Town of Brookline
Advisory Committee Minutes

Sean Lynn-Jones, Chair Date: March 5, 2019


Absent: Ben Birnbaum, Janet Gelbart, Stanley L. Spiegel

Also attending: Melissa Goff, Deputy Town Administrator, Justin Casanova-Davis, Assistant Town Administrator, Alison Steinfeld, Director of Planning & Community Development, Police Chief Andrew Lipson, Lieutenant Paul Campbell, Office of Professional Responsibility, Scott Wilder, Police Technology Division, and Kevin Mascoll, Public Safety Business Manager.

The Chair called the meeting to order at 7:38 pm.

Announcements
The Chair gave an overview of the agenda for the Thursday, March 7th meeting. One member went on record as being opposed to insinuating ourselves into ongoing litigation, citing the belief that it is beyond the scope of this body.

MEETING AGENDA

1. Review and possibly vote on FY20 Operating Budget – Planning & Community Development Department

Carol Levin offered an overview of the subcommittee’s deliberations on the Planning and Community Development Department FY 20 budget details of which can be found in the subcommittee report.

The FY20 budget represents a 2.3% increase over 2019 mostly due to personnel step increases and consulting services for promoting the Town’s commercial districts.

There was discussion around the multiple versions of the Town’s Zoning By-Laws on the website which has since been corrected.

Two new staff people have been hired. Full time Sustainability Planner demonstrates the Town’s commitment to sustainability. Half-time Preservation Planner will support ongoing preservation efforts and make it possible for the preservation planners to undertake proactive planning to preserve and protect the town’s cultural and historic assets.

Director Alison Steinfeld thanked the committee for their support, shared additional comments and answered questions.
Regarding the Town’s Zoning By-Laws online, there was at least one old code deeply embedded in the hard drive—not on the website. Planning Department staff have eliminated these outdated By-laws and unpublished links. The Director is meeting with Town Clerk and IT Department to insure that the cleanup is complete so the public will not be directed to the wrong information using search engines. That is in the works but at this time 99% sure that what shows up on the website is the current version.

The hard copy version dated May 24, 2017 includes the Marijuana by-laws and the amendment to the Town By-law that is still pending with Attorney General.

Director outlined the new team approach to preservation and zoning involving a standing weekly meeting of the Building Commissioner, the Deputy Building Commissioner, and Assistant Director for Regulatory Planning, all regulatory planners, and herself. They review and discuss all cases – some that have preservation aspects and some have Demolition Delay and organize them accordingly.

They are improving the process of development reviews and are exploring the possibility of requiring applicants who are receiving approval through various regulatory boards to provide plans at least one week prior to a hearing so that the Planning Department can post them in a timely manner. Any revision to the process must be done in compliance with State enabling legislation and with the support of the regulatory boards and commissions. This revamped approach is intended to respond to neighborhood concerns regarding obtaining development or rehab plans for a property in a timely manner.

QUESTIONS & COMMENTS

Q: General Code, a consulting firm, has already been hired to undertake the first phase of recodification: to review Zoning By-Law from both editorial and legal perspective for approximately $6,000. Phase 1 is costing less than expected. What will the cost be for Phase 2 and will leftover funds be sufficient for Phase 2? A: Hopeful that leftover funds will suffice. $250,000 was allocated for the entire project.

Q: Update on Safe Harbor/ 40B? A: We are technically in a Safe Harbor situation until October 25, 2020 because we delivered 275 units of Subsidized Housing Inventory (SHI)-eligible affordable housing. However, Puddingstone units will fall off the inventory and we will lose one year of Safe Harbor. If a developer doesn’t pull a building permit within one year of the issuance of a Comprehensive Permit, the units fall off of the SHI. It is a very fluid situation right now.

Q: Is there a plan for licensing AirBnBs or changing the bylaw related to them? A: Staff together with the Chair of the Select Board has determined that a warrant article could create a situation in which short-term rentals were grandfathered. So, the Chair of the Select Board will not be moving forward with a warrant article at this time.

Q: Applaud the fact that you are using technology to help do your job and make the Zoning Bylaw more accessible to the public. Are there written policies within the department for when you will recommend a variance and when you won’t? A: We analyze each case on a case-by-case basis. Every case is different. Q: Work with DPW – Beacon Street Bridle Path and Electric Vehicle Charging Stations on Beacon Street. How will these two things work
together? A: Planning is working closely with DPW on the electric vehicle project and the Bridle Path and there will be coordination. Q: Given the death of retail, what were we hoping to accomplish with the consulting funds for promoting commercial districts? A: A consultant will be selected through an RFP process; but perhaps the Chamber of Commerce but will select the most qualified applicant.

