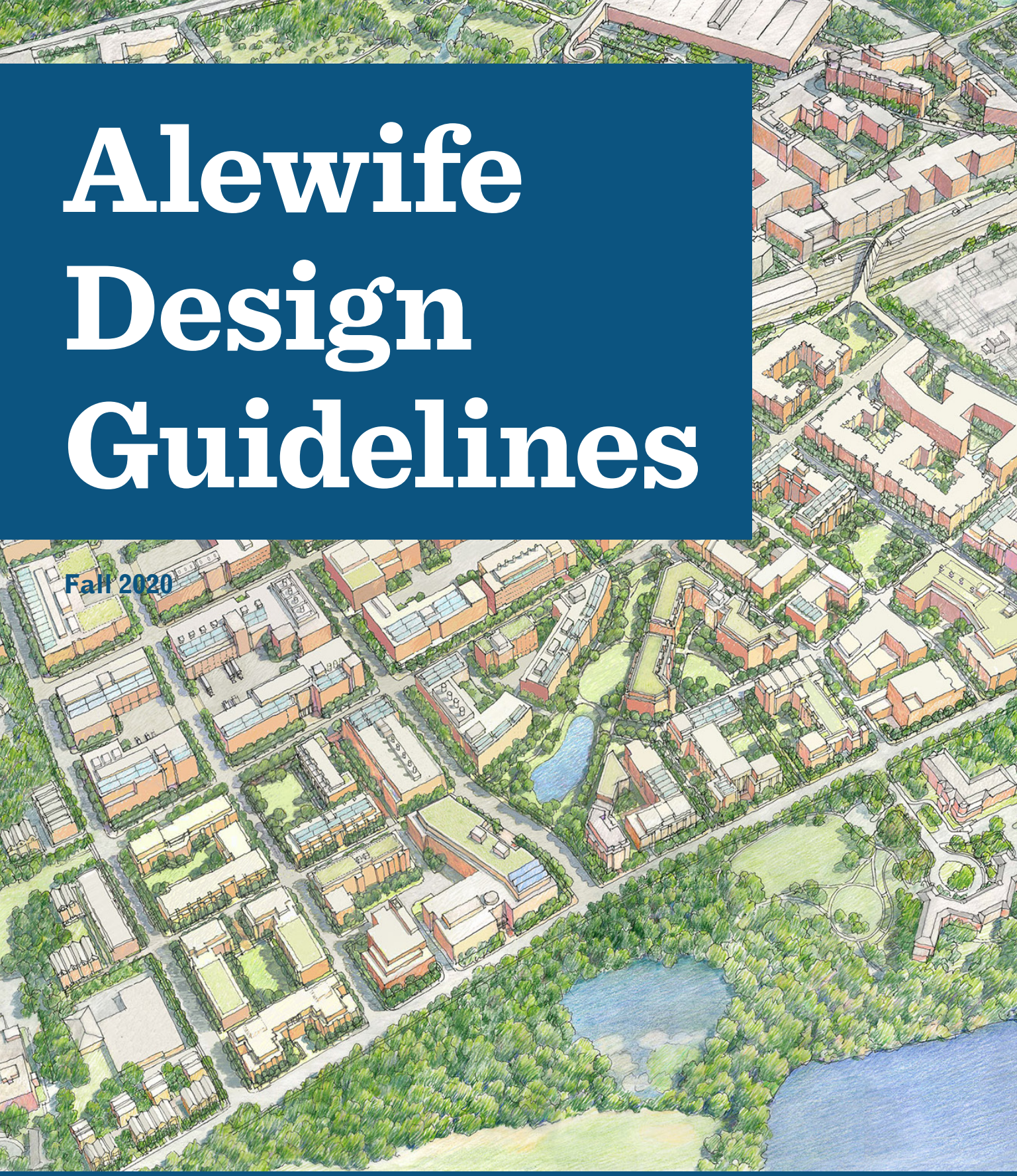
Alewife Design Guidelines

Fall 2020



City of Cambridge

ENVISION CAMBRIDGE

Alewife Design Guidelines

Prepared for the City of Cambridge Community Development Department, 2020.

