

Boston Redevelopment Authority

2/26/2014

375-399 Chestnut Hill Avenue Boston/Brookline, MA



Design revisions made since the DPIR submission March 2013

Massing

- Reduced project 16,030 SF, for a total project area of 218,520 SF
- Reconfigured massing plan to significantly shorten the building. (-170' less than existing Cinema)
- Increased size of Courtyard and reconfigured traffic flow to mitigate possible congestion.
- Changed residential structural system from wood frame to concrete/steel.

Office Space

- Eliminated all office space (18,000 SF)

Hotel

- Reduced room count from 196 to 162
- Hotel building now fronts Chestnut Hill Ave and has visibility from Cleveland Circle
- Relocated pool & fitness to less public location along park and hotel meetings rooms to the 1st floor at park edge

Design revisions made since the DPIR submission March 2013 (cont.)

Residential

- Unit count increased from 74 to 92 units, 5% 3BR, 47% 2BR, 48% 1 BR, and 11 Affordable units
- Units designed as condominium quality
- Building setback at top floor with resident common roof terrace
- Introduced balconies along park edge
- Lessened overall shadow impacts on the park

Retail

- Provided for increased visual presence of corner restaurant
- Introduced a raised dining area at park edge, and relocated restaurant entry from corner

Traffic

- Traffic reductions – 21.7% reduction in daily trips and +/- 29% reduction in peak hour trips.
- Developed plan to mitigate traffic impact on Cleveland Circle and improve traffic flow over the current conditions.
- Developed plan to utilize only 10% of Waterworks Driveway capacity in peak hours of use at a LOS C/D threshold. Total capacity use including existing Waterworks traffic will be 19% to 35%.

Cleveland Circle Comparison Project Data - DPIR vs Proposed

DPIR Dimensions # Rooms/Units & Square Footage						Proposed Dimensions # Rooms/Units & Square Footage						Changes
Use	Boston		Brookline		Total Area	Boston		Brookline		Total Area		
Hotel	156 rooms	95,700	40 rooms	17,250	112,950	82 rooms	57,790	80 rooms	37,240	95,030	(17,920)	
Residential	74 units	89,400		0	89,400	92 units	109,490	0	0	109,490	20,090	
Retail		6,900		7,300	14,200		6,400		7,600	14,000	(200)	
Office		0		18,000	18,000		0		0		(18,000)	
Total SF	192,000		42,550		234,550	173,680		44,840		218,520	(16,030)	
Total Parking Spaces (77 at grade, 126 in garage)						Total Parking Spaces (96 at grade, 92 in garage)						
203						188						
FAR	2.07		2.34		2.11	1.87		2.47		1.97		

* SF #s above do not include any basement space which serves the project
 * Total hotel room count has been reduced from 196 rooms to 162 rooms

375-399 Chestnut Hill Avenue Boston/Brookline, MA

	Boston Site Area 92,853 SF		Brookline Site Area 18,176 SF		Total Project Site Area 111,029 SF			
Use	Building Area Boston	Parking Spaces	Building Area Brookline	Parking Spaces	Total Area	Total Parking	Parking Ratio (per zoning)	# reqd
Hotel - 162 Rooms	57,790		37,240		95,030	81	.5/room	81
Residential - 92 Units	109,490		-		109,490	92	1/Unit	92
Retail / Public Garage	6,400		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						188		

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

Basement Area

(area not included in FAR) 45,440 17,370 62,810

(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	44	48%
2 Br/ 2 Ba,		
2 Br/ 2 Ba + Den	43	47%
3 Br/ 2 Ba	5	5%
	92	100%

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Ground Floor Site Plan

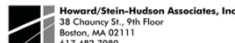


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Birds Eye View from Cleveland Circle

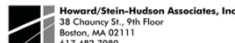


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Birds Eye View from Park



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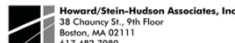


