

375-399 Chestnut Hill Avenue

Zoning Board of Appeals Application for Special Permit
August 20, 2014



PROJECT STATEMENT

Project Overview:

Boston Development Group proposes to redevelop the property located at 375 – 399 Chestnut Hill Ave. The project site lies partially in Brookline and partially in the City of Boston, whereby approximately 18,176sf are in Brookline and the remaining 92,853sf in Boston. As such the project complies with both Brookline and Boston zoning. The proposed development has evolved substantially through extensive planning and design involvement by the Boston Redevelopment Authority and a Brookline Design Advisory Team implemented by the Brookline Planning Board as well as significant input from community members in Boston and Brookline.

The result is a mixed-use development that includes residential, hotel, and retail uses. The density and scale of the project has been carefully considered to minimize development impacts on the community while offering a vibrant new face to Cleveland Circle. The proposed development will include both subsurface garage parking as well as surface parking.

Project Team:

The principal members of the design and permitting team include:

Developer:	Boston Development Group
Brookline Permitting Counsel:	Holland & Knight
Architect:	ADD Inc.
Landscape Architect:	Halverson Design Partnership
Traffic Engineer:	Howard/Stein-Hudson Associates, Inc.

Existing Conditions

The existing site totals approximately 2.56 acres on 2 parcels on the south side of Chestnut Hill Ave and adjacent to Cleveland Circle. The first parcel is home to the former Circle Cinema movie theater and is owned by National Amusements Inc. The Circle Cinema parcel has two addresses: 375 Chestnut Hill Avenue in Boston and 399 Chestnut Hill Avenue in Brookline. The Cinema was closed in 2008. The second parcel is located at 381 Chestnut Hill Ave and is currently occupied by an Applebee's restaurant. Both sites are under the contractual control of BDG. The existing buildings will be demolished to make way for the new development.

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.

The National Amusement property has the legal right to use a Waterworks' egress roadway that exits to Beacon Street. This roadway will accommodate a portion of the hotel traffic exiting the Project Site. The use by the project of this egress road is required under Brookline zoning. BDG has contracted a 99-year lease for this roadway from the adjoining Waterworks Museum and will limit its use to non-commercial vehicles from 60 hotel parking spaces serving overnight hotel guests and hotel employees.

Proposed Development Program

The proposal is for an approximately 218,520 SF mixed use development that overlays the municipal boundary of Boston's Brighton Neighborhood and the Town of Brookline. The development is comprised of 92 Class A apartments, a 162-room Hilton Garden Inn, 188 garage and surface parking spaces, and approximately 14,000 SF of ground-level retail and restaurant space.

The apartment component is five (5) stories over ground floor retail and the hotel is four (4) stories over ground floor retail. The apartments are positioned along the park edge and offer views of Cassidy Playground, Cleveland Circle, and The Chestnut Hill Reservoir. The Hotel portion fronts along Chestnut Hill Ave where it is visible from Cleveland Circle and supports a strong street edge. Additionally, the introduction of ground floor retail and restaurant space, along with sidewalk improvements, street trees, and lighting, improve safety and enhance the pedestrian experience along Chestnut Hill Avenue.

Transportation + Traffic

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.

In addition to public transit opportunities, the area is flush with neighborhood retail, restaurants, and other services contributing to the high degree of walkability for residents and hotel guests alike.

Despite the transit oriented nature of the proposed development and the urban conveniences the site provides, vehicular traffic is not inconsequential and continues to be a principal concern of the community and other stakeholders. As a result, Boston Development Group has put forth a design that not only aims to minimize traffic impacts on the site and the surrounding neighborhood but commits to improving traffic and traffic management throughout the Cleveland Circle intersection. These efforts include:

- Designing an interior courtyard that accommodates all drop-off, pick-up, deliveries, and access to parking so as to pull these activities off Chestnut Hill Ave.
- Consolidating 4 existing curb cuts along Chestnut Hill Ave to a single signalized curb cut.
- Working with the MBTA to synchronize traffic signalization with trolley arrivals so as to improve safety and optimize traffic flow through the Cleveland Circle Intersection.
- Contributing \$600,000 to traffic improvements. This commitment is estimated to improve the traffic operations at Cleveland Circle from a Level of Service (LOS) F to a LOS D.
- Developing a robust traffic management plan for the site to include a HUB bike station, premium parking for compact and energy efficient cars, electric vehicle charging, among other features.

The Project also accommodates all parking needs on site with 92 garage spaces for residential use, 81 surface parking spaces dedicated to hotel use, 15 surface retail spaces, and additional garage valet spaces. Further, The Project has legal use of the driveway at the rear of the site exiting to Beacon Street. Limiting this drive way to use by non-commercial vehicles from 60 hotel surface spaces further alleviates the traffic burden on Chestnut Hill Avenue.

Zoning

On June 11, 2011, BDG received a notice from the Town of Brookline Town Clerk, that the Brookline Town Meeting Members had approved a Cleveland Circle Hotel Overlay District. This new district created new zoning regulations to allow hotel use on the Brookline portion of the site, and an increase in FAR from .5 to 2.5. In the City of Boston, the project received BRA Board Approval on June 19, 2014.

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.

The remainder of the Project Site lies within the Town of Brookline’s Hotel Overlay District. The Project as currently designed is within the limits set forth in the Overlay District and is governed by such.

The Project includes hotel use, residential use, retail/restaurant use, and approximately 188 surface and garage parking spaces. Retail and restaurant uses are allowed in the NS Subdistrict. Hotel use is forbidden and residential uses are conditional, The text and map amendments recommended will change the underlying zoning for the Site from a Neighborhood Shopping (NS-1) Subdistrict to a

Cleveland Circle Community Commercial (CC-3) Subdistrict (making the Site eligible for designation as a Planned Development Area), and will establish a Maximum Floor Area Ratio of 2.5 for such Planned Development Area. The site was made PDA eligible by the Boston Zoning Commission on July 23, 2014.

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 building height is measured from the average grade along Chestnut Hill Ave across the length of the entire project. This methodology results in a hotel building height in Brookline of approximately 56 feet. Under the same methodology the residential building measures approximately 66’-11” in height.

The current development plans call for approximately 173,680 square feet of gross floor area on the Boston portion of the Project Site, resulting in an FAR of approximately 1.87. 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 44,840 gross square feet in Brookline, resulting in a FAR of approximately 2.47. When combined, the project proposes 218,520 gross square feet and a total FAR of 1.97. Parking is being provided at .5 spaces per hotel room, 1 space/1000sf of retail space, and 1 space per residential unit.

Design Review

The project is subject to section 5.09 of Brookline Zoning requiring a design review and special permit application.

COMMUNITY & ENVIRONMENTAL IMPACT AND DESIGN STANDARDS

Preservation of Trees and Landscape

The proposed development preserves existing trees and improves hard and soft landscaping. The Project takes advantage of its relationship to Cassidy Playground by preserving the existing grove of mature oak trees that line Cassidy Playground. Preserving the trees ensures they continue to offer desirable shade in the warm summer months. Beyond protecting these trees, the proponent has committed to improving the soils around the trees, removing dead trees and invasive species, and introducing new native species that will thrive in this location. Further, The Project will introduce new plantings and concrete sidewalks along the park edge. The Project will make numerous other landscape improvements including:

- Creating a landscaped buffer edge and decorative fence along the parking area.
- Introducing new mature deciduous street trees along Chestnut Hill Avenue.
- Replacing the deteriorating sidewalks along Chestnut Hill Avenue with a combination of new concrete unit pavers and scored concrete.
- Introducing new street lighting consistent with city standards to unify the overall appearance of the street edge with Cleveland Circle.
- Introducing a new traffic signal and pedestrian crosswalks.
- Replacing existing layers of fence with a new decorative fence along the entire length of the development along the MBTA tracks.
- Contributing to landscape improvements in the Cleveland Circle intersection.

Relation of Buildings to Environment

The project proposes buildings of appropriate scale and density for the site and the surrounding context. The site layout is purposeful in the way:

- The buildings are pulled up to Chestnut Hill Ave to create a distinct urban street edge.
- The residences are positioned along the park to benefit from unobstructed views.
- The building chamfers at the corner of Cleveland Circle so as to complete the existing edge of the Cleveland Circle Intersection.

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, street lighting, landscaping, signage, fencing, and paving. Additionally, The Project locates the public spaces – retail, restaurant, residential and hotel entrances - along Chestnut Hill Avenue and along the park edge to encourage pedestrian activity in these locations. 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 an independent restaurant and a hotel restaurant. Both restaurants are open to the public and offer large outdoor dining terraces. Also, along the park edge is a pool terrace and function room terrace. The building is setback from the park edge as much as 13'-6" in some locations. This setback accommodates these exterior amenities, creates a generous buffer between the building mass and the park, as well as minimizes shadow impact.

The Proponent has engaged shadow studies to illustrate the appropriateness of the proposed building height. Shadows were analyzed during 14 different times throughout the day and through different seasons to reveal that new shadow will be generally limited to the immediately surrounding streets and sidewalks. In some instances, new shadow will be cast on small portions of Cassidy Playground. However, these shadows are expected to be immaterial as it relates to the existing shadows cast by existing trees. During one of the 14 periods studied, new shadow will be cast upon the Reservoir Station bus stop.

Circulation

The Project site design will allow for safe and effective vehicular and pedestrian circulation. A principal feature of the project's circulation infrastructure is the interior courtyard, which is designed to efficiently handle vehicle activity associated with hotel guests, retail and restaurant visitors, residents, and loading/delivery. The courtyard will have one-way vehicle circulation to minimize congestion and conflicts and to enhance wayfinding for first-time hotel guests and customers. Residents, who will have reserved parking in the underground garage, will not be required to circulate through the courtyard and will, instead, proceed directly down the garage ramp. Along the northern and western perimeter of the courtyard, short-term drop-off/pick-up zones will be designated for hotel guest use and residential use. Two spaces will be designated for taxicabs – one in Boston and one in Brookline. Several short-term parking spaces will also be provided in the courtyard area to serve the on-site retail and restaurant uses. Note that no public parking is provided on-site. The courtyard will also accommodate all loading/delivery activity generated by the Project. The operation of the courtyard will be managed by the hotel operator.

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 courtyard 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 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 back around the courtyard to handle an additional 15 vehicles should atypical queues develop. The interior of the courtyard 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 courtyard 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 courtyard will exist 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 the subset of overnight hotel guests and hotel employees who will park in the gate-controlled section of the surface lot. This gate-controlled section, accessed via room key pass, 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. This requirement reduces traffic in the courtyard and, consequently, the number of Project 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 for final pedestrian crossing plan and sidewalk improvement uses. Sidewalk improvements on the western side of Chestnut Hill Avenue shall include a minimum ten 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, tenants, and visitors to encourage bicycle use. Bicycle storage will be provided in the underground garage for residents and covered bicycle racks will be provided near primary entrances.

The courtyard is designed to have 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 infiltration system. The quantity of runoff will be reduced through additional landscaped area and the proposed storm water infiltration system. Runoff from the surface parking area will be collected by deep sump catch basins. Flows from the catch basins will be routed through the storm water quality

control structure (e.g., particle separator) before being conveyed to the existing 78" x 84" concrete storm drain that runs through the Site. A small corner of the proposed building will be built over the culvert at the northern most corner of the site. To protect the culvert, the Proponent is proposing to place the building on a structural slab and use a combination of grade beams and micropiles to span this section of culvert. The design of this span will be submitted to BWSC for approval.

The storm drainage and snow melt collected in the proposed underground parking structure will be captured by floor drains and pumped to an oil and gasoline interceptor prior to being piped to the sanitary sewer system. Runoff from the rooftops will be collected and sent to a proposed infiltration system. Runoff from most rainfall events will be infiltrated to the ground. The infiltration system is expected to have an overflow structure in case the system gets inundated by larger storm events. The overflow pipe structure will be tied into the proposed closed drainage system on site.

Utility Service

Electrical Service

The existing electrical services to the theater and restaurant are underground and fed from NSTAR'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 NSTAR.

Telecommunications Systems

There is an existing telecommunications manhole within Chestnut Hill Avenue on the Brookline side of the project. 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 connections will be made to the future 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

All signage shown is conceptual and will be brought to the Planning Board for review.

Special Features

- New path through Cassidy Playground that includes seating and landscaping
- Green roof over 1-story hotel lobby
- Large interior courtyard
- Preservation or reconstruction of the existing CIRCLE sign for re-use on the project site. Location to be determined.
- 2 outdoor dining terraces overlooking the Cassidy Park

Safety and Security

There are numerous safety and security measures proposed by way of site layout and design as well as through building operations. The two most visible faces of the project – Chestnut Hill Ave and along the park edge – have been programmed with active and pedestrian oriented uses. These uses include entrances to the hotel and residential buildings, retail and restaurant spaces, as well as hotel and residential amenity spaces. Keeping these areas active and occupied improves safety for residents and visitors alike. Additional safety features include:

- Significant outdoor lighting to improve visibility and safety
- A 6'- 8' tall fence along the MBTA tracks
- High degree of ground floor transparency to improve visibility into and out of the building
- Hotel staff is on site 24 hours a day
- Access card control to each hotel room
- Credentials needed to access the residential building

Heritage

There are two existing buildings on the Project Site. The Circle Cinema was originally constructed in 1939, and the now Applebee's restaurant in 1949. Neither is listed in the State or National Register of Historic Places or in any local historic district. At a March 13, 2012 public hearing for Brookline's Demolition By-law, the Brookline Preservation Commission (BPC) determined the Circle Cinema building was not historically or architecturally significant and stated that the building could be demolished. In a letter dated March 20, 2012 the staff of the Boston Landmarks Commission (BLC)

found the Circle Cinema building exempt from Article 85 (Demolition Delay) review; no further BLC review is required under Article 85.

Energy Efficiency / Microclimate

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 show 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. Presently, 46 points have been targeted.

- The Project will engage a commission 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 measure are outlined below:
- The Project will use refrigerants that are free of chlorofluorocarbon (CFC).
- The Proponent will minimize energy consumption by exceeding ASHRAE 90.1 standards by 20%.
- The Project will 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 will divert construction and demolition debris from landfills through the use of a construction waste management plan.
- The Project 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 be designed 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 will 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 design will minimize the exposure of building occupants to potentially hazardous particulates and chemical pollutants.
- The Project will provide access to lighting systems controls for 90% of building occupants.
- The Project will 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.