Q: Preservation Plan what is that? A: Preservation plan will identify what the Town can and should be doing to protect its historical and cultural assets. Identify what needs to be done and prioritize them over 5 years, and it will be the basis for developing grant proposals.

In response to a criticism of the 40B process, Ms. Steinfeld advised that the Comprehensive Permit process does not allow the ZBA/Town to require the developer to meet with the neighborhood. However, the Planning Department staff strongly encourages developers to do so. Some developers are more responsive than others. Chapter 40B does create affordable housing, but the constraints imposed by 40B generally do not really take the physical context into consideration given that 40B is inherently inconsistent with zoning. We do what we can within the constraints of 40B, and the work done by both the Planning Department and the ZBA has resulted in in better products that what were submitted.

In response to a question as to whether or not the Sustainability Program Administrator will be involved in the retrofit of municipal buildings, Ms. Steinfeld advised that she will be.

In response to a question regarding the proposed Route 9 corridor study, Ms. Steinfeld advised that the planning for the corridor is a priority of the Economic Development-Long Term Planning Division. The Department will definitely engage the public in a robust participatory process.

The Central Transportation Planning Staff (CTPS) is undertaking a study of Route 9 from Gateway East to the Newton line.

**COMMENTS ON BRIDLE PATH AND ELECTRIC VEHICLE CHARGING PORTS**

Discovered that charging stations being funded privately so begs the question when will the public have input and when will the Transportation Board have input?

A car rental company will use the spots for their rental cars and provide some for the Town to use and provide the Town revenue. There will be charging ports for rental cars and some for the public. How will the Town evaluate giving away the parking spaces to a for profit company versus the value to of the space to the Town? A: The plan is a complex one and is still being developed. It will be discussed in a public forum.

Q: What is the process for looking for funding for the Bridle Path? A: DPW/Transportation Department together with the Planning Department will be looking at this further. It is still early in the process.

There will be a Capital Subcommittee meeting next Tuesday with DPW and these questions would be better brought to that hearing.
A **MOTION** was made and seconded to recommend favorable action on appropriating $1,183,868 for the Planning & Community Development Department FY 20 budget.

By a **VOTE** 18 in favor, none opposed with 4 abstentions, the Advisory Committee recommends on appropriating $1,183,868 for the Planning & Community Development Department FY 20 budget.

2. **Review and possibly vote on FY20 Operating Budget – Police Department**

Janice Kahn offered an overview of the subcommittee’s deliberations on Police Department FY20 budget, details of which can be found in the subcommittee report. Page IV-45 in the Budget Book.

Statistics in Budget Book are on a fiscal year basis, however statistics calculated by the Police Department are on a calendar year so some discrepancies may be noted.

Also for most of the year the Department had 22 vacancies, which mean that some measurements were lower due to lack of personnel.

Recruitment continues to be a problem locally and nationwide.

Replace approximately 11 police cars each year; moving toward hybrid vehicles which although more costly, a savings may be found in fuel efficiency.

New vendor for automated ticketing, replacing Passport. It is more costly but provides better services.

Crime statistics and police activity were touched upon along with new Community Engagement Initiatives – full time officer at Brookline High; Walk and Talk Officers who liaise between Brookline Housing Authority personnel, residents and the department are working 7 nights a week; a social worker on staff in the Department to help with Crisis Intervention Training; and, “The Blue View” publication distributed to colleges students describing Brookline Rules and Regulations.

Cameras and surveillance and requests for the sharing of footage was discussed and reviewed.

Enhanced 911 technologies were reviewed and it was noted that it is now possible to send texts via 911.

Chief Lipson thanked Janice for the report. He noted he is excited to be in this position and here in Brookline. Hiring new officers – 17 new recruits this year allowing us to fill some positions we couldn't before, such as the full time officer at BHS. Improve our connections to the community and services we provide. Crisis Intervention Training – we are close to having almost all officers trained and we have become a regional training center, having trained over 400 officers around the region.

**QUESTIONS & COMMENTS**
Q: It used to be that if there was a turkey attack when the Animal Control Officer was not on duty, the resident was just out of luck. Has anyone been trained now? A: All officers have been trained on procedures for animal control and there is a call list for who they can contact for support.

