

**Town of Brookline
Advisory Committee Minutes**

Sean Lynn-Jones, Chair

Date: September 27, 2016

Present: Carla Benka, , Carol Caro, Lea Cohen, John Doggett, Dennis Doughty, Harry Friedman, Fred Levitan, Janet Gelbart, David-Marc Goldstein, Neil Gordon, Kelly A. Hardebeck, Sytske Humphrey, Angela Hyatt, Alisa G. Jonas, Janice S. Kahn, Steve Kanes, Bobbie Knable, David Lescohier, Robert Liao, Pamela Lodish, Sean Lynn-Jones, Shaari S. Mittel, Michael Sandman, Lee L. Selwyn, Stanley L. Spiegel, Charles Swartz, Christine Westphal.

Absent: Amy Hummell, Clifford M. Brown, Mariah Nobrega

The meeting was called to order at 7:00PM.

Also Attending: Andy Martineau of the Planning Department, Selectman Ben Franco, Hugh Mattison TMM5, Jennifer Dopazo Gilbert, Bob Allen, Paul Sanger and Elias Pertucius - Claremont

- 1. Review WA 7 Amendment to the Zoning By-Law – Zoning Map -- adds a new Emerald Island Special District under Section 5.06.4j, and amending Sections 2.04.3, Definitions; Sec. 3.01.3a, Industrial Services; Sec. 4.07, Table of Use Regulations; Sec. 5.01, Table of Dimensional Requirements; Sec. 6.02, Paragraph 1, Table of Off Street Parking Space Requirements; and adding a new district, I-(EISD), to the Zoning Map (River Road Study Committee)**

Selectman Ben Franco introduced members of the River Road Study Committee (RRSC) and gave an overview of their process and how they made decisions about zoning.

Andy Martineau gave an overview of WA 7, 9, and 10. (attached at the end of minutes)

RRSC was the result of years of planning and recommendations of several different planning studies including MIT. These included recommendations for Route 9 such as balanced development of commercial and residential projects in targeted areas; pedestrian amenities, connections and enhancements; creation of an attractive gateway into the Town; and creation of district plans to implement the vision and recommendations. Additional refinement was needed including scale and size of buildings and market and financial feasibility analysis. This was the impetus for RRSC.

8 property owners. River Road is part of the Olmsted Park system and cannot be altered. Opportunity to create wider sidewalks, pedestrian amenities (Complete Streets Approach).

Pam McKinney independent consultant looked at viability of range of uses, parking requirements and the minimum and maximum building allowances.

Wider sidewalks to insure walkability, especially with larger buildings.

Robust Special District Design Guidelines that the Planning Board has already adopted – zoning very prescriptive but allows for flexibility.

Conceptual massing.

2. Review WA 9 Accept a Restrictive Covenant and authorize the Selectmen to enter into a PILOT Agreement for 25 Washington Street. (Selectmen)

Pilot agreements vs. Restrictive Covenant (tax certainty agreement)

3. Review WA 10 Authorize the Selectmen to enter into agreements and amend existing agreements related to the development of 25 Washington Street. (Selectmen)

4. Review WA 8 Amendment to the Zoning By-Law – Zoning Map – Alternative Zoning proposed for the Emerald Island Special District (requiring an 18 foot width sidewalk at 25 Washington Street, with 10 feet of it as a planting strip). (Petition of Hugh Mattison, TMM5)

5. WA 11 Resolution regarding the width of the sidewalk at 25 Washington Street. (Petition of Hugh Mattison, TMM5)

A presentation was given by Hugh Mattison on WA 8 and WA 11 (attached at the end of minutes)

Angela Hyatt reported on the Subcommittee hearings – held off voting until Planning Board held their hearings.

Art 7 Sets the parking maximum, uses form-based and creates new uses that we don't currently have in our bylaw. Existing zoning would remain in effect and new zoning would be unlocked once minimum parcel size could be assembled.

Art 8 The one on the right looks nice and looks wide, Hugh's intention with Article 8 was to talk about sidewalk width and building set back. Walking width is the same as the minimum on Washington Street but addition of planting strip. Nothing overhead face of building can go to edge of the sidewalk – 4-8 foot overhang. Zoning language is silent on maximum lot coverage of 80%. Claremont architect presented at subcommittee and interpreted language in 8 two ways – just the lobby, or the whole building. In order to preserve 70 parking spaces they need additional 2 decks of parking. Pushing building back they would go down to 37 parking spaces. Do numbers need to be recooked? Some columns proposed and Hugh's article says there cannot be any columns.

River Road is protected land and requires act of state legislature to change use (protected under Article 97.).

Why couldn't restrictive covenant be longer? Still looking for an answer. We have at Brookline Place. In article 9 is only in draft from.

Questions and Comments:

The Covenant re WA 9 which is 75 years - does it go with the land?

Yes, it stays on the tax rolls. If it is sold to a non-profit for non-profit use - 100% of tax value. Payment in lieu of taxes is extra revenue.

Do we plan to do other pilots with other plots of those lands?

We wouldn't have the same leverage with other parcels. Why create the special zoning district all at once as opposed to incrementally.

We looked at potentially doing zoning for 25 Washington, but deemed to be spot zoning and would be thrown out. We want to be proactive with future development. A proactive proposal for zoning. Talked to Gary about anticipated gross in tax revenue, north of \$2mil. Previous years \$160K>

Aside from legal implications, constrained area hodgepodge of uses. Want it to be a gateway and it requires a full overhaul.

There was a gas station there. Can you comment on the potential contamination of soil – closed out with DEP, vapor barrier and extra ventilation.

Q: Article 10 - MOA some components for timing is obvious but the shared maintenance agreement is that in perpetuity? How long? Terms have not yet been defined, enter into an agreement with Parks and Rec. IS the same for job preference for Brookline residents? One time job fair where Brookline residents could learn about employment opportunities.

Bike lane – how wide? – About 5 feet, 2 foot buffer, 2 foot shoulder. Mass DOT may push back on that, because 6 feet is preferable.

What happens at either end of the bike lane? Merges back into Route 9. There are points where it is interrupted. But cycle track picks up. It is part of a revised plan for Gateway East and was generated as a citizen request.

Looking at comprehensive plan, 2005-2015 thinking about real estate development and dealing with reality of 2016 and real estate market, two different environments. Are they still realistic. Yes still relevant. Need to create district plans/

MOA follow-up – How do we get Brookline preference beyond just the onetime? We will have to give that some thought.

Are there existing meters in front of the hotel? None on Brookline Ave in front of the hotel, pick up by the Brookline Animal Hospital. Other sides – discussion in front of us.

Linkage between article 7 and articles 9 and 10. Apply to this parcel, to do otherwise would be spot zoning. Asked to vote on them separately. 9 and 10 should be voted on first. Why can't we include some linkage in Art 7 in the overlay zoning to the pilot obligation? Why does it have to be separate? It is illegal. You cannot have zoning in exchange for payment. Contract zoning.

Columns holding cantilever roof – how much room is it taking up of the sidewalk – Structural columns are introduced in Art 8 – no columns in Art 7 - all a moot point.

Why senior housing for 62 +
100 % needs to be 62+, 55+ x% over.

Article 7 is a zoning issue. Create zoning change regardless doesn't commit you to go through with the rest of the proposal.

Articles 9 and 10 are specific to this development so it may be easier to take them up first. Moot if 7 doesn't pass.

If 7 is worth adopting, isn't it is worth adopting on its own merits.?

Is a special permit going to be necessary for the proposed development or any development?

About the job preference, not clear how it works. Demographics of Brookline may differ from demographics some other neighboring demographic. What is the justification if it results in some sort of preference we don't agree with?

These types of tradeoffs are common. There are a fairly high number of people of this town who would benefit from those job preferences.

Regarding design standards and design guidelines - how did you come to do standards separate from guidelines and what are the advantages of that in terms of development? Why aren't green space considerations under guidelines?

Design guidelines are largely to inform building's architecture and some public realm so are different from big picture planning. Standards that are formerly part of zoning are prescriptive while allowing for flexibility in design discussion.

Do we know where the pedestrian crossings going to be? (See slide 7 in Hugh's presentation)
Pragmatically, how many people will actually walk along the newly widened sidewalks?

There is a lot of foot traffic now with 66 and 39 bus lines and Riverside MBTA and Huntington Ave. But we have to think about the future, also.

What is the interest in micro units? Why not studios or one bedrooms? Is that something we want?

Keep a desirable population, a younger population with no kids. At some point we have situations where people are living with roommates but at some point wants to live on their own. Because they can't afford a one bedroom, they move out of town and take their vitality and income with them. This would be an alternative.

What keeps these from becoming pied-a- terres for people – why won't they become an attractive purchase for people who don't live here but just rent them out as needed?

