

Adopted by the Planning Board – 2/18/93
Proposed revisions for discussion 3/19/2003
Note: These guidelines apply to the G 2.0(VS) Zoning District

VILLAGE SQUARE/BROOKLINE PLACE DESIGN GUIDELINES

The following guidelines supplement the standards outlined in the Zoning By-Law under Section 5.09(4), Community and Environmental Impact and Design Standards.

FOR THE G-2.0(VS) DISTRICT:

Character of Streets and Open Spaces:

- The relationship of future development to surrounding streets shall be enhanced through the provision of active retail and office uses along the ground floor of each building.
- Pedestrian pathways through the site leading from Washington Street to Pearl Street and the MBTA Station shall be provided through well-lit landscaped public space.
- Access to the site by the elderly and/or handicapped from adjacent areas shall be facilitated.
- The attractive character of existing streets, sidewalks, and open spaces shall be enhanced through the provision of new pedestrian amenities, including streetscape improvements and landscaping; sidewalk along Route 9 shall be widened to create a more attractive pedestrian environment.
- All landscaping improvements shall be provided and maintained by the developer.
- Shadow and wind impacts shall be evaluated and minimized and shall not unreasonably affect adjacent properties.
- Traffic and parking impacts on nearby residential streets shall be minimized.

Building Height:

- Taller building elements shall be oriented towards Route 9 with lower building elements along Pearl Street. Buildings up to 135-165 ft. (11-14 stories) are permissible along Route 9 if significant public benefits are provided; building elements along Pearl Street shall not exceed 50 ft.

Street Level Uses and Design:

- Active retail, restaurant and office uses shall be located along the front of buildings facing surrounding streets and pedestrian paths; restaurants and other retail uses that are used by the general public and are open in the evenings and at weekends and contribute to the overall vitality and level of activity in the area should be the predominant ground level uses; each separately leased ground floor space along a public street shall be directly accessible from the sidewalk; provision of seasonal outdoor eating spaces is encouraged.
- Generous, well-illuminated window areas shall be provided along the building façade in a manner consistent with existing retail business in the immediate area.

Parking Structure Design:

- Where possible, retail uses at ground floor level shall be incorporated into any parking structures located along a public street. Where retail uses are not included, parking structures shall be set back from the property line to allow landscaping.

Building Façade and Materials:

- New development in this area should have a distinctive visual identity and landmark character consistent with the site's prominent location at a gateway to the Town of Brookline for Boston along Brookline Avenue, Huntington Avenue and from the Emerald Necklace. Building design should be a quality and character appropriate to such a prominent.
- Buildings and parking structures shall be harmoniously related to nearby buildings in terms of color, texture, material, scale, and other major design elements and be compatible with the character of Brookline Village and nearby historic districts and buildings.

Transit-oriented Design

- Building shall be designed to support and encourage transit use; building design shall enhance the character, identity, and accessibility of the Brookline Village Green Line Station in order to serve building occupants and the wider public; improvements to the train station area that are secured through the development of adjacent properties shall be considered as public benefits.
- Consistent with the Town's desire to minimize traffic impacts associated with new development, proposals that promote transit use by building occupants through provision of transit services, T passes, and other methods are encouraged; in order to discourage auto use in this transit served area, provision of on-site parking shall be minimized and limited to no greater than 1 space per 750 square feet of development.

