



Somerville Landfill Design Guidelines

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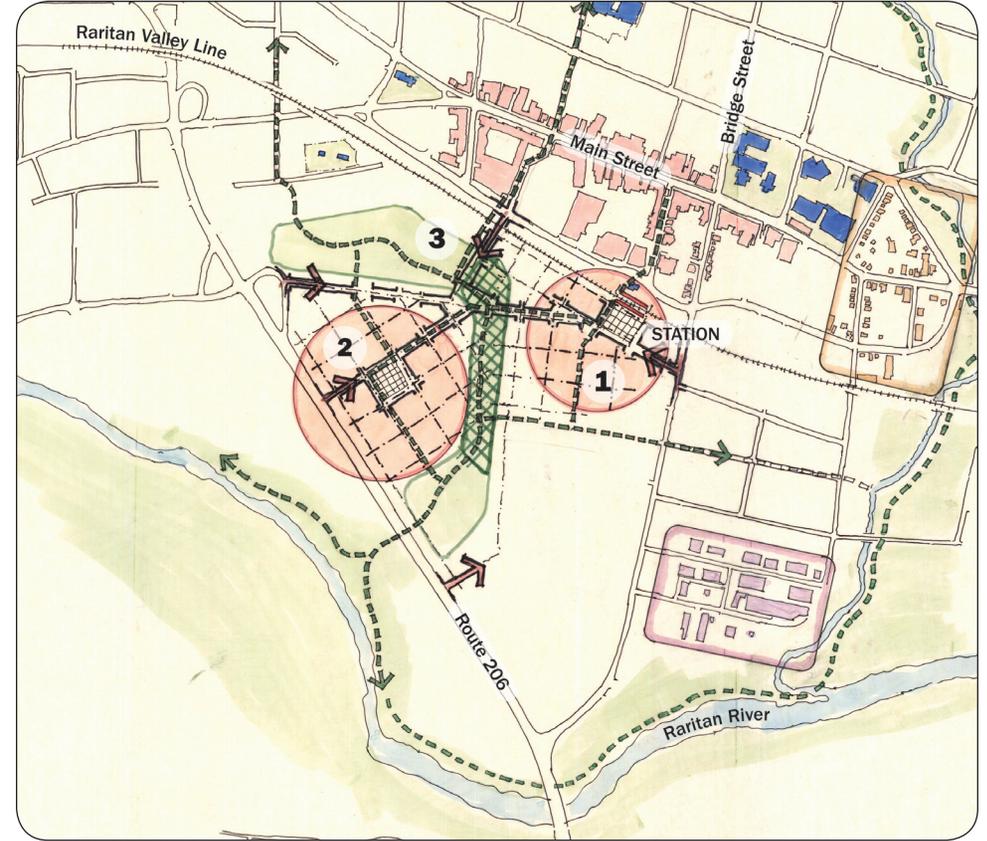
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The alignment of several strong site and context conditions – (insert) suggest a tri-partite framework for the site:

1. The Hub

A new neighborhood, anchored by an active mixed-use station area with land uses and destinations that support both the station and the downtown. This includes loft apartments, a movie theatre, hotel and civic uses in the form of a community meeting place or new municipal hall. This neighborhood should also feel as if it is an extension of the existing South Bridge Street neighborhoods located east and west of the site.

2. The Heights

This is a new neighborhood on the landfill proper. In addition to residential uses at a lower density, this part of the site with its frontage along Route 206, is also suited for larger scale commercial or institutional uses. Highway commercial strip uses are not acceptable.

3. The Green Seam

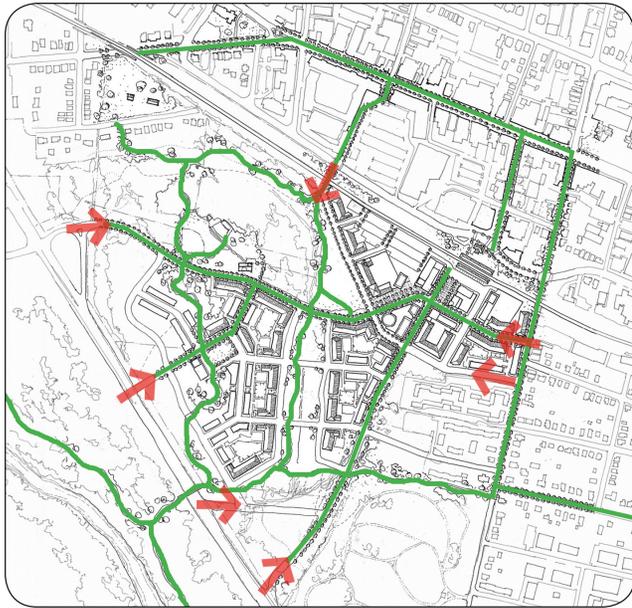
Between the Hub and the Heights is the Green Seam – the corridor of wetlands and floodplain that can become a great open space amenity and environmental asset. It is called the Green Seam because it is designed to knit the two sides of the redevelopment area together as well as to act as the nexus for several trail connections to the Peters Brook and Raritan River Greenways.



Major Features

- Mixed residential, retail, and civic at the Hub Station Area including a focal public space. The station area should be visible from a distance.
- Multi-modal street and greenway network linking uses within the site and the site to surrounding uses, including the Raritan River Greenway and Peter's Brook Greenway.
- A green zone along the Route 206 frontage with a signature "gateway" use of the Orlando Drive intersection.
- Improved connection between station area and Downtown across the train right-of-way.
- Two new neighborhoods – one south of the Hub and one on the heights.
- A comprehensive "green infrastructure" strategy for storm water management, organized around the "green seam" of wetlands and floodplain.





Access and Linkages

The entire landfill site should feel as if it is a seamless extension of Downtown Somerville, surrounding neighborhoods and existing and potential greenways in the larger context.

Linkages to the site are of various kinds and are meant to accommodate pedestrian and bicyclists as much as automobiles. The primary roadway access points are from Orlando Drive, Bridge Street, Route 206 and the Davenport Street Extension (see discussion of roadways below). These are supplemented by potential extensions of the street and block network of the South Bridge Street neighborhood and, perhaps in the future, an additional connection at the middle of the Route 206 frontage.

There are several greenway connections including a pedestrian overpass to the Raritan River, a pedestrian connection to the historic Old Dutch parsonage and a connection, via Southside Avenue and other streets, to the Peters Brook greenway and parks.

The Davenport Street extension underneath the NJ Transit railroad embankment is considered an essential link to the downtown.



Roadway Hierarchy

Three primary roads are proposed:

1. A new “Station Road” linking Route 206 to the station area and its associated parking.
2. A new “Wetlands Parkway” linking Orlando Drive to the station area and, beyond that, to South Bridge Street.
3. A new Davenport Street extension linking the station area to the Downtown by way of a new tunnel under the Railroad embankment

Secondary roads are those that frame the neighborhoods and reinforce the overall distribution of uses and densities suggested by the Hub, Heights and Green Seam framework. These roads also insure overall connectivity. Included here are the two north-south roads that frame the wetlands and which are part of the overall green infrastructure strategy for the site. (See extended discussion below)

Minor roads that are more closely calibrated to the specific designs of the neighborhoods – the building types, parking strategies, etc.

Design standards for these roads are provided on pages I-14 and I-15.



Open Space Uses

More than 41 acres, almost 40% of the redevelopment area on the north side of Route 206, is devoted to open space uses of different kinds. There are large areas of wetlands that can be enhanced to create a great passive amenity for the community. This is suited for trails, meadows, and habitat.

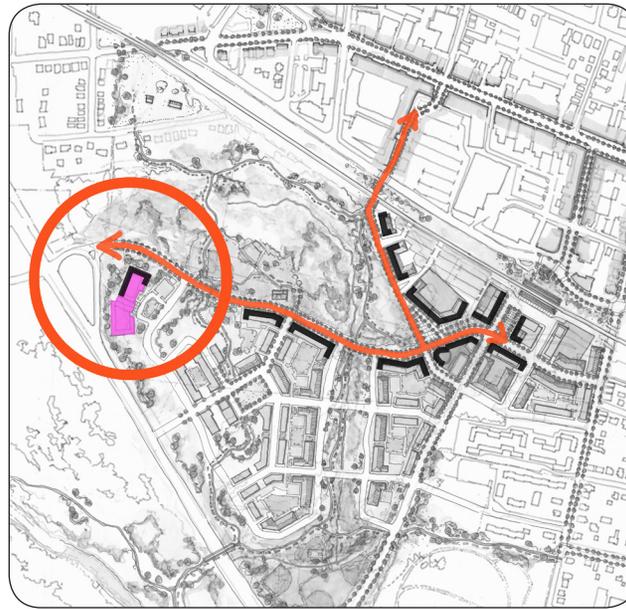
There are two active recreation areas. The first is a park midway along the proposed Wetlands Parkway, perhaps including a destination use of some kind, a small “Tavern on the Green” type of restaurant as well as a small ball field. The other active recreation area is a major park at the south end of the Green Seam (this is part of the “Green Gateway” to the site described below). It is large enough to be a shared resource with other municipalities.

There are more formal open spaces in each of the neighborhoods: a Station Plaza (described below) in the “Hub” neighborhood, and a neighborhood “green” – a traditional neighborhood scale park surrounded primarily by residential buildings - in the Heights neighborhood.



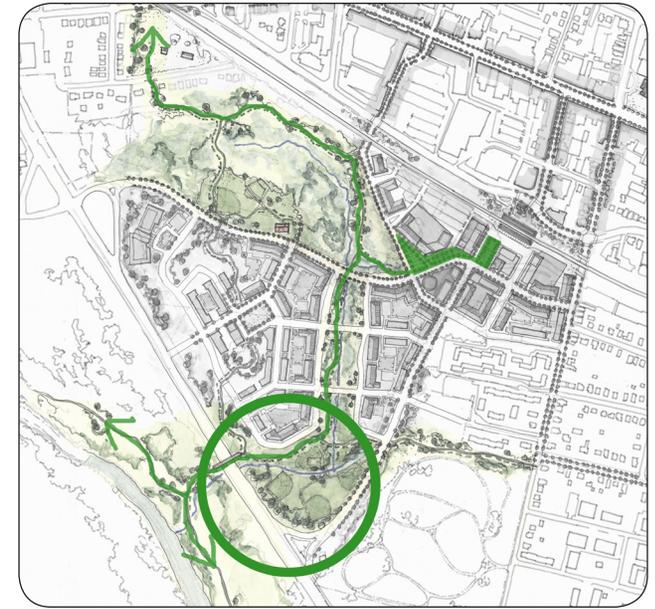
Two Gateways

The Route 206 frontage is an opportunity for Somerville to project an identity that is bigger than the site and that reflects the regional significance of Somerville. Two primary gateways



The Downtown Gateway

As the Downtown Gateway is defined by new buildings which are meant to project Somerville's connection to the regional economy and in particular, to the pharmaceutical industry cluster in the County. A signature building housing a conferencing facility, offices, a technology or research center of some kind is appropriate.



The Green Gateway

The Green Gateway at the south end of the site is anchored by a large park for use by both the residents of Somerville and by special arrangement neighboring municipalities. This is also where the Green Seam reaches the edge of the site and continues, on the other side of Route 206, in the form of the Raritan River Greenway. This is also where several trails converge before crossing Route 206 as a pedestrian bridge.





The Civic Center

There will be a strong civic presence in this part of Somerville - a new village hall, multipurpose assembly space or library.

The plan reserves a strategic block for these kinds of uses bounded by each of the three most important roads leading into the site. The block is located at the edge of the station area and the Green Seam, where it can act as a kind of bridge between the Hub, the Green Seam and the Heights.

Accommodation of these uses in a mixed-use building will be considered, but the building must be a signature building with a strong civic identity and provide a visual objective from the wetlands and from the approaches from Davenport Street and the Wetlands Parkway.



