



Hampton Court

Comprehensive Permit Application

Chestnut Hill Realty
July 18, 2018



Chestnut Hill Realty



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Filed Under Separate Cover

Stormwater Report

Traffic Report

Comprehensive Permit Application Plan Set

- L-000 Existing Conditions Plan
- L-100 Overall Site Plan
- L-101 Garage Upper and Lower Floor Plan
- L-200 Layout and Materials Plan
- L-300 Grading Plan
- L-400 Utility Plan
- L-500 Planting Plan
- L-600 Height Calculation Plan
- L-700 Zoning and Waiver Plan
- L-800 Site Details
- A1.00 Basement Level Plan
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- A1.04 10th to 11th Level Plan
- A2.01 Typical Unit Plans
- A4.01 North Elevation (Beacon St.)
- A4.02 West Elevation (St. Paul St.)
- A5.01 Schematic Section

1. Comprehensive Permit Application Letter to ZBA

July 16, 2018

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

Re: Hampton Court

Dear Members of the Board of Appeals,

On behalf of Hampton Court Beacon LLC, (the "Applicant") a limited dividend entity formed by Chestnut Hill Realty (CHR), we are pleased to submit one original and 15 copies of this application and supporting materials for a Comprehensive Permit for Hampton Court (the "Development") pursuant to Massachusetts General Laws, Chapter 40B.

Hampton Court has been designed to provide 123 units of multifamily rental housing and two levels of structured parking. Thirty-one (25%) of the apartments will be priced for tenants with incomes not exceeding 80% of the Area Median Income adjusted for household size.

These new apartment homes will significantly advance the Town's stated goal to create new affordable units in Brookline. The project will provide much needed quality market rate and affordable apartments, including units that are appropriate for residents who have physical challenges.

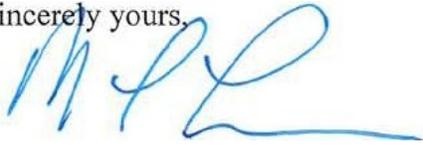
The project utilizes existing utility, roadway, public transportation, recreation and open space resources to create a mixed-income development that responds to the Commonwealth's sustainability principles. Our proposed development will benefit from the nearby community services such as retail, restaurants, a public library and other local amenities. Additionally, the project will greatly expand mixed-income housing opportunities near Coolidge Corner.

We have assembled a very experienced Development Team to complement CHR's in-house development, financing, construction management and property management expertise. CHR's Company Profile and experience is documented in the attached materials. Detailed site, site control, engineering, design and financial information are also enclosed.

In addition to the application materials provided here, in the Exhibit Packet and the full size submittals, enclosed please find the check for \$6,500 to cover the Town's Comprehensive Permit Application fee of \$350 plus \$50.00 per 1,000 s/f of additional gross floor area of 122,277 (s/f).

We look forward to presenting our plans to the Zoning Board and working with you, the Brookline Planning staff and others to review our proposed Development.

Sincerely yours,

A handwritten signature in blue ink, appearing to read 'M. L. Levin', with a long horizontal flourish extending to the right.

Marc L. Levin
President of Development and Construction

2. Brookline Application for Comprehensive Permit

EXHIBIT C

TOWN OF BROOKLINE BOARD OF APPEALS APPLICATION FOR COMPREHENSIVE PERMIT

(Under M.G.L. c. 40B §21 and BOA Rules and Regulations)

Date: 07 /18 /2018

Applicant(s): Hampton Court Beacon LLC Address: 300 Independence Drive
Chestnut Hill, MA 02467

Owner(s) of Record: Hampton Court Realty LLC Address: 300 Independence Drive
Chestnut Hill, MA 02467

Address of Premises: 1223 Beacon Street Brookline, MA

Deed recorded in Registry of Deeds, Book 22722 Page 01

or registered in the Land Registration Office under Certificate No. _____

Tax Assessor's Property ID No.: Map: 26 Block: 124 Lot: 04-06

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

1. Filing fee and peer review deposit included? Yes No
2. Fee for retention of financial expert and/or engineers or consultants included? Yes No
Fifteen (15)
3. ~~Thirty (30)~~ complete copies of application including an 11" x 17" or smaller sized copy of the plans. Yes No

3. List of Comprehensive Permit Requirements

The information below lists the filing requirements for a Comprehensive Permit application, as identified in Section H.3 for the town of Brookline Rules and Regulations for G.L. c. 40B 21

Comprehensive Permits (the “Local Regulations”) and identifies the section under which the responsive materials for each requirement may be found.

	Requirements	Section
H.3 (a) (i)	Preliminary Site Development Plans	5 <i>Full size under separate cover</i>
H.3 (a) (ii)	Existing conditions, surrounding area, street elevations, traffic patterns and open space	6
H.3(a) (iii)	Architectural drawings and details	7 <i>Full size under separate cover</i>
H.3(a) (iv)	Proposed Building Tabulations	8
H.3(a) (v)	Subdivision Plan (no subdivisions plan is needed but the boundaries of the parcel are provided)	9
H.3(a) (vi)	Preliminary Utility Plans	10
H.3(a) (vi)	Summary of Stormwater Management	11
	Summary of Traffic Impacts and Parking	12
H.3(a) (vii)	PEL from MassDevelopment	13
H.3(a) (viii)	List of Requested Waivers	14
H.3(a) (ix)	Submissions to MassDevelopment	15
H.3(a) (x)	Development Team	16
H.3(a) (xi)	List of Prior Development Projects	17

4. Project Summary

The following discussion focuses on the conceptual development plan for Hampton Court at 1223 Beacon Street in Brookline. Context plans and photos are included to demonstrate how the project design fits within the neighborhood context. The required architectural, site development, legal, financial, and procedural information are also included.

The proposed development consists of 123 apartment units located near Coolidge Corner at the intersection of Beacon Street and Saint Paul Street. The site is currently occupied by a four-story apartment building including 70 units consisting of mostly studio and one-bedroom units and some basement level commercial space. The building was built in 1900 and originally served as a hotel. As part of our design approach, we propose to preserve the historic red brick exterior front façade and a portion of the front of the building and to construct a new building behind it. The preserved portion of the existing building will be incorporated into a new structure that steps up to nine stories across Beacon Street and up to 11 stories at the corner of the building adjacent to Saint Paul Street.

Our design also takes visual cues from the many existing 8-11 story apartment buildings within a half mile of the site, including the building next door at 1243 Beacon Street. The new structure will be designed to complement the existing architecture.

Hampton Court will have a small amount of office in the lower level and 123 apartments including 8 studio units, 38 one bedroom units, 52 two bedroom units, and 25 three bedroom units. Thirty-one (25%) of the apartment homes will be priced for residents whose income does not exceed 80% of Area Median Family Income, adjusted for household size.

The building will be served by 71 onsite parking spaces located within a two-level parking garage. An additional 8 parking spaces are provided in an existing surface lot as shown on the site plans. Both the garage and surface lot will be accessed via an existing driveway off of Saint Paul Street. The ramps for the upper and lower garage levels are accessed from the driveway. The roof of the garage has been programmed as a patio/amenity space for residents of Hampton Court.

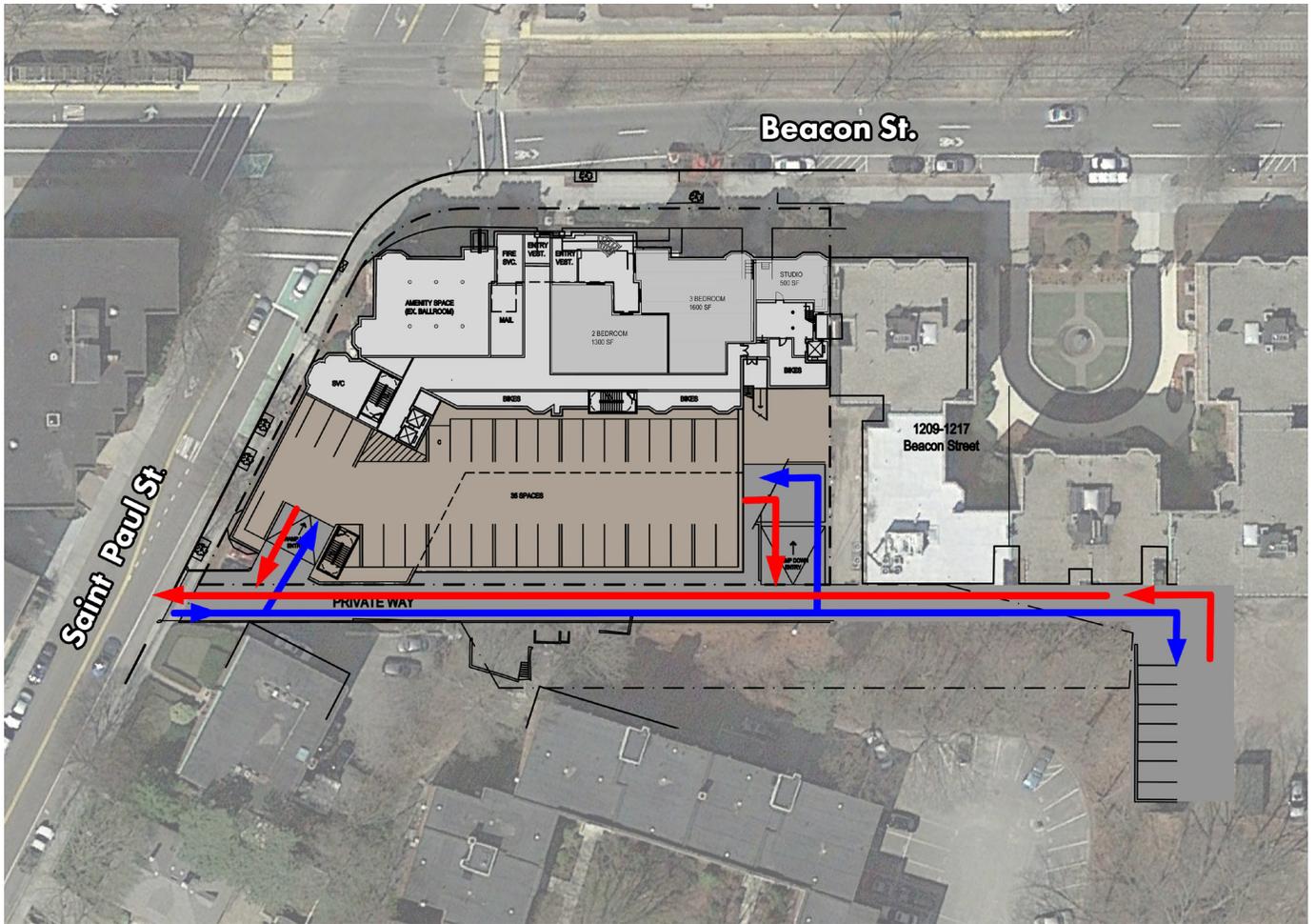


Perspective view of proposed design

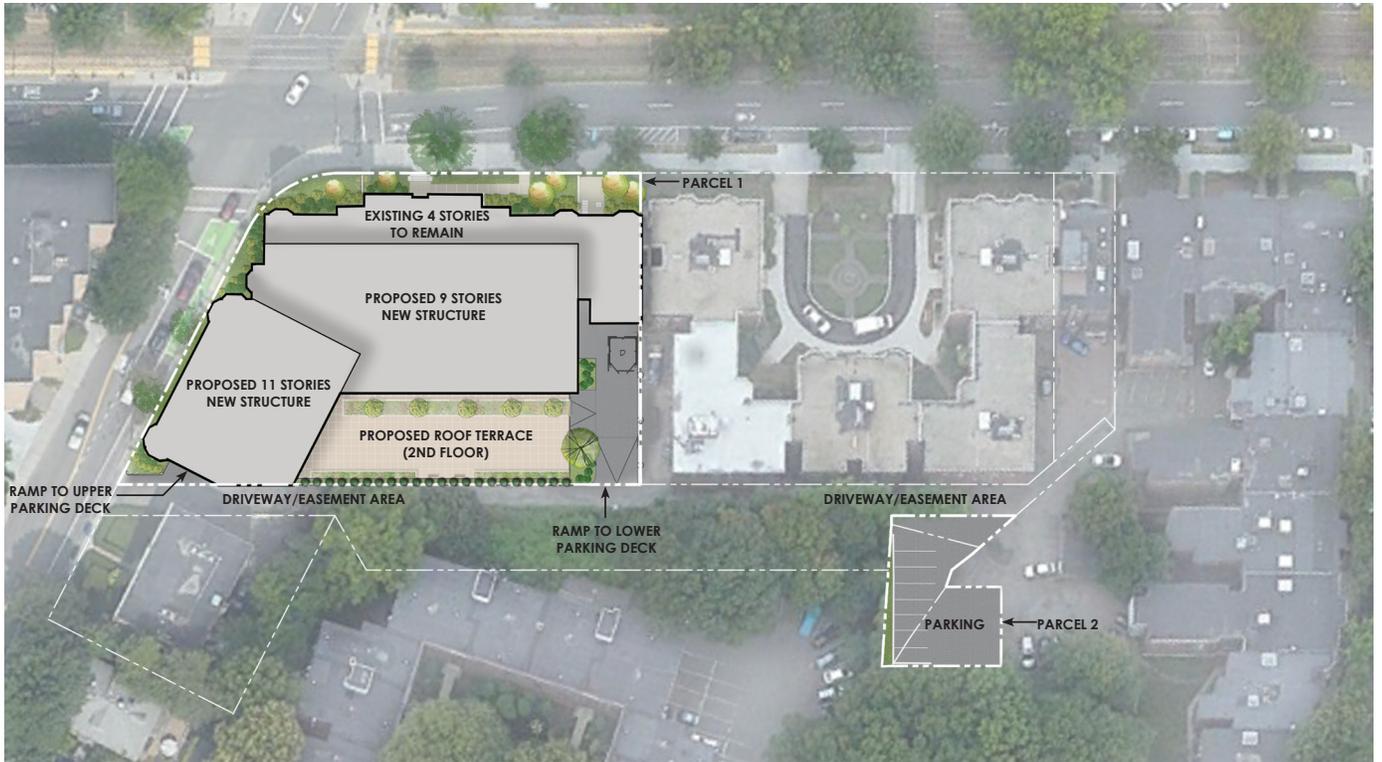
The Exhibit Package includes existing conditions plans for the development parcel; plans identifying the location of the access drives to the site; site layout plans for the building, green space, and proposed parking areas; and preliminary grading, utility and other infrastructure improvement plans. The Exhibit Package also includes architectural plans including elevations, floor plans, and sections.

