

EMERALD ISLAND SPECIAL DISTRICT DESIGN GUIDELINES **Adopted by the Planning Board on 8/17/16**

It has been determined by the River Road Study Committee (RRSC) that additional guidance may be needed to ensure that all future buildings constructed in the Emerald Island Special District (I-EISD) are designed in a manner that reflects the vision and guiding principles established by the Committee. Both the Planning Board and Design Advisory Team should utilize this document to inform their discussions and decisions surrounding their design review of all buildings.

The I-(EISD) is a unique urban edge that serves as a gateway to the town and a dynamic transition point between neighborhoods, modes of transit and surrounding amenities. New buildings should be designed and built in a manner that reinforces an active and inviting public realm. Building design should strengthen the relationship between the built environment and the Emerald Necklace. Sustainability, synergy and porosity between existing and newly planned buildings should be emphasized.

1. Building Façade Zones

a. **First Floor Façade Zone:**

The first floor should be designed and treated as a seamless extension of the adjacent public sidewalk, providing for pedestrian circulation and/or other activities typically expected on a public sidewalk. The use of columns should be limited and should provide for ample space for accessible pedestrian passage on all sides.

b. **Mid- Building Façade Zone Setbacks:**

The portion of the building façade located approximately between 15' and 65' above the public way may be designated as a "build-to" zone, where the building facade may be located on or near the designated property line with the intent of establishing an articulated and visually interesting facade adjacent to the street.

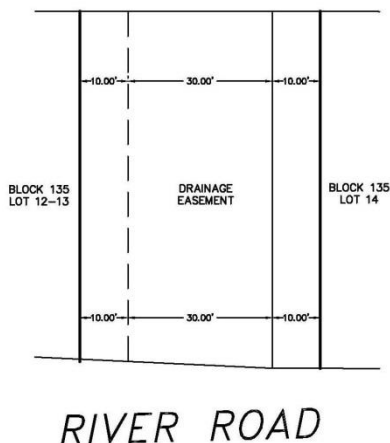
c. **Upper Floor Façade Zone Setbacks:**

In order to reduce any sense of unrelieved vertical rise, the upper floors above 65' should taper or step back from the public way.

2. Mid-District Drainage Easement:

To provide additional visual interest and active use in the public realm, the mid-block area covering the Town's drainage easement as shown in the Graphic 2.1 below should be preserved as space open to the general public. Amenities including, but not limited to, seating, trees, landscaping, planters, hardscape, and public art should be incorporated into the design. Where possible, the building façade should be setback from the easement to accommodate additional space open to the public.

BROOKLINE AVE

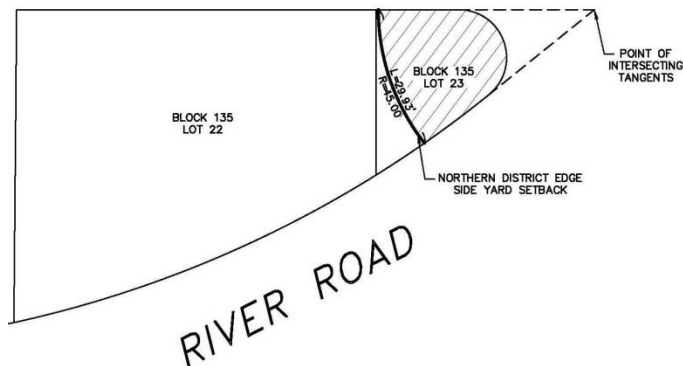


Graphic 2.1 Mid-District Drainage Easement

3. Northern District Edge 100 Year Flood Plane Zone:

To provide additional visual interest and active use in the public realm, the currently undeveloped portion of the district located at the northern most end of the EISD as shown in graphic 3.1 below should be preserved as space open to the general public. Amenities including, but not limited to, seating, trees, landscaping, planters, hardscape, and public art should be incorporated into the design.

