



**Town of Milton Planning Board**  
**Town Hall Offices**  
**525 Canton Avenue**  
**Milton, MA 02186**  
**617-696-5732**

## **FORM SP**

### **APPLICATION FOR APPROVAL OF A SPECIAL PERMIT**

(Milton General By-laws, Ch. 10, §III, G, and §VI, J to O inclusive)

Date: 5/11/15

To the Planning Board of the Town of Milton:

The undersigned hereby applies, pursuant to the provisions of the above-mentioned Section III and Section VI of Chapter 10 of the General By-laws, for a SPECIAL PERMIT for:

( ) Cluster Development ( ) Attached Cluster Development ( ) Condominium

Conversion ( ) Open Space Development ( X ) Planned Unit Development

Accompanying this application is a plan entitled:

Woodmere at Brush Hill

Plans prepared by: McKenzie Engineering Group Inc. Dated: 5/7/15

Parcel(s) Street Address: 865 Brush Hill Road

The undersigned's title to said land is derived from: Norfolk - BK: 32248; PG: 318-322

Milton Assessor's Map Number(s): B Parcel(s): 8A Zoning District: A

Deed of Property Recorded in Norfolk County Registry Book number(s): 32248 page(s): 318-322

Registered in Norfolk County Registry District of the Land Court, Certificate of Title number(s): N/A

Number of Proposed Units/Lots: 36 Total Acreage: 8.58

Said land is current with regards to taxes and is free of encumbrances except for the following:

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Owner: Milton NRC, LLC Applicant: Milton NRC, LLC

Company: \_\_\_\_\_ Company: \_\_\_\_\_

Address: 20 Mall Road, Suite 220, Burlington, MA 01803

Phone: 781-229-4700

Signature of Owner: J. Hn C Dauby Date: 5-13-15

Signature of Applicant (or Agent): \_\_\_\_\_ Date: \_\_\_\_\_

Reserved for the Office of the Town Clerk

**Application for Special Permit and Site Plan Approval**  
***Submitted Pursuant to the Planned Unit Townhouse***  
***Development Bylaw***  
**Application for Permit**  
***Submitted Pursuant to the Scenic Road Bylaw***



**Woodmere at Brush Hill**  
**865 Brush Hill Road**  
**Milton, Massachusetts 02186**

**Submitted to:**  
**Town of Milton Planning Board**  
**525 Canton Avenue**  
**Milton, MA 02186**

**Corcoran & Associates, PC**  
**1266 Furnace Brook Parkway**  
**Quincy, MA 02169**

**Grazado Velleco Architects**  
**Little Harbor**  
**10 Doaks Lane**  
**Marblehead, MA 01945**

**Submitted by:**  
**Milton NRC, LLC**  
**20 Mall Road**  
**Burlington, MA 01803**

**McKenzie Engineering Group, Inc.**  
**150 Longwater Drive, Suite 101**  
**Norwell, MA 02061**

**Ryan Associates Landscape**  
**Architecture and Planning**  
**Building 4**  
**144 Moody Street**  
**Waltham, MA 02454**

## **SECTION 1: PROJECT DESCRIPTION**

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### **1.1 Introduction**

Milton NRC, LLC (the “Owner/Applicant”) hereby requests a Special Permit and Site Plan Approval for the redevelopment of the former St. Pius X rectory property at 865 Brush Hill Road in accordance with the Planned Unit Townhouse Development (“PUTD”) zoning bylaw enacted by Town Meeting in October of 2014.<sup>1</sup> The Owner/Applicant also requests a permit under the Town’s Scenic Road Bylaw (Section 1.3, below).

Woodmere at Brush Hill Road (this “Project”) is a new residential development to be located on a new roadway (tentatively “Woodmere Lane”) and will include the restoration and conversion of the historic William A. Dupee House into 2 condominium units and the development of 34 additional townhouse units in a total of 14 other buildings. The Project will also contribute 4 new units to the Town’s Subsidized Housing Inventory. The Dupee House was built in 1913 and is a contributing structure to the Brush Hill Historic District; its restoration was significant to the enactment of the PUTD bylaw.

### **1.2 Project Description**

#### **1.2.1 Siting**

The Owner/Applicant is the owner of two lots, which combined are numbered 865 Brush Hill Road. The first lot is a large trapezoid-shaped parcel that fronts on Brush Hill Road and contains 364,037 square feet; the second is a smaller parcel that is shaped like a hockey stick and extends from the southwesterly corner of the larger parcel and connects to Cushing Road. The smaller parcel contains 9,708 square feet; the total area of both lots is 373,745 square feet (~8.58 acres). There are no wetlands on the property.