Access Plan

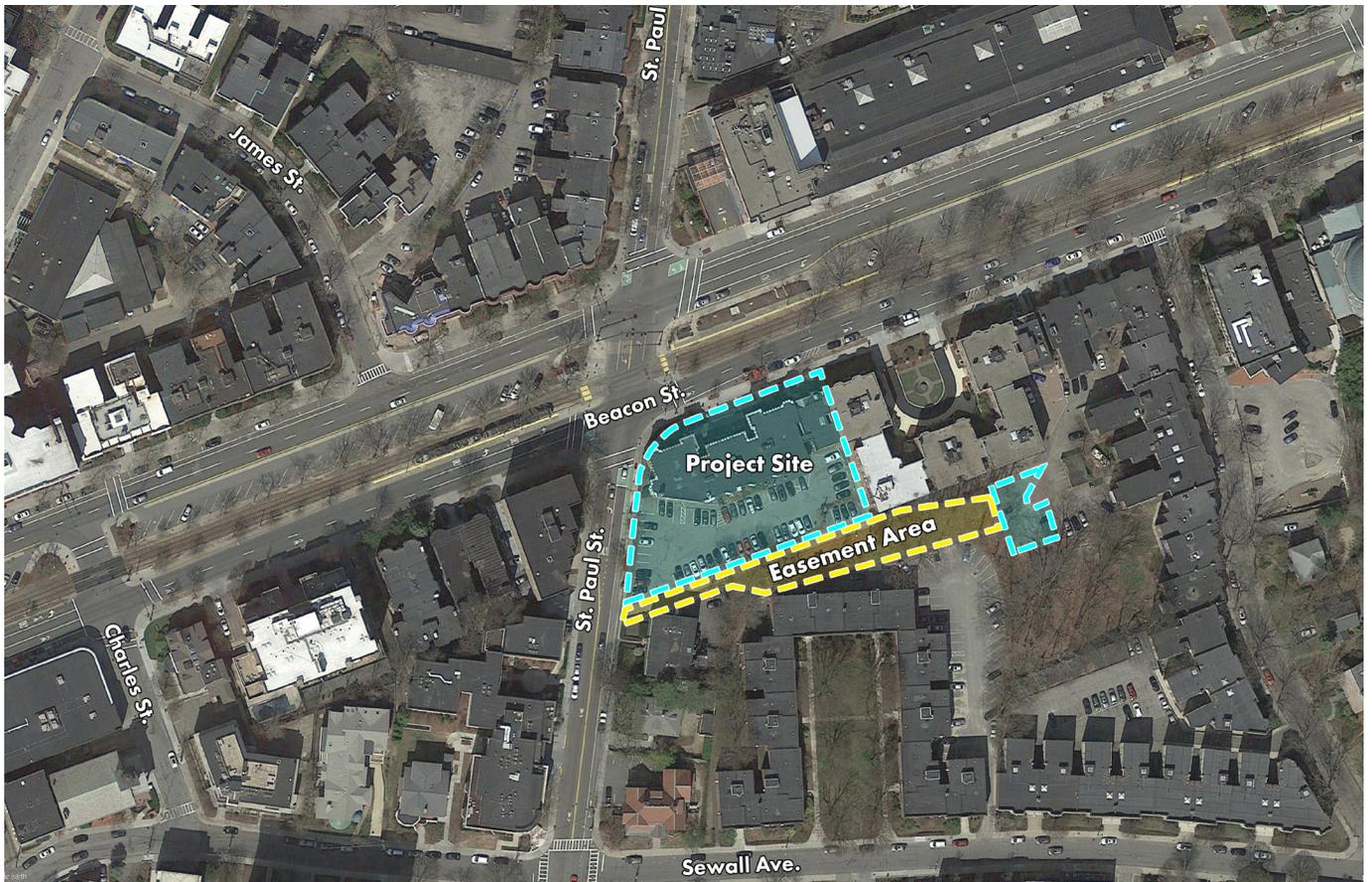
Parking will be accessed from the existing shared driveway behind the site. The driveway extends the length of the site and is accessed off of Saint Paul Street. Parking for Hampton Court will be provided via an enclosed two-level parking garage including seventy-one spaces and an additional eight spaces located on a surface lot at the end of the driveway.



Proposed parking access



Site Plan



Locus Map

5. Existing Conditions Report and Surrounding Area

Hampton Court Beacon LLC Site Control Information

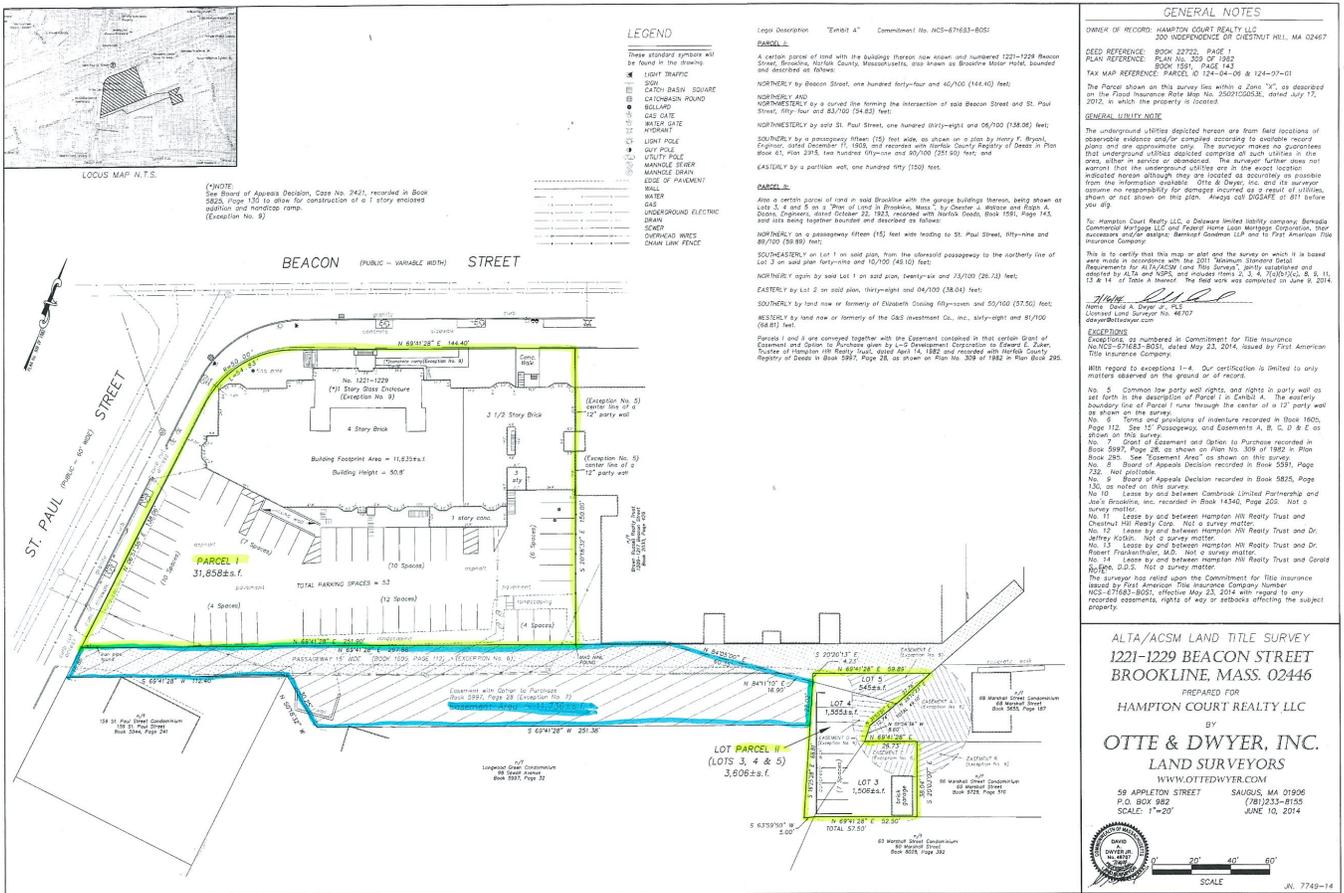
In accordance with Section H.3(a)(ii) of the Local Regulations and 76- CMR 56.05 (2) (b), a summary of existing site conditions and surrounding area are provided here. Additionally, the plans are included in the Exhibit Packet and as full size plans provided under separate cover. The site of the proposed 40B development consists of two parcels and an easement.

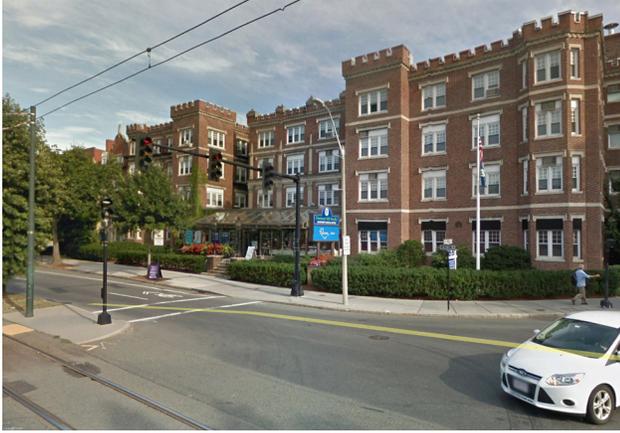
Parcel 1 (outlined in yellow) is the building parcel on the corner of Saint Paul and Beacon Street is currently occupied by an existing apartment building at 1223 Beacon Street building.

Parcel 2 (outlined in yellow) is land that is used for surface parking for existing tenants of 1223 Beacon Street.

The surrounding area is primarily residential with the Coolidge Corner business district located to the west of and the Saint Mary's business district located to the east. There are a mix of low-rise and high rise buildings as well as open space, recreation facilities, places of worship, medical offices and other retail amenities within a quarter mile radius of the site. The site is also located directly across the street from an MBTA green line stop.

Documentation of the easement area (outlined in blue) was included in the PEL application. This easement provides access to both Parcel 1 and Parcel 2.

