



Land Use Committee Report

City of Newton **In City Council**

Tuesday, March 24, 2020

Present: Councilors Lipof (Chair), Kelley, Greenberg, Auchincloss, Markiewicz, Downs, Bowman, Laredo

Also Present: Councilors Ciccone, Albright, Gentile, Crossley, Krintzman, Wright, Humphrey

City Staff Present: Chief Planner Neil Cronin, Associate City Solicitor Jonah Temple, Director of Planning & Development Barney Heath, Deputy Director of Planning and Development Jennifer Caira

All Special Permit Plans, Plan Memoranda and Application Materials can be found at http://www.newtonma.gov/gov/aldermen/special_permits/current_special_permits.asp. Presentations for each project can be found at the end of this report.

#25-20 Special Permit Petition to allow marijuana retailer at 1158 Beacon Street
UNION TWIST, INC. petition for a SPECIAL PERMIT/SITE PLAN APPROVAL to allow a retail marijuana establishment, to waive the minimum driveway width for two-way traffic, to waive perimeter screening requirements and to waive lighting requirements at 1158 Beacon Street, Ward 6, Newton Highlands, on land known as Section 54 Block 22 Lot 49A, containing approximately 20,443 sq. ft. of space in a district zoned BUSINESS USE 2. Ref: Sec. 7.3.3, 7.4, 6.10.3.D, 4.4.1, 5.1.10, 5.1.13, 5.1.8.D.1, 5.1.9.A of the City of Newton Rev Zoning Ord, 2017.

Action: **Land Use Held 8-0; Public Hearing Continued**

Note: Attorney Michael Ross, Prince Lobel, Boston, MA, represented the petitioner Union Twist, Inc. Atty. Ross noted that the petitioner is seeking an agreement with an abutting property relative to an easement which would eliminate the need for drive aisle width relief. He stated that if an easement is granted, the petitioner will submit an amended application and provide updates to the Committee at that time. With that, Councilor Downs motioned to hold the item which carried unanimously.

#26-20 Request to Rezone Approximately 4.4 acres to MU-3 to Create a Contiguous MU-3 Zone
MD 399 GROVE OWNER, LLC/RAMIREZ CONCORD, LLC/BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for a change of zone to Mixed Use 3/Transit Oriented District for portions of land located at 355 Grove Street (currently zoned BU-2) and 399 Grove Street (currently zoned BU-5), also identified as Section 42, Block 11, Lots 3, 4, and 4A, abutting the existing MU-3 Zone.

Action: **Land Use Held 8-0; Public Hearing Continued**

#27-20 Petition to allow Mixed Use Transit Oriented Development at Riverside Station

MD 399 GROVE OWNER, LLC/RAMIREZ CONCORD, LLC/BH NORMANDY RIVERSIDE, LLC/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY petition for SPECIAL PERMIT/SITE PLAN APPROVAL to construct a mixed use, transit-oriented development of residential units, office, retail, personal services, restaurant, hotel, and related commercial uses not to exceed 1,025,000 square feet of gross floor area, with residential uses comprising not less than 60% of the total gross floor area with a residential density of not less than 800 square feet per unit with not less than 560 units nor more than 620 units with special permit relief and/or waivers as follows: as to dimensional standards, a development of more than 20,000 square feet of gross floor area, building height of up to 170 feet, buildings up to 11 stories, Floor Area Ratio of up to 2.5, beneficial open space of not less than 15%, increase of height of certain buildings with the Grove Street Area Corridor (to the extent necessary), and reduction in setback from Grove Street for certain buildings within the Grove Street Corridor Area (to the extent necessary); as to design standards, waiver of the sustainable development design standards and placement of a retaining wall greater than 4 feet in height located in a setback; as to uses, for-profit educational use, retail sales of over 5,000 square feet, restaurant with more than 5,000 square feet of gross floor area, personal service use of over 5,000 square feet, place of amusement, health club on ground floor, animal services, hotel, bank up to and over 5,000 square feet, theatre/hall, laboratory/research facility, parking facility, accessory, multi-level, parking facility, non-accessory, single level; as to parking, reduction of the residential parking requirement to 1.25 stalls per unit, reduction of the overall commercial parking requirement by 1/3, and waiver of parking stalls not to exceed 685 stalls, above and beyond the reductions specified above; as to parking facilities, waivers of the parking stall dimension requirements, the end stall maneuvering space requirements, the driveway entrance and exit requirements, the 5% interior landscaping requirements, the interior planting area requirements, the tree requirements, the bumper overhang requirements, the one-foot candle lighting requirement, the parking stall striping requirements (to the extent necessary), the curbing, wheel stop, guard rail, or bollard requirements, and the number of off-street loading facilities requirements; and as to signage, waiver of the number, size, type, location, and design requirements, all at 355 and 399 GROVE STREET on land known as Section 42, Block 11, Lots 3, 4 and 4A, containing approximately 13.05 acres of land in districts zoned Mixed Use 3 Transit Oriented (MU3), BU2 (a portion to be rezoned to MU3), BU5 (to be rezoned to MU3). Ref: Sec. 4.2.2.B.1, 4.2.2.B.3, 4.2.3, 4.2.4, 4.2.4.A.4, 4.2.4.B.3, 4.2.4.G.2, 4.4.1, 5.1.4, 5.1.4.A, 5.1.4.C, 5.1.8.B.1, 5.1.8.B.2, 5.1.8.B.4, 5.1.8.B.6, 5.1.8.D.1, 5.1.8.D.2, 5.1.9.B.1, 5.1.9.B.2, 5.1.9.B.3, 5.1.9.B.4, 5.1.10.A.1, 5.1.10.B.3, 5.1.10.B.5, 5.1.12, 5.1.12.B.4, 5.1.13, 5.2, 5.2.13, 5.4.2.B, 5.12, 6.4.29.C.5, 7.3.3, 7.3.5, 7.4 of the City of Newton Revised Zoning Ordinance, 2017. Additionally, as to infiltration and inflow mitigation, an abatement of the infiltration/inflow mitigation fee pursuant to Section 29-170 of the City of Newton Revised Zoning Ordinance, 2017.

Action: Land Use Held 8-0; Public Hearing Continued

Note: Attorney Steve Buchbinder, offices of Schlesinger and Buchbinder, 1200 Walnut Street, represented the petitioner. Mark Development Principal Damian Chaviano and Speck & Associates City Planner Jeff Speck presented updates to the Committee on changes to the site plan and the Design Guidelines that would govern the proposed development design. Their presentation is attached to the

Mr. Speck presented details of the design guidelines in the context of the site plan. The site plan with numbers to identify each building is shown below:



The proposed development includes open spaces including a transit square/transit green (plaza and green space), an amphitheater green and a hotel square. It was noted that the bike storage facility has been moved back from the transit square closer to the train, and a ramp for accessibility has been incorporated for access to the train. Mr. Speck noted that these changes have resulted in pushing buildings 6 and 7 approximately 6' further back into the site. The design features a garage in buildings 9 and 10 which will be lined with a residential wrapper. The residential portion of the building will shield the view of the garage and the garage will shield the rail yard from view.

Mr. Speck explained that within the development the design and facades vary according to their prominence within the development. He noted that some facades will be viewed frontally, others will be viewed only in perspective (primary vs secondary facades) and some locations (i.e. adjacent to the rail yard) will be viewed in limited capacity (tertiary façades). The map shown in the attached presentation shows the facades which principally surround public places versus facades which will typically be viewed more statically, from a distance/as pedestrians walk through the site. An example is for buildings 5 and 6 which are long buildings but cannot be seen all at once. Mr. Speck noted that the facades used on the different buildings include desire lines, which create the illusion of several buildings. He stated that the use of desire lines in critical locations can be an effective technique, but overuse can create a disconnected, busy appearance. The proposed plan includes design lines where appropriate as well as façades that are like row houses and/or similar and repetitive. Mr. Speck provided an overview of each of the proposed buildings (shown below).

1. Tall Office Building – tallest building on the site, most modern, visible from the highway, meets the street along the Hotel Square
2. Hotel Building - imagined as early 20th century industrial loft, quiet building
3. Visible apartment building - wraps around the edge, series of townhomes, with varied and separate entrances and private front lawns
4. Residential building - amenity deck in the back and a small fence
5. Important vista termination - Receives a view from the principal southern entry of the site. Includes stoops, amenity space on the northern side, few feet from main street. This space will be semi-public space that encourages interaction.
6. Pavilion like quality - repetitive building with similar, repeating facades. Retail on the ground floor (northern half)
7. Broken up to appear like three separate buildings.
8. Apartment building - Calm and quiet, repetitive façade, loft building,
- 9.&10. Apartment/Garage - Hallway between the residences and the parking structure. Looks like 4 different buildings, ground floor supermarket

Atty. Steve Buchbinder noted that the MU3 and PMBD are the only zones that require approval of a comprehensive sign package through the special permit process. He noted that as no tenants have been selected, tenant needs are uncertain, and the petitioner is requesting more than may be necessary in order to accommodate future tenants. Mr. Chaviano presented details of the sign package which includes signs for wayfinding, building identification and commercial & retail tenant signs.

Wayfinding Signs and Site Signage – important for public transit, vehicles, pedestrians and users of the MBTA (used to show occupancy rates, updated schedules, etc.). These signs will be vehicular pylons, 18-20 pedestrian pylons located throughout the site, 3-4 directory kiosks and pole mounted signage. The petitioner also proposes a comprehensive signage package for wayfinding associated with the upgrades to the Charles River. Mr. Chaviano noted that the petitioners sign package does not include the MBTA signage or their wayfinding programs.

Building Identification Signage (upper locations of the buildings) – used to identify buildings and residences. There will be 4 types of building signs: buildings that face the highway (up to 350 sq. ft.), exterior identification sign (up to 300 sq. ft.), a 100 sq. ft. sign (entrance identification) and signs for

parking garage/residences, flag mounted/blade signs/perpendicular signs. Examples of each sign can be seen in the attached presentation.

The retail tenants and internal signs will be governed by the existing ordinance.

Chief Planner Neil Cronin explained that the Design Guidelines are intended to ensure that the City's standards for high quality design are achieved while affording the architect the opportunity to design the project. He stated that the proposed design guidelines include principles that identify how the buildings relate to the surrounding context, how they relate to the public realm and how they relate to each other. The guidelines prioritize focal points within the development, featuring high quality details, materials and areas. Mr. Cronin noted that the sustainability goals of the development will supersede the design goals. The City engaged Form and Place, Newton Highlands to conduct a peer review of the proposed Design Guidelines. Principal Michael Wang presented a review of the Design Guidelines. He noted that the peer review team has met with City staff and the development team to discuss the approach. Mr. Wang expressed support for the consolidation of parking into one building, pulling back the buildings from the hotel green area, the division of buildings 3 and 4 (and creation of a pedestrian connection through these buildings), the transit green improvements, the incorporation of passive house design and the goals presented with regard to LEED certifiability. Mr. Wang encouraged the petitioner to attain LEED for neighborhood development. Mr. Wang explained that the petitioner is expected to create an evaluation template that identifies how they are meeting each of the design criteria with references to the specific drawings where these details can be found. He noted that this evaluation step will happen prior to issuance of a building permit and will be reviewed by way of a consistency ruling. Mr. Wang's presentation is shown attached.

Liz Mirabile, spoke on behalf of the Lower Falls Improvements Association. Ms. Mirabile noted that the development sits on scenic Grove Street and it is the preference of the neighborhood that the neighborhood aesthetic and greenery is maintained. Ms. Mirabile stated that the Design Guidelines as proposed by the petitioner are largely unobjectionable. She expressed concern however relative to the lack of specific designs or architectural details for any of the buildings, noting that the ambiguity does not seem to preclude any specific designs. She expressed support for the establishment of a public process by which members of the public have an opportunity to provide feedback on the design of the development, as it progresses. She suggested that the developer should present plans for each building to a meeting with members of the community, and the Planning Department, with photorealistic renderings, prior to applying for a building permit, in order to show what the buildings, signs and plantings will look like. Ms. Mirabile made specific suggestions for buildings/area as shown below.

Buildings 5 and 6 should have a primary façade as the entire buildings will be visible from Woodland Golf course. She expressed support for arches, balconies and repetitive character.

Signage – generally would like the lighting to be minimized, halo or indirect light. No neon lights and lights off from 11pm – 7am except for residential and hotel buildings. Ms. Mirabile was supportive of no sandwich boards/free standing signs and requested the prohibition of glowing/interior lit, flashing/blinking signs. She suggested that the signs should be limited to 100 sq. ft. and their placement on the site should be specified on the renderings. Wayfinding signs should be unobtrusive and low-key at

the roundabout. Signage should clearly indicate no left turn into the site from Grove Street, no neighborhood parking and restricted delivery vehicles on Grove Street.

Prohibit mechanical structures on the roof.

She asked that upon approval of the permit the neighborhood should be able to look at specific proposals to provide ongoing feedback. She suggested that creation of a liaison committee may be an effective way to review updates to the design.

Phillip Plottel, Chair of the Economic Development Commission, expressed support for the change on site to incorporate a life science ready commercial building, noting that it is a tremendous community benefit.

Councilor Questions and Comments

Q: Why are there no interesting roof lines? Will we see more details in the future?

A: Much of the roof line will be for shielding mechanical equipment. That's driving the roof lines.

Q: Is it anticipated that roadway will have a two-way bike lane, separated by a barrier, then a walkway, then a building?

A: Yes.

Q: We have been told that attaining full electrification is very difficult. How is it possible that this project can go all electric with domestic hot water for large residential buildings?

Q: Can you provide examples of the stoops that will be used?

Q: Can you point to specific examples where similar amphitheater spaces exist?

C: The proposed green space in the middle of the roundabout. This space may not be safe for people to congregate.

Committee members expressed concern relative to the lack of prescription in the design guidelines. It was noted that while the Council will approve general footprints, the special permit will not include design requirements and the constructed buildings may be radically different than what has been proposed. Mr. Cronin explained that anything relative to the site plan (building locations, footprints, driveway locations) would be locked in upon approval of the special permit. He noted that the petitioner would be required to submit plans consistent with the design guidelines for review by Planning Department staff, the Urban Design Commission, the Commissioner of Inspectional Services and the Land Use Committee via the consistency ruling process. If it is determined that the plans are not consistent with the design guidelines, the petitioner will have to amend the plans or amend the special permit. Councilors expressed support for clearly defining what changes are considered minor and can be modified by Planning/ISD and which will be sent to the Land Use Committee. It was suggested that the Northland Council order may be a good model for defining changes. Mr. Cronin noted that the Design Guidelines are still in draft form and will continue to be refined. He stated that the proposed Design Guidelines are more prescriptive in some

respects than Northland's. Councilor's understood the need to allow flexibility in the design guidelines so that the design can evolve organically as the project is constructed.

In response to questions raised by the Committee, Mr. Speck explained that the space between the garage and the apartments will be the hallway used to provide access to the residences within the building. Councilors expressed support for the comments made during the LFIA presentation. The Committee asked the petitioner to consider ways to break up the façade of building 6. The Committee expressed support for solar on the garage roof, stoops, and varied facades. The Committee asked the petitioner to consider reevaluating the façade of building 3 as well as the elimination of the slip lane on Grove Street headed towards Route 128. It was noted that the ground lease with the MBTA is being modified and the City does not have a sense of what the MBTA has agreed to at this time. Atty. Buchbinder confirmed that the petitioner is working to respond to Councilor questions. With that, Councilor Markiewicz motioned to hold the items which carried unanimously. The Committee adjourned at 10:00 pm.

Respectfully Submitted,

Richard Lipof, Chair

Riverside Station

Land Use Presentation

March 24, 2020

Program Matrix Comparison

| | [A] | [B] | [C] |
|--------------------------|--------------------------|------------------|--------------|
| | Special Permit Re-Filing | | |
| | December 2019 | March 2020 | DIFFERENCE |
| Total GFA | 1,025,000 | 1,025,000 | 0 |
| Residential GSF | 653,570 | 654,977 | 1,407 |
| Residential Units | 617 | 582 | -35 |
| Retail GFA | 43,242 | 38,895 | -4,347 |
| Office GFA | 250,887 | 253,828 | 2,941 |
| Hotel Keys | 150 | 150 | 0 |
| Parking Spaces | 2,041 | 2,030* | -11 |
| % Residential | 63.8% | 63.9% | 0.1% |
| % Commercial | 36.2% | 36.1% | -0.1% |

*In progress

Unit Mix and Sizes

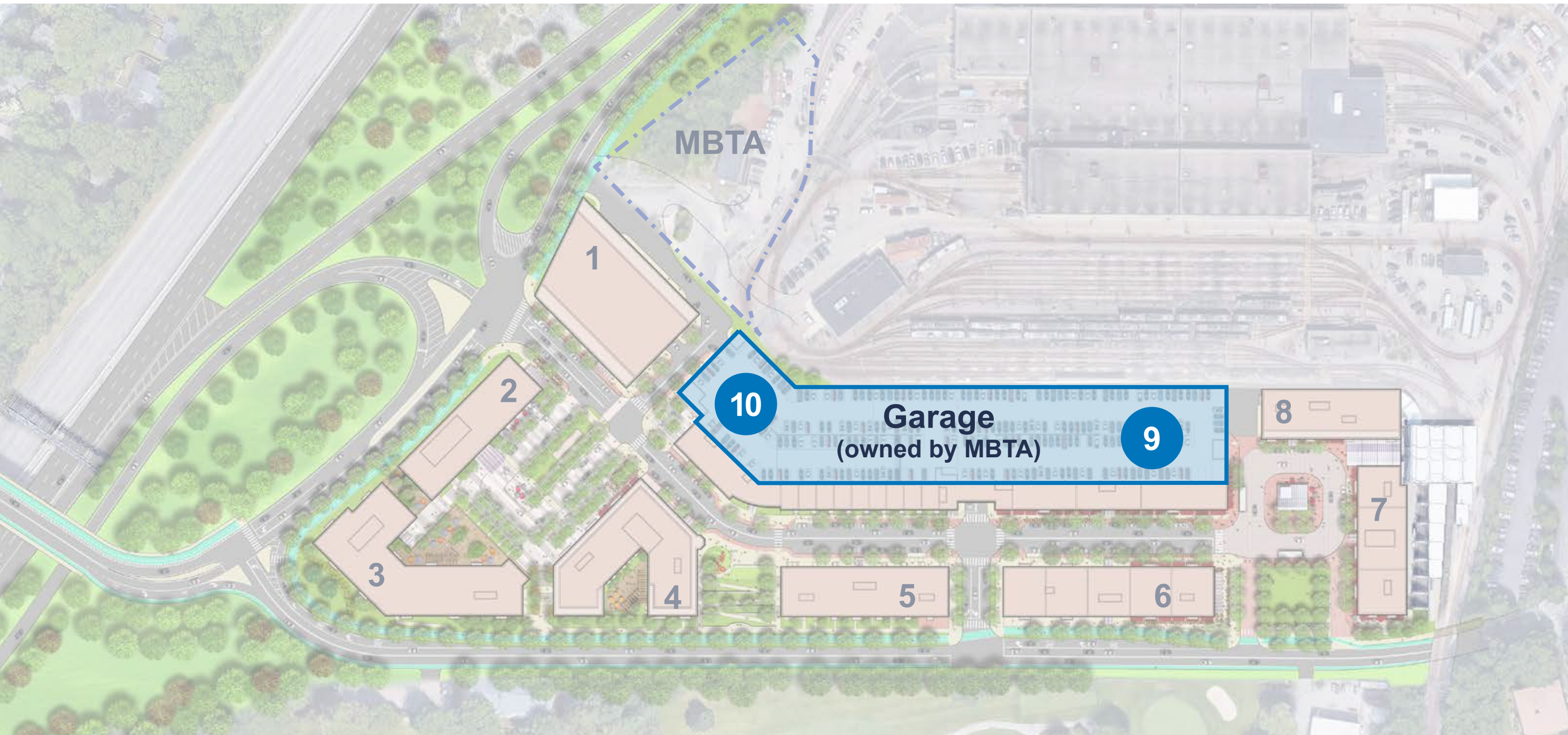
| | [A] | [B] |
|---------------------|--------------------------------------|--------------------------------------|
| | Special Permit Re-Filing | |
| | December 2019 | March 2020 |
| Total Units | 617 Units | 582 Units |
| Average Size | 808 SF | 860 SF |
| Studio | 59 Units 504 SF 9.6% | 51 Units 516 SF 8.8% |
| 1-Bedroom | 314 Units 686 SF 50.9% | 279 Units 715 SF 47.9% |
| 2-Bedrooms | 217 Units 1006 SF 35.2% | 231 Units 1067 SF 39.7% |
| 3-Bedrooms | 27 Units 1304 SF 4.4% | 21 Units 1346 SF 3.6% |

Sustainability

| Building | | Newton Ordinance Sustainability Pathway | | Construction Standards | Electrification | Embodied Carbon to Guide Material Selection |
|----------|-------------|---|-----------------------------|--------------------------|-----------------|---|
| # | Type | LEED Gold Certifiable | Passive House Certification | | | |
| 1 | Office | Certifiable | - | Market Standards | Explore | Yes |
| 2 | Hotel | Certifiable | - | Market Standards | Explore | Yes |
| 3 | Residential | Certifiable | Explore | Passive House Principles | Yes | Yes |
| 4 | Residential | Certifiable | Explore | Passive House Principles | Yes | Yes |
| 5 | Residential | Certifiable | Explore | Passive House Principles | Yes | Yes |
| 6 | Residential | Certifiable | Explore | Passive House Principles | Yes | Yes |
| 7 | Residential | - | Certification | Passive House Principles | Yes | Yes |
| 8 | Residential | - | Certification | Passive House Principles | Yes | Yes |
| 9 | Residential | - | Explore | Passive House Principles | Yes | Yes |
| 9G | Garage | - | - | - | - | - |
| 10 | Residential | Certifiable | Explore | Passive House Principles | Yes | Yes |
| 10G | Garage | - | - | - | - | - |

Note: All buildings will be Solar Ready.