BROOKLINE AVE



Graphic 3.1 Northern District Edge

4. Building Design Elements:

- a) **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 I-(EISD) may incorporate architectural features, awnings, marquees, or canopies, that project from the building face, subject to the provisions of section 7.00 of the Zoning By-law.

5. Vehicular Circulation, Access, and Parking:

To minimize vehicular access (curb cuts) on 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 are encouraged to meet the following requirements:

- a. Curb cuts for driveways may be limited to a maximum of 15' in width for one-way access and 20' in width for two-way access;
- b. A maximum of one (1) curb cut per building should be allowed on the Brookline Avenue, and River Road frontages, respectively;
- c. Service and delivery activities should be separated whenever possible from the primary public access and screened from public view by means such as: locating underground, or locating internal to structures;
- d. Wherever possible, curb cuts and driveways should be shared between multiple projects;
- e. Parking structures should be designed to conceal the view of all parked cars and internal light sources from the adjacent public right of way or public open space for the full height of the structure;
- f. Facade openings which face any public right of way or open space should be vertically and horizontally aligned and the floors fronting on such facades should be level;
- g. Parking structures should utilize materials and architectural detailing found in the primary development being served;
- h. Where appropriate, shared walls between buildings should be connected and designed to accommodate shared parking and ramp access.

6. Architectural Scaling 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 I-(ESID) are encouraged to incorporate the following elements:

- a. Architectural elements should be used to provide scale to large building facades into architectural patterns and component building forms that may correspond to architectural or structural bay dimensions;
- b. Variation in building massing may include changes in wall plane or height and may relate to primary building entries, window openings, important corners, or other significant architectural features;
- c. 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.

7. Fenestration:

To provide a high degree of transparency at the lower levels of building facades; to insure the visibility of pedestrian active uses; to provide an active, human scaled architectural experience along the street; to establish a pattern of individual windows at upper floors that provide a greater variety of scale through fenestration patterns, material variation, detail, and surface relief, fenestration in the I-(EISD) should meet the following guidelines.

- a. A majority of the ground floor facade should be constructed of transparent materials, or otherwise designed to allow pedestrians to view activities inside the building or displays related to those activities;
- b. Transparent glazing on upper floors is encouraged;
- c. The location and patterns of glazing should enhance building function and scale;
- d. 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.

8. Building Materials:

To encourage human-scale 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 I-(EISD) may incorporate the following materials and detailing as appropriate:

- a. Masonry, including stone, brick, terra cotta, architectural precast concrete, cast stone and prefabricated brick panels;
- b. Architectural metals, including metal panel systems, metal sheets with expressed seams, metal framing systems, or cut, stamped or cast, ornamental metal panels;
- c. Glass and glass block;
- d. Glazing systems may utilize framing and mullion systems that provide scale and surface relief;

- e. 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;
- f. Building materials should be selected with the objectives of quality and durability appropriate within an urban context;
- g. Carefully detailed selections of materials should reinforce architectural scaling requirements.

9. Building Entries:

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

- a. All buildings should provide at least one primary building entry orientated directly to a public street;
- b. All pedestrian active uses with street level, exterior exposure should provide at least one direct pedestrian entry from the street;
- c. Primary building entries should be emphasized through changes in wall plane or building massing, differentiation in material and/or color, greater level of detail, and enhanced lighting as well as permanent signage;
- d. Entries to ground floor uses should be direct and as numerous as possible to encourage active pedestrian use.

10. Roofs:

- a. All rooftop building systems should be incorporated into the building form in a manner integral to the building architecture in terms of form and material;
- b. All mechanical, electrical and telecommunications systems should be screened from view and should minimize audible sound impacts from the surrounding streets and structures;
- c. 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;
- d. Roof form should consider and respect the context in which it is viewed (in terms of height, proportions, use, form, and materials);
- e. Roofs tops should be designed to accommodate useable open space;
- f. Design should emphasize sustainability and resiliency in the form of green roofs, reflective white covering and rainwater harvesting.