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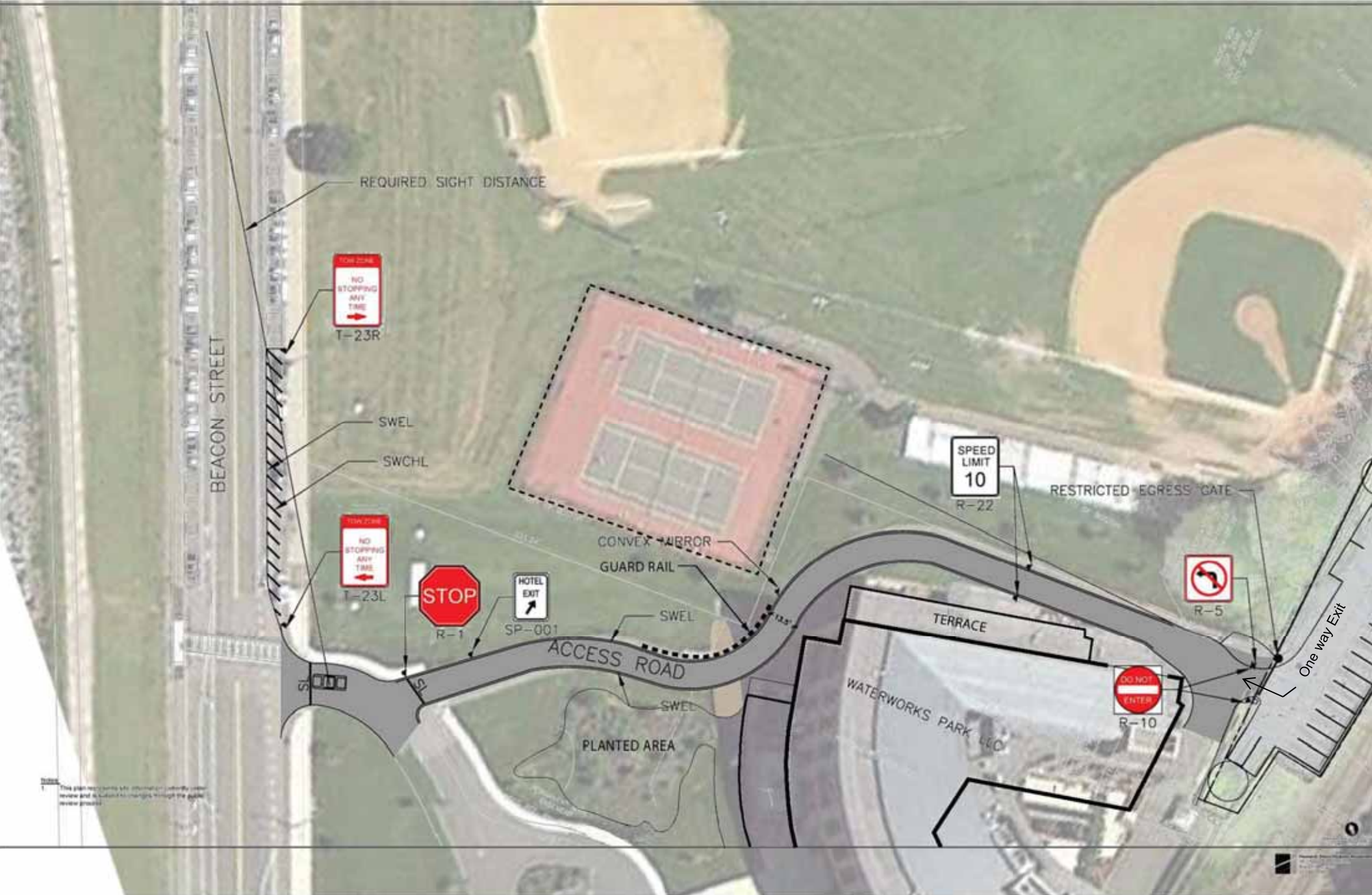
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Enlarged Courtyard Plan