Solar Ready Design



Note: All buildings will be Solar Ready.

Multifamily Passive House Design



Deep Window Reveals
210 Pacific Street, Brooklyn



Simplified Geometry
The Distillery North, Boston



Sun Shades
Finch Cambridge, Cambridge



Reduced Window-to-Wall Ratio
The Distillery North, Boston

Design Guidelines

(Jeff Speck)















PARKS AND OPEN SPACES



HOTEL GREEN



AMPHITHEATER



TRANSIT SQUARE



TRANSIT GREEN



DINING PATIO



CYCLE TRACK



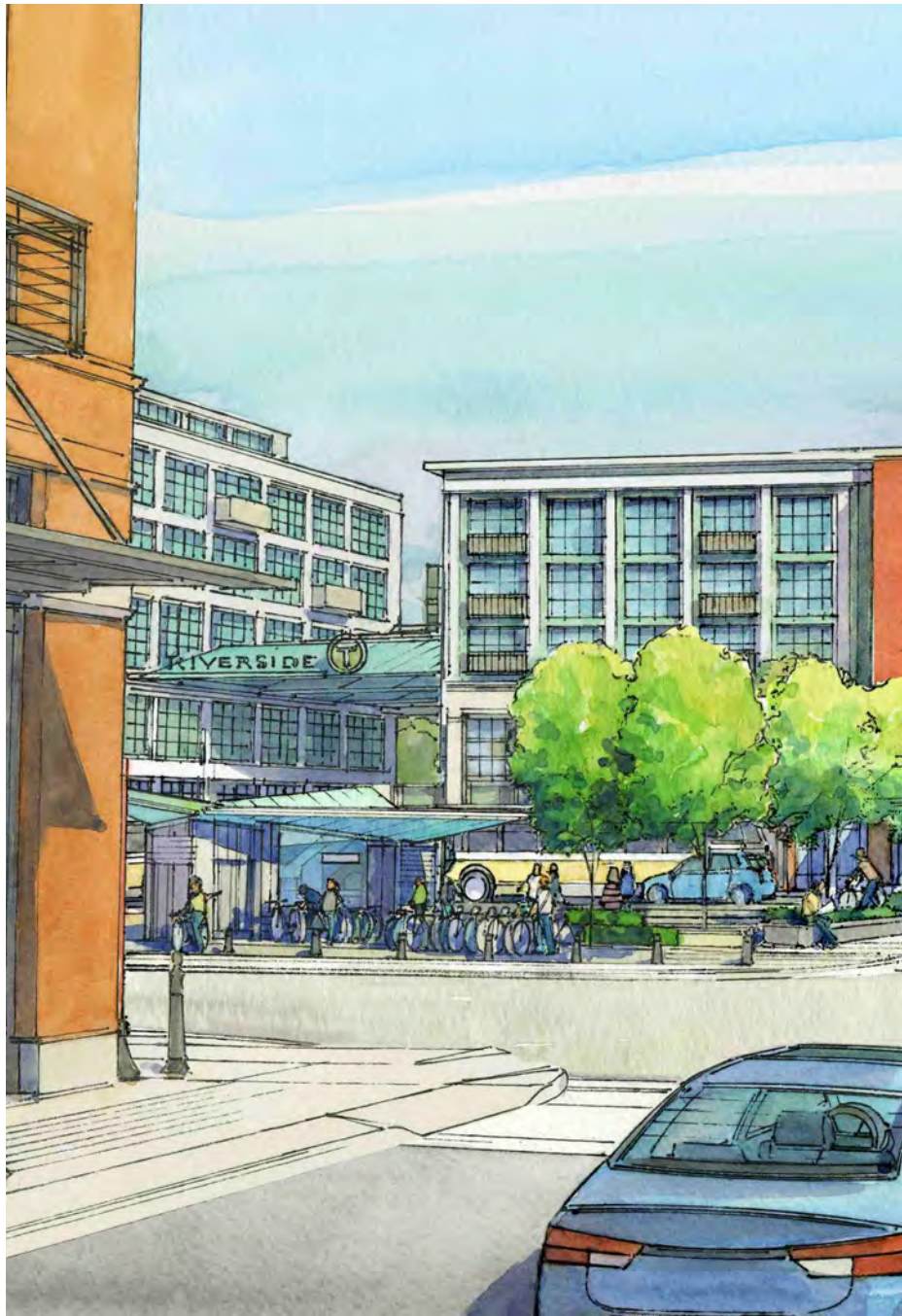
- 1 VEHICULAR / BUS ROADWAY
- 2 PUBLIC BIKE SHELTER
- 3 FLEXIBLE USE PLAZA
- 4 EMERGENCY ACCESS DRIVE
- 5 CIVIC LAWN AND SEATING

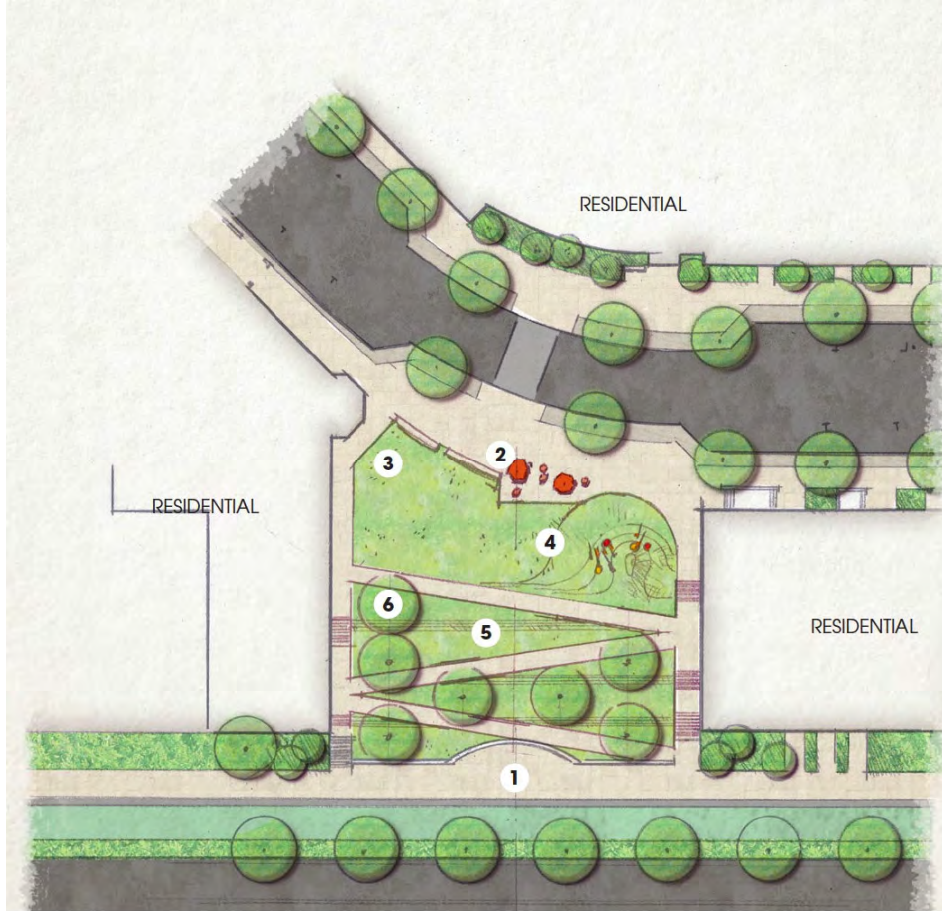






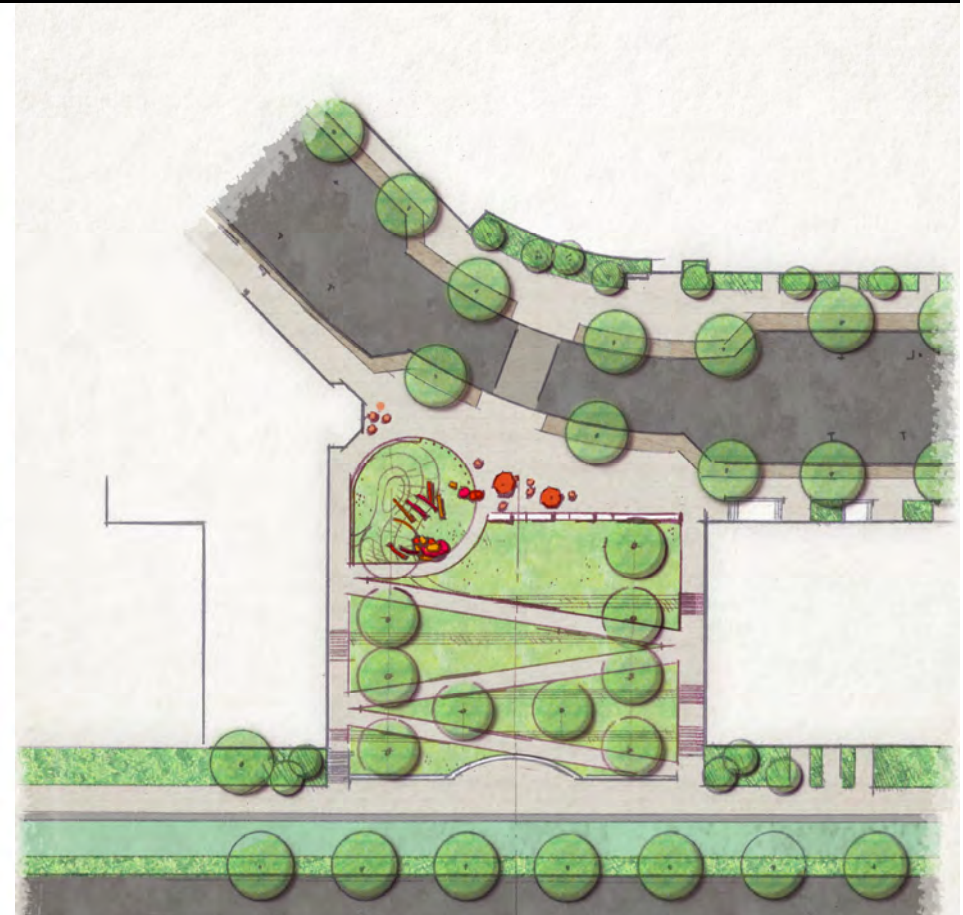
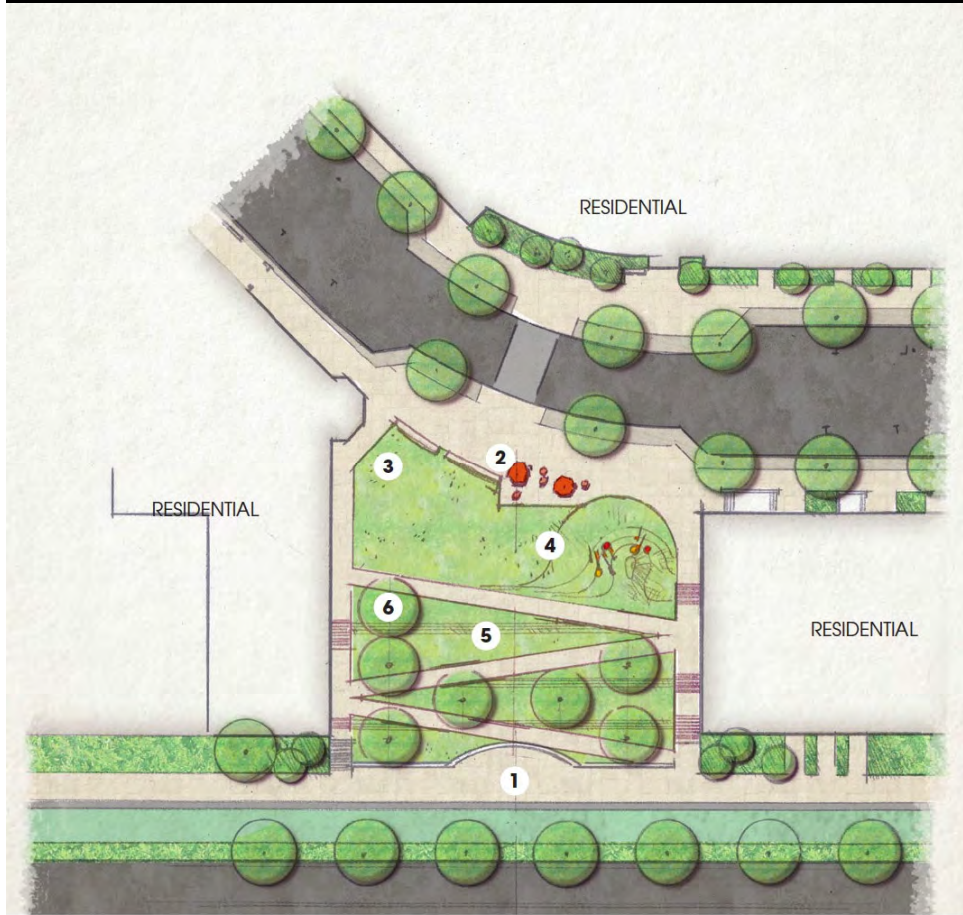






- 1 OVERLOOK
- 2 COMMUNAL SEATING ELEMENTS
- 3 OPEN LAWN
- 4 KNOLL "JACK & JILL HILL"
- 5 TERRACED LAWN
- 6 BOSQUE OF SHADE TREES