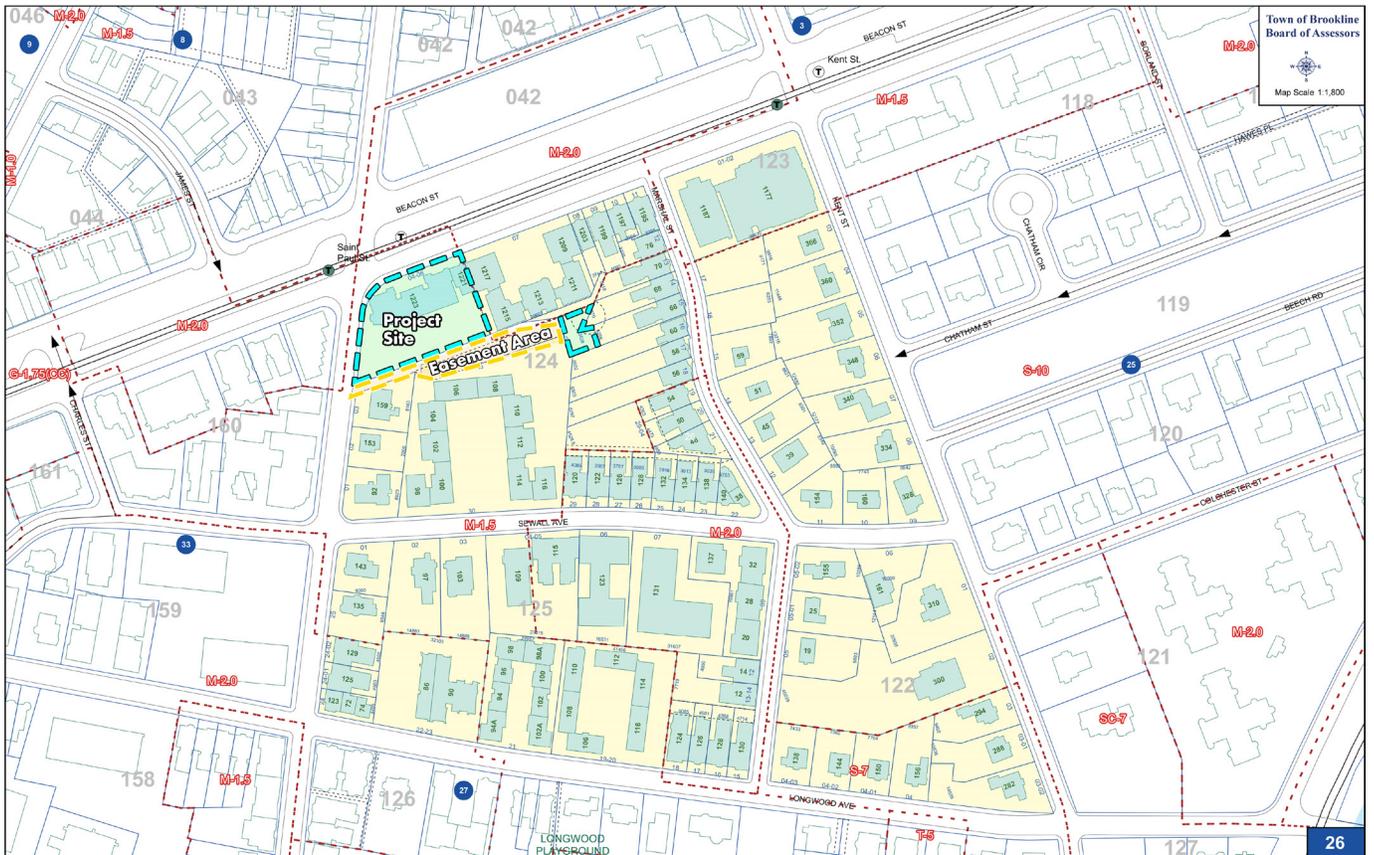




Project site entrance at 1223 Beacon Street.



Project site entrance located across from Saint Paul MBTA stop and adjacent to Beacon Street and Saint Paul Street intersection.



Tax map



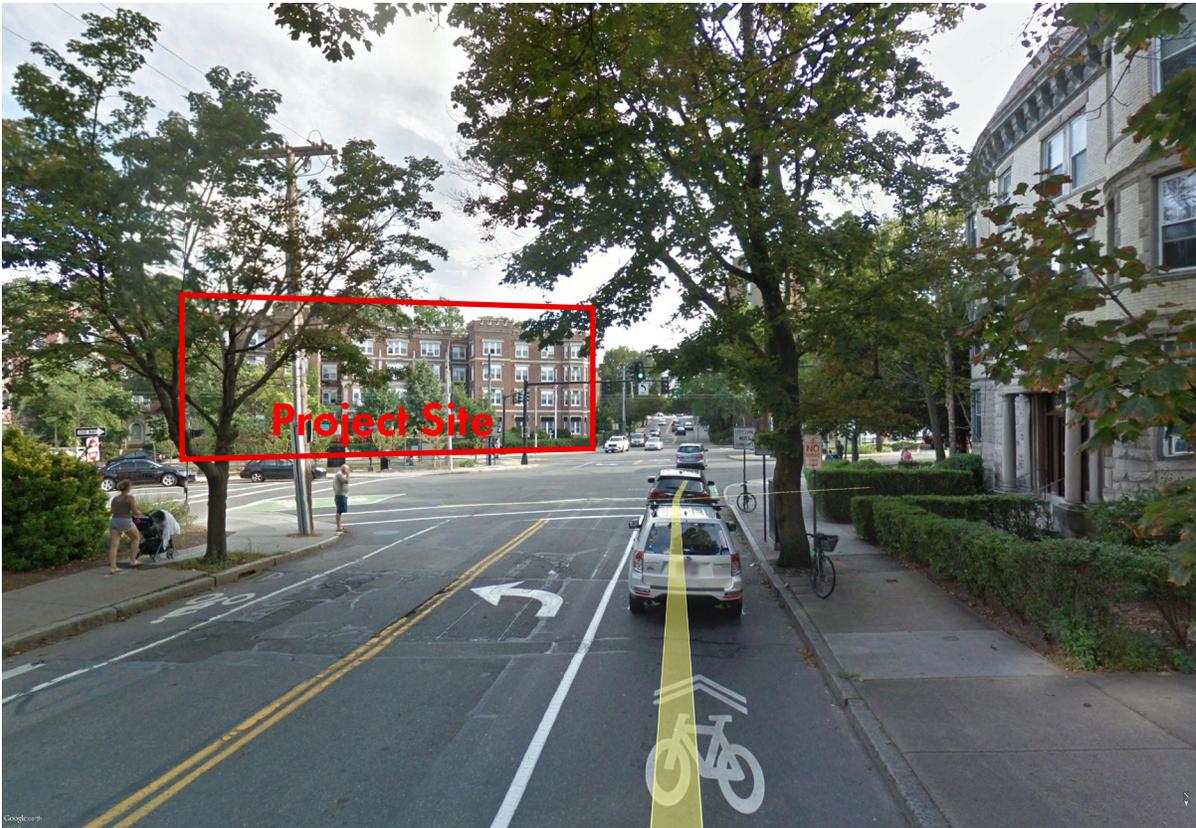
View looking east down Beacon Street at intersection with St. Paul Street.



View looking west down Beacon Street.



View looking north on Saint Paul Street.



View looking south on Saint Paul Street.



Front view of 1223 Beacon St.



Rear view of 1223 Beacon St.



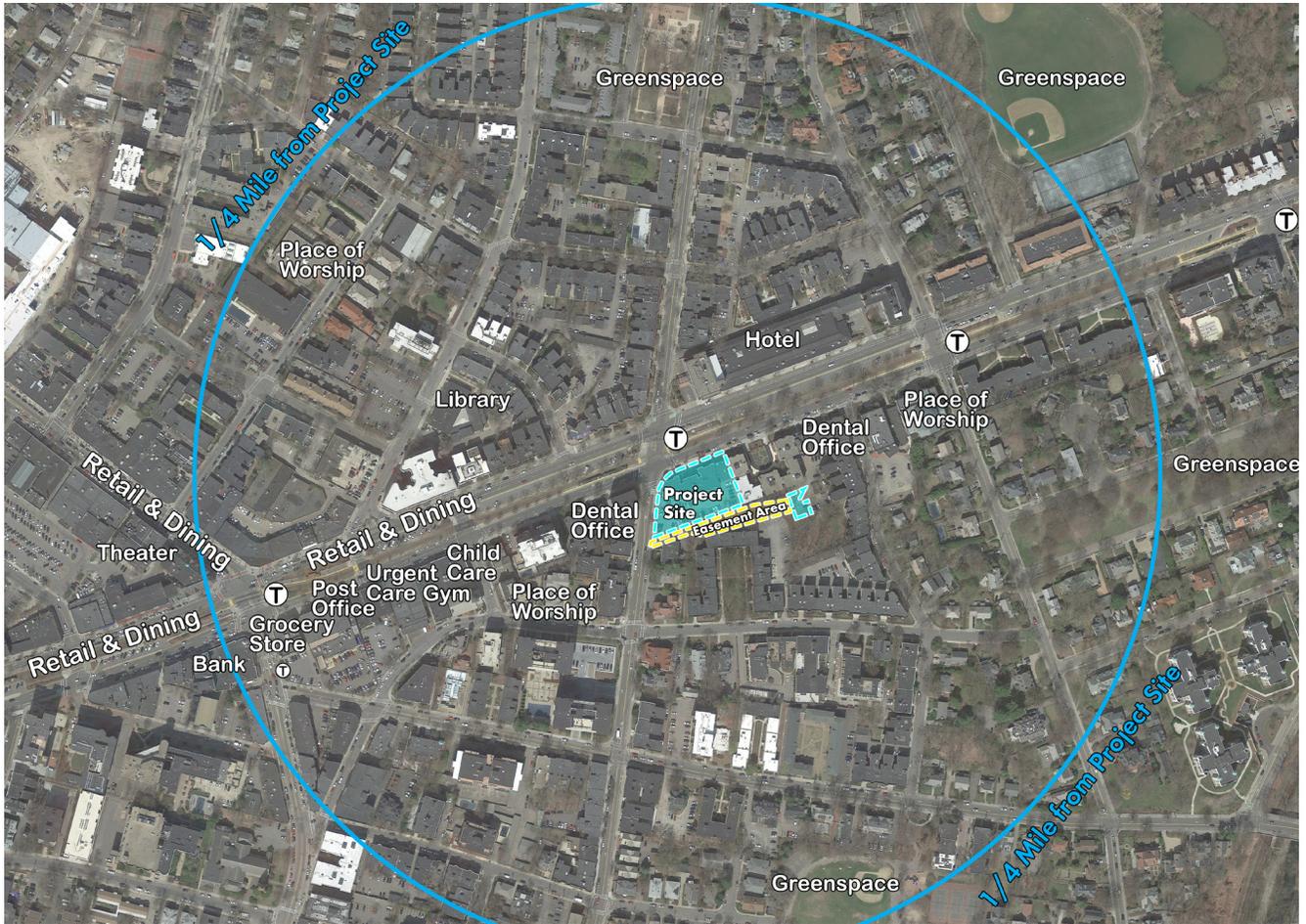
Rear view of 1223 Beacon St.



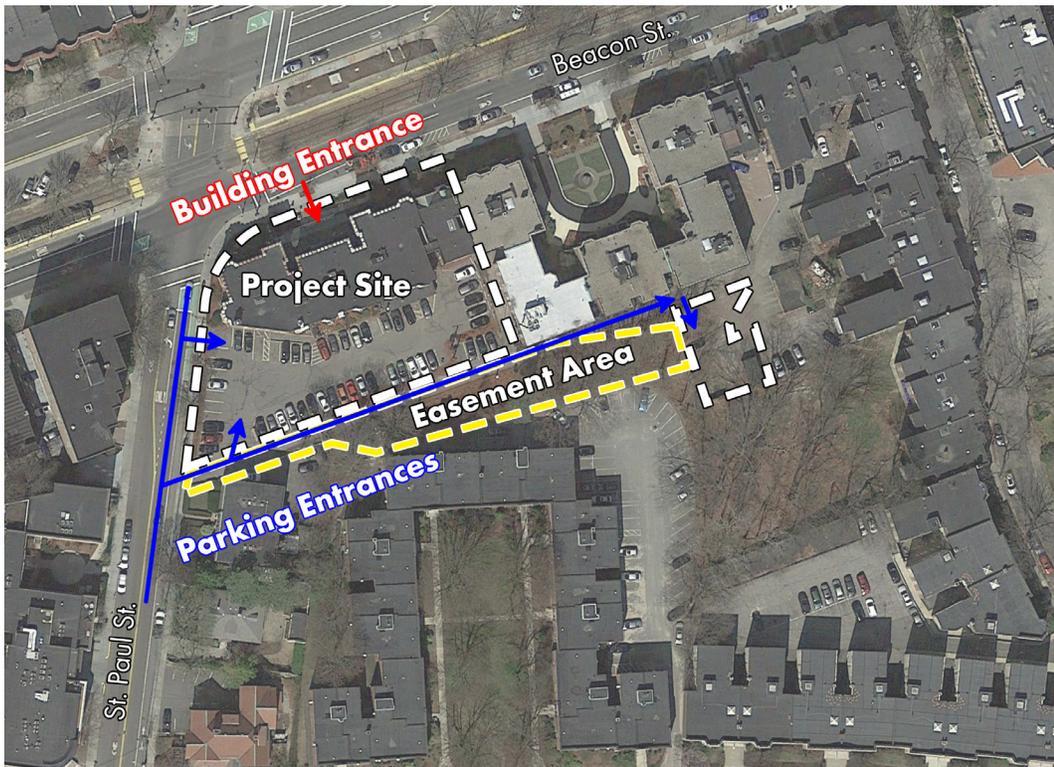
View of adjacent building; 1243 Beacon Street, Saint Paul Street entrance



View showing proximity to Saint Paul MBTA station stop



Aerial view indicating neighborhood amenities



Aerial photograph showing site boundaries and existing site entrance and access points.

6. Development Site Design Plans and Drawings

In accordance with Section H.3(a)(i) of the Local Regulations and 760 CMR 56.05(2) (a) and (f), the following preliminary site development plans are provided in the plan set. Among other sheets the Site plans include:

- Perimeter Survey of the Site
- Illustrative Site Plan
- Layout Plan
- Landscape and Buffer Plan
- Site Detail Sheets
- Site Sections
- Locus Map
- Circulation and Open Space Diagram
- Area Amenities

The Handbook: Approach to Chapter 40B Design Review outlines the requirements of 760 CMR 56.1 as follows:

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

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

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

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

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

The site plan has been designed to provide much needed additional rental housing and to respond to the needs of renters in today’s market. The current plan conforms to the underlying zoning requirements where possible and reflects the intent of the Handbook’s guidance.