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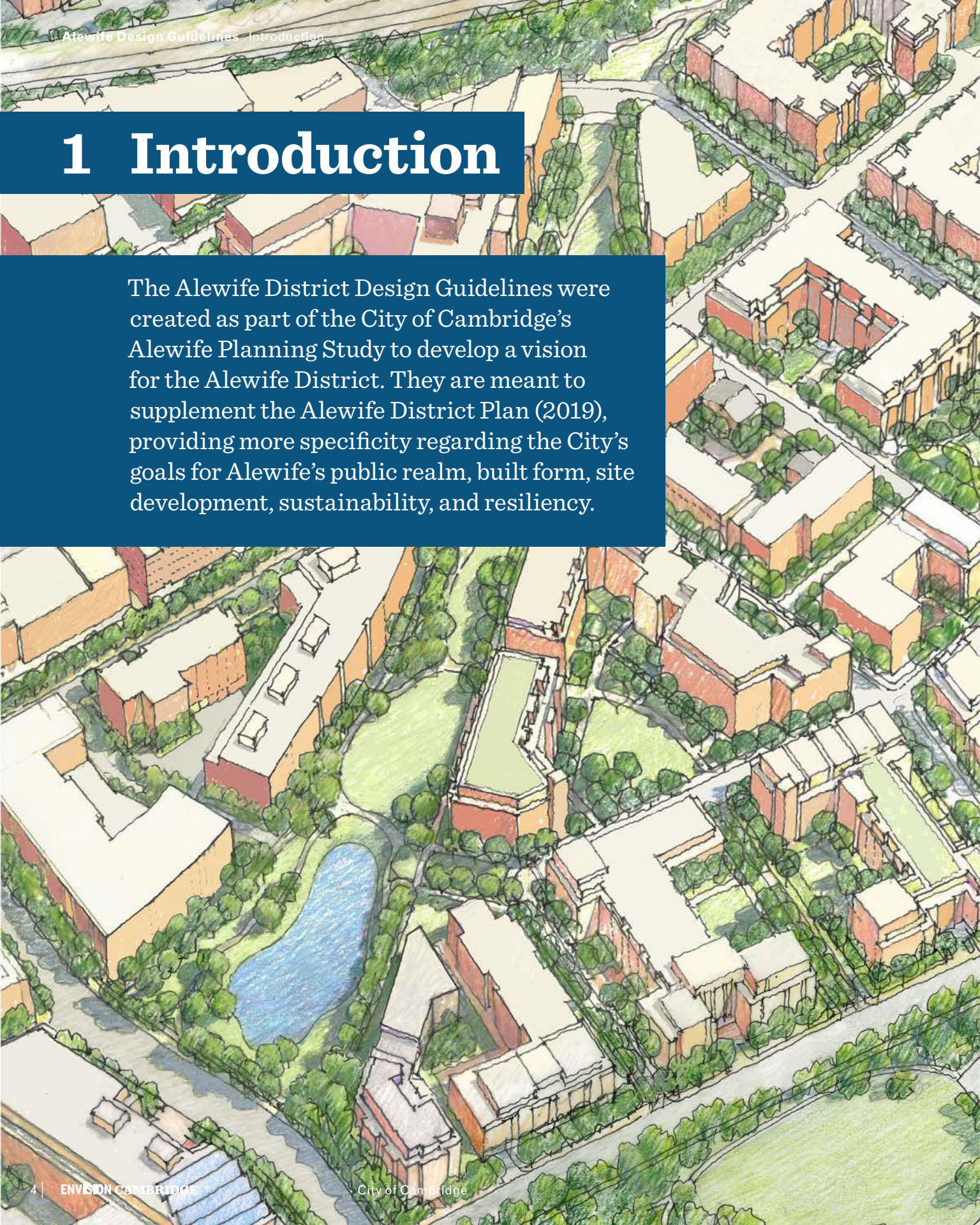
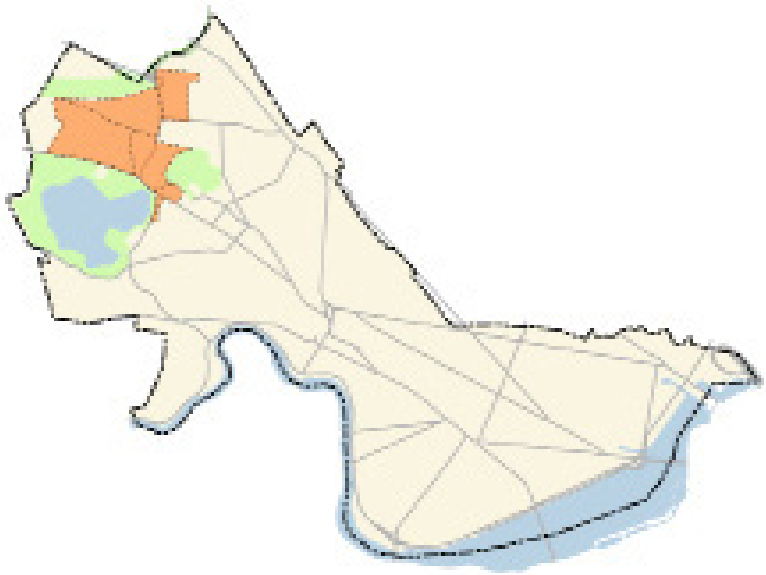
1 Introduction