They will come with shared services in the building – shared deck space or internal shared space – café, work space. Is there any protection from having these filled with students? Any conversion of use other than what is stated in the special permit would require a lengthy modification process for the permit.

Can you put a restriction on ownership? Can't do that in zoning laws.

Do we know how popular micro units are as opposed to studios? A unit that has a low parking requirement and attracts type of people we want to keep in our communities. We are not going to have this be a vibrant area if we don't make it an area for people to walk.

Planning Board meeting on the 6th and 13th on these Articles and we will meet as a body to vote on these and or review any changes.

Upon a **MOTION** made and seconded to adjourn, and voted unanimously, the meeting was adjourned at 9:25pm.

Documents Presented:

- Planning and Regulation Subcommittee report on WA 7
- Planning and Regulation Subcommittee report on WA 8 and 11
- Emails of support for WA 8
- Presentations from Hugh Mattison and Andy Martineau

Warrant Article 8

Require a sidewalk at least 18' wide at 25 Washington Street (the proposed Claremont hotel)

8' wide sidewalk

10' wide planting strip to separate bicycle cycle track from pedestrian walkway

Goals

Remain faithful to goals of 2005-2015 Comprehensive Plan and Gateway East to protect the public investment spent and citizen commitment devoted to these studies

Maintain MassDOT Pedestrian and Bicyclist safety standards

Encourage use of alternative transportation for bicyclists and pedestrians to minimize vehicular traffic

Conform to Complete Streets Policy adopted in 2016

Provide an attractive entrance to Brookline

Warrant Article 8 addresses only a most serious flaw of the proposed zoning for the Industrial Island. Issues not addressed in the article include mass and height, which several residents have commented on as being out of scale.

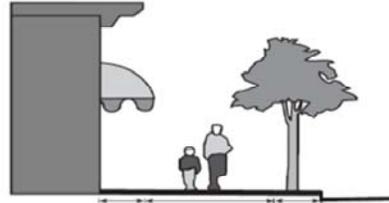
Article 8 is a modest proposal to achieve community goals that have existed for over 10 years.

Very simply, Article 8 requires a sidewalk at least 18' wide at 25 Washington Street (the site of the proposed Claremont hotel), including an 8' wide sidewalk for pedestrians, and a 10' wide planting strip to separate the bicycle cycle track from the pedestrian walkway

Quincy Pedestrian Bicycle Network

**Appendix B- Description of Sidewalk
Design Considerations**

Sidewalk Zones - According to Cambridge's Pedestrian Plan and depicted in Figure 23, 'Sidewalk Zones,' the sidewalk is divided into three zones: Curb Zone, Travel Zone and the Building or Comfort Zone. The width of each zone depends in part on the overall width of the sidewalk. Sufficient Curb and Building or Comfort Zones are necessary in order to maintain a usable Travel Zone.



Shows no consideration for pedestrian flow rates, situation awareness, or comfort zone

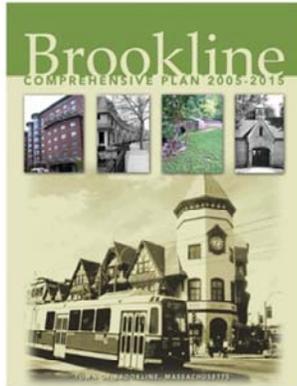
Sidewalk design is complex. To provide comfort and safety a 2-3' Comfort Zone is recommended to separate the walker from a building.

An 11-story building with a second floor overhang would be allowed under the ART 7 proposed zoning to support development at the Industrial Island. A cycle track is already planned for this same area. ART 8 says zoning under ART 7 is not adequate to separate uses and provide a healthy pedestrian experience. Many pedestrian, new urban advocates would recommend a wider sidewalk away from an overhang as well as separation of uses.

Article 8 at least requires a sidewalk with an adequate planting bed to provide a green separation of walkers from cyclists.

Goal: Adhere to goals of 2005-2015 Comprehensive Plan and Gateway East

2005-2015 Comprehensive Plan



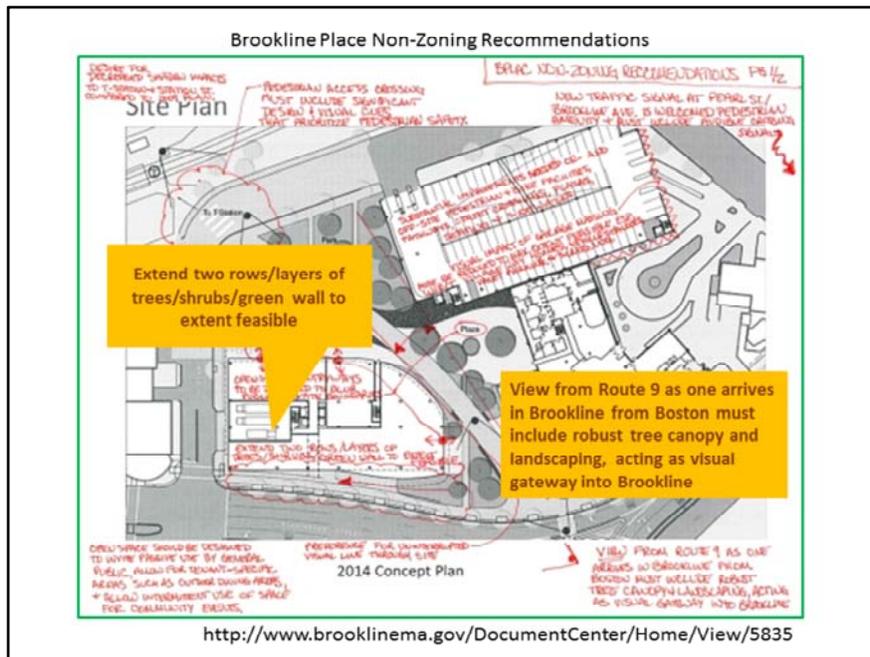
- Require Transportation Demand Management (TDM) programs as part of mitigation for new commercial development
- Explore development of Transit Oriented Development Overlay Districts
- Create Gateway East —an attractive new gateway to the town at Brookline Village and reshape the overall character of the corridor between the Emerald Necklace and Cypress Street
Create a visual gateway to the Town of Brookline at the Boston line with a signature new open space combined with new mixed-use development projects.

Brookline has been grappling with how to redevelop Route 9 and the Industrial Island for over 10 years.

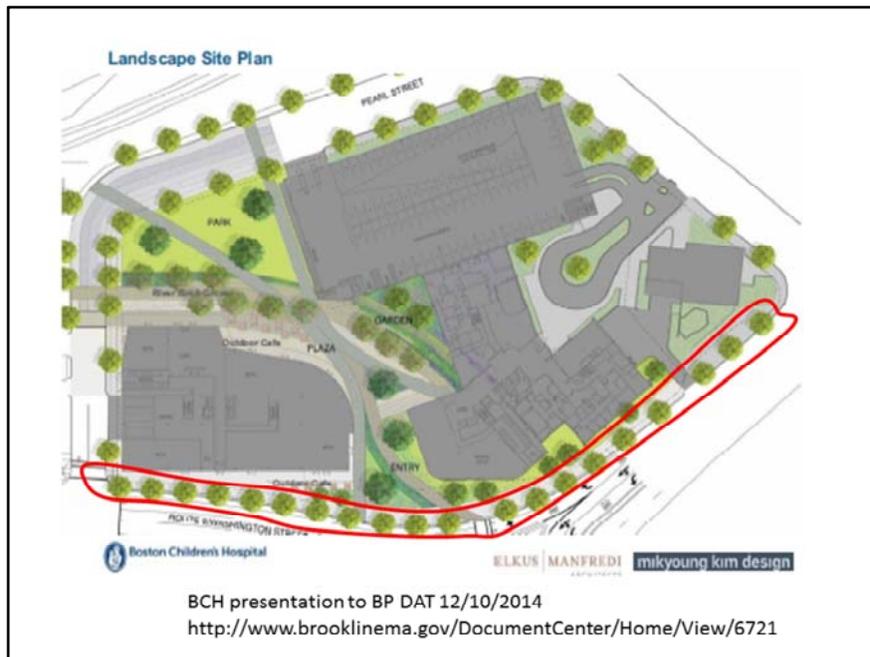
The 2005-2015 Comprehensive Plan – developed by about 30 residents and hired professional planners, working with the Town Planning Department – talks repeatedly about the overall character of the Route 9 Corridor, and the need for a visual gateway to the Town. The Comp Plan was adopted by both the Planning Board and the Board of Selectmen.



In the 2005 Comp Plan, note that a very green area - tennis courts - was suggested to replace the Gulf station at 25 Washington St.



