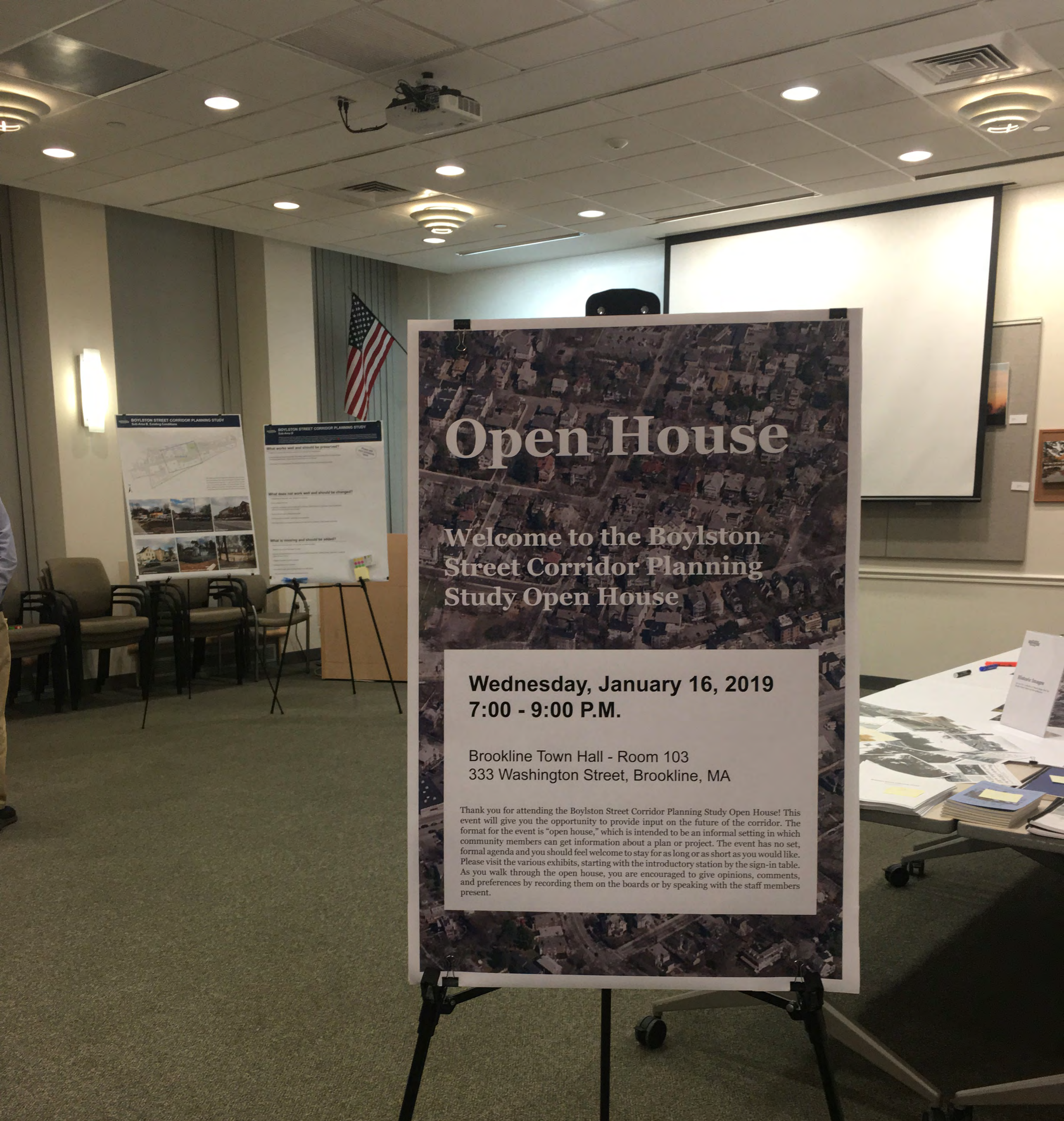

BOYLSTON STREET CORRIDOR PLANNING STUDY
Sub-Area B: Existing Conditions
BOYLSTON STREET CORRIDOR PLANNING STUDY
Sub-Area B
What works well and should be preserved?
What does not work well and should be changed?
What is missing and should be added?
Open House
Welcome to the Boylston Street Corridor Planning Study Open House
Wednesday, January 16, 2019
7:00 - 9:00 P.M.
Brookline Town Hall - Room 103
333 Washington Street, Brookline, MA
Thank you for attending the Boylston Street Corridor Planning Study Open House! This event will give you the opportunity to provide input on the future of the corridor. The format for the event is "open house," which is intended to be an informal setting in which community members can get information about a plan or project. The event has no set, formal agenda and you should feel welcome to stay for as long or as short as you would like. Please visit the various exhibits, starting with the introductory station by the sign-in table. As you walk through the open house, you are encouraged to give opinions, comments, and preferences by recording them on the boards or by speaking with the staff members present.

