

**AGENDA**  
**COOLIDGE CORNER STUDY COMMITTEE**  
**and**  
**PLANNING BOARD**  
**JOINT MEETING**  
**February 6, 2019**  
**7:00 pm**  
**TOWN HALL**  
**Room 103**

*(All times are approximate)*

- 7:00        Approve Meeting Minutes
- 7:15        Review First Draft of Proposed Zoning By-Law for a mixed-use hotel  
and residential project at Waldo-Durgin Site (12-18 Pleasant St., 5-10  
Waldo St., 16 John St.)
- 9:45        Other Business, if any.

More information available at

<https://www.brooklinema.gov/1367/Coolidge-Corner-Study-Committee>

*Related meeting materials are also available in the .pdf version of the posted agenda online.*

The Holiday Inn site at 1200 Beacon Street will not be discussed at this meeting.

The Town of Brookline does not discriminate on the basis of disability in admission to, access to, or operation of its programs, services, or activities. Individuals, whom are in need of auxiliary aids for effective communication in Town programs and services, may make their needs known to Lloyd Gellineau, at (617) 730-2326. Those who need effective communication services should dial 711 and ask the operator to dial the relevant Town Department.





- The existing zoning Bylaw requires a minimum number of parking spaces and then allows for reduction of that minimum based on the Transit Overlay District unspecified reduction for mixed use projects. While we have had preliminary discussion about the right amount of parking, significant discussion needs to happen once a special permit is filed. Since under our existing Bylaw the number can be significantly reduced, I don't think we need to add additional language with this warrant article to reduce the minimum.
- For those of you interested in parking maximums, I'm proposing to do by regulating maximum square footage of parking use even if it's below ground. The square footage should reflect their current 1.5 trays of parking (unless Pam's final look leads us in another direction, as noted above). Some of the parking structures will be to replace the commercial parking and overnight residential currently used on municipal land nearby, which allows for the significant expansion of the John/Green Street park.
- We are putting in the zoning a requirement for annual reporting and an annual permit related to the traffic management just like we did for Brookline Place. This is going to be a very large project, and we need to make sure there is the strongest enforcement teeth we have for appropriate, ongoing Transportation Demand Management (TDM) long after the building is permitted.
- We are pushing hard for Chestnut Hill Realty to commit to sustainability standards that go beyond existing building efficiency requirements and also building in infrastructure to the building that can be easily adapted to use fossil-free sources. CSR is working on this with their architects and energy consultants, and they have some language for us to review in the coming weeks.
- As we've discussed at some of the Subcommittee meetings, in that same spirit of building and adaptive building for the future, I am proposing that the parking infrastructure be built so that it can be adapted over time to usable space as car demand decreases. You'll see this concept reflected in the zoning as well, capping the development with vehicular trip generation but otherwise allowing for flexibility of use.
- Regarding bike storage requirements and EV charging stations, please note that in addition to looking at our existing zoning bylaw requirements, those have been recently updated in our Guidelines, which this project will be subject to:

<https://www.brooklinema.gov/DocumentCenter/View/13703/Transportation-Guidelines2018PDF>

## COOLIDGE CORNER MIXED-USE OVERLAY DISTRICT ZONING

### Article XX

To see if the Town will amend the Zoning By-Law and Zoning Map as follows:

- 1. By adopting the following map change adjusting the boundary between the G-1.75(CC) and M-2.0 Districts.**

*[to change the boundary between G and M so that the entirety of the Waldo garage parcel and the existing CHR parking lot parcel between the John Street Condos and the Durgin garage parcel is fully within the G district.]*

- 2. By adopting the following map change creating a Coolidge Corner Mixed-Use Overlay District.**

*[to show a hatched area for the overlay over the entire Pleasant-John-Green-Beacon-Harvard block. The purpose is to allow for flexibility in case a connection and potentially new/additional building can be made to the adjacent commercial properties along Harvard/Beacon/Pleasant. The overall project size would still be limited to the FAR that reflects the proposed hotel/residential building; see below.]*

- 3. By amending Section 3.01.4 by adding a new item at the end:**

*“f. Coolidge Corner Mixed-Use Overlay District”*

- 4. By amending Section 4.07 – Table of Use Regulations – to allow for greater design flexibility for mixed-use buildings in the Coolidge Corner Mixed-Use Overlay District, by adding a sentence at the end of the description of Use 6 in the Use Table, underlined below:**

Use 6, Multiple or attached dwelling of four or more units other than the preceding item divided into dwelling units occupied by not more than one family but not including lodging house, hotel, dormitory, fraternity or sorority.

