

Matt Hyatt - Chair
Andrea Brue - Clerk
Blair Hines
Linda K. Hamlin
Steven A. Heikin
Thomas Renkes
Mark J. Zarrillo



[Click Here to Register for Meeting](#)

Or call: [646-828-7666](tel:646-828-7666)

Meeting ID: 160 362 8113

**Planning Board Agenda
Chapter 40A Cases Evening Meeting
Thursday, August 20, 2026 at 7:30 PM**

After registering, you will receive a confirmation email containing information about joining the meeting.

1. Public Comment on Matters Not on the Agenda

2. Board of Appeals Cases

(Tentative Zoning Board of Appeals Hearing Date), relevant Precinct

- 2a. **118 Woodland Road** – (8/27) Add rear addition, pool, pool house, second driveway and alter exsisting parking area. Pct.15

3. Major Impact Project Preliminary Presentation

3a. **1280 – 1330 BOYLSTON STREET**

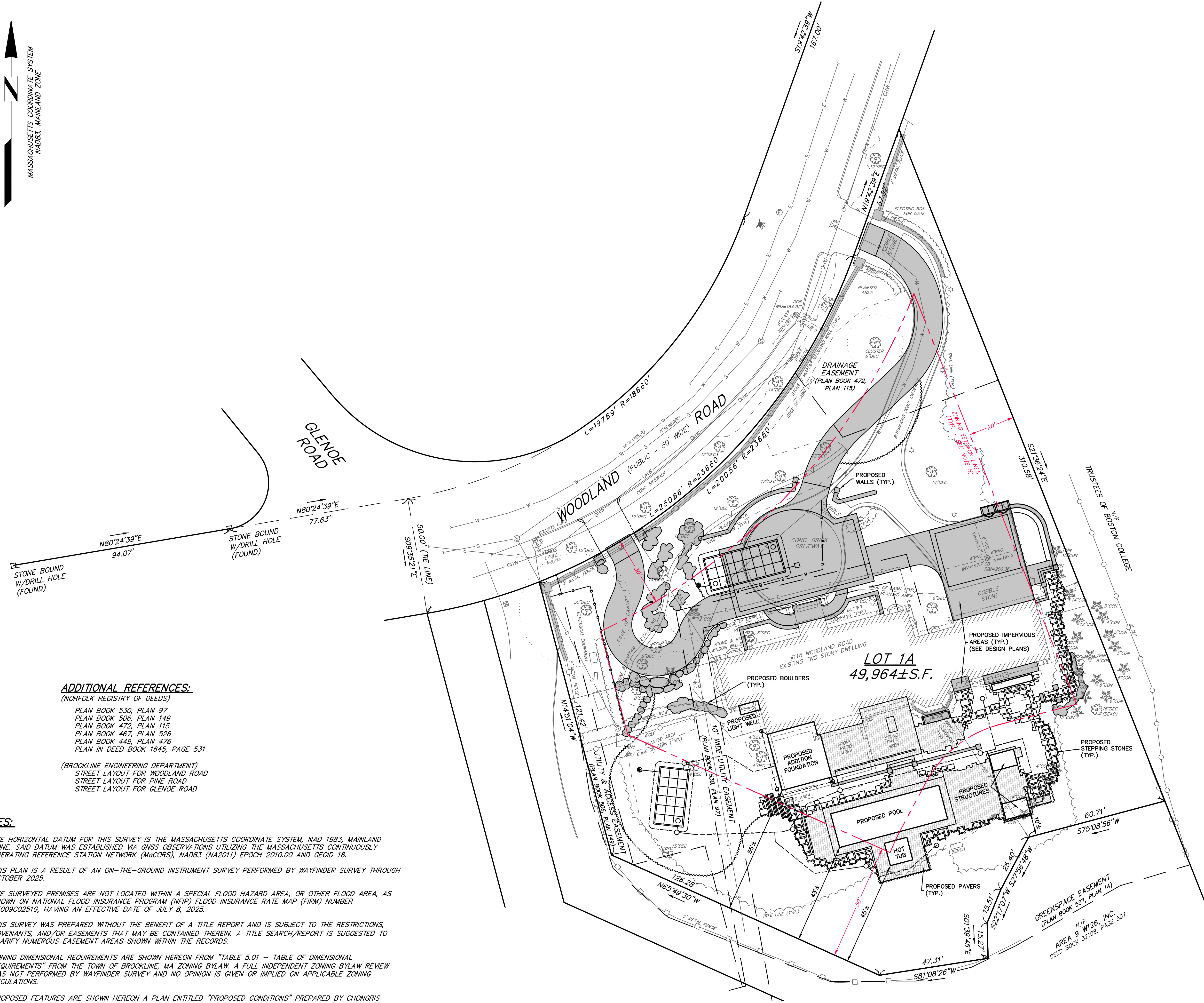
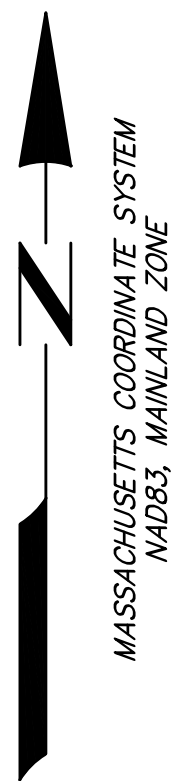
Proposal to construct three buildings; a twelve story mixed-use hotel and luxury condominiums with retail on the ground floor; a twelve story mixed use multi-family residential building with space for retail and medical offices; and a seven story multi-family residential building. Pct. 15

Possible vote and appointment of Design Advisory Team (DAT)

For help attending meetings on Zoom, go to BrooklineMA.gov/ZoomTips. If you need reasonable accommodations or modifications related to this meeting, please contact Sarah E. Kaplan, ADA Compliance Officer, at skaplan@brooklinema.gov or call [617-730-2329](tel:617-730-2329). ADA Information:

BrooklineMA.gov/Town-Legal-Notice

Requests for language access may be sent to the Language Access Coordinator at ODEICR@brooklinema.gov.



ADDITIONAL REFERENCES:

(NORFOLK REGISTRY OF DEEDS)
PLAN BOOK 530, PLAN 97
PLAN BOOK 506, PLAN 149
PLAN BOOK 472, PLAN 115
PLAN BOOK 467, PLAN 526
PLAN BOOK 449, PLAN 476
PLAN IN DEED BOOK 1645, PAGE 531

(BROOKLINE ENGINEERING DEPARTMENT)
STREET LAYOUT FOR WOODLAND ROAD
STREET LAYOUT FOR PINE ROAD
STREET LAYOUT FOR GLENCOE ROAD

NOTES:

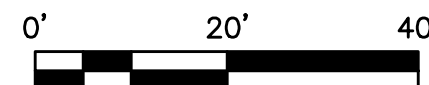
- THE HORIZONTAL DATUM FOR THIS SURVEY IS THE MASSACHUSETTS COORDINATE SYSTEM, NAD 1983, MAINLAND ZONE. SAID DATUM WAS ESTABLISHED VIA GNSS OBSERVATIONS UTILIZING THE MASSACHUSETTS CONTINUOUSLY OPERATING REFERENCE STATION NETWORK (MGCORS), NAD83 (NA2011) EPOCH 2010.00 AND GEOID 18.
- THIS PLAN IS A RESULT OF AN ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY WAYFINDER SURVEY THROUGH OCTOBER 2025.
- THE SURVEYED PREMISES ARE NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA, OR OTHER FLOOD AREA, AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM) NUMBER 25009C0251G, HAVING AN EFFECTIVE DATE OF JULY 8, 2025.
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS, AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN. A TITLE SEARCH/REPORT IS SUGGESTED TO CLARIFY NUMEROUS EASEMENT AREAS SHOWN WITHIN THE RECORDS.
- ZONING DIMENSIONAL REQUIREMENTS ARE SHOWN HEREON FROM "TABLE 5.01 - TABLE OF DIMENSIONAL REQUIREMENTS" FROM THE TOWN OF BROOKLINE, MA ZONING BYLAW. A FULL INDEPENDENT ZONING BYLAW REVIEW WAS NOT PERFORMED BY WAYFINDER SURVEY AND NO OPINION IS GIVEN OR IMPLIED ON APPLICABLE ZONING REGULATIONS.
- PROPOSED FEATURES ARE SHOWN HEREON A PLAN ENTITLED "PROPOSED CONDITIONS" PREPARED BY CHONGRIS ENGINEERING, DATED FEBRUARY 5, 2026, AND PROVIDED BY THE CLIENT.

LEGEND:

4'CLF	CHAINLINK FENCE W/HEIGHT
6"CON	CONIFEROUS TREE W/DIAMETER
CONC.	CONCRETE
DCB	D-SHAPED CATCHBASIN
12"DEC	DECIDUOUS TREE W/DIAMETER
DS	DOWNSPOUT
FFE	FINISHED FLOOR ELEVATION
ICV	IRRIGATION CONTROL VALVE
INV	INVERT ELEVATION



John John 4/8/2026



SITE ADDRESS:

#118
WOODLAND
ROAD
BROOKLINE,
MASSACHUSETTS

PREPARED FOR:

RALPH
GENTILE
479 LONGLEY ROAD
GROTON, MA 01450

RECORD OWNER INFORMATION:

SAMKIM
REALTY TRUST

(ASSESSORS PARCEL ID: 440-40-00)
DEED BOOK 42529, PAGE 563
PLAN BOOK 537, PLAN 14
PLAN BOOK 537, PLAN 13

REVISIONS

NO.	DATE	DESCRIPTION	BY



2 BRIDGEVIEW CIRCLE #8-101
TYNGBOROUGH, MA 01879
WWW.WAYFINDERSURVEY.COM
(978) 409-5676

PROPOSED
PLOT PLAN
OF LAND IN
BROOKLINE,
MASSACHUSETTS

DATE: APRIL 8, 2026

SCALE: 1" = 20'

PROJECT NUMBER: 1039

SHEET: 1 OF 1

- BY SUBMITTING A BID THE CONTRACTOR ACKNOWLEDGES AND AGREES THAT HE/SHE HAS VISITED THE SITE AND HAS THOROUGHLY REVIEWED THESE DOCUMENTS AND AGREES TO ALL THE TERMS AS NOTED WITHIN.
- DO NOT SCALE THE DRAWINGS. ANY PERSON OBTAINING INFORMATION BY THIS PROCESS DOES SO AT THEIR OWN RISK AND WITHOUT THE CONSENT OF THE ARCHITECT. THESE DRAWINGS ARE FOR PERMIT USE ONLY. ALL COORDINATION OF DETAILS, MEANS AND METHODS OF NEW WORK AND OF CONNECTIONS BETWEEN NEW AND EXISTING WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR MUST PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT TO PERFORM THE WORK AND MUST PROVIDE BUILDERS RISK, LIABILITY AND PROPERTY AND WORKMAN'S COMPENSATION INSURANCES, ETC. .
- CONTRACTOR MUST PROVIDE AND COORDINATE LOCATION OF ALL ELECTRICAL, HVAC, PLUMBING AND ALARM SYSTEMS, ETC. WITH OWNER FOR TYPES OF SYSTEMS TO BE USED, THEIR FINISHES, FUNCTIONS AND COLORS
- CONTRACTOR WILL BE RESPONSIBLE FOR ALL MATERIALS ENTERING, EXITING AND STORED ON THE SITE AND WILL PROVIDE THE PROPER INSURANCES TO COVER THOSE MATERIALS UNTIL THE PROJECT IS COMPLETED.
- CONTRACTOR MUST OBTAIN AND PAY FOR ALL PERMITS AND FEES AND MUST COORDINATE ALL WORK WITH APPLICABLE UTILITY COMPANIES, DIG SAFE, FIRE, ETC. AND LOCAL BUILDING DEPARTMENTS AND AGENCIES.
- CONTRACTOR MUST MAINTAIN THE SITE IN A CLEAN AND SAFE MANNER AT ALL TIMES AND IS RESPONSIBLE FOR THE SAFETY OF ALL THAT MAY USE OR ENTER THE SITE.
- CONTRACTOR MUST COORDINATE AND PHASE HIS WORK AND OTHERS TO MINIMIZE THE DISRUPTION OF THE OCCUPANTS AND WILL NOTIFY THEM OF ANY DISRUPTIONS TO SERVICES 24 HOURS IN ADVANCE.
- ALL WORK SHALL BE CONDUCTED, INSTALLED AND COMPLETED IN A WORKMANLIKE AND ACCEPTABLE MANNER SO AS TO SECURE THE RESULTS INTENDED BY LATEST EDITION OF THE STATE BUILDING CODE AND ANY OTHER APPLICABLE CODES INTENDED BY THE ARCHITECT'S DESIGN AND DRAWINGS.
- IN THE EVENT THAT THERE IS A CONFLICT BETWEEN THE DRAWINGS, SPECIFICATIONS AND ANY APPLICABLE OR REGULATION THE MOST STRINGENT STANDARD AND/OR HIGHER QUALITY SHALL APPLY.
- CONTRACTOR MUST PROVIDE A ONE YEAR WARRANTY ON ALL WORK AND MUST PROVIDE THE OWNER WITH ORIGINALS OF ALL MANUFACTURERS MANUALS, PAPERWORK AND OR LITERATURE.
- CONTRACTOR MUST PROVIDE COMPLETE LIST OF SYSTEMS, FIXTURES, EQUIPMENT, VANITIES, CABINETS, TOPS ETC. INCLUDED IN THE CONTRACT PRICE WITH BID WHICH INCLUDING ALL MANUFACTURER'S NAMES AND MODEL NUMBERS.
- CONTRACTOR MUST VERIFY AND COORDINATE ALL DIMENSIONS WITH EXISTING CONDITIONS. AND MUST NOTIFY ARCHITECT OF ANY DISCREPANCIES PROCEEDING WITH WORK ON ANY AREA OF CONCERN OF CONFLICT.
- ALL WORK MUST CONFORM TO REQUIREMENTS OF RISBC-2 RHODE ISLAND STATE ONE & TWO FAMILY DWELLING CODE ANY OTHER APPLICABLE CODE OR REGULATION HAVING JURISDICTION.

1 GENERAL CONDITIONS

- ALL MASONRY WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CODES AND ACCEPTABLE STANDARD MASONRY PRACTICES BY QUALIFIED MASONS SKILLED IN THEIR CRAFT.
- EXTEND EXISTING CHIMNEY, FLUES, FLASHINGS, ETC. AS REQUIRED TO MEET CODE REQUIREMENTS AND TO ENSURE PROPER OPERATION OF ANY FIREPLACE AND OTHER ASSOCIATED EQUIPMENT WHENEVER APPLICABLE.
- ALL NEW BRICKWORK AND GROUTING TO BE REVIEWED AND APPROVED BY THE OWNER OR ARCHITECT FOR COLOR, TEXTURE AND GRADE PRIOR TO PURCHASING MATERIALS OR PERFORMING WORK.
- REPAIR OR REPLACE ALL EXISTING DAMAGED COMPONENTS OR COMPONENTS THAT MAY BECOME DAMAGED DURING THE COURSE OF THE NEW WORK. ALL REPAIR OR REPLACEMENT WORK SHALL MATCH EXISTING COLOR, TEXTURE AND SIZES OF EXISTING UNITS. ALL GROUT TO MATCH EXISTING.
- CAREFULLY REMOVE MASONRY MATERIAL WHERE REQUIRED AND SAVE FOR REUSE OR DISPOSE OF PROPERLY.
- PROVIDE CRICKETS AT HIGH SIDE OF ALL CHIMNEYS AT ROOFS.
- PROVIDE FLASHINGS AT ALL BRICK BASES, WINDOW HEADS, CHIMNEYS AND ROOF INTERSECTIONS AND WHERE REQUIRED BY MASONRY PRACTICES.
- PROVIDE STAINLESS STEEL CHIMNEY LININGS IN ALL NEW AND EXISTING CHIMNEYS FOR PROJECTS THAT USE ARE TO USE NATURAL GAS FOR HEATING.
- PROVIDE GALVANIZE TIES SIDE AND SPACED AS REQUIRED FOR ALL BRICK OR STONE VENEER CONDITIONS.

5 MASONRY

- ALL WINDOWS, SLIDING AND OR PATIO DOORS AND SHALL BE "ANDERSEN 400 SERIES" OR APPROVED EQUAL BY OWNER PRIOR TO BID. CHECK ALL ROUGH OPENINGS WITH MANUFACTURER'S LITERATURE.
- ALL GLASS SHALL BE LOW "E" INSULATING GLASS. ALL GLASS IN BATHROOM WINDOWS TO BE SAFETY GLASS.
- FURNISH ALL NECESSARY FASTENERS, LOCKS, CLIPS, PINS, ANCHORS AND OTHER ITEMS NECESSARY FOR A COMPLETE INSTALLATION WITH MANUFACTURERS HARDWARE, LOCKS, SCREENS, GRILLES, JAMB EXTENSIONS.
- ALL WINDOWS AND DOORS MUST RECEIVE COLONIAL CASING AT THE INTERIOR AND WOOD STOOl.
- INTERIOR WOOD DOORS SHALL BE PRE-HUNG "MORGAN" M-1051 SIX PANEL PINE DOORS OR SOLID CORE WOOD FRAMES WITH #8710 CASING TRIM. ALL INTERIOR DOORS AND TRIM SHALL BE PAINTED ONE PRIME COAT AND SHALL RECEIVE TWO COATS OF FINISH PAINT OR CLEAR SATIN POLYURETHANE.
- PROVIDE ALL NECESSARY HARDWARE, HINGES, STOPS, PRIVACY SETS OR LATCH SETS AT OWNERS DISCRETION. ALL HARDWARE TO BE SCHLAGE OR APPROVED EQUAL. COLOR AND FINISH TO BE SELECTED BY OWNER.
- EXTERIOR DOORS SHALL BE PER DOOR SCHEDULE. DOORS SHALL BE COMPLETE WITH WEATHER-STRIPPING, ADJUSTABLE METAL THRESHOLD, HARDWARE, INSULATING GLASS, GRILLES AND FRAMES. PROVIDE TRANSOMS AND SIDELIGHTS ON DOORS AND WINDOWS SHOWN TO HAVE THEM AND HAVE HEAD FLASHINGS.
- ALL EGRESS DOORS MUST OPERATE FROM THE INTERIOR AT ALL TIMES WITHOUT THE USE OF A KEY OR SPECIAL TOOL TO OPERATE. INTERIOR DEAD-BOLTS ARE NOT ALLOWED.
- ALL GLAZING IN EGRESS DOORS, SKYLITES OR WINDOWS WITHIN 18 INCHES OF FINISH FLOOR OR OTHER REQUIRED AREAS SHALL BE SAFETY GLASS.
- GLAZING IN BATHROOMS OR LOCATED WHERE SUBJECT TO HUMAN IMPACT LOADS SHALL BE SAFETY GLASS. GLAZING IN BATHROOMS OR LOCATED WHERE SUBJECT TO HUMAN IMPACT LOADS SHALL BE SAFETY GLASS.
- GLAZING IN ALL AREAS, WINDOWS, DOORS, SKYLIGHTS ETC. TO BE SAFETY GLASS WHERE REQUIRED BY CODE.
- ALL MULLIONS TO BE WIDE PROFILE AND PERMANENTLY MOUNTED TO GLASS AT INTERIOR AND EXTERIOR OF ALL WINDOWS.
- ALL GARAGE DOORS TO BE CLOPAY RAISED PANEL DOORS WITH ELECTRIC OPERATORS OR APPROVED EQUAL.
- PROVIDE ONE ALARM KEYPAD AT ONE OF THE GARAGE DOORS AND COORDINATE WITH OWNER.
- PROVIDE FLASHING AT HEADS OF ALL WINDOWS, DOORS, SILLS AND WHERE REQUIRED OR RECOMMENDED.

9 DOORS/WINDOWS/SKYLIGHTS

- CONTRACTOR MUST NOTIFY ALL UTILITIES, DIG SAFE AND OBTAIN AND PAY FOR ALL PERMITS AND DUMPSTERS, PROTECT LANDSCAPING, LAWNS, DRIVEWAYS, STRUCTURES, FIXTURES AND FINISHES FROM DAMAGE DURING THE WORK AND SHALL NOT SUBJECT THE EXISTING FINISHES TO UNPROTECTED TRAFFIC, IMPACT OR STORAGE OF MATERIALS AND WILL RESTORE ALL AFFECTED AREAS BACK TO ORIGINAL CONDITIONS.
- CONTRACTOR MUST PROVIDE TEMPORARY ENCLOSURES AS REQUIRED TO PERFORM THE WORK, PROVIDE ADEQUATE VENTILATION OF THOSE SPACES TO PREVENT MOISTURE FROM ACCUMULATING AND FROM DAMAGES DURING THE WORK.
- CONTRACTOR SHALL PROTECT ALL EXCAVATIONS, TRENCHES, BUILDINGS AND MATERIALS AT ALL TIMES FROM WEATHER, GROUND WATER, LEAKAGE OF SEWERS, DRAINS OR OTHER DAMAGE OF ANY KIND OR ORIGIN.
- ALL TEMPORARY ELECTRICAL WORK IF REQUIRED SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF AT LEAST ONE MASTER ELECTRICIAN, WHO WILL BE PRESENT AT ALL TIMES WHEN SUCH WORK IS PERFORMED.
- CONTRACTOR MUST DETERMINE ALL FINISH GRADES IN FIELD TO MEET THE DESIRED DESIGN INTENT AND MUST MAINTAIN EXISTING AND NEW FACILITIES IN A PROPER, SAFE CONDITION FOR THE DURATION OF THE PROJECT.
- CONTRACTOR MUST REMOVE AND LEGALLY DISPOSE OF THE TEMPORARY WORK AND ALL OTHER DEBRIS ASSOCIATED WITH THE WORK. IMPACTED WORK MUST BE REPAIRED BACK TO THEIR ORIGINAL CONDITION.
- CONTRACTOR AT ALL TIMES MUST MAINTAIN GOOD HOUSEKEEPING PRACTICES TO REDUCE THE RISK OF INJURY FIRE AND OTHER DAMAGES. ALL SCRAP MATERIALS, RUBBISH AND TRASH MUST BE REMOVED DAILY AND THE SITE MAINTAINED IN A CLEAN, ORDERLY MANNER.
- SUITABLE STORAGE SPACE MUST BE PROVIDED OUTSIDE THE BUILDING AREA FOR STORING FLAMMABLE MATERIALS AND PAINTS. NOT STORAGE OF FLAMMABLE OR DANGEROUS MATERIALS WILL BE PERMITTED IN THE BUILDING.
- STORAGE OF GASOLINE OR SIMILAR FUELS MUST CONFORM TO NFPA REGULATIONS OR LOCAL FIRE MARSHALL'S REGULATIONS AND MUST BE CONFINED WITHIN DEFINITE BOUNDARIES APART FROM BUILDINGS AS APPROVED BY AUTHORITIES HAVING JURISDICTION. ANY AND ALL PERMITS FOR SUCH ACTIVITY AND OR MATERIALS IS THE IS THE RESPONSIBILITY OF THE CONTRACTOR.
- A FIRE EXTINGUISHER MUST BE AVAILABLE AT ALL LOCATIONS. WHERE ELECTRICAL OR GAS WELDING OR CUTTING IS PERFORMED METAL SHIELDS MUST BE USED TO PROTECT AGAINST FIRE DAMAGE DUE TO HOT SPARKS & FLAMES AND A FIRE WATCH PROVIDED FOR 30 MINUTES AFTER THE COMPLETION OF SUCH ACTIVITIES.
- PATCH AND REPAIR ALL IMPACTED AREAS AND WHERE NEW CONSTRUCTION MEETS EXISTING CONDITIONS BACK THEIR ORIGINAL CONDITIONS.
- CAREFULLY REMOVE ITEMS TO BE REINSTALLED WHILE PERFORMING DEMOLITION SO AS NOT TO CAUSE DAMAGE.

2 DEMOLITION & SITE WORK

- ALL WOOD FRAMING CONNECTORS, HANGERS, ANCHORS, PLATES, ETC. SHALL BE "SIMPSON" STRONG TIE BRAND OR APPROVED EQUAL AND SHALL BE HOT DIPPED GALVANIZED.
- ALL POST ANCHORS SHALL BE "AB-44".
- ALL ANCHOR BOLTS SHALL BE HOT DIPPED GALVANIZED, HAVE A 2" HOOK, A 3" THREADED END AND MUST HAVE A GALVANIZED WASHER AND NUT. ANCHOR BOLTS MUST BE SPACED 8'-0" O.C. ALONG TOP OF ALL FOUNDATION WALLS AND WITHIN 2'-0" OF ALL CORNERS, BE A MIN. ON 12" DIAMETER AND BE A MINIMUM OF 8" LONG.
- ALL FLUSH FRAMED WOOD JOISTS, RAFTERS AND BEAMS SHALL BE SUPPORTED BY JOIST HANGERS OR MANUFACTURER'S SUPPORTS AND MUST BE FULLY NAILED AND OR INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
- RIGIDLY ANCHOR ALL TIE BEAMS TO ROOF RAFTERS (CATHEDRAL) AND WOOD STUD WALL TOP PLATES WITH H2.5 CONNECTORS AND MUST BE NAILED WITH 8d GALVANIZED NAILS.
- CONNECT ALL CATHEDRAL CEILING RAFTERS TOGETHER ACROSS THE RIDGE BOARD OR BEAM WITH "RR" RIDGE CONNECTORS, FULLY NAILED.
- PROVIDE SIMPSON H2.5 RAFTER TO PLATE TIE DOWN HURRICANE ANCHORS AT RAFTER PLATE CONNECTIONS.
- PROVIDE SIMPSON BEAM TO COLUMN TIES AT ALL BEAM TO COLUMN CONNECTIONS.
- ALL WOOD FRAMING CONNECTORS, HANGERS, ANCHORS, PLATES, ETC. FOR MANUFACTURED LUMBER MUST BE PROVIDED IN STRICT ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND REQUIREMENTS.
- ALL EXPOSED METAL SURFACES SHALL RECEIVE ONE PRIMECOAT AND TWO FINISH COATS OF PAINT.
- ALL LALLY COLUMNS TO BE 4" DIAMETER CONCRETE FILLED H.D. STEEL AND MUST BE CONNECTED AT THE TOP AND BOTTOM WITH PROPER FLANGES. PAINT BASE OF COLUMN IF IT IS TO BE EMBEDDED INTO CONCRETE FLOOR PRIOR TO PLACING CONCRETE FLOOR WITH RUST-INHIBITIVE PAINT.

6 METALS

- ALL NEW WALLS AND CEILINGS SHALL BE 1/2" PLASTER WITH SMOOTH SKIM COAT PLASTER IN ALL ROOMS. IN MOIST AREAS SUCH AS BATHROOMS MUST RECEIVE MOISTURE RESISTANT GYP. BOARD. WALLS WHICH ARE TO RECEIVE TILE SHALL HAVE "WONDERBOARD" OR "DUROCK" BOARD AS TILE BACKING.
- ALL RATED WALLS AND CEILINGS SHALL BE 1/2" THICK GYPSUM BOARD "TYPE X" TAPE D AND PAINTED WITH SKIN COAT OF PLASTER FOR A 1 HOUR FIRE RATING.
- ALL GYPSUM BOARD AND DRYWALL FOR CEILINGS SHALL BE INSTALLED ON 1" X 3" WOOD STRAPPING SPACED AT 16 INCHES O.C. MAXIMUM, INSTALLED PERPENDICULAR TO THE RAFTERS OR JOISTS.
- PROVIDE METAL CORNER BEADS AT CORNERS AND "J" MOULDS AT EXPOSED EDGES OF GYPSUM BOARD.
- PROVIDE FIBERGLASS TAPE AND JOINT COMPOUND AT ALL JOINTS IN THE DRYWALL OR BLUE BOARD.
- INSTALL ALL PRODUCTS IN STRICT CONFORMANCE WITH THE MANUFACTURERS WRITTEN SPECIFICATIONS.
- ALL PLASTER FINISHES MUST BE SMOOTH UNLESS NOTED OTHERWISE ON DRAWINGS.
- PROVIDE CONTINUOUS VAPOR BARRIER AT INT. FACE OF STUDS ON THE WARM SIDE OF ALL BATHROOMS WITH SHOWERS, TUB UNITS AND JACUZZIS OR WHERE THERE IS EXCESSIVE HEAT AND HUMIDITY IS EXPECTED.
- ALL EXTERIOR AND INTERIOR FINISHES, MATERIALS, COLORS, ETC. TO BE COORDINATED BETWEEN OWNER PRIOR TO BID.
- ALL NEW AND EXISTING WINDOWS TO RECEIVE NEW "AZEK" (OR EQUAL) TRIM.
- ALL INTERIOR TRIM TO RECEIVE ONE OIL BASED PRIME COAT AND TWO FINISH COATS OF OIL BASED PAINT. AND SHALL BE APPLIED IN STRICT ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.
- ALL WALLS AND CEILINGS TO RECEIVE ONE LATEX PRIME COAT AND TWO FINISH COATS OF LATEX PAINT.
- ALL EXT. PAINTED FINISHES TO RECEIVE ONE OIL BASED PRIME COAT AND TWO FINISH COATS OF LATEX PAINT.
- BACK-PRIME ALL EXTERIOR FASCIAS, SOFFITS, TRIM, ETC. TO BE PAINTED PRIOR TO INSTALLATION.
- PROVIDE GLUE AT ALL JOINTING USING APPROPRIATE INTERIOR OR EXTERIOR GLUE FOR PROPER APPLICATIONS.
- ALL NEW AND EXISTING WOOD FLOORS TO RECEIVE THREE COATS OF OIL BASED POLYURETHANE.
- ALL FLOORING TO BE 3/4" ENGINEERED HARDWOOD EXCEPT FOR KITCHEN AND BATHROOMS. OAK TYPE COLOR AND FINISH. 10% ATTIC STOCK.
- FLOORING IN MUDROOM, CERAMIC OR LUXURY TILE FOR BATHROOMS AND KITCHEN. PROVIDE OWNER WITH 10% ATTIC STOCK.
- ALL TILE TO BE INSTALLED USING EPOXY BASED GROUT AND PRODUCTS.

10 INTERIOR & EXTERIOR FINISHES

- CONTRACTOR TO REMOVE LANDSCAPING, FENCING OR OTHER SITE RELATED ITEMS TO PROPERLY PERFORM THE WORK AND STORE MATERIALS ALL TO BE REUSED IN A SAFE, DRY LOCATION. REINSTALL ALL REMOVED ITEMS ETC. PER OWNERS DIRECTION.
- PROPERLY REMOVE ALL EXISTING UNUSED OR TO BE REMOVED MECHANICAL, PLUMBING, ELECTRICAL ITEMS ETC. OR SYSTEMS TO ITS SOURCE AND MAKE SAFE AS REQ'D.
- CONTRACTOR MUST REVIEW AND COORDINATE THE REMOVAL AND OR RELOCATION OF ALL EXIST. MECHANICAL, PLUMBING, ELECTRICAL AND OTHER SYSTEMS AS REQUIRED TO COMPLETE NEW WORK TO MEET THE DESIRED DESIGN INTENT AND ANY APPLICABLE CODES.
- REMOVE ALL EXCAVATED, STUMPS AND UNWANTED SITE MATERIALS FROM THE SITE AS PART OF THE WORK.
- STEP FOOTINGS AND WALLS AS REQUIRED ACCORDING TO REQUIRED GRADES TO MEET DESIRED DESIGN INTENT DEPICTED IN THE DRAWINGS. COORDINATE NUMBER AND LOCATIONS OF STEPS IN FIELD.
- PROPERLY BACKFILL AND COMPACT ALL ALL AREAS OF EXCAVATION AND IMPACTED BY THE WORK. .

3 DEMOLITION & SITE WORK (CONT'D)

- INSULATION SHALL BE FACED GLASS FIBER BLANKET INSULATION WITH KRAFT FACED VAPOR BARRIER IN ALL WALLS, ROOFS AND FLOORS EXPOSED TO THE EXTERIOR OR WHERE A TEMPERATURE DIFFERENCE IS TO BE MAINTAINED. ALL INSULATION SHALL BE INSTALLED IN ACCORDANCE WITH ALL LATEST APPLICABLE CODES.
- INSULATION SHALL BE PLACED SO THAT THE VAPOR BARRIER IS ALWAYS FACING THE HEATED SPACE AND WHEN IN ROOF INSTALLED SO THAT POSITIVE VENTILATION ABOVE THE INSULATION IS ACHIEVED.
- INSULATION SHALL BE MANUFACTURED BY OWENS-CORNING, CERTANTEED, KNAUF, IGYNENE SPRAY FOAM SPRAYEED OR APPROVED EQUAL WITH MINIMUM R-VALUES AS REQUIRED BY THE LATEST APPLICABLE CODES FOR ITS APPLICATION AND LOCATION.
- FACING ADHESIVE AND INSULATION COMPOSITION SHALL HAVE A FLAME SPREAD OF 25 OR LESS AND A SMOKE DEVELOPED OF 50 OR LESS AS DETERMINED BY U.L. 723, ASTM E-84 OR ASTM C665.
- ALL INSULATION SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION.
- TO ENSURE PROPER VALUES AND INSTALLATION OF INSULATION MATERIALS, PROPER SURFACE PREPARATION WILL BE CARRIED OUT AS PER MANUFACTURER'S RECOMMENDATIONS.
- REPAIR OR REPLACE ALL DAMAGED VAPOR BARRIERS. NEVER INSTALL WET OR DAMAGED INSULATION.
- PROPERLY STORE INSULATION IN A DRY LOCATION AS PER MANUFACTURER'S RECOMMENDATIONS PRIOR TO INSTALLATION.
- PROVIDE R-20 IGYNENE SPRAY INSULATION AT ALL EXTERIOR WALLS.
- PROVIDE R-38 IGYNENE SPRAY INSUL. IN ALL CEILINGS AND ROOFS AND FLOORS OVER CRAWL SPACES. PROVIDE RIGID INSUL. R-10 MIN. AT ALL BASEMENT WALLS AND UNDER FLOOR FOR 4'-0" FROM EXT. WALL. PROVIDE RIGID INSUL. R-10 MIN. UNDER CONCRETE SLABS OF ALL HEATED OR COOLED SPACES.
- PROVIDE STYROFOAM "PROPER VENTS" AND INSULATION STOPS AT THE BOTTOM OF EACH ROOF RAFTER AND WHERE REQUIRED TO KEEP ALL EAVES AND ATTICS CLEAR OF INSULATION FOR PROPER VENTILATION.
- PROVIDE CONTINUOUS ALUM. OR VINYL SOFFIT VENT STRIPS WITH A PROPER OPENING FOR CONTINUOUS VENTILATION OF THE EAVES AND CONTINUOUS ROOF VENTS AT RIDGES WITH INSECT MESH AND EXTERIOR WIND BAFFLES.
- ALL RIDGE VENTS SHALL BE "COBRA" LOW PROFILE RIDGE VENTS OR APPROVED EQUAL.
- PROVIDE VENTILATIONACCESS PANELS TO ALL CRAWL AND ATTIC SPACES.
- PROVIDE PROPER VENTILATION OF ALL CRAWL SPACES AND ROOF ASSEMBLIES TO MEET CODE REQ'TS.
- PROVIDE BATT INSULATION IN LIEU OF SPRAY INSULATION OF EQUAL R VALUE IF DESIRED.
- ALL R VALUES SHOULD BE CONFIRMED WITH AND INSTALLED IN ACCORDANCE WITH ALL APPLICABLE CODES

7 INSULATION & VENTILATION

- ALL PLUMBING WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PLUMBING OR GAS CODES AND OR REGULATIONS.
- ALL WORK SHALL BE PERFORMED BY OR UNDER THE DIRECT SUPERVISION OF A QUALIFIED LICENSED PLUMBER.
- ALL MECHANICAL WORK WILL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE CODES BY QUALIFIED, COMPETENT PERSONS IN ACCORDANCE WITH THESE DOCUMENTS AND THE DESIRED INTENT OF THE DESIGN.
- IN THE EVENT THAT THERE IS A QUESTION REGARDING THE MINIMUM ENERGY STANDARDS, PROVIDE THE MINIMUM R VALUES REQUIRED BY CODE.
- CONTRACTOR TO PROVIDE NEW HVAC SYSTEM COMPLETE WITH CONTROLS TO PROPERLY HEAT AND COOL THE NEW WORK COORDINATE AND OBTAIN APPROVAL OF TYPE AND LOCATION OF HVAC SYSTEMS WITH OWNER PRIOR TO SUBMITTING BID.
- CONTRACTOR TO EVALUATE CONDITION AND CAPACITY OF EXISTING SYSTEMS TO DETERMINE IF SYSTEMS CAN ADEQUATELY SUPPORT THE NEW LOADS. UPGRADE OR REPLACEMENT OF EXISTING SYSTEMS SHOULD BE INCLUDED IN THE BASE BID.
- ALL NEW SYSTEMS TO BE DESIGN-BUILT BY OTHERS TO MEET OWNER'S REQ'TS IN ACCORDANCE WITH THE INTENT OF THESE DOCUMENTS AND ALL APPLICABLE CODES.
- ALL PLUMBING FIXTURES TO BE NEW "KOHLER", "AMERICAN STANDARD" OR OWNER APPROVED EQUAL.
- VERIFY ANY ADDITIONAL WORK THAT MAY BE REQUESTED OR REQUIRED BY THE OWNER NOT DEPICTED IN THESE DOCUMENTS AS PART OF THE NEW WORK AND INCLUDE THAT WORK IN THE BASE BID.
- CONTRACTOR TO EVALUATE CONDITION AND CAPACITY OF EXISTING SYSTEMS TO DETERMINE IF SYSTEMS CAN ADEQUATELY SUPPORT THE NEW LOADS. UPGRADE OR REPLACEMENT OF EXISTING SYSTEMS SHOULD BE INCLUDED IN THE BASE BID.