The Station Area: “Hub” and Neighborhood

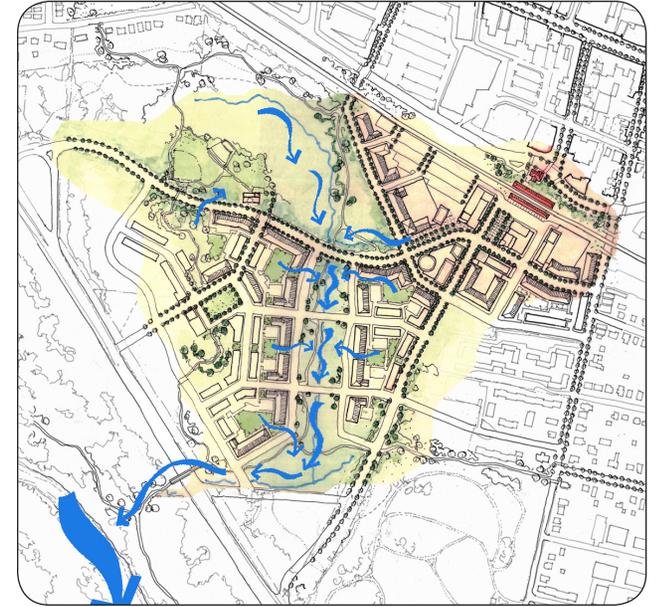
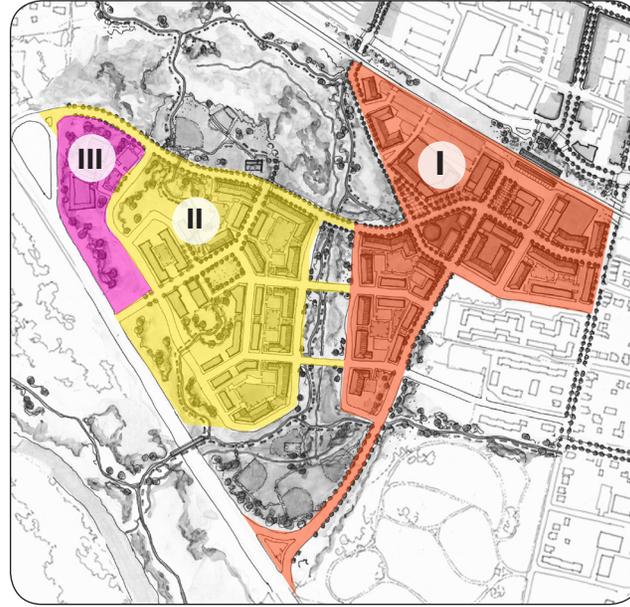
The heart of the first phase of the plan is the station area. This is conceived of as a compact, active public space animated by a diverse mix of uses and the activities associated with the comings and goings of transit users and residents.

This part of the plan has the greatest variety of uses. While there will be a small amount of convenience retail for commuters (a dry cleaners, coffee shop, news stand), the uses around the station would be destination uses that would not fit on Main Street and that are complementary to the Main Street businesses. This includes a “boutique” movie theater, a 100 room hotel and perhaps one or two intermediate scale retail outlets (for example, a Borders).

In this design study for the station area, the hotel is conceived of as a small footprint, mid-rise tower, perhaps eight to ten stories so that it can function as a kind of point of reference visible from a distance from any of the approaches to the site whether it is the view to the station from Main Street along Division Street, the approach along the Wetlands Parkway, or north from Route 206 along the new station access road. For this reason it must be of exceptional architectural quality.

The buildings that surround the station plaza are six stories. Significant setbacks at the fourth floor elevation will reduce the overall bulk apparent scale of these buildings (see Bulk Summary, page I-21).

Typically, parking is handled on a block-by-block basis to simplify phasing and relationships among what may be different developers. The station area is the exception to this strategy. Parking for the hotel block and the civic use block is shared with the surplus of parking created by the several new parking decks in the northern most blocks along the tracks. The parking decks in these blocks are “wrapped” by residential buildings in order to mask their presence on the streets and public spaces (see Parking Summary, page I-11).



Two New Neighborhoods: South Hub and the Heights

The design of these neighborhoods shall reflect the essential, scale and character of Somerville’s historic neighborhoods:

- Pedestrian-friendly, bike-friendly streets and sidewalks.
- Tree lined streets.
- Buildings with a “friendly face to the street” – that is, well-scaled streets that encourage interaction among Somerville residents because windows and entrances face the street.
- Neighborhood-scale parks and open spaces.

The neighborhood residential buildings are primarily two and three story townhouses with some three- and four-story loft buildings framing the larger open space amenities like the “Wetlands Boulevard” and the “Green Seam.”

The development program

The benchmark program for these design guidelines is as follows:

The Phase I program consists of 850 dwelling units, 20,000 square feet of retail space, 20,000 square feet of office space, a 25,000 square foot inn with meeting rooms, and a 4-screen movie theater, and commuter parking.

The Phase II program consists of 350 dwelling units, 25,000 square feet of retail space, and 25,000 square feet of office space. In all phases, passive and active recreational, open space and community facilities are viewed as important land uses to be included.

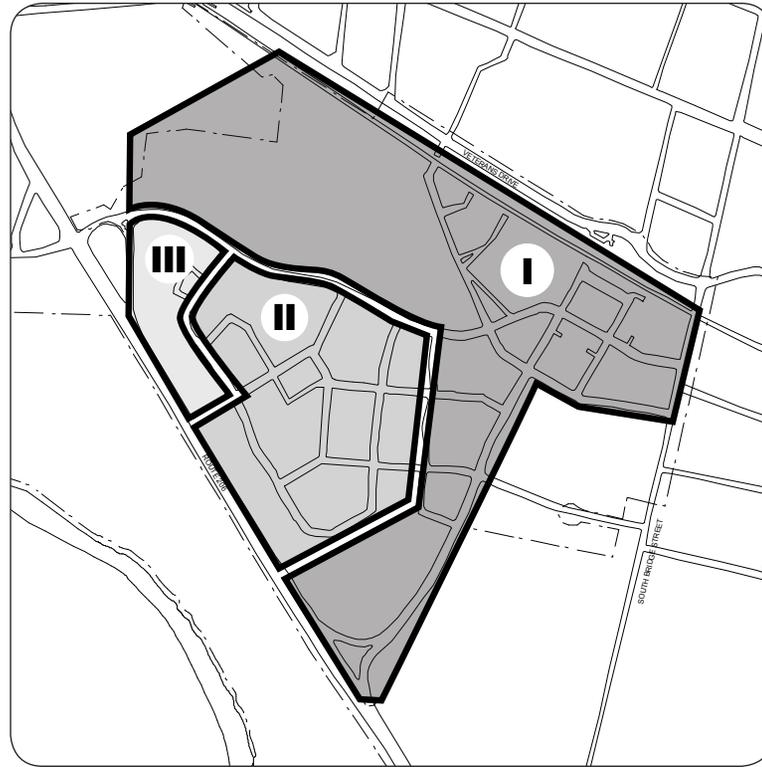
Phase III consists of the land proximate to the future Orlando Drive access to the site. This shall be a signature use appropriate for projecting Somerville’s regional identity. For the purposes of these design guidelines, 115,000 square feet of research-based industrial use or institutional use of some kind are suggested.

5. Green Infrastructure

Of the 114 acres north of Route 206, fully 41 acres, or nearly 40%, are devoted to open spaces of different kinds, from passive recreation and trails, to active playfields to neighborhood parks. The signature opportunity at this site is to rethink the environmental “constraints”. The plan is organized around the wetlands and flood plain areas, setting the stage for a redevelopment that can make this a model of sustainability. The site is designed to take advantage of the wetlands as a resource for passive storm water management best practices.



1 Hub	2 Green Seam East	3 Green Seam West	4 The Heights	5 Gateway	Recommended Land Use, Overall Density Parking Ratios	Overall FAR	Residential Density du/acre	Parking Ratios			Height Stories
								Residential p/du	Office p/1k	Retail p/1k	
1	2	3	4	5		1.2-1.5	30-35	1.5-1.75	3	4	4-6
						.5-.6	20-25	2	NA	NA	3-4
						.5	20-25	2	NA	NA	3-4
						.5	18-20	2	3	4	3-4
						.5	NA	NA	3	4	3-4



Access, ownership and environmental constraints suggest a three-part Phasing Strategy.

Phase I:

The “Hub” and “Green Seam East” neighborhood.

Wetlands mitigation – partial. Extent to be determined.

Major Roads: Station Road, Wetlands Parkway, Davenport Street Extension.

(Note: Development at the Hub immediately around the station can begin without the Davenport Extension and tunnel.)

Phase II:

The Heights and Green Seam West

Wetlands mitigation – complete, including new parks at south end of Green Seam.

Major Roads – all major roads complete.

Phase III:

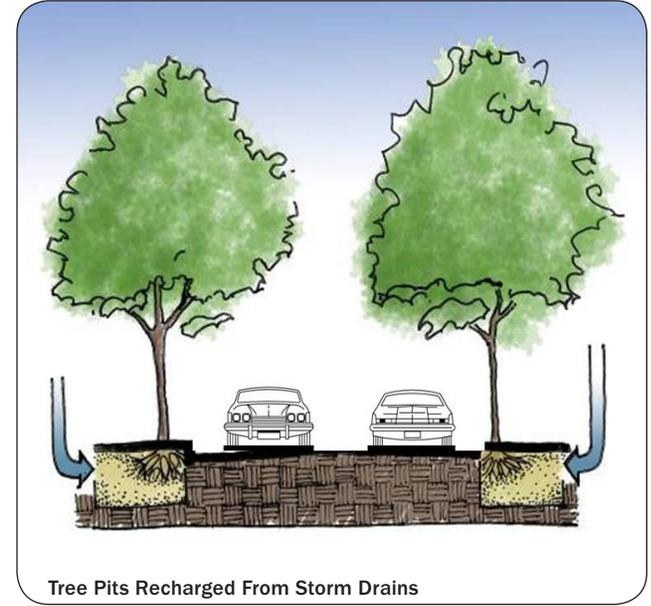
Downtown Gateway” at Orlando Drive

A signature use with regional significance is preferred for this site. Exact program not yet established. Anticipate 115,000 square feet of research-based industrial use or institutional use.



Overall Landscape Plan

1. Passive trail/boardwalk through meadows/stream corridor.
2. Meadows habitat & native grasses.
3. Active recreation community facility.
4. Maintain stream corridor as open space and habitat for wildlife.
5. Parkway meadow edge
6. Passive open space neighborhood park.
7. Stormwater wet meadow
8. Establish continuous urban forest canopy – drought tolerant trees, recharge stormwater for irrigation of trees.
9. Integrate stormwater elements in landscape. Link it to the stream corridor.
10. Green edge, unify with Duke Estate. Native trees and grasses.
11. Open space recreation connection to Duke Estate Greenway
12. Develop stream corridor for passive recreation, stormwater management, wildlife habitat and open space amenity.



Overall Landscape Design Strategies

Objective: The landscape design shall reinforce the design and definition of the public open space system including the edges and significant locations in the trail network, the edges of the active recreation areas (play grounds, picnic areas, etc.); the architectural character and programmatic functions of the civic open spaces; the character of the roadway network.

- Native, non-invasive species shall be used to the greatest extent possible.
- An inventory of existing trees shall be done. Retain existing trees where appropriate to maintain a mature-looking landscape.
- Those portions of the landscape that are within the flood plain must be tolerant to periodic inundation.

- All new supporting built infrastructure shall be located to blend into the overall landscape design and shall, to the greatest extent possible, not be visible. Any visible structures shall use materials sympathetic to the overall design. New infrastructure shall be located so that it does not interfere with the pedestrian network.
- Downspouts that run to a public sidewalk shall recharge storm water runoff under the sidewalk in order to maximize recharge of storm water and irrigation of street trees.
- Soils: Park areas shall have a prepared planting medium installed to a minimum depth of one foot over the entire unpaved area. Where plantings occur, the appropriate planting soil volume and depth shall be achieved. Trees within park spaces and medians shall be placed in prepared planting medium with a minimum depth of 4 feet. Prepared planting media, other than sidewalk tree plantings, shall be a loam, according to the USDA texture classification system.