\*Compliance with §4.08 required if containing 6 or more dwelling units.

Permitted by special permit in S-0.5P and S-0.75P Districts subject to §5.06.

In L and G districts, the ground floor of a building must have no more than 40% of its frontage along a street devoted to residential use, including associated parking or lobby space. Within the Coolidge Corner Mixed Use Overlay District, the percentage of such frontage devoted to residential use may be increased by special permit in accordance with §5.06.4.k.

- 5. By amending Section 5.01 – Table of Dimensional Requirements – by adding Footnote 21 after the words “G-1.75 (CC) Districts”, which Footnote 21 shall read as follows:**

*“21. See Section 5.06.4 – Special Districts, subsections b. Coolidge Corner General Business District G-1.75(CC) and k. Coolidge Corner Mixed-Use Overlay District.”*

- 6. By amending Section 5.06.4.b – Coolidge Corner General Business District G-1.75(CC) – by adding a new item at the end:**

*“6. For such applications within the Coolidge Corner Mixed-Use Overlay District, the Board of Appeals may grant by special permit an increase in gross floor area or height subject to the procedures, limitations, and conditions of §5.06.4.k.”*

**7. By amending Section 5.06.4 – Special Districts – by adding a new item as follows:**

*“k. Coolidge Corner Mixed-Use Overlay District*

*1) It has been determined through study of the northeast block of Coolidge Corner that potential exists for careful, planned redevelopment. It has further been determined that, due to the circulation patterns as well as the adjacency of this area to cultural anchors, retail businesses, and residential neighborhoods, that a mix of residential and commercial uses are appropriate. Significant improvements to the pedestrian realm, the provision of publicly accessible amenities for the neighborhood, and the preference for parking infrastructure to be located underground are all reasons why additional density may be allowed by Special Permit under the criteria of this section.*

*2) Any applicant may seek relief under this Overlay District by Special Permit provided the proposed project includes the following requirements and limitations:*

*a) Includes a minimum of one acre of contiguous land.*

*b) Minimum of X% Usable Open Space. This requirement may include off-site areas that are converted to usable open space within a quarter mile of the Overlay District boundaries. [The % needs to be calculated, including the Town parking lot converting to park space area as an equivalent.]*

*b) All parking structures shall be located underground and shall be a maximum of X sf in size [the current 1.5 levels of parking].*

*c) Minimum of 160 hotel guest rooms*

*d) Floor Area Ratio maximum of 6.0 for the proposed project, as long as at the time of application for a special permit, the proposed project would not increase the Floor Area Ratio for the entire District above 3.3.*

*e) Maximum building height of 160 feet, not including rooftop structures such as elevator penthouses and mechanical equipment.*

*3) Use Flexibility*

*a) The maximum frontage along a street of residential use along the ground floor of a multifamily residential building, as defined by Use 6 in Section 4.07 - Table of Use Regulations, may exceed 40% if the applicant adequately demonstrates that the programming of the ground floor is appropriate given the transition between residential and commercial neighborhoods. This demonstration may include:*

*i) Including a higher percentage of residential use along streets that are adjacent to existing residential ground floor uses;*

- ii) *Prioritizing non-residential programming along public ways that are more commercial in nature;*
  - iii) *Providing additional non-residential programming on the second floor; and*
  - iv) *Programming spaces that are both for the use by residents as well as non-residents*
  
- b) *Any proposed building shall be permitted to have more than one principal use. For example, a restaurant or retail business may be located in the same building as a permitted residential or hotel use without being considered an accessory use.*
  
- c) *Parking Infrastructure Flexibility – To encourage the reduction of vehicle use over time, an applicant may modify their special permit to convert the use from underground parking to other allowed uses, as long as the maximum number of vehicle trips per day or by peak hour does not increase. Any such below ground space, whether or not it is habitable, shall be excluded from the maximum Floor Area Ratio calculations.*
  