11 HVAC/PLUMBING

- COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3500 PSI AT 28 DAYS. INCLUDE WATER REDUCING MIXTURE IN ALL CONCRETE. INCORPORATE AIR ENTRAINING ADDITIVE TO PROVIDE 4% TO 6% AIR CONTENT. SLUMP SHALL BE NOT LESS THAN 1" NOR MORE THAN 4".
- REINFORCING BARS SHALL BE NEW DEFORMED BILLET STEEL BARS, CONFORMING TO ASTM A 615, GRADE 60 SIZE AND SPACINGS SHOWN ON DRAWINGS. BAR SIZES NOT INDICATED SHALL BE CONSIDERED #6 BARS. WELDED WIRE FABRIC MUST CONFORM TO ASTM-185. SIZES WILL BE AS INDICATED ARE INDICATED ON THE SIZES NOT SHOWN MUST BE 6X6-1.0. ALL SLABS TO HAVE WELDED WIRE FABRIC.
- MINIMUM CONCRETE COVERAGE OF REINFORCING BARS SHALL BE 3" AT BOTTOM OF FOOTINGS, 2" AT SIDES OF FOOTINGS AND WALLS AND 1-1/2" AT ALL OTHER APPLICATIONS.
- ALL PERIMETER FOOTINGS TO HAVE (2) #4 RODS CONTINUOUS AT BOTTOM OF FOOTING. ALL FOUNDATION WALLS TO HAVE (2) #4 RODS CONTINUOUS TOP AND BOTTOM OF WALL. ALL INTERIOR COLUMN FOOTINGS TO HAVE (3) #4 RODS @12" O.C. EA. WAY AT BOTTOM OF FOOTING. PROVIDE #4 RODS @ 18" O.C. VERT. AT ALL NEW TO EXISTING CONCRETE WALL CONNECTIONS INSTALLED INTO PRE-DRILLED HOLES AND SET INTL 8" MIN. EMBEDMENT INTO EPOXY AND CONCRETE.
- IN CASE OF ANY CONFLICT BETWEEN REFERENCED SPECIFICATIONS, THE MOST STRINGENT SHALL GOVERN.
- ALL CONCRETE SHALL BE READY MIXED AND DELIVERED IN ACCORDANCE WITH "SPECIFICATIONS FOR READY-MIXED CONCRETE", ASTM C94
- DO NOT PLACE CONCRETE ON UNSTABLE, FROZEN OR DECOMPOSING MATERIALS OR GROUND.
- COORDINATE TOP AND BOTTOM ELEVATIONS IN FIELD BASED ON ACTUAL FIELD CONDITIONS AND STEP FOOTINGS IN ACCORDANCE WITH DETAIL 13 ON DRAWINGS SP4.
- PROVIDE "BENTONITE" WATERSTOP AT ALL NEW TO EXIST. FOUNDATION WALL INTERSECTIONS. WATER TABLE IS ANTICIPATED.

4 CONCRETE

- ALL ROOFING SHALL BE FIBERGLASS ASPHALT ROOF SHINGLES WITH A 40 YEAR WARRANTY, "G.A.F.", "BIRD OR GEORGIA PACIFIC. PROVIDE PRODUCT LITERATURE TO THE OWNER FOR SELECTION OF ROOFING MATERIALS. ALL SHINGLES TO BE 40 YEAR ARCHITECTURAL GRADE.
- PROVIDE CONTINUOUS "ICE AND WATER SHIELD" UNDER ALL ROOFING INSTALLED IN STRICT CONFORMANCE WITH MANUFACTURERS SPECIFICATIONS. INSTALL SO THAT IT EXTENDS 2" OVER AND DOWN THE VERTICAL FACE BEHIND THE DRIP EDGE OVER ICE AND WATER SHIELD AT ALL ROOF EDGES.
- PROVIDE NEW LEAD FLASHING AT ALL ROOF AND MASONRY CHIMNEY INTERSECTIONS. ALL LEAD FLASHING SHALL BE EMBEDDED INTO THE HORIZONTAL AND VERTICAL MORTAR JOINTS OF THE CHIMNEYS.
- PROVIDE ALUMINUM STEP FLASHING AND ICE & WATER SHIELD AT ALL ROOF AND WALL INTERSECTIONS A MINIMUM OF 18 INCHES HORIZ. AND 18 INCHES VERTICAL. 18 INCHES AT VALLEYS AND 36 INCHES AT ALL EAVES.
- PROVIDE ACRYLIC LIFE TIME SEALANT AT ALL JOINTS IN THE EXTERIOR WALL, AT THE FULL PERIMETER OF ALL WINDOW FRAMES, DOOR FRAMES AND SKYLIGHTS, VENT HOODS, WALL PENETRATIONS, ETC.
- INSTALL A CONTINUOUS LAYER OF 15 POUND ROOFING FELT UNDER ALL SHINGLED ROOFING.
- INSTALL A CONTINUOUS "ZIPWALL" BUILDING SYSTEM WITH TAPED SEAMS ETC. UNDER ALL NEW SIDING AND TRIM. FULLY COVERING ALL PLYWOOD SHEATHING BELOW. TAPE ALL SEAMS ETC. AND ALL WINDOW AND DOOR FLANGES.
- PROVIDE WHITE ALUMINUM "OGI 320 SYSTEM WITH "OGI 11" HANGERS, "ALCOA" GUTTERS AT ALL ROOF EAVES. PROVIDE MATCHING RAIN LEADERS INTO UNDERGROUND PIPES THAT LEADS ALL RUNOFF A MINIMUM OF 5 FEET FROM FOUNDATION WALLS AND INTO GRAVEL FILLED DRYWELLS OR DAYLIGHT TO LOCATIONS NOT TO DIRECT RUNOFF TO ADJACENT PROPERTIES.
- PROVIDE ADEQUATE NUMBER AND SIZE OF RAIN LEADERS AT ALL GUTTERS TO ADEQUATELY DRAIN ALL ROOFS.
- PROVIDE 6 MIL VAPOR BARRIER UNDER ALL CONCRETE SLABS AT HEATED SPACES.
- CUPOLAS, IF DEPICTED ON DRAWINGS SHALL BE "BROSCO" OR APPROVED EQUAL.
- PROVIDE FLASHING AT HEADS OF ALL WINDOWS, DOORS, SILLS AND WHERE REQUIRED OR RECOMMENDED.
- PROVIDE CONTINUOUS LOW PROFILE RIDGE VENT AT ALL ROOFS.
- PROVIDE CONTINUOUS PRE-FINISHED SOFFIT VENTS AT ALL EAVES.

8 ROOFING AND FLASHING

- ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE ELECTRICAL CODES AND OR REGULATIONS.
- ALL WORK SHALL BE PERFORMED BY OR UNDER THE DIRECT SUPERVISION OF A QUALIFIED, LICENSED ELECTRICIAN.
- VERIFY ANY ADDITIONAL WORK THAT MAY BE REQUESTED OR REQUIRED BY THE OWNER OR REQUIRED PART OF THE NEW WORK AND INCLUDE THAT WORK IN THE BASE BID.
- ALL FIXTURES AND OTHER ELETRICAL RELATED ITEMS TO BE SELECTED BY AND LOCATION VERIFIED BY THE OWNER. CONTRACTOR TO PURCHASE ALL LIGHT FIXTURES FOR CONTRACTOR TO INSTALL.
- PROVIDE (2) WEATHERPROOF ELECTRICAL OUTLETS AND LIGHTS AT EXTERIOR LOCATIONS TO BE COORDINATED IN FIELD WITH OWNER.
- TELEPHONE, ALARM, DATA AND CABLE TV COMPONENTS ETC. SHOULD BE CONSIDERED ELECTRICAL RELATED ITEMS AND MUST BE COORDINATED WITH OWNER FOR QUANTITY AND LOCATIONS AND INCLUDED IN THE BID.
- CLEARLY IDENTIFY AND LABEL ALL CIRCUITS ON THE INSIDE OF THE PANEL DOORS AT PROJECT COMPLETION.
- REVIEW AND COORDINATE LOCATION OF ALL SWITCHES, OUTLETS, FIXTURES, ETC. WITH OWNER PRIOR TO FINAL BIDS. PROVIDE LIGHT FIXTURES WITH SWITCHES AT ALL CLOSETS, CRAWL SPACES, BASEMENTS AND ATTIC SPACES.
- PROVIDE ONE DUPLEX RECEPTACLE CENTERED UNDER ALL WINDOWS AND A MIN. OF 12'-0" O.C. ALONG WALLS THROUGHOUT ALL ROOMS AND SPACES.
- PROVIDE SWITCH AND OR SWITCHES AT STRIKE SIDE OF ALL DOORS INSIDE ALL ROOMS THROUGHOUT.
- ALL CEILING FANS TO BE "HUNTER" BRAND. FINAL QUANTITY AND LOCATION TO BE APPROVED BY OWNER.
- ALL OUTLETS, SWITCHES, CONTROLS, ETC. TO BE "LEVITON" OR OWNER APPROVED EQUAL.
- ALL FIXTURES TO BE "LUTRON", "LIGHTOLIER" OR OWNER APPROVED EQUAL.
- PROVIDE HARD-WIRED COMBINATION SMOKE/CO DETECTORS IN ALL SLEEPING AREAS, AT THE TOP AND BOTTOM OF ALL STAIRS, AND A MINIMUM OF AT LEAST ONE AT EVERY LEVEL INCLUDING ATTIC SPACES THROUGHOUT AND WHER REQUIRED BY LOCAL BUILDING AND OR FIRE DEPARTMENT OFFICIALS.
- PROVIDE ONE PORCELAIN LIGHT FIXTURE PER EVERY 400 S.F. OF BASEMENT AND ATTIC SPACES WIRED TO A SWITCH AT THE TOP OF THE STAIRS OR ACCESS PANELS LEADING INTO THE SPACE.
- PROVIDE DIMMER SWITCHES AT ALL KITCHEN, FAMILY ROOM, LIVING AND DINING ROOM FIXTURES.
- PROVIDE ONE EXTERIOR LIGHT FIXTURE AT ALL NEW DECKS, STAIRS AND EXTERIOR GARAGE DOORS.
- CONTRACTOR TO INCLUDE INSTALLATION OF OWNER PURCHASED EQUIPMENT AS PART OF THE BASE BID.
- CONTRACTOR TO EVALUATE CONDITION AND CAPACITY OF EXISTING SYSTEMS TO DETERMINE IF SYSTEMS CAN ADEQUATELY SUPPORT THE NEW LOADS. UPGRADE OR REPLACEMENT OF EXISTING SYSTEMS SHOULD BE INCLUDED IN THE BASE BID.
- VERIFY ANY ADDITIONAL WORK THAT MAY BE REQUESTED OR REQUIRED BY THE OWNER NOT DEPICTED IN THESE DOCUMENTS AS PART OF THE NEW WORK AND INCLUDE THAT WORK IN THE BASE BID.

12 ELECTRICAL



Michael Fillion

FOR PERMIT

April 14, 2026

REVISIONS NO. DATE

REVISIONS NO.	DATE	REMARKS

Waintrup Residence
Renovation & Addition
118 Woodland Raod
Brookline, MA

DATE: April 14, 2026
DRAWN: MRF
SCALE: AS NOTED

General Notes

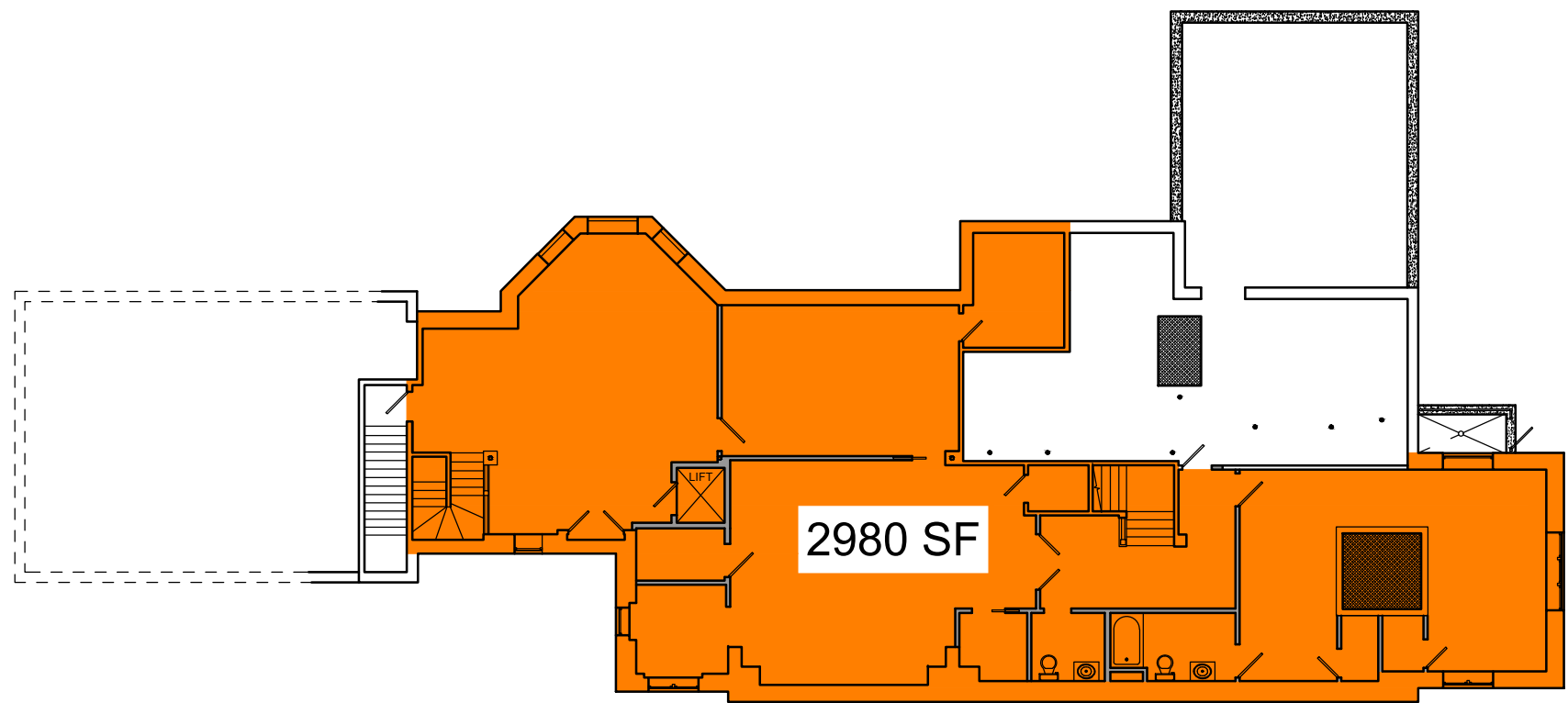
A1

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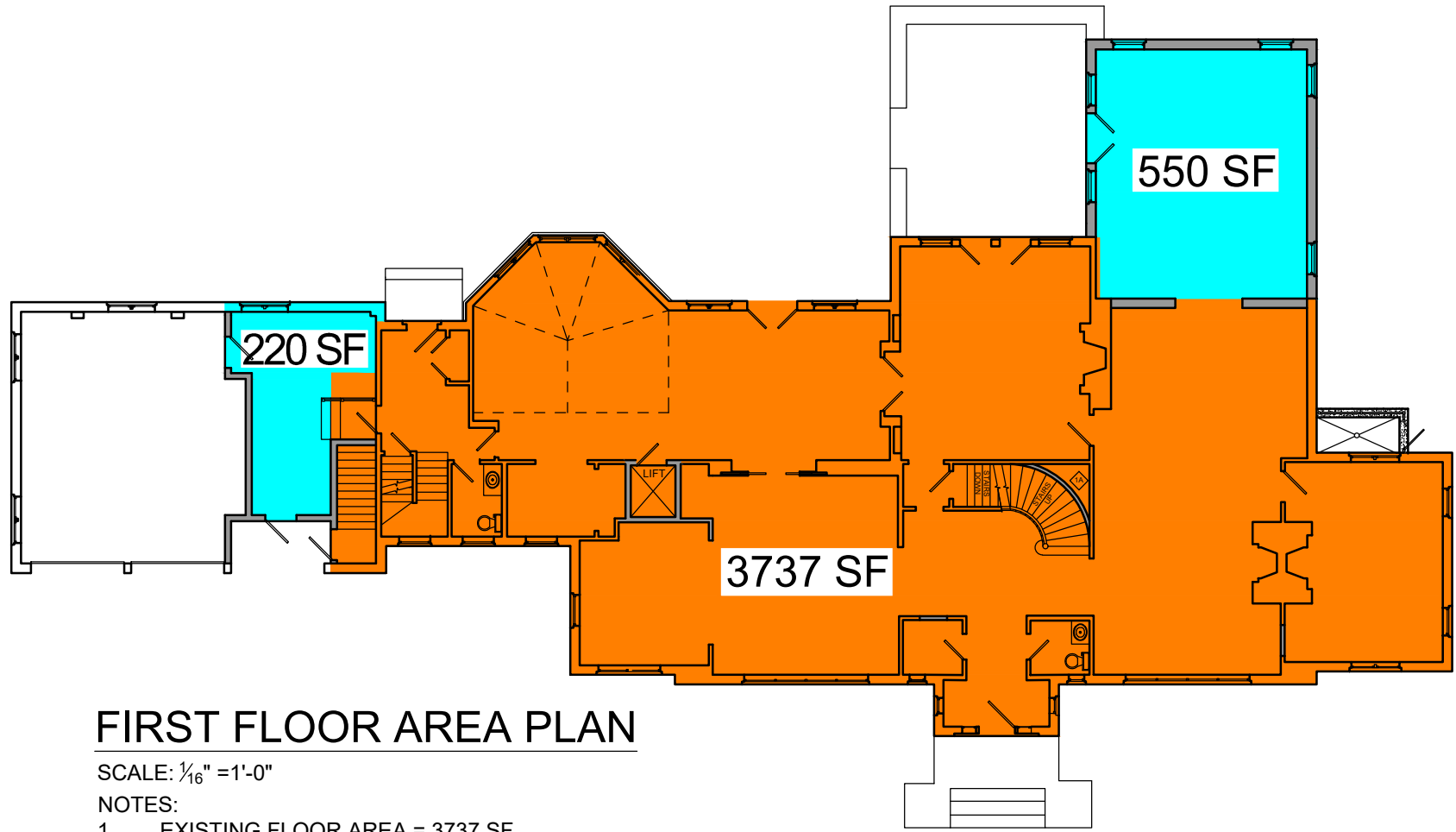


BASEMENT AREA PLAN

SCALE: 1/16" = 1'-0"

NOTES:

- EXISTING FLOOR AREA = 2980 SF
- OTHER AREAS ON PLAN ARE FOR STORAGE USE.

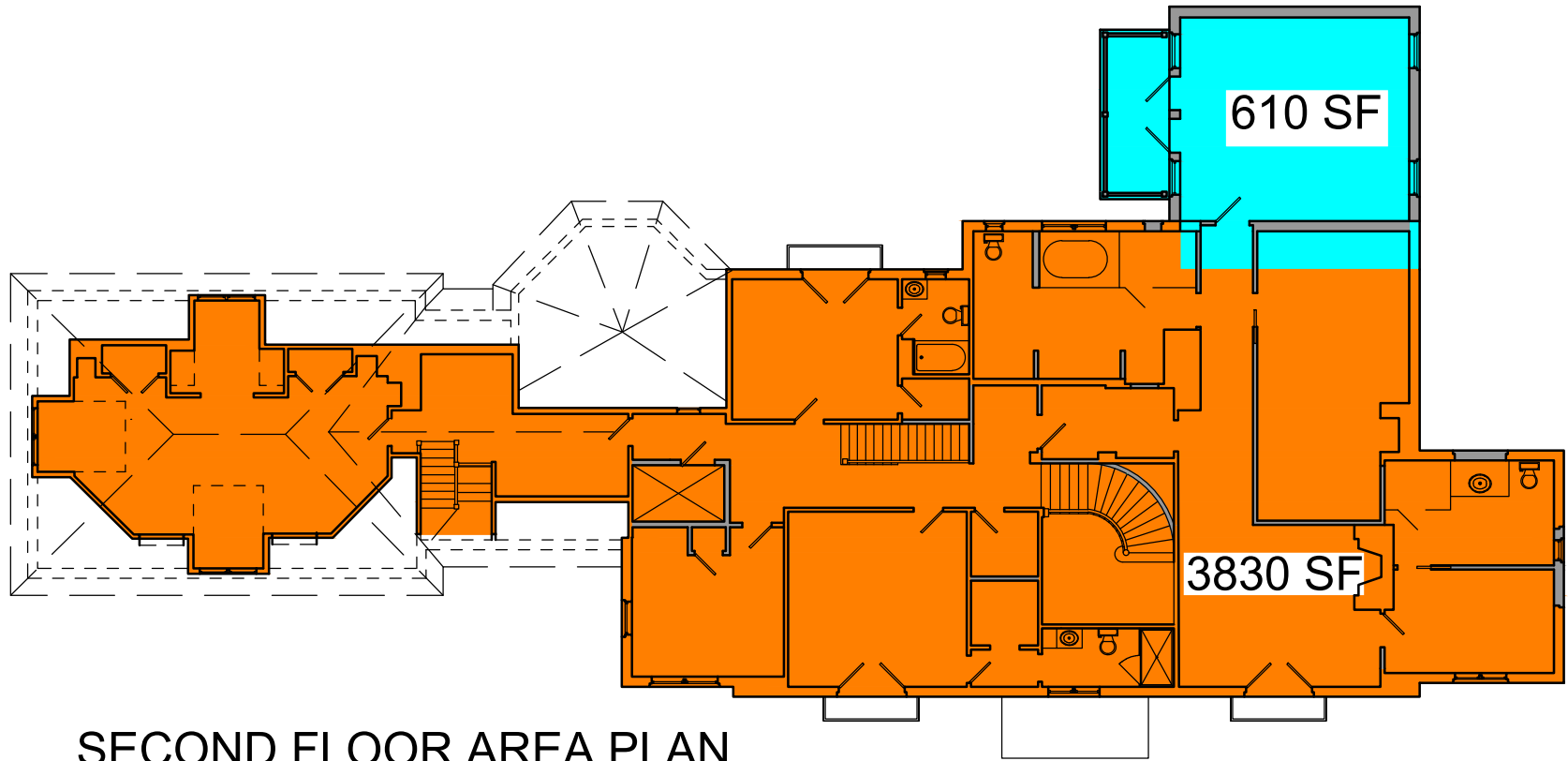


FIRST FLOOR AREA PLAN

SCALE: 1/16" = 1'-0"

NOTES:

- EXISTING FLOOR AREA = 3737 SF
- PROPOSED ADDED REAR ADDITION FLOOR AREA = 550 SF
- PROPOSED ADDED MUD ROOM FLOOR AREA = 220 SF
- PROPOSED TOTAL FLOOR AREA = 4507 SF

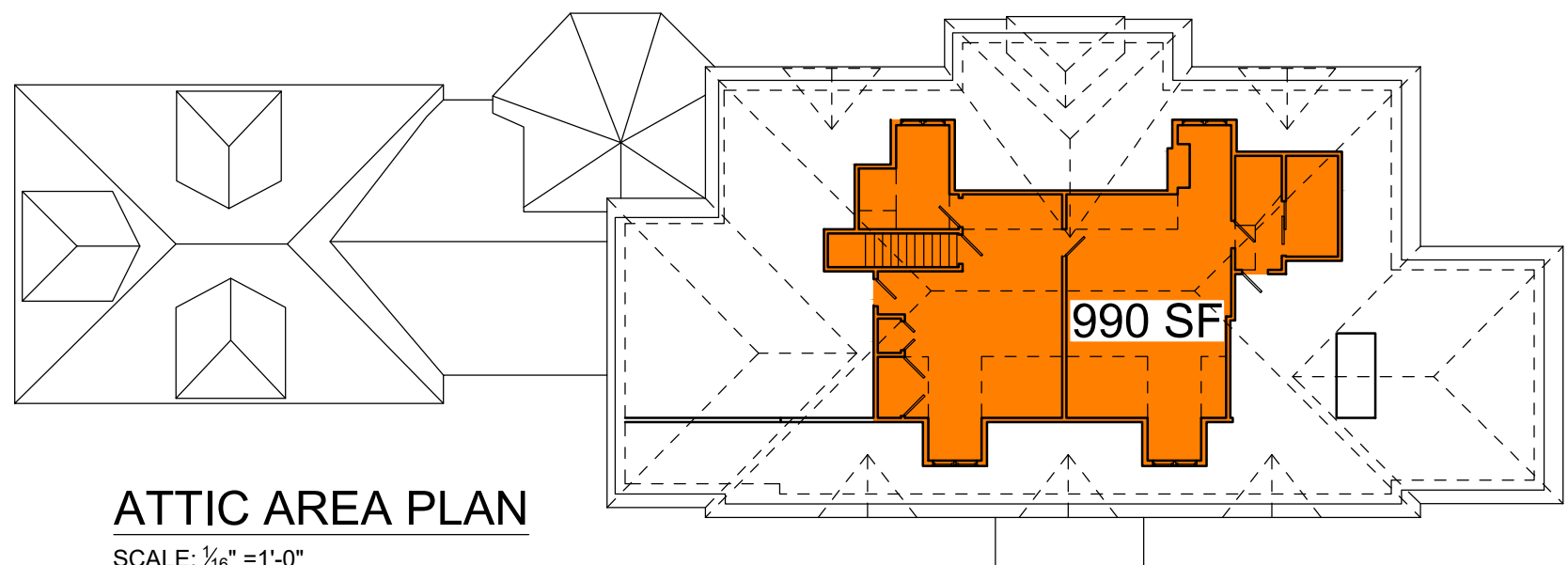


SECOND FLOOR AREA PLAN

SCALE: 1/16" = 1'-0"

NOTES:

- EXISTING FLOOR AREA = 3830 SF
- PROPOSED ADDED FLOOR ARE = 610 SF
- PROPOSED TOTAL FLOOR AREA = 4440 SF



ATTIC AREA PLAN

SCALE: 1/16" = 1'-0"

NOTES:

- EXISTING FLOOR AREA = 900 SF

TOWN OF BROOKLINE ZONING BYLAW Table 5.01-Dimensional Requirements for District S-40	
LOT SIZE (sq. ft.) Minimum Lot Size Actual Lot Size	40,000 49,964
FLOOR AREA RATIO Maximum Floor Area Ratio Existing Floor Area Ratio Proposed Floor Area Ratio	.15 .23 .26
LOT WIDTH (feet) Minimum Lot Width Actual Least Lot Width	150 200
MAXIMUM HEIGHT (feet) Maximum Height Actual Height	35 31.83
MINIMUM YARD (feet) Minimum Front Actual Front	30 90
Minimum Side Actual Least Side	20 25
Minimum Rear Actual Least Rear	50 85
OPEN SPACE (% Gross Floor Area) Landscape Actual Landscape	10%
Usable Actual Usable	100% 100%



INDICATES EXISTING FLOOR AREA



INDICATES PROPOSED FLOOR AREA

FLOOR AREA RATIO CALCULATIONS	
Existing Lot Area (sq. ft.)	49,964
Existing Gross Floor Area (sq.ft.)	
Basement	2980
First Floor	3737
Second Floor	3830
Attic	990
TOTAL	11,537
Proposed Gross Floor Area	
Basement	2980
First Floor	4507
Second Floor	4400
Attic	990
TOTAL	12,917
Existing Floor Area Ratio Existing Gross Floor Area / Lot Area 11,537 / 49,964 =	.23
Proposed Floor Area Ratio Proposed Gross Floor Area / Lot Area 12,917 / 49,964 =	.26

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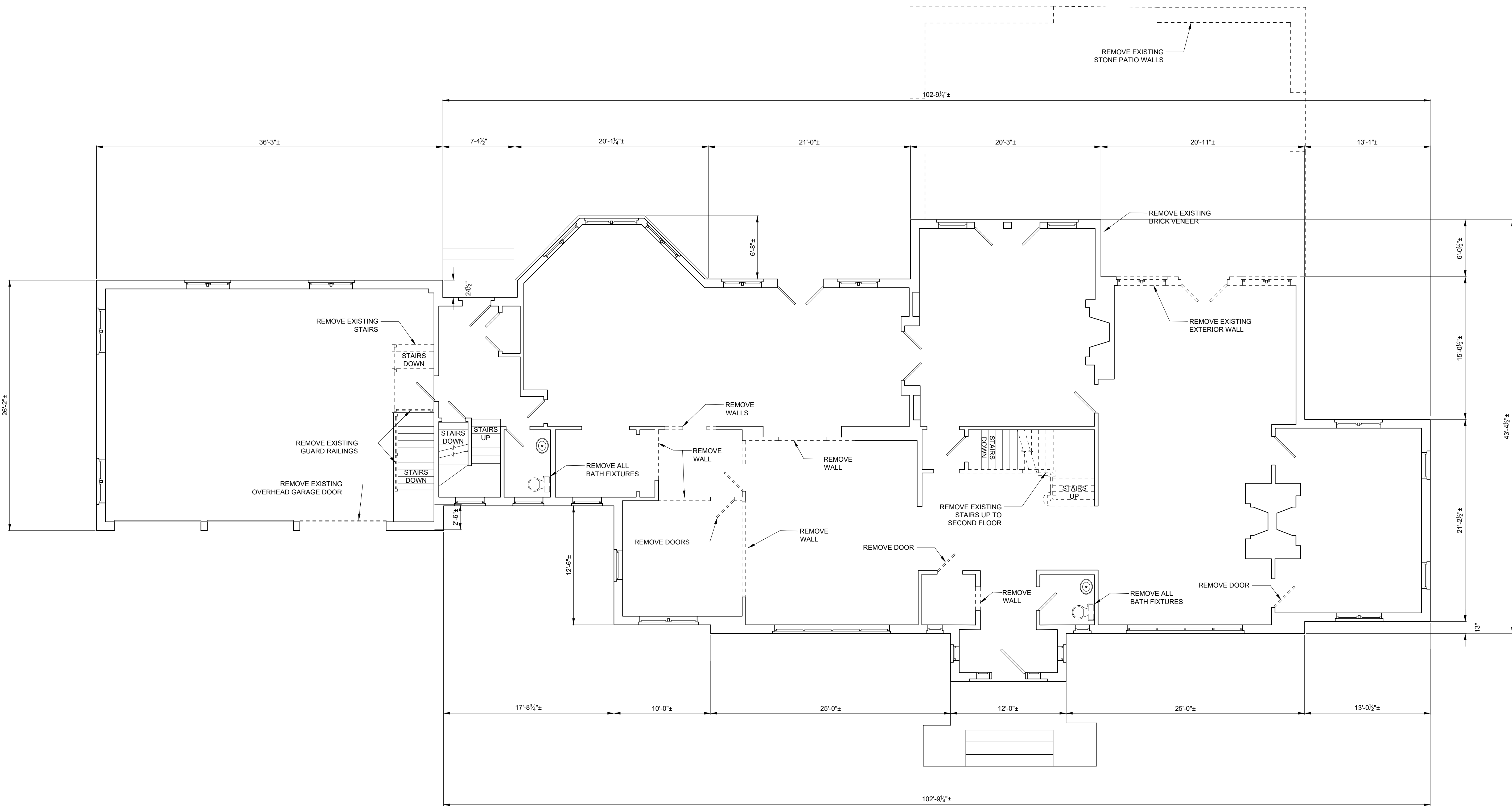
Floor Areas

A2

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NUMBER

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FIRST FLOOR DEMOLITION PLAN

- SCALE: 3/16" = 1'-0"
- NOTES:
- ALL WALLS INDICATED ON PLAN ARE BELOW.
 - THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.



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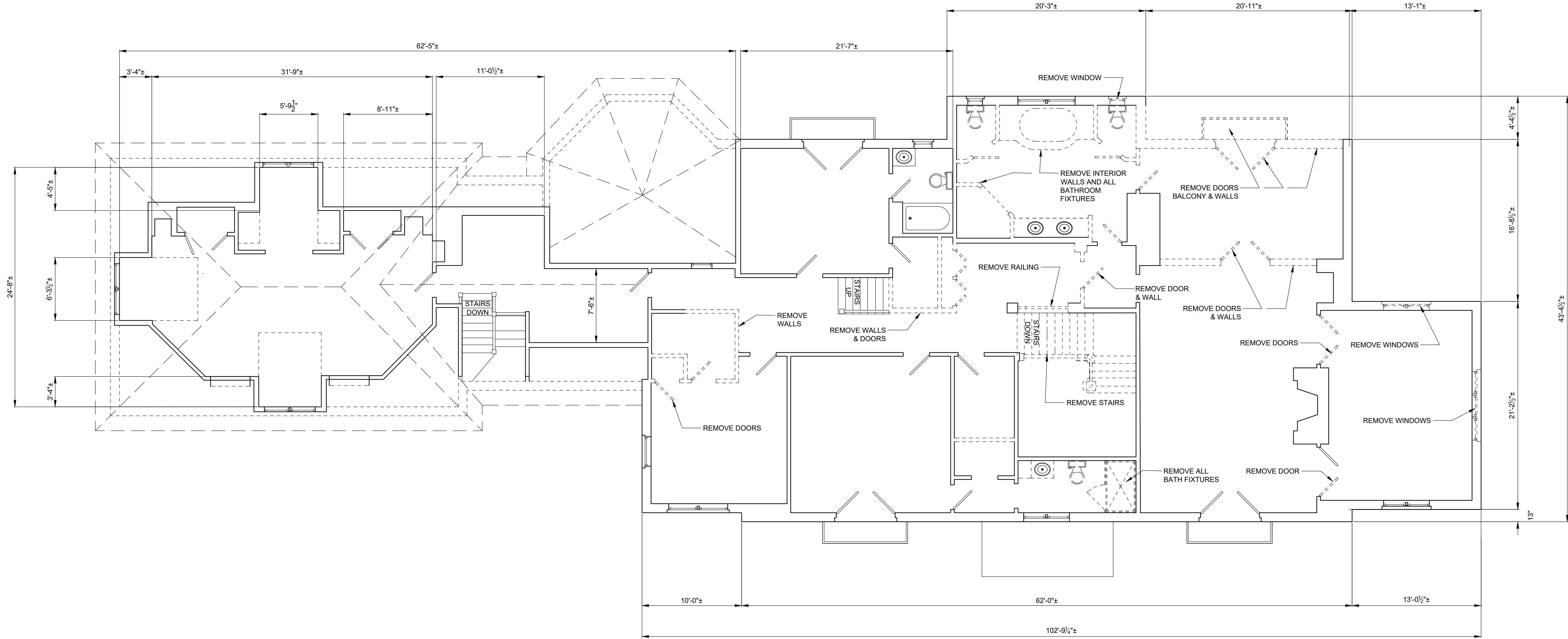
First Floor
Demolition Plan

A4

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NUMBER

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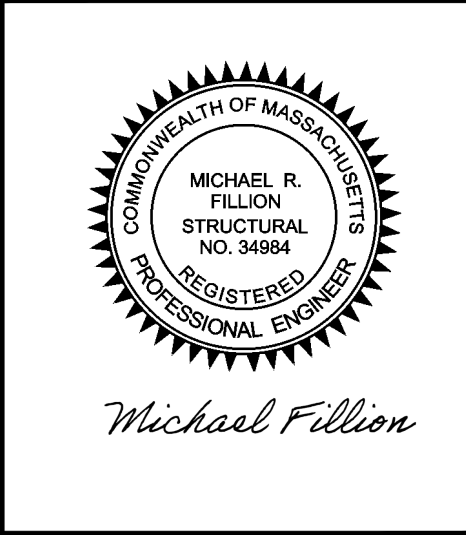
JOB NUMBER



SECOND FLOOR DEMOLITION PLAN

SCALE: 3/16" = 1'-0"

- NOTES:
- ALL WALLS INDICATED ON PLAN ARE BELOW.
 - THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.

