

## **WALDO-DURGIN OVERLAY 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 near the intersection of Beacon and Harvard Streets and across from the iconic SS Pierce Building.

For this reason, the design of any buildings on this site must be of the highest quality, to ensure that they will enhance the image and experiential quality of this gateway long into the future, while setting a norm for acceptable major development in Brookline.

In the Guidelines that follow, the Study Committee seeks to shape the visual and functional qualities of the buildings, to influence their relationship to neighboring buildings, and to underscore their contribution to Coolidge Corner's vital urban fabric. We chose not to be overly prescriptive, believing that the excellence which we seek for this development will result from a rigorous design process that references years of deliberations and meetings. Building upon that history, the Developer and Project Architects will be expected to bring building design proposals to the Planning Board that are truly worthy of this prominent Brookline site.

These guidelines are intended to clearly convey the attributes desired for the new buildings and for this important site, with the goal of harmoniously integrating the various elements of each building into a cohesive whole. 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 overall goal is a project that is appreciated for its high-quality design and for making Coolidge Corner more attractive and vital.

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. 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 pedestrian-oriented spaces are separate from the hotel service loading areas and the garage entrance.

## 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 Overlay 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 Overlay District may incorporate architectural features that project from the building face such as metal or glass awnings, marquees, or roofs. Fabric awnings are discouraged; more permanent materials of glass and metal are encouraged.
- v) Signage should be designed to be integrated into the building forms and landscape and reviewed by the Design Advisory Team at the same time as the overall building and site plan.

*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 Overlay 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 Overlay District shall meet the following guidelines:

- i) Integral Building Form: All mechanical systems should be screened. ~~and~~ The design of the screens should be compatible with the overall aesthetics 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; they should be set back from the edge of the roof on public ways as much as possible.
- 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 Overlay 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; large expanses 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 Overlay 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 ground floor residential units are encouraged on John Street.
- iv) 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.
- v) Direct Ground Floor Entries: Entries to public ground floor uses should be direct where possible to encourage active pedestrian use.

f) *Sustainable Building Design Elements*

The structures in the Waldo-Durgin Overlay 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 by a qualified licensed professional to the Planning Board of whether and how the building design and construction process meets the LEED Silver Version 4 guidelines.
- 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 "Town of Brookline Solar PV Checklist" used for municipal building construction.
  - (2) Include either vegetative surfaces or a reflective white covering;
  - (3) Provide rainwater harvesting and reuse.

#### 4) Residential Building

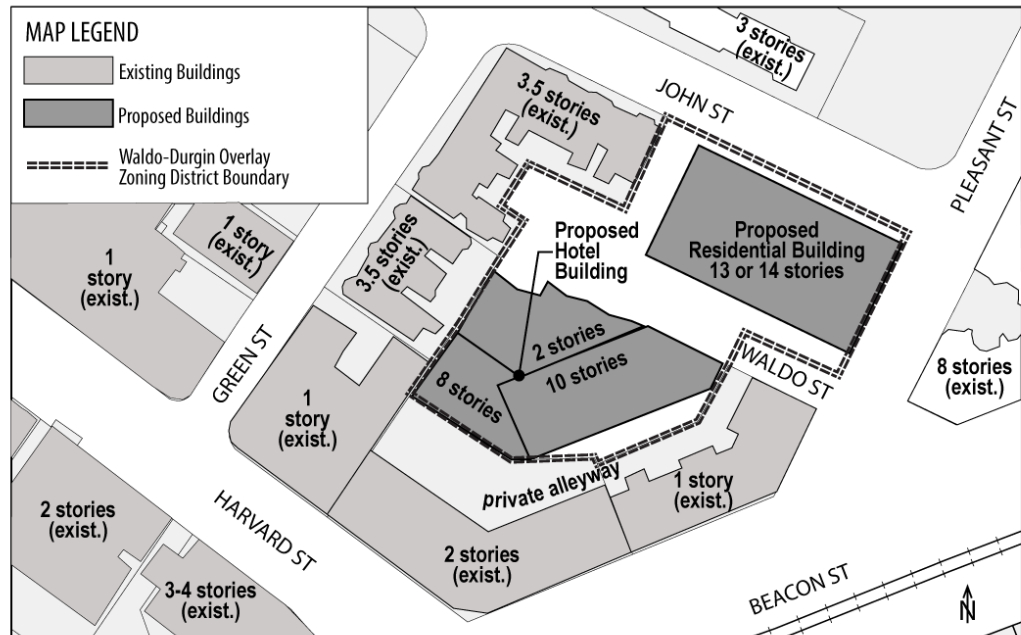
The new residential building in the Waldo-Durgin Overlay District may incorporate the following measures to minimize its scale, establish compatible massing relationships with adjacent structures, and engage the streetscape:

- a) Generous First Floor Height: The first floor height shall be designed to maintain openness between the first floor public spaces and the adjacent streetscapes.
- b) 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.
- c) 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.
- d) Diminishing Verticality: Employ forms and façade elements that diminish the perception of verticality.
- e) Street Level Units Along John Street: Their facades should address the scale and character of the adjacent existing residential buildings on John Street.
- f) 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.
- g) 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.

## 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 façades 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.

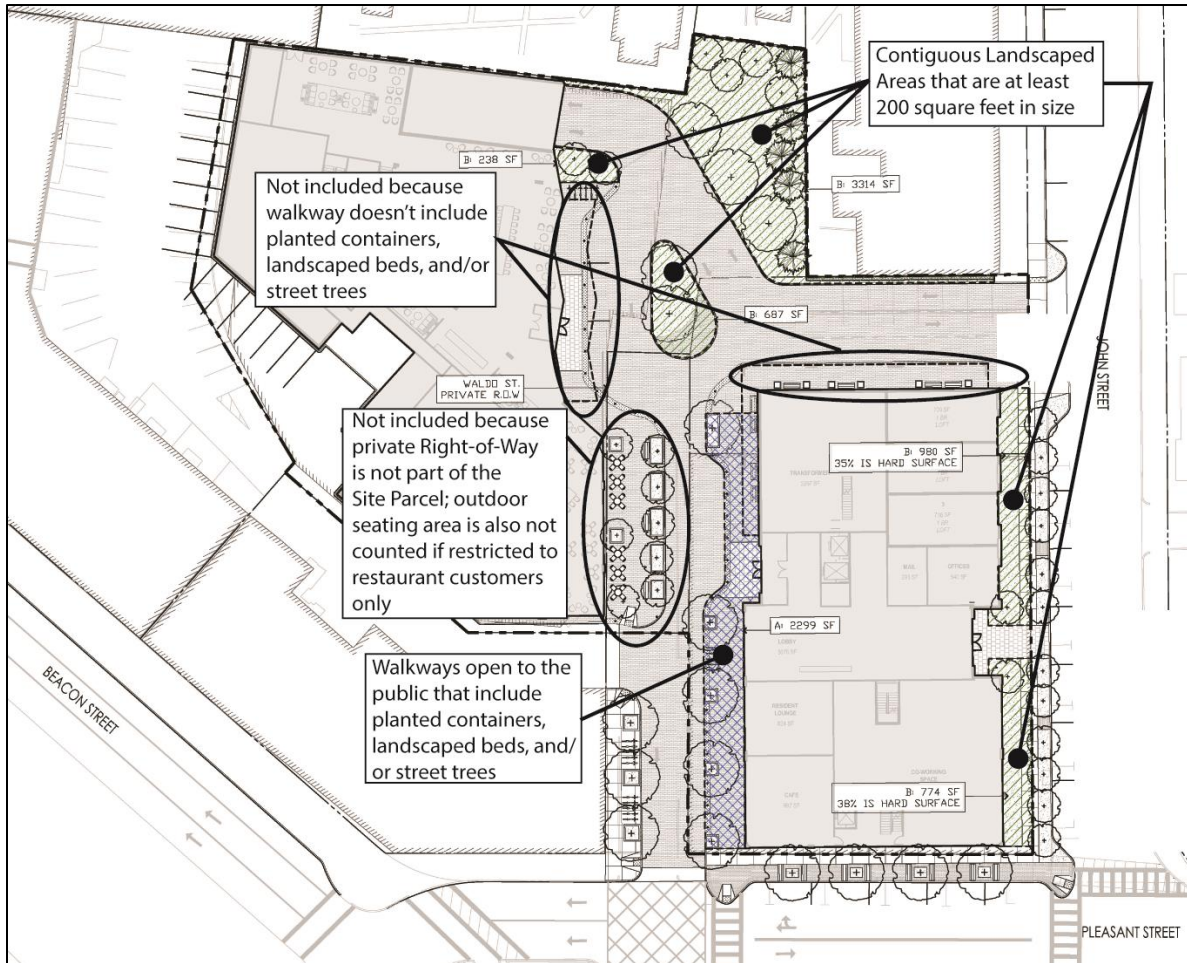
- f) Hotel Entry with Facades Facing Waldo Street: The facades of the internal public and common spaces which face Waldo Street should include substantial transparency and porosity at the ground level, as well as direct access from the hotel restaurant space to the streetscape to the maximum degree possible.