The Property is very appropriate for multifamily housing as demonstrated by the following:

- A multifamily building currently occupies the site.
- The site is zoned for multifamily residential and there are multifamily buildings immediately next to and surrounding the site.
- The site is located in an “Opportunity Corridor” in the Town of Brookline’s Housing Production Plan that was approved by DHCD.

The following responds further to sections (b) and (c) of the regulations providing background on our approach to the development of Hampton Court.

7. Architectural Drawings and Elevations

In accordance with Section H.3(a)(iii) of the Local Regulations and 760 CMR 56.05(2)(c), architectural drawings are included in the Exhibition Packet, including floor plans, elevations, building sections, and renderings as well as floor plans for the garage.

Design approach:

The proposed project includes the reuse of the front façade of an existing Tudor revival residential building facing Beacon Street. The building was originally a hotel. It was important to the developer to save the iconic façade and integrate it along with the portion of the building that will be preserved into the design. This desire to retain the existing presence of the main building façade drove our design process regarding the massing, architectural style, building materials, and relationships to adjacent properties.

Building massing and style:

As mentioned above, the massing of the proposed new structure is driven by a desire to respect the presence of the existing redbrick front façade. The massing of the new structure is pulled back horizontally away from the Beacon Street frontage allowing the existing Tudor style detailing, especially the crenelated parapet, to continue to define the street presence of the building.

The new massing behind and above will also take clues from the existing building, while not attempting to exactly replicate the style and detailing. Proportions from the existing building may be expressed on a larger scale, and detailing may be distributed with more simplicity. This will allow the new structure to frame and reinforce the distinct architecture of the existing façade

Exterior materials:

The materials used in the existing building façade is highly detailed brick and stone, in a Tudor revival style and proportion. The intent is to maintain this façade as much as is feasible while undertaking necessary repairs and structural reinforcement of the existing

building as is required for this type of residential adaptive reuse.

The new structure will again take material cues from the existing. The façade materials may not be one-for-one copies of the existing, but may take color hue and intensity cues from the existing. The intent again is to re-frame and reinforce the existing façade at the street level, so the addition may be of smoother and less detailed materials, while incorporating some brick and stone or similarly presenting material elements to create a synergy between existing and new.

Site layout and relationship to adjacent properties:

The proposed redevelopment will maintain several important back-lot relationships on the property as it relates to the adjacent parcels. A large elevated rear court is proposed similar to the existing condition allowing similar access to sunlight and air as the current existing arrangement. Site improvements and landscaping of the rear court area, also utilized currently and in the proposed scheme for parking, should serve to improve the relationships at the interior property lines.

Rights of way:

There is an existing right of way at the rear of the property that allows access to the rear of adjacent parcels. This is currently used by a small number of vehicles. The right of way will be maintained, and the existing drive will be improved to accommodate a revised vehicle access pattern for the project.



Rendering of proposed building- view from St. Paul Street

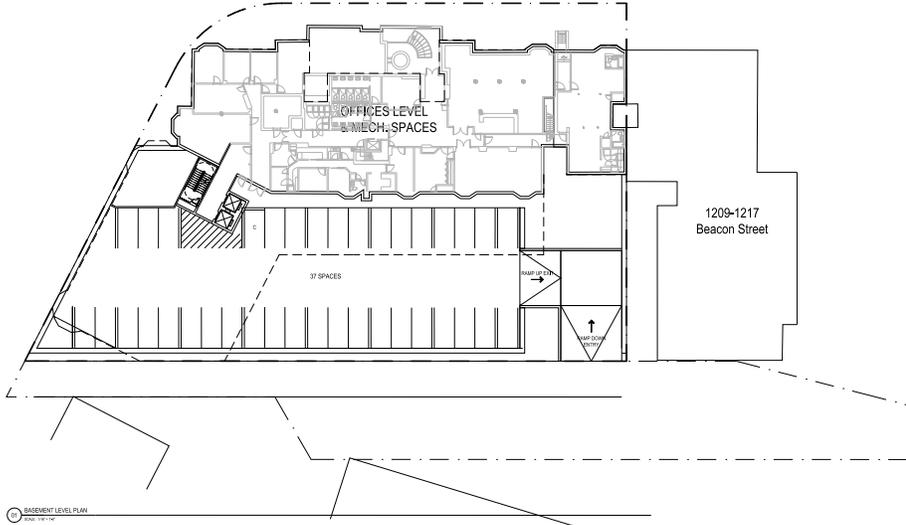


Rendering of proposed building- view from St. Paul Street and Parkman Street intersection



Comparative Height Diagram

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10 BASEMENT LEVEL PLAN
DATE: 04/18/18

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the architectural team

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 www.thearchitecturaltteam.com

Consultant: _____

Revision: _____

Architect of Record: _____

Drawn: T.A.T.
 Checked: T.A.T.
 Scale: AS NOTED
 Key Plan: _____

Project Name:
**1223 BEACON STREET
 BROOKLINE, MA**

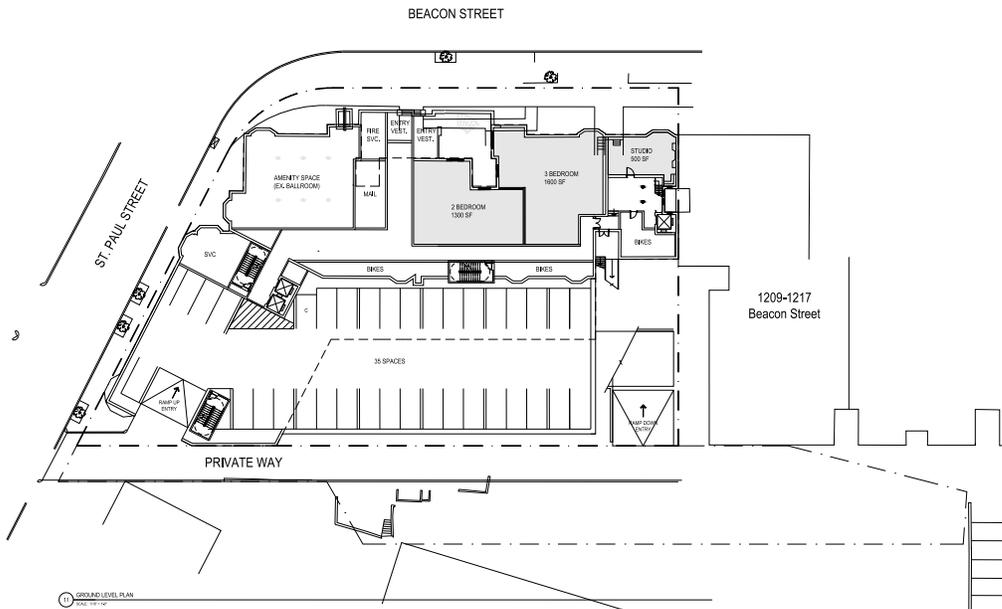
Sheet Name:
 Schematic Floor Plans
 Basement Level Plan

Project Number:
 17149

Issue Date:
 APR 20, 2018

Sheet Number:
A1.00

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11 GROUND LEVEL PLAN
DATE: 04/18/18

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 Fax: 617.252.1101
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Consultant: _____

Revision: _____

Architect of Record: _____

Drawn: T.A.T.
 Checked: T.A.T.
 Scale: AS NOTED
 Key Plan: _____

Project Name:
**1223 BEACON STREET
 BROOKLINE, MA**

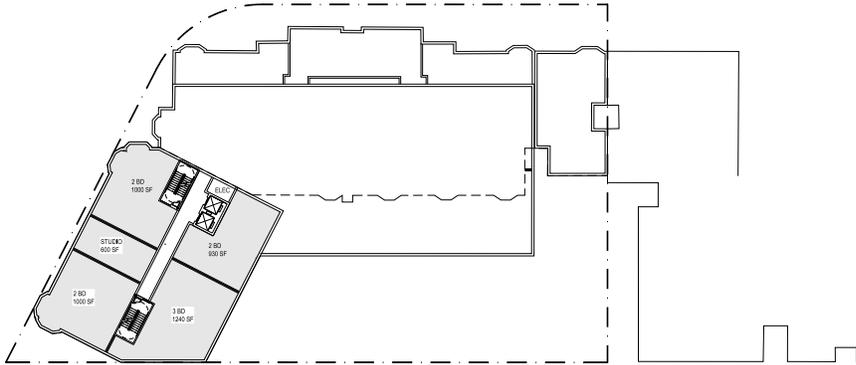
Sheet Name:
 Schematic Floor Plans
 Ground Level Plan

Project Number:
 17149

Issue Date:
 APR 20, 2018

Sheet Number:
A1.01

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10 10th to 11th Level Plan
18-0000

tat
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Checked: T.A.T.

Scale: AS NOTED

Key Plan:

Project Name:
**1223 BEACON
STREET
BROOKLINE, MA**

Sheet Name:
**Schematic Floor Plans
10th to 11th Level Plan**

Project Number:
17149

Issue Date:
APR 20, 2018

Sheet Number:
A1.04

8. Proposed Building Tabulations

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

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

Unit Type		Number of Units		Square Footage			Building Coverage SF	% of Lot
Bed	Bath	Mkt.	Afford.	Min.	Ave.	Max		
0BR (Studio)	1	6	2	500	550	600	25,154 SF	71%
1BR	1	28	10	650	775	900		
2BR	2	39	13	930	1,140	1,350		
3BR	2.5	19	6	1,200	1,400	1,600		
Amenity Space				1,900				
Surface parking and driveway				7,852			N/A	10%

Building Type	Building Height	Building Size	Number of Each Size of Units				Building Coverage SF	% of Lot
			0-br	1-br	2-br	3-br		
New/Adaptive reuse	121.25'	123 units	8	38	52	25	25,154 SF	71%

Scheme F.1
1223 Beacon Street
 Building Summary

AREA SUMMARY

Level	Parking (GSF)	Residential (NSF) ⁽¹⁾	Common/ Amenity (NSF) ⁽²⁾	Support/ Other (SF) ⁽³⁾	Storage (NSF)	Office (RSF)	Total (GSF)	Total (FAR SF)
B-1				4,000		7,200	11,200	
1		3,600	3,800	2,300	1,500		11,200	11,200
2		15,300	2,500	800			18,700	18,700
3		15,300	2,500	800			18,700	18,700
4		15,300	2,500	800			18,700	18,700
5		12,900	2,400	500			15,800	15,800
6		12,900	2,400	500			15,800	15,800
7		12,900	2,400	500			15,800	15,800
8		12,900	2,400	500			15,800	15,800
9		12,900	2,400	500			15,800	15,800
10		4,800	900	400			6,100	6,100
11		4,800	900	400			6,100	6,100
Total	0	123,600	25,100	12,000	1,500	7,200	169,700	158,500

(1) NSF Calculated based on exterior of corridor walls, mid-line of demising walls, and exterior of exterior wall or glazing.

(2) NSF Common and Amenity areas includes common corridors, amenity spaces, and lobby spaces.

(3) Support/Other areas include stairs, elevators and other shafts, and MEPP rooms and closets.