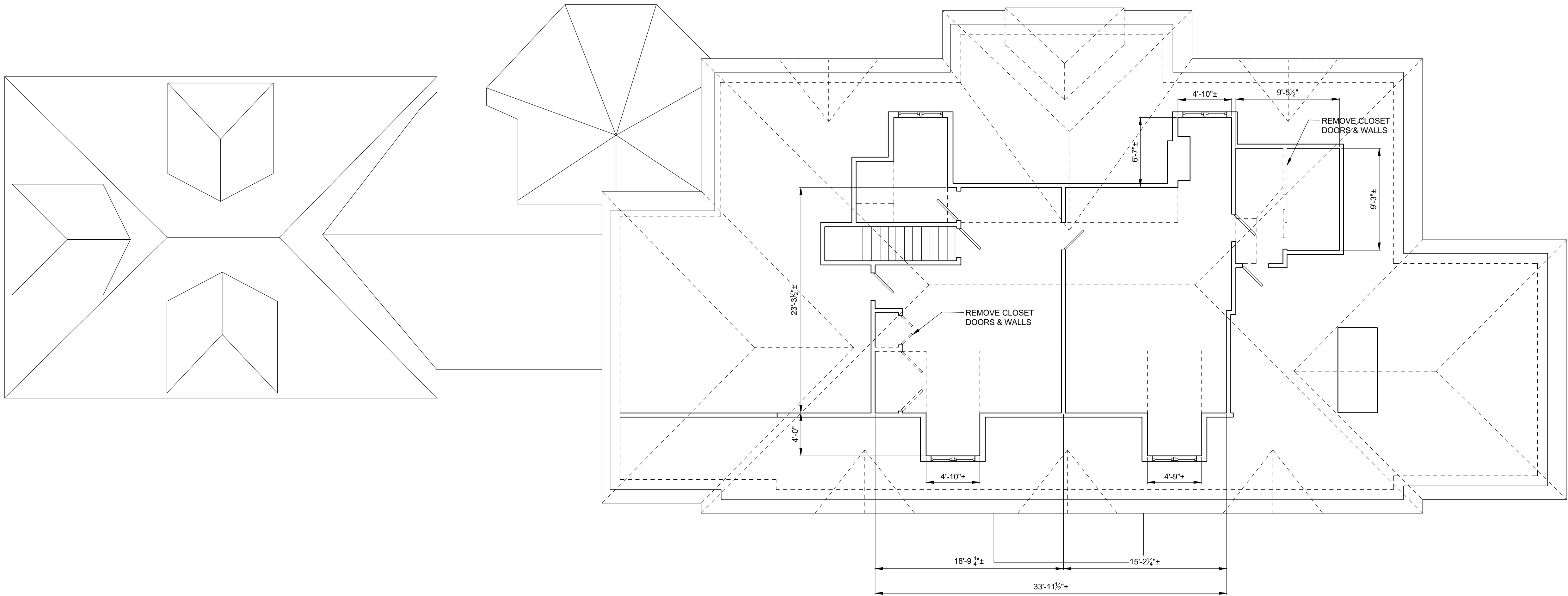


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SCALE : AS NOTED
Second Floor
Demolition Plan

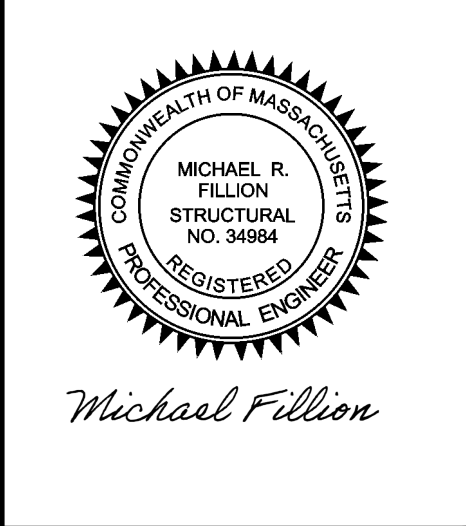
A5
DRAWING
NUMBER
25043
JOB NUMBER



ATTIC FLOOR DEMOLITION PLAN

SCALE: 3/16" = 1'-0"

- NOTES:
1. ALL WALLS INDICATED ON PLAN ARE BELOW.
 2. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.



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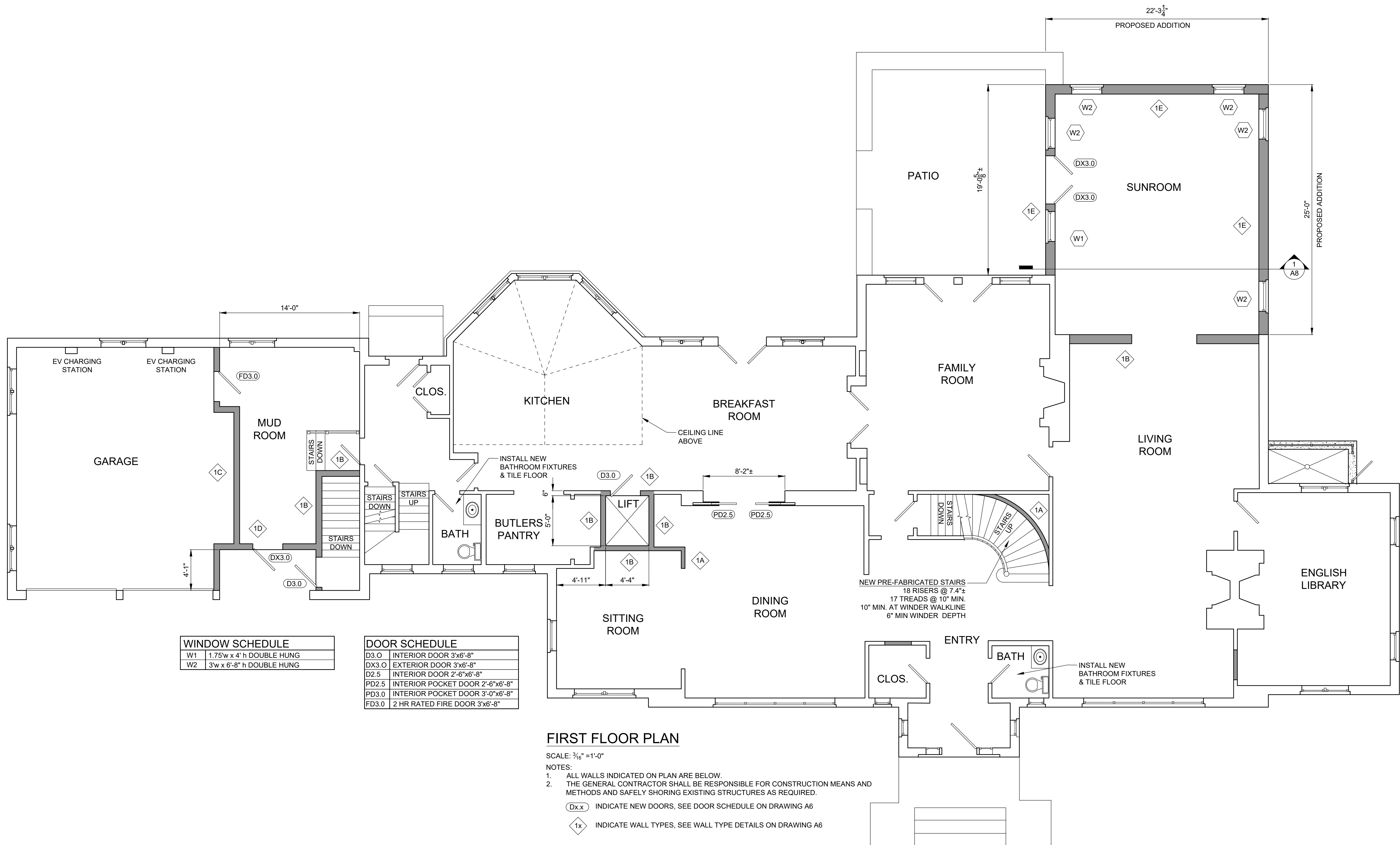
Attic Demolition Plan

A6

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NUMBER

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JOB NUMBER



WINDOW SCHEDULE	
W1	1.75'w x 4' h DOUBLE HUNG
W2	3'w x 6'-8" h DOUBLE HUNG

DOOR SCHEDULE	
D3.0	INTERIOR DOOR 3'x6'-8"
DX3.0	EXTERIOR DOOR 3'x6'-8"
D2.5	INTERIOR DOOR 2'-6"x6'-8"
PD2.5	INTERIOR POCKET DOOR 2'-6"x6'-8"
PD3.0	INTERIOR POCKET DOOR 3'-0"x6'-8"
FD3.0	2 HR RATED FIRE DOOR 3'x6'-8"

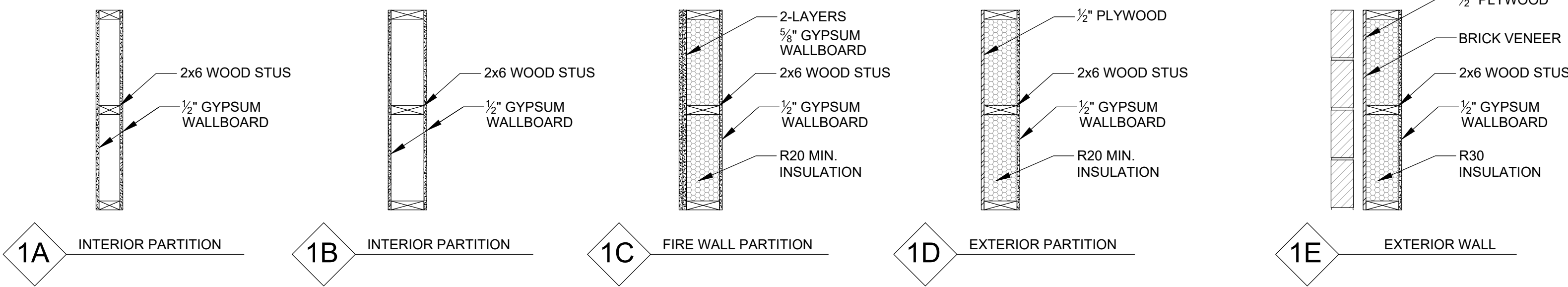
FIRST FLOOR PLAN

SCALE: 3/8" = 1'-0"

NOTES:

- ALL WALLS INDICATED ON PLAN ARE BELOW.
- THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.

- (Dx.x) INDICATE NEW DOORS, SEE DOOR SCHEDULE ON DRAWING A6
- (1x) INDICATE WALL TYPES, SEE WALL TYPE DETAILS ON DRAWING A6



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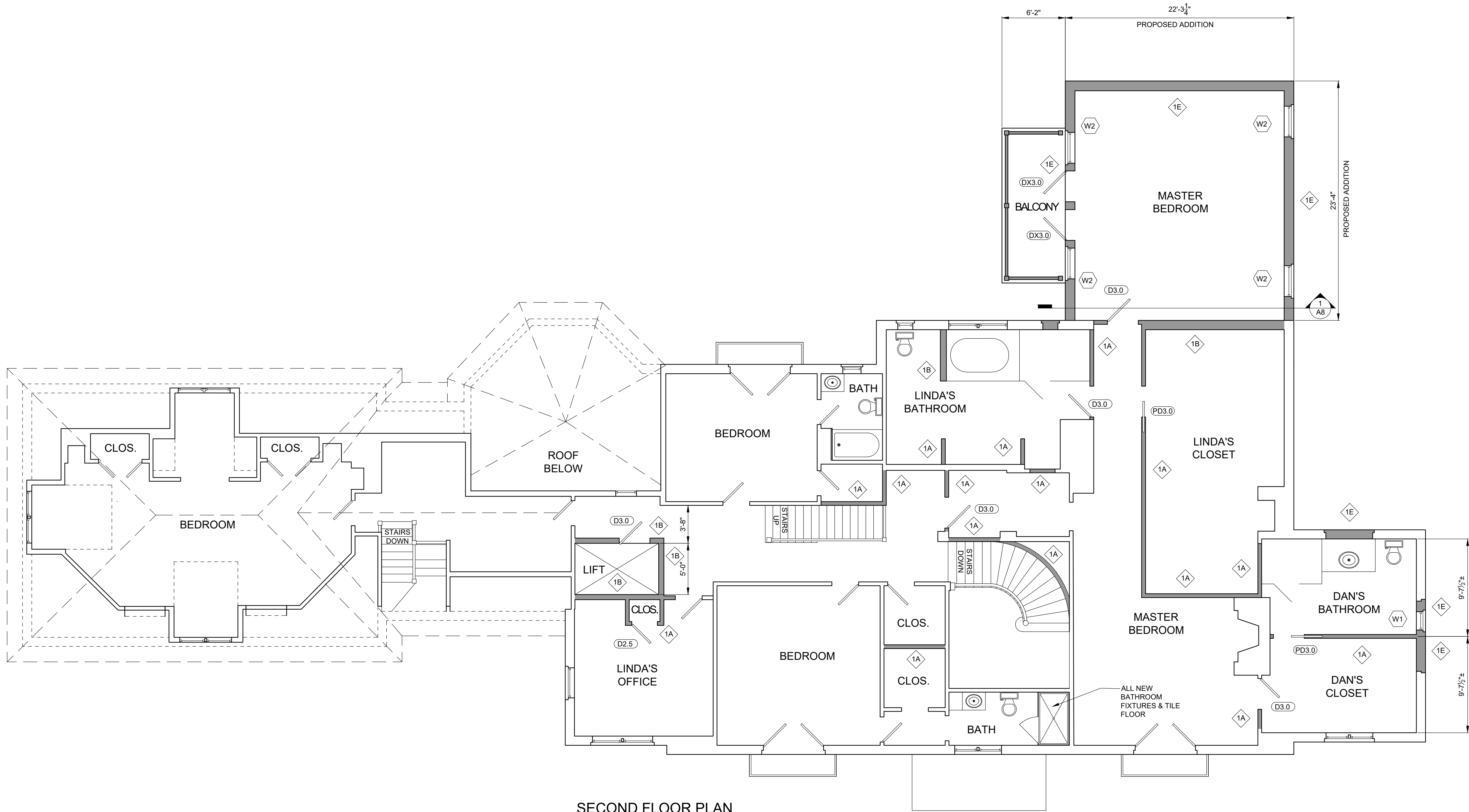
First Floor Plan

A8

DRAWING
NUMBER

25043

JOB NUMBER



SECOND FLOOR PLAN

SCALE: $\frac{3}{16}" = 1'-0"$

- NOTES:
- ALL WALLS INDICATED ON PLAN ARE BELOW.
 - THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.
- (DX.X) INDICATE NEW DOORS, SEE DOOR SCHEDULE ON DRAWING A6
- (1X) INDICATE WALL TYPES, SEE WALL TYPE DETAILS ON DRAWING A6

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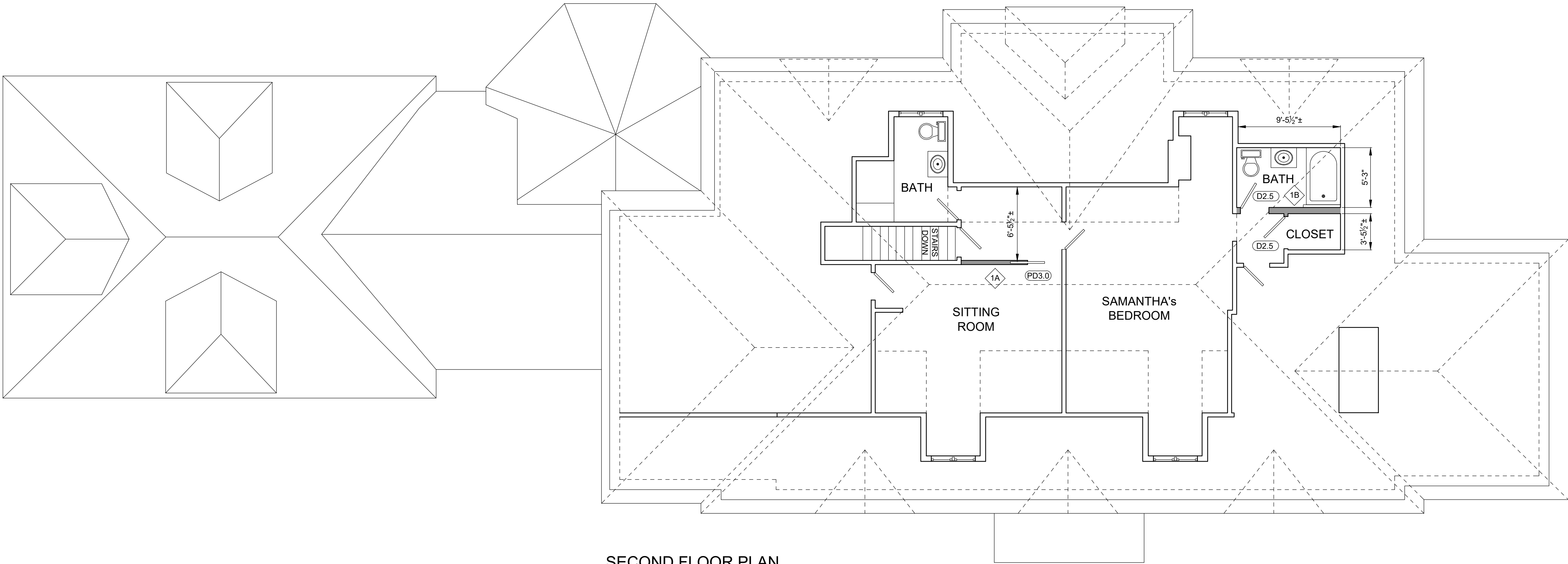
Second Floor Plan

A9

DRAWING
NUMBER

25043

JOB NUMBER



SECOND FLOOR PLAN

SCALE: 3/16" = 1'-0"

- NOTES:
- ALL WALLS INDICATED ON PLAN ARE BELOW.
 - THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.
- (Dx.x) INDICATE NEW DOORS, SEE DOOR SCHEDULE ON DRAWING A6
- (1x) INDICATE WALL TYPES, SEE WALL TYPE DETAILS ON DRAWING A6



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DRAWN : MRF
SCALE : AS NOTED

Attic Plan

A10

DRAWING
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FRONT ELEVATION
SCALE: $\frac{3}{16}" = 1'-0"$



RIGHT SIDE ELEVATION
SCALE: $\frac{3}{16}" = 1'-0"$

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SCALE : AS NOTED
Elevations

A11

DRAWING
NUMBER

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JOB NUMBER



REAR ELEVATION
SCALE: 3/16" = 1'-0"



LEFT SIDE ELEVATION
SCALE: 3/16" = 1'-0"

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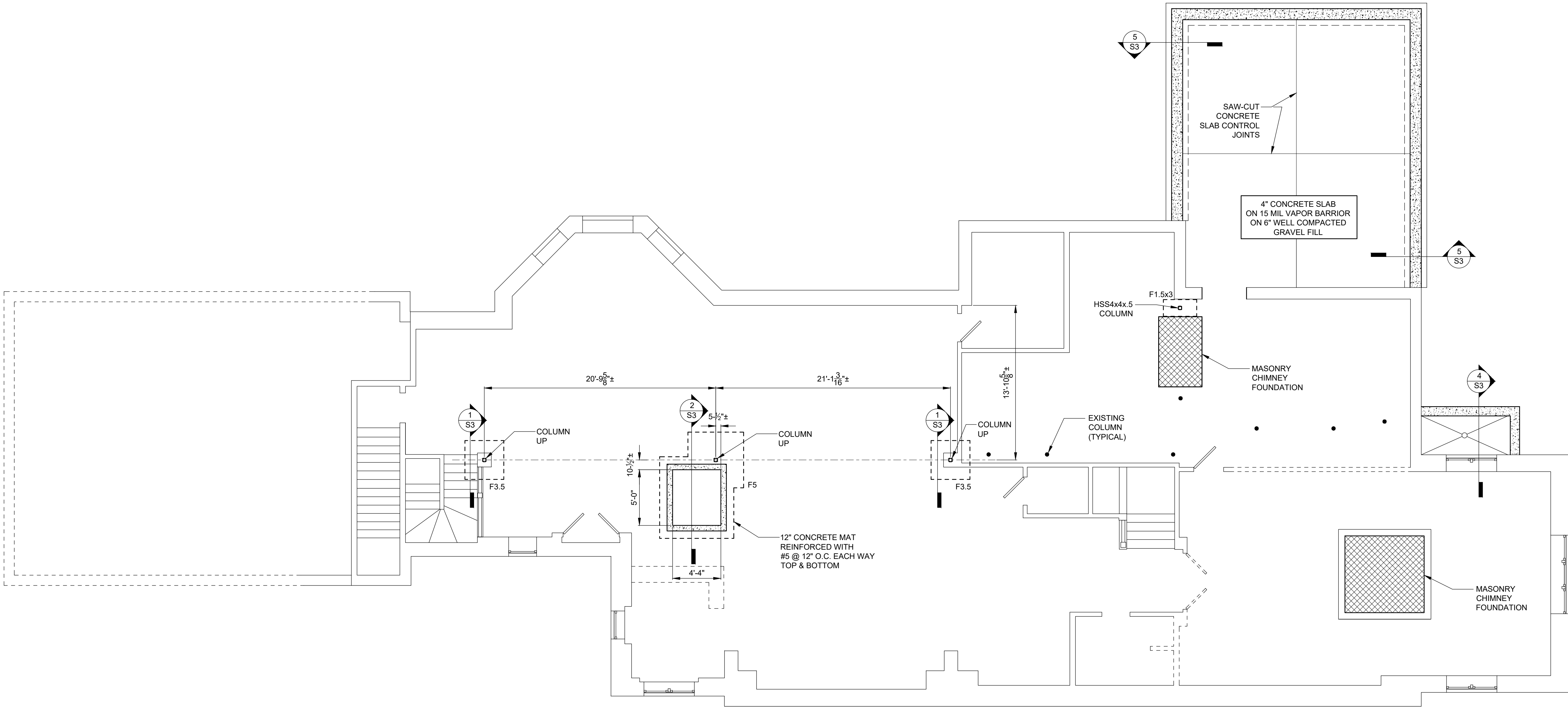
Elevations

A12

DRAWING
NUMBER

25043

JOB NUMBER



FOUNDATION PLAN

SCALE: 3/16" = 1'-0"

NOTES:

- ALL WALLS INDICATED ON PLAN ARE BELOW.
- ALL NEW FOUNDATIONS SHALL BE PLACED ON UNDISTURBED COMPACT GRANULAR SOIL FREE OF ORGANIC MATERIAL.
- THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.

F3.5 INDICATES CONCRETE FOOTING 3.5x3.5x12" REINFORCED WITH 6 # 5 BOTTOM EACH WAY

F5 INDICATES CONCRETE FOOTING 5x5x12" REINFORCED WITH 9 # 5 BOTTOM EACH WAY

F1.5x3 INDICATES CONCRETE FOOTING 1.5x3x12" REINFORCED WITH 5 # 5 BOTTOM EACH WAY

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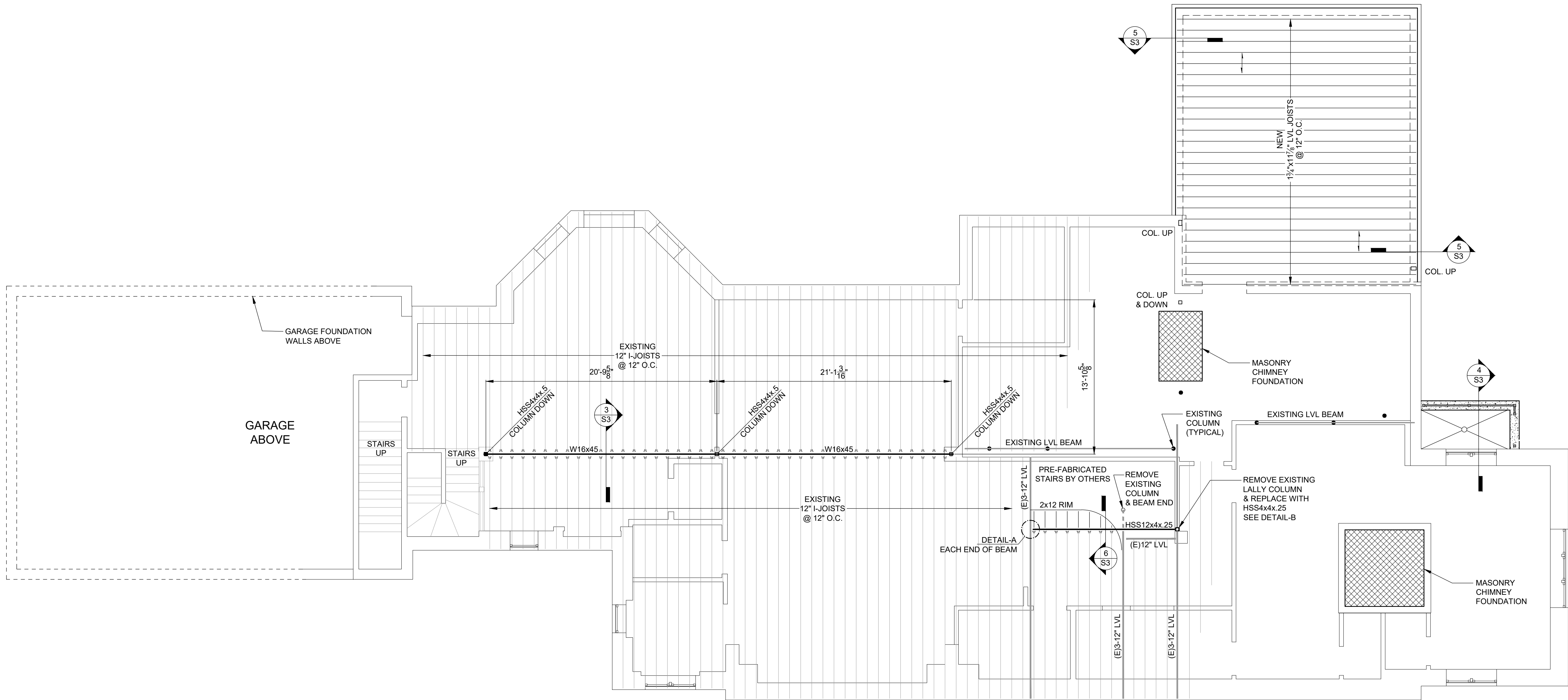
Basement Foundation Plan

S1

DRAWING
NUMBER

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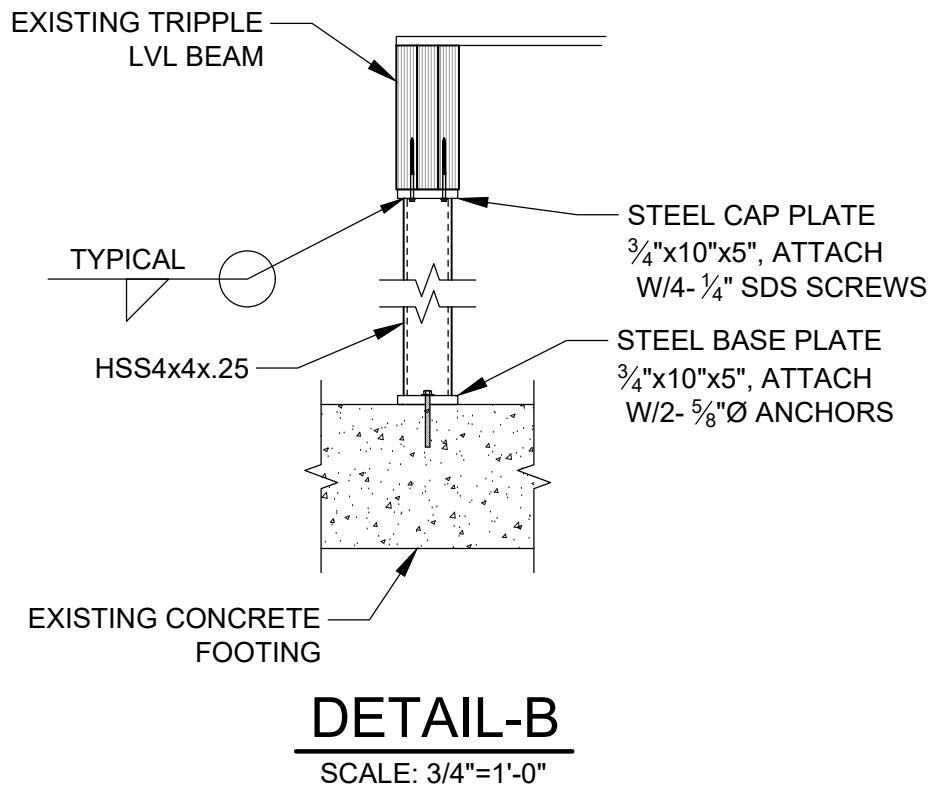
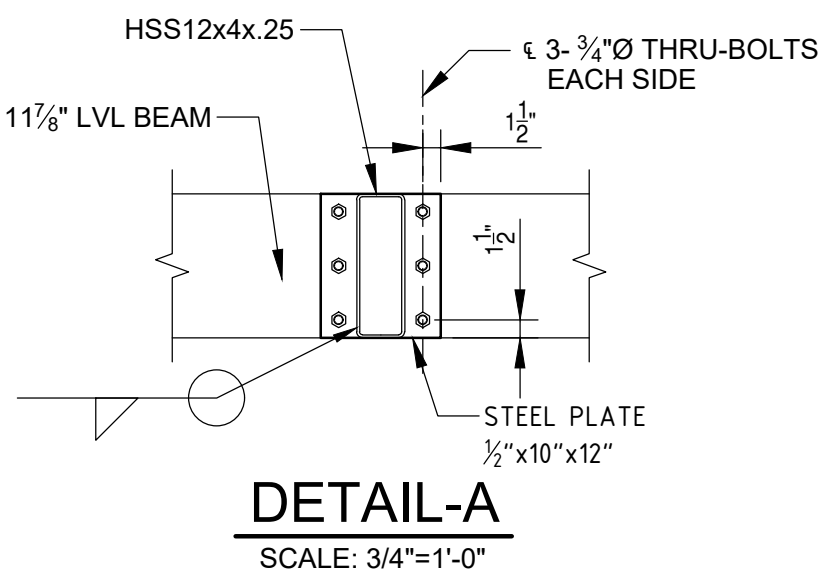
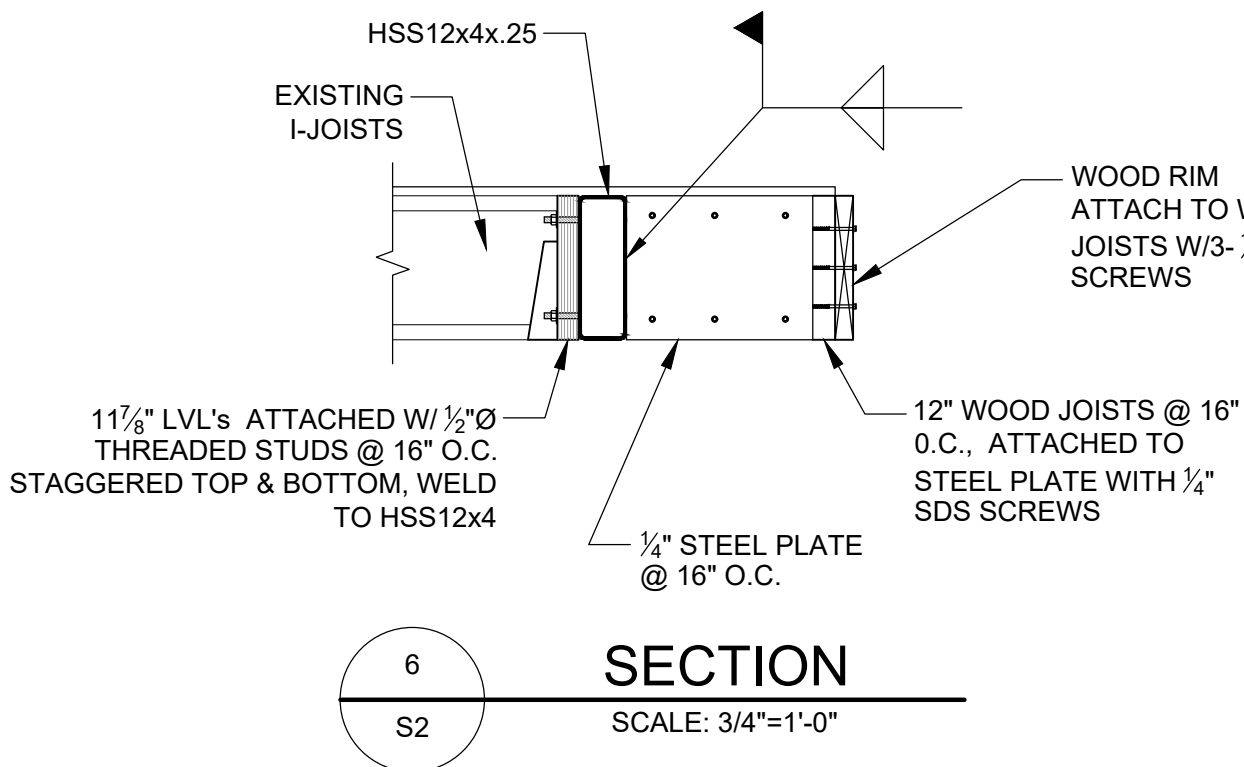
JOB NUMBER



FIRST FLOOR FRAMING PLAN

SCALE: 3/16" = 1'-0"

- NOTES:
- ALL WALLS INDICATED ON PLAN ARE BELOW.
 - ALL NEW EXTERIOR WALLS SHALL BE CONSTRUCTED OF 2"x6" STUDS
 - INDICATES SPAN OF 3/4" T&G STRUCTURAL SHEATHING FASTENED WITH THREADED GALVANIZED NAILS & CONSTRUCTION ADHESIVE.
 - INDICATES METAL JOIST HANGERS. ALL FLUSH CONNECTIONS SHALL HAVE APPROVED STEEL OR METAL JOIST / BEAM HANGERS.
 - BUILT UP LVL BEAMS SHALL BE FASTENED TOGETHER WITH TWO ROWS OF LEDGERLOK SCREWS @ 16" O.C.
 - VERSA-LAM COLUMNS SHALL BE E1.8 2650 SP WOOD COLUMNS BY BOISE CASCADE.
 - LVL INDICATES VERSA-LAM 2.0 3100 SP WOOD BEAMS BY BOISE CASCADE.
 - THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.



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First Floor Framing Plan

S2

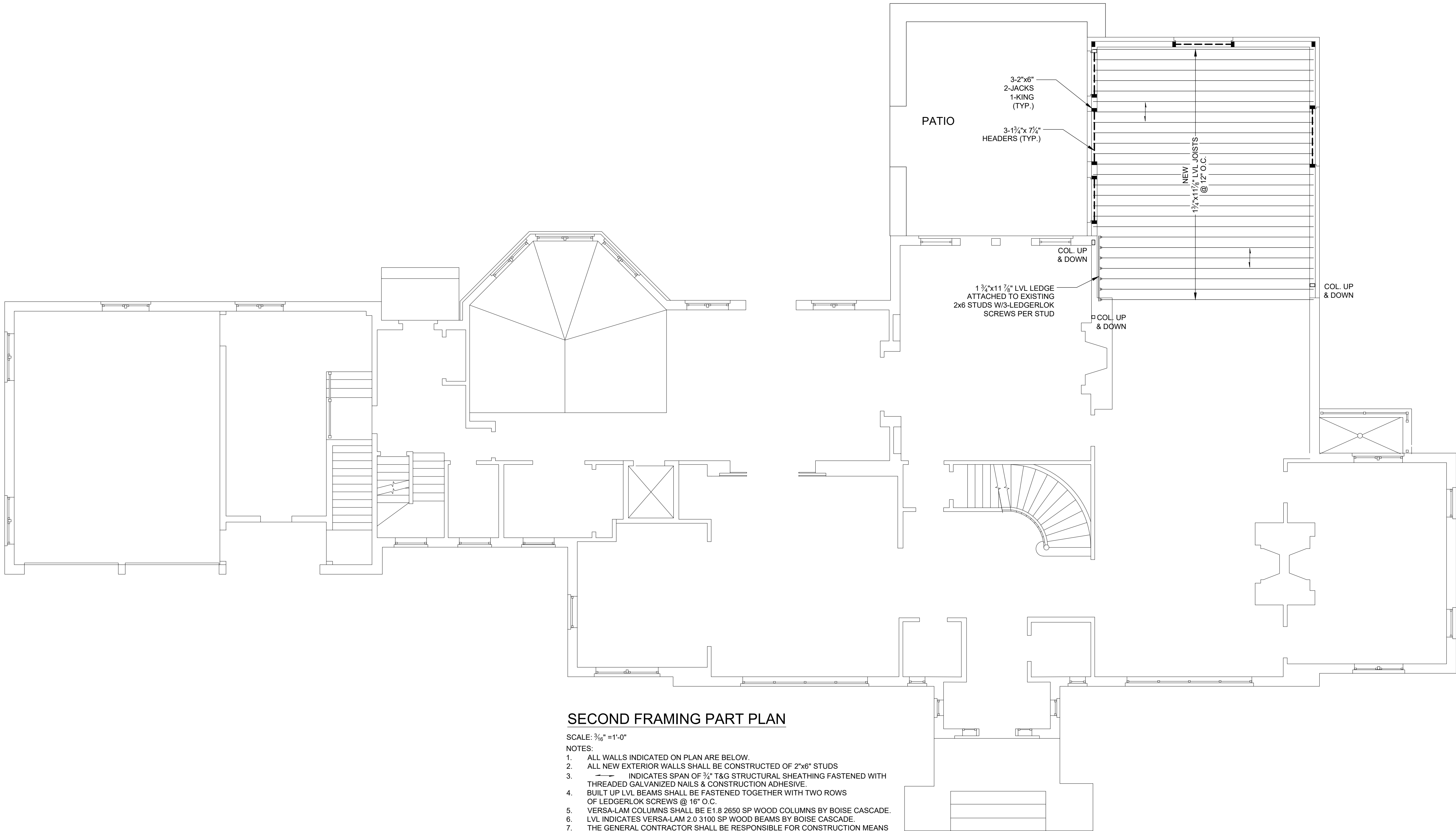
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SECOND FRAMING PART PLAN

- SCALE: 3/16" = 1'-0"
- NOTES:
- ALL WALLS INDICATED ON PLAN ARE BELOW.
 - ALL NEW EXTERIOR WALLS SHALL BE CONSTRUCTED OF 2"x6" STUDS
 - INDICATES SPAN OF 3/4" T&G STRUCTURAL SHEATHING FASTENED WITH THREADED GALVANIZED NAILS & CONSTRUCTION ADHESIVE.
 - BUILT UP LVL BEAMS SHALL BE FASTENED TOGETHER WITH TWO ROWS OF LEDGERLOK SCREWS @ 16" O.C.
 - VERSA-LAM COLUMNS SHALL BE E1.8 2650 SP WOOD COLUMNS BY BOISE CASCADE.
 - LVL INDICATES VERSA-LAM 2.0 3100 SP WOOD BEAMS BY BOISE CASCADE.
 - THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION MEANS AND METHODS AND SAFELY SHORING EXISTING STRUCTURES AS REQUIRED.