Q: The Civil Service Exam appears to restrict recruiting. Other towns have dropped it, and are successfully hiring officers. Why can’t Brookline do the same? A: Requirements are first tier, residents of Brookline (must live here one calendar year); next tier are disabled veterans. Some tests are perceived as discriminatory toward some groups, but the Civil Service Exam corrects for that. We could create at test of our own to enlarge the pool and discussions about this are underway.

Q: Why hasn’t there been a warrant article to change the requirements for the Police Department? A: The previous Chief was not keen on getting rid of the Civil Service Exam as he saw it as an objective measure.

Q: Could the subcommittee draft a warrant article? A: Possibly if that is the will of the Committee and the Police Department could create their own unbiased test.

Q: Unclear about credit card fees for parking meters in both department budgets – Finance and Police? A: Channeling the bills collaboratively and it will move more exclusively to the Police. Parking meters credit card/convenience fees held in Finance, parking ticket credit card/convenience fees held in the Police budget.

Q: Any education around bicycle safety? A: We have received some funding to do this. There is a new deputy in the division and there has been a study of 4 driving offenses that cause the most accidents. We have officers doing direct enforcement on such violations as texting while driving, driving under the influence, and speeding.

The subcommittee encouraged everyone to read the Brookline Police Department 2018 Year End Review (see link in the subcommittee report).

A MOTION was made and seconded to recommend favorable action on appropriating $16,936,644 for the Police Department FY 20 budget.

By a VOTE 21 in favor, none opposed and no abstentions, the Advisory Committee recommends appropriating $16,936,644 for the Police Department FY 20 budget.

A MOTION was made and seconded to adjourn; there being no further business, the meeting adjourned at 9:03 p.m.

Documents Distributed at Meeting

- Planning & Regulation Subcommittee Report on FY 20 Operating Budget – Planning and Community Development Department
- Public Safety Subcommittee Report on FY 20 Operating Budget – Police Department
- Public Comment on the Bridle Path
TOWN OF BROOKLINE, MASSACHUSETTS

ADVISORY COMMITTEE MEETING NOTICE

Tuesday, March 5, 2019 at 7:30 pm, Room 103

REVISED AGENDA

1. Review and possibly vote on FY20 Operating Budget – Planning & Community Development Department
2. Review and possibly vote on FY20 Operating Budget – Police Department
3. Review and possibly vote on a resolution regarding the appeal of the Civil Service Commission's ruling in the Gerald Alston case. Postponed until Thursday, March 7
4. Other business

The public is invited to attend however this meeting is not a public hearing so public comments will not be taken at the meeting. The Advisory Committee welcomes written comments, which will be circulated to members of the Committee if they are sent to lportscher@brooklinema.gov no later than 12:00 noon on the day of the meeting. Subcommittees of the Advisory Committee hold public hearings on any matter on which the Advisory Committee makes a recommendation to Town Meeting. Members of the public are encouraged to attend subcommittee public hearings if they wish to comment on any item under deliberation by the subcommittee.

Sean M. Lynn-Jones, Chair H: 617-738-6228, W: 617-495-1463, slynn-jones@brooklinema.gov
Carla Benka, Vice-Chair H: 617-277-6102, rcvben@earthlink.net
The Planning and Regulation Subcommittee of the Advisory Committee held a public hearing on the FY19 Planning and Community Development budget on February 25, 2019 in Room 111 of Town Hall, at 7:30 pm. Attending were P&R Subcommittee members Steven Kanes, Chair, Lee Selwyn, Kelly Hardebeck and Carol Levin; Alison Steinfeld, Director, Planning and Community Development Department, Joslin H. Murphy, Town Counsel, and Melissa Goff, Deputy Town Administrator; as well as several members of the public (see attached sign-in sheet).

Budget Summary
The FY20 Planning and Community Development budget request is $1,183,868 and represents a 2.3% increase over FY19. The $26,542 increase is due to increases in Personnel costs, specifically an increase in Steps ($11,442); a $15,000 increase in Services to spent on increased Advertising; and a $100 increase in Capital for Leased Equipment.