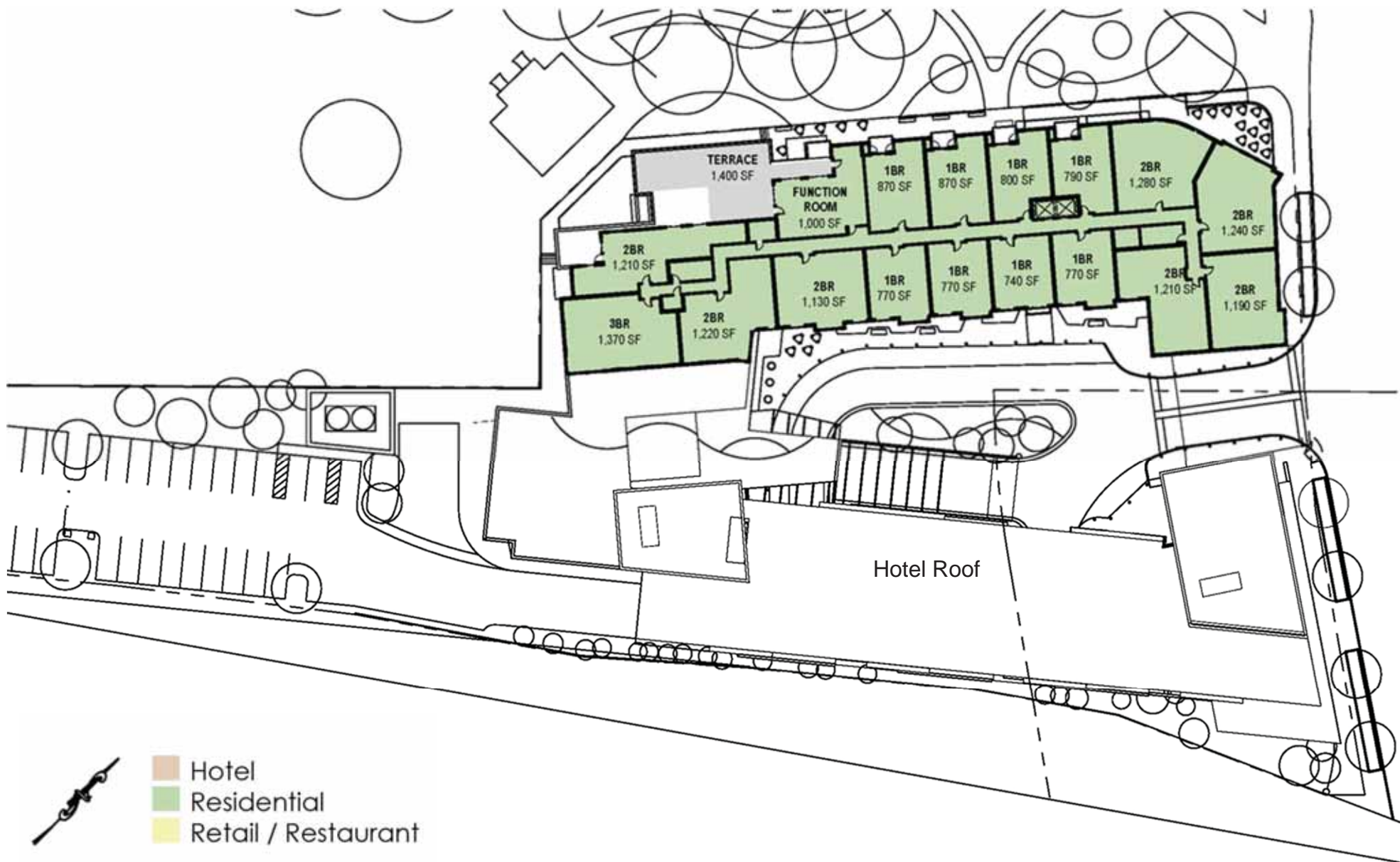




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6th Floor Plan (Residential)



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Existing Conditions along Chestnut Hill Avenue