The property is located in at Residence A zoning district, but is an area that contains a mix of residential (single and multi-family) and institutional uses. As indicated, the property fronts on Brush Hill Road; the full length of the frontage is 404.74 feet. Curry College is located directly across Brush Hill Road. Its rear boundary line is 928.84 feet in length and is shared with the Fairmount housing development owned by the City of Boston Housing Authority and which contains a total of 202 dwelling units in more than 30 buildings.<sup>2</sup> The property is also bounded to the northeast and southwest by a small number of single family lots containing between 1 and 1½ acre each. There are two lots on the northeasterly boundary line (Dana Avenue), each containing a single family dwelling. There are 4 lots on the southeasterly boundary (Cushing Road), each also containing a single family dwelling.

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<sup>1</sup> Section III, L of the Zoning Bylaw.

<sup>2</sup> Boston Housing Authority website.

The property, itself contains a large mansion style dwelling that was built by William Dupee in 1913 and which for years served as a rectory for the priests of the St. Pius X Church. The building has been vacant for several years. Its exterior has fallen into disrepair and has been the subject of some vandalism. The site also contains an old carriage house, which was once used as a school. The carriage house is also in disrepair. The Owner/Applicant proposes to restore and convert the Dupee House, but will raze the carriage house.

### 1.2.2 Open Land

As shown on the Existing Conditions Plan (Sheet 3), the site is generally flat. It changes in grade from elevation 109' in the southwesterly corner to a low of elevation 99' in a swale located in the northeasterly corner of the lot. There are a number of significant character defining trees, including a stately beech tree that is located proximate to the Dupee House. Significant trees have been located and are shown on Sheet 3 and will be retained to the extent possible. However, the lot is substantially overgrown and the Owner/Applicant proposes to clean out such growth. The site does not comprise habitat for any particular species and the development will not have any impact on such. As indicated, larger trees will be retained and will retain the ability to serve as nesting areas for birds that live on the site.

The Bylaw provides that at least 30% of the site be dedicated as Open Land. The team has carefully designed the site to maximize this area and has dedicated 32.3% of the site for Open Land purposes (~120,720 sf or ~2½ acres), as shown on Site Layout Plan (Sheet 4) and on the Landscape Plans (Sheets 14-19). The Open Land comprises all of the land that is within the front, side and rear setback areas and is designed to serve as a significant element of the vegetated buffers between the site and abutting dwellings. It also includes the land that comprises the hockey stick tail as well as a large portion of the area inside of the site roadway (Road B), which will contain a portion of the site's stormwater detention areas, and it will include the terraced area to the rear (southeasterly side) of the grounds adjacent to the Dupee House, which will be dedicated as common area for the unit owners.

### 1.2.3 Housing Types; Number of Units; Affordability

The Bylaw establishes a maximum density of 4.0 units per whole acre; provided that the density may be increased by ½ unit per acre if (a) the historic structure is preserved and converted, and (b) buildings will be set back in excess of 60 feet from the front lot line and 35 feet from each of the side lot lines. The site contains 8 whole acres, so 36 units are allowed if the development complies with these two provisos. Here, the development proposes to restore and convert the Dupee House and new buildings will be set back a minimum of 61.64 feet from Brush Hill Road front lot line and 37.09 feet from each of the two side lot lines (on the Dana Ave. and Cushing Rd. sides). Buildings will also be set back from the

rear lot line by at least 30.70 feet. In particular, the closest buildings will be set back as follows: Building #1 at 61.64' from Brush Hill Road, Building #3 at 37.09' from the Dana Ave. side lot line and Building 4 at 30.70 feet from the rear lot line.

The Project will comprise two distinct housing types. The first are condominium "flats" located within the Dupee House, itself. The Dupee House is a 2½ story, stucco mansion with a main living area and a service wing. The service wing will be removed and replaced with an attached garage structures. The main portion of the building will be renovated into two condominium units. Each condominium unit will contain 2 bedrooms. There are 2 sheets in the architectural plans that illustrate the proposed modifications, shown as Sheets No. 31 and 32.