The Alewife District Design Guidelines were created as part of the City of Cambridge's Alewife Planning Study to develop a vision for the Alewife District. They are meant to supplement the Alewife District Plan (2019), providing more specificity regarding the City's goals for Alewife's public realm, built form, site development, sustainability, and resiliency.

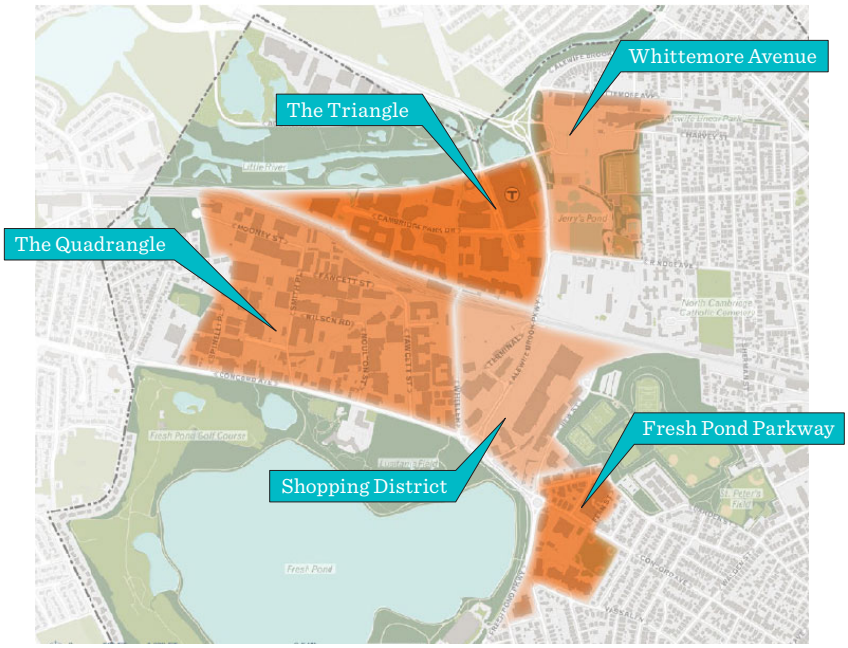


These guidelines are meant to inform property owners, business owners, developers, architects, and the general public about the desired character and form of the district, and to be used by the Planning Board in their review of development projects.