Use	Boston Site Area 92,853 SF		Brookline Site Area 18,176 SF		Total Project Site Area 111,029 SF		Parking Ratio (per zoning)	# reqd
	Building Area Boston	Parking Spaces	Building Area Brookline	Parking Spaces	Total Area	Total Parking		
Hotel - 162 Rooms	57,790	81	37,240		95,030	81	.5/room	81
Residential - 92 Units	109,490	80	-	12	109,490	92	1/Unit	92
Retail	6,400	15	7,600		14,000	15	1/1000	15
Total SF	173,680		44,840		218,520	188		
FAR	1.87		2.47		1.97			
Parking Spaces		176		12		188		

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

Basement Area (area not included in FAR)	Boston	Brookline	Total
	38,500	5,500	44,000

(parking, bikes, mech, laundry, storage)

Proposed Parking Total

At Grade	96	(81 Hotel + 15 Short Term Retail Parking Spaces)
In Garage	92	(92 Residential + Valet Spaces)
Total	188	

Residential Unit Summary Mix

Unit Type	Total # Units	% mix
1 BR,		
1 BR + Den	36	39%
2 Br/ 2 Ba,		
2 Br/ 2 Ba + Den	51	56%
3 Br/ 2 Ba	5	5%
	92	100%

Compliance per Brookline Zoning By-Laws Section 5.6 (i) Cleveland Circle Hotel Overlay District

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

District: L-0.5

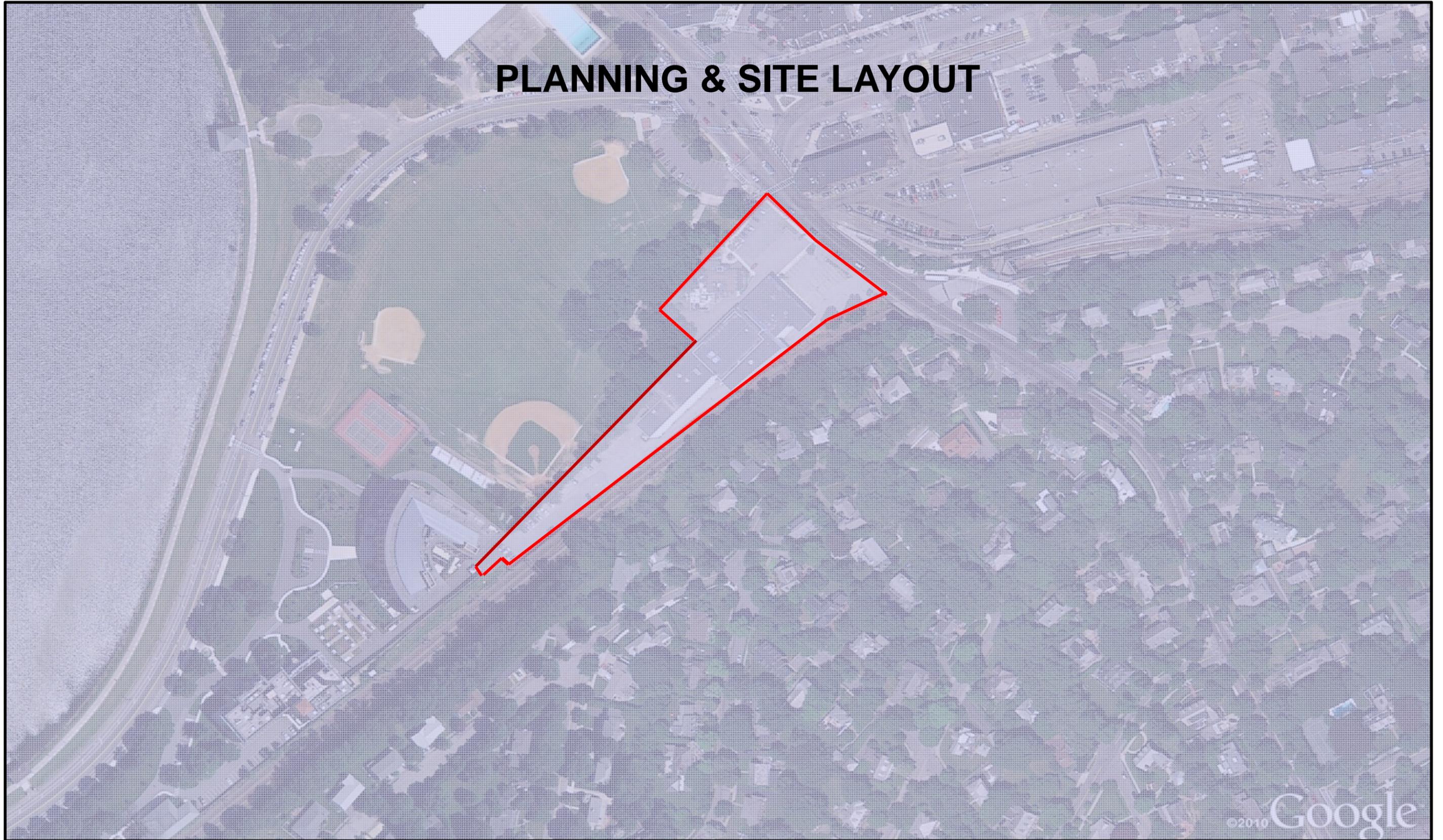
Based on May 26, 2011 Special Town Meeting Article 1

	Required/ Allowed	Proposed on Brookline Parcel	Calculations	Comments
LOT SIZE MINIMUM SF	none	18,176		
USES	Hotel, Retail	Hotel, Retail		37,240 sf Hotel, 7,600sf Retail = 44,840sf total
MAX. FLOOR AREA RATIO	2.2 min - 2.5 max	2.47	44,840/18,176=2.47	37,240 sf Hotel, 7,600 Retail = 44,840 44,840/18,176=2.47
MAX. BUILDING HEIGHT	56'	56' + 10' mechanical		10' fl to fl for hotel rms, 14' min clearat at 1st floor
REQ. FRONT YARD SETBACK - Chestnut Hill Ave	5' min - 15' max	6' to 10'		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	10' 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	82 Rooms		The Boston/Brookline lot line spans two units
REQUIRED PARKING (calculated over total parcel area)	187	12 (below grade)	.5 spaces/hotel room; 1 space/1000 SF retail* 1 space/dwelling unit* (*Boston requirement)	81 on grade hotel parking spaces are provided in Boston. 60 cars are segregated and exit to Beacon St out rear of site (pending), 15 retail and restaurant parking spaces are provided in Boston, 80 dwelling unit parking spaces are located in Boston, 12 parking spaces for Boston dwelling units are located in basement in Brookline.
PARKING SPACE DIMENSIONS	8.5' x 18' minimum	8.5'x18'		25% of total parking spaces may be allocated for compact cars and may measure 7.5'x16'
PARKING LOT LANDSCAPING	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		

375-399 Chestnut Hill Avenue Boston/Brookline, MA



PLANNING & SITE LAYOUT



375-399 Chestnut Hill Avenue Boston/Brookline, MA



HALVORSON DESIGN PARTNERSHIP

Howard/Stein-Hudson Associates, Inc
38 Chauncy St., 9th Floor
Boston, MA 02111
617.482.7080



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375-399 Chestnut Hill Avenue Boston/Brookline, MA





-  Hotel
-  Residential
-  Retail / Restaurant

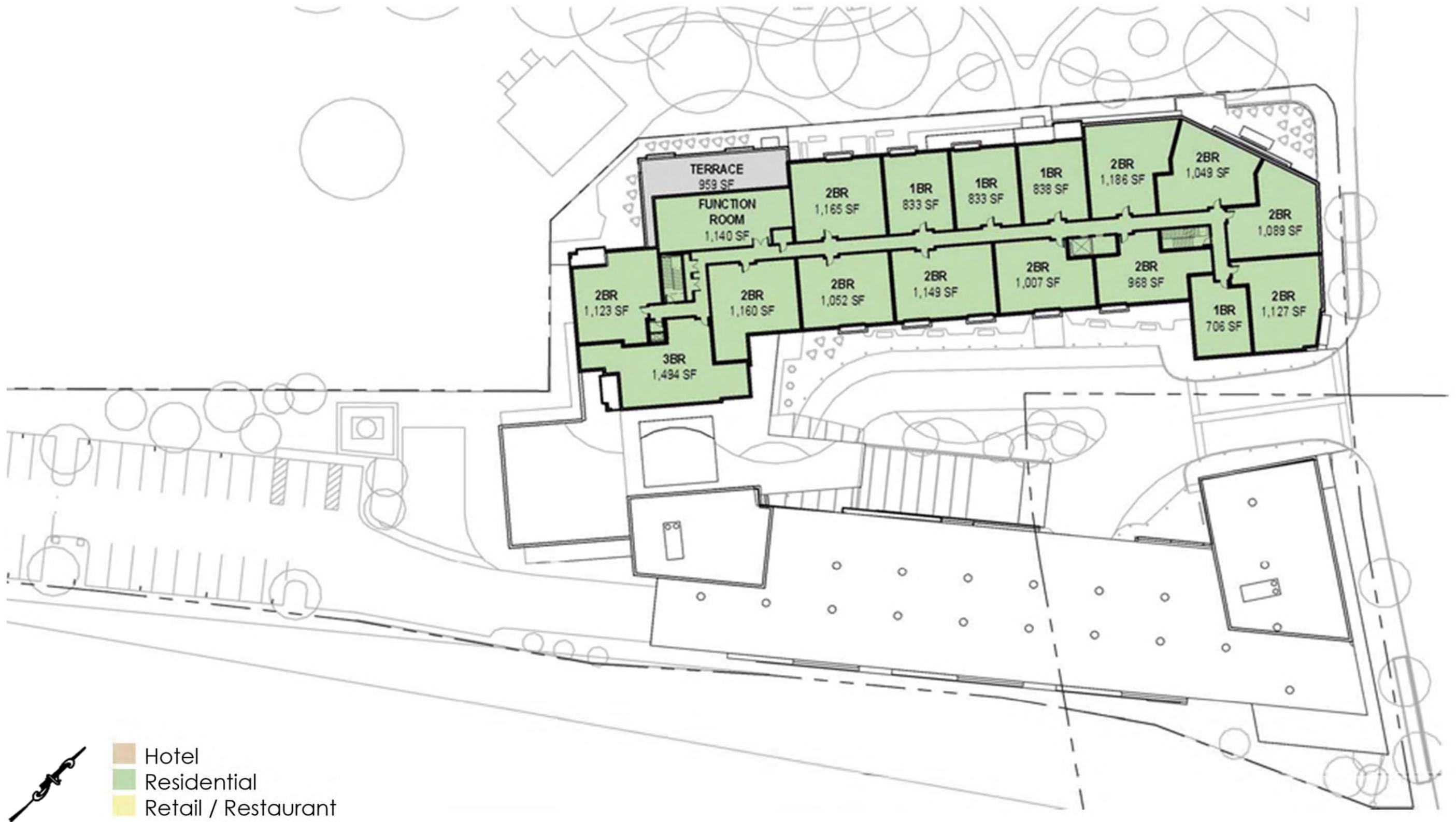
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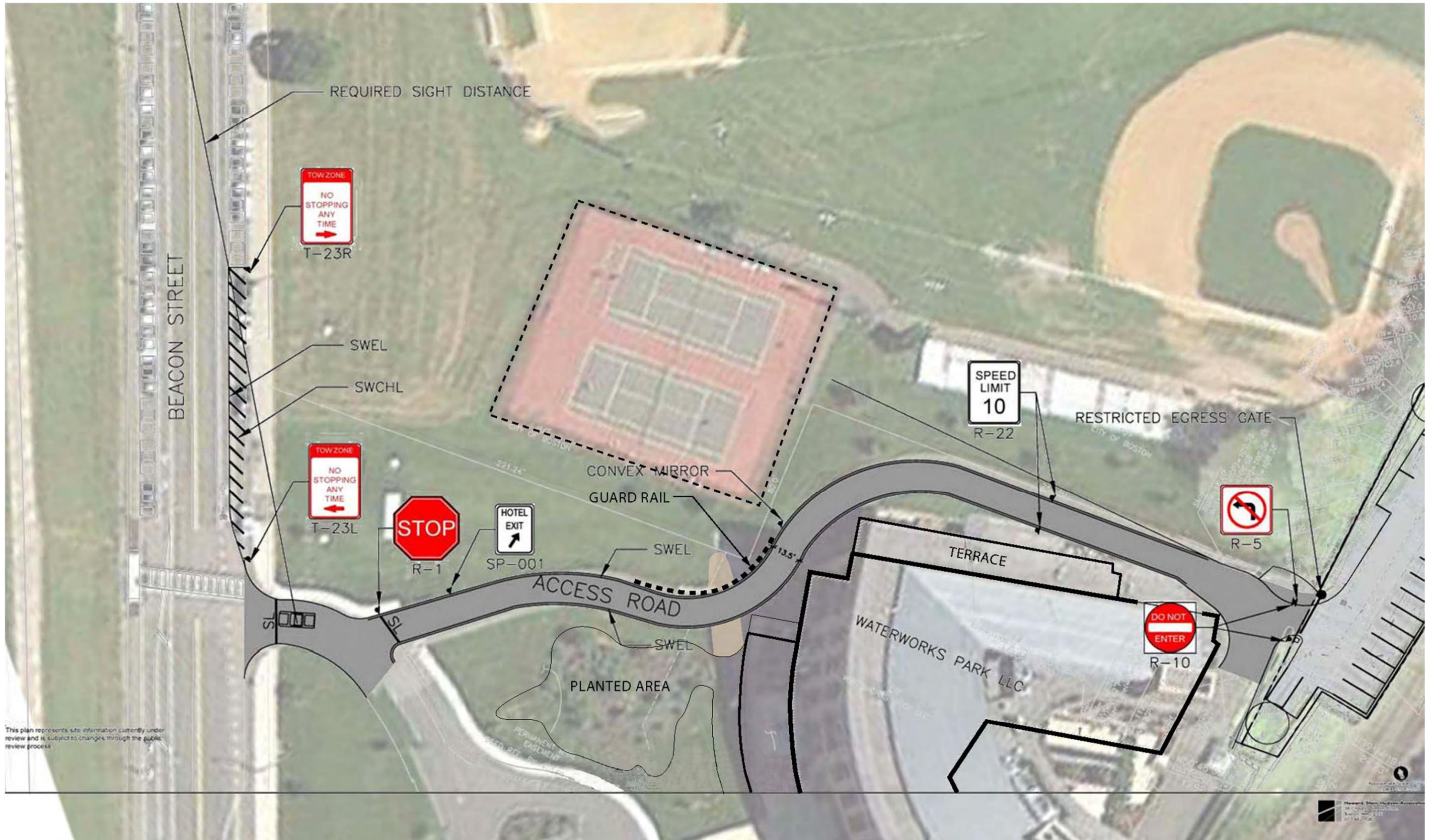
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ADD Inc

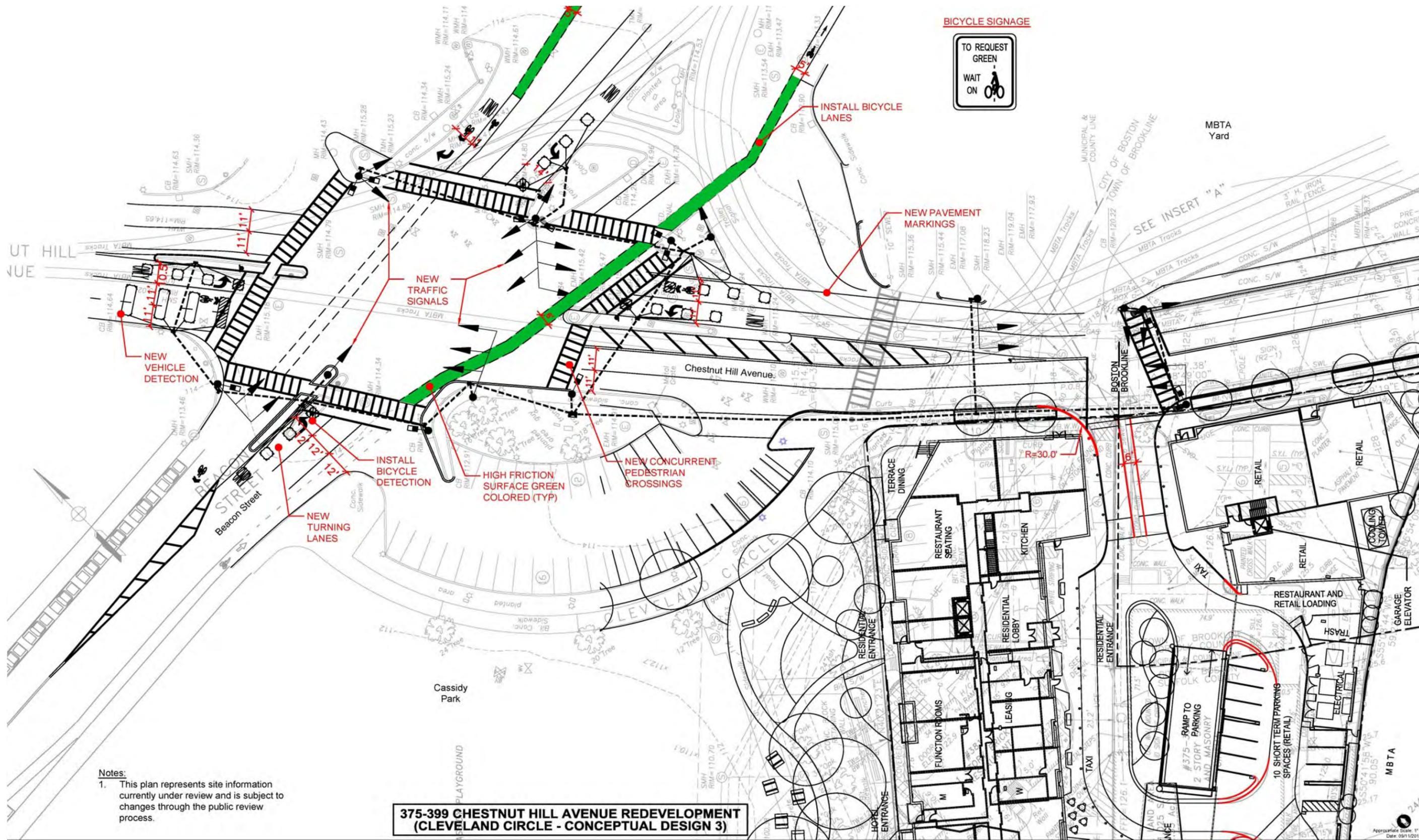
HALVORSON DESIGN
PARTNERSHIP

Howard/Stein-Hudson Associates, Inc
38 Chauncy St., 9th Floor
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375-399 Chestnut Hill Avenue Boston/Brookline, MA





Notes:
 1. This plan represents site information currently under review and is subject to changes through the public review process.