The second and more substantial housing type comprises townhouse units, which will be developed in 14 buildable pods with 2 or 3 units per pod with a total of 93 bedrooms (2.58 bedrooms per unit including the Dupee House units). There will be 6 pods with 3 units/pod and 8 pods with 2 units/pod. Each unit will contain two or three bedrooms; there will be 20 three-bedroom units and 14 two-bedroom units (including four affordable units with 2 bedrooms each). The townhouse units shall contain 2 stories with first floor master bedrooms and one or two bedrooms on the second floor. The units will range in size from 1,500 square feet to 2,500 square feet. Finally, the two buildable pods located closest to Brush Hill Road (Buildings #1 and #11) have been designed such that the side of each building that faces the street will have a front door appearance and the garage doors for the units in each pod will face into the development.

There will be four affordable units, which will be contained in two buildable pods, shown as Buildings #5 and #6. There will be two bedrooms in each unit. Each such unit will be restricted by deed so as to count on the Subsidized Housing Inventory or its future equivalent. These units are generally smaller than market, but will always be end units because they are in a 2-unit pod. Their location in Buildings #5 and #6 is driven substantially by their smaller size and the building area constraints between Road B and the rear lot line. They will also enjoy more contiguous lawn area because they are located on the ends of the pods.

#### 1.2.4 Unit Design

As shown on the architectural plans (Sheets 20 - 29), there will be three types of townhouse units, as follows: Types A and B are market rate units and Type C units are affordable units.

Type A units are the units that are located closest to Brush Hill Road and generally contain 3 bedrooms. The first floor will contain a great room with living, dining and kitchen areas, a separate study and a master bedroom suite. The second floor has 2 bedrooms and a loft, and in some locations 1 bedroom and a loft. This unit is always an end unit and has a side entrance porch. The three

units that are closest to Brush Hill Road, end units within Buildings #1, #11 and #12, are Type A units.

Type B units generally contain 2 bedrooms. The first floor will have a great room with living and kitchen areas, a separate dining room and a master bedroom suite. The second floor has 1 bedroom and a loft, and in some locations 2 bedrooms. This unit is either an end unit or an interior unit and has a front facing entry porch.

Type C is a 2 bedroom unit, with a first floor containing a great room with living, dining and kitchen areas, and a master bedroom suite. The second floor has 1 bedroom. This unit is always an end unit and has a front facing entry porch.

#### 1.2.5 Condominium Association

All of the units will be condominiums. The Owner/Applicant has included a draft set of condominium documents (Master Deed and Declaration of Trust) with this application. The condominium and condominium association will be established upon the sale and conveyance of the first unit. The application also includes a draft Local Initiative Program Application to address the issue of qualifying the affordable units for inclusion on the Subsidized Housing Inventory. In addition, the documents provide for limitations on how and when units may be rented, a provision that will be enforceable by the condominium association.

#### 1.2.6 Parking

Each unit will have an attached two-car garage in addition to driveway surfaces that lead to the garages and which can provide parking for two additional cars per unit. There will also be 8 pull-in spaces for visitors; 2 each between Buildings #2 and #3, #5 and #6, #10 and #11 and to the left of the Road A and Road B intersection opposite the proposed mail station. This total of 144 garage/driveway spaces plus 8 pull-in spaces (152 total) provides for a ratio of 1.63 spaces per bedroom or 4.2 spaces per dwelling. In addition, the Owner/Applicant suggests that there is additional room for temporary, short term visitor parking on the roadways themselves.

This combination of spaces will be more than adequate to accommodate the on-site demands for parking and compares favorably with other multi-unit developments that have been permitted recently and which have generally required a minimum of 2 spaces per unit (Milton Village PUD) or 1 parking space per bedroom (Central Avenue PUD).

#### 1.2.7 Zoning/Dimensional Analysis

The following table identifies compliance with the dimensional and zoning requirements of the Bylaw:

Item	Required	Provided
Minimum lot area (exclusive of wetlands)	370,000 sf	373,745 sf
Minimum frontage	400'	404.74'
Minimum lot line in common with multi-family housing development	~400'	928.84'
Minimum number of units in adjoining housing development	40	202
Front yard setback	60'	61.64'
Side yard setback	35'	37.09'
Rear yard setback	30'	30.7'
Height (townhouse units)	2 stories/35' max	2 stories/35'
Height (pre-1925 dwelling)	Existing	Existing
Max living area per unit	3,000 sf	2,500 sf
Minimum Open Land	30%	32.3%
Density	4 units/acre or 4.5 units/acre with bonuses	36 = 4.5 units/acre with bonuses
Affordable units	10% rounded to nearest whole number	4 units = 11%
Average number of bedrooms (93 bedrooms)	2.6/unit	2.6/unit
Parking spaces	As determined to be necessary	152 + on street
Parking ratio per bedroom		1.64/bedroom
Parking ratio per unit		4.2/unit

### 1.2.8 Streets

In the course of the preparation of the site design, the Owner/Applicant and its design team conducted several meetings with the Town's Engineering and Planning staff, including one meeting that involved the Fire Chief. The site plans, including the street layout and design plans, were prepared in response to comments received during such meetings.