- 4) *Any application including new structures that seeks relief under this Overlay District Special Permit shall:*
  - a) *be subject to Site Plan Review by the Planning Board to ensure that there is adequate provision of access for fire and service equipment; ensure adequate provision for utilities and storm water storage and drainage; ensure adequate provision of loading zones; ensure adequate provision of parking; minimize impacts on wetland resource areas; minimize storm water flow from the site; minimize soil erosion; minimize the threat of air and water pollution; minimize groundwater contamination from on-site disposal of hazardous substances; maximize pedestrian and vehicle safety; screen parking, storage and outdoor service areas through landscaping or fencing; minimize headlight and other light intrusion; ensure compliance with the Brookline Zoning By-Laws; maximize property enhancement with sufficient landscaping, lighting, street furniture and other site amenities; minimize impacts on adjacent property associated with hours of operation, deliveries, noise, rubbish removal and storage. All plans and maps submitted for site plan review shall be prepared, stamped, and signed by a Professional Engineer licensed to practice in Massachusetts. Pursuant to the site plan review process, applicants shall provide to the Planning Board and the Director of Engineering a site plan showing:*
    - i) *Demonstrated design compliance with any General By-Law related to erosion and sediment control and stormwater management;*
    - ii) *Property lines and physical features, including roads, driveways, loading areas and trash storage for the project site; and*
    - ii) *Proposed changes to the landscape of the site, grading, vegetation clearing and planting and exterior lighting.*

*b) be deemed a Major Impact Project with respect to Section 5.09, Design Review.*

*b) include as a condition of the special permit a Transportation Access Plan Agreement (“TAPA”) approved by the Director of Transportation that includes Transportation Demand Management (“TDM”) programs and an annual report review process. All owner(s) of the property or properties subject to the special permit shall submit an annual report for review and approval to the Director of Transportation relative to the implementation and effectiveness of the TAPA. The Director of Transportation in consultation with the Director of Planning and Community Development shall determine whether the TAPA is working satisfactorily or whether reasonable modifications to the TAPA are required. The TAPA shall be modified to incorporate any reasonable requests of the Director of Transportation within 60 days after they issue their determination. Failure to issue such a determination within 60 days of receiving the annual report shall be deemed acceptance of the report and existing provisions of the TAPA. If any owner objects to any new request as being unreasonable or not required, such matter may be presented to the Transportation Board for recommendation to the Board of Appeals for determination.”*

...or act upon anything else relative thereto



## **WALDO-DURGIN SPECIAL DISTRICT DESIGN GUIDELINES**

### **1) Preamble**

The Waldo and Durgin Garage parcels present the Town and the general public with a development site unique for both its civic significance as a highly visible gateway to the commercial heart of Brookline – Coolidge Corner – and its dominant urban location at the intersection of the main thoroughfares of Beacon and Harvard Street and across from the iconic SS Pierce Building.

For this reason, the site and building design of the development at this site must exhibit very high standards so as to assure that the presence of the proposed buildings will only further enhance the image and quality of experience of this gateway and intersection long into the future, and set a norm for acceptable major developments in Brookline.

In the Guidelines that follow, the Study Committee seeks to shape visual and functional aspects of the buildings, to influence their relationship to neighboring buildings, and most importantly, to underline the contribution they make to the urban fabric and the life of Coolidge Corner. We chose not to be overly prescriptive, believing that the excellence we seek for this development will result from a rigorous design process that references the record of the deliberations of the Coolidge Corner Study Committee and acknowledges the voices of many citizens who participated in its meetings. Building on that history, the Developer and project Architects will be expected to bring to the Planning Board and future Design Advisory Teams design proposals for buildings that are truly worthy of this prominent Brookline site.

These guidelines are intended to give sufficient direction and clarity to convey the attributes desired for the new buildings and for this important site. Underlying these guidelines is the belief that excellence in architecture is design in which each element, building on other elements, contributes to an effective whole, the resolution of which emerges from a spirited exchange between the Developer/Architect and the Design Advisory Team. The overall goal is a project that is appreciated for its high quality design and for making Coolidge Corner more attractive and vital.

In addition to addressing the urban-scale issues of size and image, these Guidelines set standards for achieving significant contributions to sustainability, a pleasant and vibrant street life, and the choice of materials, building elements, lighting and planting that will yield a building which is as satisfying when experienced at close range as when seen from a distance. The Study Committee therefore notes that the Design Guidelines that follow are intended to carefully address design parameters from ground plane to rooftop, and especially seek to emphasize the importance – indeed the requirement – of quality in design and materials throughout the project.

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project. The Guidelines are therefore intended not just as a guide and checklist, but as a challenge to the Developer, the Architects and the Design Advisory Team(s), seeking the very best responses from those who will be working on its design.

