

The Residences at Kessler Woods

City of Newton

September 23, 2014

The Residences at Kessler Woods

Chestnut Hill Realty is one of New England's leading full service real estate companies specializing in multifamily housing. Established in 1969, CHR owns and manages over 4500 apartments in 27 apartment communities in Greater Boston and Rhode Island.

The Residences at Kessler Woods

CHR Development Team

- Chestnut Hill Realty: Developer, General Contractor, and Property Manager
- Edward Zuker, founder and CEO, Chestnut Hill Realty
- Marc Levin, Director of Development and Project Manager, Chestnut Hill Realty
- Stantec Consulting Services, Inc., Joseph Geller, Theo Kindermans, Frank Holmes: Site Planner, Civil Engineer
- The Architectural Team, Inc., Michael Liu: Architect
- K & L Gates, Howard Levine and Frank Stearns: Legal Advisors
- MDM Transportation Consultants, Robert J. Michaud: Traffic Engineer
- Community Resources Group, Inc., Margaret Murphy: Real Estate Advisor

The Residences at Kessler Woods

History of Kessler Woods

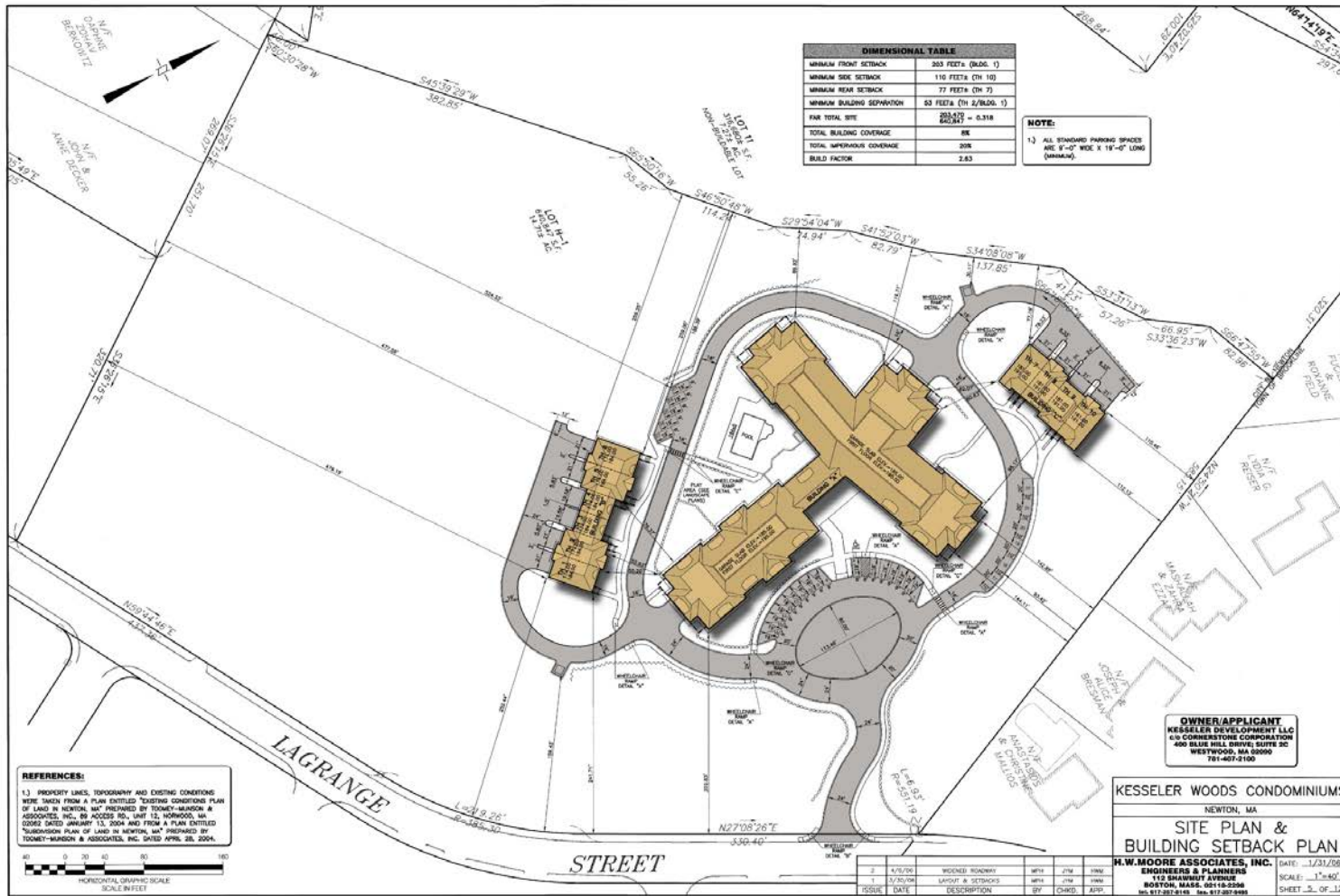
- City of Newton and Cornerstone cooperated to fund the original land purchase from Boston Edison.
- Cornerstone developed and sold the single family residential subdivision on Kessler Way.
- Under the Agreement, the City acquired Conservation Restrictions and Public Access Easements on 11 acres of land.
- The Cornerstone Corporation permitted the project in 2006 but it was never built.
- Cornerstone has a Special Permit for the construction of 62 condominiums in three different buildings with an average unit size of 1,681 s/f.

The Residences at Kessler Woods

Meetings

- Ward Aldermen
- Planning Staff
- Newton Housing Partnership
- Neighbors (Newton & Brookline)
- Fire Department, Conservation Agent, DPW, Legal, Zoning, and Traffic Engineer

The Residences at Kessler Woods 2006 Plan



The Residences at Kessler Woods

Site Plan



The Residences at Kessler Woods

Project Summary

- 80 apartment homes
 - 24 one-bedroom units
 - 56 two-bedroom units
- Average unit size of 1,324 s/f
- 130 parking spaces in a below grade garage and 30 surface parking spaces
- Common space includes a fitness center, Wifi café, theater, and community room
- Many new trees will be planted to an already heavily landscaped site

