at [lowearch.com](http://lowearch.com). Lowe Associates has designed over 60 multifamily housing developments totaling over 3,500 dwelling units. The projects range widely from public sector affordable housing to private sector luxury condominiums. A holistic approach to design and a deep respect for the land is the basis of Lowe Associates' design philosophy. The firm has won numerous awards and honors. Projects designed by the firm have been published in Architectural Record, Progressive Architecture, Professional Builder, System Building News, New England Real Estate Journal, the Boston Globe and Hungarian Architect.

**EHM/Real Estate Advisor:** 40B Consultant

**Edward H. Marchant** has been actively involved with the development, financing, construction, and management of real estate over the past forty-three years. He has served as a Chapter 40B advisor to 48 municipalities in Massachusetts on 101 proposed 40B developments. He has also advised 40B private developers on 43 40B developments. In addition, Mr. Marchant has been a frequent speaker and/or moderator at 40B training conferences sponsored by Citizens' Housing & Planning Association (CHAPA), Massachusetts Department of Housing & Community Development (DHCD), Massachusetts Housing Partnership (MHP) and MassHousing. Since 1980, Mr. Marchant has been an Adjunct Lecturer in Public Policy at the Harvard Kennedy School where he has taught courses on real estate development and finance and on the development, financing and management of affordable housing. Mr. Marchant also serves as a core faculty member of the Real Estate Academic Initiative at Harvard University.

A graduate of Cornell University and Harvard Business School, Mr. Marchant is a member of the Urban Land Institute and a former chairman of ULI's Boston District Council Executive Committee. Mr. Marchant serves as a member of the Board of Directors of The Community Builders, Inc. (TCB) and is also a member of the Cornell Baker Program in Real Estate Advisory Board. He has been a resident of Brookline since 1976.

**Community Resources Group, Inc.** Real Estate Advisor

**Margaret Murphy** will be the Principal-in Charge. Community Resources Group, Inc. offers a range of real estate permitting services to corporations, colleges, schools and real estate professionals. The principals have worked throughout the Northeast since 1989. In the past 24 years, the firm has assisted its clients in permitting more than eight million square feet of hospital, schools, retail, commercial, office, golf course, college and residential development.

**MDM Transportation Consultants:** Traffic Engineer

MDM Transportation Consultants, Inc. (MDM) is a full-service transportation consulting firm that provides integrated planning, permitting, design and construction administration services to public and private sector clientele. The firm is led by managing principals **Robert J. Michaud, P.E. and Ronald D. Desrosiers, P.E.**, PTOE who each have over 24 years of diverse and complementary experience planning, designing and administering construction for transportation infrastructure in New England. Since its founding in June of 2003, MDM has provided transportation services on over 600 individual projects ranging from peer reviews for cities and towns to major infrastructure improvements designs for public and private sector clients.

# **The Residences of South Brookline Comprehensive Permit Application**

## **14. Prior Development Projects**

In accordance with Section H.3(a)(xi) of the Local Regulations, a list of prior development projects completed by the Applicant is provided herein.

### **Chestnut Hill Realty, Development Experience**

Chestnut Hill Realty is one of New England's leading full service real estate companies, specializing in multifamily housing. Established in 1969, CHR owns and manages 27 apartment home communities in Greater Boston and Rhode Island.

Service offerings include apartment rentals, corporate/temporary housing, development and commercial leasing. CHR strives to deliver industry leading customer service and enhance the amenities and features at its apartment communities.

Chestnut Hill Realty understands that the place where you live is the center of your life. Good living is the basis for all the service CHR provides. Customer satisfaction is a priority and guaranteed

Five generations of the Zuker family have been active in real estate. Edward Zuker, Founder and CEO, inherited a passion for real estate from his parents and started Chestnut Hill Realty. Today, several members of the family work at CHR, and a sense of family extends to the Company's more than 200 highly professional, dedicated employees.

Environmental sustainability is a priority at Chestnut Hill Realty. The Company incorporates many green practices into its business operations. Initiatives currently being undertaken include resource conservation (water, energy, materials), holding resident recycling events, installing energy saving appliances, operating property recycling center, conducting education and awareness campaigns, supporting reward and incentive programs and improving indoor air quality. Chestnut Hill Realty's residential portfolio includes more than 4,500 apartment units.