## **2) Setting**

The design problems the site presents are numerous, but the Committee focused especially on the following:

- a) Existing Adjacent Low-Rise Uses: The Hotel site is surrounded by a ring of existing low-rise uses, from retail and restaurant to residential, and therefore cut off from direct connection to Beacon and Harvard Streets; therefore pedestrian, service and vehicular concerns become paramount;
- b) Scale Change at Residential Site: The Residential building with its imposing height and massing fronts directly on the smaller streets of John and Pleasant, creating a difficult scale change, even with the relatively tall Pelham Hall across Pleasant.
- c) Public and Service Site Circulation: The site plan and public realm around the buildings – whether where in contact with the public, such as the development of the Waldo Street and John Street access points and activating the ground plane generally, or addressing the issues presented by the service courtyard between the Hotel and the existing structures that ring Pleasant, Beacon and Harvard.

## **3) Buildings - General**

While the immediate abutters and the neighborhood are perhaps most directly impacted by the development on this site, it is also the case that this site “belongs” to everyone that will pass by it, whether on the T, on foot, or by car, but also, due its height above its surroundings, as viewed from a distance in any direction around its perimeter. The height and mass remain the most impactful matter the Committee sought to address, and the design guidelines therefore encourage the use of forms and rhythms that reduce the sense of verticality especially in the Residential Building.

### *a) Human-Scaled Design Elements*

To create a human-scaled and well detailed urban environment through the establishment of an organized composition of building massing, coherent architectural form, and detail; to provide for a pedestrian friendly environment through the provision of architectural character; to avoid thoughtless areas of undifferentiated building facades; to create building facades that may feature changes in plane, material texture, and detail through the interplay of light and shadow; and to establish architectural scale patterns or features that

relate to the context, all new buildings constructed in the Waldo-Durgin Special District are encouraged to incorporate the following elements:

- i) Architectural or Structural Bays: Architectural elements corresponding to structural bays or architectural patterns may be used to provide scale to large building facades.
- ii) Changes in Massing or Wall Plane: Variation in building massing should include changes in wall plane or height, and may relate to primary building entries, window openings, important corners, or other significant architectural features.
- iii) Relation to Adjacent Buildings and Streetscape: Variation in building massing and detail should relate to the scale and function of the context of surrounding buildings and to pedestrian-oriented uses along the street.
- iv) Canopies: In order to establish an appropriate and inviting relationship to the pedestrian realm at street level and create visual and varied interest for pedestrians, all new structures in the Waldo-Durgin Special District [need to ask Committee about name of District and be consistent throughout all docs] may incorporate architectural features, awnings, marquees, or canopies, that project from the building face.

*b) Materials*

To encourage human-scaled buildings through the use of material modules and to ensure the consistent use of high-quality materials appropriate to the urban environment, buildings in the Waldo-Durgin Special District may incorporate the following materials and detailing as appropriate:

- i) Masonry: Masonry, including stone, brick, terra cotta, architectural precast concrete, cast stone and prefabricated brick panels;
- ii) Architectural Metals: Architectural metals, including metal panel systems, metal sheets with expressed seams, metal framing systems, or cut, stamped or cast, ornamental metal panels;
- iii) Glazing: Glass excluding large expanses of mirrored or highly tinted glass;
- iv) Glass Framing Systems: Glazing systems may utilize framing and mullion systems that provide scale and surface relief;
- v) First Floor Pedestrian Environment: Building materials used at the lower floors adjacent to street frontage should respond to the character of the pedestrian environment through such qualities as scale, texture, color and detail.
- vi) Building Material Quality: Building materials should be selected with the objectives of quality and durability appropriate within an urban context, and sympathetic with materials used nearby.
- vii) Architectural Scaling: Carefully detailed selections of materials should reinforce architectural scaling requirements.

### *c) Roofs*

To encourage buildings to integrate all building systems within a complete architectural form; to respect the character and views from the surrounding context; and to make a positive contribution to the Coolidge Corner skyline, roofs in the Waldo-Durgin Special District shall meet the following guidelines:

- i) Integral Building Form: All mechanical systems should be screened and the design of the screen should reflect the design of the building;
- ii) Screening Mechanical Systems: All mechanical, electrical and telecommunications systems should be screened acoustically and visually to reduce impacts on the surrounding streets and structures;
- iii) Relation of Roof to Overall Form: The architecture of the building's upper floors and termination should complete the building form within an overall design concept for the base, middle, and top that works in concert with architectural scaling requirements, use and functionality of the building;
- iv) View of Roof From Larger Context: Roof forms should consider and respect the context in which they are viewed (in terms of height, proportions, use, form, and materials); in particular, the view of the hotel rooftop and upper facades from the corner of Beacon and Harvard should be carefully considered;
- v) Usable Open Space: Rooftops should be designed to accommodate useable open space, particularly the hotel rooftops facing Beacon and Harvard Streets; open railings or solid parapets may be used, particularly as a response to roof functions or overall building scale.