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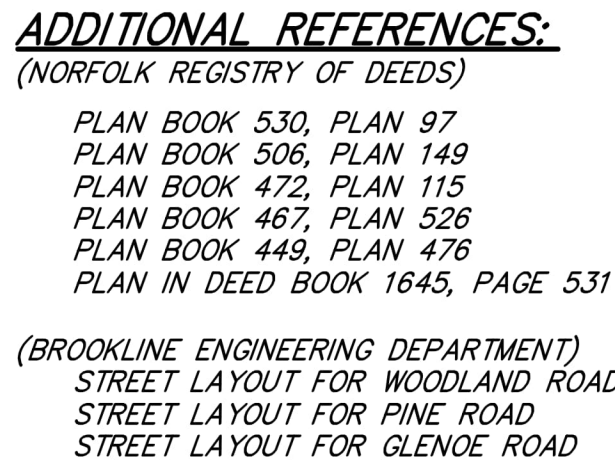
Second Floor Framing Plan

S3

DRAWING
NUMBER

25043

JOB NUMBER



1. THE HORIZONTAL DATUM FOR THIS SURVEY IS THE MASSACHUSETTS COORDINATE SYSTEM, NAD 1983, MAINLAND ZONE. THE VERTICAL DATUM FOR THIS SURVEY IS THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVOD88). SAID DATUMS WERE ESTABLISHED VIA GNSS OBSERVATIONS UTILIZING THE MASSACHUSETTS CONTINUOUSLY OPERATING REFERENCE STATION NETWORK (McGORS), NAD83 (NAD2011) EPOCH 2010.00 AND GEOID 18.
2. THIS PLAN IS A RESULT OF AN ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY WAYFINDER SURVEY THROUGH OCTOBER 2025.
3. THE SURVEYED PREMISES ARE NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA, OR OTHER FLOOD AREA, AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FLOOD INSURANCE RATE MAP (FIRM) NUMBER 25009C0251G, HAVING AN EFFECTIVE DATE OF JULY 8, 2025.
4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS, AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN. A TITLE SEARCH/REPORT IS SUGGESTED TO CLARIFY NUMEROUS EASEMENT AREAS SHOWN WITHIN THE RECORDS.
5. THE REAR SETBACK LINE OF 55' IS SHOWN HEREON PER DIRECTION FROM THE CITY OF BROOKLINE ASSISTANT BUILDING COMMISSIONER. ALL OTHER ZONING DIMENSIONAL REQUIREMENTS ARE SHOWN HEREON FROM "TABLE 5.01 – TABLE OF DIMENSIONAL REQUIREMENTS" FROM THE TOWN OF BROOKLINE, MA ZONING BYLAW. A FULL INDEPENDENT ZONING BYLAW REVIEW WAS NOT PERFORMED BY WAYFINDER SURVEY AND NO OPINION IS GIVEN OR IMPLIED ON APPLICABLE ZONING REGULATIONS.
6. PROPOSED FEATURES ARE SHOWN HEREON FROM A COMBINATION OF A SITE PLAN ENTITLED "PROPOSED CONDITIONS" PREPARED BY CHONGRIS ENGINEERING, DATED FEBRUARY 5, 2026, AND PROVIDED BY THE CLIENT, ALONG WITH SOME REVISION CHANGES AS VERBALLY DIRECTED BY THE CLIENT. SOME LANDSCAPE FEATURES MAY NOT BE SHOWN ACCURATELY WITH THE LATEST VERBALLY INSTRUCTED REVISIONS.

4'CLF	CHAINLINK FENCE W/HEIGHT
6'CON	CONIFEROUS TREE W/DIAMETER
CONC.	CONCRETE
DCB	D-SHAPED CATCHBASIN
12"DEC	DECIDUOUS TREE W/DIAMETER
DS	DOWNSPOUT
FFE	FINISHED FLOOR ELEVATION
ICV	IRRIGATION CONTROL VALVE
INV	INVERT ELEVATION

#118
WOODLAND
ROAD
BROOKLINE,
MASSACHUSETTS

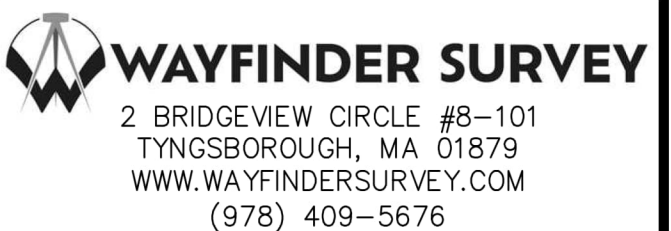
RALPH
GENTILE
479 LONGLEY ROAD
GROTON, MA 01450

(ASSESSORS PARCEL ID: 440-40-00)
DEED BOOK 42529, PAGE 563
PLAN BOOK 537, PLAN 14
PLAN BOOK 537, PLAN 13

SINGLE FAMILY RESIDENCE
DISTRICT S-40

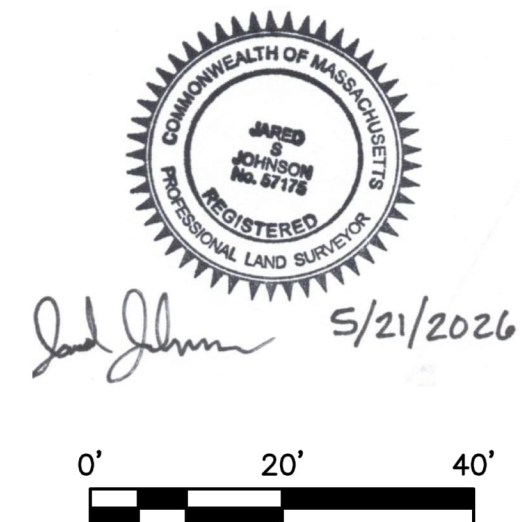
FRONT - 30'
SIDE - 20'
REAR - 50'***

REVISIONS			
NO.	DATE	DESCRIPTION	BY
1	5/5/26	POOL DIMENSION LABELS	JJ
2	5/21/26	REVISIONS PER CLIENT	JJ



**PROPOSED
PLOT PLAN
OF LAND IN
BROOKLINE,
MASSACHUSETTS**

DATE:	APRIL 8, 2026
SCALE:	1" = 20'
PROJECT NUMBER:	1039
SHEET:	1 OF 1





TOWN of BROOKLINE
Massachusetts
BUILDING DEPARTMENT

Daniel Bennett
Building Commissioner

Thursday, June 4, 2026

Allen, Robert
300 Washington Street
Brookline, MA 02445

Subject: 118 WOODLAND ROAD, BROOKLINE, MA 02467

Dear Allen, Robert,

Your request to:

Construct rear addition, swimming pool, pool house, second driveway and alter existing parking area

at 118 WOODLAND ROAD, BROOKLINE, MA 02467 is denied.

The subject premises is located in a(n) S-40 SINGLE-FAMILY District.

The site plan prepared by JARED S. JOHNSON, PLS, dated May 21 2026 and architectural plans prepared by J. PETER VANKO, RA, dated May 8, 2026 do not conform to the following requirements of the Town of Brookline Zoning By-Law:

§5.20 - FLOOR AREA RATIO

§6.04.4.C – DESIGN OF ALL OFF-STREET PARKING FACILITIES

§6.04.5.C.1 – DESIGN OF ALL OFF-STREET PARKING FACILITIES

§6.04.5.C.2 – DESIGN OF ALL OFF-STREET PARKING FACILITIES

§8.02 - ALTERATION OR EXTENSION

ZBL §8.02 - Alteration or Extension - Pre-Existing Non-Conformities: FAR Maximum, Parking Area(s)

ANY OTHER RELIEF THE BOARD MAY FIND NECESSARY

In accordance with the provisions of the Zoning By-Law, you may apply to the Board of Appeals for the above noted relief within thirty (30) days of receipt of this letter.

Respectfully,

Paul Campbell

Paul Campbell
Deputy Building Commissioner
617-730-2104



BROOKLINE PLANNING & COMMUNITY DEVELOPMENT

Planning Board

Matt Hyatt, Chair
Andrea Brue, Clerk
Linda K. Hamlin
Steven A. Heikin
Blair Hines
Thomas Renkes
Mark J. Zarrillo

To: Brookline Board of Appeals

From: Brookline Planning Board (**Staff Draft**)

Date: August 20, 2026

Subject: Construct a rear addition, pool, pool house, and second driveway. Alter the existing parking area

Location: 118 Woodland Road

Atlas Sheet: 129 Case #: 2026-000031
Block: 440 Zoning: S – 40
Lot: 40 Lot Area (s.f.): 49,964

Board of Appeals Hearing: August 27, 2026, 7:00 p.m. or after

SITE AND BACKGROUND

118 Woodland Road is in the S-40 “single family” district in south Brookline just off of Hammond Street. The property is at the corner of Woodland Road and Glenoe Road east of Dane Park. The neighborhood abuts the Boston College South Dorm Village property. The building is a three-story single-family dwelling on a 49,964 square foot lot in a neighborhood with similarly sized single-family dwellings.

APPLICANT’S PROPOSAL

The Applicant is proposing to add two additions, construct a pool house, add a new driveway, and make changes to the existing parking area.

The first addition to the dwelling is a 273 square foot mudroom on the first floor. The second addition would add 586 square feet to the basement, 550 square feet to the first floor, and 610 square feet onto the second floor. The second addition would add a total of 1,746 square feet to the dwelling.

The proposed pool house would be 392 square feet and would be setback 10 feet from the rear lot line. The proposed pool house would be in service of a proposed pool that does not require

any relief.

The proposed new driveway would add a second curb cut on the left side of the property and would connect to the existing driveway at an existing paved circle in the center of the front yard, creating a horseshoe driveway. The new driveway would have a 21-foot setback from the left side lot line at its closest. On top of the new driveway the applicant is proposing to make alterations to the existing driveway and parking area by removing a section and moving where the existing driveway connects with the existing paved circle.

FINDINGS

Section 5.20 – Floor Area Ratio

Section 6.04.5.C – Design of All Off-Street Parking Facilities

Section 6.04.5.C.1 – Design of All Off-Street Parking Facilities

Section 6.04.5.C.2 – Design of All Off-Street Parking Facilities

Section 8.02 – Alteration or Extension

ANY OTHER RELIEF THE BOARD MAY FIND NECESSARY

	Requirement	Existing	Proposed	Finding
Floor Area Ratio	.15	.23	.28	Special Permit ¹
Driveway Front Yard Setback	30 Feet	28.9 Feet	26 Feet	Special Permit ¹
Parking Space Side Yard Setback	20 Feet	16 Feet	15 Feet	Special Permit ¹

¹ Under **M.G.L Chapter 40A Section 6**, the Board of Appeals may, by Special Permit, waive dimensional requirements for pre-existing non-conformities so long as any change is not substantially more detrimental.

PLANNING STAFF COMMENTS

All of the requested relief could be granted under M.G.L Chapter 40a Section 6 because they are extending pre-existing non-conformities. While the proposed pool is included in the proposal description it does not require relief. The pool house does require zoning relief as it's gross floor area is included in the Floor Area Ratio.

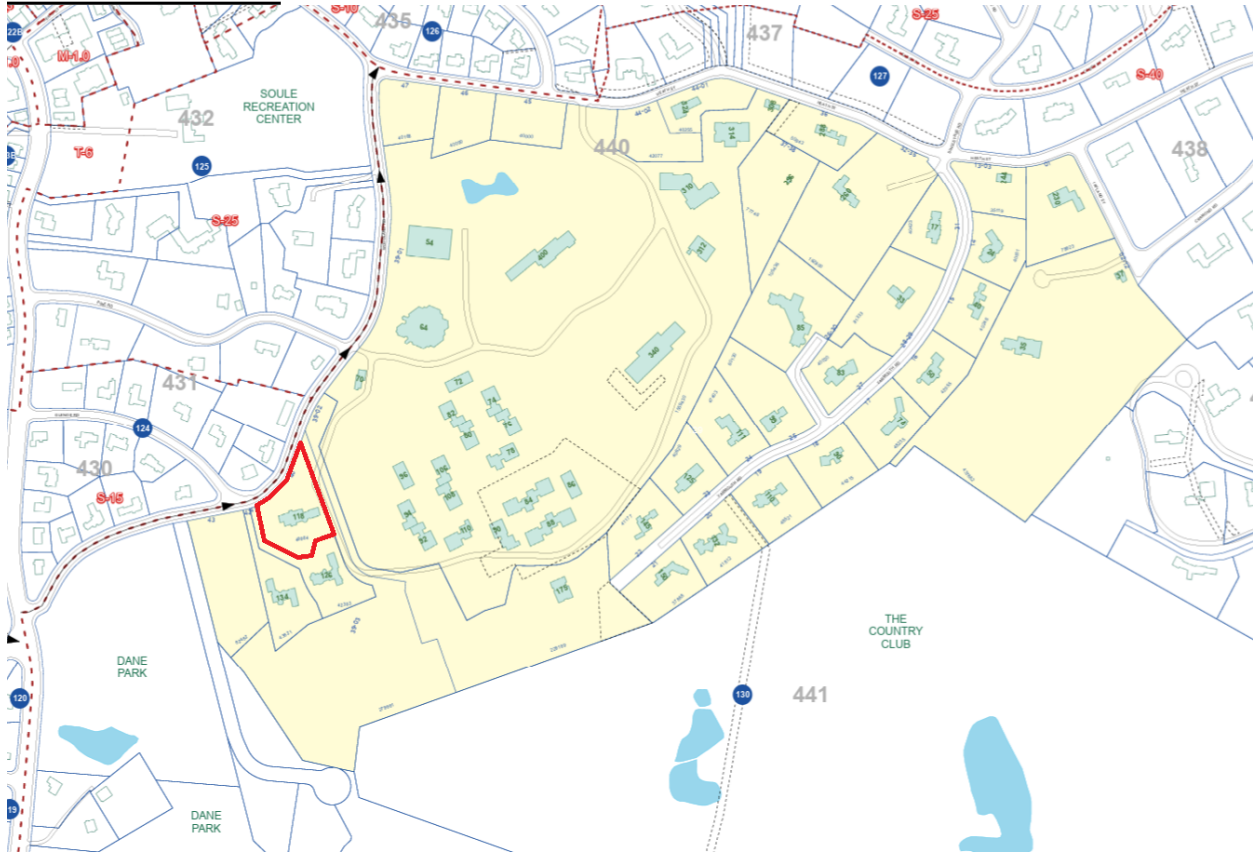
The Planning Board recommends approval of the site plan prepared by JARED S. JOHNSON, PLS, dated May 21, 2026, and the architectural plans prepared by J. PETER VANKO, RA, dated May 8, 2026, subject to the following conditions:

1. Prior to the issuance of a building permit, the applicant shall submit final plans and elevations prepared by a registered architect and a final site plan prepared by a registered engineer or land surveyor, subject to the review and approval of the Director of Regulatory Planning.
2. Prior to the issuance of a building permit, the applicant shall submit to the Building Commissioner for review and approval for conformance to the Board of Appeals decision: 1) a final site plan stamped and signed by a registered engineer or land surveyor; 2) final floor plans and building elevations stamped and signed by a registered

architect; and 3) evidence that the Board of Appeals decision has been recorded at the Registry of Deeds.

CDJ

MAP & CONTEXT



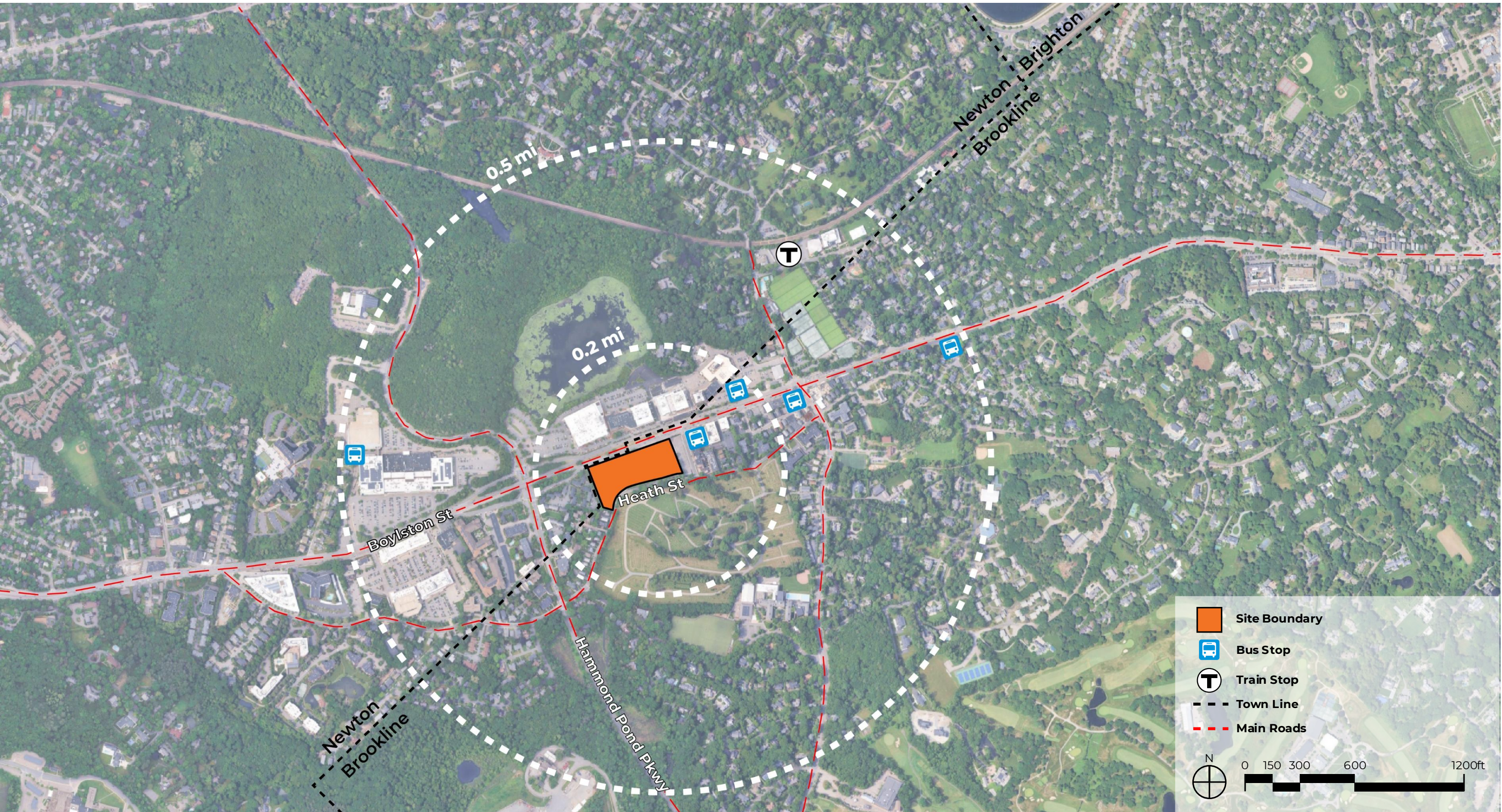
1280-1330 Boylston Street Brookline

Preliminary Town Submission

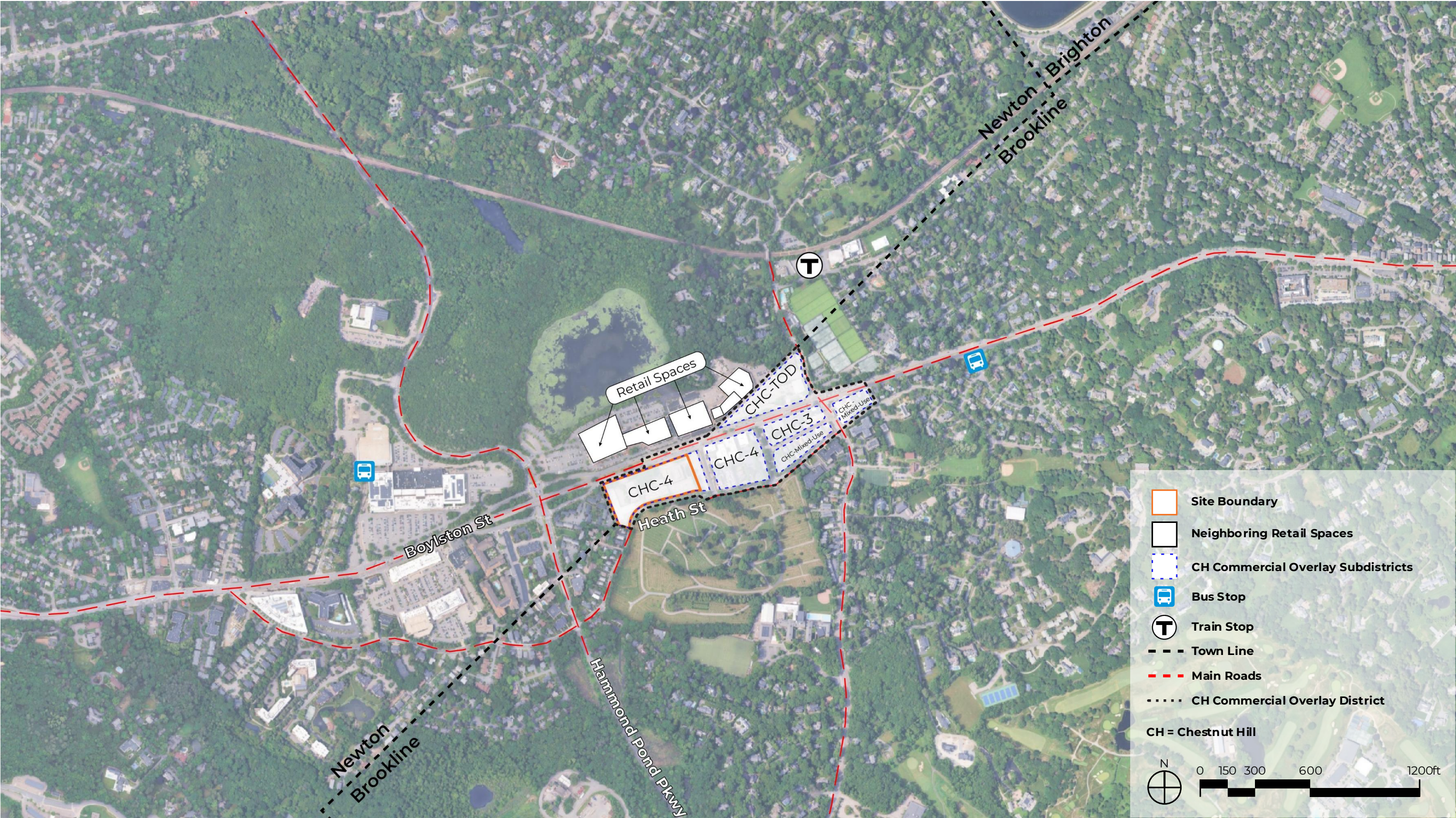
June 4, 2026



Context Map- Overall

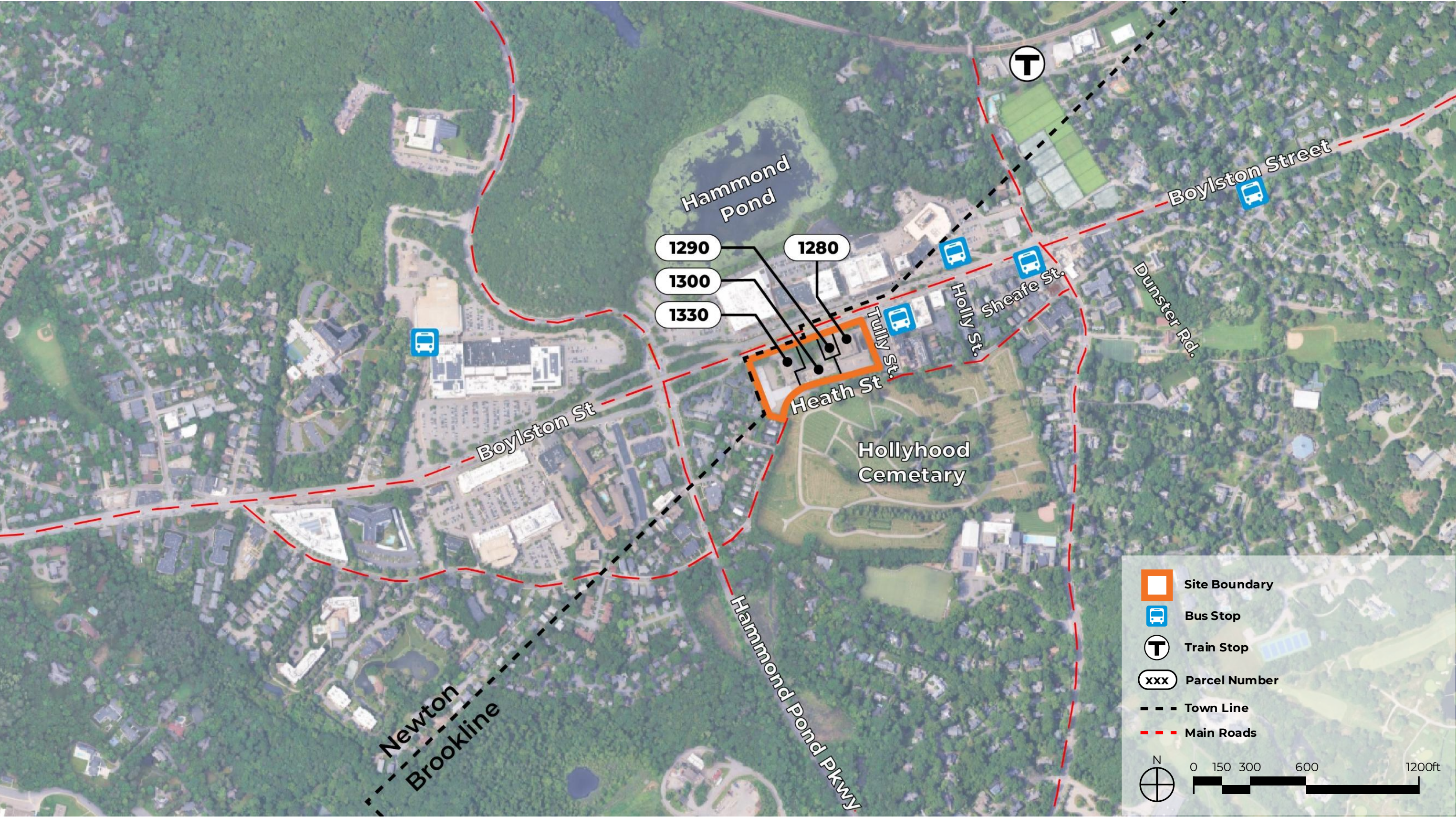


Context Map- Enlarged

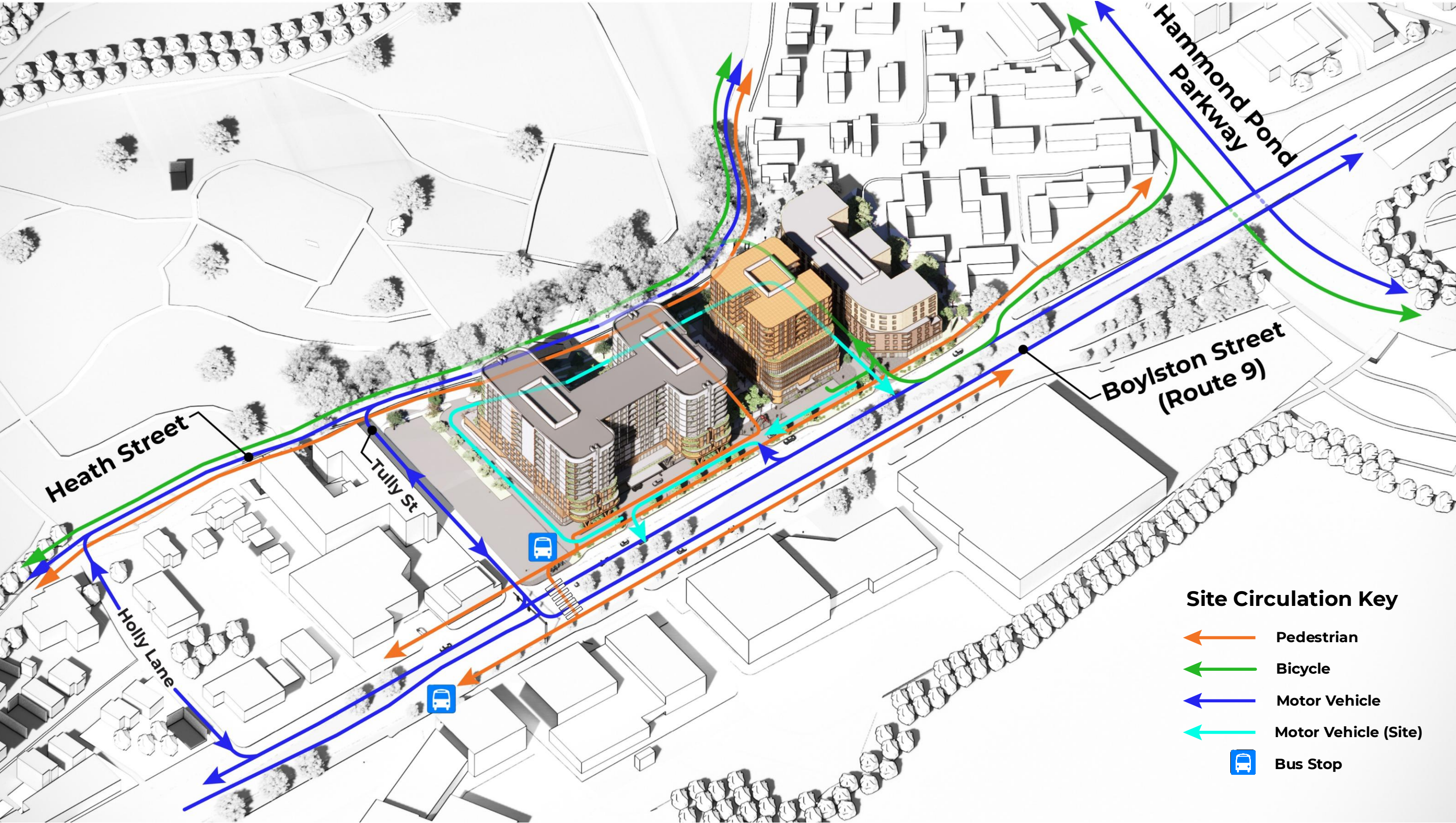


1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS



Proposed Site Circulation



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

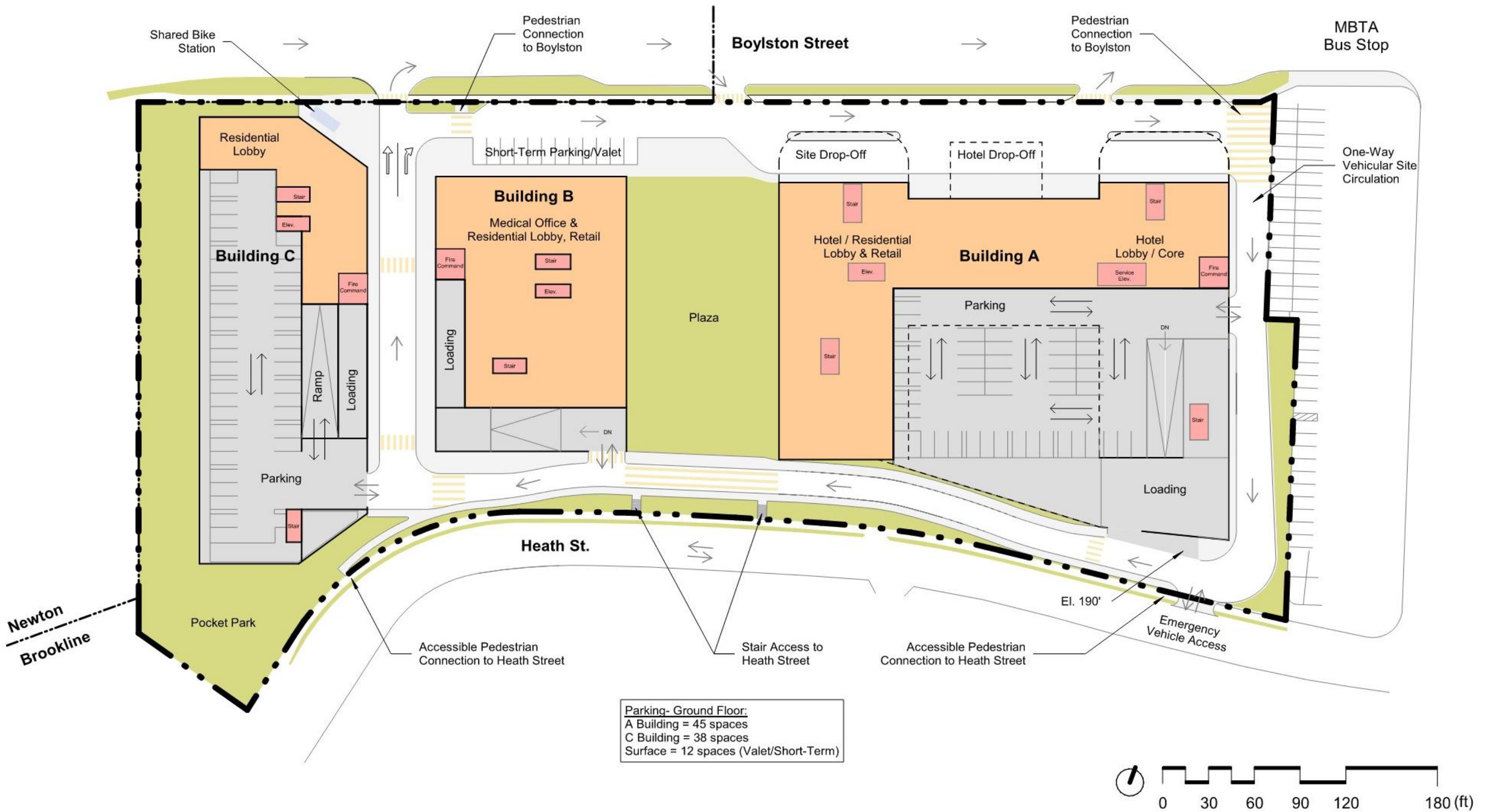
Concept Floor Plan- Garage Level



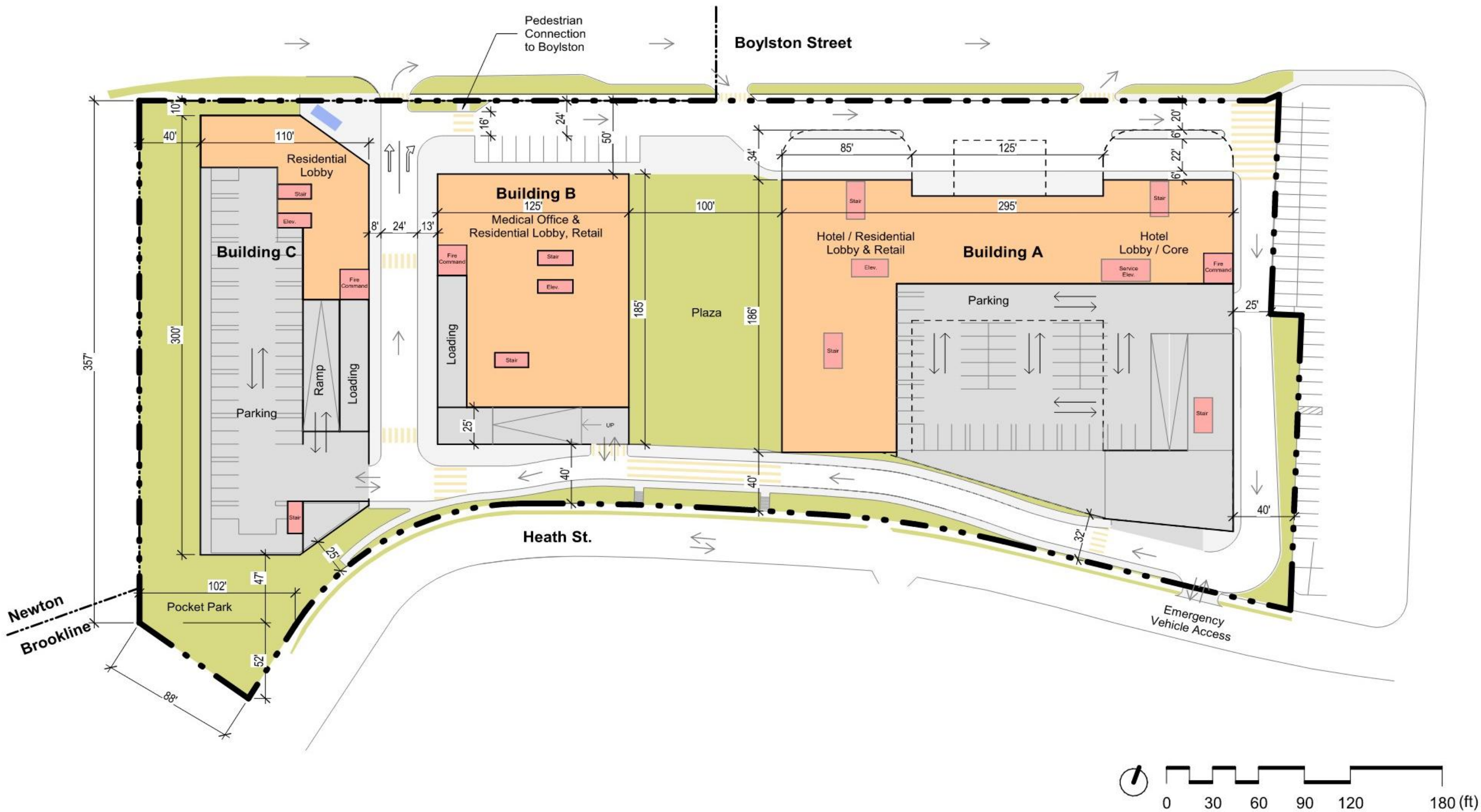
1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Concept Floor Plan- Ground Level



