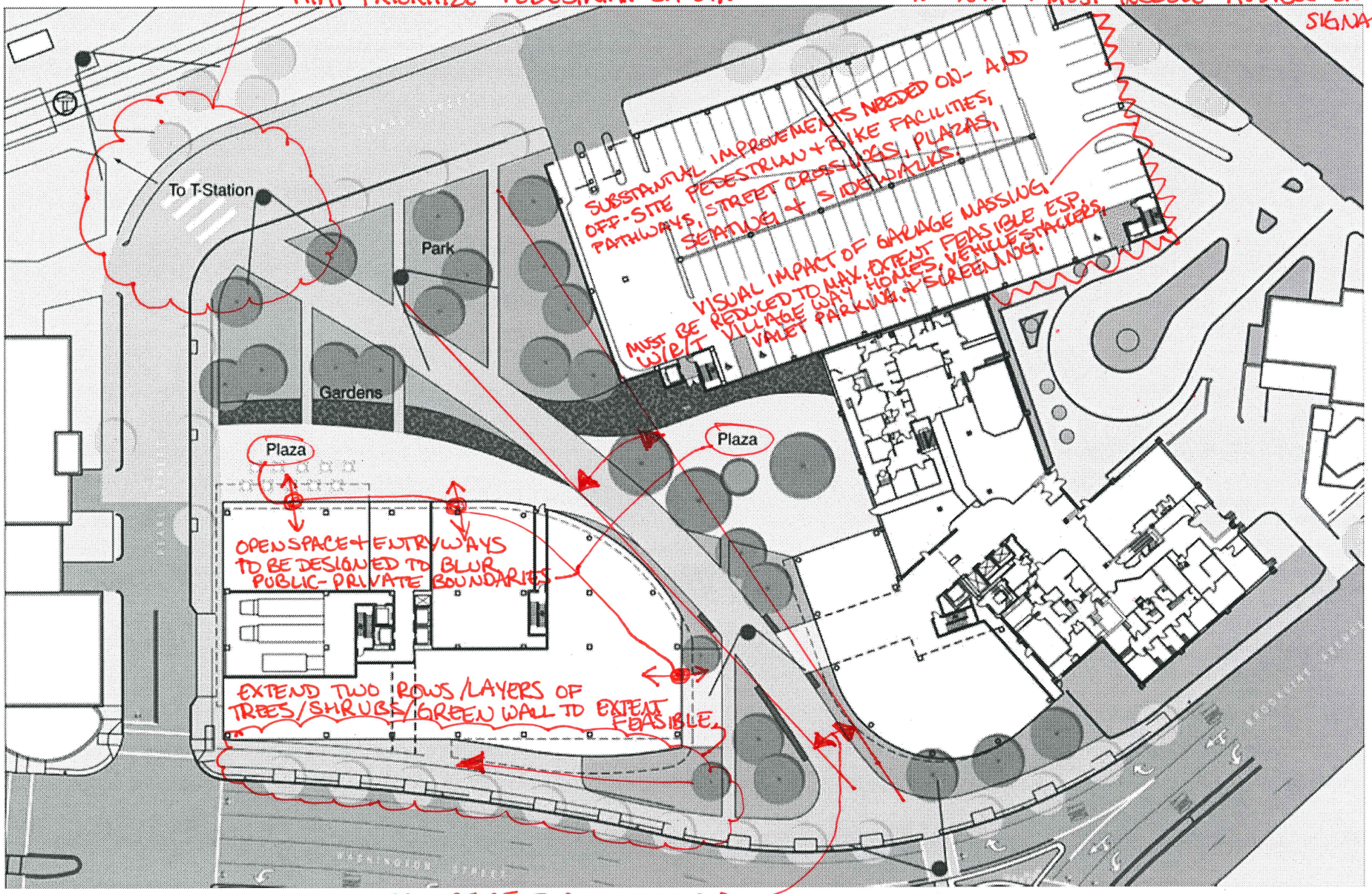
BPLAC NON-ZONING RECOMMENDATIONS PG 1/2

DESIRE FOR DECREASED SHADOW IMPACTS TO T-STATION + STATION ST. COMPARED TO 2009 PLAN.

Site Plan

PEDESTRIAN ACCESS CROSSING MUST INCLUDE SIGNIFICANT DESIGN & VISUAL CUES THAT PRIORITIZE PEDESTRIAN SAFETY.

NEW TRAFFIC SIGNAL AT PEARL ST./ BROOKLINE AVE. IS WELCOMED PEDESTRIAN AMENITY + MUST INCLUDE AUDIBLE CROSSING SIGNAL



SUBSTANTIAL IMPROVEMENTS NEEDED ON- AND OFF-SITE PEDESTRIAN + BIKE FACILITIES, PATHWAYS, STREET CROSSINGS, PLAZAS, SEATING + SIDEWALKS.

VISUAL IMPACT OF GARAGE MASSING MUST BE REDUCED TO MAX. EXTENT FEASIBLE ESP. W/ E/T VILLAGE WAY HOMES. VEHICLE STACKERS, VALET PARKING, + SCREENING.

OPEN SPACE + ENTRYWAYS TO BE DESIGNED TO BLUR PUBLIC-PRIVATE BOUNDARIES

EXTEND TWO ROWS/LAYERS OF TREES/SHRUBS/GREEN WALL TO EXTENT FEASIBLE.

OPEN SPACE SHOULD BE DESIGNED TO INVITE PASSIVE USE BY GENERAL PUBLIC, ALLOW FOR TENANT-SPECIFIC AREAS SUCH AS OUTDOOR DINING AREAS, + ALLOW INTERMITTENT USE OF SPACE FOR COMMUNITY EVENTS.

PREFERENCE FOR UNINTERRUPTED VISUAL LINE THROUGH SITE

2014 Concept Plan

VIEW FROM ROUTE 9 AS ONE ARRIVES IN BROOKLINE FROM BOSTON MUST INCLUDE ROBUST TREE CANOPY + LANDSCAPING, ACTING AS VISUAL GATEWAY INTO BROOKLINE

BPLAC NON-ZONING RECOMMENDATIONS PG 2/2

sidewalks

Brookline Avenue at Dana Farber

+/- 25'-0" -31'-0" Wide (Varies)

ROUTE 9 AND PEARL STREET STREETSCAPE (SIDEWALKS, LANDSCAPING, & TREES) & BUILDING-STREET RELATIONSHIP DESIRED TO BE LIKE DESIGN FOR BROOKLINE AVE. AT NEW DANA FARBER BUILDING

AND TRANSITIONS OF THIS STREETSCAPE TO 10 BROOKLINE PLACE AND VILLAGE WAY SHOULD REFLECT THOSE ADJACENT BUILDING-STREET RELATIONSHIPS.