

## Minutes

Boylston Street Corridor Study Committee  
February 22, 2021 12:00PM  
Held remotely via Zoom

*Committee members (in attendance noted by Y/N):*

John VanScoyoc, Chair	Y	Wendy Friedman	Y	Tom Nally	Y
Rachna Balakrishna	Y	Joe Gaudino	Y	Carlos Ridruejo	Y
Deborah Brown	Y	Wendy Machmuller	Y	Mark Zarrillo	Y

*Staff present:* Kara Brewton

*Guests included:* Carla Benka, Elias Audy, Fred Perry, and one call-in guest

*Meeting materials presented at the meeting included:* Agenda, Infrastructure presentation (M. Zarrillo, 2-17-21); “10 Brookline Place: Initial conceptual direction to Bulfinch regarding public space & interface” (K. Brewton, 2-22-21); concept plan for 10 Brookline Place – 2 options (C. Ridruejo, 2-22-21)

### **Update from the Urban Design & Massing Subcommittee regarding “10 Brookline Place: Initial conceptual direction to Bulfinch regarding public space & interface between public and private uses” (C. Ridruejo & K. Brewton)**

Kara Brewton presented some slides on the existing MBTA access for people that want to travel southwest of the Brookline Village station, pedestrian flows, heat island data and potential mitigation, as well as opportunities for a double row of tree canopy to be extended from 2 Brookline Place, wrapping around the 10 Brookline Place property.

Carlos Ridruejo also presented a concept building plan which assumes air rights and the restaurant parcel on the southeast corner of Station Street and Washington Street. This would permit a very clear entrance that connects to the southeast corner of Brookline Village. He also shared a version of this plan without the air rights option.

Further discussion explored ideas of having connections that are internal to the building to connect the bus stop to the MBTA station, perhaps grand atriums, along with two images of grand first floor spaces.

She also would like for the Committee to think about streamlining the permitting process for developments like 10 Brookline Place, especially when they come to the table with significant community benefits.

Deborah Brown challenged the Committee to think bigger, to come up with benefits to the residents in the area – livability in addition to walkability, e.g., transportation for people that live in the neighborhood.

Some committee members thought any initial concepts sent to Bulfinch Group should include Carlos' ideas, some did not. Deborah Brown wondered whether the Committee was thinking bold enough. Kara Brewton asked for a vote. John made a motion, and the Committee VOTED to present to Bulfinch to forward the presentation that was just made in this meeting: in favor (JVS, TN, CR, WM, JG, RB; against (MZ, DB).

**Discussion and potential vote to recommend a consultant further develop a Boylston Street Concept Plan (Brington Rd. to Washington St.) including Intermittent parking, two bike lanes, four lanes of traffic, widened sidewalk and street tree zones, in response to the CTPS study (M. Zarrillo)**

Mark Zarrillo highlighted portions of reference planning documents regarding the corridor. A summary of the discussion follows:

- Continuing the existing road section is the constant that does not allow a change in perception of any development in this section of the Boylston Street Corridor; dealing with the infrastructure and making a strong recommendation must be part of the Committee's conclusions
- The Central Transportation Planning Study contains significant data already on intersection conflicts and volumes, conceptual plans for the Cypress/Boylston intersection, etc.
- The land use map on the Committee's website highlights the patchwork of uses in this corridor, which is important when the Committee thinks about whose values the Committee is prioritizing when making decisions
- The parcel size map from the MIT study on the Committee's website can be used as a proxy of where smaller buildings and larger buildings will likely be present in the future. Because it's likely that those larger developments will have some on-site parking facilities, it is perhaps less important to also preserve on-street parking on the curb edge along those lengths.
- Therefore, the cross-section of Route 9 could change along this corridor and be designed with intermittent parking lanes on either side of the road, opening up possibilities for widened sidewalks, landscaped space, bike infrastructure, etc.
- The cross-section would probably look different east and west of the Davis Path footbridge.
- General agreement that we should recommend a Transportation Designer to show in plan view a concept that considers intermittent parking on either side of the road, which would be used as a response and endorsement for change to MassDOT.
- Kara Brewton will come back to the full Committee with a specific proposal and cost estimate.
- Conceptual sketches for the Old Lincoln School were presented showing the visual impact that could be improved by breaking down the massing of the plinth, façade treatments, location of street signals, landscaping, etc.

- Guidelines for this corridor should consider the work that some Preservation Commission and some Planning Board members drafted for Harvard Street. Although not voted on, there are some really thoughtful ideas about preserving viewsheds for pedestrians, being flexible on required front and rear setbacks considering the adjacent conditions, etc.
- Rachna Balakrishna was also interested in how and whether the Committee should be thinking about adding parking in the corridor, especially if parking would be removed within the Right-of-Way.

### **Update from the Public Participation Subcommittee**

The Subcommittee began to look at the survey results, and Wendy Friedman had volunteered to code some of the responses. We also talked about doing a large forum in May, and whether there should be some smaller forums, adding an outdoor meeting, and ways to get the word out through physical means as well as social media formats. 120 responses have received to date.

Meeting adjourned at approximately 1:15 pm.