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Affordable Apartments

12 Affordable Units

6 units at 50% of area median income

6 units at 80% of area median income

The Residences at Kessler Woods

Comparison of the Cornerstone 2006 plan and current plan

	2006	2014	
Units	62	80	
Types of units	Town homes Flats Duplex	Apartments - Flats	
Type of development	Ownership	Rental	
Unit mix			
One bedroom	1	24	
Two bedroom	43	56	
Two bedroom with basement room	10	0	
Two bedroom with dens	5	0	
Three bedroom	3	0	
Average unit size	1,681 s/f	1,324 s/f	- 357 s/f
Existing and potential second/third bedrooms	89	56	-23

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Comparison of previous and current plan

	2006	2014
Floors above garage	3 1/2	3
Parking spaces	146	160
Underground Garage	99	130
Under unit	20	n/a
Surface	27	30

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Comparison of previous and current plan

	2006	2014	
Total occupied building s/f	154,645 s/f	143,610 s/f	- 10,816 s/f
Roadway and parking	54,093 s/f	29,427 s/f	- 24,666 s/f
Total disturbed area	255,392 s/f	186,417 s/f	- 68,975 s/f
Open space	540,021 s/f	563,190 s/f	+ 23,169 s/f
Total building footprint	46,733 s/f	48,230 s/f	+1,497 s/f
Distance from closest neighbor	177 feet	236 feet	+ 59 feet
Rock Removal in cubic yards (est.)	87,000 cy	48,219 cy	-38,781 cubic yards

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Improvements from Previously Approved Plan

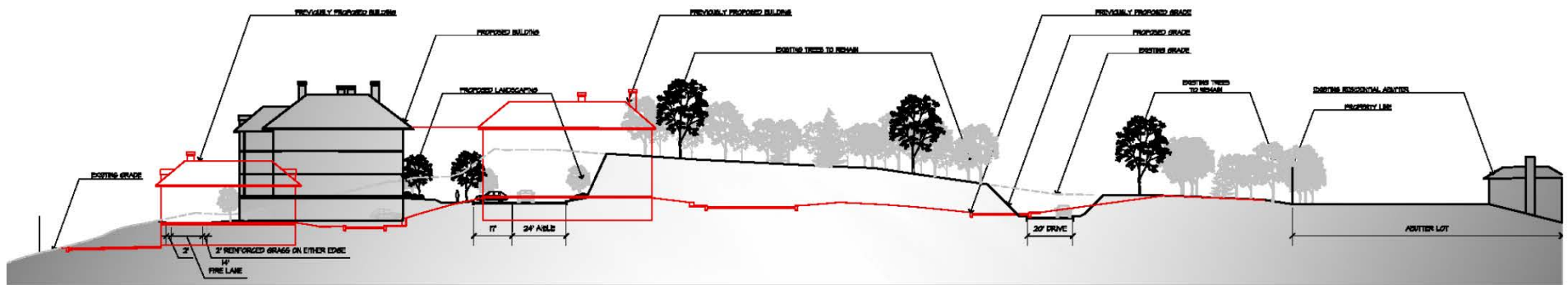
- More open space on the property
- Fewer trees removed
- Less removal of rock
- Less disturbed land
- Less surface roadways
- Uses natural topography and vegetation to screen the building
- The building is further from the closest neighbors
- Smaller units