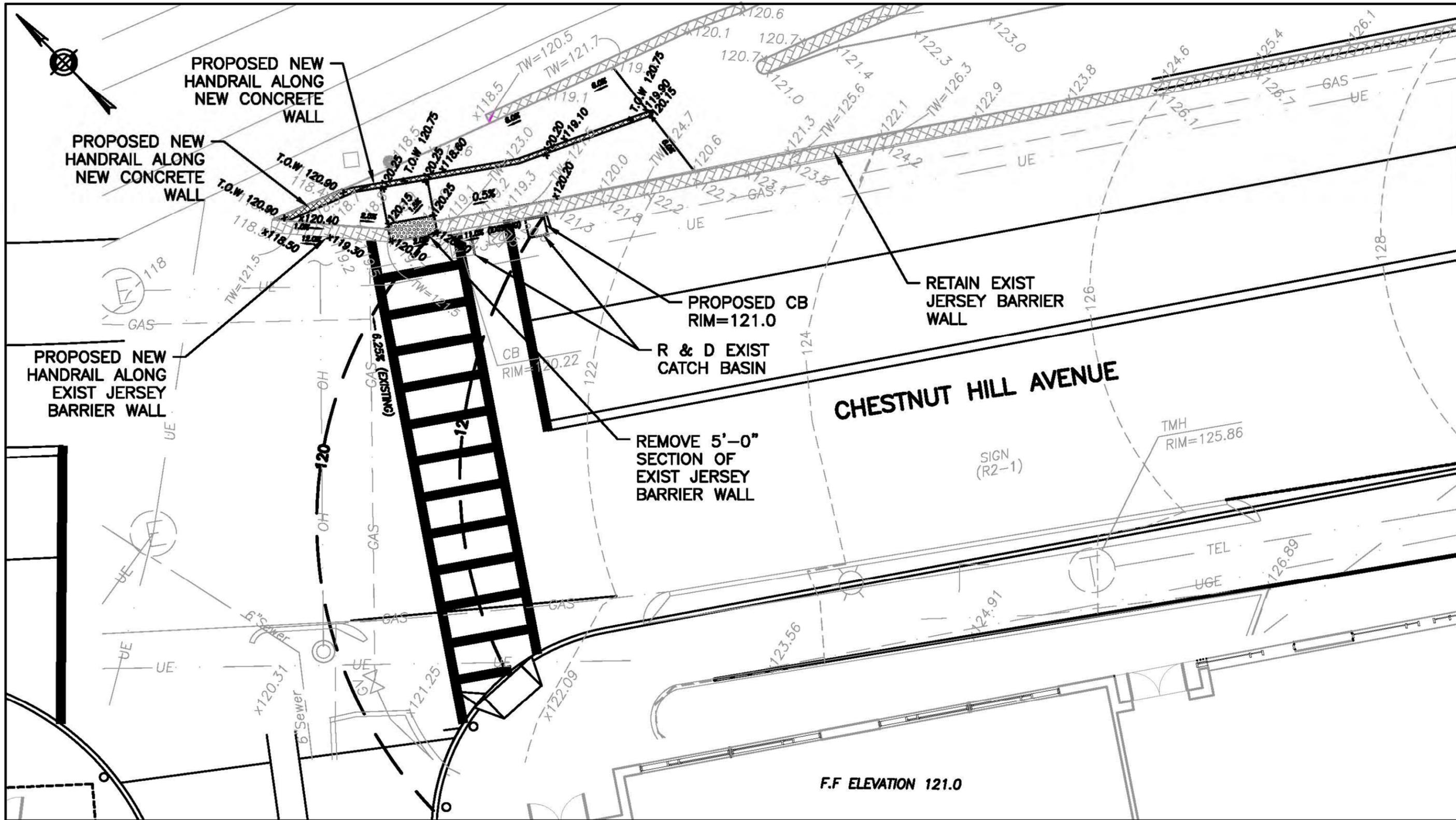
375-399 CHESTNUT HILL AVENUE REDEVELOPMENT (CLEVELAND CIRCLE - CONCEPTUAL DESIGN 3)

375-399 Chestnut Hill Avenue Boston/Brookline, MA



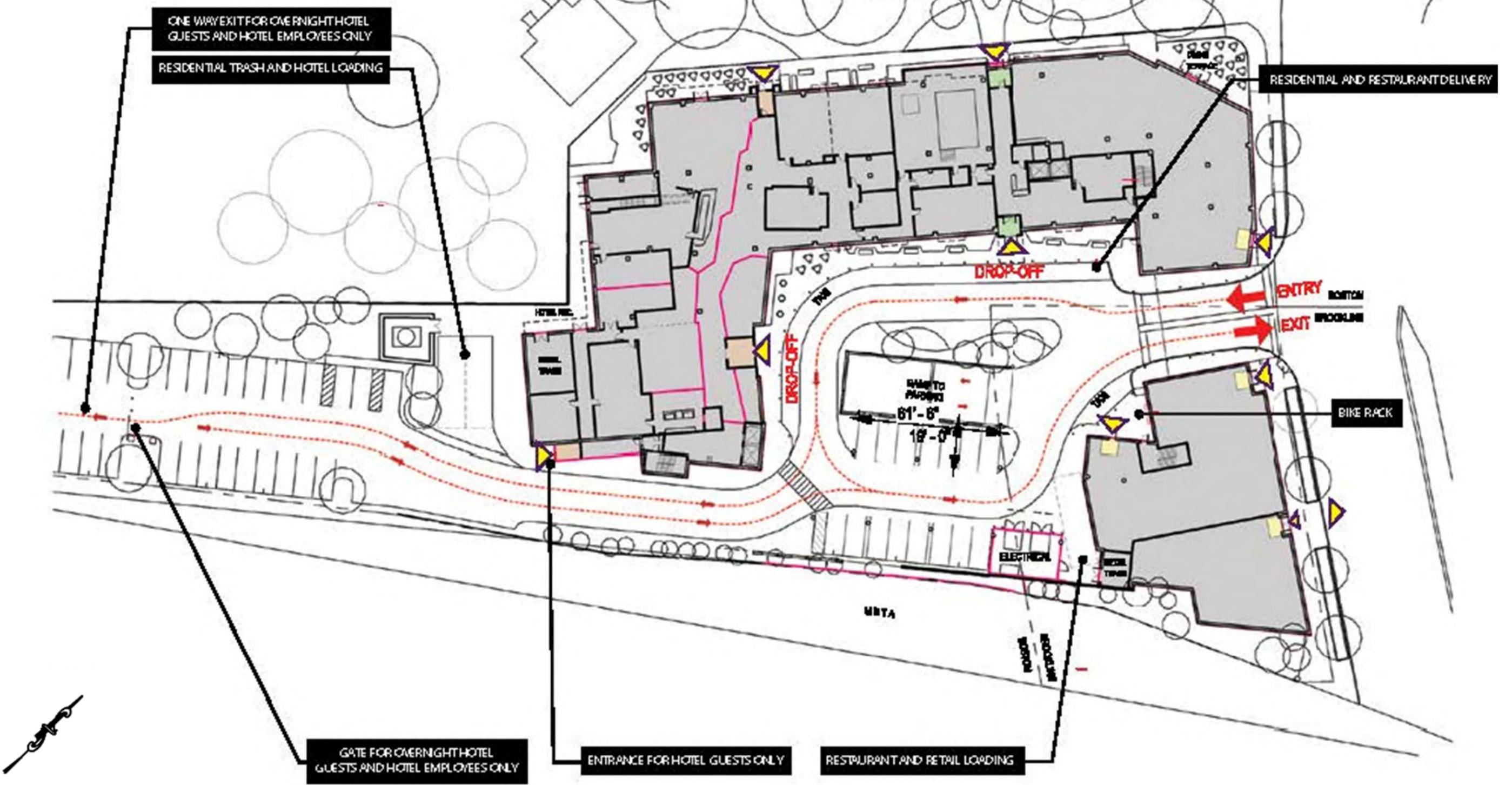
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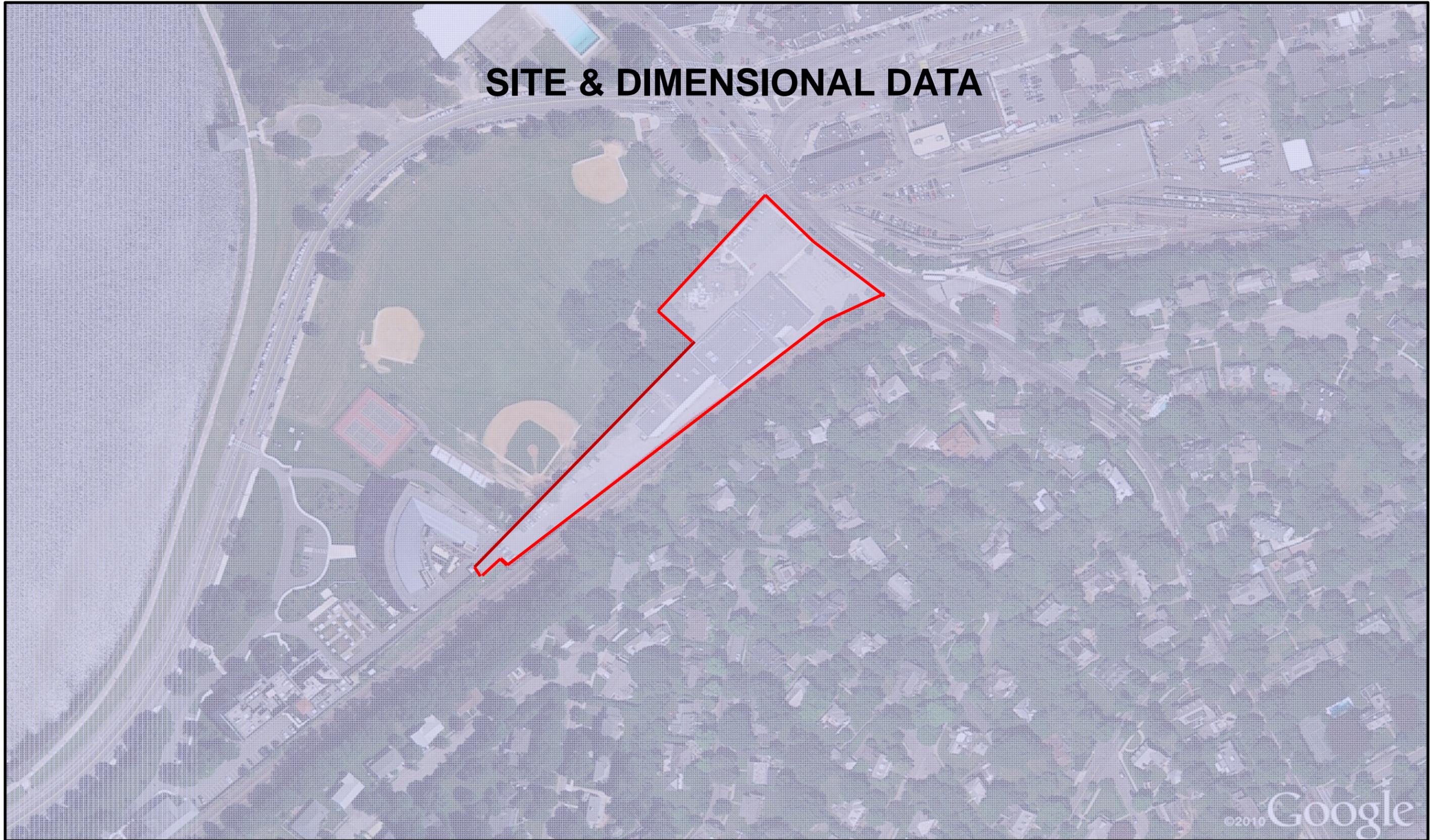




