

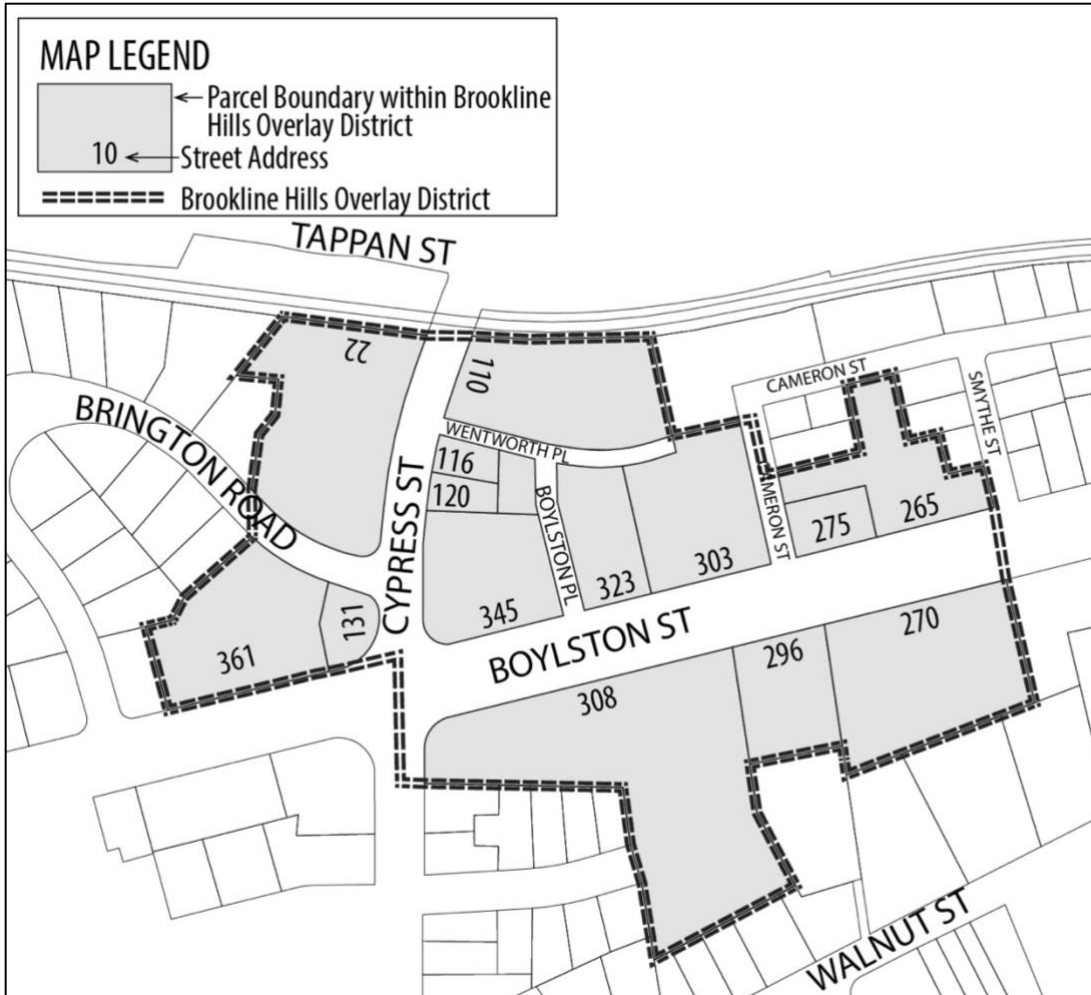
Zoning Warrant Article – Boylston Street Corridor Study

Petitioner – Department of Planning & Community Development

Article 15: Amend the Zoning Map and portions of Articles 2 – 5 of the Town’s Zoning By-Laws pertaining to two proposed Overlay Districts in the Boylston Street Corridor – Brington Road to High Street/ Washington Street.