YLSTON STREET CORRIDOR PLANNING STUDY
-Area A

ee prompts below are intended to help guide an assessment of the Boylston Street Corridor using the framework of what you think should be preserved, changed,
d to the corridor. All responses are welcome and encouraged! The bullets below each prompt are recommendations taken from the Boylston Street Visioning Group.
agree with a statement, please place a (green dot) next to it. If you disagree, please place a (red dot) next to the statement. If you have additional comments
eady included here, please add them in the space allotted. Thank you for your input!

rks well and should be preserved?

on the street, especially the form and style of the Madris building. Any new buildings should take their
ilding

king is deemed necessary, parking that is either below-grade (Cypress Lofts) or behind buildings (Madris)

cale retail, especially on the southwest corner of the intersection (mostly occupied and active)

on currently provides a service for the neighborhood and should be maintained in the near-term; any future
should preserve openness of the corner to avoid "urban canyon" effect

CRITICAL TO MAINTAIN AREAS IN TOWN FOR SMALL SCALE RETAIL OPPORTUNITY

at does not work well and should be changed?

rally inhospitable environment with traffic, noise, and fumes

ler-utilized parcels that do not optimize potential of some sites given location (e.g., Mobile, Restorers Without Borders (361
ylston), RTN Federal Credit Union (365 Boylston), Brigham & Women's Physician's Union (375 Boylston), especially
cation so close to T station

Surface parking fronting on street and auto-oriented uses set back from street / sidewalk (Audi, Mobil)

Unsightly telephone poles and overhead wires (on Cypress)

- Uninviting retail environment. Deteriorating (Stedman) and/or opaque ground-floor facades (Thuro) in need of investment and improvement
- Too many wide curb cuts and too wide curb radii

What is missing and should be added?

- An inviting sense that this is a place you want to linger, relax, and people watch
- People! (housing, jobs, office, light industrial, maker space, retail, services)
- A more pedestrian scale, active public realm, possibly including green grocers, small shops, and coffee
- Better control of signage and facades
- Ped-scale lighting, street trees, and improved landscaping/green space
- Engaging public space, place-making activities and amenities
- New development should have a parking maximum (as opposed to conventional parking minimum)

BOYLSTON STREET CORRIDOR PLANNING STUDY
Sub-Area B

What works well and should be preserved?

What does not work well and sho

What is missing a

BOYLSTON STREET CORRIDOR P
Sub-Area C: Existing Conditions

LSTON STREET CORRIDOR PLANNING STUDY
Area C

ks well and should be preserved?

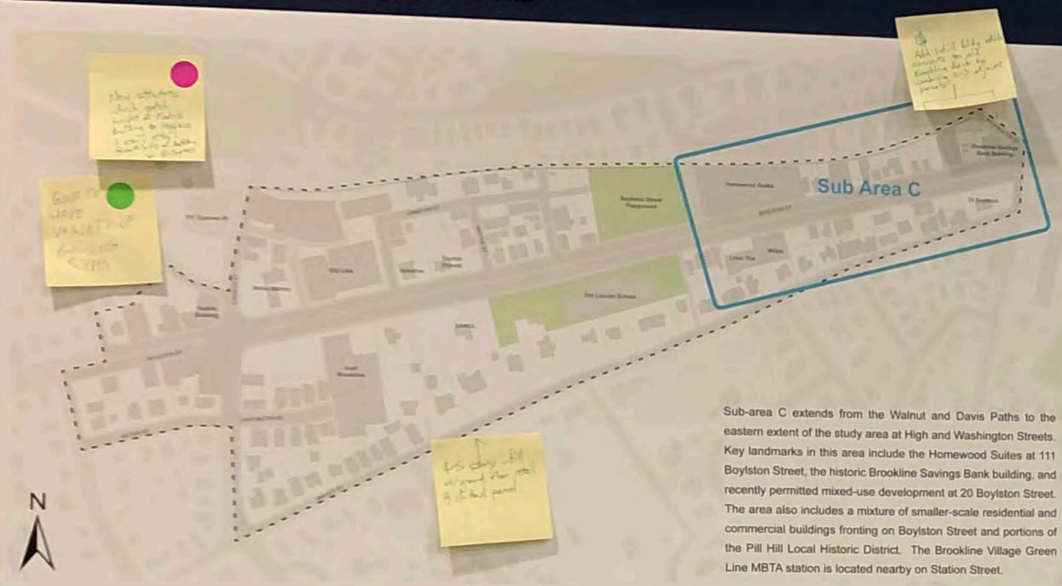
ould be changed?

ould be added?

