



# **Land Use Committee Report**

## **City of Newton** **In City Council**

**Tuesday, May 26, 2020**

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

**Also Present:** Councilors Albright, Norton, Malakie, Gentile, Krintzman, Crossley, Wright

**City Staff Present:** Chief Planner Neil Cronin, Associate City Solicitor Jonah Temple, Senior Planner Michael Gleba

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](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.

**#244-20      Petition to amend Special Permit #105-95 to allow new units at Cabot Park**

KRE-BSL HUSKY CABOT PARK LLC petition for SPECIAL PERMIT/SITE PLAN APPROVAL to amend Special Permit Board Order #105-95 to construct a five-story addition with 18 new units and common accessory use space, extending the non-conforming structure to the extent necessary and to determine density and dimensional controls at 280 Newtonville Avenue, Ward 2, on land known as Section 22 Block 07 Lot 48, containing approximately 146,435 sq. ft. of land in a district zoned MULTI RESIDENCE 3. Ref: Sec. 7.3.3, 7.4, 3.2.2.A.3, 7.8.2.C.1 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

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

**Note:**      Attorney Alan Schlesinger represented the petitioner KRE-BSL Husky Cabot Park, LLC. Atty. Schlesinger presented the request to amend Special Permit Board Order #105-95 to allow the construction of 18 new dwelling units at Cabot Park Village with enhancement of interior program facilities. As part of the project, the petitioner proposes to designate three units as affordable. Atty. Schlesinger noted that currently there are 100 units for independent seniors at the site, accessed from Munroe Street. He stated that Cabot Park Village has become an important resource that allows families to live near each other. Atty. Schlesinger explained that the City's Newton Leads 2040 Housing strategy suggests that the population over 65 will increase by 5,000 residents between 2010 – 2030, while the population of residents aged 45-65 is expected to decline. Benchmark Development Director Mike Cantalupa presented details of program as shown on the attached presentation. Mr. Cantalupa explained that benchmark has 62 senior living communities with several in Newton. Cabot Park Executive Director Todd Raymond noted that it is the intent to focus on community engagement and resident connection. He explained that as part of the project, enhancements to the on-site facilities are proposed. These enhancements include: a new lobby with concierge and bistro, lounge space in the lobby, a new living room, a refinished dining room, community space for presentations and activities, and a green area to supplement the pool and fitness center. Mr. Raymond noted that they have and continue to work closely

with Ward 2 Councilors and members of the community. Architect for the project David Udelsman presented details of the project as shown on the attached presentation. Mr. Udelsman confirmed that access will remain from Munroe Street and the park will not be impacted. The proposed addition will extend out and over the existing cul-de-sac drop off, which will be recreated, underneath the building creating a covered drop-off. The proposed design uses similar architecture as the current facilities. Mr. Udelsman noted that it is the petitioner has worked hard to ensure that existing deciduous trees and larger pines on the site can be preserved. Planning Horizons Traffic Engineer Lou Mercuri noted that the 100 parking spaces on-site are available for residents (41, permitted), open to accommodate visitors (39) and allocated for use by the Cabot School (20). He noted that the Cabot School spaces are typically used until mid-afternoon and approximately 12/20 are used. He stated that the parking demand for the site (including the proposed expansion) is 66 spaces and noted that the parking study indicates that even during the busiest times, there are approximately 28 available parking spaces.

Atty. Schlesinger noted that based on the Planning Memo, the petitioner will be filing some supplemental information to include; a revised Engineering plan with the relocated water main (requested by the Engineering Department), a revised landscape plan with additional plantings south of the walkway/adjacent to the building, and a revised fencing plan on the westerly boundary to show a PVC fence not a chain link fence. Atty. Schlesinger noted that Associate City Engineer John Daghlion submitted a finding on the I&I fee of \$160,000 dollars. While the petitioner intends to pay the I&I fee, it is their intent to have a discussion with the Planning Department as to whether to request that the Council allocates a portion of that to other local improvements.

Senior Planner Michael Gleba reviewed the requested relief, criteria for consideration, zoning, land use, proposed plans and photos of the site as shown on the attached presentation. Mr. Gleba noted that the Planning Department is still working with the petitioner to determine compliance with the Inclusionary housing requirements and noted that they have asked the petitioner to consider extending the number of affordable units. Mr. Gleba noted that a request has been made that the petitioner consider additional screening and landscaping.

The Public Hearing was Opened.

Greg Antoine, 40 Salisbury Road, questioned the definition of affordable based on the individuals living in the community and questioned how the units will increase the diversity of the community?

Jennifer Sula, 167 Munroe Street, has been in contact with the petitioner. Ms. Sula asked that during construction and post construction, petitioner should continue to work to ensure that deliveries are not in the middle of the night, garbage is collected during office hours and that during construction they adhere to construction hours and ensure that no trucks and vehicles are parked on Munroe Street.

Julie Cohen, 87 Norwood Avenue, questioned whether the large trees will be coming and if the petitioner will investigate whether additional greenery can be added? She noted that the community spaces sound nice but questioned whether they account for new post-COVID-19 policies.

It was confirmed that the petitioner will investigate opportunities for additional landscaping and the petitioner has created new operational protocols that may result in physical changes.

Marian Knapp, 250 Hammond Pond Parkway, noted that seniors need varied types of living accommodations and expressed support for the proposed expansion.

Sam Cornstein, 117 Norwood Avenue, shares the western fence along their property line. He noted that the petitioner has been responsive to his concerns and has created a thoughtful design. He expressed support for the proposed expansion.

Ed Mints, 7 Munroe Street, expressed concern relative to the length of construction and the safety of his children during construction.

### **Committee Questions & Comments**

The Committee expressed support for the inclusion of an additional affordable unit. The Committee expressed support that the 20 spaces will remain for use by the Cabot School but requested further investigation on whether residents will need more spaces than currently projected. The Committee asked that the petitioner make sure no shadows are being creating by the proposed angling of the building. With that, the Committee voted unanimously in favor of a motion to hold the item from Councilor Kelley.

#### **#252-20      Petition to extend FAR and allow accessory apartment at 30-32 Salisbury Road**

SHARONA MIZRAHI AND DAVID NAHOUMI petition for SPECIAL PERMIT/SITE PLAN APPROVAL to construct a first-floor addition to the principal dwelling and to construct dormers to the existing detached garage to allow for an accessory apartment in a detached structure, further increasing the non-conforming FAR to .66 where .64 exists and .48 is allowed and where the structure does not meet principal setback requirements at 30-32 Salisbury Road, Ward 2, Newton, on land known as Section 13 Block 07 Lot 16, containing approximately 9,773 sq. ft. of land in a district zoned MULTI RESIDENCE 1. Ref: Sec. 7.3.3, 7.4, 3.2.3, 3.2.11, 7.8.2.C.2, 6.7.1.E.1, 6.7.1.E.5 of Chapter 30 of the City of Newton Rev Zoning Ord, 2017.

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

**Note:**      Architect Lee McIntyre represented the petitioners Sharona Mizrahi and David Nahoumi. Ms. McIntyre presented the request to construct dormers on an existing detached garage to locate an accessory apartment in addition to a first-floor powder room addition. Planning Associate Katie Whewell presented the requested relief, criteria for consideration, land use, zoning and proposed plans as shown on the attached presentation.

The Public Hearing was Opened.

Greg Antoine, 40 Salisbury Road, is opposed to the proposal. He noted that there has been a lot of construction on Salisbury Road and there are a lot of two-unit homes. Mr. Antoine noted that he does not want a rental property so close and stated that he has concerns about setting a precedent with the setbacks, etc.

John Fitzgerald, 36 Salisbury Road, lives east of the subject parcel. Mr. Fitzgerald expressed concerns about how the new deck will encroach near his property and noted there is a window near his yard. He

noted that the FAR is already above the allowable limit, where the HVAC units will go and the size of the deck?

Mike Nicolini, 42 Salisbury Road, expressed concern relative to the increase in parking and the increase in traffic on Salisbury which is being more frequently used as a cut through to get to Cabot. He questioned whether approval of this project will encourage other residents to increase the capacity at their homes and how that will further degrade traffic.

Scott Rodman, 26-28 Salisbury Road, expressed concern relative to the size of the deck, the FAR and the space issues.

Committee members noted that the petitioner has not taken the opportunity to communicate the proposed plans to members of the neighborhood. Councilors expressed support for an opportunity to visit the site prior to voting on the petition. The Committee asked the petitioner to evaluate the size of the proposed deck. Ms. McIntyre confirmed that she would work with the petitioners to evaluate the size of the deck. The Committee asked that the Planning Department ensure that the size of the proposed accessory apartment is being calculated with the correct formula. With that, Committee members voted unanimously in favor of a motion to hold the item.

**#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, office of Schlesinger and Buchbinder, 1200 Walnut Street, represented the petitioner. Chief Planner Neil Cronin and Form & Place Urban Designer Michael Wang presented an overview of the Design Guidelines and the design review/consistency process as shown on the attached presentations. Mr. Cronin noted that the proposed Design Guidelines require the petitioner to go through a consistency review process prior to applying for a building permit application. This differs from the process approved during the Northland Special permit which allowed the petitioner the option to seek a consistency review prior to applying for a building permit. Mr. Cronin noted that final approved special permit plans will be governed by the MU-3/TOD zone, the Council Order, and the Design Guidelines. The Planning Department, Urban Design Commission (UDC) and the City's consultant will be responsible for reviewing the plans at each phase of design to ensure the plans are compliant with the special permit and the design guidelines. Many of the elements of the plan will be fixed upon approval of the special permit. The attached flow chart details the steps from Council Approval to Final Plans. Each phase of review will be followed by written opinions from Planning and the UDC.

Mr. Wang presented details of the Evaluation Template and provided examples of how the Design Guidelines have evolved from when they were initially presented to the Council in March 2020. The edits are based on feedback from the Council and were made in consultation with the Planning Department, the petitioner, the design team and the UDC. The Design Guidelines differ from the Northland Design Guidelines as they focus more on the relationship of the buildings in the Urban design context rather than solely on the architectural details. Additionally, there is a section that details preferred materials and façade treatments. Mr. Wang noted that the design guidelines reflect on the importance of building

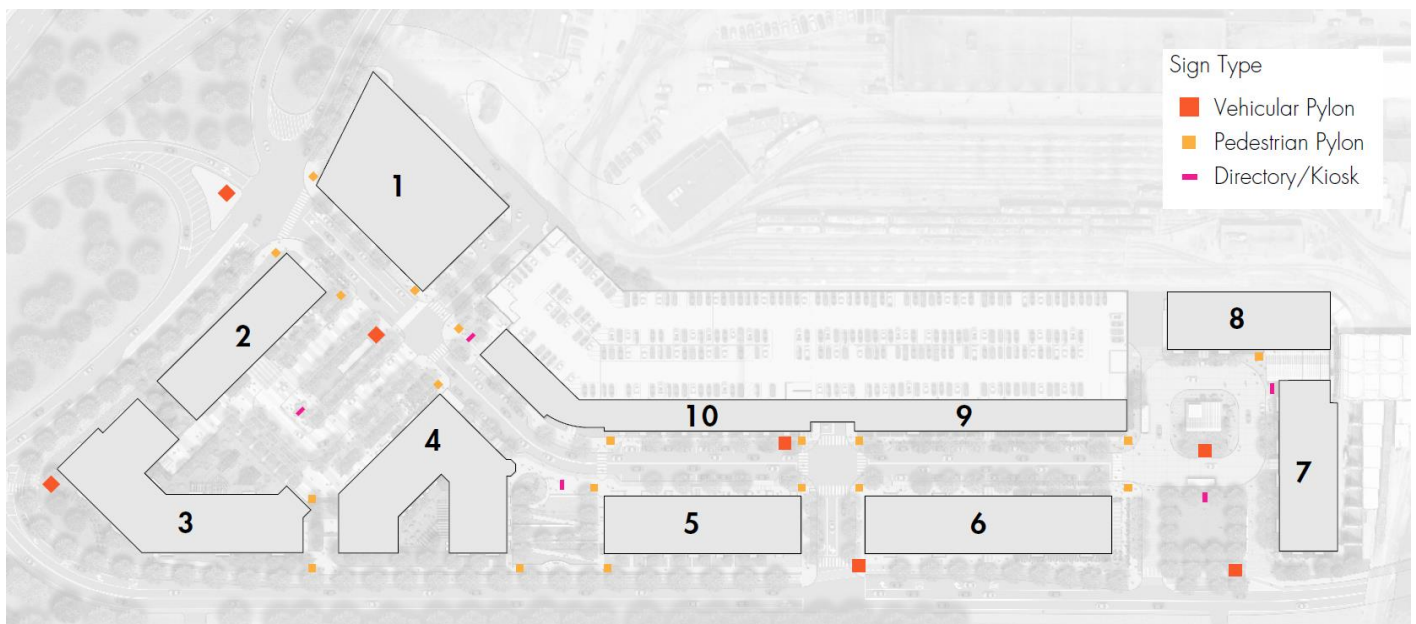
heights, footprints, scale, relationship to the perimeter and places an emphasis on visual permeability into the site. He confirmed that the revised Design Guidelines includes more prescriptive and direct language than the previous draft. Mr. Wang showed examples of how the design guidelines provide specific samples of different facades with consistent, cohesive elements.

### **Consistency Review Process**

The three-part consistency review includes review of Schematic Design, plans at design development review phase (civil plans, landscape plans, dimensions, materials) and final review at issuance of building permit. Samples of the evaluation templates and drawings expected to be submitted for the different phases of design are shown in the attached presentation.

### **Comprehensive Sign Package**

Chief Planner Neil Cronin comprehensive sign package with Wayfinding signs, Base building signage and commercial/retail tenant signage. A key of the locations for the different types of signs is shown below.



Mr. Cronin noted that the Planning Department has recommended removal of one/some of the vehicular pylon signs and some of the pedestrian pylon signs, both of which are close together on the Grove Street frontage. He noted that the Planning Department requires additional information on the proposed pole mounted signs.

With regard to the large signs, the Urban Design Commission has recommended a limit of two, 200 sq. ft. signs on Building 1 with the possibility to increase to 300 sq. ft. depending on the final design of the building. Building 2 has a recommendation for one 200 sq. ft. sign. For buildings 3, 7 and 9, the UDC has recommended that each building is permitted to have one building identification sign with a limit of 65 sq. ft. The UDC will have to review all commercial and retail signs at the site but suggest that each building may be allowed a 25 sq. ft. building identification sign in the lobby entrance.

Chair of the UDC Michael Kaufman, and Vice Chair Jim Doolin noted that the Commission met with the petitioner three times. Mr. Kaufman noted that the petitioner has made progress on the site plan and showed flexibility in terms of the sign package. He expressed support for the design guidelines, noting that allowing flexibility makes sense, understanding that the buildings and programs will evolve over time. Mr. Doolin commended the design guidelines, noting that they set clear expectations for the petitioner. He expressed appreciation for the input from the Lower Falls Improvement Association (LFIA).

Atty. Buchbinder confirmed that although the petitioner initially requested 350 sq. ft. signs for Buildings 1 and 2, they are comfortable with the reduction to 200 sq. ft. with the potential to increase to 300 sq. ft. Elkus Manfredi Architect John Martin presented details of the sign package. Mr. Martin noted that the petitioner is in agreement with the recommendations made by the UDC and has agreed to reducing the illumination on signs after 11:00 pm. Mr. Martin emphasized the importance of signs for companies who have concerns about visibility and brand identity. Mr. Martin presented some examples of signs proposed and noted that the nearest home to the illuminated signs would be approximately 550 sq. ft. away. He suggested that if permitted, the petitioner could install a third, logo only sign on Building 1. Atty. Buchbinder confirmed that the petitioner is still working with the Planning Department and the UDC on the wayfinding signage. He noted that the MBTA will have their own wayfinding signage. Atty. Buchbinder noted that limitations in the Zoning Ordinance for temporary signs may be too restrictive and noted that this is something that may need additional review by the UDC.

### **Public Comment**

Ted Chapman, 91 Cornell Street, questioned where the opportunity for public input is during the separate approval processes. He noted that on Grove Street, the appearance of the buildings can be softened. Mr. Chapman expressed support for mansard rooflines and rounded window caps. He noted that removal of the northbound bike lane on Grove Street provides an opportunity for 2' in the setback for trees/plantings to buffer the buildings and the Grove Street experience. He noted that while buildings 1-3 are 500' from residences, the glass surfaces will reflect noise from I-95 and questioned whether they can be modified to soften the noise.

Liz Mirabile, 19 Hallron Road, noted that the LFIA submitted a letter and urged the Committee to review the contents and photos contained. She expressed support for public comment during the UDC process for signage as well as during the consistency process for Design Guidelines. Ms. Mirabile noted that they have requested a smaller cap for the signage for the office tower. With regard to a third sign facing Lower Falls, the LFIA does not feel it is necessary. Ms. Mirabile questioned when the parameters for the temporary signs would be set.

It was noted that the UDC typically entertains public comment during their review process. Atty. Buchbinder noted that the temporary signage would come when the buildings are approximately halfway done.

### **Committee Questions & Comments**

Q: Should the Design Guidelines speak to the solar-readiness of the buildings?

A: All architectural finishes are subservient to the sustainability goals that will be contained in the Council Order. All buildings will be solar ready.

Q: Where have you used Design Guidelines before, and can you provide specific, comparable examples and lessons learned? (to the City's peer reviewer)

A: There is a range of context. Wayland Town Center, Steel Point Harbor (Bridgeport, CT). We have created a lot of form-based code which is built into the zoning. For these Design Guidelines we used the Assembly Row Guidelines, but we did not create the Design Guidelines for Assembly. We have been responsible for a lot of large-scale mixed-use developments throughout the Northeast.

C: These Design Guidelines are very much improved from the first draft. All materials allowed in the primary, secondary, and tertiary areas should be durable and sustainable.

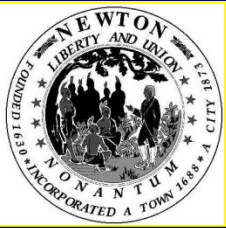
C: The Design Guidelines should not have any information that is not related to this project.

The Committee expressed appreciation for having the UDC involved in the review process, noting that their expertise will be invaluable in reviewing details of the project. The Committee noted that the liaison committee will also be involved in providing feedback on the design. Some concern was expressed relative to the lack of Council involvement/jurisdiction after approval of the special permit and emphasis was placed on the importance of clearly defining parameters for aspects of the project (signage, solar, etc.). Committee members questioned whether the Council Order should require solar facilities on specific buildings, noting that solar has been emphasized throughout the City on private and municipal buildings. It was noted that the petitioner has agreed to achieve Passive House certifiability in some buildings which is more important with regard to the energy consumption of a building. It was also noted that some suggestions have been made with regard to how the petitioner may use the rooftop space. The Committee requested that future documents provided are redlined for comparison. With that, Councilor Markiewicz motioned to hold the item which carried unanimously. The MBTA's letter detailing their commitment to solar can be found at the end of this report.

The Committee adjourned at 10:10 pm.

**Respectfully Submitted,**

**Richard Lipof, Chair**



# 280 Newtonville Avenue

## *Special Permit Application to Newton City Council*





# Site Overview

## ATTACHMENT B

### Zoning

280 Newtonville Ave

*City of Newton,  
Massachusetts*

### Legend

-  Single Residence 2
-  Multi-Residence 1
-  Multi-Residence 3
-  Manufacturing
-  Public Use



The information on this map is from the Newton Geographic Information System (GIS). The City of Newton cannot guarantee the accuracy of this information. Each user of this map is responsible for determining its suitability for his or her intended purpose. City departments will not necessarily approve applications based solely on GIS data.

CITY OF NEWTON, MASSACHUSETTS  
Mayor - Ruthanne Fuller  
GIS Administrator - Douglas Greenfield

0 25 50 75 100 125 150 175 200 225 Feet

Map Date: May 21, 2020





# Entry

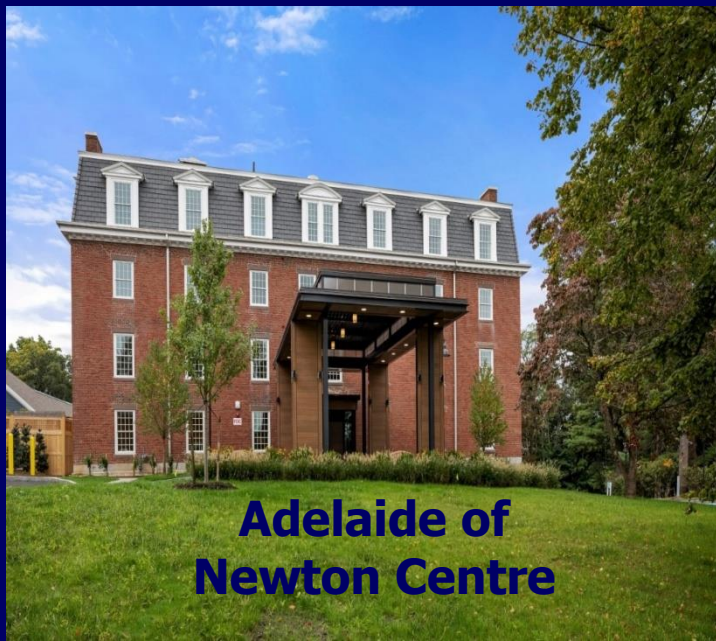




# Existing Conditions







**Adelaide of  
Newton Centre**



**Cabot Park  
Village**

**Benchmark  
Newton Properties**



**The Falls at  
Cordingly Dam**



**Evans Park at  
Newton Corner**



# Existing Conditions





# Proposed Conditions





# Rendering





# Rendering



# Proposed Floor Plans



THIRD - FIFTH FLOOR PLAN



SECOND FLOOR PLAN

MAP 22, BLOCK 7, LOT 33  
N/F LANDS OF  
WTON HOUSING AUTHORITY  
BK.20933, PG.600

MAP 22, BLOCK 7, LOT 31  
N/F LANDS OF  
JEAN CURRAN  
BK.34114, PG.1

N67°22'10"E  
45.30'

PROP. BUILDING ADDITION  
5 STORIES  
1ST FLOOR: 2,633± SF  
2ND FLOOR: 2,804± SF  
3RD-5TH FLOOR: 4,776± SF  
TOTAL AREA: 19,765± SF  
18 PROP. UNITS

EXISTING RHODODENDRON TO BE  
TRANSPANTED. FINAL LOCATION TO BE  
DETERMINED IN THE FIELD BY LANDSCAPE  
ARCHITECT

EXISTING HYDRANGEA TO BE  
TRANSPANTED. FINAL LOCATION TO BE  
DETERMINED IN THE FIELD BY LANDSCAPE  
ARCHITECT

- EXISTING LANDSCAPE TO REMAIN BE BE PROTECTED DURING CONSTRUCTION

PROP. 3" LAYER OF DOUBLE SHREDDED  
HARDWOOD BARK MULCH OVER WATER  
PERMEABLE WEED BARRIER FABRIC IN ALL  
PLANT BEDS (TYP.)