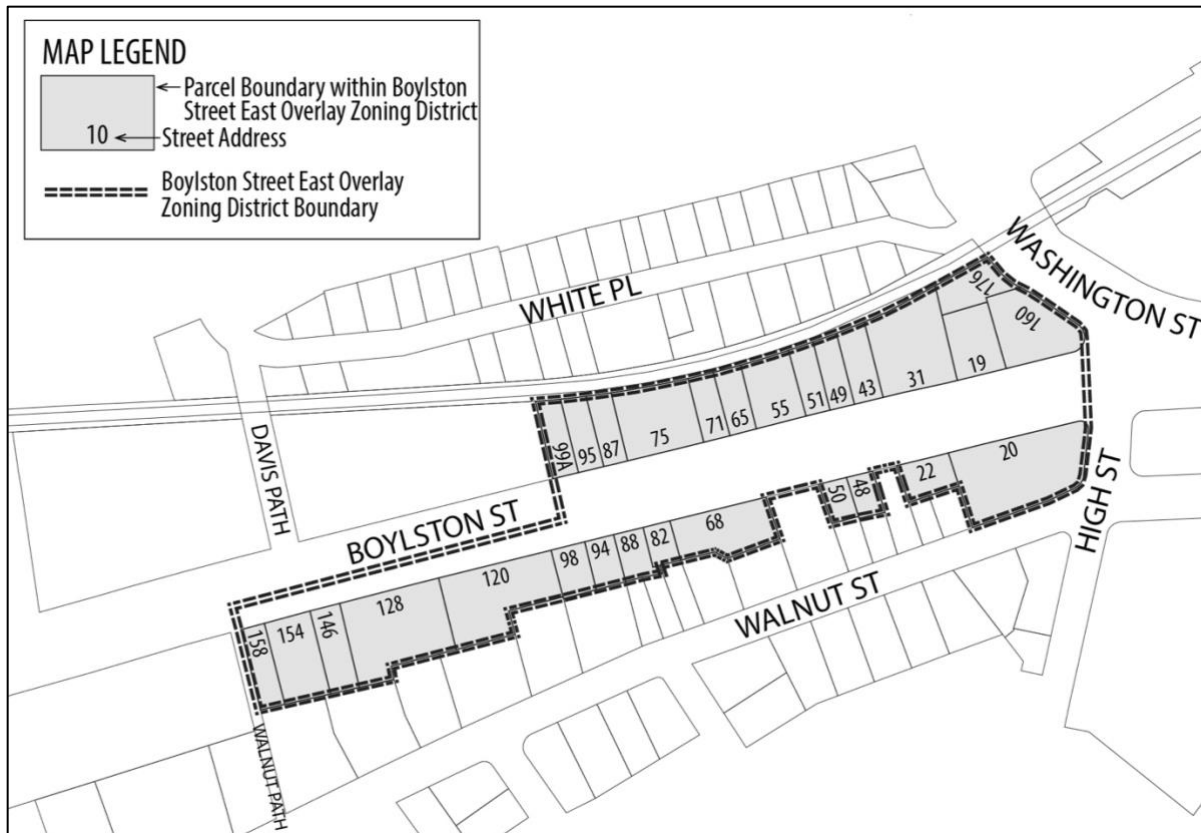
To see if the Town will amend the Zoning By-Law and Zoning Map as follows:

- 1) By adopting the following map change, adding a Brookline Hills Overlay District as shown below, including: parcels with Tax Parcel Identifications 191-01-01 (22 Tappan Street), 189-32-00 (110 Cypress Street & 323 Boylston Street), 189-31-00 (116 Cypress Street), 189-30-00 (120 Cypress Street), 189-24-29 (345 Boylston Street), 189-11-15 (303 Boylston Street), 188-07-00 (275 Boylston Street), 188-04-06 (265 Boylston Street), 318-18-00 (270 Boylston Street), 318-17-00 (296 Boylston Street), 318-14-16 (308 Boylston Street), 190-02-00 (361 Boylston Street), and 190-01-00 (131 Cypress Street); and portions of Brington Road, Cypress Street, Wentworth Place, Boylston Place, Cameron Street, and Boylston Street.



Brookline Hills Overlay District

- 2) By adopting the following map change, adding a Boylston Street East Overlay District as shown below, including: parcels with parcels with Tax Parcel Identifications 185-17-00 (99A Boylston Street), 185-16-00 (95 Boylston Street), 185-15-00 (87 Boylston Street), 185-13-00 (75 Boylston Street), 185-12-00 (71 Boylston Street), 185-11-00 (65 Boylston Street), 185-09-10 (55 Boylston Street), 185-08-00 (51 Boylston Street), 185-07-00 (49 Boylston Street), 185-06-00 (43 Boylston Street), 185-04-05 (31 Boylston Street), 185-03-00 (19 Boylston Street), 185-01-00 (176 Washington Street), 185-02-00 (160 Washington Street), 318-41-45 (20 Boylston Street), 318-40-00 (22 Boylston Street), 318-38-00 (48 Boylston Street), 318-37-00 (50 Boylston Street), 318-34-35 (68 Boylston Street), 318-33-00 (82 Boylston Street), 318-32-00 (88 Boylston Street), 318-31-00 (94 Boylston Street), 318-30-00 (98 Boylston Street), 318-28-29 (120 Boylston Street), 318-25-27 (128 Boylston Street), 318-24-00 (146 Boylston Street), 318-23-00 (154 Boylston Street), 318-22-00 (158 Boylston Street); and portions of Boylston Street and Walnut Path.



