Town of Brookline
Massachusetts

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To: Brookline Board of Appeals

From: Brookline Planning Board

Date: June 25, 2015

Subject: Construct two buildings – a limited service hotel building partially located in Brookline and an age-restricted active adult residential building in Boston – with ground floor retail/restaurant space and both underground and surface parking

Location: 375-399 Chestnut Hill Avenue

Atlas Sheet:	59	Case #:	2015-0031
Block:	238	Zoning:	L-0.5(CL)
Lot:	01	Lot Area (s.f.):	±18,176 (in Brookline) 111,025 s.f. total

Board of Appeals Hearing: **July 23, 2015, at 7:15 p.m.**

BACKGROUND

2011-2014 – A Design Advisory Team (DAT), consisting of Steve Heikin from the Planning Board and Brookline residents Phil Kramer, Arjun Mande, Mike Lindstrom, Don Warner, Dick Garver, and Rick Schmidt, has been reviewing multiple iterations of this project since 2011. The original proposal was for a mixed-use project with 180 hotel rooms, 18,000 s.f. of medical office, 30,000 s.f. of general office, 18,000 s.f. of retail and restaurant uses, and accessory parking. In 2013, the program changed to include hotel, residential and retail uses, and no longer included medical office. In 2014, the project continued to be modified (92 residential units, 162-room hotel, 14,000 s.f. of ground-floor retail and restaurant space, and 188 surface and garage parking spaces). The lead developer for the project changed from Boston Development Group (BDG) to National Development; National Development further modified the program as more fully described below.

SITE AND NEIGHBORHOOD

375-399 Chestnut Hill Avenue is a large parcel of land that is in both Brookline and Boston close

to the main intersection of Beacon Street and Chestnut Hill Avenue, also known as Cleveland Circle. On the property now is a two-story movie theatre (Circle Cinema) and a single-story restaurant (Applebee's), both of which would be demolished with this project. MBTA tracks run along the southern border of the property, while to the west is the Waterworks property and to the north Cassidy Playground, both of which are in Boston. The nearest Brookline abutters are on the other side of the MBTA tracks along Clinton Road, a residential neighborhood with predominantly single-family dwellings.

APPLICANT'S PROPOSAL

The applicant, Cleveland Circle Development Associates LLC, proposes to construct two new buildings on the site, one partially in Brookline and another completely in Boston, with underground and surface parking. The building partially in Brookline would be a five-story hotel with 162 rooms, approximately 68 of those rooms in Brookline (64 entirely within Brookline and 4 within both municipalities, but mostly in Brookline). The other building, located entirely in Boston, would be six stories and have 92 age-restricted residential units. The ground-story of both buildings along Chestnut Hill Avenue would have retail or restaurant uses, for a combined total of 6,197 s.f., approximately 2,635 s.f. in Brookline. The entire project would be served by 188 parking spaces, 103 in the underground garage and the rest located at the rear of the site. Overall, of the total proposed 216,096 s.f. of development, approximately 41,424 s.f. would be in Brookline.

Hotel: The Brookline hotel building at the front façade will be cladded with brick at the first three floors, with metal cladding and panels above. The two upper levels will be set back from the front façade plane by approximately 5 feet, with a series of articulated bays and a large metal cornice. The ground floor is slightly wider on both the north and south sides than the levels above. Entrances to the hotel will be located at the building's courtyard façade and at the rear where there will be a drop-off/pick-up area. The 90,168 s.f. hotel will be a limited-service hotel with 3,581 s.f. of dining, function and meeting space on the ground floor. A retail tenant (2,635 s.f.) will also be located at the ground floor at the main vehicular entrance; a fitness room and pool will occupy the rest of the first-floor Chestnut Hill Avenue façade. Most of the façade facing the MBTA tracks and the Clinton Road houses will be brick, with metal cladding at the uppermost floor. A fence 8 feet tall would be constructed along the MBTA boundary line. Rooftop mechanicals will be substantially as shown on the plan dated May 26, 2015 and entitled "Hotel Dimensions-Rooftop Plan." Further coordination of this plan with the renderings will be developed.

Boston Residential Building: The Boston building has a different design from the hotel, but is coordinated with similar bays at the upper levels and a brick façade for much of the building's exterior. The ground floor will be cast stone with a granite base. This building will have a series of balconies on all facades. The applicant expects to have outdoor seating along both Chestnut Hill Avenue and the Cassidy Park façade. The residential units will be age-restricted for residents 62-years of age or older. The entire building will be 123,293 s.f.

Parking and Circulation: The site's primary vehicular access and egress is located between the buildings, where there is a courtyard with entrances to the hotel and residential buildings, as well as the vehicular entrance to the underground garage. The 24'-wide drive would lead from Chestnut Hill Avenue, through the courtyard to a drop-off area at the rear of the hotel. Loading

for the retail/restaurant uses is located in the courtyard, and loading for the residential building is located in the rear drop-off area. A Brookline taxi stand would be located outside the courtyard entrance for the hotel, and a Boston taxi stand would be located at the rear of the hotel. Four surface parking spaces for the residential building would be located in the courtyard. At the rear of the site, 81 surface parking spaces for the hotel will have a gate dividing 60 spaces at the back of the parking lot from 21 spaces closer to the buildings. The 60 spaces at the rear will exit via a driveway to Beacon Street based on an easement agreement with the adjacent property owner; the 21 spaces closer to the buildings will exit via the Chestnut Hill Avenue egress.

The applicant is proposing pedestrian, bicycle and vehicular improvements to the Cleveland Circle area in conjunction with this project. Most improvements are located in Boston, however, a new pedestrian crossing is proposed immediately in front of the hotel building in Brookline to facilitate pedestrian access across Chestnut Hill Avenue. Other improvements in Boston include new bicycle lanes along Beacon Street, pavement markings, and a new crosswalk. The applicant is also proposing sidewalk and landscaping improvements on public property throughout Cleveland Circle and along Chestnut Hill Avenue up to Clinton Road.

FINDINGS

Section 5.06.4.f.2 – Special District Regulations (Cleveland Circle Local Business District L-0.5 (CL)): All applications in the L-0.5 (CL) district shall be subject to Section 5.09, Design Review. Further, any development in this district shall, for the purposes of determining if it is a Major Impact Project, be viewed in its entirety, even if a portion of the project is located in another municipality.

Section 5.06.4.i – Special District Regulations (Cleveland Circle Hotel Overlay District)

Section 5.06.4.i.4.b – Setbacks and Build-to Lines:

- Buildings shall not be greater than 15 feet nor less than 5 feet from the frontage of Chestnut Hill Avenue;
- Any portion of building within 50' of the frontage of Chestnut Hill Avenue that is above three stories shall be set back not less than 5 feet from lower floors, along all facades;
- Buildings shall be set back not less than 5 feet from the MBTA right-of-way.

Section 5.06.4.i.4.e – Fence along MBTA right-of-way greater than 7 feet: A screen fence higher than 7 feet may be allowed by special permit along the property line with the MBTA right-of-way.

Section 5.06.4.i.5.c – Parking Requirements: Please see the Parking Requirements table below

Section 5.09 – Design Review: Any application in the L-0.5 (CL) District, and any new Major Impact Project, requires a special permit subject to the design review standards listed under *Section 5.09.4(a-m)*. All the conditions have been met, and the most relevant sections of the design review standards are described below:

> a. Preservation of Trees and Landscape – There is very little existing landscaping on the site, with most of the open area on site paved. The applicant has indicated it will protect and preserve the existing grove of mature oak trees on Cassidy Park adjacent to the subject property. The project would create a new landscape buffer along the MBTA property line and facing Clinton Road. Other new landscaping includes new trees along Chestnut Hill Avenue and new landscape improvements to Cleveland Circle intersection pedestrian islands.

b. Relation of Buildings to Environment – Since the existing site is primarily paved or occupied by building (some vacant), the new development would not substantially alter the site's existing terrain or landscaping. The buildings are located at a substantial distance from other buildings, especially due to the MBTA right-of-way between the project site and the nearest residential abutters, so shadows on neighboring buildings are not a substantial concern. Additionally, the applicant is proposing landscaping on Clinton Road properties to partially screen the new development. Finally, the applicant is also proposing a black chain-link fence not to exceed 8' in height along the MBTA right-of-way.,.

c. Relation of Buildings to the Form of the Streetscape and Neighborhood – The existing streetscape is lacking in pedestrian amenities, and the proposed project seeks to improve the pedestrian experience along Chestnut Hill Avenue. The project will bring the building edge close to the sidewalk, replacing the existing buildings that are far removed from the road and separated by surface parking. This major project feature will significantly improve the streetscape. Additionally, the applicant is proposing new sidewalks, lighting, and landscaping along the street edge.

d. Open Space – The project will be creating a significant landscaped buffer along its southern property line along the MBTA right of way, as well as new landscaping along the street edge. Additionally, the development will have outdoor space for seating along its front façade as well as along the façade facing Cassidy Park.

e. Circulation – The project will have one curb cut on Chestnut Hill Avenue, down from the currently existing four, and traffic will be managed with a large central piazza area between the buildings and another piazza at the rear. The central piazza will allow for exiting traffic to queue, drop off for residential and hotel guests, access to the underground garage, and loading and delivery. The rear piazza will allow for additional drop-off and short-term parking for hotel guests and loading for the residential building. The site will have two taxi-cab stands, bicycle parking will be provided near primary entrances, and bicycle storage will be located in the garage.

The garage layout is typical, as is the surface parking at the rear of the site. The surface parking will be separated by a gate. The back 60 parking spaces will be used by hotel guests and hotel employees, and those vehicles must exit via a driveway to Beacon Street. All other vehicles will exit via Chestnut Hill Avenue.

The applicant will be constructing a new pedestrian crossing across Chestnut Hill Avenue at the new driveway entrance. This will facilitate pedestrian traffic, especially for those pedestrians using the MBTA and looking to avoid trolley traffic. The exit drive and pedestrian crossing will be signalized in coordination with the other signals at the Cleveland Circle intersection. The applicant has submitted revised plans showing a sidewalk width in front of the hotel building of 10', which complies with the Cleveland Circle Hotel Overlay District requirements.

f. Stormwater Drainage – The applicant has provided details of a stormwater management plan to ensure stormwater is handled and any overflow is directed to the City of Boston's

storm drain that crosses the project site. Runoff from the surface parking area will be collected by deep sump catch basins and directed to the on-site subsurface detention/infiltration system. Roof runoff will also be directed to the detention/infiltration system located beneath the surface parking lot. A portion of a stormwater drainage line that runs through the property will be abandoned by the Town.

g. Utility Service – All utility services will be provided underground to buildings on site. All dumpsters will be stored within the building. Details regarding the dimensions of at-grade mechanical equipment, along with details as to the types of screening, should be submitted once the design is finalized and reflected in the project's renderings.

h. Advertising Features – The primary identification sign for the hotel building is attached to the side of the building and is not expected to detract from the use and enjoyment of the proposed buildings and surrounding properties. The applicant expects to come back to the Planning Board at a later date with specific details about the sign's wording, dimensions, coloring and design. The applicant is also considering installing a free-standing sign, but that is not part of this application.

i. Special Features – Mechanical equipment at grade, including a generator and cooling tower for the hotel, is located behind the residential loading bay. The size of this equipment should be specified once the design if finalized. Additionally, two transformers would be located at the front in the southeastern corner of the lot near Chestnut Hill Avenue. Additional information regarding screening option for these transformers and the garage door serving both the underground garage and loading area should be provided as the design progresses.

j. Safety and Security – The project's pedestrian-oriented uses along Chestnut Hill Avenue and Cassidy Park, along with around-the-clock staffing and security systems, will provide a high-level of safety for visitors and residents. The large open piazza areas allow for maximum accessibility by fire, police and other emergency personnel and equipment. The high fence along the MBTA right of way property line will prevent access to the railway tracks.

k. Heritage – All existing buildings on site will be demolished with this project. The movie theatre building was determined to be not significant by the Preservation Commission in March 2012.

l. Microclimate – Since the project will involve installing new at-grade large mechanical equipment, the applicant should provide detailed information regarding screening and noise control for these units. Additionally, Applicant should explore what, if any, additional landscaping at the edges of the parking lot could be included in the plan help mitigate heat island effect, as well as ensuring the buildings' roofs are cool roofs (i.e. white or light colored, solar PV, etc.).

m. Energy Efficiency – The project will achieve, at a minimum, the equivalent standards of LEED Silver certification, and the development is required to meet the stretch building code.

Section 5.43 – Exceptions to Yard and Setback Regulations-Please see the Dimensional Requirements table below
Section 5.51 – Projections into Front Yards

Dimensional Requirements	Required/Maximum	Proposed	Relief
Hotel: Front Yard Setback	Floors 1-3: 5'-15' Upper floors: 5'+ beyond lower floors	7'10" 5'1"	Complies
Hotel: Side Yard Setback	5' from MBTA ROW	8'2"	Complies
Hotel: Height	56'	53'10.5"	Complies
Residential building: Front Yard Setback*	Floors 1-3: 5'-15' Upper floors: 5'+ beyond lower floors	15' 0'	Special Permit**
Fence Height	7 feet	8'	Special Permit†

* Under ***Section 5.06.4.f.4***, with respect to parking and setback requirements, any project in the L-0.5 (CL) District that crosses municipal boundaries shall be reviewed as a single lot without regard to municipal boundaries. Therefore, setback requirements applicable to buildings within Brookline are also applicable to buildings in Boston.
** Under ***Section 5.43***, the Board of Appeals may waive by special permit yard and setback requirements if a counterbalancing amenity is provided.
† Under ***Section 5.06.4.i.4.e***, the Board of Appeals may by special permit allow a screen fence higher than 7 feet along the property line with the MBTA right-of-way.

Section 6.02.2.d – Off-Street Parking Regulations

Parking Requirements	Required	Proposed	Relief
Limited Service Hotel (0.5 space/hotel room)	81 spaces (162 rooms)	81 spaces	Complies
Retail/Restaurant (.75 space/1,000 s.f. retail) (1 space/1,000 s.f. restaurant)	5 – 6 spaces (6,197 s.f.)	11 spaces	Complies
Senior Housing (2 or 2.3 spaces per unit, depending on bedrooms)	185 spaces (92 units, 2 > 2BDs)	92 spaces + 4 visitor spaces	Special Permit†

† Under ***Section 6.02.2.d***, the Board of Appeals may reduce by special permit the number of spaces required for housing having age of occupant restrictions when it can be demonstrated that the parking needed for occupants and visitors will be below that otherwise required. The parking requirement may not be reduced below 1/5th the number of spaces that would otherwise be required.

Section 7.00.1.b – Signs in All Districts: No sign shall be more than 25 feet above ground level except, by special permit of the Board of Appeals, signs announcing the name of a building. The proposed sign would be a maximum of 50' above Brookline Mean Grade. *Special permit required.*

Section 7.00.1.d – Signs in All Districts: In cases where an attached sign larger than permitted is appropriate because of the size of a natural space for a sign on a façade, the Planning Board may allow a larger sign up to 25% more than would otherwise be permitted. The applicant expects to come back to the Planning Board at a later date with specific details about the sign's wording, dimensions, coloring and design.

Section 7.03.1.d – Signs in L, G, I and O Disricts: Signs are not permitted on building walls not parallel to the street (except for directional or identification signs limited to 12-18 s.f.), unless the building wall contains a main business entrance. The proposed hotel building will have two entrances; the primary entrance is located along the building wall where the sign is proposed and a secondary entrance is located at the rear of the building. The Planning Board can allow signage on these facades, with a limit in sign area to two square feet for each linear foot of building face. The applicant expects to come back to the Planning Board at a later date with specific details about the sign's wording, dimensions, coloring, design and location (the sign is located on a wall not parallel to the street).

PLANNING BOARD COMMENTS

The Planning Board is supportive of the proposed development at the former Circle Cinema site. The development has undergone an extensive planning process involving both the City of Boston and the Town of Brookline, and its overall design has improved with time and citizen input. The proposed buildings will improve the streetscape, and facilitate pedestrian and bicycle circulation in the difficult Cleveland Circle area. The buildings are attractively designed, well-suited for the region, and are expected to become an amenity to the neighborhood.

Plans still need to be further developed and refined, and final plans and elevations should be approved by the Planning Board and the project's Design Advisory Team prior to issuance of a building permit for the construction of the building partially in Brookline. The Board would appreciate as much screening as possible for the transformers located at the sidewalk and a more detailed plan showing bicycle parking both outside the building and within the garage. Fencing details, such as whether the fence along the MBTA right-of-way will be solid or open, also need to be further refined. It is recognized that, although a solid fence would provide better protection from noise in the surface parking lot, it would screen much of the attractive landscaping that is also proposed.

The applicant is proposing extensive and attractive public improvements in the immediate neighborhood. Plans for the improvements along Chestnut Hill Avenue have been reviewed by the Director of Engineering/Transportation and Brookline's Tree Warden and will be submitted for their approval. To ensure the buildings operate in compliance with the Town's By-laws for solid waste disposal, a trash and recycling plan should be submitted to the Department of Public Health and DPW's Solid Waste Division, and bins for trash and recycling should be shown on a

floor or site plan. Additionally, a detailed and responsive construction management plan will also need to be prepared.

Finally, any and all off-site improvements need to be more fully detailed and shown on a plan. The current plans identified as "Clinton Road Intersection Improvement Plan;" "Crosswalk Concept Plan;" and "Conceptual Design of Cleveland Circle Improvements" will be further refined in consultation with the appropriate municipal authorities, including a plan that shows the replacement of sidewalks along Chestnut Hill Avenue up to Clinton Road (not including the MBTA bridge), landscaping and maintenance of the curb area at the Clinton Road intersection, and any landscaping and/or screening of rear yards for Clinton Road abutters as agreed to in the Developer's Agreement dated July 22, 2014.

Therefore, the Planning Board recommends approval of the plans by Elkus Manfredi Architects and Stantec, dated 6/12/2015 and 5/26/2015, as modified by those plans dated 6/12/2015, subject to the following conditions:

1. Prior to the issuance of a building permit for the construction of the building partially in Brookline, the applicant shall submit final plans and elevations, indicating materials, dimensions, and locations and details of all rooftop mechanicals, subject to the review and approval of the Planning Board.

2. Prior to the issuance of a building permit for the construction of the building partially in Brookline, the applicant shall submit a final site plan, indicating all parking, 106 spaces bicycle parking, 20 bicycle storage spaces, two car sharing spaces, electric car charging stations, paving details, fencing, HVAC equipment, transformers, other mechanical equipment, dumpsters and/or trash and recycling bins, and other site elements, subject to the review and approval of the Planning Board.

3. Prior to the issuance of a building permit for the construction of the building partially in Brookline, the applicant shall submit a final landscape plan indicating all counterbalancing amenities, including planting types and sizes, hardscape details, walls and fencing, and lighting, subject to the review and approval of the Planning Board. This plan shall include screening details for the transformers at the front of the site and the at-grade mechanical equipment by the parking area.

4. In addition to the landscaping shown on the project site, the applicant shall provide off-site landscaping and/or any type of screening as follows: with respect to the residences known and numbered as 375, 381, 385, 393, 401, 405, and 411 Clinton Road, (i) the Applicant has agreed to escrow (in an interest bearing account), prior to the issuance of the building permit for the construction of the building partially in Brookline, a total of $84,000 with the Building Commissioner solely for the purpose of funding the planting of plants and/or installation of screening; (ii) upon submission to the Building Commissioner by the property owners of receipts evidencing the purchase of plants and/or screening for installation at 375, 381, 385, 393, 401, 405, and 411 Clinton Road, the Building Commissioner shall release the escrowed funds to the property owners to reimburse them for the cost of said landscaping and/or screening up to the amount of $12,000 per lot; (iii) in the event that there are any

funds left in the escrow account one year after the date of the final Certificate of Occupancy for the building partially in Brookline, said funds shall be forthwith returned to the applicant upon written request to the Building Commissioner; (iv) in addition to the $84,000 in landscaping/screening mitigation, the Applicant shall provide up to two hours of landscaping consulting services, the provider of such services to be selected by the Applicant, for each of the properties at 375, 381, 385, 393, 401, 405, and 411 Clinton Road to assist individual property owners in developing personal landscaping and/or fencing plans.

5. Prior to the issuance of a building permit for the construction of the building partially in Brookline, a final drainage plan shall be submitted subject to the review and approval of the Director of Transportation/Engineering.

6. Prior to the issuance of a building permit for the construction of the building partially in Brookline, except for item 6 (c) noted below, a final Transportation Demand Management and Parking plan shall be approved by the Director of Transportation/Engineering and the Director of Planning and Community Development, or their designees. The plan shall include, but is not limited to, the following:

   a. Bicycle lane connection on Beacon Street through Cleveland Circle as shown on the submitted plan labeled “Figure 7” and prepared by Howard/Stein-Hudson Associates.
   b. Significant off-site pedestrian amenities, including sidewalks, landscaping, and new street lights, throughout Cleveland Circle, and along the western side of Chestnut Hill Avenue up to Clinton Road.
   c. Provision of a signalized Chestnut Hill Avenue crosswalk at the site entrance prior to the issuance of a certificate of occupancy for the hotel.
   d. Provision of two shared-car parking spaces (such as Zipcar).
   e. Agreement that all hotel employees who bike to/from work may use on-site showers within the hotel.
   f. Provision of at least 106 bicycle parking spaces for residents and employees.
   g. Provision of at least two bicycle racks located near retail/restaurant and hotel entrances to accommodate at least 20 covered bicycle parking spaces.
   h. On-site coordinator to provide information and alternative transportation materials to residents, employees, hotel guests and visitors.
   i. Sponsoring one Hubway bicycle sharing station for Cleveland Circle off-site, as coordinated through Boston Bikes and subject to applicable approvals from the City of Boston.

7. Prior to the issuance of a building permit for any signage installation, final signage plans, including all wording, lettering heights, lighting details, colors and materials for the building partially in Brookline, as well as details/colors/materials for the entire façade length facing Clinton Road, shall be submitted to the Planning Board for review and approval. Any free-standing signage shall also be reviewed and approved by the Director of Engineering/Transportation to ensure adequate pedestrian access around the sign.

8. No deliveries or dumpster services on site shall occur before 6:00 a.m. or after 10 p.m.

9. The Developer, under the terms of an Assignment and Assumption Agreement dated November 26, 2014, was assigned all the right, title and interest of the former Developer, First General Realty Corp. in a certain Payment in Lieu of Taxes and Development Agreement dated May 24, 2011, as amended on July 22, 2014 (the "Developer's Agreement"), and has thereby accepted and assumed all of the obligations set forth in the Developer's Agreement, the terms and conditions of which are incorporated herein by reference. The Voluntary Special Permit Conditions listed in the Developer's Agreement are modified by conditions of this Special Permit.

10. Hotel parking will be accommodated by a surface lot of 81 contiguous spaces. No more than 60 of the parking spaces shall have egress to Beacon Street via the one-way rear exit roadway (the "Waterworks Roadway"). The 60 surface spaces at the rear of the site shall be separated from other parking by a traffic gate and used only by overnight hotel guests and hotel employees. Vehicles utilizing these 60 spaces shall exit the site via the Waterworks Roadway to Beacon Street, except for as outlined in condition #11 below; all other vehicles, including taxicabs, shuttles and delivery vehicles, shall exit the site directly via Chestnut Hill Avenue. Documentation demonstrating ability to utilize the Roadway onto Beacon Street must be submitted prior to the issuance of a building permit for the construction of the building partially in Brookline.

11. In the event of required closures of the Waterworks Roadway to Beacon Street due to maintenance and repairs of the roadway, adjacent landscape, and/or adjacent building façade, and notwithstanding the provision of the Town of Brookline Zoning By-law Section 5.06.4.i.6.a.2, the applicant may on a temporary basis under limited circumstances and with prior notice to the Town of Brookline Building Commissioner or his/her designee allow vehicles located in the segregated parking facility to exit onto Chestnut Hill Avenue. For the purposes of this condition, "temporary basis under limited circumstances" includes closure of the exit roadway easement of no more than 100 hours a year, except for emergencies. The Building Commissioner should be notified as soon as practical in the event of any emergency situation requiring closure of the exit roadway.

12. Prior to issuance of a Certificate of Occupancy for the building partially located in Brookline, a repair, maintenance and mitigation agreement with the rear abutting property owner(s) for the Waterworks Roadway, including traffic-calming measures, shall be submitted, for record purposes only, to the Assistant Director of Regulatory Planning.

13. Prior to the issuance of a building permit for the construction of the building partially in Brookline, final plans for all off-site improvements within the Town's right-of-way shall be reviewed and approved by the Director of Engineering/Transportation and the Director of Parks and Open Space. This includes the new crosswalk and signal across Chestnut Hill Avenue; the replacement of sidewalk along the western side of Chestnut Hill Avenue up to Clinton Road, excepting the MBTA bridge; the

installation of landscaping and an accompanying maintenance agreement for public open space areas at the Chestnut Hill Avenue and Clinton Road intersection; the location of proposed catenary lines; and installation of street signage and street lighting. All planting details along the public way shall be reviewed and approved also by the Town's Tree Warden. All work in the public right-of-way shall be completed to the satisfaction of the Director of Engineering/Transportation prior to issuance of a final Certificate of Occupancy for the building partially located in Brookline.

14. Prior to issuance of any Certificate of Occupancy for the building partially in Brookline, signage shall be installed indicating "No Right Turn On Red" for vehicles exiting onto Chestnut Hill Avenue.

15. Prior to the issuance of a building permit for the construction of the building partially in Brookline, a final plan permitting public access and defining maintenance responsibilities for the portion of the sidewalk in front of the hotel that is located on private property shall be reviewed and approved by the Director of Engineering/Transportation.

16. Prior to the issuance of a building permit for demolition of any structures or buildings located partially in Brookline, a construction management plan, detailing parking locations for construction vehicles, hours of construction and materials delivery, noise mitigation, staging areas, security fencing, location of portable toilets, rodent control, erosion and sediment control, protocols to insure protection of persons in the vicinity of the construction work, emergency contact information, and the name and contact information for a project liaison provided by the applicant, shall be submitted for review and approval by the Director of Engineering/Transportation, after input from the Building Commissioner and Health Director. A copy of the approved plan shall be submitted in paper and electronic form to the Planning and Community Development Department such that it can be posted on the Planning and Community Development Department's website.

17. Prior to the issuance of a demolition permit for the building partially in Brookline, sufficient evidence to the satisfaction of the Building Commissioner and the Director of Planning and Community Development shall be submitted that demonstrates the Applicant's ability and intent to move forward with the entire proposed development in a timely manner. Such evidence shall include related financing and permits to proceed.

18. Prior to issuance of a building permit for the construction of the building partially in Brookline, the applicant shall submit a copy of all documents recorded at the Registry of Deeds relating to the abandonment, in place, of existing sewer(s), the extinguishment of easements for the common sewer, and the release of the Town's rights, duties and responsibilities in the 18-inch sewer running through Boston for any part of the development site that is controlled by the Town of Brookline, in accordance with, and subject to the vote of Town Meeting on November 18, 2014, under Articles 4 and 5.

19. The length of the building partially in Brookline and facing and nearest to Clinton Road shall be a maximum of 285 feet in length.

20. The Project shall include a minimum of 60 hotel rooms in the Town of Brookline.

21. The primary vehicular access for the Project, whether the Project is located at the Premises in Brookline or solely within the City of Boston, shall be partially located within the Town of Brookline.

22. The entire development shall comply with both Brookline and Boston noise control regulations, without regard to municipal boundaries.

23. The hotel meeting room shall be available for community use periodically and on a reservation basis, subject to scheduling availability.

24. Prior to the issuance of a building permit for the construction of the building partially in Brookline, 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 floor plans and building elevations stamped and signed by a registered architect; 3) evidence of an easement agreement allowing use of the rear driveway to Beacon Street; and 4) evidence that the Board of Appeals decision has been recorded at the Registry of Deeds.

lkch/kb

THE CIRCLE
Boston / Brookline, MA

View Looking Looking South on Chestnut Hill Avenue
JUNE 12, 2015

ELKUS | MANFREDI
ARCHITECTS

375 - 399 Chestnut Hill Avenue

Town of Brookline Board of Appeals
Application for Special Permits
May 26, 2015

Project Overview

The Proponent of the Project is Cleveland Circle Development Associates LLC, a joint-venture between Boston Development Group and National Development and their affiliates, successors and assigns. The Proponent proposes to redevelop the property located at 375 – 399 Chestnut Hill Avenue, Boston/Brookline.

Project Team

The principal members of the design and permitting team include:

Developer:	Cleveland Circle Development Associates LLC
Brookline Permitting Counsel:	Holland & Knight/Goulston & Storrs
Architect:	Elkus-Manfredi Architects
Civil and Landscape Architect:	Stantec
Traffic Engineer:	Howard/Stein-Hudson Associates, Inc.

Project Site

The Proponent proposes to build the Project on the following two (2) parcels, which together contain approximately 2.56 acres in total located in Boston and Brookline (the "Project Site").

a. 375-399 Chestnut Hill Avenue, an approximately 78,011 square foot lot currently improved with the two-story former Circle Cinema and surface parking. Approximately 59,835 square feet of this lot is located in Boston; approximately 18,176 square feet of land is located in Brookline.

b. 381 Chestnut Hill Avenue, a 33,014 square foot lot currently improved with a one-story Applebee's restaurant and surface parking, located entirely in Boston.

Existing Use

The existing site totals approximately 2.56 acres on 2 parcels on the south side of Chestnut Hill Avenue and adjacent to Cleveland Circle. The former Circle Cinema, owned by National Amusements, Inc. and closed in 2008, is located at 375-399 Chestnut Hill Avenue. The Circle Cinema parcel has two addresses: 375 Chestnut Hill Avenue in Boston and 399 Chestnut Hill Avenue in Brookline. The building is vacant. The second parcel is located at 381 Chestnut Hill Avenue and is owned by the Proponent. The building is currently occupied by Applebee's Restaurant. The existing buildings will be demolished to make way for the proposed development described below.

The Project Site is bounded to the northwest by Cassidy Playground, the MBTA's Reservoir Station to the northeast across Chestnut Hill Avenue, The Waterworks Condominiums to the southwest, or rear, of the Project Site, and the Green line MBTA tracks to the southeast.