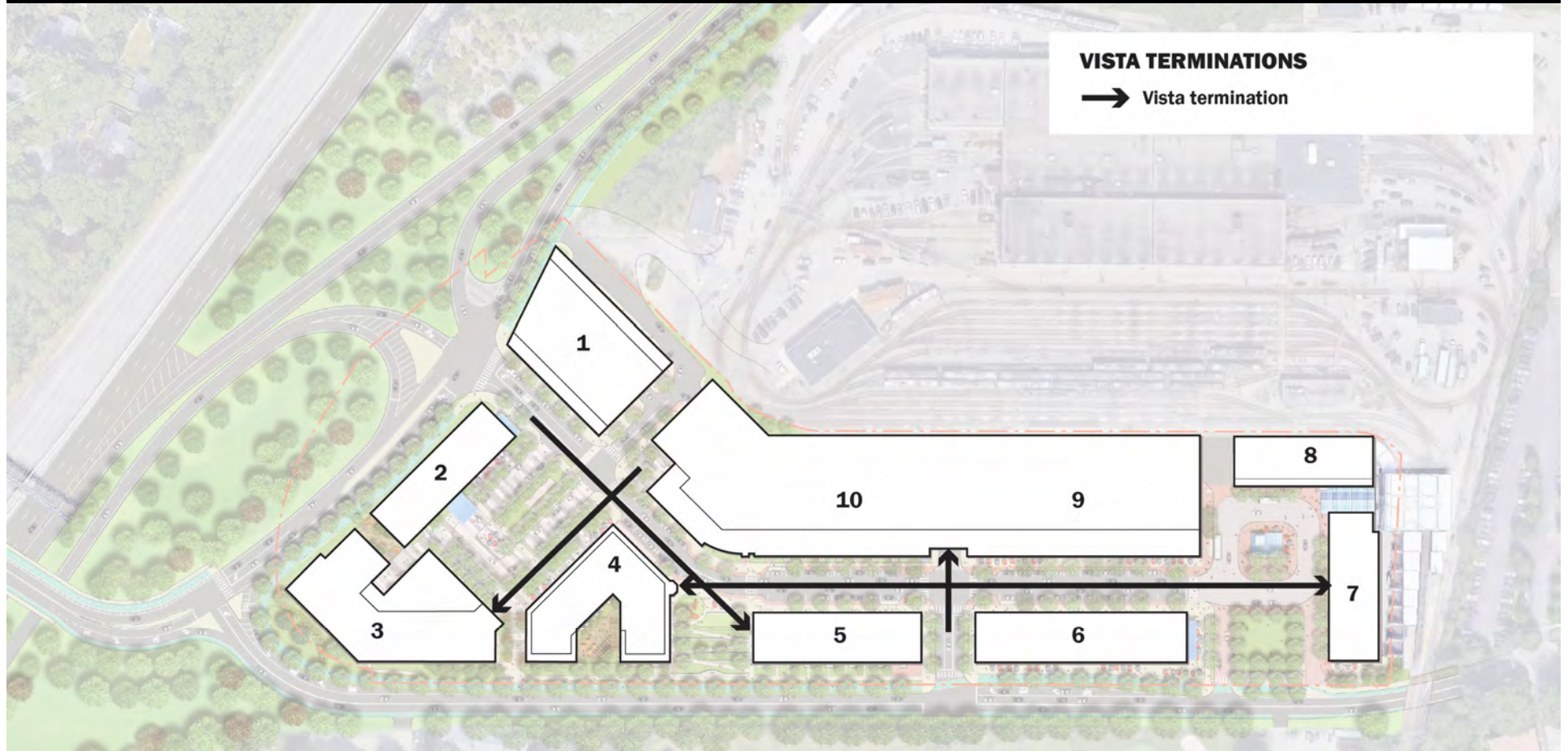


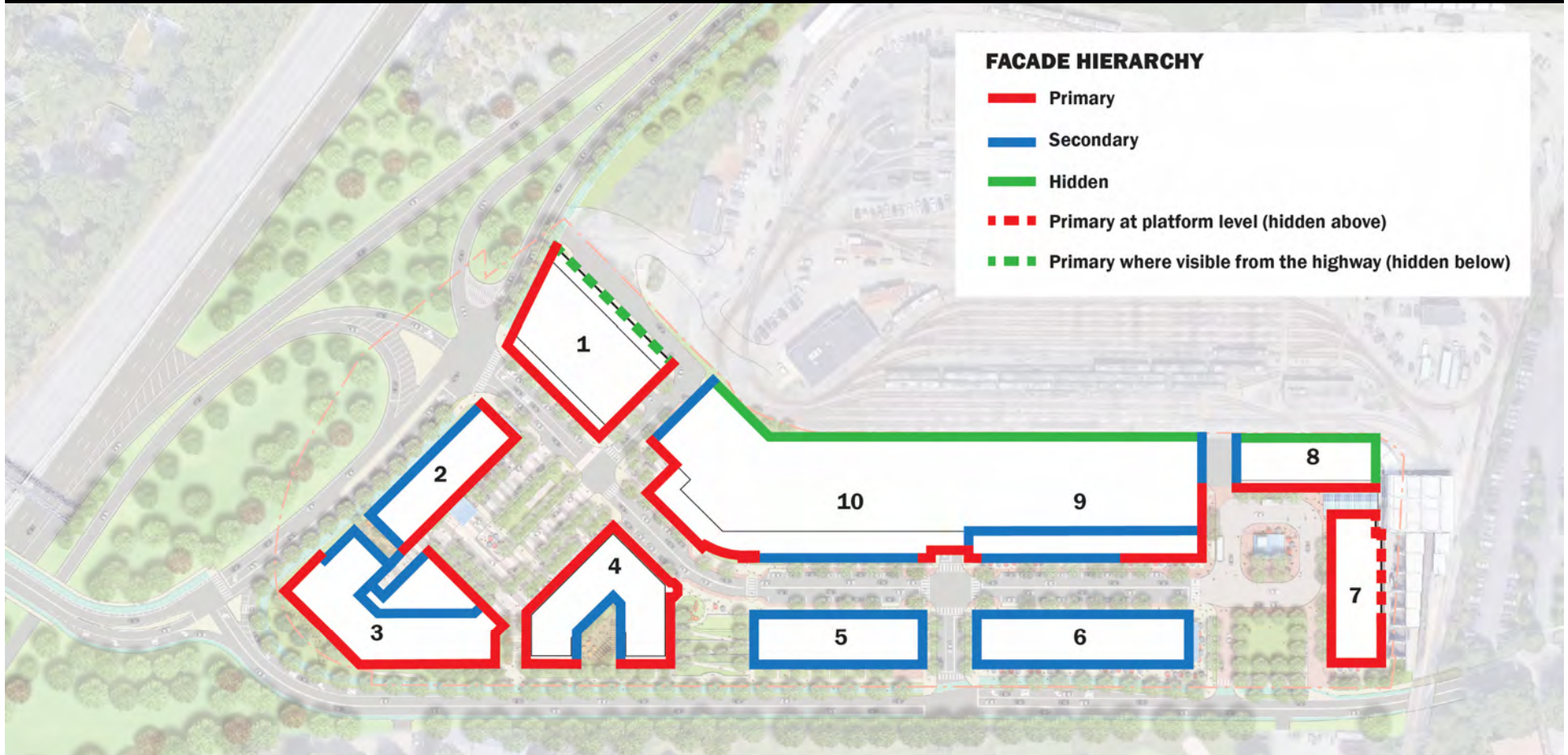
- 1 SIDEWALK CAFE
- 2 STAIRWAY TO GROVE STREET
- 3 BOCCE COURT
- 4 SHARED ROADWAY PAVING
- 5 HOTEL DROP-OFF





DESIGN GUIDELINES





90

Break Up Big Buildings

Use demise lines to make big buildings smaller.

DIVVYING UP THE DESIGN of multiple buildings is easy, but what about individual buildings that are too large? Clearly, civic buildings, monumental skyscrapers, and other iconic structures benefit from having a single master architect who imposes a unified vision. But most big buildings are neither civic nor monumental; they're just

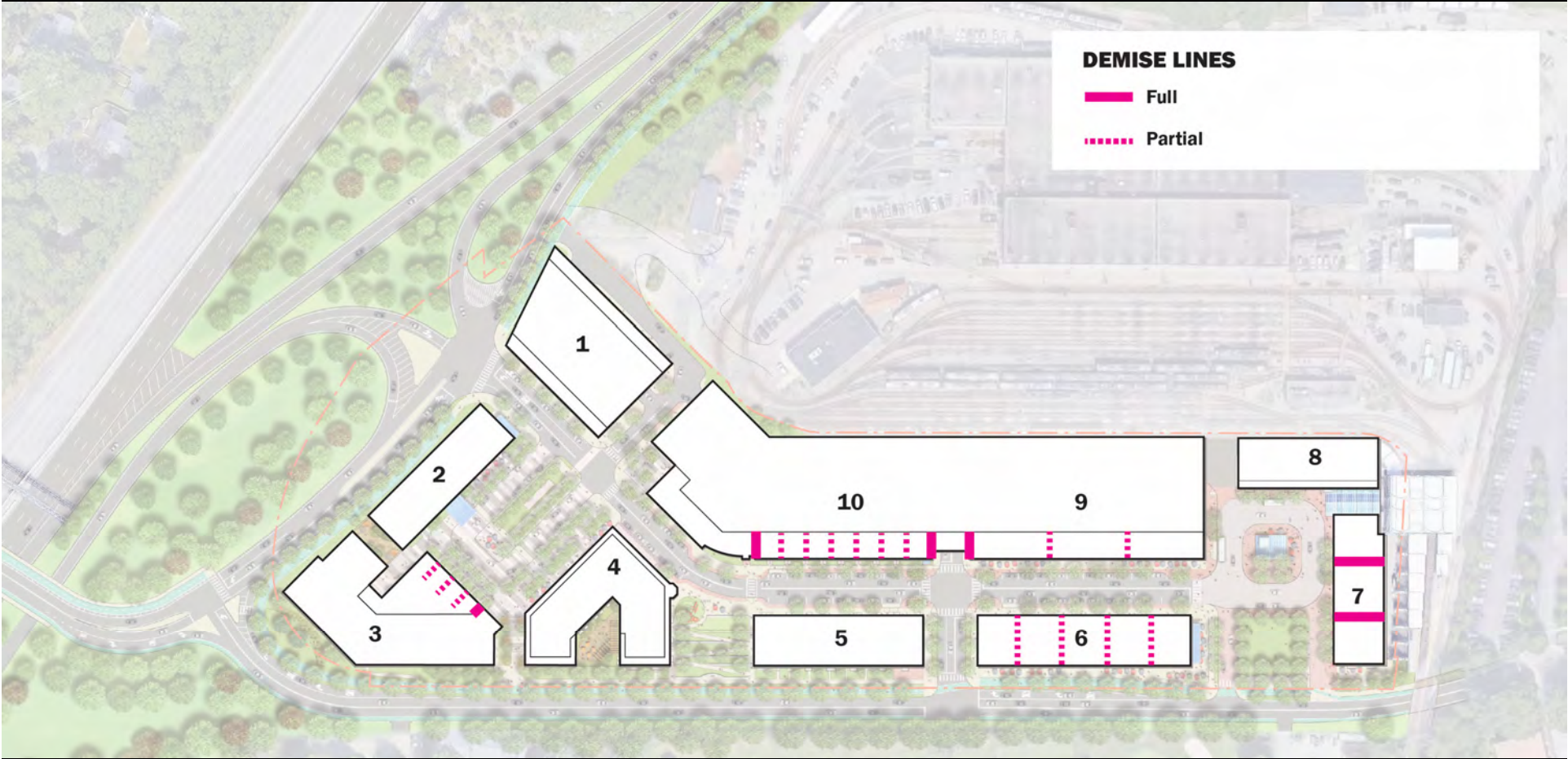
big. Many cities are currently witnessing the construction of block-long buildings—most often housing—on blocks that are as much as 600 feet long. These are especially common in urbanizing suburbs where blocks are intentionally built large in order to hide central parking lots.

For some time now, savvy developers have been taking advantage of a concept called the “demise line” to break up the scale of these larger buildings. A demise line is an artificial vertical boundary that breaks a facade conceptually into several smaller units. There is as yet no theory of demise lines nor literature of demise lines, but they are used often, and most often without much skill. If they are to be effective at reducing scale and creating places of character, demise lines need to follow a number of simple rules. These are roughly as follows:

1. Try to be convincing. The goal is to create a sense of authentic development of distinct buildings designed by different architects.
2. Create a demise line map that reflects the historical sizes of buildings in the area, and places bigger “buildings” facing bigger spaces.



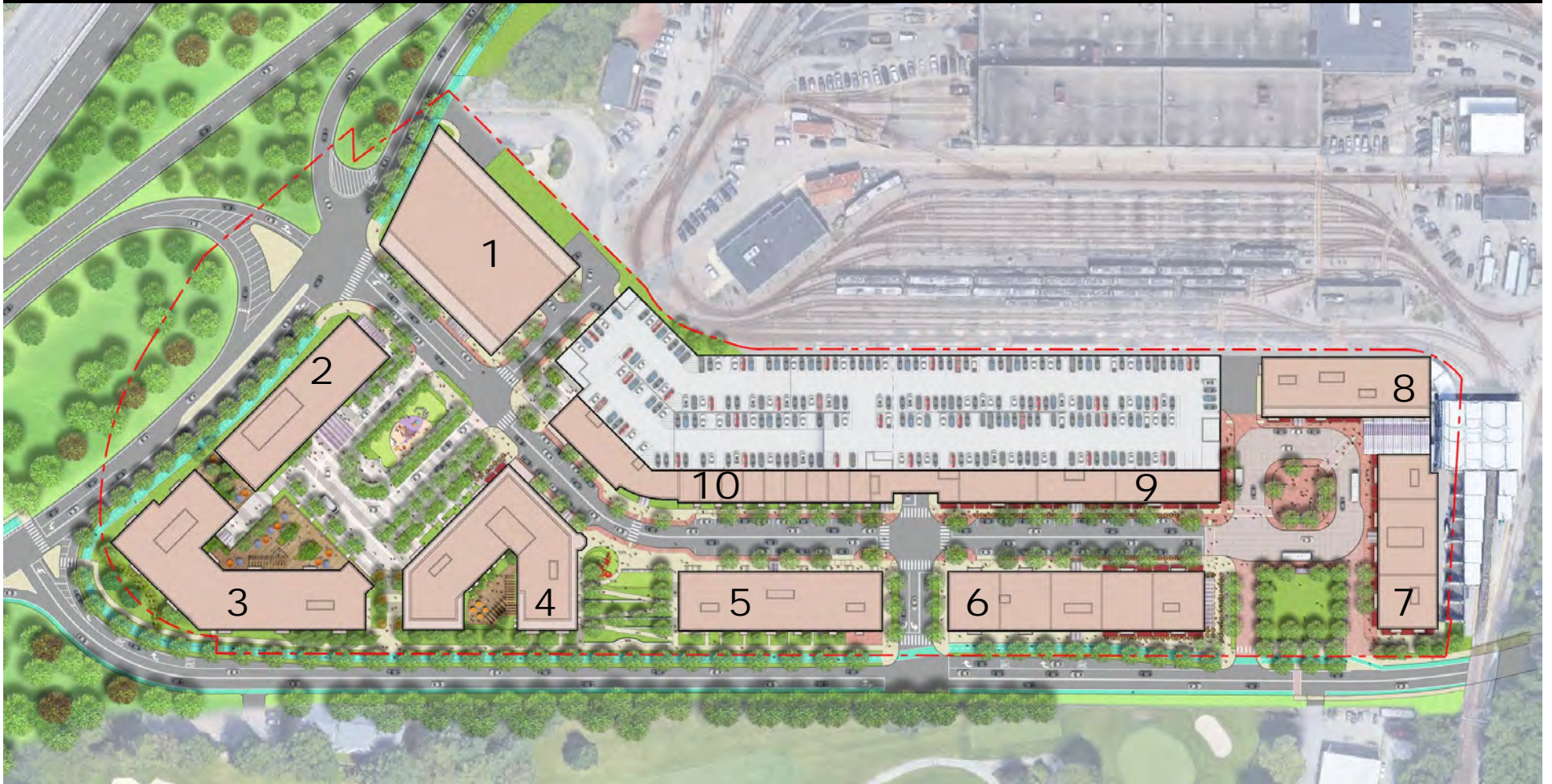
At Assembly Row in Somerville, MA, demise lines break a single large building into a collection of smaller ones.