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<tr>
<th>CLASS OF EXPENDITURES</th>
<th>ACTUAL FY2018</th>
<th>BUDGET FY2019</th>
<th>REQUEST FY2020</th>
<th>FY20 vs. FY19</th>
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<td>Personnel</td>
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<td>11,442</td>
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<td>Services</td>
<td>34,895</td>
<td>43,633</td>
<td>58,633</td>
<td>15,000</td>
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<td>Supplies</td>
<td>9,620</td>
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<td>0</td>
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<td>Other</td>
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<td>0</td>
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<td>Capital</td>
<td>3,440</td>
<td>4,000</td>
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<td>100</td>
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<td>TOTAL</td>
<td>1,006,669</td>
<td>1,157,326</td>
<td>1,183,868</td>
<td>26,542</td>
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| BENEFITS               |               |               | 709,129       |              |
| REVENUE                | 100,967       | 42,000        | 42,000        | 0            |

Budget Discussion
The proposed Planning & Community Development Department budget for FY20 represents a 2.3% increase over the FY19 budget. Personnel costs have increased by $11,442 due to Steps, and Services by $15,000 for additional consulting services for promoting the Town’s commercial districts.

The Subcommittee’s members queried Ms. Steinfeld about two new hires authorized in the FY2019 budget: a full-time Sustainability Planner and a half-time Preservation Planner. Both new hires are just starting. Ms. Steinfeld indicated these hires will provide the capacity to engage in some pro-active preservation planning and allow the Senior Regulatory Planner to
focus exclusively on regulatory planning. An assessment of this goal should be included in the review of the FY 2021 Budget. One of the Department’s objectives for FY2020 is to start work on a 5-year preservation plan in conjunction with the Preservation Commission.

The discussion then turned to the Regulatory Planning function and the Town’s Zoning By-Law. It was noted there are currently two different versions of the Zoning By-Law posted on the Town’s website, and that the hard copies currently being distributed are not up to date as they do not include the changes in the Zoning By-Law approved at the May 2018 Town Meeting, concerning Retail Marijuana Establishments. It was also noted that the Zoning By-Law was not easily accessed on the Town’s Website and was not searchable. Concern was also expressed about potential legal ramifications for the Town both due to the failure to post changes in a timely manner and the dissemination of incorrect information.

Ms. Steinfeld noted the Planning Department received funding in the FY 2019 CIP to begin recodification of the Zoning By-Law. An outside consultant, General Code has been retained and is reviewing the code from both an editorial and legal perspective. The review is looking for inconsistencies with both State law and those created by successive amendments. The final work product will be a searchable, electronic version of the Zoning-By-Laws. The Subcommittee urged Ms. Steinfeld to pursue interim solutions with the IT Department, for providing a correct, searchable version of the Zoning By-Law on-line.

Ms. Steinfeld updated the Subcommittee on a number of the Planning Department’s major accomplishments over the past year, including: achieving Safe Harbor on 40(b)s until October 2019, obtaining a Mass Historic Grant to inventory Aspinwall Hill, the successful amendment of the Demolition Delay by-law, and the commencement of Gateway East construction by Mass DOT this coming summer.

The discussion returned to the Regulatory Planning function and the adoption of two software products. Acela is being utilized to improve coordination with the Building Department and flag issues. OnBase, which is currently used by the Select Board to publicize meetings and distribute materials, will be used by the Planning Department for the same purpose.

Concerns were raised by the Subcommittee regarding work on proposed Warrant Articles that would legalize and regulate Airbnbs, and the need to obtain more public input and to fully explore the impact on neighborhoods, condominiums, individual home owners and property values, particularly under the zoning amendments currently being considered.