375-399 Chestnut Hill Avenue Boston/Brookline, MA



SITE & DIMENSIONAL DATA

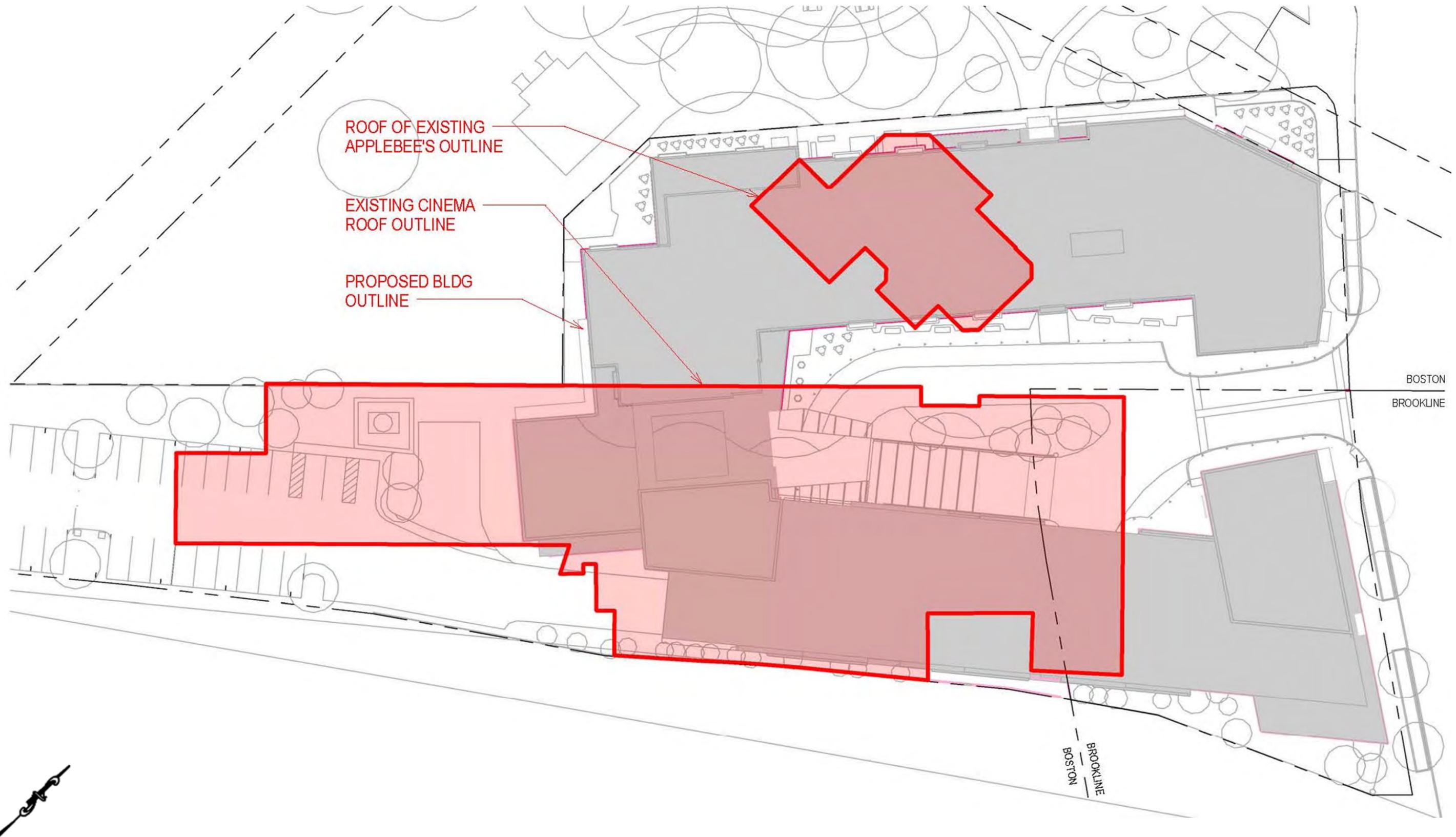


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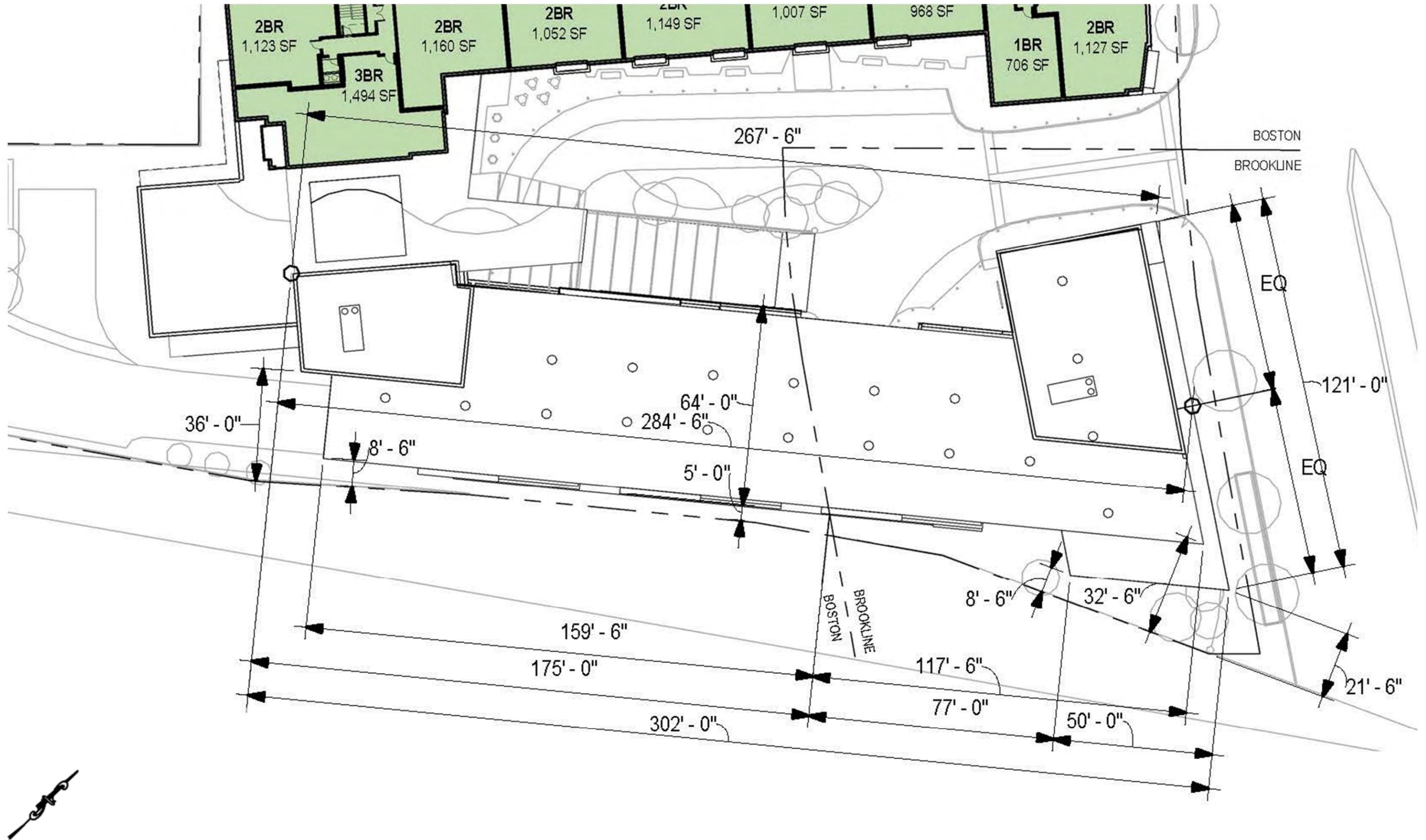
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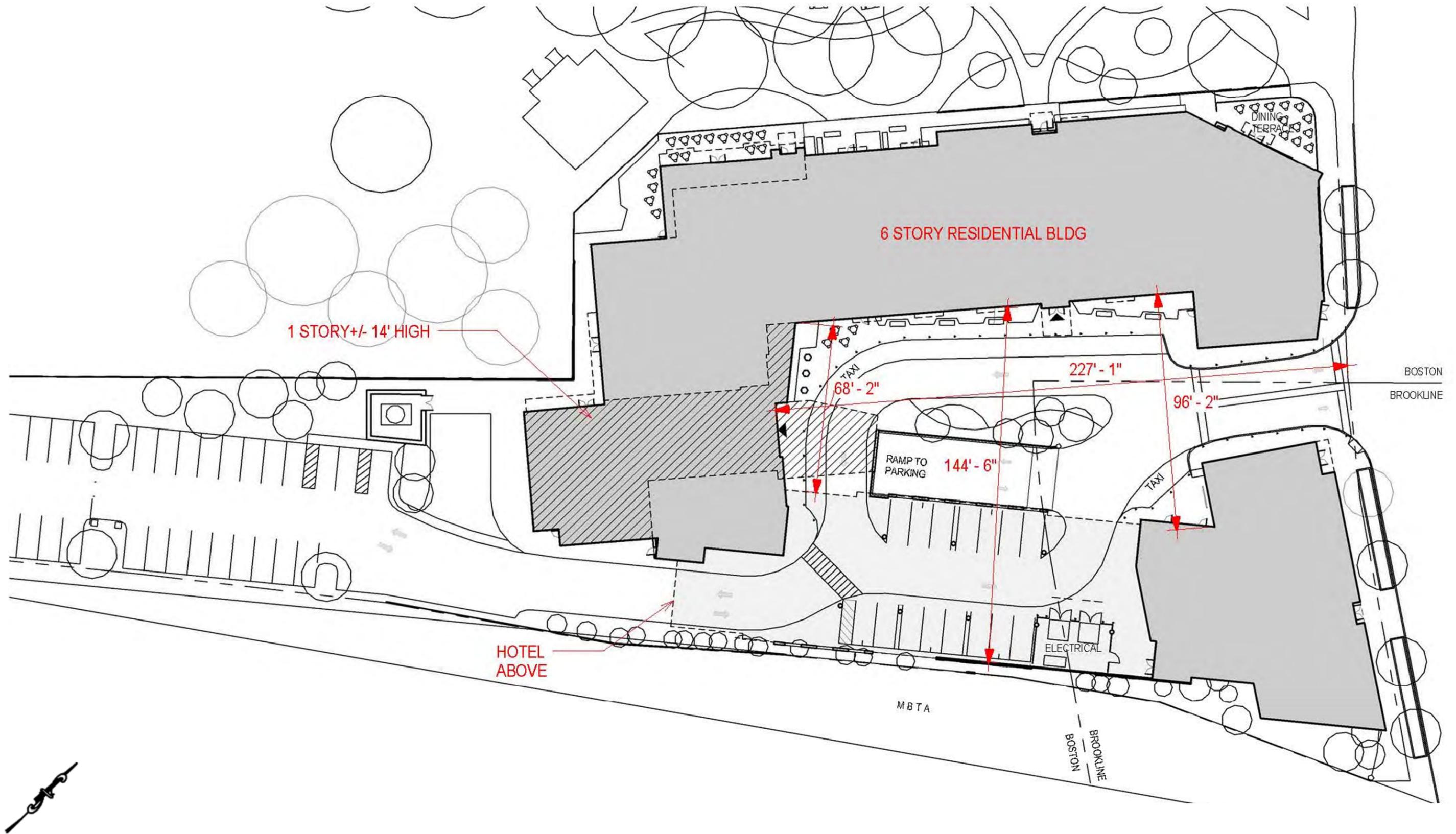
375-399 Chestnut Hill Avenue Boston/Brookline, MA