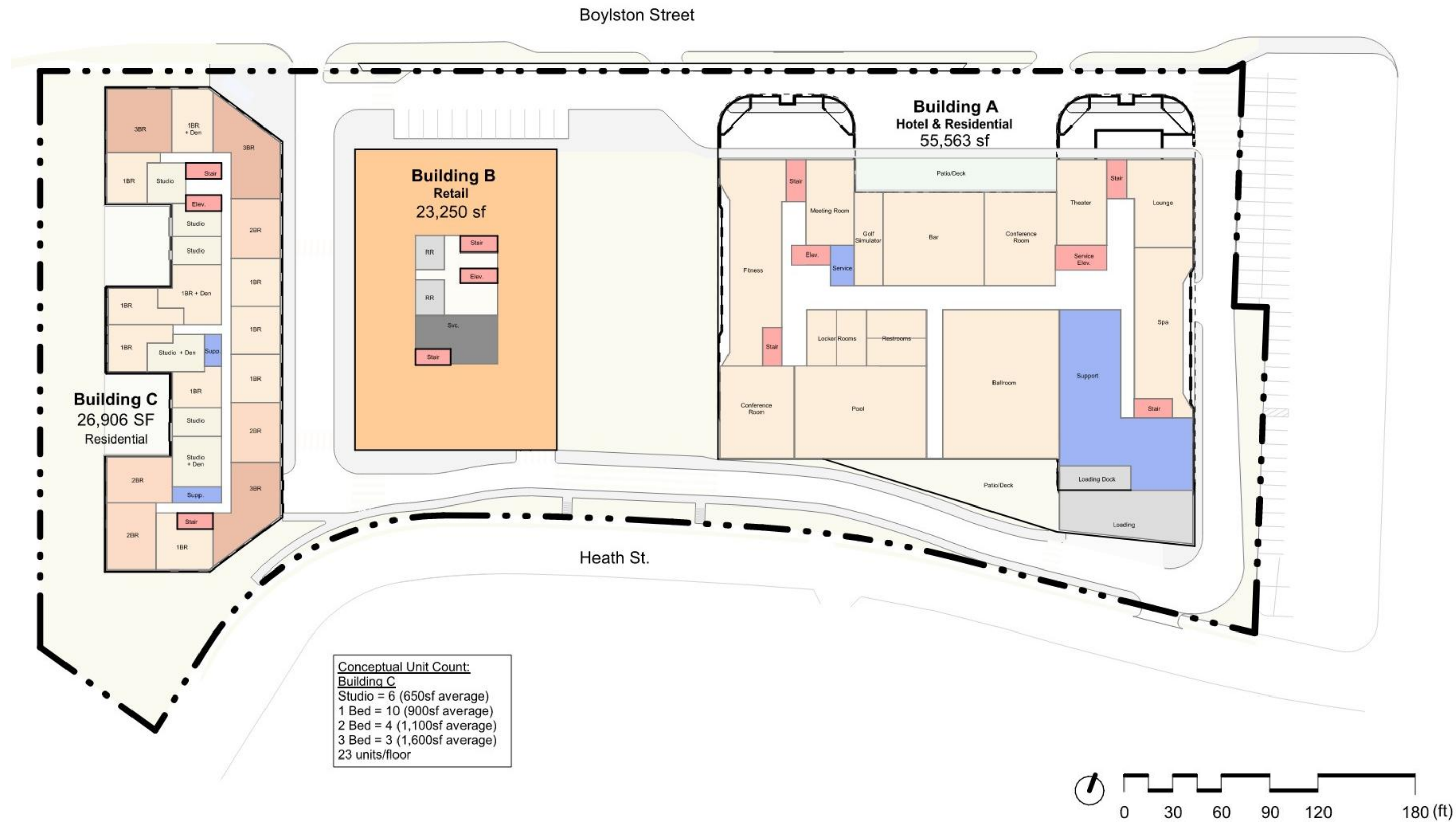
Concept Floor Plan- Ground Level w Dimensions



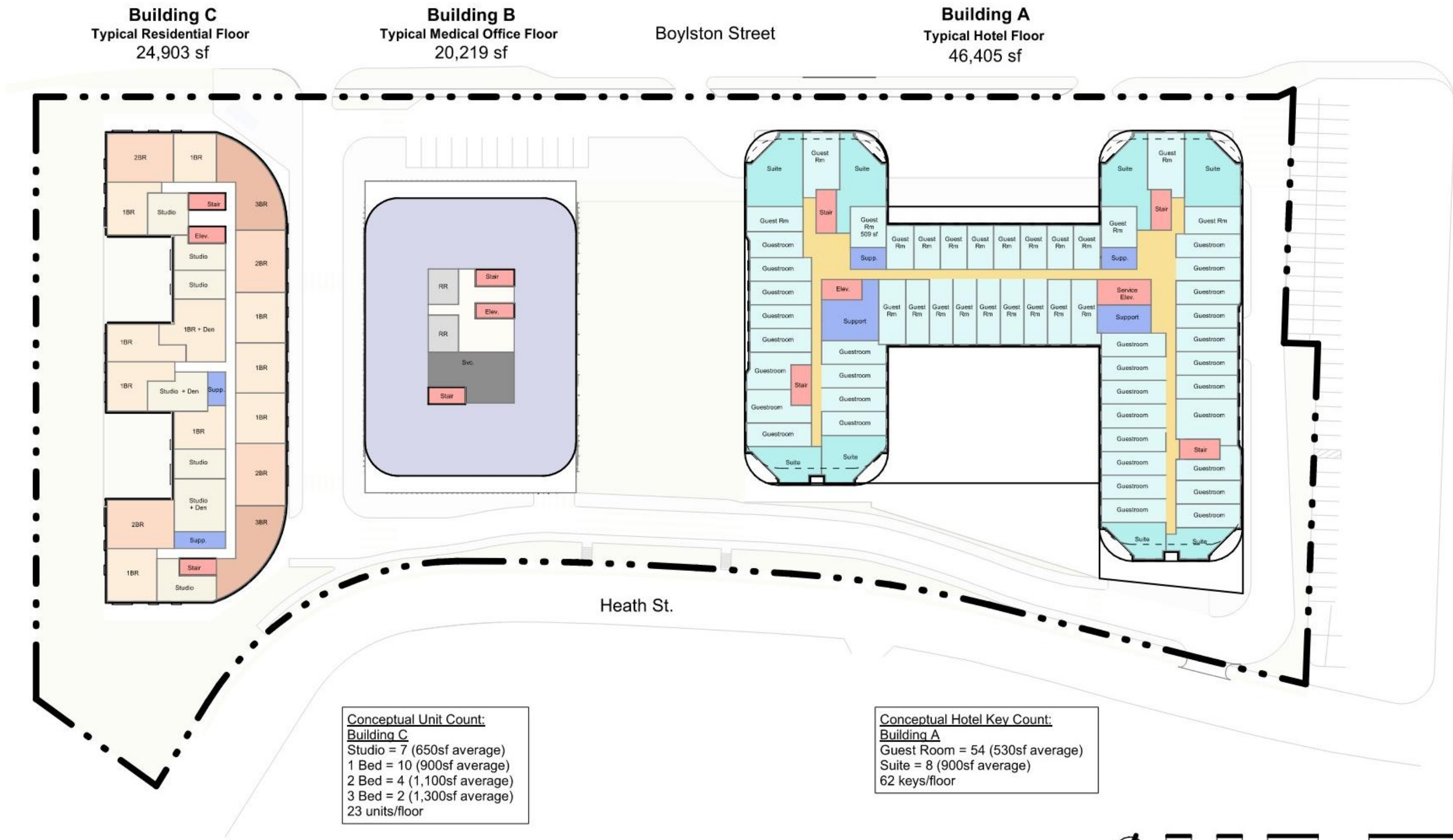
1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

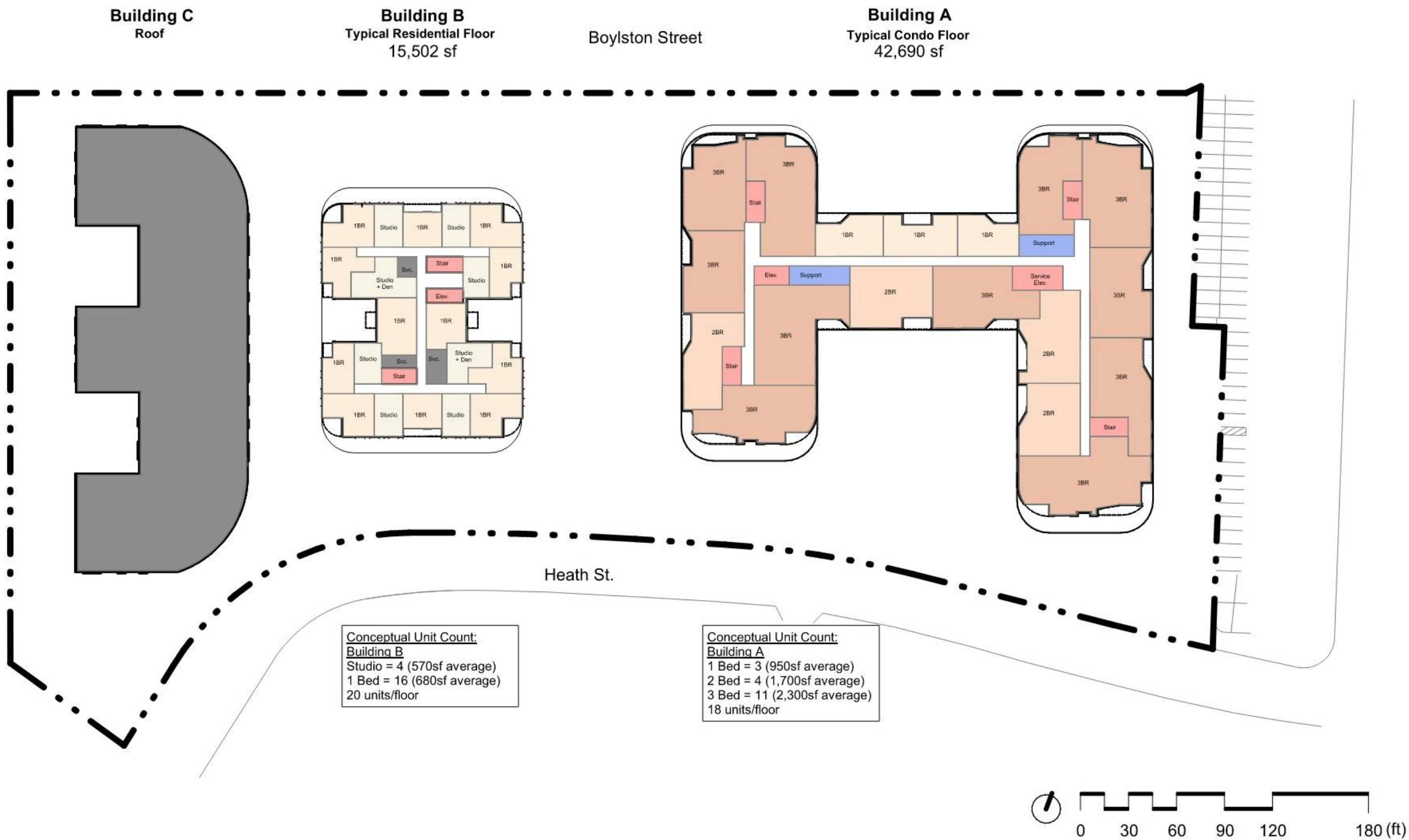
Concept Floor Plan- Second Level



Concept Floor Plan- Typical Lower Levels



Concept Floor Plan- Typical Upper Levels



Landscape Concept Plan- Plaza and Heath Street



1280-1330 Boylston Street Brookline
June 4, 2026

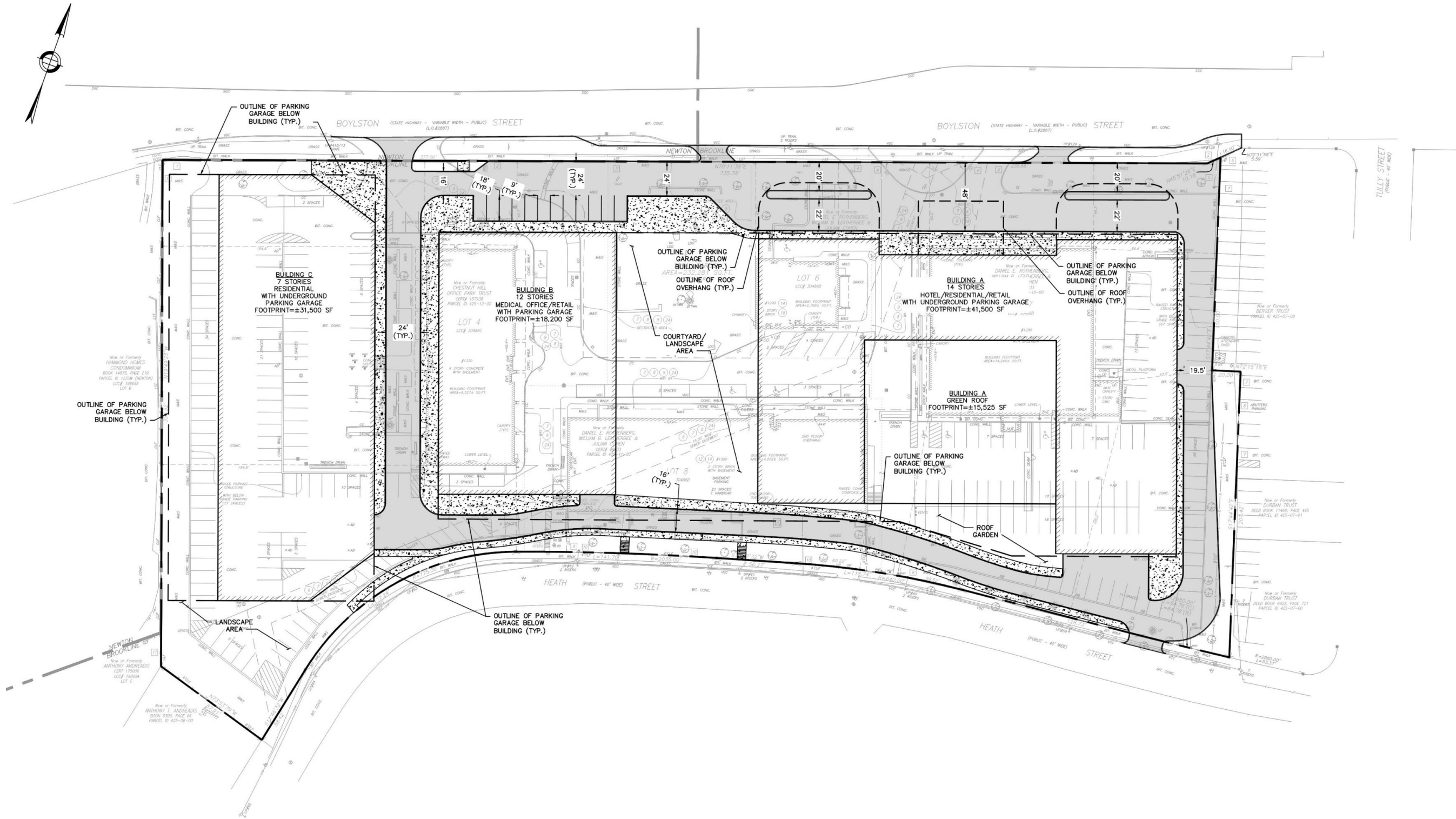
marc mazzarelli
landscape architecture
284 concord avenue
cambridge, massachusetts 02138
617.460.7913

Preliminary Landscape Concept - Neighborhood Pocket Park



1280-1330 Boylston Street Brookline
June 4, 2026

Concept Civil Plan- Layout and Materials





www.nitscheng.com

2 Center Plaza, Suite 430
Boston, MA 02108
T: (617) 338-0063
F: (617) 338-6472

- Civil Engineering
- Land Surveying
- Transportation Engineering
- Structural Engineering
- Green Infrastructure
- Planning
- GIS

NITSCH PROJECT #	15740
FILE:	15740CLO.DWG
SCALE:	1"=20'
DATE:	MAY 12, 2026
PROJECT MANAGER:	JH
SURVEYOR:	
DRAFTED BY:	ED
CHECKED BY:	JH

REV.	COMMENTS	DATE

LAYOUT AND MATERIALS PLAN
BROOKLINE MULTIFAMILY RESIDENTIAL
1280-1330 BOYLSTON STREET, BROOKLINE, MA 02467
PREPARED FOR:
CITY REAL ESTATE DEVELOPMENT CORP
320 WASHINGTON STREET, SUITE 3FF, BROOKLINE, MA 02445

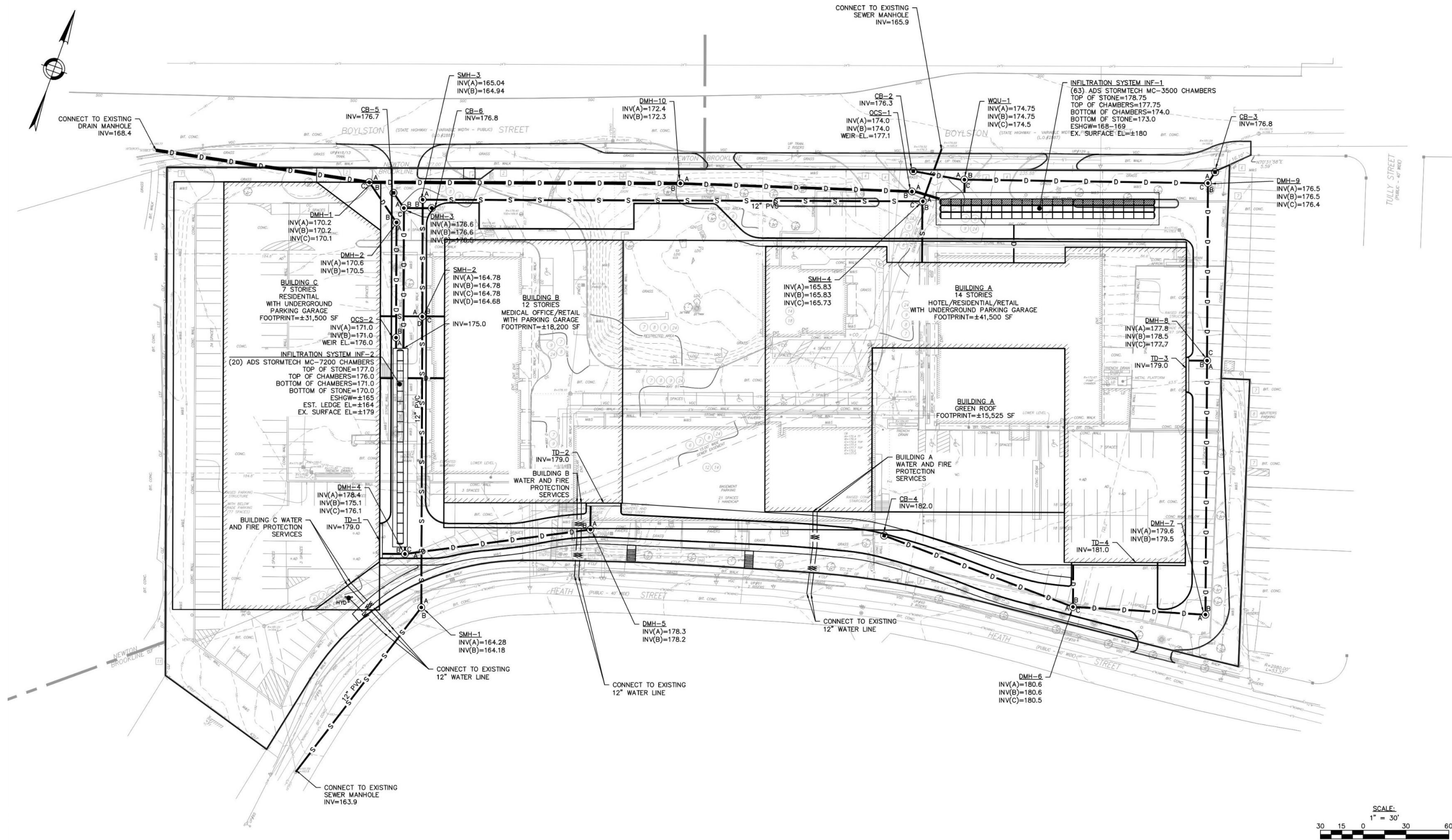
SHEET:
C-2



1280-1330 Boylston Street Brookline
June 4, 2026



Concept Civil Plan- Drainage and Utilities





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2 Center Plaza, Suite 430
Boston, MA 02108
T: (617) 338-0063
F: (617) 338-6472

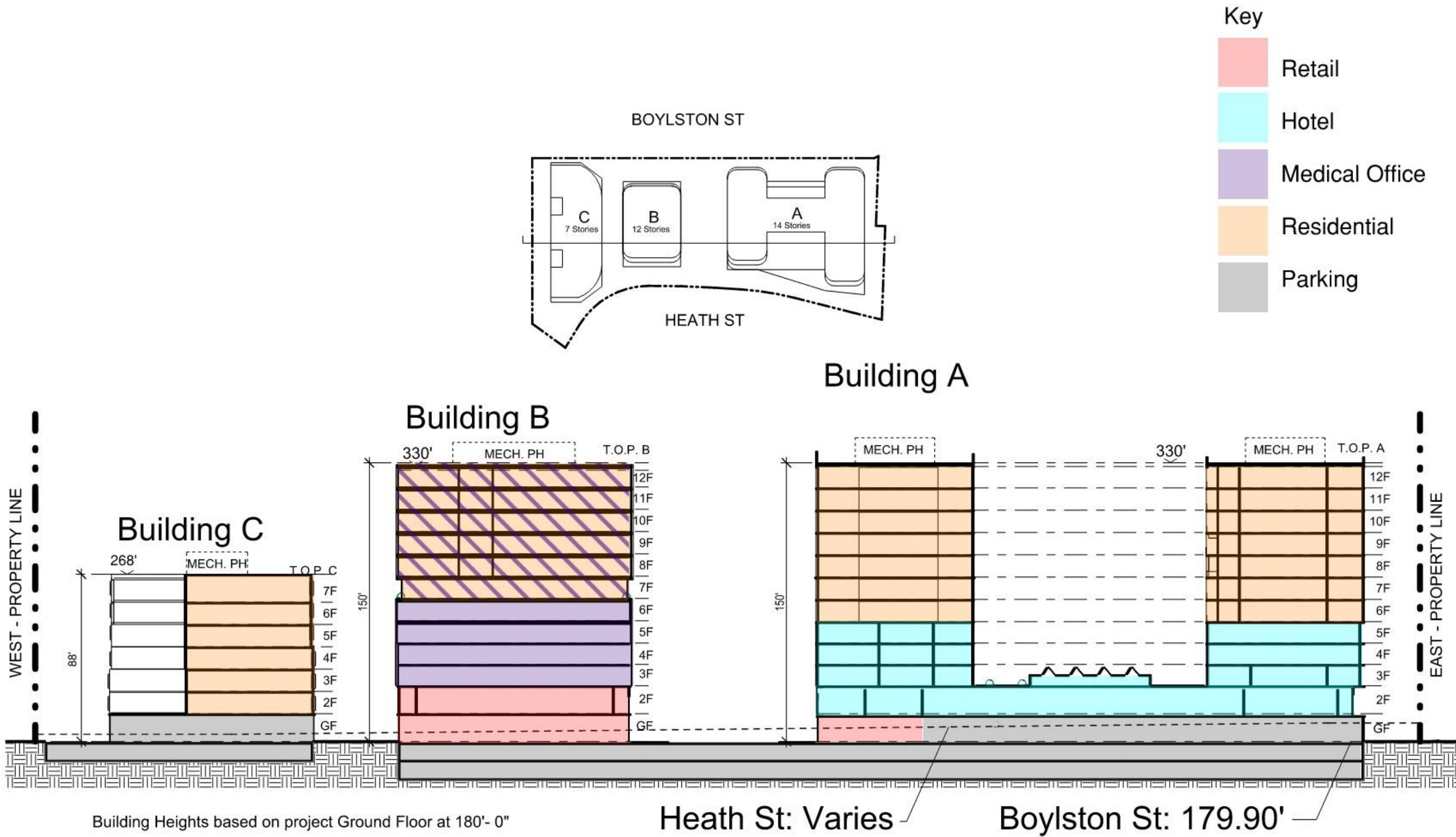
- Civil Engineering
- Land Surveying
- Transportation Engineering
- Structural Engineering
- Green Infrastructure
- Planning
- GIS

NITSCH PROJECT # 15740				
FILE: 15740CUT.DWG				
SCALE: T=20'				
DATE: MAY 12, 2026				
PROJECT MANAGER: JH				
SURVEYOR:				
DRAFTED BY: ED		REV.	COMMENTS	DATE
CHECKED BY: JH			REVISIONS	

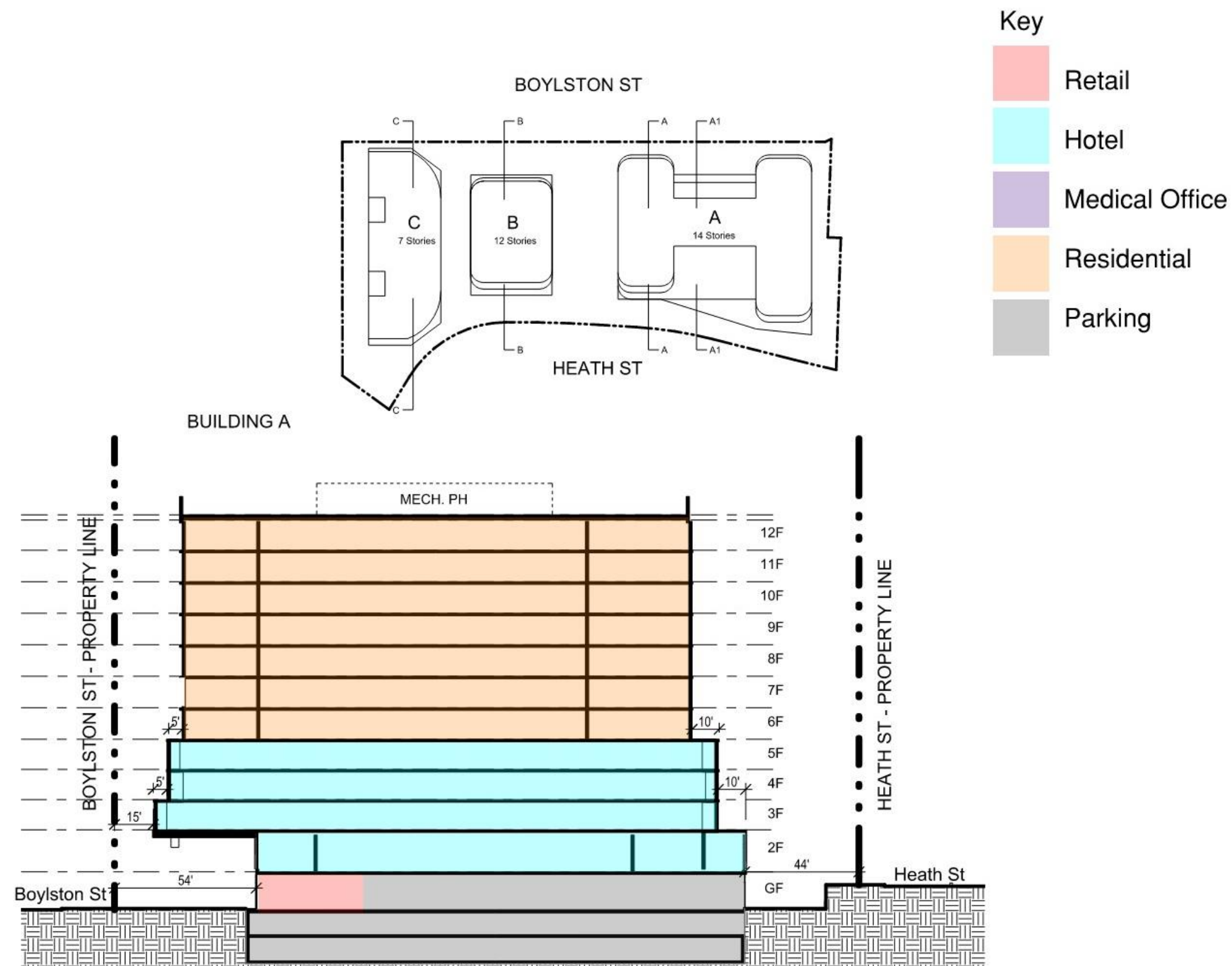
CONCEPTUAL DRAINAGE AND UTILITY PLAN
BROOKLINE MULTIFAMILY RESIDENTIAL
1280-1330 BOYLSTON STREET, BROOKLINE, MA 02467
PREPARED FOR:
CITY REAL ESTATE DEVELOPMENT CORP
320 WASHINGTON STREET, SUITE 3FF, BROOKLINE, MA 02445