Bio Swale at Residential Block



Curbless Parking Lot with Sloale

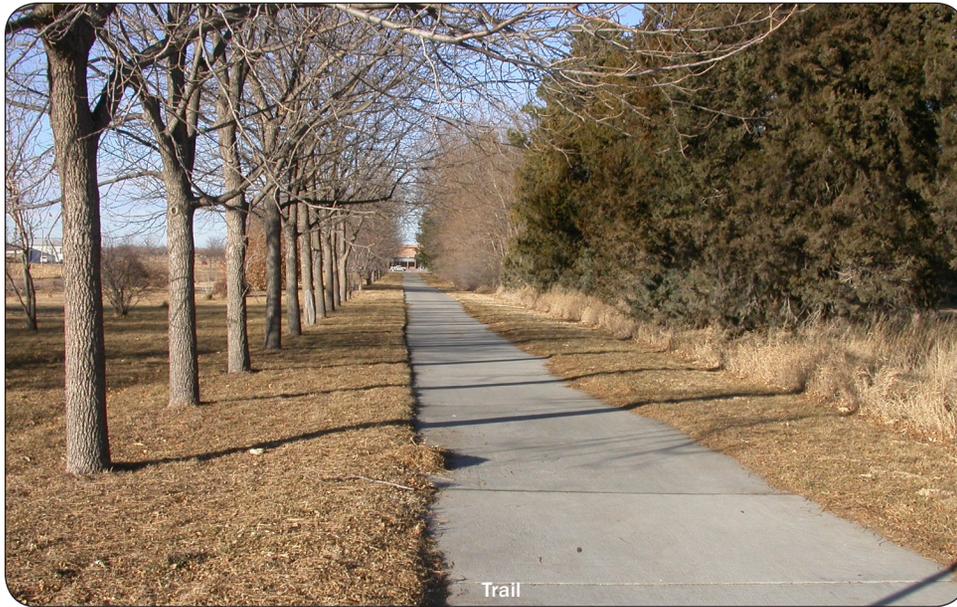


Wetlands Meadow

Storm Water Management

The overall objective for the storm water management strategy is to the greatest extent possible to take advantage of, and to showcase, the “green infrastructure” potential of the place:

- To respond as much as possible to the existing drainage characteristics and other natural features of the site.
- Take advantage of the most innovative techniques for passive storm water management including (but not limited to): bio swales and bio retention basins; shallow marsh, pond/wetland, extended detention wetland; pocket wetlands; curbless parking areas; street-side micro-basins; parking lot islands; rain gardens.
- Integrate the storm water management strategy into the overall open space design. Integrate with existing stream corridors. Conform to the overall character of the wetlands meadow.
- Individual sites/blocks should retain, and recharge as much water as possible. However, storm water management shall be an integrated and comprehensive strategy for the entire site.
- Per the general guidelines above, minimize visible structures related to storm water management.



Trail



Wetlands Boardwalk

Trails and Boardwalks

Objective: Create a continuous network of trails and boardwalks shall be provided, designed to be an integral part of the overall landscape design, and that creates linkages between destinations on the site.

- Provide seating periodically along the trail and boardwalk network. Provide approximately 8' linear feet of seating for every 200' linear feet of trail, with 400' maximum between seating areas. Locate seating at important points along the network including entry points, intersections of trails, places that offer strategic vistas.
- Trails shall be asphalt at least 6' wide.
- Provide boardwalks as required at wetlands.
- Give special design considerations for places where the network connects to pedestrian routes outside of the redevelopment zone.
- Components of the trail system within the flood plain must be tolerant to periodic inundation.



Active Recreation Areas:

Wetlands Park

The active recreation located midway along the Wetland Parkway shall have the following features:

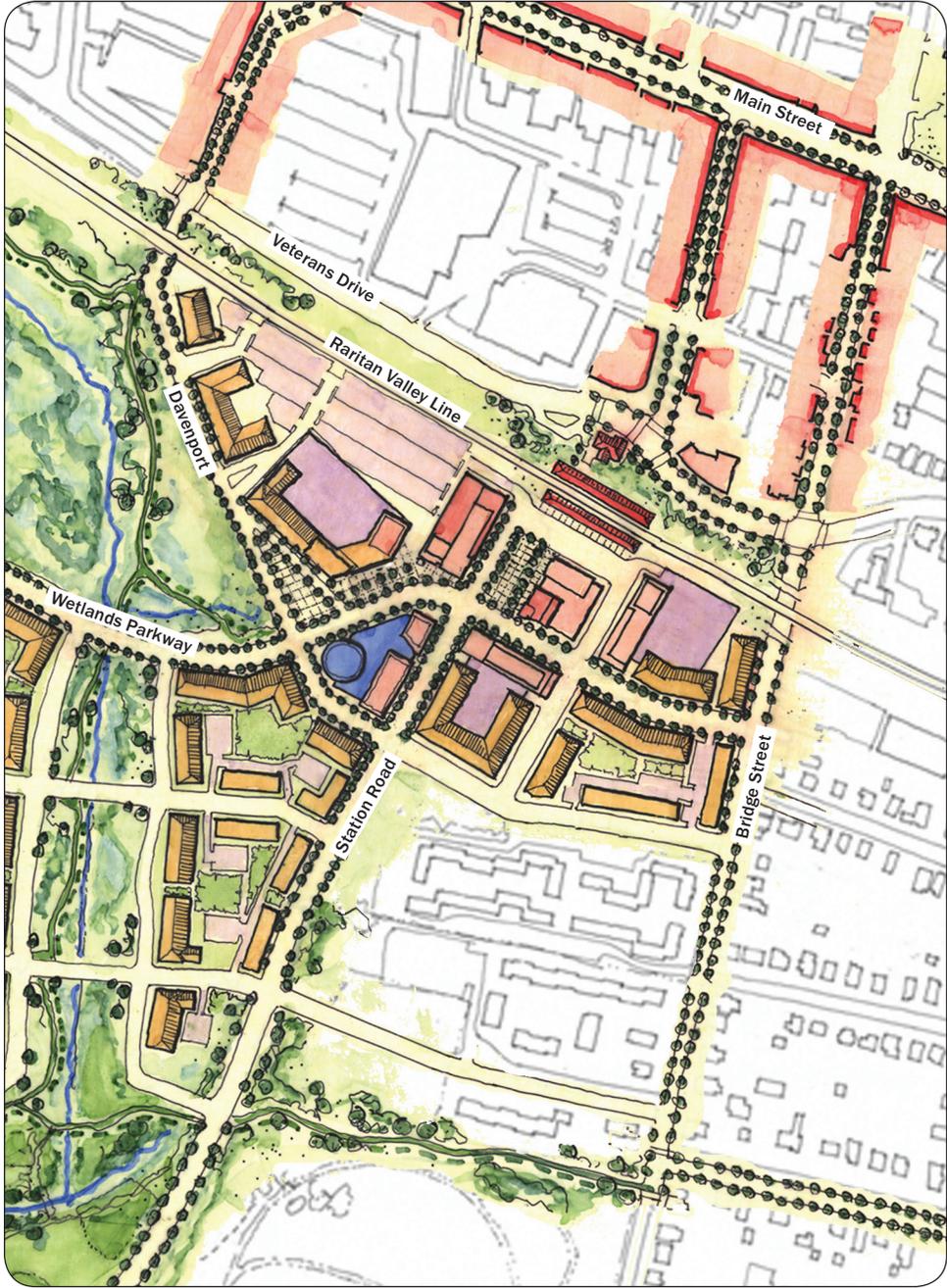
- The park design shall conform to whatever are the more stringent of the applicable municipal or county design standards.
- The approximate area is _____ acres.
- Planting standards shall be consistent with general guidelines above.
- The landscape design shall support the overall disposition of the parks program which shall be determined in consultation with municipal stakeholders.
- The trail network shall continue through the park.
- Provide a regulation Little League baseball field.
- Provide one universally accessible play structure for children ages 2 to 5 with a variety of activities.
- Provide one universally accessible play structure for children ages 6 to 12.
- Provide 50 linear feet of seating for each structure.
- Provide at least one drinking fountain.



Green Gateway Park (Overall intent)

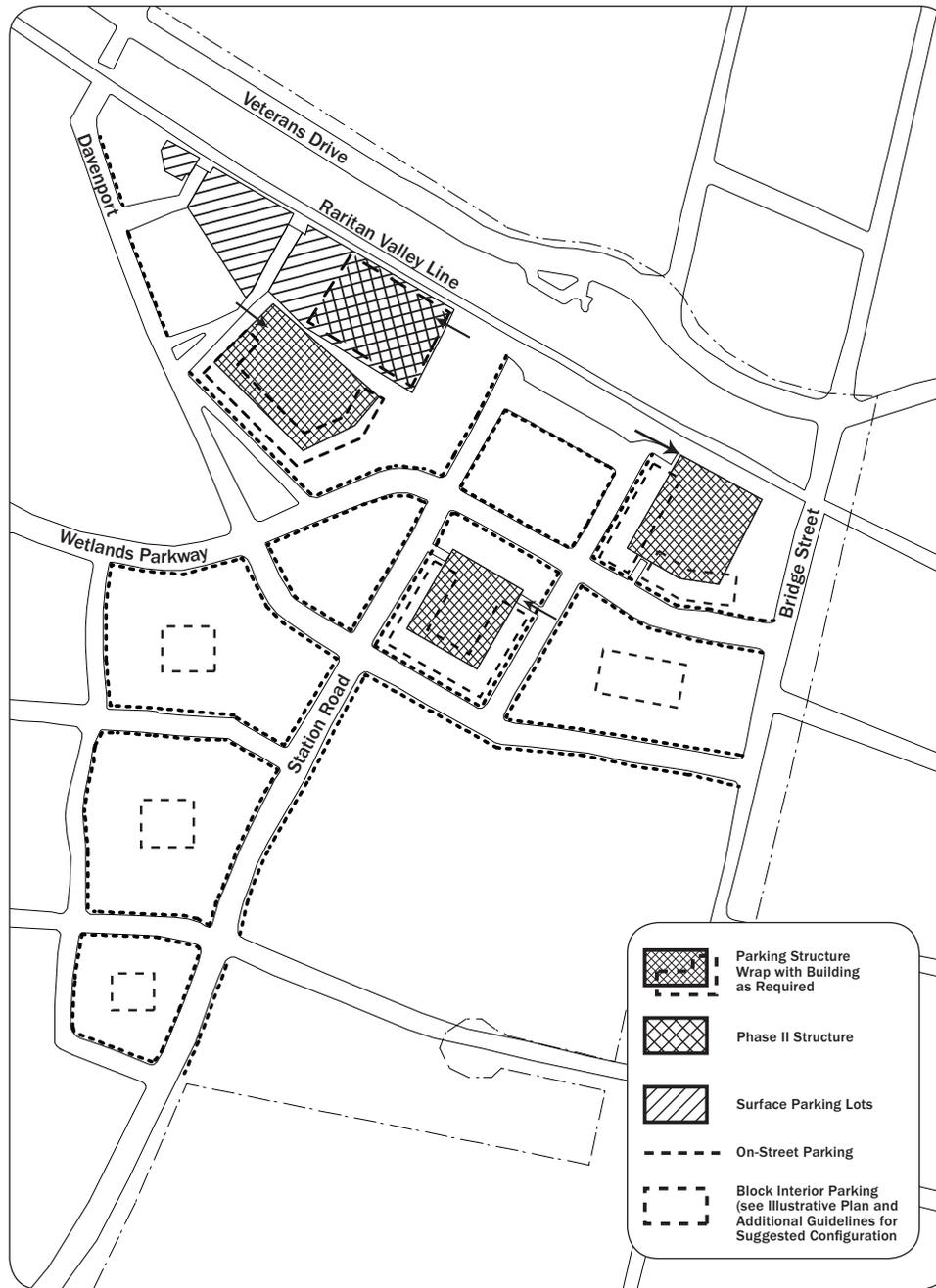
The active recreation area located at the south edge of the site shall have the following features:

- The park design shall conform to whatever are the more stringent of the applicable municipal or county design standards.
- The approximate area is _____ acres.
- Planting standards shall be consistent with general guidelines above.
- The landscape design shall support the overall disposition of the parks program which shall be determined in consultation with municipal stakeholders.
- Provide some combination of other facilities including two ball fields or one ball field and some number of other facilities such as tennis courts or basketball courts.
- Provide at least two drinking fountains in different parts of the park.
- Provide a restroom structure with separate facilities for men and women.
- The Green Gateway Park shall be screened completely from Route 206 with some combination of plantings and attractive architectural elements.



Overall Illustrative Plan

Phase I



Parking Summary

Performance Objective:

Accommodate parking in ways that do not compromise the pedestrian experience or compromise the quality of the street as a public space for residents.

Strategies/Guidelines

Within the neighborhoods:

- Maximize on-street parking.
- The balance of off-street parking for the residential blocks shall be in the interior of the block. No parking is permitted in the setback zone between the street and the building façade. Garage entrances shall not face the street.