Proposed Development Program

The Proponent proposes to (i) demolish the existing improvements and (ii) construct a new mixed-use building on the Project Site, including a 162-key hotel (approximately 68 rooms are located within Brookline), 92 active senior residential units (all rooms are located within Boston), and approximately 6,197 square feet of Gross Floor Area of first-floor retail/restaurant uses (approximately 2,635 square feet are located within Brookline), for a total of approximately 216,095 square feet of Gross Floor Area (approximately 41,424 square feet of Gross Floor Area is located within Brookline) and approximately 188 parking spaces (approximately 20 parking spaces are located within Brookline), including a combination of garage and surface parking spaces.

Zoning

The Project is located within the Cleveland Circle Local Business District L-0.5 (CL) and subject to the provisions of the Town of Brookline Zoning By-Law section 5.06(f).

In addition, the Project is subject to the Town of Brookline Zoning By-Law section 5.06(i), Cleveland Circle Hotel Overlay District, approved at Special Town Meeting on May 24, 2011.

The Boston portion of the Project Site is located within the Neighborhood Shopping Subdistrict ("NS Subdistrict") of the Allston-Brighton Neighborhood District governed by Article 51 of the City of Boston Zoning Code (the "Code"). The Boston portion of the site is not located within any overlay districts. The Project has been designed generally to comply with the requirements of the Code, although certain zoning relief, in the form of the adoption of a Planned Development Area Development Plan ("PDA Plan") by the Boston Zoning Commission will be required. Text and map amendments, approved July 23, 2014, changed the underlying zoning for the Project Site from a Neighborhood Shopping (NS-1) Subdistrict to a Cleveland Circle Community Commercial (CC-3) Subdistrict (making the Project Site eligible for designation as a Planned Development Area), and will establish a Maximum Floor Area Ratio of 2.5 for any Planned Development Area adopted in such CC-3 Subdistrict.

Building Height + FAR

The NS Subdistrict provides for a maximum building height of 35 feet for all uses and a maximum floor area ratio ("FAR") of 1.0. The Planned Development Area Development Plan will allow a buding height of 70 feet and FAR of 2.15. The senior housing residential building measures approximately 69 feet in height.

The Cleveland Circle Overlay District establishes a minimum building height of 56 feet. The building height is calculated based upon section 5.30.1 of the zoning by-law. This methodology results in a hotel building height in Brookline of approximately 53 feet 10 inches. The residential building, located entirely in Boston, measures approximately 69 feet in height.

The current development plans call for approximately 174,672 square feet of gross floor area on the Boston portion of the Project Site, resulting in an FAR of approximately 1.88. Based on the foregoing, the PDA Plan will allow increases in both the maximum building height and FAR requirements of the underlying zoning. Additionally, the proposal includes approximately 41,424 gross square feet in Brookline, resulting in a FAR of approximately 2.28. When combined, the project proposes approximately 216,096 gross square feet and a total FAR of 1.95.

Transportation and Traffic Circulation

The Project is located at a site with unmatched access to public transportation. The site is adjacent to a key Massachusetts Bay Transportation Authority (MBTA) hub which provides access to the B, C, and D Green line trolleys and several bus connections. Additionally, principal roadways converge at the Cleveland Circle intersection offering a convenient link to Massachusetts State Highway, Route 9.

The Project Site currently includes four (4) existing, unsignalized curb-cuts onto Chestnut Hill Avenue, creating a number of conflicts when visitors enter and exit the Project Site and navigate the nearby intersection with Beacon Street. The Project will improve this traffic pattern by installing one consolidated, signalized access point approximately twenty-four (24) feet wide at the center of the Project Site. Visitors to and occupants of the Project will be brought off the street for drop-off and/or parking interior to the Project Site. All vehicular access and the majority of vehicular egress will be via Chestnut Hill Avenue, sixty (60) spaces reserved for overnight hotel guests and hotel employees are permitted to exit the site to Beacon Street by way of the driveway adjacent to the hotel parking area.

Proposed Parking and Loading Facilities

Approximately 188 off-street parking spaces will be provided on the Project Site, including approximately 20 parking spaces on the Brookline Site. Of the 188 total parking spaces on the Project Site, approximately 103 will be below-grade parking spaces (in a single level of below-grade parking) and approximately 85 will be surface spaces. Approximately 81 surface spaces will be specifically dedicated to hotel guests and employees, resulting in a ratio of .5 spaces per hotel room; 92 below-grade spaces will be dedicated to the residential units, resulting in a ratio of approximately 1.0 space per residential unit. The remaining 11garage spaces will be available for use by retail/restaurant patrons, resulting in a parking ratio of approximately 1.8 spaces per 1,000 square feet of Gross Floor Area of retail/restaurant uses. All parking spaces will be limited to use by the Proponent's or its operator's employees, tenants, customers and invitees, and will not be available to the public at large. The Project will include two loading areas. Loading access and egress will be from Chestnut Hill Avenue.

	Boston Site Area 92,849 SF		Brookline Site Area 18,176 SF		Total Project Site Area 111,025 SF			
Use	**Building Area Boston**	**Parking Spaces**	**Building Area Brookline**	**Parking Spaces**	**Total Area**	**Total Parking**	**Parking Ratio (per zoning)**	**# reqd**
Hotel - 162 Rooms	51,379	81	38,789		90,168	81	.5/room	81
Residential - 92 Units	119,731	87	-	12	119,731	92	1/Unit	92
Retail/ Restaurant	3,562	0	2,635		6,197	15	1/1000	6
Total SF	*174,672*		*41,424*		*216,096*	188		179
FAR	**1.88**		**2.28**		**1.95**			
Parking Spaces in Garage		83		20		103		
Parking Spaces - Surface		85		0		85		

*** SF #'s above do not include any basement spaces which serve the project**

Garage (area not included in FAR)	31,953	8,399	40,352

(parking, bikes, mech, storage)

Proposed Parking Total

At Grade	85	(81 Hotel + 4 Residential Visitor parking Spaces)
In Garage	103	(92 Residential + 11 Retail/ Restaurant)
Total	188	

Residential Unit Summary Mix

Unit Type	Total # Units	% mix
1 Br,	42	46%
1 Br + Den	7	8%
2 Br/ 2 Ba,	41	45%
3 Br / 2 Ba	2	2%
	92	100%

Site Areas

Parcel	Brookline Area (gsf)	Description
1B	18,176	Current Cinema Site

District: L-0.5 Based on May 26, 2011 Special Town Meeting Article 1

	Required/ Allowed	Proposed on Brookline Parcel	Calculations	Comments
LOT SIZE MINIMUM SF	none	18,176		
USES	Hotel, Retail	Hotel, Retail		38,789 sf Hotel, 2,635 sf Retail = 41,424 sf total
MAX. FLOOR AREA RATIO	2.2 min - 2.5 max	2.2	41,424/18,176 = 2.2	38,789 sf Hotel, 2,635 sf Retail = 41,424 41,424/18,176 = 2.28
MAX. BUILDING HEIGHT	56'	56' + 10' mechanical		9'-6" fl to fl for hotel rms, 15' min clear at 1st floor
REQ. FRONT YARD SETBACK - Chestnut Hill Ave	5' min - 15' max	7' to 14'		measured from bldg face to property line
REQ. SIDEYARD SETBACK	5' at MBTA / town line	5'		min 5' - is greater a some locations
REQ. REAR YARD SETBACK	20'			building runs through the Brookline municipal boundary into Boston - the parcel spans the municipal line
REQ. UPPER SETBACK	5' from lower floors	5' min		any portion of the building within 50' of Chestnut Hill Ave that is above 3 stories must be setback 5' min
MIN. USABLE OPEN SPACE	none	0.00%		
HOTEL ROOMS	40 Rooms	68 Rooms		
REQUIRED PARKING (calculated over total parcel area)	179	20 (below grade)	.5 spaces/hotel room; 1 space/1000 SF retail*; 1 space/1000 restaurant; 1 space/dwelling unit* (*Boston requirement)	81 on grade hotel parking spaces are provided in Boston. 60 cars are segrated and exit to Beacon St at rear of site, 4 residential visitor spaces are provided in Boston, 72 dwelling unit parking spaces are located in Boston, 20 parking spaces for Boston dwelling units are located in garage in Brookline.
PARKING SPACE DIMENSIONS	8.5' x 18' minimum	8.5' x 18'		25% of total parking spaces may be allocated for compact cars and may measure 7.5'x16'
PARKING LOT LANDSCAPING	0	0		5% of parking lot shall be landscaped and continuously maintained; perimeter planting is not included in this number
PARKING AISLE DIMENSIONS	23' minimum for 8.5' stall	23' min		

COMMUNITY & ENVIRONMENTAL IMPACT & DESIGN STANDARDS

The Circle
Boston / Brookline, MA

May 26, 2015

ELKUS | MANFREDI
ARCHITECTS

Preservation of Trees and Landscape

The proposed development will preserve existing off-site trees, while improving pedestrian piazza areas, walkways, internal vehicular circulation, as well as courtyard and buffer plantings. The Project takes advantage of its relationship to Cassidy Park by protecting and preserving the existing grove of mature oak trees adjacent to the project site. Preserving the trees ensures that they continue to offer desirable shade in the warm summer months, and protects existing wildlife habitat. In addition, the Proponent has committed to provide a community benefit package of $250,000 to the Boston Parks & Recreation Department to be used for improvements to Cassidy Park. The Project will make numerous other landscape improvements including:

- Creating a landscaped buffer edge and providing a new fence planted with evergreen vines along the entire Clinton Road / MBTA elevation of the property. The planting will mostly consist of a variety of evergreen trees, shrubs and ground cover, as well as some decidious trees. The evergreen trees will generally mature to heights ranging from 20'-40'.
- Establishing a large open piazza area with seating, raised planters with decidious trees and ground cover, site lighting and improved hardscape including pavers.
- Introducing new mature decidious street trees along Chestnut Hill Avenue.
- Creating a dynamic and activated street and parkscape along Chestnut Hill Avenue and Cassidy Park.
- Replacing the deteriorating sidewalks along Chestnut Hill Avenue with a combination of new concrete unit pavers and scored concrete.
- Introducing site lighting to enhance safety and to complement and highlight architectural components of the development.
- Implementing traffic-related improvements to the Cleveland Circle intersection and working with the MBTA to synchronize trolly arrivals with traffic signalization at the Clevelad Circle intersection to optimize traffic flow. These traffic-related improvements also include new pedestrian crosswalks.
- Implementing landscape improvements to Cleveland Circle intersection pedestrian islands.

Relation of Buildings to Environment

The project proposes to replace a sprawling, vacant building that is a safety hazard and set back from Chestnut Hill Avenue with a new development that creates a distinctive and lively urban edge fronting Chestnut Hill Avenue and Cleveland Circle. The development is designed to an appropriate scale and density for the site and builds upon the surrounding context to establish a building in harmony with its environment. The site is planned to create two-distinct buildings separated by a large piazza area that will create an open and inviting area for pedestrians. The buildings incorporate traditional material (eg. brick) and include architectural details (eg. cornices) that complement the existing buildings within Cleveland Circle. The Clinton Road hotel elevation retains a distinct yet simple exterior presentation. Site lighting complements the architecture while enhancing safety and security at the site. In addition, the lighting has been developed to minimize any spillover onto adjacent property.

Relation of Buildings to the Form of the Streetscape and Neighborhood / Open Space

Throughout the design process, much attention has been paid by the Proponent to increase the pedestrian experience at and near the proposed project. The Project includes significant upgrades to the local streetscape including new sidewalks, lighting, landscaping, signage, fencing, and paving. Public spaces are planned along Chestnut Hill Avenue and Cassidy Park in addition to the many seating areas located within the piazza area. The new streetscape will complement the urban context of Cleveland Circle, taking full advantage of the transit-oriented location by placing the building on the street edge, unlike the current site, which features parking areas between the street and existing buildings.

Additionally, The Project includes a significant amount of outdoor space that is open to the public. The building is setback from the park edge as much as 11'-3" along the park edge of the property. This setback accommodates these exterior amenities, creates a generous buffer between the building mass and the park, as well as minimizes shadow impact.

Circulation

The Project site design allows for safe and effective vehicular and pedestrian circulation. A central feature of the project's circulation includes two piazza areas; each is designed to handle vehicle activity associated with hotel guests, retail visitors, residents, and loading/delivery activity. The piazzas will have traditional two-way vehicle circulation, as well as separate drop-offs for residents and hotel guests to minimize conflicts and to enhance way-finding. A central piazza located between the residential building and hotel will provide short term drop-off and parking for residents as well as access to reserved parking in the underground garage, which is accessed immediately after entering the site from Chestnut Hill Avenue. A piazza located to the west will serve as short term drop-off and parking for hotel guests. Two spaces will be designated for taxicabs – one in Boston and one in Brookline. The piazzas will also accommodate all loading/delivery activity generated by the project.

The project site design provides adequate roadway width/clearance for automobiles and delivery vehicles as they access, egress, and circulate within the site. All on-site vehicle travel paths have been evaluated using AutoTURN, an engineering software program that analyzes vehicle maneuvers. Through an iterative assessment of the site plan and vehicle maneuvers, an optimal design was developed for the courtyard, parking areas, travel ways, and loading/delivery zones. The piazza has been designed to allow vehicles (automobiles and delivery trucks) to circulate while vehicles are parked in the short-term drop-off/pick-up lane along the perimeter, minimizing vehicle conflicts and preventing vehicles from queuing back toward Chestnut Hill Avenue. The site and loading areas have been designed to accommodate a 36-foot single-unit truck.

The Chestnut Hill Avenue driveway will be the Project's primary driveway, providing both access to and egress from the site. The traffic queues along the exit lane to Chestnut Hill Avenue have been estimated using Synchro traffic engineering software. The exit lane will be approximately 75 feet long (about three vehicles lengths) from the stop line at Chestnut Hill Avenue and extending back toward the courtyard. The average exit lane queue will be approximately 13 feet (less than one car length) during the a.m. peak hour and approximately 38 feet (about 1.5 car lengths) during the p.m. peak hour. The maximum 95th percentile queue (which occurs 5% of the time or less) will be approximately 85 feet long (about three car lengths). While the forecasted queue will rarely exceed about three vehicle lengths, there is sufficient queue capacity through the piazza to handle additional vehicles should atypical queues develop. The interior of the piazza is designed to adequately accommodate peak on-site traffic with minimal impact to courtyard operations and no impact to off-site traffic operations.

Vehicles entering the site will proceed into the piazza and either drop off passengers at the curb, proceed to short-term parking, proceed to the parking garage, or proceed to rear hotel guest parking. Ample maneuverability in and around the piazza exists to prevent traffic queues at the entrance driveway. While the primary Project driveway is located on Chestnut Hill Avenue, a rear exit driveway to Beacon Street is provided for overnight hotel guests and hotel employees who will park in the gate-controlled section of the hotel surface lot. This gate-controlled area will have 60 parking spaces for overnight hotel guests and hotel employees. Vehicles exiting this section must travel toward Beacon Street via the Waterworks Driveway and cannot exit the site via the Chestnut Hill Avenue driveway, except under limited circumstances. This requirement reduces traffic in the courtyard and, consequently, the number of vehicles exiting onto Chestnut Hill Avenue.

The Project will include a new pedestrian crosswalk across Chestnut Hill Avenue and improve sidewalk conditions along Chestnut Hill Avenue. The existing signal along Chestnut Hill Avenue (which is part of the larger Beacon Street/Chestnut Hill Avenue traffic controller) will be replaced and upgraded to include exiting traffic from the project's driveway. The project team will continue to coordinate with the Brookline Director of Transportation and Engineering as well as Boston Transportation Department to finalize the pedestrian crossing plan.

Sidewalk improvements on the western side of Chestnut Hill Avenue shall include a minimum five foot wide sidewalk from the Brookline boundary to the MBTA Bridge and a replacement of sidewalk from the MBTA Bridge to Clinton Road.

The Project will provide bicycle amenities for residents, guests and visitors to encourage bicycle use. Bicycle storage will be provided in the underground garage for residents and bicycle racks will be provided near primary entrances. Finally, the piazza is designed to include a generous amount of green space and landscaping.

Stormwater Drainage

The Project has a comprehensive plan to manage stormwater. The Project plan includes the installation of deep sump catch basins, a storm water quality control structure, and an on-site detention/infiltration system. The quantity of runoff will be reduced through additional landscaped area and the proposed storm water detention/infiltration system.

Runoff from the surface parking area will be collected by deep sump catch basins and directed to the on-site subsurface detention/infiltration system. The portions of the detention/infiltration system receiving flows from site drainage will be directed to a row of chambers designed to trap sediment and allow for cleaning and maintenance prior. After passing through the isolated row, stormwater will flow into the remainder of the detention/infiltration system. Roof runoff will also be directed to the detention/infiltration system. Any overflow from the detention/infiltration system will be provided to the City of Boston's 78"x 84" storm drain that crosses the project site.

Runoff from the portion of the site to the north of the senior housing building will be collected in area drains and directed to an infiltration trench that will overflow to the City's 78"x 84" storm drain that crossing the project site

The stormwater management system will be designed to meet the Boston Water and Sewer Commission's requirements for Site Plan Review, including their requirement to recharge 1" of runoff from all impervious areas. The project will also be consistent with the Department of Environmental Protections Stormwater Management Standards, and will result in a reduction in the peak rate of runoff from the site during all design storms, an increase in the amount of stormwater being infiltrated to mimic pre-development hydrology, and the treatment of stormwater to remove a minimum of 80% total suspended solids. The detention/infiltration system will also meet the mandate of the Environmental Protection Agency to comply with the goals of the Total Maximum Daily Load of phosphorus to the Charles River.

Utility Service

Electrical Service

The existing electrical services to the theater and restaurant are located underground and fed from Eversource's manhole in Chestnut Hill Avenue. There is an electrical transformer located on site near the northwest property line close to the restaurant. The underground service from the street as well as the restaurant both connect to an existing utility pole near the southwest property line behind the restaurant. The primary feed to service the development is expected to continue to come from a manhole on Chestnut Hill Avenue and connect to a new pad mounted transformer on site. The existing transformer will be removed. The electrical demand will be determined during design development and the new services will be coordinated with Eversource.

Telecommunications Systems

There is an existing telecommunications manhole located on Chestnut Hill Avenue. During the design phase, the project's engineer will coordinate with local private utility companies in the area, such as Comcast and Verizon to determine how best to route telecommunication systems to the development.

Gas Systems

National Grid owns and maintains the gas mains in Chestnut Hill Avenue. There is an 8-inch cast iron (CI) low pressure (LP) main, installed in 1899, running within Chestnut Hill Avenue from the northwest and stopping approximately at the Brookline town line. From here, the 8-inch CI line turns into a 12-inch bare steel (BS) LP main installed in 1964. There are connections coming off the 8-inch line in Chestnut Hill Avenue, onto the site, connecting to the movie theater and the restaurant. A 3-inch steel service connection is made to the theater, and a 4-inch plastic and 2-inch steel connection is made to the restaurant. The Project is expected to use natural gas for heating and domestic hot water. There will be separate services for the residential units and the rest of the building. The actual size and location of the building services will be coordinated with National Grid.

Utility Protection during Construction

The Project's construction contractor will notify utility companies and call "Dig Safe" prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The construction contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The construction contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the construction contractor will be required to coordinate the shutdown with the utility owners and Project abutters to minimize impacts and inconveniences.

Advertising Features

The primary identification sign for the hotel has been designed in such a manner as to complement the use and enjoyment of the building while at the same time providing guests arriving at the site clear identification for the hotel.

Special Features

All mechanical equipment at grade or on the rooftop will be screened to prevent their being incongruous with the overall environment and surrounding properties.

Safety and Security

The entire site has been developed in a manner to enhance the safety and security of residents, guests, visitors and employees. The two most visible faces of the project –Chestnut Hill Avenue and Cassidy Park – have been programed with active and pedestrian-oriented uses. The ground floor areas have a high degree of transparency to improve visibility between indoor and outdoor areas. The large open piazza areas allow for maximum accessibility by fire, police, and other emergency personnel and equipment. In addition, the site includes significant outdoor lighting to enhance safety while a fence along the MBTA / Clinton Road elevation of the property provides an additional safeguard to prevent access to the MBTA railway tracks. Security cameras around the property will record and retain information related to activity on the site. In addition, a state-of-the-art access control system will provide secure access to the buildings. Finally, the both the hotel and senior housing building will be staffed 24/7.

Heritage

At its March 13, 2012 public hearing, the Brookline Preservation Commission (BPC) determined the Circle Cinema building was not historically or architecturally significant and confirmed that the building could be demolished. In addition, the staff of the Boston Landmarks Commission (BLC), confirmed on March 20, 2012, that the Circle Cinema building is exempt from Article 85 (Demolition Delay) review; no further BLC review is required under Article 85.

Energy Efficiency/Microclimate/Sustainability

The Proponent intends to measure the results of their sustainability initiatives using the framework of the Leadership in Energy and Environmental Design (LEED) rating system. As new construction for hotel, residential, and retail uses, The Project will use the LEED V3 NC 2009 (New Construction) as a rating system to demonstrate compliance with Article 37. The LEED rating system tracks the sustainable features of a project by achieving points in the following categories: Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation in Design.

The Project will engage a commissioning agent for the commissioning process and to verify that the building's related systems are installed and perform as designed. The building is designed to optimize energy efficiency and will comply with the Stretch Energy Code, whereby energy use is reduced from the baseline energy conservation code by 20%. Additional sustainability measures are outlined below:

- The Project will strive to use refrigerants that are free of chlorofluorocarbon (CFC).
- The Project will strive to reduce the amount of building waste directed to landfills by supporting recycling efforts. A central recyclables collection area will be provided on site.
- The Proponent intends to divert construction and demolition debris from landfills through the use of a construction waste management plan.

- The Project anticipates that it will meet the minimum requirements of Sections 4 and 7 of ASHRAE Standard 62.1-2007, Ventilation for Acceptable Indoor Air Quality.
- The Project will strive to minimize the exposure of building occupants, indoor surfaces and ventilation air distribution systems to Environmental Tobacco Smoke (ETS).
- A Construction IAQ Management Plan will be developed during construction.
- The Project intends to specify the use of adhesives and sealants, paints, carpet, and composite woods with low VOC content to reduce the quantity of indoor air contaminants.
- The Project will strive to provide access to lighting systems controls for 90% of building occupants.
- The Project intends to provide access to thermal systems controls for at least 50% of building occupants.
- The Project will provide a connection between the indoor and outdoor spaces through the incorporation of daylight and views.
- The Project anticipates that several points will be achieved in the Innovation & Design category.
- The Project is located near several heavily served mass transit stops.
- The Project will include energy star appliances as appropriate.
- The Project team includes at least one LEED Accredited Professional.

SITE & DIMENSIONAL DATA

The Circle
Boston / Brookline, MA

May 26, 2015

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THE CIRCLE
Boston / Brookline, MA

Footprint Comparison
JUNE 12, 2015

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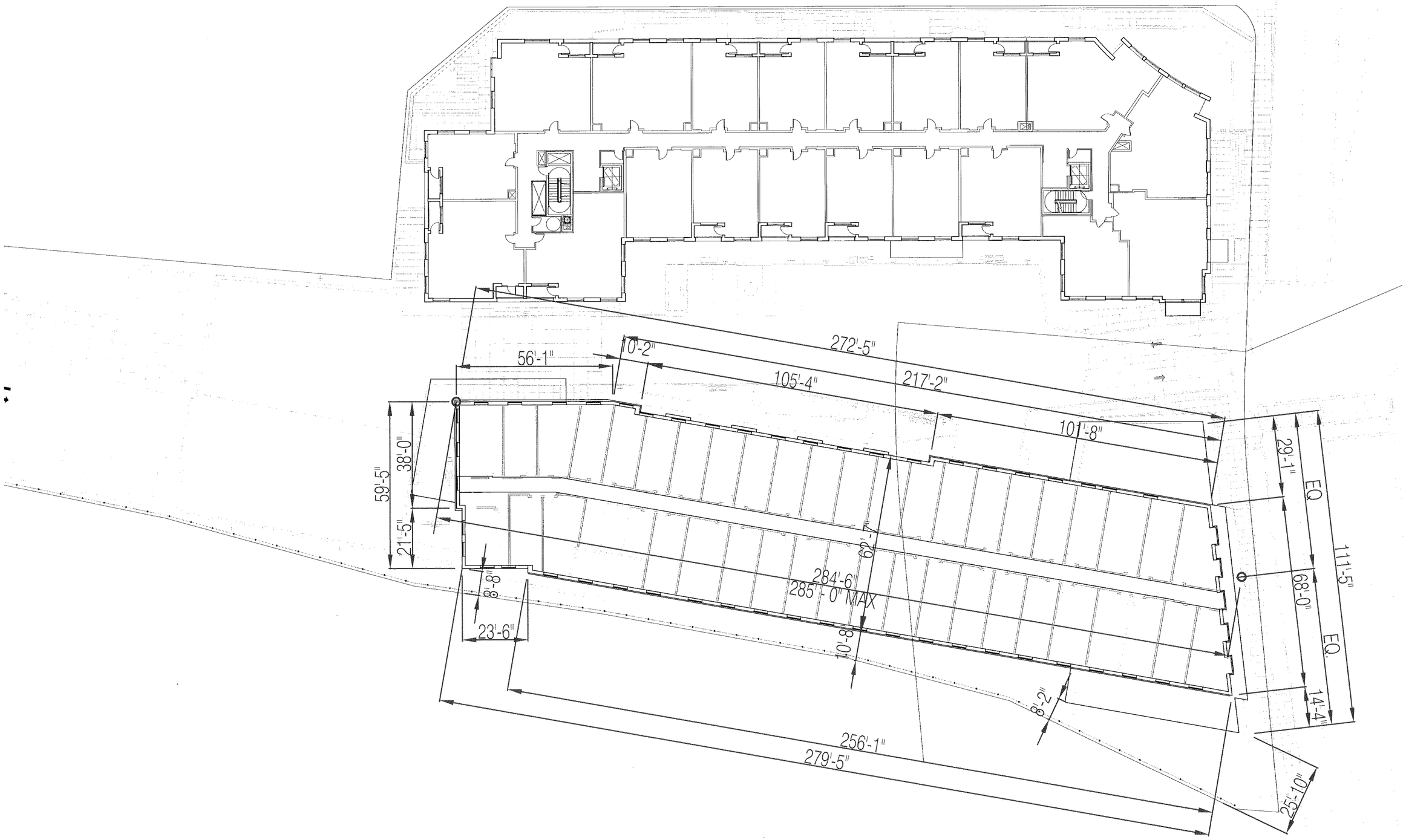

THE CIRCLE
Boston / Brookline, MA

Hotel Dimensions
JUNE 12, 2015

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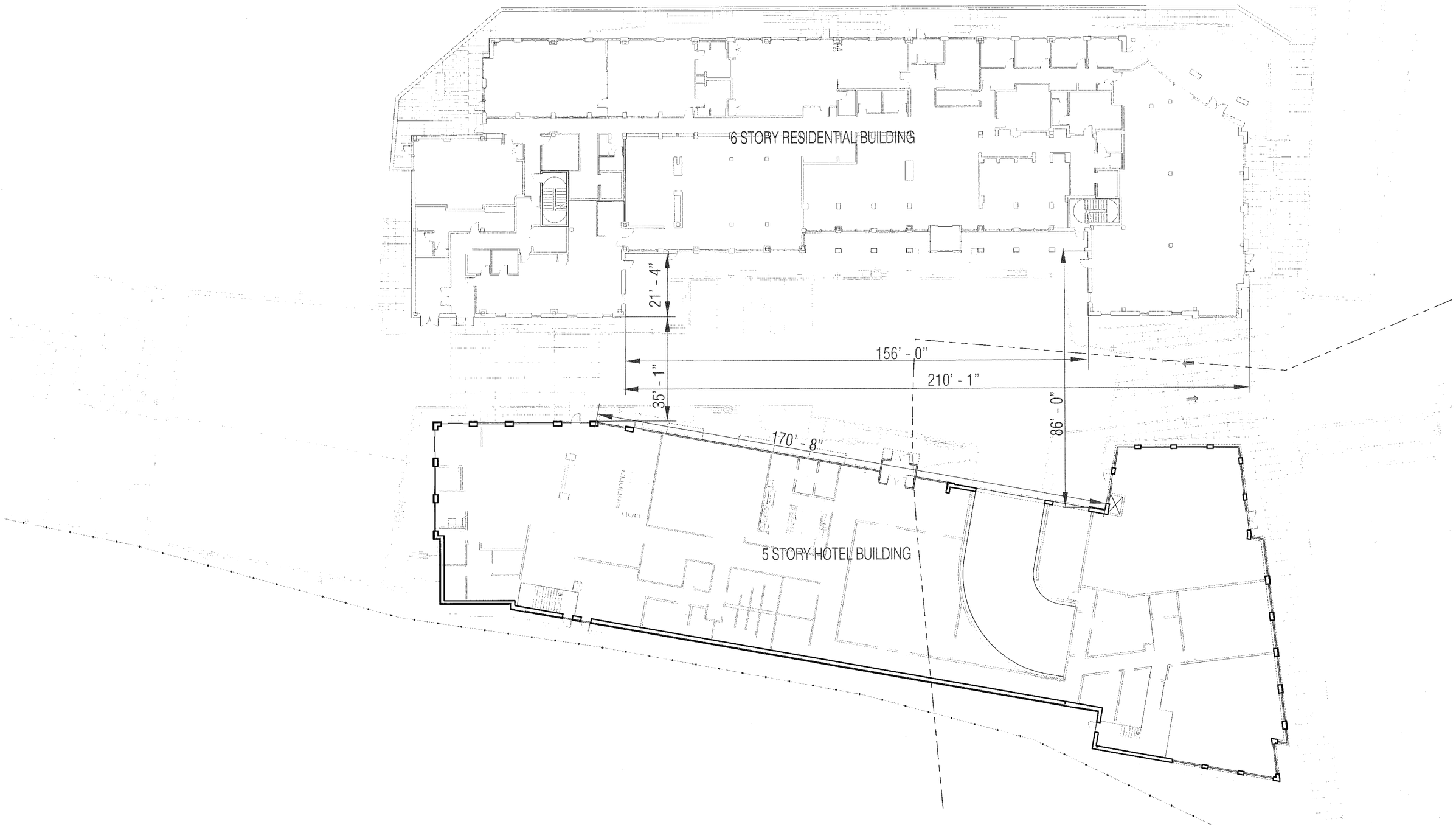