**Following that discussion, the Planning and Regulation Subcommittee voted 3-0-1 to recommend that the Advisory Committee approve the FY 2020 Program Budget for Planning**
and Community Development in the amount of $1,183,868. The member who abstained did so because the FY2020 Budget maintained funding which he opposed in the FY2019 Budget, and because of the continued failure of the Preservation staff to address zoning issues in their recommendations to the Preservation Commission.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
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<tbody>
<tr>
<td>Anne Greenwald</td>
<td>6 Gibbs St.</td>
</tr>
<tr>
<td>Deborah Brown</td>
<td>26 Parkman, #1</td>
</tr>
<tr>
<td>Raul Fernandez</td>
<td>5 Winchester St.</td>
</tr>
<tr>
<td>Katha Seidman</td>
<td>18 Glia A St.</td>
</tr>
<tr>
<td>Debbie Katz</td>
<td>125 Summer Rd. #1</td>
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<tr>
<td>Scott Murphy</td>
<td>58 Marshall St.</td>
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<tr>
<td>Kelly Race</td>
<td>53 Monmouth St.</td>
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<tr>
<td>Sean Lynn-Jones</td>
<td>44 Waverley St.</td>
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<tr>
<td>Barbara Brown</td>
<td>1731 Beacon St.</td>
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<tr>
<td>Ben Poroz</td>
<td>231 Rauson Rd.</td>
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<tr>
<td>Neil Gordon</td>
<td>115 Hampden St.</td>
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<tr>
<td>Fred Luiten</td>
<td>306 Russell Rd.</td>
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<tr>
<td>Jules Milner-Brage</td>
<td>125 B Beacon St</td>
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<tr>
<td>Ashley Welchy Corrotte</td>
<td>115 Hampsden St</td>
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<tr>
<td>Fred M. Tedley</td>
<td>29 Green St. #1</td>
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<tr>
<td>Susan Houston</td>
<td>1821 Beacon St. #4</td>
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<tr>
<td>Keith Grove</td>
<td>SB</td>
</tr>
<tr>
<td>Joanna Baker</td>
<td>SB</td>
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<tr>
<td>Melissa Gaff</td>
<td>SB</td>
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The Public Safety Subcommittee held a public hearing on the FY2020 Police Department Budget on Tuesday, February 26 at 5:30 PM in Brookline Town Hall, Room 308. Attending were Police Chief Andrew Lipson; Paul Campbell, Lieutenant, Office of Professional Responsibility; Scott Wilder, Police Technology Division; Kevin Mascoll, Public Safety Business Manager; Melissa Goff, Deputy Town Administrator; Susan Howards, member of the Critical Infrastructure Monitoring System (CIMS) Camera Oversight Committee; and members of the subcommittee, Janice Kahn (chair), Susan Granoff, David-Marc Goldstein, and Alisa Jonas.

Proposed FY2020 Budget (See pp. IV-45–IV-51 of the FY-2020 Financial Plan)

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<tr>
<th></th>
<th>Actual FY2018</th>
<th>Budget FY2019</th>
<th>Request FY2020</th>
<th>$Change</th>
<th>%Change</th>
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<td>Services</td>
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<td>719,471</td>
<td>118,228</td>
<td>19.7%</td>
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<td>Supplies</td>
<td>198,868</td>
<td>259,900</td>
<td>219,900</td>
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<td>Other</td>
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<td>Utilities</td>
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<td>Capital</td>
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<td>434,808</td>
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<td><strong>TOTAL</strong></td>
<td>16,151,311</td>
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<td>16,936,644</td>
<td>217,532</td>
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<td><strong>REVENUE</strong></td>
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<td>9,011,040</td>
<td>9,011,040</td>
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<td>0.0%</td>
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Total recommended FTEs are 180.80

Summary

There is an overall budget increase of $217,532 (1.3%). The largest increases are in Services, which goes up by $118,228 (19.7%) and Capital, which increases by $121,361 or 27.9%. The increase in the Services class of expenditures is due to an increase of $85,968 for Professional/Technical Services and $70,000 for Online Transaction Convenience Fees, both related to parking. The 27.9% increase in Capital Outlay is largely due to an increase to Automobiles, including 4 hybrid vehicles, for an increase of $168,972. These increases are partially offset by a decrease of $40,000 in Uniforms and Protective Clothing, and a decrease of $16,500 in Public Safety Equipment and $31,111 for Communication Equipment.

Discussion

NOTE: When looking at Brookline Police Department (BPD) metrics there are two factors to keep in mind: (1) for most of the year the Department had 22 vacancies, which meant that some
measures, such as inspections, were lower due to a lack of person-power; and, (2) the BPD compiles its year end reviews on a calendar year, but the statistics in the Financial Plan are reported on a Fiscal Year.

*Personnel*

At this time last year, the Department had 22 vacancies, which was unusually high. Since that time, the Department has hired 17 recruits. As of today, there are 6 vacancies, and of these, 3 are being held open for veterans who have expressed interest and are currently deployed.