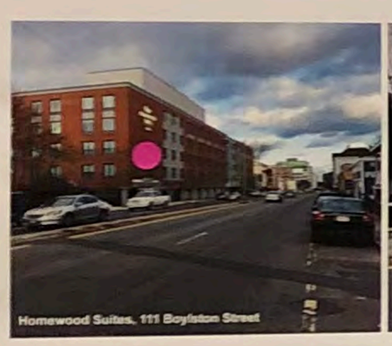
EXIT

Brookline Planning

BOYLSTON STREET CORRIDOR PLANNING STUDY
Sub-Area C, Existing Conditions



Sub-area C extends from the Walnut and Davis Paths to the eastern extent of the study area at High and Washington Streets. Key landmarks in this area include the Homewood Suites at 111 Boylston Street, the historic Brookline Savings Bank building, and recently permitted mixed-use development at 20 Boylston Street. The area also includes a mixture of smaller-scale residential and commercial buildings fronting on Boylston Street and portions of the Pill Hill Local Historic District. The Brookline Village Green Line MBTA station is located nearby on Station Street.

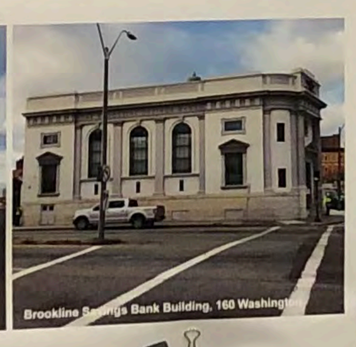

Homewood Suites, 111 Boylston Street

Midas, 120 Boylston Street

Liner Tire, 128 Boylston Street

Walnut Path

97 - 65 Boylston Street


Brookline Savings Bank Building, 160 Washington

Brookline Planning

BOYLSTON STREET CORRIDOR PLANNING STUDY
Sub-Area C

The three prompts below are intended to help guide an assessment of the Boylston Street Corridor using the framework of what you think should be preserved, changed, or added to the corridor. All responses are welcome and encouraged! The bullets below each prompt are recommendations taken from the Boylston Street Visioning Group. If you agree with a statement, please place a (green dot) next to it. If you disagree, please place a (red dot) next to the statement. If you have additional comments not already included here, please add them in the space allotted. Thank you for your input!

What works well and should be preserved?

- Walnut Path is an important connection, albeit one that could be enhanced (e.g., mural, greenery, lighting, permeable pavement). Additional pedestrian connections to Walnut Street would be desirable, if there are opportunities
- Preserve trees / green buffer from Boylston Street
- Maintain low heights and limited mass of abutting buildings on south side of Boylston Street that preserve access to light and air in the Walnut Street back yards or create contextually appropriate building forms that provide access to light and air in back yards.
- Preserve residential character of the historic Walnut Street neighborhood, including historic-looking street signs

Please add your comments here!

What does not work well and should be changed?

- Noise from Boylston Street
- Proper setbacks for any new development on Liner Tire and Midas sites
- Efforts should be made to minimize the ability of people to use backyards as a cut-through to and from Boylston Street
- Better utilization of and/or some sort of transformation of Old Lincoln School garage structure, which creates a very unfriendly, unattractive wall along portions of both Boylston Street and Walnut Path
- Form of Homewood Suites building is too "boxy" and monolithic, and the signage and lighting is not suitable for the location
- Lack of neighborhood character along Boylston Street

What is missing and should be added?

- Improved pedestrian access to non-auto-oriented shops, services, and restaurant
- Any future development along this section of Boylston Street could be the same height or lower than the Walnut Street residences with a proper rear setback.
- More lighting along Walnut Path
- Pocket parks/green space
- Interventions to better connect both si g., a cross walk at Walnut Path

285 BOYLSTON
DUNKIN DONUTS
275 BOYLSTON
VALVOLINE
303 BOYLSTON
SOKA GAKKAI INT
323 BOYLSTON
CORRIDOR
FACING SOUTH
BOYLSTON