The Residences at Kessler Woods Site Layout



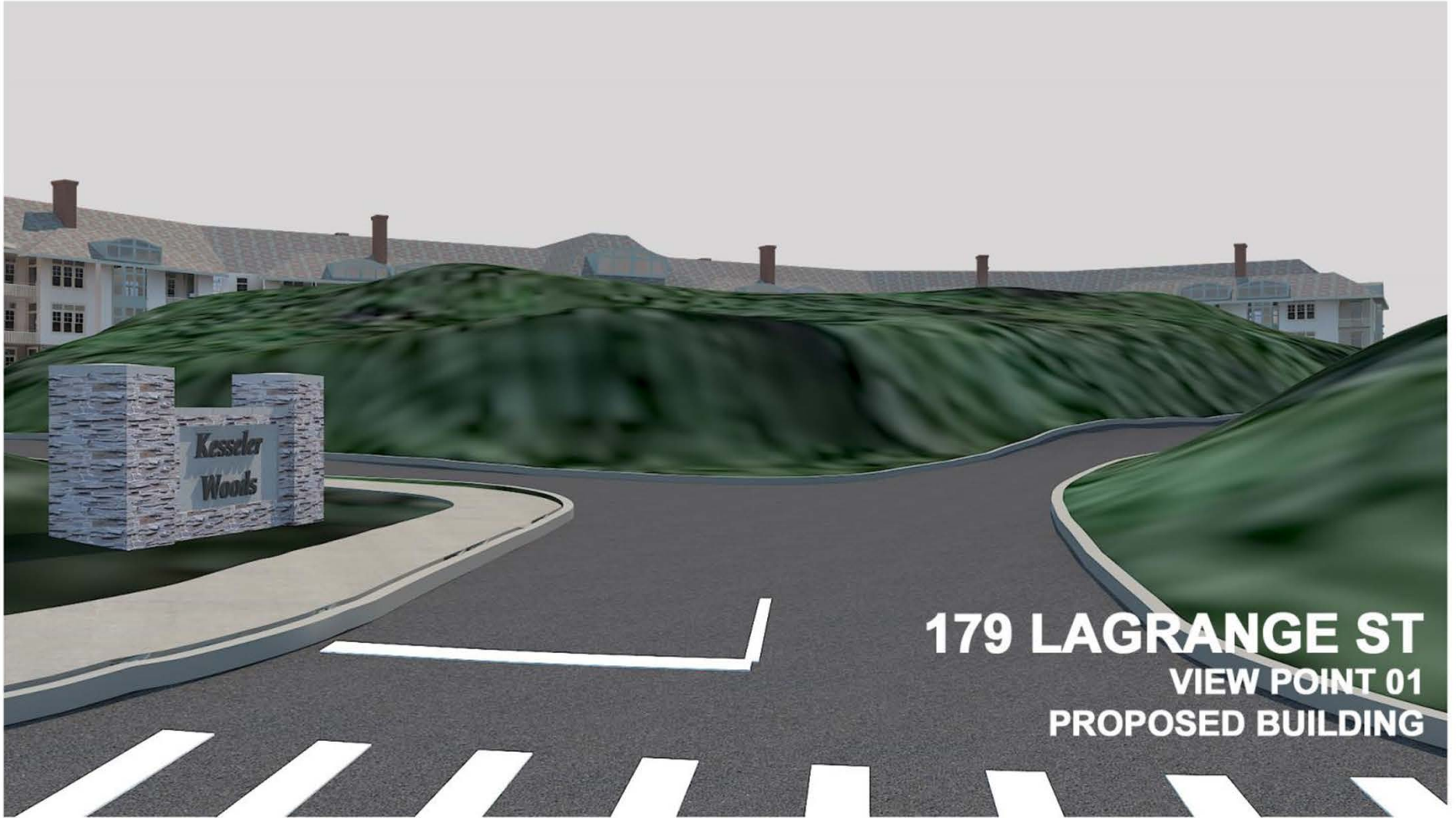
The Residences at Kessler Woods

- Representative Site section





179 LAGRANGE ST
VIEW POINT 01
EXISTING



179 LAGRANGE ST
VIEW POINT 01
PROPOSED BUILDING



179 LAGRANGE ST
VIEW POINT 01
EXISTING SITE TREES TO REMAIN



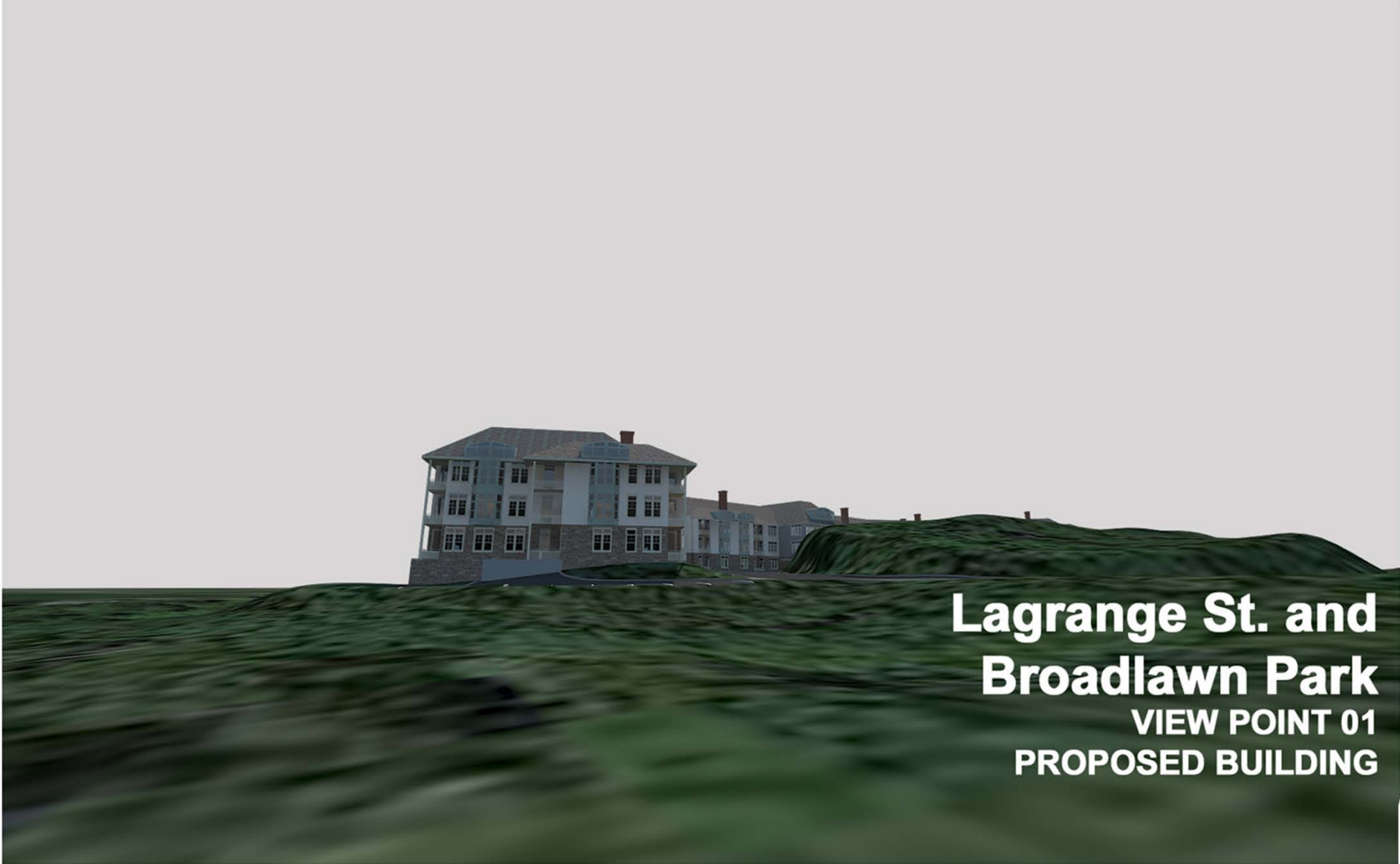
179 LAGRANGE ST
VIEW POINT 01
PROPOSED PLANTING