There will be a single main entrance to the development from Brush Hill Road. The roadway (Road A) will enter at the current driveway entrance and lead to a kidney-shaped roadway that will circle the interior of the site (Road B), with a dead-end roadway leading from Road B to the southwesterly corner of the

property (Road C). The existing driveway entrance will be widened from 17' to 22' in order to accommodate fire apparatus and other large vehicles (delivery and other trucks) that will need to access the site from time to time. The widening of the Road A opening will require modification to the stone wall at the driveway opening, in accordance with the application for permit under the Scenic Road Bylaw, which is included herewith as Section 1.3. Roads B and C will each be 20' wide.

The Owner/Applicant proposes that the roadways be constructed with the following waivers from the requirements of the Rules and Regulations of the Planning Board Governing the Subdivision of Land and Laying Out of Ways:

<u>Section</u>	<u>Requirement</u>	<u>Proposed Waiver Request</u>
Section 6.0 Design Standards:		
6.1.1. Design Speeds:	Design speed for streets shall be 30 mph	Minimum design speed = 20 mph
6.1.7. Curves:	Min. centerline radii = 150 ft.	Min. centerline radii = 65 ft. (Road B)
6.1.12. Dead Ends:	Max. dead end = 500 ft. shall terminate in a 50 ft. radius	Max. dead end = 1,041 ft. 22 ft. wide hammerhead turnaround
Section 7.0 Required Improvements		
7.4.1.	Roadway Cross Section Appendix A	Proposed Cross Section
7.4.3.4.	5" crown (3.57% slope)	2.4" crown (2.0% slope)
7.4.3.7.	6" asphalt pavement	4" asphalt pavement
7.4.5.2.	Sidewalk cross slope = 3/8" per foot	Sidewalk cross slope = 1/4" per foot
7.4.6.1.	4'-6" grass strip between curb and sidewalk	4'-0" grass strip between curb and sidewalk
7.4.6.2.	8" loam and seed	6" loam and seed
7.5.2.	Water mains to be 14 ft. off street line on opposite side of street from drainage	Varies as shown on plans
Section 8.0 Storm Drainage		
8.2.	Pipe material - vitrified clay,	Pipe material - high density

concrete, corrugated metal      polyethylene (HPDE)

Min. pipe cover = 3 ft.      Min. pipe cover = 1.5 ft.

## Section 10.0 Utilities

10.4.      Street lighting shall have a height of 15 ft. or more as approved by the Board      Street lighting shall have a height of 10 ft.

A more detailed description of the roadway design and the requested waivers is provided in the Engineering Report attached as Tab 6.

### 1.2.9 Utilities

Water will be supplied by a new line that will loop through the site. The water line will connect to the Town's water in Brush Hill Road and will connect to the Town's line in Cushing Road via the "hockey stick" tail. There will also be three fire hydrants; one located proximate to the mail station at the intersection of Road A and Road B, one located between Buildings #4 and #5 and one between Buildings #9 and #10. Sewer service will also be provided by connection to the Town's sewer in Brush Hill Road. Energy sources for the Project will be electric and gas. Installation of these utilities will be coordinated with the respective utility companies.

A more detailed description of the utilities is provided in the Engineering Report attached as Tab 6.

### 1.2.10 Lighting

There is no separate lighting plan. As befits the development of this type of community, there will be a limited number of lights. There will be two lights at the site entrance, one each on the endcap of the stone wall, as shown in detail on the Entrance elevation and Landscape Plan (Sheet 15). There will also be three street lights, as follows: one located at the intersection of Roads A and B adjacent to the mail station, one located in front of Building #4 and one located in front of Building #15, opposite the intersection of Roads B and C, as shown on the Site Layout Plan (Sheet 4). Each such light shall be as shown on the Construction Detail Plan (Sheet 8). In addition, lighting will be installed at the front and rear entry ways to each unit. All lighting will be dark sky compliant.