Recruitment of officers remains a challenge for the Department, as is the case in other communities. Locally morale has improved from last year, attributable to several factors including the final negotiation of the labor contract, the decrease in vacancies that has reduced workload pressures, and the internal hiring of the new Police Chief, who has had 21 years of experience in the Brookline police force. Nonetheless, the national climate, with the negative views of the police, resulting in lowered prestige, combined with the availability of higher paying careers in high tech in Massachusetts, has continued to discourage persons from pursuing a career in the police. The possibility of eliminating Civil Service exams as a means to access a broader pool of potential applicants was discussed. Chief Lipson noted that Norwood and Wellesley have replaced the use of the Civil Service exam with their own municipal exams, and they have hundreds of applicants. In municipalities that have Civil Service, the municipality must give preference to residents and disabled and other veterans. This might dissuade non-residents and non-veterans from applying. Eliminating the use of Civil Service could thus result in more applicants, though they likely are applying to other municipalities as well. Chief Lipson conjectures that Brookline would be viewed a favorable place of employment for such applicants, however. At the same time, the Town might be vulnerable to criticism of its exam if it were to no longer use the standardized Civil Service exam.

*Capital Budget Increase for Hybrid Patrol Cars*

The Department has a total of 58 marked and unmarked police cars, with approximately 11 replacement vehicles funded each year. This year, the Department again is requesting funding for 11 vehicles, but of these 11, 4 are hybrids. Hybrids are more expensive than non-hybrid, but it is expected that the fuel savings from using the hybrids will be substantial, given that the vehicles average 30,000 miles/year; and the reduction in fuel also will reduce carbon generation. The Department is requesting only 4 hybrids this year since these types of vehicles have not been used in the past, and the 4 vehicles will serve as a pilot effort.

*Services Budget Increase for new Contractor for Automated Ticketing*

The Department was dissatisfied with Dacron, its contractor for automated ticketing, and so has replaced it with Passport, which is more costly, but has improved service. An additional $70,000 in the Services budget request is for the charges incurred by the Town for bank processing of online transaction convenience fees. These costs are not fully covered by customer payments of fees.
Local Crime Statistics

While the statistics presented in the Financial Plan, which are for FY 2018, show an increase in Part A crimes from FY 2017, the statistics for the 2018 calendar year, presented in the 2018 Year End Review, show a slight decline from the 2017 calendar year: 721 crimes in 2018 compared with 739 crimes in 2017, a 2.4% decline. One of the bigger increases from FY 2017 to FY 2018 was for breaking and entering, but that increase is partially attributable to a particular set of individuals who were carrying out breaking and entering crimes in a broad number of communities in Greater Boston, and who were recently apprehended in the midst of burglarizing a home in Brookline with the help of fingerprints captured by the Brookline police from tools used by the perpetrators.

Police Activity

Arrests, field interrogations, and the issuance of moving violations and parking tickets were all lower in 2018 than in 2017. In large part, this was due to the reduced staffing for much of 2018.

The reduction in arrests, however, also is due to an increased emphasis on diversion and accessing services for individuals with mental health issues instead of processing them through the criminal justice system. As of October 25, 2018, only 2 juveniles were arrested and processed through the juvenile justice system, whereas 28 juveniles who in the past might have been arrested were diverted or referred for services.

Training

The Department has been focusing much training in recent years in the areas of mental health and crisis intervention and de-escalation, which has helped bring about the reduction in arrests and increase in referrals to services. In 2018, the Department held 6 such trainings for officers from other communities as a designated Training and Technical Assistance Center in the Greater Boston area.

The Department continues to provide diversity training annually to all officers as well as to new recruits during initial training, and also provides training in various other areas, including active shooter and tactical patrol skills.

Community Engagement

A focus of the Police Department has continued to be Community Engagement, including such initiatives as:

- 1 full-time officer is at Brookline High School, located in Administration, and working with Superintendent Bott to help provide support for at-risk students.
- Walk and Talk Officers, who are the main liaisons between Brookline Housing Authority personnel and residents and the police department, are now working 7 nights a week, beginning after the school day ends, to identify residents in need of assistance, and to be better informed of potentially developing problems and reduce the incidence of crimes.
• The PD now has a social worker in the department who helps with Crisis Intervention Training
• When college students move into Brookline, they are given "The Blue View" which lays out Brookline rules and regulations

**Cameras/Surveillance**

We reviewed the 2 semi-annual reports for 2018 submitted by Lieutenant Paul Campbell regarding the use of the 11 CIMS cameras being used in Town. During 2018, requests for video from the cameras were made 39 times. Of these, 31 were from law enforcement and 8 were public records requests. The single most frequent purpose was for documentation of motor vehicle crashes, but others included larceny, hit and runs, armed robbery, and assault and battery. Of the 39 requests, 28 were accommodated with videos. The other requests could not be accommodated because the camera did not capture the incident. No complaints were made regarding the usage of the cameras and all reports/logs were properly generated and maintained.