SHEET:
C-3

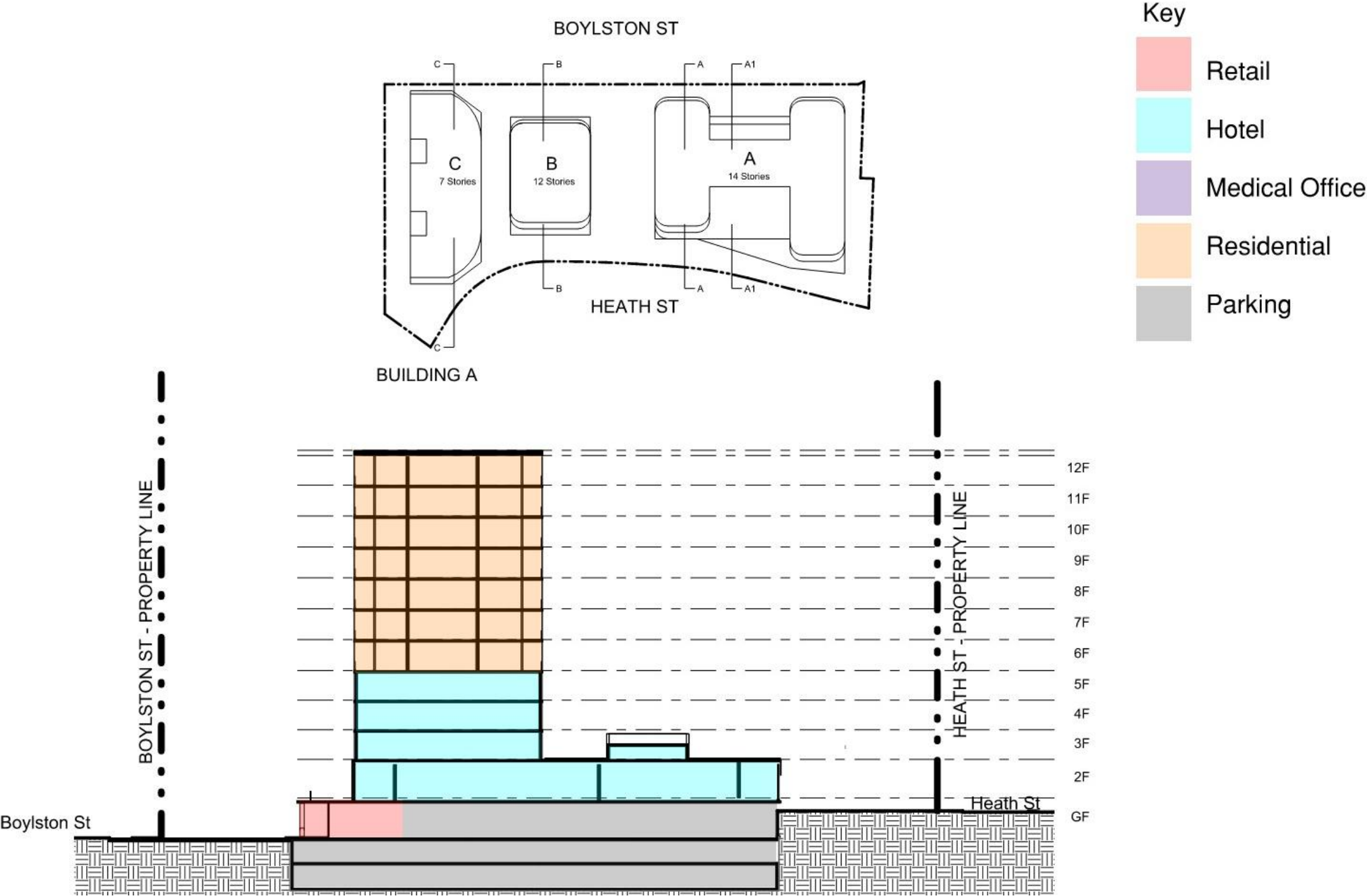
Concept Site Section- Overall

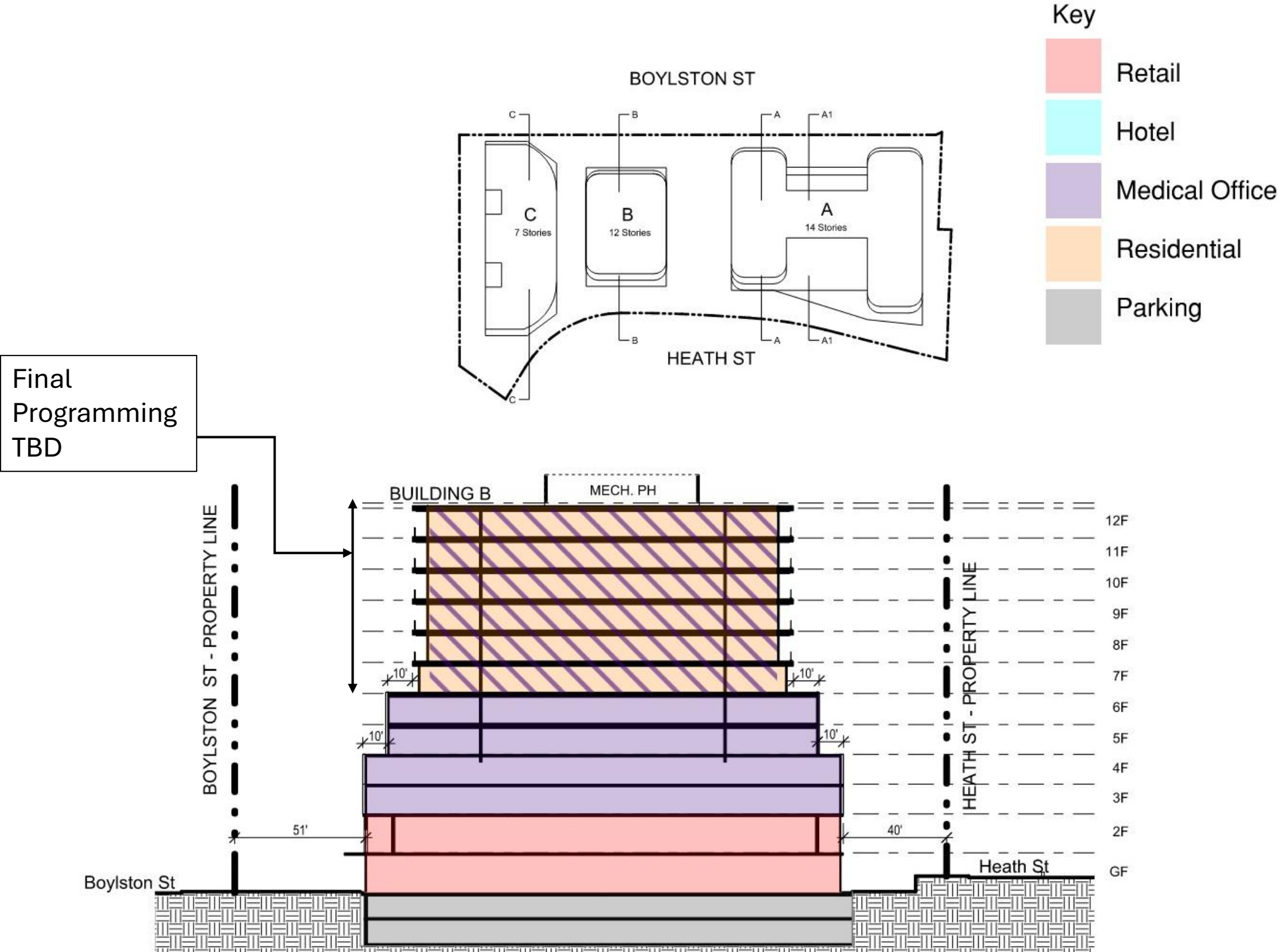


Concept Site Section A

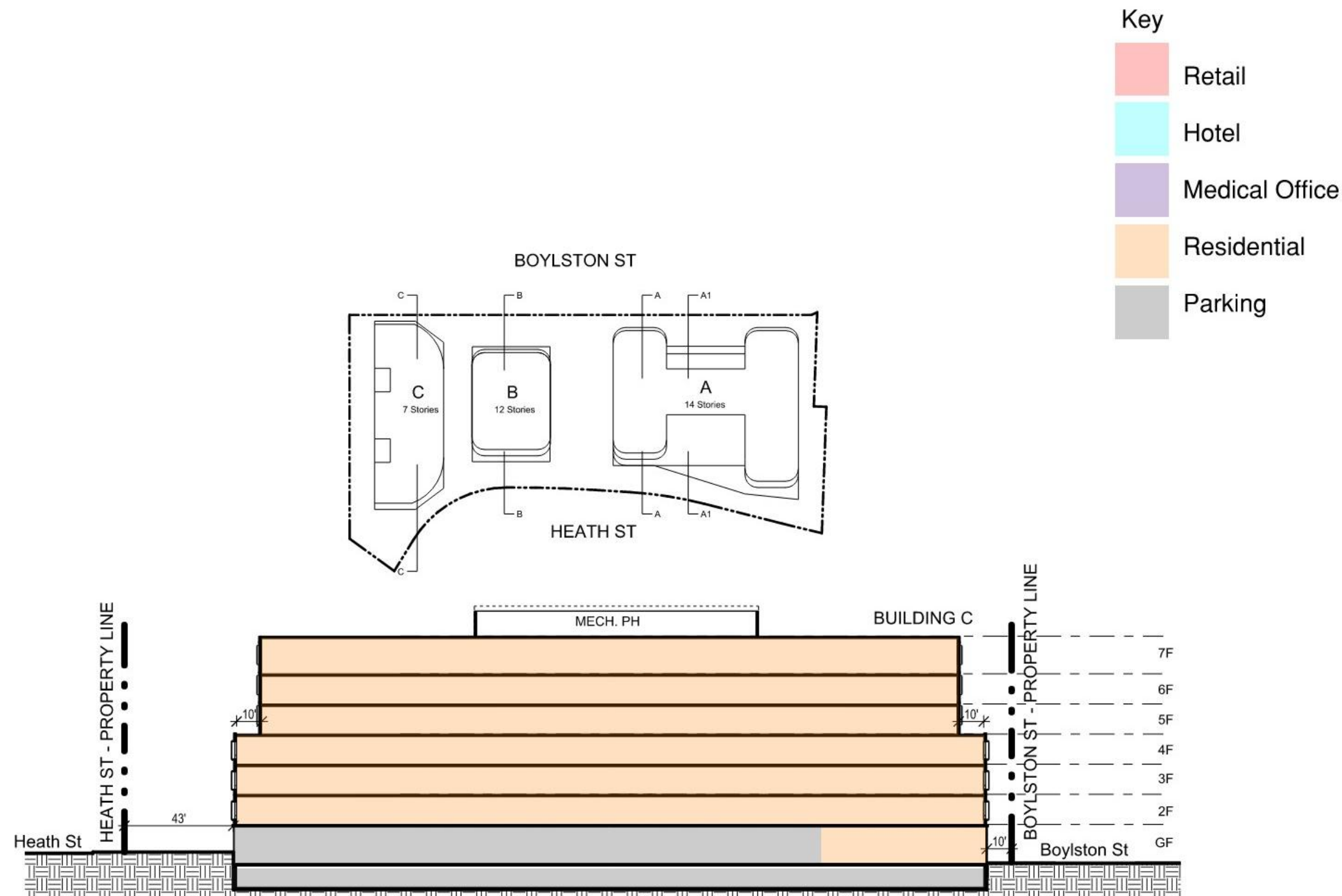


Concept Site Section A1





Concept Site Section C



Concept View from Boylston Street- Looking Southwest



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Concept View of Plaza- Looking Southeast



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Concept View from Boylston Street- Looking East



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Concept View from Heath Street- Looking Northeast



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Concept View of Plaza- Looking North



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Concept Aerial View- Looking North



FINEGOLD ALEXANDER ARCHITECTS



1280-1330 Boylston Street Brookline
June 4, 2026

FINEGOLD ALEXANDER ARCHITECTS

Memo

Date: June 4, 2026

To: Polly Selkoe, Director of Regulatory Planning

From: Mary McCarthy on behalf of City Realty

Copies: File

Project Name: 1280-1330 Boylston Street Brookline

Project No.: P0323.00

Subject: Preliminary Program Statement- Major Impact Project
Preapplication Submission – Section 5.09.3(a)(b)(2)

This preliminary program statement is filed as part of the preapplication requirements for a Major Impact Project. A formal submission will be filed after the preapplication requirements are completed. 1280-1330 Boylston Street is a 232,281 sf (5.33 acres) site located at the western border of Brookline, MA. It currently contains commercial buildings with associated surface and structured parking. 1330 Boylston St is currently occupied by Citizens Bank while the remaining buildings are vacant. There are currently three curb cuts on Boylston Street and one curb cut on Heath Street. The site is bounded by Boylston Street to the north and Heath Street to the south; abutting properties to the south, east, and southwest in Brookline and abutting properties to the north and west in Newton. The site is located in the Chestnut Hill Commercial (CHC) Overlay District. The parcel zoning is Chestnut Hill Commercial 4.0 Subdistrict (CHC-4). Surrounding land uses include single family residential to the southwest (T-5 zoning), a cemetery to the south (S-15 zoning), surface parking to the east (CHC-4 zoning), retail/commercial to the north across Boylston Street in Newton, and multifamily residential to the west in Newton.

The project is proposed to include construction of three new buildings:

- Building A is proposed as a 12-story (150 ft +/-) mixed-use building consisting of a hotel and luxury condominiums. The ground floor will include retail use, lobby spaces serving the upper floors, parking, loading, and ramp access to the underground garage. Overall building gross floor area is 522,653 sf +/- with approximately 22,556 sf retail, 186 hotel keys and 126 residential units.
- Building B is proposed as a 12-story (150 ft +/-) mixed-use of retail, medical office and multifamily residential. The ground floor will include retail use, lobby spaces serving the upper floors, loading and ramp access to the underground garage. Overall building gross floor area is 220,000 sf +/- with approximately 34,824 sf retail, and some amount of medical office and residential above. Final programming to be determined by market demand and zoning requirements for commercial ratio. Medical office shall be no less than 85,000 sf up to a maximum of ~140,000 sf while residential shall be no more than 120 units.



- Building C will be a 7-story (88 ft +/-) multifamily building. The ground floor will include lobby and amenity spaces, parking and loading. Overall building gross floor area is 162,056 sf +/- with approximately 138 residential units.
- The proposed plan includes two levels of below grade parking under Buildings A and B and a separate garage with one level of below grade parking under Building C. Parking count- at ground floor and garage- for Building A&B is 545 and 137 for Building C. 100% of residential parking spaces will be EV ready in addition to public EV ready spaces and at least 2 public Level 3 charging stations.

Phasing: the project will be one phase with the three buildings sequenced as A and then B&C.

The project has undergone a number of revisions and adjustments in response to both community feedback and changing zoning requirements since the first public shared vision in 2024. This program represents continued revisions in response to feedback heard in the leadup to May 2026 Town Meeting votes such as:

- Height – Height has been reduced from maximum allowable height of 175'
- Parking – Additional parking spaces have been provided and parking demand has been reduced through less medical office and more residential.
- Traffic – Lessened peak trip generation via reduction in proposed medical office and simplified internal site circulation with consolidated parking garages
- Aesthetic/Design – Reduced blank walls and moved bulky parking garages below grade
- Housing Variety – Introduced wider range of unit sizes including studio and one bed housing units
- Feasibility and Speed of Construction – Proposed a flexibility in programming, particularly in Building B, which allows final use allocation to be determined by market demand and responsive to tenant sizes/needs while still complying with zoning requirements.

The building massing is driven by breaking up the building faces along the primary streets (Boylston Street and Heath Street), stepping the building heights back along those streets to maintain pedestrian scale, and allowing for sunlight into the site from the south. All proposed building massing complies with the requirements set forth by the Chestnut Hill Commercial (CHC) Overlay District and developed in coordination with the Chestnut Hill Commercial Area Design Guidelines.

Landscaped areas on site prioritize pedestrian site access and connections between Boylston Street and Heath Street. The site is fully accessible and features two publicly accessible open spaces: one plaza between Buildings A and B adjacent to ground floor retail spaces and one pocket park at the southwest corner of the site. The plaza is intended for active use and contains a mix of site furnishings, hardscape, and contained plantings to promote gathering

and retail outdoor space while the pocket park is for quieter use and serves as a buffer to the existing single family abutting properties. Water features and other amenities are being considered for both outdoor spaces and will be further explored with the Design Advisory Team and neighbors.

Vehicular circulation on site is one-way, with all vehicle entry and exit from Boylston Street to the north. Vehicular connection to Heath Street was considered, however, feedback from the public review process previously undertaken showed strong preference from abutters for no vehicular connection from Heath Street, and is now prohibited by the zoning. The project will include emergency vehicle access from Heath Street. Total curb cut counts for the proposed project will be three curb cuts at Boylston Street (equal to existing conditions), and one (emergency access) curb cut at Heath Street.

There is an existing public sewer easement through the site from Heath Street to Boylston Street that will be relocated and rebuilt as part of this project.

Preliminary Zoning Analysis

Project: 1280-1330 Boylston Street, Brookline MA
 Overlay District: Chestnut Hill Commercial Overlay District
 District: CHC-4

	Requirement	Proposed	Zoning Relief Required
Overlay District			
Lot size Min.	20,000sf	232,281sf	Large Site Review Criteria
Floor Area Ratio (FAR) Max.	4.0	3.9	No
Height Max.- Feet	88', 150'	88', 150'	No
Height Max- Stories	10, 14	7, 12	No
Min. Setbacks:			
Boylston St. min-max.	10'min, 55' max.	10'-55'	No
East Boundary- min.	25' min.	25'	No
Heath St. min	25' min.	25'	No
West Boundary- min.	40' min.	40'	No
Open Space- min. contiguous	4,000sf min.	18,500sf	No
Open Space- Landscaped	15%	16%	No
Open Space- Large Site	5% additional	5% additional	No
Tree Canopy	15%	15%	No
Principal Uses- Proposed		Residential 8+	No
		Hotel	Special Permit
		Office	No
		Health and Fitness	No
		Other Retail	No
		Retail >10,000sf	Special Permit
		Conference Facility	Special Permit



July 6, 2026

Ref: 202035.000

J. Lionel Lucien
Manager, Public/Private Development Unit
Office of Transportation Planning
10 Park Plaza Room 4150
Boston, MA 02116

Re: Transportation Scoping Letter for 1280-1330 Boylston Street, Brookline, MA

Dear Mr. Lucien,

On behalf of 1296 Boylston Brookline Realty Trust (Proponent), VHB has prepared this Transportation Scoping Letter (TSL) to outline the technical assumptions and key transportation issues that will be addressed in the Transportation Impact Assessment (TIA) for the above referenced project.

Background

The subject property is located at 1280-1330 Boylston Street in Brookline, Massachusetts. The Site is mostly vacant, with only 54,000 sf currently occupied by Citizens Bank, of approximately 118,000 sf total of health club, office, and retail space. The proposed development includes three buildings totaling approximately 384 residential units, 186 hotel rooms, 90,426 sf of medical office space, and 57,380 sf of retail. The amount of medical office and residential may fluctuate in Building B based on market demand and zoning requirements. The Site will be accessed via one entrance and two exit driveways on Boylston Street. A total of approximately 694 parking spaces are proposed. The Proponent hopes to file with MEPA and the Town of Brookline in fall of this year, and a TIA is being prepared in compliance with MassDOT TIA Guidelines¹ and Town of Brookline Transportation Access Plan Guidelines².

Review Thresholds

Based on Section 11.03.06.a of the MEPA Regulations, the project exceeds the following threshold for an ENF and Mandatory EIR:

› *Generation of 3,000 or more new ADT on roadways providing access to a single location.*

The Proponent plans to include a TIA as part of an Expanded ENF for the project. This TSL has been prepared for MassDOT review prior to the preparation of the TIA to seek input and concurrence on the TIA assumptions.

1 Transportation Impact Assessment (TIA) Guidelines, MassDOT, March 13, 2014.
2 Transportation Access Plan Guidelines, Town of Brookline, January 1, 2018.

Trip Generation

The rate at which any development generates traffic is dependent upon several factors such as size, uses within the development, location and concentration of surrounding developments. To estimate the number of vehicle trips to be generated by the proposed redevelopment, traffic generation projections for the uses were prepared based on Institute of Transportation Engineers (ITE) *Trip Generation Manual* data for Land Use Code (LUC) 221 (Mid-Rise Multifamily Housing), LUC 310 (Hotel), LUC 720 (Medical-Dental Office Building), and LUC 821 (Shopping Plaza 40-150k). Detailed trip generation calculations are included in the Attachments.

Unadjusted Project-Generated Traffic

Table 1 presents the Project-generated vehicle trips by land use based on ITE data.

Table 1 Unadjusted Project-Generated Vehicle Trips

Time Period	<u>Residential</u> ¹	<u>Hotel</u> ²	<u>Medical Office</u> ³	<u>Retail</u> ⁴	<u>Total</u>
Weekday Daily					
Enter	865	543	1,798	1,876	5,082
<u>Exit</u>	<u>865</u>	<u>543</u>	<u>1,798</u>	<u>1,876</u>	<u>5,082</u>
Total	1,730	1,086	3,596	3,752	10,164
Weekday Morning					
Enter	35	33	170	57	295
<u>Exit</u>	<u>118</u>	<u>30</u>	<u>48</u>	<u>35</u>	<u>231</u>
Total	154	63	218	91	526
Weekday Evening					
Enter	90	45	99	134	368
<u>Exit</u>	<u>51</u>	<u>43</u>	<u>230</u>	<u>139</u>	<u>463</u>
Total	141	87	329	273	831
Saturday Daily					
Enter	826	644	237	2,010	3,716
<u>Exit</u>	<u>826</u>	<u>644</u>	<u>237</u>	<u>2,010</u>	<u>3,716</u>
Total	1,651	1,287	474	4,020	7,432
Saturday Midday					
Enter	71	45	51	152	318
<u>Exit</u>	<u>68</u>	<u>43</u>	<u>42</u>	<u>140</u>	<u>293</u>
Total	138	87	93	293	611

1 Trip generation estimate based on ITE LUC 221 (Multifamily Housing (Mid-Rise)) for 384 units.

2 Trip generation estimate based on ITE LUC 310 (Hotel) for 186 rooms.

3 Trip generation estimate based on ITE LUC 720 (Medical/Dental Office Building) for 90,426 sf.

4 Trip generation estimate based on ITE LUC 821 (Shopping Plaza (40-150 ksf)) for 57,380 sf.

Person Trips

The unadjusted vehicle trips using the ITE data were converted into person trips by applying the average vehicle occupancy rate (VOR) of 1.08 for residential and office trips, 1.53 for retail trips, and 1.52 for hotel trips, as outlined



by the U.S. Department of Transportation³. The national rates are applied when converting to person trips to be consistent with ITE data, which is also based on national data. The unadjusted vehicle trips were converted into person trips in order to apply internal capture credits and mode share, as described below.

Internal Capture Trips

Since the proposed development is a mixed-use project, the trip generation characteristics of the Site will be different from a single-use project. Some of the traffic to be generated by the proposed development will be contained on Site as “internal” or “shared vehicle” trips. For example, residents who live in the development may also shop at the retail uses. While these shared trips represent new traffic to the individual uses, they would not show up as new vehicle trips on the surrounding roadway network.

As described in the ITE Trip Generation Handbook⁴, “because of the complementary nature of these land uses, some trips are made among the on-site uses. This capture of trips internal to the site has the net effect of reducing vehicle trip generation between the overall development site and the external street system (compared to the total number of trips generated by comparable land uses developed individually on stand-alone sites) an internal capture rate can generally be defined as the percentage of total person trips generated by a site that are made entirely within the site. The trip origin, destination, and travel path are all within the site.”

Net Person Trips

Based on the methodology outlined in the ITE Trip Generation Handbook, internal capture rates were applied to the gross person trips. The resulting peak-hour person trip estimates for the Project are presented in Table 2.

3 Summary of Travel Trends: 2022 National Household Survey, US Department of Transportation, Federal Highway Administration, Washington D.C., 2022.

4 Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington, D.C., 2017.



Table 2 Net Person Trips

Time Period	<u>Residential</u>	<u>Hotel</u>	<u>Medical Office</u>	<u>Retail</u>	<u>Total</u>
Weekday Daily					
Enter	598	528	1,856	2,239	5,221
<u>Exit</u>	<u>676</u>	<u>568</u>	<u>1,774</u>	<u>2,203</u>	<u>5,221</u>
Total	1,274	1,096	3,630	4,442	10,442
Weekday Morning					
Enter	37	50	168	68	323
<u>Exit</u>	<u>124</u>	<u>37</u>	<u>37</u>	<u>45</u>	<u>243</u>
Total	161	87	205	113	566
Weekday Evening					
Enter	50	55	101	164	370
<u>Exit</u>	<u>30</u>	<u>61</u>	<u>229</u>	<u>153</u>	<u>473</u>
Total	80	116	330	317	843
Saturday Daily					
Enter	593	650	218	2,465	3,926
<u>Exit</u>	<u>615</u>	<u>701</u>	<u>190</u>	<u>2,420</u>	<u>3,926</u>
Total	1,208	1,351	408	4,885	7,852
Saturday Middyay					
Enter	40	55	48	196	339
<u>Exit</u>	<u>45</u>	<u>60</u>	<u>35</u>	<u>165</u>	<u>305</u>
Total	85	115	83	361	644

Note: Internal capture credit applied.

Mode Share

The Site is located just over a half-mile from Chestnut Hill Green Line Station in addition to being served by MBTA Bus Route 60 which arrives approximately every half hour. As a result, the expectation is that some residents of the proposed development would likely use the Green Line or bus to travel to and from work. In addition, the Site is located in a commercial area with major retail developments along Route 9 that have pedestrian access, as well as lower-speed local roadways south of the Site that would encourage biking and walking. Mode shares were applied to distinguish between vehicular, transit, and bike/walk trips to and from the Site. Residential and medical office mode share was based on 2024 American Community Survey 5-Year Estimates⁵, while hotel and retail mode share was based on the 2022 National Household Travel Survey⁶. Assumed mode shares are presented in Table 3.

5 U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, Brookline Census Tracts 4011 and 4012.02.

6 Summary of Travel Trends: 2022 National Household Survey, US Department of Transportation, Federal Highway Administration, Washington D.C., 2022.



Table 3 Mode Share

Land Use	Vehicle	Transit	Bike/Walk	Total
Residential	67%	13%	20%	100%
Hotel	91%	2%	7%	100%
Medical Office	84%	7%	9%	100%
Retail	93%	2%	5%	100%

Note: Mode shares based on 2024 American Community Survey 5-year data for Brookline Census Tracts 4011 and 4012.02 for residential and medical office, and based on national data from the 2022 National Household Travel Survey for hotel and retail.

Project-generated Trips

The mode shares discussed above and presented in Table 3 were applied to the net person trips shown in Table 2 to generate the adjusted Project person trips by mode. To reflect the number of vehicle trips generated by the Site, the adjusted person trips are converted back to vehicle trips by applying the local average vehicle occupancy rates (VOR). Based on 2024 U.S. Census Data⁷, local VORs of 1.03 for residential and 1.11 for medical office was determined. The local VOR for hotel and retail was assumed to be the same as national VOR due to a lack of local data. Table 4 summarizes the new trips by mode.

Table 4 New Trips by Mode

Time Period	Vehicle	Transit	Bike/Walk
Weekday Daily			
Enter	3,471	264	436
<u>Exit</u>	<u>3,461</u>	<u>267</u>	<u>445</u>
Total	6,932	531	881
Weekday Morning			
Enter	222	19	29
<u>Exit</u>	<u>158</u>	<u>21</u>	<u>33</u>
Total	380	40	62
Weekday Evening			
Enter	242	18	31
<u>Exit</u>	<u>323</u>	<u>24</u>	<u>39</u>
Total	565	42	70
Saturday Daily			
Enter	2,438	154	308
<u>Exit</u>	<u>2,435</u>	<u>155</u>	<u>310</u>
Total	4,873	309	618
Saturday Midday			
Enter	214	13	26
<u>Exit</u>	<u>191</u>	<u>12</u>	<u>24</u>
Total	405	25	50

Note: Vehicle trips include pass-by.

7 U.S. Census Bureau, 2024 American Community Survey 5-Year Estimates, Brookline Census Tracts, 4011 and 4012.02.



The Project is projected to generate 6,932 vehicle trips on a typical weekday, 380 vehicle trips during the weekday morning peak hour, and 565 vehicle trips during the weekday evening peak hour. Additionally, the Project is projected to generate 4,873 vehicle trips on a typical Saturday and 405 vehicle trips during the Saturday midday peak hour.

Pass-by Trips

While the ITE rates provide estimates for all the traffic associated with each land use, not all the traffic generated by the Project will be new to the area roadways. A portion of the vehicle trips generated by the retail use will likely be drawn from the traffic volume of the roadways adjacent to the Project Site. For example, someone traveling on Commonwealth Avenue may choose to deviate from their original travel path to visit the retail space before continuing to their final destination.

For this evaluation, ITE pass-by rates for LUC 821 (Shopping Plaza) were used. Specifically, 40 and 31 percent of the retail trip generation was assumed to be drawn from the surrounding roadway network during the weekday evening and Saturday midday peak hours respectively based on ITE data. For all other time periods studied, a 25-percent pass-by rate was assumed.



Proposed Vehicle Trips

Table 5 summarizes total and net vehicle trips for the proposed project. After accounting for pass-by trips, the Project is projected to generate 6,256 net vehicle trips on a typical weekday, 362 net vehicle trips during the weekday morning peak hour, and 487 net vehicle trips during the weekday evening peak hour. Additionally, the Project is projected to generate 4,131 net vehicle trips on a typical Saturday and 337 net vehicle trips during the Saturday midday peak hour.

Table 5 Proposed Vehicle Trips

Time Period	Residential	Hotel	Medical Office	Retail Net	Retail Pass-by ¹	Total Vehicle Trips ²	Net Vehicle Trips ³
Weekday Daily					25%		
Enter	389	316	1,405	1,023	338	3,471	3,133
Exit	<u>440</u>	<u>340</u>	<u>1,342</u>	<u>1,001</u>	<u>338</u>	<u>3,461</u>	<u>3,123</u>
Total	829	656	2,747	2,024	676	6,932	6,256
Weekday Morning					25%		
Enter	24	30	127	32	9	222	213
Exit	<u>81</u>	<u>22</u>	<u>28</u>	<u>18</u>	<u>9</u>	<u>158</u>	<u>149</u>
Total	105	52	155	50	18	380	362
Weekday Evening					40%		
Enter	33	33	76	61	39	242	203
Exit	<u>20</u>	<u>37</u>	<u>173</u>	<u>54</u>	<u>39</u>	<u>323</u>	<u>284</u>
Total	53	70	249	115	78	565	487
Saturday Daily					25%		
Enter	386	389	165	1,127	371	2,438	2,067
Exit	<u>400</u>	<u>420</u>	<u>144</u>	<u>1,100</u>	<u>371</u>	<u>2,435</u>	<u>2,064</u>
Total	786	809	309	2,227	742	4,873	4,131
Saturday Midday					31%		
Enter	26	33	36	85	34	214	180
Exit	<u>29</u>	<u>36</u>	<u>26</u>	<u>66</u>	<u>34</u>	<u>191</u>	<u>157</u>
Total	55	69	62	151	68	405	337

1 Retail pass-by rates based on ITE LUC 821 (Shopping Plaza), 25-percent pass-by rate assumed for time periods with no available data.

2 Total vehicle trips include pass-by trips.

3 Net vehicle trips do not include pass-by trips.

Trip Distribution

The directional distribution of traffic approaching and departing the Site is a function of several variables. These include population densities, existing travel patterns, the efficiency of the roadways leading to and from the Site, and the distance from nearby land uses.

The trip distribution patterns for the residential portion of the Project were derived from U.S. Census journey-to-work data, while the trip distribution patterns for medical office and retail were derived from existing traffic patterns. Hotel was assumed to follow a similar trip distribution as residential. The trip distribution is presented in Table 6 and provided as Figure 6 in the Attachments.

Table 6 Trip Distribution

Travel Route	Direction (from/to)	Residential/ Hotel	Medical Office/ Retail
Route 9	West	25%	30%
Route 9	East	35%	30%
Hammond Pond Parkway & Hammond Street	North	30%	25%
Hammond Pond Parkway & Hammond Street	South	<u>10%</u>	<u>15%</u>
Total		100%	100%

Source: Based on 2017-2021 JTW Census data from CTPP.

As shown in Table 6, the majority of site-generated traffic is expected to travel to/from the Site via Route 9. As the Site driveway will be a right-in/right-out driveway on Route 9 Eastbound, it is expected that most trips to/from the north and south will approach via Hammond Pond Parkway and exit via Hammond Street.

Study Area Network & Analysis Periods

Based on preliminary data as well as a review of previous transportation studies in the area, VHB identified the locations shown in Figure 1 in the Attachments for inclusion in the traffic analyses. These intersections include:

1. Hammond Pond Parkway at The Street Driveway
2. Hammond Pond Parkway at Route 9 Westbound
3. Hammond Pond Parkway at Route 9 Eastbound
4. Hammond Pond Parkway at Heath Street
5. Route 9 EB at Hammond Pond Parkway Merge
6. Route 9 EB at West Driveway
7. Route 9 EB at East Entry Driveway
8. Route 9 EB at East Exit Driveway
9. Route 9 at Tully Street
10. Route 9 EB at Holly Lane
11. Route 9 at Hammond Street
12. Hammond Street at Heath Street
13. Heath Street at Tully Street

Based on the use proposed on site as well as the surrounding area, the study periods to be reviewed for this project will include the weekday morning, weekday evening, and Saturday midday peak hours.



Safety

For each study area intersection, a crash analysis will be completed using the MassDOT crash database for the most recent five years of accepted/available data. A summary of these crashes will be provided along with key crash factors such as time of day, collision type, weather conditions, and non-motorist involved crashes (pedestrian/bicyclist).

Site Plan

A concept plan for the site has been prepared, included in the Attachments. A more detailed discussion of the planned access improvements and associated changes to the roadway network will be included in the TIA.

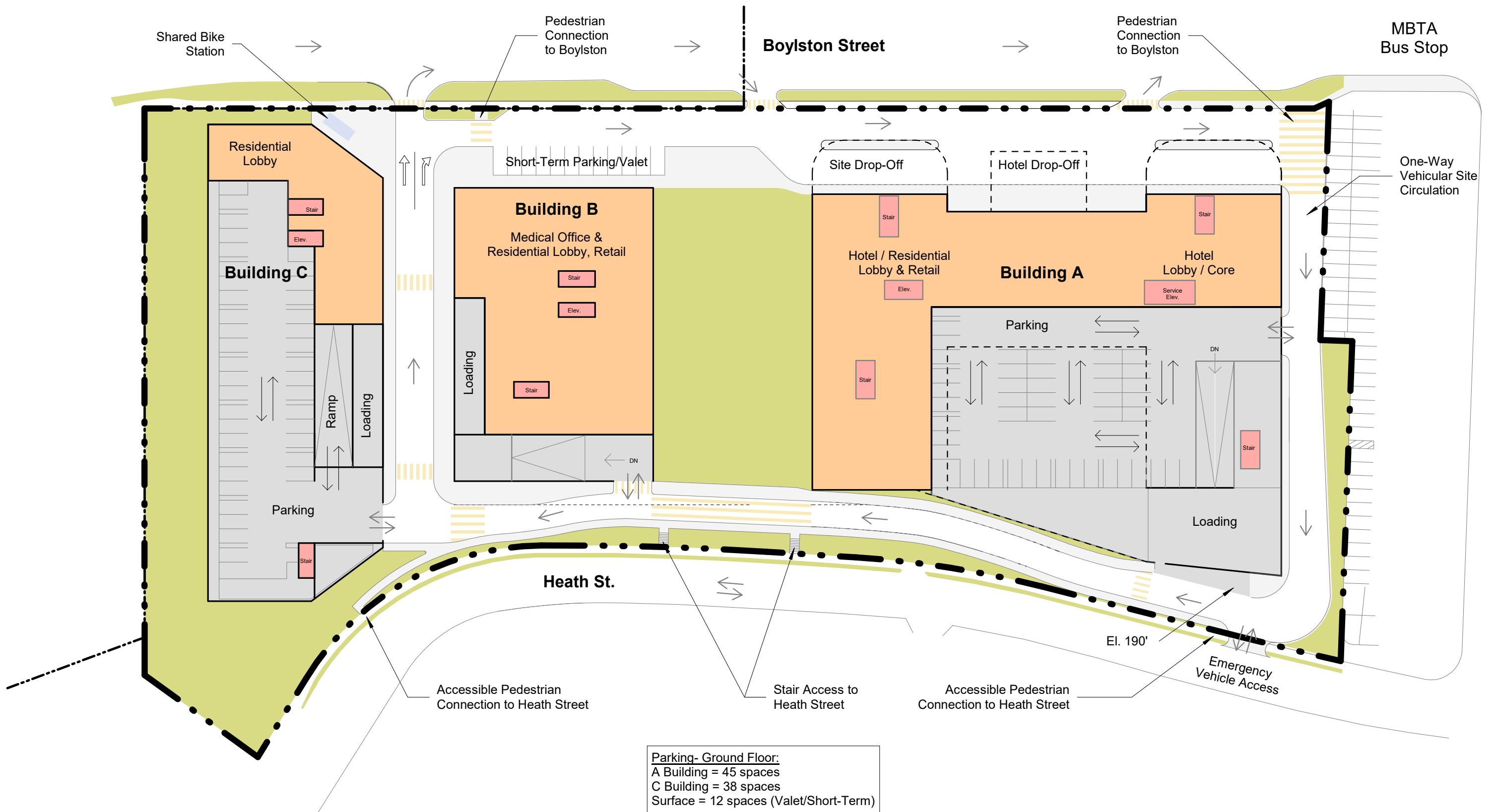
Based on the preliminary information presented in this TSL, we respectfully request your feedback on the TIA scope. If you have any questions or need additional information to review the TSL, please contact me at 617-924-1770 or via e-mail.

Sincerely,

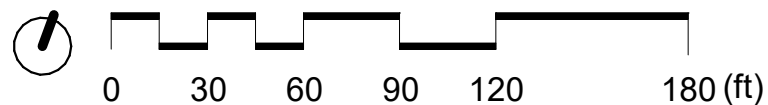
Randall C. Hart
Principal
rhart@vhb.com

Attachments

- › Proposed Site Plan
- › Trip Generation Calculations
- › Study Area Intersection Figure

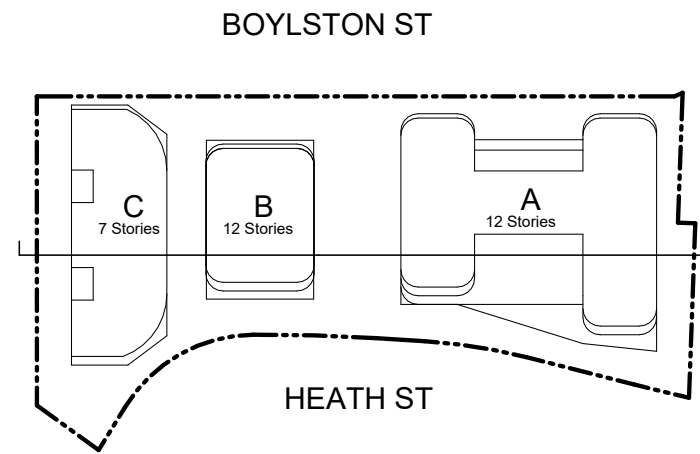


Ground Floor - Retail & Parking
1" = 60'-0"



Key

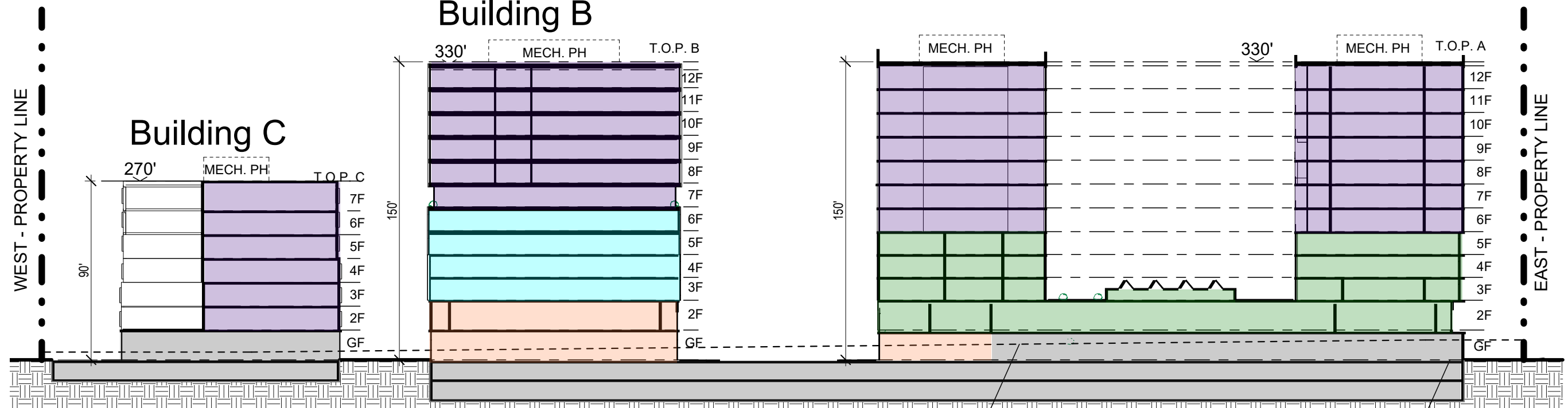
- Retail
- Hotel
- Medical Office
- Residential
- Parking



Building A

Building B

Building C



Building Heights based on project Ground Floor at 180'- 0"

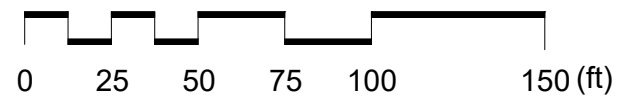
Heath St: Varies

Boylston St: 179.90'

Mixed Use Scheme - Overall Site Section

Brookline Boylston Project

Finegold Alexander Architects Inc
03/19/26



SHARED TRIP CALCULATIONS - PROPOSED¹

WEEKDAY DAILY							WEEKDAY MORNING							WEEKDAY EVENING						
RETAIL	%	#	BALANCED	#	%	OFFICE	RETAIL	%	#	BALANCED	#	%	OFFICE	RETAIL	%	#	BALANCED	#	%	OFFICE
EXIT ->	3%	2,870	86	1,942	15%	-> ENTER	EXIT ->	29%	53	7	184	4%	-> ENTER	EXIT ->	2%	213	4	107	31%	-> ENTER
ENTER <-	4%	2,870	115	1,942	22%	<- EXIT	ENTER <-	32%	87	15	52	28%	<- EXIT	ENTER <-	8%	205	16	249	20%	<- EXIT

WEEKDAY DAILY							WEEKDAY MORNING							WEEKDAY EVENING						
RETAIL	%	#	BALANCED	#	%	HOTEL	RETAIL	%	#	BALANCED	#	%	HOTEL	RETAIL	%	#	BALANCED	#	%	HOTEL
EXIT ->	11%	2,870	273	826	33%	-> ENTER	EXIT ->	0%	53	0	50	0%	-> ENTER	EXIT ->	5%	213	11	68	17%	-> ENTER
ENTER <-	9%	2,870	258	826	38%	<- EXIT	ENTER <-	4%	87	3	46	14%	<- EXIT	ENTER <-	2%	205	4	65	16%	<- EXIT

WEEKDAY DAILY							WEEKDAY MORNING							WEEKDAY EVENING						
RETAIL	%	#	BALANCED	#	%	RESIDENTIAL	RETAIL	%	#	BALANCED	#	%	RESIDENTIAL	RETAIL	%	#	BALANCED	#	%	RESIDENTIAL
EXIT ->	11%	2,870	308	934	33%	-> ENTER	EXIT ->	14%	53	1	38	2%	-> ENTER	EXIT ->	26%	213	45	98	46%	-> ENTER
ENTER <-	9%	2,870	258	934	38%	<- EXIT	ENTER <-	17%	87	1	128	1%	<- EXIT	ENTER <-	10%	205	21	55	42%	<- EXIT

WEEKDAY DAILY							WEEKDAY MORNING							WEEKDAY EVENING						
OFFICE	%	#	BALANCED	#	%	HOTEL	OFFICE	%	#	BALANCED	#	%	HOTEL	OFFICE	%	#	BALANCED	#	%	HOTEL
EXIT ->	2%	1,942	25	826	3%	-> ENTER	EXIT ->	0%	52	0	50	0%	-> ENTER	EXIT ->	0%	249	0	68	0%	-> ENTER
ENTER <-	0%	1,942	0	826	0%	<- EXIT	ENTER <-	3%	184	6	46	75%	<- EXIT	ENTER <-	0%	107	0	65	0%	<- EXIT

WEEKDAY DAILY							WEEKDAY MORNING							WEEKDAY EVENING						
OFFICE	%	#	BALANCED	#	%	RESIDENTIAL	OFFICE	%	#	BALANCED	#	%	RESIDENTIAL	OFFICE	%	#	BALANCED	#	%	RESIDENTIAL
EXIT ->	2%	1,942	28	934	3%	-> ENTER	EXIT ->	1%	52	0	38	0%	-> ENTER	EXIT ->	2%	249	4	98	4%	-> ENTER
ENTER <-	0%	1,942	0	934	0%	<- EXIT	ENTER <-	3%	184	3	128	2%	<- EXIT	ENTER <-	57%	107	2	55	4%	<- EXIT

WEEKDAY DAILY							WEEKDAY MORNING							WEEKDAY EVENING						
HOTEL	%	#	BALANCED	#	%	RESIDENTIAL	HOTEL	%	#	BALANCED	#	%	RESIDENTIAL	HOTEL	%	#	BALANCED	#	%	RESIDENTIAL
EXIT ->	0%	826	0	934	0%	-> ENTER	EXIT ->	0%	46	0	38	0%	-> ENTER	EXIT ->	2%	65	0	98	0%	-> ENTER
ENTER <-	0%	826	0	934	0%	<- EXIT	ENTER <-	0%	50	0	128	0%	<- EXIT	ENTER <-	12%	68	2	55	3%	<- EXIT

TOTAL SHARED TRIPS - WEEKDAY DAILY			
	<u>ENTER</u>	<u>EXIT</u>	<u>TOTAL</u>
RETAIL	631	667	1298
MED OFF.	86	168	254
HOTEL	298	258	556
RESI	336	258	594
TOTAL	1,351	1,351	2702

TOTAL SHARED TRIPS - WEEKDAY MORNING			
	ENTER	EXIT	TOTAL
RETAIL	19	8	27
MED OFF.	16	15	31
HOTEL	0	9	9
RESI	1	4	5
TOTAL	36	36	72

TOTAL SHARED TRIPS - WEEKDAY EVENING			
	ENTER	EXIT	TOTAL
RETAIL	41	60	101
MED OFF.	6	20	26
HOTEL	13	4	17
RESI	48	25	73
TOTAL	108	109	217

Note: Shared trips based off of person-trips for each land use.