THE CIRCLE
Boston / Brookline, MA

Courtyard Dimensions
JUNE 12, 2015

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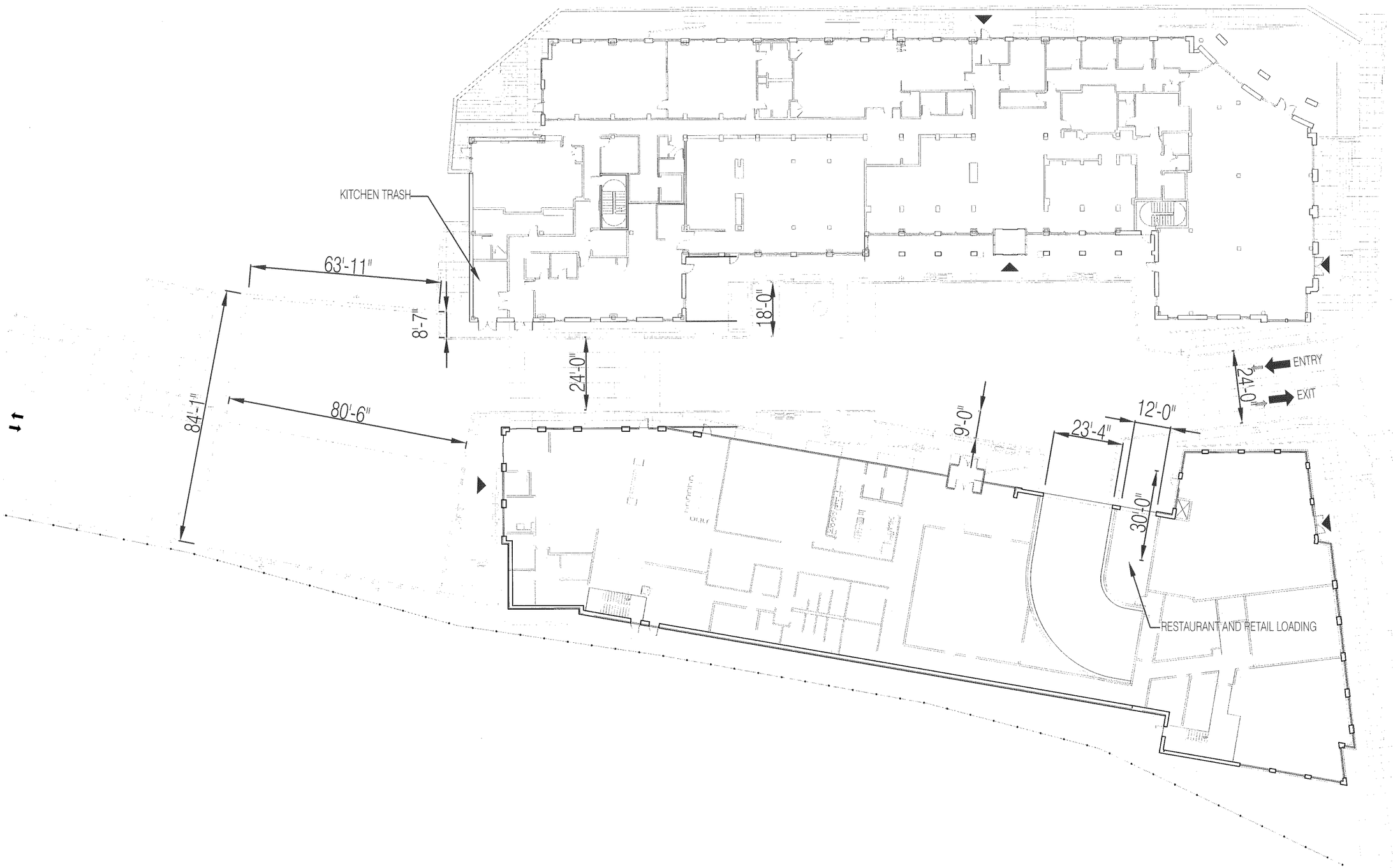

THE CIRCLE
Boston / Brookline, MA

Drive Lane Dimensions
JUNE 12, 2015

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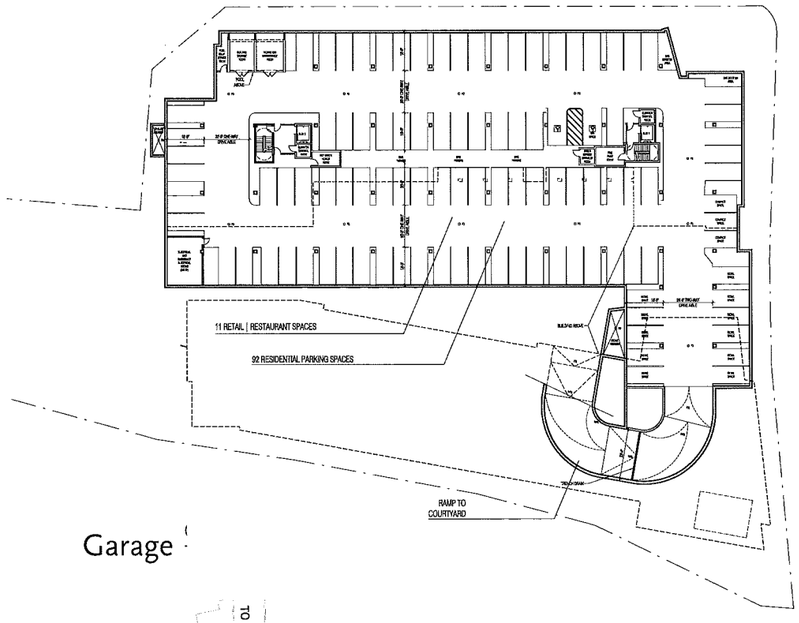
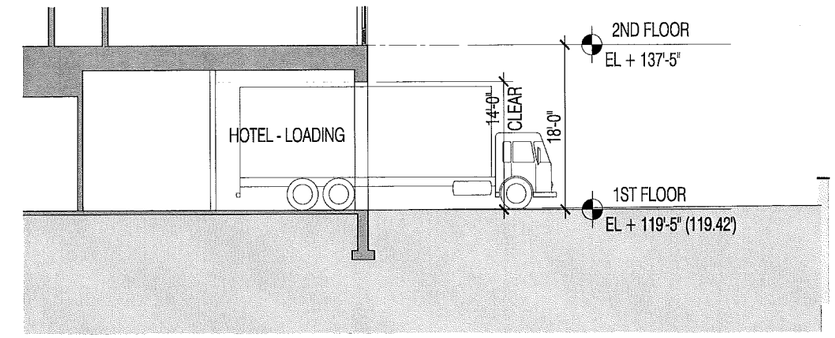
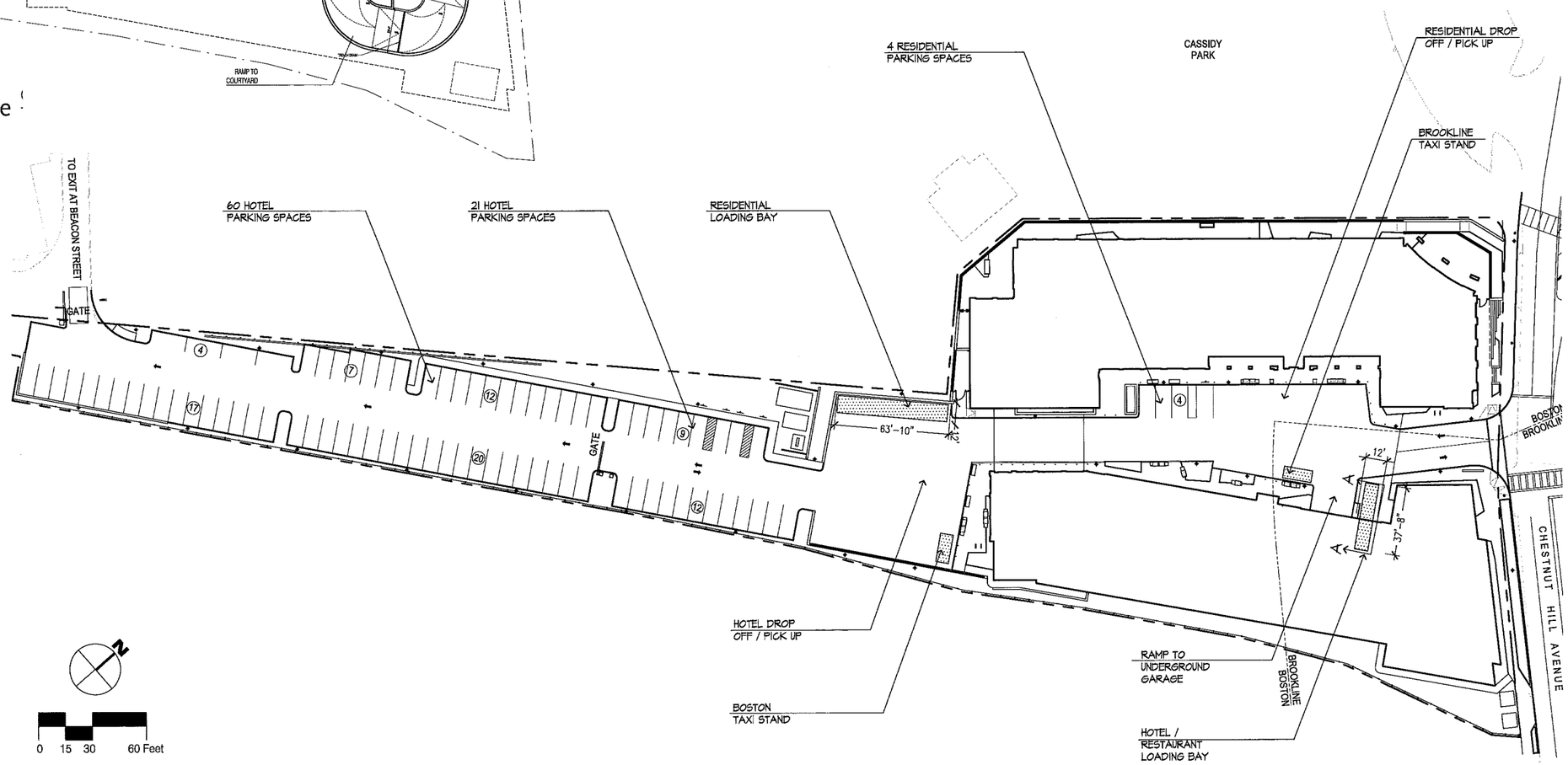


Garage



HOTEL / RESTAURANT LOADING DOCK - SECTION AA



THE CIRCLE
Boston / Brookline, MA

Parking and Loading Plan
JUNE 12, 2015

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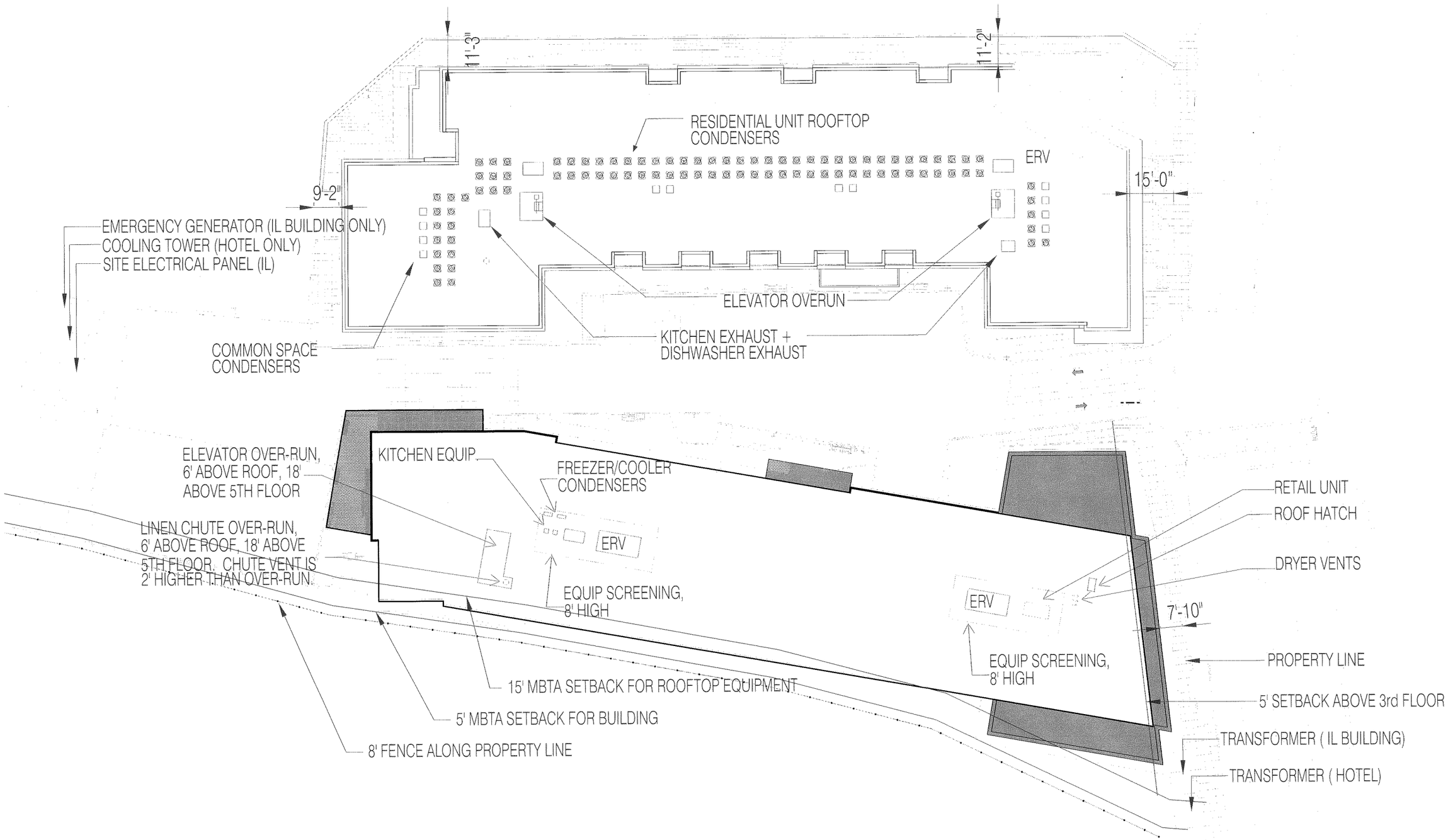

The Circle
Boston / Brookline, MA

Site Plan - Setback Diagram
June 12, 2015

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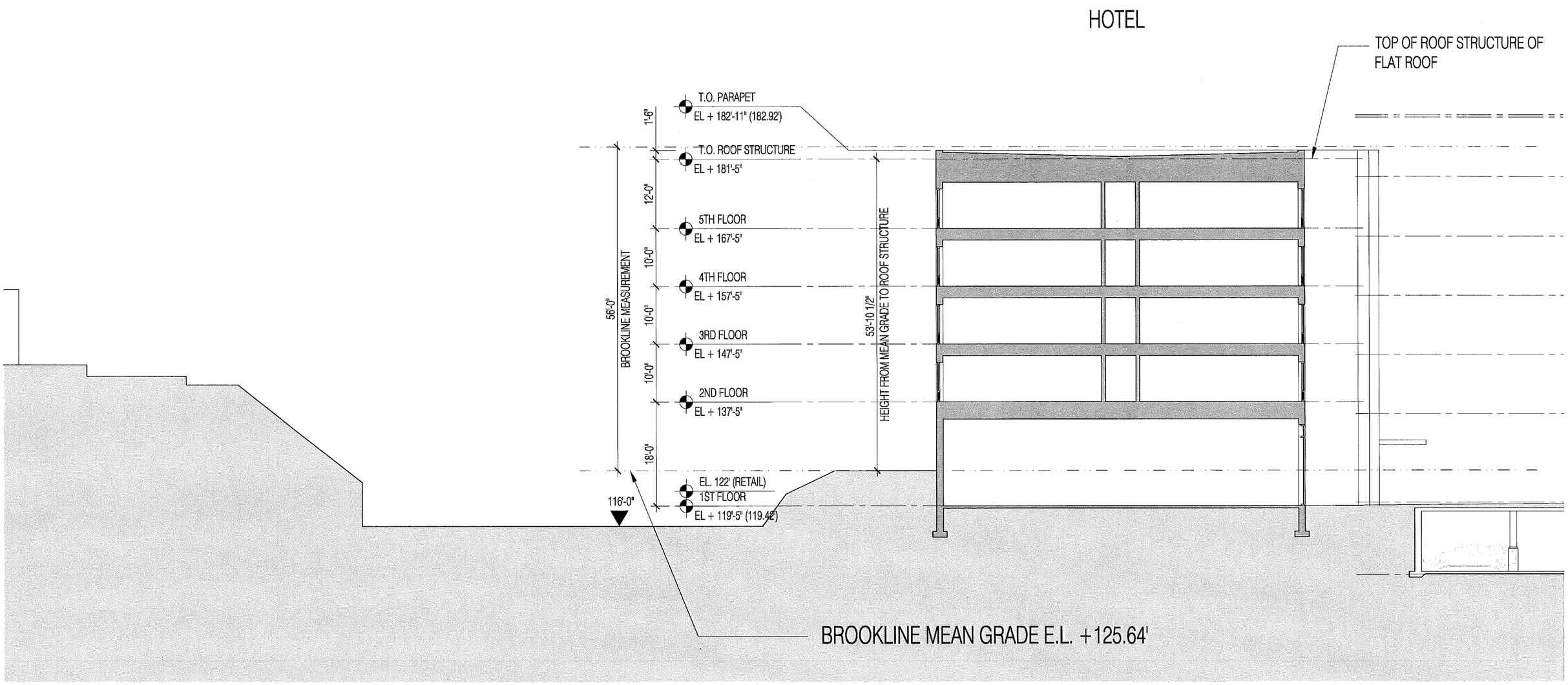

THE CIRCLE
Boston / Brookline, MA

Hotel Section
JUNE 12, 2015

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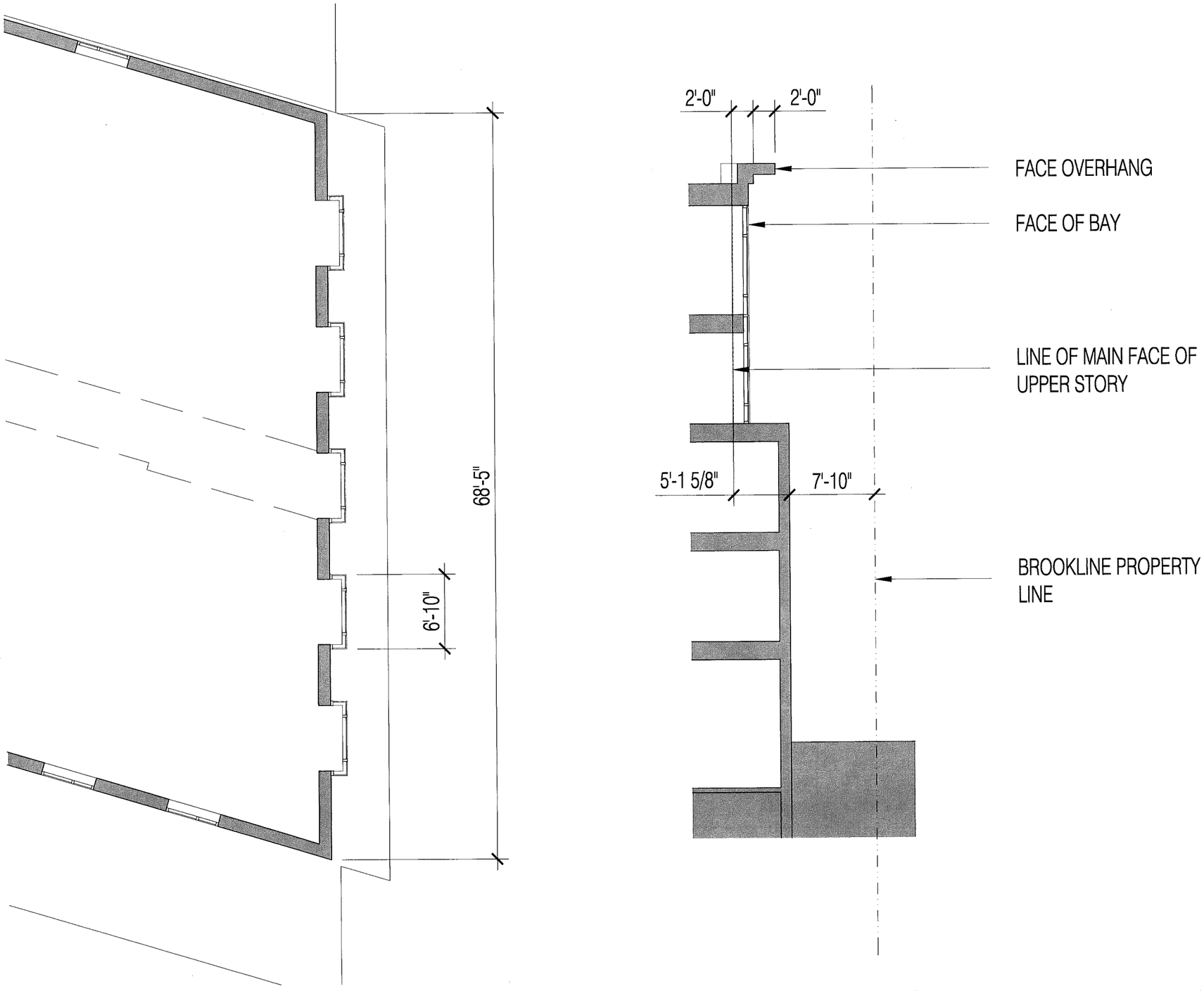
ARCHITECTS



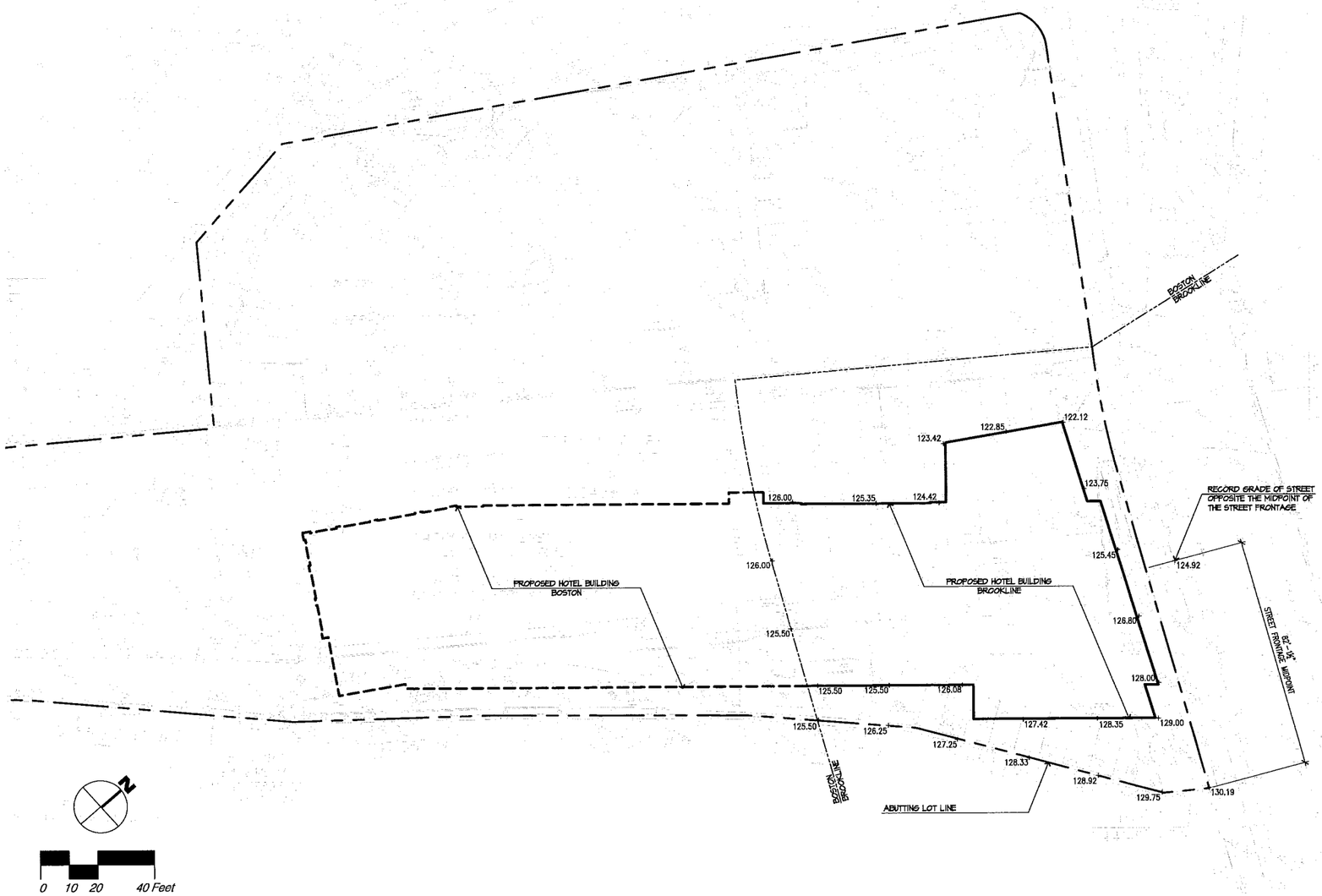
THE CIRCLE
Boston / Brookline, MA

Hotel Bay / Cornice Section
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

LEGEND

— — — —	PROPERTY LINE
+124.92	STREET FRONTAGE RECORD GRADE
+125.64	MEAN GRADE OF LAND CONTIGUOUS T
+128.02	MEAN GRADE OF ABUTTING PROPERTY
+176.65	TOP OF PROPOSED ROOF STRUCTURE



THE CIRCLE
Boston / Brookline, MA

Building Height Calculation Plan
MAY 26, 2015

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ARCHITECTS

ARE-EDR-3M-DL

Cree Edge™ Round Area Luminaire – Type III Medium – Direct Arm Mount Long

Product Description

Slim, low profile design minimizes wind load requirements. Luminaire sides are rugged cast aluminum with integral, weatherlight LED driver compartments, open vented cover and high performance aluminum heat sinks. Convenient, interlocking mounting method. Mounting housing is rugged die cast aluminum and mounts to 3-4" (76-102mm) square or round pole. Luminaire is secured by two 5/16-18 UNC bolts spaced on 2.375" (60mm) centers.

Performance Summary

Utilizes BetaLED® Technology

Patented NanoOptic® Product Technology

Made in the U.S.A. of U.S. and imported parts

CRI: Minimum 70 CRI

CCT: 5700K (+ / - 500K) Standard, 4000K (+ / - 300K)

Limited Warranty: 10 years on luminaire / 10 years on ColorFast DuraGuard® finish

EPA and Weight: Reference EPA and Weight spec sheet

Accessories

XA-EDRSPX End Spikes

Ordering Information

Example: ARE-EDR-3M-DL-04-E-UL-SV-350-OPTIONS

ARE-EDR	3M	DL		E				
Series	Mounting	Distribution	Color	Voltage	Optics	Finish	Drive Current	Options
ARE-EDR	3M Type III Medium	DL Direct Arm Long	04* Black 06* Bronze 10* White 12	E	UL Universal 120-277V UH Universal 347-480V SV 240V	SV Silver (Standard) BK Black BC Bronze PW Platinum Bronze WH White	350* 350mA 525 525mA 700* 700mA	40K 4000K Color Temperature - Refer to product specsheet for more DIM 0-10V Dimming - Factory only option - Refer to dimming spec sheet for details - Can be ordered standalone or combined F Fuse - Fuse holder located inside the fitter, fuse - Not available with HSS options. Refer to HSS spec sheet for availability with HSS options - Not available with HSS or SV voltages HSS, HSS/Low (HSS/350 / HSS/525 Dual Input) - Refer to HSS spec sheet for details - Surge not included P Photocell - Not available with HSS options. Refer to HSS spec sheet for availability with HSS options - Must be specified with voltage other than 347 R NEMA Photocell Receptacle - Not available with HSS options. Refer to HSS spec sheet for availability with HSS options - Photocell by others RL Rear Lamp - Refer to RL spec sheet for details

*Use www.cree.com/lighting/products/warranty for warranty terms
* Consult factory for lead times. 40, 525, 525, and 700 LED only available in combination of popular fixture options
** Available in luminaires with ED-PX3 EDA
*** Available in luminaires with ED-PX3 EDA

BetaLED TECHNOLOGY

www.cree.com/lighting

T (800) 236-[illegible]

Height: 17'-0"

CREE

Height: 17'-0" House Side Shield

SOLID STATE AREA LIGHTING

CIRCULUX SERIES-LED

SPECIFICATIONS

PROJECT NAME:

PROJECT TYPE:

LUX/BRATTE

One piece high impact polycarbonate lens provided with durable corrosion resistant cast aluminum fitter base. Heavy gauge formed aluminum reflector. Top is hinged for access. Base has 3" I.D. opening for tenon mounting. All hardware is Stainless Steel.

LED POWER ARRAY™

Three-dimensional array of individual LED Tubes fastened to a retaining plate. Each LED Tube consists of circuit board populated with a multiple of LED's and is mechanically fastened to a radial aluminum heat sink. An acrylic Lens and end cap protects the LED Tube's internal components.

VERTICAL POWER ARRAY™ WITH GLASS REFRACTOR: LED Tubes are aligned vertically and arranged radially to produce an even raw light distribution that simulates standard light sources. Array is secured within a 6" Prismatic Glass Refractor which provides the optical control. Used in conjunction with a clear smooth globe.

VERTICAL POWER ARRAY™: LED Tubes are aligned vertically and arranged radially to produce an even raw light distribution that simulates standard light sources. Produces a minimal glare, symmetric diffuse light distribution. Used in conjunction with an opal smooth diffusing globe.

LED EMITTERS

High Output LED's are driven at 350mA for nominal 1 Watt output each. LED's are available in standard Neutral White (4000K), or optional Cool White (6000K) or Warm White (3000K). Consult Factory for other LED options.

LED DRIVER

UL and CUL recognized High Power Factor, Constant Current LED drivers operate on input voltages from 120-277VAC, 50/60hz. Consult Factory for 347-480VAC. Driver is mechanically fastened to a retaining bracket. Main power quick disconnect provided. Driver has a minimum 4KV of internal surge protection, 10KV & 20KV Surge Protector optional. Dimming and High-Low Driver options available.

FINISH

Polyester powder coat incorporates four step iron phosphate process to protect metal surface for maximum adhesion. Top coat is baked at 400°F for maximum hardness and exterior durability.