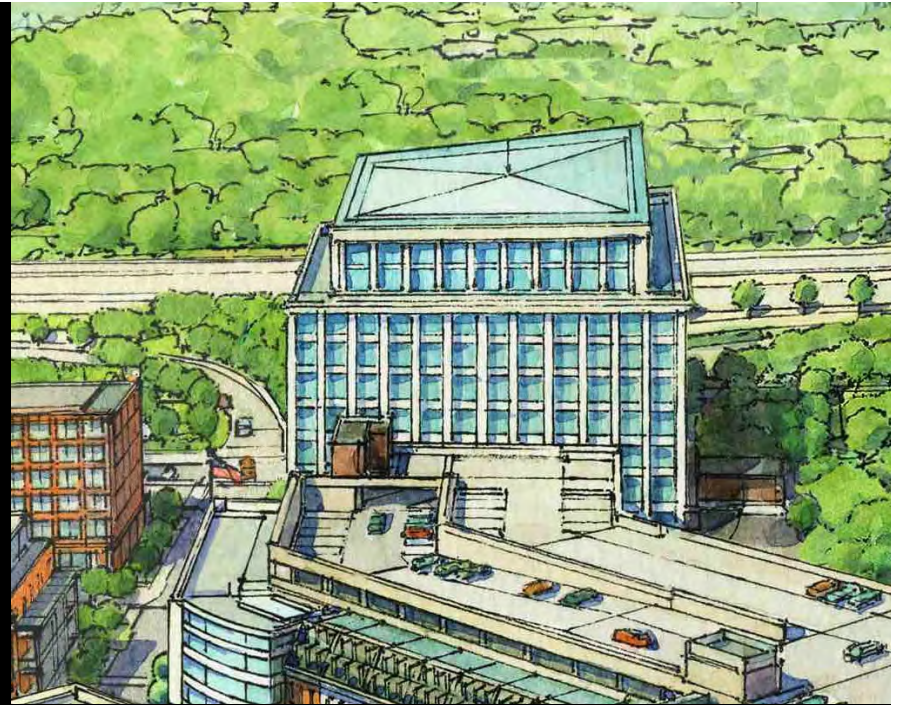


DEMISE LINES

- Full**
- Partial**

BUILDING BY BUILDING

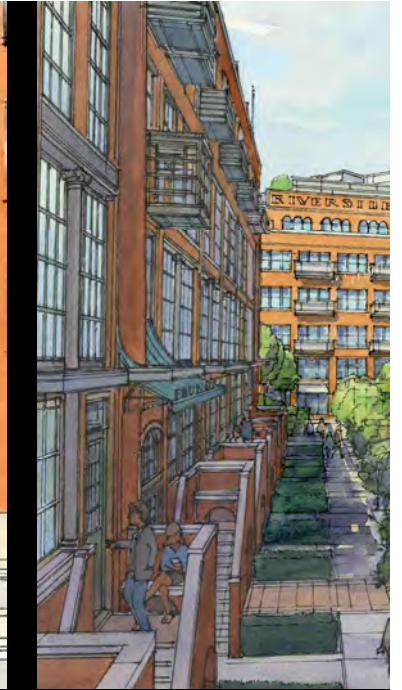








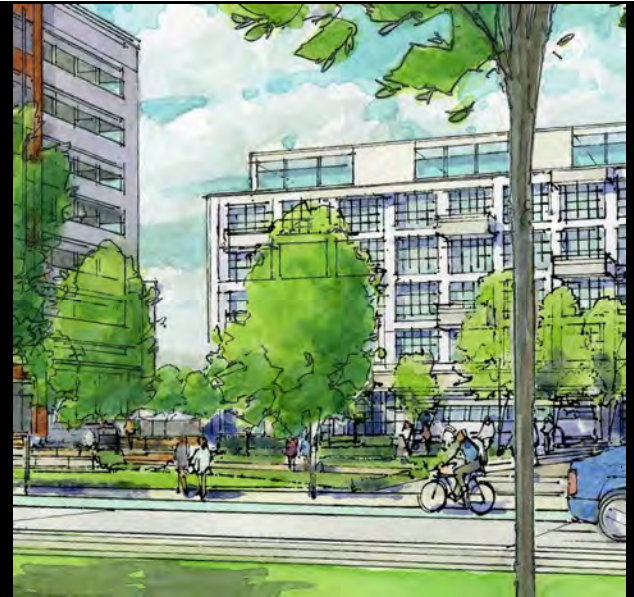


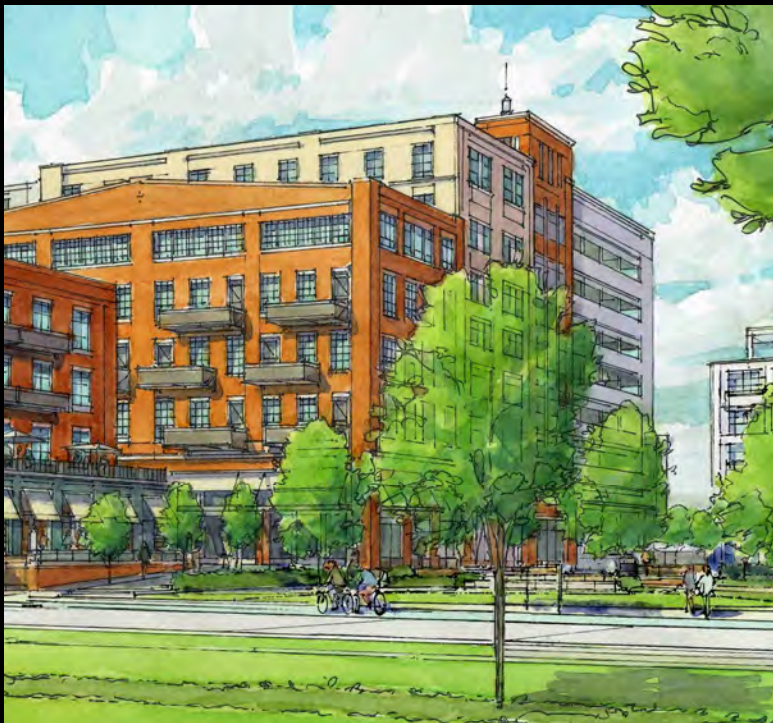


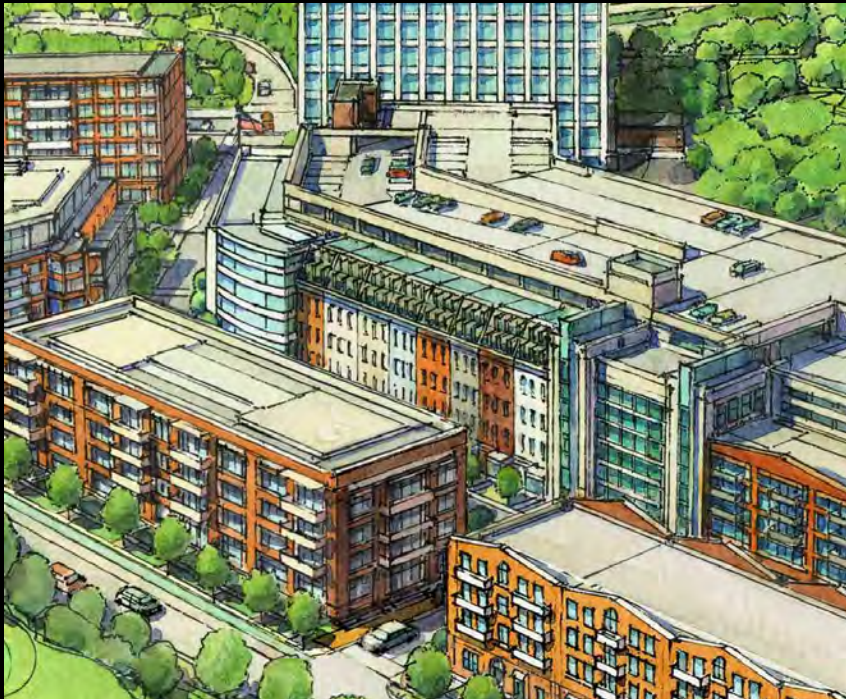














Signage

Signage

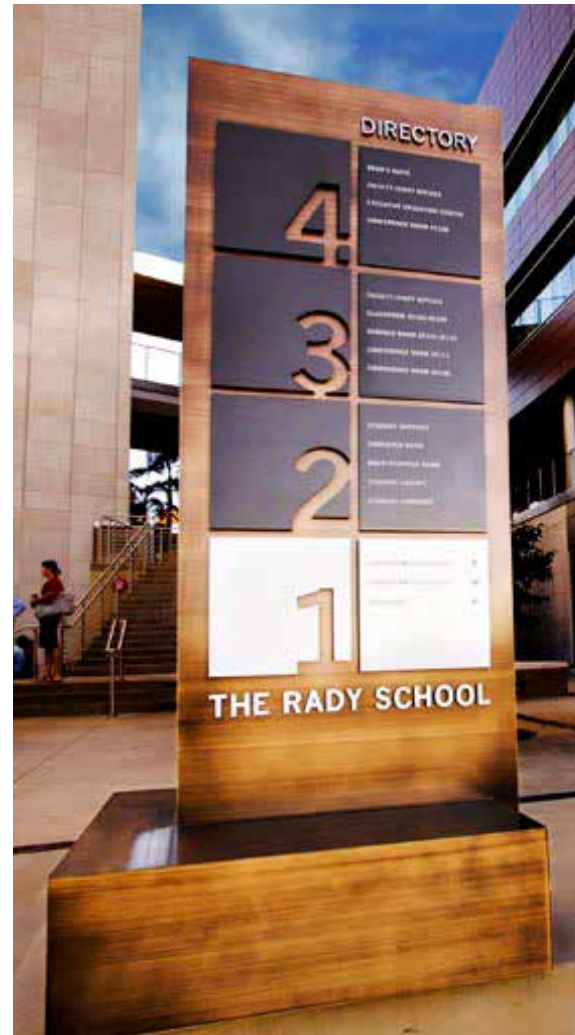
“Pre-filing” of the Comprehensive Signage Package

- ① **Wayfinding & Site Signage**
- ② **Building Identification Signage**
- ③ **Commercial/Retail Tenant Signage**

Wayfinding & Site Signage



Vehicular Pylon



Pedestrian Pylon



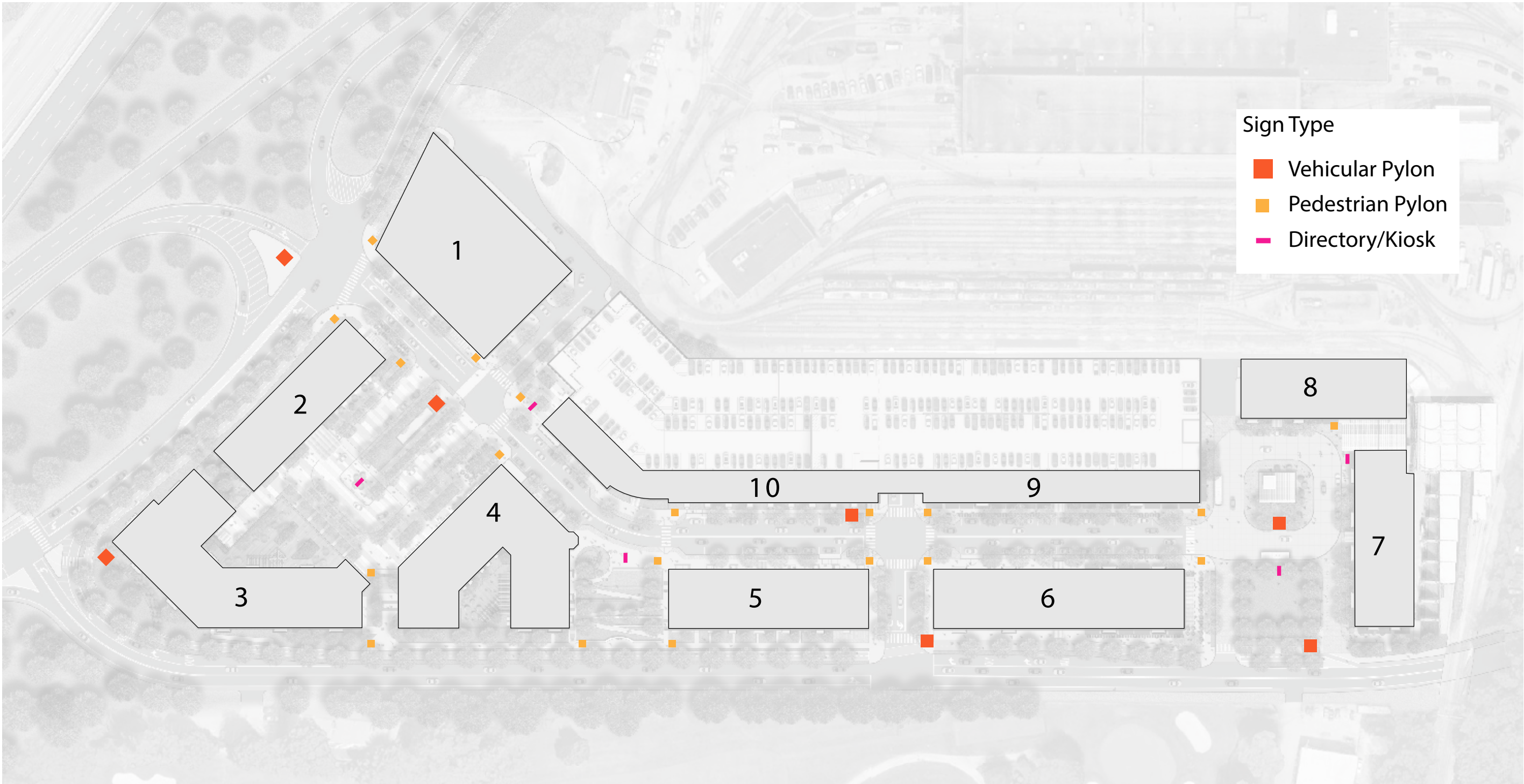
Directory/Kiosk



Pole Mounted

Wayfinding & Site Signage

Graphics for reference only.



NOTE: The MBTA will add signage throughout the development at their discretion.

Building Identification Signage



Building Identification Signage

Graphics for reference only.

10'-0"

350 SF

Building and Tenant Identification Sign*

May be located on buildings 1 and 2.

One sign is allowed per elevation within the upper signage zone.

8'-6"

300 SF

Building Identification Sign*

May be located on buildings 3-10.

One sign is allowed per elevation within the upper signage zone.

5'-0"

100 SF

Building Entrance Identification Sign*

May be located at the primary pedestrian and vehicular entrances of all buildings.

One sign is allowed per elevation within the signage zone.

4'-6"

20 SF

Flag-Mounted/Perpendicular Signs*

May be located at any vehicular or pedestrian building entrance.

*Sign type may require internal illumination

Office Signage: 350 SF

Hotel Signage: 318 SF



80 SF

Requested 300 SF Building Identification

2 x 80 SF



Requested 300 SF Building Identification

Commercial/Retail Tenant Signage



Commercial/Retail Tenant Signage

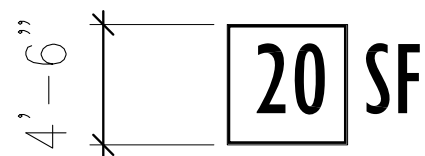
Graphics for reference only.



Commercial Tenant Primary Sign*
May be located on the building façade or mounted on building canopies.
One sign is allowed per elevation per tenant within the signage zone.



Commercial Tenant Secondary Sign*
May be located on any building façade that does not include a Primary sign.
One sign is allowed per elevation per tenant within the signage zone



Flag-Mounted/Perpendicular Signs*
May be located at location along the commercial tenant facade.

Window Graphics/Door Signs
These signs shall not cover an area greater than 25% of the window light or door to which they are affixed.

*Sign type may require internal illumination

Signage Illumination

No illumination after 11pm to 7am.

- excludes building identification for residential building
- excludes building identification for hotel



Halo-lit letters

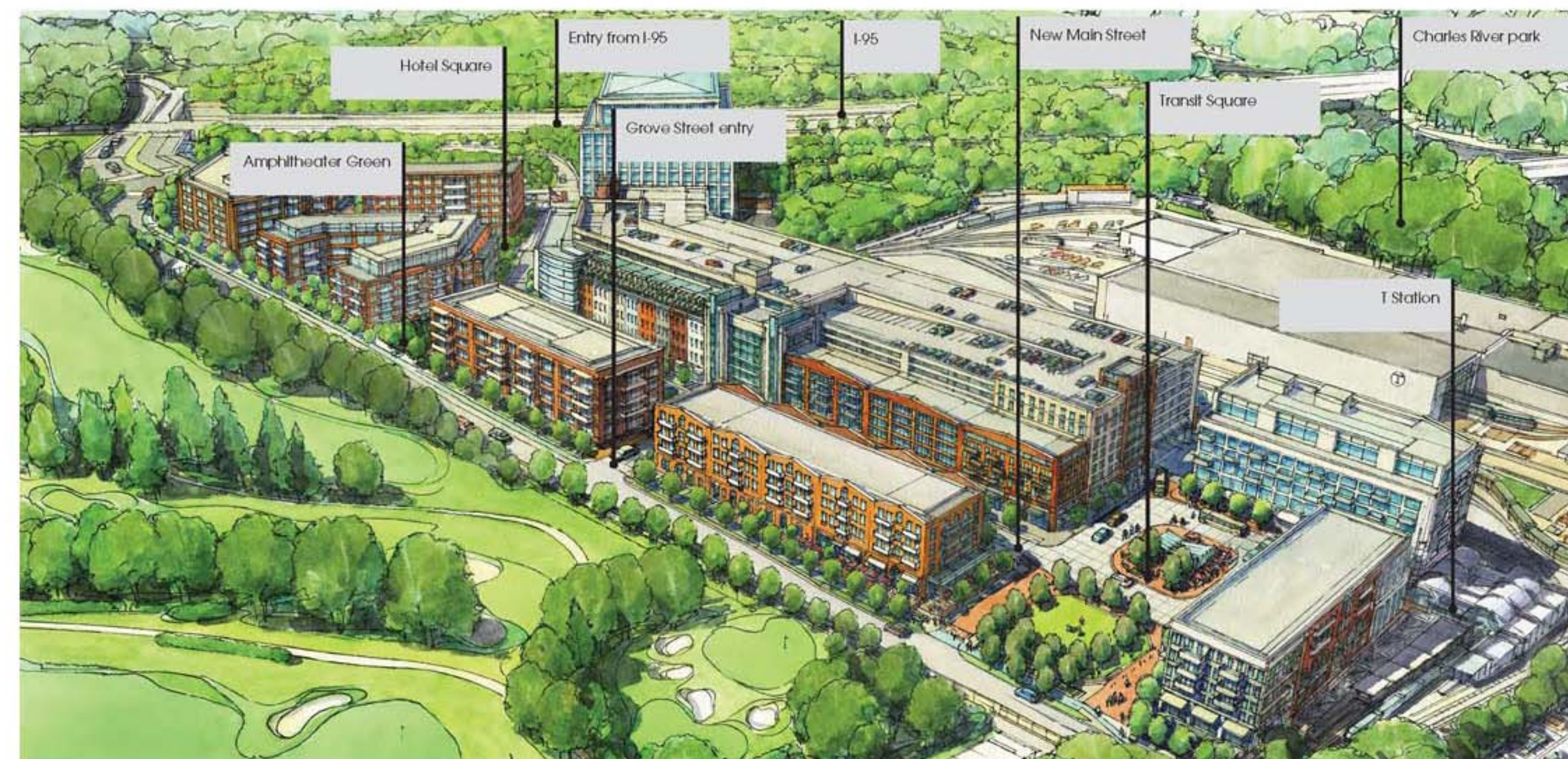


Front-lit letters



DESIGN GUIDELINES

RIVERSIDE STATION DEVELOPMENT



Prepared by the City of Newton, MA

March 2020
DRAFT

PRESENTATION TO

Land Use Committee
Newton City Council

DATE

24 March 2020

PRESENTED BY

Michael A. Wang

AIA, LEED AP BD+C

Form + Place, Inc.

City of Newton Urban Design On-Call Consultant



CITY OF NEWTON DESIGN GUIDELINES

Riverside Station Development

PART I PROCESS / GUIDELINES EVOLUTION

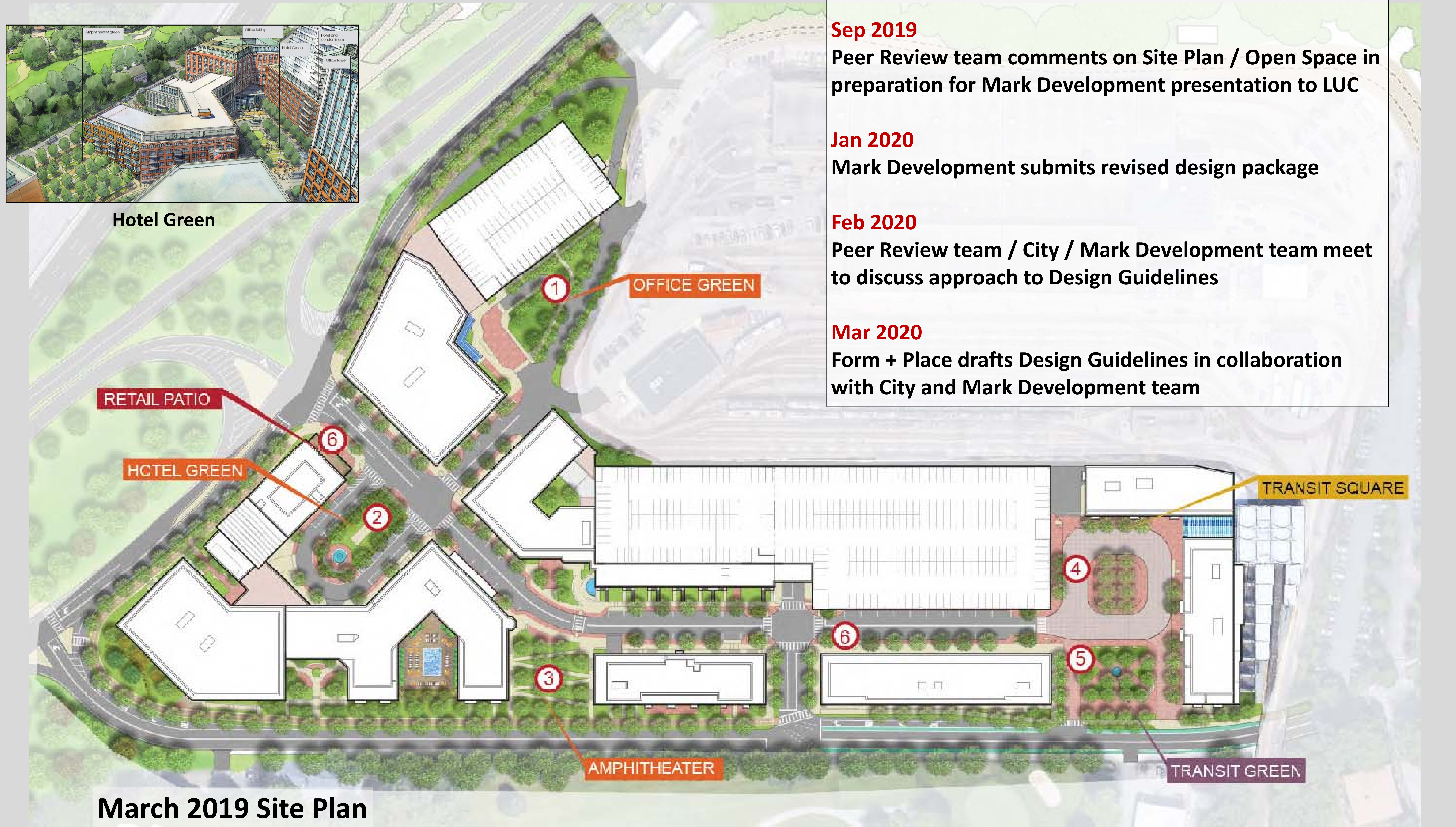
PART II GUIDELINES STRUCTURE & CONTENT

PART III UTILIZING THE GUIDELINES





PART I PROCESS / GUIDELINES EVOLUTION



RECENT TIMELINE

Sep 2019
Peer Review team comments on Site Plan / Open Space in preparation for Mark Development presentation to LUC

Jan 2020
Mark Development submits revised design package

Feb 2020
Peer Review team / City / Mark Development team meet to discuss approach to Design Guidelines

Mar 2020
Form + Place drafts Design Guidelines in collaboration with City and Mark Development team