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View From Cleveland Circle



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Existing Conditions along Cassidy Park



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Detail View of Restaurant From Cassidy Park



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Building/ Park Edge



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Existing Conditions along the D Line



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View from Chestnut Hill Avenue along the D Line



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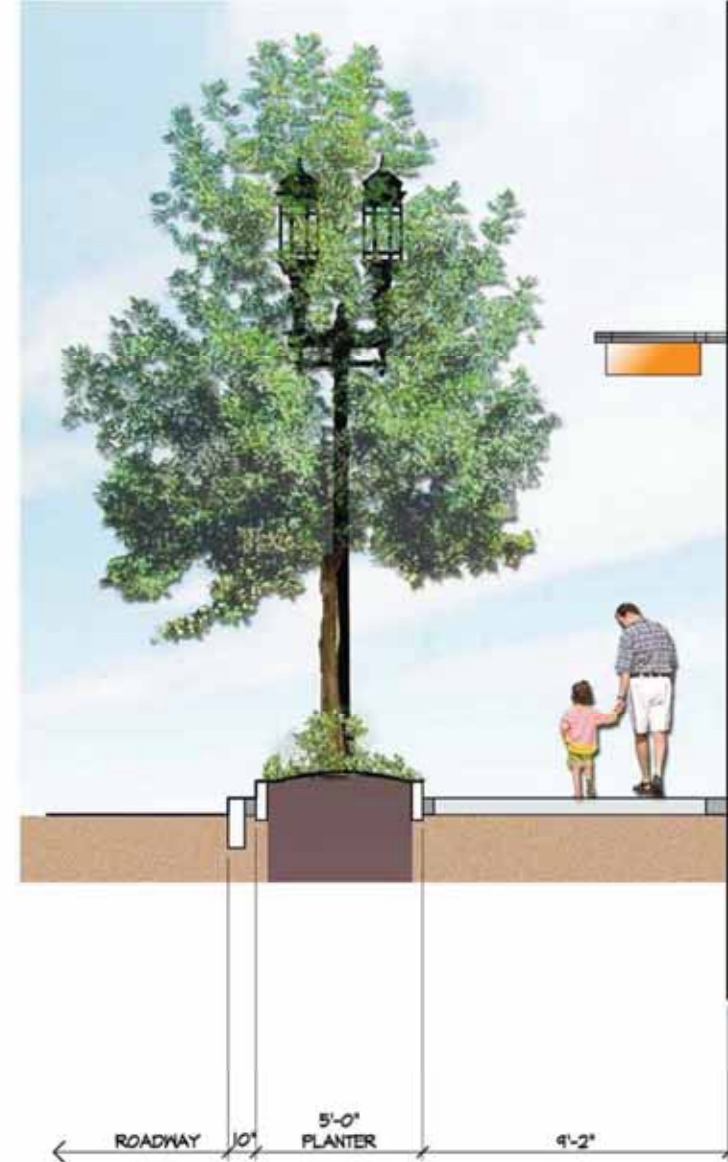
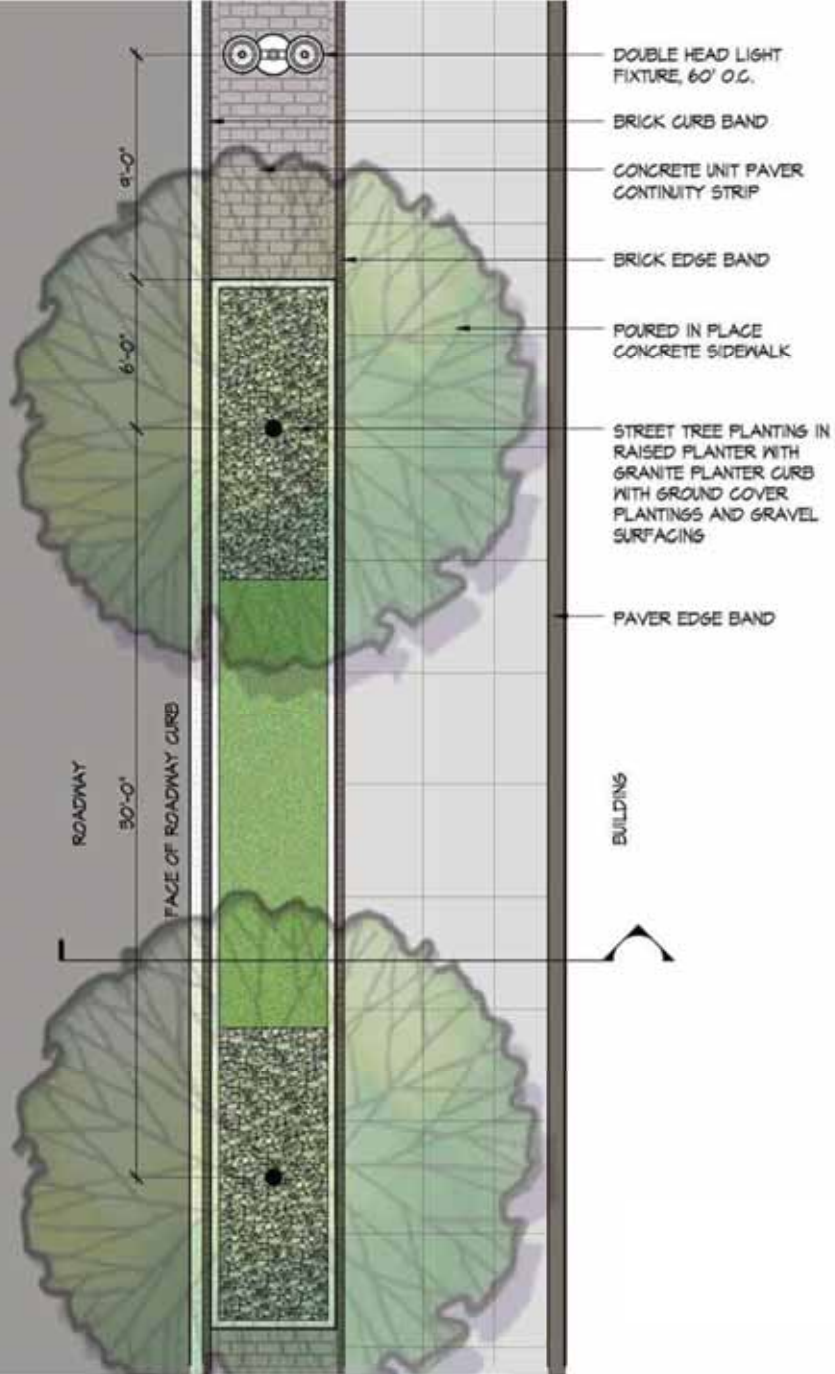
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Elevation View From Chestnut Hill Ave