In conjunction with the Alewife District Plan, these guidelines are intended to inform the development review processes undertaken by City departments, boards, and commissions. The Alewife District Plan includes a broader treatment of development goals, public realm goals, and other issues that relate to new private development. Thus, the Alewife District Plan should be consulted to understand more fully the planning and urban design context for these guidelines.



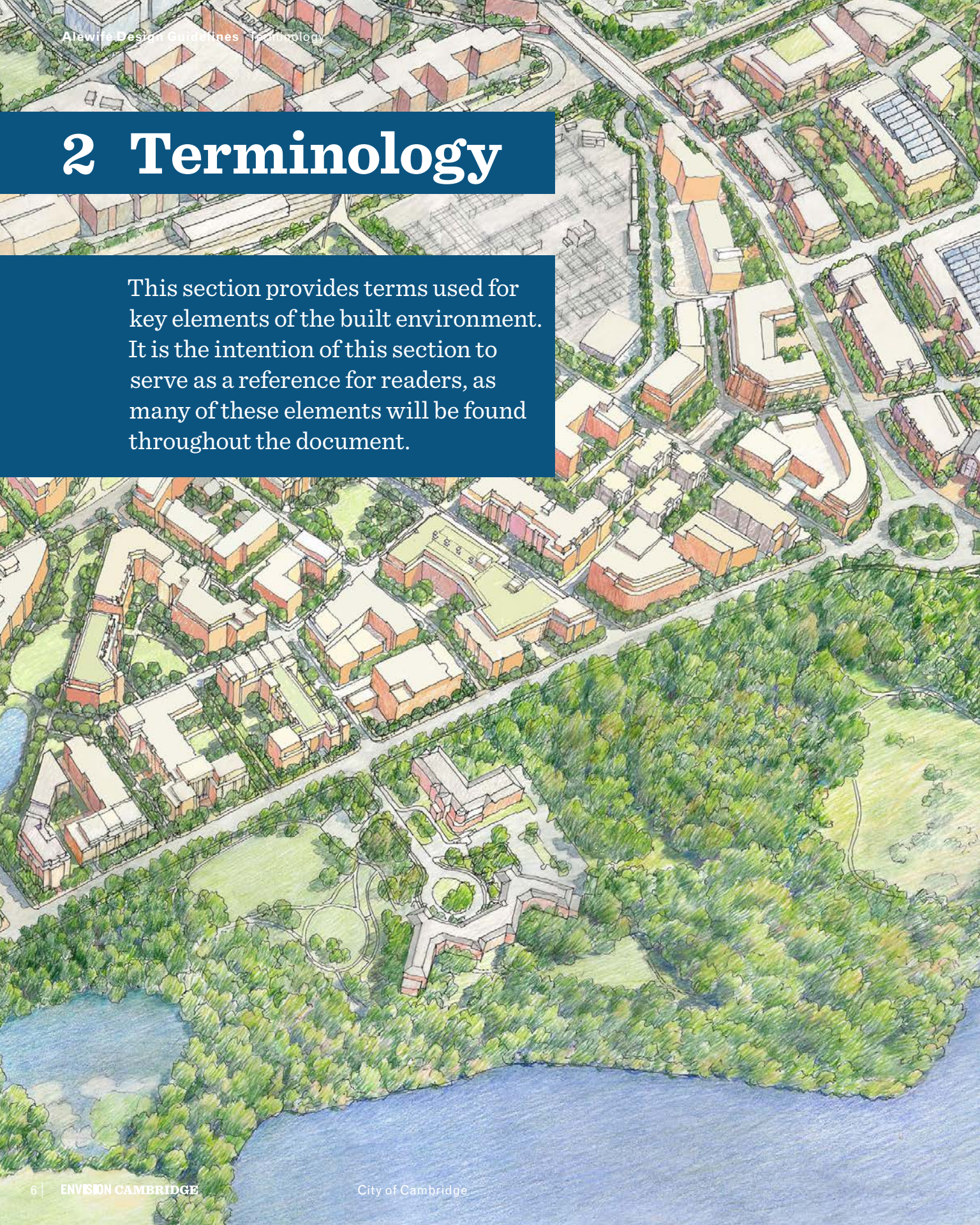
Alewife is located in western Cambridge, adjoining the Alewife Brook Reservation, Danehy Park, and Fresh Pond Reservation.