PATENT PENDING

U.S. Architectural Lt. Height: 12'-0"

2014149

U.S. ARCHITECTURAL LIGHTING

Height: 12'-0"

1910LED/5RLM PARK RIDGE SERIES SPECIFICATIONS

LUMINAIRE DESIGN

- The luminaire shall be a decorative downlight fixture which consists of a decorative cast aluminum fitter, a spun aluminum shade and lens.
- The luminaire shall have LED light sources with down-lighting optics.
- The luminaire shall be supplied with line-ground, line-neutral and neutral-ground electrical surge protection in accordance with IEEE/ANSI C62.41.2 guidelines.
- The luminaire shall be U.L. or E.T.L. Listed in U.S. and Canada.

POST FITTER

- The fitter shall be heavy wall cast aluminum for high tensile strength.
- The fitter shall have an inside diameter opening of 9 1/4" to accept the RLM/LED assembly.
- The large end of the fitter shall have four (4) stainless steel, allen head set screws which secure the RLM/LED assembly.
- When ordered with a Sternberg candy cane pole, the fitter shall be welded to the arm or tenon for safety and to ensure the luminaire will remain plumb and level over the luminaire lifetime.

1910LED/5RLM18
EPA = 0.83 (ft²)
WEIGHT = 24 LBS
1910LED/5RLM18/FL
EPA = 0.6 (ft²)
WEIGHT = 22 LBS

DRIVER

- The LED driver shall be securely mounted inside the fitter to provide high capacity heat sinking for driver temperatures.
- The optional driver shall be mounted in the pole or base for optimized performance and longevity.
- The LED driver shall be supplied with a quick-disconnect electrical connector on the power supply, providing easy power connections and fixture installation.

LIGHT SOURCES

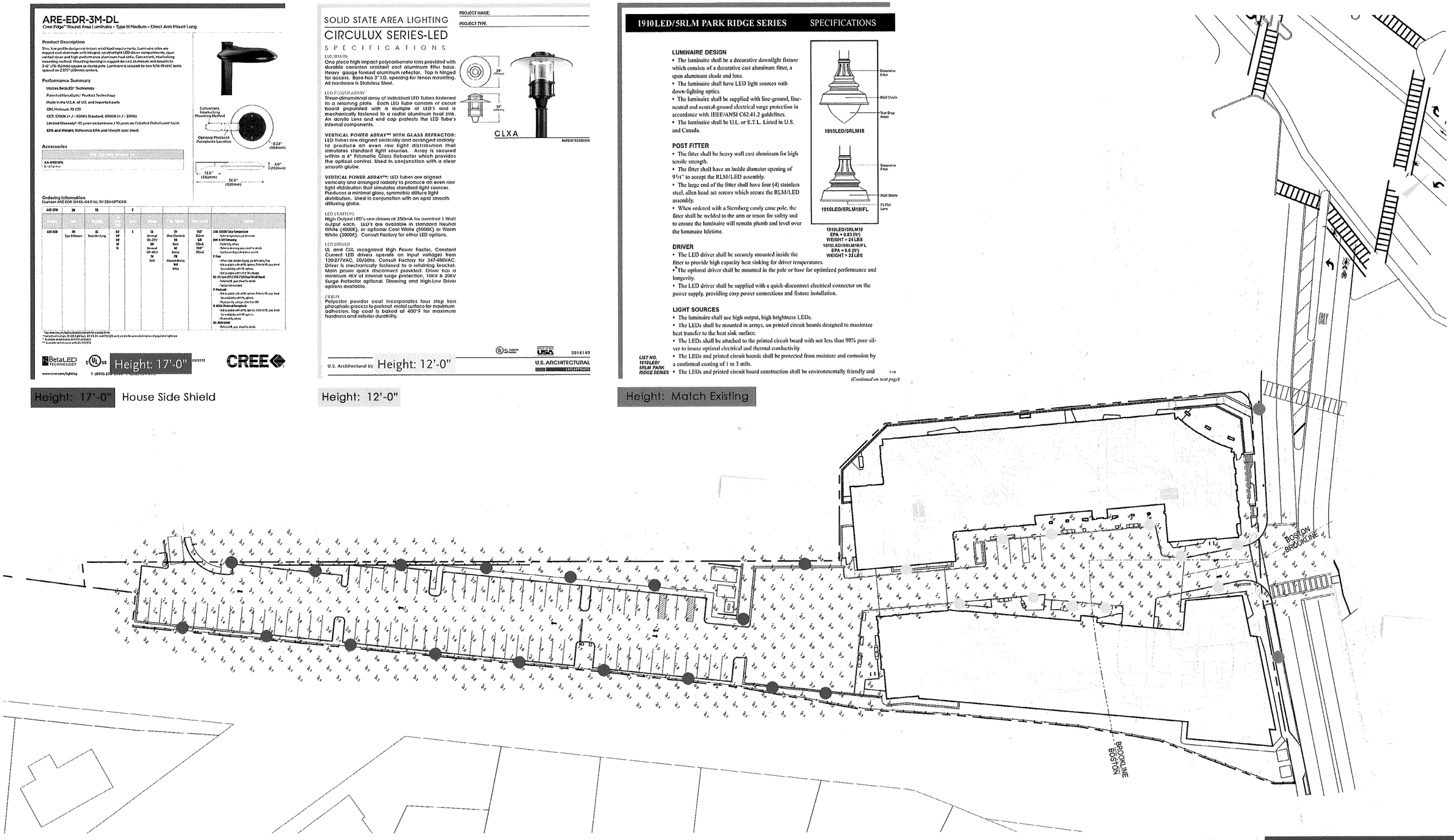
- The luminaire shall use high output, high brightness LEDs.
- The LEDs shall be mounted in arrays, on printed circuit boards designed to maximize heat transfer to the heat sink surface.
- The LEDs shall be attached to the printed circuit board with not less than 90% pure silver to insure optimal electrical and thermal conductivity.
- The LEDs and printed circuit boards shall be protected from moisture and corrosion by a conformal coating of 1 to 3 mils.
- The LEDs and printed circuit board construction shall be environmentally friendly and

LIST NO. 1910LED/5RLM PARK RIDGE SERIES

1-14

(Continued on next page)

Height: Match Existing



THE CIRCLE

Boston / Brookline, MA

Site Plan - Lighting

JUNE 12, 2015

ELKUS | MANFREDI ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Hotel 1st Floor | Limited Service Space
MAY 26, 2015

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ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Hotel Typical Floor 2-5
MAY 26, 2015

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Level 1 Senior Housing Plan
JUNE 12, 2015

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The Circle
Boston / Brookline, MA

May 26, 2015

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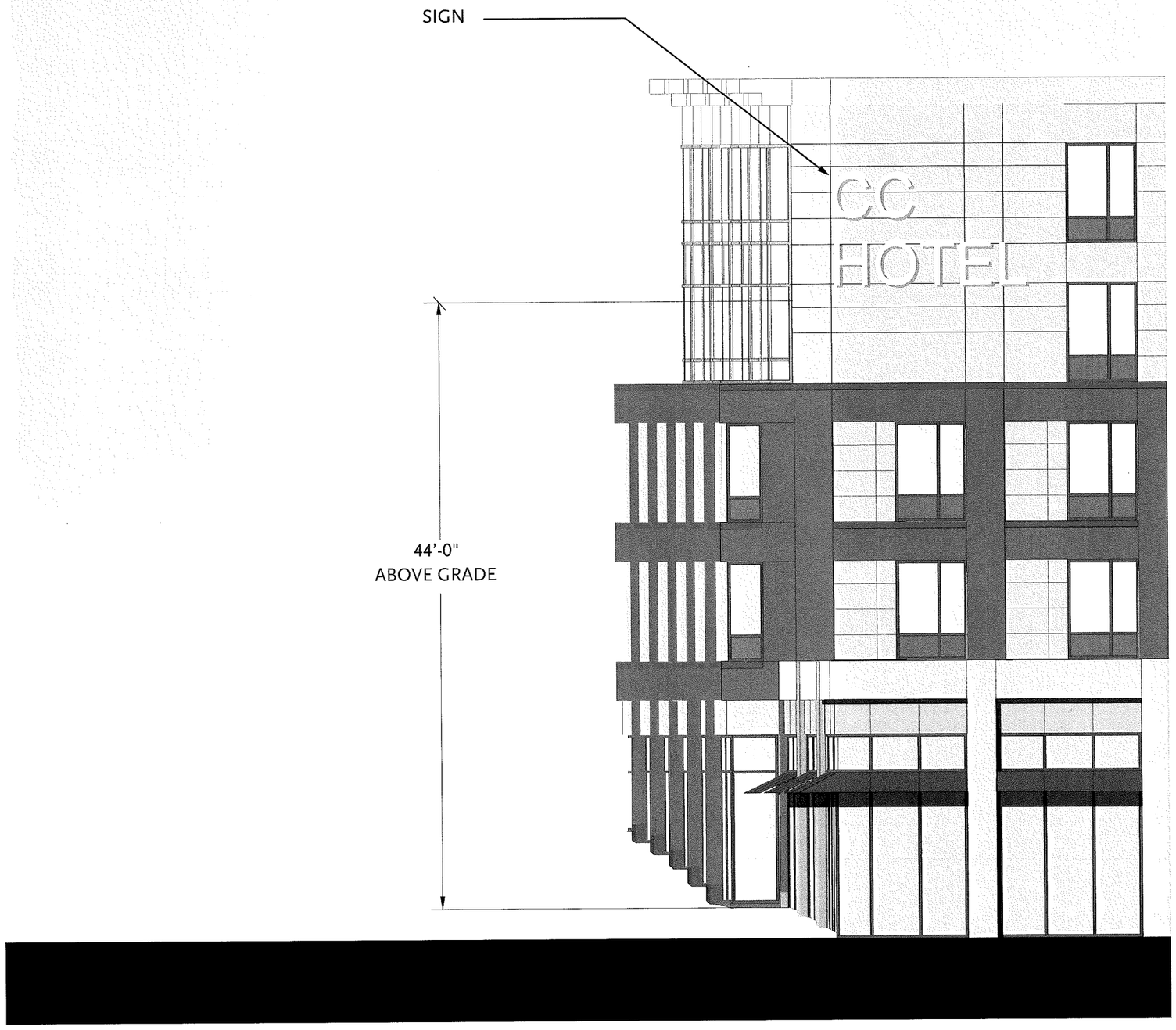

THE CIRCLE
Boston / Brookline, MA

Hotel Dimensions
MAY 26, 2015

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ARCHITECTS

PARKING & TRANSPORTATION

THE CIRCLE
Boston / Brookline, MA

Parking and Transportation
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

MEMORANDUM

To:	Michael Crowley, National Development	Date:	June 12, 2015
From:	Guy Busa Elizabeth Peart	HSH Project No.:	2010190
Subject:	375-399 Chestnut Hill Avenue Summary of Transportation Impacts and Mitigation		

As requested, HSH has prepared this technical memo to provide a summary of the transportation issues related to the redevelopment of 375-399 Chestnut Hill Avenue (Project) and to document the evolution of building program changes that have occurred during the Project's review process. This memo presents a comparison of key transportation metrics for earlier building programs and the most recent program as presented by National Development (ND) in Appeal to the Brookline Zoning Board of Appeals (ZBA), May 26, 2015. The most recent program is herein referred to as the ZBA Program. This memo also documents the Project's impacts on the local transit system, describes enhancements and safety improvements to the Beacon Street/Chestnut Hill Avenue intersection and the pedestrian/bicycle environment, and presents the detailed travel demand management (TDM) program to be established by ND/BDG.

Building Program Comparison

In May 2011, the Town of Brookline created a Cleveland Circle Hotel Overlay District and codified specific features of and limitations to Boston Development Group's (BDG) then-current proposal for the Project site. Having been approved at Town meeting, the Cleveland Circle Hotel Overlay district is now part of the zoning bylaws. At that time, the Project's building program included a hotel, medical and general office space, and retail/restaurant space.

By March 2013, when BDG submitted the DPIR to the Boston Redevelopment Authority (BRA), the building program had evolved and included a larger hotel and new residential space along with retention of the medical office space and elimination of the general office space. These changes were made in response to various comments and concerns of the Town of Brookline, City of Boston, and the local neighborhood community.

In February 2014, the continuing review processes in Boston and Brookline guided BDG to propose a Revised Program with an increased number of residential units, a decreased number of hotel rooms, and the elimination of the medical office space.

By May 2015, the ND had teamed with BDG to develop the current ZBA Program that will retain most features of the February 2014 program but will convert the apartment units to an age-restricted, senior housing community and reduce the size of the retail/restaurant spaces. The currently proposed ZBA Program will result in lower transportation impacts than the previous building program as described, analyzed, and mitigated in the DPIR.

Table 1 presents a comparison of the previous building programs with the most recent ZBA Program.

Table 1. Building Program Comparison

Land Use	Brookline Zoning Program 1) *May 24, 2011*	DPIR Program2) *March 13, 2013*	Revised Program3) *February 2014*	ZBA Program4) *May 2015*
Hotel	180 rooms	196 rooms	162 rooms	162 rooms
Residential	0 units	74 units	92 units	0 units
Senior Housing	0 units	0 units	0 units	92 units
Medical Office	18,000 sf	18,000 sf	0 sf	0 sf
Retail	Combined 18,000 sf	7,300 sf	7,600 sf	2,635 sf
Restaurant		6,900 sf	6,400 sf	3,562 sf
General Office	30,000 sf	0 sf	0 sf	0 sf

1) Program as outlined in ARTICLE XII of the May 24, 2011 Annual Town Meeting (Brookline), which created a Cleveland Circle Hotel Overlay District.

2) Program as presented by BDG in the Draft Project Impact Report submitted to City of Boston, March 13, 2013.

3) Revised program as approved by the by the BRA on June 19, 2014 and presented at the preliminary Brookline Planning Board meeting on June 26, 2014.

4) ZBA Program as presented by National Development in Appeal to Brookline Zoning Board of Appeals, May 26, 2015.

Trip Generation Comparison

Each successive program change shown in **Table 1**, resulted in fewer vehicle trips than the previous program. A comparison of vehicle trip estimates between the Brookline Zoning Program (May 24, 2011) and the recent ZBA Program is presented in **Table 2**.

Under the ZBA Program, daily vehicle trips will be reduced by approximately 42%, and the a.m. peak hour and p.m. peak hour trips will be reduced by 55% and 53%, respectively, indicating that the proposed ZBA Program will have less of an impact on local area traffic operations than the previously proposed plan.

(Note that the number of vehicle trips are calculated using standard traffic engineering methodologies and are derived from the Institute of Transportation Engineers' (ITE) Trip Generation (9th edition, 2012) trip rates. Assumptions regarding trip generation and the application of travel mode shares and vehicle occupancy rates are the same as documented in the DPIR.)

Table 2. Vehicle Trip Comparison – Brookline Zoning Program vs. ZBA Program

Direction	Brookline Zoning Program *May 24, 2011*	ZBA Program *May 2015*	Percent Change
Daily			
In	1,093	629	-42%
Out	1,093	629	-42%
Total	2,186	1,258	-42%
a.m. Peak Hour			
In	88	29	-67%
Out	33	25	-24%
Total	121	54	-55%
p.m. Peak Hour			
In	74	46	-38%
Out	106	38	-64%
Total	180	84	-53%

Parking Demand and Supply

Recommended parking guidelines from the Town of Brookline and the City of Boston are shown in **Table 3** for each of the Project's land use categories. The proposed on-site parking supply of 188 spaces conforms to the recommended parking guidelines and will adequately serve the Project's parking demands. No public parking will be permitted.

As shown, the Brookline and Boston have similar parking ratio guidelines for hotel, retail, and restaurant uses, even though Brookline uses stated minimums and Boston uses stated maximums. Boston's ratios recognize lower maximum guidelines for residential developments within close proximity to transit stations. Current trends in urban parking demand nationally, and especially locally, have been on the decline for residential parking in close proximity to transit – or true transit oriented developments (TOD). Other factors influencing urban residential parking demand include a significant generational shift in attitude towards vehicle ownership both for environmental and financial reasons. The advent and proliferation of both car sharing and bicycle sharing services in the Boston region also contribute to lowering vehicle ownership and thereby parking demand.

The Project will provide 92 residential parking spaces, resulting in a parking ratio (1.0 space/unit) that is reflective of the transit-oriented nature of the Project. It is important to note that senior residents are less likely than the general population to own an automobile. This is evidenced by the Town of Brookline's recommended parking ratio for senior housing units, where the minimum ratio is 0.4 parking spaces/unit. This factor also is reflected in the standard Institute of Transportation Engineers trip generation rates used to estimate vehicle trips shown in Table 2. The daily number of trips per senior housing unit is about half that of a standard residential unit, reflecting a more home-based life-style and lower automobile ownership among seniors.

The 92 reserved parking spaces for senior housing residents will be located within the underground parking garage. Eleven additional spaces for retail/restaurant uses will also be located in the garage. Hotel parking, 81 spaces, will be located in the surface lot on the western side of the Project site. (Access and egress control of these surface spaces is discussed in a later section.) Within the internal piazza, four surface spaces will be designated for senior housing residential visitor use.

Table 3. Parking Ratio Recommendations and ZBA Program Parking Supply

Land Use/ Size	Recommended Parking Ratios: Brookline (minimums)	Recommended Parking Ratios: Boston (maximums)	Recommended Parking Supply for Revised Program: Based on Brookline Ratios	Recommended Parking Supply for Revised Program: Based on BTD Ratios	ZBA Program Proposed Parking Supply
Hotel (162 rooms)	0.5 spaces/room [1]	0.5 spaces/room	81	81	81
Residential/Senior housing (92 units)	2.0 – 2.3 spaces/unit [2] residential	0.75 - 1.25 spaces/unit [4]	185 [2] residential	92 [4] *based on 1.0 spaces/unit*	92 residents [7] + 4 visitors 96
	0.4 spaces/unit [3] senior housing		37 [3] senior housing		
Retail (0 sf) [5]	0.75 spaces/1,000 sf [1]	0.75 spaces/1,000 sf	0	0	11
Restaurant (6,197 sf) [5]	1.0 spaces/1,000 sf [1]	0.75 spaces/1,000 sf	7	5	
Total	-	-	273 *With residential ratio* 125 *With senior housing ratio*	178	188 [6]

1) Source: Town of Brookline, Zoning Bylaw, Section 5.06 (Special District Regulations), Cleveland Circle Hotel Overlay District. May 24, 2012.

2) The Cleveland Circle Hotel Overlay District regulations do not specifically address residential parking ratios. Therefore, the following source was used: Town of Brookline, Zoning Bylaw, Section 6.02 (Off-Street Parking Regulations), Paragraph 1, Table of Off-Street Parking Space Requirements, page 6-2. May 24, 2012. Note that the 2.0 space/unit guideline applies to units with less than three bedrooms and the 2.3 space/unit guideline applies to units with three or more bedrooms. (In the Project, 90 units will have one or two bedrooms and two units will have three bedrooms.)

3) Source: Town of Brookline, Zoning Bylaw, Section 6.02.2.d (Off-Street Parking Regulations), May 24, 2012. "…for housing having age of occupant or maximum rents or maximum sales prices controlled … shall not reduce the parking requirement below one-fifth of the number of spaces which would otherwise be required by this section."

4) The ratios shown are for residential use. While Boston does not have specific ratios for age-restricted/senior housing, the guideline does state: "Lower parking ratios may be appropriate for housing types such as elderly, lodging housed, transitorial housing, and group residences."

5) The ZBA Program will have up to 6,197 sf of retail and/or restaurant space. For parking evaluation purposes, all use has been categorized under restaurant, the use with the higher parking ratio under Brookline zoning.

6) The ZBA Program includes a total parking supply of 188 spaces plus valet spaces.

7) None of the Project's residential units are located Brookline. The parking supply is based on City of Boston's guidelines.

Site Design and Circulation

Since publication of the DPIR, substantial changes have been made to the site design and internal site circulation. The current plan is shown in **Figure 1**.

Vehicular Access/Egress and Circulation

The Project site is served by two driveways: 1) the two-way driveway on Chestnut Hill Avenue, which will be the primary vehicle access and egress point for the site, and 2) the one-way exit only driveway connecting the rear hotel parking area to Beacon Street through the Waterworks driveway. Infrastructure and safety improvements are proposed at both site driveways, with the Chestnut Hill Avenue driveway being a part of the Proponent's overall proposed improvements to the Beacon Street/Chestnut Hill Avenue (Cleveland Circle) intersection (as presented in a later section). **Figure 2** and **Figure 3** show the traffic circulation for entering and exiting vehicles, respectively.

The piazza area between the senior housing residential building and hotel building will have contrasting pavement treatments and landscaping to encourage slow travel speeds within the Project site. When entering from Chestnut Hill Avenue, hotel vehicles will proceed through the piazza to the main lobby doors at the western end of the hotel building (signs will direct drivers to the hotel). Near the hotel lobby, a small plaza area will serve short-term parking for guests who are checking in and allow vehicles to circulate through to the surface parking lot.

Residential traffic entering from Chestnut Hill Avenue will immediately turn left to the parking ramp into the underground garage. Exiting residential traffic will proceed up the ramp and turn right onto the driveway to Chestnut Hill Avenue.

The site has been designed to internally accommodate all pick-up/drop-off activities, building loading and servicing, and move-in/move-out activities. None of this activity will occur curbside along any public street.

Residential pick-up/drop-off activity will occur curbside in the piazza near the main residential lobby doors. Hotel pick-up/drop-off activity will occur in the rear plaza near the hotel lobby. Two taxicab stands are provided on-site – one each for Boston and Brookline. A loading area for the hotel and the retail/restaurant deliveries will be located adjacent to the parking ramp. The residential loading area will be located adjacent to the rear plaza at the western end of the residential building

Surface Parking Lot

Figure 4 shows the parking and loading plan for the site. On the western side, a surface parking area with 81 spaces will be used by overnight hotel guests and hotel employees.

Per Brookline Zoning requirements for this site, access to sixty of these spaces will require passage through a control gate, which can only be activated by a hotel-issued keycard. Once passed the control gate, these vehicles cannot exit back through the site to Chestnut Hill Avenue and must exit to Beacon Street through the Waterworks easement. A second control gate will be located at the far end of the lot (at the Waterworks driveway) and can only be activated by exiting vehicles from the lot. Vehicles outside the lot cannot activate the gate, preventing vehicles from entering at this location.

HSH Memorandum
375-379 Chestnut Hill Avenue Redevelopment Project
Summary of Transportation Impacts and Mitigation

Use of the remaining 21 surface spaces will be unrestricted and vehicles exiting these spaces can only use the Chestnut Hill Avenue driveway.

Parking Garage

As shown in **Figure 4**, the underground parking garage will have 92 reserved spaces for senior housing residential use and 11 spaces for on-site retail/restaurant activity. No public parking will be permitted. Ninety-two secure bicycle storage spaces will be provided in the garage along with an additional 15 bicycle spaces for employees who commute to work by bicycle.

Waterworks Driveway

As stated earlier, hotel vehicles parked in the 60 spaces within the controlled parking area must use the Waterworks driveway easement to exit the Project site toward Beacon Street. These vehicles cannot exit back through the site to Chestnut Hill Avenue. A vehicle detection gate located at the far end of the lot will allow Project vehicles to exit to the Waterworks driveway. Vehicles cannot enter the Project site at this gate (because the gate cannot be activated from outside the lot), but the Proponent will install a "Do Not Enter" sign to reinforce this restriction.

The Proponent will place a "No Left Turn" sign at the parking lot exit, indicating that hotel traffic cannot turn left toward the Waterworks garage but must proceed straight toward Beacon Street. The Proponent will work with Waterworks management to install static "Speed Limit 10 mph" signs along the driveway. **Figure 5** identifies the traffic calming improvements that will be made to the Waterworks Driveway.

At the intersection of Beacon Street/Waterworks driveway, the Proponent has recommended to the City of Boston that several on-street parking spaces be removed to improve driver sight distance. On the southern side on Beacon Street, immediately to the east of the Waterworks driveway, approximately five spaces would be eliminated so that drivers exiting the driveway can better see approaching westbound Beacon Street traffic.

Transit Impacts

Similar to the vehicle trip demand estimate, the Project's transit demand under the ZBA Program will also decrease. As documented in the DPIR, the overall number of transit trips is small and will not adversely affect transit services in the study area. The Proponent is committed to promoting transit use among employees, hotel guests, residents, and visitors, as further discussed under the Transportation Demand Management section below.

Infrastructure Improvements

Beacon Street/Chestnut Hill Avenue Intersection Improvements

The Proponent is committed to providing infrastructure improvements at the Beacon Street/Chestnut Hill Avenue (Cleveland Circle) intersection that will reduce vehicle delays, provide pedestrian and bicycle amenities, upgrade accessibility, and enhance safety for all users. For reference, the existing configuration of the intersection is shown in **Figure 6**.

The overall design improvements will include:

Intersection Geometry

- Reassign lane use and add vehicle turning lanes
- Shorten pedestrian crossings as possible
- Relocate Chestnut Hill Ave. pedestrian crossing at MBTA Entrance/Site Driveway
- Coordinate with site driveway signal

Traffic Signal

- Full upgrade to traffic signal equipment
- Add vehicle and bicycle detection
- Coordinate to MBTA Green Line
- Concurrent pedestrian phase
- Audible pedestrian signal

Other

- Add bicycle lanes/accommodation
- Upgrade to ADA/MAAB accessible ramps
- Repave as needed
- New pavement markings
- New signage

A conceptual plan of these improvements is shown in **Figure 7A and Figure 7B**, with a more detailed plan of the new crosswalk across Chestnut Hill Avenue south of the site driveway shown in **Figure 8**.

With these improvements, the a.m. peak and p.m. peak hour intersection operations will improve from level of service F to level of service D.

Pedestrian Accomodations

The Proponent will enhance the pedestrian environment and pedestrian safety along the Chestnut Hill Avenue corridor by reducing the number of existing curb cuts at the site from four to one, and installing new accessibility compliant sidewalks adjacent to the Project site. A signalized crosswalk across Chestnut Hill Avenue at the Project site driveway will also be installed. As noted above, the recommended improvements to the Beacon Street/Chestnut Hill Avenue (Cleveland Circle) intersection include changing from an exclusive pedestrian walk phase to concurrent pedestrian walk phases, thereby reducing delay for pedestrians and vehicles.

With the inclusion of the new sidewalks, reduction of curb cuts on Chestnut Hill Avenue, and complete upgrade of crosswalks, traffic signal equipment, traffic signal timing and phasing, and accessibility compliant sidewalks and ramps, the pedestrian convenience, service, and safety will be significantly improved for Cleveland Circle.

HSH Memorandum
375-379 Chestnut Hill Avenue Redevelopment Project
Summary of Transportation Impacts and Mitigation

Bicycle Accommodations

The Proponent will provide bicycle amenities for the Project's residents, guests, and visitors to encourage bicycle use. BTD has established guidelines[1] requiring projects subject to Article 80 Large Project Review (and the required Transportation Access Plan Agreement (TAPA)) to provide secure bicycle parking for residents and employees and short-term bicycle racks for visitors. Based on BTD guidelines, **Table 4** presents a breakdown of the Project's proposed on-site bicycle accommodation for the Project.

Bicycle storage will be provided in the underground garage and bicycle racks will be provided near primary entrances. Bicycle racks, signs, and parking areas will conform to BTD standards.

Bicycle accommodations will also be included in the redesign of the Beacon Street/Chestnut Hill Avenue intersection (Cleveland Circle). These accommodations will include bicycle lanes, sharrows, and bicycle boxes as appropriate. To augment these bicycle accommodations being provided by the Project, the Proponent will also sponsor a Hubway bicycle sharing station to be located in Cleveland Circle. There are currently no Hubway bicycle sharing stations in the area.

Table 4. On-Site Bicycle Accommodations for ZBA Program

Land Use	Bicycle Storage *for employees/residents*	Showers[1)]	Bicycle Racks *for visitors*
Hotel	10	N/A	3
Residential	92	N/A	15
Retail/Restaurant	4	N/A	2
Total	106	0	20

1) Shower facilities at the hotel will be made available for Project employees who bicycle to work.

Deliveries

All delivery vehicles will enter and exit via the Chestnut Hill Avenue driveway and all service and loading will take place off-street. (Loading areas are shown in **Figure 4**.) Adequate roadway width and clearances will be provided for delivery vehicle access, egress, and circulation within the site. Associated truck movement paths have been developed by Stantec, another consultant on the study team, using AutoTURN, an engineering software program that analyzes and evaluates vehicle maneuvers.

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[1] Brookline also has bicycle guidelines for residential spaces requiring one space for every five housing units in a multifamily building. The BTD residential bicycle requirements exceed the Brookline minimums. Brookline does not stipulate guidelines for non-residential uses.

As in the DPIR, delivery trip estimates were based on National Cooperative Highway Research Program[2] (NCHRP) data for Boston. A description of the anticipated loading/ service activity by land use is presented below.

Table 5. Delivery Activity by Land Use

Land Use	*Daily (Weekday) Deliveries*
Hotel	3
Senior Housing Residential	1
Retail/Restaurant	3
Total	7

Travel Demand Management Measures

The Project will continue to develop specific travel demand management (TDM) measures of relevance to the ZBA Program. These TDM measures will be codified in a Transportation Access Plan Agreement (TAPA) between the Proponent and the Boston Transportation Department (BTD). The TAPA is required prior to issuance of a building permit by the City of Boston. This information will also be submitted to the Brookline Director of Transportation.

The following are a set of preliminary TDM measures that have been developed for the Project:

- Transportation Coordinator: The Proponent will designate a transportation coordinator to manage loading and service activities, move-in/move-out activities, and provide alternative transportation materials to residents and tenants. The Transportation Coordinator will be part of the on-site building management staff.
- Orientation Packets: The Proponent will provide orientation packets to new residents and tenants containing information on available transportation choices, including transit routes and schedules. Information on local car sharing and bicycle sharing services and facilities will also be included in the orientation packets.
- Transit Passes – Hotel: The Proponent will encourage the hotel operator to provide guests with public transit system maps and schedules, and provide such information in a prominent location within the hotel, as well as on the hotel's website.

[2] "Truck Trip Generation Data –Synthesis 298", NCHRP, Transportation Research Board, Washington D.C. 2001. Appendix D.