This 2014 recommendation from from Mikyoung Kim Architects working on the Children’s Hospital Concept Plan was “View from Route 9 as one arrives in Brookline from Boston must include robust tree canopy and landscaping, acting as visual gateway into Brookline”



One of the misconceptions in ART.7 is that since this Industrial Island is a separate district, it should not be considered as part of the entire Route 9 Corridor.

Brookline has **paid** consultants many thousands of dollars and asked citizens to donate **thousands** of hours - to develop an **overall** plan for Route 9. We should be implementing this **entire** plan.

All Article 8 asks is that the zoning, and therefore the design, fit the overall design of the Route 9 Corridor.

Aerial View from SE

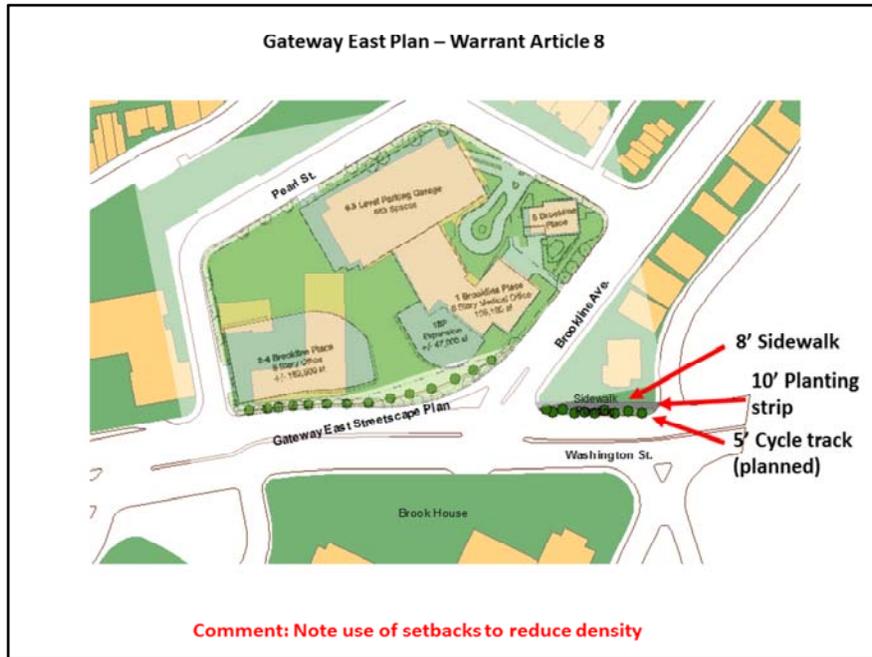
Sample Canopy Tree Species
 AmericanElm
 RedMaple
 RiverBirch
 SweetgumTree
 AmericanLinden



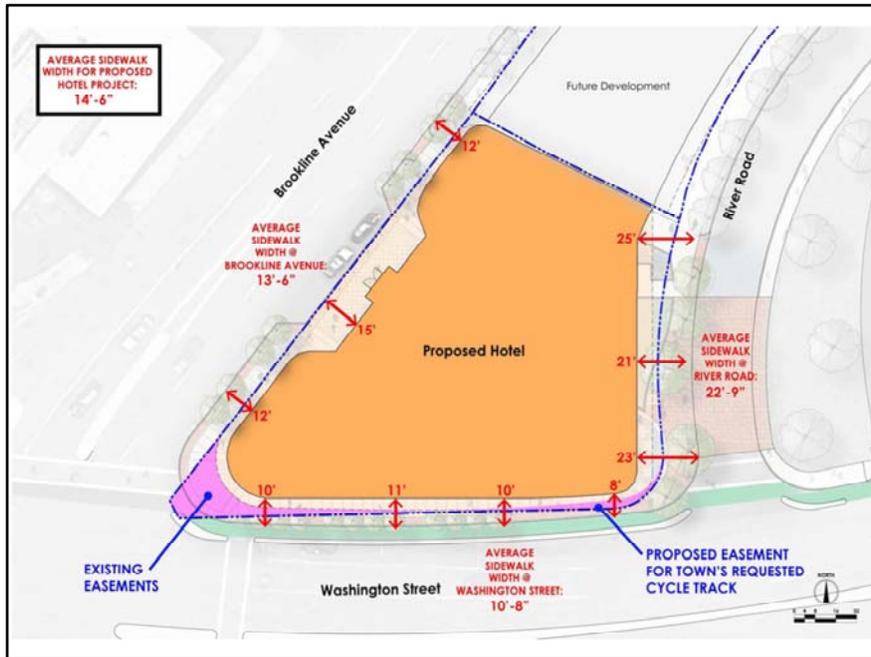
13  **Boston Children's Hospital**
Zoning By-Law 5.06 Special District Regulations
 4. Special Districts
 d1b - *General Business and Medical Research (GMR)*
 d1v - **There shall be a front yard setback of 9 feet** from the front lot line bordering Washington Street and Brookline Avenue, subject to modification by the Board of Appeals as provided in Section 5.43.
 BCH presentation to BP DAT 12/10/2014
<http://www.brooklinema.gov/DocumentCenter/Home/View/6721>

mk young kim design ELKUS | MANFREDI ARCHITECTS

The zoning for 2 Brookline Place specifies “There shall be a front yard setback of 9 feet”. Why should not 25 Washington Street be **required** to have a similar setback to continue the Route 9 Plan?



All buildings on this part of the Route 9 Corridor have setbacks – except for the proposed hotel.



ART. 7 zoning will allow a building that will effectively block the view of other Route 9 landscaping and serve as a barrier at Brookline’s Border rather than a “visual gateway”, thus defeating a Gateway East defining principle – “Define a strong, green gateway to Brookline and Brookline Village”.

Goal: Maintain MassDOT Pedestrian and Bicyclist safety standards
Implementation of Article 8 will encourage walking, use of bicycles and public transit

This section of Washington Street is heavily used by pedestrians walking to Green Line D and E lines, and Bus Routes #39 and #66. This usage will increase with the construction of 2 Brookline Place, the occupancy of over 600 units on South Huntington Ave., and the completion of the housing for the Emerald Island Special District.

MassDOT Separated Bike Lane Planning & Design Guide.
(MassDOT is funding much of the Gateway East Project)

A component of the GreenDOT Policy requires that all MassDOT projects be designed and implemented in such a way that all customers have access to **safe, comfortable and healthy transportation options including walking, bicycling and transit.**
http://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter1_Overview.pdf (page 3)



Western Ave., Cambridge
Trees form the sidewalk buffer

A separated bike lane flush with the sidewalk may encourage pedestrian and bicyclist encroachment unless discouraged with a **continuous sidewalk buffer.**
http://www.massdot.state.ma.us/Portals/8/docs/SBLG/Chapter3_GeneralDesign.pdf (page 4)

ART 8 zoning provides space for a design for a planting bed following a model of a safe and attractive pedestrian path/cycle track on Western Ave. in Cambridge. This design encourages walking and bicycling – 2 of the goals of Complete Streets.

The **MassDOT Separated Bike Lane Planning & Design Guide** requires that all MassDOT projects be designed and implemented in such a way that all users have access to **safe, comfortable and healthy transportation options including walking, bicycling and transit.** The Gateway East Project has applied for this funding.

Goal: Conform to Complete Streets Policy adopted in 2016

Brookline Complete Streets Policy

As Amended and Adopted by the Board of Selectmen

May 17, 2016

The needs and safety of the town's **most vulnerable users shall be given special consideration during project planning**. Users may be considered vulnerable by virtue of their mode of transportation, such as bicycling or walking, or because of their age or ability, such as small children, senior citizens, and people with disabilities.

Complete Streets elements should be incorporated at the beginning of the project development process

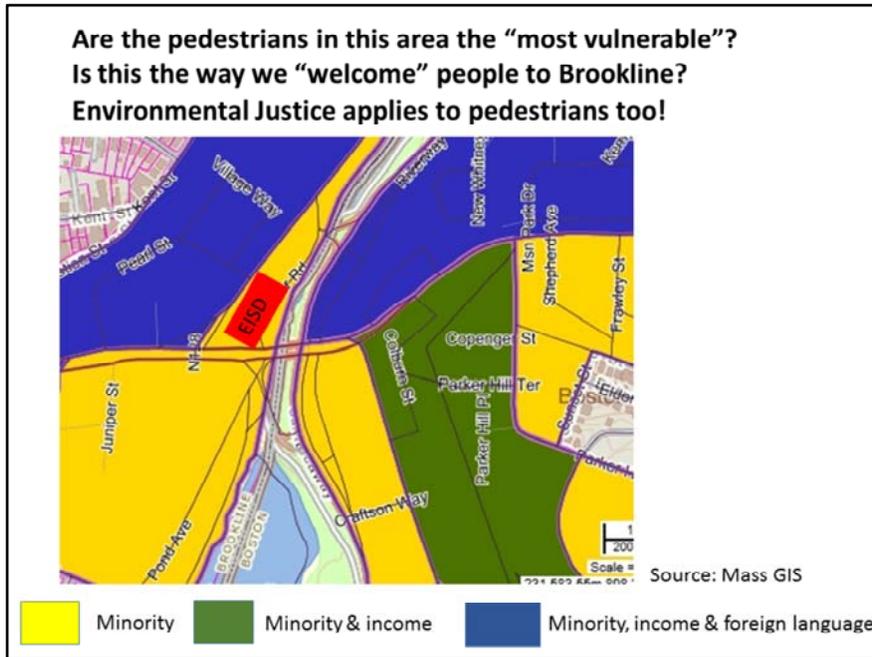
Private land to be incorporated into the public way by the Town should comply with the Complete Streets Policy.