179 LAGRANGE ST
VIEW POINT 01
PROPOSED VIEW



**Lagrange St. and
Broadlawn Park**
VIEW POINT 01
EXISTING



**Lagrange St. and
Broadlawn Park**
VIEW POINT 01
PROPOSED BUILDING



**Lagrange St. and
Broadlawn Park**

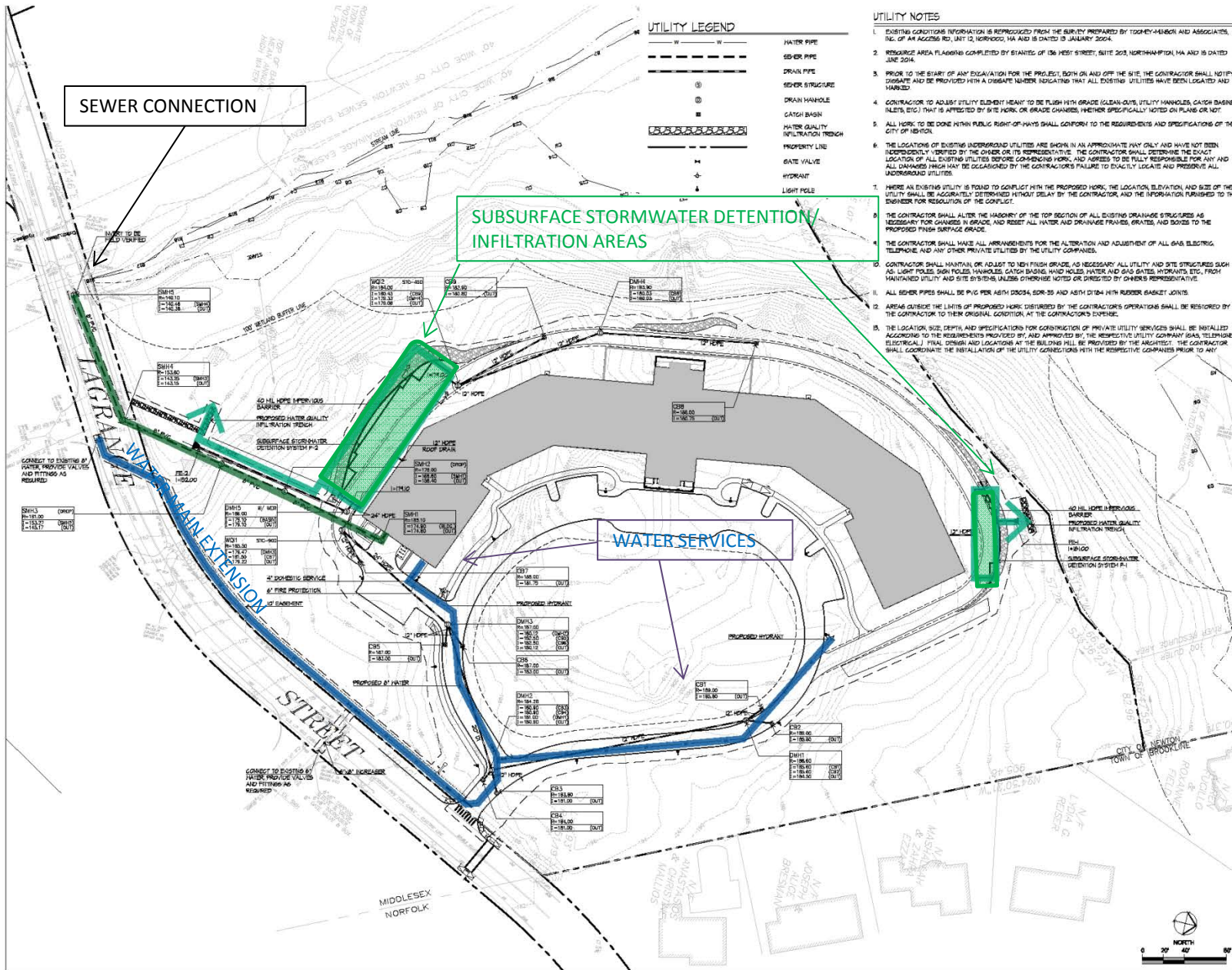
VIEW POINT 01

EXISTING SITE TREES TO REMAIN



**Lagrange St. and
Broadlawn Park**
VIEW POINT 01
PROPOSED VIEW

The Residences at Kessler Woods



UTILITY NOTES

- EXISTING CONDITIONS INFORMATION IS REPRODUCED FROM THE SURVEY PREPARED BY TOOMEY-HANCOCK AND ASSOCIATES, INC. OF AN ACCORD TO ART. 12, CHAPTER 24A AND IS DATED 15 JANUARY 2024.
- RESOURCE AREA FLAGGING COMPLETED BY STANTEC OF 136 WEST STREET, SUITE 203, NORTHAMPTON, MA AND IS DATED JUNE 2024.
- PRIOR TO THE START OF ANY EXCAVATION FOR THE PROJECT, BOTH ON AND OFF THE SITE, THE CONTRACTOR SHALL NOTIFY DISABE AND BE PROVIDED WITH A DISABE NUMBER INDICATING THAT ALL EXISTING UTILITIES HAVE BEEN LOCATED AND MARKED.
- CONTRACTOR TO ADJUST UTILITY ELEVATION TO BE FLUSH WITH GRADE (EXCEPT UTILITY MANHOLES, CATCH BASINS, INLETS, ETC.) THAT IS AFFECTED BY SITE WORK, OR GRADE CHANGES, WHETHER SPECIFICALLY NOTED ON PLANS OR NOT.
- ALL WORK TO BE DONE WITHIN PUBLIC RIGHT-OF-WAYS SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF THE CITY OF NEWTON.
- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE MANNER ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREE TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UNDERGROUND UTILITIES.
- IF AN EXISTING UTILITY IS FOUND TO CONFLICT WITH THE PROPOSED WORK, THE LOCATION, ELEVATION, AND SIZE OF THE UTILITY SHALL BE ACCURATELY DETERMINED WITHOUT DELAY BY THE CONTRACTOR, AND THE INFORMATION FURNISHED TO THE ENGINEER FOR RESOLUTION OF THE CONFLICT.
- THE CONTRACTOR SHALL ALTER THE HORIZONTALITY OF THE TOP SECTION OF ALL EXISTING DRAINAGE STRUCTURES AS NECESSARY FOR CHANGES IN GRADE AND RESET ALL WATER AND DRAINAGE PIPES, GRATES, AND BOXES TO THE PROPOSED FINISH SURFACE GRADE.
- THE CONTRACTOR SHALL MAKE ALL ARRANGEMENTS FOR THE ALTERATION AND ADJUSTMENT OF ALL GAS, ELECTRIC, TELEPHONE, AND ANY OTHER PRIVATE UTILITIES BY THE UTILITY COMPANIES.
- CONTRACTOR SHALL MAINTAIN OR ADJUST TO NEW FINISH GRADE, AS NECESSARY, ALL UTILITY AND SITE STRUCTURES SUCH AS LIGHT POLES, SIGN POLES, MANHOLES, CATCH BASINS, HAND HOLES, WATER AND GAS GRATES, HYDRANTS, ETC., FROM MAINTAINED UTILITY AND SITE SYSTEMS, UNLESS OTHERWISE NOTED OR DIRECTED BY OWNER'S REPRESENTATIVE.
- ALL SEWER PIPES SHALL BE PVC PER ASTM D2004, SDR-35 AND ASTM D214 WITH RUBBER GASKET JOINTS.
- AREAS OUTSIDE THE LIMITS OF PROPOSED WORK, DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO THEIR ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE LOCATION, SIZE, DEPTH, AND SPECIFICATIONS FOR CONNECTION OF PRIVATE UTILITY SERVICES SHALL BE INSTALLED ACCORDING TO THE REQUIREMENTS PROVIDED BY, AND APPROVED BY, THE RESPECTIVE UTILITY COMPANY (GAS, TELEPHONE, ELECTRICAL). FINAL ORIGIN AND LOCATIONS AT THE BUILDING WILL BE PROVIDED BY THE ARCHITECT. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE UTILITY CONNECTIONS WITH THE RESPECTIVE COMPANIES PRIOR TO ANY