HSH Memorandum
375-379 Chestnut Hill Avenue Redevelopment Project
Summary of Transportation Impacts and Mitigation

- Transit Passes – Commercial Tenants: Through commercial leases, the Proponent will encourage commercial tenants to subsidize transit passes for their employees.
- Electric Vehicle Charging Stations: As demand mandates, the Project will commit to providing up to 5% of total on-site parking supply with electric vehicle charging stations.
- Low Emission Vehicle Parking: The Proponent will designate up to 5% of preferred garage spaces for low emission vehicle parking.
- Long-term Bicycle Parking: The Proponent will provide on-site covered and secure bicycle storage for residents at one space per residential unit and an additional 15 bicycle spaces for employees who commute to work by bicycle.
- Short-term Bicycle Parking: The Proponent will provide bicycle racks for up to 20 bicycles at various on-site locations to accommodate visitors who travel to the site by bicycle.
- Car-Sharing: The Proponent will promote the use of nearby Zipcars and work with Zipcar to provide up to two spaces on-site for a Zipcar station.
- Bicycle Sharing: The Proponent will sponsor one Hubway bicycle sharing station to be located in Cleveland Circle and coordinated with Boston Bikes.

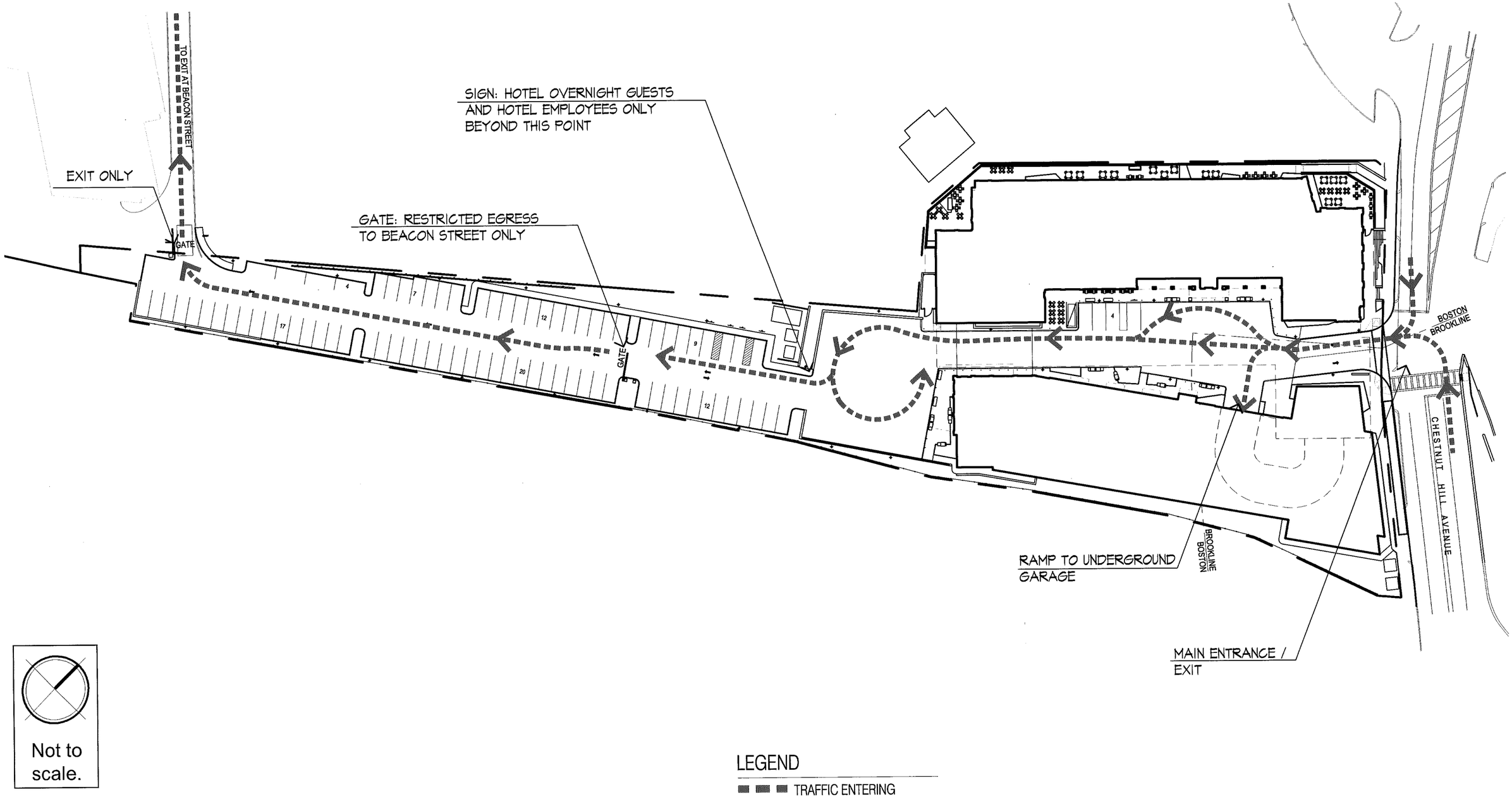
Stantec

Planning and Landscape Architecture P.C

THE CIRCLE

BOSTON / BROOKLINE, MA

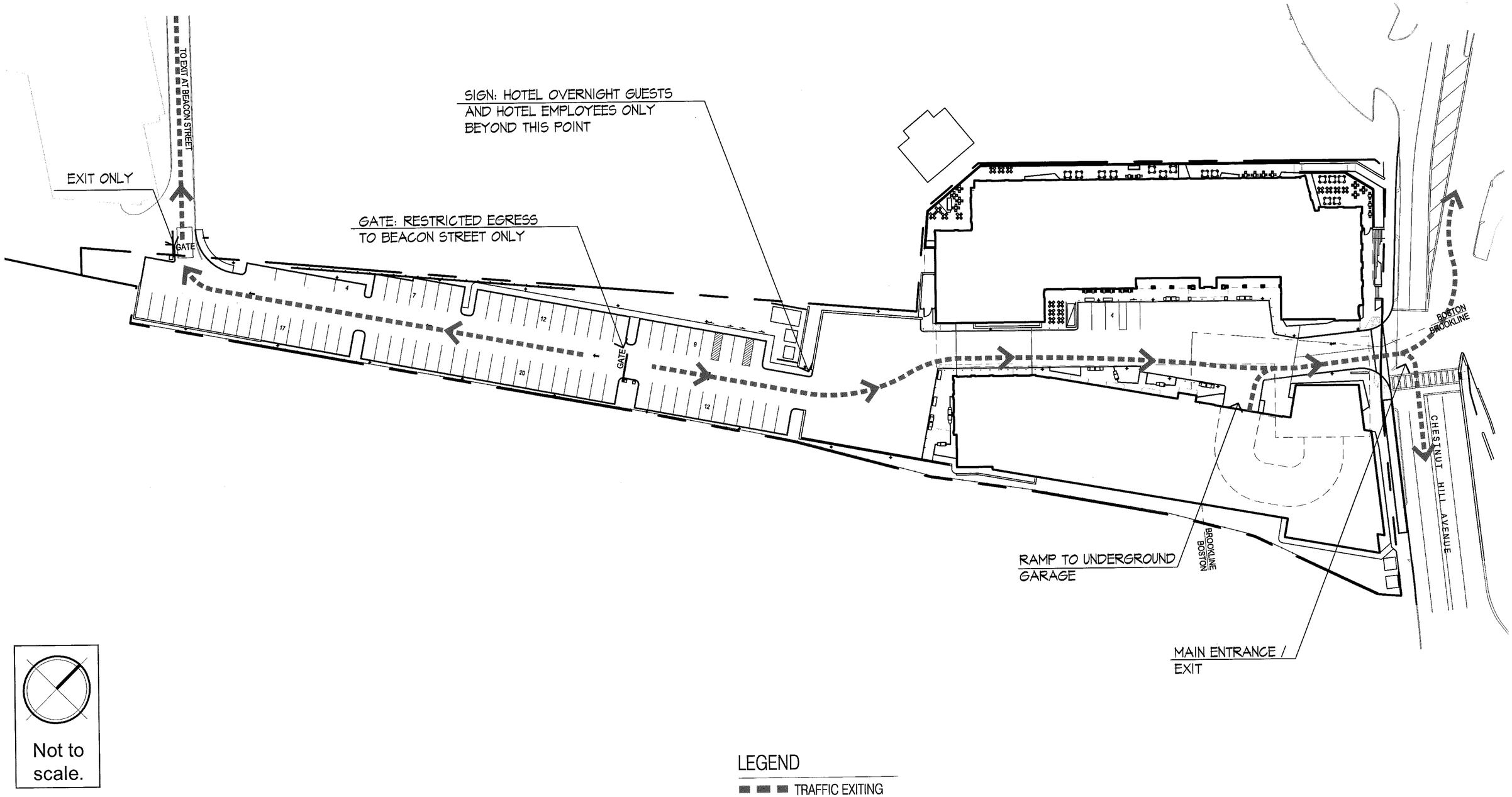
Proposed Site Plan - June 2015



375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

Figure 2
Vehicular Circulation - Entering
Source: ELKUS | MANFREDI



375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Howard/Stein-Hudson Associates, Inc.
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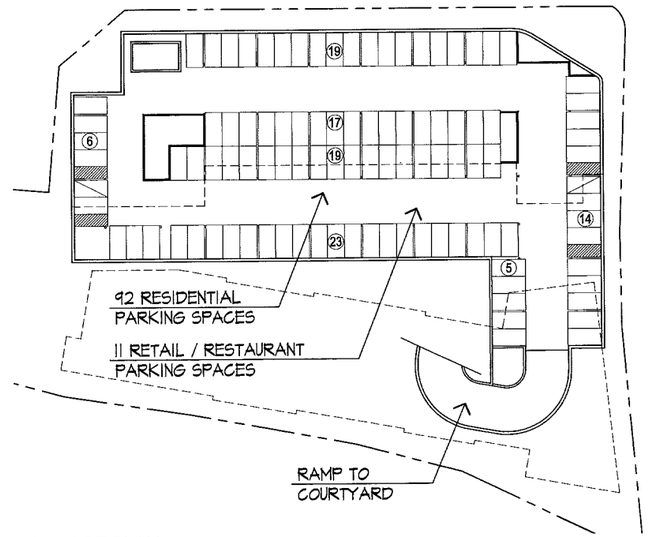
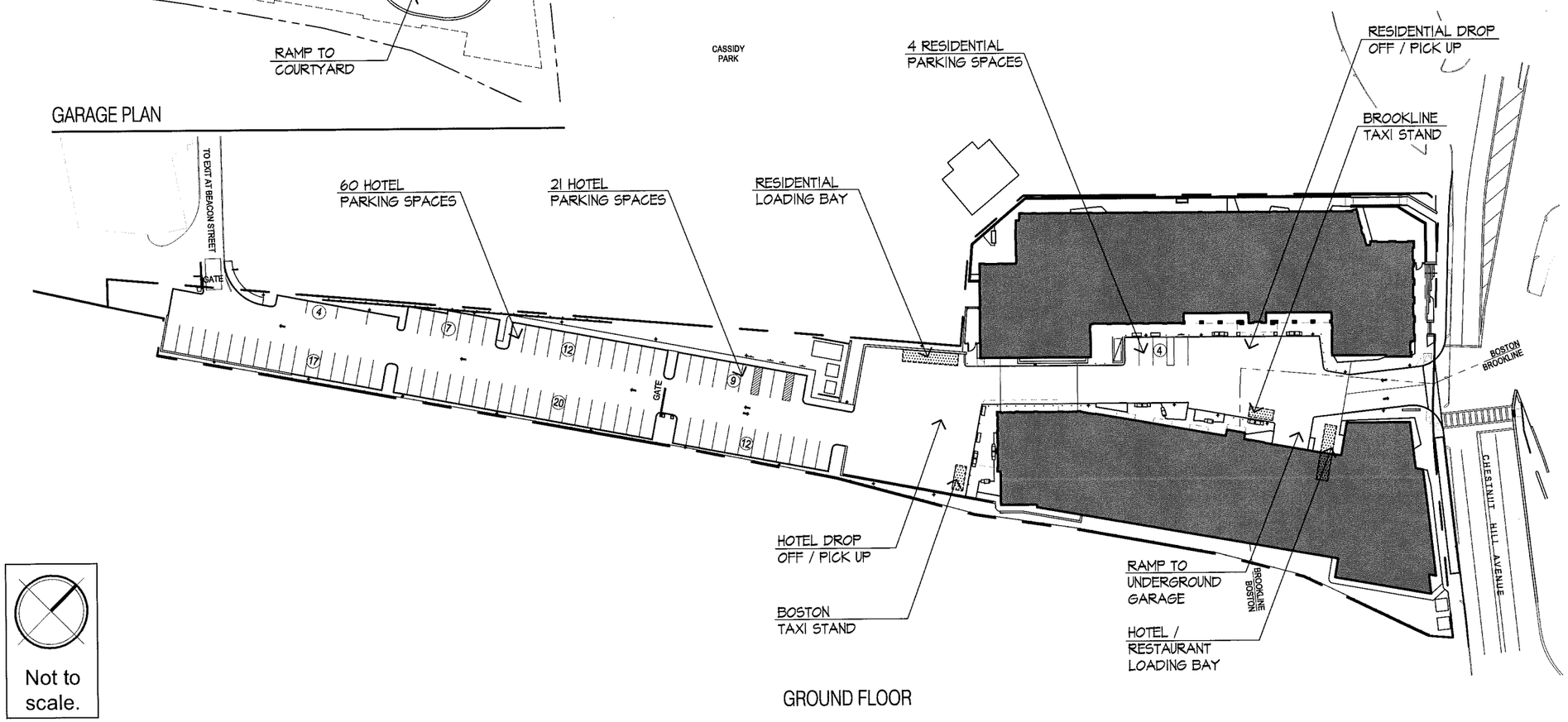
Figure 3

Vehicular Circulation - Exiting

Source: ELKUS | MANFREDI



GARAGE PLAN

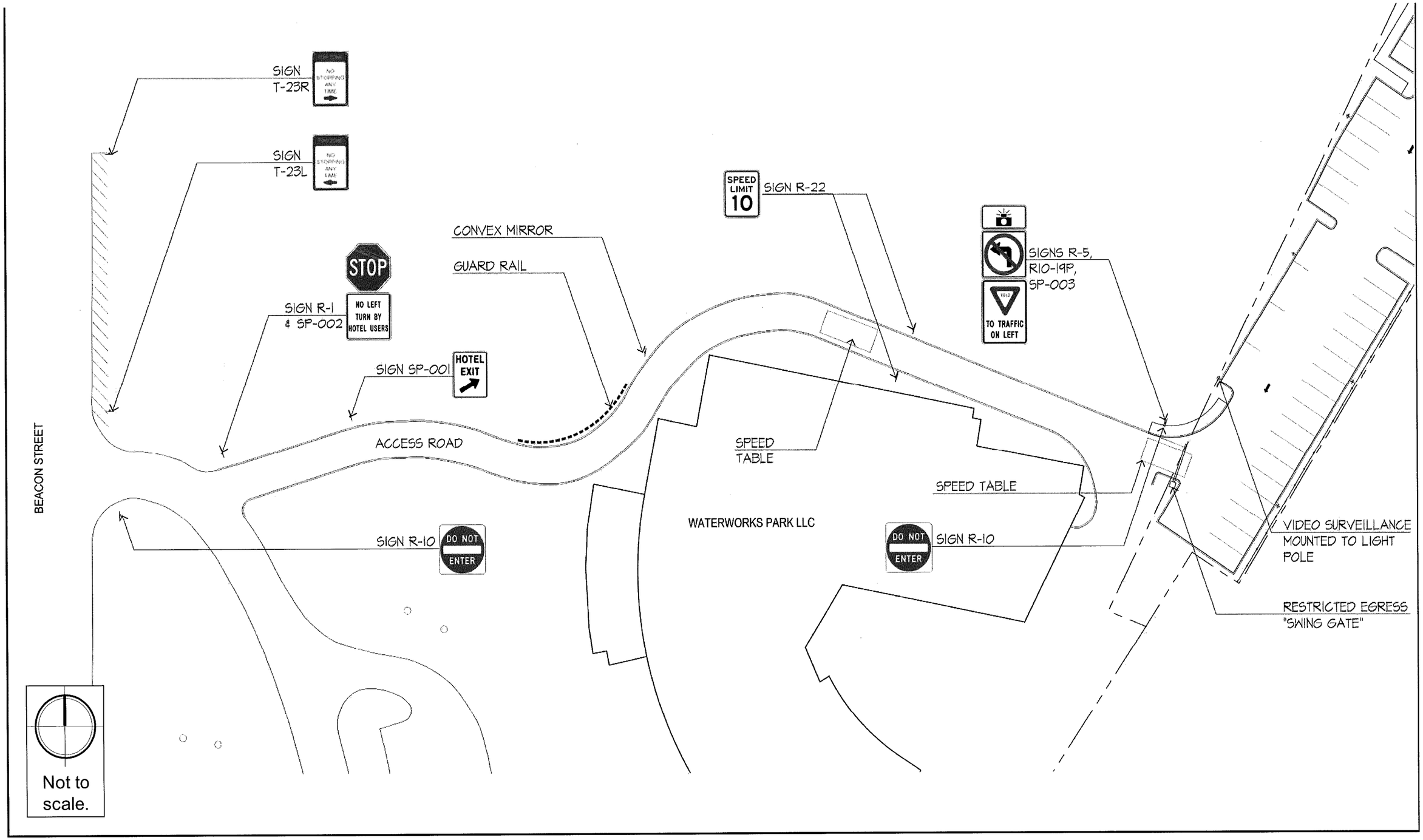


GROUND FLOOR

375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

Figure 4
Parking and Loading
Source: ELKUS | MANFREDI



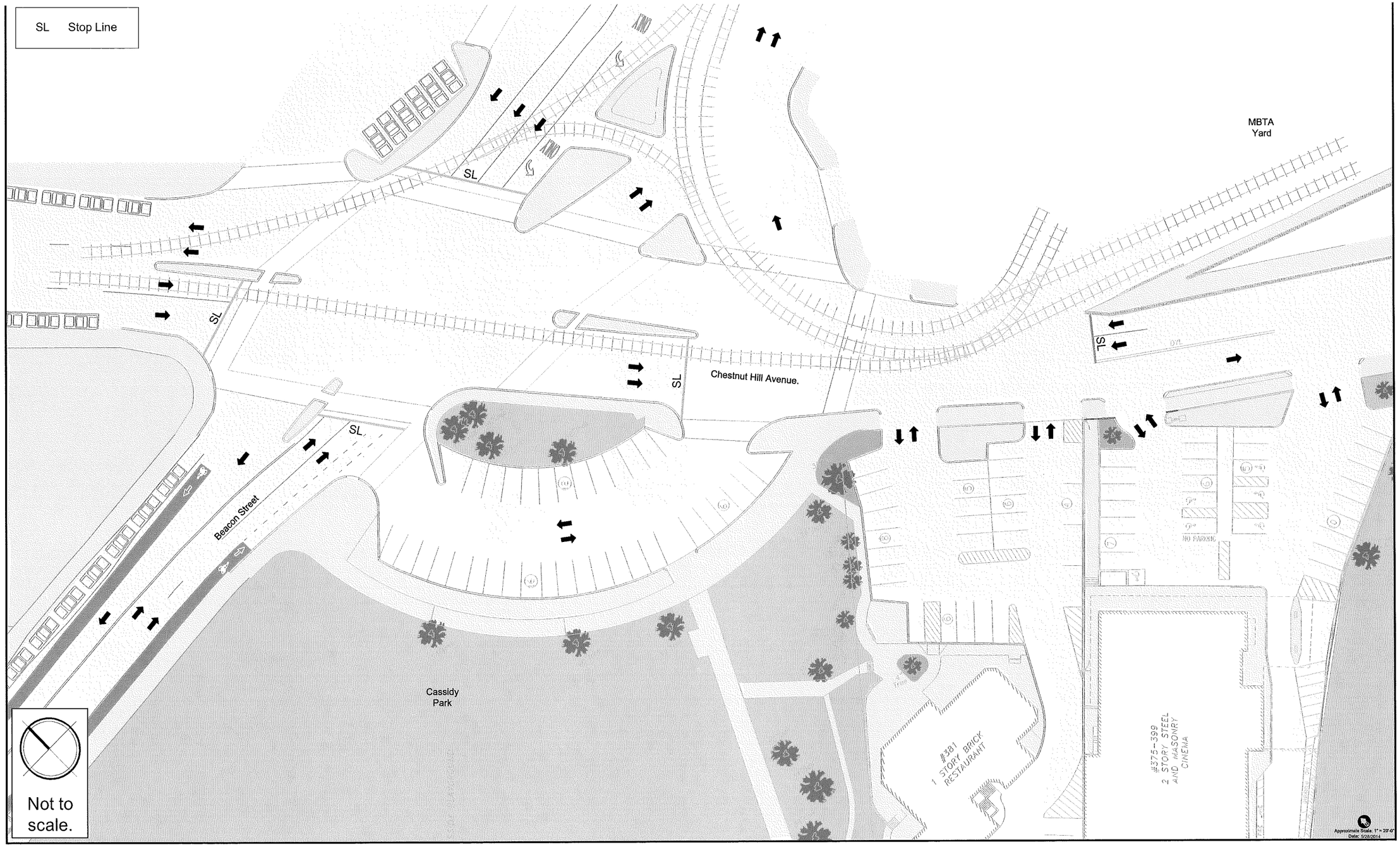
375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

Figure 5

Site Plan with Waterworks Exit Driveway & Proposed Signage

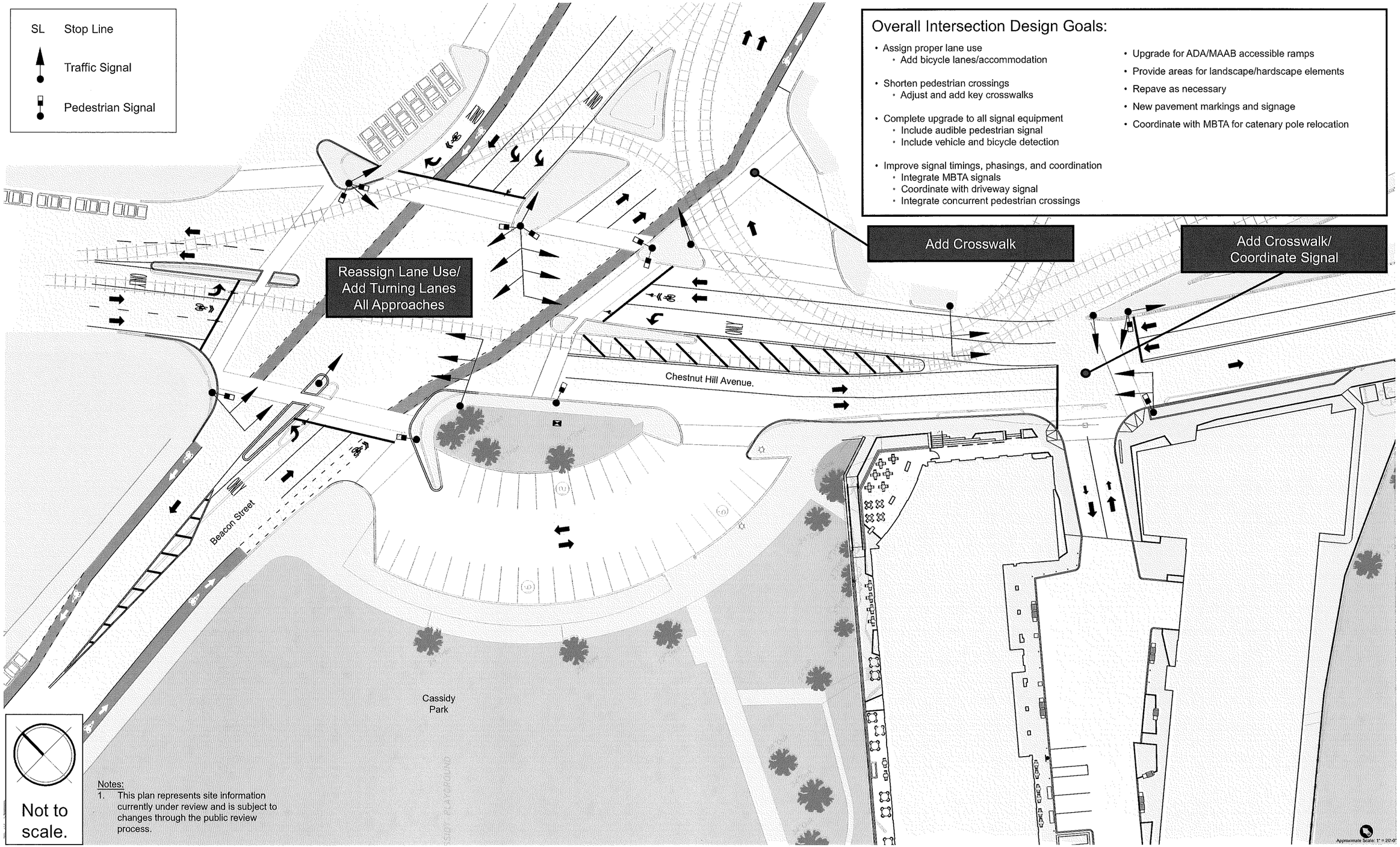
Source: ELKUS | MANFREDI & Stantec



375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Figure 6

Cleveland Circle Existing Configuration

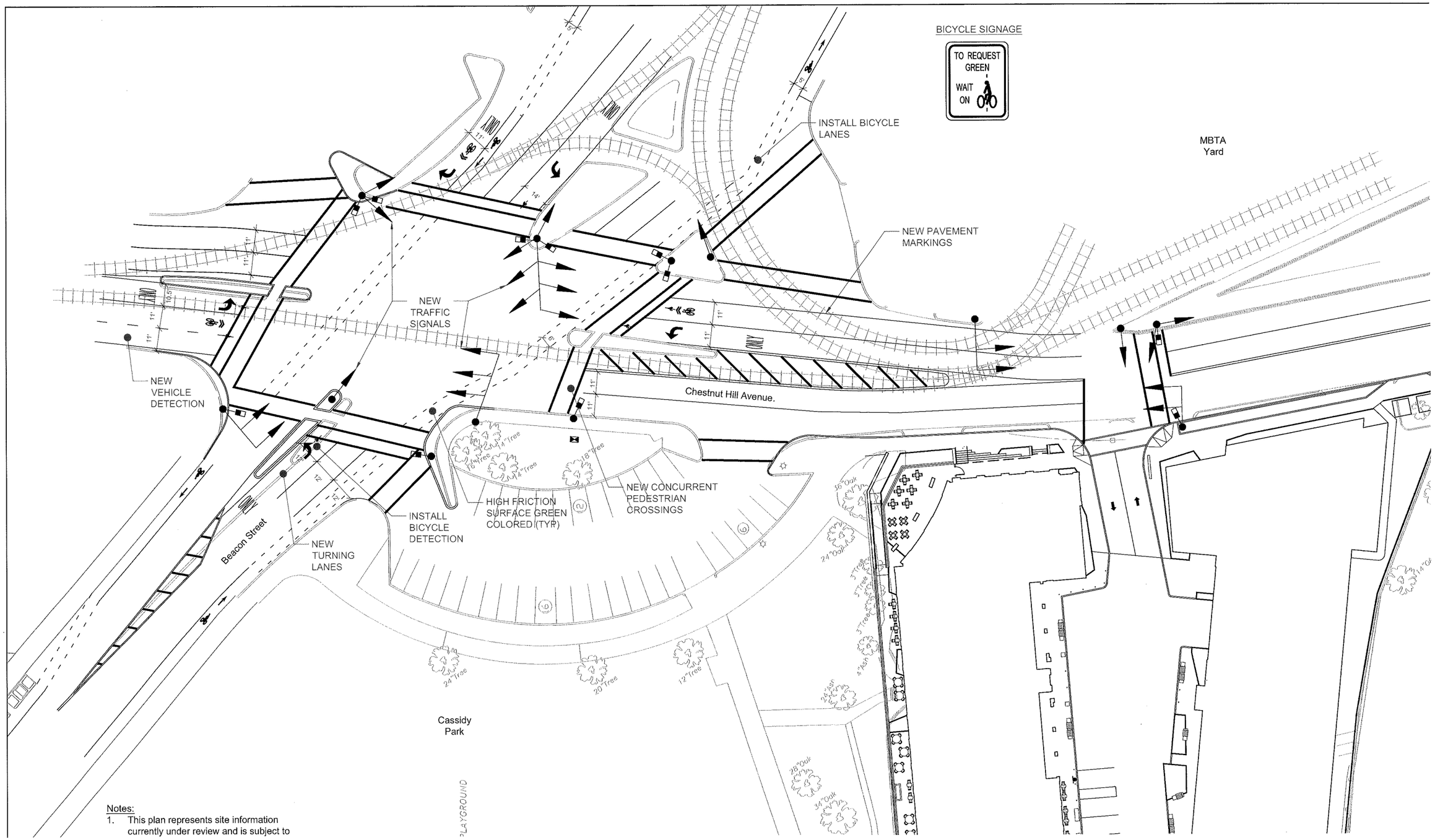


375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

Figure 7

Conceptual Design of Cleveland Circle Improvements



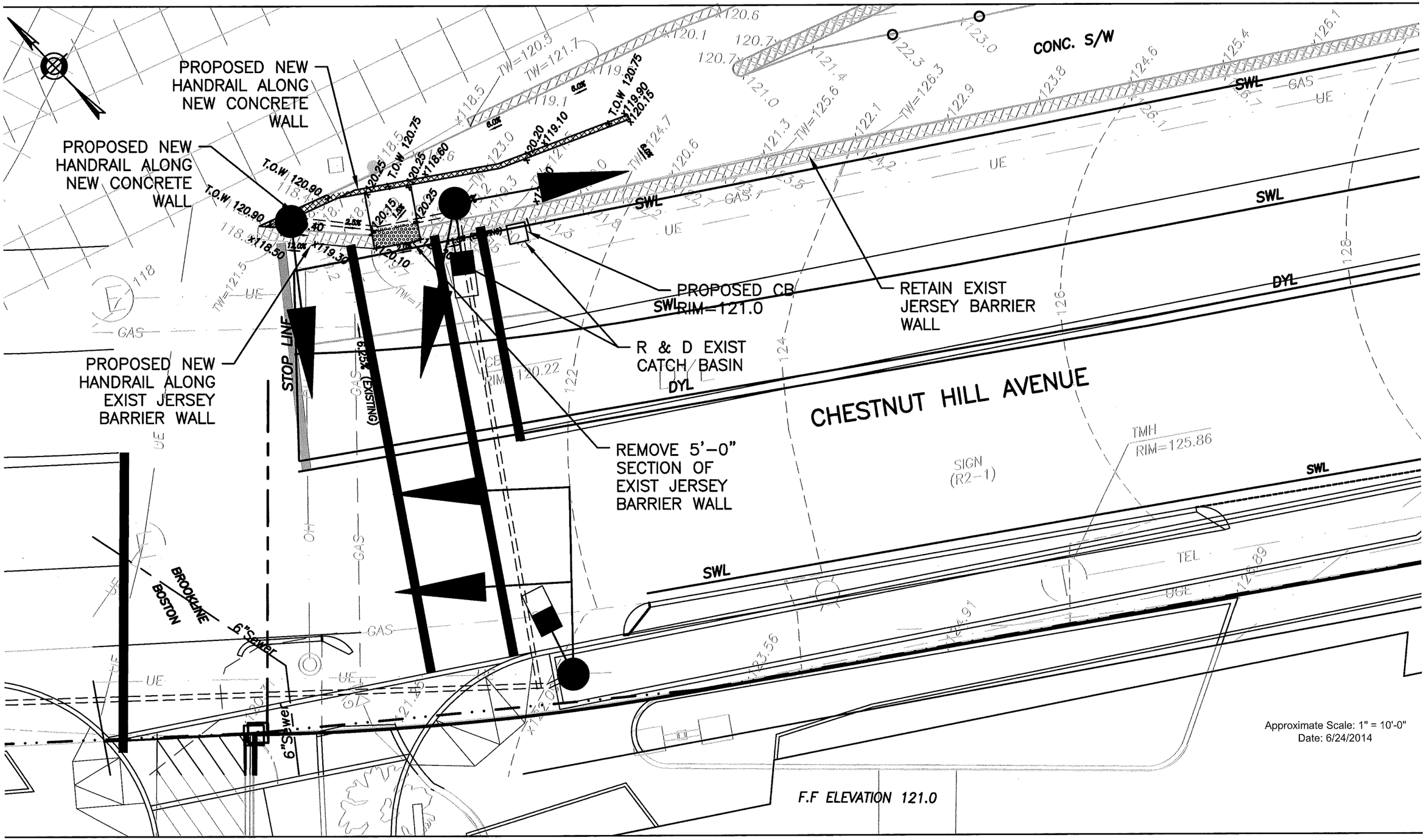
Notes:
1. This plan represents site information currently under review and is subject to

