

## Minutes

Boylston Street Corridor Study Committee – Urban Design & Massing Subcommittee  
2/17/21, 5 pm

### Subcommittee members present (Y/N):

Tom Nally	Y
Wendy Friedman	N
Carlos Ridreujo	Y
Joe Gaudino	Y
Deborah Brown	Y
Mark Zarrillo	Y

**Staff:** Kara Brewton

**Other meeting attendees included:** John Van Scoyoc, Jennifer Dopazo Gilbert, Matt Hyatt, unidentified caller.

**Meeting materials:** Agenda; Infrastructure presentation (M. Zarrillo, 2-17-21); “10 Brookline Place: Initial conceptual direction to Bulfinch regarding public space & interface” (K. Brewton, 2-17-21); conceptual massing plan (C. Ridruejo, 2-17-21)

The meeting began at 5:00PM Via Zoom.

### Infrastructure presentation

Mark Zarrillo highlighted portions of reference planning documents regarding the corridor. A summary of the discussion follows:

- Continuing the existing road section is the constant that does not allow a change in perception of any development in this section of the Boylston Street Corridor; dealing with the infrastructure and making a strong recommendation must be part of the Committee’s conclusions
- The Central Transportation Planning Study contains significant data already on intersection conflicts and volumes, conceptual plans for the Cypress/Boylston intersection, etc.
- The land use map on the Committee’s website highlights the patchwork of uses in this corridor, which is important when the Committee thinks about whose values the Committee is prioritizing when making decisions
- The parcel size map from the MIT study on the Committee’s website can be used as a proxy of where smaller buildings and larger buildings will likely be present in the future. Because it’s likely that those larger developments will have some on-site parking facilities, it is perhaps less important to also preserve on-street parking on the curb edge along those lengths.
- Therefore, the cross-section of Route 9 could change along this corridor and be designed with intermittent parking lanes on either side of the road, opening up possibilities for widened sidewalks, landscaped space, bike infrastructure, etc.

- General agreement that we should recommend a Transportation Designer to show in plan view a concept that considers intermittent parking on either side of the road, which would be used as a response and endorsement for change to MassDOT.
- Importance of seriously improving the walkability here could have important public health impacts to the community, by allowing better access to public transportation
- While some cities worldwide have zones where traffic is reduced or not allowed, they tend to be locations that are not corridors, but rather central business districts or tourist districts, centered for an entire metropolitan region, etc.
- Conceptual sketches for the Old Lincoln School were presented showing the visual impact that could be improved by breaking down the massing of the plinth, façade treatments, location of street signals, landscaping, etc.
- Guidelines for this corridor should consider the work that some Preservation Commission and some Planning Board members drafted for Harvard Street. Although not voted on, there are some really thoughtful ideas about preserving viewsheds for pedestrians, being flexible on required front and rear setbacks considering the adjacent conditions, etc.

### **10 Brookline Place: initial conceptual direction regarding public space & interface**

Kara Brewton presented some slides on the existing MBTA access for people that want to travel southwest of the Brookline Village station, pedestrian flows, heat island data and potential mitigation, as well as opportunities for a double row of tree canopy to be extended from 2 Brookline Place, wrapping around the 10 Brookline Place property.

Carlos Ridruejo also presented a concept building plan which assumes air rights and the restaurant parcel on the southeast corner of Station Street and Washington Street. This would permit a very clear entrance that connects to the southeast corner of Brookline Village. He agreed to also present a version of this plan without the air rights option.

Further discussion explored ideas of having connections that are internal to the building to connect the bus stop to the MBTA station, perhaps grand atriums.

While the major pedestrian connections are important, Mark Zarrillo felt that all the edges of the property should include entry doors, connections between the public and private spaces.

Some Committee members were interested in seeing whether a crossing could be accommodated from the Fire Station to 10 Brookline Place rather than where the crosswalk is at NETA. Others thoughts that a crosswalk might work better closer to White Place, with perhaps a ramped access that wraps behind NETA, to access Boylston Street and areas south and west.

**Meeting ended at 6:30 PM**