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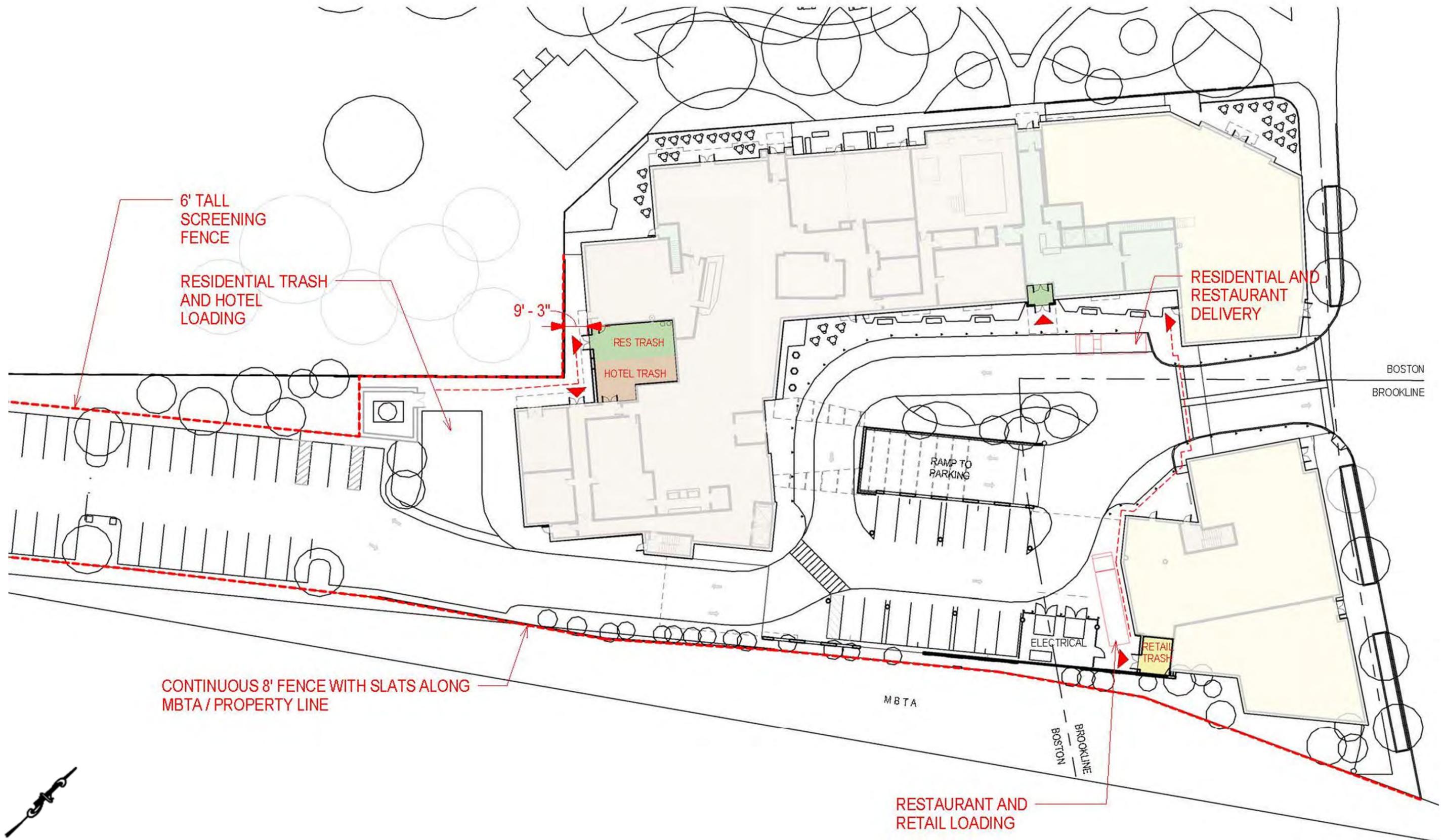
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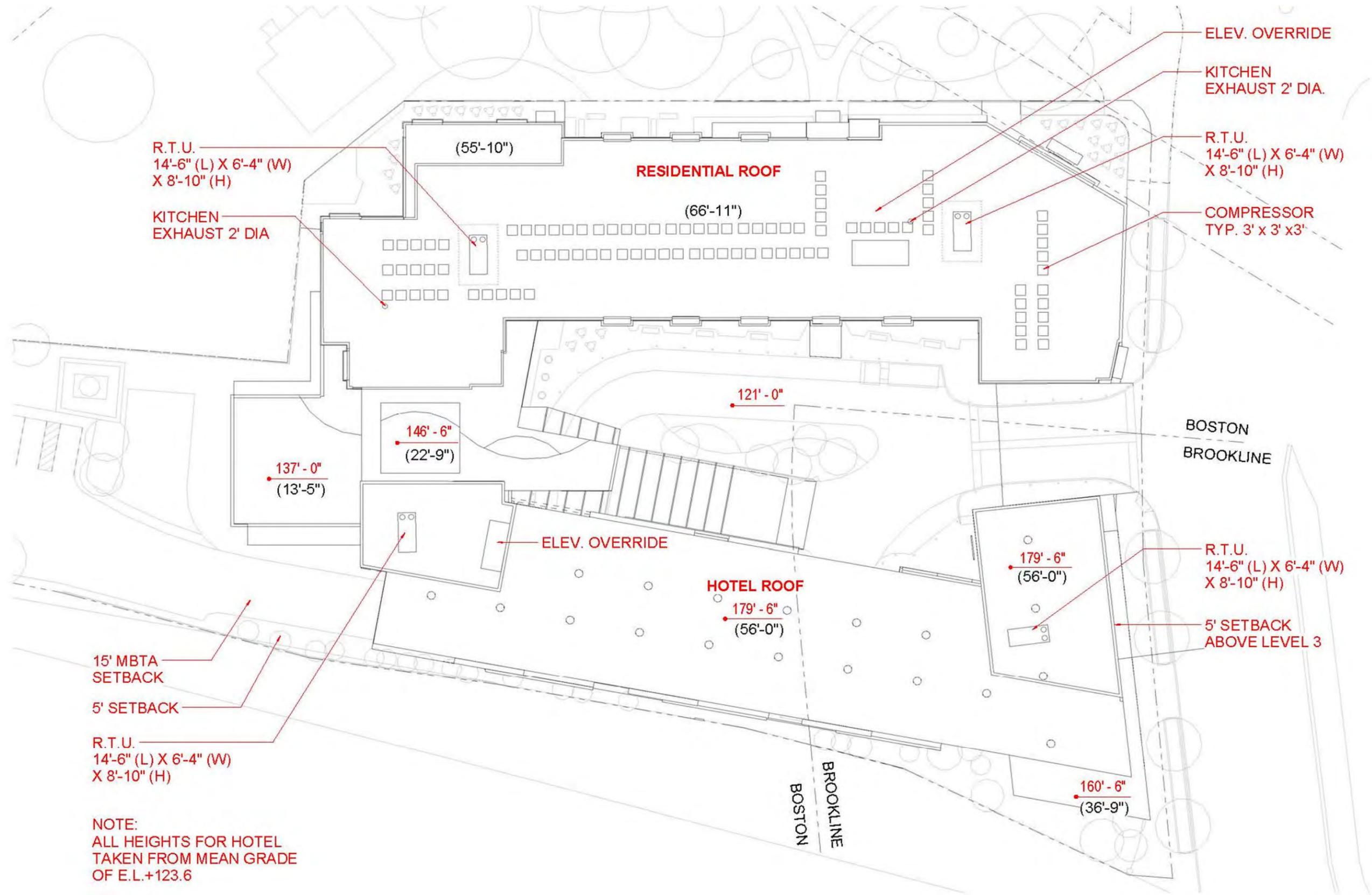
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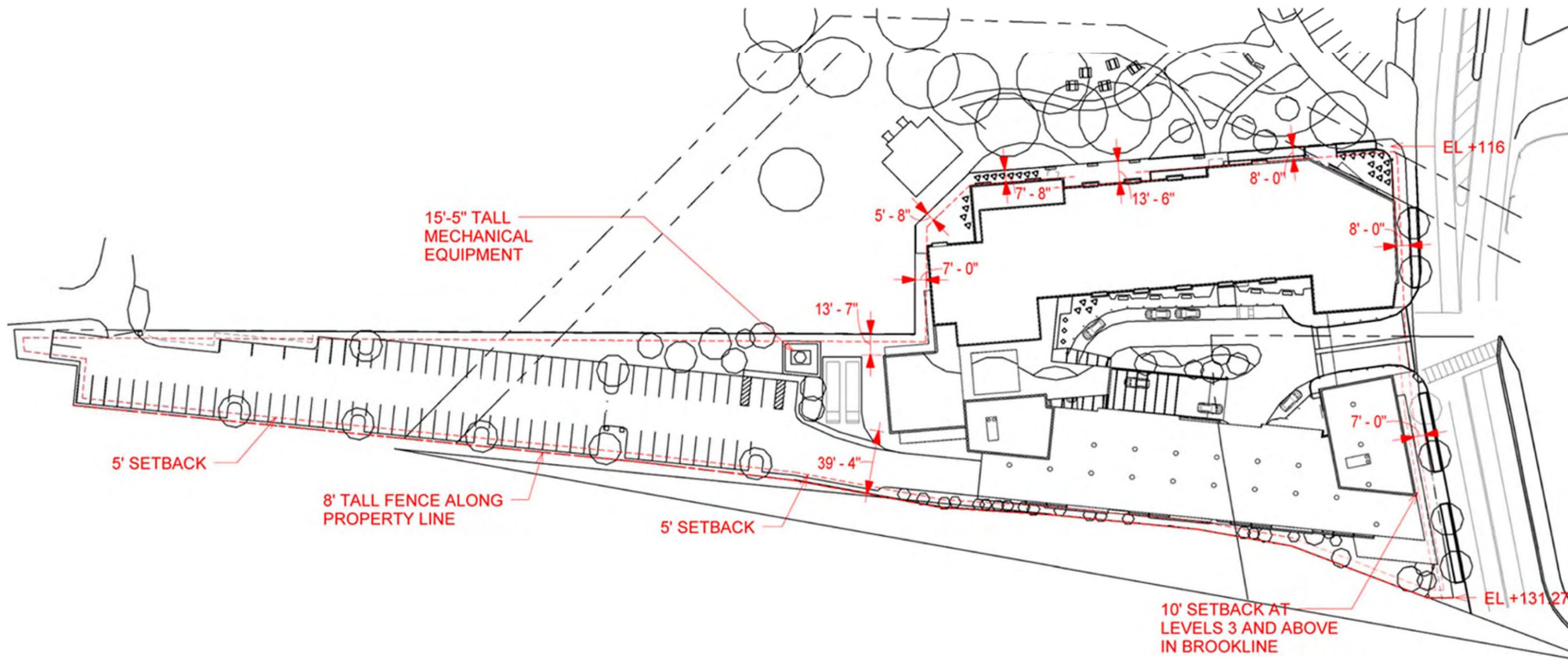
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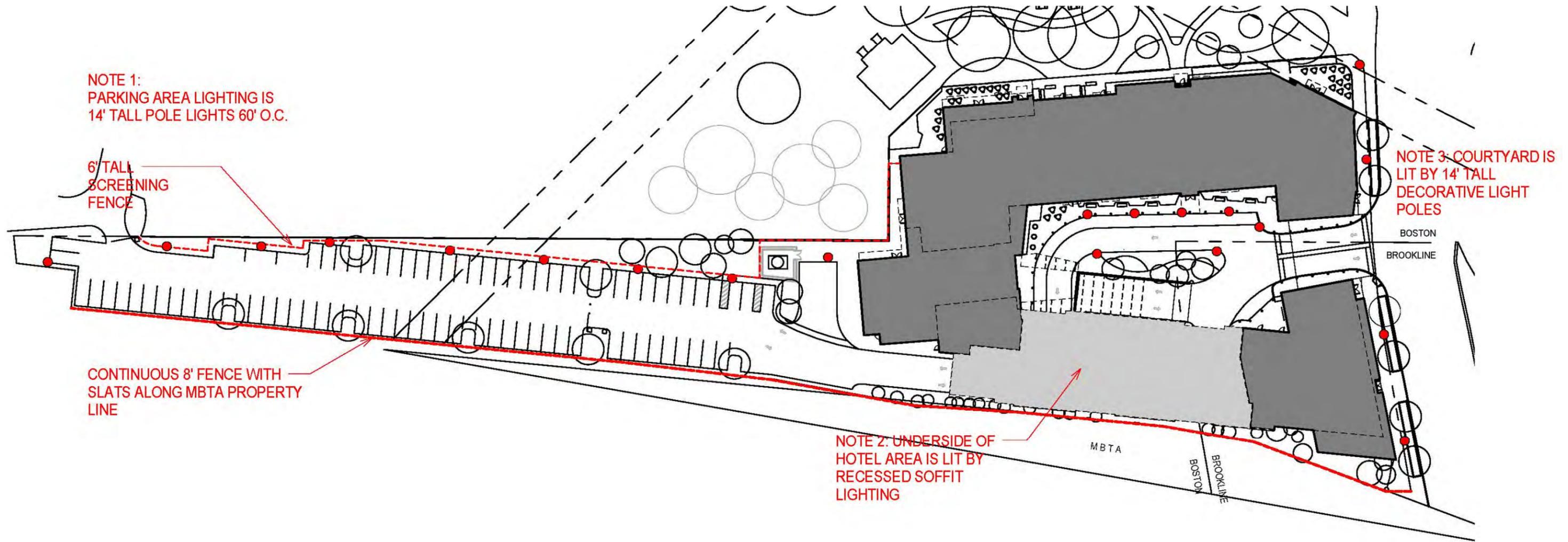
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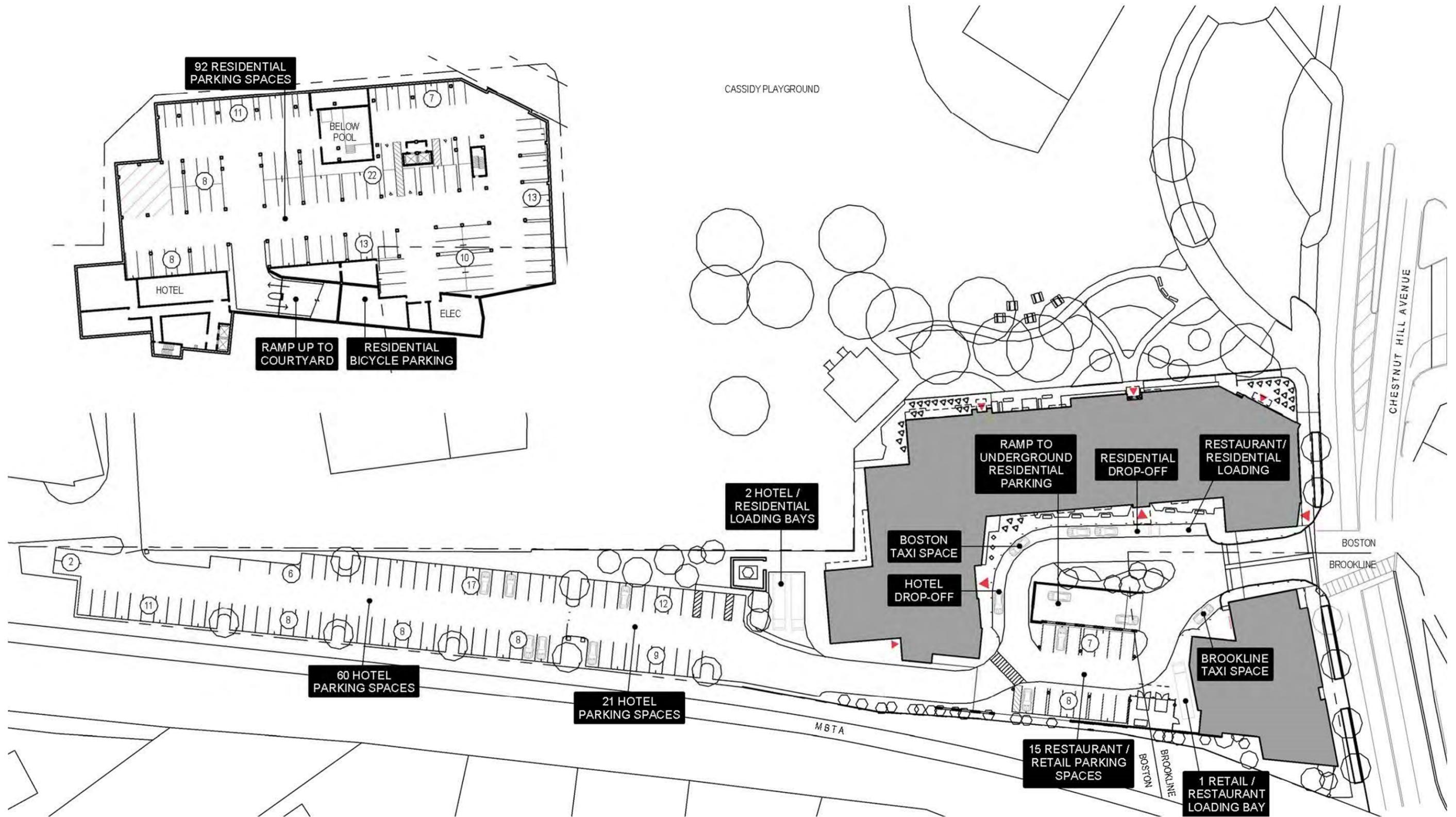
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R.T.U.
14'-6" (L) x 6'-4" (W)
x 8'-10" (H)

ELEVATOR
OVERRIDE

R.T.U.
14'-6" (L) x 6'-4" (W)
x 8'-10" (H)

MECHANICAL
EQUIPMENT IS SET
ON GROUND AND
ENCLOSED BY A
WALL AND OPEN TO
ABOVE

ELEVATOR
OVERRIDE

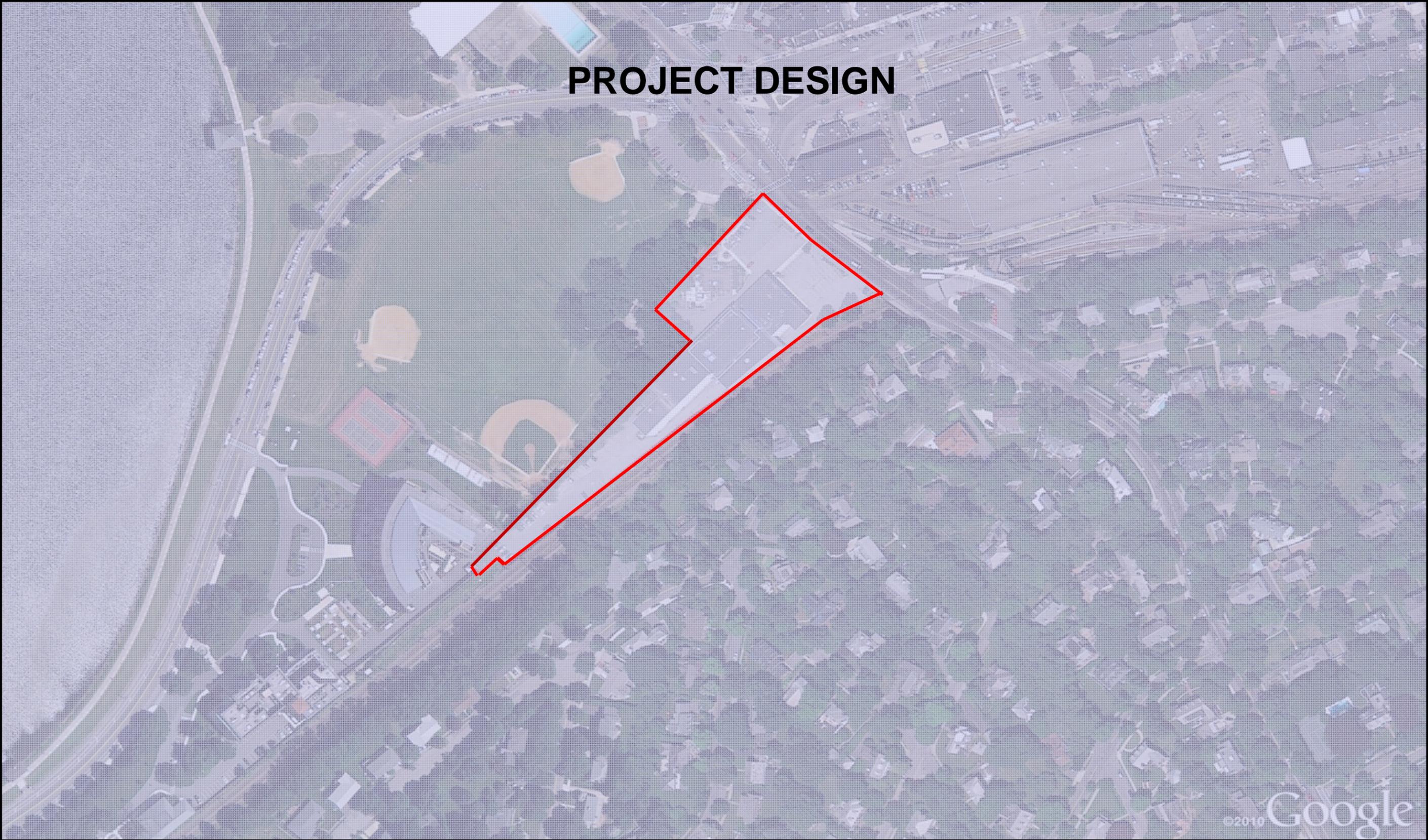
R.T.U.
14'-6" (L) x 6'-4" (W) x
8'-10" (H)

R.T.U.
14'-6" (L) x 6'-4" (W)
x 8'-10" (H)

NOTE:
ALL ROOFTOP EQUIPMENT IS AT LEAST
15' AWAY FROM MBTA PROPERTY LINE

5' SETBACK FROM
LEVEL 3 AT LEVELS
4 AND ABOVE

PROJECT DESIGN



375-399 Chestnut Hill Avenue Boston/Brookline, MA





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ADD Inc

HALVORSON DESIGN
PARTNERSHIP

Howard/Stein-Hudson Associates, Inc
38 Chauncy St., 9th Floor
Boston, MA 02111
617.482.7080

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Existing Conditions from Cleveland Circle



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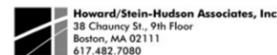
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Proposed View of Restaurant From Cassidy Playground



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Proposed View from Chestnut Hill Avenue



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Birds Eye View from Cassidy Playground



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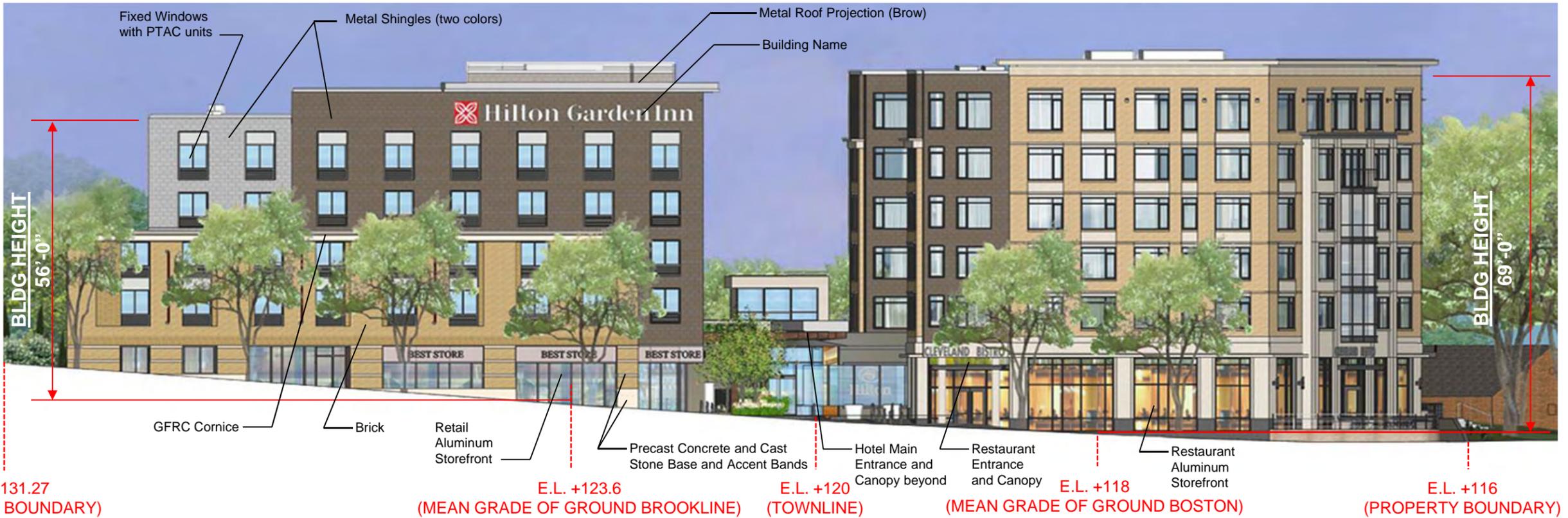
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Proposed Elevation on Cassidy Playground