CLEVELAND CIRCLE MIXED USE DEVELOPMENT
TYPICAL STREETSCAPE SECTION
CHESTNUT HILL AVENUE

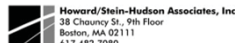


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Courtyard Overview



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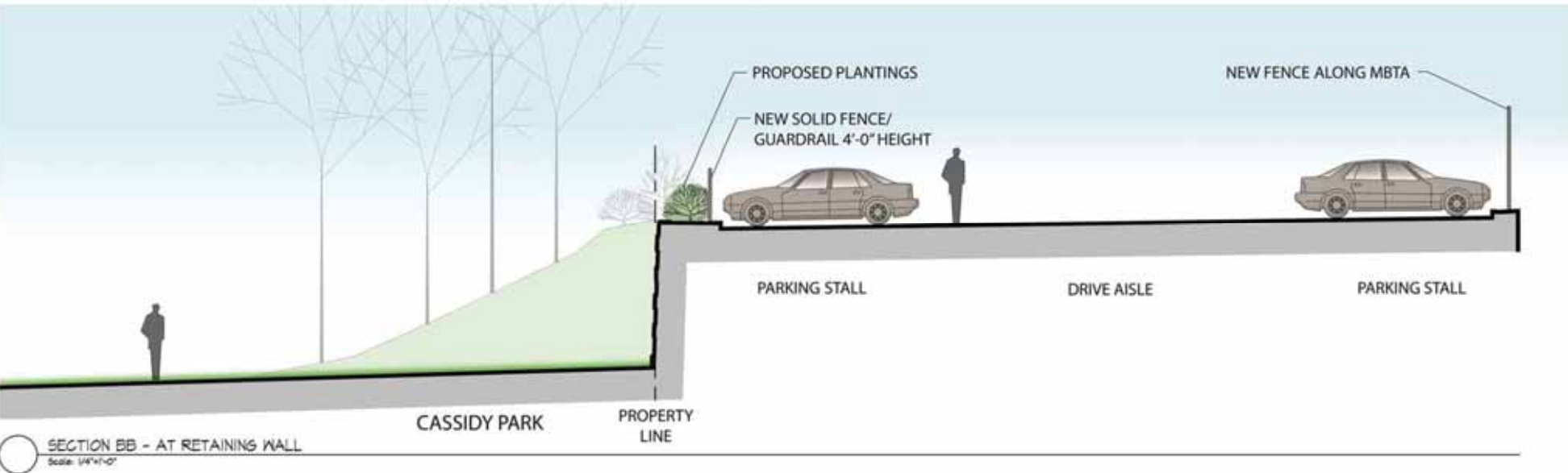
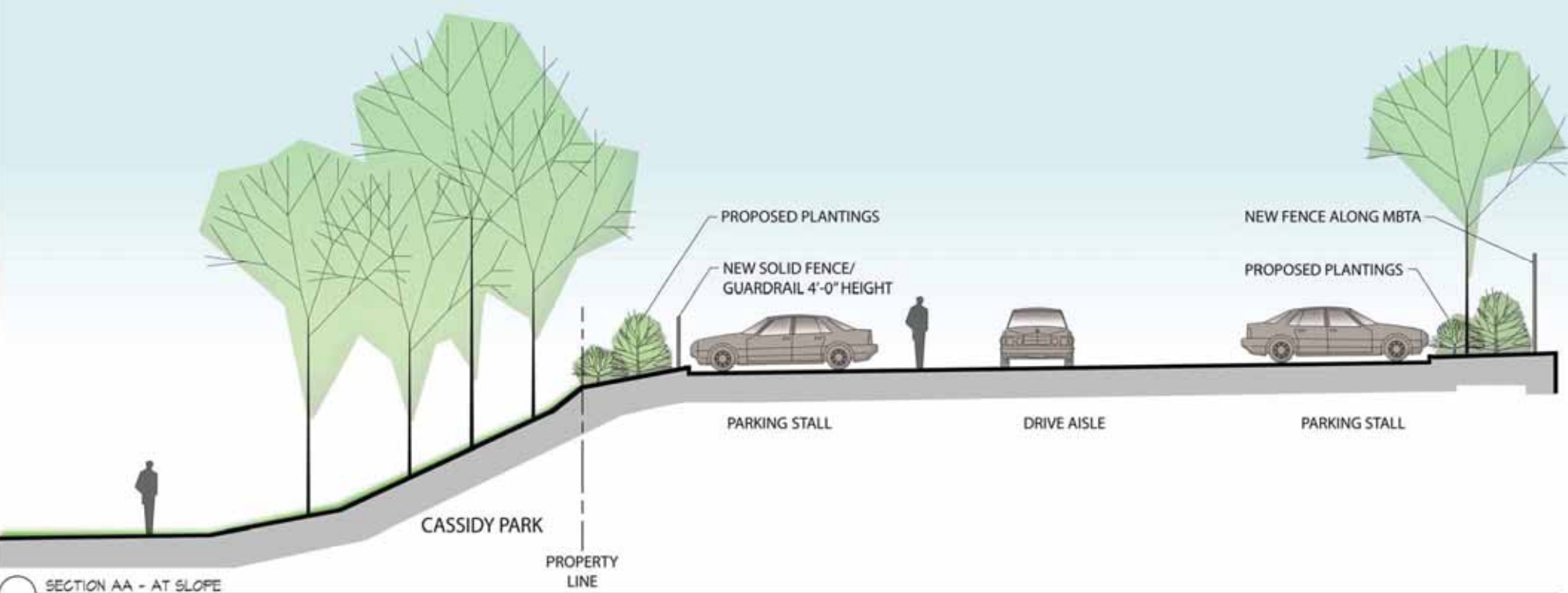
View at Courtyard