If a representative of the Town participates in meetings involving the design and planning of programs, transportation projects, or private development projects not under the Town's jurisdiction, **the representative shall advocate that the project be carried out in accordance with the principles of the Complete Streets Policy.**

Brookline has signed on to the Complete Streets Program. The Complete Streets Policy talks about giving special consideration to the most vulnerable users. The "most vulnerable users" are pedestrians – those walking to the D & E line trains, or using the #39 and #66 bus lines -- or bicyclists who are riding in all kinds of weather to reduce our auto traffic and air pollution.

As the Policy states "Complete Streets elements should be incorporated at the beginning of the project development process".

Finally, the Complete Streets Policy does not say **certain** streets, or the **easiest** streets, or those streets that are **already** under the jurisdiction of the Parks and Open Space Division, as in the case of River Road. And Town representatives are supposed to advocate for the project, not the owner.



This map shows the demographic characteristics of the area around the Emerald Island. All abutting areas are either Minority, Low income, or speaking a foreign language.

These all qualify as environmental justice populations.

ART 8 follows the recommendations of the Gateway East Planning Project that calls for a green, welcoming gateway to Brookline.

Goal: Encourage use of alternative transportation for bicyclists and pedestrians to minimize vehicular traffic



Trees and plantings are an effective stormwater management tool



Photos of Western Ave. and Binney Street in Cambridge



Here on Binney Street, the 5' cycle track is separated from the 9' sidewalk by a 5' planting strip

A further reason to vote for ART 8 is that a planting bed, in addition to separating cyclists and pedestrians, can serve to collect stormwater.

Our zoning should help solve our community problems including environmental challenges.

Here are some photos of Western Avenue and Binney Street in Cambridge.

Which do you think makes a better “Gateway” to Brookline?

Claremont Rendering



Pedestrian View @ Corner of Wash. St./River Road

Article 8 Rendering



Same view as left, with 10' planting strip added and sidewalk widened to 8'

The planting bed (right) provides more space for root growth and more shade for pedestrians.

The left rendering provided by the hotel developer shows a too-narrow sidewalk and a columnar tree which touches the building.

The right side rendering shows the 10' wide planting strip, and an 8' wide sidewalk.

Trees in a larger planting bed will have more space for root growth and have a better chance of survival, provide a greater amenity to residents and passersby, *and* have a more positive environmental effect.

Summary

Passage of Warrant Article 8 will:

Continue progress toward achieving goals of Comprehensive Plan and Gateway East

Ensure adherence to Complete Streets policy and MassDOT standards for pedestrian and bicycle safety

Continue progress to encouraging alternative transportation in the transit-rich zone.

Softening this edge and primary gateway to Brookline, re-enforcing its image as a “tree-lined” environmentally-conscious suburb

In summary, passage of Article 8 will move Brookline forward in keeping our faith with our plans, make walking and bicycling safer, announce that we care about our environment, and create a welcoming green entrance to Brookline.

To achieve our plans and vision, we must align our *actions* with our *values* as stated in the Gateway East Plan and Complete Streets. Your vote for Article 8 will be a start.



Questions?

The purpose of the Article 11 resolution is to provide *direction* to the Board of Selectmen if both Articles 7 and 8 fail. If *passed*, it will be Town Meeting's expression that we want the Selectmen to continue pursuing zoning that allows a safe green entrance on Washington Street.

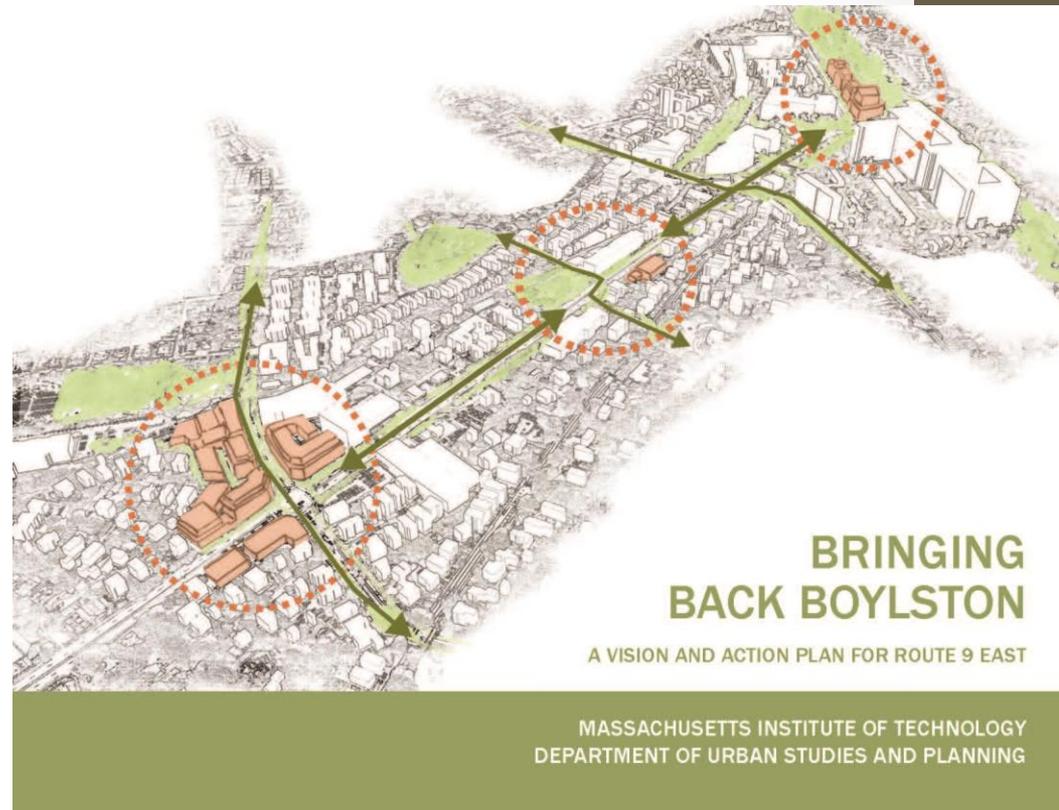
EMERALD ISLAND SPECIAL DISTRICT ZONING AMENDMENT ARTICLE 7

**Advisory Committee
Planning and Regulation Subcommittee
September 21, 2016**

Previous Planning Studies

Recommendations for Route 9:

- Balanced development of commercial and residential projects in targeted areas
- Pedestrian amenities, connections and enhancements
- Creation of an attractive new gateway to the Town
- Creation of district plans to implement the vision and recommendations



The “Emerald Island” – MIT Study



Figure 4.18: Potential building massing for Emerald Island (FAR shown: 5.0).



Figure 4.20: Aerial view of Emerald Island showing the location of the section shown below.