Chestnut Hill Realty recognizes that good neighborhoods are an extension of people's homes. Chestnut Hill Realty looks for opportunities to enhance the communities in which it operates. The Company helps with the landscaping and maintenance of many public spaces in the towns where CHR properties are located. Chestnut Hill Realty supports many local and national charities, and encourages its employees and residents to be active through annual drives, year-round fund raising activities and volunteerism.

Over the past 40 years, Chestnut Hill Realty has worked diligently to identify quality apartment home properties in highly desirable and convenient locations throughout Greater Boston and Rhode Island. We've made every effort to ensure that our apartment communities are well maintained, offer the most desirable features and amenities, and are located in close proximity to public transportation and shopping. As a result, we're able to offer the best values in apartment living in some of the most unique and interesting communities in the country.

While many of the properties in the Chestnut Hill Realty's portfolio were purchased, the company has upgraded and/or developed a number of additional units and commercial spaces.

Properties developed by Chestnut Hill Realty include:

- A full rehabilitation of the 86-unit Alden Tower, one of three luxury high-rise condominium towers in Brookline's landmark Longwood Towers.
- Construction of 54 new units at Norwest Woods in Norwood, MA.
- Construction of 48 new units at Ridgecrest Village in West Roxbury, MA, including a new pool and pool house.
- Construction of 12 new units at Norwood Gardens in Norwood, MA.
- Construction of a new Clubhouse, Leasing Office and Model, at Norwood Gardens
- Approval for the construction of new apartments within existing apartment buildings in Cambridge.
- Construction of a 12 unit apartment building at Ridgecrest Village.
- Construction of new leasing office at Village Green in Plainville
- Rehabilitation of the 90,000 square feet Village at Chestnut Hill shopping center from a dated relic of the post World War II era to an attractive, thriving neighborhood mall with a highly desirable tenant mix. Now called Hancock Village at Chestnut Hill, it is fully occupied and its merchants have some of the highest performing stores in their respective chains.
- Construction of Chestnut Hill Realty's 30,000 square foot corporate headquarters adjacent to Hancock Village.
- Participated in a Public/private collaborative team that was charged with reinvigorating Boston's Roslindale Square area that resulted in a new 20,000 square foot medical and dental center.
- Converted 12 apartments to condominiums for B'nai B'rith in Newton, adjacent to their newly constructed condominium project.
- Built townhomes in Portsmouth, RI for sale, adjacent to Bay View Estates
- Developed British Landing.
- Developed Swan Pond in Walpole.

## **Chestnut Hill Realty Portfolio**

### Boston

Brighton - 134 units

- Newton Park

West Roxbury – 600 units

- Ridgecrest Village
- Hancock Village

### Cambridge - 297 units

- Brattle Arms
- John Harvard
- Chauncy Court
- Wendell Terrace
- Langdon Square
- Cambridge Centre

### Brookline

- Hancock Village: a 530 -unit townhome apartment community, located on 60 acres of beautifully landscaped grounds in Boston, Brookline and Chestnut Hill, MA.
- Longwood Towers: a 74-unit luxury apartment community located in a high rise building adjacent to the Longwood Medical Area in Brookline, MA.

### Greater Boston

- Norwood Gardens: a 344-unit garden style apartment community featuring single level floorplans in a suburban setting.
- Norwest Woods: a 406-unit apartment community featuring townhomes and single level floorplans and luxury amenities in Norwood, MA.
- Water View Apartments at Framingham: a 581-unit apartment community only 30 minutes from downtown Boston.
- Waterfall Hills at Canton: a 243-unit community of single level apartments with beautiful grounds, surrounded by conservation land in Canton, MA.
- Village Green: a 400-unit single level apartment community located in Plainville, MA, featuring a variety of amenities and upgrades.

### Rhode Island

- The Regency Plaza: a 444-unit luxury apartment tower in the heart of downtown



Providence, RI, with 24-hour concierge services.

- Bay View Estates: a 130-unit apartment community comprised of a high-rise tower and garden style residences featuring stunning views and upgraded amenities.