- EXISTING (9) HOSTAS TO BE TRANSPLANTED. FINAL LOCATION TO BE DETERMINED IN THE FIELD BY LANDSCAPE ARCHITECT
- EXISTING (3) ZEBRA GRASS TO BE TRANSPLANTED. FINAL LOCATION TO BE DETERMINED IN THE FIELD BY LANDSCAPE ARCHITECT
- EXISTING (10) DAYLILIES TO BE TRANSPLANTED. FINAL LOCATION TO BE DETERMINED IN THE FIELD BY LANDSCAPE ARCHITECT
- PROP. HYDROSEED LAWN OVER 6" NEW TOPSOIL (TYP.)

**N16°42'20"E**  
**113.00'**

$N66^{\circ}53'15''W$   
 $201.25'$

$S16^{\circ}42'20''W$   
125.88'

51642



# Parking Study

- 100 parking stalls located on-site
- will not limit the continued use of 20 stalls for the Cabot School
- parking study shows healthy surplus of parking available on-site to support the 18 additional units
- 66 total required for the expanded project under current zoning



# Relief Requested



- special permit required for:
  - amendment to Council Order #105-95
  - determination of density and dimensional controls (Section 3.2.2.A.3)
  - extension of a nonconforming structure (to the extent applicable) (Section 7.8.2.C.1)





# Department of Planning and Development



**PETITION #244-20**

**280 NEWTONVILLE AVENUE**

SPECIAL PERMIT/SITE PLAN  
APPROVAL TO AMEND SPECIAL  
PERMIT BOARD ORDER #105-95 TO  
CONSTRUCT A FIVE-STORY ADDITION  
WITH 18 NEW UNITS AND COMMON  
ACCESSORY USE SPACE, EXTENDING  
THE NON-CONFORMING STRUCTURE  
TO THE EXTENT NECESSARY AND TO  
DETERMINE DENSITY AND  
DIMENSIONAL CONTROLS

*MAY 26, 2020*



# Requested Relief



Special Permit per §7.3.3 to:

- to amend Special Permit #105-95
- to determine the density and dimensional controls (§3.2.2.A.3)

# Criteria to Consider



When reviewing the requested special permits the Council should consider whether:

- The Multi Residence 3 (MR3) zoned site is an appropriate location for the proposed expanded congregate care facility (§7.3.3.C.1; §3.1.2.A.3)
- The proposed expanded congregate care facility as designed will adversely affect the neighborhood (§7.3.3.C.2; §3.1.2.A.3)
- The proposed expanded congregate care facility as designed will create a nuisance or serious hazard to vehicles or pedestrians (§7.3.3.C.3; §3.1.2.A.3)
- Access to the site over streets is appropriate for the types and numbers of vehicles involved (§7.3.3.C.4, §3.1.2.A.3)

# Affordability



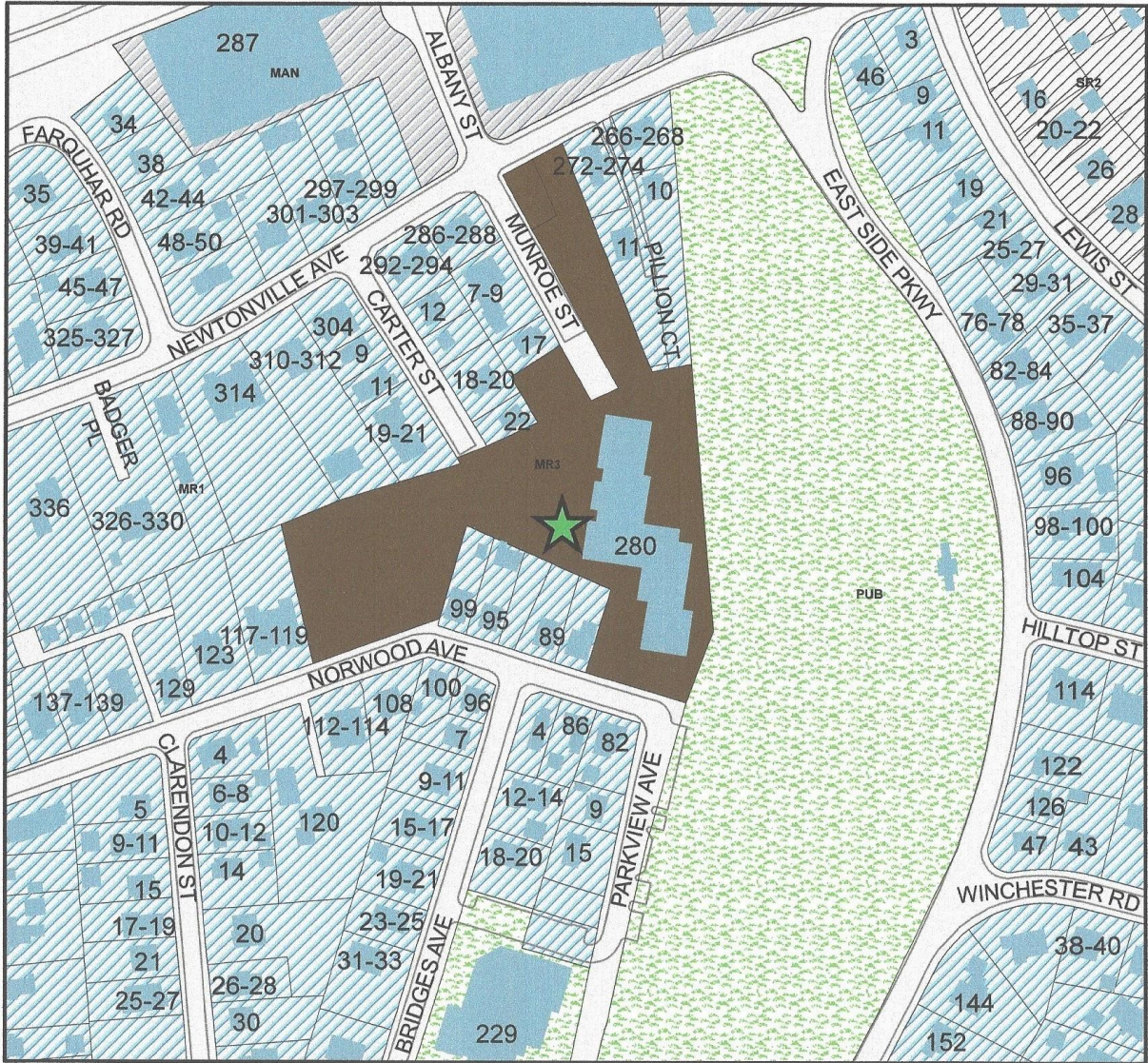
- Planning and other City staff reviewing information related to the project's compliance with the Inclusionary Zoning provisions of the NZO (Sec 5.11.4)
- Petitioner offer to extend the affordability of the existing 20 affordable units at the facility

# AERIAL/GIS MAP





# Zoning



## ATTACHMENT B

### Zoning

280 Newtonville Ave.

*City of Newton,  
Massachusetts*

#### Legend

- Single Residence 2
- Multi-Residence 1
- Multi-Residence 3
- Manufacturing
- Public Use



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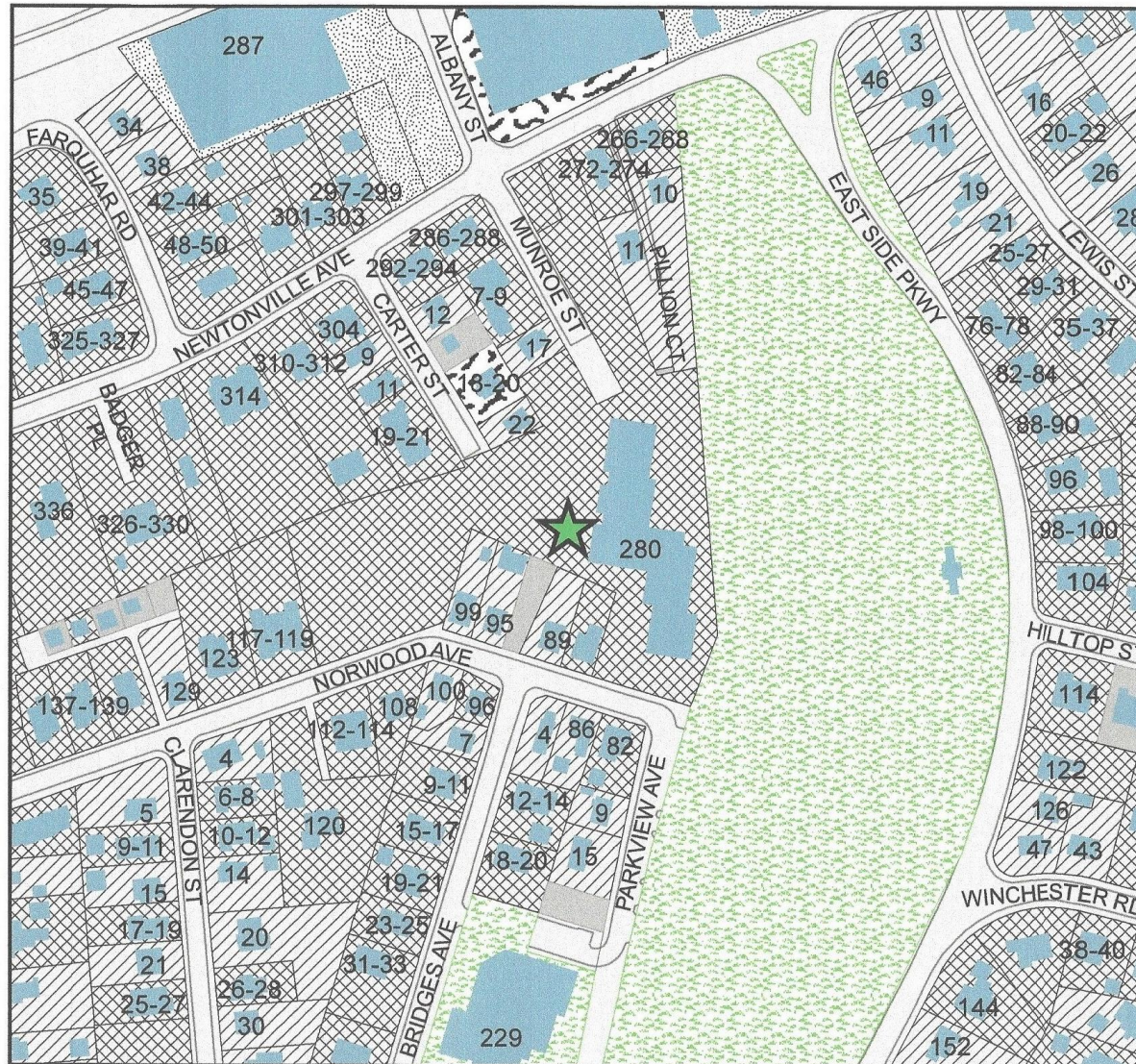
CITY OF NEWTON, MASSACHUSETTS  
Mayor - Ruthanne Fuller  
GIS Administrator - Douglas Greenfield

0 25 50 75 100 125 150 175 200 225 Feet

Map Date: May 21, 2020



# Land Use



## ATTACHMENT A

### Land Use

### 280 Newtonville Ave.

*City of Newton,  
Massachusetts*

#### Land Use

#### Land Use

-  Single Family Residential
-  Multi-Family Residential
-  Commercial
-  Open Space
-  Nonprofit Organizations
-  Vacant Land



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CITY OF NEWTON, MASSACHUSETTS  
Mayor - Ruthanne Fuller  
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0 25 50 75 100 125 150 175 200 225 Feet

Map Date: May 21, 2020



PLAT MAP OF A PORTION OF THE CITY OF NORWOOD, MISSOURI

NORWOOD AVENUE

NORWOOD STREET

LOT 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 8

# Site Plan- proposed

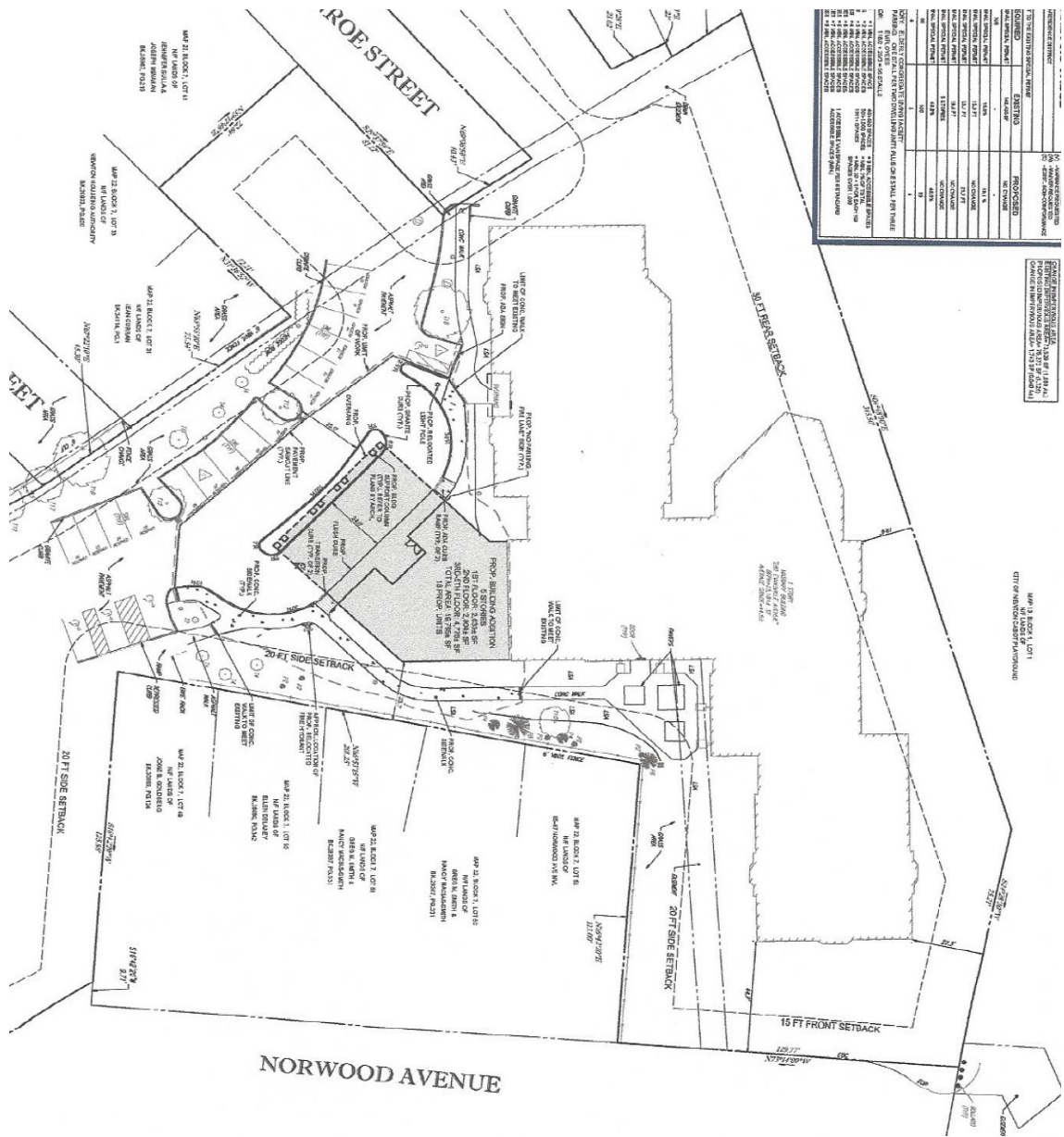
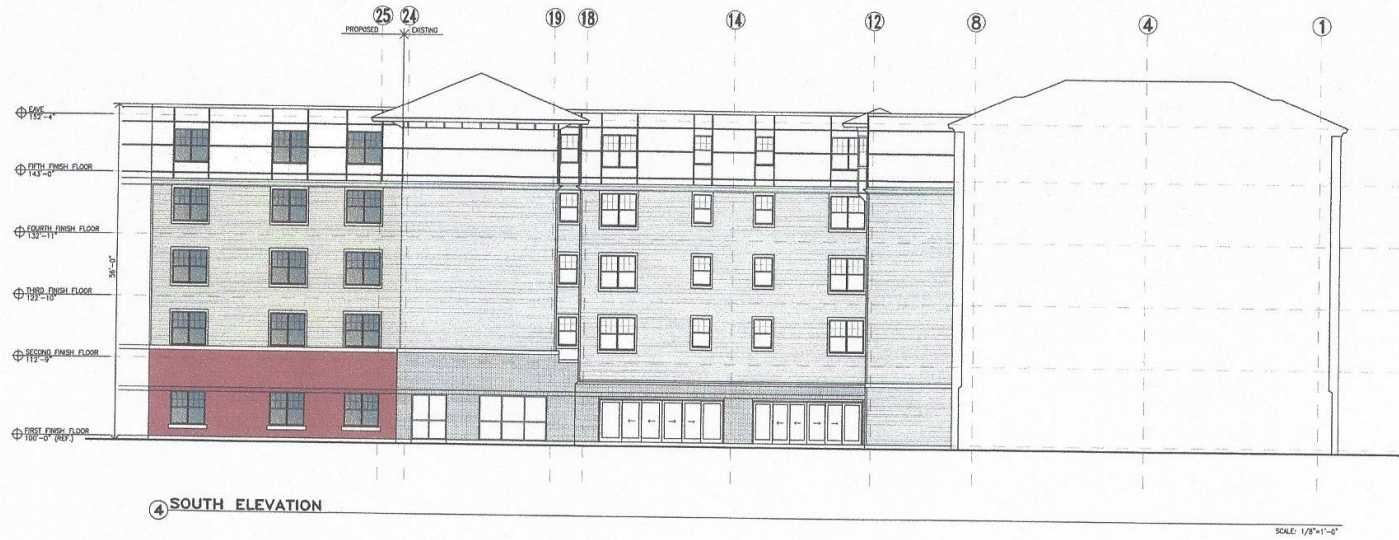


FIGURE 1. SITE PLAN FOR PROPOSED 10-STORY OFFICE BUILDING AT THE INTERSECTION OF MUNROE STREET AND NORWOOD AVENUE.



# Elevations





# Photos



# Photos





# Photos





# Photos





# Photos





# Department of Planning and Development



**PETITION #252-20**  
**30-32 SALISBURY ROAD**

SPECIAL PERMIT/SITE PLAN  
APPROVAL TO ALLOW AN  
ACCESSORY APARTMENT IN A  
DETACHED STRUCTURE THAT DOES  
NOT MEET PRINCIPAL BUILDING  
SETBACKS AND TO INCREASE THE  
NONCONFORMING FLOOR AREA  
RATIO

MAY 26, 2020



# Requested Relief



Special Permits per §7.3.3, 7.8.2.C.2 of the Newton Zoning Ordinance to:

- Allow an accessory apartment in a detached structure (§6.7.1.E.1);
- Allow an accessory apartment in a detached structure that does not meet the principal dwelling setback requirements (§6.7.1.E.5); and
- To increase the nonconforming FAR from 64 to .66, where .48 is the maximum allowed by-right. (§3.2.3, §3.2.11)



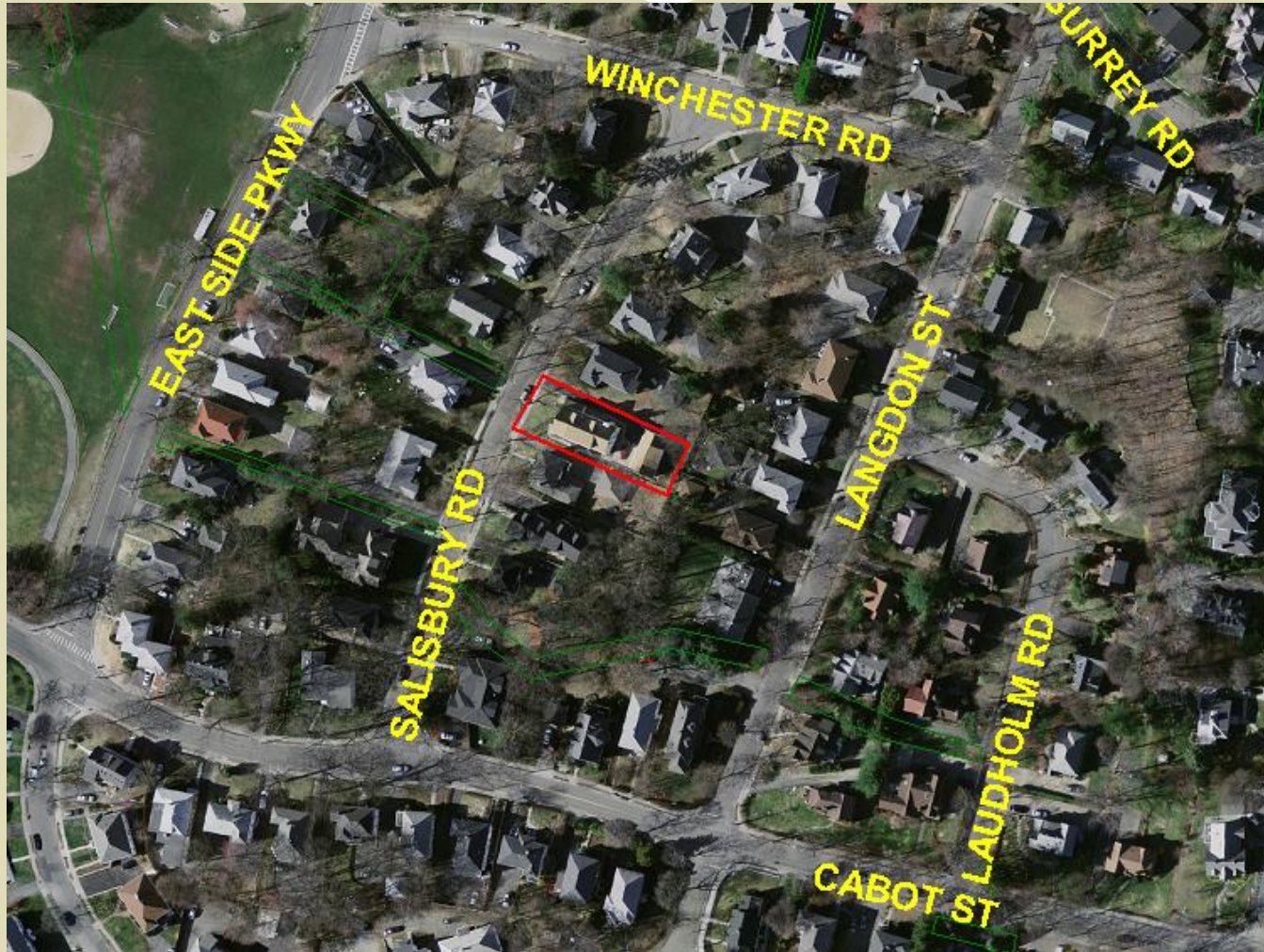
# Criteria to Consider



When reviewing this request, the Council should consider whether:

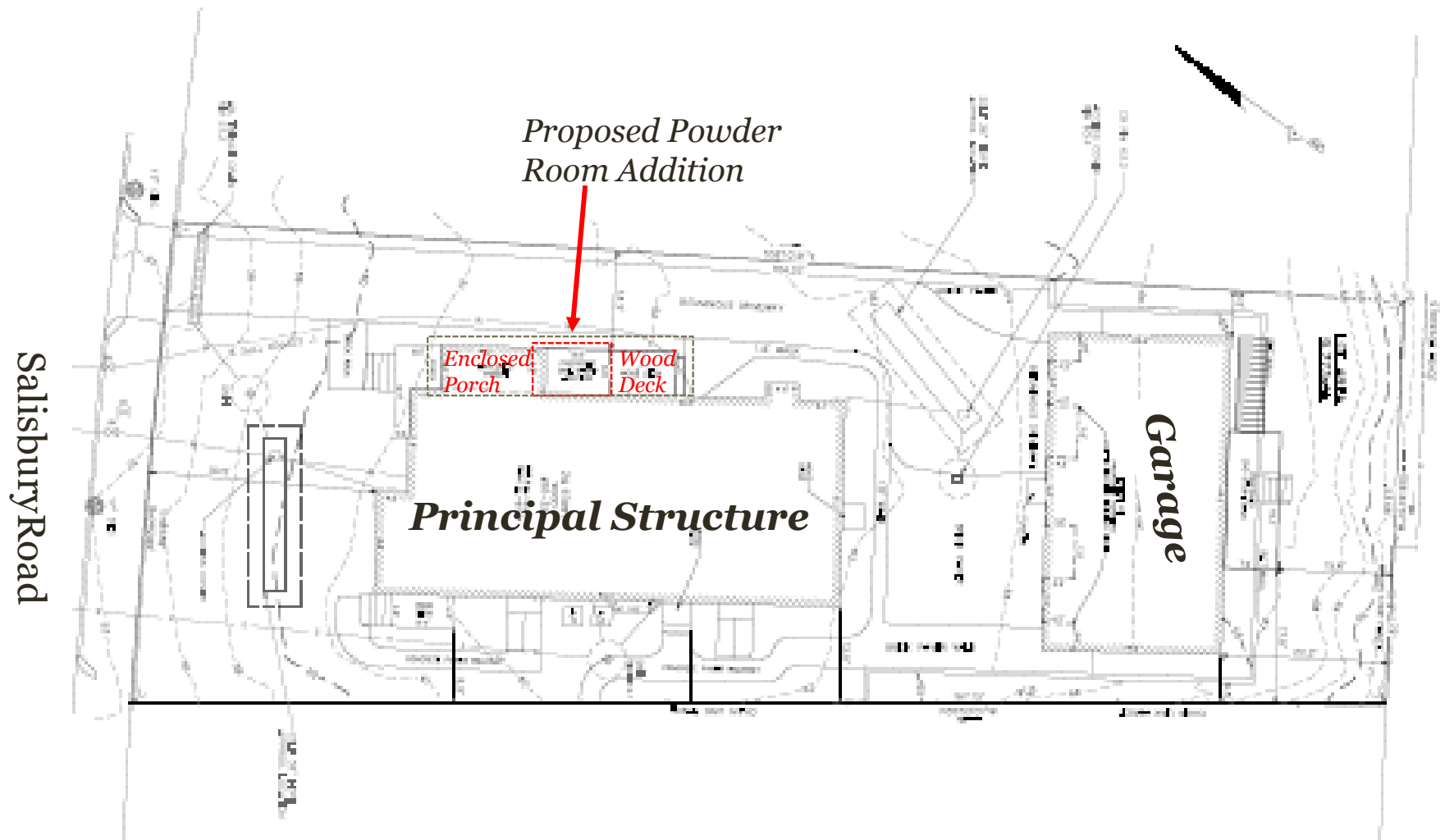
- The site is an appropriate location for the proposed detached accessory apartment in a structure that does not meet principal setbacks. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.1)
- The proposed accessory apartment will not adversely affect the neighborhood. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.2)
- There will be no nuisance or serious hazard to vehicles or pedestrians. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.3)
- Access to the site over streets is appropriate for the types and numbers of vehicles involved. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.4)
- The proposed increase in the nonconforming FAR from .64 to .66, where .48 is the maximum allowed by-right, is not substantially more detrimental to the neighborhood than the existing nonconforming structure. (§3.2.3, §3.2.11, and §7.8.2.C.2)

# Aerial/GIS Map

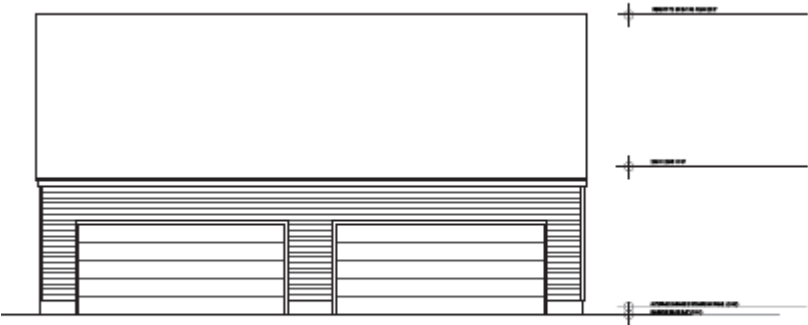




# Proposed Site Plan



# Garage Elevations - Front



1 FRONT

Existing

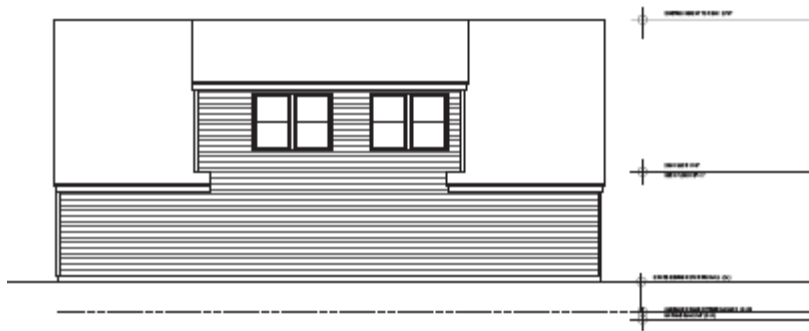


1 FRONT

Proposed

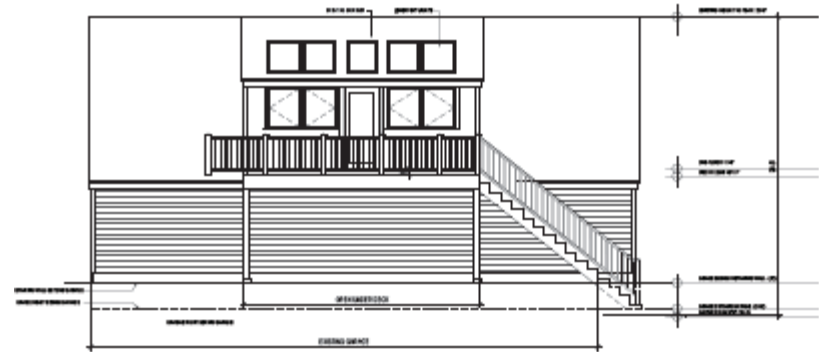


# Proposed Rear Elevation



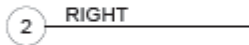
3 REAR

Existing



3 REAR

Proposed



Architectural drawing of a house with a gabled roof, a chimney, a front door, and a window. Dimensions are indicated: 12'0" for the front width, 12'0" for the side width, and 12'0" for the height. The drawing is labeled "HOUSE" and "HOUSE".



Proposed



# Proposed Findings



- The specific site is an appropriate location for the proposed detached accessory apartment in a detached structure that does not meet principal setbacks because the proposed apartment is within the footprint of the existing garage. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.1)
- The proposed accessory apartment will not adversely affect the neighborhood because the site and surrounding neighborhood are within a Multi Residence 1 zoning district and many properties in the neighborhood have multifamily residential uses. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.2)
- There will be no nuisance or serious hazard to vehicles or pedestrians because the petitioner is not proposing any changes to the site. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.3)
- Access to the site over streets is appropriate for the types and numbers of vehicles involved. (§6.7.1.E.1, §6.7.1.E.5, §7.3.3.C.4)
- The proposed increase in the nonconforming FAR from .64 to .66, where .48 is the maximum allowed by-right is not substantially more detrimental than the existing nonconforming structure is to the neighborhood because the additions are within the footprints of the existing structures. (§3.2.3, §3.2.11, and §7.8.2.C.2)

# Proposed Conditions



1. Plan Referencing Condition.
2. Accessory Apartment Conditions.
3. Standard Building Permit Condition.
4. Standard Final Inspection/Certificate of Occupancy Condition.

# Riverside Station

Land Use Presentation

May 26, 2020

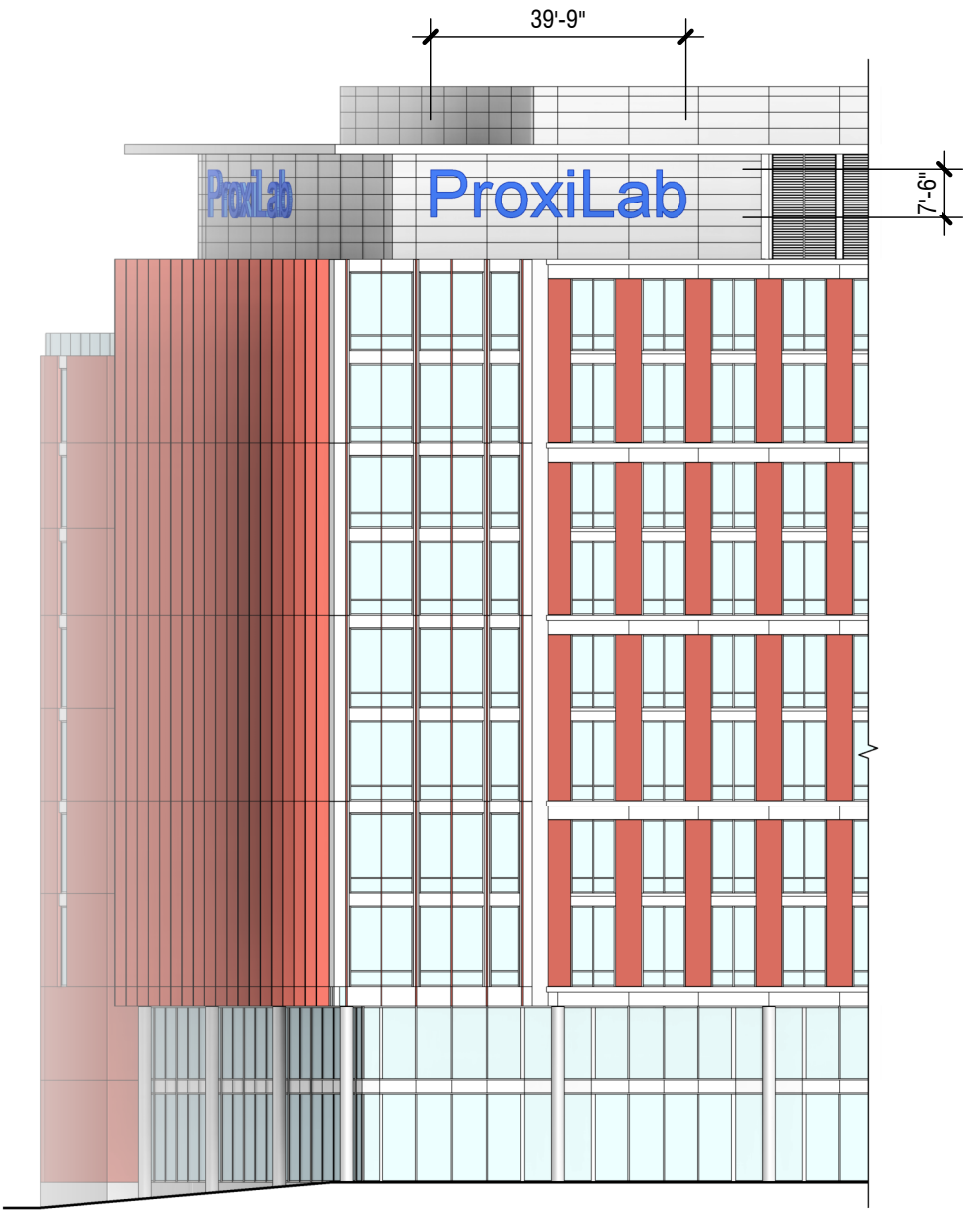
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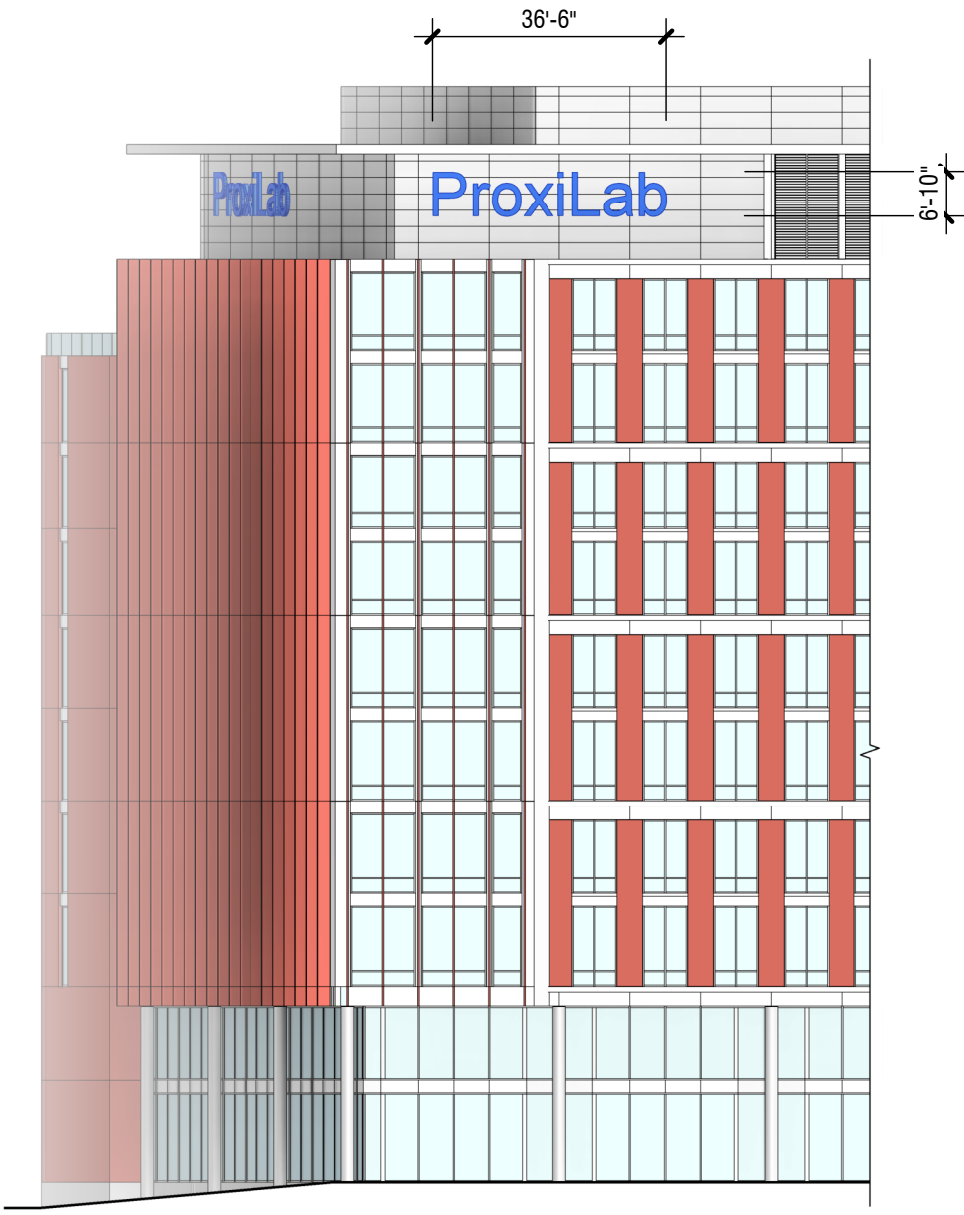