375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

Howard/Stein-Hudson Associates, Inc.
CREATIVE SOLUTIONS • EFFECTIVE PARTNERING

Figure 7

Conceptual Design of Cleveland Circle Improvements



Approximate Scale: 1" = 10'-0"
Date: 6/24/2014

Howard/Stein-Hudson Associates, Inc.
11 Beacon St., 10th Floor
Boston, MA 02108
617.482.7080

CLEVELAND CIRCLE
CHESTNUT HILL AVE
CROSSWALK CONCEPT

FIGURE:	HSH-SK01
DATE:	7/09/14
JOB	2010.190
SCALE:	1"-10'
REV: 0	BY: JD
DWG REF:	

PROJECT DESIGN

THE CIRCLE
Boston / Brookline, MA

Project Design
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Existing View from Cleveland Circle
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Existing View Along Cassidy Park
MAY 26, 2015

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THE CIRCLE
Boston / Brookline, MA

Existing Conditions Along the MBTA D Line
MAY 26, 2015

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THE CIRCLE
Boston / Brookline, MA

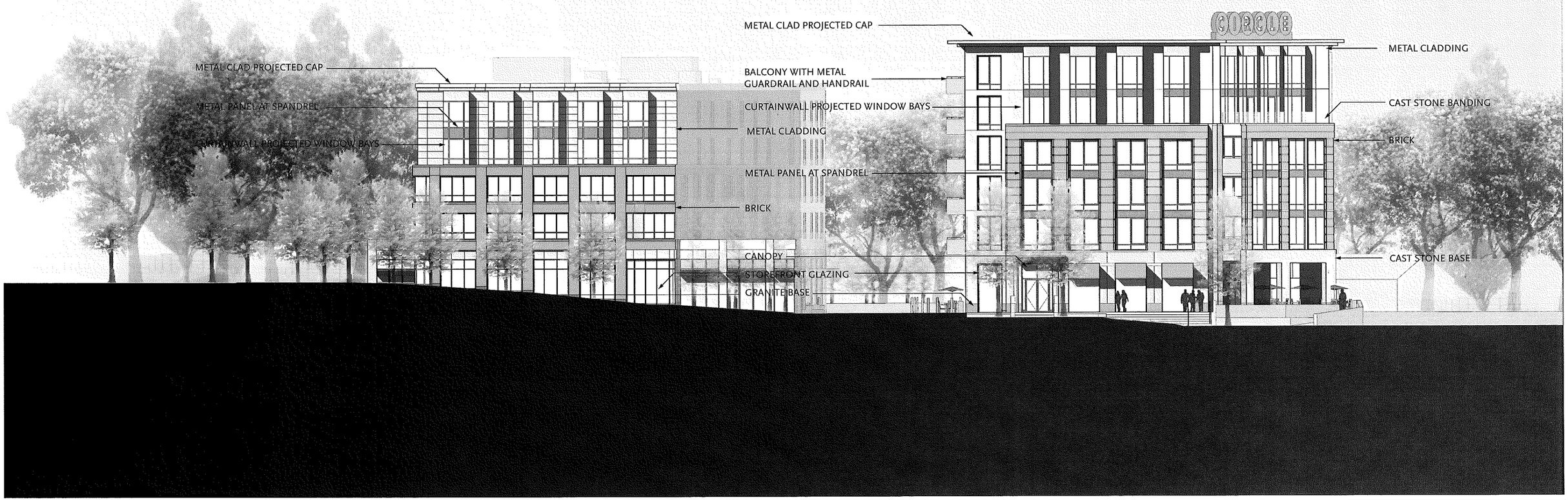
Looking South on Chestnut Hill Avenue
JUNE 12, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

View Looking North on Chestnut Hill Avenue
JUNE 12, 2015

ELKUS | MANFREDI
ARCHITECTS



THE CIRCLE
Boston / Brookline, MA

Chestnut Hill Avenue Elevation
JUNE 12, 2015

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THE CIRCLE
Boston / Brookline, MA

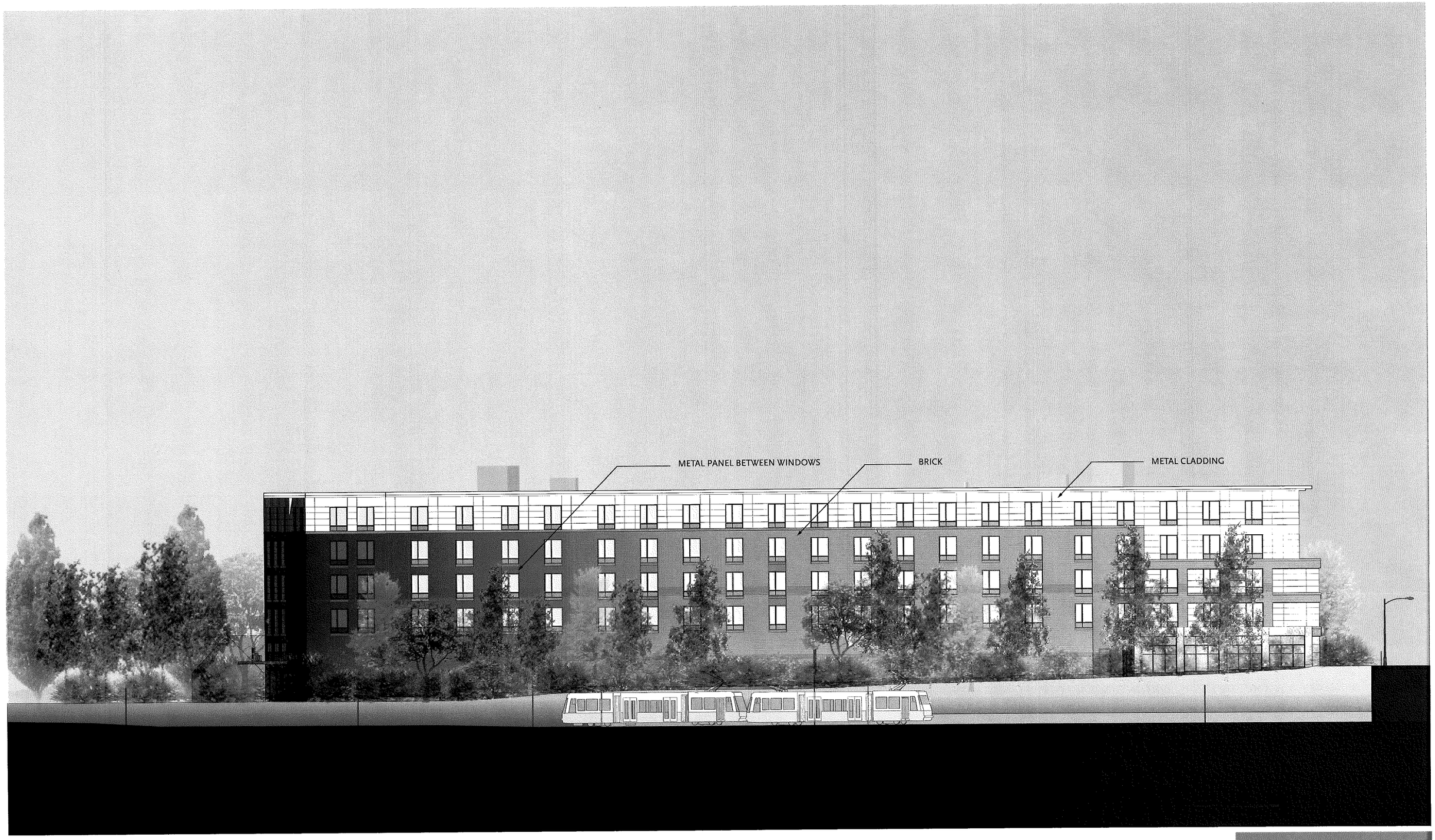
Hotel Courtyard Elevation
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

West Elevation
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS



THE CIRCLE
Boston / Brookline, MA

MBTA Elevation
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Cassidy Park Elevation
JUNE 12, 2015

ELKUS | MANFREDI
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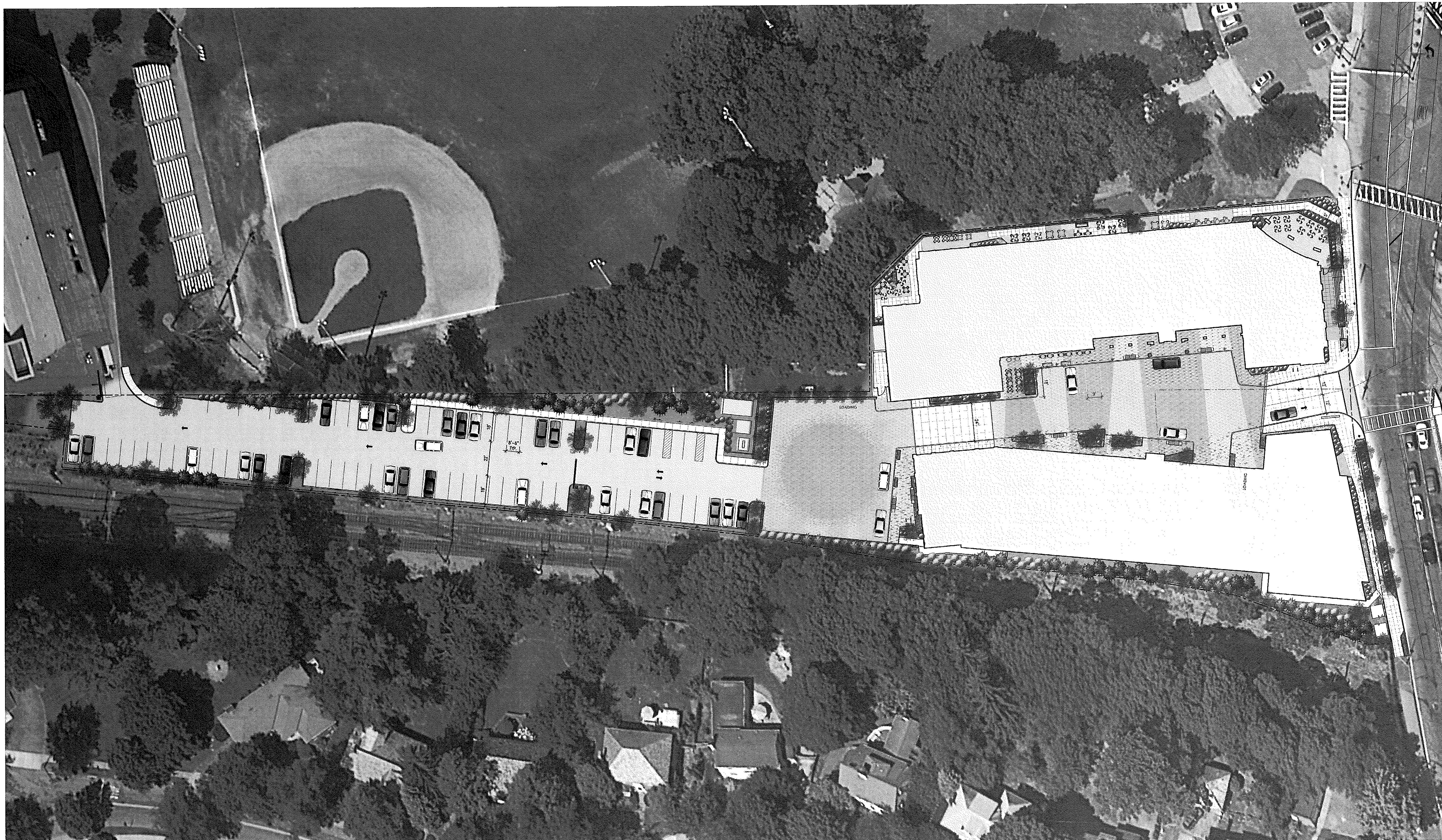
LANDSCAPING