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Special Town Meeting
Article 7 - Supplement No. 3
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Massachusetts

Department of Public Works

Engineering & Transportation Division

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November 14, 2016

Brookline Board of Selectmen
Brookline Advisory Committee
Brookline Town Meeting

RE: Warrant Article 7, 8, & 11 Recommendation

Per the request of the Petitioners, the Transportation Board held a public hearing on Thursday, November 3, 2016 to discuss and vote on the issuance of a letter of recommendation regarding Warrant Articles 7, 8, and 11 relative to amendments to the Zoning Bylaws following the report of the River Road Study Committee. Following the public hearing and a subsequent discussion on the ramifications of the various proposed amendments on the public way relative to the Gateway East/Village Square project and the pedestrian and bicycle improvements contained in that project the Transportation Board considered the following motion:

WHEREAS The Transportation Board for the Town of Brookline, under Chapter 317 of the Acts of 1974 as amended, are charged with the *"authority to adopt, alter or repeal rules and regulations not inconsistent with general law...relative to pedestrian movement, vehicular and bicycle traffic in the streets and in the town-controlled public off-street parking areas in the town, and to the movement, stopping, standing or parking of vehicles and bicycles on, and their exclusion from, all or any streets, ways, highways, roads, parkways and public off-street parking areas under the control of the town"*;

WHEREAS the Transportation Board, in response to the demands of our citizenry and in recognition that our community has both an urban and suburban mixture, has worked hard to enact regulations and support programs which lead to a strong multi-modal transportation system that encourages the use of public transportation, walking, and cycling as alternatives to single car commuting;

WHEREAS since 2005 the Brookline Board of Selectmen and the Transportation Board have been advancing the Gateway East/Village Square Public Realm Plan to "Increase the connection between the Emerald Necklace, the MBTA station, and Brookline Village; Improve the ability of pedestrians and bicycles to cross Route 9 safely and swiftly; Reduce confusion and improve the overall traffic situation in the area; Make the Gateway East area more attractive and livable; and, Identify the area as "Village Square", based on historic maps of the neighborhood";

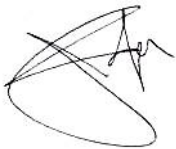
WHEREAS following a planning process led by the Massachusetts Department of Transportation to balance the limited available space between all roadway users including pedestrians, cyclists, and motorists and improve the safety of the proposed bicycle accommodations, the Town of Brookline submitted a revised 25% design plan for the Gateway East/Village Square project which can only include a safe, raised cycle track along this portion of the corridor provided the existing driveway curb cuts can be terminated and an easement for the parcel can be obtained from the owner;

WHEREAS the River Road Study Committee, in conjunction with staff of the Planning & Community Development and Department of Public Works, has successfully secured an easement from the proposed developer which, in conjunction with a reduction in the travel lanes widths to the minimums accepted by the Massachusetts Department of Transportation, will allow for both a safe pedestrian sidewalk and raised cycle track;

THEREFORE the Transportation Board, by a unanimous vote, recommends favorable action by Town Meeting on Warrant Article 7 and No Action on Warrant Article 8 to best balance the needs of all roadway users and ensure that the Gateway East/Village Square Project can move forward with safe accommodations for all roadway users.

Furthermore the Transportation Board, by a unanimous vote, recommends favorable action by Town Meeting on the revised language for Warrant Article 11, a non-binding resolution which would encourage the Board of Selectmen to "use their best efforts to widen the sidewalk at 25 Washington Street enough to allow a planting strip that includes a row of full-canopy trees to separate the proposed cycle track from pedestrians". However, in doing so, the Transportation Board would like it known that it is supportive of this effort provided it does not place in jeopardy the raised cycle track in particular or the Gateway East/Village Square Project as a whole.

