BROOKLINE **FOR EVERYONE**

Warrant Article Endorsements for November 2026 Town Meeting

Article 9 – Home rule petition to update pronouns and language for gender inclusivity; expand the Transportation Board to 7 members; update how Transportation Board members are appointed after a vacancy; increase maximum parking fine beyond $50

- Recommendation: **FAVORABLE ACTION**

Article 11 – Authorization for the acquisition of certain temporary and permanent easements on Kennard Road related to the construction of the William H. Lincoln Safe Routes to School Project

- Recommendation: **FAVORABLE ACTION**

Article 14 – Amend Section 4.08 of the Zoning By-Law to allow Cash in Lieu of Units Inclusionary Zoning Payments in certain developments in the Harvard Street Main Street corridor districts

- Recommendation: **FAVORABLE ACTION**

Article 15 and 16 – Establish a new Pleasant Street Multifamily Overlay District and a Memorandum of Agreement related to the development of 26 Pleasant Street

- Recommendation: **FAVORABLE ACTION** on both Articles 15 and 16. **NO ACTION** on any referral motions or amendments

Article 17 – Resolution regarding CPA funding and the Affordable Housing Trust

- Recommendation: **FAVORABLE ACTION**

Article 20 – Resolution regarding support of Vision Zero

- Recommendation: **FAVORABLE ACTION** on the revised main motion, and we would welcome a more robust Vision Zero resolution for consideration at May's Town Meeting.

Continue reading on the next pages for further explanations of each recommendation.

For more information about Brookline for Everyone, check out www.brooklineforeveryone.com



Article 9 - Home rule petition to modify the administrative requirements applicable to the Transportation Board and authorizing the Town to raise parking fines beyond $50

This article would amend the special act of the legislature that created the Transportation Board in 1973. The first and second sections of this home rule petition update language of the original act to be more inclusive of all genders. The third and fourth sections of the home rule petition increase the number of Transportation Board members from six to seven and eliminate the requirement that members begin serving their terms on the first Monday in May. The fifth, sixth, and ninth sections of the home rule petition allow parking fines to rise as high as $100 (late payments can rise to $110, and then $150 after being reported to the RMV). Brookline for Everyone firmly supports any legislation that helps the Transportation Board effectively conduct their work, since transportation and improved housing access go hand-in-hand.

Additionally, Brookline for Everyone wants to make it easier for residents and visitors who choose greener forms of transportation. People who park in illegal locations can make travel more inconvenient and dangerous for pedestrians and cyclists, and those who overstay the time limit in legal spaces make our supply of public parking less available to those who need it. All of this increases the pressure to include more off-street parking in new developments, which raises the cost of homes and businesses. Increasing the maximum parking fines will hold drivers more accountable for the impact of their parking choices.

We recommend **FAVORABLE ACTION** on Warrant Article 9.

Warrant Article 11 - Authorization for the acquisition of certain temporary and permanent easements on Kennard Road related to the construction of the William H. Lincoln Safe Routes to School Project

WA11 authorizes the Town to acquire land necessary to construct a Safe Routes to School project for the Lincoln School. Brookline for Everyone strongly supports Safe Routes to School initiatives that promote walking, biking, or rolling to school safely, bringing students and families out of their cars and into the community, improving health, easing congestion, and reducing CO2 emissions.

We recommend **FAVORABLE ACTION** on Warrant Article 11.



Warrant Article 14 - Amend Section 4.08 of the Zoning By-Law to allow Cash in Lieu of Units Inclusionary Zoning Payments in certain developments in the Harvard Street Main Street corridor districts

WA14 will permit builders of small housing projects (under 20 units) in the Harvard Street corridor to choose a cash payment to the Affordable Housing Trust (AHT) rather than building the required 15% affordable units on site—the same rule that applies elsewhere in town. While we value on-site Affordable Housing, particularly in larger buildings, imposing a too-broad on-site requirement for income restricted apartments can discourage small projects from being built at all, exacerbating our housing shortage and pushing housing further out of reach for many people.

We recommend **FAVORABLE ACTION** on removing the Harvard Street exception and matching our existing inclusionary zoning policies.

Warrant Articles 15 and 16 - Establish a new Pleasant Street Multifamily Overlay District and a Memorandum of Agreement related to the development of 26 Pleasant Street

The most important articles this Fall, companion Articles 15 and 16, concern the rezoning of 26 Pleasant Street to allow 96 new, modestly sized rental homes including 14 deed-restricted affordable apartments; climate mitigation benefits provided by replacing a paved parking lot with a sustainable all electric, passive house development; new net tax growth; and public realm, safety and open space improvements.