1 Weekday morning and evening internal capture rates based on NCHRP Report 684, Saturday midday rates assumed to be the same as weekday evening rates.

Weekday daily internal capture rates based on ITE Trip Generation Handbook, 2nd Edition, Saturday daily rates assumed to be the same as weekday daily rates.

2 Office internal capture rates used for proposed medical office space due to lack of data for medical office and shared characteristics between uses.

SHARED TRIP CALCULATIONS - PROPOSED 1

RETAIL - OFFICE													
SATURDAY DAILY							SATURDAY MIDDAY						
<u>RETAIL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>OFFICE</u>	<u>RETAIL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>OFFICE</u>
EXIT ->	3%	3,075	38	256	15%	-> ENTER	EXIT ->	2%	215	4	55	31%	-> ENTER
ENTER <-	4%	3,075	56	256	22%	<- EXIT	ENTER <-	8%	233	9	45	20%	<- EXIT
RETAIL - HOTEL													
SATURDAY DAILY							SATURDAY MIDDAY						
<u>RETAIL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>HOTEL</u>	<u>RETAIL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>HOTEL</u>
EXIT ->	11%	3,075	323	978	33%	-> ENTER	EXIT ->	5%	215	11	68	17%	-> ENTER
ENTER <-	9%	3,075	277	978	38%	<- EXIT	ENTER <-	2%	233	5	65	16%	<- EXIT
RETAIL - RESIDENTIAL													
SATURDAY DAILY							SATURDAY MIDDAY						
<u>RETAIL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>RESIDENTIAL</u>	<u>RETAIL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>RESIDENTIAL</u>
EXIT ->	11%	3,075	294	892	33%	-> ENTER	EXIT ->	26%	215	35	76	46%	-> ENTER
ENTER <-	9%	3,075	277	892	38%	<- EXIT	ENTER <-	10%	233	23	73	42%	<- EXIT
OFFICE - HOTEL													
SATURDAY DAILY							SATURDAY MIDDAY						
<u>OFFICE</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>HOTEL</u>	<u>OFFICE</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>HOTEL</u>
EXIT ->	2%	256	5	978	3%	-> ENTER	EXIT ->	0%	45	0	68	0%	-> ENTER
ENTER <-	0%	256	0	978	0%	<- EXIT	ENTER <-	0%	55	0	65	0%	<- EXIT
OFFICE - RESIDENTIAL													
SATURDAY DAILY							SATURDAY MIDDAY						
<u>OFFICE</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>RESIDENTIAL</u>	<u>OFFICE</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>RESIDENTIAL</u>
EXIT ->	2%	256	5	892	3%	-> ENTER	EXIT ->	2%	45	1	76	4%	-> ENTER
ENTER <-	0%	256	0	892	0%	<- EXIT	ENTER <-	57%	55	3	73	4%	<- EXIT
HOTEL - RESIDENTIAL													
SATURDAY DAILY							SATURDAY MIDDAY						
<u>HOTEL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>RESIDENTIAL</u>	<u>HOTEL</u>	<u>%</u>	<u>#</u>	<u>BALANCED</u>	<u>#</u>	<u>%</u>	<u>RESIDENTIAL</u>
EXIT ->	0%	978	0	892	0%	-> ENTER	EXIT ->	2%	65	0	76	0%	-> ENTER
ENTER <-	0%	978	0	892	0%	<- EXIT	ENTER <-	12%	68	2	73	3%	<- EXIT

TOTAL SHARED TRIPS - SATURDAY DAILY			
	<u>ENTER</u>	<u>EXIT</u>	<u>TOTAL</u>
RETAIL	610	655	1265
MED OFF.	38	66	104
HOTEL	328	277	605
RESI	299	277	576
TOTAL	1,275	1,275	2550

TOTAL SHARED TRIPS - SATURDAY MIDDAY			
	<u>ENTER</u>	<u>EXIT</u>	<u>TOTAL</u>
RETAIL	37	50	87
MED OFF.	7	10	17
HOTEL	13	5	18
RESI	36	28	64
TOTAL	93	93	186

Note: Shared trips based off of person-trips for each land use.

1 Weekday morning and evening internal capture rates based on NCHRP Report 684, Saturday midday rates assumed to be the same as weekday evening rates.

Weekday daily internal capture rates based on ITE Trip Generation Handbook, 2nd Edition, Saturday daily rates assumed to be the same as weekday daily rates.

2 Office internal capture rates used for proposed medical office space due to lack of data for medical office and shared characteristics between uses.

MODE SHARE

Mode Share	Existing Mode Splits			Proposed Mode Splits			
	Retail ¹	Health Club ²	Office ³	Retail ¹	Medical Office ³	Residential ⁴	Hotel ²
Drive	93%	91%	84%	93%	84%	67%	91%
Transit	2%	2%	7%	2%	7%	13%	2%
Walk / Bike	5%	7%	9%	5%	9%	20%	7%
Total	100%	100%	100%	100%	100%	100%	100%

¹ Based on Summary of Travel Trends: 2022 National Household Travel Survey, USDOT FHWA. Table 4-2 for "Shopping and Personal Errands".

² Based on Summary of Travel Trends: 2022 National Household Travel Survey, USDOT FHWA. Table 4-2 for "All".

³ Based on 2024 American Community Survey 5-year estimates (US Census Bureau). Table B08501, Brookline and Newton (Census Tracts not available).

⁴ Based on 2024 American Community Survey 5-year estimates (US Census Bureau). Table S0801, Census Tracts 4011 and 4012.02.

VOR

	ITE Raw Vehicle Trips to Person Trips ¹	Local Person Trips to Vehicle Trips ²
Office/Medical Office	1.08	1.11
Residential	1.08	1.03
Retail	1.53	1.53
Health Club/Hotel	1.52	1.52

¹ Based on Summary of Travel Trends: 2022 National Household Travel Survey, USDOT FHWA. Table 5-2. "To/From Work" used for Office and Residential. "Shopping" used for Retail. "All" used for Health Club and Hotel.

² Based on 2024 American Community Survey 5-year estimates (US Census Bureau). Table B08501, Brookline and Newton (Census Tracts not available) for office and medical office. Table S0801, Census Tracts 4011 and 4012.02 for residential. National data used for retail, health club, and hotel due to lack of local data.

ITE TRIP GENERATION WORKSHEET
(12th Edition)

LANDUSE: Multifamily Housing (Mid-Rise) - Not Close to Rail Transit: 4-10 stories
LANDUSE CODE: 221 Independent Variable --- Number of Dwelling Units
SETTING/LOCATION: General Urban/Suburban
JOB NAME: Boylston Street Development 384 dwelling units
JOB NUMBER: 16799.00

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	7	0.90	4.46	3.76	5.40	192	60	298	50%	50%
AM PEAK (ADJACENT ST)	20	0.87	0.38	0.15	0.67	184	26	491	23%	77%
PM PEAK (ADJACENT ST)	21	0.92	0.38	0.26	0.57	179	26	491	64%	36%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,713	856	856	1,730	865	865
AM PEAK (ADJACENT ST)	146	34	112	154	35	118
PM PEAK (ADJACENT ST)	146	93	53	141	90	51

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	--	4.30	4.03	4.50	266	234	298	50%	50%
PEAK OF GENERATOR	2	--	0.36	0.34	0.37	266	234	298	51%	49%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,651	826	826	--	--	--
PEAK OF GENERATOR	138	71	68	--	--	--

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	2	--	3.65	3.06	4.12	266	234	298	50%	50%
PEAK OF GENERATOR	2	--	0.30	0.26	0.33	266	234	298	55%	45%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,402	701	701	--	--	--
PEAK OF GENERATOR	115	63	52	--	--	--

ITE TRIP GENERATION WORKSHEET
(12th Edition)

LANDUSE: Hotel
LANDUSE CODE: 310
SETTING/LOCATION: General Urban/Suburban
JOB NAME: **Boylston Street Development**
JOB NUMBER: **16799.00**

Independent Variable --- Number of Rooms

186 rooms

WEEKDAY

RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	2	--	5.84	5.58	6.03	143	120	166	50%	50%
	AM PEAK (ADJACENT ST)	17	0.68	0.34	0.03	0.69	128	74	309	52%	48%
	PM PEAK (ADJACENT ST)	20	0.64	0.47	0.11	1.06	142	74	309	51%	49%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,086	543	543	--	--	--
AM PEAK (ADJACENT ST)	63	33	30	73	38	35
PM PEAK (ADJACENT ST)	87	45	43	103	52	50

SATURDAY

RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	1	--	6.92	6.92	6.92	166	166	166	50%	50%
	PEAK OF GENERATOR	3	--	0.47	0.23	0.78	130	85	166	51%	49%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,287	644	644	--	--	--
PEAK OF GENERATOR	87	45	43	--	--	--

SUNDAY

RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	1	--	5.78	5.78	5.78	166	166	166	50%	50%
	PEAK OF GENERATOR	1	--	0.70	0.70	0.70	166	166	166	67%	33%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	1,075	538	538	--	--	--
PEAK OF GENERATOR	130	87	43	--	--	--

ITE TRIP GENERATION WORKSHEET

(12th Edition)

LANDUSE: Medical-Dental Office Building - Stand Alone
LANDUSE CODE: 720 Independent Variable --- 1,000 Sq. Feet Gross Floor Area
SETTING/LOCATION: General Urban/Suburban
JOB NAME: Boylston Street Development **FLOOR AREA (KSF):** 90.426
JOB NUMBER: 16799.00

WEEKDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	16	0.95	34.03	14.52	100.75	11	2	60	50%	50%
AM PEAK (ADJACENT ST)	20	0.80	3.21	0.87	14.30	23	2	95	78%	22%
PM PEAK (ADJACENT ST)	26	0.76	3.42	0.62	8.86	21	2	95	30%	70%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	3,077	1,539	1,539	3,596	1,798	1,798
AM PEAK (ADJACENT ST)	290	226	64	218	170	48
PM PEAK (ADJACENT ST)	309	93	216	329	99	230

SATURDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	5.24	5.24	5.24	26	26	26	50%	50%
PEAK OF GENERATOR	2	--	1.03	0.61	1.33	22	18	26	55%	45%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	474	237	237	--	--	--
PEAK OF GENERATOR	93	51	42	--	--	--

SUNDAY

RATES:	# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
			Average	Low	High	Average	Low	High	Enter	Exit
DAILY	1	--	0.39	0.39	0.39	26	26	26	50%	50%
PEAK OF GENERATOR	1	--	0.12	0.12	0.12	26	26	26	50%	50%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	35	18	18	--	--	--
PEAK OF GENERATOR	11	5	5	--	--	--

ITE TRIP GENERATION WORKSHEET
(12th Edition)

LANDUSE: Shopping Plaza (40-150k) - No Supermarket
LANDUSE CODE: 821 Independent Variable --- 1,000 Sq. Feet Gross Floor Area
SETTING/LOCATION: General Urban/Suburban
JOB NAME: **Boylston Street Development** **FLOOR AREA (KSF):** 57.380
JOB NUMBER: **16799.00**

WEEKDAY

RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	6	--	65.38	43.29	91.06	59	45	78	50%	50%
	AM PEAK (ADJACENT ST)	9	--	1.59	0.29	3.77	67	43	108	62%	38%
	PM PEAK (ADJACENT ST)	24	--	4.76	2.55	12.04	79	43	142	49%	51%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	3,752	1,876	1,876	--	--	--
AM PEAK (ADJACENT ST)	91	57	35	--	--	--
PM PEAK (ADJACENT ST)	273	134	139	--	--	--

SATURDAY

RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	--	--	--	--	--	--	--	--	--	--
	PEAK OF GENERATOR	5	0.76	5.10	2.38	6.53	64	43	94	52%	48%

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	293	152	140	280	145	134

SUNDAY

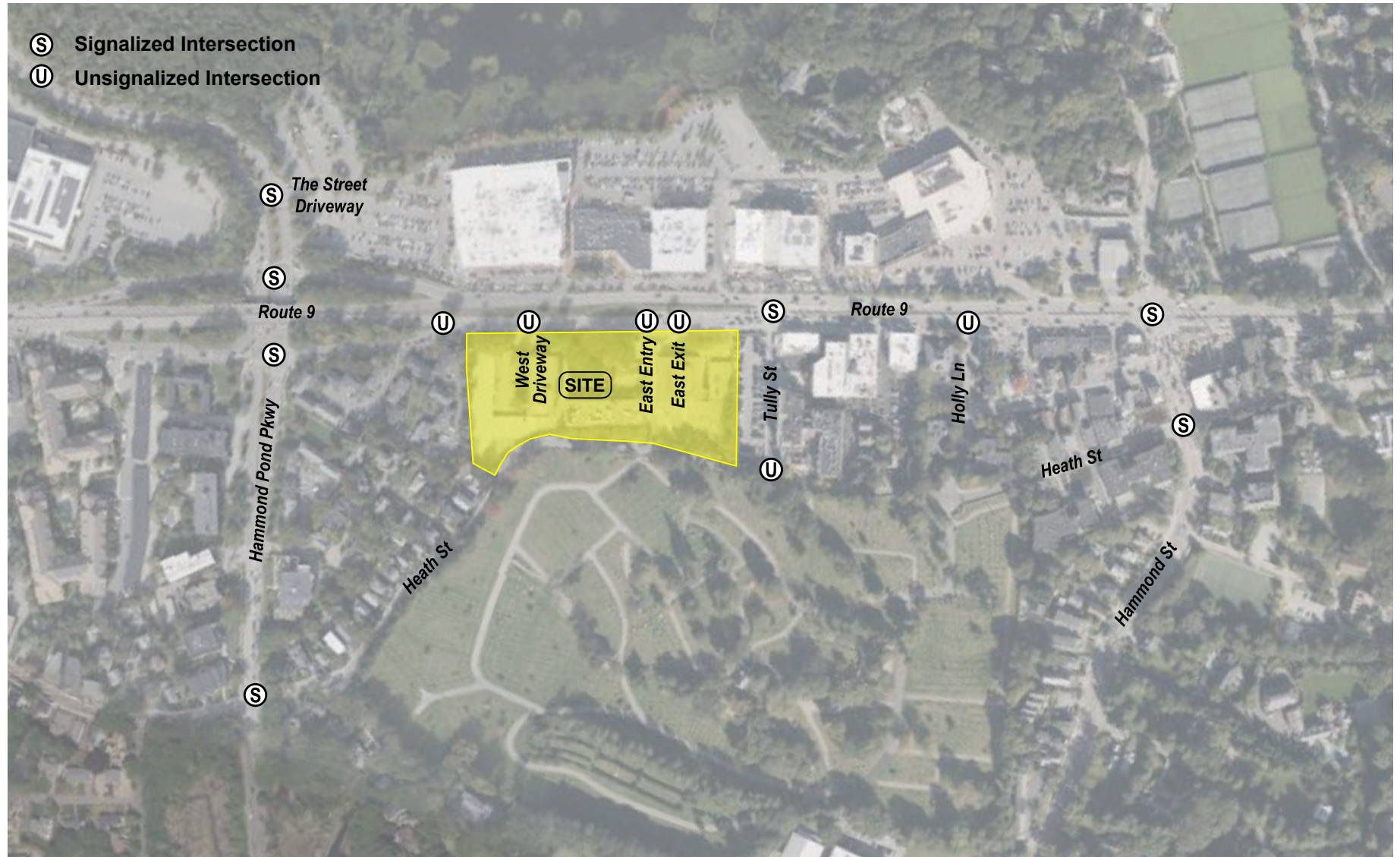
RATES:		# Studies	R^2	Total Trip Ends			Independent Variable Range			Directional Distribution	
				Average	Low	High	Average	Low	High	Enter	Exit
	DAILY	--	--	--	--	--	--	--	--	--	--
	PEAK OF GENERATOR	--	--	--	--	--	--	--	--	--	--

TRIPS:

	BY AVERAGE			BY REGRESSION		
	Total	Enter	Exit	Total	Enter	Exit
DAILY	--	--	--	--	--	--
PEAK OF GENERATOR	--	--	--	--	--	--

Figure 1: Study Area

Proposed Mixed-Use Redevelopment | Brookline, Massachusetts



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Not to Scale

POOL OF CANDIDATES FOR 1280-1330 BOYLSTON DAT

Tommy Renkes (PB)

Mark Zarrillo (PB)

Blair Hines (PB & (nghhd rep.)

Brian Kane (TB Chair)

Derrick Choi (EDAB)

Lew Edgers-Craftsland Rd. (nghhd rep.)

Stephanie Walker (nghhd rep.)

Lynda Roseman (nghhd rep.)

Phil Kramer (architect)

Steve Lacker (architect)



Memorandum

To: Planning Board

From: Sam Downes, Deputy Director of Engineering
Jay Hersey, Director of Water and Sewer
Milee Pradhan, Director of Parks and Open Space
Dan Martin, Sustainable Transportation Engineer
Alex Cassie, Conservation and Natural Resources Manager
Jessie Waisnor, Senior Landscape Architect
Aaron Kraemer, Landscape Architect
Jack Schleifer, Urban Forestry Manager and Tree Warden
Katie Weatherseed, Sustainability Outreach and Program Manager
Maria Rose, Environmental Engineer
Shelly Dein, Deputy Director of Sustainability

Date: August 6, 2026

Re: 1280-1330 Boylston Street Major Impact Project

Cc: Erin Chute, Commissioner of Public Works

The Department of Public Works has completed a preliminary review of the proposed Major Impact Project and has identified several areas requiring further evaluation as the project advances through the development review process. Given the project's scale and its anticipated impacts on the public right-of-way, municipal infrastructure, utilities, and public open spaces, DPW recommends that these issues be carefully addressed during subsequent design and permitting. Particular attention should be given to stormwater management, utility capacity, construction impacts, pedestrian and bicycle accommodations, long-term maintenance responsibilities, and restoration of Town infrastructure. The comments below are intended to guide future design refinements and identify information that will be required as part of the formal DPW Site Plan Review process.

- A complete DPW Site Plan Review will be required prior to issuance of any building permit to evaluate all grading, stormwater, utility, and public infrastructure improvements.
- Provide updated sewer and storm drainage capacity analyses, including flow metering, to demonstrate that downstream infrastructure can accommodate the proposed development.
- Coordinate with the Town regarding inflow and infiltration (I&I) mitigation requirements and associated mitigation payments based on final calculated flows. The estimated Inflow and Infiltration mitigation cost is \$20.00/gallon based on comparable MWRA data from 2023. The project's preliminary calculations provided in January of 2026 show a 90,395-gallon increase. This price per gallon may be increased to reflect current day pricing. Based on the \$20/gallon estimate, this would result in an approximately \$1,807,900 payment in one-time mitigation costs. Alternatively, the project proponent could hire a contractor to line and seal sewer mains in Brookline, resulting in an equivalent 90,395-gallon reduction of I&I flows.
- Submit a comprehensive Construction Management Plan for review and approval by the Engineering and Transportation Division addressing construction phasing, pedestrian access, traffic management, utility coordination, and public safety.



- Coordinate with DPW regarding all required street opening and sidewalk occupancy permits, associated fees, parking space impacts, and restoration requirements prior to construction. Applicable fees will need to be paid prior to the start of construction in 6 to 12-month increments. For planning purposes, parking spaces are charged at \$24/day/space. Fees will be assessed for prolonged sidewalk and roadway closures and agreed upon prior to the start of construction.
- Anticipate full sidewalk reconstruction adjacent to the project and significant curb-to-curb pavement restoration where construction activities impact Town-owned roadways.
- The project shall comply with the Town of Brookline Transportation Access Plan Guidelines. Early coordination with the Transportation Division is required to establish and obtain approval of the Transportation Impact Analysis and Transportation Access Plan scope.
- Expand the Transportation Impact Analysis study area to include additional intersections identified by the Transportation Division and evaluate regional travel patterns affecting the surrounding roadway network. The Transportation Impact Analysis should reference the Chestnut Hill Commercial Area Transportation Study and identify opportunities to improve safe bicycle, pedestrian, and transit facilities while encouraging travel by modes other than single-occupancy vehicles.
- Evaluate the proposed mid-block bicycle crossing to ensure appropriate traffic control measures, signage, and user safety.
- Provide sufficient pedestrian clearances throughout the public plaza, including adequate separation between seating, planters, and circulation routes to support accessibility.
- Clarify proposed bicycle parking locations and consider opportunities to integrate bicycle parking within the public open space.
- Clarify the location, accessibility, and quantity of bicycle parking and consider opportunities to better integrate bicycle parking within the public realm.
- Evaluate opportunities to incorporate permeable paving, structural soils, Silva Cells, and other green infrastructure to improve stormwater management and support long-term tree health.
- Submit tree preservation and protection plans consistent with the Town's Tree Preservation Bylaw and demonstrate protection of existing off-site trees that may be affected by construction.
- Utilize a diverse, primarily native planting palette consistent with accepted urban forestry best practices, including consideration of pollinator habitat and long-term climate resilience.
- Increase landscaped and planted areas where feasible while reducing unnecessary hardscape to improve environmental performance and user experience.
- Ensure landscape design provides appropriate shade, seating with backs, accessible furnishings, and durable materials that minimize long-term maintenance requirements.
- Protect planting beds with curbing where appropriate and avoid locating new plantings within the critical root zones of existing mature trees.
- Evaluate public space amenities, including seating, fountains, gates, lighting, and wayfinding signage, to improve functionality, accessibility, and overall user experience.
- Provide a lighting plan/study for the site and ensure that all lights are dark sky compliant and comply with local and state regulations.
- Ensure waste and recycling receptacles are fully accessible and coordinate compost collection opportunities where appropriate.
- Evaluate opportunities for fossil fuel-free building systems, low-carbon concrete, geothermal systems, heat recovery, rooftop and canopy solar installations, and battery storage to support the Town's climate goals.
- Coordinate with the MBTA regarding potential relocation or improvement of the existing Route 60 bus stop serving the site.



In addition to addressing the project's direct infrastructure impacts, DPW recommends continued refinement of the proposed public realm to ensure the development contributes positively to Brookline's streetscape and open space network. The proposed plazas, pocket parks, sidewalks, landscaping, and transportation facilities should be designed to maximize accessibility, pedestrian comfort, environmental sustainability, and long-term maintainability while minimizing future operational burdens on the Town. Continued coordination with DPW during design development will help ensure that the project complies with applicable Town standards, supports municipal climate and mobility objectives, and provides high-quality public infrastructure that is resilient, functional, and durable.

MEMORANDUM OF AGREEMENT
BY AND BETWEEN
THE TOWN OF BROOKLINE AND FRED STARIKOV, TRUSTEE OF THE 1296 BOYLSTON
BROOKLINE TRUST

This Memorandum of Agreement between Fred Starikov, trustee of the 1296 Boylston Brookline Trust, with a principal place of business at City Realty Group, 500 Lincoln Street, Allston, Massachusetts 02134, their successors and assigns ("hereinafter collectively referred to as "CITY") and the Town of Brookline, a municipal corporation ("Town"), located in Norfolk County, Massachusetts and acting by and through its Select Board (the "Board"), (collectively referred to as the "Parties") is made and entered into this 2 day of JUNE, 2026, upon the mutual promises and obligations hereinafter set forth and additional consideration which the parties acknowledge is adequate and appropriate, upon the following terms and conditions:

WHEREAS, the Town's Office of Planning and Community Development ("the Planning Department") intends to submit a zoning by-law amendment (the "Proposed Zoning Amendment") for consideration at a Special Town Meeting to be called within and concurrent to the Annual Town Meeting commencing May 26, 2026, which would, if passed, create an overlay district (the "CHC Overlay District");

WHEREAS, CITY seeks to construct a mixed-use project which is currently anticipated to include three buildings: Building A (the "Hotel & Condo Building") which is currently conceived as including a mixture of hotel rooms, condominium units and retail, Building B ("the Medical Office Building") which is currently conceived as including medical office space, retail space, and potentially multifamily housing, and Building C (the "Residential Building"), which is currently conceived as including a mixture of residential apartments, which is depicted in more detail in Exhibit A, incorporated herein, as such plan may be modified during the design review process and the special permit process. The final proposal shall in all cases comply with the Proposed Zoning Amendment and the Commercial Gross Floor Area Percentage requirements therein;

WHEREAS, the proposed location for the Mixed-Use Project is made up of four parcels located at 1280, 1290, 1300 and 1330 Boylston Street in Brookline, Massachusetts all as more particularly described in the legal descriptions contained in Exhibit B, attached hereto and incorporated herein by reference (collectively referred to as the "Property" or the "Site" unless otherwise indicated) and all located within the CHC Overlay District;

WHEREAS, the Parties agree that the Mixed-Use Project will benefit the Town in many ways including but not limited to: providing twenty-one (21) affordable units on-site in the Residential Building; a cash-payment in the amount of \$10.93 Million in lieu of the requirement of providing 15% on-site affordable units in the Hotel & Condo Building as further described below, made payable to the Affordable Housing Trust Fund; a 95-

year Tax Certainty Agreement; improvements to the public realm including infrastructure improvements and landscaping and pedestrian connections through the Site from Heath Street to Boylston Street, increased open and green space, improved pedestrian and bicycle amenities and improved design and aesthetics;

WHEREAS, in recognition of the intent and spirit of the vision of the Planning Department as expressed in the Proposed Zoning Amendment and the adopted Chestnut Hill Commercial Area Design Guidelines & Standards, CITY has expressed its commitment to work with the Town to provide a project with buildings of high quality architecture, urban and sustainable design;

WHEREAS, the Parties agree that the Mixed-Use Project is beneficial to the Chestnut Hill Commercial Area and Town, but will also have impacts on the Town; accordingly, if CITY proceeds with the Mixed-Use Project, CITY agrees to take steps to mitigate the impacts of the Mixed-Use Project on the Town as hereinafter set forth;

WHEREAS, the impacts on the Town from the Mixed-Use Project will include additional demands on the Town's public safety infrastructure which the Town fully intends to address in part by the purchase and outfitting of a new ladder truck; and CITY intends to assist in the mitigation of those demands by making a contribution, calculated as a percentage of the hard construction costs of the project, which the Parties agree may be partly utilized for said ladder truck;

WHEREAS, the provisions of this Agreement are available for consideration by the Planning Board and the Brookline Zoning Board of Appeals ("Board of Appeals") in reviewing any application for a special permit(s) for the Mixed-Use Project;

WHEREAS, the Parties wish to enter into this Agreement to memorialize their mutual understandings and obligations with respect to the Mixed-Use Project and those certain permits and approvals required for the Mixed-Use Project, as well as any other agreements between CITY and the Town pertaining to the Mixed-Use Project, including a 95-year Tax Certainty Agreement, all on the terms and conditions hereinafter set forth;

WHEREAS, the Parties contemplate entering into such further binding agreements as reasonably appropriate and approved by both Parties to proceed with the Mixed-Use Project and to satisfy the mutual obligations contained herein;

WHEREAS, the Parties have discussed the terms and conditions to be included in this Agreement in connection with the Mixed-Use Project and in order to mitigate impacts upon the Town;

NOW THEREFORE, in consideration of the promises and mutual obligations of the Parties hereto and upon good and valuable consideration the receipt and sufficiency of which the Parties acknowledge, each of them does hereby covenant and agree as follows:

1. All references herein to the following terms shall have the meanings hereinafter set forth:

a) All references to the “Proposed Zoning Amendment” shall be construed as a reference to the text of a Warrant Article prepared for the Town Meeting commencing May 26, 2026, or any Special Town Meetings held concurrently, a copy of which is attached hereto as Exhibit C, as such text may be amended at any such Town Meeting, provided that such amendments (hereinafter referred to as “Amendment(s)”) do not impose burdens on the Mixed-Use Project which are materially adverse to the financial feasibility of the Project in the reasonable judgement of CITY (which may include construction or operation costs). The Proposed Zoning Amendment as presented in the Reports of the Select Board and Advisory Committee for the contemplated Special Town Meeting, along with any Amendments thereto prepared by the Select Board, Planning Board, or Advisory Committee submitted with the Combined Reports for the relevant Special Town Meeting will be considered not to be materially adverse to the financial feasibility of the Project, unless CITY has indicated such in writing within 7 days of the Combined Reports being posted to the Town website or prior to the commencement of the night of Town Meeting where the Proposed Zoning Amendment and any Amendment(s) in the Combined Reports are to be considered, whichever is earlier. Any other Amendments proposed to the Proposed Zoning Amendment, presented in Supplements to the Combined Reports after the original Combined Reports are posted to the Town website or otherwise (for example, on the floor of Town Meeting), shall be considered materially adverse to the financial feasibility of the Project unless CITY has indicated that is not the case in writing. If any such Amendment/s to the Proposed Zoning Amendment as passed do impose burdens on the Mixed-Use Project which are materially adverse to the financial feasibility, as that term is defined in this section, of the Project and as a result CITY decides in its sole discretion not to proceed with the Mixed-Use Project or that the Amendment/s prohibits CITY from proceeding with the Mixed-Use Project as proposed, then CITY shall so notify the Town in writing, and in such case this Agreement shall become null and void and of no force and effect. It shall be the Town’s responsibility to provide the relevant Combined Reports and all Amendment(s) to City in a timely manner so as to facilitate City’s ability to review any Amendment regardless of when and how it is filed with Town Meeting for consideration.

b) All references to the “Town Meeting Approval Conditions” shall be construed as references to: (i) approval by the May 2026 Town Meeting or any concurrent Special Town Meetings and the Attorney General of the Proposed Zoning Amendment; (ii) authorization by Town Meeting of the acceptance of the 95-year Tax Certainty Agreement attached hereto as Exhibit D; (iii) authorization by Town Meeting for the Select Board to execute this Agreement

and any other documents or agreements necessary or appropriate for implementation of the proposed Mixed-Use Project; (iv) written confirmation from CITY to the Town that the Proposed Zoning Amendment, to the extent it has been modified from the form it was passed by Town Meeting, such as in the course of review by the Attorney General, will allow it to proceed with the Mixed-Use Project as currently contemplated including as modified with CITY's approval, and in each case with challenge periods to all such Town Meeting actions having passed (which, in the case of the Proposed Zoning Amendment, shall be the challenge period under G.L. c. 40, Secs. 32 and 32A) with no challenges by unrelated third parties pending or, if any of such actions is/are challenged, the same having been finally disposed of in a manner favorable to the Town Meeting action, not later than June 1, 2030.

- c) All references to the "Special Permit and Other Required Approvals" shall be construed as references to such other special permits, variances, licenses and/or other approvals, including but not limited to any additional special permits under the existing Zoning By-Law and Proposed Zoning Amendment, including building permits and final Certificates of Occupancy, which are necessary, in CITY's reasonable determination, to allow for the construction and operation of the Mixed-Use Project such that a majority of the ground floor area of each of the Medical Office, Residential and Hotel & Condo Buildings are open and operating, with all the appeal periods having passed, with no appeals pending or, if any such permit or approval is appealed, the same having been finally disposed of favorably to CITY not later than two (2) years from the date of issuance of the permit or approval which is the subject of the appeal.
- d) All references to the "Permitted Buildings" shall be construed as references to the buildings that are permitted to be built by any Special Permit and Other Required Approvals, regardless of any changes to the Project resulting from conditions associated with such Special Permit and Other Required Approvals.
- e) All references to the "Neighborhood-Enhancing Design" shall be construed as a site design that contains elements that exceed the applicable minimum requirements, or that offers additional benefits to the community for the purpose of enhancing the livability and commercial viability of the Chestnut Hill neighborhood, including but not limited to:
 - i. Public open space exceeding the applicable minimum requirements, either accessible to the public or visible from a public way;
 - ii. Dedicated open space designed for the primary benefit of the existing neighborhood;

- iii. Trees exceeding the applicable minimum requirements and added either on site or within 1,000 feet of the site or through a payment to the Town to add such trees;
 - iv. Site features to enhance the aesthetic appeal and create an inviting gathering area for neighbors and visitors;
 - v. Inclusion of small-scale, retail or service establishments with a preference for locally-owned or operated retail or service establishments, including “mom and pop” retail, where “mom and pop” retail shall be construed as a locally-owned business that is independently operated, and occupying no more than 4,000 sf of Gross Floor Area.
 - vi. Provision for neighborhood representatives to have ongoing input on aspects of commercial activation, public art and other features within the site to enhance the aesthetic appeal.
- f) All references to the “Neighborhood Advisory Committee” shall be construed as a 5-person committee composed of residents of the Chestnut Hill neighborhood, which members shall be selected by TMMs from Precincts 14 and 15, and is intended to include one representative from Newton.
2. Unless this Agreement has been terminated, CITY agrees to not file applications for comprehensive permits pursuant to MGL c. 40B for any portion of the Site. In the event the Town does not proceed to file the Proposed Zoning Amendment and related Articles for consideration at the May 2026 Annual or any concurrent Special Town Meetings or in the event the Zoning does not pass so the Mixed-Use Project may proceed, as determined by City with the written notices described above in either Section 1(a) or 1(b), then CITY may, in its discretion, submit an application(s) for Comprehensive Permit(s). In the event the Town adopts a General By-Law, Zoning By-Law, or other rule or regulation which would in CITY’s reasonable judgement prevent CITY from proceeding with the Mixed-Use Project as proposed and described herein, then notwithstanding the above CITY may in its discretion file an application(s) for comprehensive permits pursuant to MGL c. 40B for any portion of the Site.
3. Upon satisfaction of the Town Meeting Approval Conditions, i) CITY shall immediately record this Agreement with the Norfolk Registry of Deeds and/or Norfolk Registry District of the Land Court, as appropriate and at its own expense and shall provide evidence of such recording to Town Counsel; and ii) CITY and the Town shall execute the 95-year Tax Certainty Agreement and CITY shall deliver the same to Town Counsel or a mutually agreed upon escrow agent to be held in

escrow pursuant to mutually agreed upon conditions under the provisions of this Agreement (the "Escrow Agent"). In the event the Town Meeting Approval Conditions are not satisfied by June 1, 2030, this Agreement and the obligations set forth in the 95-year Tax Certainty Agreements shall become null and void and of no force and effect.