Boylston Street East Overlay District

- 3) By amending Section 2.10, "S" Definitions - to add the following definition and renumber the subsequent definitions of Section 2.10 as necessary:
 - "4. STORY - that portion of a building included between the upper surface of a floor and the upper surface of a floor or roof next above, whether or not such space is enclosed."

- 4) By amending Section 3.01.4 by adding the following items at the end:
 - "l. Brookline Hills Overlay District
 - m. Boylston Street East Overlay District"

- 5) By amending Section 4.07 – Table of Use Regulations – to allow for certain office, retail and restaurant uses by Special Permit in the Brookline Hills Overlay District, as follows:
 - a) Use 21, Business, professional, or governmental office - Adding "***" after "No" in column "M" and amending the underlined text to the last footnote as follows: "**Permitted by special permit in the I-(EISD) District in accordance with 5.06.4.j and in the Brookline Hills Overlay District in accordance with 5.06.4.l." and
 - b) Use 29, Store of less than 5,000 square feet – Adding "***" after "No" in column "M" and amending the underlined text to the last footnote as follows: "**Permitted by special permit in the I-(EISD) District in accordance with 5.06.4.j and in the Brookline Hills Overlay District in accordance with 5.06.4.l." and
 - c) Use 30, Eating places of less than 5,000 square feet - Adding "*" after "No" in column "M" and amending the underlined text to the last footnote as follows: "**Permitted by special permit in

the I-(EISD) District in accordance with 5.06.4.j and in the Brookline Hills Overlay District in accordance with 5.06.4.l."

- 6) By amending Section 5.01 – Table of Dimensional Requirements – by adding Footnote 22 after the words “L-0.5” in the row for the L-0.5 District, after the words “M-1.0 (CAM)” for the M-1.0 (CAM) District, and after the words “G-2.0” in the row for the G-2.0 District which Footnote 22 shall read as follows:
 - “22. See Section 5.06.4 – Special Districts, subsection l. Brookline Hills Overlay District with respect to uses and all dimensional requirements.”

- 7) By amending Section 5.01 – Table of Dimensional Requirements – by adding Footnote 23 after the words “G-1.0” in the row for the G-1.0 District which Footnote 23 shall read as follows:
 - “23. See Section 5.06.4 – Special Districts, subsection m. Boylston Street East Overlay District with respect to uses and all dimensional requirements.”

- 8) By amending Section 5.06.4 – Special Districts – by adding a new item as follows:
 - “l. Brookline Hills Overlay District
 - 1) It has been determined through study by the Boylston Street Corridor Study Committee that for properties near the intersection of Cypress Street and Boylston Street potential exists for careful, planned redevelopment. It has further been determined that, due to the circulation patterns as well as the adjacency of this area to municipal uses, retail businesses, transit systems and residential neighborhoods, that appropriate uses include residential, commercial, institutional, recreational, and educational uses. An analysis of the existing conditions, including existing floor area ratios of properties within and adjacent to this Overlay District, as well as a preference for additional affordable housing units and most commercial uses, provide reasons why additional density may be allowed by Special Permit under the criteria of this section.
 - 2) The Board of Appeals may grant a Special Permit under this section allowing for a project that meets the following requirements and limitations. Conformance with said requirements and limitations shall be made conditions of the Special Permit.
 - a. Any project that proposes demolition of existing Dwelling Units must demonstrate how the project will result in a net increase of at least 20% more Dwelling Units, or one additional Dwelling Unit, whichever is greater.
 - b. Any project subject to Section 4.08, Inclusionary Zoning, shall provide all required affordable units on site.
 - c. Any building shall be permitted to have more than one principal use. For example, a restaurant or retail business may be located in the same building as a permitted residential or office use without being considered an accessory use.
 - d. Building Height