Within the Hub

- The parking strategy shall anticipate NJ Transit's long term need for 800 commuter spaces to be accommodated in two parking structures. A Phase I structure of approximately 600 spaces shall be wrapped with other uses and shall accommodate half of NJ Transit's long term needs (400 spaces) plus additional spaces for other uses. A surface parking lot shall be located and sized in such a way that it can accommodate a second Phase II parking deck for NJ Transits long-term needs.
- Maximize on-street parallel parking. End-in parking can be used in the station area.
- Preserve, during the redevelopment process, ____ commuter spaces for NJ Transit's current and short-term needs.
- Surface parking lots for more than ____ spaces, shall (insert).
- Access to parking lots and structures shall be from secondary streets wherever possible.
- Parking within the Hub shall be based on a district-wide strategy in which the total parking demand for the entire district is accounted for, but not necessarily on a block-by-block, use-by-use basis. The parking strategy shall take maximum advantage of shared parking opportunities, especially the use of the commuter parking lots and decks for non-residential uses.



Parking Garage Design

Parking garages are to be hidden from view by buildings located at the perimeter of each block, except as otherwise indicated below. Where parking garages are visible, the spandrels and columns should be designed with a similar void to solid ratio as adjacent and nearby buildings. The materials, texture and color of the parking garage façade should clearly identify itself with the architectural elements that make up adjacent and nearby buildings.

- **Integration with buildings:** To the extent feasible, parking garages should be integrated with the buildings that they are designed to serve so that access is available on multiple levels. Buildings may be designed to be cantilevered over the upper deck level or supported on columns through the parking garage where necessary.
- **Movement between levels:** Parking garages shall be designed with internal ramps for vehicular movement. In no event shall helical ramps be permitted.
- **Access to streets:** The closest edge of a parking garage driveway to a street intersection (not including curb radii) shall be 60 feet, measured from the intersecting rights-of-way, and shall not otherwise be a hazard to pedestrians.

- **Ventilation:** Shafts or chimneys for parking garage ventilation shall be located to prevent exhausting into nearby windows or air intake ducts in the surrounding buildings.
- **Lighting:** Every parking facility shall be adequately lighted in accordance with the standards of the Illuminating Engineering Society of North America, as they may be amended or superseded. Lighting fixtures should not be mounted higher than between 16 and 25 feet. All fixtures shall be shielded to prevent glare beyond the parking area.
- **Loading:** Access to loading spaces from the public right-of-way shall be the same as permitted for parking facilities. The minimum off-street loading space dimensions shall be designed to accommodate the length of vehicle anticipated for loading and unloading deliveries. In no circumstance shall the public sidewalk be utilized as part of the loading area and do not extend above the top of the parapet to which they are attached

Parking and Loading Area Landscaping

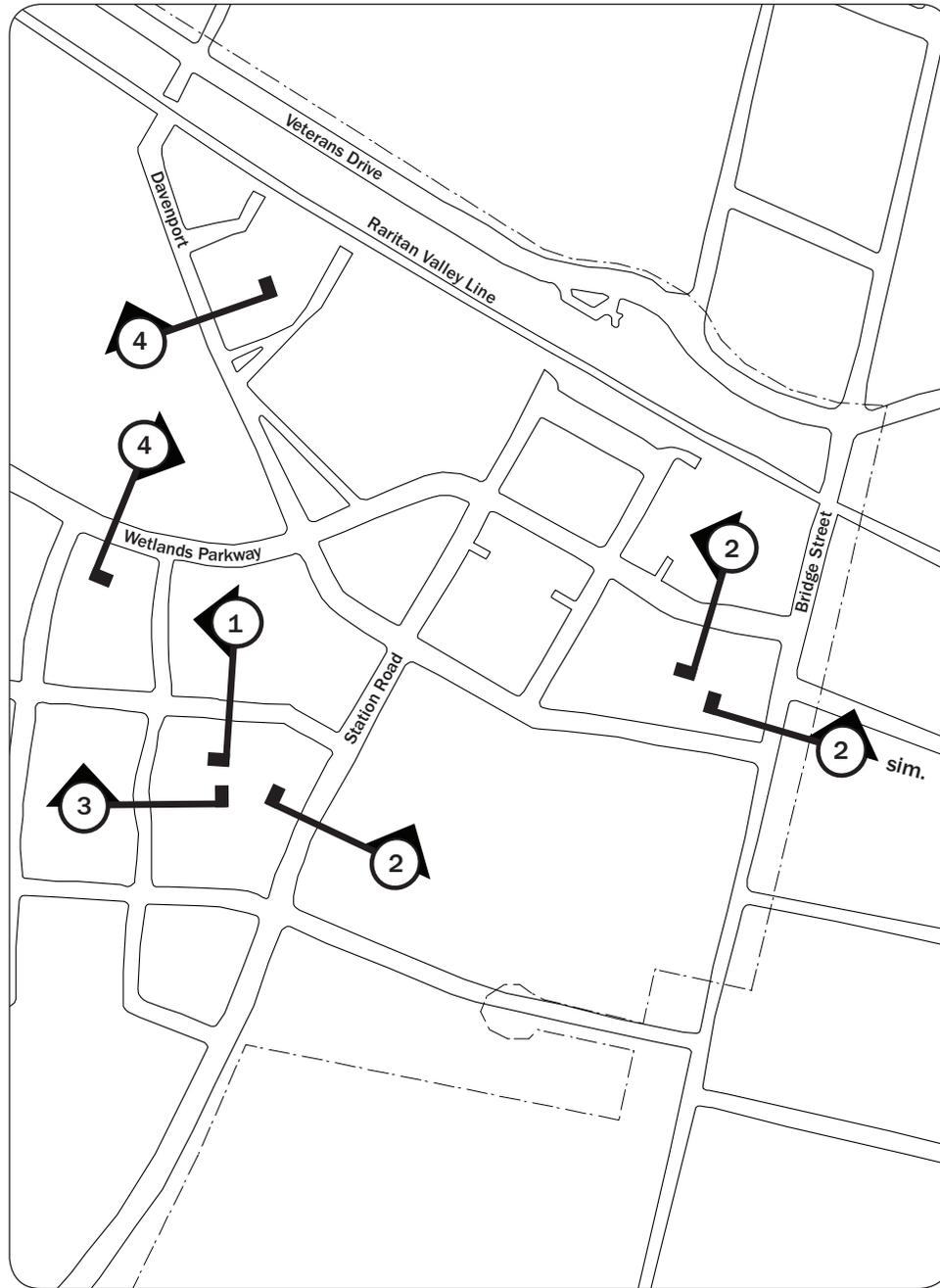
Objectives:

The objectives of the landscape architectural treatment of all parking areas shall be to provide for safe and convenient movement of vehicles, to limit pedestrian/vehicular conflicts, to limit paved areas, to provide for screening from public right-of-way and buildings, to reduce the overall visual impact of parking lots, and to provide shade and reduce heat island effects.

Required landscaping

All surface parking lots in excess of 5 spaces shall conform to the following requirements:

- The minimum width of landscape islands shall be 8 feet on the side of parking spaces and between parking rows. Every four rows of parking shall be separated by a landscaped island. If sidewalks are incorporated through the long axis of the landscape islands, their width shall be added to these requirements. Where the parking lot design will result in pedestrians cutting perpendicularly through landscape islands, sidewalks shall be installed at regular intervals through its short axis.
- Landscape islands shall be planted with a combination of deciduous trees, evergreen and deciduous shrubs, and ground cover at the rate of 6 large or medium trees, 4 small or ornamental trees and 60 shrubs per 100 lineal feet along the long axis of the island. Each end island shall have a minimum of two trees.
- Parking and exterior loading areas shall be screened by a combination of hedges, fences and/or walls. The minimum screening height at planting shall be 3 feet and shall have a height of at least 4 feet within three years of installation. Loading dock areas visible from a public right-of-way shall be screened with a minimum height of 8 feet at planting and shall achieve a height of at least 12 feet five years after installation when feasible.



Road Network

The road network must create a street-and-block network that is in scale with the rest of Somerville, allowing for flexible incremental growth. The roadway network is an essential part of the public realm. Streets are considered public spaces that encourage interaction among residents and designed to be suitable for pedestrians and bicycles. Connectivity within the site and from the site to the surrounding areas should be maximized by creating small blocks and connecting to the surrounding street network as much as possible.

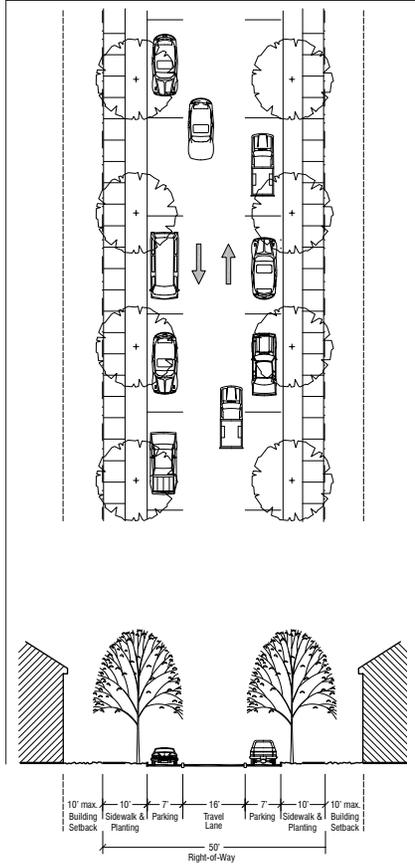
Two strategic mitigation measures are anticipated: rationalization/re-design of the Bridge Street and Orlando Drive intersections with Route 206.

The road network shall include the following Primary and Secondary Streets:

- An east-west boulevard from Orlando drive to the station and South Bridge Street, herein after called the “Wetlands Parkway.”
- A north-south road along the eastern edge of the site, herein after called “Station Road.”
- A Davenport Street Extension and tunnel.
- North-south roads along the east and west edges of the Green Seam.

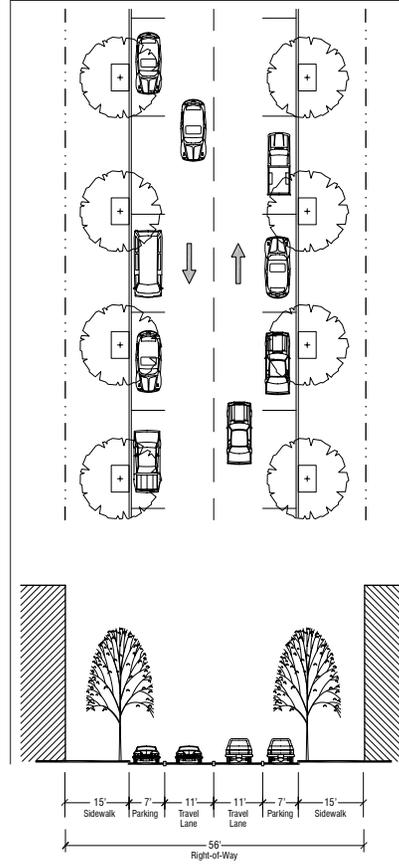
1. Neighborhood Street

Right of Way Width	50'
Pavement Width	30'
Traffic Flow	Two Way
Parking Lanes	7', Both Sides
Sidewalks	5', Both Sides
Planting/Utilities	5', Both Sides
Sidewalk Trees	30' O.C., Both Sides



2. Station Road/Hub Road

Right of Way Width	66'
Pavement Width	36'
Traffic Flow	Two Way
Parking Lanes	7', Both Sides
Sidewalks	15', Both Sides
Planting/Utilities	Located within sidewalk
Sidewalk Trees	30' O.C., Both Sides



With Street Design Standards:

Lighting

The degree to which streets and places are illuminated shall be reflective of their hierarchy within the plan. The street hierarchy map indicates several classifications. Each shall have a different treatment with respect to the size, design and luminance value of lighting. The required luminance values for each street or place shall be developed in accordance with the minimum standards of the Illuminating Engineering Society of North America (IESNA) and shall balance the need for safety with the need for reduction in unnecessary light and glare. Lighting of thoroughfares shall be governed by the following controls:

Tree Types for Public Thoroughfares:

In some parts of the plan, trees must be tolerant to periodic inundation.