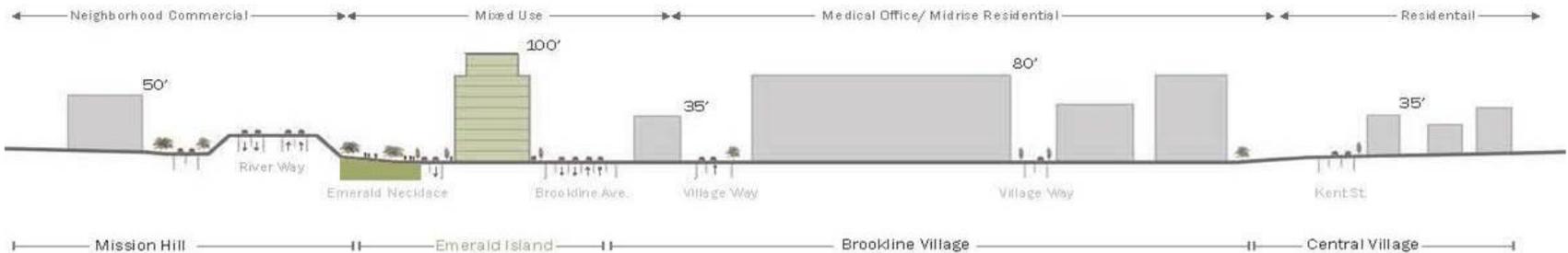


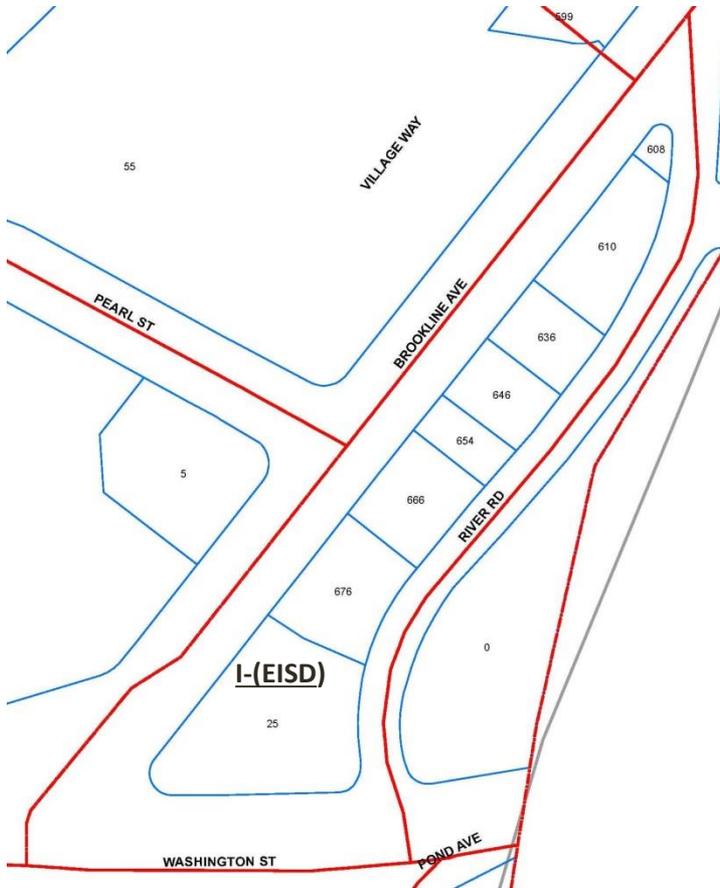
Figure 4.19: Section for Emerald Island showing relationship with surrounding neighborhood. Lack of abutters and proximity to other large projects allow for higher densities on Emerald Island.

“Additional market and financial feasibility analysis is needed to determine the appropriate scale of future projects...” (Pg. 73 *Bringing Back Boylston*, 2015)

Existing Conditions

Section 1 of Zoning Amendment (Pg. 16 of TM Packet)

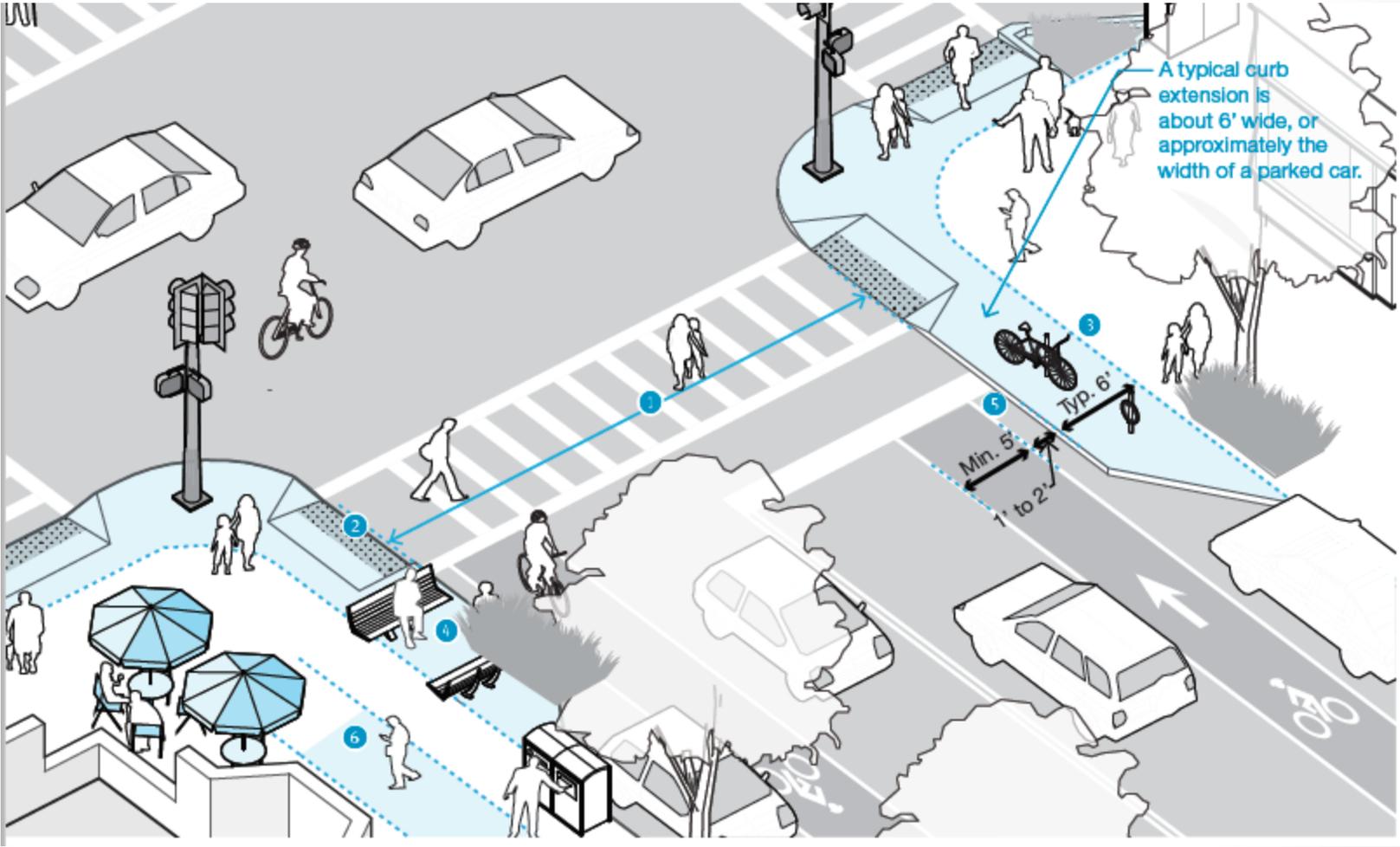
Corner of River Road/Washington St.



View from Park Looking SW Across River Road



Complete Streets Approach to Public Realm



New Special District, New and Allowed Uses

Sections: 2, 3 and 4 of Zoning Amendment (Pgs. 16 – 22 of TM packet)

Newly Created Uses:

- Micro Units (< 500 SF)
- Age restricted housing (62+)
- Live/Work Space (< 900 SF, primary residence/studio space)

Continue to Allow:

- Office (general, medical, co-working)
- Retail (restaurant/café, convenience store)
- Service Use Businesses (capped at 25% of building)

Existing Uses Now Allowed in I-District:

- Hotel and Limited Service Hotel

Emerald Island Public Realm Concept (Fully Redeveloped)



Summary of McKinney Analyses

Market Feasible Uses:

- Commercial – hotel and non-medical office
- Residential – senior housing and micro housing
- Retail – ancillary to above grade uses
- Restaurant – destination

Market Feasible Density:

- Defined by program/floor plate requirements (critical mass and scale) and not FAR
- Use programs have been tested for financial feasibility and are reasonable

Market Feasible Parking:

- Hotel (market min .4 per key)
- MOB/General (market min. 1.5/1,000 RSF)
- 62+ Age restricted & Independent Living housing (market min. 1.0 per unit)
- Assisted Living & Memory Care (market min. .5 per unit)
- Micro Housing (market min .5 per unit)
- Live/work and Co-Working Office (market min .75 per 1,000)

EISD Zoning “Triggers”

Sections 5, 6.2, and 6.3 of Zoning Amendment (Pgs. 22 – 27 of TM Packet)

Exceptions to I-1.0 Zoning max Height, FAR and parking Requirements:

If a developer.....

- Has a 13,600 SF Lot
- Meets Special District Zoning Requirements (min sidewalk widths, min ground floor height, public benefits etc.)
- Is proposing to build desired uses: (hotel, limited service hotel, live/work space, micro units, age restricted housing, retail, restaurant, office etc.)

Only then can a developer.....

- Exceed existing I-1.0 Zoning allowances for height, FAR, setbacks
- Utilize alternative parking requirements

Subject to.....