The reports noted that the camera usage was out of compliance with 2 different sets of policies. The first is the State’s Municipal Retention Schedule for digital recordings, which requires that they be preserved for 1 month, whereas the Town was retaining the video footage for only 14 days. The duration of retention has now been changed to 30 days to ensure compliance. The second policy is the Town CIMS camera policy, which calls for the cameras to operate every day only between the hours of 10 PM – 6 AM. In practice, the cameras are operational 24 hours daily, a result of the replacement of the older cameras with new ones that lacked the capacity to utilize “privacy ensuring caps.” A subcommittee member counted 29 of the 39 times that a request for camera footage was made was for a time outside of the permissible 10PM-6AM time period, indicating that the current policy should be reconsidered. It is assumed that this situation will be addressed by the newly formed Surveillance Technology & Military-Type Equipment Study Committee, chaired by Select Board Member Bernard Greene.

The issue of body cameras and cameras located on police cruisers was brought up again this year. Chief Lipson supports the use of such cameras and believes that many of the officers also support such camera usage. The issues that must be addressed for implementation are negotiating this change with the unions, and ensuring adequate funding is available. The main cost is not for the purchase of the cameras, but rather the cost of storage and management, which would need administrative staff to handle. The City of Boston is budgeting $6 million for such purposes. It is expected that this issue also will be addressed by the Surveillance Committee.

It was noted that the use of fingerprints to solve crimes has declined from the prior year, despite use of the new more comprehensive system that can access countrywide data. Chief Lipson believes that the system is working well, but that other technologies are increasingly being used to solve crimes and can be more effective, such as DNA and surveillance equipment, such as cameras.

**Community Drug Use**
The number of police calls for overdoses was reduced from 30 in 2017 to 21 in 2018, and there was only one fatality compared to 6 in the prior year. Chief Lipson attributes that reduction primarily to the more extensive use of Narcan. He believes that the drug abuse problem is still severe, however, noting that recently young people have increasingly been using liquid Molly.

*Enhanced 911*

In most instances, all wireless calls made to 911 while the caller is located in Brookline will be connected to the Brookline police dispatcher. There are still some kinks in the system, particularly in border areas. For example, a call made on the Jamaicaway might be connected to Boston police or Brookline police or even the State Police, depending on where the closest cell tower is located.

Recently it has become possible to send texts via 911, though that too still some problems with implementation.

Given that there are times when wireless communications are not possible, it may be important to inform the public about the safety benefit of maintaining a landline for those circumstances. Chief Lipson considered the possibility of providing that information in the fact sheets distributed to students when they move into Brookline at the beginning of the school year.

**Recommendation**

The Public Safety Subcommittee by a vote of 4-0 unanimously recommends a FY2020 appropriation of $16,936,644 for the Police Department.

**Documents Reviewed and Cited at the Public Hearing**

Town of Brookline, FY-2020 Financial Plan

Brookline Police Department 2018 Year End Review

CIMS 2018 Mid Year Audit Report

CIMS 2018 End of Year Audit Report
Begin forwarded message:

From: Jules Milner-Brage <jules@milner-brage.com>
Date: February 26, 2019 at 10:54:00 AM EST
To: Steven Kanes <stevenkanes@gmail.com>
Subject: Fwd: The importance of not adding new obstructions to the Beacon Street Olmsted Bridle Path right-of-way

Thank you again for the opportunity to speak at the Advisory Subcommittee meeting yesterday evening, Steven.

In case it may be helpful, please find forwarded below a follow-up email that I just sent to Alison Steinfeld.

Best regards,
Jules

(TMM, P12)
(Tel.: +1 206 883-6130)

--------- Forwarded message --------
From: Jules Milner-Brage <jules@milner-brage.com>
Date: Tue, Feb 26, 2019 at 10:47 AM
Subject: The importance of not adding new obstructions to the Beacon Street Olmsted Bridle Path right-of-way
To: Alison Steinfeld <asteinfeld@brooklinema.gov>

Good morning, Alison.

Per your and Steven Kanes' request at the Advisory Subcommittee meeting yesterday evening, appended below is some more information regarding the issues I raised: (1) the text of my comments yesterday evening; (2) some references (with photos!), for context; and (3) a detailed memo to provide further background.