Sidewalk Plantings:

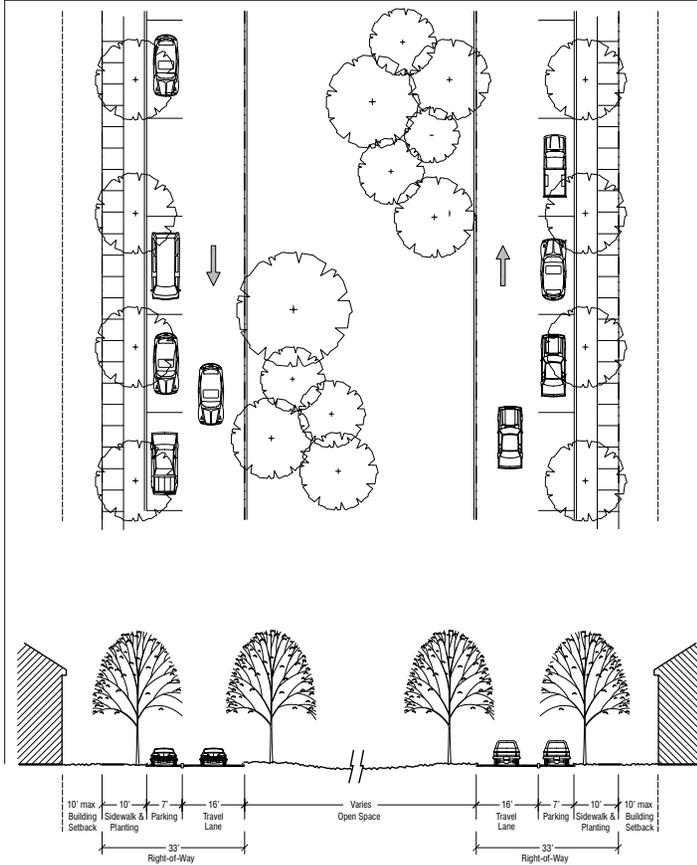
Street tree plantings within sidewalk areas and shall be placed in continuous trenches that

have a minimum depth of 4 Leer. A prepared planting medium shall be utilized that is capable of permitting the percolation of water and air, while also supporting the sidewalk above. Ad-mixtures, such as expanded slate, shall be used to achieve this performance. Aeration and drainage measures should be included. (See other landscape design guidelines for other requirements.)



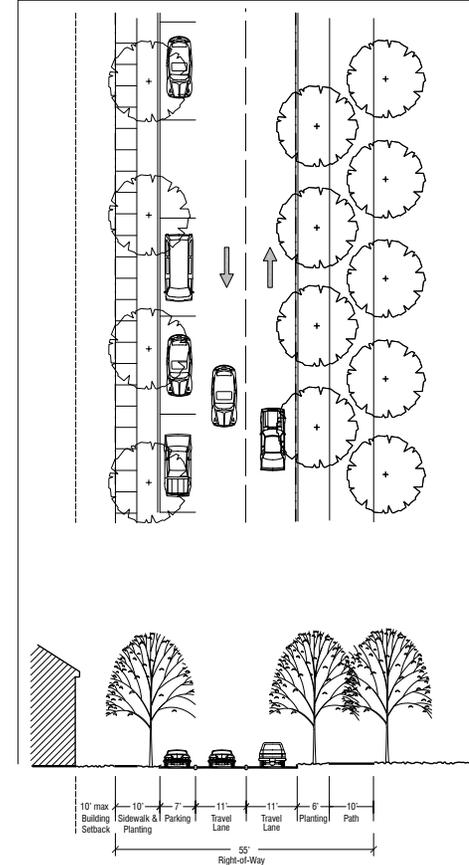
3. Green Seam Street

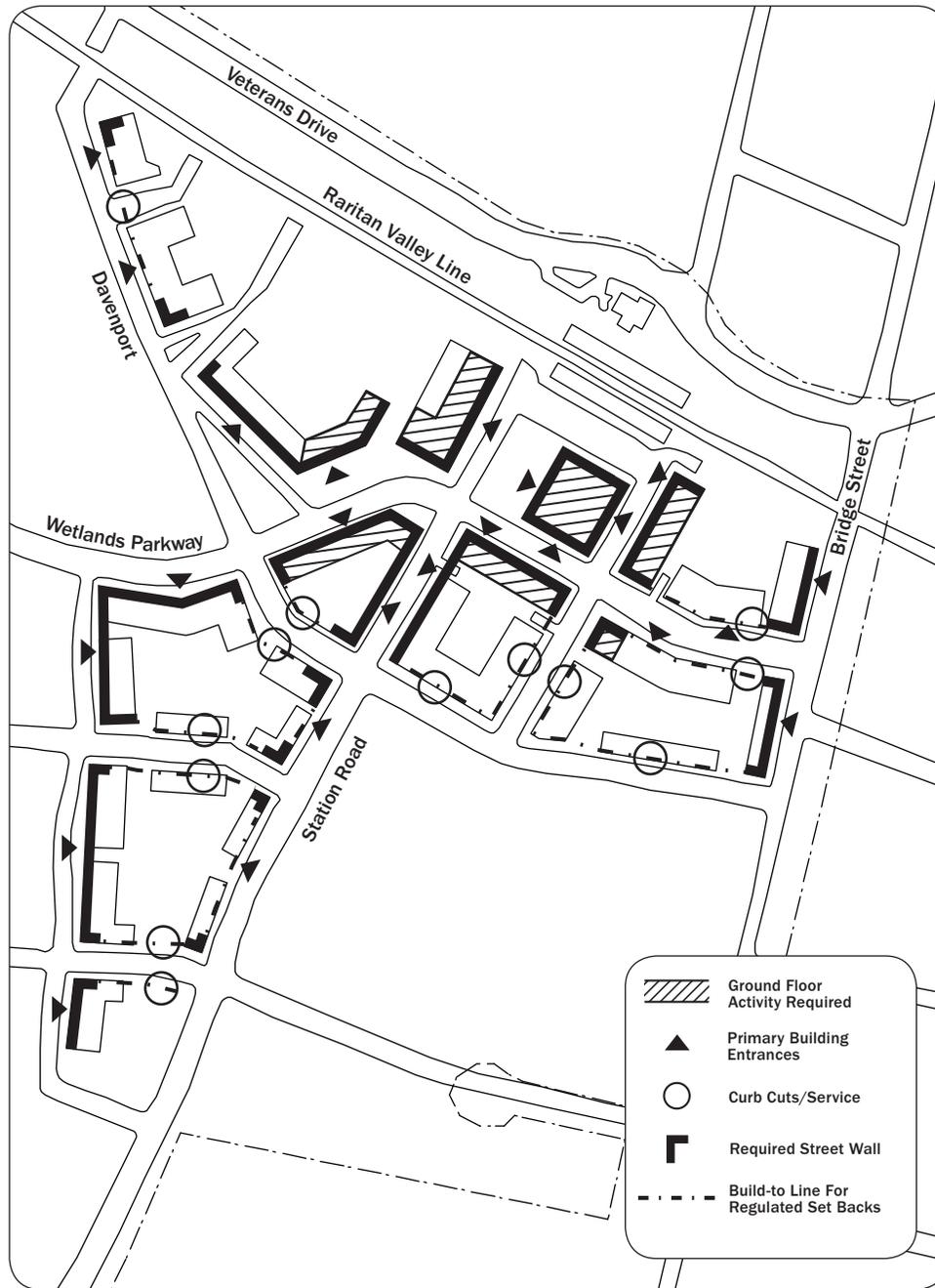
Right of Way Width	Varies
Pavement Width	23'
Traffic Flow	One Way
Parking Lanes	7', Both Sides
Sidewalks	10', Both Sides
Planting/Utilities	Located withing sidewalk
Sidewalk Trees	30' O.C. on building side, naturalistic groupings on park side



4. Parkway

Right of Way Width	55'
Pavement Width	29'
Traffic Flow	Two Way
Parking Lanes	7', One Side, with buildings
Sidewalks	5' sidewalk on building side, 10' path/bikeway on open space side
Planting/Utilities	5' on building side, 6' on open space side
Sidewalk Trees	30' O.C. on building side, double row allee on open space side





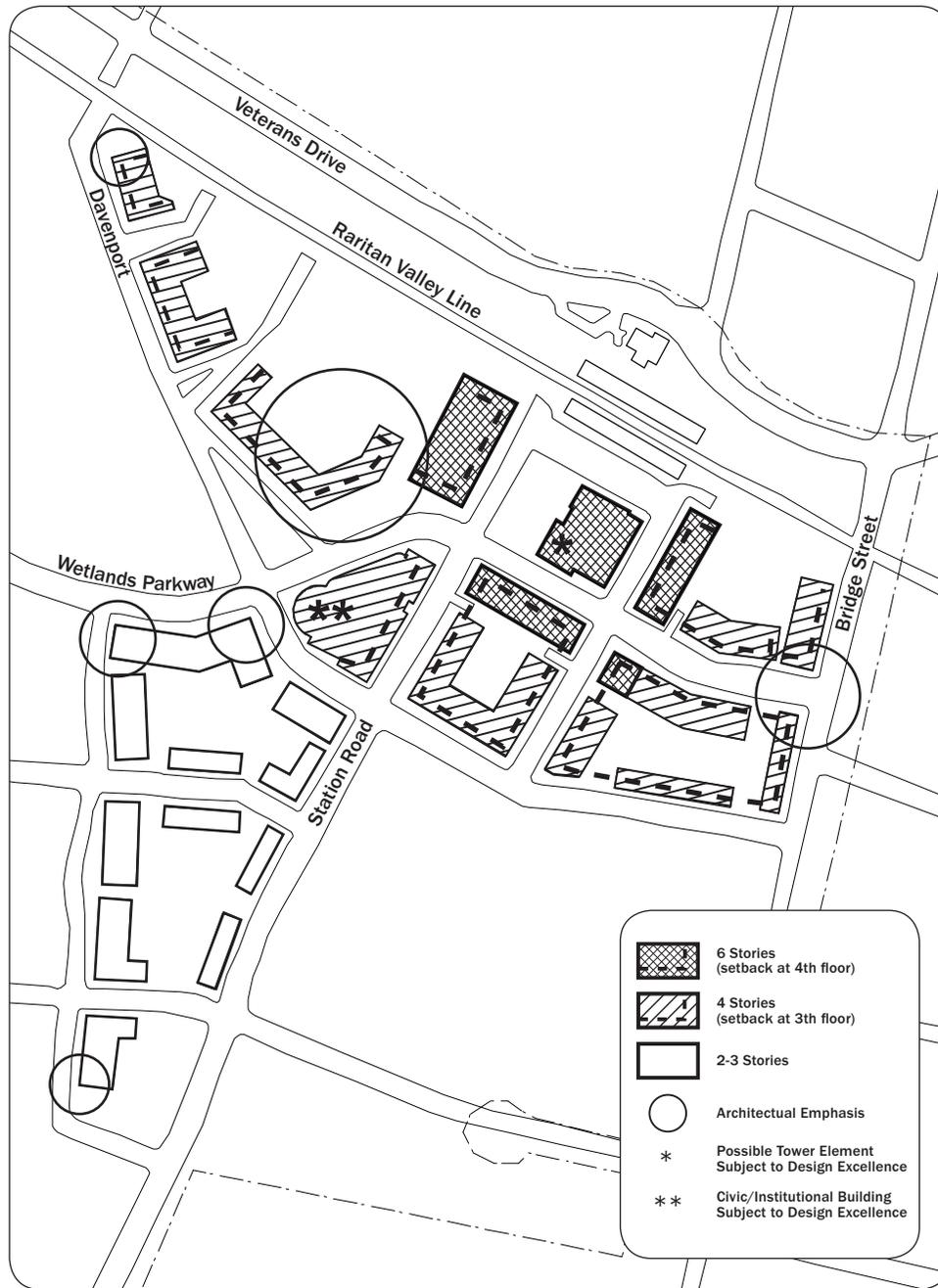
Ground Floor Summary

Performance Objective:

Create a lively pedestrian experience at the ground floor by having all buildings present a friendly face to the street and by featuring entrances and activities at the ground floor. Buildings define the public spaces by having a clear and consistent relationship to the street and the edges of other public spaces.

Strategies/Guidelines:

- Curb cuts to parking and service areas shall, wherever possible, be from secondary streets or alleys.
- Primary building entrances shall have a prominent presence on major streets and public spaces.
- At the station area, ground floor uses shall be public and commercial activities that enliven the pedestrian experience – retail, restaurants, etc.
- Where ground floor public and commercial uses are called for, the ground floors shall have a minimum transparency of 75%.
- Buildings that define the edges of important public spaces shall create a continuous street wall along the edge of the space. Elsewhere, buildings shall be located along a set back or build to line that ensures a consistent relationship to the street and clearly defines the space of the street. Buildings shall define the corners of intersections and blocks.
- Portions of buildings that terminate important views, demarcate gateways or transitions in the plan or are otherwise in significant locations, shall be articulated through changes in massing or roof line, scale of fenestration, or other forms of architectural expression.