### *d) Fenestration*

To provide a high degree of transparency at the lower levels of building facades; to ensure the visibility of pedestrian active uses; to provide an active, human scaled architectural experience along the street, fenestration in the Waldo-Durgin Special District should meet the following guidelines:

- i) Ground Floor Facades: A large portion of the ground floor facades should be constructed of transparent materials, or otherwise designed to allow pedestrians to view activities inside the building or displays related to those activities.
- ii) Upper Level Glazing: Transparent glazing in deeply recessed punched windows on the upper floors is encouraged; the use of mirrored or tinted glass is strongly discouraged.
- iii) Glazing Location: The location and patterns of glazing should enhance building function and scale.
- iv) Glazing Depth: Recessed glazing, glass framing, and mullion patterns should be used to provide depth and substance to the building facade and should consider the play of sunlight across the façade where appropriate.

e) *Building Entries*

Building entries in the Waldo-Durgin Special District should enhance the identity, scale, activity, transparency and function of the public streets and should be designed in accordance with the following criteria:

- i) **Entries:** The hotel building should provide at least one primary building entry onto Waldo Street, while the residential building should have at least one primary entry for the residents on Waldo and John Street.
- ii) **Retail Entries:** Primary entries to retail or restaurant spaces are encouraged on Pleasant and Waldo Streets.
- iii) **Ground Floor Residential Units:** Individual entries to the three ground floor residential units are encouraged on John Street.
- iv) **First Floor Pedestrian Active Uses:** All pedestrian active uses with street level, exterior exposure should provide at least one direct pedestrian entry from the street.
- v) **Building Entry Emphasis:** Primary building entries should be emphasized through any of the following: changes in wall plane or building massing, differentiation in material and/or color, greater level of detail, enhanced lighting as well as permanent signage.
- vi) **Direct Ground Floor Entries:** Entries to ground floor uses should be direct where possible to encourage active pedestrian use.

f) *Sustainable Building Design Elements*

The structures in the Waldo-Durgin Special District should be designed to be high performance buildings which reduce carbon emissions and building operating costs, while minimizing the use of fossil fuel, per the Town's 2018 Climate Action Plan. To this end, the following guidelines are critical to the performance of the project:

- i) **LEED Silver Certifiable:** Provide documentation to the Planning Board of whether and how the building design and construction process meets the LEED Silver Version 4 guidelines, and retain a commissioning agent to verify the performance of building systems.
- ii) **Fossil-Fuel Free Systems:** Design buildings to minimize the use of appliances and mechanical systems which rely upon fossil fuels. Where fossil fuel energy sources are incorporated, the design should ensure that they can be easily converted to fossil fuel free energy sources in the future.
- iii) **Solar Orientation:** Each façade should be designed to acknowledge its solar orientation. The incorporation of sun-shading devices (vertical or horizontal depending on exposure), deeply recessed windows on south-facing facades, and

other appropriate architectural responses to climate and orientation are encouraged.

- iv) Rooftop Design: Rooftops should be designed to:
  - (1) Be solar-panel ready, as defined by the townwide standard for solar-ready buildings; [note: we may want to be clearer by saying 'Town standards for municipally-owned buildings']
  - (2) Include either vegetative surfaces or a reflective white covering;
  - (3) Provide rainwater harvesting and reuse. [CHR has stated that this very unlikely.]
- v) EUI Reduction: Design buildings to minimize their Energy Use Intensity (EUI), as expressed in kBtu/SF/year [waiting for specific commitment from CHR here; may end up in Developer Agreement].