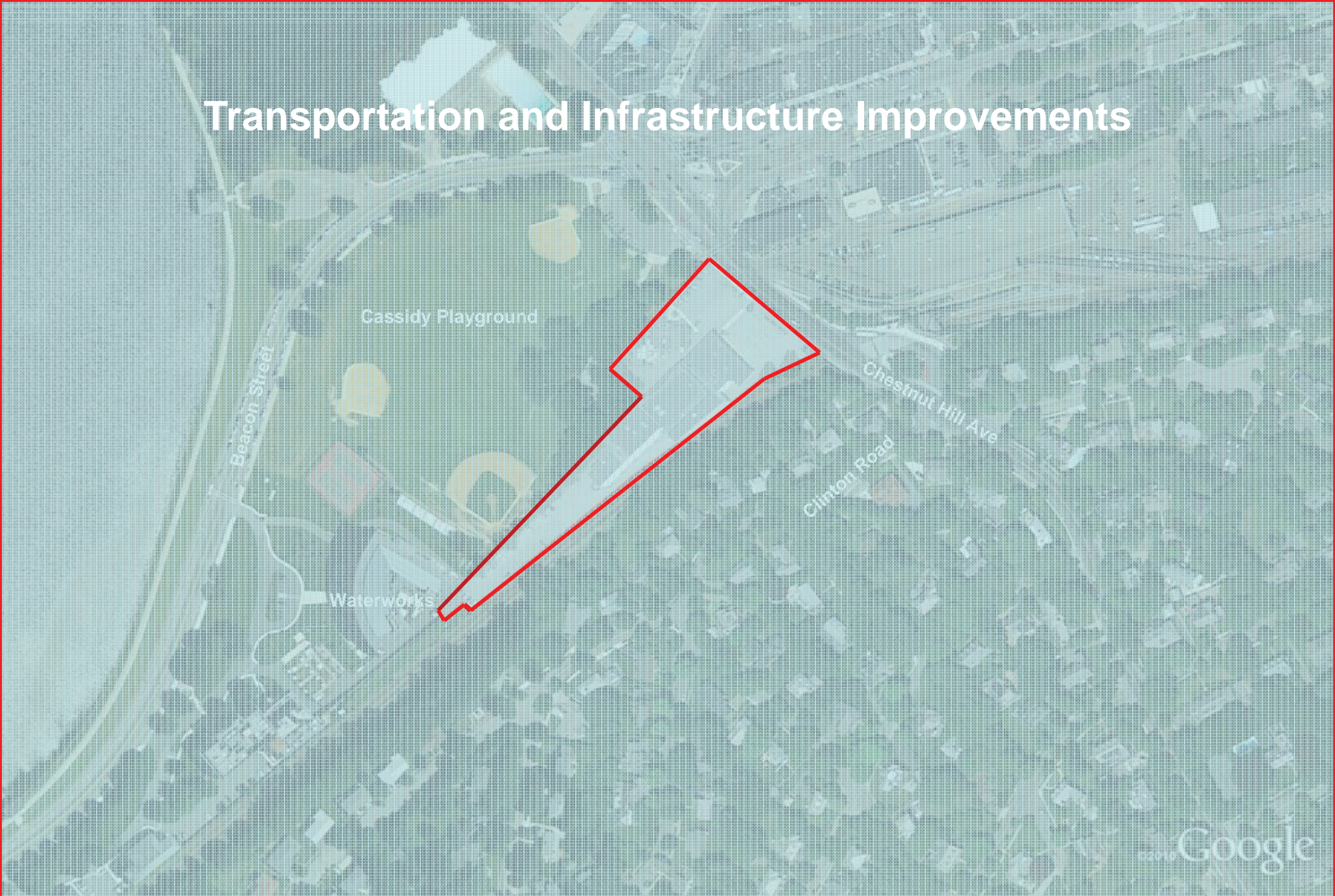
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View from Vestibule of Hotel