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Version	Author	Date	Description
1.0	JWC	08/28/24	Issue for Permit
2.0	JWC	08/28/24	Issue for Permit
3.0	JWC	08/28/24	Issue for Permit
4.0	JWC	08/28/24	Issue for Permit
5.0	JWC	08/28/24	Issue for Permit
6.0	JWC	08/28/24	Issue for Permit
7.0	JWC	08/28/24	Issue for Permit
8.0	JWC	08/28/24	Issue for Permit
9.0	JWC	08/28/24	Issue for Permit
10.0	JWC	08/28/24	Issue for Permit
11.0	JWC	08/28/24	Issue for Permit
12.0	JWC	08/28/24	Issue for Permit
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14.0	JWC	08/28/24	Issue for Permit
15.0	JWC	08/28/24	Issue for Permit
16.0	JWC	08/28/24	Issue for Permit
17.0	JWC	08/28/24	Issue for Permit
18.0	JWC	08/28/24	Issue for Permit
19.0	JWC	08/28/24	Issue for Permit
20.0	JWC	08/28/24	Issue for Permit

Client/Project
CHESTNUT HILL REALTY
THE RESIDENCES AT KESSLER WOODS
NEWTON, MA

Title
UTILITY PLAN

Project No. 210801167 Scale AS NOTED
Drawing No. L-300

The Residences at Kessler Woods – Rendering at the Northeast End of the Building



The Residences at Kessler Woods – Rendering with Trees



The Residences at Kessler Woods – Rendering at the Southwest End of the Building



The Residences at Kessler Woods – Rendering with Trees



The Residences at Kessler Woods

Transportation

- **Adequate Capacity** – The roadway network servicing the Development is adequate to handle development-related traffic.
- **Modest Traffic Increases** – The Development’s trip generation is estimated at approximately 43 vehicle-trips during the weekday morning peak hour and 62 vehicle-trips during the weekday evening peak hour.
- **No Capacity Degradation** – No change in level of service at the nearby intersections is expected as a result of the Development.
- **Safe, Efficient Access** – The Development’s driveway and roadway improvements are designed to ensure efficient traffic operations, adequate sight lines that meet or exceed recommended safety standards, and provide dedicated pedestrian crossings.
- **Site Circulation** – Development roadway is designed to accommodate fire apparatus to ensure accessibility to proposed residences. ADA-compliant pedestrian sidewalks connect the proposed units to Lagrange Street.
- **Mitigation** – Sidewalk and crosswalk installation to connect to the MBTA Bus stop along Corey Street and intersection improvements at the Corey Street/Vine Street intersection.

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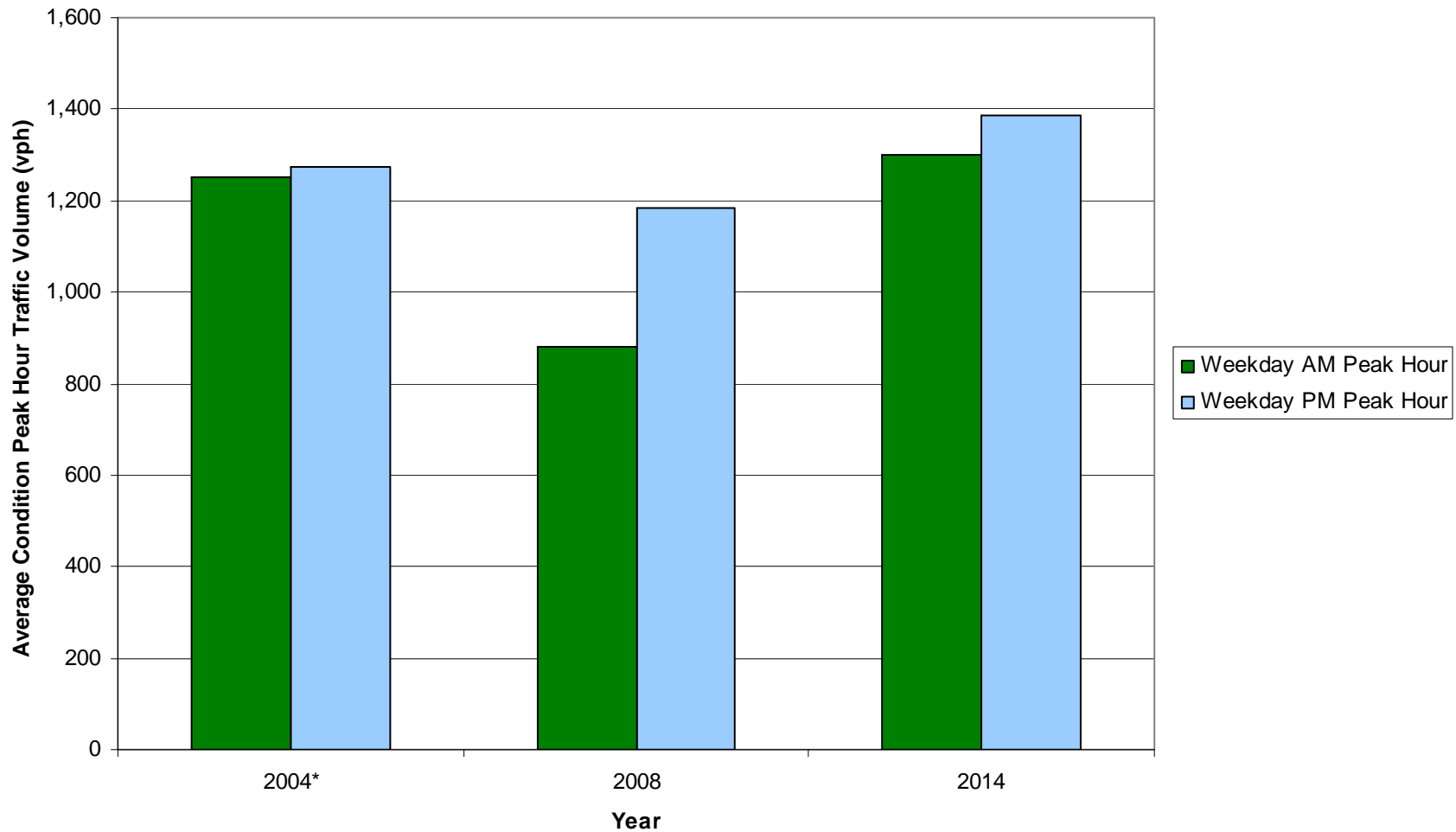
Study Intersections