Proposed Elevation on Chestnut Hill Avenue

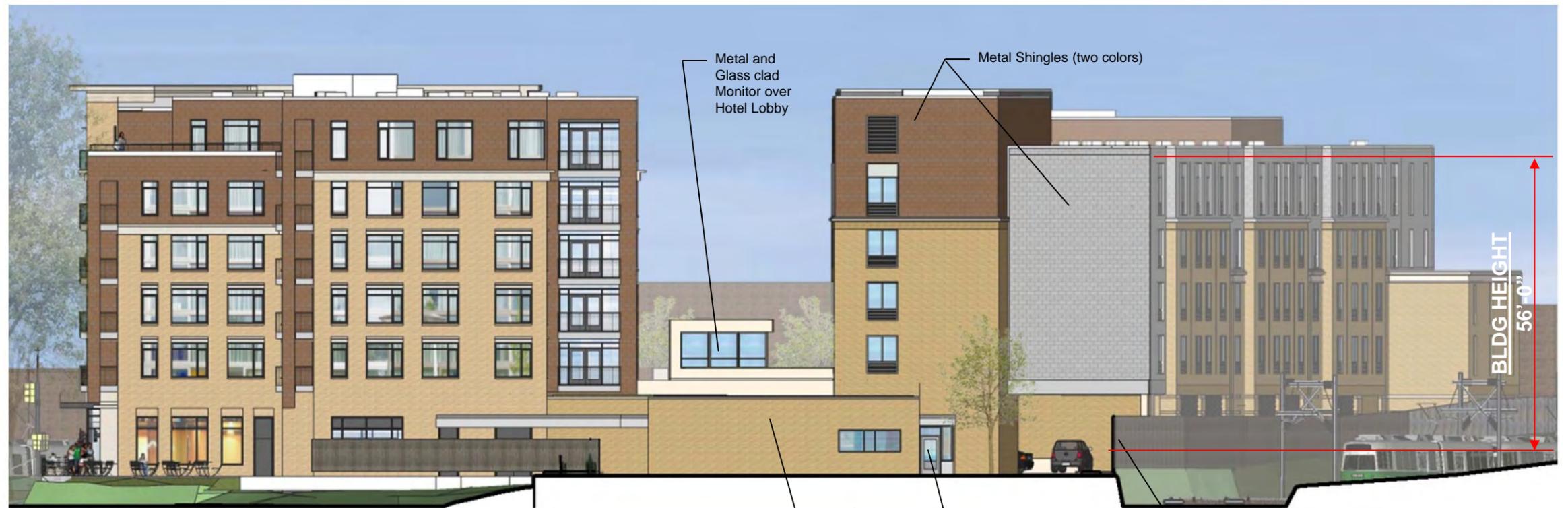
375-399 Chestnut Hill Avenue Boston/Brookline, MA





Proposed Elevation along MBTA D Line

Metal Shingles (two colors) Fixed Windows with PTAC units
 Brick GFRG Cornice Precast Concrete and Cast Stone Base and Accent Bands 8' solid Screening Fence

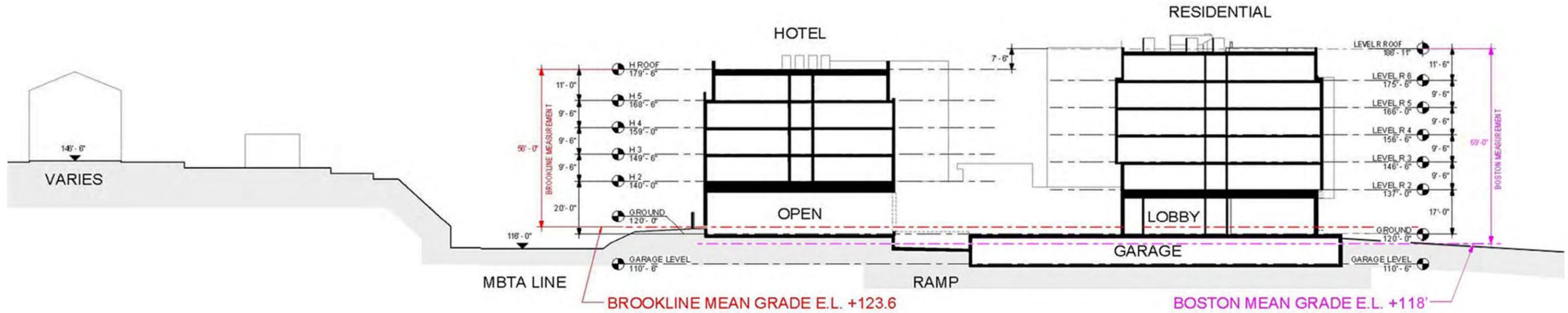


Proposed Rear Elevation

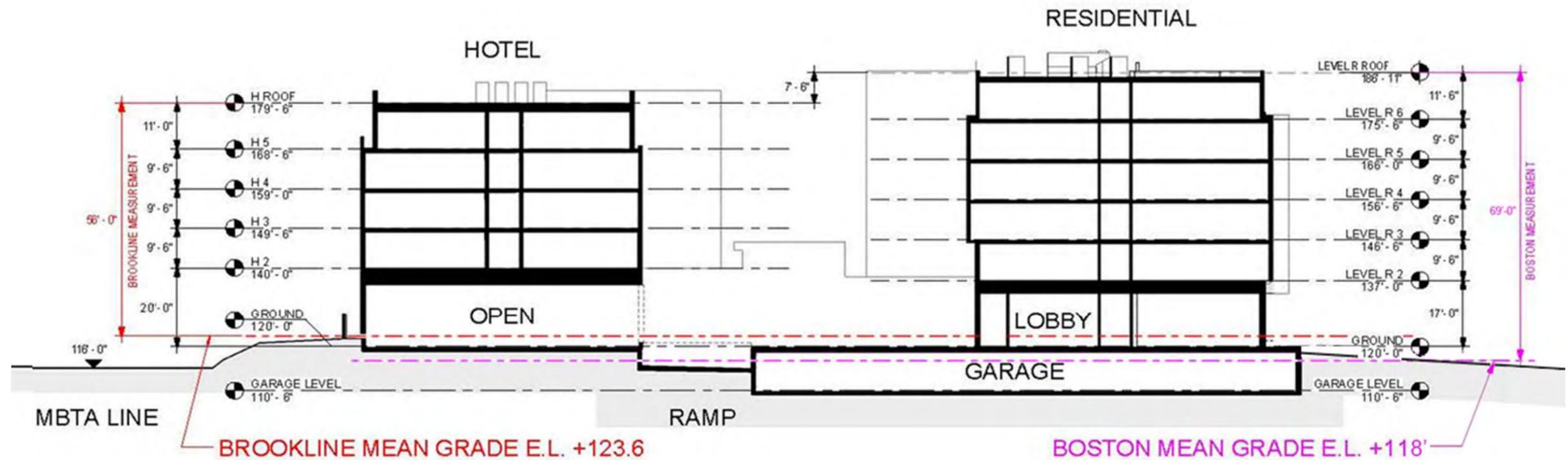
Metal and Glass clad Monitor over Hotel Lobby Metal Shingles (two colors)
 Brick Hotel Guest Entrance from Parking Lot 8' solid Screening Fence

375-399 Chestnut Hill Avenue Boston/Brookline, MA





Site Section thru Clinton Road Properties, Proposed Project and Cassidy Playground



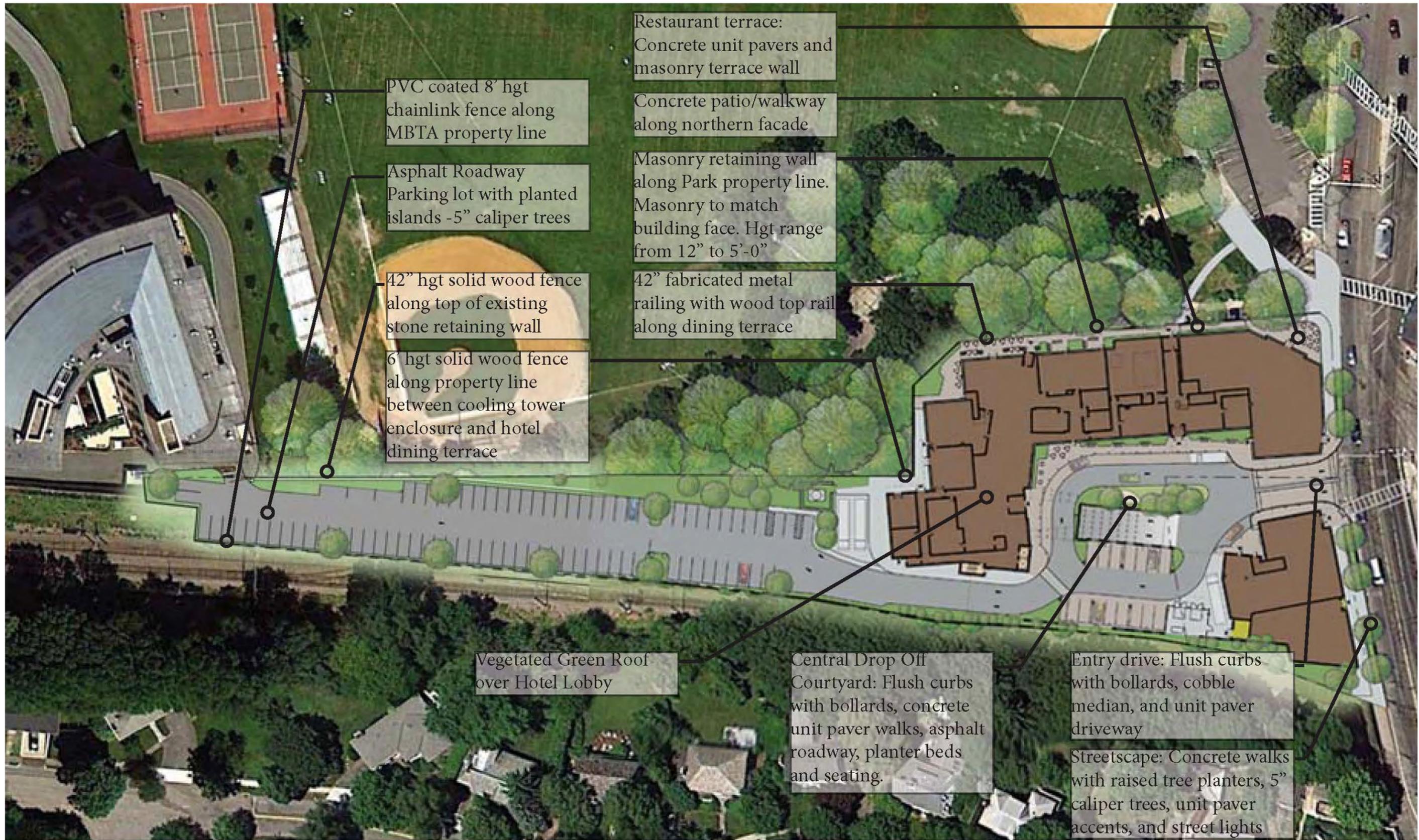
Cross Section thru Proposed Project (Courtyard)

LANDSCAPE IMPROVEMENTS



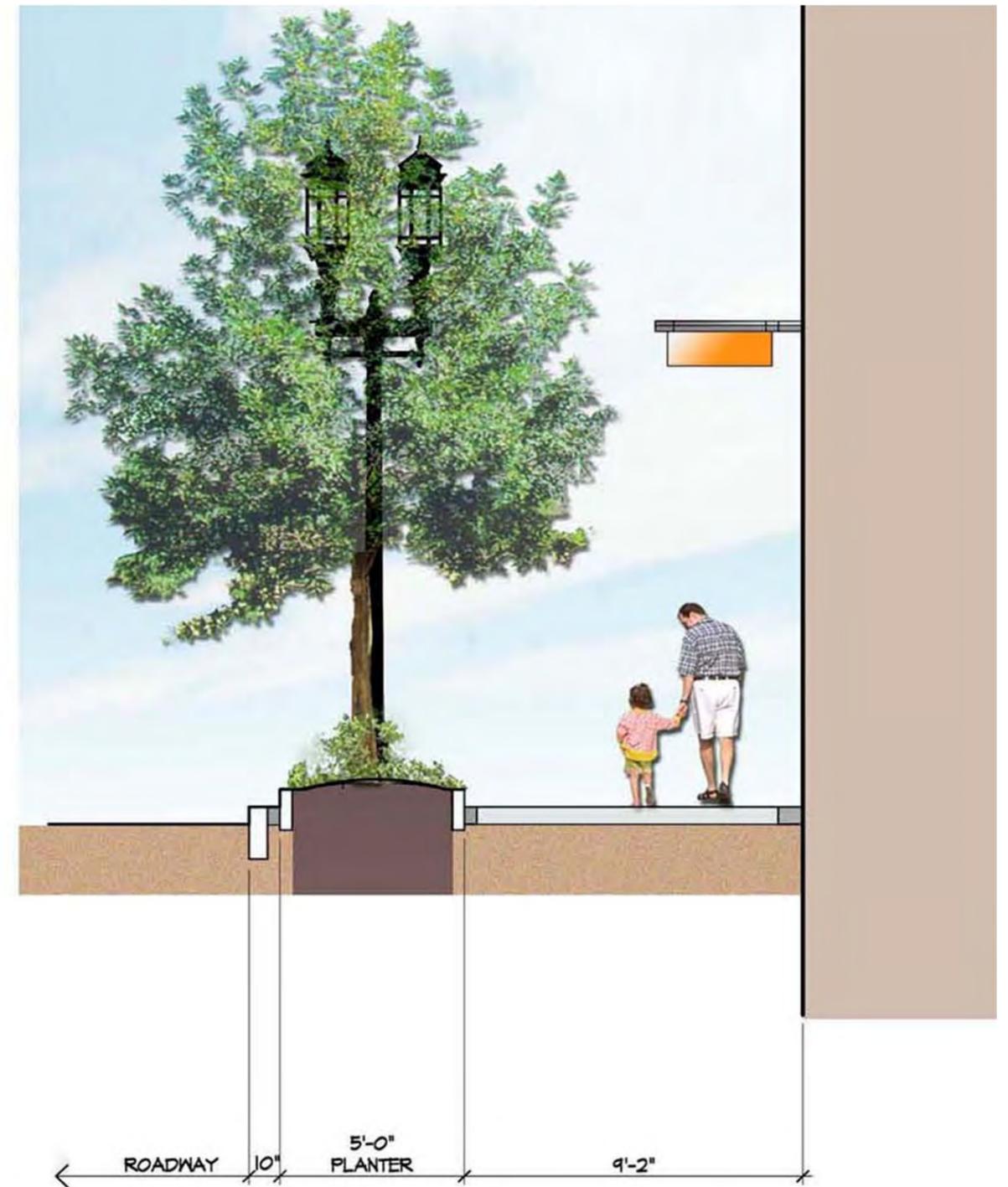
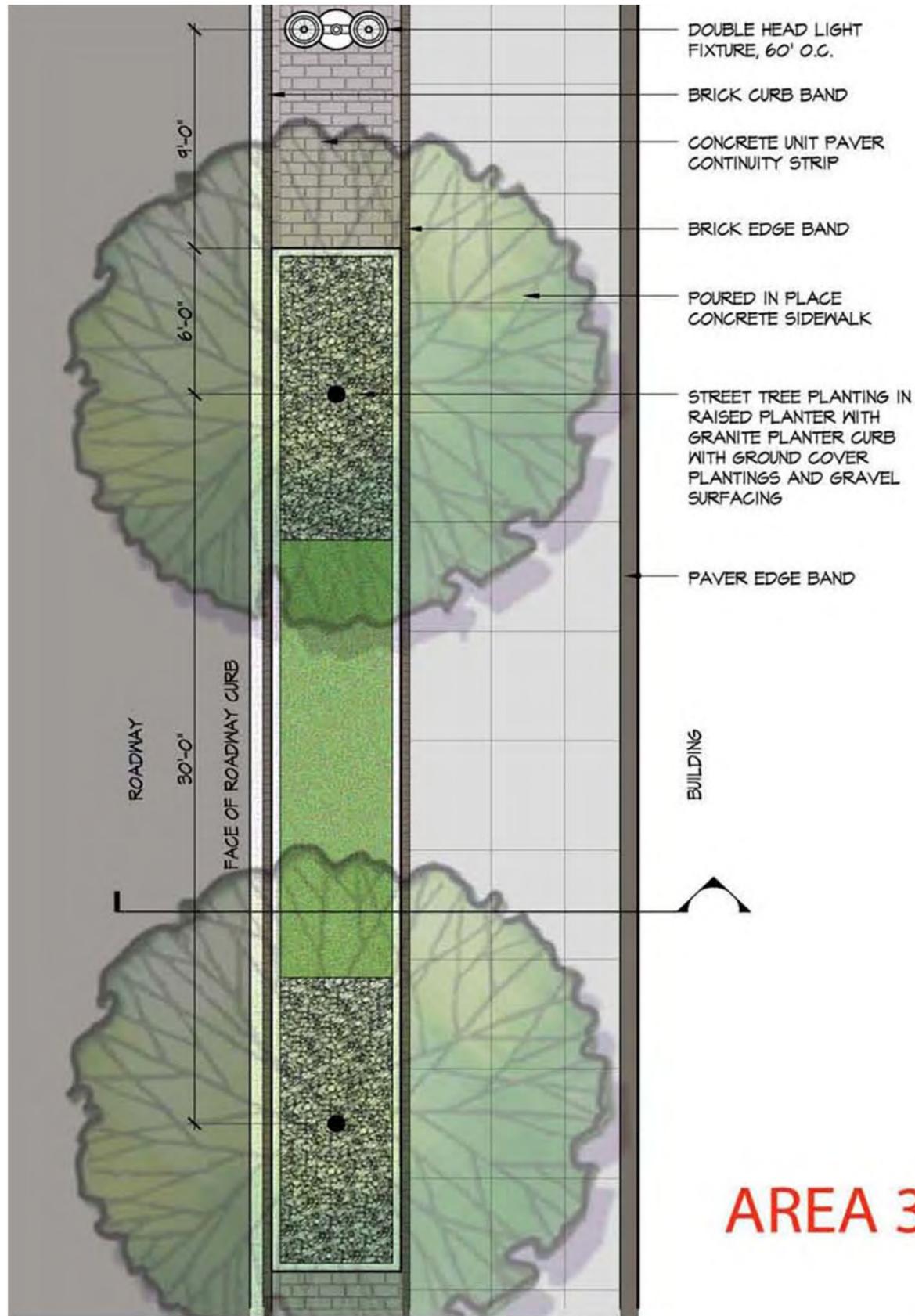
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375-399 Chestnut Hill Avenue Boston/Brookline, MA