Sincerely (on behalf of the full Board),



Josh Safer
TMM Precinct 16 &
Chairman, Brookline Transportation Board

cc: Mel Kleckner, Town Administrator
Andrew Pappastergion, Commissioner - Department of Public Works
Peter M. Ditto, Director - DPW Engineering & Transportation Division



TOWN OF BROOKLINE

Massachusetts

SELECTMEN'S CLIMATE ACTION COMMITTEE

NANCY HELLER, Co-Chair
WERNER LOHE, Co-Chair

TOWN HALL
333 Washington Street
Brookline MA 02445
www.brooklinema.gov
617-730-2130

To: Board of Selectmen
From: Nancy Heller and Werner Lohe, Co-Chairs
Date: November 7, 2016
Re: Articles 17 and 18 / Committee Recommendations

On October 24 the Selectmen's Climate Action Committee held a public hearing on Articles 17 and 18 at which the petitioner, Scott Ananian, presented his proposals requiring the installation of electric-vehicle charging stations or 50-amp receptacles in parking areas and 50-amp outlets in residential garages. Although the Committee is supportive of the goal of the articles to reduce greenhouse gas emissions, it voted to recommend that both articles be referred to a Selectmen-appointed committee for further study and analysis in time for Spring Town Meeting. Because renovations and rewiring work could trigger these requirements, the impact on homeowners and small businesses could outweigh the practical benefits of the bylaws. The Committee feels strongly that for sustainability initiatives to be implemented successfully and to maximize public support, regulations cannot be so onerous that they negatively impact stakeholders.

Below is a summary of the concerns that the Committee raised in its discussion with the petitioner.

Article 17

- As written, the article pertains to simply "parking spaces," which is not precisely defined and therefore would affect almost every category of end users. According to Article 2 of the zoning bylaw, a Parking Area (Residential; Non-residential) is defined as a building, structure, lot or part of a lot. For example, this could pertain to a garage (attached, detached, or below grade) serving an apartment building or a two-family home, or a lot with four parking spaces serving a daycare or 100-space lot serving a supermarket. (Because the parking areas could mean garages, this article is inconsistent with Article 18, which pertains to specifically to garages.)
- According to the Building Commissioner, triggers would include any change, alteration, or expansion of an existing parking lot or garage, and any new wiring or parking area lighting where none existed before.
- Costs estimated by the petitioner should be verified, as they appear low.
- An applicant would need to ensure that power is available at the location of the parking area. If the infrastructure is not available, installation could be expensive.
- The device would ideally need to be located close to the power source. If this is not possible, installation could be costly.

- The device would need to be located so that it is accessible to handicapped accessible spaces (according to the state's Architectural Access Board, it does not need be installed in handicapped accessible parking space as long it is accessible to that space).
- A separate branch circuit would be required. In addition, overall electrical load for the parking area would need to be calculated before a device or receptacle could be supported.
- Level 2 or 3 chargers need to be maintained. DPW has received an estimate for two Level 2 charging stations (with a total of four hoses), including installation, and a five-year maintenance plan for \$21,000, even though power is already available at the two public lots.
- The petitioner explains that the article is intended for new construction or change in use, but this is not explicitly stated in the article. In addition, the bylaw cannot treat existing properties and new construction differently.
- Even with the recommendation to exclude single-family homes from the requirement, two- and three-family homes would still be affected.
- Permittable work triggering this requirement could affect small businesses in a way that creates financial hardships. The special permit provisions in the proposal would also add legal costs and could burden the appeals case workload.

Article 18

- The article refers to dwelling units, but does not specify attached, detached, or multifamily residential buildings; therefore, the article is not consistent with Article 17.
- It is not clear if Town Counsel has determined that the Town can petition the state for a more restrictive code requirement under the provision of the cited State law.
- According to the Building Commissioner, triggers would include any renovated or altered attached/detached garages; any attached/detached garages with new electrical wiring when none existed before; any attached/detached garage when electrical upgrades are performed; substantially renovated dwelling unit (complete gut rehab).
- The costs estimated by the petitioner should be verified. The total electrical load on a single-family home would need to be calculated. To support a 50-amp receptacle in a garage, the wiring in some older houses would need to be upgraded. This is not an insignificant expense, especially if the homeowner does not own or intend to own an electric vehicle.