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Weekday Peak Hour Traffic Volumes

Historical Traffic Volume Comparison
(Lagrange Street at Corey Street/ Vine Street)



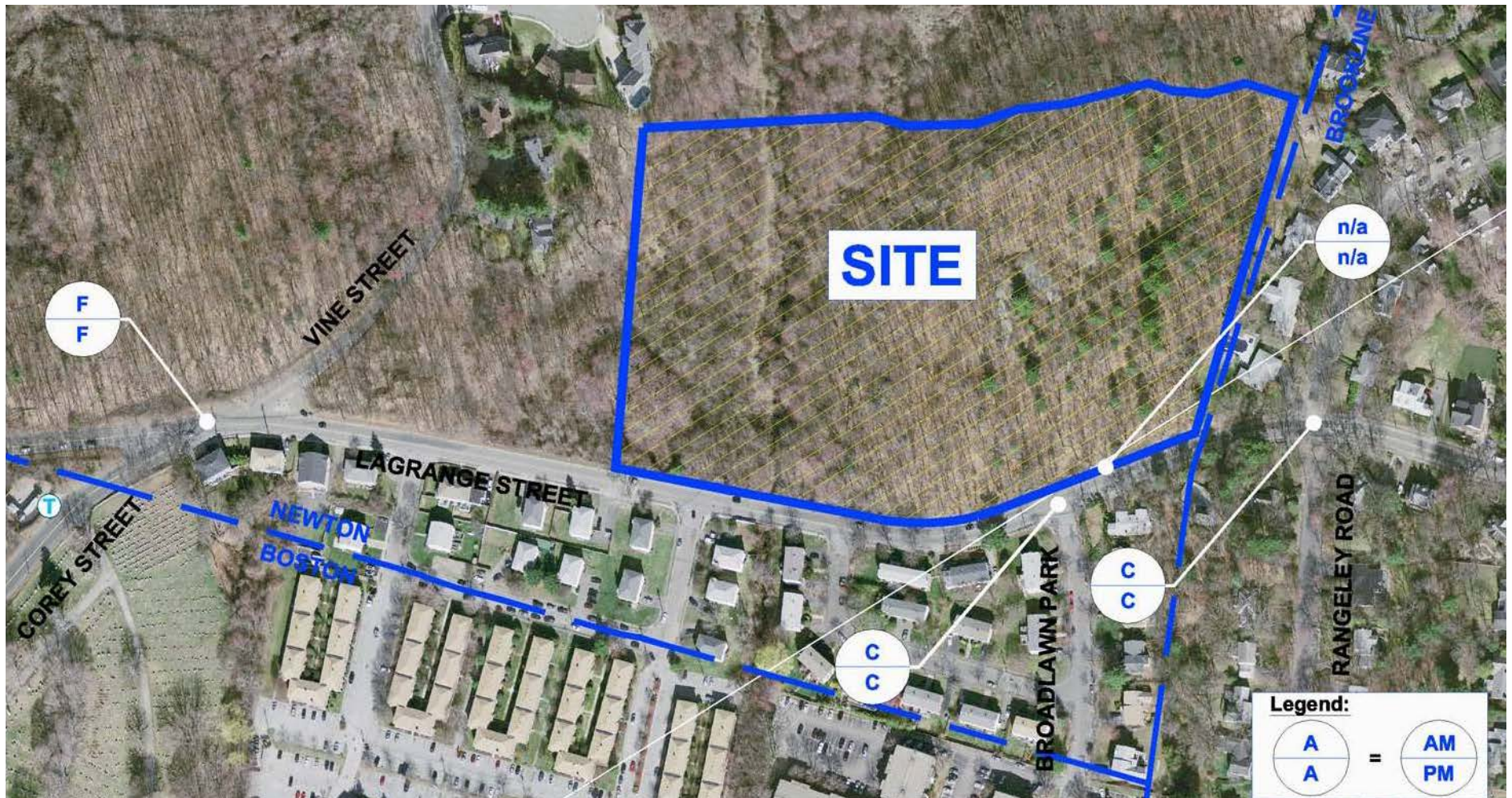
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Trip Generation Summary

<u>Period/Direction</u>	<u>ITE Basis</u> <u>Apartment Trips</u>
<i>Weekday Morning Peak Hour</i>	
Entering	9
<u>Exiting</u>	<u>34</u>
Total	43
<i>Weekday Evening Peak Hour</i>	
Entering	40
<u>Exit</u>	<u>22</u>
Total	62

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Existing Intersection Operations



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No-Build Intersection Operations



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Build Intersection Operations



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Stopping Sight Distance

Approach/ Travel Direction	Available SSD	AASHTO Recommended ¹		
		Posted Speed Limit ²	Average Travel Speed ³	85 th Percentile Travel Speed ⁴
Eastbound	290± Feet	190 Feet	205 Feet	245 Feet
Westbound	300± Feet	190 Feet	215 Feet	255 Feet

¹Recommended sight distance based on AASHTO, a Policy on Geometric Design of Highways and Streets. Based on driver height of eye of 3.5 feet to object height of 2.0 feet.

²Regulatory posted speed = 30 mph

³Avg observed travel speeds = 32 mph EB and 33 mph WB

⁴85th percentile observed travel speeds = 36 mph EB and 37 mph WB

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Stopping Sight Distance



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Intersection Sight Distance

Approach/ Travel <u>Direction</u>	Available <u>ISD</u> ²	AASHTO Minimum ¹		
		<u>Posted Speed Limit</u> ³	<u>Average Travel Speed</u> ⁴	<u>85th Percentile Travel Speed</u> ⁵
Looking East	>300 Feet	190 Feet	215 Feet	255 Feet
Looking West	>300 Feet	190 Feet	205 Feet	245 Feet

¹Recommended sight distance based on AASHTO, a Policy on Geometric Design of Highways and Streets. Based on driver height of eye of 3.5 feet to object height of 3.5 feet and adjustments for roadway grade if required. Minimum value as noted represents SSD per AASHTO guidance.