May 2020

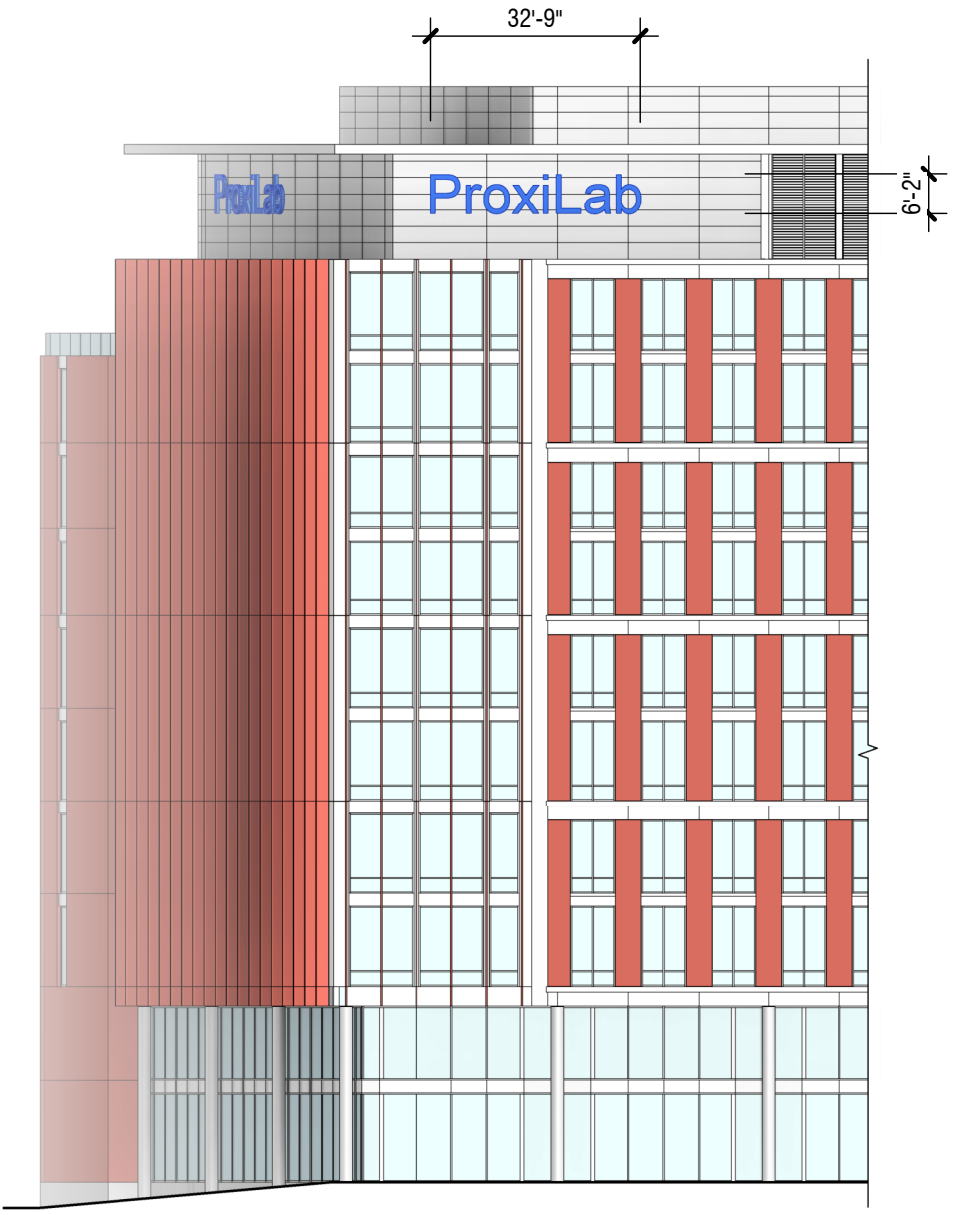




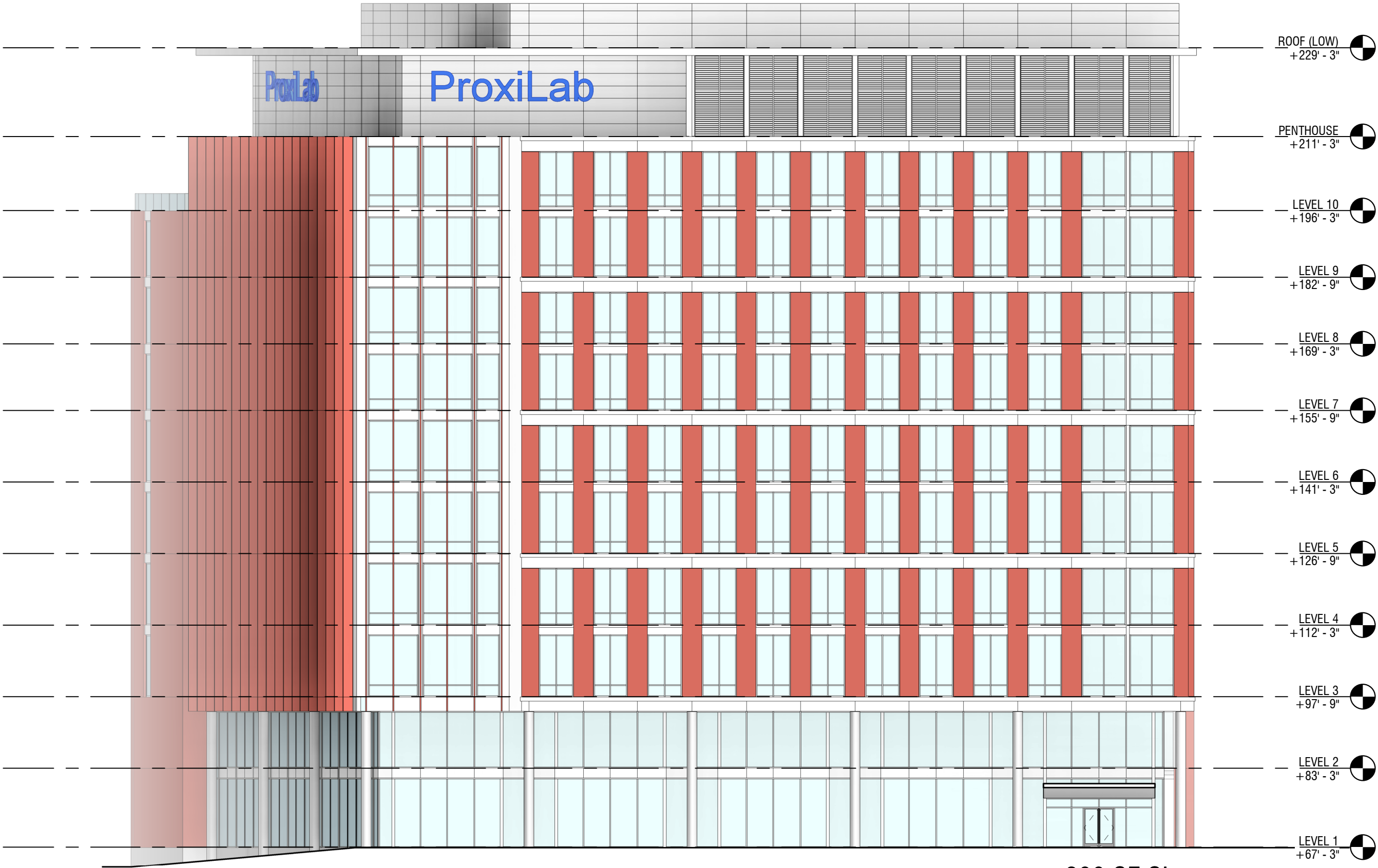
300 SF Sign



250 SF Sign



200 SF Sign



200 SF Sign

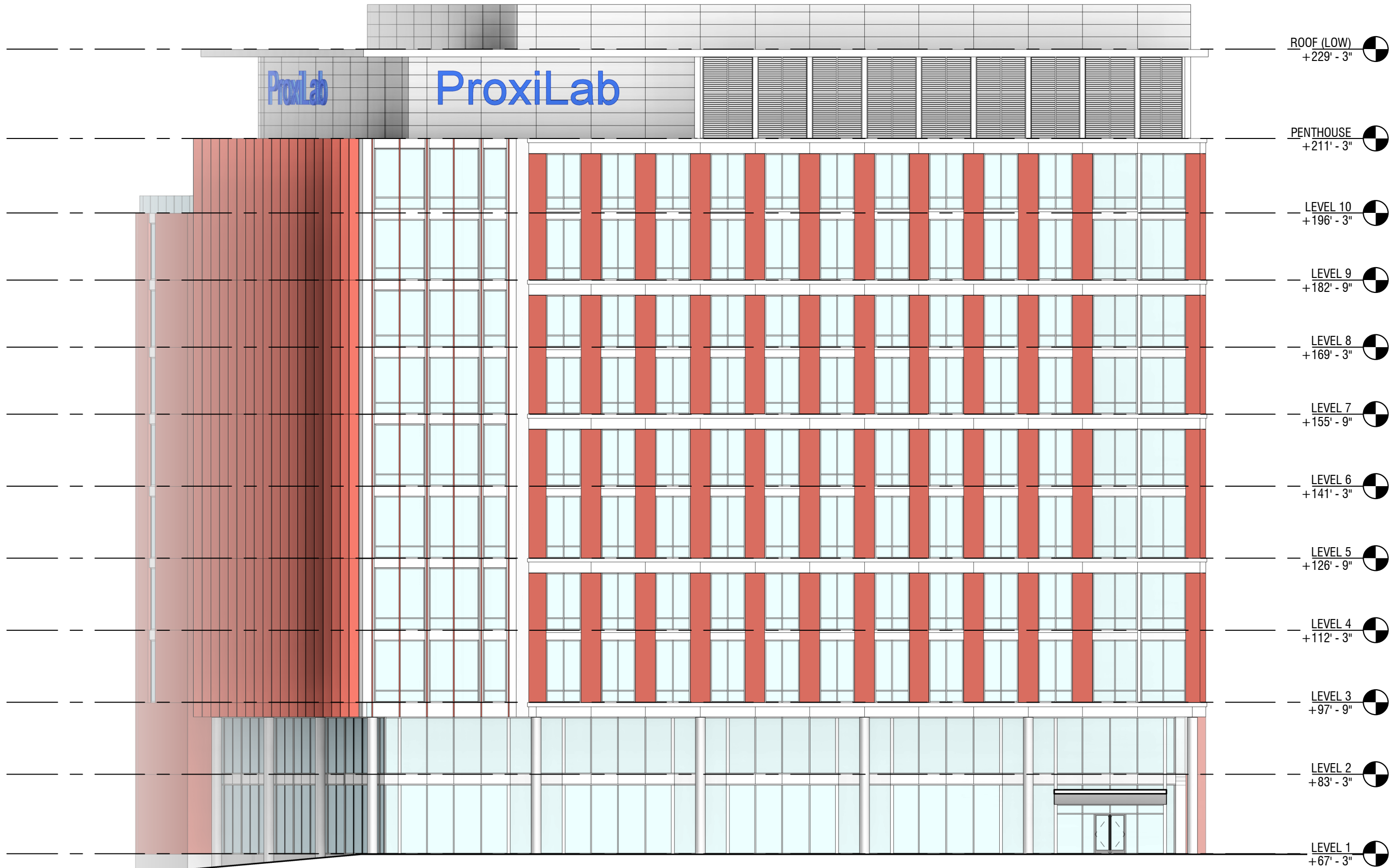
RIVERSIDE 1  
Newton, Massachusetts

South Elevation - 200 SF Sign  
MAY 26, 2020

MARK  
DEVELOPMENT

ELKUS | MANFREDI  
ARCHITECTS





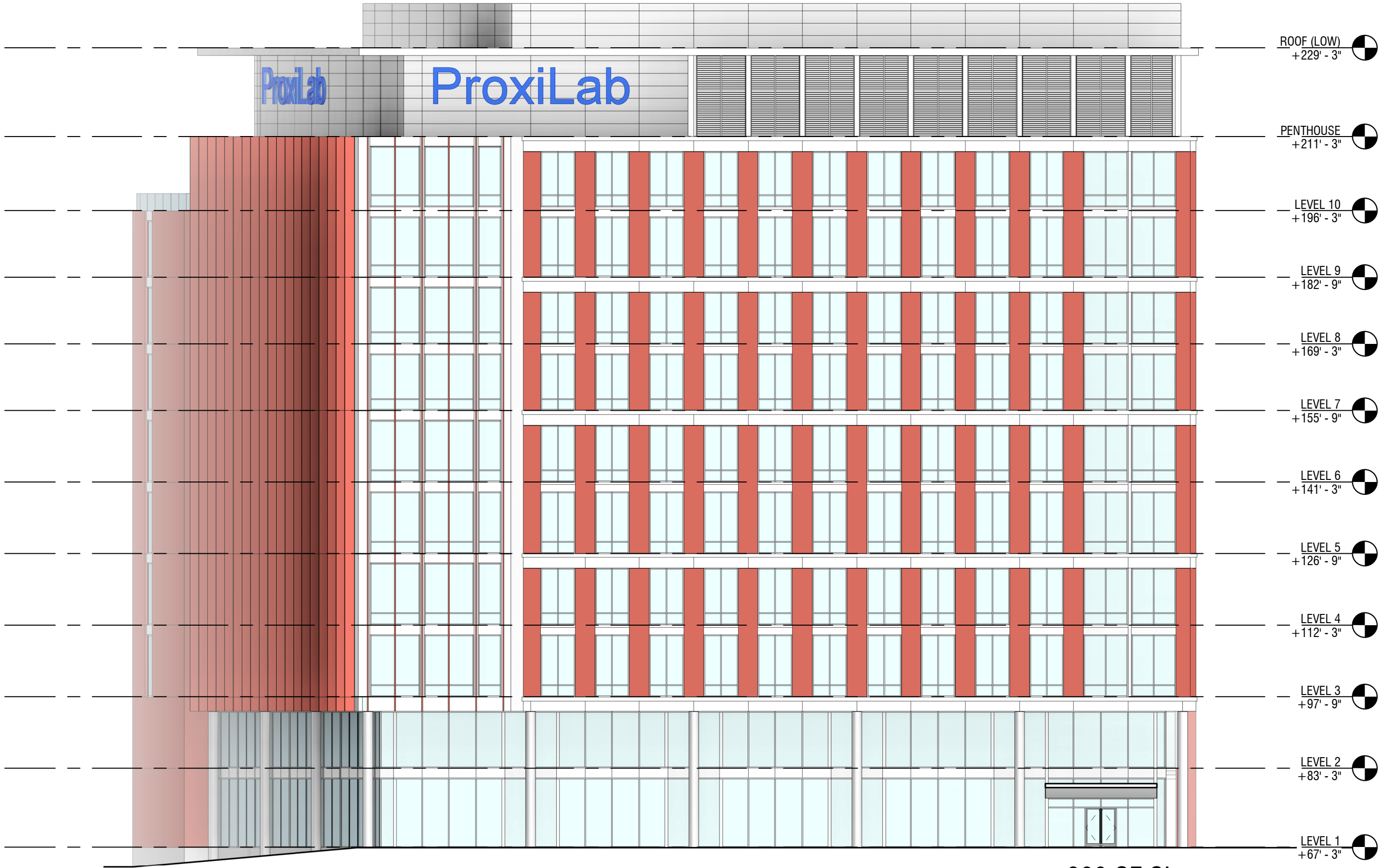
250 SF Sign

RIVERSIDE 1  
Newton, Massachusetts

South Elevation - 250 SF Sign  
MAY 26, 2020

MARK  
DEVELOPMENT

ELKUS | MANFREDI  
ARCHITECTS



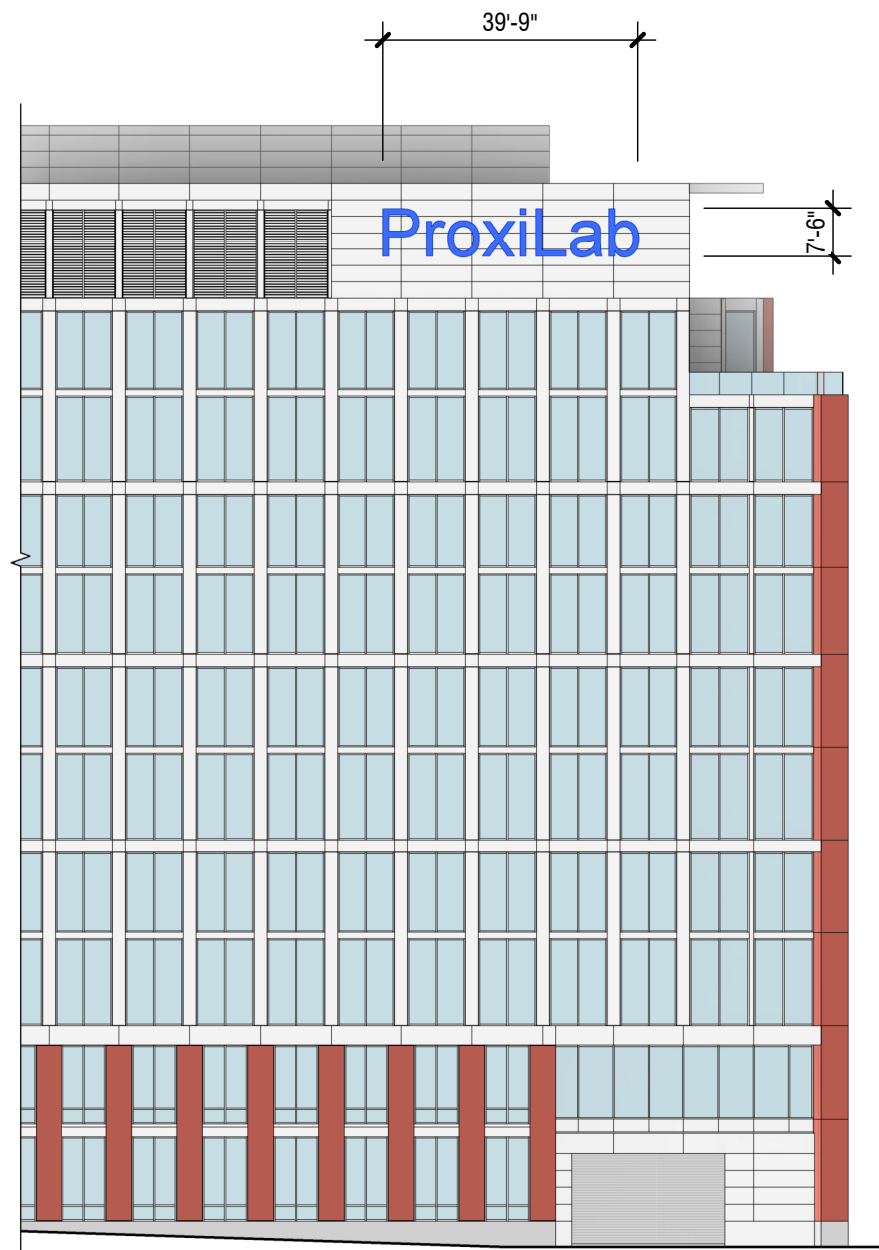
300 SF Sign

RIVERSIDE 1  
Newton, Massachusetts

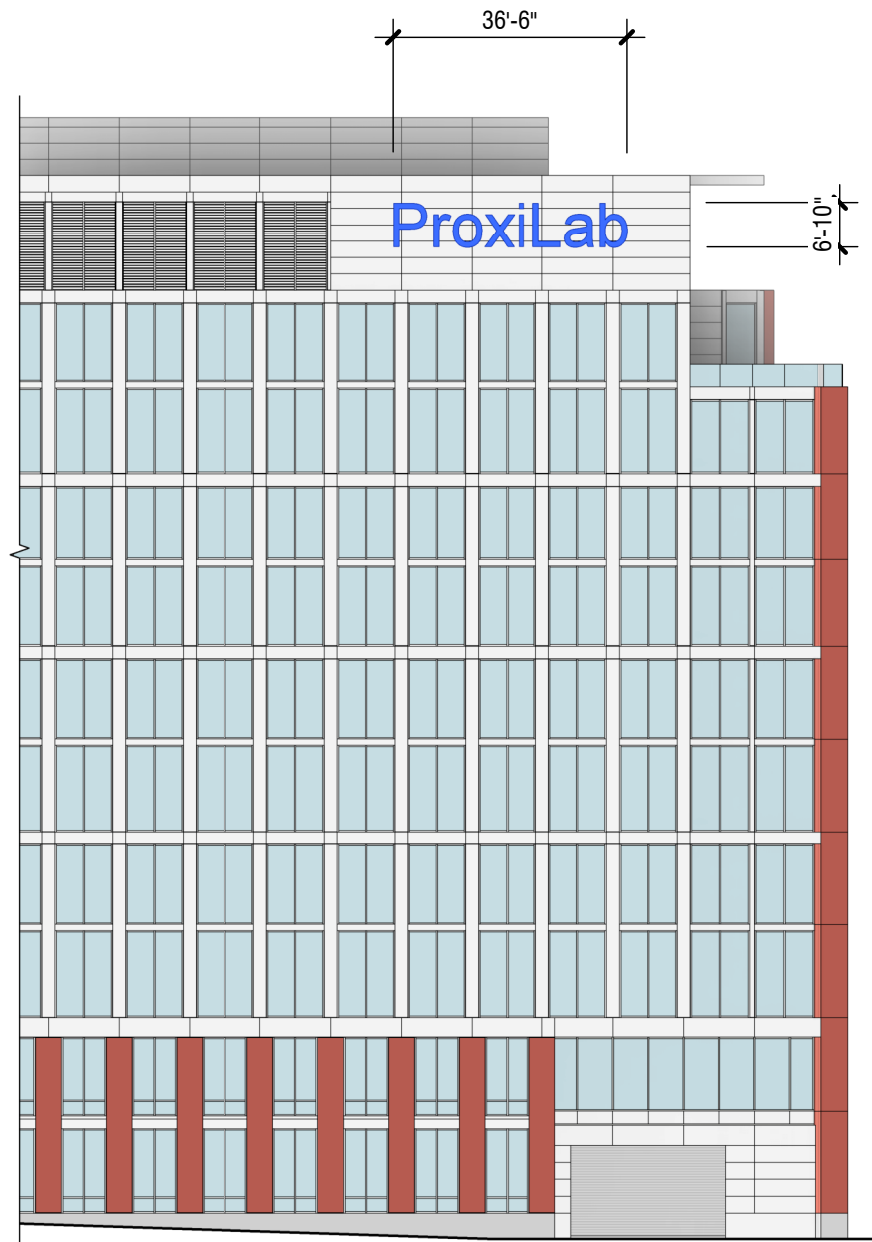
South Elevation - 300 SF Sign  
MAY 26, 2020