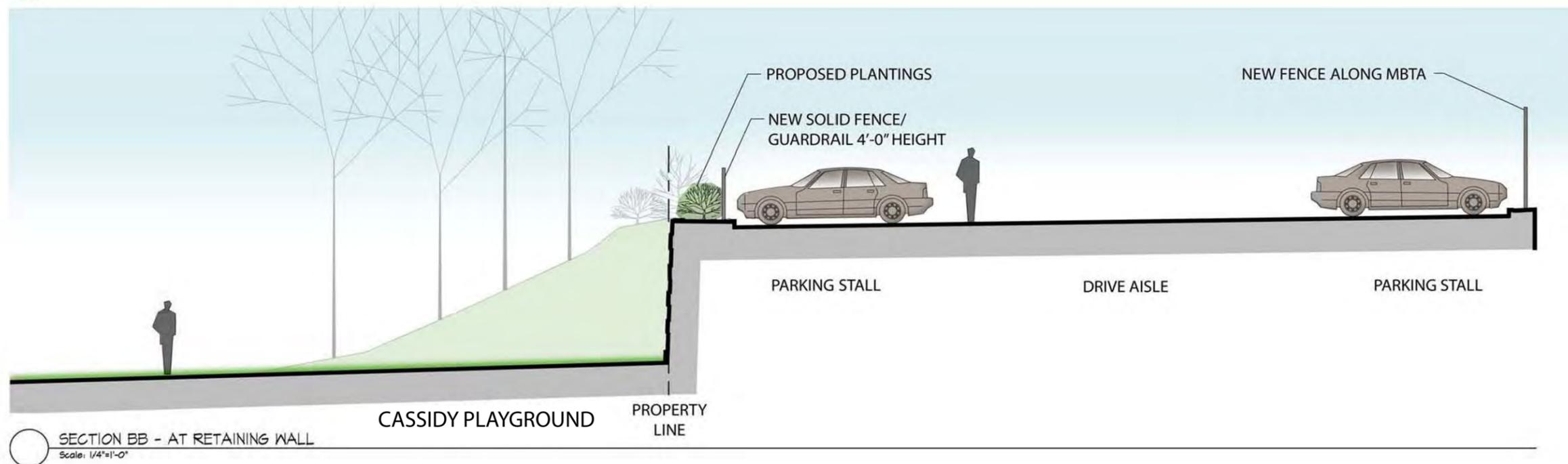
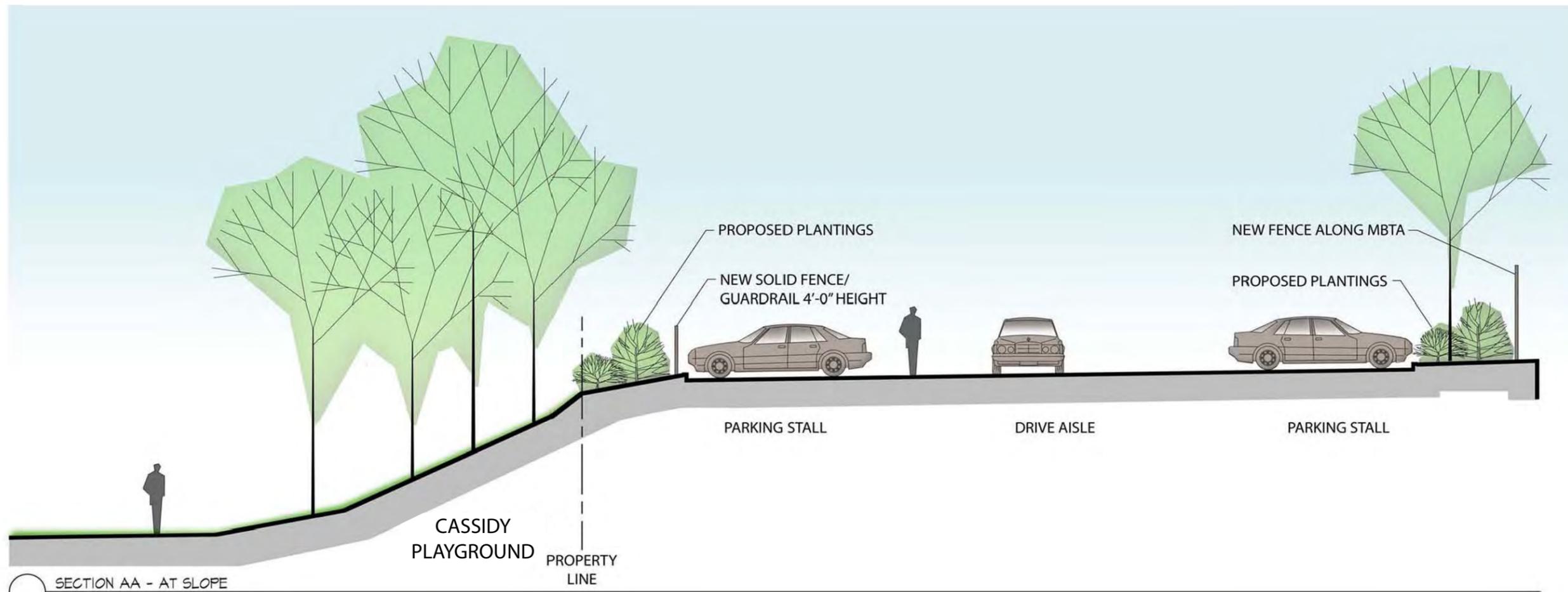


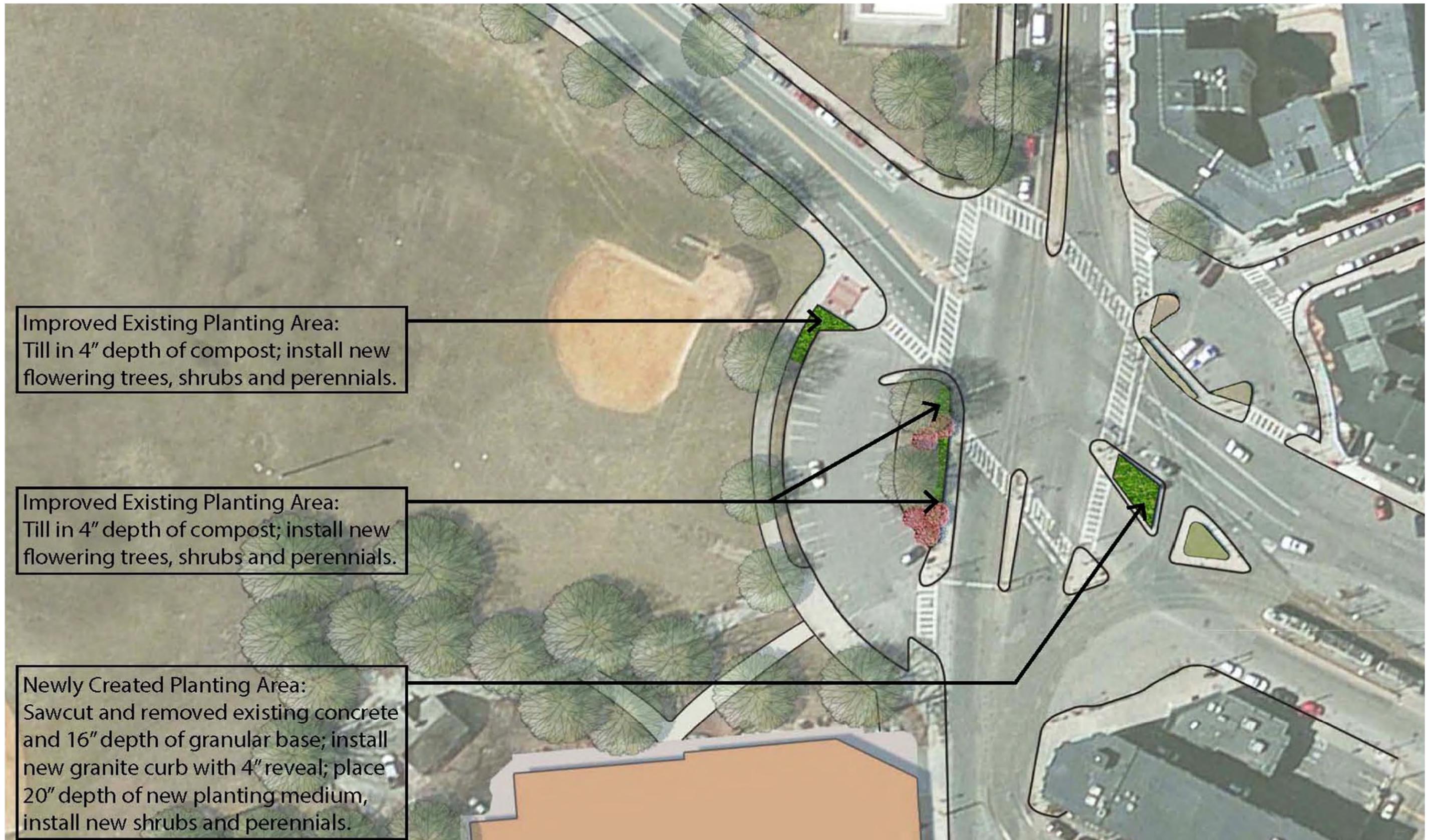


AREA 3 CLEVELAND CIRCLE MIXED USE DEVELOPMENT
 TYPICAL STREETScape SECTION
 CHESTNUT HILL AVENUE

375-399 Chestnut Hill Avenue Boston/Brookline, MA







Improved Existing Planting Area:
Till in 4" depth of compost; install new
flowering trees, shrubs and perennials.

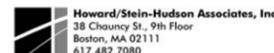
Improved Existing Planting Area:
Till in 4" depth of compost; install new
flowering trees, shrubs and perennials.

Newly Created Planting Area:
Sawcut and removed existing concrete
and 16" depth of granular base; install
new granite curb with 4" reveal; place
20" depth of new planting medium,
install new shrubs and perennials.

375-399 Chestnut Hill Avenue Boston/Brookline, MA



HALVORSON DESIGN PARTNERSHIP



APENDIX:



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

MEMORANDUM

SUMMARY OF TRANSPORTATION IMPACTS AND MITIGATION

375-399 Chestnut Hill Avenue Boston/Brookline, MA



ADD Inc

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PARTNERSHIP

Howard/Stein-Hudson Associates, Inc.
38 Chauncy St., 9th Floor
Boston, MA 02111
617.482.7080

MEMORANDUM

To: John Meunier, BDG
Matt Michetti, BDG

Date: August 15, 2014

From: Guy Busa
Elizabeth Peart

HSH Project No.: 2010190

Subject: 375-399 Chestnut Hill Avenue
Town of Brookline Special Permit
Summary of Transportation Impacts and Mitigation

This technical memo addresses several transportation issues related to BDG's redevelopment of 375-399 Chestnut Hill Avenue (Project). This memo describes building program changes that have occurred during the Project's review process and presents a comparison of key transportation metrics for an earlier building program (as analyzed in the March 2013 Draft Project Impact Report prepared for the City of Boston) and the most current, revised building program. In response to comments from the Town of Brookline, 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 at this Project by 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 BDG's 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, new residential 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.

By 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. The currently proposed Revised 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 Revised Program.

**Table 1. Building Program Comparison
Brookline Zoning Amendment vs. DPIR vs. Revised Program**

Land Use	Brookline Zoning Program ¹⁾ May 24, 2011	DPIR Program ²⁾ March 13, 2013	Revised Program ³⁾ February 2014
Hotel	180 rooms	196 rooms	162 rooms
Residential	0 units	74 units	92 units
Medical Office	18,000 sf	18,000 sf	0 sf
Retail	Combined 18,000 sf	7,300 sf	7,600 sf
Restaurant		6,900 sf	6,400 sf
General Office	30,000 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 Boston Development Group (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.

Trip Generation Comparison

A summary comparison of vehicle trip estimates between the DPIR and the Revised Program are presented in **Table 2**. Under the Revised Program, the number of new daily and peak hour vehicles trips will be less than would have occurred under the DPIR Program, indicating that the Revised Program will have less of an impact on local area traffic operations.

**Table 2. Vehicle Trip Comparison
DPIR Program vs. Revised Program**

Direction	DPIR Program March 13, 2013	Revised Program February 2014	Comparison DPIR Program vs. Revised Program
<i>Daily</i>			
In	1,101	862	-22%
Out	1,101	862	-22%
Total	2,202	1,724	-22%
<i>a.m. Peak Hour</i>			
In	64	36	-44%
Out	46	39	-15%
Total	110	75	-32%
<i>p.m. Peak Hour</i>			
In	84	70	-17%
Out	89	55	-38%
Total	173	125	-28%

Overall, the Revised Program will generate fewer vehicle trips than the previously building program analyzed and documented in the DPIR. Average daily vehicle trips to be generated at the site will be reduced by approximately 22%, with the a.m. peak hour and p.m. peak hour trips being reduced by 32% and 28%, respectively.

(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 (8th edition, 2008) trip rates. Assumptions regarding trip generation and the application of travel mode shares and vehicle occupancy rates are documented in the DPIR.)

Parking Comparison

As with the DPIR Program, the Revised Program will continue to provide adequate parking on-site for Project demands. The recommended parking supply for the Revised Program based on the Town of Brookline's guidelines and the City of Boston's guidelines is provided in **Table 3**.

As compared in Table 3, the Town of Brookline and City of Boston have similar parking ratio guidelines for hotel, retail, and restaurant uses, even with Brookline guidelines being minimums and Boston guidelines maximums. For residential uses, the Town of Brookline requires minimum ratios of close to twice that of the City of Boston's maximum ratios. 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. Based on professional experience and unpublished surveys completed by HSH, we are confident that the parking ratio provided for residential component of the 375-379 Chestnut Hill Avenue Redevelopment project will adequately serve its residential parking demand on-site.