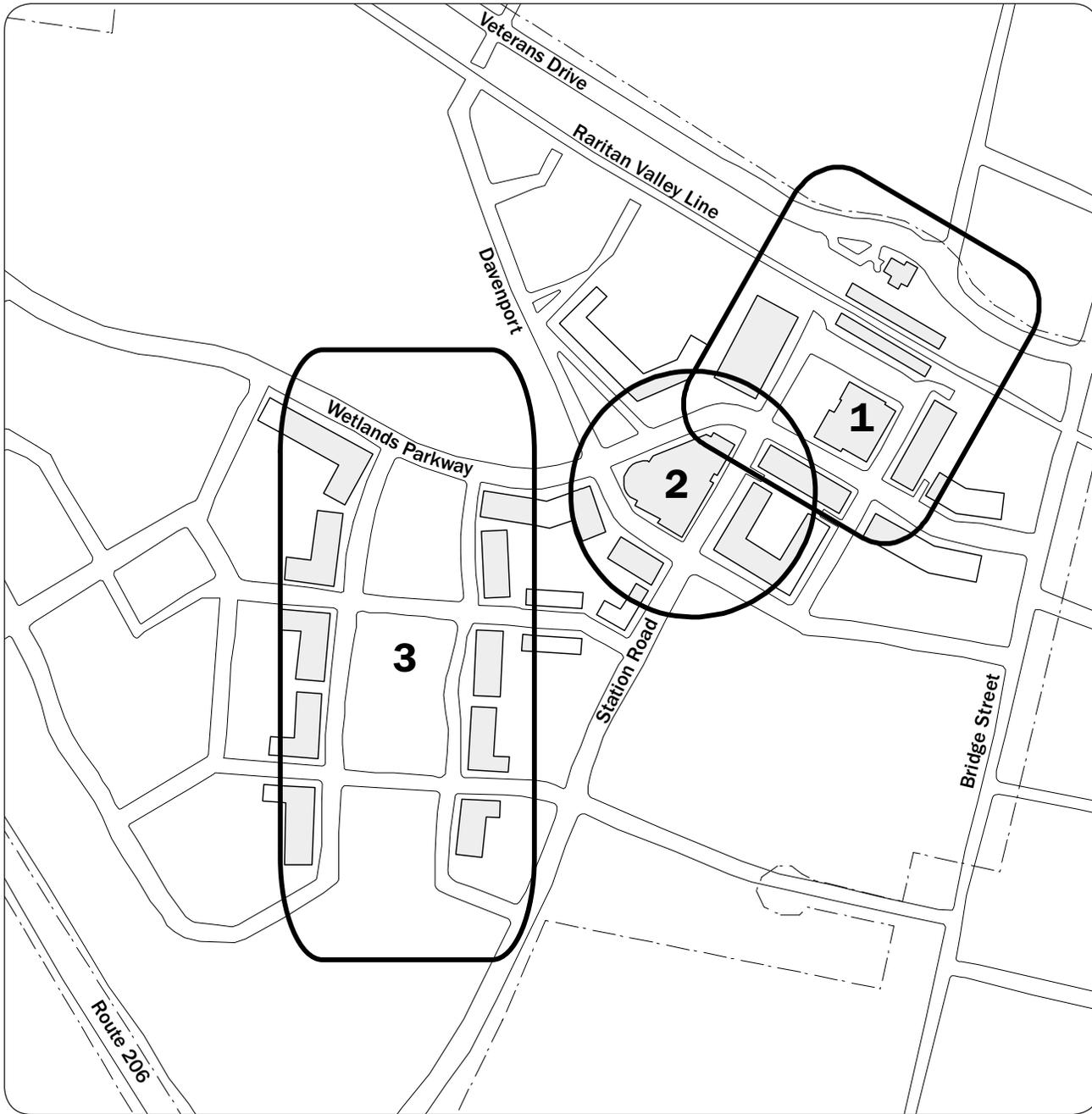
Bulk Summary

Performance Objective

Buildings shall be massed in such a way that the scale and character of the buildings is in keeping with the scale and character of the historic fabric of Somerville.

Strategies/Guidelines:

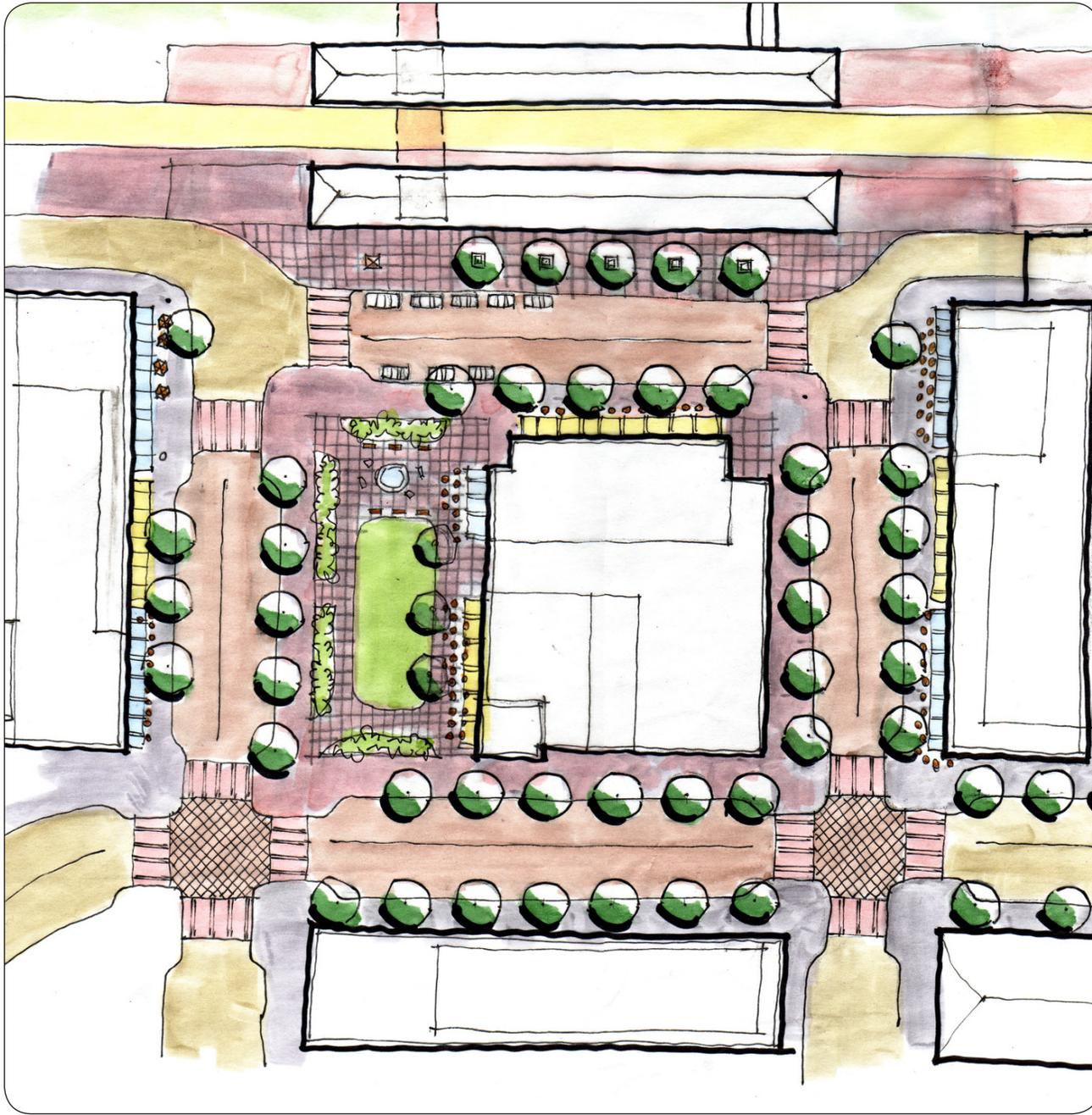
- The massing of buildings shall create a transition between buildings of different scales and between any new development and the existing context.
- The massing of buildings shall reflect the hierarchy of streets and the role of buildings in framing, defining the major open spaces.
- Overall, the distribution of bulk on the site shall be tiered to reflect proximity to the train station and downtown Somerville.
- Buildings that are on “landmark” sites – for, example the hotel, the civic center, or other buildings that terminate important views – shall be of exceptional architectural design.
- Changes in massing and architectural detail and articulation shall be used to modulate the scale of the buildings. Unrelieved building surfaces or bulk that is out of scale with the overall scale of Somerville shall be prohibited.