²Assumes clearing of on-site vegetation and re-grading.

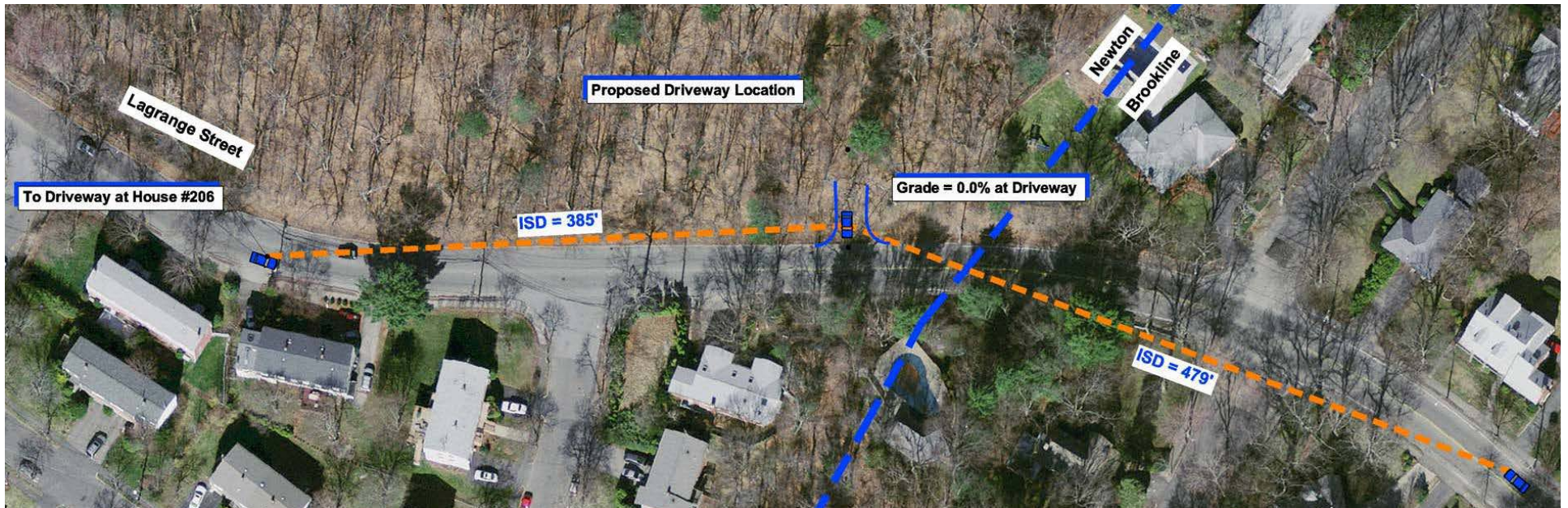
³Regulatory posted speed = 30 mph

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Intersection Sight Distance



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Transportation Demand Management

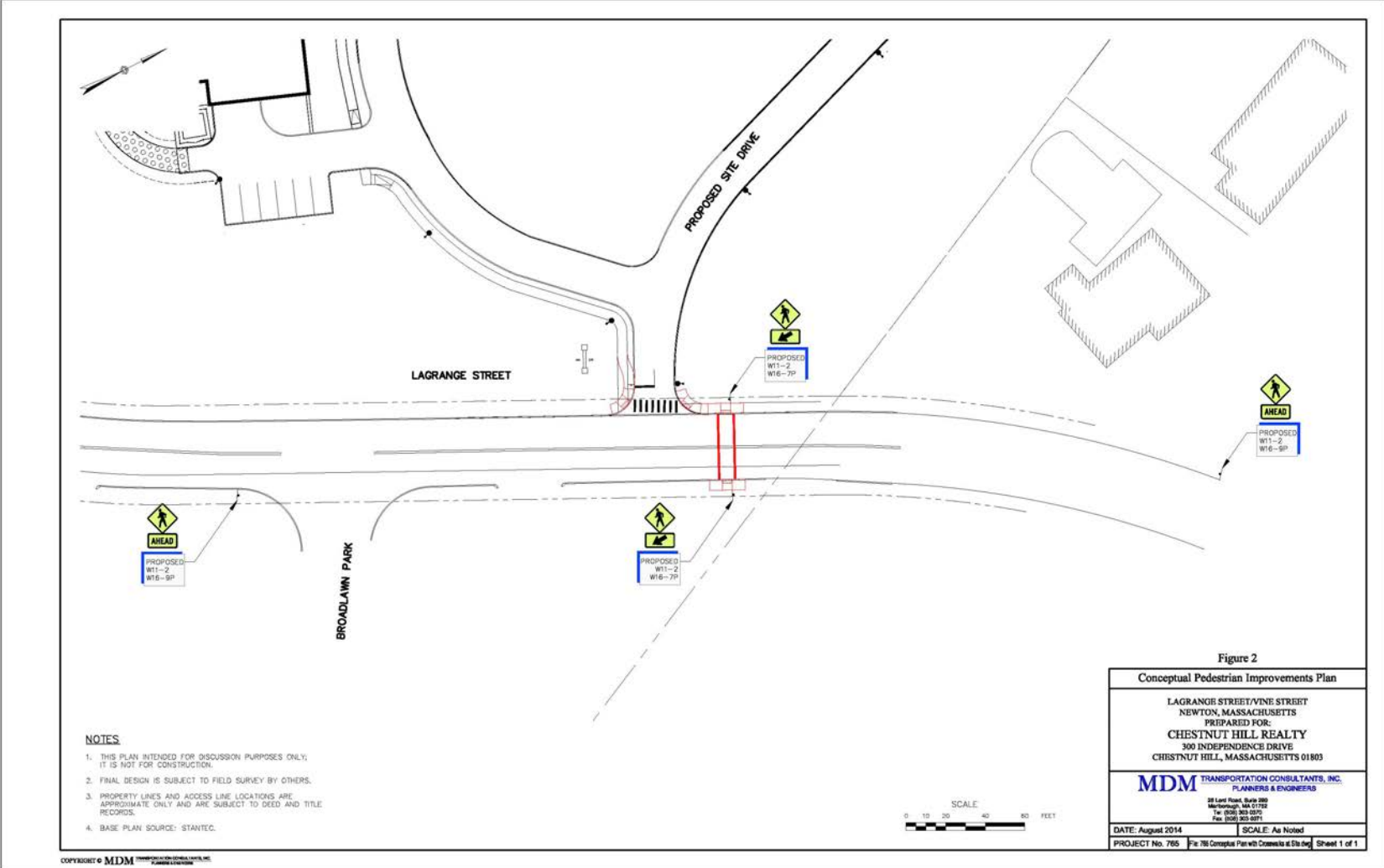
- **Shuttle:** CHR will expand the existing nearby Hancock Village shuttle service to include Kessler Woods.
- **Bicycle Accomodations:** CHR will provide on-site secure bicycle storage facilities within the Development.
- **Pedestrian Accomodations:** CHR will provide sidewalks and crosswalks to complete the pedestrian connection between the on-site building and the MBTA Bus Stop along Corey Street (subject to City approval).