Residential Efficiency (NSF/GSF): 81.7%

Site Area 31,857

FAR⁽⁴⁾ 4.98

(4) FAR Allowable TBD

UNIT SUMMARY

Type NSF Range	ST	1 BR	2 BR	3BR	Total
B-1					
1	1		1	1	3
2	0	6	5	4	15
3	0	6	5	4	15
4	0	6	5	4	15
5	1	4	6	2	13
6	1	4	6	2	13
7	1	4	6	2	13
8	1	4	6	2	13
9	1	4	6	2	13
10	1	0	3	1	5
11	1	0	3	1	5
Total	8	38	52	25	123
% of Total	7%	31%	42%	20%	100%

Bathroom Breakout	ST	1 BR	2 BR	3BR	Total
Baths	1	1	2	2.5	
Primary ⁽⁵⁾	3 pc	3 pc	4 pc	4 pc	
En-Suite ⁽⁶⁾	0 pc	0 pc	3 pc	3 pc	
Powder Rm (1/2 Ba)	0 pc	0 pc	0 pc	2 pc	
Total	24 pc	114 pc	364 pc	150 pc	652 pc

(5) For primary baths: 3 pc = shower, sink, wc; 4 pc = shower, tub, le sink, wc

(6) For En-Suite baths: 3 pc = shower, sink, wc; 4 pc = shower, double sink, wc

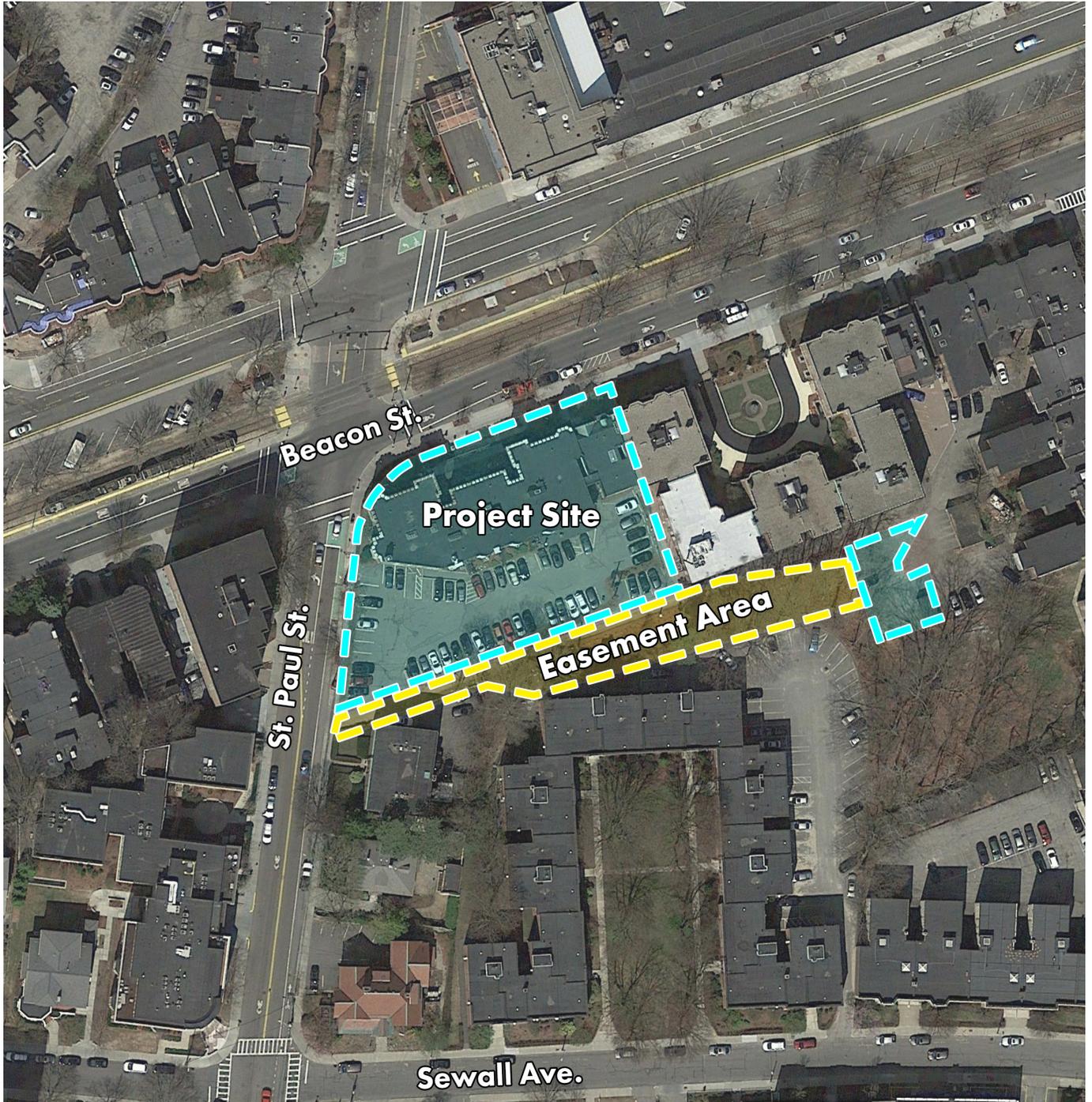
PARKING SUMMARY

Breakout By Unit	ST	1 BR	2 BR	3BR	Total Required
Space/Unit	1	1	1	1	
Total Space	8	38	52	25	123

	Ratio	Total	
Parking Required (min.)	1.00	123	
Parking Provided	0.59	72	Tandem: 0

9. Boundaries of the Development Site Plan

In accordance with Section H.3(a)(v) of the Local Regulations, a plan requires a subdivision plan if the Development involves a subdivision. The parcels of land for this project are a land lease so no subdivision plan is required.



Site boundaries map

10. Preliminary Utility Plan

See attached site plan drawings.

In accordance with Section H.3(a)(vi) of the Local Regulations and 760 CMR 56.05(2) (f), a summary of the Development's drainage and stormwater management is provided here. In addition, plans showing the Site's proposed drainage utilities, and stormwater management systems are included in the Exhibit Packet. The full Stormwater Management Report is provided under Separate cover. Among other sheets, the plans include:

- Layout and Materials Plan
- Grading and Utility Plan
- Site Details

Parking Spaces:

- Garage spaces: 71
- Surface: 8
- Total Parking Spaces: 79

Utilities

Type Fuel: Gas

Sanitary Sewer: Yes

- Distance from Site: On-site

Sizes of pipes surrounding/on-site:

- Beacon Street: Unknown Size
- St. Paul Street: Unknown Size
- On-site: Unknown size, connects to Beacon Street

Storm Sewer: Yes

Distance from Site: On-site

Sizes of pipes surrounding/on-site:

- Beacon Street: Unknown Size
- St. Paul Street: 21" RCP to Beacon Street, roof drain of unknown size
- On-site: 4" PVC Force Main, 8" HDPE, 12" HDPE, roof drain of unknown size

Public Water: Yes

Distance from Site: On-site

Sizes of pipes surrounding/on-site:

- Beacon Street: 12" pipe
- St. Paul Street: 6" pipe and 12" pipe
- On-site: 4" domestic line, 8" fire protection line, each connect to 12" pipe in St. Paul Street

11. Stormwater Management Plan

See attached site plan drawings.

Executive Summary

Project Description

The Hampton Court Beacon LLC is proposing to redevelop a property at 1223 Beacon Street in Brookline, MA. The project will retain and reuse the façade and a portion of the front of the existing four story Hampton Court apartment building with medical offices and restaurant space. While the front façade and portion of the front of the building will be maintained, a new structure will be constructed behind it. Building height will step from four to nine stories at the rear of the property and nine to eleven stories in the southwest corner of the property. The existing medical offices will remain. A two level parking facility will be constructed at the rear of the site to accommodate the new development (one level at grade with the driveway and one level below grade). The development will consist of 123 apartment units with associated parking, drainage, utilities, landscaping, and other site development features on the property.

The existing developed property contains the Hampton Court Apartments and the associated surface parking lot. Vehicular access is provided via a fifteen foot (15') wide passageway from St. Paul Street and pedestrian access is provided via the main building entryway on Beacon Street. The main entrance and existing building façade on Beacon Street are to remain unaltered in the proposed condition. Vehicular access will be provided via two entry ramps from the fifteen foot (15') passageway: one to access the upper parking level and a second to access the lower parking level.

Site Characteristics

The proposed site is located to the south of Beacon Street, to the east of St. Paul Street, and to the north of the fifteen foot (15') access passageway. Abutting properties to the east are fully developed with retail stores and multi-family housing units.

Stormwater runoff from the site drains to an underground drainage network consisting of roof drains, catch basins, and drain lines. Ultimately, all

stormwater runoff from the site is discharged to the Town of Brookline's municipal system located in St. Paul Street and Beacon Street. Stormwater from the parking lot is captured by catch basins that direct the stormwater to a sump pump that discharges to the drainage system.. Stormwater from the easterly portion of the building is captured by roof drains and directed to the existing sump pump. Stormwater from other portions of the property flow overland toward catch basins in St. Paul Street and are directed to the municipal system.

Stormwater Management

The proposed buildings, parking areas, walkways, and green roof terrace will decrease the amount of impervious area on the site. The project has been designed to incorporate subsurface detention/ infiltration basin to mitigate the rate of runoff from the site, reducing flow rates to below pre-development rates. The project will also incorporate best management practices that will promote stormwater recharge and result in Total Suspended Solids (TSS) removal. The project has been designed in accordance with the Massachusetts Stormwater Management Standards.

12. Traffic Impacts Report Summary and Parking

Below is an executive summary from the Traffic Impact Study Completed by Stantec in July of 2018.

The full report will be submitted to the town under separate cover.

Executive Summary

A traffic impact analysis has been completed for a proposed 40B residential development at 1223 Beacon Street in Brookline, Massachusetts. The analysis concludes that the anticipated traffic impacts of the proposed development will be sufficiently dispersed on the area roadway network such that no area intersections will experience significant traffic operational impacts as a result of the development. Independent of this finding, recommendations are made to ensure safe and efficient site access. Also, post-build monitoring of site traffic generation is suggested.

Project Description

Chestnut Hill Realty is proposing redevelopment of a mixed-use site at 1223 Beacon Street in Brookline. The proposed project will adaptively reuse the front façade and a portion of the interior of an existing 70-unit four-story building with medical offices in the basement level, and restaurant space on the first floor. The front façade of the existing building will be maintained, and a new structure will be built behind it expanding the existing and adding 53 units. The building levels will step up from four to nine stories at the rear of the site and from nine to 11 stories in the southeast corner of the site. The existing medical office use will be retained. The proposed uses will be supported by up to 71 on site parking spaces and an additional eight surface spaces located at the end of a shared driveway off St. Paul Street.

Study Area

This traffic impact study evaluates area roadways and intersections that provide access to the project site. The study area for the proposed project includes two signalized intersections and two unsignalized intersections including the proposed site driveway. The study intersections include:

- Beacon Street/St. Paul Street (signalized)
- St. Paul Street/Longwood Avenue (signalized)

- St. Paul Street/Site Driveway (unsignalized)
- St. Paul Street/ Sewall Avenue (unsignalized)

Existing Traffic Volumes and Operations

Traffic counts were conducted on roadways in the project area in late February 2018. Of the intersections studied, the intersection of Beacon Street and St. Paul Street experiences the most transportation activity during the morning and afternoon peak hours.

Pedestrian and bicycle volumes make up a significant portion of the transportation activity at this location. The Beacon Street/St. Paul Street intersection carries nearly 2,550 vehicles, 125 bikes, and 450 pedestrians during the morning peak hour. During the afternoon peak hour, it carries approximately 2,500 vehicles, 100 bikes, and 700 pedestrians. Traffic operations analyses completed for the two signalized study intersections indicate that the intersections all operate below capacity during peak hours. The two unsignalized locations operate well below capacity during both peak hours.

Future Condition Scenarios

The traffic impact analysis also considers conditions for a future design year, 2025. The 2025 No Build scenario looks at future traffic conditions without the proposed residential development. This includes existing volumes increased by an overall growth rate plus anticipated traffic associated with other development projects that are currently in the planning stages. The overall background growth rate assumed is one percent per year.

Future Project Traffic

The 2025 Build condition superimposes the proposed development traffic on No Build traffic volumes. Estimates of anticipated peak hour vehicle trips associated with the proposed new residential units were determined based on trip rates published by the Institute of Transportation Engineers and commuter travel mode splits for this area provided in the US Census data. The proposed residential units are larger than the existing residential units. In general, the proposed include more than one bedroom while the existing include a single bedroom. The new residential units

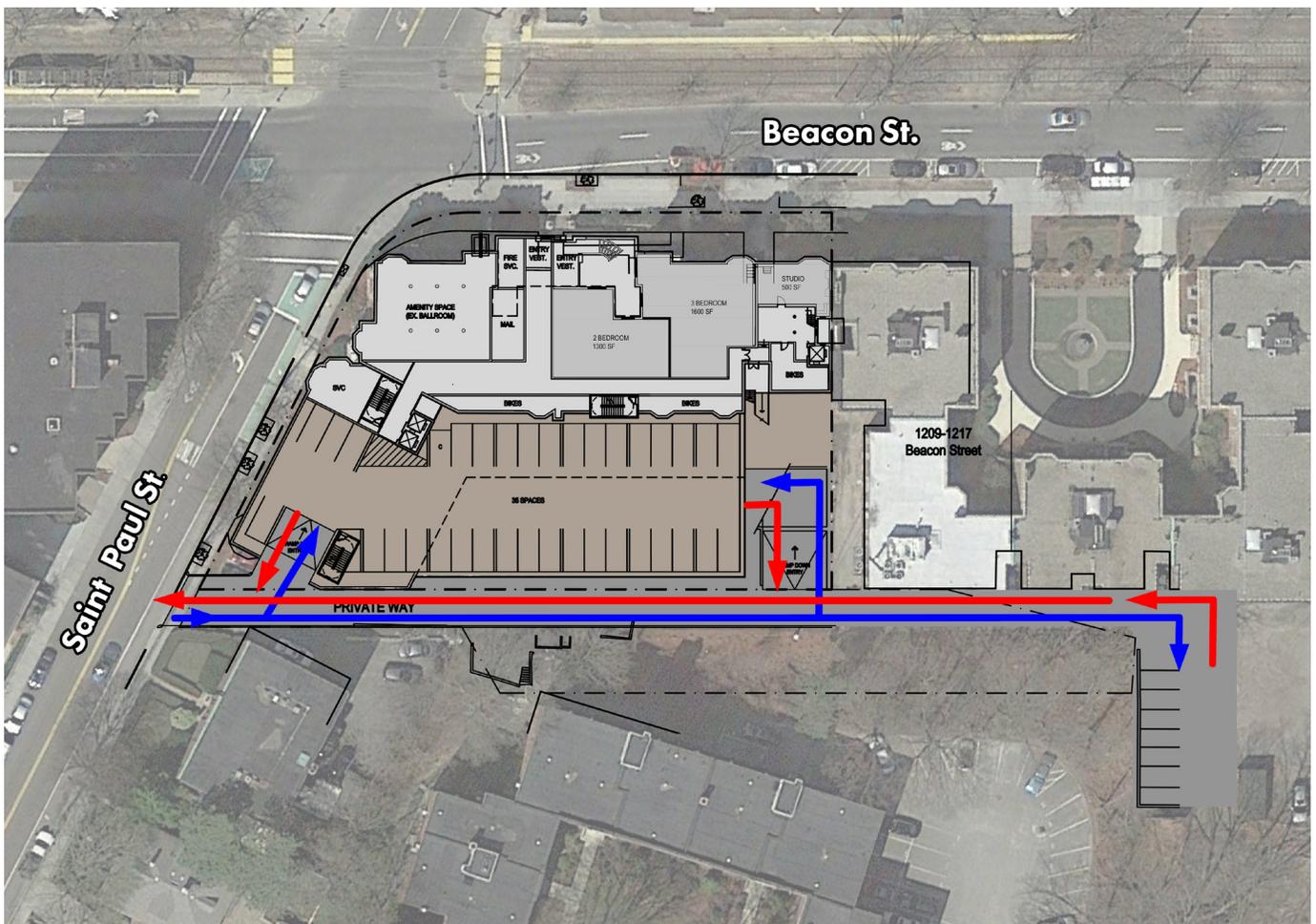
are expected to generate 176 net new daily vehicle trips, 20 new morning peak hour trips and 17 new evening peak hour trips. The project trips were assigned to the roadway system in accordance with existing travel patterns.