Alewife is comprised of several subdistricts.

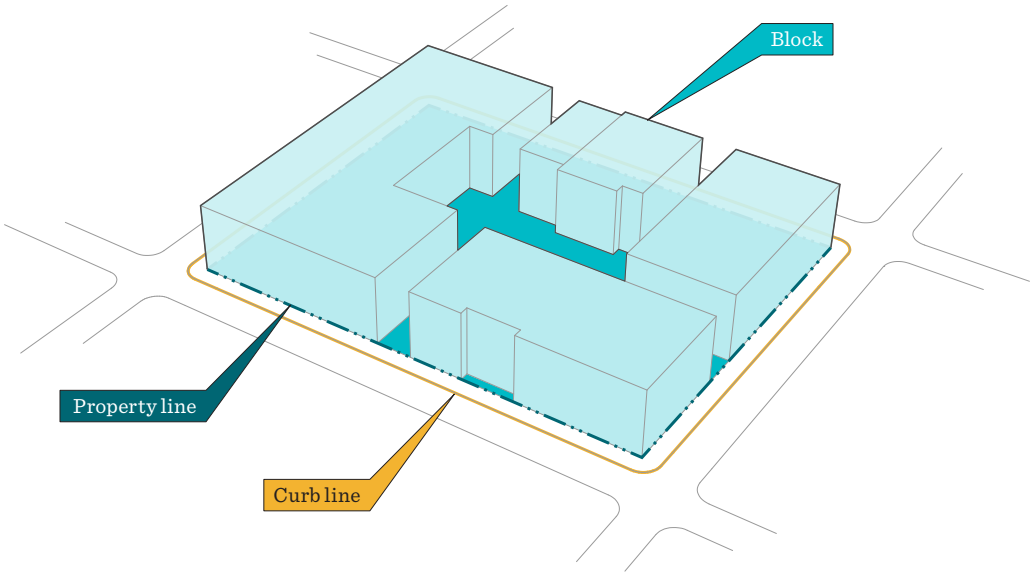
2 Terminology

This section provides terms used for key elements of the built environment. It is the intention of this section to serve as a reference for readers, as many of these elements will be found throughout the document.