Sincerely,
Jules

(Tel.: +1 206 883-6130)
(1)

The text of comments I gave (verbally) at the February 25 meeting of the Planning and Regulation Subcommittee of the Advisory Committee---

I'm Jules Milner-Brage, a Town Meeting Member from Precinct 12.

And I'm here tonight representing the Friends of the Beacon Street Bridle Path, an affiliate group of the Brookline GreenSpace Alliance.

I was happy to see Town Meeting's resounding support for development of plans for restoring Beacon Street's Olmsted Bridle Path reflected in the listing of the Planning and Community Development Department's objectives in the Town's FY2020 Financial Plan. Thank you, Town staff, for your continued engagement regarding this initiative!

I respectfully request that the Planning and Regulation Subcommittee of the Advisory Committee ask that the Planning Department, in collaboration with the Department of Public Works, communicate how the existing very-substantially unobstructed condition of the Olmsted Bridle Path right-of-way along the whole length of Beacon Street in Brookline will be maintained, while other changes to the design of the street are developed and implemented, such as addition of on-street electric-car chargers.

(Regarding the good potential project to add on-street e-car chargers, specifically, there appear to be a variety of ways to do this without obstructing the Bridle Path right-of-way and without coupling or slowing the potential project to add the chargers; what is needed here is clarity that, and how, one or more of these strategies will be pursued.)

I want to especially highlight the Town's recent community engagement efforts as part of the "Planning for a Changing Brookline" and "Boylston Street Visioning" initiatives, and for the recent trial of the buffered bike lane on Beacon Street west-bound beside Corey Hill. This kind of outreach and prudent planning and incremental refinement of capital projects is good for Brookline.

In order to follow the will of Town Meeting, *it is important that Beacon Street's Olmsted Bridle Path right-of-way remain in its current very-substantially unobstructed form*, in order to allow for similarly robust community engagement and interconnected design development and refinement, and for similar testing and potentially incremental implementation, of the Bridle Path's restoration.

(2)

Some references, for context---

A few photographs, to give a preview of how amenable Beacon Street's existing conditions are to pilot/trial restorations of the Bridle Path---these images are of a one-block-long very-preliminary mock-up (of two design variations) that was setup without any construction, just proper parked-car placement, in early December 2018 (around 7 AM, on a Saturday):
An article about the Beacon Street Olmsted Bridle Path's potential for incremental, more agile and low-cost approaches to restoration (and the importance of avoiding e-car charging obstruction of the path), written and published in early January, by Steve Miller (member of the LivableStreets Alliance board and co-founder of the EmeraldNetwork initiative):

<http://livablestreets.info/back_to_the_future>

Attached, a detailed memo, written February 15-20, describing a planning/design issue that has been raised since May 2018 but not yet resolved---

On-street e-car chargers are apparently slated for installation in the Beacon Street median this upcoming spring (2019), effectively uncoordinated with historical preservation and "complete streets" safety considerations. These current plans would (potentially) needlessly obstruct restoration of Beacon Street's Olmsted Bridle Path.

This document describes current circumstances, and their background, and outlines one potential approach to avoiding creation of near-term conflict between these two good initiatives.

Note, especially, the appended photographs.
To the Planning and Regulation Subcommittee of the Advisory Committee
Concerning the Olmsted Bridle Path location along the length of Beacon Street in Brookline

Town Meeting strongly endorsed the goal of restoring the Olmsted Bridle Path on Beacon Street. The recommended plan of Jules Milner-Brage creates space for pedestrians, bicyclists, and scooters, while maintaining space for the T and for motorized vehicles, including parking. The next step is to begin incremental testing with community input to find what design works best to serve the multitude of uses of this area. The test period is planned to begin this Spring. To perform valid testing and to restore the bridle path, the bridle path right of way must remain open and unobstructed.

Brookline has also been approached by a car rental company which would like to rent electric cars in Brookline. This company has started to speak with the Selectboard to acquire space to park and to charge its own cars. It has offered to provide some charging stations also for the public and has teamed with Eversource to provide these charging stations free of charge to the town.

Locations for these services need not conflict with other town goals and needs. Specifically charger locations can be selected in a way that allows for the bridle path right of way to be used also for non-motorized transport. All of these uses for the bridle path can be achieved with careful planning. The Town must consider both of these projects together to achieve the best results for Brookline.

Very truly yours,
Claire Stampfer TMM 5 and Advisory Committee