March 2019 Site Plan



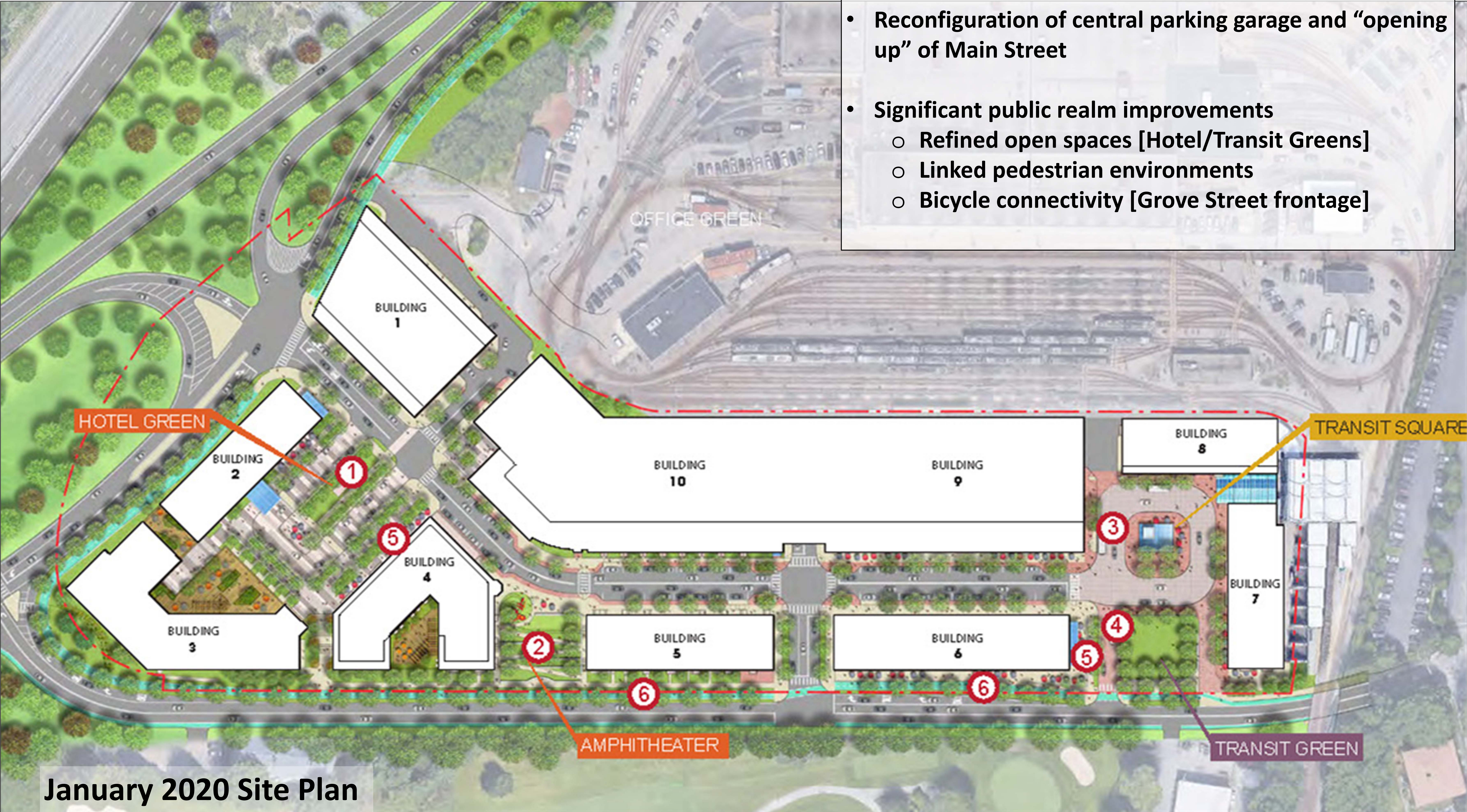
CITY OF NEWTON DESIGN GUIDELINES

Riverside Station Development

PART I PROCESS / GUIDELINES EVOLUTION

DESIGN MODIFICATIONS

- Downsizing of development site and program
- Reconfiguration of central parking garage and “opening up” of Main Street
- Significant public realm improvements
 - Refined open spaces [Hotel/Transit Greens]
 - Linked pedestrian environments
 - Bicycle connectivity [Grove Street frontage]



January 2020 Site Plan



CITY OF NEWTON DESIGN GUIDELINES

Riverside Station Development

PART II GUIDELINES STRUCTURE & CONTENT



DISTRICT DESIGN

These District Design Guidelines are intended to promote development that is consistent with the City's goals, as outlined in the Comprehensive Plan and the Needham Street Area Vision Plan. Large-scale projects should utilize consistent development patterns that facilitate respectful visual and physical connections to surrounding neighborhoods. Place-making strategies that result in compact, walkable environments focus on the purposeful design of built form and its role in defining the public realm. Integrating usable open space and a hierarchy of street typologies will help achieve the goal to create a vibrant mixed-use neighborhood. Sustainable community development should minimize environmental impacts by incorporating efficient building and infrastructure systems and preserving existing natural resources.



1 | CONNECTIVITY TO SURROUNDING CONTEXT

- A. Compatibility with the Comprehensive Plan and the Needham Street Area Vision Plan
- B. Vehicular Connectivity
- C. Transit Connectivity
- D. Open Space Network: Pedestrian and Bike Connectivity
- E. Visual Connectivity
- F. Cultural / Historical Connectivity

2 | BLOCK STRUCTURE

- A. Consistency of Development Pattern
- B. Variation in Block Structure
- C. Terminating Views and Framing Views
- D. Block Massing

3 | STREET DESIGN

- A. Reinforce a Hierarchy of Streets within a Neighborhood
- B. Relationship of Buildings to Street Types

4 | PUBLIC SPACE DESIGN

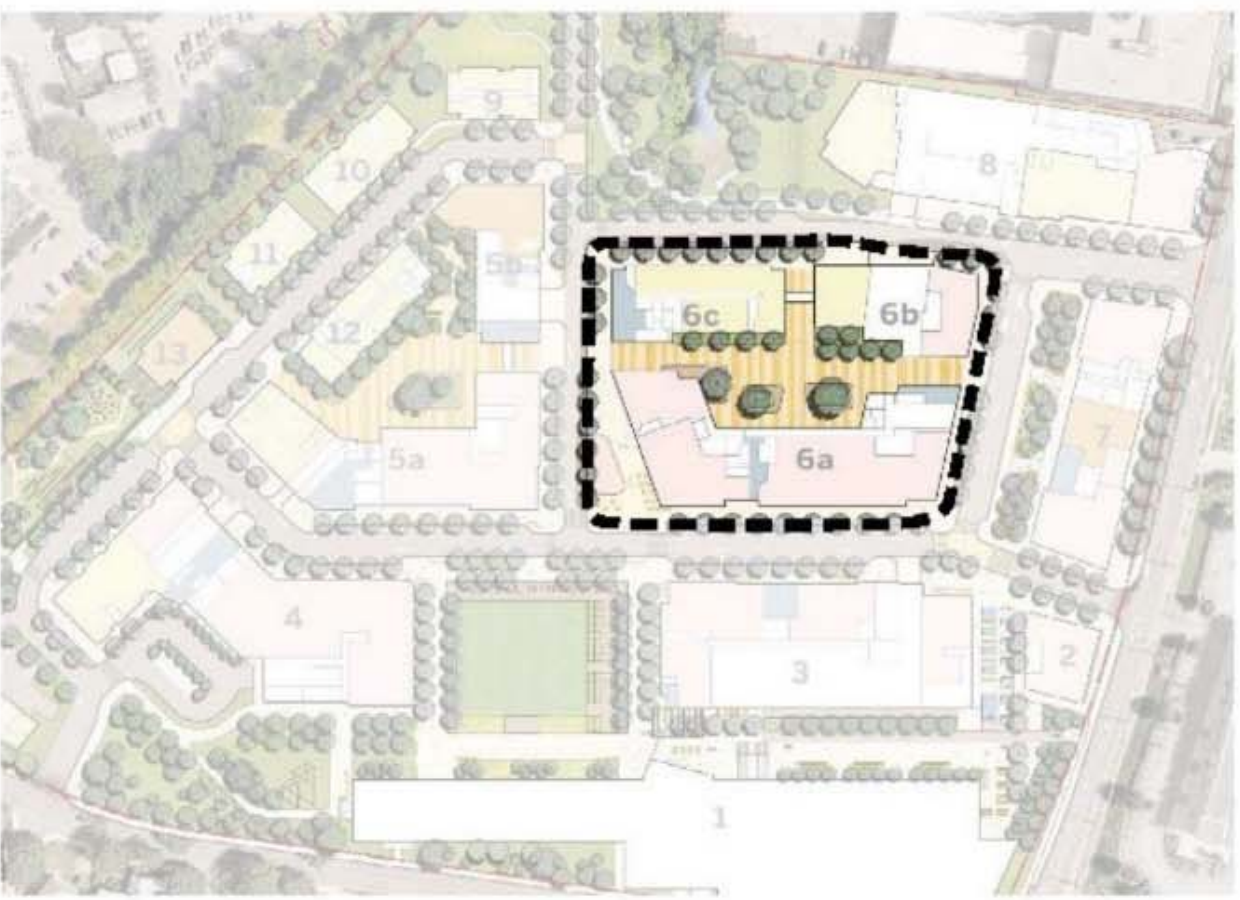
- A. Place-making Goals: Function and Character of Open Space
- B. Quality of Amenities
- C. Integration of Public Art [local, historic]
- D. ADA compatibility
- E. Programming

5 | SIGNAGE

- A. Consistency
- B. Integration
- C. Aesthetics

6 | SUSTAINABILITY NEIGHBORHOOD DESIGN [LEED ND]

- A. Smart Location and Linkage
- B. Neighborhood Pattern and Design
- C. Green Infrastructure and Buildings



BLOCK DESIGN

These Site Design guidelines are intended to focus on the development of individual blocks. Foremost, it is critical that buildings are sited in such a way as to purposefully reinforce adjacent desirable development patterns. While each context has a unique set of variables, new buildings should consider appropriate alignment with abutters as they seek to promote continuity of the streetscape environment and help to define the public realm on which they front. The integration of public open space can happen at many different scales, and through-block connections [pedestrian mews], pocket parks and back alleys all play important roles in implementing a meaningful place-making strategy. A highly articulated public realm should include quality design elements, ranging from urban furniture and lighting to landscaping and paving. The location of, and access to, parking and service areas should be considered carefully to minimize visual impacts on pedestrian environments and abutters. Sustainable site design practices should be integrated in support of Newton's environmental goals.



1 | BUILDING / STREET RELATIONSHIP

- A. Programming / Use
- B. Continuity of Street Wall
- C. Mid-block Pedestrian Connections
- D. Hierarchical Moments [increased visual interest]

2 | OPEN SPACE INTEGRATION

- A. Variation of Sidewalk Widths
- B. Courtyards / Pocket parks
- C. Linear Parks, Alleyways and Through-block connectors

3 | STREETScape / OPEN SPACE DESIGN ELEMENTS

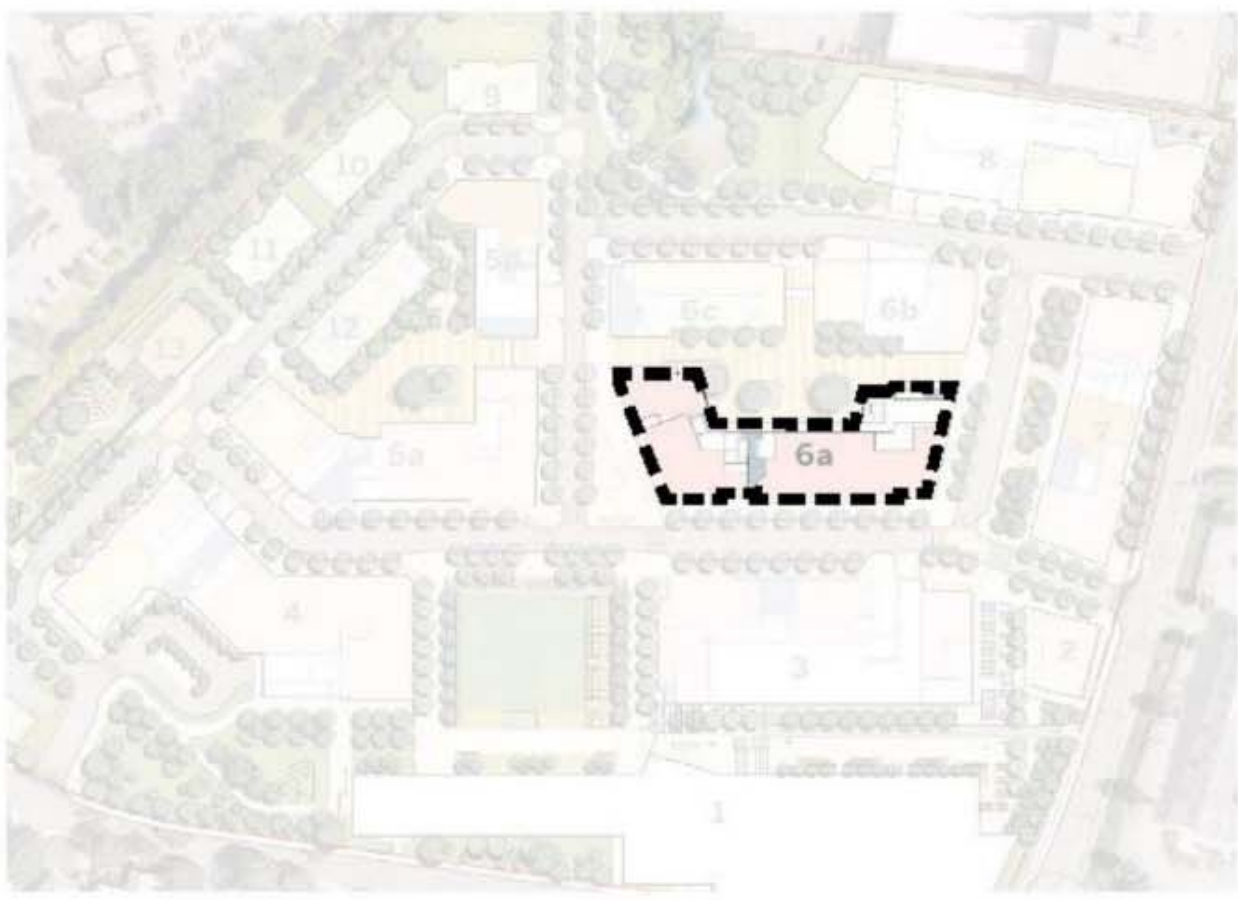
- A. Urban Furniture
- B. Walls and Fences
- C. Landscaping and Street Trees
- D. Lighting
- E. Paving

4 | PARKING AND SERVICE

- A. Location and Access
- B. Screening and Landscaping

5 | SUSTAINABLE SITE DESIGN

- A. Construction Activity Pollution Prevention
- B. Site Assessment and Development: Protect / Restore habitat
- C. Open space
- D. Rainwater Management / Heat Island Reduction / Light Pollution Reduction



BUILDING DESIGN

These Building Design guidelines have been developed to ensure that the architectural character of new construction, as well as adaptively reused buildings preserves and enhances the land use and design goals outlined in the Comprehensive Plan. In addition to larger scale issues that define how buildings should relate to their surrounding community context, these guidelines are intended to describe design parameters for how buildings contribute to creating highly articulated, human-scaled environments. At the immediate site context level, it is the ground floor interface that is often most critical for creating vibrant streetscapes. As such, these guidelines offer both recommendations for overall façade organization and articulation as well as specific ground floor design strategies that include transparent storefronts, high quality materials and thoughtfully integrated signage and lighting. Buildings should also strive to utilize best building practices and incorporate the tenets of green design so as to minimize adverse impacts on the environment.



1 | OVERALL ARCHITECTURAL CHARACTER

- A. Compatibility with surrounding context
- B. Holistic approach within a development

2 | BUILDING HEIGHT / MASSING

- A. Height
- B. Massing
- C. Consistency of the Base

3 | FAÇADE ARTICULATION

- A. Creating an Understandable Framework
- B. Hierarchy of Articulation
- C. Architectural Elements
- D. Fenestration

4 | GROUND LEVEL DESIGN

- A. Façade depth
- B. Transparency
- C. Continuity
- D. Entries
- E. Signage

5 | ROOFScape DESIGN

- A. Roof Forms
- B. Visual Impacts
- C. Sustainable Design

6 | MATERIALS

- A. Visually Compatible with Context
- B. High Quality, Durable, Genuine
- C. Green

7 | BUILDING EXTERIOR LIGHTING

- A. Accentuate Architectural Expression
- B. Enhance Surrounding Public Realm
- C. Light Pollution

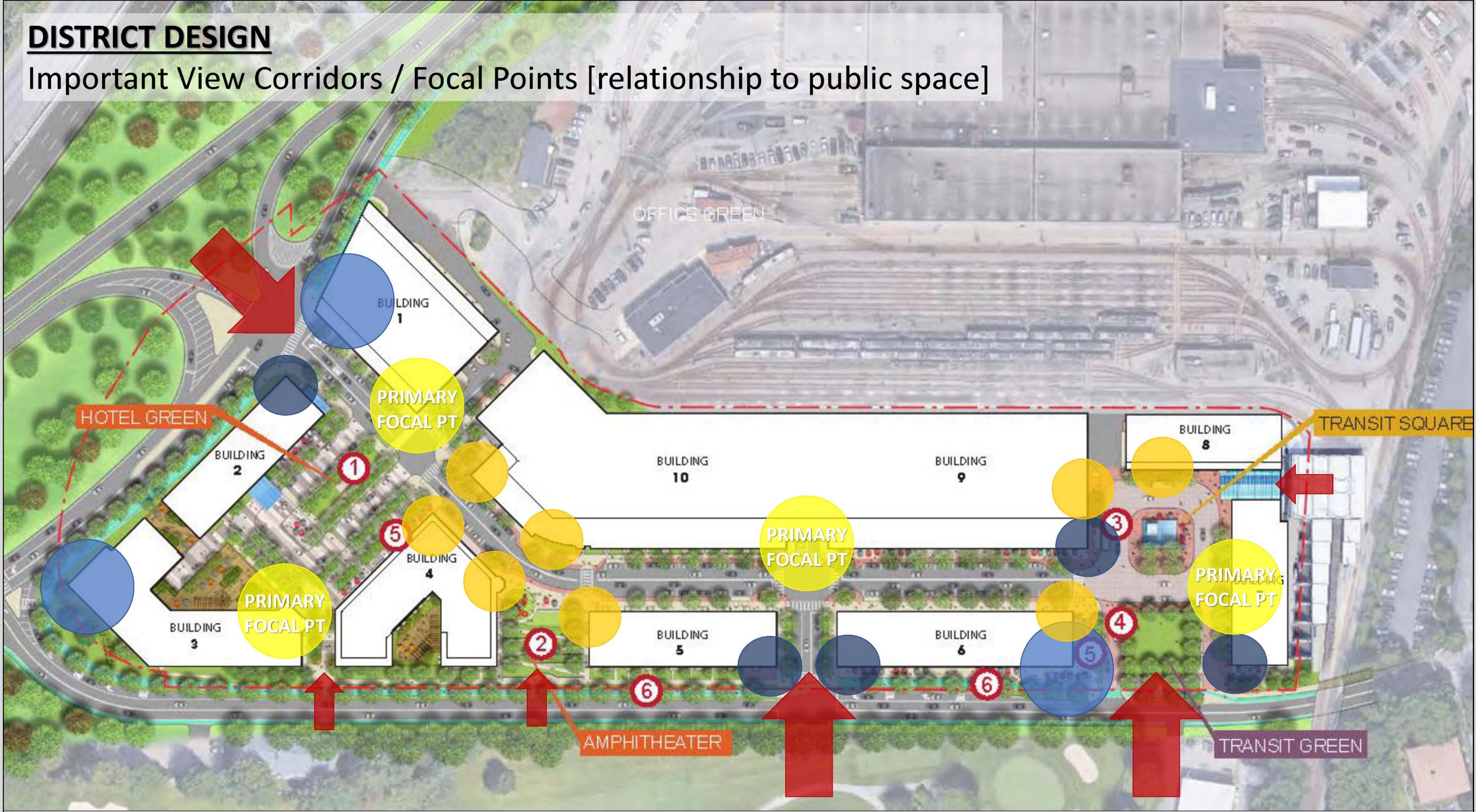
8 | SUSTAINABLE DESIGN: GREEN BUILDINGS

- A. Water Efficiency
- B. Energy and Atmosphere
- C. Materials and Resources
- D. Indoor Environmental Quality
- E. Innovation in Design
- F. Regional Priority