Future Traffic Operations

Intersection operating conditions were calculated and compared for No Build and Build conditions. No change in peak hour operating “levels of service” is expected as a result of project traffic at the study area intersections. Only minor increases in vehicle delay are anticipated due to the proposed development.

Traffic Mitigation

As noted above, the proposed residential development is expected to have a nominal impact on area traffic operations, consequently off-site traffic mitigation to address traffic congestion impacts is not warranted; however, it is recommended that traffic monitoring be conducted at the subject site following project completion. Data could be collected to quantify actual site traffic generation and this data could be used to inform the planning of future, similar development proposals.



Proposed parking access

13. Project Eligibility Letter



Massachusetts Housing Finance Agency
One Beacon Street, Boston, MA 02108

TEL: 617.854.1000
FAX: 617.854.1091 | www.masshousing.com
Videophone: 857.366.4157 or Relay: 711

June 27, 2018

Hampton Court Beacon, LLC
300 Independence Drive
Chestnut Hill, MA 02467
Attn: Andy Martineau

Re: Hampton Court
Project Eligibility/Site Approval
MassHousing ID # 981

Dear Mr. Martineau:

This letter is in response to your application as “Applicant” for a determination of Project Eligibility (“Site Approval”) pursuant to Massachusetts General Laws Chapter 40B (“Chapter 40B”), 760 CMR 56.00 (the “Regulations”) and the Comprehensive Permit Guidelines issued by the Department of Housing and Community Development (“DHCD”) (the “Guidelines” and, collectively with Chapter 40B and the Regulations, the “Comprehensive Permit Rules”), under the New England Fund (“NEF”) Program (“the Program”) of the Federal Home Loan Bank of Boston (“FHLBB”).

Hampton Court Beacon, LLC has submitted an application with MassHousing pursuant to Chapter 40B. You have proposed to build one hundred twenty-three (123) units, including thirty-one (31) affordable units, of rental housing (the “Project”) on approximately 0.81 acres of land located at 1223 Beacon Street (the “Site”) in Brookline, MA (the “Municipality”).

In accordance with the Comprehensive Permit Rules, this letter is intended to be a written determination of Project Eligibility (“Site Approval”) by MassHousing acting as Subsidizing Agency under the Guidelines, including Part V thereof, “Housing Programs In Which Funding Is Provided By Other Than A State Agency.”

MassHousing has performed an on-site inspection of the Site, which local boards and officials were invited to attend, and has reviewed the pertinent information submitted by the Applicant, the Municipality and others in accordance with the Comprehensive Permit Rules.

Municipal Comments

The Municipality was given a thirty (30) day period, in which to review the Site Approval application and submit comments and recommendations to MassHousing. At the request of

Charles D. Baker, Governor | Michael J. Dirrane, Chairman | Chrystal Kornegay, Executive Director
Karyn E. Polito, Lt. Governor | Ping Yin Chai, Vice Chair

Brookline Planning Director Alison C. Steinfeld, this period was extended to forty-five (45) days. The Chairman of the Brookline Select Board provided a letter (received by MassHousing on June 14, 2018) summarizing comments from Municipal departments, boards and committees, and identifying specific concerns with the proposed Project.

In summary, while the Municipality is generally supportive of development on the Site given its location on Brookline's transit-oriented Beacon Street corridor, the Municipality is not satisfied with the application materials submitted to MassHousing. Specifically, the Select Board and Planning Board believe that the scope of the proposed redevelopment at 1223 Beacon Street, particularly as it relates to the preservation of the existing building, is misrepresented in the Project's preliminary plans. The Municipality has suggested that more expansive materials should be required prior to Site Approval. However, MassHousing finds that the application materials submitted for the proposed Project are adequate under 760 CMR 56.04(1) for a determination of Project Eligibility.

Municipal comments identified the following additional areas of concern regarding the proposed site plan and architectural set:

- The Municipality is concerned that the proposed 11-story tower along Saint Paul Street has a lack of reasonable setback which may affect the quality of life at abutting properties. The Municipality suggested alternatives to mitigate the impacts of the tower, including increasing the setback, rotating or shifting the tower east, or eliminating the extra height altogether.
- The Municipality is concerned that several units, particularly those located within the existing building's original footprint and behind the enclosed atrium, appear to have inadequate window areas or unusual depth. The Municipality requests that plans be provided for these non-typical units.
- The Municipality is concerned that the height of the proposed addition will overwhelm the stature of the existing building, suggesting 8 stories as a more appropriate height. Furthermore, the Municipality is concerned that the building elevations do not clearly articulate proposed materials or other architectural details making it difficult to judge the relationship between the proposed addition and the existing structure's façade.
- The Brookline Preservation Commission encourages the Applicant to consider an alternative proposal wherein the entire development is conceived as a new building with an address on Saint Paul Street in the area that is currently occupied by the parking lot, which would allow the existing structure to remain untouched.

Community Comments

In addition to the comments from Municipal officials, MassHousing received one letter from a Trustee at the abutting 159 Saint Paul Street Condominium Association. The letter expresses further concern for the lack of reasonable setback of the tower along Saint Paul Street, stating that it creates sight-line and safety issues for drivers exiting the Site.

MassHousing Determination

MassHousing staff has determined that the Project appears generally eligible under the requirements of the Program, subject to final review of eligibility and to Final Approval. As a result of our review, we have made the findings as required pursuant to 760 CMR 56.04(1) and (4). Each such finding, with supporting reasoning, is set forth in further detail on Attachment 1 hereto. It is important to note that Comprehensive Permit Rules limit MassHousing to these specific findings to determine Project Eligibility. If, as here, MassHousing issues a determination of Project Eligibility, the Developer may apply to the Zoning Board of Appeals of the Municipality for a Comprehensive Permit. At that time, local boards, officials and members of the public are provided the opportunity to further review the Project to ensure compliance with applicable state and local standards and regulations.

Based on MassHousing's site and design review, and in light of feedback received from the Municipality and abutters, the following issues should be addressed in your application to the Zoning Board of Appeals, and you should be prepared to explore them more fully in the public hearing process:

- Development of this Site will require compliance with all state and federal environmental laws, regulations and standards applicable to existing conditions and to the proposed use related to building construction, stormwater management, wastewater collection and treatment, and hazardous waste safety. The Applicant should expect that the Municipality will require evidence of such compliance prior to the issuance of a building permit for the Project.
- The Applicant should be prepared to address Municipal and abutter concerns relative to the size, scale and architectural style of the proposed multi-family building and its impact on the character of the surrounding neighborhood, and to fully describe proposed measures to address and mitigate these concerns. Updated designs and plans should clearly depict the relationship between the existing building and the proposed addition, and should include the immediate neighborhood context, particularly the Project's relationship to abutting properties.
- The Applicant should be prepared to provide sufficient data to assess potential traffic impacts on area roadways and intersections, including the safety of proposed site access and egress.
- Given the Project's scope to renovate an existing fully-occupied multi-family apartment building, and given the capacity of the Applicant's real estate portfolio, a good faith effort should be made to accommodate relocation of existing tenants at 1223 Beacon Street to other comparable properties.

This Site Approval is expressly limited to the development of no more than one hundred twenty-three (123) rental units under the terms of the Program, of which not less than thirty-one (31) of such units shall be restricted as affordable for low- or moderate-income persons or families as required under the terms of the Guidelines. It is not a commitment or guarantee of NEF financing

and does not constitute a site plan or building design approval. Should you consider, prior to obtaining a comprehensive permit, the use of any other housing subsidy program, the construction of additional units or a reduction in the size of the Site, you may be required to submit a new Site Approval application for review by MassHousing. Should you consider a change in tenure type or a change in building type or height, you may be required to submit a new site approval application for review by MassHousing.

For guidance on the comprehensive permit review process, you are advised to consult the Guidelines. Further, we urge you to review carefully with legal counsel the M.G.L. c.40B Comprehensive Permit Regulations at 760 CMR 56.00.

This approval will be effective for a period of two years from the date of this letter. Should the Applicant not apply for a comprehensive permit within this period this letter shall be considered to be expired and no longer in effect unless MassHousing extends the effective period of this letter in writing. In addition, the Applicant is required to notify MassHousing at the following times throughout this two-year period: (1) when the Applicant applies to the local ZBA for a Comprehensive Permit, (2) when the ZBA issues a decision and (3) if applicable, when any appeals are filed.

Should a comprehensive permit be issued, please note that prior to (i) commencement of construction of the Project or (ii) issuance of a building permit, the Applicant is required to submit to MassHousing a request for Final Approval of the Project (as it may have been amended) in accordance with the Comprehensive Permit Rules (see especially 760 CMR 56.04(07) and the Guidelines including, without limitation, Part III thereof concerning Affirmative Fair Housing Marketing and Resident Selection). Final Approval will not be issued unless MassHousing is able to make the same findings at the time of issuing Final Approval as required at Site Approval.

Please note that MassHousing may not issue Final Approval if the Comprehensive Permit contains any conditions that are inconsistent with the regulatory requirements of the New England Fund Program of the FHLBB, for which MassHousing serves as Subsidizing Agency, as reflected in the applicable regulatory documents. In the interest of providing for an efficient review process and in order to avoid the potential lapse of certain appeal rights, the Applicant may wish to submit a "final draft" of the Comprehensive Permit to MassHousing for review. Applicants who avail themselves of this opportunity may avoid significant procedural delays that can result from the need to seek modification of the Comprehensive Permit after its initial issuance.

If you have any questions concerning this letter, please contact Katherine Miller at (617) 854-1116.

Sincerely,


Chrystal Kornegay
Executive Director

cc: Janelle Chan, Undersecretary, DHCD
The Honorable Cynthia Stone Creem
The Honorable Frank I. Smizik
Neil Wishinsky, Chair, Select Board
Jesse Geller, Chairman, Zoning Board of Appeals
Melvin Kleckner, Town Administrator
Alison Steinfeld, Planning Director

Attachment 1

760 CMR 56.04 Project Eligibility: Other Responsibilities of Subsidizing Agency
Section (4) Findings and Determinations

Hampton Court, Brookline, MA #981

MassHousing hereby makes the following findings, based upon its review of the application, and taking into account information received during the site visit and from written comments:

(a) that the proposed Project appears generally eligible under the requirements of the housing subsidy program, subject to final approval under 760 CMR 56.04(7);

The Project is eligible under the NEF housing subsidy program and at least 25% of the units will be available to households earning at or below 80% of the Area Median Income, adjusted for household size, as published by the U.S. Department of Housing and Urban Development (“HUD”). The most recent HUD income limits indicate that 80% of the current median income for a four-person household in Brookline is \$81,100.

Proposed gross rent levels for the affordable units, less utility allowances (as discussed in section (d) below) accurately reflect current affordable rent levels for the Boston-Cambridge-Quincy HMFA under the NEF Program.

A letter of interest for project financing was provided by East Boston Savings Bank, a member bank of the Federal Home Loan Bank of Boston.

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

Based on a site inspection by MassHousing staff, internal discussions, and a thorough review of the application, MassHousing finds that the Site is suitable for residential use and development and that such use would be compatible with surrounding uses, and would directly address the local need for housing. The location will attract interest given its proximity to public transit via the MBTA Green Line, local services, employment, commuter routes and shopping.