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Transportation Improvements

- Install a crosswalk across Lagrange Street and ADA-compliant ramps at the site driveway
- Implement intersection improvements at the Lagrange Street/Corey Street/Vine Street intersection to enhance safety and capacity
 - Initial discussions with the City Director of Transportation
 - Subject to approval by the City DPW, Traffic Council, and Board of Aldermen

The Residences at Kessler Woods Conceptual Pedestrian Improvements



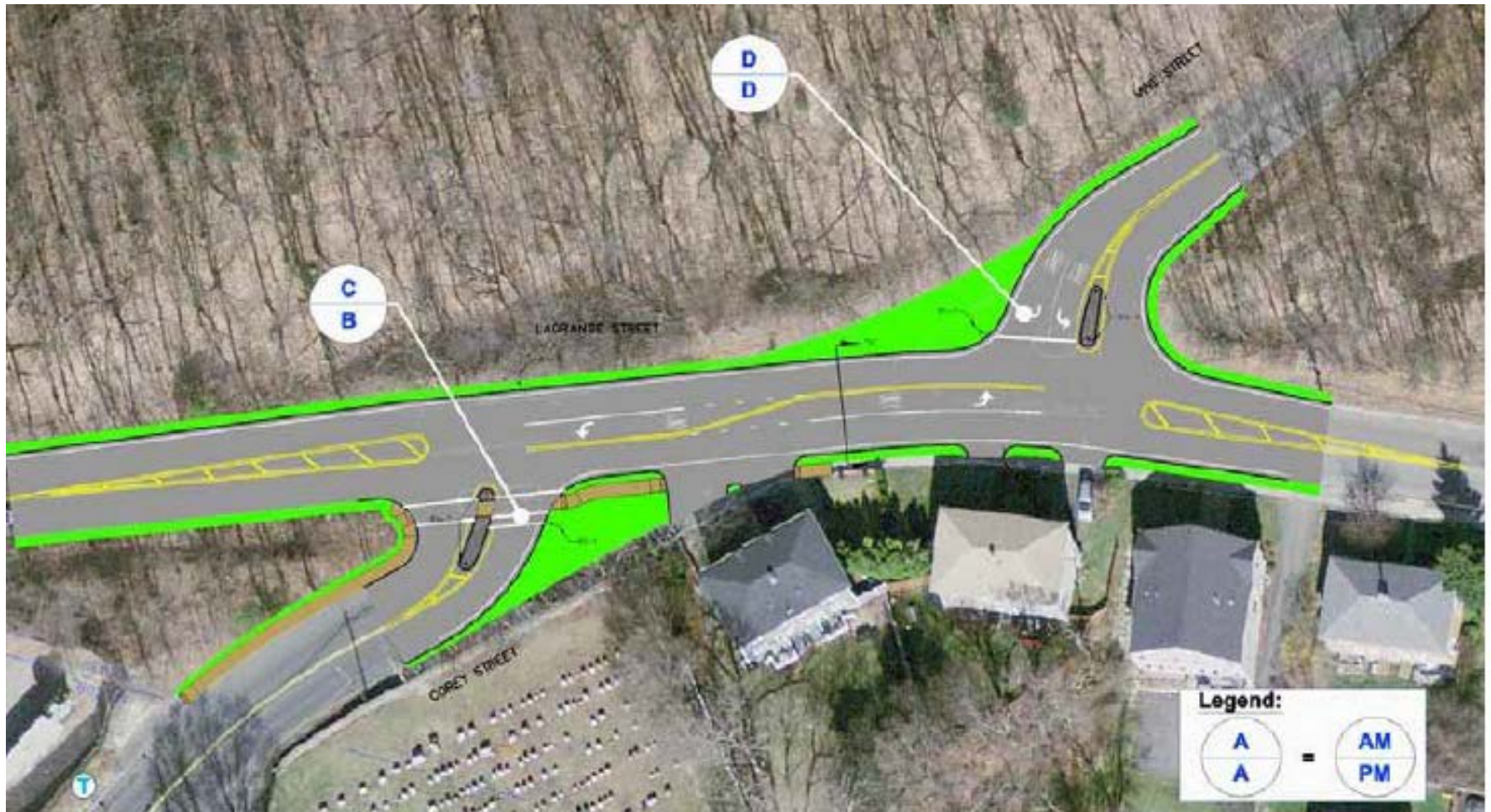
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Existing Conditions



The Residences at Kessler Woods

Corey/Vine/LaGrange Improvements



The Residences at Kessler Woods

Special Permit and Site Plan Review Criteria

- Public convenience and welfare is served.
- The Site is appropriate for the Use.
- The use will not adversely affect the neighborhood.
- No nuisance or hazard to vehicles or pedestrians.
- Access is appropriate.
- The Project will contribute significantly to the efficient use of and conservation of natural resources and energy

The Residences at Kessler Woods

Special Permit and Site Plan Review Criteria - Continued

- Convenience and Safety of Vehicular and Pedestrian Movement.
- Adequate sewage and drainage management.
- Adequate off-street loading
- Screening of parking
- Limits on topographic changes
- Site design, including utilities
- Protection of historical structures

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Exceptions to the Special Permit

- Exceptions for Signage 30-20(1) and Parking 30-19(m)

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Change of Zone from SR3 to MR3

- From SR-3 to MR-3

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Thank you

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Response to Planning Department Memo