- 1. Station Area
- 2. Civic Core
- 3. Green Seam

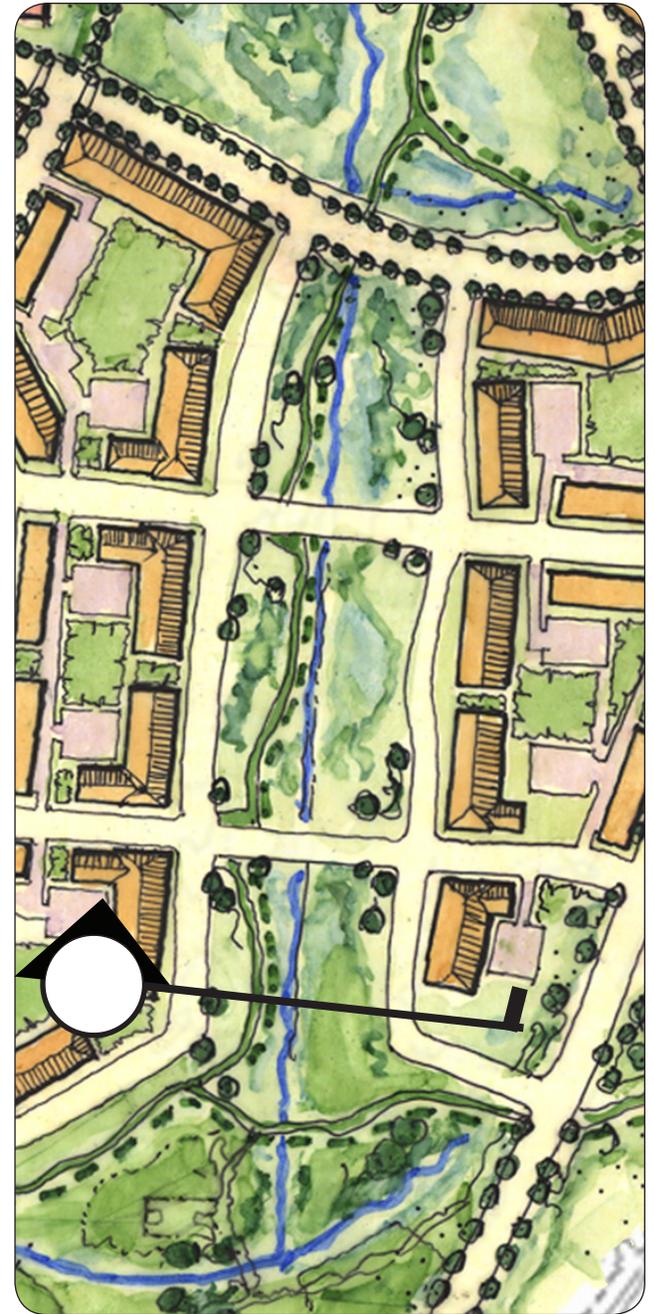


Design District
Station Area

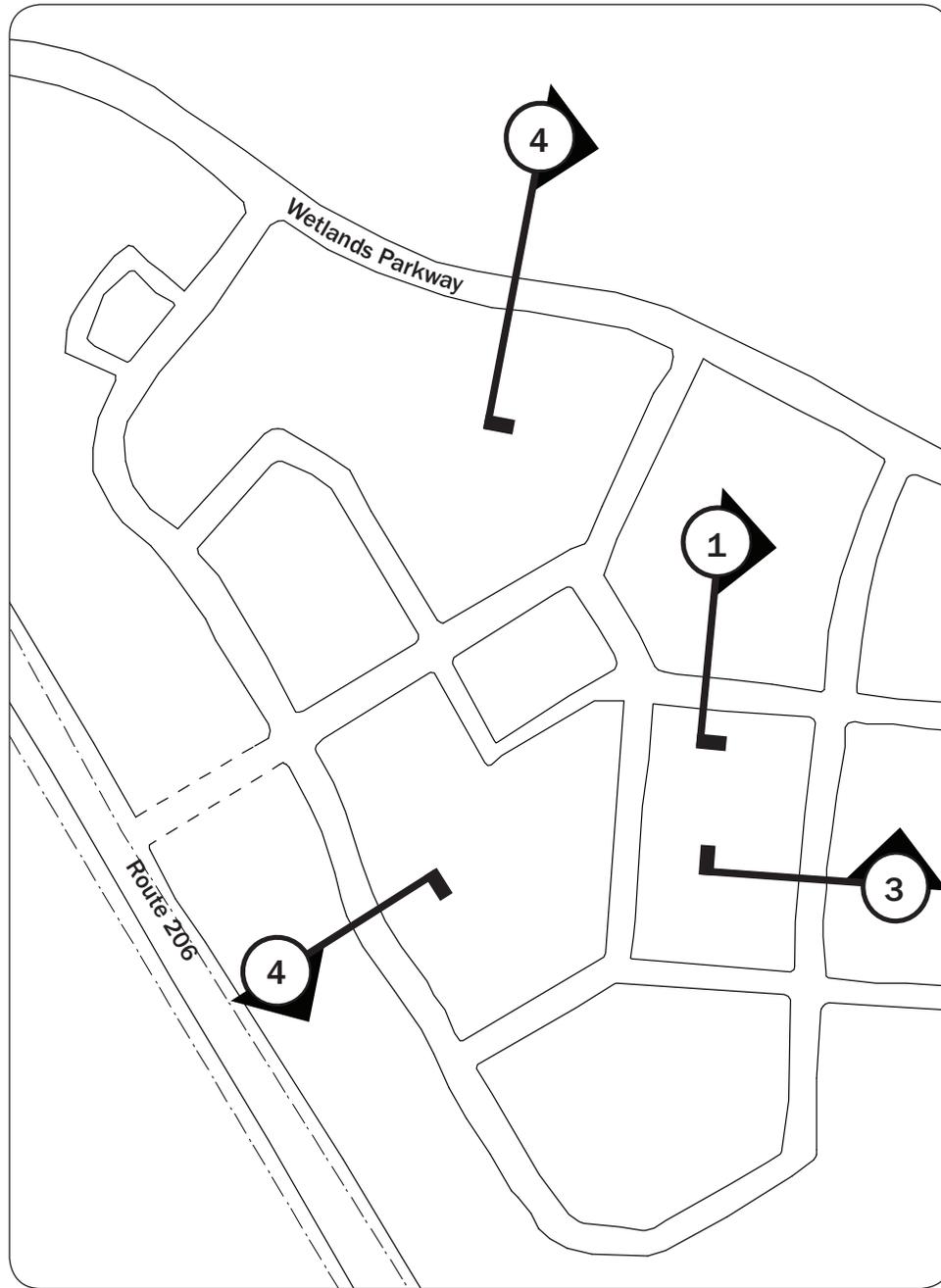




Perspective of Green Seam Looking South







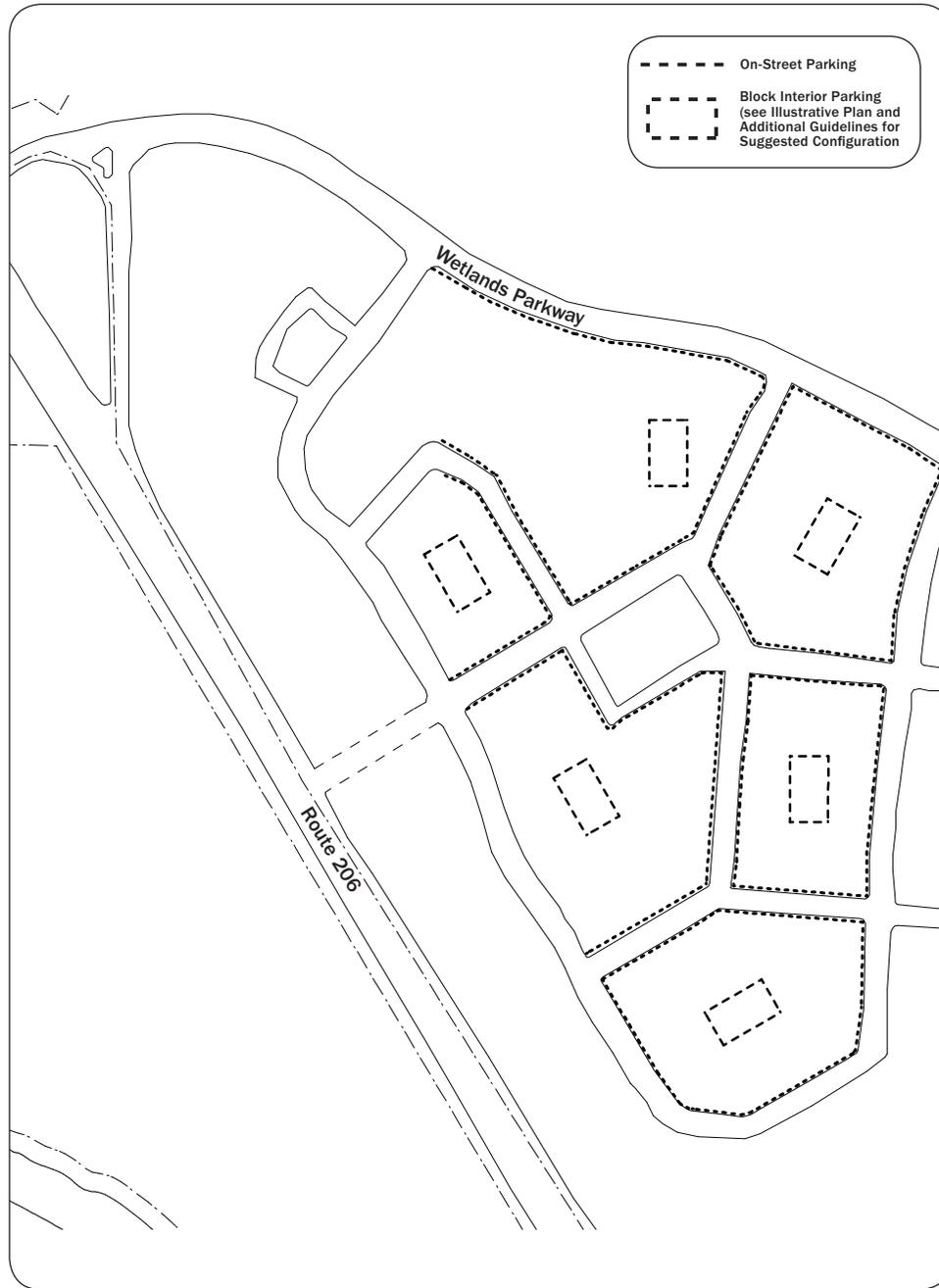
Road Network

The road network must create a street-and-block network that is in scale with the rest of Somerville, allowing for flexible incremental growth. The roadway network is an essential part of the public realm. Streets are considered public spaces that encourage interaction among residents and designed to be suitable for pedestrians and bicycles. Connectivity within the site and from the site to the surrounding areas should be maximized by creating small blocks and connecting to the surrounding street network as much as possible.

Two strategic mitigation measures are anticipated: rationalization/re-design of the Bridge Street and Orlando Drive intersections with Route 206.

The road network shall include the following Primary and Secondary Streets:

- Connects to the “Wetlands Parkway” described above.
- Roads across the Green Seam to extend The Phase I streets and block network
- A north-south road along the western edge of the Green Seam



Parking Summary

Performance Objective:

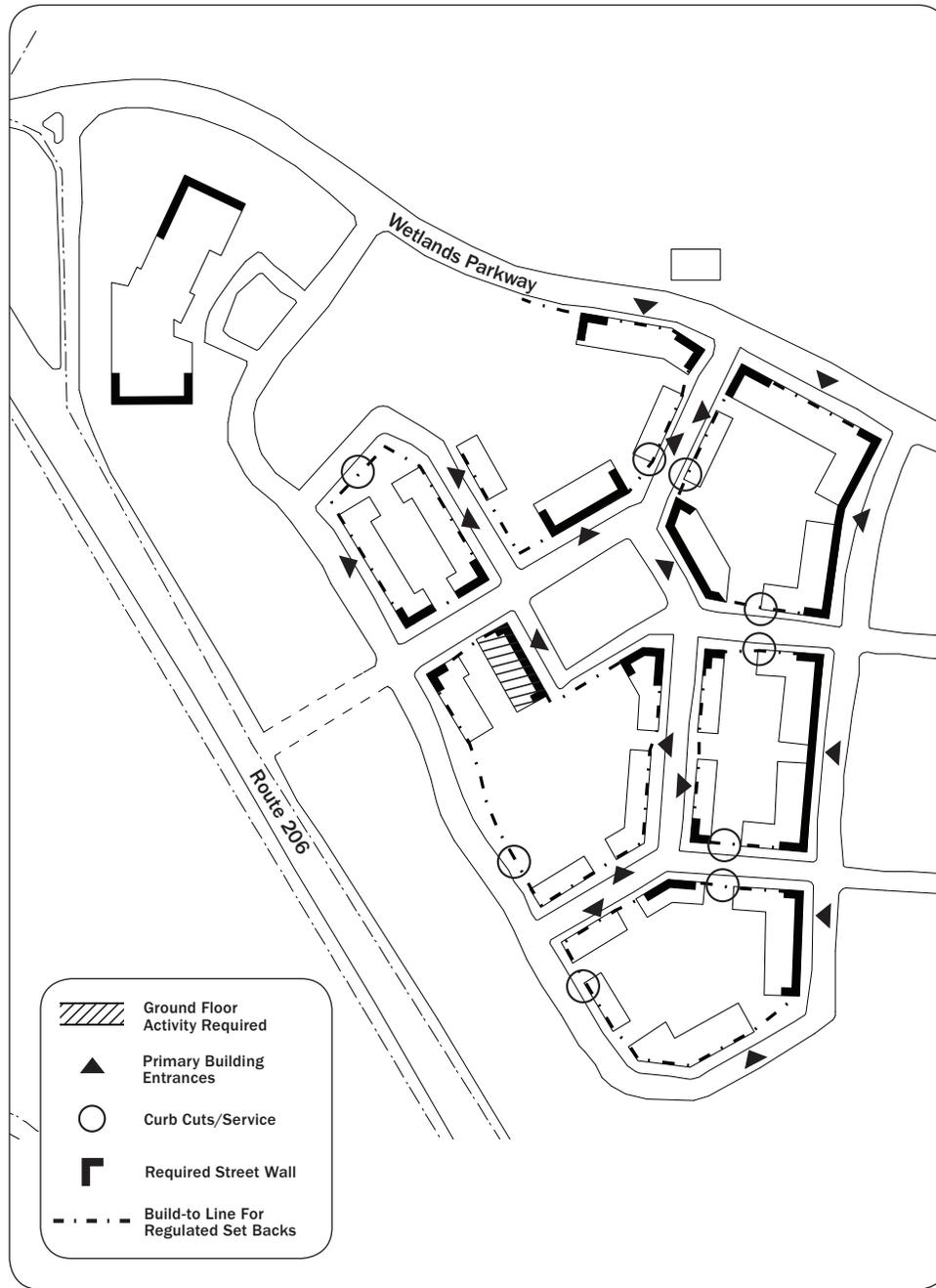
Accommodate parking in ways that do not compromise the pedestrian experience or compromise the quality of the street as a public space for residents.

Strategies/Guidelines:

Within the neighborhood:

- Maximize on-street parking.
- The balance of off-street parking for the residential blocks shall be in the interior of the block. No parking is permitted in the setback zone between the street and the building façade. Garage entrances shall not face the street.