As of March 22, 2018, the Town of Brookline does not have a DHCD Certified Housing Production Plan. According to DHCD’s Chapter 40B Subsidized Housing Inventory (SHI), updated through May 30, 2018, Brookline has 2,499 Subsidized Housing Inventory (SHI) units (9.54 % of its housing inventory), which is 121 units short of the statutory minima of 10%.

The need for additional affordable housing is further supported by U.S. Census data from the 2012-2016 American Community Survey (ACS), which indicates that approximately 20% (4,960 households) earn less than 30% of the HUD published 2015 AMI (\$107,800), approximately

29.6% (7,320 households) earn less than 50% of the 2018 AMI, and nearly 34.4% of Brookline residents earn less than 60% AMI.

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

Relationship to Adjacent Building Typology (including building massing, site arrangement, and architectural details):

The proposed Project includes the redevelopment of an existing 4-story/70-unit Tudor revival residential building with frontage on Beacon Street. The redevelopment will result in the addition of 53 units, for a total of 123 units across 9 stories, with an 11-story tower set back to the rear of the Site along Saint Paul Street. The new massing is pulled away from Beacon Street and the principal building facade, reducing the impact of the proposed new height on the Beacon Street, and allowing the existing architectural detailing to continue to define the street. The style of the new massing also appears to take cues from the existing building, but does not attempt to replicate the existing façade directly. Proportions from the existing building may be expressed on a larger scale, and detailing may be distributed with more simplicity.

Relationship to adjacent streets/Integration into existing development patterns

The proposed Project is a 9- and 11-story building, located at 1223 Beacon Street, on a corner lot adjacent to Saint Paul Street. The Site's immediate neighborhood is primarily residential with buildings consisting of a mix of multi-story apartment buildings. There are several high density multi-story residential developments in the area, including a 10-story condominium complex located at 1243 Beacon Street, which is directly across Saint Paul Street adjacent to the Project. There are some commercial uses in the immediate neighborhood, including the Holiday Inn Boston-Brookline across Beacon Street. Coolidge Corner is approximately one-quarter mile west of the Site, providing easy access to more extensive storefront retail and commercial uses. Accordingly, the Site is located near multiple MBTA train and bus connections, including the Saint Paul Street stop on the Green Line's "C" branch immediately adjacent to the Site.

Density

The Developer intends to build 123 residential units on approximately 0.81-acres, resulting in 152 units per buildable acre, which is comparable to that of other transit oriented development in the area.

Conceptual Site Plan

The site plan consists of one 9-story apartment building fronted along Beacon Street. Additional frontage located around the corner on Saint Paul Street is occupied by the 11-story tower. Structured parking is at the rear of the Site and includes one below-grade parking level with a podium above, for a total of 79 parking spaces and a parking ratio of 0.64 spaces per unit. A landscaped roof garden sits above the parking podium, which provides recreational space for residents and maintains similar back-lot relationships with the adjacent parcels. Vehicular access and egress to the Site is from the rear, off Saint Paul Street, via an easement that provides access

to the property itself as well as a small parking area for neighboring buildings. The main pedestrian access is from Beacon Street through the glass entry vestibule, which will be preserved as a part of the existing building. Bike storage, located at the rear entrance, is also provided on the Site.

Environmental Resources

Environmental resources were not a factor in the Site Plan and pose no impediment to the proposed redevelopment.

Topography

The majority of the Site is generally level and at grade. The unpaved portion of the easement at the rear of the site slopes from 14 feet to 28 feet resulting in a topographic buffer between the proposed building and abutting properties. The topography is not an impediment to the proposed development and enhances the utilization of the rear of the Site for parking.

(d) that the proposed Project appears financially feasible within the housing market in which it will be situated (based on comparable rentals or sales figures);

The Applicant proposes 123 rental apartments to be financed under the NEF Program. There will be 91 market-rate units with proposed average rent levels of \$2,644 for the studios, \$2,677 for the one-bedroom units, \$4,768 for the two-bedroom units, and \$5,843 for the three-bedroom units. There will be 31 affordable units with proposed rent levels of \$1,420 for studios, \$1,521 for the one-bedroom units, \$1,825 for the two-bedroom units, and \$2,108 for the three-bedroom units, less utility allowances of \$56, \$71, \$96, and \$119 respectively.

MassHousing's Appraisal and Marketing (A&M) Division reports that there is strong demand for rental housing in the area. Occupancy rates at comparable developments in the area average approximately 95.8%. The developer's proposed market rents are within the unadjusted range of the comparables for the one-, two- and three-bedroom units. The proposed market rents for studio units are above the unadjusted range. The location will attract interest given its proximity to local services, employment, commuter routes and shopping.

(e) that an initial pro forma has been reviewed, including a land valuation determination consistent with the Department's Guidelines, and the Project appears financially feasible and consistent with the Department's Guidelines for Cost Examination and Limitations on Profits and Distributions (if applicable) on the basis of estimated development costs;

MassHousing has commissioned an as "As-Is" appraisal which indicates a land valuation of \$28,000,000. Based on a proposed investment of \$16,841,336 in private equity, the application pro forma appears to be financially feasible and within the limitations on profits and distributions.

(f) that the Applicant is a public agency, a non-profit organization, or a Limited Dividend Organization, and it meets the general eligibility standards of the housing program; and

The Applicant must be organized as a Limited Dividend Organization. MassHousing sees no

reason this requirement could not be met given information reviewed to date. The Applicant meets the general eligibility standards of the NEF housing subsidy program and has executed an Acknowledgment of Obligations to restrict their profits in accordance with the applicable limited dividend provisions.

(g) that the Applicant controls the site, based on evidence that the Applicant or a related entity owns the site, or holds an option or contract to acquire such interest in the site, or has such other interest in the site as is deemed by the Subsidizing Agency to be sufficient to control the site.

A related entity to the Applicant controls the entire 0.81-acre Site through a Deed from Cambrook Limited Partnership to Hampton Court Realty, LLC dated July 29, 2005 and recorded at the Norfolk County Registry of Deeds in Book 22722, Page 1.

14. Requested Waivers

In accordance with Section H.3(a)(vii) of the Local Regulations and 760 CMR 56.05(2)(h), a list of request exceptions to local requirements, codes, bylaws and regulations is provide here. In addition to the forgoing, the applicant requests a waiver from all other local requirements, codes, bylaws and regulations not specifically listed herein to the

extent necessary to construct the Development in accordance with the plans submitted with this application. The applicant reserves the right to supplement this required list of waivers based on modifications of the plans submitted with this application.

**HAMPTON COURT
PROPOSED WAIVER LIST
July 18, 2018**

Brookline Zoning Bylaws				
Waiver No.	Bylaw Section(s)	Requirement	Requested Waiver(s)	Details of Proposal Requiring Waiver
A	§4.01(3)(a), Table of Uses and §5.09	Special Permit for Use and Design Review (including as it relates to §3.01(4)(a))	Special Permit and Design Review requirements, including as applicable to properties within the Coolidge Corner Design Overlay District, not applicable under M.G.L. c. 40B.	Comprehensive Permit, as may be granted by Zoning Board of Appeals, shall provide all local permits per M.G.L. c. 40B.
B	§4.08	Affordable Housing Requirements	Affordable Housing and Special Permit requirements not applicable under M.G.L. c. 40B.	Per M.G.L. c. 40B, the Comprehensive Permit, as may be granted by Zoning Board of Appeals, shall provide all local permits, and the project shall comply with applicable affordable housing requirements of the Subsidizing Agency and the Department of Housing and Community Development.
C	§5.20 and Table 5.01	Maximum FAR	Waiver from maximum ratio of gross floor area to lot area (1.5 within the M-1.5 District).	The Development will have an FAR of approximately 4.98.
D	§5.30-5.32, §5.41 and Table 5.01	Maximum Height	Waiver from maximum building height limitation (45 feet within the M-1.5 District).	The Building will have a maximum height of approximately 121.25 feet, as calculated pursuant to Sections 5.30-5.32.
E	§5.41, §5.45-5.46, §5.50 and Table 5.01	Minimum Front Yard Requirements, as affected by Buildings of Uneven Height or Alignment, Corner Lot and Traffic Visibility Across Corners Regulations	Waiver from front yard requirements (15 + (H/10) within the M-1.5 District), as affected by the Buildings of Uneven Height or Alignment and Corner Setback Requirements.	The Building will have a minimum front yard setback of approximately 0 feet. The Building will abut Beacon Street and St. Paul Street. The Building will have components that vary in height from approximately 45 feet to 123 feet.
F	§5.41, §5.47, §5.60 and Table 5.01	Minimum Side Yard, as affected by Dimensional Requirements for Courts and Buildings of Uneven Height or Alignment	Waiver from minimum side yard requirement of (H+L)/6 (where "H" is the dimension of the height of the wall required to be set back from the side lot line and "L" is the dimension of the entire length of the wall required to be set back from the side lot line), as affected by the Dimensional Requirements for Courts and	The Building will have a minimum side yard setback of approximately 0 feet; this is an existing nonconformity.

			Buildings of Uneven Height or Alignment.	
G	§5.41, §5.47, §5.70 and Table 5.01	Minimum Rear Yard, as affected by Dimensional Requirements for Courts and Buildings of Uneven Height or Alignment	Waiver from minimum rear yard requirement of the greater of (H+L)/6, but at least 30 feet (where "H" is the dimension of the height of the wall required to be set back from the rear lot line and "L" is the dimension of the entire length of the wall required to be set back from the rear lot line), as affected by the Dimensional Requirements for Courts and Buildings of Uneven Height or Alignment.	The Building will have a minimum rear yard setback of approximately 0 feet.
H	§5.90 and Table 5.01	Minimum Landscaped Open Space	Waiver from minimum Landscaped Open Space requirement within the M-1.5 District that at least 10% of the gross floor area on each lot be Landscaped Open Space.	The Development will provide approximately 3,900 sf of Landscaped Open Space, or about 2.2% of the Development's gross floor area.
I	§5.91 and Table 5.01	Minimum Usable Open Space	Waiver from minimum Usable Open Space requirement within the M-1.5 District that at least 15% of the gross floor area on each lot be Usable Open Space.	The Development will provide approximately 4,500 sf of Usable Open Space, or about 2.7% of the Development's gross floor area.
J	§6.02(1), §6.02(2)(e-f) and Table of Off-Street Parking Requirements	Number of Parking Spaces per Dwelling Unit and Provisions Applicable to Residential Parking	Waiver from requirement to provide 2.0 spaces per 1 and 2 bedroom unit and 2.3 per 3-bedroom units and from requirements related to parking for units occupied by three or more unrelated persons and marking 10% of spaces in the M-1.5 District for visitors/tradespeople.	The Development will provide 79 parking spaces, which is approximately 0.6 per dwelling unit.
K	§6.03	Location of Off-Street Parking Facilities	Waiver from requirement to provide all required off-street parking on the same lot with the principal use served and, as applicable, from requirement that no more than 20% of the parking spaces be located in the open, with the remainder located in an underground structure or within the main structure (see §6.03(b)).	The Development will provide 8 parking spaces on Parcel 2, which is part of the Comprehensive Permit, as may be granted by Zoning Board of Appeals, but which is not contiguous to Parcel 1, where the principal use is located. The location of the off-street parking spaces will be as shown on the plans submitted herewith.
L	§6.04	Design of Off-Street Parking Facilities	Waiver from design requirements for off-street parking facilities and from special permit requirement applicable to projects utilizing a common driveway.	The design of the off-street parking facilities will be as shown on the plans submitted herewith. Parking spaces provided within the structure on Parcel 1 will not meet the width requirements due to the intrusion of columns in the spaces. The 8 spaces located on Parcel 2 will not meet the length and width requirements; this is an existing nonconformity. The Development will utilize the existing common driveway.

Brookline General Bylaws			
Bylaw Section	Requirement	Requested Waiver	Details of Proposal Requiring Waiver
Article 5.3 (as implemented by the Brookline Preservation Commission Rules and Regulations)	Demolition Delay Bylaw	Demolition delay review requirements not applicable under M.G.L. c.40B.	Per M.G.L. c. 40B, the Comprehensive Permit, as may be granted by Zoning Board of Appeals, shall provide all local permits.
Article 8.26	Stormwater Management Bylaw	Stormwater Management review requirements not applicable under M.G.L. c.40B. Waiver from detention and recharge requirements.	Per M.G.L. c. 40B, the Comprehensive Permit, as may be granted by Zoning Board of Appeals, shall provide all local permits. Project will comply with applicable stormwater quality requirements and standards of the Massachusetts Department of Environmental Protection.

15. List of Submittals Made to MassHousing

In accordance with Section H.3(a)(ix) of the local regulations, copies of any and all materials submitted to Mass Housing, including the applications for Site Approval, have been provided to the Town. They include:

April 23, 2018 - PEL Application and Exhibit Packet

April 23, 2018 - Thumb drive with 21E Phase 1 Environmental Assessment

April 23, 2018 - Full size plans

June 6, 2018 - Additional images illustrating the transition between building heights

June 14, 2018 - Response to Town letter

16. Development Team

Chestnut Hill Realty has assembled a team of professionals with extensive experience in the development of Comprehensive Permit Projects. Goulston & Stores, Stantec, The Architectural Team, Bernkopf Goodman, EMH Real Estate and Community Resources Group all have over 25 years of experience in the production of mixed income housing. The team has also worked together on the Chestnut Hill Realty approved 40B development, The Residences of South Brookline and other Chestnut Hill Realty Developments.