- Site Plan Review
- Existing Major Impact Review Process

Required Sidewalk Widths

Section 6.2.iii and 6.2.iv of Zoning Amendment (Pgs. 25 – 26 of TM Packet)

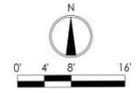
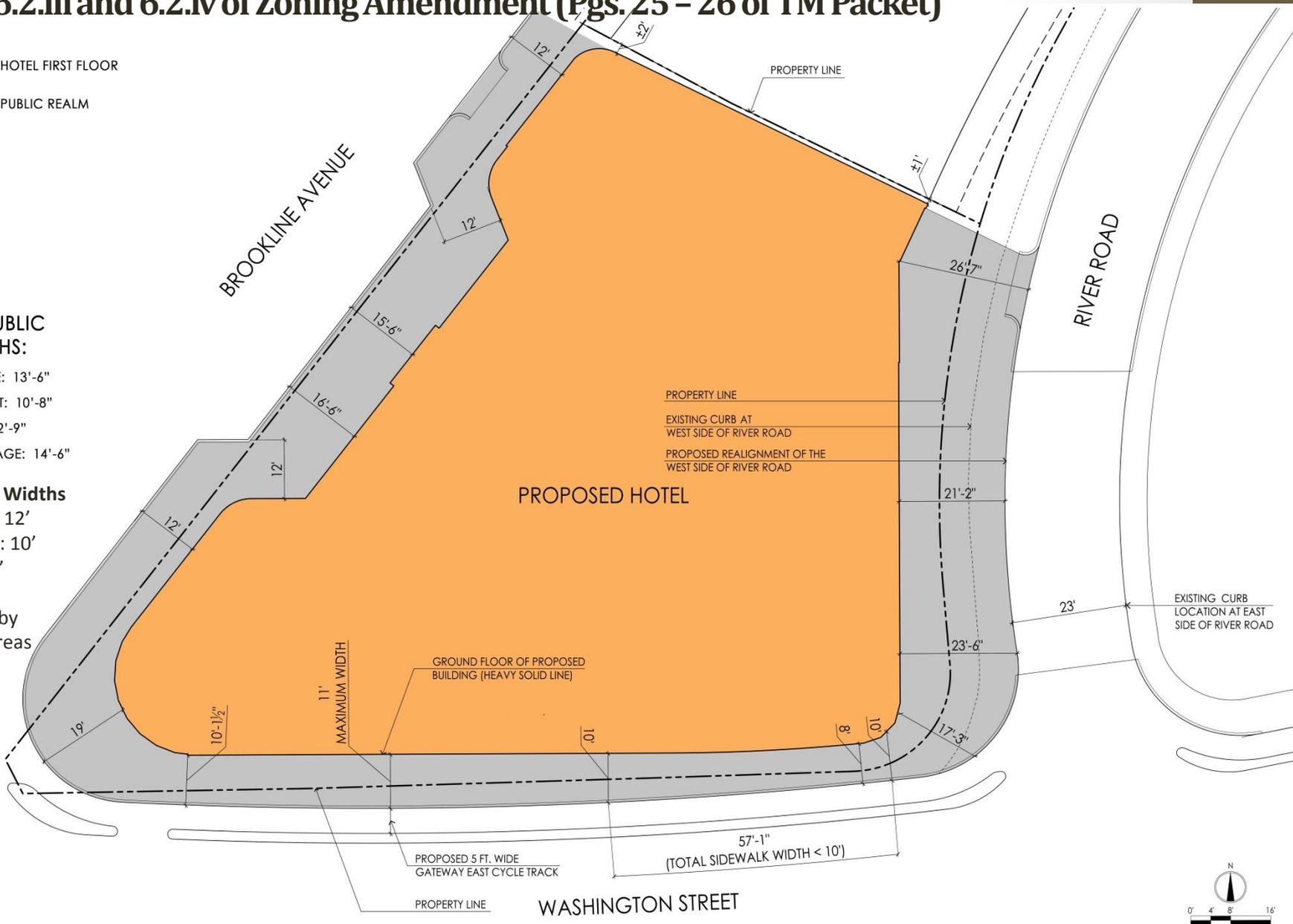
LEGEND:

- PROPOSED HOTEL FIRST FLOOR
- PROPOSED PUBLIC REALM

- AVERAGE PUBLIC REALM WIDTHS:**
- BROOKLINE AVE: 13'-6"
 - WASHINGTON ST: 10'-8"
 - RIVER ROAD: 22'-9"
 - PROJECT AVERAGE: 14'-6"

- ESID Required Widths**
- Brookline Ave: 12'
 - Washington St: 10'
 - River Road: 12'

*Reduce to 8' by SP in limited areas



Required Sidewalk Widths

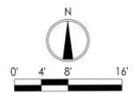
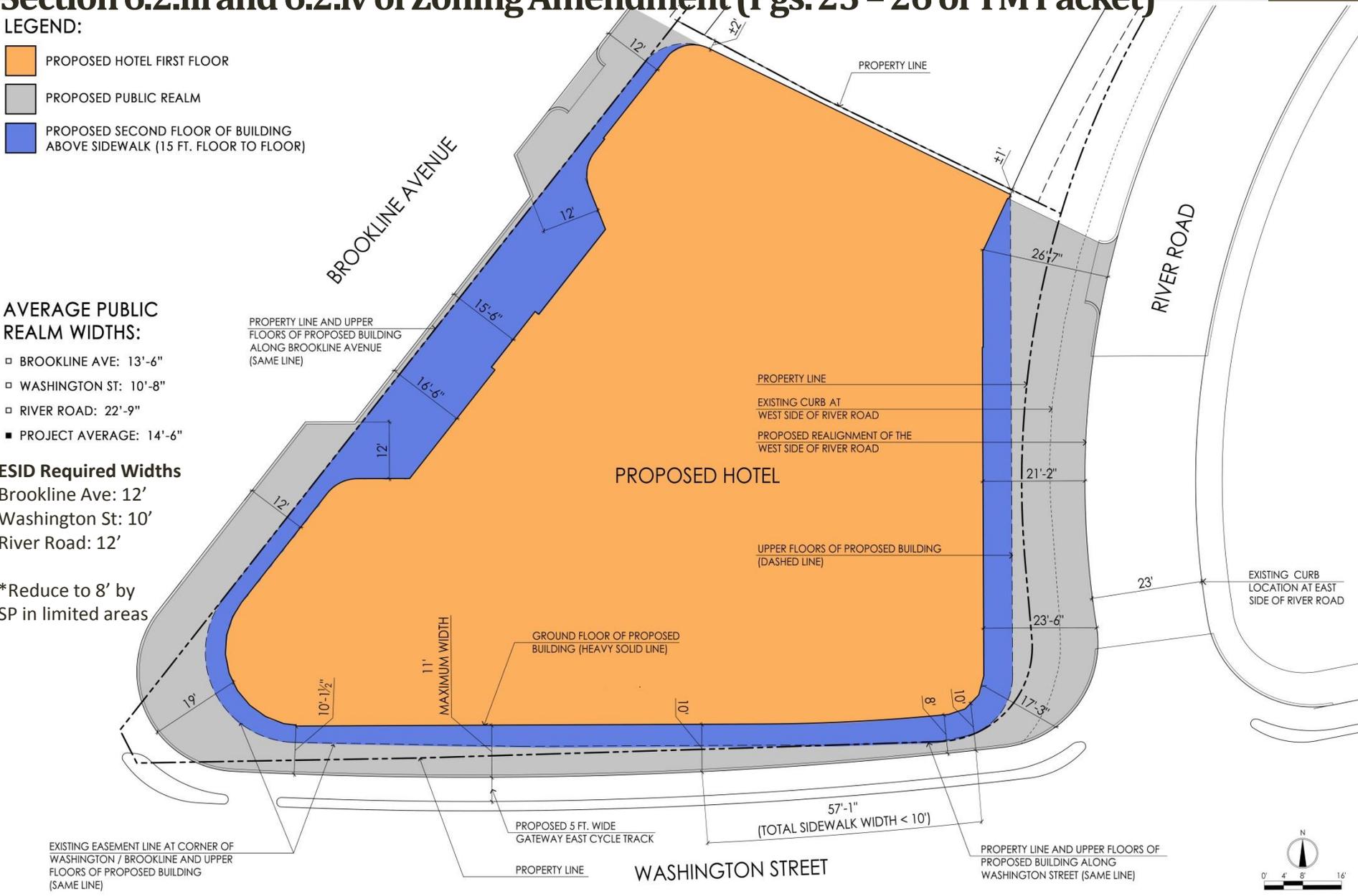
Section 6.2.iii and 6.2.iv of Zoning Amendment (Pgs. 25 – 26 of TM Packet)