- i. For properties located in an underlying “L” (Local Business) or “G” (General Business) Zoning District, additional height may be granted to accommodate buildings that are six Stories or less.
 - ii. For properties located in an underlying “M” (Multifamily) Zoning District, additional height may be granted to accommodate buildings that are five Stories or less.
 - e. Parking - Any fees charged for parking must be separate from any rental, lease, sale, employment, contract or other arrangement permitting a user to occupy the building.
 - f. The Gross Floor Area Ratio (FAR) for a project permitted pursuant to this section may be granted an increased FAR as follows:
 - i. Up to 3.0 for any project; and
 - ii. An additional bonus FAR for the equivalent size Gross Floor Area that is utilized for:
 - 1. Uses 11 through 18A inclusive, 20, 20A, 20C, 21, 29, 30, 32 through 36A inclusive, 36C, 37 and 44;
 - 2. Affordable Units in excess of Affordable Housing Requirements as defined in Section 4.08; and/or
 - 3. Subsidized non-residential space, as affirmatively recommended by the Economic Development Advisory Board.
 - iii. The total FAR shall not exceed 3.5, except for projects that are located on the south side of Boylston Street and on a site at least one acre in size in which case the total FAR shall not exceed 4.0.
 - g. Tree Canopy & Urban Heat Island Mitigation
 - i. Any project that removes trees 8 inches or greater in diameter, as measured 4.5’ above ground level, must include a mitigation plan as affirmatively recommended by the Tree Warden. Such mitigation plan shall result in no loss of overall tree canopy within a quarter mile of the property, as affirmatively recommended by the Tree Warden.
 - ii. Street trees shall be provided at regular intervals approximately every 25 feet adjacent to any public sidewalks. The size, location and species of all trees at the time of planting and the final design of all landscaping in the public or private way shall be approved by the Director of Parks and Open Space or their designee. In circumstances where trees cannot be provided as stipulated above as determined by the Director of Parks and Open Space or their designee, the applicant shall provide an equivalent amount of trees and/or landscaping at appropriate locations on the site at similar elevations of the public sidewalk level, or make a financial contribution to the Town in an equivalent dollar amount for similar improvements in adjacent parks and public spaces.

- iii. Any project within the Overlay District shall be required to demonstrate to the Planning Board measures taken to reduce urban heat island effects, which may include landscaping, green roofs, cool roofs, etc.
 - h. All new buildings and renovations to existing buildings shall be LEED Silver Certifiable or higher. Applicants shall provide evidence to the satisfaction of the Building Commissioner that all new construction and renovations of existing buildings are LEED Certifiable Silver or a higher rating via the provision of a LEED scoring sheet. The construction or renovation of such buildings consistent with these plans shall be confirmed prior to the issuance of a Certificate of Occupancy.
 - 3) Any application that seeks relief under this Overlay District shall be deemed a Major Impact Project with respect to Section 5.09, Design Review.”
- 9) By amending Section 5.06.4 – Special Districts – by adding a new item as follows:
 - “m. Boylston Street East Overlay District
 - 1) It has been determined through study by the Boylston Street Corridor Study Committee that for properties between Davis and Walnut Path and High Street, potential exists for careful, planned infill development in addition to incentivizing the reuse of existing buildings to the extent possible. It has further been determined that, due to the circulation patterns as well as the adjacency of this area to municipal uses, retail businesses, transit systems and residential neighborhoods, that both residential and commercial uses are appropriate. An analysis of the existing conditions, including existing floor area ratios of properties within and adjacent to this Overlay District are reasons why additional density and other dimensional requirements, as well as flexibility of uses, may be allowed by Site Plan Review under the criteria of this section.
 - 2) Any application that seeks relief under this Overlay District shall be subject to Site Plan Review by the Planning Board to ensure that there is adequate provision of access for fire and service equipment; ensure adequate provision for utilities and storm water storage and drainage; ensure adequate provision of loading and passenger pick-up zones; ensure appropriate provision of parking; minimize impacts on wetland resources areas; minimize stormwater flow from the site; minimize soil erosion; minimize the threat of air and water pollution; minimize groundwater contamination from on-site disposal of hazardous substances; maximize pedestrian, bicycle and vehicle safety; screen parking, storage and outdoor service areas through landscaping or fencing; minimize headlight and other light intrusion; ensure compliance with the Brookline Zoning By-Laws; maximize property enhancement with sufficient landscaping, lighting, street furniture and other site amenities; and minimize impacts on adjacent property associated with hours of operation, deliveries, noise, rubbish removal and storage. All plans and maps submitted for site plan review shall be prepared, stamped, and signed by a Professional Engineer licensed to practice in Massachusetts. Pursuant to the site plan review process,

applicants shall provide to the Planning Board and the Director of Engineering a site plan showing:

- a. Demonstrated design compliance with any General By-Law related to erosion and sediment control and stormwater management;
- b. Property lines and physical features, including roads, driveways, parking for vehicles and bicycles, loading areas and trash storage for the project site;
- c. Proposed changes to the landscape of the site, grading, vegetation clearing and planting, and exterior lighting.
- d. The extent to which the project complies with any applicable Design Guidelines adopted by the Planning Board.
- e. Compliance with other requirements related to zoning relief provided under this Overlay District as described below.

3) The Planning Board may grant a Site Plan Review Permit under this section allowing for a project that meets the following requirements and limitations.

- a. Any project that proposes demolition of existing Dwelling Units must demonstrate how the project will result in a net increase of at least 20% more Dwelling Units, or one additional Dwelling Unit, whichever is greater.
- b. Any project subject to Section 4.08, Inclusionary Zoning, shall provide all required affordable units on site. No special permit is required pursuant to Section 4.08 as long as the Site Plan Review Permit provided under this Overlay District includes conditions that document how all other compliance under Section 4.08 and related Affordable Housing Guidelines will be met, per the positive recommendation by the Housing Advisory Board.
- c. No special permit or related Design Review process is required pursuant to Section 5.09.2.a-d, h, or i, for projects that:
 - i. Include at least 5% of the property area as Landscaped Open Space, and
 - ii. Provide a 12' clear height on the ground floor. Clear height is defined as the vertical height from the surface of the finished floor to the surface of the finished floor above at all points. When there is no floor above, such measurement shall be to the top of the structural beam or joists above or the top of the wall plate, whichever is more.

d. Use Flexibility

- i. The ground floor of a residential building may have maximum residential use frontage that exceeds Use 6 in Section 4.07 – Table of Use Regulations, if the applicant adequately demonstrates that:
 - (i) the location of residential and non-residential uses of the ground floor are appropriate given the transition between residential and commercial neighborhoods; and
 - (ii) for projects of 10 or more residential units, at least 1,200 square feet of floor space on the ground floor is designed to accommodate retail and restaurant uses

with regards to utility access, ventilation design, plumbing and utilities, accessibility and egress design, fire suppression systems, and ceiling height.

- ii. Any proposed building shall be permitted to have more than one principal use. For example, a restaurant or retail business may be located in the same building as a permitted residential or office use without being considered an accessory use.
- e. Building Envelope - The Floor Area Ratio, maximum building height, setbacks, open space and other dimensional requirements otherwise applicable may be exceeded as long as the project does not exceed the following building envelope as described further below:
 - i. The ground floor of a building must be setback from the Boylston Street property line by 8’;
 - ii. Maximum of 4 Stories; and
 - iii. Allowable height envelope is also formed by a plane that is sloped 1:1, beginning at the rear property line at a height of 10’.