Chestnut Hill Realty: Developer and Property Manager

Chestnut Hill Realty (CHR) is one of New England's leading full service real estate companies, specializing in multifamily housing. Established in 1969, CHR owns and manages more than 4,700 apartment units, comprising 28 apartment home communities in Greater Boston and Rhode Island, and over 180,000 square feet of commercial space. The portfolio includes 10 apartment home communities in Brookline.

Over the last 48 years, CHR has overseen the development and/or renovation of more than 8,200 apartment and condominium units, for a combined construction project expenditure of \$750 million. The company has an in-house development division. The company manages all of its rental communities and will manage Hampton Court.

Environmental sustainability is a priority at Chestnut Hill Realty. The Company incorporates many green practices into its development and business operations.

Recognizing that vibrant neighborhoods are an extension of people's homes, Chestnut Hill Realty looks for opportunities to enhance the communities where it operates. The Company supports numerous local and national charities, and encourages its employees and residents to get involved through annual drives, year-round fund-raising activities, and volunteerism.

Chestnut Hill Realty has been active for many years in maintaining the landscaping of several public spaces in Brookline and West Roxbury. These include the Baker School Amphitheatre, Blakely

Hoar Sanctuary, Holy Name Rotary, and a stretch of the VFW Parkway from South Street to Corey Street. Most recently, CHR completed a series of streetscape and neighborhood landscaping and signage beautification projects along a large stretch of Washington Street, including the creation of a new entryway into the Beethoven School. CHR also created the Garden of Hope at City Hall in Boston.

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

Marc Levin, President of Development and Construction and Project Manager for Hampton Court, has been with Chestnut Hill Realty for more than 30 years. Since joining the Company, he has overseen over \$200 million in construction and development activity.

Goulston & Storrs, P.C.: Real Estate Counsel

Goulston & Storrs' work includes permitting in essentially every community in Massachusetts as well as innumerable projects in downtown Boston. In recent years, Goulston & Storrs has permitted over 30,000 units of housing in Massachusetts (including thousands of affordable units for a range of for-profit and nonprofit clients as Chapter 40B projects). Its 40B experience includes a broad array of projects across the Commonwealth, with local experience on projects including those in Acton, Andover, Bedford, Billerica, Braintree, Brookline, Canton, Cohasset, Concord, Danvers, Dedham, Falmouth, Foxboro, Framingham, Haverhill, Hingham, Lexington, Lynnfield, Mansfield, Marlborough, Maynard, Milton, Natick, Needham, Newton, Norwood, Peabody, Pembroke, Randolph, Sharon, Sherborn, Shrewsbury, Southborough, Stoughton, Tewksbury, Wayland, Westborough, Westford, Weymouth, Wilmington, and Yarmouth.

In addition to permitting work on 40B projects, Goulston & Storrs has unique depth and breadth in litigating – and in avoiding litigation – over the issues that arise in development under Chapter 40B. The firm has extensive experience

litigating on behalf of 40B developers at all levels including numerous cases at the Housing Appeals Committee, Superior Court and Land Court, Appeals Court and Supreme Judicial Court.

Steven Schwartz is a Director and is the Co-Chair of the firm's Real Estate Group. Commercial real estate law is the focus of Steve's legal practice. He represents developers and lenders in the acquisition, development, sale, leasing, and financing of commercial real estate. He regularly counsels developers on the requirements for satisfying the complex land use and environmental laws and regulations applicable to large-scale commercial projects throughout the New England region. A significant portion of Steve's current development practice involves working with clients on complex multifamily residential projects, including both market rate and affordable developments, large mixed-use projects and 40B projects. In addition to his involvement with traditional forms of real estate mortgage loans and refinancings, Steve has considerable experience in representing lenders in workouts of troubled real estate loans, including restructurings, deed-in-lieu transactions and foreclosures. Steve is a graduate of Harvard College and Harvard Law School and has been practicing at Goulston & Storrs since 1989.

The Architectural Team

Michael Liu, Vice President and Principal, is the Principal in Charge

Since 1971, The Architectural Team, Inc. (TAT), has been recognized for its thoughtful leadership and diverse portfolio of acclaimed design solutions. The 95+ person firm has earned more than 100 awards for design excellence across a broad range of building types and programs, including: new construction of large-scale urban mixed use developments, multifamily, commercial, waterfront and hospitality developments, assisted and senior living facilities, and community centers.

TAT holds a national reputation in the areas of historic preservation, rehabilitation and adaptive reuse that has transformed neighborhoods across the United States, artfully restoring and reimagining neglected buildings for new uses while

simultaneously preserving history.

The firm's insightful and pragmatic design solutions reflect our respect for site, context and sustainability. TAT believes that inspired and responsive design doesn't happen in isolation. It's the result of a committed partnership between the client and the design team; where regard for the character and quality of the natural and built environment is fundamental.

While TAT's work has been honored with many awards, they are most proud of our lasting client relationships, and their role in their Client's success. Trusted advisors and active listeners, The Architectural Team is dedicated to creating positive and lasting transformation in the communities they serve.

Michael Liu is responsible for overseeing the firm's design and recruitment efforts. With more than 30 years of professional design and master planning experience, he holds registrations in nine states and has been a registered architect in Massachusetts since 1984. Michael has directed the design of a wide range of developments across the hospitality, recreation, residential, mixed use and commercial sectors. His design work has been honored with awards from notable professional and trade associations, including the American Institute of Architects, the Boston Society of Architects, and the Massachusetts Historical Commission, among others. Actively committed to professional and community service, Michael has served on the Board of Directors for Habitat of Humanity Greater Boston for the past 11 years and has chaired the State Designer Selection Board for the Commonwealth of Massachusetts.

Bernkopf Goodman LLP: Legal

Gary Lilienthal, a Partner at the Boston law firm of Bernkopf Goodman LLP, has practiced real estate development law for over 40 years. He represents clients in all aspects of acquisition, construction, development, financing, private syndication, land use, permitting before state and local government agencies, operation, leasing and sale of commercial, and residential real estate developments. Mr. Lilienthal provides representation regarding land use and permitting

issues for major projects, including residential subdivisions, multifamily, industrial and office complexes, shopping centers and mixed-use developments. He is a graduate of the University of California at Berkeley and Boston College Law School. He is admitted to the Massachusetts Bar, the Federal District Court of Massachusetts, and the U.S. First Circuit Court of Appeals.

Stantec Consulting Services, Inc.: Site Planner, Civil Engineer, Landscape Architect, and Traffic

Stantec Consulting Services, Inc. (Stantec) is a multi-disciplinary design firm with approximately 850 employees in New England. Its Community Development group provides comprehensive site design services for public sector, private and institutional clients. Stantec has an extensive portfolio of experience in New England having provided professional design and consulting services for almost 60 years from its nine local offices. Services in New England include landscape architecture, civil engineering, architecture, interior design, transportation planning and design, environmental services, power engineering, and water/wastewater engineering. The Boston office has provided award winning site design and engineering services for several Massachusetts-based projects including Newbridge on the Charles Intergenerational Campus in Dedham; Teddy Ebersol Red Sox Field in Boston; Maverick Landing in East Boston; Washington Beech in Roslindale, and Temple Beth Elohim in Wellesley. The Stantec Principal-in-Charge is Joseph Geller, FASLA, a Brookline resident and a former member of the Brookline Board of Selectmen. Theo Kindermans will also be intimately involved with the development of Hampton Court.

Rick Bryant is an Associate with more than 35 years of consulting experience in New England. He is a transportation planner and traffic operations specialist with extensive experience in the planning, design and permitting of transportation projects for public sector clients and land development projects for private sector clients. Mr. Bryant has developed a broad knowledge of applicable state and local regulations needed for project permitting and has established strong working relationships with state highway and environmental permitting agencies. He is also an experienced public speaker who

can effectively present transportation plans and projects in public hearings and other forums.

Community Resources Group, Inc.: Real Estate Advisor

Community Resources Group, Inc. offers a range of real estate permitting services to corporations, colleges, schools, and real estate professionals. The principals have worked throughout the Northeast since 1989. In the past 29 years, the firm has assisted its clients in permitting more than eight million square feet of hospital, schools, retail, commercial, office, golf course, college, and residential development. Margaret Murphy will be the Principal-in Charge.

EHM/Real Estate Advisor: 40B Consultant

Edward H. Marchant has served as a Chapter 40B advisor to 51 municipalities in Massachusetts on 112 proposed 40B developments. He has also advised 40B private developers on 62 40B developments in 44 municipalities. In addition, Mr. Marchant has been a frequent speaker and/or moderator at 40B training conferences sponsored by Citizens' Housing & Planning Association (CHAPA), Massachusetts Department of Housing & Community Development (DHCD), Massachusetts Housing Partnership (MHP), and MassHousing. Mr. Marchant is a graduate of Cornell University and Harvard School of Business.

17. List of Prior Development Projects

The Chestnut Hill Team assembled to work on the Hampton Court 40B development has extensive experience both working together and working on other 40B developments throughout Massachusetts. Many of the consultants have over 20 years of individual experience in successfully permitting dozens of 40B development.

The team has worked together on three CHR 40B developments including the approved 161 unit Residences of South Brookline, the 226 unit Puddingstone at Chestnut Hill that is in ZBA hearings and the 299 unit The Coolidge development is scheduled to start ZBA hearings shortly. None of these projects are under construction and no cost examinations have been submitted.

Chestnut Hill Realty (CHR) is one of New England's leading full service real estate companies, specializing in multifamily housing. Established in 1969, CHR owns and manages more than 4,800 apartment units, comprising of 30 apartment home communities in Greater Boston and Rhode Island, and over 180,000 square feet of commercial space. The portfolio includes 10 apartment home communities in Brookline.

While many of the properties in Chestnut Hill Realty's portfolio were purchased, recently the company has permitted, upgraded and/or developed many other apartment communities.

Apartment Projects Recently Completed or In Process:

- In 2015, Chestnut Hill Realty received approval to build an 88 unit mixed-income apartment community in Newton. The Residences at Kessler Woods is complete and opened in September of 2017.
- In 2014, Chestnut Hill Realty received approval to build Fenway Diamond on Minor Street in Boston. The 49 unit studio, one and two bedroom apartment community is completed and occupied.
- In 2015, Chestnut Hill Realty received a Comprehensive Permit in Brookline for 161 one, two, three and four-bedroom apartment units. This mixed income apartment

community has not commenced construction.

- In 2013, Chestnut Hill Realty began a program in Cambridge to add basement apartments to some of their older apartment buildings that met specific criteria approved by the City. The first new basement units came on line in 2015 at Wendell Street. [Additional basement units have been approved on Langdon Street and Chauncy Street.]
- Chestnut Hill Realty is in the process of renovating and repositioning a 28 unit, historic apartment building in Newton.

Additional Properties Developed by Chestnut Hill Realty:

- Alden Towers - a full rehabilitation of 86 units in the historic Longwood Towers in Brookline.
- Norwest Woods - the addition of 83 new units at Norwest Woods in Norwood, MA.
- Ridgecrest Village - the addition of a new pool and pool house and 48 new units as well as the addition of a 12-unit apartment building in West Roxbury, MA.
- Norwood Gardens – the addition of 12 new units in Norwood, MA.
- Village Green – new leasing office in Plainville, MA.
- Hancock Village – the rehabilitation of an 90,000 s/f shopping center and the addition of 30,000 s/f corporate headquarters.
- Roslindale Square – Participated in a public/private partnership to reinvigorate the area that resulted in a new 20,000 sf medical and dental center.
- Assisted B'nai B'rith in converted 12 apartments to condominiums in Newton.
- Built townhomes in Portsmouth, RI.
- Developed British Landing.
- Swan Pond – Apartment community in Walpole

Chestnut Hill Realty Portfolio

Boston

- Brighton – 200+ apartments
 - > Newton Park
 - > Kilsyth Court Court, Hall, and Manor
 - > Selkirk Place
- West Roxbury – 600 units
 - > Ridgecrest Village
 - > Hancock Village

Cambridge - 297 units

- Brattle Arms
- John Harvard
- Chauncy Court
- Wendell Terrace
- Langdon Street and Langdon Square

Brookline – 800+ apartments

- Hancock Village
- Longwood Towers
- 1443 Beacon Street
- Auburn Harris Courtyard
- Beacon Fairbanks Manor
- Hampton Court
- Harvard Terrace
- St. Paul Gardens
- Green Street
- Kent Street

Great Boston

- Norwood Gardens – 344 apartments in Norwood
- Norwest Woods – 406 apartments in Norwood
- Water View Village and Terrace - 581 apartments in Framingham
- Waterfall Hills – 243 apartments in Canton
- Village Green – 400 apartments in Plainville

Rhode Island

- The Regency Plaza – 444 apartments in Providence
- Bay View Estates - Portsmouth