4. Upon satisfaction of the Town Meeting Approval Conditions, CITY agrees to use best efforts to diligently apply for all permits and approvals necessary to proceed with the Mixed-Use Project subject to financing and economic conditions.
5. In the event that the Special Permit and Other Required Approvals are satisfied for a building on the Site (presumably, the Hotel & Condo Building, as CITY intends to complete it first), CITY shall deliver notice thereof to Town Counsel or the Escrow Agent, as the case may be, who shall thereafter record with Norfolk Registry of Deeds and/or the Norfolk Registry District of the Land Court, as appropriate, the 95-year Tax Certainty Agreement for the entire Site. In the event that no Special Permit and Other Required Approvals for any building are satisfied, and CITY does not proceed with the Mixed-Use Project, CITY or the Town may deliver notice to the Escrow Agent who shall thereafter immediately return the original copy or copies of the Tax Certainty Agreement as the case may be and simultaneously notify the Town that such original/s was/were returned to CITY. In such case where the Tax Certainty Agreement is returned to CITY, all obligations set forth in the Tax Certainty Agreement shall become null and void and of no force and effect. Any future application for any project on this property that utilizes the CHC Overlay District created by the Proposed Zoning Amendment will require the execution of a Tax Certainty Agreement in substantially similar form to be placed in escrow and then recorded for the entire Site upon the issuance of a Special Permit and Other Required Approvals for any project on the Site that has utilized the Proposed Zoning Amendment.
6. Voluntary Special Permit Conditions: CITY hereby acknowledges that the following conditions of the Special Permits for the Mixed-Use Project shall be acceptable to CITY and shall not be grounds for objection to the Special Permits granted by the Board of Appeals:
 - a) The Project shall be construed as reference to the mixed-use development proposal currently anticipated to include three buildings: Building A which is currently conceived as including a mixture of hotel rooms, condominium units and retail, Building B which is currently conceived as including medical office space, retail space, and potentially multifamily housing, and Building C, which is currently conceived as including a mixture of residential apartments, which is depicted in more detail in Exhibit A, incorporated herein, as such plan may be modified during the design

review process and the special permit process. The final proposal shall in all cases comply with the Proposed Zoning Amendment and the Commercial Gross Floor Area Percentage requirements therein.

- b) The approved Special Permit plans are titled _____, and dated _____. Related to these plans, the following restrictions are noted:
- i. All buildings shall be fossil fuel free and meet the Town of Brookline sustainability requirements or the State requirements, whichever is greater, at the time CITY applies for the building permit(s) for each respective phase of the Project.
 - ii. There shall be no vehicular access to the Site to or from Heath Street with the exception of emergency vehicles.
 - iii. There shall be at least two pedestrian access points through the site from Heath Street to Boylston Street.
 - iv. The duration of overnight occupancy of the hotel rooms to individual hotel patrons shall not exceed ninety (90) consecutive days as to each hotel room.
 - v. For the Residential Building, parking fees must be separate (unbundled) from any rental, lease, sale, employment, contract, or other arrangement that permits a user to occupy the building.
- c) CITY shall make a payment to the Town's Housing Trust Fund of \$10.93 Million dollars, as permitted by Section 4.08(6)(c). If the Mixed-Use Project receives its first temporary or permanent Certificate of Occupancy for the Hotel/Condo building more than five years after the Town Meeting Approval Conditions have been met or after October 1, 2031, whichever is later, then this value shall be updated by the Housing Advisory Board using the same methodology as documented and agreed to at their meeting on December 3, 2025. The Cash Payment for the Hotel & Condo Building and the fifteen percent (15%) on-site units affordable for households with incomes not exceeding 50% Area Median Income in the Residential Building and, potentially, the Medical Office Building, are intended to serve as full compliance with the affordable housing requirements relating to Section 4.08(7)(c) of the Zoning Bylaw, subject to all remaining requirements of Section 4.08 of the Zoning Bylaw including approval by the Board of Appeals, and be eligible for inclusion on EOHL's Subsidized Housing Inventory through the Local Initiative Program (LIP) as local action units. A legal instrument shall be provided to secure the provision of on-site units and cash payments prior to the issuance of a building permit. The

legal instrument shall be subject to the following buy-out schedule for the Hotel & Condo Building:

A payment will be made upon the closing sale of each condominium that equals to \$10.93M times the undivided percentage interest of the condominium association associated with the condominium. For example, if the condominium owns 0.5% of the undivided percentage interest, then the payment upon sale of the condominium would be \$54,650. Any condominium with an undivided percentage interest that is not sold by 3 years following the issuance of a Certificate of Occupancy for the Hotel & Condo Building (or any Temporary Certificate of Occupancy for same) would require payment of that condominium's percentage. At any point after a 10% increment of the condominium units are completed such that a Temporary Certificate of Occupancy is sought, there shall be verification by the Director of Planning & Community Development that cash payments due from any previously issued TCOs have been fully paid before any additional TCO can be obtained. No final Certificate of Occupancy for the residential units shall be issued until the Director of Planning & Community Development verifies that all cash payments due have been paid.

- d) All illuminated exterior signage shall be designed and installed with the ability to be automatically dimmed after midnight.
- e) To ensure compliance with the Town's Transportation Demand Management (TDM) Policy, the Owner(s) of the Site or any portion thereof shall be subject to traffic monitoring and annual reporting to the Town of Brookline, including the following features: (i) No later than thirty (30) days prior to the anticipated issuance of a building permit for the Project, a TDM plan shall be submitted to the Town, for review and approval by the Director of Engineering & Transportation and the Planning and Community Development Director (or designee); (ii) In connection with preparation of the TDM plan, CITY shall provide information as to its existing policies relating to employee transportation then in effect, and the mode use resulting from such existing policies; (iii) in connection with preparation of the TDM plan, CITY shall propose vehicular mode share goals for each user type; (iv) A 5-year annual monitoring and reporting program will commence after receipt of every Certificate of Occupancy for the Permitted Buildings. If the final Certificate of Occupancy for the Mixed-

Use Project is issued between September 1 and February 29, the monitoring will take place during the months of September or October and a report provided to the Town no later than November 30. If the final Certificate of Occupancy for the Mixed-Use Project is issued between March 1 and August 31, monitoring will take place during the months of April or May and be reported to the Town no later than June 30; (v) The monitoring program will be based on traffic counts and employee surveys as to vehicle, transit, pedestrian, and bicycle usage to the Mixed-Use Project. The monitoring program will provide detailed information on the travel modes to work and overall transportation characteristics by type of traveler (employee, visitor, etc.). The survey instrument to be used for mode share monitoring will be provided to the Director of Engineering & Transportation for approval prior to conducting the survey. The employee survey (which may be conducted through electronic means) will be sent out to all employees of any and all businesses residing in the Mixed-Use Project, with a goal of securing a 60 percent minimum response rate. A hotel guest/visitor survey shall be conducted during normal business hours, with a goal of securing at least 200 hotel guest/visitor surveys. Notwithstanding the foregoing, any annual monitoring requirements shall apply only to non-residential uses.

- f) In the event the employee vehicular mode share is greater than the target vehicular modes in the TDM plan, then the TDM plan shall be modified to incorporate any reasonable requests of the Director of Engineering & Transportation within sixty (60) days after he/she issues his/her determination. Failure to issue such a determination within sixty (60) days of receiving the Annual Report shall be deemed acceptance of the Annual Report and the existing provisions of the TDM plan. If any Owner objects to any new request as being unreasonable or not required, such matter may be presented to the Transportation Board for recommendation to the Board of Appeals for determination, and during such process the applicant will not be considered out of compliance with Section 5.09.3.c.6.d of the Zoning By-law. Following the issuance (or deemed issuance) of the foregoing determination, the Building Department shall use its best efforts to issue the annual permit for the Transportation Access Plan Agreement (TAPA) under Section 5.09.3.c.6.d of the Zoning By-law with appropriate due diligence.
- g) CITY will install two (2) publicly accessible, short-term parking Level 3 or higher EV chargers on the site subject to utility company approval, at an estimated cost of \$100,000 - \$300,000 per charger. A mutually acceptable location of the chargers will be determined during design review. CITY will

make best efforts to maximize the visibility of the chargers, and to promote their accessibility and location (via signage or otherwise) to drivers on Boylston Street.

- h) CITY will mitigate construction impacts to public sidewalks, street curbs, street pavement, trees and landscaping, currently estimated at a value of \$400,000. CITY will complete this work with the approval of and in coordination with the Town's Department of Public Works. All work required shall be related specifically to mitigation of the construction for this Mixed-Use Project.
- i) In support of the Town's goals related to climate action and resiliency, in particular its goal of promoting building material salvage and reuse by adopting policies that require deconstruction, setting diversion targets, and offering permitting incentives to encourage recovery over disposal:
 - i. CITY will create and implement a Waste Management Plan utilizing a template recommended by the Town's Sustainability Division, to determine what materials CITY will generate in advance of demolition and identify specific waste diversion opportunities, if any, for those materials, be it through deconstruction, source separation, or mixed C&D recycling, depending on cost and feasibility of such options, if any.
 - ii. CITY will share findings and provide feedback to the Town's Sustainability Division with a minimum commitment of two information-sharing discussions about the Waste Management Plan and feasibility of implementation of any options and the process with the Sustainability Division at mutually agreed upon checkpoints before and after demolition.
 - iii. CITY will explore sustainable design elements and site features, such as those described in the memorandum attached hereto as Exhibit E. This provision shall not be interpreted as superseding or granting a waiver from any obligation from other provisions of this MOA or any other source including, but not limited to, local, state, and federal regulations, laws, or statutes.
- j) Prior to issuance of a Building Permit the Owner/Applicant shall file a landscape plan for review and approval by the Director of Regulatory Planning and Town Tree Warden which shall include a landscape buffer at the Western edge of the Site with densely planted shrubs or trees which are of a type that may be expected to form a year-round dense screen.

- k) CITY will pay \$150,000 to a fund to support retail tenants anywhere in the Chestnut Hill Commercial Area ("Retail Support Fund"), to be administered by a local non-profit. Grants from this fund will be disbursed based on criteria developed by the non-profit and recommendations of the Neighborhood Advisory Committee. Grants can be awarded in any amount up to the available balance of the Retail Support Fund to assist with permitting, build out costs, rent subsidies or any other purpose which the Neighborhood Advisory Committee reasonably believes is beneficial to the commercial viability of local small businesses within the Chestnut Hill Commercial Overlay District. The Neighborhood Advisory Committee may propose potential "mom and pop" tenants to CITY.
 - l) At the time of each Building Permit application for a building in the Project, CITY shall make the payment to the Town in the amount totaling no less than 2% of the hard construction costs for the Project up to that point, less any amounts previously contributed, as contemplated by Section 7 herein, including any contributions towards the Section 7 payment below made between Town Meeting's adoption of the Proposed Zoning Amendment and the time of the first Building Permit application. Following submission of final Project cost affidavits, if actual hard construction costs exceed the amount utilized in the above calculation, CITY shall, prior to issuance of any Certificate of Occupancy, make an additional payment in the amount necessary to have the total paid equal to 2% of actual hard construction costs.
7. All Parties to this agreement acknowledge the requirement in the Proposed Zoning Amendment that CITY devote 2% of the hard construction cost of constructing its project (including any building, garage, site work, above ground or underground structures, but exclusive of tenant fit-up) to advance the planning, designing, or implementation of offsite pedestrian, bicycle, streetscape, or vehicular infrastructure improvements (such as, but not limited to, intersection safety improvements, pedestrian-scale lighting, public art not contemplated by Section 8 below, street furniture) on all roadways and sidewalks within a quarter mile of the CHC Overlay District or public safety improvements (collectively, "Mitigation Work"). Any activities towards planning or designing infrastructure improvements applicable to this Mitigation Work must be agreed upon by both Parties. All Parties agree this contribution is roughly proportional to the cumulative impact the Project will have on the Town's transportation and public safety infrastructure. To the extent the Proposed Zoning Amendment is modified from the form it was passed by Town Meeting in a manner that eliminates or reduces the requirement that CITY devote 2% of the hard construction cost of constructing its project, CITY agrees to make a contribution to the Town pursuant

to this MOA in an amount equal to what would have been required absent said modification. Potential uses for the contribution include, but are not limited to:

- a) A BlueBikes station provided by CITY on the Site or in a location agreed to by the Commissioner of Public Works, with an estimated cost of \$65,000 for a 19-dock station with ten bikes, including installation costs;
- b) Design costs for multi-modal safety improvements to neighboring streets, including Boylston and Heath Streets, to improve vehicular capacity and reduce traffic impacts by broadening the ability of tenants and visitors to use different modes of transportation to and from the site safely;
- c) Streetscape improvements to address the condition and aesthetics of Chestnut Hill Commercial Area's public realm and transportation infrastructure; and
- d) Public safety improvements including apparatus and equipment such as an additional ladder truck and the cost to outfit it.

8. CITY agrees to the following, which collectively shall satisfy the requirements of Neighborhood Enhancing Design.

- a) Creation of a dedicated open space of approximately 6,000 SF, as showing on the Landscape Plan, Exhibit A, shall be at grade with Heath St and designed to provide benefits to the existing neighborhood. The use of this space will be determined in collaboration with the developer and the Neighborhood Advisory Committee;
- b) Inclusion of a water feature and other features within the site to enhance the aesthetic appeal and create an inviting gathering area for neighbors and visitors;
- c) Provision of landscaped open space above the minimum requirements;
- d) Provision of tree canopy, both on site and within 1,000 feet of the site, above the minimum requirements or, with approval of the Tree Warden, will provide an additional payment to the Town tree fund for such additional trees.
- e) An additional one-time payment of \$20,000 to the Town, as a contribution to the maintenance of public art.

9. CITY commits to continued exploration with the Town, other Chestnut Hill property owners, and potentially the Massachusetts Department of Transportation (MassDOT) and Department of Conservation and Recreation (DCR) regarding the potential establishment of a Chestnut Hill Business Improvement

District (BID) to provide amenities and services that will ensure the long-term success and vibrancy of the Chestnut Hill Commercial Area. Within two years of filing the special permit application, CITY commits to convene at least one meeting – featuring a presentation from a Business Improvement District (BID) expert, whose consulting services will be paid for by CITY – of Chestnut Hill Commercial Area commercial property owners to initiate a discussion about advancing a BID in Chestnut Hill.

10. No later than the issuance of a Certificate of Occupancy for every Permitted Building, CITY and the Town shall enter into a Maintenance Agreement, in a form approved by the Commissioner of Public Works, for the upkeep of the Town-owned property adjacent to the Site and extending to the curb-line, such as planters, street trees, and snow and leaf removal.
11. To the extent CITY or any future operator of any building on the Site provides a shuttle service for residents, hotel guests, employees, or otherwise, CITY or the future operator will ensure that the public at large can utilize the shuttle for free. The shuttle will stop at the Chestnut Hill Green Line station. Public access to said shuttle must be clearly promoted on the shuttle and any accompanying shuttle promotional materials. Shuttle ridership information shall be shared with the Town on an annual basis, preferably as part of the TDM plan reporting.
12. Subject to reasonable availability of materials and assessment of feasibility, CITY will seek to participate in a low-carbon concrete installation pilot program regarding the installation and maintenance of no less than 200 square feet of low-carbon concrete sidewalk, patio, or hardscaping on a mutually agreed upon location. CITY commits to sharing information about installation and wear-and-tear with the Town's Sustainability Division at regular intervals.
13. CITY agrees to explore with its consultants and contractors, as well as the appropriate utility companies, the possibility of burying utility poles and associated infrastructure.
14. City agrees to explore options with its consultants and contractors for the use of sustainable materials and non-combusting, non-emitting thermal energy for both the construction of the Project and its ultimate use.
15. CITY acknowledges that it will be responsible for funding any costs related to Building Department plan review or inspections for the Project, up to \$100,000.
16. The Hotel & Condo Building will have conference room/meeting space, and CITY will make conference room/meeting space available to neighborhood or Town groups twice a year, free of charge, upon requests made with an appropriate amount of lead time. In addition, CITY will make available hotel function and

meeting space for community meetings and events on a reasonable and equitable basis.

17. CITY will make a one-time payment of Twenty-Five Thousand Dollars (\$25,000) to each of the following Brookline non-profit organizations prior to issuance of any Building Permit:

- i. The Brookline High School Innovation Fund;
- ii. The Brookline Teen Center;
- iii. Martin Trust Early Learners;
- iv. Brookline Community Foundation.
- v. Brookline Community Development Corporation; and
- vi. Brookline Early Education Program

18. CITY acknowledges that it is solely responsible for the items listed below in the subparts to this Section as they relate and are required for this Project, and that it does not expect contribution from the Town other than what is required by law or regulation:

- a) Water and sewer infrastructure costs
- b) MEPA or MassDOT permitting and any related costs necessary for said permitting
- c) Utilities capacity analysis

19. In the event that any phase of the Project is below the Minimum Commercial Use Requirement for the built space as set forth in the Proposed Zoning Amendment or as may be required in a Project Special Permit, the Owner of the Site (or the Owner of the portion of the site intended to house the majority of the building space that led to the failure to meet the Minimum Commercial Use Requirement) shall pay a penalty as set forth herein:

- a) It is anticipated that the Project will proceed in two phases with the Hotel & Condo Building constructed first followed by the Medical Office Building and Residential Building. CITY intends for the Hotel & Condo Building to meet the Minimum Commercial Use Requirement for built commercial square footage. The Medical Office Building and Residential Building, if constructed simultaneously, will also meet the Minimum Commercial Use Requirement. However, if after the issuance of a Certificate of Occupancy (temporary or final, hereinafter referred to as "CO") for the Residential

Building there is a delay in the construction of the Medical Office Building, and such delay causes the Project to fall below the Minimum Commercial Use Requirement, and such delay extends beyond the three (3) year anniversary from the date of the CO for the Residential Building (hereinafter referred to as the "Penalty Commencement Date"), then the Owner of the Site (which shall mean the Owner of majority of the portion of the Site intended to house the Medical Office Building if the Site is no longer under the control of a single entity) shall make payments to the Town to compensate for the unrealized property tax revenue (the "Penalty Payments"). If the Project has received a CO for the Hotel & Condo Building within 5 years of the Town Meeting Conditions being met, the Penalty Commencement Date shall be the six (6) year anniversary from the date of the CO for the Residential Building. If the Project receives a CO for the Hotel & Condo Building more than 5 years after the Town Meeting Conditions are met but less than 7 years after Town Meeting Conditions are met, the Penalty Commencement Date shall be the five (5) year anniversary from the date of the CO for the Residential Building.

- b) Prior to the issuance of the building permit for the Residential Building or Medical Office Building, the Tax Assessor will estimate the value of the Medical Office Building upon completion (the "Estimated Medical Office Value") and shall provide such estimate to CITY. CITY shall have the right to challenge or otherwise appeal the Estimated Medical Office Value to the Board of Assessors. Any dispute over the Estimated Medical Office Value shall be handled first through non-binding mediation. The Penalty Payments shall be made quarterly to the Town in an amount equivalent to the projected tax payments of the Estimated Medical Office Value in the current year, net of the current required property tax payments attributed to the Medical Office building as commercial space (if partially constructed, for example). The Penalty Payments shall begin on the Penalty Commencement Date and shall continue until a CO is issued for commercial space that is sufficient to meet the Minimum Commercial Use Requirement.
- c) In the event that a delay is caused by a Force Majeure event (as defined in Section 18(d) of this Agreement) or a delay in inspections, review, or permit issuance by any relevant state agency or town department, then the Penalty Commencement Date shall be deferred by an equivalent amount of time, but in no case shall any deferral be granted if the delay is related to blasting work related to ledge removal.

20. Approvals Granting Waivers Pursuant to Sections 5.06.4.q.2.c.ii and 5.06.4.q.7.d.i of the Chestnut Hill Commercial Overlay District

The Town hereby agrees, to the extent permitted by law, that this Agreement shall act as the waivers and approvals required and set forth in Sections 5.06.4.q.2.c.ii and 5.06.4.q.7.d.i of the Chestnut Hill Commercial Overlay District. The waivers and approvals granted by this Agreement shall act to waive the requirement and grant all necessary approvals in Section 5.06.4.q.7.d.i of the Zoning By-law to allow the relevant phase of development to achieve an Effective Commercial Gross Floor Area Percentage of 51% and award the bonus height of 150' where applicable on the site in accordance with Sections 5.06.4.q.2.c.ii and 5.06.4.q.7.d.i of the Zoning By-law. Notwithstanding the above, no part of this agreement prevents a Phase of the project from utilizing the height bonus to 175' with an Effective Gross Floor Area Percentage exceeding 60% in accordance with 5.06.4.q.5.i.1. Further, for the phase of the Project whose scope includes the Medical Office Building the Town agrees that this Agreement shall also serve as the approval necessary to waive any condition imposed pursuant to Section 5.06.4.q.2.c.ii of the Zoning By-law, in order to allow a certificate of occupancy to be issued for a building that would result in a temporary failure to comply with the requisite Effective Commercial Gross Floor Area Percentage so long as the project is subject to a special permit condition that the subsequent building or buildings necessary to bring the Project into compliance with the Effective Commercial Gross Floor Area Percentage shall be constructed within three (3) years from the anniversary of the first Certificate of Occupancy for the Residential Building as set forth above in Par. 19. All Parties agree that the remedies in Section 19 of this Agreement shall remain in full force and effect.

21. Design Advisory Team Advocacy

CITY and the Town of Brookline agree to advocate for a Design Advisory Team that, at a minimum, includes the following distinct members of the Design Advisory Team for any Study of an application for a Special Permit by CITY under Section 5.06.4.q of the Zoning By-law:

- a. Two Planning Board members,
- b. Two Brookline residents with architectural or planning experience,
- c. Two members of the precinct where the project is located with architectural or planning experience, and an alternate from the impacted neighborhood,
- d. One member of the Economic Development Advisory Board, and
- e. One member of the Transportation Board.

22. Undertakings of the Town:

On April 28, 2026 the Select Board voted to recommend favorable action on the Proposed Zoning Amendment and a Warrant Article related to the general authorization for this Memorandum of Agreement and the 95-year Tax Certainty Agreement subject to the terms and conditions of this Agreement and shall convey its votes and favorable report to the Advisory Committee and in the Combined Reports (or any supplements thereto) which shall be delivered to all Town Meeting Members. The Select Board shall support and undertake action necessary to obtain the expedited approval of the Attorney General of The Commonwealth of Massachusetts of the Proposed Zoning Amendment by Town Meeting. The Select Board shall also, to the extent appropriate, cooperate with CITY and shall encourage Town staff to cooperate with CITY in reviewing in a timely and expeditious manner any required permits and approvals for the Project. To the extent necessary, the Select Board or its designee shall also file a Warrant Article for consideration at a future Town Meeting in order for the Board to accept the relocation of the existing Sewer Easement.

The Town shall take steps to submit future Warrant Article(s) to relocate existing utility or water sewer easements as needed for the completion of the Mixed-Use Project.

23. Miscellaneous:

- a) It is the intent of the Parties that the obligations in this Agreement shall run with the land comprising the Mixed-Use Project and be binding upon and inure to the benefit and burden of CITY and its mortgage lenders and their heirs, successors and assigns during their respective periods of ownership of and/or interests in the Mixed-Use Project and its components and shall survive any transfer of the Property or any portion thereof. CITY agrees to provide a copy of this Agreement to any transferee of the Property or any portion thereof. In the event that CITY sells, transfers or assigns all or a portion of its rights in the Site or the Project, it shall notify the Town of the name, address and other contact information of the successor or assignee no later than thirty (30) days before the closing on the sale or transfer of the Site or any interest therein to the successor or assignee.
- b) Each of the Parties signing below hereby represents and warrants that it is authorized to enter into this Agreement and execute the same on behalf of, and to bind legally, such Party.
- c) All notices or requests required or permitted hereunder shall be in writing and addressed, if to the Town as follows:

Select Board
Town of Brookline
333 Washington Street
Brookline, MA 0 2445

with a copy to:

Town Counsel
Office of Town Counsel
333 Washington Street
Brookline, MA 02445

If to CITY addressed as follows:

Fred Starikov, 1296 Boylston Brookline Trust
City Realty Group
500 Lincoln Street
Alston, MA 02134

And a copy to:

Robert L. Allen, Jr., Esq.
Jennifer Dopazo Gilbert, Esq.
Law Office of Robert L. Allen, LLP
300 Washington Street
Brookline, MA 02445

Each of the Parties shall have the right by notice to the other to designate additional parties to whom copies of notices must be sent, and to designate changes in address. Any notice shall have been deemed duly given if mailed to such address postage prepaid, registered or certified mail, return receipt requested, on the date the same is received or when delivery is refused, or if delivered to such address by hand or by nationally recognized overnight courier service, fees prepaid, when delivery is received or when delivery is refused, or if transmitted by facsimile or other electronic means with confirmatory original by one of the other methods of delivery herein described, on the date so transmitted by facsimile or other electronic means.

- d) If and to the extent that either of the Parties is prevented from performing its obligations hereunder by an event of force majeure, such party shall be excused from performing hereunder and shall not be liable in damages or otherwise, and the Parties instead shall negotiate in good faith with respect to appropriate modifications to the terms hereof to confer the benefits to each respective party as contemplated by this Agreement. For purposes of this

Agreement, the term force majeure shall mean any cause beyond the reasonable control of the affected party, including without limitation: acts of God, fire, earthquake, floods, explosion, actions of the elements, war, terrorism, riots, mob violence, inability to procure or a general shortage of labor, equipment, facilities, materials or supplies in the open market; failure of transportation, strikes, lockouts; actions of labor unions; condemnation, laws or orders of governmental or military authorities, requirement of statute or regulation, action of any court, regulatory authority, or public authority having jurisdiction; or any other cause similar to the foregoing, not within the reasonable control of such party obligated to perform such obligation. With respect to any particular obligation of CITY only, the term force majeure shall include the denial of, refusal to grant or appeals of any permit or approval of any public or quasi-public authority related to Town Meeting Approval Conditions and Special Permit and Other Required Approvals, official, agency or subdivision and any litigation brought by a third party relating to such particular obligation.

- e) Failure by CITY to perform any term or provision of this Agreement shall not constitute a default under this Agreement unless and until CITY fails to commence to cure, correct or remedy such failure within sixty (60) days of the receipt of written notice of such failure from the Town to CITY and thereafter fails to complete such cure, correction or remedy within ninety (90) days of receipt of such written notice or, with respect to defaults which cannot reasonably be cured, corrected or remedied within such ninety (90) day period, within such additional period of time as is reasonably required to remedy such default, provided CITY exercises due diligence in the remedying of such default and notifies the Town of the steps being taken to remedy the default.
- f) The Parties agree that time is of the essence with respect to the obligations of the Parties as set forth herein. Subject to market conditions and financing availability, CITY agrees to use best efforts to diligently apply for the necessary special permits and then expeditiously as possible after the issuance of the Special Permit(s) for the Mixed-Use Project to apply for all necessary building permit(s) and to diligently commence work on the Mixed-Use Project subject to the terms herein. The Town agrees to request an expedited determination from the Office of the Attorney General with respect to any Proposed Zoning Amendment.
- g) The obligations of CITY do not constitute the personal obligations of CITY's employees, directors or officers and the Town shall not seek recourse against any of the foregoing or any of their personal assets for satisfaction of any liability with respect to this Agreement or otherwise. In no event shall CITY be

liable for any incidental, indirect, punitive or special or consequential damages.

- h) Each Party agrees from time to time, upon not less than ten (10) days' prior written request from the other, to execute and deliver a statement in writing certifying that this Agreement is in full force and effect (or if there have been any modifications, setting them forth in reasonable detail), and that there are no uncured defaults of either Party under this Agreement (or, if not, specifying the respects in which the requesting party is not in compliance in reasonable detail), in form reasonably acceptable to and which may be relied upon by any prospective purchaser, tenant, mortgagee or other party having an interest in the Property and any component of the Mixed-Use Project. Upon full performance by CITY of its obligations hereunder, the Town, at CITY's request shall issue a statement in a form appropriate for recording with the Norfolk County Registry of Deeds and filing with the Norfolk Registry District stating that all of the terms of this Agreement have been satisfied.
- i) Whenever the consent or approval of any party is required under this Agreement, such consent or approval shall not unreasonably be withheld, delayed or conditioned.
- j) This Agreement shall be deemed to have been executed within the Commonwealth of Massachusetts and the rights and obligations of the Parties shall be governed by Massachusetts law. Any action to enforce the terms of this Agreement shall be brought in Norfolk County Superior Court.
- k) If any provision of this Agreement or the application of such provision to any person or circumstances shall be determined to be invalid or unenforceable, the remaining provisions of this Agreement or the application of the provision to persons or circumstances other than those to which it is held invalid or unenforceable shall not be affected and shall be valid and enforceable to the fullest extent.
- l) This Agreement and the accompanying 95-year Tax Certainty Agreement set forth the entire agreement of the Parties with respect to the subject matter thereto. The failure of any party to strictly enforce the provisions hereof shall not be construed as a waiver of any obligation hereunder. This Agreement may be modified only in a written instrument signed by the Select Board and CITY. The Parties do not intend for any third party to be benefited hereby.
- m) This Agreement and the accompanying 95-year Tax Certainty Agreement shall be deemed null and void and of no force and effect if Town Meeting Approval Conditions are not met.

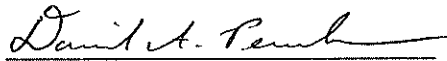
IN WITNESS WHEREOF, the parties have executed this Agreement under seal as of the date first written above.

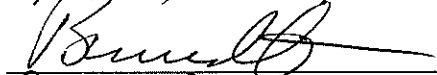
1296 BOYLSTON BROOKLINE TRUST

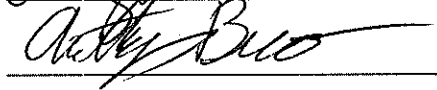
By 

Fred Starikov,
Trustee,
1296 Boylston Brookline Trust

TOWN OF BROOKLINE,
By and through its Select Board







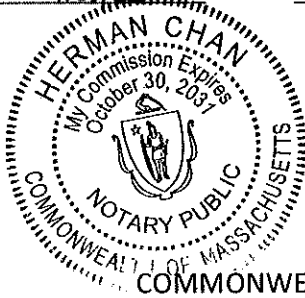
Dated: 5/12/26

Dated: JUNE 2, 2026

SUBIK
NORFOLK, ss

COMMONWEALTH OF MASSACHUSETTS

I hereby certify that on this 12th day of May, 2026, personally appeared the above named Art Stankov, and provided identification in the form of MA DL, and who executed the foregoing as his free act and deed as Trustee of the 1296 Delysten Brookfield Trust



[Signature]
Notary Public
My Commission Expires:

COMMONWEALTH OF MASSACHUSETTS

NORFOLK, ss

I hereby certify that on this _____ day of _____, 2026, personally appeared the above named _____, and provided identification in the form of _____, and who executed the foregoing as his free act and deed as _____ of the _____ LLC.

Notary Public
My Commission Expires:

COMMONWEALTH OF MASSACHUSETTS

NORFOLK, ss

I hereby certify that on this 2ND day of JUNE, 2026, personally appeared the above named DAVID PEARLMAN, MICHAEL RUBINSTEIN, BERNARD GREENE, AMANDA ZIMMERMAN, and ANTHONY BUONO, personally known to me and who executed the foregoing as their free act and deed as members of the Select Board of the Town of Brookline acting on behalf of the Town of Brookline.

Witness our hands and seals at Norfolk County, Brookline, Massachusetts, this 2ND of JUNE, 2026.



Notary Public

My Commission Expires:



MELANIE OTSUKA
Notary Public
Commonwealth of Massachusetts
My Commission Expires
April 1, 2027

COMMONWEALTH OF MASSACHUSETTS

NORFOLK, ss

I hereby certify that on this _____ day of _____, 2026, personally appeared the above named _____, and provided identification in the form of _____, and who executed the foregoing as his free act and deed as _____ of the _____ LLC.

Notary Public

My Commission Expires:



Planning Board

Matt Hyatt, Chair
Andrea Brue, Clerk
Linda K. Hamlin
Steven A. Heikin
Blair Hines
Thomas Renkes
Mark J. Zarrillo

Memorandum

DATE: June 15, 2026

**TO: Building Commissioner, Public Works Commissioner
Engineering/Transportation Director, Fire Chief,
Police Chief, Conservation Commission,
Preservation Commission, Economic Development
Advisory Board, Tree Planting Committee, and
Housing Advisory Board**

**FROM: Polly S. Selkoe, Regulatory Planning Director
Cameron James, Planner and Zoning Coordinator**

RE: 1280-1330 BOYLSTON STREET, CHESTNUT HILL

1280-1330 Boylston Street has been determined to be a Major Impact Project per §5.09.3.b. of the Zoning By-Law. The parcels consist of 232,281 sf (5.33 acres) at Brookline's western edge.

The proposal includes construction of three new buildings:

- Building A: a 12-story (150 ft +/-) mixed-use of retail, hotel and condominiums.
- Building B: a 12-story (150 ft +/-) mixed-use of retail, medical office and multifamily residential.
- Building C: a 7-story (88 ft +/-) multifamily building.

The building massing will comply with the Chestnut Hill Commercial (CHC) Overlay District and be developed in coordination with the Chestnut Hill Commercial Area Design Guidelines.

Vehicular entry/exit will be from Boylston Street, with only emergency vehicle access from Heath Street. A public sewer easement at the site will be relocated/rebuilt as part of this project.

After reviewing the attached program statement, zoning analysis and preliminary plans, please submit any concerns or issues you might have by August 6th to Cameron James in the Planning Department at cjames@brooklinema.gov, with a copy to Polly Selkoe at pselkoe@brooklinema.gov. Thank you.

SELECT BOARD

David Pearlman, Chair
Michael Rubenstein, Vice Chair
Bernard Greene
Amanda Zimmerman
Anthony Buono

**BROOKLINE**
MASSACHUSETTS

333 Washington St.
Brookline, MA 02445
SelectBoard@BrooklineMA.gov
617-730-2200

June 16, 2026

To: Matthew Hyatt, Brookline Planning Board Chair
From: Brookline Select Board
CC: Kara Brewton, Planning and Community Development Director
Polly Selkoe, Regulatory Planning Director
Meredith Mooney, Economic Development Director
Jonathan Simpson, First Assistant Town Counsel
Jennifer Dopazo Gilbert,
Clifford Kensington,
Janice Kahn,
Jane Flanagan,
Carla Benka,
Carlos Ridruejo,
Lynda Roseman
Michael Sandman, Chestnut Hill Commercial Area Study Community Advisory Group Chair

Re: Design Advisory Team for City Realty Project

Dear Chair Hyatt,

On May 28th, 2026, Town Meeting voted favorably on two warrant articles in Special Town Meeting 1. Warrant Article 1 creates the new Chestnut Hill Commercial Overlay Zoning District. Warrant Article 2 authorizes the Select Board to enter into a Memorandum of Agreement with City Realty, owners of four parcels at the westernmost end of the Overlay District.

The Select Board signed this Memorandum of Agreement on June 2, 2026.

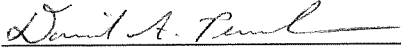
In the Memorandum of Agreement, the Select Board agreed to advocate for certain membership in the Design Advisory Team for any Study of an application for a Special Permit by City Realty under the Chestnut Hill Commercial Overlay Zoning District. In anticipation of City Realty's application, we urge you to include, at a minimum, the following members to the Design Advisory Team established to consider this application:

- a. Two Planning Board members,
- b. Two Brookline residents with architectural or planning experience,
- c. Two members of the precinct where the project is located with architectural or planning experience, and an alternate from the impacted neighborhood,
- d. One member of the Economic Development Advisory Board, and
- e. One member of the Transportation Board.

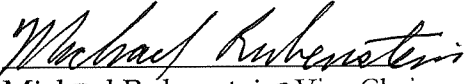
All stakeholders for this project—the Town, the neighborhood residents, and City Realty—will benefit from this broad set of perspectives.

Thank you for your consideration.

Sincerely,



David Pearlman, Chair



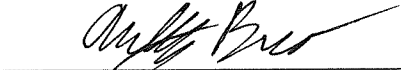
Michael Rubenstein, Vice Chair



Bernard Greene



Amanda Zimmerman



Anthony Buono