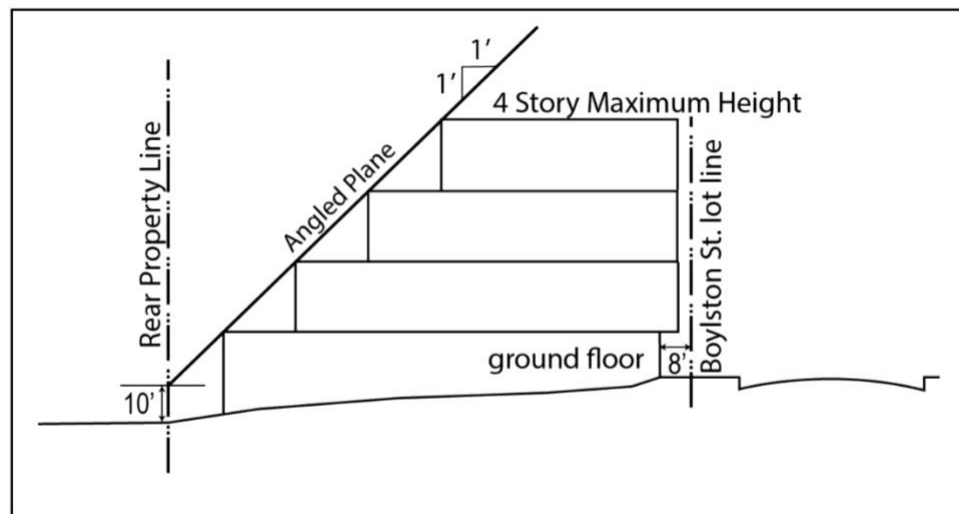


Figure 5.06.4.m.1 As-of-Right Building Envelope

- f. Parking - Any fees charged for parking must be separate from any rental, lease, sale, employment, contract or other arrangement permitting a user to occupy the building.
- g. Tree Canopy & Urban Heat Island Mitigation
 - i. Any project that removes trees 8 inches or greater in diameter, as measured 4.5’ above ground level, must include a mitigation plan as affirmatively recommended by the Tree Warden. Such mitigation plan shall result in no loss of overall tree canopy within a quarter mile of the property, as affirmatively recommended by the Tree Warden.

- ii. Street trees shall be provided at regular intervals approximately every 25 feet adjacent to any public sidewalks. The size, location and species of all trees at the time of planting and the final design of all landscaping in the public or private way shall be approved by the Director of Parks and Open Space or their designee. In circumstances where trees cannot be provided as stipulated above as determined by the Director of Parks and Open Space or their designee, the applicant shall provide an equivalent amount of trees and/or landscaping at appropriate locations on the site at similar elevations of the public sidewalk level, or make a financial contribution to the Town in an equivalent dollar amount for similar improvements in adjacent parks and public spaces.
 - iii. Any project within the Overlay District shall be required to demonstrate to the Planning Board measures taken to reduce urban heat island effects, which may include landscaping, green roofs, cool roofs, etc.
- h. All new buildings and renovations to existing buildings shall be LEED Silver Certifiable or higher. Applicants shall provide evidence to the satisfaction of the Building Commissioner that all new construction and renovations of existing buildings are LEED Certifiable Silver or a higher rating via the provision of a LEED scoring sheet. The construction or renovation of such buildings consistent with these plans shall be confirmed prior to the issuance of a Certificate of Occupancy.

...or act upon anything else thereto.

ARTICLE XX BOYLSTON STREET CORRIDOR STUDY

WARRANT ARTICLE EXPLANATION

The Boylston Street Corridor Study Committee (BSCSC) recommends Town Meeting approval a two new Overlay Zoning Districts for portions of property along Boylston Street between Brington Road and High Street/Washington Street. Following the work of the Boylston Street Visioning Committee, BSCSC conducted extensive outreach, survey work, property and business owner interviews, and analyzed the existing and potential built form, as well as testing the financial feasibility of some potential scenarios within the corridor. BSCSC intends for these zoning amendments to support a transformation of this portion of the Boylston Street Corridor by incentivizing land uses that are less auto-oriented in the western part of this corridor and providing the opportunity for non-discretionary, as-of-right permitting for smaller infill opportunities in the eastern part of this corridor.

In addition to these zoning amendments, the BSCSC spent a significant amount of time with Toole Design Group to create three options for the state right-of-way of Boylston Street itself. While not part of this zoning amendment, the Committee strongly believes that any transformation must include supporting the Massachusetts Department of Transportation (MassDOT) as they work through their own complete streets policies prior to repaving/ rehabilitating this portion of Boylston Street (Route 9). BSCSC will be presenting their preferred option to the Select Board in the coming weeks and requesting Select Board support to move forward with a second phase of consulting work in collaboration with MassDOT. Additionally, the Department of Planning & Community Development believes that demonstrating local action such as zoning amendments to permit additional residential and commercial development will to some extent help any prioritization of available funds for these right-of-way improvements. The three concepts put forward by BSCSC and Toole Design Group are posted on the Committee's website at <https://www.brooklinema.gov/1605>

BSCSC Charge

The BSCSC charge was to comprehensively examine opportunities for preservation of housing stock, redevelopment, and infrastructure improvements along the Boylston Street Corridor, from Brington Road to High Street. Special attention was paid to studying improvements that help realize the community's vision of transforming the corridor into a place defined by walkability, multi-modal transportation, and contextually-appropriate urban character - a mix of uses, open space, and an active public realm. Additionally, the Select Board charged the Committee to consider the following Town Policy Objectives: improved streetscape; housing - especially for households between 100 and 120% Area Median Income, which may include preservation of existing housing stock; strategies to increase housing rental and ownership opportunities for historically excluded populations in Town, particularly African-American and Hispanic families; plan for denser development adjacent to MBTA stations while balancing appropriate scale and use for each neighborhood; appropriate opportunities for new businesses and other uses in the corridor, especially ones that provide a "third" social surrounding opportunity (i.e., third to home and work); increase daytime population presence along the corridor (employees, customers); strategies to incentivize business ownership by minority groups underrepresented in Brookline, women, and/or members of the LGBTQ community; growth of commercial property taxes; and sustainability. The BSCSC Committee is working on their final report, which will be posted on the Committee website and detail how their proposed recommendations (infrastructure, zoning, design guidelines, and other policy recommendations) met their charge.