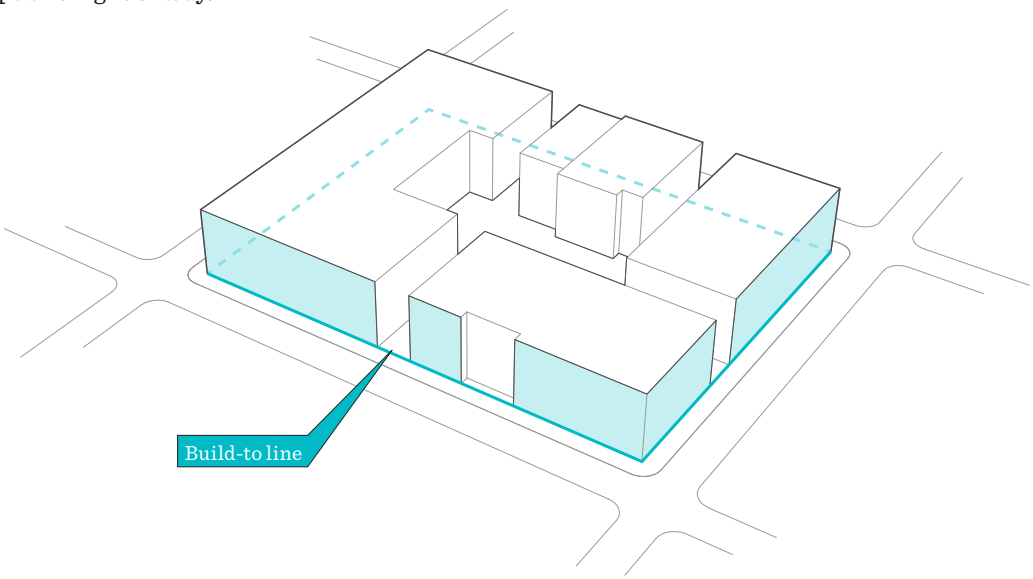
Block

A group of adjacent buildings, bounded by public streets or other open spaces.



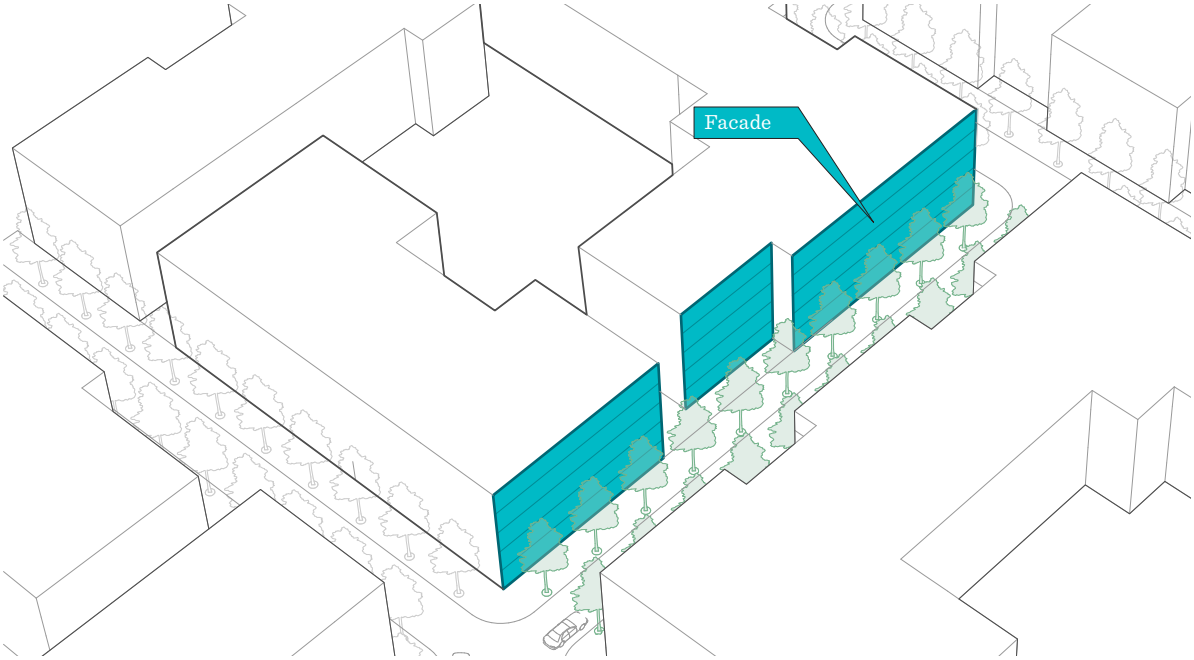
Build-To Line

The line upon which a building's facade or elevation is to be positioned. Build-to lines are designated to create coherently aligned streetwalls. On commercial streets, they are generally located at the edge of the sidewalk, which typically coincides with the edge of the public right of way.