- LEGEND:**
- PROPOSED HOTEL FIRST FLOOR
 - PROPOSED PUBLIC REALM
 - PROPOSED SECOND FLOOR OF BUILDING ABOVE SIDEWALK (15 FT. FLOOR TO FLOOR)

- AVERAGE PUBLIC REALM WIDTHS:**
- BROOKLINE AVE: 13'-6"
 - WASHINGTON ST: 10'-8"
 - RIVER ROAD: 22'-9"
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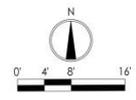
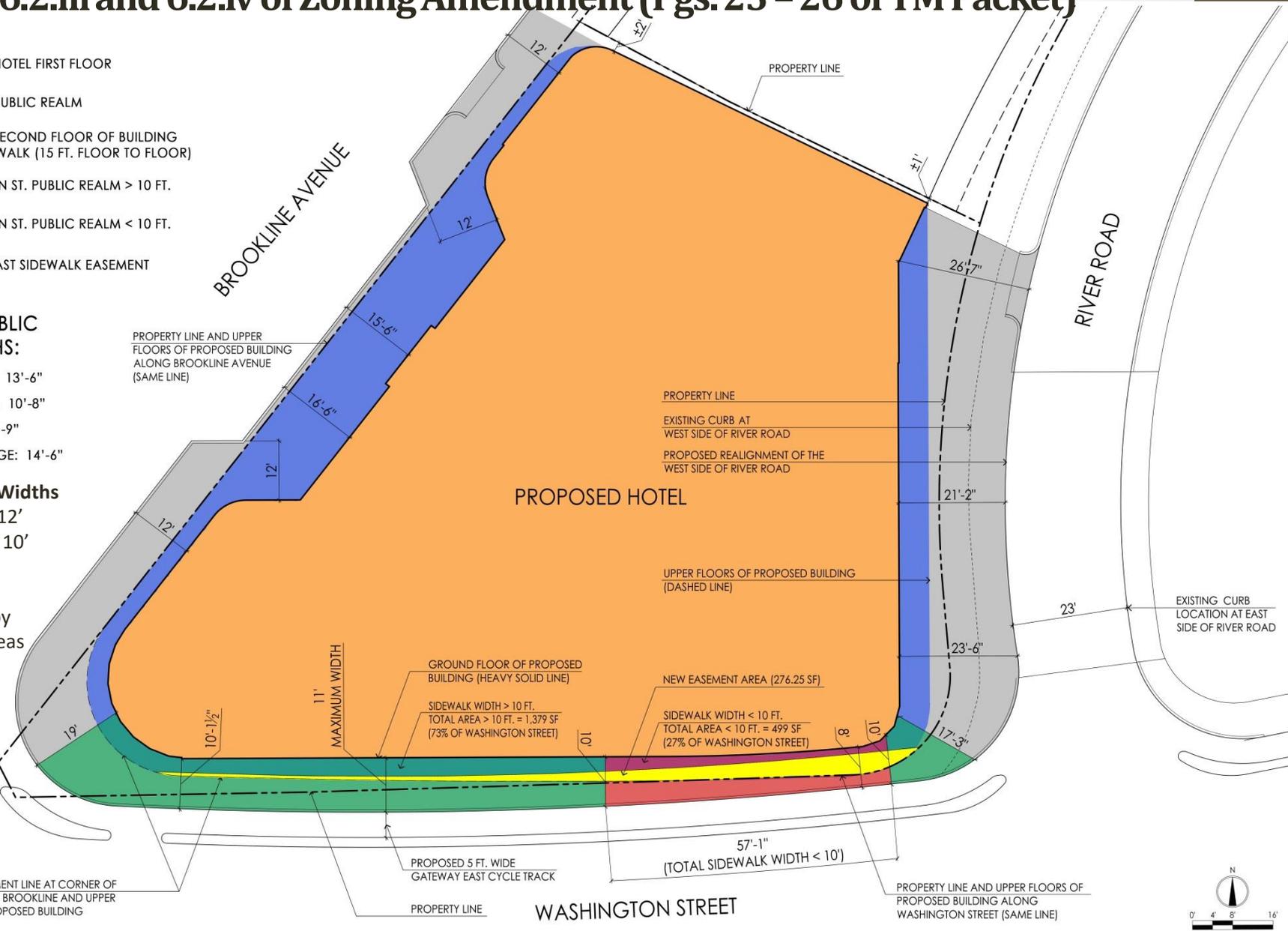
Required Sidewalk Widths

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- LEGEND:**
- PROPOSED HOTEL FIRST FLOOR
 - PROPOSED PUBLIC REALM
 - PROPOSED SECOND FLOOR OF BUILDING ABOVE SIDEWALK (15 FT. FLOOR TO FLOOR)
 - WASHINGTON ST. PUBLIC REALM > 10 FT.
 - WASHINGTON ST. PUBLIC REALM < 10 FT.
 - GATEWAY EAST SIDEWALK EASEMENT

- AVERAGE PUBLIC REALM WIDTHS:**
- BROOKLINE AVE: 13'-6"
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- *Reduce to 8' by SP in limited areas



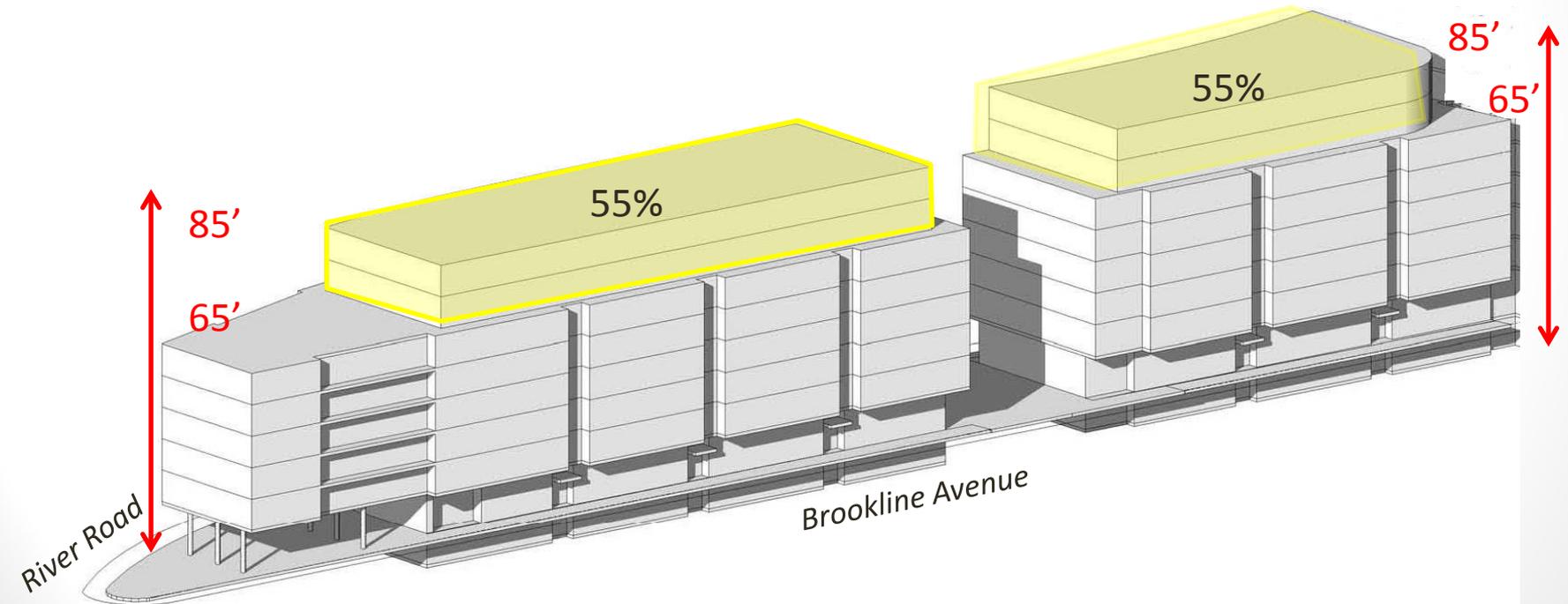
EISD Zoning Key Public Realm Elements

Sections 6.2 of Zoning Amendment (Pgs. 26 – 27 of TM Packet)

- One-time cash payment to the Town equivalent to 1% of Hard Construction Costs (exclusive of tenant fit-up) dedicated to parks and public realm improvements in the EISD
- Street trees required at regular intervals
- Pedestrian-scale lighting required at regular intervals
- Public seating required at intervals
- New Buildings required to be LEED Certifiable Silver or better
- No onsite parking allowed on ground level
- Robust Special District Design Guidelines