MARK  
DEVELOPMENT

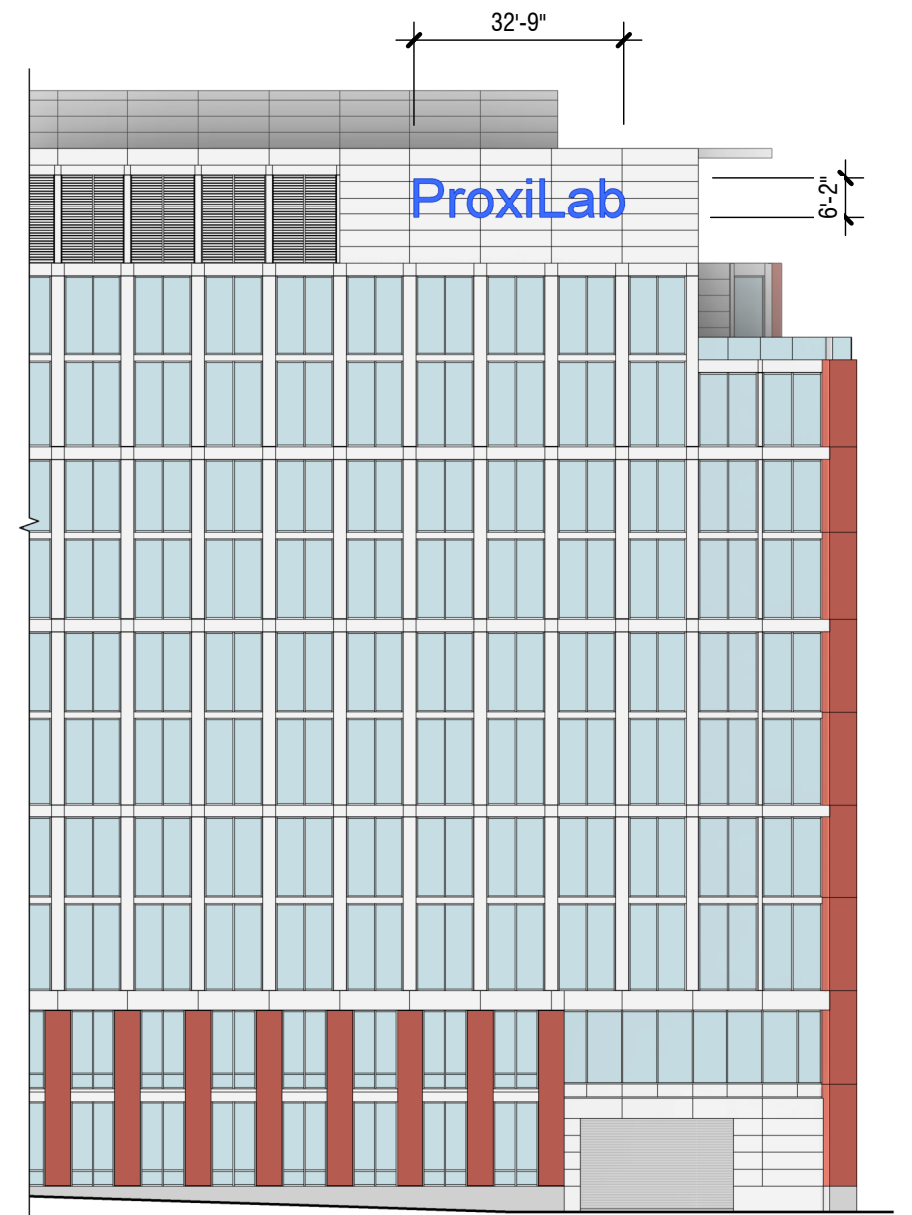
ELKUS | MANFREDI  
ARCHITECTS



300 SF Sign

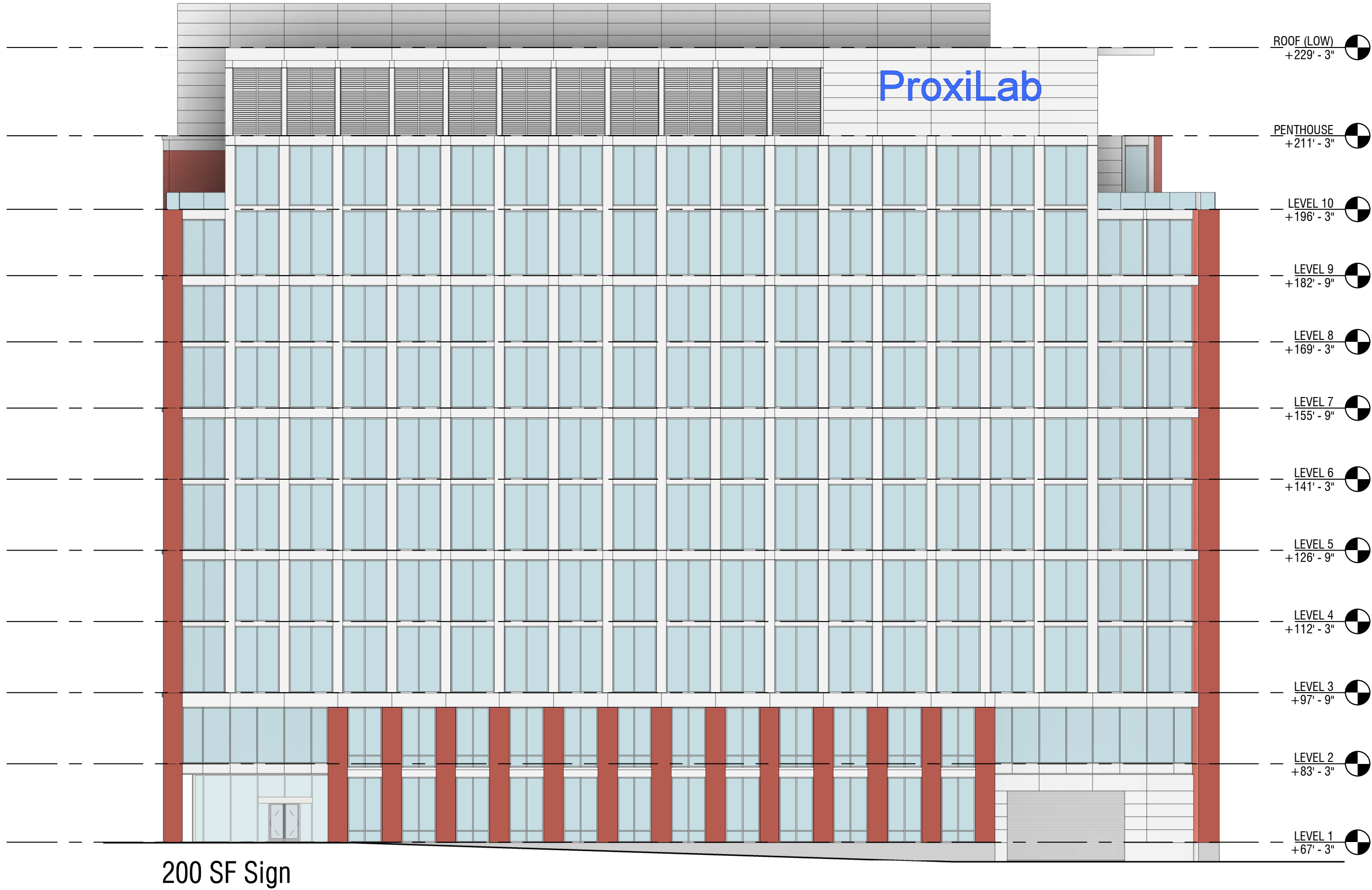


250 SF Sign



200 SF Sign



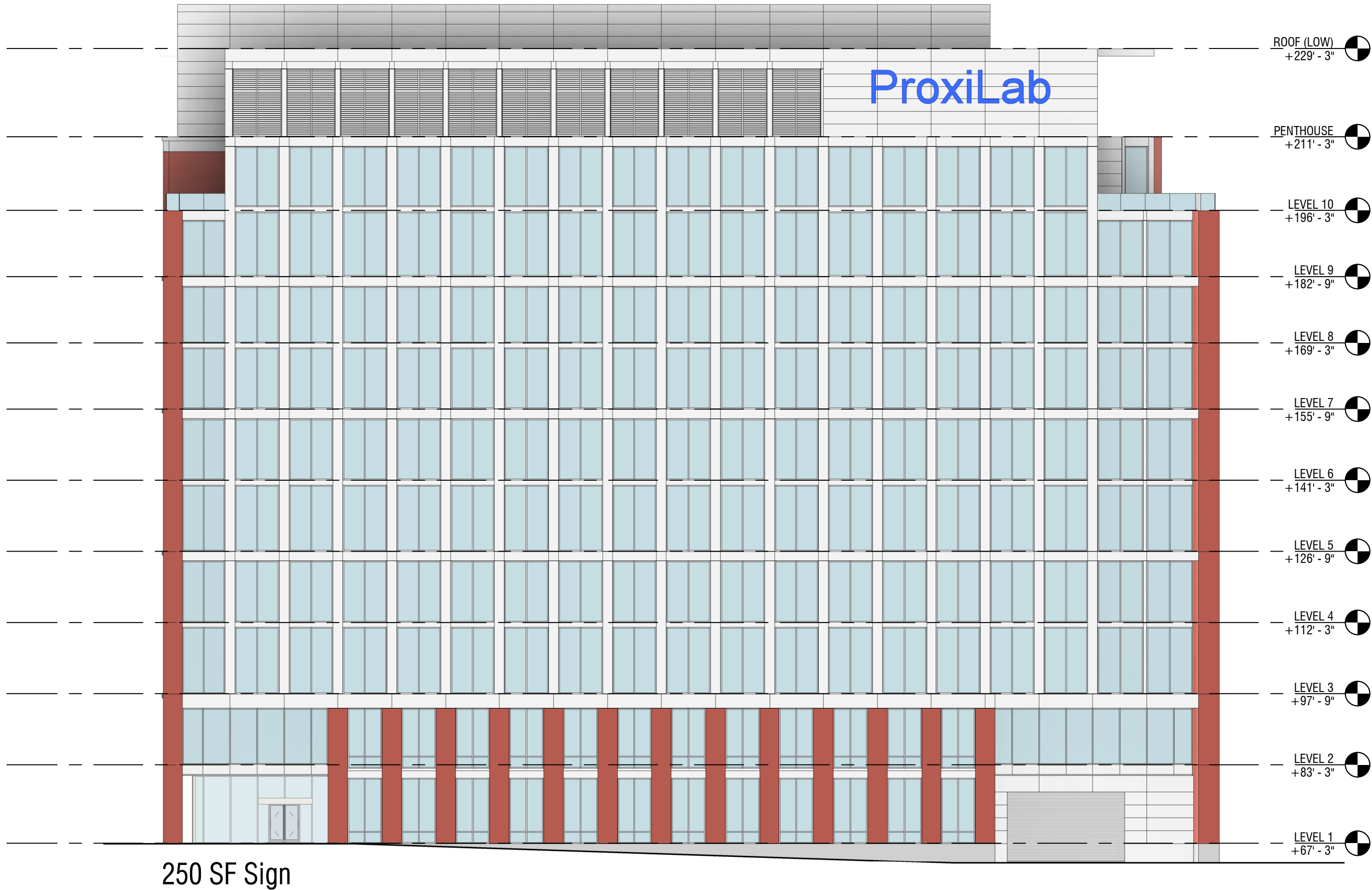


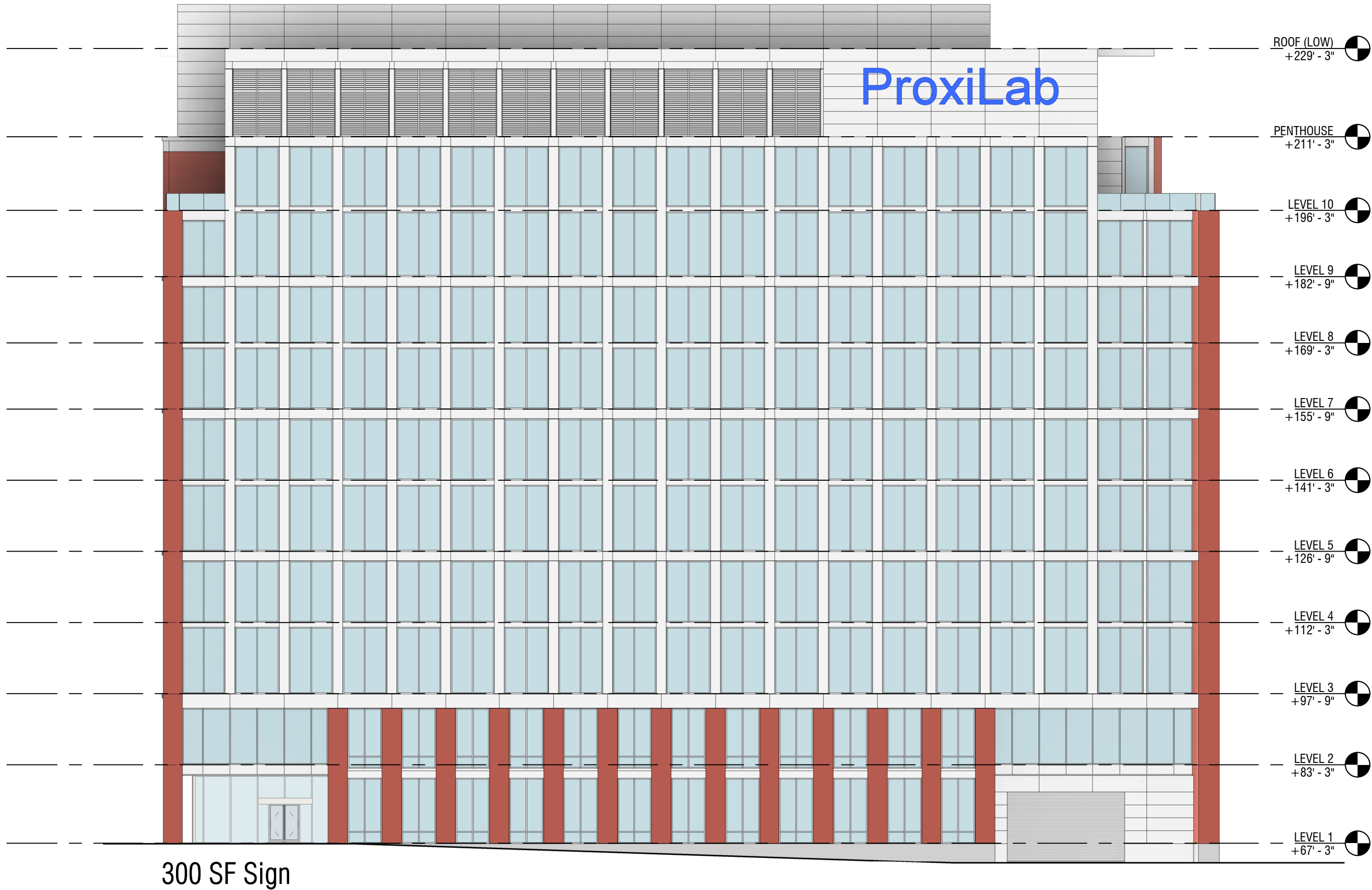
RIVERSIDE 1  
Newton, Massachusetts

North Elevation - 200 SF Sign  
MAY 26, 2020

MARK  
DEVELOPMENT

ELKUS | MANFREDI  
ARCHITECTS





300 SF Sign

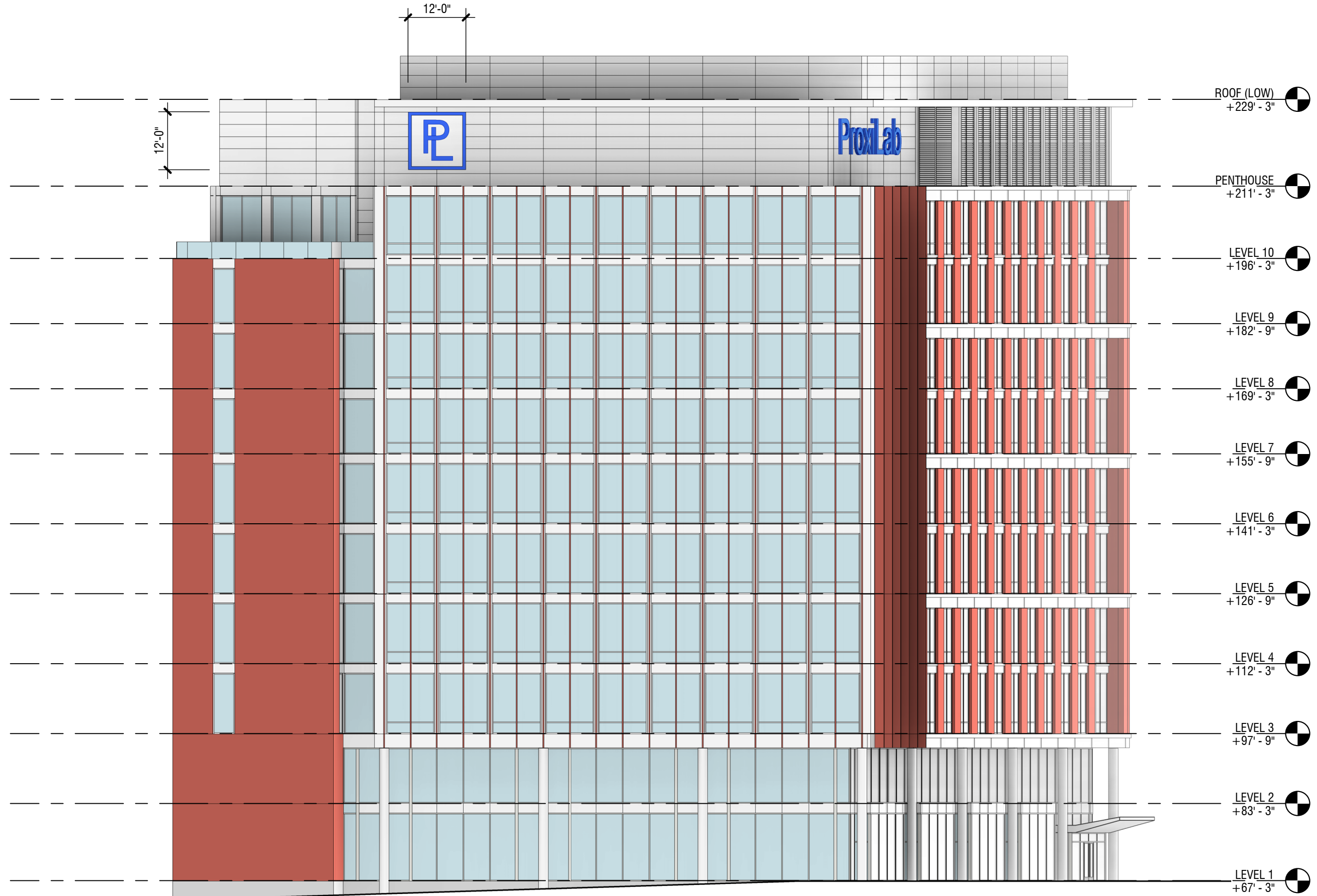
RIVERSIDE 1  
Newton, Massachusetts

North Elevation - 300 SF Sign  
MAY 26, 2020

MARK  
DEVELOPMENT

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ARCHITECTS





RIVERSIDE 1  
Newton, Massachusetts

West Elevation - Shield/Logo Signage  
MAY 26, 2020

MARK  
DEVELOPMENT

ELKUS | MANFREDI  
ARCHITECTS

# Department of Planning and Development

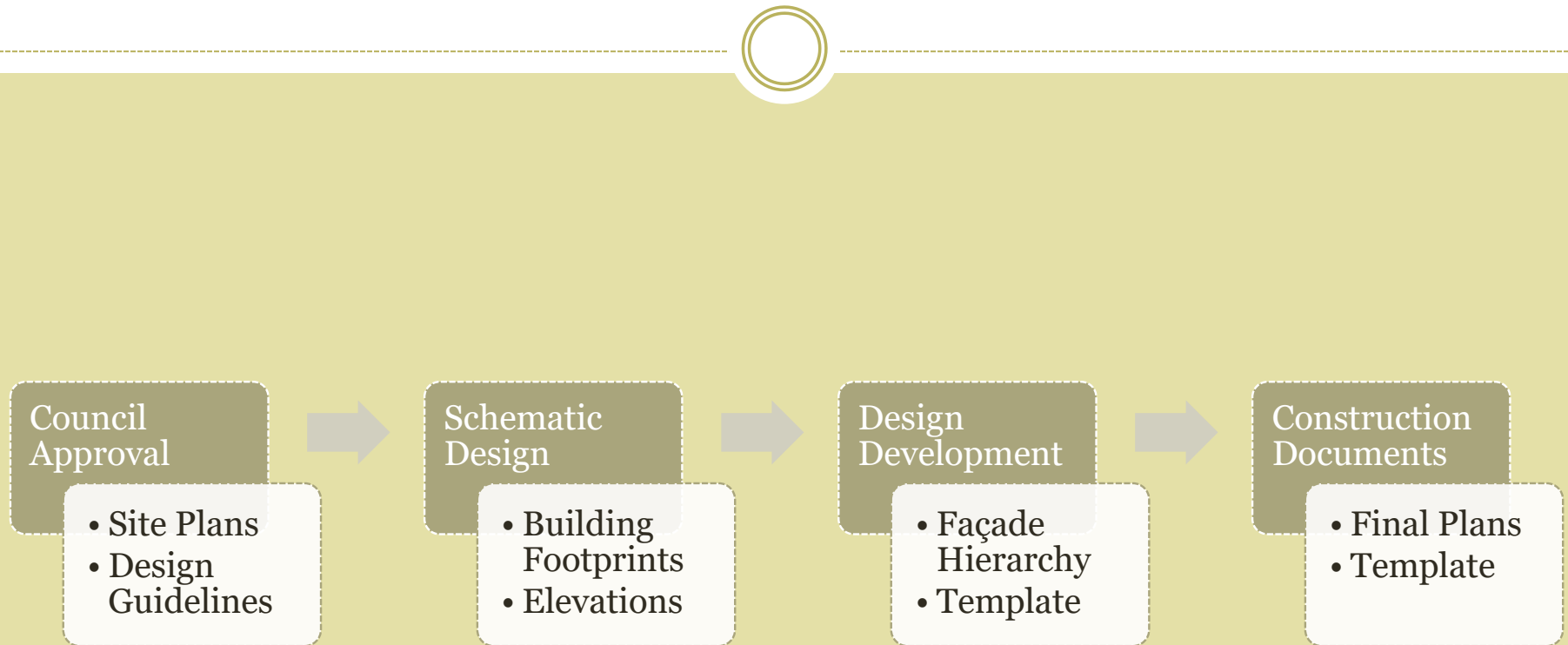


## **PETITIONS #26-20 AND #27-20**

**REQUEST TO REZONE AND SPECIAL  
PERMITS TO ALLOW A TEN-  
BUILDING, MIXED USED  
DEVELOPMENT "RIVERSIDE"**

**MAY 26, 2020**

# Building Permit Approval Process





# Layers Governing the Project



➤ MU-3/TOD Zone

Square Footage; Heights;  
Setbacks

➤ Council Order

Site Plan; Number  
of Dwelling Units;  
Other  
Commitments

➤ Design Guidelines

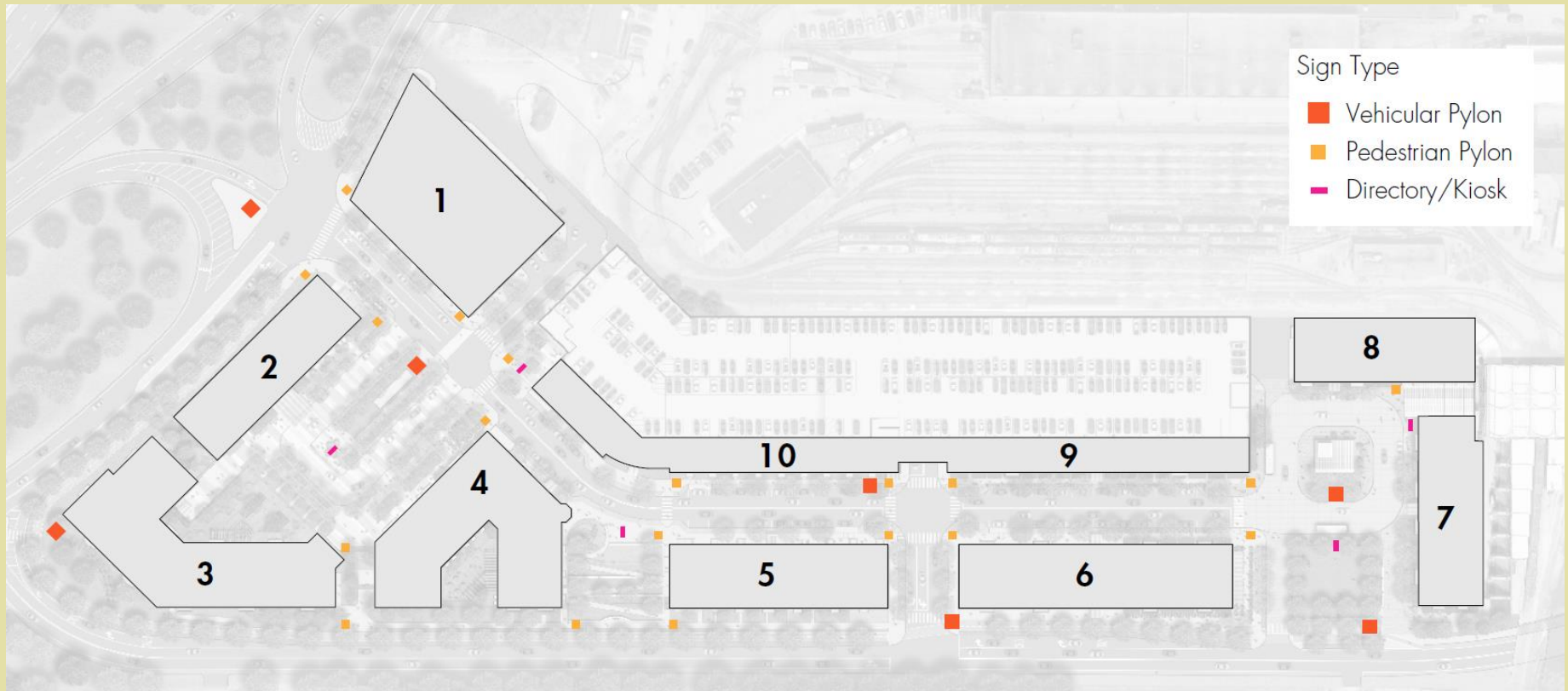
Architecture  
of Buildings

# Comprehensive Signage Package



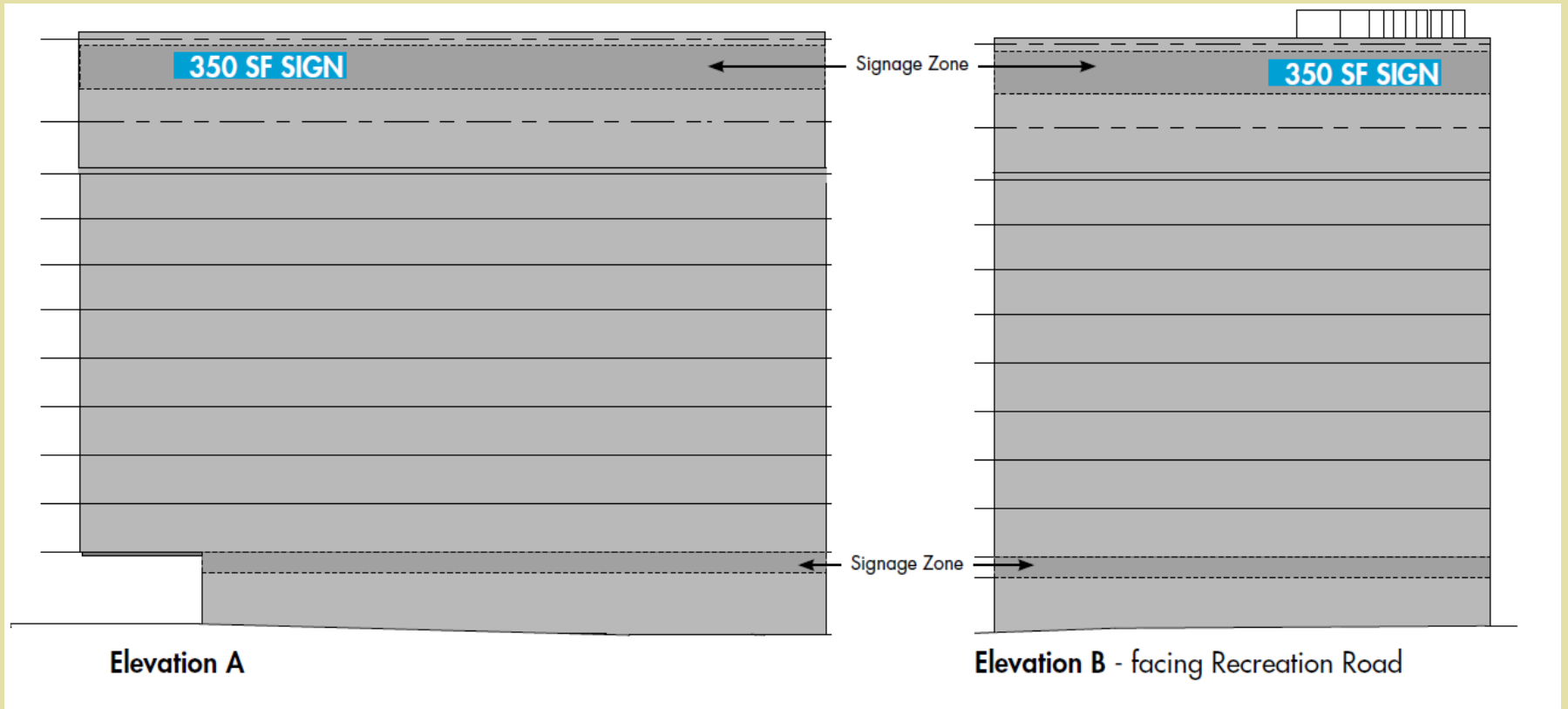
- Wayfinding Signs
- Base Building Signage
- Commercial/Retail Tenant Signage