All residential parking is located within the parking garage and all hotel parking is located in the surface spaces on the western side of the Project site. The internal courtyard will provide 15 surface parking spaces for retail use. Additional valet spaces are provided in the garage for valet purposes; these are intended mostly for restaurant activity, but can be used for any valet purpose. The surface lot on the western side of the site will have 81 parking spaces. (Access and egress control of these surface spaces is discussed in a later section.)

**Table 3. Parking Supply Comparison for Revised Program
 Brookline vs. Boston Guidelines Proposed Supply**

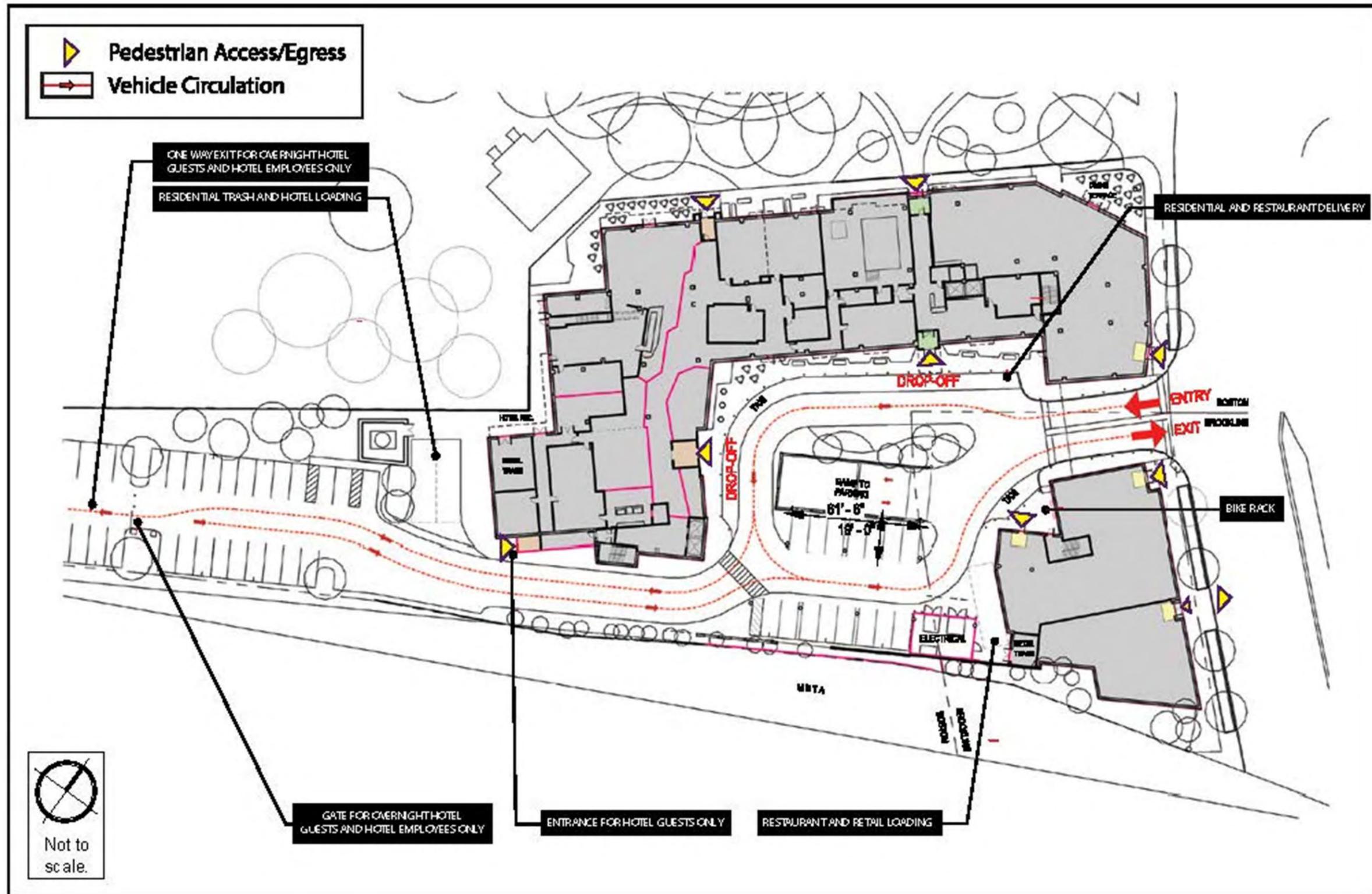
Land Use/ Size	Recommended Parking Ratios		Recommended Parking Supply for Revised Program		Revised Program Proposed Parking Supply
	Brookline (minimums)	Boston (maximums)	Using Brookline Ratios	Using BTD Ratios	
Hotel (162 rooms)	0.5 spaces/room ¹⁾	0.5 spaces/room	81	81	81
Residential (92 units)	N/A ²⁾	0.75 - 1.25 spaces/unit	184 ⁴⁾	92 (based on 1.0 spaces/unit)	92 ⁴⁾
Retail (7,600 sf)	0.75 spaces/1,000 sf ¹⁾	0.75 spaces/1,000 sf	6	6	15
Restaurant (6,400 sf)	1.0 spaces/1,000 sf ¹⁾	0.75 spaces/1,000 sf	7	5	
Total			278	184	188³⁾

- 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
- 3) The Revised Program includes a total parking supply of 188 spaces plus valet spaces.
- 4) 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

Substantial improvements were made to the site design and internal site circulation since publication of the DPIR, particularly to the internal courtyard, which has been reconfigured as shown in **Figure 1**. The primary improvement to the courtyard was to relocate the garage driveway to the middle, rather than to the south side, of the courtyard. This improvement allows direct access to and from the garage for Project residents, eliminating the need to circulate through the courtyard. The courtyard vehicular circulation will now be one-way, which reduces traffic conflicts and improves wayfinding.

The Project site remains well served by two driveways: 1) the driveway on Chestnut Hill Avenue, which will be the primary vehicle access and egress point for the site, and 2) the 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).



375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

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.

Key features of the courtyard design and Waterworks driveway operation are presented below:

Courtyard Design

Circulation

- Two-way driveway at Chestnut Hill Ave, center location.
- One-way counter clockwise pattern.
- Direct garage access/egress w/o circulating thru Courtyard.

Pick-up/Drop-off

- Two spaces for residential.
- Six spaces for hotel.
- One taxicab stand each for Boston and Brookline.

Courtyard Parking

- 15 short-term spaces for retail customers.

Loading

- Retail loading and trash area, south side of courtyard.
- Hotel service area in back of hotel, access through courtyard.
- Residential deliveries (i.e., FedEx, UPS, etc.) at pick-up/drop-off curb.
- Residential trash at hotel service area.

Surface Parking Lot

On the western side of the site, a surface parking area with 81 spaces will be used by overnight hotel guests and hotel employees. Use of twenty-one of these spaces will be unrestricted and vehicles exiting these spaces can only use the Chestnut Hill Avenue driveway.

Use of the remaining 60 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) to prevent vehicles from entering the lot.

Parking Garage

The underground parking garage will have 92 reserved spaces for residential use and reserved spaces for valet use. 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

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 operation.

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 "Speed Limit 10 mph" signs along the 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 westbound Beacon Street traffic.

Transit Impacts

Similar to the vehicle trip demand estimate, the Project's transit demand under the Revised 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, tenants, and visitors, as further discussed under the Transportation Demand Management section below.

Infrastructure Improvements

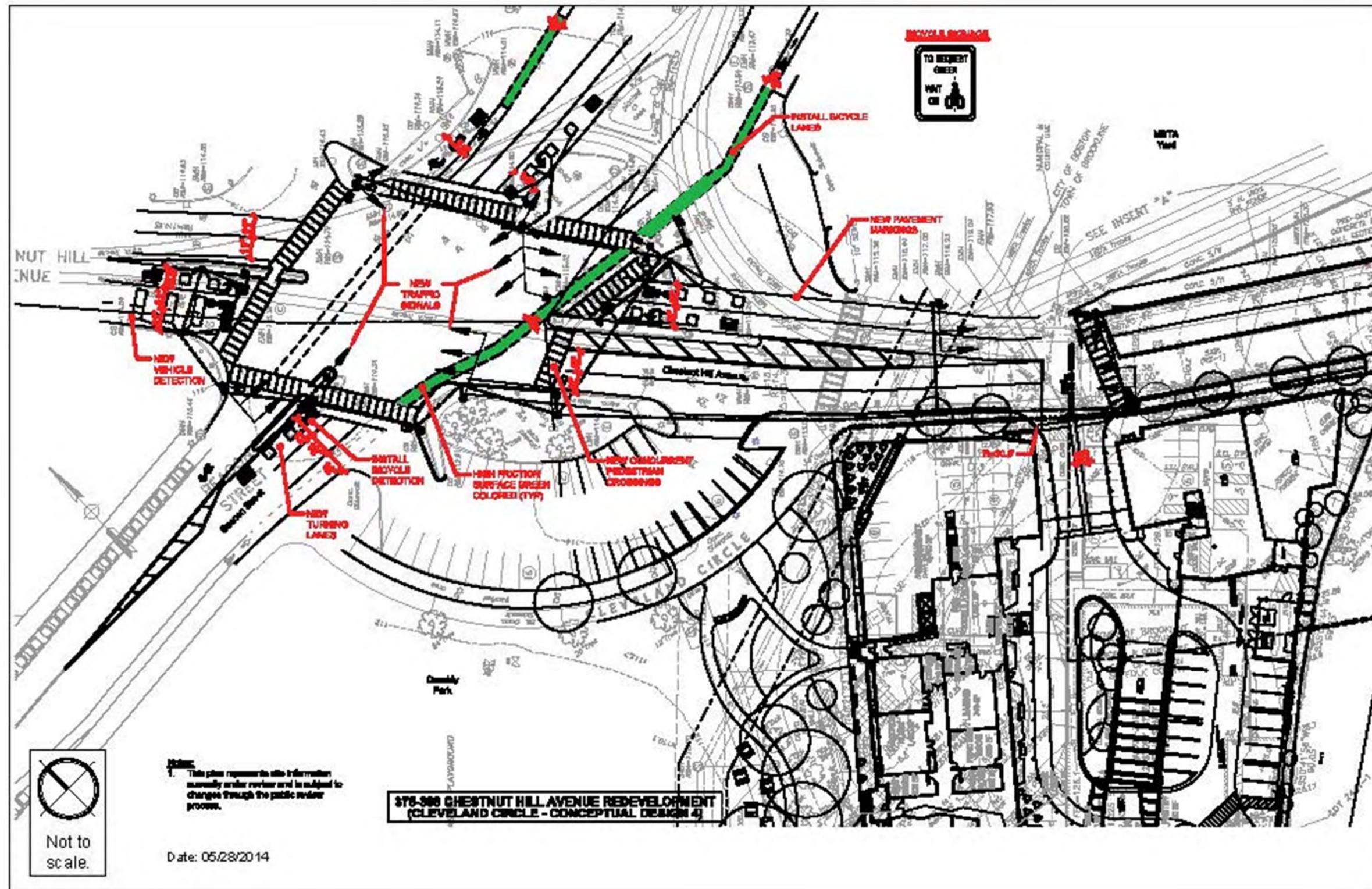
The Proponent is committed to providing infrastructure improvements at the Beacon Street/Cleveland Circle intersection that will reduce vehicle delays, provide pedestrian and bicycle amenities, upgrade accessibility, and enhance safety for all users. A conceptual plan of these improvement is shown in **Figure 2**. A more detailed plan of the new crosswalk across Chestnut Hill Avenue at the Project driveway is shown in **Figure 3**.

Beacon Street/Chestnut Hill Avenue Intersection Improvements

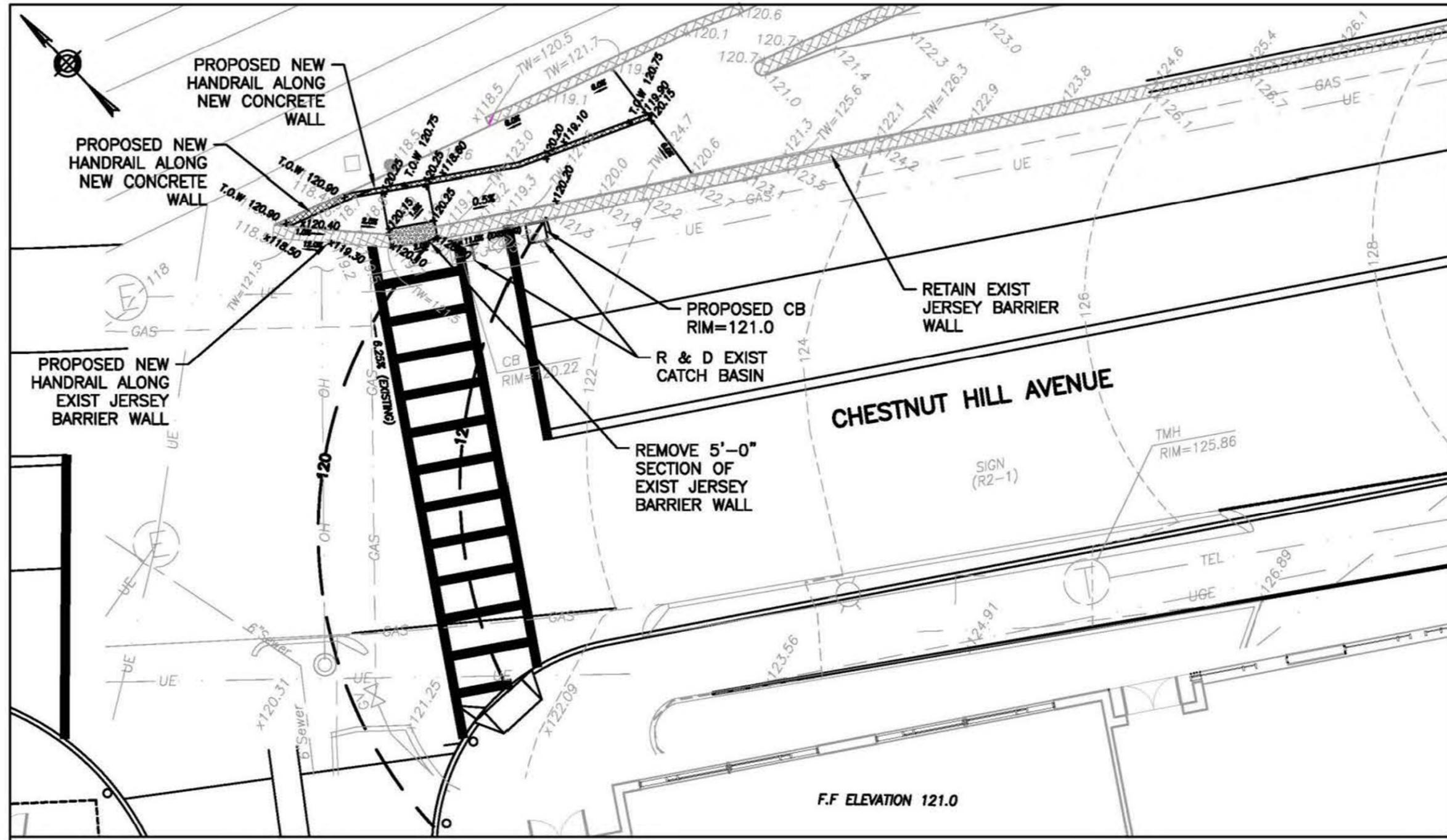
The overall design improvements will include:

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



375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts



375-399 Chestnut Hill Avenue Boston/Brookline, Massachusetts

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

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

Pedestrian Accommodations

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.

Bicycle Accommodations

The Proponent will provide bicycle amenities for the Project’s residents, guests, tenants, and visitors to encourage bicycle use. BTB has established guidelines 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 BTB 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 BTB standards.

Table 4. On-Site Bicycle Accommodations for Revised 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.

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. 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.

Travel Demand Management Measures

The Project will continue to develop specific travel demand management (TDM) measures of relevance to the Revised 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.

The following are a set of preliminary TDM measures that have been developed for the Project: These preliminary TDM initiatives are meant for review and discussion.

- **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.
- **Transit Passes – Residences:** The Proponent will offer an MBTA pass to the first tenant of each residential unit. Only one MBTA pass per unit will be offered.

HSI 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.