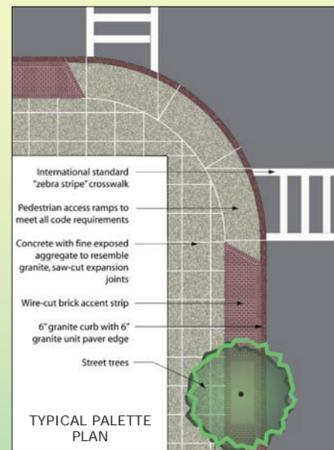


Introduction

The Gateway East area of Brookline is at a crossroads. Physically, it is a site where many roads, bicycle routes, and pedestrian paths come together, all within reach of the MBTA Green Line at Brookline Village. In a larger sense, there are a variety of opportunities facing this area that may improve it for visitors and residents. This Final Report elaborates on an Interim Report issued in October of 2005. The project and initiatives of the Interim Report remain largely unchanged; this Final Report adds the Citizen's Advisory Committee's recommendations for the streetscape design to be implemented in the district, considerations of land use, and an update on the advancement of several of the specific capital improvement projects identified in the Interim Update.

Streetscape Palette



Materials for the palette were selected to achieve the following goals:

- Contemporary expression to coordinate with district architecture;
- Close coordination with Brookline Village streetscape finishes to create a sense of connection, and also allow for small variations;
- Coordination with Town standards; and,
- Reinforce the strong identity of existing trees and plantings for Gateway East.

| | |
|--|---|
| Sidewalks | Walkways of concrete with fine, exposed aggregate and resembling granite; accent strips with wire-cut brick unit pavers in a traditional brick color. Paving pattern will incorporate edging patterns around manholes, tree pits and edges. <i>Potential Enhancement:</i> Recycled glass aggregate in a rainbow variety of colors. |
| Street lighting | Continuation of the Lumec fixtures used along Harvard Street in Coolidge Corner, to create a sense of continuity between the two districts. <i>Potential Enhancement:</i> Pedestrian-scaled, reflective downlights for public plazas and mid-block pedestrian connections. |
| Benches and refuse/recycling receptacles | Landscapeforms Scarborough, enameled black steel with a contemporary twist on the traditional, and specified with a central arm rest. |
| Bollards | Sanderson precast concrete with fine aggregate finish similar to walkways: Arbutus or 21" Sphere |
| Curbs | Granite curbs |
| Crosswalks | International Standard Reflective "Zebra Stripe" <i>Potential Enhancement:</i> In-pavement lighting |



Land Use

The CAC expressed an interest in considering land use issues as part of the public realm, and outlined some goals for future land use patterns.

Interim Treatments

There are a range of interim treatments to create stronger edges on these parcels and improve their appearance that the Town of Brookline may consider in coordination with the private land owners:

- Minimize curb cuts: number and width
- Create green buffers
- Add street trees
- Utilize furnishings, fencing, short walls
- Reduce amount of, size of signs

Long Term Treatments

The CAC also considered the long-term futures of these parcels, and the nature of their redevelopment. For any redevelopment in the project area, these general guidelines would apply:

- Transparent building facades, meaning much glass area and the ability to see activity inside the building, especially on the ground floor;
- Active ground floor uses, such as retail or restaurants;
- Appropriate building heights, with four stories being a target height that the CAC views as being in keeping with the area's context;
- Expanded residential, commercial, or recreation space; and,
- Retained green buffers/street trees at Brookline and Washington.

BROOKLINE'S GATEWAY EAST PUBLIC REALM PLAN

T IMPROVEMENTS TO THE MBTA STATION

- T.1 Hire a design consultant to revise design
 - Improve shelters with village character preserved
 - Create strong axis connecting to the Emerald Necklace
 - Increase shelter and shade, especially on the outbound platform
 - Introduce appropriate materials and luminaires
 - Organize furnishings and expand gateways to eliminate obstacles to pedestrians
- T.2 Consider most appropriate phasing of improvements