Currently, 26 Pleasant Street is a 0.58-acre surface parking lot across the street from the Coolidge Corner Library one block from the Coolidge Corner T stop. In the late 1970s Town Meeting downzoned the allowable size of a building by half after it rejected a proposal by a non-profit affordable housing developer. It has been a parking lot owned by Nordblom, the developer, ever since.

For background on this detailed proposal, see this extensive FAQ compiled by Brookline for Everyone and planning documents.

We urge Town Meeting Members to support both Article 15 and 16 so Brookline can realize the benefits from transit-oriented development:

Article 15 – Pleasant Street Multifamily Zoning Overlay District filed by Nordblom's representative

Vote **FAVORABLE ACTION** on the main motion.
Vote **NO ACTION** on any Advisory Committee or other motion to refer or amend**.**

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This rezoning is an opportunity to transform a low tax paying asphalt lot into smart, mixed-income housing at an appropriate seven story scale within a block of the commercial heart of Brookline adding to the vitality of Coolidge Corner. There has been significant community engagement since 2025 including five public hearings before Town boards.

Article 16 – **Authorization for the Select Board to Enter into a Memorandum of Agreement (MOA) with the developer**

Vote **FAVORABLE ACTION** on this important companion article to Article 15.

The MOA provides for key public benefits and protections associated with the redevelopment proposal, including streetscape and safety improvements, a pocket park, open space enhancements, and protections beyond the Town's Tree by-law for mature trees along the north lot. Together, Articles 15 and 16 represent a long-overdue opportunity to transform an asphalt lot within a block of the commercial heart of Brookline. This transit-oriented sustainable development will mitigate its present heat island effect. Nordblom will build ground level commercial along Pleasant Street, and intends to initially occupy this for its regional property management office.

All five boards who have publicly heard these articles have voted in favor, four unanimously, including the Select Board and Planning Board.

There is a proposed motion to refer the zoning article for further study that may come before Town Meeting. If zoning is not passed, the MOA's negotiated public benefits will be voided. Every year of delay means fewer homes available, foregone tax revenue, and missed opportunities to reduce transportation emissions. Delaying this kind of zoning change to marginally "improve" the zoning sometime in the future sends a very detrimental signal to all developers considering risking their capital adding more value to our land and more tax revenue to the Town.

If zoning is passed, the MOA requires the developer to diligently get permits no later than June 1, 2032. Before the permitting process begins, the Planning Board will appoint a design advisory team that will include neighbors. There will be multiple public hearings during the design and permitting process.

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Warrant Article 17 - Resolution regarding CPA funding and the Affordable Housing Trust

WA17 is a non-binding resolution urging that a portion of Community Preservation Act funding be directed to our Affordable Housing Trust for non-specific uses so that the Trust can maintain a minimum balance necessary to fulfill its mandate in the face of rapidly rising costs. Up to now CPA funds have been awarded only for specific projects.

We recommend **FAVORABLE ACTION** to strengthen our Affordable Housing Trust.

Warrant Article 20 - Resolution regarding support of Vision Zero

Brookline for Everyone originally paid attention to Warrant Article 20 because we support the Town's Vision Zero policy commitments, particularly around creating safe streets through robust infrastructure and attention to multimodal mobility. We commend the Town's Vision Zero Action Plan for highlighting crucial Vision Zero strategies such as traffic calming, daylighting at intersections, improved street lighting, improvement and expansion of Brookline's bike network, automatic speed or red-light enforcement, and improved curbside management program, to name a few.

We were concerned that WA20 as initially proposed conflated Vision Zero too closely with traffic enforcement alone. While enforcement is a piece of the Town's Vision Zero Action Plan, it represents less than 10% of the stated strategies. The latest version of WA20 addresses this concern by asserting Town Meeting's support for enhanced traffic safety enforcement, which is part of Vision Zero, but doesn't directly conflate Vision Zero with enforcement alone.

Although enforcement is not the core of Vision Zero, Brookline for Everyone is supportive of traffic safety enforcement, particularly "enhance[d] parking enforcement for vehicles stopped in bike lanes, bus stops, and crosswalks" as noted in the Vision Zero Action Plan. Based on the new edits to the resolution and the proposed referral motion, Brookline for Everyone reconsidered the endorsement. During this conversation, some board members argued that this change was insufficient to get their support, instead expressing interest in the referral motion to more closely align enforcement priorities with Vision Zero. Despite these concerns, the board voted to **shift our No Recommendation to FAVORABLE ACTION**.

Nevertheless, our board unanimously agreed that we would welcome a more robust Vision Zero resolution for consideration at May's Town Meeting.