Previous Planning Studies

As included on the Committee's webpage, previous planning studies that informed this Committee's work included the Town's Comprehensive Plan to create district plans that encourage mixed-use development and promote commercial growth along Route 9, the vision articulated in the 2015 MIT study of Route 9 East, the 2018 Boylston Street Visioning Group, and the 2020 Central Transportation Planning Study of Boylston Street (Route 9).

Community Input

Although a variety of community engagement methods were conducted, the public forum held on June 2, 2021 succinctly summarizes the survey work and individual interviews. All Committee meetings, including this forum, were recorded and are available on the Committee's website. The presentation for the June 2, 2021 meeting is a helpful reference and available at <https://www.brooklinema.gov/DocumentCenter/View/24756>

As a result of this work, the Committee heard that the overarching opportunity was to transform the entire corridor through redesign of the highway into a street. The community felt that although there was a strong market for development here, constraints including the narrow depth of parcels, narrow sidewalks, and heavy traffic on Boylston Street would require incentives to change some of the auto-centric incompatible uses in the corridor. The community expressed particular interest in building affordable housing, especially with the proximity to transit. Heat island mitigation for this area was an important piece for the Committee to consider in their recommendations. Finally, the Committee heard that the Old Lincoln School could be more utilized as a community asset.

Overall Vision

The Boylston Street Area Study Committee sees the transformation of the Route 9 right-of-way as the most important effort that can be made to improve the corridor. As shown in the visioning concepts, the Committee believes the right-of-way must be transformed from a highway to a street in character, including wider sidewalks for safe pedestrian travel, bicycle lane infrastructure, full width on-street parking where provided, and street tree canopy.

Additionally, the north-south pedestrian movements along Cypress Street, from Walnut Path to a restored Davis Path footbridge, and from High Street to Washington Street are key considerations reflected in the Draft Design Guidelines for the corridor, through consideration of massing setbacks, as well as recommendations to add pedestrian crossings near Walnut Path/Davis Path and support the reconstruction of the Davis Path Footbridge.

With regards to zoning recommendations on the western part of the corridor (Brookline Hills Overlay District), the Committee determined that preserving the block of smaller business located on shallower parcels southwest of Cypress and Boylston Street as well as the curved, red brick Madris building on the northwest corner of Cypress and Boylston Street were important keystones. Zoning recommendations surrounding this intersection then utilized the height of the Madris building as a height reference. Uses the Committee wanted to especially incentivize were affordable housing units, commercial spaces that are already included in the Transit Planning Overlay District, daycares, and Libraries/Museums. The Committee spent a lot of time discussing the financial feasibility to incent existing auto-centered uses to be replaced with residential, commercial, and community uses.

The Committee views the middle of the corridor as more of a residential neighborhood character, with the Old Lincoln School providing an underutilized community anchor. Some initial visioning was done to contemplate how the above-ground garage closest to Walnut Path could be redesigned to perhaps provide a new, more accessible entrance to the school while also providing separate community space that at the same time provide more pedestrian activity along the frontage of the Old Lincoln School structure.

Moving to the eastern part of the Corridor, the Committee studied in great detail the much smaller parcel size and shallow depth of existing parcels. They did not want to necessarily incentivize tear-downs of some of the residential buildings that provide a mix of housing stock types. On the other hand, the Committee worked hard to find incentives to over time incent residential and ground floor commercial space in lieu of auto-centered uses. Additionally, the Committee thought providing a four-story building envelope that steps down as it gets closer to residential abutters on Walnut Place and White Place could be a design check to then incentivize infill development through an as-of-right permitting process. In this case, the Planning Board would still conduct design review through a Site Plan Review process, but the overall permitting would be significantly less lengthy and would not be discretionary (i.e., at the end of the day, the applicant would be guaranteed a building permit as long as it was within the building envelope and met other requirements described in the Boylston Street East Overlay District).