# Wayfinding Signage

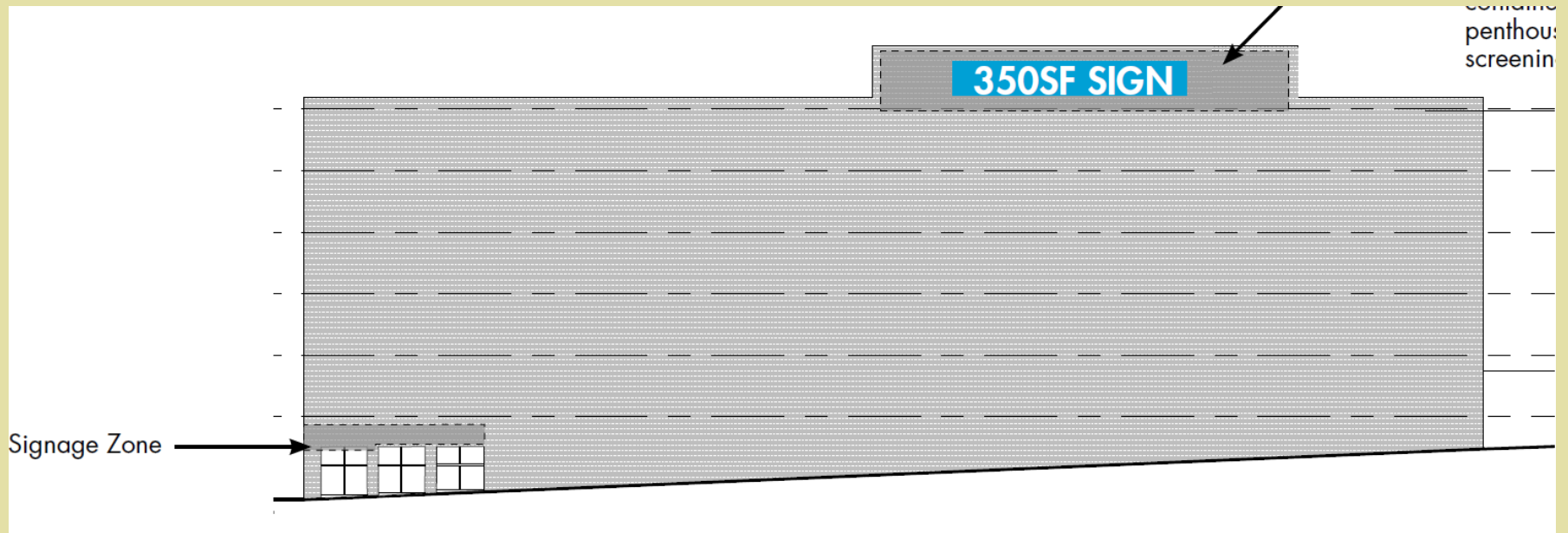




# Building Tenant Identification Signage



# Building Tenant Identification Signage



# Urban Design Commission Review



- The Urban Design Commission (the “UDC”) suggested that the petitioners be allowed two signs on Building 1 of two hundred square feet with the possibility to increase the size to 300 square feet depending upon the final design of the building. The UDC also suggested that the petitioners be allowed the flexibility to install a third sign facing Interstate 95, but such request may be denied by the UDC.
- The UDC also suggested that the petitioners be allowed a similarly sized sign on the southern façade of Building 2.
- All other commercial/retail tenant signage will be as of right.



# Urban Design Commission Review Continued



- The UDC suggested that Buildings 3, 7, and 9 each be allowed one building identification sign of 65 square feet due to the prominent locations as seen from Interstate 95, Main Street, and the intersection of Grove Street and Road B, respectively.
- The UDC suggested that each building be allowed a 25 square foot building identification sign per lobby entrance.





# DESIGN GUIDELINES

PRESENTATION TO

**Land Use Committee  
Newton City Council**

DATE

**26 May 2020**

PRESENTED BY

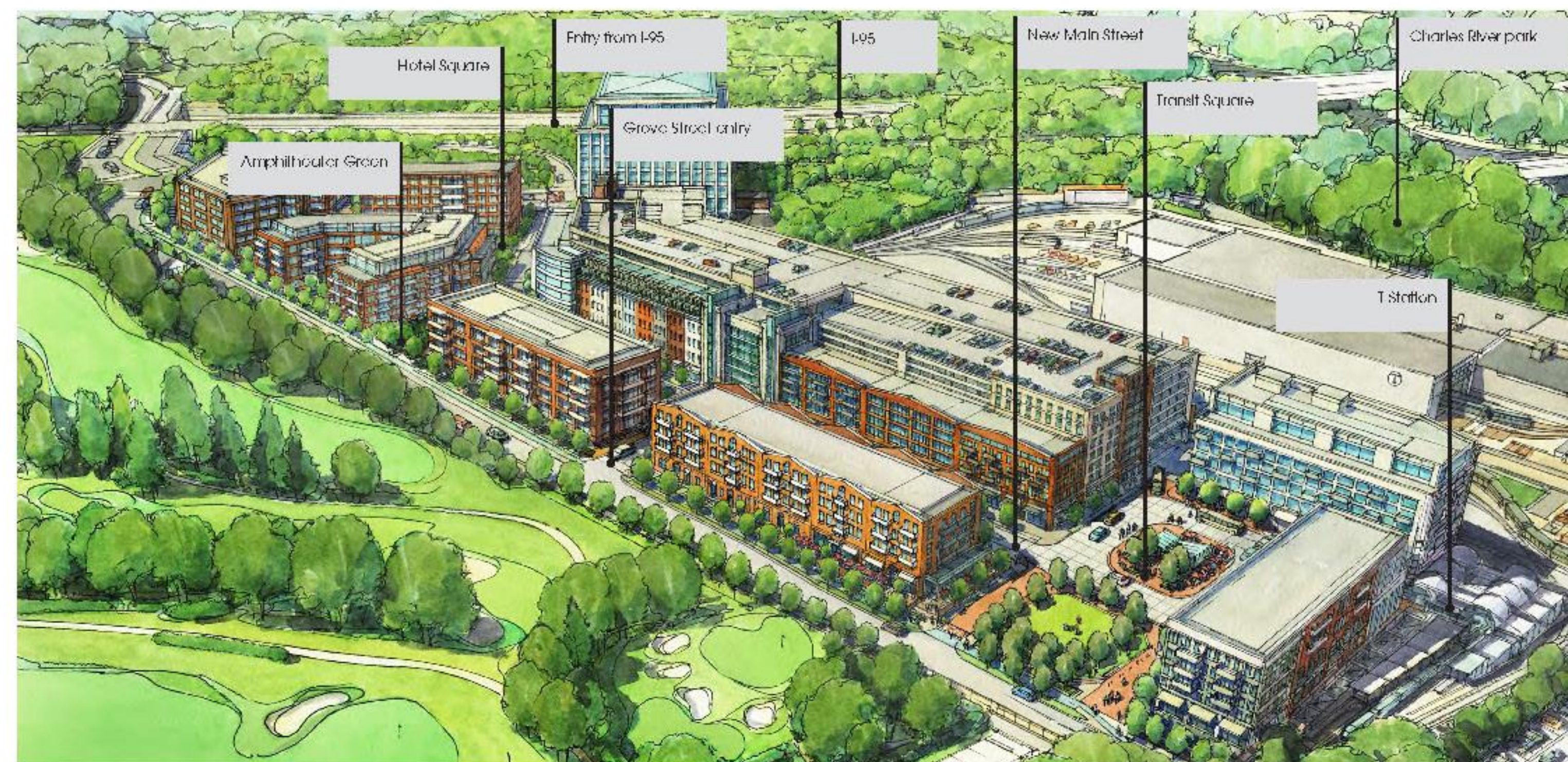
**Michael A. Wang**

AIA, LEED AP BD+C

**Form + Place, Inc.**

City of Newton Urban Design On-Call Consultant

## RIVERSIDE STATION DEVELOPMENT



Prepared by the City of Newton, MA

May 2020  
DRAFT





**PART I      RECENT UPDATES TO DESIGN GUIDELINES & EVALUATION TEMPLATE**

**PART II      CONSISTENCY REVIEW PROCESS**







**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



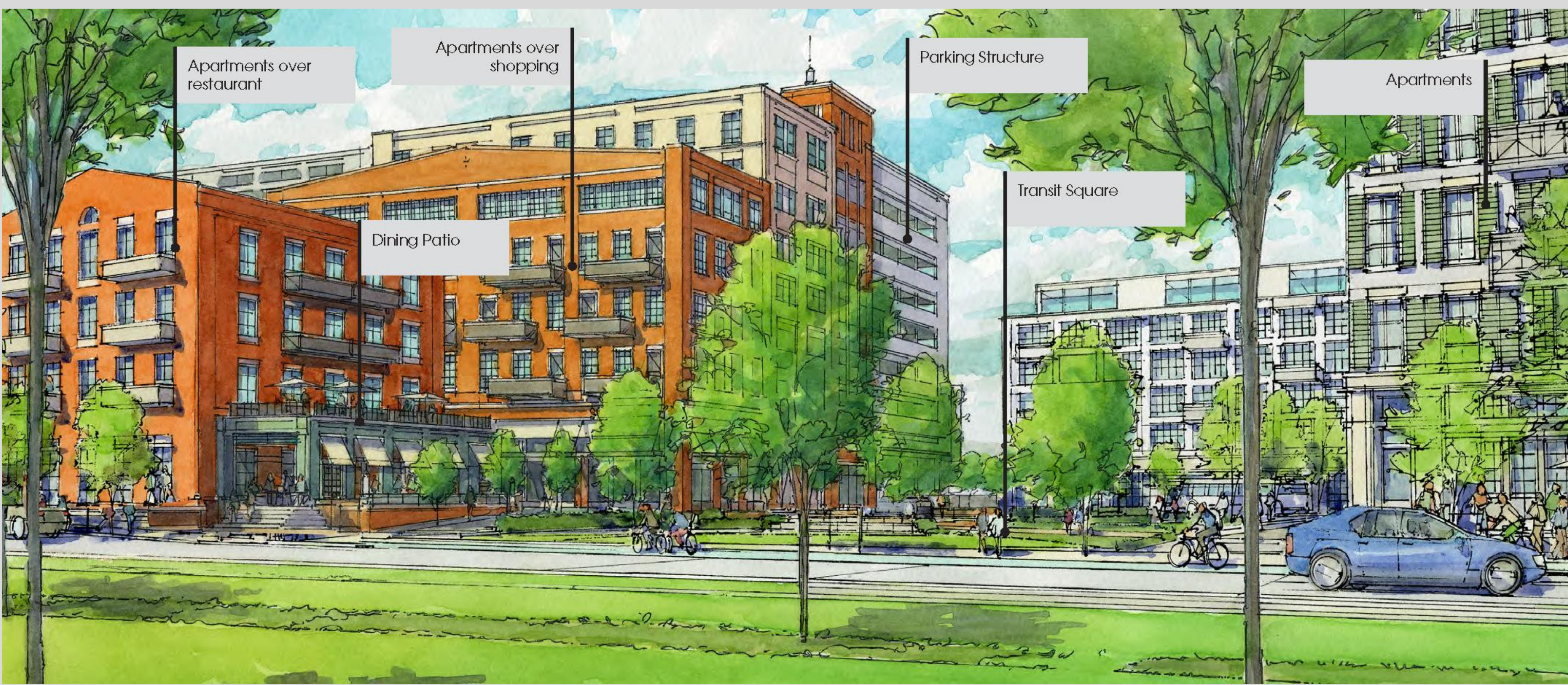
**BUILDING FACADE DESIGN AND MATERIALS**

- 1. Facade Hierarchy
- 2. Facade Materials
- 3. Facade Design





Edits based on comments from Planning Staff, LUC, UDC and Peer Review Team



BUILDINGS AND URBAN DESIGN | NO. 1



BUILDINGS AND URBAN DESIGN

NO. 1

CONNECTIVITY TO SURROUNDING CONTEXT

GOAL | Large-scale developments shall focus on addressing transitions to their abutting contexts – which can be diverse in nature – knitting together with existing fabric in ways that are sensitive to surrounding communities.

A. NEIGHBORHOOD EDGE DESIGN

A.01 | Relationship to Surrounding Streets

Buildings at the perimeter of new large-scale developments - individually and collectively - shall be detailed in a way that is consistent with their siting, and that promotes compatibility with surrounding, desirable development patterns. Their role in defining appropriately scaled streetscapes shall focus on accommodating pedestrian and bike activity, as well as contextual landscaping.

A.02 | Visual Permeability

The detailing of buildings, and the open spaces between them, should allow for a high degree of visual permeability along neighborhood edges. Vehicular and pedestrian gateways, including streets, major open spaces and pocket parks, should incorporate a mix of hard-scape and soft-scape environments that are functionally and aesthetically welcoming.

B. HIERARCHY IN DESIGN: ADDRESSING VARIED FRONTAGES

B.01 | Grove Street

Detail buildings along the Grove Street frontage to achieve a human scale that appropriately relates to the existing open space along the corridor. The siting and architectural treatment on facades shall allow buildings to integrate thoughtfully with the changing topography and ensure visual connectivity into the development.

B.02 | Route 128

Design buildings facing Route 128 to address multiple scales, helping to brand the project from distant viewpoints along the highway corridor while providing an appropriate level of architectural detail to enhance the local context.

B.03 | MBTA Rail Yard

Facades of buildings facing the MBTA rail yard will not have a great deal of visibility from surrounding contexts and, as such, can have a simpler approach to architectural detailing. Durable and quality materials shall be used.



Buildings and streetscapes define neighborhood edges



Open space and gateways encourage connectivity



Changing scale to transition to surrounding context

DESIGN | NO. 1

DESIGN GUIDELINES | RIVERSIDE STATION | MAY 2020 | DRAFT

PG. 5

A. NEIGHBORHOOD EDGE DESIGN

A.01 | Relationship to Surrounding Streets

Buildings at the perimeter of new large-scale developments - individually and collectively - shall be detailed in a way that is consistent with their siting, and that promotes compatibility with surrounding, desirable development patterns. Their role in defining appropriately scaled streetscapes shall focus on accommodating pedestrian and bike activity, as well as contextual landscaping.

A.02 | Visual Permeability

The detailing of buildings, and the open spaces between them, should allow for a high degree of visual permeability along neighborhood edges. Vehicular and pedestrian gateways, including streets, major open spaces and pocket parks, should incorporate a mix of hard-scape and soft-scape environments that are functionally and aesthetically welcoming.

Footprint / Siting will be fixed but the building details will add scale, and the public realm design should allow for visual permeability





Edits reflecting a more direct / prescriptive approach to the criteria language

S 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

MARCH 2020

E. GROUND LEVEL DESIGN

E.01| Programming/ Uses

Use architectural design at the ground level of buildings to reinforce the streetscape onto which it fronts. Promote vibrancy along storefronts by incorporating qualities that invite pedestrian engagement, such as transparency or areas for outdoor dining. For residential areas, 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

Design commercial storefronts to support the vitality of pedestrian environments by incorporating the following guidelines:

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

b. Commercial storefronts shall 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. Use storefront canopies to provide shade and shelter, especially at entry points. Design canopies to enhance the architectural style of the storefront.

d. Design individual tenant storefronts to allow for ample brand expression while being respectful of the architectural style of the base building.

e. Achieve continuity of commercial storefronts to promote an active pedestrian experience, including wrapping building corners to activate secondary frontages. Avoid large stretches of unarticulated storefront



Outdoor dining enlivens the streetscape



Multiple commercial entries and wrapping storefronts



Active storefronts with visual transparency



Protective canopies at storefront transition zone

MAY 2020





Edits reflecting a more direct / prescriptive approach to the criteria language

DINGS 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.

**C. PARKING AND SERVICE**  
**C.01| Location and Access**  
Parking and service areas should be visually unobtrusive and clustered together, where possible, to allow access points that minimize impacts on key pedestrian environments [excessive curb cuts], primary building entries and abutting properties.



Building corners can be significant transition

**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.



Ground floor commercial liner in parking structure

MARCH 2020

DINGS AND URBAN DESIGN | NO. 2

**A.03| Secondary Spaces**  
Activate smaller public spaces, like pocket parks and pedestrian mews, that provide through-block connections, by the careful placement of lighting, landscaping and urban furniture. Include transparent storefronts that turn the corner to contribute to the activation of secondary spaces.



Pocket parks can offer a unique experience

**B. BUILDINGS AND VIEWS**  
**B.01| Framing Visual Corridors**  
Design buildings to delineate significant visual axes. Whether at a gateway location or at a transition point from a significant open space to a related streetscape, design adjacent buildings - often at their corners - to 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, shall receive a higher level of architectural articulation consistent with their hierarchically important role in the neighborhood.

**C. PARKING AND SERVICE**  
**C.01| Location and Access**  
Design parking and service areas to be visually unobtrusive and clustered together, where possible, to allow access points that minimize impacts on key pedestrian environments [excessive curb cuts], primary building entries and abutting properties.



Building corners can be significant transition

**C.02| Liners, Screening and Landscaping**  
For above-grade structured parking, building "liners" [sections of buildings with occupied space, such as single-loaded residential units] or significant architectural façade treatments shall be incorporated to screen important pedestrian environments. Additional visual buffers, including fences and site walls, featuring materials consistent with adjacent building architecture, can be utilized as well. Integrate landscaping to embellish the public side of site walls.



Ground floor commercial liner in parking structure

MAY 2020





# CITY OF NEWTON DESIGN GUIDELINES

## Riverside Station Development

## PART I: RECENT UPDATES

### Added precedent examples and diagramming



Base, Middle & Top with integrated elements



Continuity of storefronts at the ground level



Organizing rhythm and an understandable framework



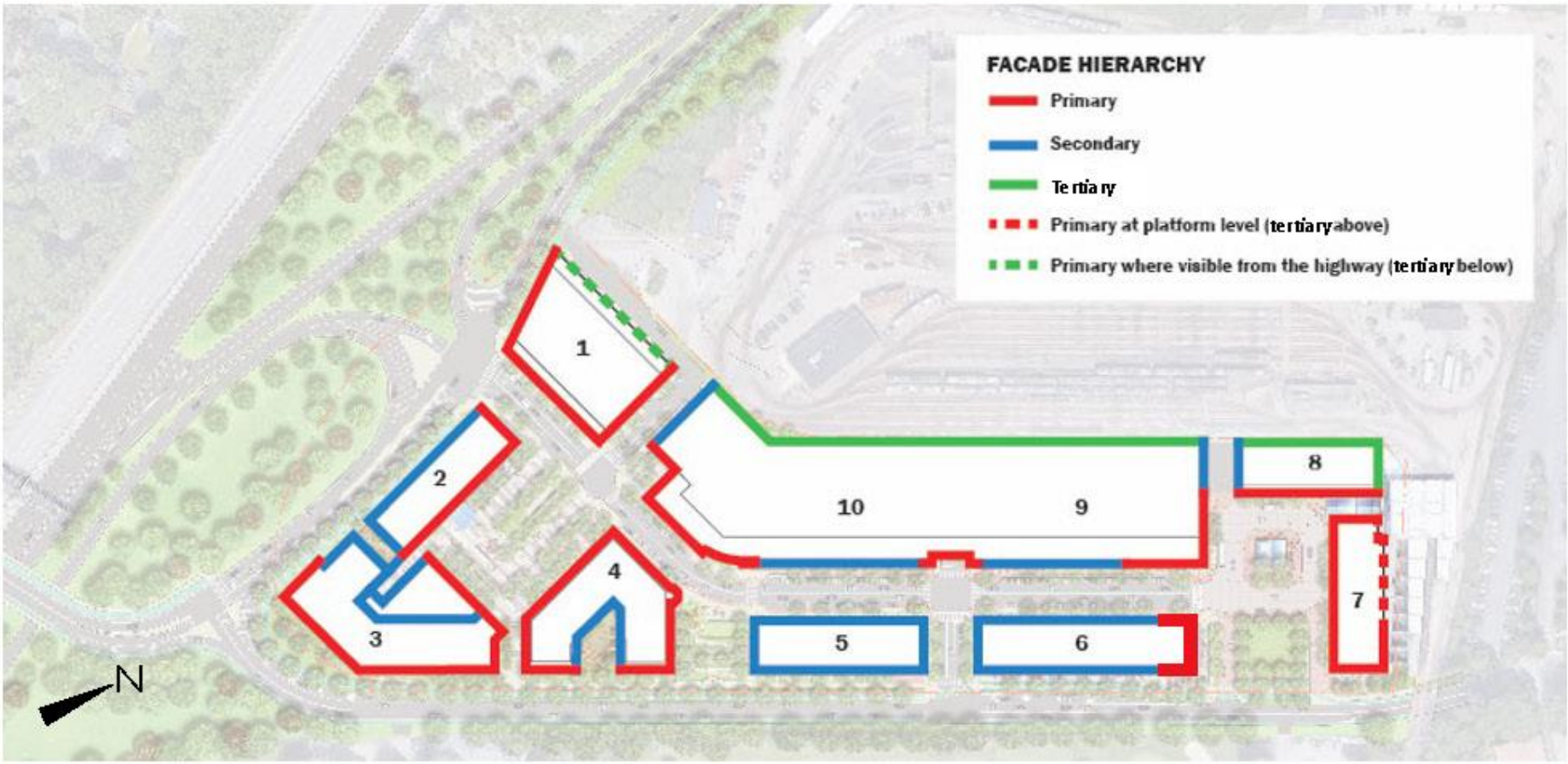


Reorganization of Building Façade Design and Materials section

BUILDING FACADE DESIGN AND MATERIALS | NO. 1

BUILDING FACADE DESIGN NO. 1  
AND MATERIALS  
FACADE HIERARCHY

The materials and configurations of building facades shall respond to the relative importance and visibility of that façade. There will be three essential façade types: Primary, Secondary, and Tertiary. Primary Facades are located at the most important corners, gateways, and public spaces within the project. Secondary Facades are less prominent but are still open to public view. Tertiary Facades directly face the rail yard and are not generally visible from pedestrian environments within the development. These three categories are used to determine which materials, configurations, and building details should be used in different locations.



- The above figure lays out the location of the different façade types, with the following general instructions: [Note: additional detail is provided in subsequent sections]
- When a façade type changes around a corner, the higher quality façade type shall wrap the corner, with the transition happening in an way that provides for a reasonable continuity of architectural expression.
  - 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 shall 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 shall 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.



BUILDING FACADE DESIGN AND MATERIALS | NO. 2

BUILDING FACADE DESIGN NO. 2  
AND MATERIALS  
FACADE MATERIALS

- 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 with a high quality, durable coating (zinc, Kynar or equal)
  - Metal trim
  - Aluminum curtain wall
  - Structurally reinforced windows (not including vinyl windows, except where needed to meet Passive House standards)
  - 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
  - Fiberglass windows
  - Vinyl windows (where needed to meet Passive House standards)
  - High density polyurethane – trim elements only
- C. TERTIARY FACADE MATERIALS**
- Any material acceptable under Massachusetts codes and City of Newton ordinances, provided it is durable and maintains a quality finish over time.