ORIGINAL NORTHLAND NEWTON DESIGN GUIDELINES FRAMEWORK

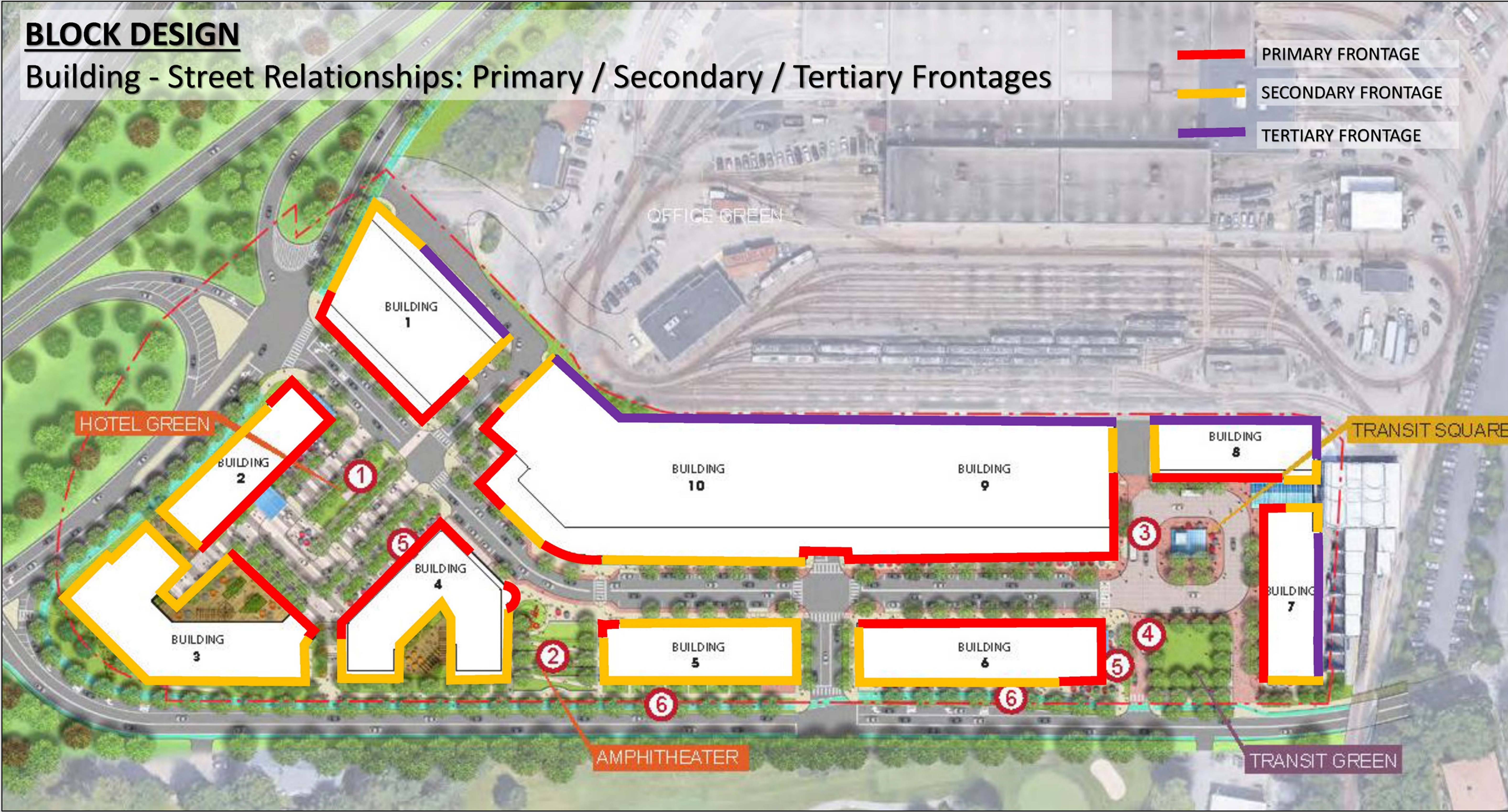


PART II GUIDELINES STRUCTURE & CONTENT



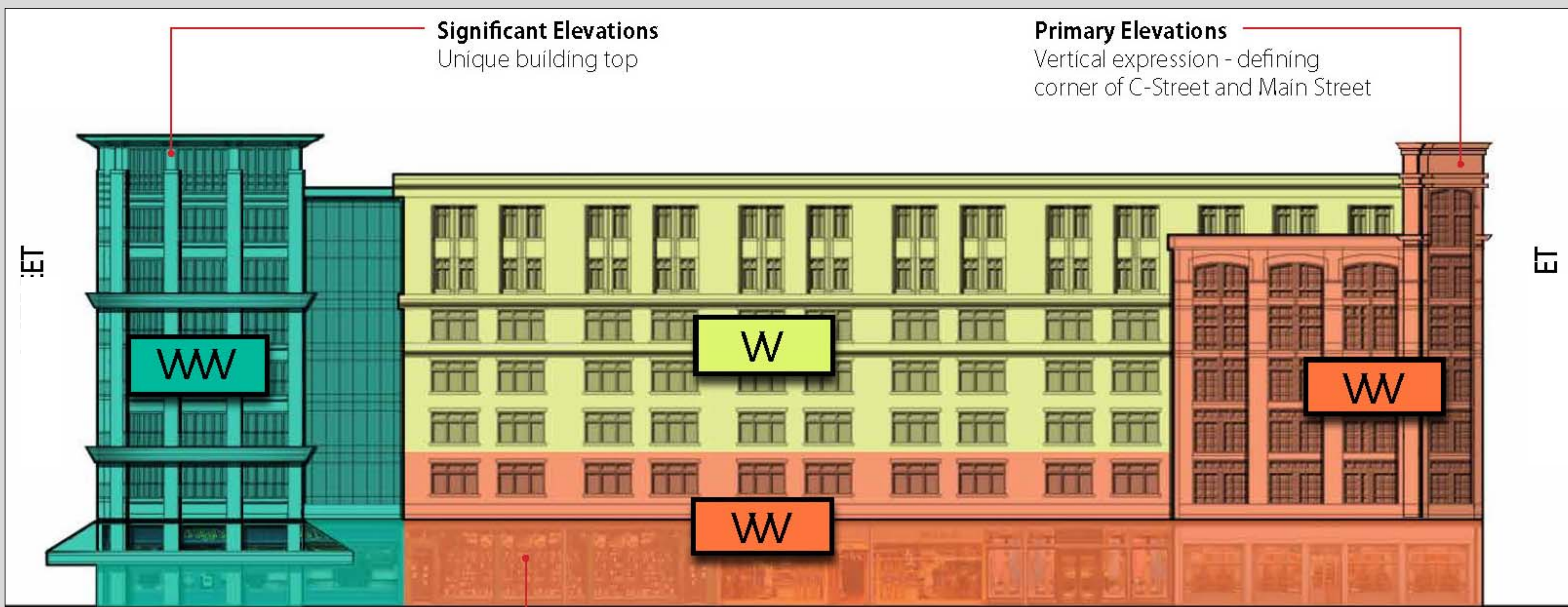


PART II GUIDELINES STRUCTURE & CONTENT



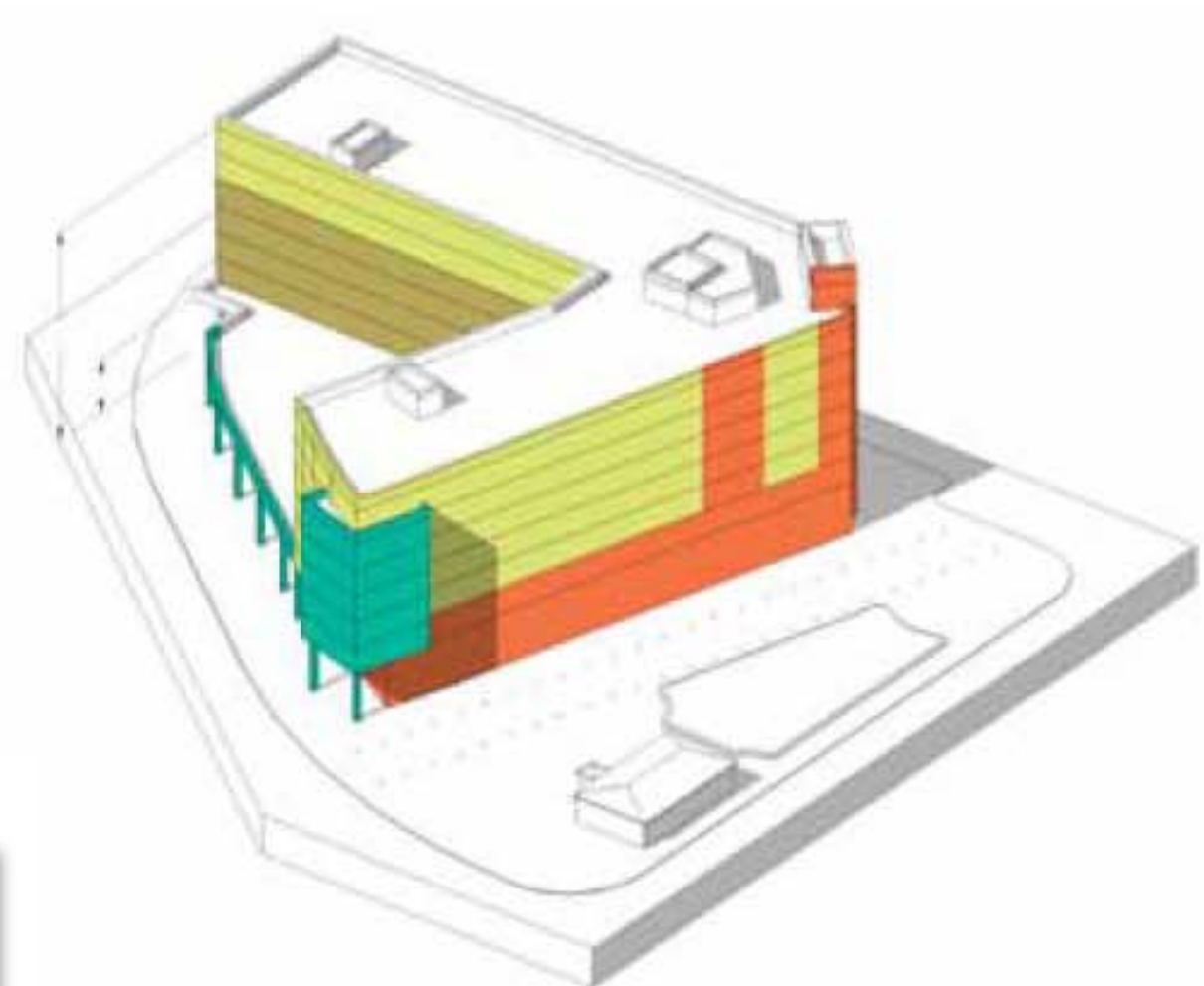


PART II GUIDELINES STRUCTURE & CONTENT



Significant Elevations
Area of pedestrian experience, materials at the base need to be durable and appealing

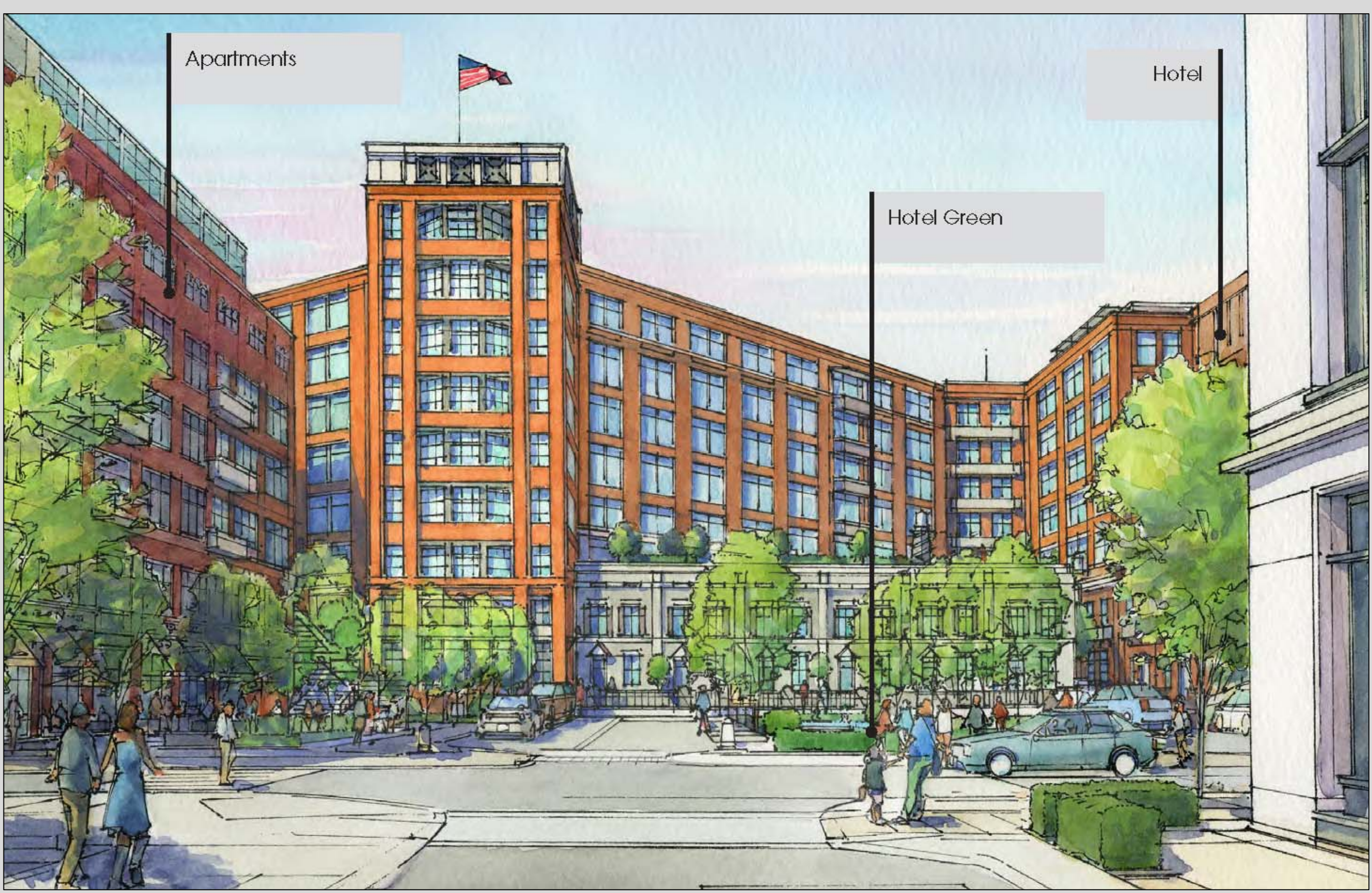
Main Street East - Block 1 Concept Elevation



- Overall Hierarchy**
- WW Significant Elevations**
(Street level, base building, key corner elements, building top treatment.)
 - W Primary Elevations**
(Storefront level, base building treatment)
 - W Secondary Elevations**
(Typical wall and opening treatment)

| VALUE LEGEND | |
|--------------|---|
| WW | Significant Corners Lobbies / Gateways / Entrances |
| W | Primary Elevations / area of architectural emphasis |
| W | Secondary Elevations |
| V | Tertiary Elevations |

BUILDING DESIGN: FAÇADE HIERARCHY






CITY OF NEWTON DESIGN GUIDELINES

Riverside Station Development

PART II GUIDELINES STRUCTURE & CONTENT

SIGNIFICANT CORNER



Possible Building Materials & Design Features

TYPICAL CORNICE AND ROOF TREATMENT
May consist of:

- Dimensional concrete roof tiles (Slate tile look)
- Metal standing seam roof
- Pre-cast or GFRC cornice
- Brick chimney w/ precast caps
- Decorative stone coating at higher elevations

TYPICAL WALL AND OPENING FRAME TREATMENT
May consist of:


- Brickface
- Stone cladding
- Metal cladding
- Bay or bow windows
- Bolt-on or offset decorative frieze or medallion or grille panels (precast or custom)
- Decorative stone coating trims and details
- GFRC details at first 30' of facade treatment

TYPICAL OPENING AND BALCONY TREATMENT
May consist of:

- Aluminum casement windows and french doors with interior grilles
- Window wall or unitized curtain wall
- Occupiable balconies
- Decorative metal railings
- Precast or brick or metal lintel at windows
- Precast or brick window sills

Note:
Storefront design, awnings, tenant graphics by retail tenant

PRIMARY ELEVATIONS



Possible Building Materials & Design Features

TYPICAL CORNICE AND ROOF TREATMENT
May consist of:

- Pre-cast or GFRC cornice
- Brick chimney w/ precast caps
- Decorative stone coating at higher elevations

TYPICAL WALL AND OPENING FRAME TREATMENT
May consist of:


- Brickface
- Metal cladding
- Bay or bow windows
- Precast (brick or stone) decorative spandrel panels
- Decorative stone coating trims and details
- GFRC details at first 30' of facade treatment

TYPICAL OPENING AND BALCONY TREATMENT
May consist of:

- Aluminum casement windows and sliding doors with interior grilles
- French balconies with simple railings
- Decorative metal railings
- Precast lintels at windows
- Precast window sills

Note:
Storefront design, awnings, tenant graphics by retail tenant

SECONDARY ELEVATIONS



Possible Building Materials & Design Features

TYPICAL CORNICE AND ROOF TREATMENT
May consist of:

- GFRC cornice
- Decorative stone coating at higher elevations

TYPICAL WALL AND OPENING FRAME TREATMENT
May consist of:

- Brickface
- Decorative stone coating
- Decorative stone coating trims and details
- GFRC details at first 30' of facade treatment

TYPICAL OPENING AND BALCONY TREATMENT
May consist of:

- Aluminum casement windows and sliding doors
- Occupiable balconies with simple railings at the upper levels
- French balconies with simple railings
- Limited precast lintels at windows
- Limited precast window sills

Note:
Storefront design, awnings, tenant graphics by retail tenant

BUILDING DESIGN: FAÇADE HIERARCHY

| VALUE LEGEND | |
|--------------|---|
| WW | Significant Corners Lobbies / Gateways / Entrances |
| WW | Primary Elevations / area of architectural emphasis |
| W | Secondary Elevations |
| V | Tertiary Elevations |



CITY OF NEWTON DESIGN GUIDELINES

Riverside Station Development

PART II GUIDELINES STRUCTURE & CONTENT



BUILDINGS AND URBAN DESIGN

1. Connectivity to Surrounding Context
2. Building-Site Relationships



BUILDINGS AND ARCHITECTURAL DESIGN

1. Overall Architectural Character
2. Sustainable Design: Green Buildings



BUILDING FACADE DESIGN AND MATERIALS

1. Facade Hierarchy Diagrams
2. Vista Terminations
3. Demise Lines
4. Facade Materials



PART II GUIDELINES STRUCTURE & CONTENT

BUILDINGS AND URBAN DESIGN | NO. 1

C. BUILDINGS DEFINING GATEWAYS

C.01| Transition Zones

Buildings that define gateways into the development should be designed to help with transitions in scale from the surrounding area by having a contextually appropriate architectural character and by utilizing thoughtful massing strategies. Buildings should be purposefully sited to frame vehicular and pedestrian entry points by incorporating high quality materials and architectural elements that provide a higher level of visual interest.