Building Heights/Lot Coverage

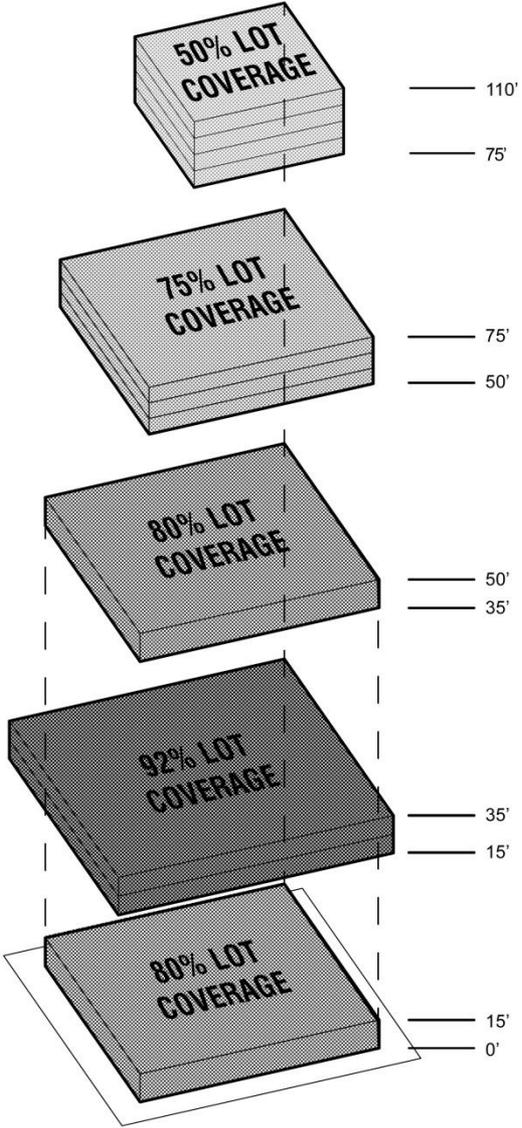
Section 6.3 of Zoning Amendment (Pgs. 27 – 29 of TM Packet)



Building Heights/Lot Coverage

25 Washington Street

Section 6.3 of Zoning Amendment (Pgs. 27 – 29 of TM Packet)



Parking Limits

Section 6.5 of Zoning Amendment (Pgs. 30 -31 of TM Packet)

USE	MAXIMUM PARKING
Principal Use 8 (Hotel) and 8A (Limited Service Hotel)	0.40 per room
Principal Use 6B-(Dwelling, age restricted)	1.25 per unit
Principal Use 6C (Live/Work space)	0.50 per unit
Principal Use 6D (Dwelling, Micro Unit)	0.50 per unit
Principal Uses: 18A (Small group health/fitness); 20 (medical office); 20A (Licensed veterinarian); 21 (professional office); 29 (store less than 5K SF); 30 (Eating places less than 5K SF); 32 (Service use business); 33 (Stores not exceeding 10K SF); 33A (Stores over 10K SF); 34 (Place for sale and consumption of food not exceeding 5K SF); 66A (Accessory Laboratory)	1.5 per 1,000 SF

**Increase in parking maximum by no more than 20% allowed by Special Permit where need can be demonstrated*

Design Standards and District Design Guidelines

Section 6.6 of Zoning Amendment (Pg. 31 of TM Packet)

Design Standards:

- Requires building mass to be broken up and articulated at regular intervals
- Requires rooftop mechanical to be insulated, screened and/or located on the interior of a building to minimize shadow and audible impacts

Design Guidelines:

- Provide more specific guidance to the Planning Board and Design Advisory Team with respect to:
 - Building Materials
 - Public Spaces
 - Vehicular Circulation
 - Rooftops
 - Fenestration
 - Building Entries

Article 9 – Restrictive Covenant

(Pgs. 49 – 60 of TM Packet)

- Seeks authorization from Town Meeting for the Board of Selectmen to enter in to a Restrictive Covenant guaranteeing property tax certainty from the 25 Washington Street parcel for 75 years (**estimated \$1M annually**)

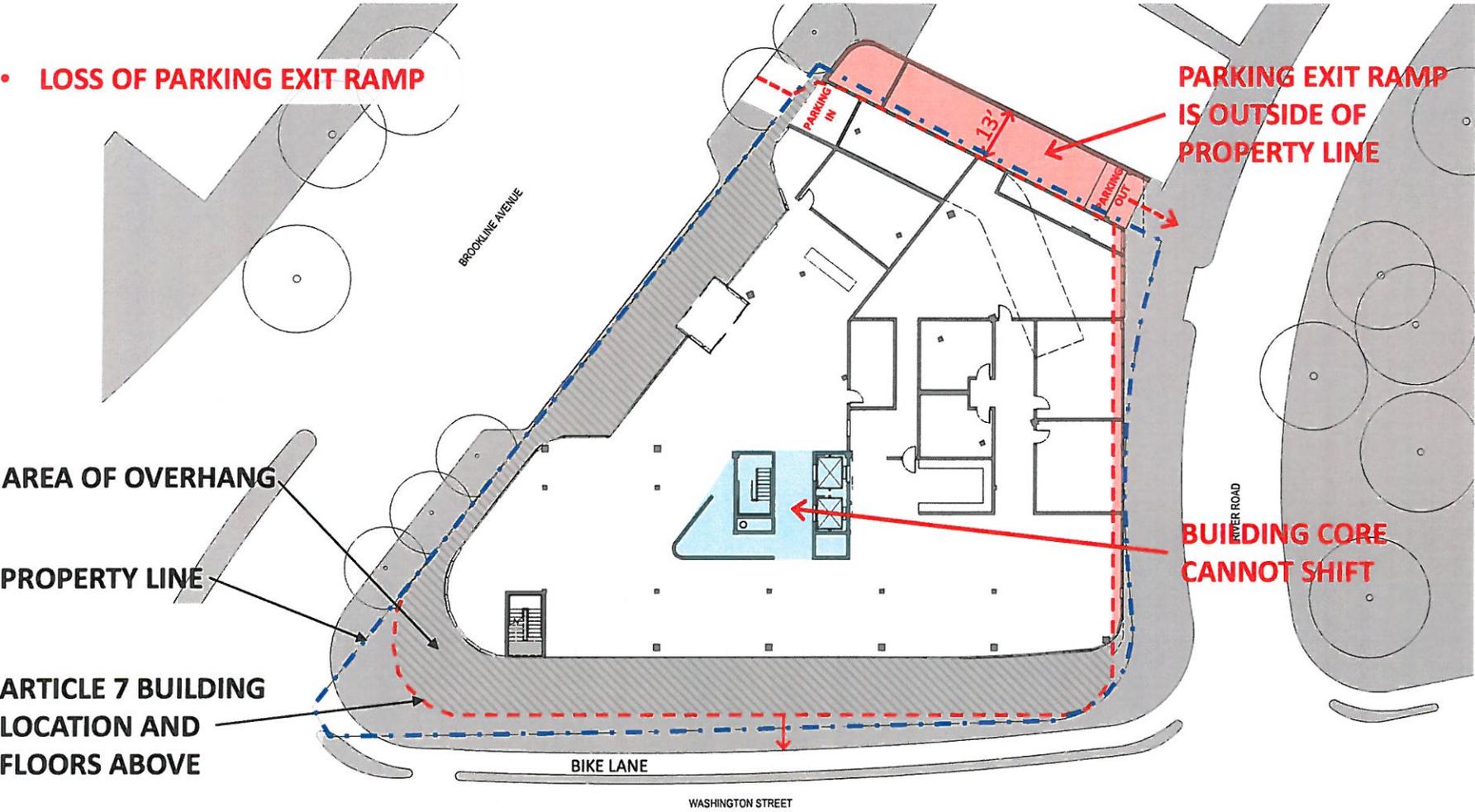
Article 10 – Memorandum of Agreement

(Pgs. 60 – 63 of TM Packet)

- Enter into PILOT agreement guaranteeing property tax certainty for 75 years **(estimated \$1M annually)**
- Offsite bike, pedestrian and landscaping improvements **(\$376K)**
- One time cash payment equivalent to 1% of hard construction costs (exclusive of tenant fit up) for parks and public realm improvements **(estimated \$229K)**
- Design and construct building to accommodate shared parking ramp access for a future development on the neighboring site
- Shared maintenance agreement for a portion of the Emerald Necklace Park adjacent to the hotel
- Grant the Town a permanent easement required for the Planned Gateway East improvements on Washington Street
- Job preference for Brookline Residents (estimated 50 jobs created)

Brookline Hotel

- LOSS OF PARKING EXIT RAMP



Ground Floor Plan – ARTICLE 8 with 18'-0" Sidewalk