The Circle
Boston / Brookline, MA

May 26, 2015

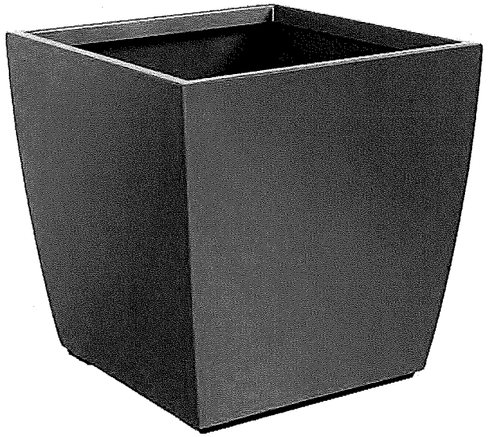
ELKUS | MANFREDI
ARCHITECTS

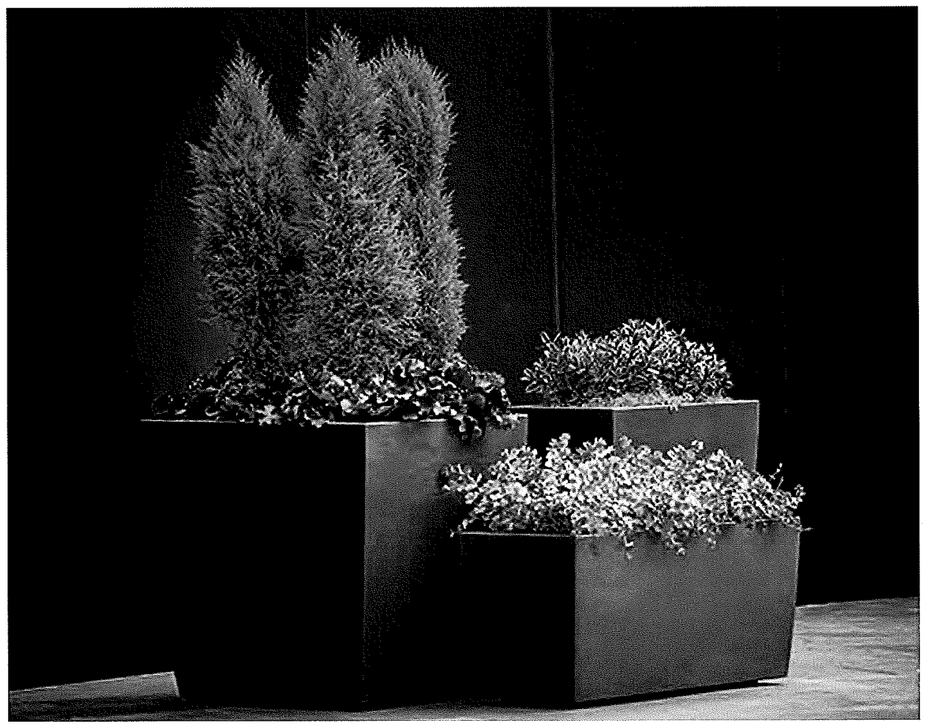


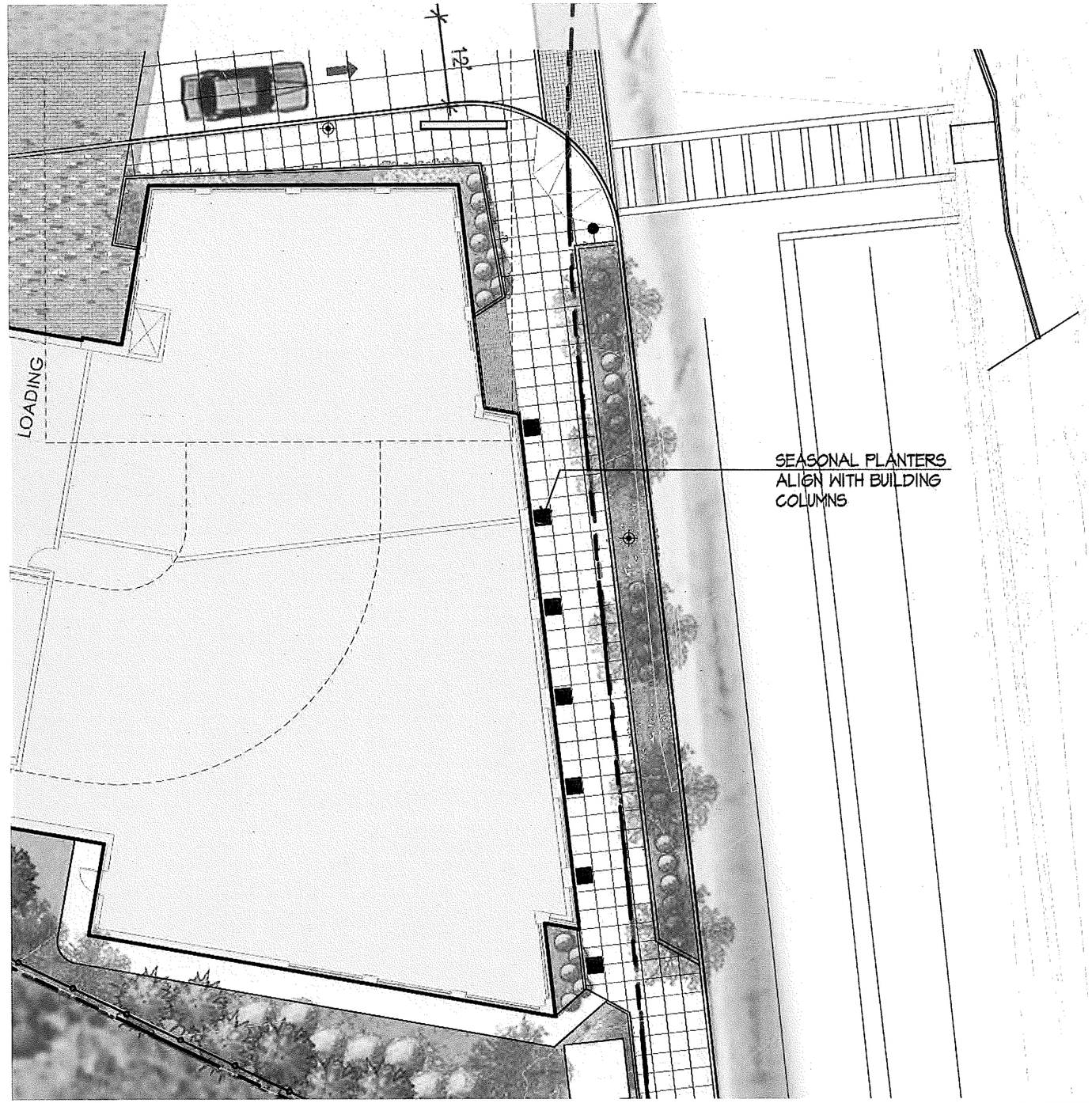
THE CIRCLE
Boston / Brookline, MA

Landscaping
JUNE 12, 2015

ELKUS | MANFREDI
ARCHITECTS



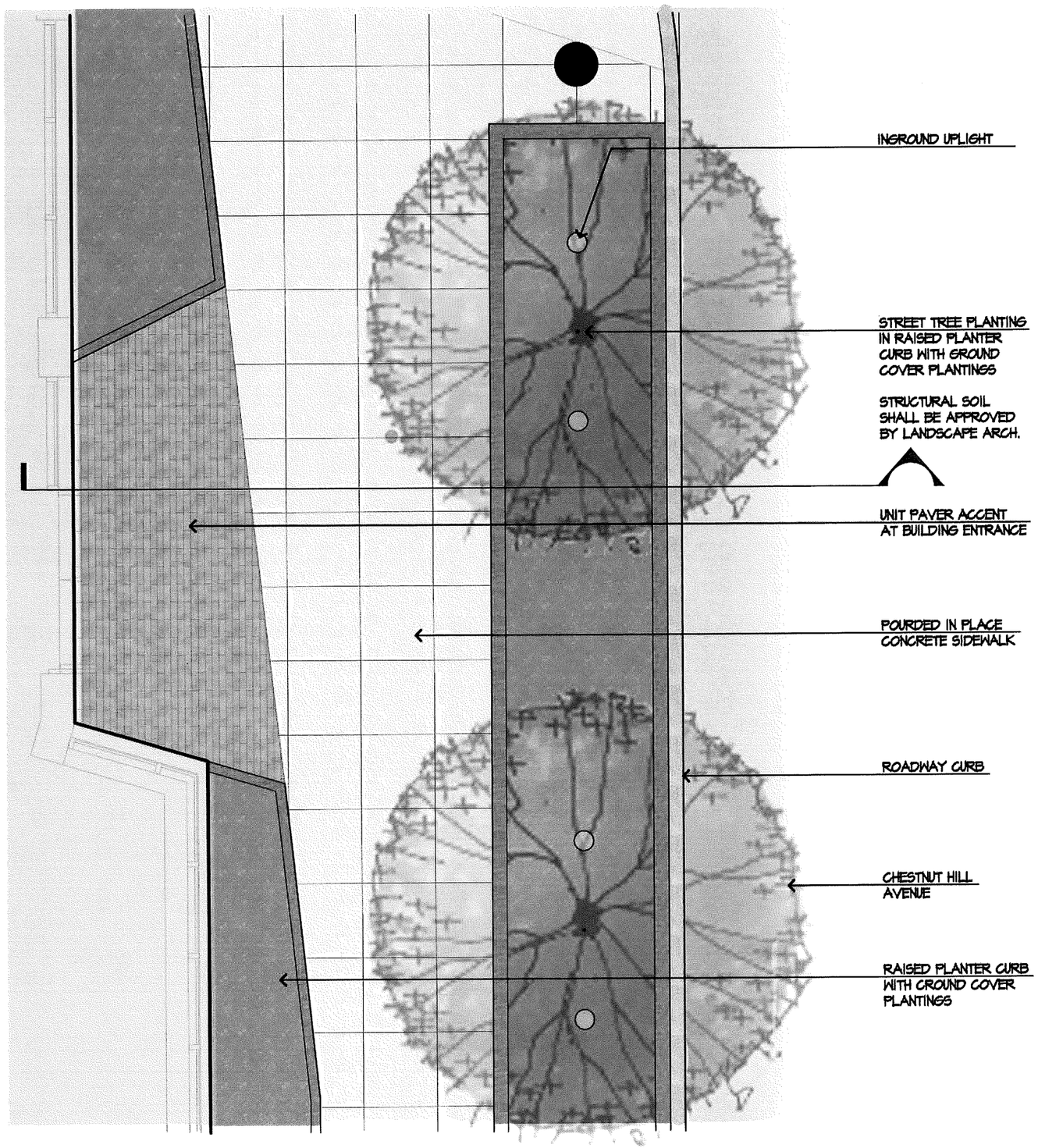




THE CIRCLE
Boston / Brookline, MA

Seasonal Planter Locations
JUNE 12, 2015

ELKUS | MANFREDI
ARCHITECTS

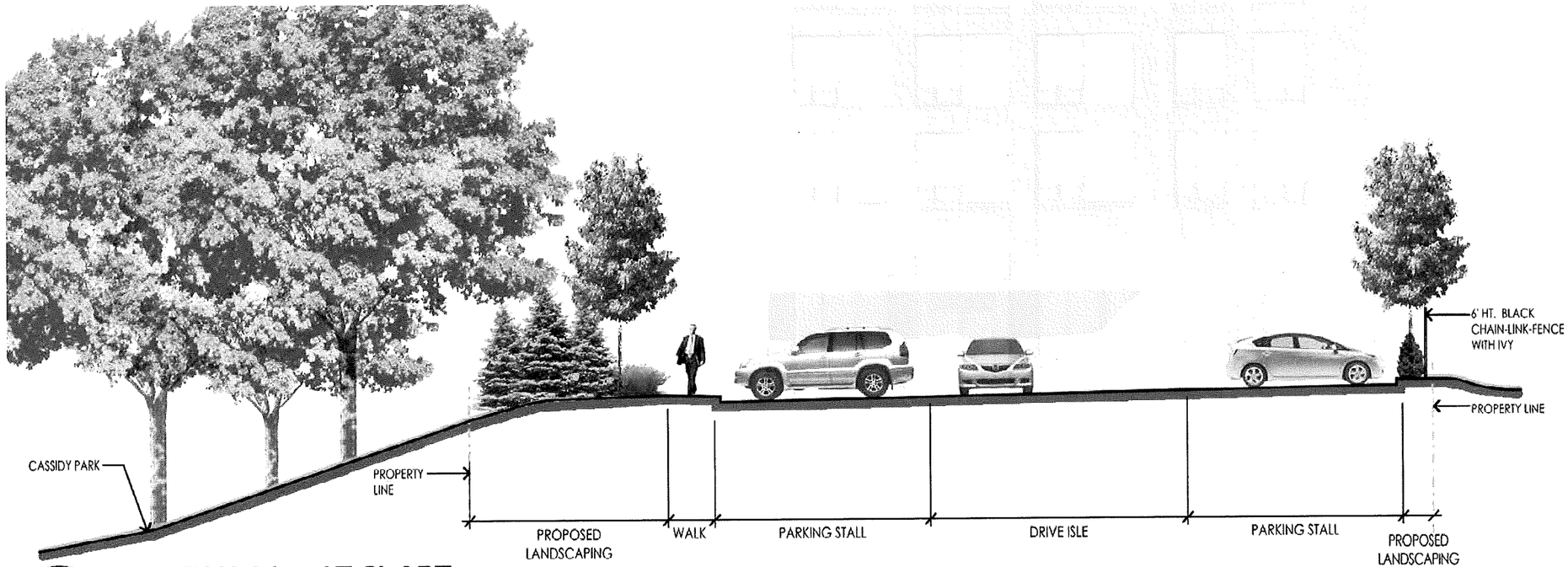


The Circle
Boston/Brookline, MA

CHESTNUT HILL AVENUE - STREETSCAPE
June 2015

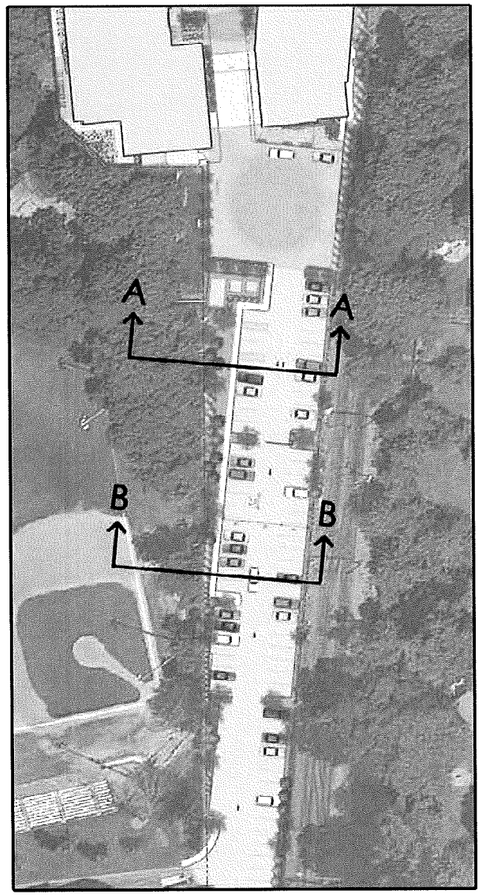
Stantec

ELKUS | MANFREDI ARCHITECTS

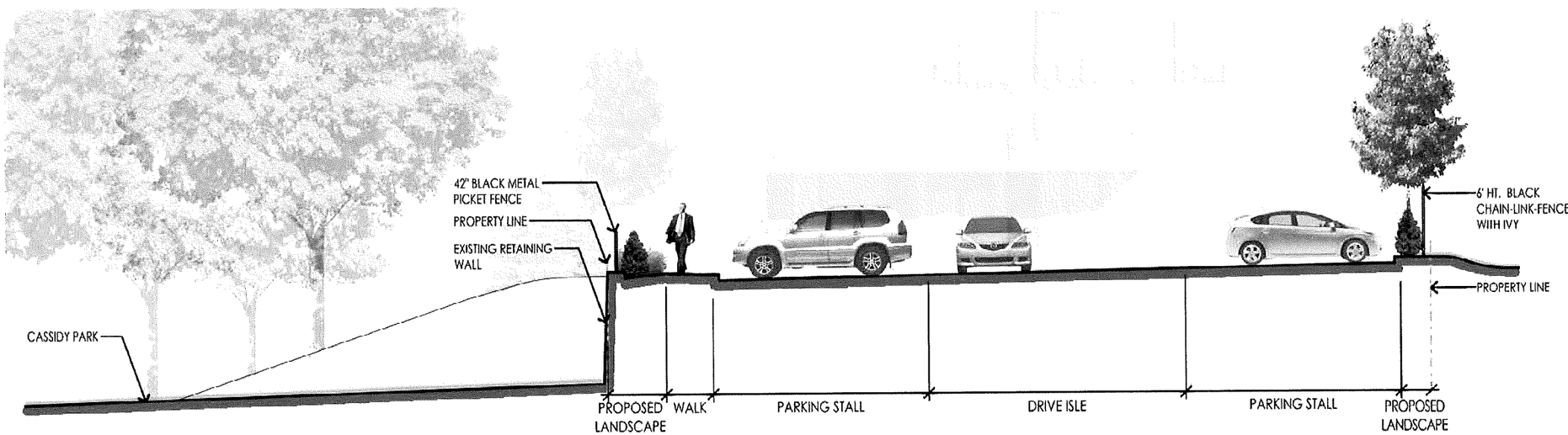


SECTION AA - AT SLOPE

NTS



KEY PLAN



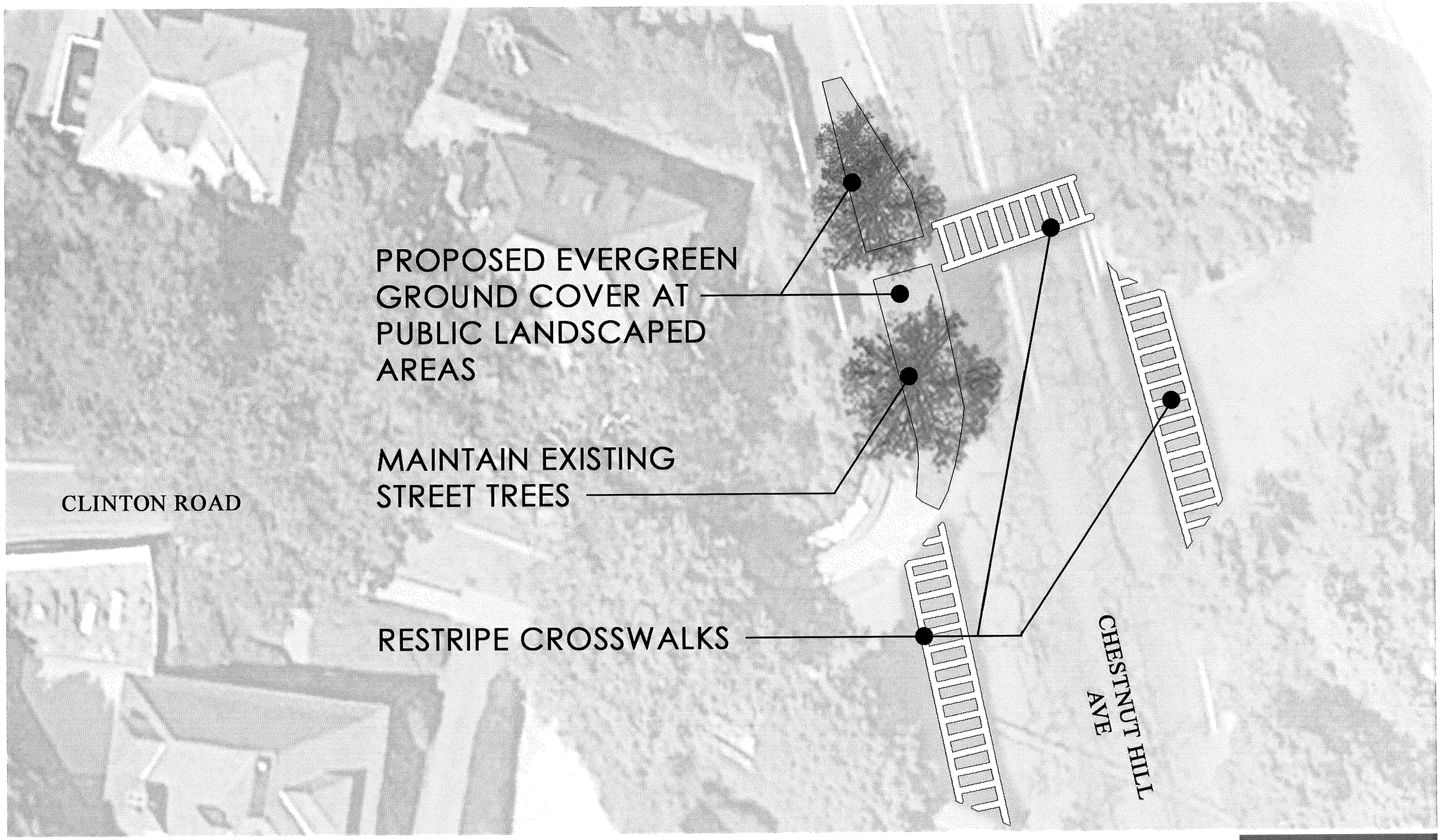
SECTION BB - AT RETAINING WALL

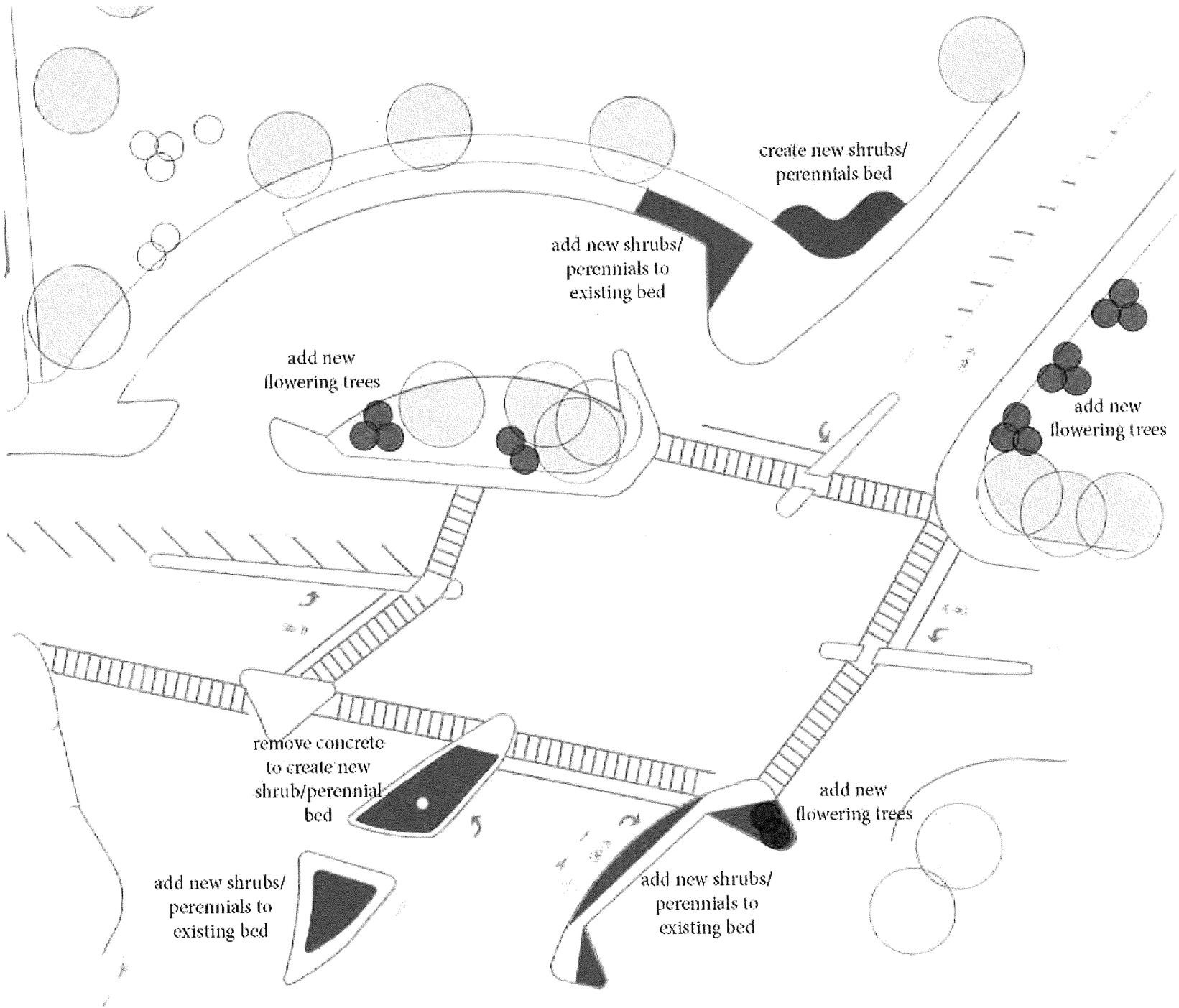
NTS

THE CIRCLE
Boston / Brookline, MA

Site Section Hotel Parking and Cassidy Park
MAY 26, 2015

ELKUS | MANFREDI ARCHITECTS


PROPOSED EVERGREEN GROUND COVER AT PUBLIC LANDSCAPED AREAS
MAINTAIN EXISTING STREET TREES
RESTRIPE CROSSWALKS
CLINTON ROAD
CHESTNUT HILL AVE



The Circle
Boston / Brookline, MA

Proposed Planting
May 26, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Proposed - Birds Eye Perspective
MAY 26, 2015

ELKUS | MANFREDI
ARCHITECTS

THE CIRCLE
Boston / Brookline, MA

Chestnut Hill Ave Sidewalk Plan
JUNE 12, 2015

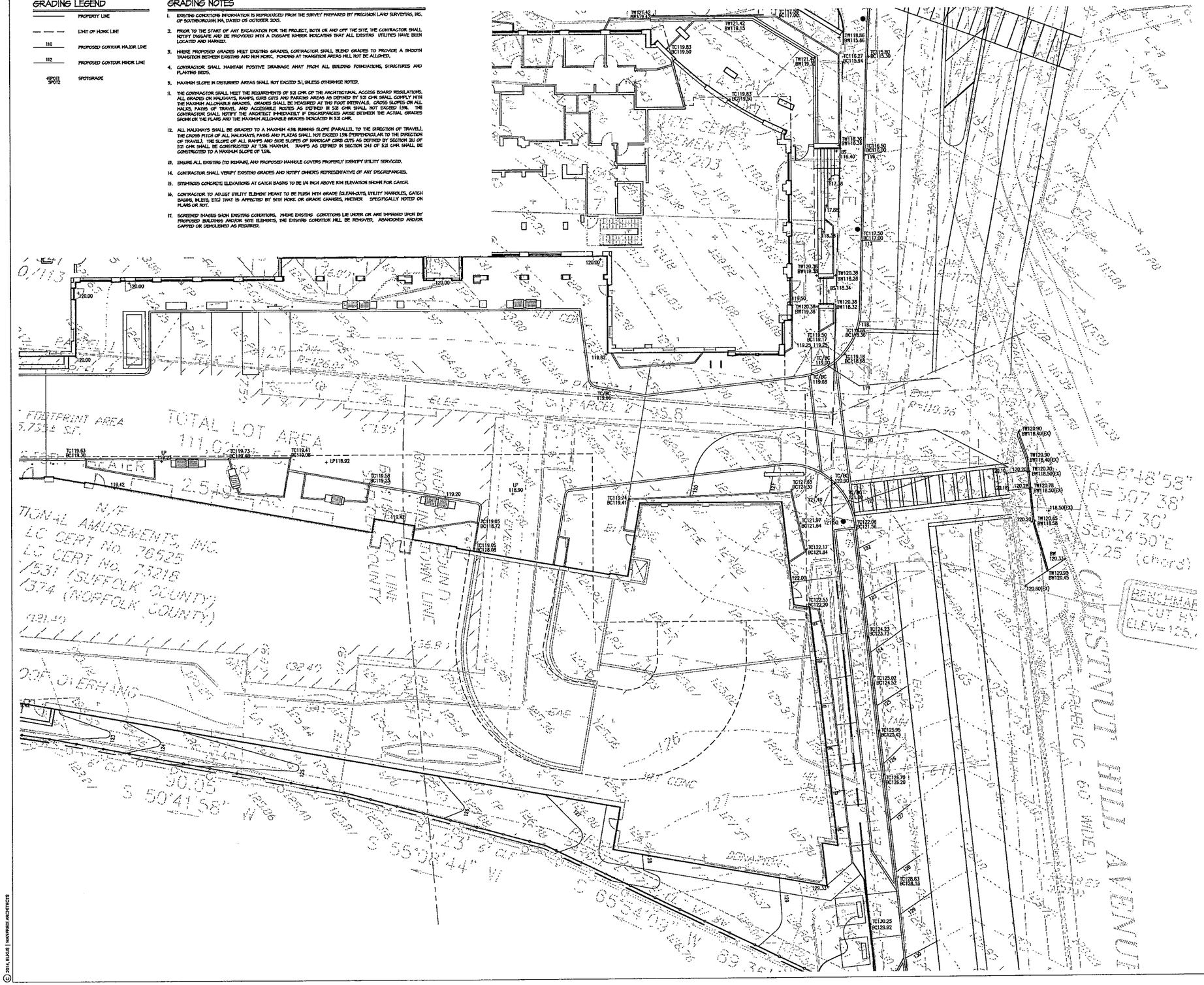
ELKUS | MANFREDI
ARCHITECTS

GRADING LEGEND

	PROPERTY LINE
	LIMIT OF WORK LINE
110	PROPOSED CONTOUR MAJOR LINE
112	PROPOSED CONTOUR MINOR LINE
450011 SP472	SPOTGRADE

GRADING NOTES

1. EXISTING CONDITIONS INFORMATION IS REPRODUCED FROM THE SURVEY PREPARED BY PRECISION LAND SURVEYING, INC. OF SOUTHBOROUGH, MA, DATED 05 OCTOBER 2005.
2. PRIOR TO THE START OF ANY EXCAVATION FOR THE PROJECT, BOTH ON AND OFF THE SITE, THE CONTRACTOR SHALL NOTIFY DIGSAFE AND BE PROVIDED WITH A DIGSAFE NUMBER INDICATING THAT ALL EXISTING UTILITIES HAVE BEEN LOCATED AND MARKED.
3. WHERE PROPOSED GRADES MEET EXISTING GRADES, CONTRACTOR SHALL BLEND GRADES TO PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING AND NEW WORK. PONDING AT TRANSITION AREAS WILL NOT BE ALLOWED.
4. CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS, STRUCTURES AND PLANTING BEDS.
5. MAXIMUM SLOPE IN DISTURBED AREAS SHALL NOT EXCEED 3:1, UNLESS OTHERWISE NOTED.
11. THE CONTRACTOR SHALL MEET THE REQUIREMENTS OF 521 CMR OF THE ARCHITECTURAL ACCESS BOARD REGULATIONS. ALL GRADES ON WALKWAYS, RAMPS, CURB CUTS AND PARKING AREAS AS DEFINED BY 521 CMR SHALL COMPLY WITH THE MAXIMUM ALLOWABLE GRADES. GRADES SHALL BE MEASURED AT TWO FOOT INTERVALS. CROSS SLOPES ON ALL WALKS, PATHS OF TRAVEL AND ACCESSIBLE ROUTES AS DEFINED IN 521 CMR SHALL NOT EXCEED 1.5%. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY IF DISCREPANCIES ARISE BETWEEN THE ACTUAL GRADES SHOWN ON THE PLANS AND THE MAXIMUM ALLOWABLE GRADES DESIGNATED IN 521 CMR.
12. ALL WALKWAYS SHALL BE GRADED TO A MAXIMUM 4.8% RUNNING SLOPE (PARALLEL TO THE DIRECTION OF TRAVEL). THE CROSS PITCH OF ALL WALKWAYS, PATHS AND PLAZAS SHALL NOT EXCEED 1.5% (PERPENDICULAR TO THE DIRECTION OF TRAVEL). THE SLOPE OF ALL RAMPS AND SIDE SLOPES OF HANDICAP CURB CUTS AS DEFINED BY SECTION 211 OF 521 CMR SHALL BE CONSTRUCTED AT 10% MAXIMUM. RAMPS AS DEFINED IN SECTION 241 OF 521 CMR SHALL BE CONSTRUCTED TO A MAXIMUM SLOPE OF 15%.
13. ENSURE ALL EXISTING (TO REMAIN) AND PROPOSED MANHOLE COVERS PROPERLY IDENTIFY UTILITY SERVICED.
14. CONTRACTOR SHALL VERIFY EXISTING GRADES AND NOTIFY OWNERS REPRESENTATIVE OF ANY DISCREPANCIES.
15. ESTIMATED CONCRETE ELEVATIONS AT CATCH BASINS TO BE 1/4 INCH ABOVE RIM ELEVATION SHOWN FOR CATCH.
16. CONTRACTOR TO ADJUST UTILITY ELEMENT HEIGHT TO BE FLUSH WITH GRADE (CLEAN-OUTS, UTILITY MANHOLES, CATCH BASINS, INLETS, ETC) THAT IS AFFECTED BY SITE WORK OR GRADE CHANGES, WHETHER SPECIFICALLY NOTED ON PLANS OR NOT.
17. SCREENED IMAGES SHOW EXISTING CONDITIONS. WHERE EXISTING CONDITIONS LIE UNDER OR ARE IMPINGED UPON BY PROPOSED BUILDINGS AND/OR SITE ELEMENTS, THE EXISTING CONDITION WILL BE REMOVED, ABANDONED AND/OR CAPPED OR DEMOLISHED AS REQUIRED.



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Colburn Guyette
Kitchen Consultant
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Rockland, MA 02370

(800)-343-3310

PROJECT NUMBER: 210601221

DATE: 06.12.19

REVISIONS:

SCALE: 1" = 10'-0"

DRAWING NAME:

GRADING PLAN - CHESTNUT HILL AVENUE

DRAWING NUMBER:

L200

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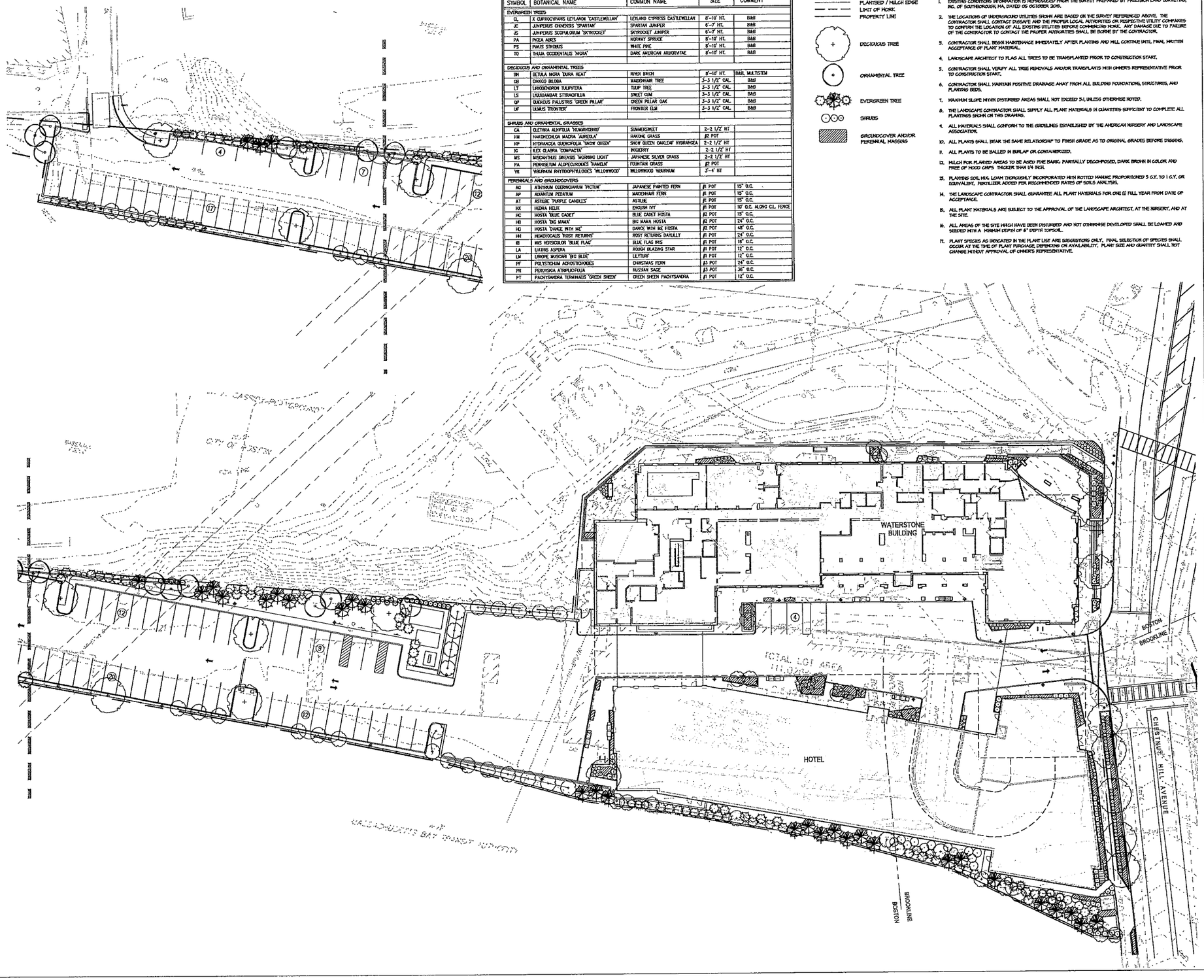

SUGGESTED PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	COMMENT
EVERGREEN TREES				
CL	X CUPRIOCIPARIS LEYLANDII 'CASTLEWELLAN'	LEYLAND CYPRESS CASTLEWELLAN	8'-10' HT.	B&B
JC	JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER	6'-7' HT.	B&B
JS	JUNIPERUS SCOPULORUM 'SKYROCKET'	SKYROCKET JUNIPER	6'-7' HT.	B&B
PA	PICEA ABIES	NORWAY SPRUCE	8'-10' HT.	B&B
PS	PINUS STROBUS	WHITE PINE	8'-10' HT.	B&B
TO	THUJA OCCIDENTALIS 'NIGRA'	DARK AMERICAN ARBORVITAE	8'-10' HT.	B&B
DECIDUOUS AND ORNAMENTAL TREES				
BN	BETULA NIGRA 'DURA HEAT'	HEAT BIRCH	8'-10' HT.	B&B, MULTISTEM
GB	GINKGO BILOBA	MAIDENHAIR TREE	3-3 1/2" CAL.	B&B
LT	LIRIODENDRON TULIPIFERA	TULIP TREE	3-3 1/2" CAL.	B&B
LS	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	3-3 1/2" CAL.	B&B
QP	QUERCUS PALUSTRIS 'GREEN PILLAR'	GREEN PILLAR OAK	3-3 1/2" CAL.	B&B
UF	ULMUS 'FRONTIER'	FRONTIER ELM	3-3 1/2" CAL.	B&B
SHRUBS AND ORNAMENTAL GRASSES				
CA	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	SUMMERSWEET	2-2 1/2" HT	
HM	MISCANTHIDIUM MAGNA 'AUREOLA'	HAKONE GRASS	#2 POT	
HP	HYDRANGEA QUERCIFOLIA 'SNOW QUEEN'	SNOW QUEEN OAKLEAF HYDRANGEA	2-2 1/2" HT	
IG	ILEX GLABRA 'COMPACTA'	INKBERRY	2-2 1/2" HT	
MS	MISCANTHUS SINENSIS 'MORNING LIGHT'	JAPANESE SILVER GRASS	2-2 1/2" HT	
PA	PENNISETUM ALOPECUROIDES 'HAMELIN'	FOUNTAIN GRASS	#2 POT	
VO	VIBURNUM PHITIDOPHYLLOIDES 'WILLOWWOOD'	WILLOWWOOD VIBURNUM	3'-4' HT	
PERENNIALS AND GROUNDCOVERS				
AG	ATHYRIUM GOERINGIANUM 'PICTUM'	JAPANESE PAINTED FERN	#1 POT	15" O.C.
AP	ADIANTUM PEDATUM	MAIDENHAIR FERN	#1 POT	15" O.C.
AT	ASTILBE 'PURPLE CANDLES'	ASTILBE	#1 POT	15" O.C.
HX	HEDERA HELIX	ENGLISH IVY	#1 POT	10" O.C. ALONG C.L. FENCE
HC	HOSTA 'BLUE CADET'	BLUE CADET HOSTA	#2 POT	15" O.C.
HB	HOSTA 'BIG MAMA'	BIG MAMA HOSTA	#2 POT	24" O.C.
HD	HOSTA 'DANCE WITH ME'	DANCE WITH ME HOSTA	#2 POT	48" O.C.
HH	HEMEROCALIS 'FOOT RETURNS'	FOOT RETURNS DAYLILY	#1 POT	24" O.C.
IB	IRIS VERSICOLOR 'BLUE FLAG'	BLUE FLAG IRIS	#1 POT	18" O.C.
LA	LIATRIS ASPERA	ROUGH BLAZING STAR	#1 POT	12" O.C.
LM	LIRIOPE MUSCARI 'BIG BLUE'	LILYTURF	#1 POT	12" O.C.
PF	POLYSTICHUM ACROSTICHOIDES	CHRISTMAS FERN	#3 POT	24" O.C.
PR	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	#3 POT	36" O.C.
PT	PACHYSANDRA TERMINALIS 'GREEN SHEEN'	GREEN SHEEN PACHYSANDRA	#1 POT	12" O.C.

PLANTING LEGEND

- PLANTBED / MULCH EDGE
- LIMIT OF WORK
- PROPERTY LINE
- DECIDUOUS TREE
- ORNAMENTAL TREE
- EVERGREEN TREE
- SHRUBS
- GROUNDCOVER AND/OR PERENNIAL MASSING

PLANTING NOTES

1. EXISTING CONDITIONS INFORMATION IS REPRODUCED FROM THE SURVEY PREPARED BY PRECISION LAND SURVEYING, INC. OF SOUTHBOROUGH, MA, DATED 05 OCTOBER 2015.
2. THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE BASED ON THE SURVEY REFERENCED ABOVE. THE CONTRACTOR SHALL CONTACT 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.
3. CONTRACTOR SHALL BEGIN MAINTENANCE IMMEDIATELY AFTER PLANTING AND WILL CONTINUE UNTIL FINAL WRITTEN ACCEPTANCE OF PLANT MATERIAL.
4. LANDSCAPE ARCHITECT TO FLAG ALL TREES TO BE TRANSPLANTED PRIOR TO CONSTRUCTION START.
5. CONTRACTOR SHALL VERIFY ALL TREE REMOVALS AND/OR TRANSPLANTS WITH OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION START.
6. CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS, STRUCTURES, AND PLANTING BEDS.
7. MAXIMUM SLOPE within DISTURBED AREAS SHALL NOT EXCEED 3:1, UNLESS OTHERWISE NOTED.
8. THE LANDSCAPE CONTRACTOR SHALL SUPPLY ALL PLANT MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE ALL PLANTINGS SHOWN ON THIS DRAWING.
9. ALL MATERIALS SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
10. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISH GRADE AS TO ORIGINAL GRADES BEFORE DIGGING.
11. ALL PLANTS TO BE BALLED IN BURLAP OR CONTAINERIZED.
12. MULCH FOR PLANTED AREAS TO BE AGED PINE BARK; PARTIALLY DECOMPOSED, DARK BROWN IN COLOR AND FREE OF WOOD CHIPS THICKER THAN 1/4 INCH.
13. PLANTING SOIL MIX: LOAM THOROUGHLY INCORPORATED WITH ROTTED MANURE PROPORTIONED 5 C.Y. TO 1 C.Y. OR EQUIVALENT, FERTILIZER ADDED PER RECOMMENDED RATES OF SOILS ANALYSIS.
14. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIALS FOR ONE (1) FULL YEAR FROM DATE OF ACCEPTANCE.
15. ALL PLANT MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT, AT THE NURSERY, AND AT THE SITE.
16. ALL AREAS OF THE SITE WHICH HAVE BEEN DISTURBED AND NOT OTHERWISE DEVELOPED SHALL BE LOAMED AND SEEDED WITH A MINIMUM DEPTH OF 6" DEPTH TOPSOIL.
17. PLANT SPECIES AS INDICATED IN THE PLANT LIST ARE SUGGESTIONS ONLY. FINAL SELECTION OF SPECIES SHALL OCCUR AT THE TIME OF PLANT PURCHASE DEPENDING ON AVAILABILITY. PLANT SIZE AND QUANTITY SHALL NOT CHANGE WITHOUT APPROVAL OF OWNER'S REPRESENTATIVE.