Designing transitions through gateway buildings

BUILDINGS AND URBAN DESIGN NO. 2
BUILDING-SITE RELATIONSHIPS

GOAL | Internal to the development, buildings should thoughtfully define streetscapes and enhance the experiential qualities of usable public spaces. At an urban design scale, the siting of buildings and the detailing of their facades must reflect their roles as both fabric and focal points.

A. PLACEMAKING

A.01| Role of Buildings in Defining Public Open Spaces

Buildings, or sections of buildings, that have an immediate relationship to significant public greens and squares within the development should have design features that complement the design qualities and scale of the spaces on which they front. While facades should be thought of as a holistic composition, sections should be detailed to reflect their role as an urban wrapper, while placing architectural emphasis in location that are more ceremonial.



Buildings defining a significant public open space

A.02| Role of Buildings in Defining Street Walls

The overall bulk and alignment of buildings should be designed in conjunction with the street sections that they help to define, in order to provide appropriately scaled pedestrian environments. On commercial and mixed-use streets, continuity of the street wall is generally considered to be preferable though some variation in building alignment can be desirable to facilitate outdoor dining and other activities. Depending on the orientation and width of streets, the stepping back of upper floors may be desirable in order to allow for more pleasant streetscapes. The ground floor level of buildings, particularly on hierarchically more important streets, should strive to reinforce a vibrant pedestrian environment by incorporating active uses.



Multiple buildings creating a consistent streetscape



BUILDINGS AND URBAN DESIGN | NO. 2

A.03| Secondary Spaces

Pocket parks and pedestrian mews that provide through-block connections are an important aspect of any finely grained urban environment. These smaller public spaces can be activated through the careful placement of lighting, landscaping and urban furniture. Buildings can contribute to their activation by including transparent storefronts that turn the corner.



Pocket parks can offer a unique experience

B. BUILDINGS AND VIEWS

B.01| Framing Visual Corridors

In an urban setting, buildings often work together to delineate significant visual axes. Whether at a gateway location or at a transition point from a significant open space to a related streetscape, consideration should be given to how adjacent buildings - usually at their corners - complement each other and frame views.



Focal points / Terminating visual corridors

B.02| Terminating Views/ Focal Points

Certain buildings, by the nature of their location at the head of significant streets or their prominent positioning on public spaces, play a role as focal points in the urban landscape. These buildings, or sections of buildings, should receive a higher level of architectural articulation consistent with their hierarchically important role in the neighborhood.



Building corners can be significant transition

C. PARKING AND SERVICE

C.01| Location and Access

Parking and service areas should be visually unobtrusive and clustered, where possible, to allow access points that minimize impacts on key pedestrian environments [excessive curb cuts], primary building entries and abutting properties.



Ground floor commercial liner in parking structure

C.02| Liners, Screening and Landscaping

For above-grade structured parking, building "liners" or significant architectural façade treatments should be incorporated to screen important pedestrian environments. Additional visual buffers, including fences and site walls, can be utilized as well and should feature materials consistent with adjacent building architecture. Integrating landscaping to embellish the public side of site walls is recommended.



BUILDINGS AND URBAN DESIGN



PART II GUIDELINES STRUCTURE & CONTENT

BUILDINGS AND ARCHITECTURAL DESIGN | NO. 1



A. HOLISTIC APPROACH TO LARGE-SCALE DEVELOPMENT

A.01| Context Appropriate

The design of buildings in large-scale developments often relies on architectural clues from a varied surrounding context that can include a mix of traditional and more current, innovative vernaculars. While style is not something that guidelines should mandate, an overall consistency to building design that results in a high-quality human-scaled environment is preferred.

A.02| Balancing Consistency and Variation

In large-scale developments with multiple buildings, the related siting and architectural qualities of each building should be considered as part of the larger whole, contributing to defining a well-articulated public realm. Purposeful variation in design, such as integrating a signature building in a prominent location, can be appropriate, provided that its relationship to adjacent buildings and the public realm is thoughtfully considered.

B. BUILDING HEIGHT

B.01| Variation in Height

Some variation in height within a development can be desirable to create visual interest or transition to lower scale surrounding contexts. Variation in overall height should be balanced with tying together buildings with unifying architectural elements, such as intermediate cornice lines or other datums.

B.02| Impact on Open Space and Streetscapes

Building height should be considered in conjunction with building orientation for its impacts on adjacent open space and streetscapes, in response to influences of nature such as wind, heat and natural light and shadows.

BUILDINGS AND ARCHITECTURAL DESIGN NO. 1
OVERALL ARCHITECTURAL CHARACTER

GOAL | The architectural character of a building should be judged holistically for its relatedness to its surrounding context, not purely by its style or vernacular.



Contextual building design that is human-scaled



Contextual building with a modern vernacular



Varying height to transition scale



Height variation with a consistent base reading



BUILDINGS AND ARCHITECTURAL DESIGN | NO. 1

E. GROUND LEVEL DESIGN

E.01| Programming/ Uses

Architectural design at the ground level of buildings should reinforce the street typology onto which it fronts. Commercial storefronts should promote vibrancy by having qualities that invite engagement of the pedestrian, such as transparency or areas for outdoor dining. Residential areas should incorporate design approaches that offer a degree of privacy by utilizing strategies such as landscape buffer zones or changes in elevation between first floor units and grade.

E.02| Ground Floor Commercial Storefronts

Commercial storefronts should support the vitality of pedestrian environments by incorporating the following guidelines:

a. Entrances to commercial storefronts should be spaced as close together as is practical, especially to enliven hierarchically more important streetscapes. Façade treatments such as pop-out bays and recessed storefront areas are desirable and can help create visual interest and an engaging pedestrian environment.

b. Commercial storefronts should provide a high degree of visual transparency into ground floor spaces, especially between 2 feet and 8 feet in height above the sidewalk level.

c. The use of storefront canopies is encouraged to provide shade and shelter, especially at entry points. Canopies should be designed to enhance the architectural style of the storefront.

d. Individual tenant storefronts should be given the opportunity for ample brand expression while being respectful of the architectural style of the base building.

e. Continuity of commercial storefronts is encouraged and promotes an active pedestrian experience. Transparent storefronts that wrap building corners are desirable and help activate secondary frontages. Large stretches of unarticulated storefront should be avoided.



Outdoor dining enlivens the streetscape



Multiple commercial entries and wrapping storefronts



Active storefronts with visual transparency



Protective canopies at storefront transition zone





PART II

GUIDELINES STRUCTURE & CONTENT

BUILDINGS AND ARCHITECTURAL DESIGN | NO. 2



A.

PASSIVE HOUSE

Employ Passive House standards to achieve the necessary level of building energy efficiency by encompassing stringent energy usage intensity thresholds combined with field performance testing to validate overall building performance. Design principles will include:

A.01| Passive House Building Standards

- a. High performing thermal envelope with continuous insulation
- b. Airtight construction with low air change rates
- c. Balanced mechanical ventilation systems for improved indoor air quality and comfort
- d. High performance windows and doors to manage solar energy and minimize leakage

B.

LEED BUILDING DESIGN AND CONSTRUCTION

B.01| Location and Transportation

Locate the project on a previously developed site, enhance connectivity to public transportation and make accommodations for alternative transportation modes.

B.02| Sustainable Sites

Utilize sustainable site strategies to protect natural habitat, provide open spaces, manage rainwater and minimize heat islands and light pollution.

B.03| Water Efficiency

Employ project-specific water-saving strategies including indoor water use, irrigation water and water metering.

B.04| Energy and Atmosphere

Utilize a holistic approach to energy use reduction including energy-efficient design strategies and renewable energy sources.

BUILDINGS AND ARCHITECTURAL DESIGN

NO. 2

SUSTAINABLE DESIGN: GREEN BUILDINGS

GOAL | All new construction should utilize best practices and, at a minimum, be designed to be Leadership in Energy & Environmental Design [LEED] certifiable to a gold level standard, as developed and overseen by the United States Green Building Council [USGBC]. The residential portions of buildings 7 and 8, as well as a third building to be determined, are required to be Passive House certified, as administered by the Passive House Institute US, Inc. [PHIUS]. In addition, adherence to LEED Neighborhood Development standards is strongly encouraged.

NOTE: These Design Guidelines are subordinate to the requirement that all buildings be designed and constructed to LEED Gold certifiability, and that the residential portions of certain buildings must be designed and constructed to obtain Passive House certification. Where these Design Guidelines conflict with the above-stated sustainability requirements and commitments, the sustainability goals and commitments shall supersede the Design Guidelines.



Sophienhof, a multi-family development in Frankfurt, Germany designed to Passive House standards



Incorporating renewable materials



BUILDINGS AND ARCHITECTURAL DESIGN | NO. 2

B.05| Materials and Resources

Incorporate a life-cycle approach to improving performance and promoting resource efficiency that focuses on minimizing the embodied energy and other impacts associated with the extraction, processing, transport, maintenance and disposal of building materials.

B.06| Indoor Environmental Quality

Address indoor air quality, as well as thermal, visual and acoustic comfort, through design strategies that enhance air quality, lighting quality, acoustic design and control over one's surroundings.

B.08| Regional Priority

Focus on local environmental priorities that address regional concerns and utilize environmental assets.

C.

LEED NEIGHBORHOOD DEVELOPMENT [LEED ND]

Low impact development, that includes restored and/or new open space, incorporates green infrastructure and promotes climate resiliency, is desirable. Design principles will include:

C.01| Smart Location and Linkage

Minimize environmental impacts of new development. Compact development on previously developed sites with access to transit is preferable.

C.02| Neighborhood Pattern and Design

Compact, walkable, mixed-use development with pedestrian-focused environments that provide access to usable public space is desirable

C.03| Green Infrastructure and Buildings

Reduce the adverse environmental impacts of the construction and operation of buildings and neighborhood infrastructure. Utilize energy efficiency strategies for reducing pollution and green-house gas emissions. Minimize impacts to existing natural resources and mitigate heat island effect.



Quality indoor space through daylighting



Walkable transit-oriented environment



Mitigating heat island effect

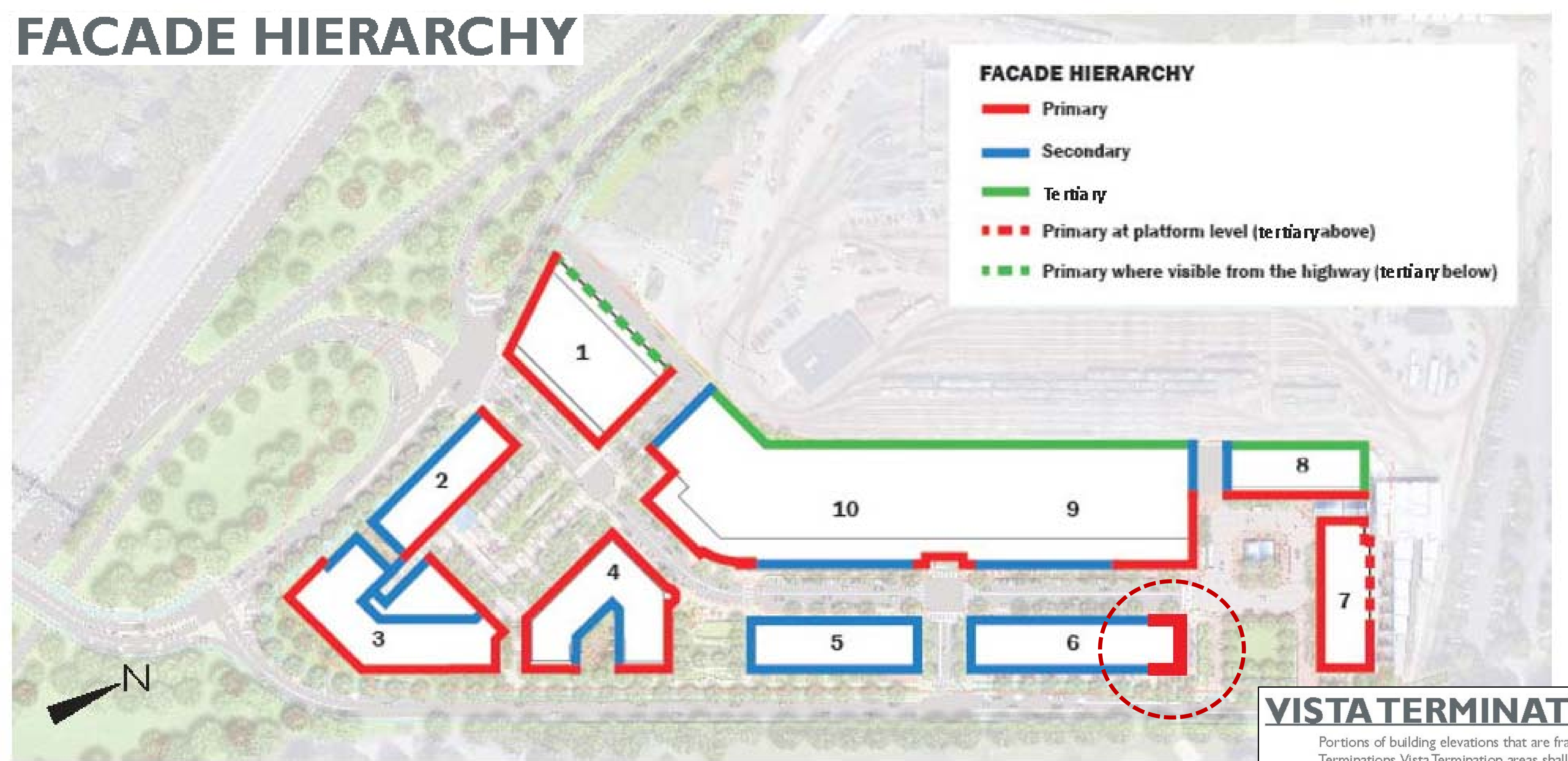


SUSTAINABLE DESIGN



PART II GUIDELINES STRUCTURE & CONTENT

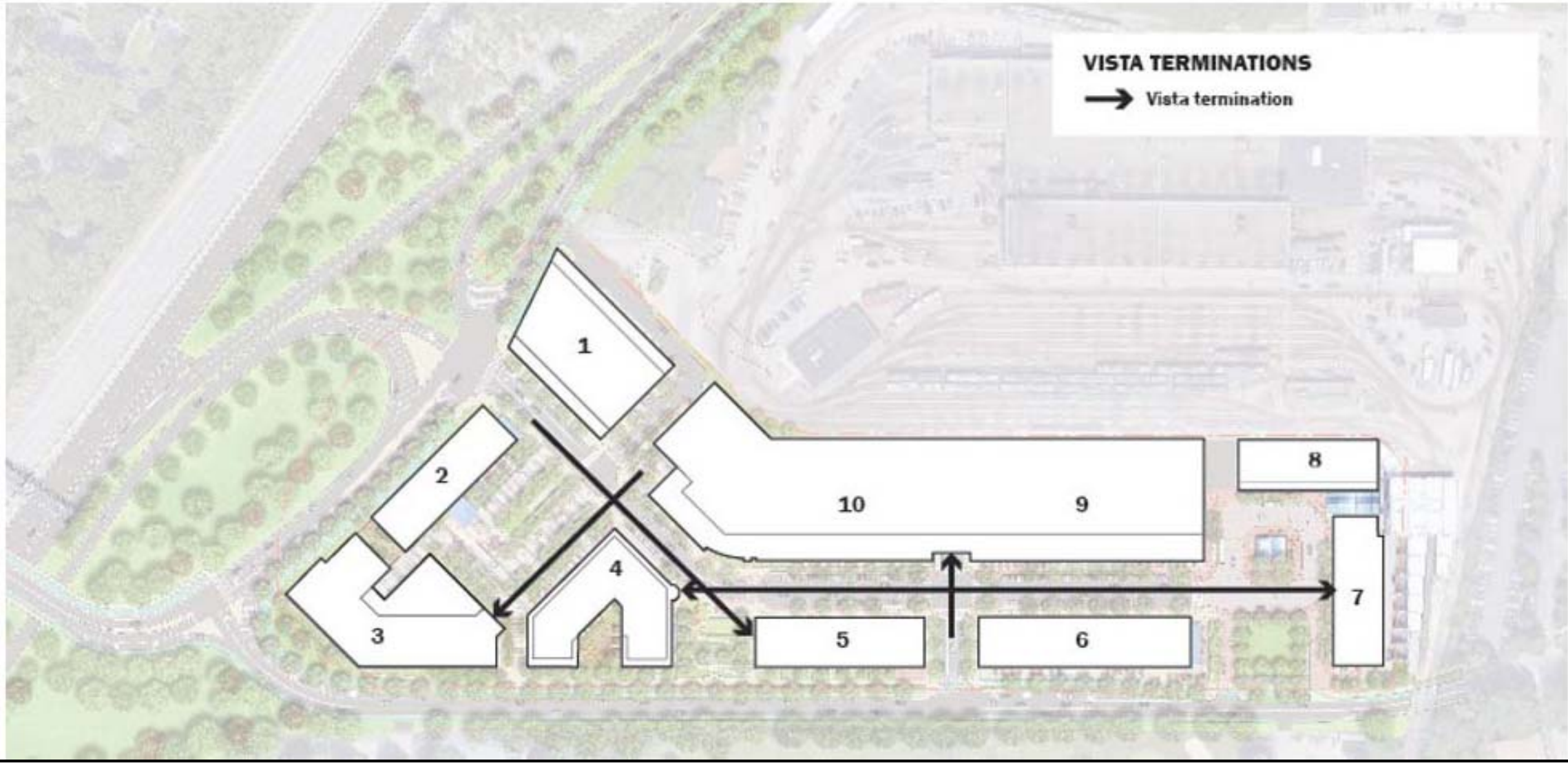
FACADE HIERARCHY



- The above figure lays out the location of the different façade types, with the following further instructions:
- When a façade type changes around a corner, the higher quality façade type shall wrap the corner, with the transition happening in an architecturally thoughtful way.
 - Except for the segment closest to Grove Street, the upper floors of the north facade of Building 7 can be largely considered a Tertiary façade. On the lower level, the wall against the T platform should be considered a Primary Façade at the passenger level.
 - The northwest facade of Building 1 is not generally visible from pedestrian environments within the development and can be considered Tertiary, except for its upper stories which can be seen from Route 128 South and should be considered a Primary Façade at those levels.
 - The base of every Secondary Façade – generally comprised of the first story above grade - shall be built to Primary Façade standards.
 - Facades, or portions thereof, designated as Secondary may, at the developer's option, be constructed to meet some or all requirements of Primary facades. Facades, or portions thereof, designated as Tertiary may, at the developer's option, be constructed to meet some or all requirements of Secondary or Primary facades.