### 1.2.11 Stormwater Management

As shown on the Grading and Drainage Plan (Sheet 5), the Owner/Applicant proposes to install a combination of natural basin areas and subsurface infiltration systems at locations shown. Stormwater management and the

Project's compliance with stormwater standards is described in greater detail in the Engineering Report attached as Tab 6.

### **1.3 Scenic Road Permit Application**

Brush Hill Road is a scenic road and protected under the provisions of the Scenic Road Bylaw. In particular, there is a beautiful stone wall that runs substantially along the entire frontage to the lot, with an opening for the site driveway. As indicated in Section 1.2.8, the Project proposes that the existing site driveway opening be widened from 17' to 22' in order to accommodate turning requirements for the Town's fire apparatus, as well as other large vehicles, including moving and delivery trucks.

The Owner/Applicant proposes to remove a small section of the stone wall (~2 to 3 feet) on each side of the opening and rebuild the stone wall with those stones so as to restore the wall to its existing height and condition, as shown on the Front Entrance and Elevation and Landscape Plan (Sheet 15 of the Site Plan). In addition, brush and other invasive plant material will be removed from the area inside of the wall and will be replaced with plantings as shown on the Landscape Plan. This area will be maintained so as not to obstruct sight distances for motorists entering and exiting the site.

### **1.4 Project Impacts and Benefits**

#### **1.4.1 Project Benefits**

This Project is designed to have a positive impact on the Town. The most significant benefits include:

- (a) the restoration and conversion of the Dupee House, an historic structure;
- (b) the provision of new housing stock (including affordable units) designed for active adult empty-nesters looking to downsize, but either remain in the Town or move to the Town to be close to children/other relatives;
- (c) the preservation and restoration of a scenic stone wall along the frontage of the property;
- (d) the provision of dedicated Open Land and protective buffers between the development and abutting properties and between units within the development; and
- (e) net new tax revenues of approximately \$350,000 resulting from the creation of such new housing units without introducing additional children to the Town's schools.

#### **1.4.2 Impacts/Mitigation Measures**

The Project may produce some minor impacts, which the Owner/Applicant suggests will be mitigated. They include the introduction of a dense housing

development to a neighborhood that contains large lots and single family dwellings, Curry College and a large City of Boston housing project, and the traffic associated with that new density. To mitigate those impacts, the Owner/Applicant conducted an extensive and inclusive process with the neighborhood, the Planning Board and others and focused the design of the site and the buildings in response to suggestions and concerns raised in such meetings.

With respect to traffic, the Owner/Applicant commissioned a traffic impact assessment, which was prepared by Vanasse & Associates, Inc. (attached as Tab 9). The study concludes that the additional traffic to be generated by the Project "can be added to the roadway system with a minimal impact to existing traffic operations."

In addition, there will be a number of temporary impacts which will occur during construction of the Project. These impacts will include construction noise, dust, stormwater discharges and odor resulting from the use of equipment.

The Engineering Report (Tab 6) includes a Construction Phase Operation and Maintenance Plan. The Plan outlines the construction phase "Best Management Practices" to be implemented in accordance with DEP's Stormwater Management Regulations, EPA's Construction General Permit and the National Pollutant Discharge Elimination System (NPDES) stormwater management program.

Construction activity will be limited to normal working hours and any impacts to the surrounding neighborhood due to noise, dust and emissions will be short term in nature. During earthwork operations, trenching and pipe installation and backfilling, localized increases of fugitive dust are expected. Fugitive dust can be generated by excavation, backfilling and exposed stock piles during periods of mechanical disturbance, transfer operations or high winds. Fugitive dust from construction varies with soil silt content, moisture content, volume of excavated material and wind. Measures to mitigate fugitive dust emissions will be utilized to reduce emissions and to minimize related impacts. These measures include: the use of wetting agents on areas of exposed soils on a scheduled basis, the use of tarpaulin covered trucks when transporting excavated material, locating storage piles away from areas of greatest pedestrian activity and seeding the stockpiles for any period greater than 1 week and street sweeping at the close of each working day. The Owner/Applicant proposes the following measures to mitigate these impacts:

- Sediment fence controls
- Silt sock barriers
- Stabilized construction entrance
- Temporary sediment basins
- Inlet protection

- Temporary and permanent seeding
- Geotextiles
- Mulching and netting
- Land grading
- Dust control
- Soil stockpiling

## 1.5 Conclusion

Milton NRC, LLC is confident that the proposed project will result in a high quality development that will provide the Town with a significant combination of benefits. It looks forward to the opportunity to discuss these Applications with its project team and the Town of Milton Planning Board.