The Committee suggests consideration of practical applications for proposed projects for which square footage exceeds a certain threshold or uses where cars can be charged for longer periods of time; for example, large multifamily complexes, hotels, or workplace garages. Further study should include further analysis of the impact on homeowners and small businesses.

The Committee encourages the Board of Selectmen and Town Meeting Members to refer these articles for further study so that the Town can devise regulations that effectively support climate action goals and can be applied fairly among stakeholders, without incurring unnecessarily burdens that could undermine these goals.

ARTICLE 19

SELECTMEN'S CLIMATE ACTION COMMITTEE RECOMMENDATION

The Selectmen's Climate Action Committee voted 8-1-0 on the following recommendation:

Because a reduction in parking requirements is consistent with the Town's Climate Action Plan, the Selectmen's Climate Action Committee supports favorable action on the petitioner's motion under Article 19 as originally proposed, and will support any amended motion that provides some reduction in the minimum residential parking requirements.



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Massachusetts

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Engineering & Transportation Division

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November 14, 2016

Brookline Board of Selectmen
Brookline Advisory Committee
Brookline Town Meeting

RE: Warrant Article 19 Recommendation

Per the request of the Petitioner, the Transportation Board held a public hearing on Thursday, October 27, 2016 to discuss and vote on the issuance of a letter of recommendation regarding Warrant Article 19: Amendment to the Zoning By-Law- Zoning Map -- by adding (e) a Transit Parking Overlay District, under Sec. 3.01.4, Overlay Districts; new parking requirements under Sec. 6.02, Paragraph 2; amending the last footnote under Sec. 6.02, paragraph 1, Table of Off-Street Parking Requirements; and adding a new Transit Parking Overlay District to the Zoning Map. Following the public hearing and a subsequent discussion at the November 3, 2016 meeting the Transportation Board considered the following motion:

WHEREAS The Transportation Board for the Town of Brookline, under Chapter 317 of the Acts of 1974 as amended, are charged with the *"authority to adopt, alter or repeal rules and regulations not inconsistent with general law...relative to pedestrian movement, vehicular and bicycle traffic in the streets and in the town-controlled public off-street parking areas in the town, and to the movement, stopping, standing or parking of vehicles and bicycles on, and their exclusion from, all or any streets, ways, highways, roads, parkways and public off-street parking areas under the control of the town"*;

WHEREAS The Brookline Board of Selectmen convened the Brookline Parking Committee (BPC) in 2008 "in order to maximize the effective and efficient use of Brookline's on- and off-street parking resources for the mutual benefit of local businesses, residents, and visitors. This committee was charged with conducting a comprehensive review of policies and regulations related to parking (other than the year-round ban on overnight on-street parking)." Furthermore two members of The Transportation Board were members of the Committee, including then Transportation Board Member William Schwartz who presided as Co-Chair;

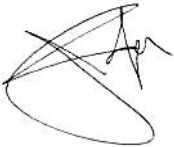
WHEREAS the Selectmen's Parking Committee, following a study of overnight residential usage of onsite parking at 20 properties, supported "a reduction in off-street parking requirements within multi-family residential land uses, particularly near transit and in areas served by car sharing organizations, provided that neighborhood concerns are taken into account. The BPC does not recommend a specific number or ratio of parking spaces per unit";

WHEREAS the Moderator's Committee on Parking, following a study of overnight residential usage of overnight spaces, concluded "downwardly adjusting the minimums for studios and 1-bedroom units makes sense, as the Committee's survey shows that car ownership in these units is considerably less than the current minimum requirements. In addition, the Committee believes that the minimum off-street parking requirements for 2-bedroom units can be lowered slightly";