BUILDING FACADE DESIGN AND MATERIALS | NO. 3

BUILDING FACADE DESIGN NO. 3  
AND MATERIALS  
FACADE DESIGN

- A. PRIMARY FACADES**
- Primary Facades are exterior building elevations that front onto and give shape to key public spaces and street edges. Primary facades shall receive the highest level of architectural facade treatments and detailing commensurate with their prominent locations. See the preceding diagram for the location of Primary Facades.
- A.01| Materials & Finishes**
- Primary Facades shall utilize exterior finish materials acceptable for Primary Facades, as listed separately under Façade Materials [See list in section 2A]. Primary Facades shall utilize a single primary wall material, except at the ground level or uppermost stories, where a second primary material may be utilized.
- A.02| Incorporating Secondary and Tertiary Façade Materials**
- Secondary and Tertiary Façade materials may be incorporated into primary facades with the following two limitations. For the second floor and above, but not including the upper-most floor, no more than 20% of the total façade may utilize secondary materials and all secondary materials utilized shall convincingly resemble primary materials. The upper-most floor of a Primary Façade may incorporate Secondary or Tertiary Façade materials at any ratio but in all cases these materials shall convincingly resemble primary materials when viewed from the ground.
- A.03| Upper Façade Zone**
- The upper-most zone of the façade, located between the top of the upper floor windows and top of parapet shall be articulated to create visual interest and provide a cap to the building façade. This can be accomplished with changes in plane, recesses or reveals, accent materials or variation in parapet profile. Such treatments shall be consistent with the façade's architectural style or aesthetic. Avoid the application of materials and elements that appear thin, under or over-scaled, or inappropriate to the building's architectural expression.
- A.04| Punched Window Openings**
- For facades, or portions of facades with punched window openings, provide enhanced details, such as lintels or opening surrounds in a contrasting material, color or bond pattern (e.g. jack arch), as well as a projecting sill. In lieu of this, or in addition, set the window back from the leading face of the window unit.
- A.05| Larger Fenestration**
- For facades or portions of facades fenestrated with larger expanses of windows (e.g. curtain wall, window wall, ribbon windows), including larger punched openings, subdivide glazed areas with a hierarchy of window framing members (e.g. frames, sashes, mullions, muntins) of varying widths and depths to create rhythm and depth within the openings.
- A.06| Storefronts**
- At commercial storefronts, window and door assemblies shall setback from the finished face of the adjacent wall plane to the leading edge of the window or door system.
- A.07| Building Base**
- At the ground level, use a masonry base material where the facade meets a paved surface. Utilize a durable, masonry material, different from the primary siding material in order to create a visual accent that demarcates where the building meets the ground plane (e.g. cast stone base on a brick façade, brick base on a metal façade). At facades that employ stone, or stone-like material (precast, cast stone, stucco scored to appear as stone) as the primary material, the base may be the same as primary material, provided the base extends beyond the plane of the facade above and the material is durable enough to maintain a high quality finish over time.
- A.08| Building Vent Terminations**
- Through-façade building vent terminations should be located to minimize visual impact. Where feasible, vent terminations should be located near an inside corner (e.g. next to a balcony or bay projection). Where visible, vent terminations shall be integrated architecturally [e.g. aligned and centered vertically and horizontally within a façade area] to the greatest extent possible. Avoid fixtures with domed or sloped profiles in favor of fixtures with shallower profiles.







**PART I RECENT UPDATES TO DESIGN GUIDELINES & EVALUATION TEMPLATE**

**PART II CONSISTENCY REVIEW PROCESS**







# CITY OF NEWTON DESIGN GUIDELINES

## Riverside Station Development

## PART 2: PROCESS

## Edits to the “consistency” review process

### 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 Facade 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 Facade 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, prior to the application filing, 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.

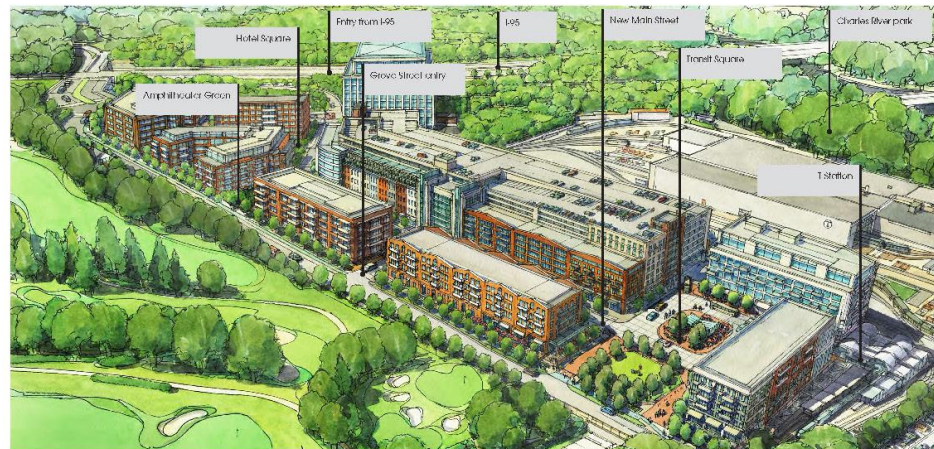
The City will then undertake a consistency determination process, which will include reviews and recommendations by Planning & Development Department Staff [Staff] and/or their Peer Review consultants, as well as the Urban Design Commission [UDC]. Since the Special Permit is being granted at an early stage of design and is based on architectural drawings that consist of site plans, building floor plans and exterior renderings, among other exhibits, the proponent will be required to have a series of consistency reviews, at regular intervals, as the design evolves from schematic design through design development to contract documents.

Once Staff and UDC consistency determinations have been completed, a recommendation will be forwarded to the Commissioner of the Newton Inspectional Services Department for consideration and final approval.



### DESIGN GUIDELINES EVALUATION TEMPLATE

#### RIVERSIDE STATION DEVELOPMENT



Prepared by the City of Newton, MA



### BUILDINGS AND ARCHITECTURAL DESIGN

Applicant general comments for building design: (250 word max.)

General city comments: Consistent ☐ Not Consistent ☐



#### E. GROUND LEVEL DESIGN

##### E.01 Programming/ Uses

Applicant response: (100 word max.)

City Response:

Document references:

##### E.02 Ground Floor Commercial Storefronts

Applicant response: (100 word max.)

City Response:

Document references:

##### E.03 Entries

Applicant response: (100 word max.)

City Response:

Document references:

##### E.04 Building Signage

Applicant response: (100 word max.)

City Response:

Document references:

#### F. ROOFSCAPE DESIGN

##### F.01 Roof Forms

Applicant response: (100 word max.)

City Response:

Document references:

Since design is at an early schematic level, a three-part consistency review process will be required as the project evolves towards the building permit application

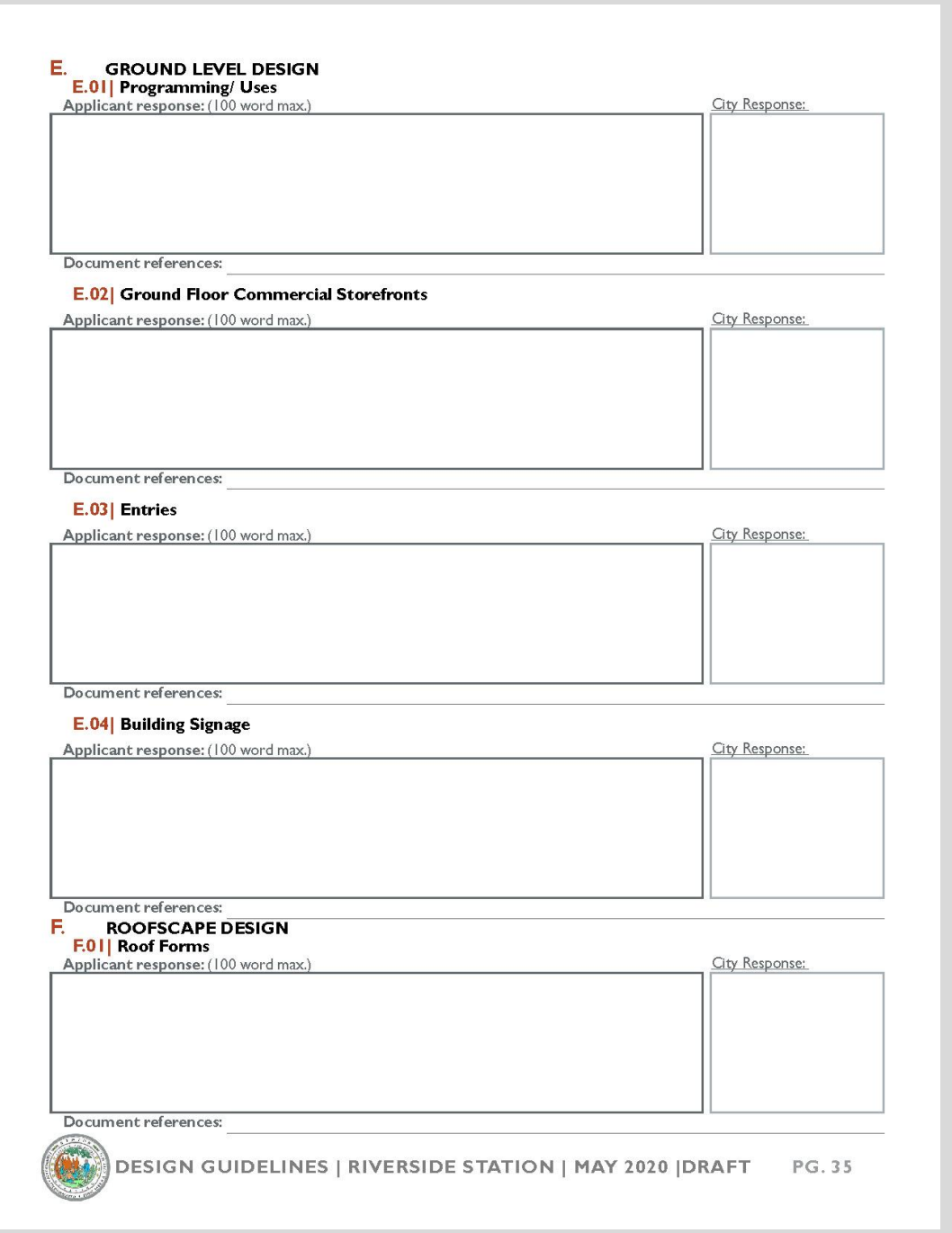
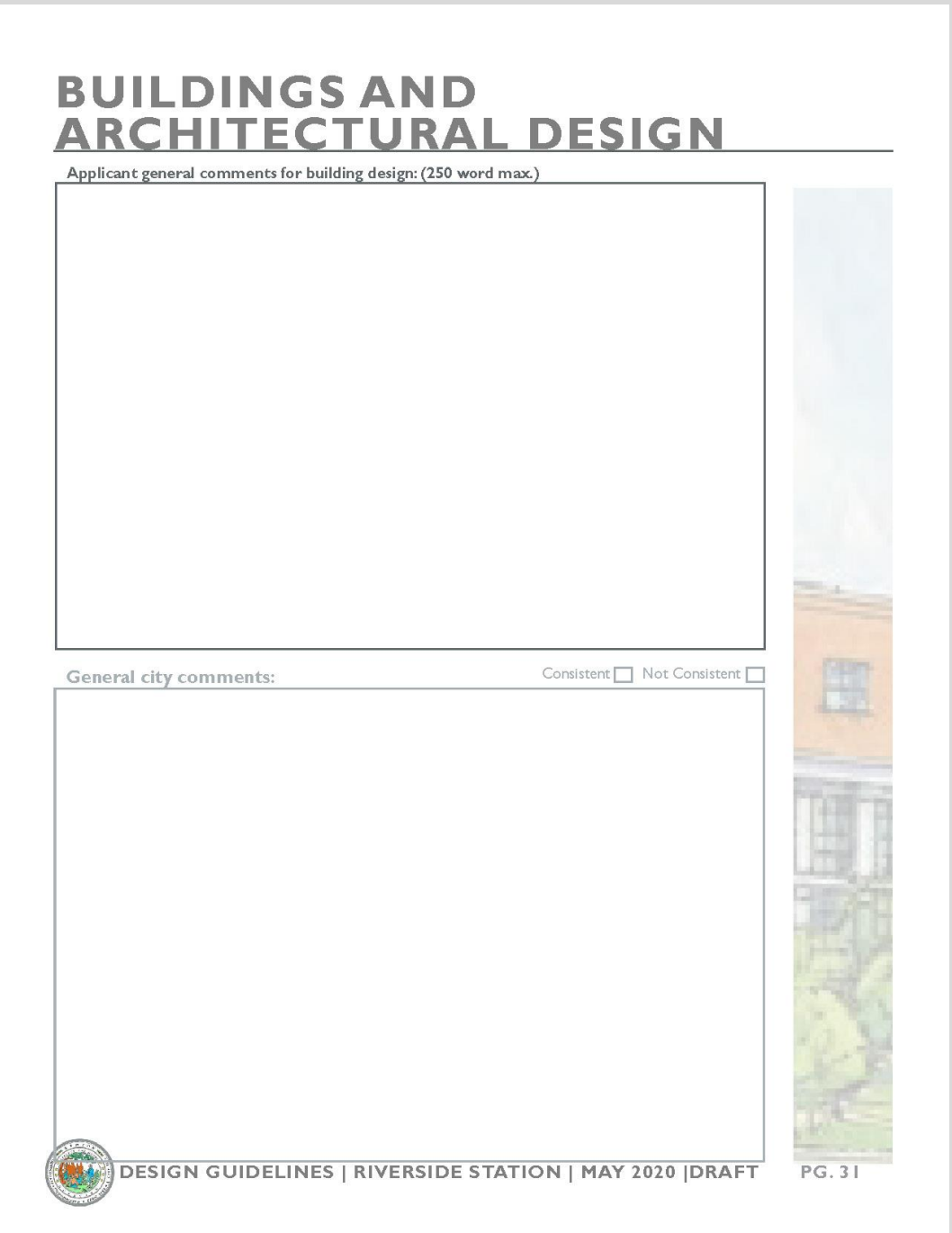
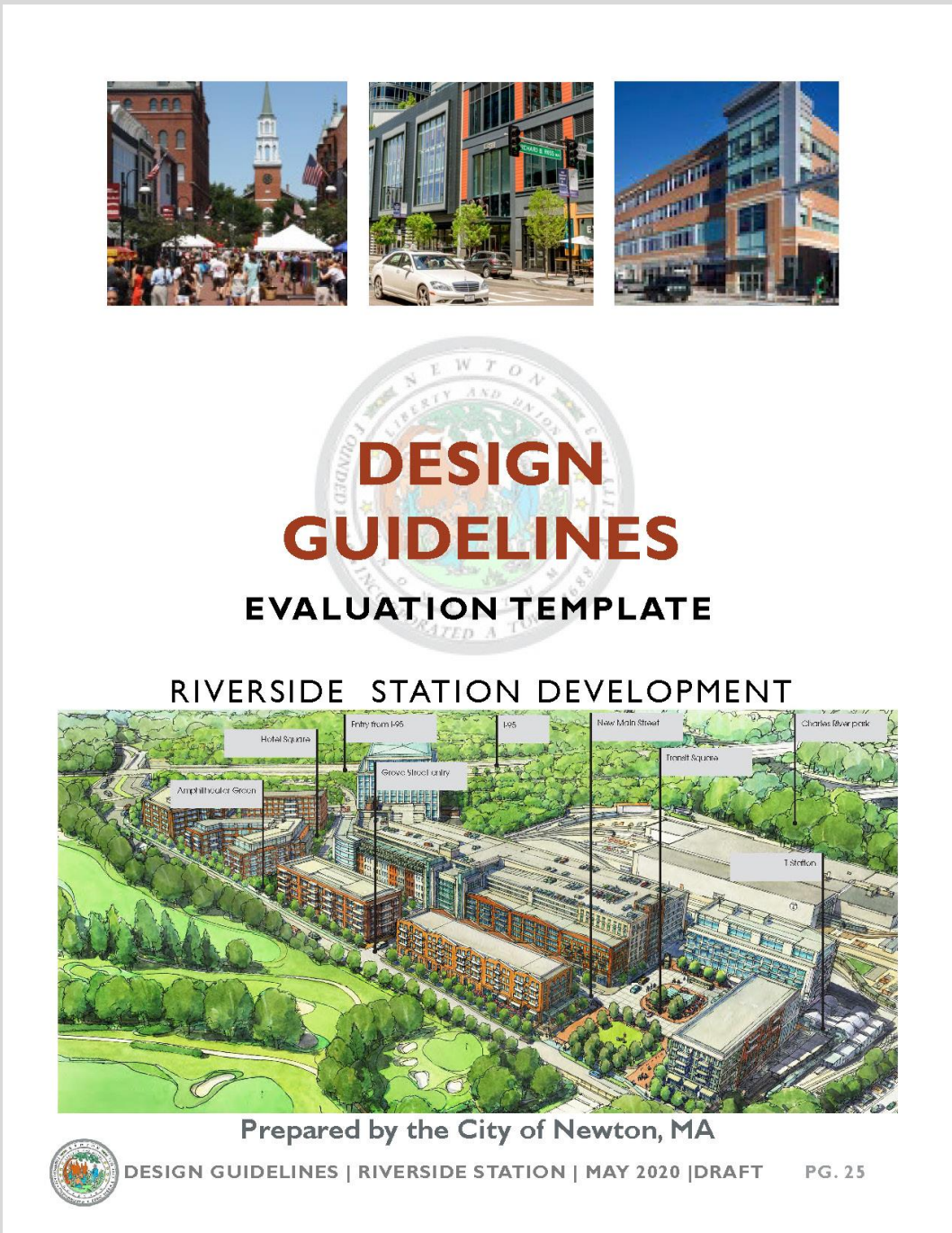




Edits to the “consistency” review process

THREE-PART CONSISTENCY REVIEW:

- PART I SCHEMATIC DESIGN REVIEW [Preliminary]
- PART 2 DESIGN DEVELOPMENT REVIEW [Preliminary]
- PART 3 BUILDING PERMIT APPLICATION [Final]







Schematic Design

NAME OF PROJECT Schematic Design

Project Number: \_\_\_\_\_ Date: \_\_\_\_\_

Prepared By: \_\_\_\_\_ Updated: \_\_\_\_\_

Action \_\_\_\_\_ Notes \_\_\_\_\_

Deliverables for Phase

Drawings		
<input type="checkbox"/>	In general drawings indicate the scale and relationship of Project components	
<input type="checkbox"/>	All plans have spaces generally defined	
<input type="checkbox"/>	Representative area plans generally graphically fixed	
<input type="checkbox"/>	Full building elevations generally graphically fixed for typical areas	
<input type="checkbox"/>	Representative wall sections drawn	
<input type="checkbox"/>	Typical floor elevator and stair plans with preliminary sections	
<input type="checkbox"/>	Representative area partition types defined	
<input type="checkbox"/>	Preliminary civil and landscape drawings	
<input type="checkbox"/>	Structural plans, foundation defined, columns sized and located, lateral design defined	
<input type="checkbox"/>	MEP/FP systems defined, major mechanical spaces fixed in plans, representative plan area coordinated, initial riser diagrams	
Outline Specifications		
<input type="checkbox"/>	General statement of purpose of Schematic Design Package	
<input type="checkbox"/>	Project description	
<input type="checkbox"/>	Outline Specifications including general description of systems and finishes sufficient to meet the General Objectives of Phase	
<input type="checkbox"/>	Project performance criteria established	
<input type="checkbox"/>	Attachments and additional information as project requires	









Design Development

NAME OF PROJECT Design Development

Project Number: \_\_\_\_\_

Date: \_\_\_\_\_

Prepared By: \_\_\_\_\_

Updated: \_\_\_\_\_

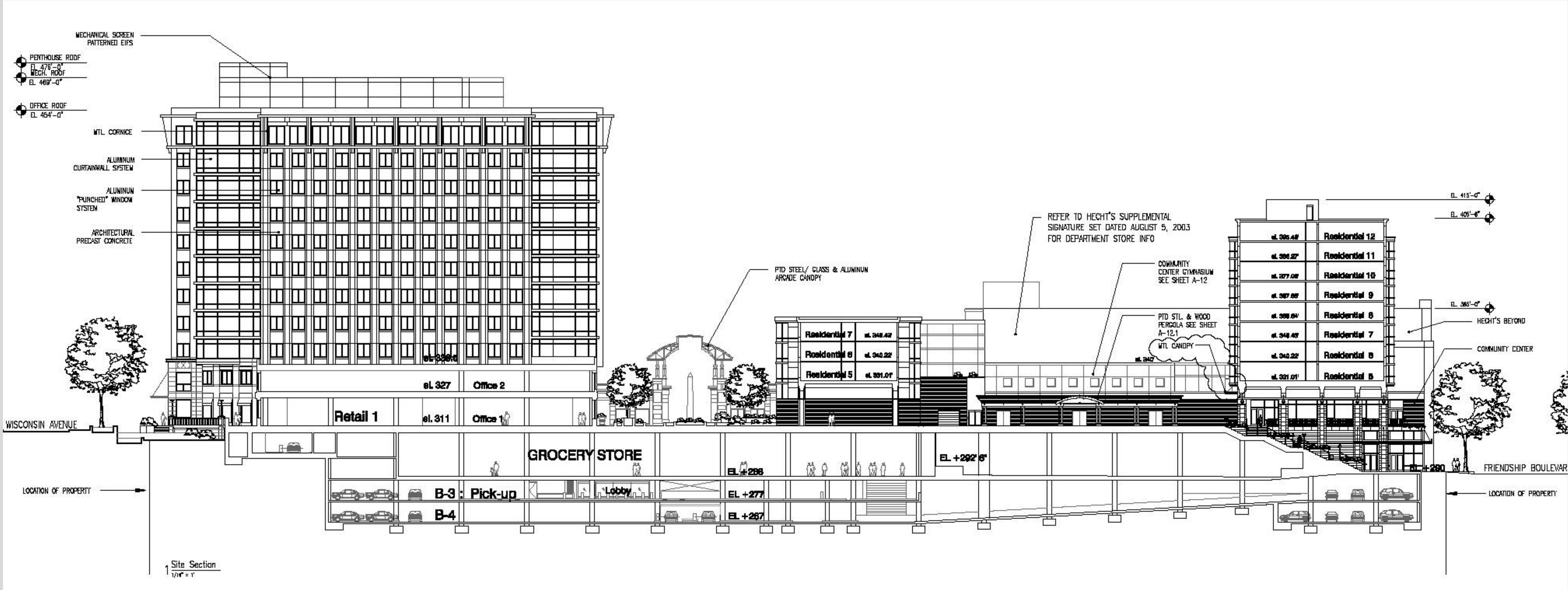
Action

Notes

Deliverables for Phase

Drawings		
<input type="checkbox"/>	Civil plans, landscape plans and architectural site plans are generally complete	
<input type="checkbox"/>	Plans generally complete	
<input type="checkbox"/>	Reflected ceiling plans of typical areas drawn and coordinated	
<input type="checkbox"/>	Partial elevations drawn with dimensions, notes and sections referenced	
<input type="checkbox"/>	Typical wall sections drawn	
<input type="checkbox"/>	Representative larger scale section details drawn	
<input type="checkbox"/>	Majority of partition types drawn	
<input type="checkbox"/>	Door and room finish schedules for typical areas complete	
<input type="checkbox"/>	Structural plans generally complete; columns, beams, slabs, lateral design elements scheduled and detailed	
<input type="checkbox"/>	MEP/FP plans generally complete, equipment scheduled, riser diagrams generally complete	
<input type="checkbox"/>	Coordination is well underway	
Project Manual		
<input type="checkbox"/>	General statement of purpose of Design Development Package	
<input type="checkbox"/>	Outline Specification expanded or edited down as draft full sections are included	
<input type="checkbox"/>	Draft of select full specification sections	
<input type="checkbox"/>	GMP or early bid packages - the following sections may be required for preliminary bidding; 1) foundation system, 2) structure, 3) major building envelope systems, and 4) elevators	







