



Town of Brookline

Massachusetts

PLANNING BOARD

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To: Brookline Board of Appeals

From: Brookline Planning Board

Date: February 12, 2015

Subject: Construct a second attached garage with three additional parking spaces, for a total of seven spaces, and relocate existing curb cut on Lapland Street

Location: **214 Heath Street**

Atlas Sheet:	128	Case #:	2014-0030
Block:	438	Zoning:	S-40
Lot:	01	Lot Area (s.f.):	±72,709

Board of Appeals Hearing: March 19, 2015 at 7:15 pm

BACKGROUND

January 7, 1993 – The Board of Appeals approved front yard setback relief for a proposal to construct a circular drive with a curb cut on Lapland Street and Heath Street for this corner lot.

August 7, 2014 – The Planning Board continued the case to construct a second attached three car garage and relocate the curb cut on Lapland Street and requested that the applicant 1) revise the design of the new garage to be parallel to Lapland Street, and 2) submit a landscape plan prepared by a landscape architect.

SITE AND NEIGHBORHOOD

214 Heath Street is a single-family dwelling Colonial style dwelling built in 1930, and located on the corner of Heath Street and Lapland Road. There is a four car garage that is located to the rear of the property with a driveway that loops around to access the garage. There are two driveway curb cuts for the property, one on Heath Street and one on Lapland Road. The neighborhood consists of primarily single-family residences that are similar in size.

APPLICANT’S PROPOSAL

The applicant, Robert Allen, Trustee, is proposing to construct a garage addition that will create three additional parking spaces, resulting in seven parking spaces on the property. The garage addition will be constructed 20.5 feet from the front property line on Lapland Road, and will have a façade of stone and shingles. The garage will be connected to the dwelling via a mudroom connector. Finally, the applicant is proposing to construct a curb cut off Cramond Road for future use.

[The revised plan, dated 10/18/14, shows a repositioned garage; rather than being at an angle to Lapland Street, it is now parallel to it and about 14.5’ further from the street. The turn-around parking area in front of the garage has been reconfigured and remains approximately 5.5 feet from the front property line facing Lapland Street. A curb cut along Cramond Road is still proposed for future use.]

FINDINGS

Section 5.01 – Table of Use Regulations, Use #55

On a single-family lot greater than 10,000 s.f., a special permit is required to park more than four spaces on the lot.

Section 5.43 – Exceptions to Yard and Setback Regulations

Section 5.50 – Front Yard Requirements (driveway, Lapland)

When the applicant originally submitted their application, *Section 5.43* and *Section 5.50* were applicable because the garage was within the front yard setback. Now that the garage has been further setback and exceeds the 30’ setback, these sections are no longer applicable.

Dimensional Requirements	Required	Existing	Proposed	Relief
Front Yard Setback – parking area in drive	30 feet	n/a	5.5 feet	Special Permit*

** Under Section 6.04.5.c.1 – Design of All Off-Street Parking Facilities, the setback requirements for parking areas can be waived.*

Modification, as necessary, of BOA Case #3154, January 7, 1993

ZBA relief was granted to allow a driveway with one access from Lapland Street and one on Heath Street within the 30’ front yard setback. This proposal removes that curb cut from Lapland and part of the driveway. **Two conditions were required: a landscaping plan and a prohibition on overnight parking within the front yard setback.**

PLANNING BOARD COMMENTS

The Planning Board is pleased that the applicant has reconfigured the garage and parking area as recommended. The Board feels that the new garage and connector addition are attractively designed and will be well-screened by landscaping. The existing driveway and Lapland Street curb cut will be removed and re-landscaped. [The previous plans dated 9/10 14 have been attached for your review and comparison.]

Therefore, the Planning Board recommends approval of the proposed site plan and plan by The Wiese Company, dated 10/18/14, subject to the following conditions:

1. Prior to the issuance of a building permit, the applicant shall submit a final site plan, indicating all landscaping, dimensions, vehicular areas and materials for the proposed driveway, subject to the review and approval of the Assistant Director of Regulatory Planning.
2. Prior to the issuance of a building permit, the applicant shall submit final elevations, indicating all materials, subject to the review and approval of the Assistant Director of Regulatory Planning.
3. Prior to the issuance of a building permit, the applicant shall obtain approval by the Director of Transportation and Engineering for the proposed curb cut relocation and new curb cut.
4. Prior to the issuance of a building permit, the applicant shall submit to the Building Commissioner for review and approval for conformance to the Board of Appeals decision: 1) a final site plan stamped and signed by a registered engineer or land surveyor; 2) final building elevations stamped and signed by a registered architect; and 3) evidence that the Board of Appeals decision has been recorded at the Registry of Deeds.

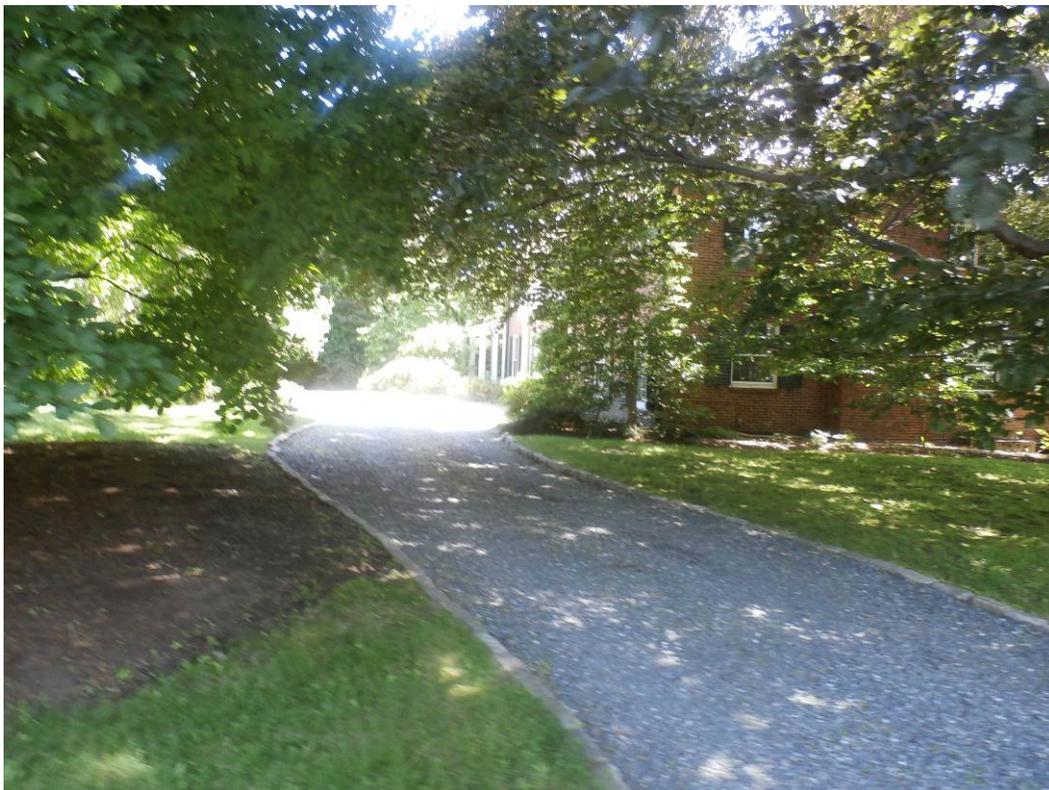
pss



Front façade



View towards the rear of the property



Existing driveway from Lapland Road



Existing driveway from Heath Street