ELKUS | MANFREDI ARCHITECTS

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PROJECT NUMBER: 2100012221

DATE: 06.12.16

REVISIONS:

SCALE: 1" = 20' - 0'

DRAWING NAME:

PLANTING PLAN

DRAWING NUMBER:

L400

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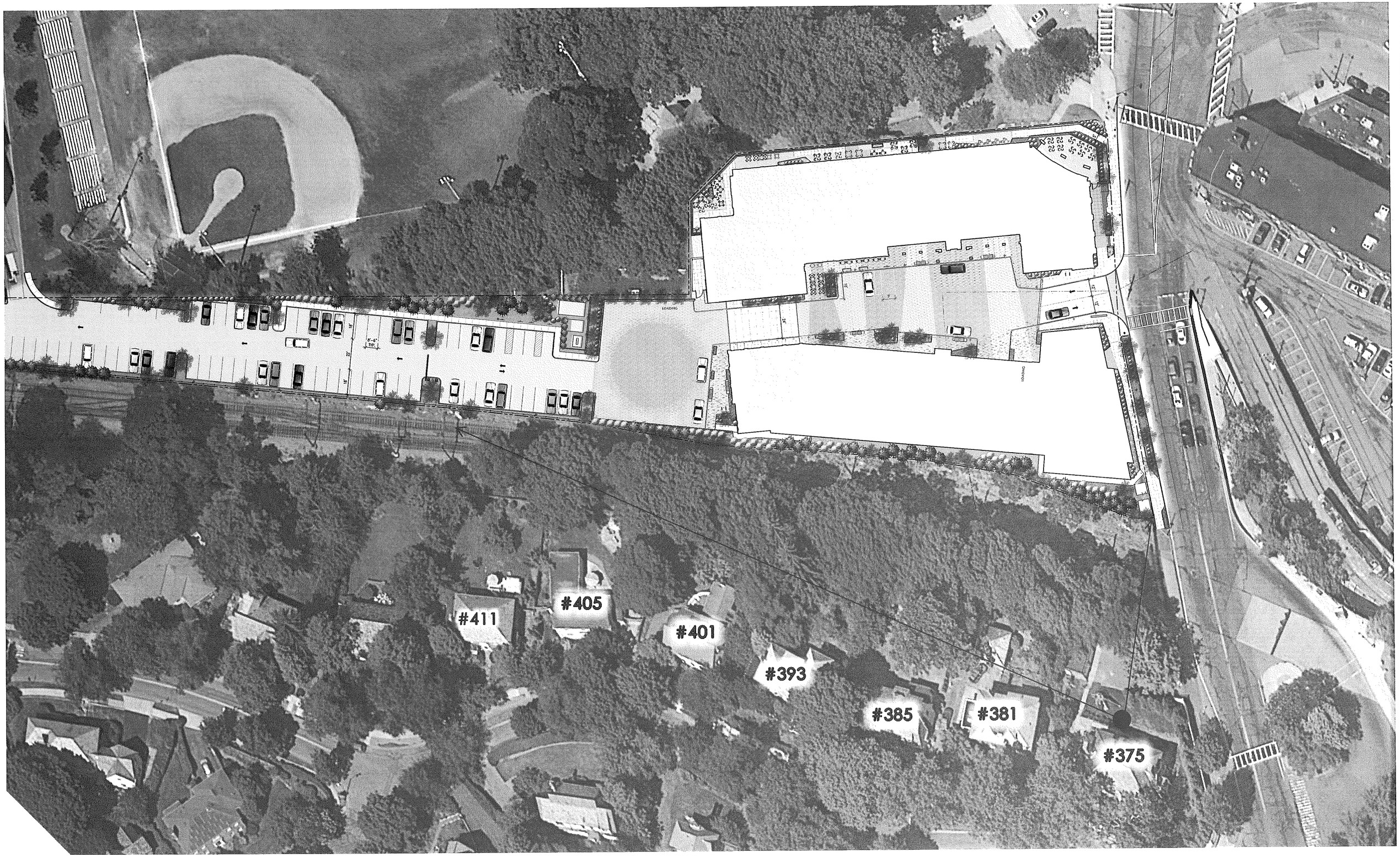

The Circle
Boston/Brookline, MA

375 CLINTON ROAD
March 2015

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PROPOSED VIEW

EXISTING VIEW

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Boston/Brookline, MA

375 CLINTON ROAD: PROPOSED VIEW
June, 2015

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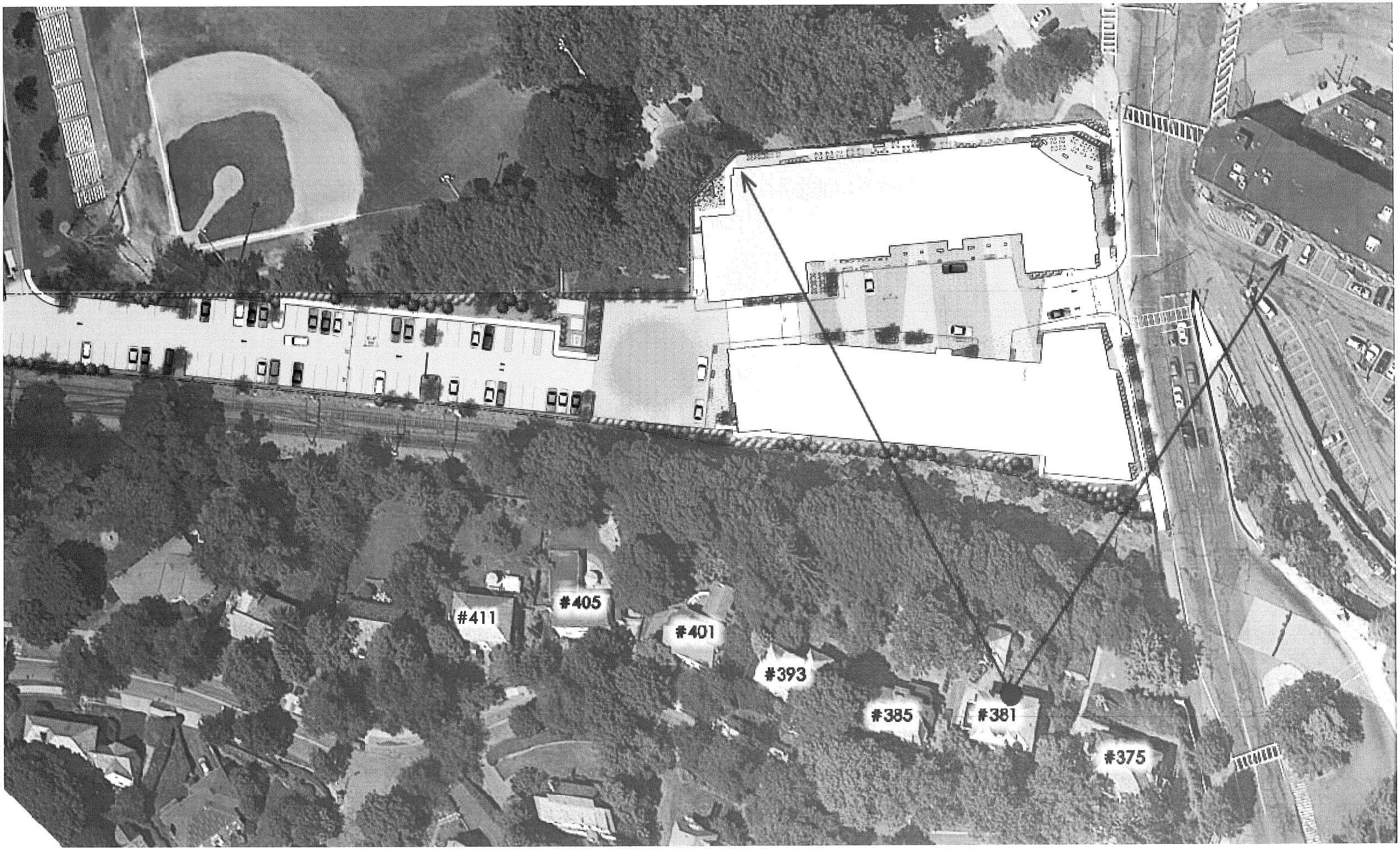

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381 CLINTON ROAD
March 2015

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PROPOSED VIEW

EXISTING VIEW

The Circle
Boston/Brookline, MA

381 CLINTON ROAD: PROPOSED VIEW
June, 2015

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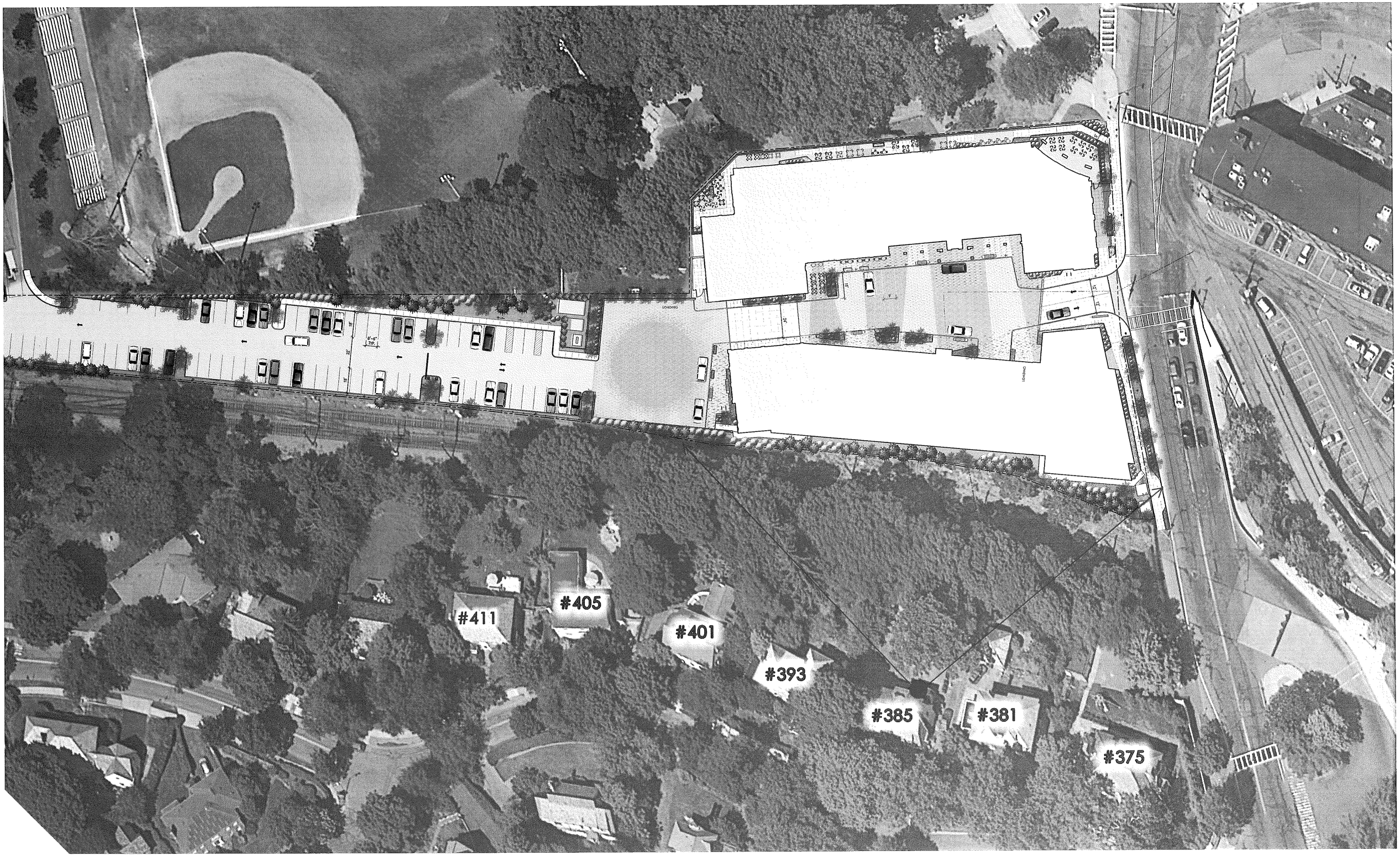

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March 2015

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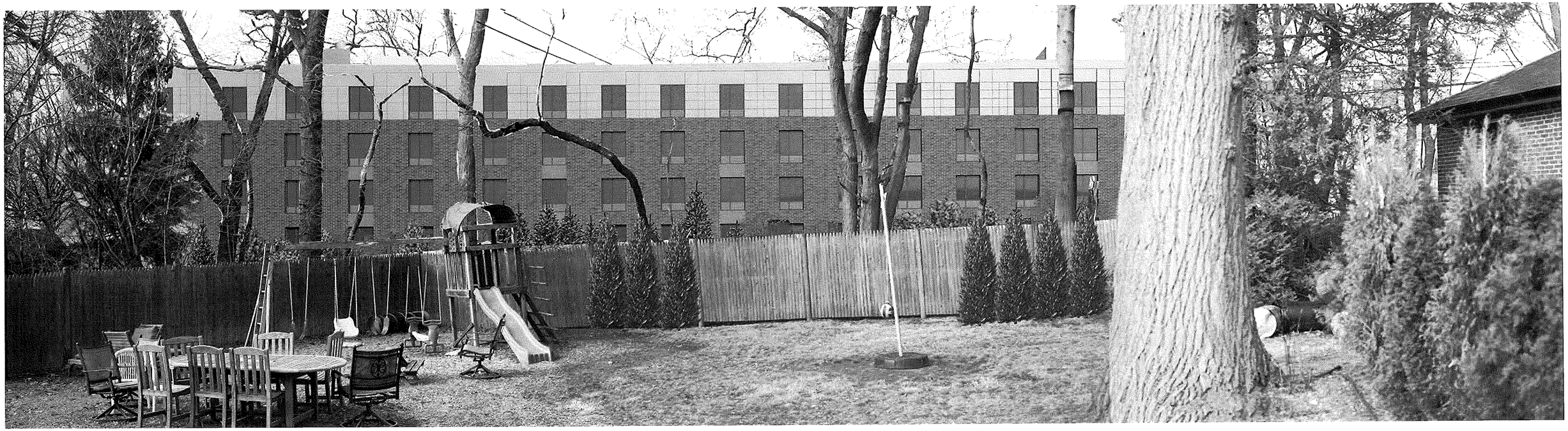
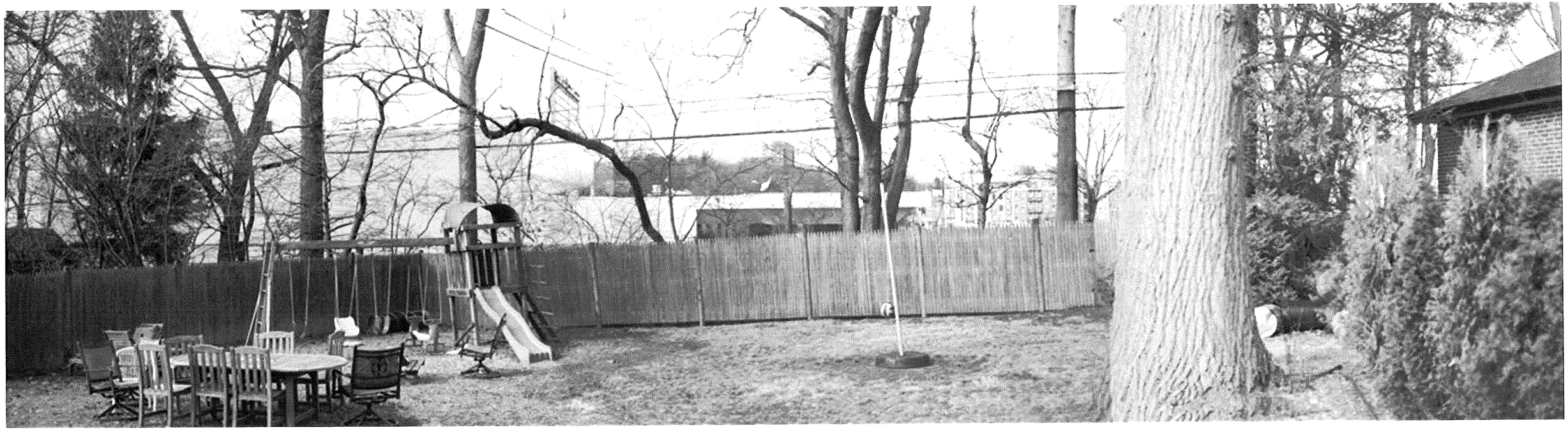


PROPOSED VIEW



EXISTING VIEW

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385 CLINTON ROAD: PROPOSED VIEW
June, 2015

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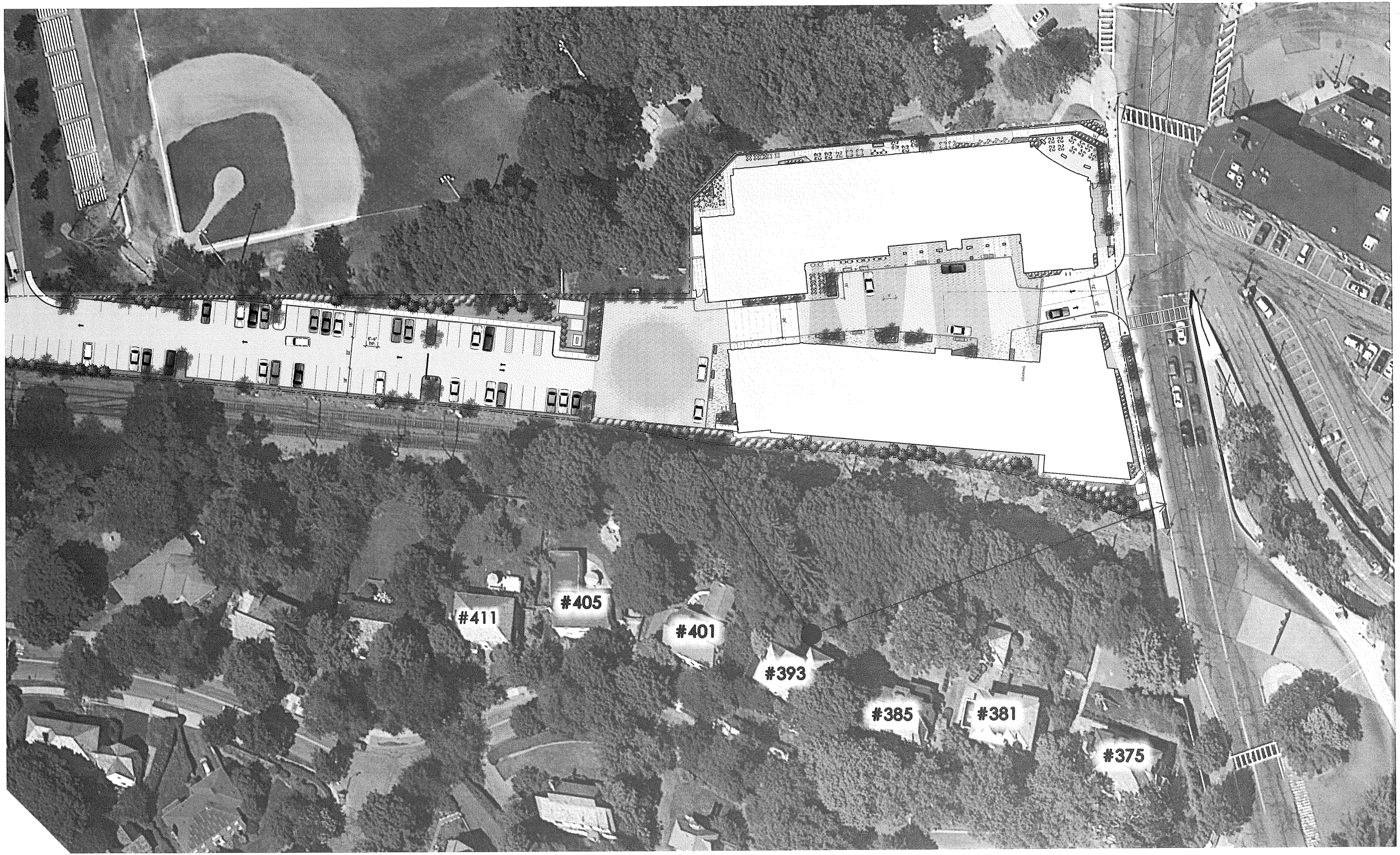

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393 CLINTON ROAD
March 2015

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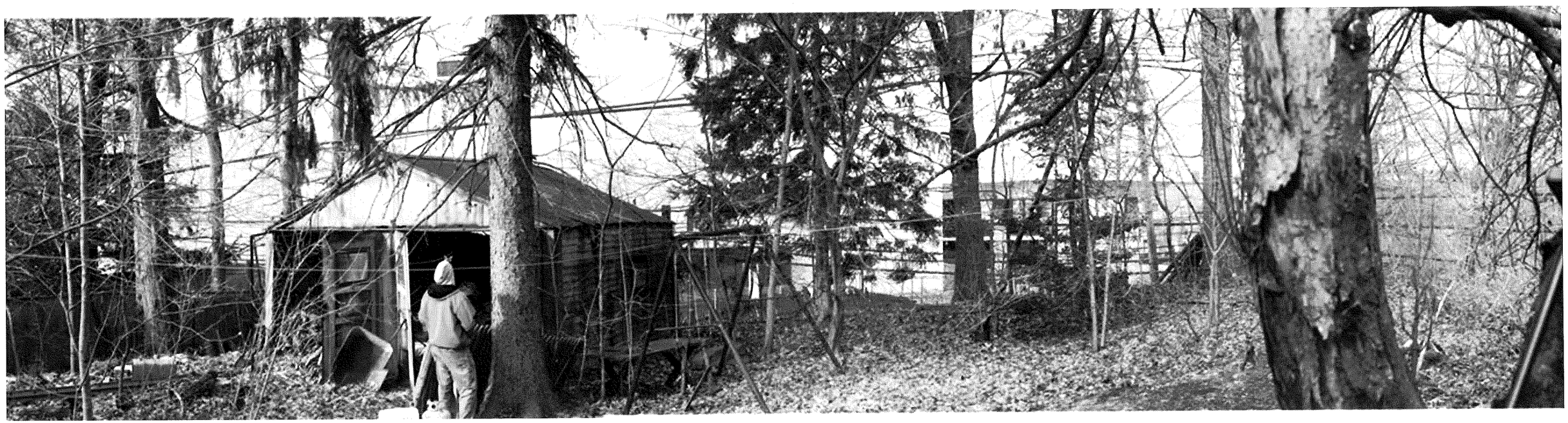
PROPOSED VIEW



EXISTING VIEW

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393 CLINTON ROAD: PROPOSED VIEW
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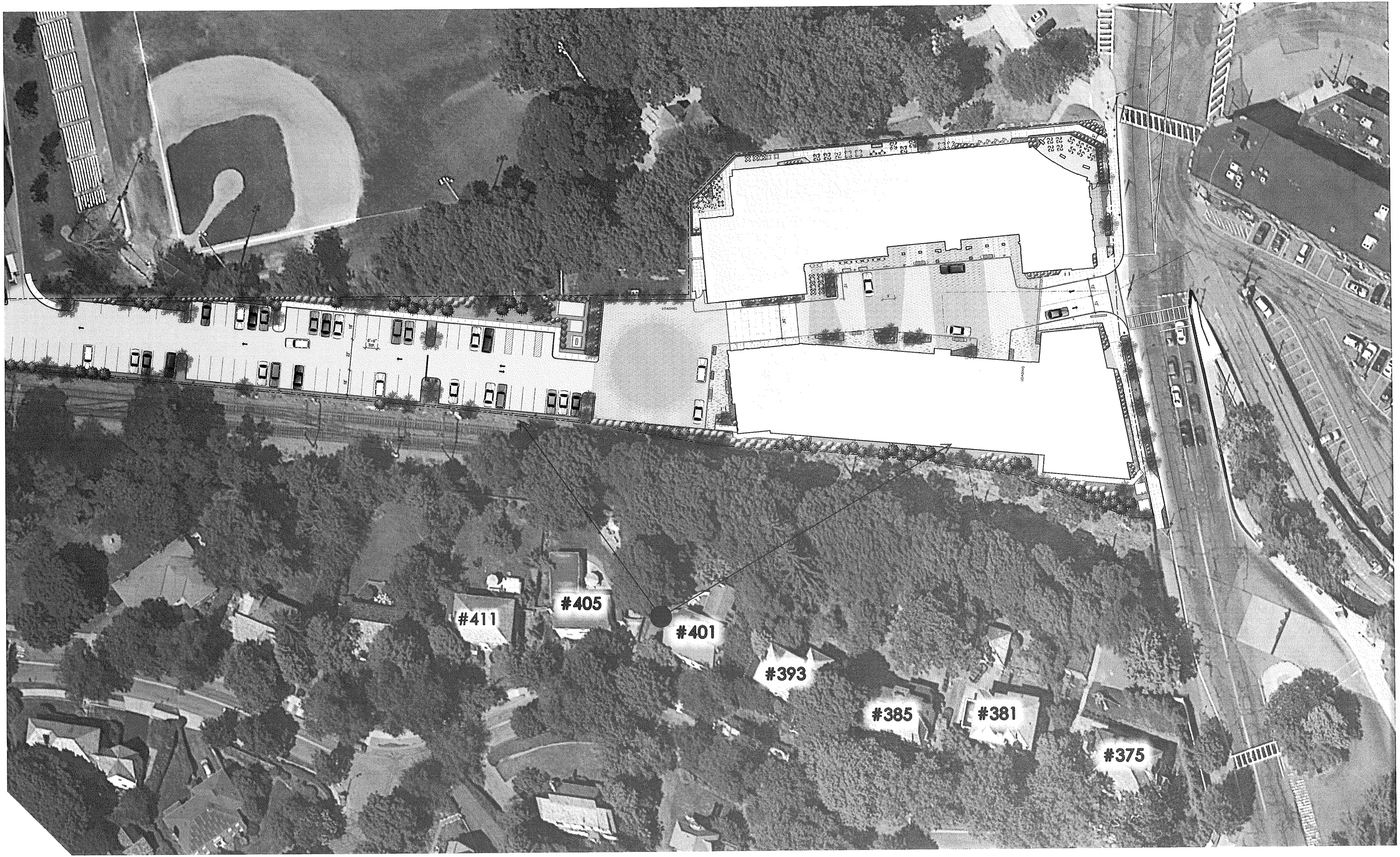

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PROPOSED VIEW

EXISTING VIEW

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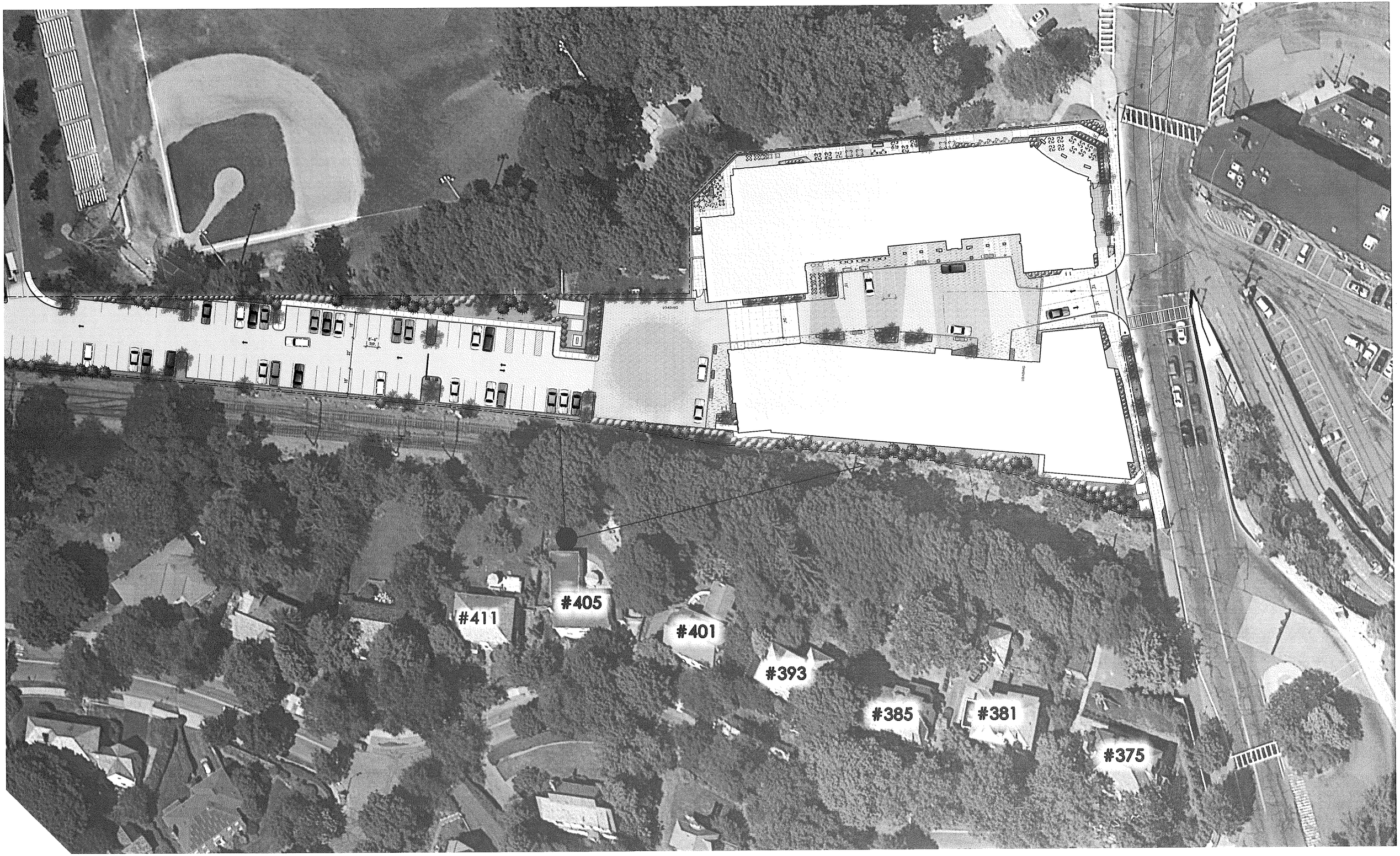

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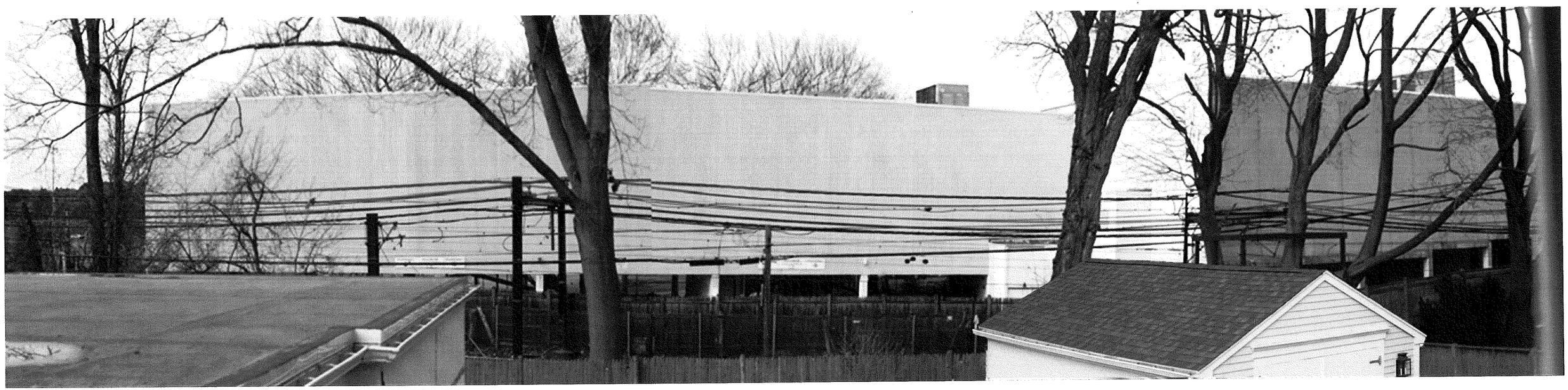

EXISTING VIEW

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