VISTA TERMINATIONS

Portions of building elevations that are framed by long perspective views down a Street shall be known as Vista Terminations. Vista Termination areas shall respond with a building element of appropriate size and architectural impact to terminate the vista meaningfully. These shall be aligned properly to be framed in the vista [e.g. symmetrically]. Proper Vista Terminations include architectural treatments such as raised rooflines, stacks of balconies, grouped window compositions, towers, and cupolas.





PART II GUIDELINES STRUCTURE & CONTENT

BUILDING FACADE DESIGN AND MATERIALS

NO. 4

FACADE MATERIALS

FACADE DESIGN AND MATERIALS | NO. 4

- A. PRIMARY FACADE MATERIALS
- Brick
 - Thin brick (detailed to resemble dimensional brick)
 - Stone
 - Cast stone
 - Pre-cast concrete
 - GFRC (glass fiber reinforced concrete)
 - Tile (ceramic, porcelain, terra cotta)
 - Stucco
 - Metal panels
 - Metal trim
 - Curtain wall
 - Structurally reinforced windows
 - Metal storefront
 - Wood storefront
 - FRP (fiber reinforced plastic) – trim elements only
- B. SECONDARY FACADE MATERIALS
- Any Primary façade material listed above
 - Cementitious siding or panels (e.g. “Hardieboard”)
 - Fiber cement
 - Vinyl windows (of reasonable quality)
 - High density polyurethane – trim elements only
- C. TERTIARY FACADE MATERIALS
- Any material acceptable under the codes and ordinances of the City of Newton, provided it has a reasonable level of quality and durability that is appropriate for its location.

NOTE: Refinement of building materials list and acceptable locations for utilizing certain materials [e.g. EIFS] is still under discussion:

- Ground floor design
- % of façade where certain materials can be used on upper floors
- Focal points [external & internal]

BUILDING FACADE DESIGN AND MATERIALS | NO. 4

The comparative matrix below demonstrates how materials might be designed and detailed in primary and secondary applications:

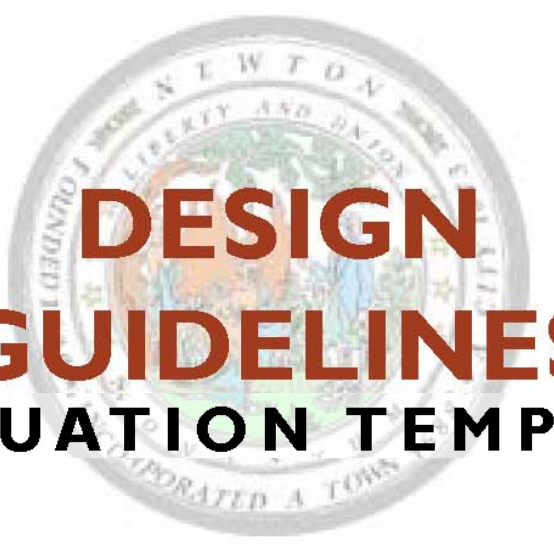

| MATERIAL | PRIMARY FACADE EXAMPLE | SECONDARY FACADE EXAMPLE |
|--------------|------------------------|--------------------------|
| BRICK | | |
| CURTAIN WALL | | |
| STONE | | |

(PLACEHOLDER IMAGES PROVIDED BY MARK DEVELOPMENT)

DESIGN GUIDELINES | RIVERSIDE STATION | MARCH 2020 | DRAFT PG. 24




PART III UTILIZING THE GUIDELINES



DESIGN
GUIDELINES
EVALUATION TEMPLATE

RIVERSIDE STATION DEVELOPMENT



Prepared by the City of Newton, MA
March 2020
DRAFT

BLOCK DESIGN | NO. 1

BUILDING / STREET RELATIONSHIP

GOAL | The placemaking qualities of individual blocks starts with the siting of a building, its relationship to adjacent buildings, how its ground level shapes the pedestrian experience and by the mix of uses continued within it.

A. PROGRAMMING / USE

A.01 | Ground Floor Uses

Applicant response: (100 word max.)

City Response:

Document references:

B. CONTINUITY OF STREET WALL

B.01 | Well-defined Pedestrian Experience

Applicant response: (100 word max.)

City Response:

Document references:

B.02 | Ground Level Facades

Applicant response: (100 word max.)

City Response:

Document references:

B.03 | Building Alignment

Applicant response: (100 word max.)

City Response:

DESIGN GUIDELINES | NORTHLAND NEWTON | AUGUST 2019 | PG. 46

RIVERSIDE STATION DEVELOPMENT

DESIGN GUIDELINES



INTRODUCTION

This Design Guideline document was created by the City of Newton Planning & Development Department to provide a framework for the incremental execution of the Riverside Station development. Crafted in collaboration with the City's Urban Design On-Call consultant, Form + Place, Inc., the proponent Mark Development and the proponent's design team, these guidelines were adopted by the Newton City Council during the Special Permit approvals process. This document is intended to be a tool for both the proponent, providing a degree of design flexibility to respond to evolving development realities, and the City, ensuring that the realized project matches expectations set forth in the master plan.

These Design Guidelines were formulated to embody the goals and objectives of the Riverside Vision Plan, which was adopted in May of 2019. This community-driven Vision Plan provides recommended implementation strategies for future development of the Riverside site along the Grove Street corridor and in surrounding neighborhoods, identifying environmental, transportation, land use and design aspirations.

The guidelines are organized into three distinct categories – Buildings and Urban Design, Buildings and Architectural Design, Building Façade Design and Materials - to allow for careful consideration of the proposed development at a variety of scales. Guidelines at the Urban Design level are intended to evaluate the implementation of the project holistically, taking into consideration the overall quality of the public realm and the projects connectivity to the surrounding context. Architectural design and Façade design criteria are intended to allow the City to take a more detailed look at the architectural qualities of the proposed buildings and their role in reinforcing place-making goals within the development.

PROCESS

Following Special Permit approval, and at each phase of implementation of the master plan, the proponent will be required to file a building permit application. In each instance, the proponent will fill out the Design Guideline Evaluation Template, explaining how the proposed development responds to the recommended design criteria and is consistent with the approved Special Permit application. In addition to the written responses to the Design Guidelines, the proponent can reference site and architectural drawings required in the Building Permit application to illustrate the design intent.

The City will then undertake a consistency determination process, which will include a review and recommendation by Planning & Development Department staff and/or their Peer Review consultants. The application will then be reviewed by the Newton Urban Design Commission, followed by the Land Use Committee of the City Council, each providing input as to the consistency of the submittal, before final consideration for approval by the Commissioner of the Newton Inspectional Services Department.



- REVIEW PROCESS:
 - Proponent completes Evaluation Template prior to Building Permit Application
 - “Consistency” review and recommendation by Planning Staff, Urban Design Commission and Land Use Committee
 - Final Determination by Commissioner of Inspectional Services



PART II GUIDELINES STRUCTURE & CONTENT

RIVERSIDE STATION DEVELOPMENT



Prepared by the City of Newton, MA
March 2020
DRAFT



LOWER FALLS IMPROVEMENT ASSOCIATION RIVERSIDE COMMITTEE

PRESENTATION TO THE LAND USE COMMITTEE

March 24, 2020



LFIA Riverside Committee





LFIA Riverside Committee

Design Guidelines

The Planning Department, working with Form + Place, drafted design guidelines intended to allow for flexibility.

No specific designs or even architectural styles are provided for any of the 10 proposed buildings.

As the Planning Department acknowledges, this is not the usual special permit process: greater controls and specificity would be required if this were a small project.

The guidelines are unobjectionable, but vague – calling for “high quality” materials and “consistency” and “integration” in design. What the development will look like is unknown.

Issue: No sense of what the project will look like and no public process for implementation of the guidelines.



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Design Guidelines

What's Needed

Before Filing of Building Permit Application:

- Community Liaison Committee meetings with Planning Department on design plans
- To-scale, photorealistic renderings of buildings proposed in the site plans showing multiple options for architectural elements, materials, plantings and signage from a pedestrian perspective at:
 - Grove St./1-95 overpass
 - Grove St. sidewalk in front of buildings 3, 4, 5, 6 and 7
 - Locations in Lower Falls
 - Charles River





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Design Guidelines

What's Needed Before Filing (cont.):

- Public UDC meeting before building permit application is filed:
 - Presentation of plans proposed to be included in building permit application
 - Public comment
 - UDC and Planning Department comments on plans shared with the public



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Design Guidelines: Emphasize Residential Character

How Should Riverside Look?

Even though it is a mixed use development, it will be primarily residential.

It will exist between two residential neighborhoods – Auburndale and Lower Falls, as well as abut the Woodland Golf Course and the Charles River.

All design considerations should take into account this residential character. In addition to being “vibrant,” it needs to be a comfortable place to live.

The guidelines should preclude designs for the office and retail spaces that might be appropriate or even desirable in a commercial setting, but do not reflect that this project is, first and foremost, a new residential neighborhood.



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Grove Street Design:

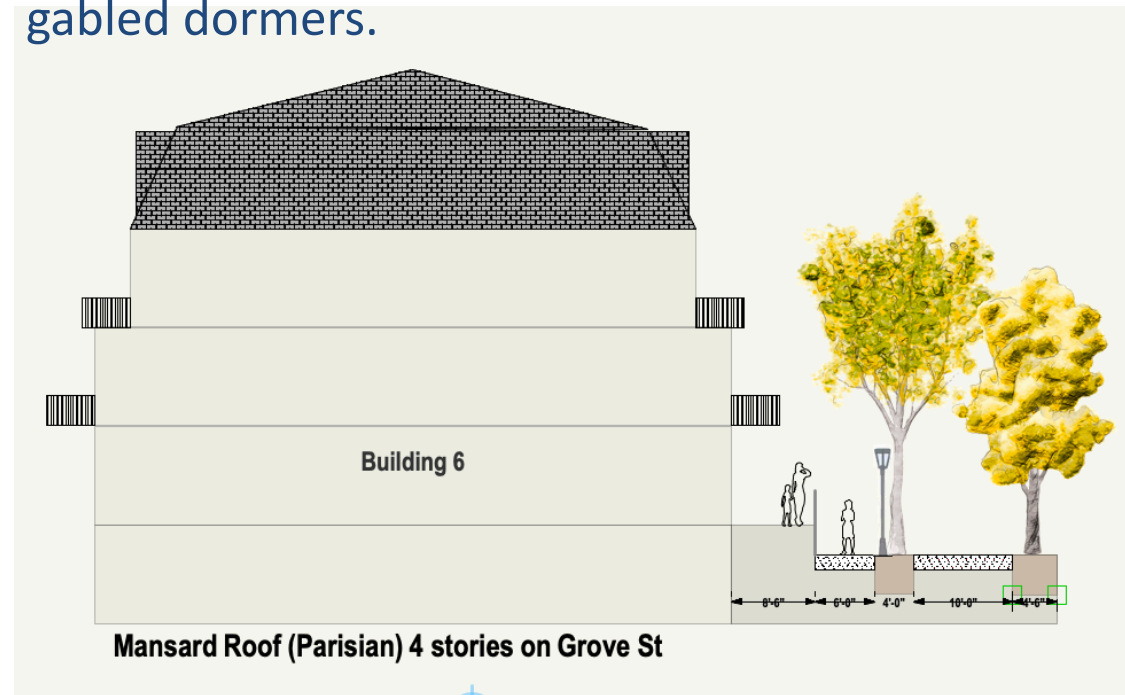
- Plantings and trees in setbacks, setbacks if possible
- Buildings with historic character – e.g., mansard roofs, old mills, Boston's South End
- Brick and/or stone, not vinyl clad
- Arched window heads
- Balconies
- Facade broken up to avoid 200 feet of monotony, yet with a consistent theme
- Buildings 5 and 6 – primary façade needed



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Grove Street Design

- Plantings in setback and stepbacks to reduce perceived massing.
- Add a row of trees
- Add architectural features such as Mansard roofs with gabled dormers.





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Grove Street Design

- brick/stone finishes
- arched window heads

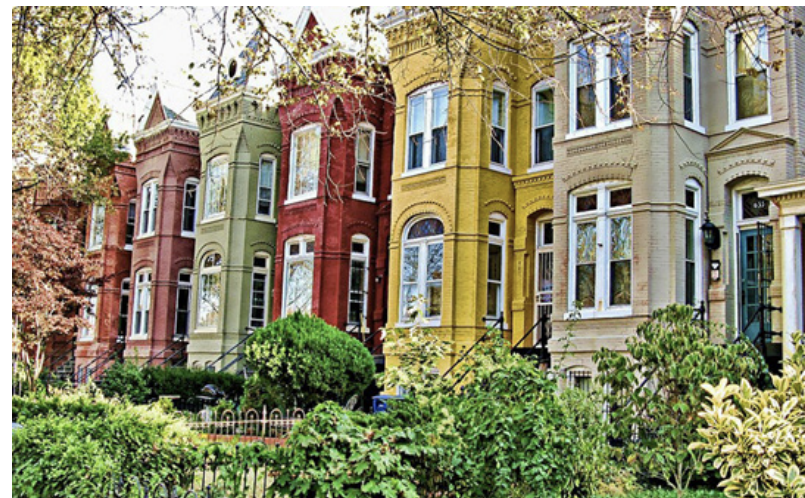




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Grove Street Design

- Consistent but non-monotonous facades





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Officer Tower Design

From Mark Development Design Guidelines (Jan. 2020):



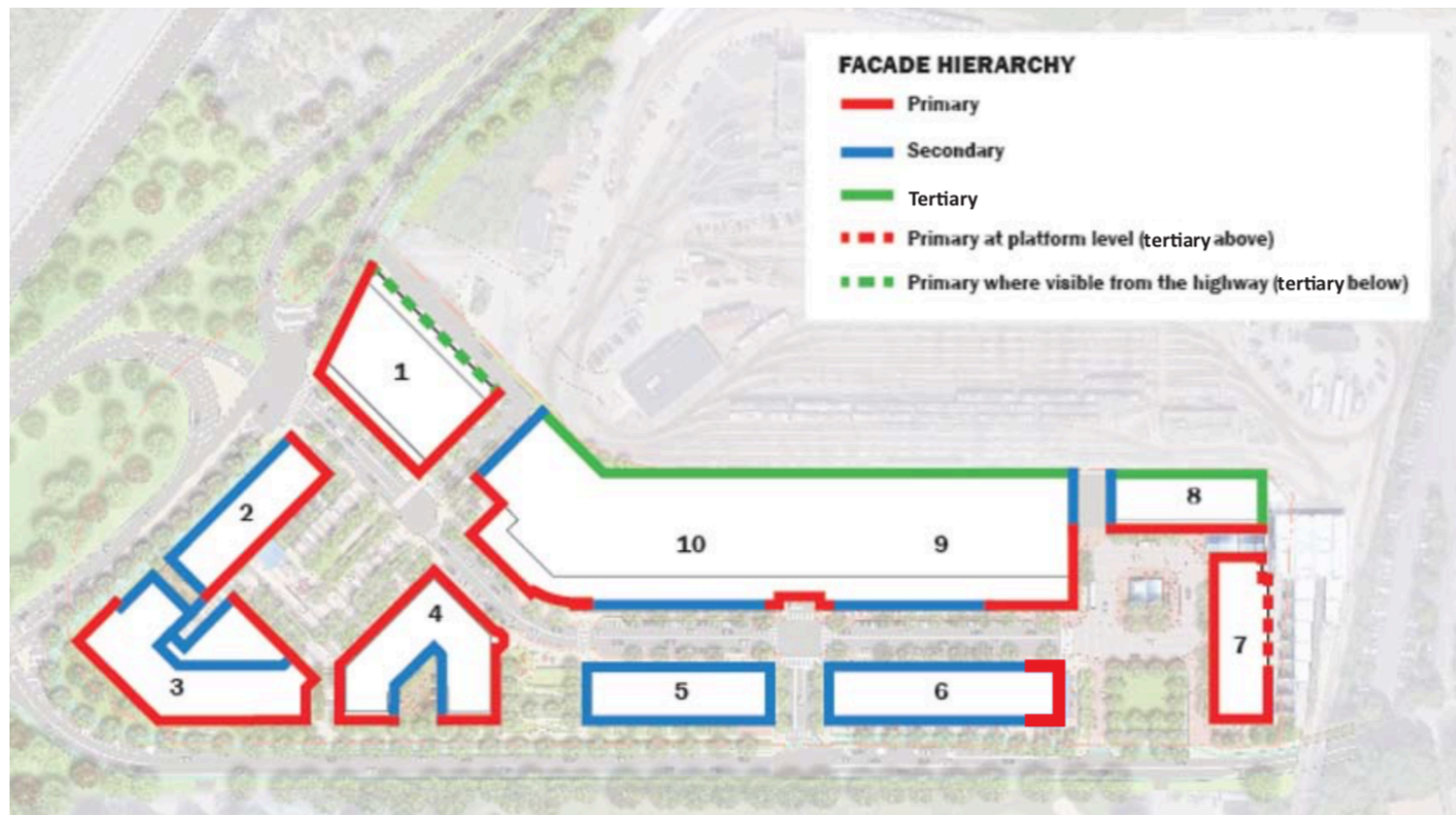
Least preferred



Better

Grove Street Design

Buildings 5 and 6 – primary façade needed – large, highly visible buildings on Grove Street





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Signage – Generally

- Lighting :
 - Minimize internal illumination; prefer “halo”
 - Maximize indirectly lit
 - No neon
 - All internal illumination off between 11 PM and 7 AM
- Support: no freestanding sign except wayfinding (to be static, no advertisements)
- Support: no sandwich signs
- Leasing signage : same limitations as Newton sign ordinance





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No skirting sign restrictions by placing signage inside, behind plate glass windows; must be prohibited in tenant leases





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Grove Street Signage

Consistent style, indirectly lit only





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Signage – Office Tower & Hotel

1. Maximum size 100sf, not the proposed 250sf (hotel) or 300sf (office)
2. No rooftop, including on mechanical structures
3. Continuous - no moving, blinking, flashing
4. Lighting – halo or non-exposed exterior.
 - off between 11 PM and 7 AM
 - or 30 min before opening to 30 min after closing

Need specific proposals to be evaluated at later date



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Wayfinding Signage

- As unobtrusive as possible, while still being functional
- Particularly at roundabout, must be consistent with character of Lower Falls: we are first and foremost a residential neighborhood—not a highway access point
- Ensure left turn prohibition into site from Grove Street is clearly indicated at Grove Street/Ramp signal
- Signage in the site and garage indicating no overflow parking in Lower Falls or Auburndale.
- Signage restricting delivery vehicles on Grove Street



LFIA Riverside Committee

Thanks to the Land Use Committee for your attention to our input

Thanks to Mark Development for a collaborative approach to working on the details of this project.

Thanks to Lower Falls and Auburndale communities and others for continuing comments, contributions and suggestions