Brookline Hills Overlay District

This proposed Overlay District is constructed similar to other recently passed Overlay Districts. Property owners retain the rights to the underlying (existing) Zoning. Additionally, if an applicant chooses to permit a project through the Overlay District, they would then be subject to additional requirements and allowable building incentives. In this case, a development would be subject to Special Permits, Design Review, and considered a Major Impact Project.

As noted in the amendment, the Overlay permits the height to be exceeded to accommodate six story buildings for most of the parcels, except only five stories northeast of Cameron Street and Boylston Street. The underlying zoning permits a height of 35' to 45' by right, and up to 70' with public benefits east of Cypress Street and southwest of Cameron and Boylston Streets. As noted above, the existing Madris building height was set at a reference point, which is an example of a very tall four-story building, and which height could accommodate a five to six story building.

The Floor Area Ratio (FAR, ratio of Gross Floor Area divided by the lot area) is generally set to 3.0 whereas the underlying zoning permits 2 to 2.5 with public benefits for all parcels east of Cypress Street and southwest of Cameron and Boylston Street. The underlying zoning northeast of Cameron Street and Boylston Street is currently set at 1.0, and at 0.5 for parcels east of Cypress Street. The already built FAR in this Overlay District ranges from 0 to 4.0.

To adequately incent infill development of the parking lot immediately to the west of the Madris building, redevelopment of the property between Cypress Street and Boylston Place, redevelopment of the car-centered uses between Cameron and Smythe Street, and redevelopment of the car-centered uses between Cypress Street and the Old Lincoln School, a range of 2.5 to above 5 would be required. After significant discussion, 3D modeling, and further financial feasibility testing, the Committee determined that permitting a maximum of 3.5 FAR as a standard for the Overlay District would be most appropriate. For the larger parcel (larger than an acre) southeast of Cypress and Boylston Street, the

Committee recommended a maximum of 4.0 could be permissible. These allowable FARs would also be restricted by the building height maximum of five to six stories.

To incentivize particular development outcomes, the Committee set the allowable FAR to 3.0 in this District, with 1:1 additional FAR allowed for affordable units beyond what is otherwise required, commercial uses already incentivized by the Transit Planning Overlay District, daycares, libraries/museums, and other subsidized non-residential space. Again, the maximum FAR allowed would be 3.5 to 4.0 as described above.

The zoning amendment would also allow office and smaller retail/restaurant uses for the property currently zoned M, Multifamily between Cameron Street and Smythe Street, where currently Valvoline and Dunkin' Donuts businesses are located.

Finally, requirements that must be adhered to in order to access the dimensional relief provided in this Overlay District include mitigating for existing tree canopy, provision of street trees, and LEED Silver building standards. The Committee intended to use fossil-fuel free construction as a standard, however, that idea was recently struck by the Attorney General's Office for a related warrant article attached to the Emerald Isle Overlay District. The LEED Silver standard has already been approved at that District, so the Committee is at least carrying forward this minimum building standard.

Boylston Street East Overlay District

As described above in the Overall Vision section, the mechanism of the Boylston Street East Overlay District is an as-of-right permitting pathway for development four stories or smaller that also meet the building envelope described in the zoning amendment, stepping down towards abutting residential properties to the rear. These developments would still undergo some design review process by the Planning Board conducting Site Plan Review. However, these projects would not necessarily require the lengthy, discretionary special permit process simply triggered by the number of residential units or its location on Boylston Street.

To be clear, projects that are otherwise defined as a Major Impact Project due to their size would still trigger Special Permit and Design Review by a Design Advisory Team. Additionally, lodging houses, hotels, and automotive uses that currently trigger Special Permit Design Review pursuant to Section 5.09 (e, f, g) would still remain subject to that Special Permit Design Review process.

Tree mitigation, street tree provision, and LEED Silver standards are required similar to the Brookline Hills Overlay District.

Where's the Parking?

While no zoning discussion would be complete without talking about parking, the Committee decided to not recommend any parking amendments beyond those recently changed by Town Meeting, including no parking for many commercial uses and reduced parking by Special Permit for residential uses.

Conclusion

The Department of Planning and Community Development is proud to support the Boylston Street Corridor Study Committee in their dedication to balance incentives for improvements with a desire for mid-rise building dimension standards. The Committee membership includes: Chair John VanScoyoc,

Rachna Balkrishna, Deborah Brown, Wendy Friedman, Joe Gaudino, Wendy Machmuller, Tom Nally, Carlos Ridruejo, and Mark Zarrillo.