## 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) Minimum Width: The minimum width between building facades (not including canopies) along Waldo Street should be 50 feet.
- e) 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.
- f) Programmed Exterior Space: A public outdoor seating area 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.
- g) Any delivery storage locations should be located in interior spaces.
- h) For reference purposes, Open Space as defined within the Waldo-Durgin Overlay District zoning may include areas as shown in the example below.





*Open Space Examples*

## 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 Overlay District are encouraged to meet the following guidelines:

- 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. Pedestrian entrances to the garage should be visible, well-marked, and directly accessible to the general public.

- 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.
- 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 southwest 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) Electric Vehicle charging stations shall comply with the Town's Transportation Access Plan Guidelines.
- 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.
- i) Other than vehicles using the private alleyway, vehicular traffic within the Waldo-Durgin Overlay District shall not exit to Pleasant 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.
- b) Planting Beds: Trees and shrubs should receive sub-surface irrigation where feasible and the planting beds shall be sufficient size and quality to insure plant longevity.
- 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: Where feasible, install rain gardens to collect drainage at the perimeter and interior of the project.
- e) Benches: Provide benches at Pleasant and Waldo Streets.
- f) Sidewalk Lighting: Provide pedestrian scale sidewalk lighting at John, Pleasant, and Waldo Streets which is compatible with the Town's plans for sidewalk lighting in the neighborhood.
- g) Site lighting design is to be integrated into the wayfinding and building identification.
- h) Bike Storage: Provide bike racks or corrals for public use at either the street level or the garage-level of the project.

- i) 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.
- j) 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.
- k) 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.

## 9) Signage

The following signage guidelines are in addition to guidelines described in "A Guide to Sign and Façade Design", except the following guidelines shall take precedence.

- a) Signs located higher than 25 feet from the ground should have text that is sized to be appropriate and legible from the ground as determined through a mock-up study or relevant comparative examples of similar building signage. Such signs should be located:
  - i) only on buildings that are primarily non-residential in use; and
  - ii) no higher than approximately 12" below the cornice line.
- b) Free standing signs should have a maximum size of 30 square feet per sign face.
- c) Any signage on a building with John Street frontage should be placed on the entrance canopy, canopy, or in the absence of a canopy, no higher than 24 inches above the top of the entrance door.
- d) Blade or banner signs extending from the facades shall be reviewed in the same manner as signs on the same facades and shall count as part of the total signage permitted on those facades.
- e) Illumination shall generally be constant in output, able to be adjusted after installation, and if not internal or backlit, carefully adjusted to avoid spillage or glare.