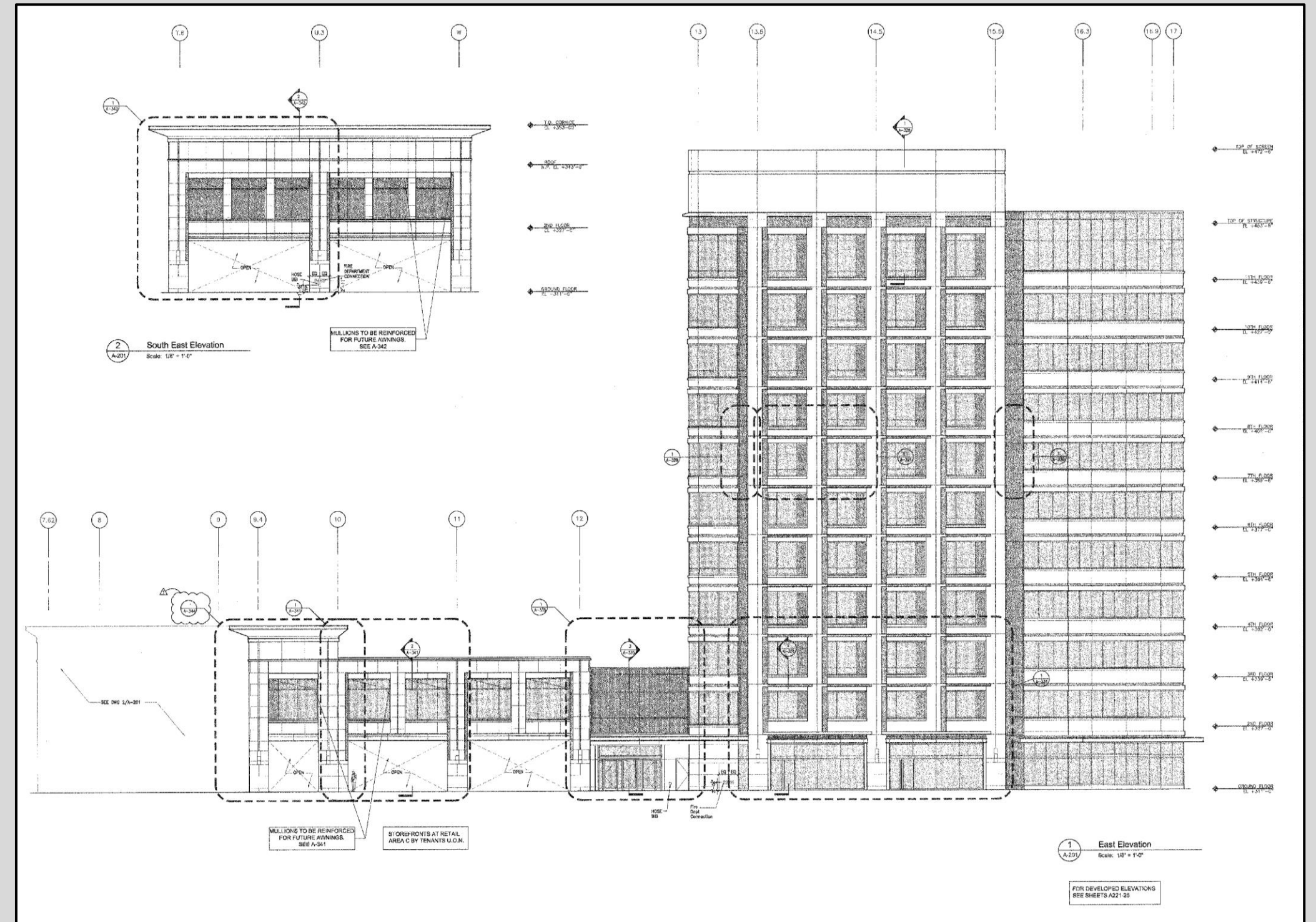
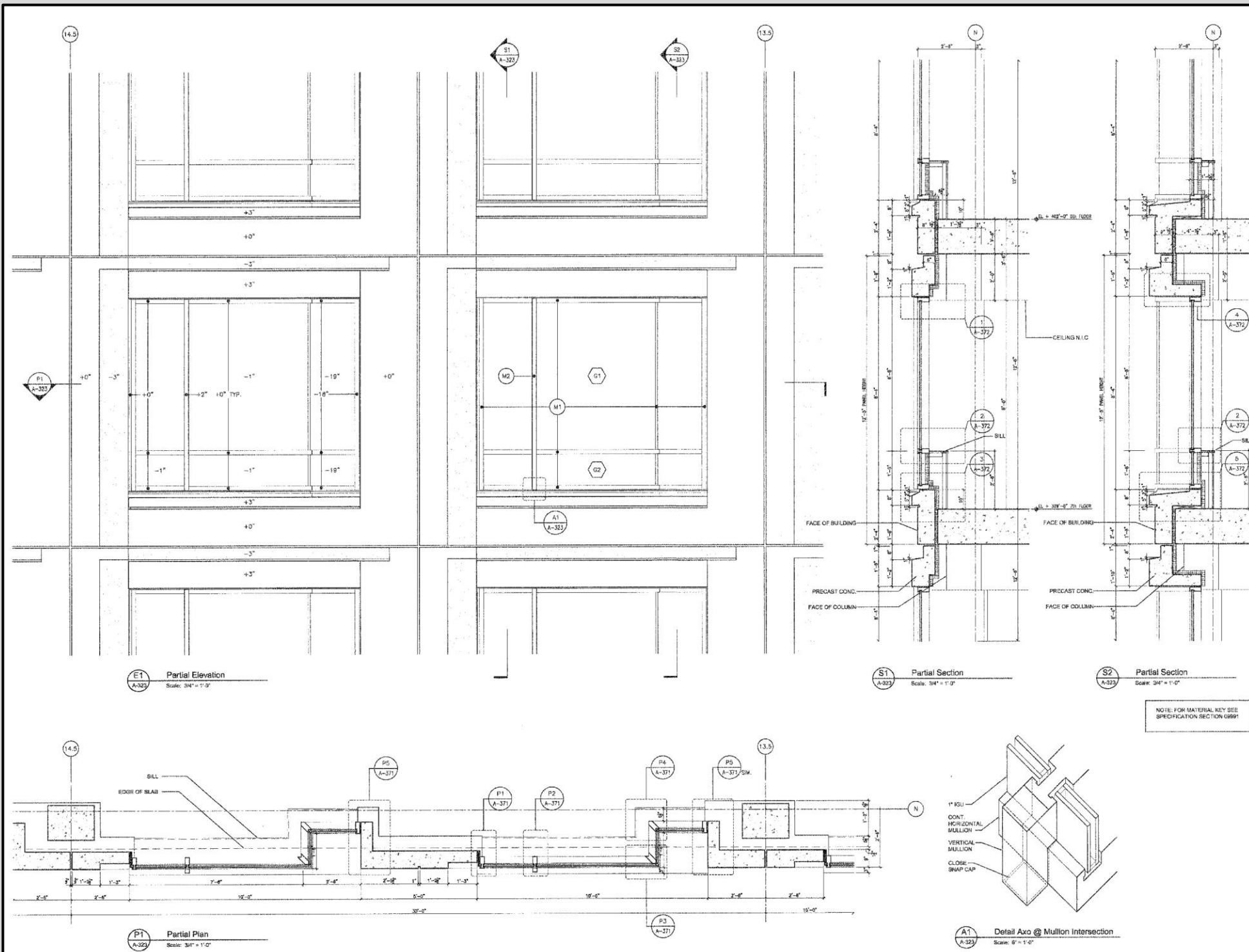
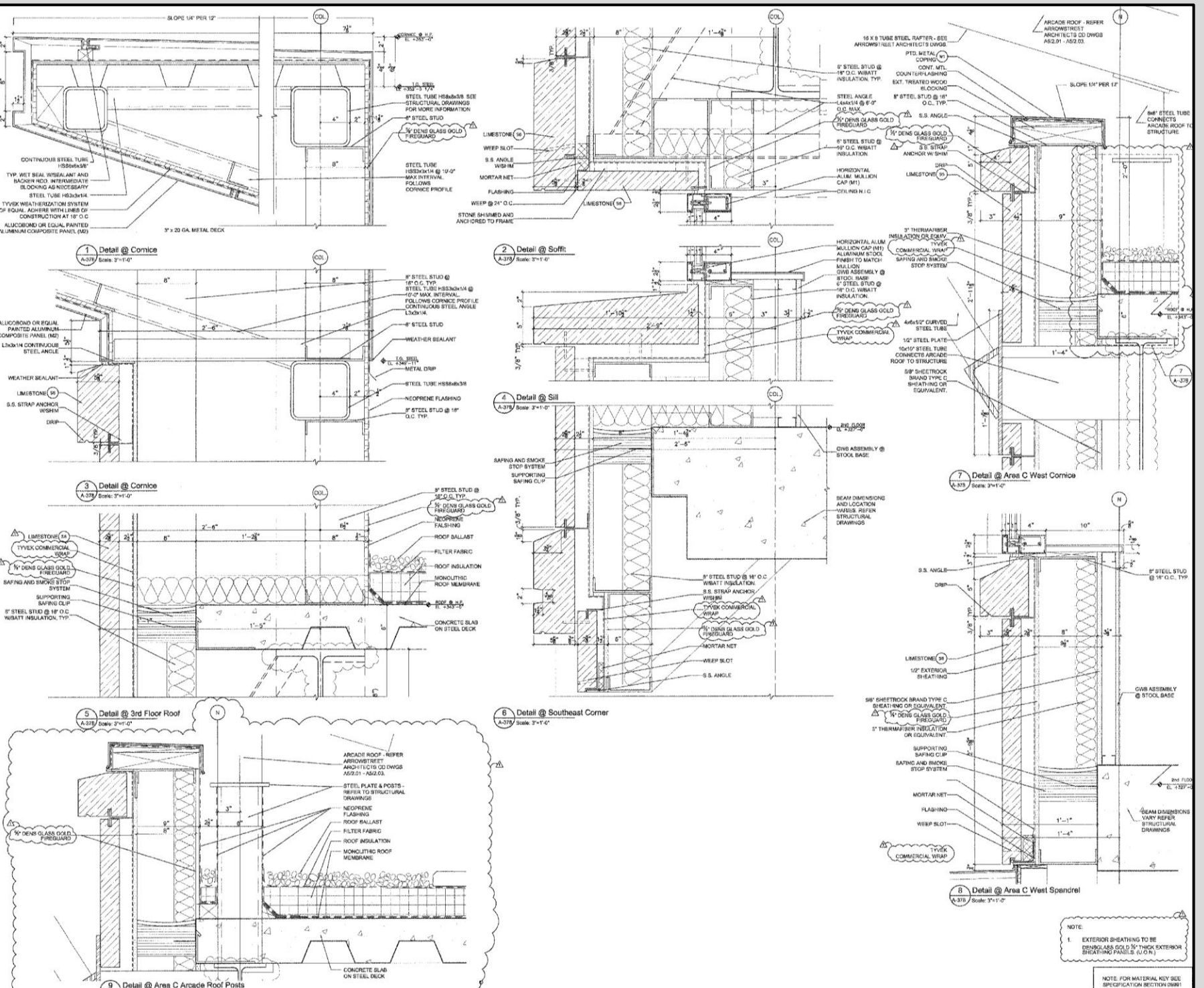
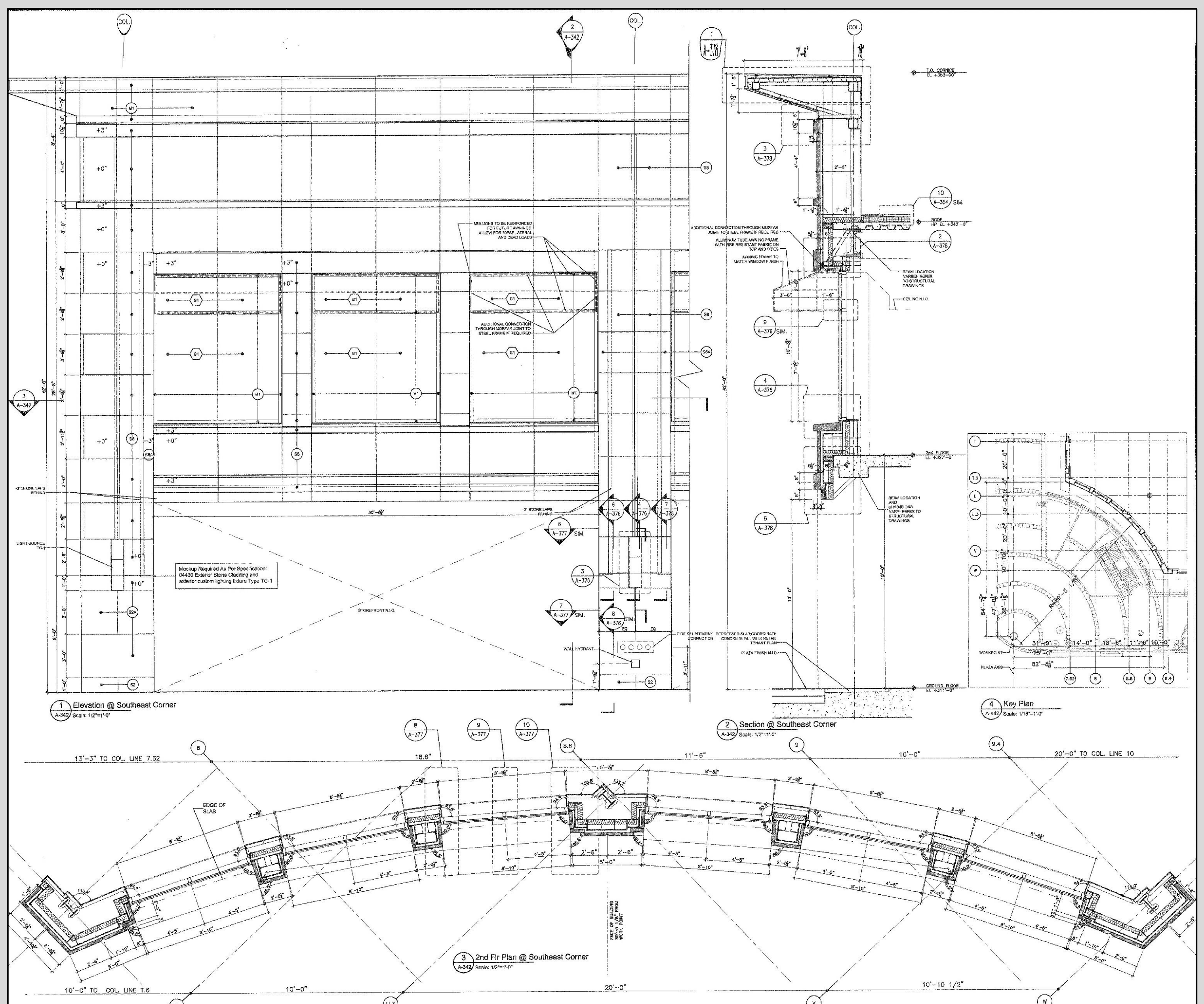
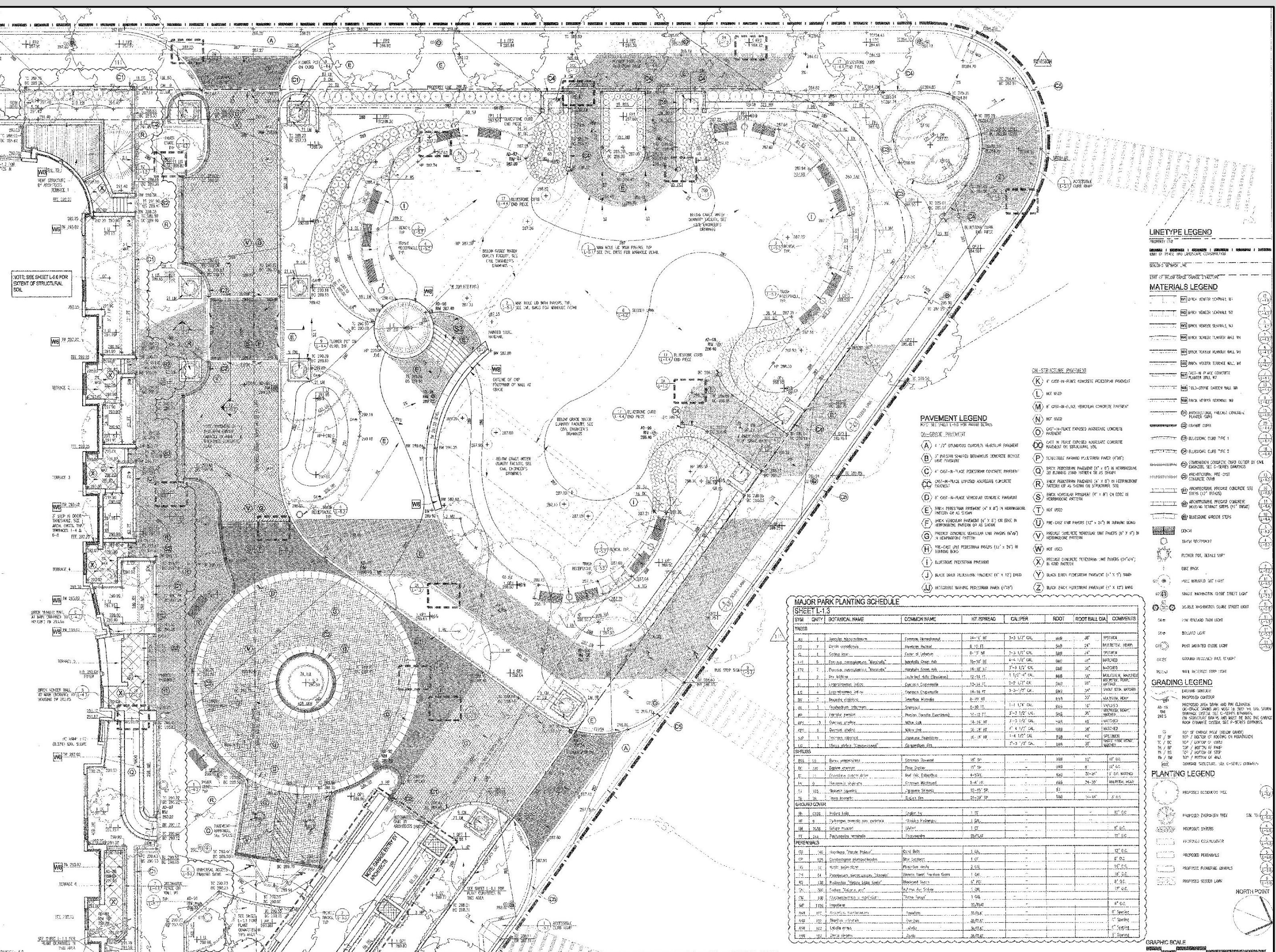


# CITY OF NEWTON DESIGN GUIDELINES

## Riverside Station Development

# PART 2: PROCESS

# Contract Documents / Building Permit Application







# RIVERSIDE STATION DEVELOPMENT



Prepared by the City of Newton, MA





Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO  
Steve Poftak, General Manager



May 27, 2020

**BY FIRST CLASS MAIL AND BY EMAIL** ([rlipof@newtonma.gov](mailto:rlipof@newtonma.gov))

Councilor Richard Lipof  
Chairman, Land Use Committee  
Newton City Council  
Newton City Hall  
1000 Commonwealth Avenue  
Newton, MA 02459

Re: Proposed Riverside Mixed-Use Development

Dear Chairman Lipof,

At a meeting of the Land Use Committee earlier this year, representatives of the MBTA were asked if the MBTA would be willing to install solar panels on the roof of the MBTA garage at the site (the "ICF"). At that time, representatives of the MBTA responded that it would consider doing so, recognizing that the inclusion of solar panels on the roof of the ICF would be required to go through a state mandated procurement process.

In exploring this matter further with representatives of Mark Development ("MD"), we are pleased to report that the MBTA and MD have arrived at the following understanding with respect to this matter:

1. MD will design and construct the ICF to accommodate maximum solar panel coverage on the roof of the ICF.
2. The design standards to accommodate solar panels will be reviewed and approved by the MBTA when reviewing the overall design of the ICF.
3. When the ICF has been constructed, MD will furnish any required conduits and related infrastructure to support solar panels on the roof of the ICF.
4. During the course of design of the ICF, the MBTA and MD will determine jointly the preferred utility connection for the solar panels (i.e., connection to utilities on Grove Street or on the remaining MBTA property).
5. Within six months of the delivery of the ICF by MD to the MBTA, the latter will undertake the necessary procurement effort to implement solar on the roof of the ICF.



Riverside Mixed-Use Development

May 27, 2020

6. To the extent that the procurement effort results in the selection of a third party vendor, the MBTA will coordinate efforts with MD and the third party vendor to make the implementation of solar on the roof of the ICF a reality.

I hope that the foregoing will convey the MBTA's intention to achieve solar on the roof of the ICF subject to the conditions noted above. Please feel free to contact the undersigned with any questions.

Very truly yours,

DocuSigned by:  
  
28A29526E1394A0...  
Richard Henderson  
Chief Real Estate Officer, MBTA

cc: (By Email)  
Ms. Nadia Khan, Committee Clerk ([nkhan@newtonma.gov](mailto:nkhan@newtonma.gov))  
Mr. Barney Heath, Director of Planning and Development ([bheath@newtonma.gov](mailto:bheath@newtonma.gov))  
Mr. Robert Korff ([rkorff@markdevllc.com](mailto:rkorff@markdevllc.com))  
Mr. Damien Chaviano ([dchaviano@markdevllc.com](mailto:dchaviano@markdevllc.com))