#### 4) Residential Building

The new residential building in the Waldo-Durgin Special District may incorporate the following measures to minimize its scale, establish compatible massing relationships with adjacent structures, and engage the streetscape:

- a) Generous First Floor Height: The first floor height shall be a minimum of 16' as measured from floor to floor, to maintain openness between the first floor public spaces and the adjacent streetscapes.
- b) Infrastructure to Allow Retail Space: The design of the first floor shall include infrastructure and building systems such that a majority of the common space could be easily used for public retail, public bathrooms, café space, and/or shared work space, with appropriate access.
- c) Diminishing Verticality: Employ forms and façade elements that diminish the perception of verticality.
- d) Street Level Units Along John Street: Their facades should address the scale and character of the adjacent existing residential buildings on John Street.
- e) Pleasant Street Mid-Height Building Setback: The portion of the residential building which faces Pleasant Street should step back in its massing to address Pelham Hall across the street and define a coherent, articulated, and visually interesting relationship between the two. These steps in the massing should continue by wrapping around the corner onto Waldo and John Streets.
- f) Facade Setback at Top Floor: In order to reduce any sense of unrelieved vertical rise, the top floor of the residential structure and any mechanical equipment on the roof should step back from the public way to minimize the apparent height of the residential building from the ground plane.
- g) Public and Common Spaces on First Two Floors: the public and common spaces on the first two floors of the residential building should include transparency and porosity at the ground level.

## 5) Hotel Building

To improve massing relationships between the hotel and the adjacent buildings on Beacon, Harvard, and Waldo Streets, the hotel may incorporate the following measures:

- a) Alley Façade Massing (Visible from Beacon and Harvard Streets): To further reduce the apparent bulk of the Waldo-Durgin project, the hotel massing should serve to mediate between the taller residential building and the much lower existing buildings at the corner of Beacon and Harvard by transitioning from a higher segment to a segment no greater than 8 stories that is at least two stories lower.
- b) Facades facing Beacon and Harvard Street: The façades should be carefully considered for their scale, fenestration, and detailing, in light of the fact that they present significant civic exposure while having no direct street presence.
- c) “Knuckle” at Southwest Corner of Hotel Massing: The “knuckle” at the intersection of the south and east facades of the hotel represents an opportunity for the design team to develop an architecturally significant gesture which can address the Coolidge Corner neighborhood and perhaps the SS Pierce Building, while also providing a break in the massing and a potential common space for hotel guests.
- d) Waldo Street Tall Façade Alignment: The face of the hotel façade on Waldo Street should be set back from Waldo Street at least as much as the side building façade of 1292 Beacon Street that faces Waldo Street, to ensure that there is a generous and open public passage onto the site.
- e) Hotel Entry: The façade at the hotel entry should create a human scaled relationship with the adjacent residential buildings.
- f) Hotel Entry with Facades Facing Waldo Street: The facades of the internal public and common spaces which face Waldo Street should include substantial transparency and porosity at the ground level, as well as direct access from the hotel restaurant space to the streetscape to the maximum degree possible.

## 6) Waldo Street Public Space and Streetscape

To provide additional visual interest, pedestrian safety and active use in the public realm, Waldo Street should be designed as a “living street” or “Woonerf” which combines walking-pace speed zones for vehicular traffic and where all modes of travel share the entire right-of-way (in contrast to separated modes of travel).

- a) Paving Materials: Paving materials and grade changes in the ground plane should blur the line between sidewalk and street space to articulate the entire Waldo Street zone as a public plaza.

- b) Streetscape Amenities: Amenities including, but not limited to, seating, trees, landscaping, planters, hardscape, and public art should be incorporated into the design.
- c) Traffic Calming and Shared Use Streets: Selective use of landscaping, sidewalks, curb extensions, and public seating areas should be used to promote pedestrian comfort, narrow vehicle travel ways, and slow vehicle speeds.
- d) Residential Retail Space: A two-story coworking café, or similar commercial shop(s), totaling a minimum of 5000 square feet at the first floor should be provided, with entrance(s) from Pleasant and/or Waldo Streets to encourage active pedestrian activity, as well as the use of Waldo Street amenities. At least the café portion of any coworking space should be open to the public.
- e) Minimum Width: The minimum width between building facades (not including canopies) along Waldo Street should be 50 feet.
- f) Connection to Harvard Street: A physical connection between the Waldo/Durgin Special District and the Coolidge Corner commercial area along Harvard Street will greatly enhance the vibrancy and interplay between the District and other commercial uses in Coolidge Corner. Interior or exterior public connections to existing buildings on Harvard Street should be pursued.
- g) Programmed Exterior Space: A public outdoor seating area (consisting of a minimum of 500 sf [need to verify this number]), should be provided to compliment the hotel restaurant, adjacent to the eastern end of the hotel façade and approximately aligned with the main entrance to the residential building.
- h) Percentage of Green Ground Cover or Tree Canopies: No less than 15% [need to check] of the streetscapes [this probably needs a site diagram to show how to measure the denominator for the streetscape] should be devoted to green ground cover or tree canopies.