Transportation and Infrastructure Improvements



Transportation Study

■ Comprehensive Study

- 12 intersections, Pedestrians, Bicycles, Passenger Vehicles
- Detailed Courtyard Design to Accommodate All Users
- Parking Demand/Supply Analysis

■ Program Reduced from DPIR

- 18,000 sf Medical Office Removed
- 34 Hotel Rooms Removed
- Reduced Traffic and Parking Impacts (29% fewer Peak Hour Trips)

■ Reviewed

- BTD Planning
- BETA Engineering

Transportation Improvements

■ Cleveland Circle Infrastructure

- All New Traffic Signal Equipment
- Audible Pedestrian Signal System
- Install Bike Lanes and Signage
- ADA/MAAB Accessible Wheelchair Ramps
- Additional Signage/Equipment at Rear Exit for Added Safety
- New Pedestrian Crossing at MBTA Entrance

■ Traffic Operations Improvements

- Concurrent Pedestrian Phase Significantly Improves Operations
- Morning and Evening Peak Hours Improved from LOS F to LOS D
- Coordination with MBTA to Reduce Trolley Conflicts

Cleveland Circle Project Vehicle Trips by Driveway – Revised Program February 2014

Land Use Program	Project Vehicle Trips	
	Chestnut Hill Avenue Driveway	Waterworks Driveway
<u>Updated Project Program with Revised Overlay Exit Plan</u> Hotel - 162 rooms Medical Office - 0 sf General Office - 0 sf Retail/Rest. - 14,000 sf Residential – 92 units	60 designated spaces for hotel guests – must exit via Waterworks	
	Daily	Daily
	Enter 862	Enter 0
	Exit 655	Exit 207
	Total 1,517	Total 207
	a.m. peak hour	a.m. peak hour
	Enter 36	Enter 0
	Exit 30	Exit 9
	Total 66	Total 9
	p.m. peak hour	p.m. peak hour
	Enter 70	Enter 0
	Exit 43	Exit 12
	Total 113	Total 12

Waterworks Driveway:

- AM peak traffic: 34.7% of max. Capacity *
- PM peak traffic: 18.5% of max. Capacity *

*includes traffic from Waterworks Development

Cleveland Circle Project Vehicle Trip Comparison –
DPIR Program vs. Revised Program February 2014

Land Uses	DPIR Program ¹⁾ March 13, 2013	Revised Program February 2014	Comparison
Hotel Residential Medical Office Retail/Restaurant	196 rooms 74 units 18,000 sf 14,200 sf	162 rooms 92 units 0 sf 14,000 sf	DPIR Program vs. Revised Program
<i>Daily Vehicle Trips</i>			
In	1,101	862	-21.7%
<u>Out</u>	<u>1,101</u>	<u>862</u>	-21.7%
Total	2,202	1,724	-21.7%
<i>a.m. Peak Hour Vehicle Trips</i>			
In	64	36	-43.8%
<u>Out</u>	<u>46</u>	<u>39</u>	-15.2%
Total	110	75	-31.8%
<i>p.m. Peak Hour Vehicle Trips</i>			
In	84	70	-16.6%
<u>Out</u>	<u>89</u>	<u>55</u>	-38.2%
Total	173	125	-27.7%

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