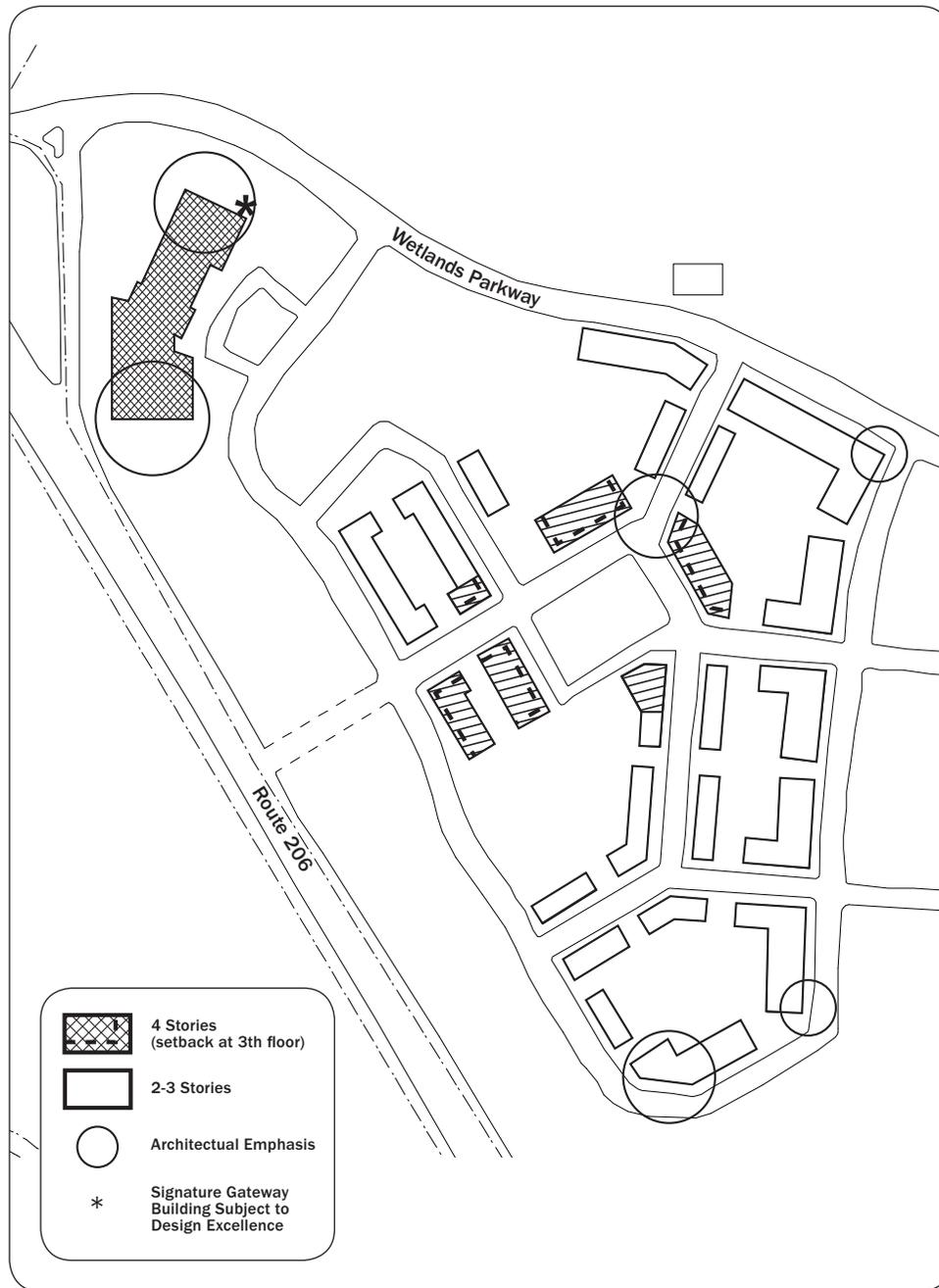
Ground Floor Summary

Performance Objective:

Create a lively pedestrian experience at the ground floor by having all buildings present a friendly face to the street and by featuring entrances and activities at the ground floor. Buildings define the public spaces by having a clear and consistent relationship to the street and the edges of other public spaces.

Strategies/Guidelines:

- Curb cuts to parking and service areas shall, wherever possible, be from secondary streets or alleys.
- Primary building entrances shall have a prominent presence on major streets and public spaces.
- Where ground floor public and commercial uses are called for, the ground floors shall have a minimum transparency of 75%.
- Buildings that define the edges of important public spaces shall create a continuous street wall along the edge of the space. Elsewhere, buildings shall be located along a set back or build to line that ensures a consistent relationship to the street and clearly defines the space of the street. Buildings shall define the corners of intersections and blocks.
- Portions of buildings that terminate important views, demarcate gateways or transitions in the plan or are otherwise in significant locations, shall be articulated through changes in massing or roof line, scale of fenestration, or other forms of architectural expression.



Bulk Summary

Performance Objective

Buildings shall be massed in such a way that the scale and character of the buildings is in keeping with the scale and character of the historic fabric of Somerville.

Strategies/Guidelines:

- The massing of buildings shall create a transition between buildings of different scales and between any new development and the existing context.
- The massing of buildings shall reflect the hierarchy of streets and the role of buildings in framing, defining the major open spaces.
- Overall, the distribution of bulk on the site shall be tiered to reflect proximity to the train station and downtown Somerville.
- Buildings that are on “landmark” sites – for, example the hotel, the civic center, or other buildings that terminate important views – shall be of exceptional architectural design.
- Changes in massing and architectural detail and articulation shall be used to modulate the scale of the buildings. Unrelieved building surfaces or bulk that is out of scale with the overall scale of Somerville shall be prohibited.
- The buildings that frame the western edge of the Green Seam shall relate to the buildings that frame the eastern edge in Phase I so as to create a coherent ensemble (see Green Seam design district page I-60)

Supplemental Building Design Guidelines

Building Design

- The scale of the project is intended to have a level of complexity in building design common to urban areas constructed over a number of generations. Variety in architecture is purposely sought to avoid an appearance of the redevelopment being constructed at one time.
- Unless the redeveloper proposes a specific use that requires a unique building, buildings should be designed utilizing base, middle and top forms as the primary method of relating buildings to each other. Transition lines may consist of a continuous, shallow balcony; a shallow recess, an articulated trim course cornice, a water table, a residential stoop, fenestration or other appropriate means. The transition should be supported by a change of window rhythm or size and a change in material, color or texture.
- One building is intended to dominate its neighbors. Blocks that are to be designed by one entity should utilize a diverse architectural vocabulary to ensure that variety is achieved.
- Buildings shall be designed so as to be attractive from all vantage points.
- No building façade shall extend for more than 100 feet without a break in the horizontal line.
- Buildings shall be oriented towards the public street to provide form and function to the streetscape. The streetscape should be continuous and varied through the use of street furniture, landscaping, building articulation, building frontage setbacks and changes in sidewalk types and textures. Long buildings should be divided at a scale comparable to that of other buildings on the rest of the block. Driveway intersections with the public street should be minimized to avoid excessive interruptions in the streetwall.
- The front facade of a building should be considered the primary contributor to maintaining pedestrian interest and activity. The front facade is that elevation which faces a public street or public open space. The front façade(s) should receive a larger proportion of the allocation of time and expense in the design and construction of the building.

- The frontages of new buildings shall be harmonious with the block face on both sides of its street.
 - Disharmony in building design arises when the range of void-to-solid (e.g. window-to-wall) variation in the building façade is excessive. Disharmony should be avoided in the void-to-solid design. In general, examples of excessively high ratios include the all-glass office building and the multi-balconied apartment building.
 - Articulation of Buildings. The size of a building is independent of its scale and can be modified through well-designed articulation. Scale is most effectively modified when the various integral elements of the facade (windows, balconies, loggias and parapets and so forth) support building articulation. The articulation of buildings should promote the integration of blocks in order to meet the design objectives of the redevelopment plan.
 - Balconies: Balconies may be used for multi-family dwellings and office buildings, but should be used sparingly to avoid high void-to-solid ratios, regardless of whether the balconies are indented (loggias) or cantilevered. Balconies are preferred to be used as a single, continuous, element at the location of the upper or lower expression lines. Balconies may also be used singly as a periodic element of the facade composition. Multiple balconies, if necessary by the architectural design program, shall be confined to the rear and side elevations unless, at the build out of the block, they would not remain permanently visible
 - Chimneys: Chimneys, where visible, shall be brick, stone veneer, or stucco. Chimneys shall be substantial in nature, no less than 32 x 32 inches in plan, and they shall be finished with a suitable articulated cap.
1. Except for schools, child care centers, hotels and passenger terminals, there shall be no drop off or valet parking services that interrupt the street sidewalk.

Building Entrances

- All buildings shall be designed with their principal entrance facing a public street, except for residences and marketplaces that may front on a private street or a plaza. Where a building other than a townhouse fronts on more than one public street, the primary entrance should generally face the higher order street. Townhouses should generally face the lowest-order

public street. The principal entrance shall be easily identifiable as such from the sidewalk and may not occur simply as a void between buildings.

- Building entrances and entrances to galleries shall, when possible, be coordinated with street trees and on-street parking spaces.
- Secondary entrances allowing access to the same side of a building as the principal entrance should be clearly designed to be secondary in importance in the overall façade arrangement.
- Service entrances should face parking facilities and driveways.
- Every dwelling and office shall have direct access to the public street without the necessity of passing through a parking facility.

Fences and Freestanding Walls Fenestration

- A minimum of 70% of the first story of all buildings intended for retail use, excepting marketplace uses, shall be in window glass of which 60% shall be window display glass. A minimum of 20% of the total façade area facing a public or private street, exclusive of store front facades, shall be in window glass.
- majority of the windows shall be rectangular with a height-to-width ratio between 1: and 1:3.
- Windows are to be recessed in relation to the building facade to ensure an adequate shadow line. Generally, this shall be a minimum recess of Four inches for townhouses and six inches for other buildings.
- Windows shall be operable except for storefront windows.
- Storefront glass shall be clear. Other windows may be tinted but should have a light transmission factor OF at least 67%. Exterior glass reflectance for tinted windows shall be a maximum of 8%.

Mechanical Equipment

- Roof level mechanical equipment. The location and masking of rooftop mechanical equipment shall be fully integrated into the design of the roof and building. This may include, but not be limited to parapets that mask mechanical equipment from street level, as well as horizontally from adjacent buildings. In general, mechanical equipment should be located at the roof level, except as indicated below.
- Ground level mechanical equipment. Mechanical equipment at ground level, generally intended only for single family attached townhouses, shall be screened by landscaping, fencing or walls or a combination of same from ground level view.
- Any mechanical equipment located below the 100 year flood elevation shall be housed in a flood proof structure.

Roofs

- The roof of a building maybe flat, pitched, or both. The rooftop shall be designed to be attractive from nearby buildings that will be taller.
- If the roof is pitched, the rise to run shall be within the range of 6:12 to 12:12. Flat roofs shall be surrounded by a horizontal parapet wall no less than 3.5 feet high from the roof deck whether designed as a terrace or not.
- If the roof is flat, designing it as a terrace attached to a partial penthouse, where feasible, is the preferred way to achieve the building design objectives.
- Roof materials: Pitched roofs for non-residential and mixed residential and commercial, and apartment buildings should utilize metal, slate, slate substitutes, clay tile or light-weight concrete tile acceptable to the Project Review Committee. Pitched roofs for townhouse dwellings should utilize heavy-weight asphalt shingles, slate, clay tile or slate/tile substitutes acceptable to the Project Review Committee. Flat roofs may utilize any roofing system except for mineral roll roofing and hot-mopped asphalt.
- Guttering Materials: Guttering materials may be made of copper and coated copper, cast iron, and factory finished aluminum. Waterspouts shall be made of stone, cast stone, terra-cotta or metal.

- Security Gates: Security gates shall be integrated into the design of the facade; no security gate mounted flush to the facade shall be permitted. Security gates shall be a minimum of seventy-five percent (75%) open for the upper seventy-five percent of the (75%) of the gate and in no instance shall any solid portion of the gate be higher than forty-eight (48) inches from the adjoining sidewalk.

Solid Waste and Recycling

- Each building shall be designed to provide for adequate storage of solid waste disposal, including provisions for recycled materials.
- All areas for solid waste and recycling collection shall be located within buildings or parking facilities.
- There shall be at least one trash and recycling pick-up location provided for each multifamily or non-residential building.
- All exterior trash and recycling locations shall be enclosed and located in a manner which is obscured from view from parking lots, streets and adjacent residential uses or zoning districts by a fence, wall, planting or combination of the three. If located outside the building, the container shall be situated on the same horizontal plane as the driveway providing access to the container.
- All exterior solid waste enclosures shall be constructed of masonry with opaque metal gates compatible with the architectural materials of the building.

Telecommunications Equipment

- Excepting the antenna itself, all parts and components of personal communications antennas, satellite dishes, and television and radio antennas shall be screened from view regardless of elevation, or shall be disguised within an enclosed structure.
- The screening shall be designed as part of the overall design theme of the building to which it is associated.
- Antenna panels for personal communications services (PCS) maybe attached to the parapet of a building provided they are indistinguishable in color and texture from the building material and do not extend above the top of the parapet to which they are attached.