W WALNUT STREET/JUNIPER REVISED JUGHANDLE \$1.9M

- W.1 Preserve function of jughandle, improve clarity of jughandle for drivers
 - Walnut Street, extended to create a new signalized intersection at Pearl Street, with improved vehicular access and new pedestrian crossings
 - Improved intersection spacing (400' to High Street, 400' to Brookline Avenue)
 - Removing the pedestrian bridge and combining the Fire Station with parcel remaining creates a new city block
- W.2 Improve access for Juniper Street residents
 - Improved pedestrian access via new signal-protected crossing
 - Closest surface crossings are currently 400 feet east or west of desire line
 - Improved vehicle access via Walnut Street to High Street
- W.3 Improve access for Pearl Street, Brookline Place
 - New left turn from Route 9 to Pearl Street
- W.4 Narrow lanes and reduce unnecessary pavement
 - Narrow lanes to 11' where practical
 - Create parallel parking lanes with curb extensions to preserve parking supply, buffer pedestrians, and calm traffic on both sides of the street
- W.5 Widen sidewalks, improve pedestrian environment
- W.6 Install a new traffic signal at Washington Street/Pearl Street/Walnut Street to provide a protected crossing for the major (50+ pedestrians/hour) demand. Provide new traffic signal controllers, improved traffic management system, and emergency signal pre-emption for entire corridor



Restoring "Village Square"



9 ROUTE 9 IMPROVEMENTS \$900K

- 9.1 Signal Timing - Eliminate split phase at Washington Street to reduce congestion
- 9.2 Narrow lanes and reduce unnecessary pavement
 - Narrow lanes to 11' where practical
 - Improve lane alignment, eliminate excess pavement
 - Remove bus lane at 10 Brookline Place, widen sidewalk
- 9.3 Widen sidewalks, improve pedestrian environment
- 9.4 Introduce streetscape elements based on standards to be developed this fall
- 9.5 Create safe, convenient pedestrian crossings
 - All new pedestrian signals to include countdowns and audible signals
 - New crosswalk added on east crossing of Washington Street to High Street
 - New crosswalk added with wide refuge at island for Emerald Necklace travelers
 - * Special paving, in-pavement lighting for strong visual cues for drivers
 - Other crossings get shorter with narrower roads, wider sidewalks, larger islands
- 9.6 Introduce street trees along parcel edges
- 9.7 Preserve fire station access

P PEARL STREET REDESIGN \$380K

- P.1 Narrow lanes and reduce unnecessary pavement
 - Narrow lanes to 11' where practical
- P.2 Eliminate on-street parking on the west leg of Pearl between the curve and Route 9, widen sidewalks to improve pedestrian environment
- P.3 Maintain and manage on-street parking for short-term use
 - Parallel spaces lost because of traffic calming and driveways are replaced by creating diagonal parking along the north edge of Pearl Street.



R BICYCLE/PEDESTRIAN CONNECTION, EMERALD NECKLACE \$520K

- R.1 Hire a designer to investigate options for improving this connection
- R.2 Improve access for Emerald Necklace pedestrians and cyclists
 - Direct connection to Route 9 crossing
 - Improved geometry, narrower crossings allow a more comfortable connection for bicyclists and pedestrians
 - Relocated Riverway access point allows a more comfortable transition between that roadway crossing and a second crossing at Washington Street for bicyclists and pedestrians.
- R.3 Narrow lanes and reduce unnecessary pavement
- R.4 Widen sidewalks, improve pedestrian environment



J PLAYGROUND IMPROVEMENTS AT JUNIPER STREET RESIDENCES \$400K

- J.1 Remedy inappropriate materials and programming at these open spaces



S WAYFINDING SIGNAGE SYSTEM \$40K (THROUGHOUT AREA)

- S.1 Hire a designer to develop directional signs with a distinct Village identity
- S.2 Include directions to important destinations
 - Brookline Village
 - MBTA Station
 - Emerald Necklace
 - Parking (Station Street, Brookline Place, Town Hall)



B BRIDGE DEMOLITION \$250K

The existing pedestrian bridge is structurally unsound and would need significant investment for repair. The bridge and the stair/ramp structure are visual obstacles that block important view of the Route 9 corridor and the historic Emerald Necklace bridge. In addition, pedestrians and bicycles must go up, over and down, well out of their way to cross Route 9 via the bridge. The pedestrian bridge would be removed and replaced by a fully-accessible, signal-protected at-grade crossing of Route 9, between Pearl Street and a realigned Walnut Street.



ALL EFFORTS TO INCLUDE AND ADDRESS:

Streetscape elements (paving, street furniture, street lighting) based on standards to be developed this fall

- Palette to reflect a contemporary twist on existing Brookline Village standards, in keeping with Gateway East's eclectic mix of architectural styles
- Create a "green" image by introducing street trees along parcel edges

KEY

- Pedestrian Improvements
- Traffic Improvements
- Visual/Historic Improvements