## **7) Vehicular Circulation, Access, and Parking**

To minimize vehicular access and prioritize pedestrian access directly to primary building frontages, to reinforce a clear hierarchy and organization of circulation, to maximize uninterrupted public sidewalks and minimize conflicts between vehicles and pedestrians, to minimize the visual presence of automobile circulation as well as service functions such as deliveries and refuse pick up by locating parking and service access away from primary building frontages, new buildings in the Waldo-Durgin Special District are encouraged to meet the following requirements:

- a) Garage Entrances: Garage entrances should be concentrated at the northern end of Waldo Street and separated from pedestrian pathways; garage entrances should be no more than 24' wide and screened from view when possible;
- b) Residential Building Vehicular Access: The residential building's sidewalk area adjacent to Pleasant, John, or Waldo Streets should be designed to allow



unimpeded pedestrian travel and access and shall not be designed to allow vehicular parking or loading activities that directly abut the building. [this may need some rewording still – the purpose is to prevent vehicles or ramps from delivery trucks from blocking pedestrian travel along the sidewalks and crosswalks]

- c) Hotel Service Access: Service and delivery activities, including FEDEX, UPS, etc., should be separated whenever possible from the primary public access and screened from public view in a location along the main alley to the west of the hotel;
- d) Parking Structures: Parking structures should be located below grade;
- e) Shared Parking: Buildings should be connected below-grade and designed to accommodate shared parking and ramp access.
- f) [Note the EV Charging is now in the Town’s Transportation Access Plan Guidelines, which requires 2% of the spaces to be serviced and conduit for infrastructure of an additional 15%.]
- g) Live Loading Spaces: A sufficient number of live-loading spaces should be provided at the John Street connector and residential entry to accommodate current use of Uber and Lyft, to discourage such activity on Pleasant or John Streets.
- h) Connector Curb Cut: The John Street connector should neck down at the curb cut where it meets John Street.

## **8) Landscape**

To break down the scale of the building facades, provide additional visual interest, and improve the quality of the public spaces on the site, the landscape design should incorporate the following measures:

- a) Screening: Plantings at the northwest end of Waldo Street should match the scale of the low entry mass and screen the adjacent existing residential units from both the sight of and headlights from vehicles without casting them into deep shade.
- b) Planting Beds: All trees and large shrubs should receive sub-surface irrigation and planting beds of sufficient size and quality to insure longevity. [Note from Stantec/CHR: Select plants for possible dry conditions and foot traffic compaction as well as sun and shade tolerance. Note that use of irrigation is penalized in LEED standards. Irrigation may be required in tight conditions only.]
- c) Tree Plantings: Trees should be of a sufficient size and caliper to ensure longevity. Trees with a wider canopy are encouraged when possible.
- d) Rain Gardens: Install rain gardens to collect all street gutter drainage at the perimeter and interior of the project. [Note from Stantec/CHR: Needs to be studied for the amount of runoff, the number, size and location of the gardens; topographical data is required to assess the validity of the concept.]
- e) Benches: Provide benches at Pleasant and Waldo Streets. [Kara is concerned that there may not be enough room for benches along the John Street parking lane without sacrificing a single, landscaped area adjacent to the building.]

- f) Sidewalk Lighting: Provide pedestrian scale sidewalk lighting at John, Pleasant, and Waldo Streets which is consistent with the Town's plans for sidewalk lighting in the neighborhood
- g) Bike Storage: Provide bike racks or corrals for public use at either the street level or the garage-level of the project. [Kara notes that bike storage is already required in zoning and CHR has committed to Blue Bikes station.]
- h) Party Wall Design: With the consent of the adjacent neighbors on the southwest side of John Street, the project should install a living wall or other landscape feature on the blank party wall façade of the residential building adjacent to the John Street connector.
- i) Visual Continuity of John Street Landscape: The John street landscape should maintain significant visual continuity with the front yard landscape of the adjacent residential buildings. Breaks in the visual continuity such as large fences or walls are discouraged.
- j) Sidewalk Paving: Sidewalk paving should seamlessly connect to the main building entries. Sidewalks should be a minimum of 5'-0" in width, even at their pinch points.