WHEREAS the Transportation Board, in response to the demands of our citizenry and in recognition that our community has both an urban and suburban mixture, has worked hard to enact regulations and support programs which lead to a strong multi-modal transportation system that encourages the use of public transportation, walking, and cycling as alternatives to single car commuting;

THEREFORE the Transportation Board, by a unanimous vote, recommends favorable action by Town Meeting on the motion offered by the Board of Selectmen to amend the Zoning Bylaw by creating a Transit Parking Overlay District and reduce the residential parking requirements within this district to 1 space for studio units, 1.4 spaces for one bedroom units, 2 spaces for two bedroom units, and 2 spaces for three bedroom units.

Sincerely (on behalf of the full Board),



Josh Safer
TMM Precinct 16 &
Chairman, Brookline Transportation Board

cc: Mel Kleckner, Town Administrator
Andrew Pappastergion, Commissioner - Department of Public Works
Peter M. Ditto, Director - DPW Engineering & Transportation Division



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November 14, 2016

Brookline Board of Selectmen
Brookline Advisory Committee
Brookline Town Meeting

RE: Warrant Article 20 Recommendation

Per the request of Town Staff, the Transportation Board held a public hearing on Thursday, October 27, 2016 to discuss the issuance of a letter of recommendation regarding Warrant Article 20: Authorize Selectmen to contract with an operator for the Hubway Regional Bicycle Share Program. Following the public hearing and a subsequent discussion at the November 3, 2016 meeting the Transportation Board considered the following motion:

WHEREAS The Transportation Board for the Town of Brookline, under Chapter 317 of the Acts of 1974 as amended, are charged with the *"authority to adopt, alter or repeal rules and regulations not inconsistent with general law...relative to pedestrian movement, vehicular and bicycle traffic in the streets and in the town-controlled public off-street parking areas in the town, and to the movement, stopping, standing or parking of vehicles and bicycles on, and their exclusion from, all or any streets, ways, highways, roads, parkways and public off-street parking areas under the control of the town"*;

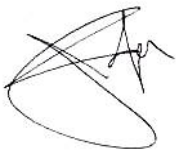
WHEREAS the Transportation Board, in response to the demands of our citizenry and in recognition that our community has both an urban and suburban mixture, has worked hard to enact regulations and support programs which lead to a strong multi-modal transportation system that encourages the use of public transportation, walking, and cycling as alternatives to single car commuting;

WHEREAS the Bicycle Advisory Committee, an advisory committee to the Transportation Board, has annually released and updated the Green Routes Master Network Plan since 2007 which seeks to make bicycling in Brookline a "sustainable, economical, and convenient mode of transportation for short and medium distance trips" because as a form of transportation is "is good for the environment, for public health, and for reducing traffic congestion and parking demand" and highlights the importance of the Hubway system in encouraging more residents to commute by bike;

WHEREAS the Brookline Hubway Advisory Committee concluded that several changes are necessary in order for Brookline to sustain its involvement in the system and made a series of recommendations largely focusing on soliciting proposals under a revenue sharing financial model that incentivizes the operator to provide a high level of service to users and where a title sponsorship funds system operations and expansion;

THEREFORE the Transportation Board, by a unanimous vote, recommends favorable action by Town Meeting on Warrant Article 20 which will allow the Board of Selectmen to enter into a long term contract which is expected to provide the Town, and the other communities in the regional Hubway system, the most operational and financial flexibility in further expanding the system.

Sincerely (on behalf of the full Board),

A handwritten signature in black ink, appearing to read "Josh Safer", written over a large, loopy scribble.

Josh Safer
TMM Precinct 16 &
Chairman, Brookline Transportation Board

cc: Mel Kleckner, Town Administrator
Andrew Pappastergion, Commissioner - Department of Public Works
Peter M. Ditto, Director - DPW Engineering & Transportation Division