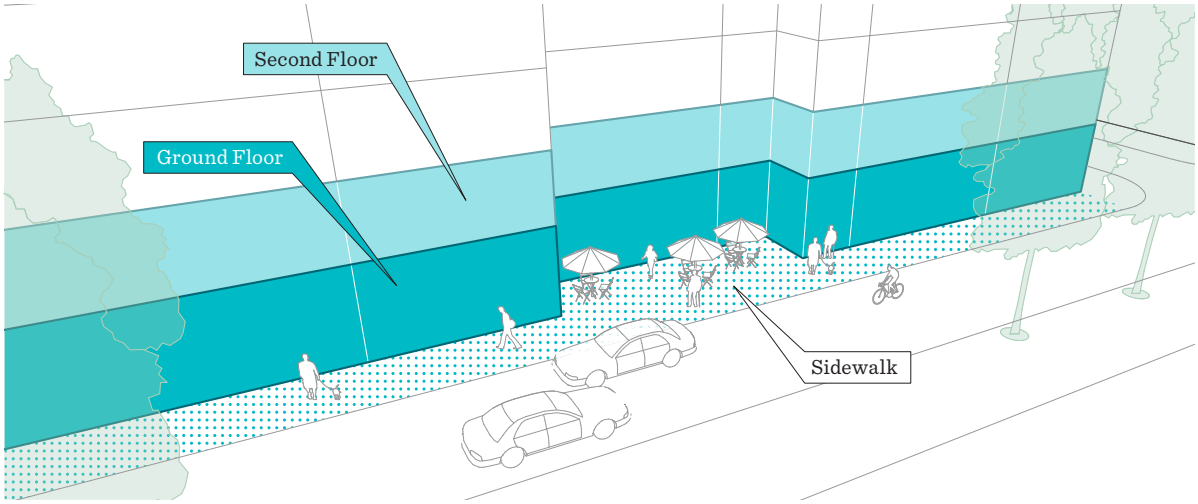
Facade

The face of a building towards a street or other open space. The primary, or "front", facade of the building is particularly important, as it frames the public realm and contributes to its character.



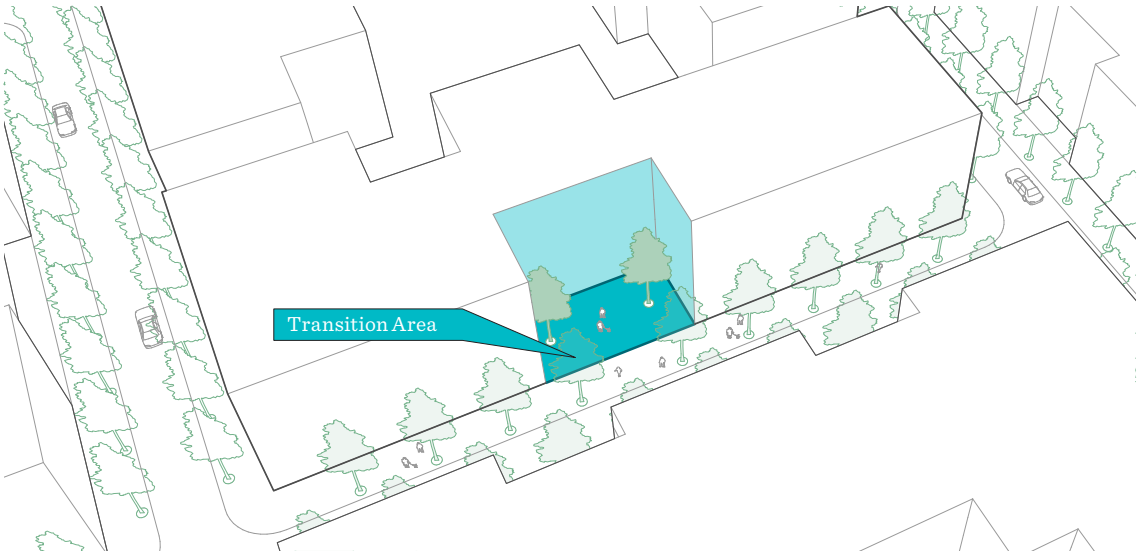
Pedestrian Zone (of Facade)

A portion of the facade that consists of the building's ground floor, and on occasion its second floor, fronting upon an active public right-of-way. Pedestrian frontage zones generally include ground floor uses that are oriented to engage the public space of the sidewalk.



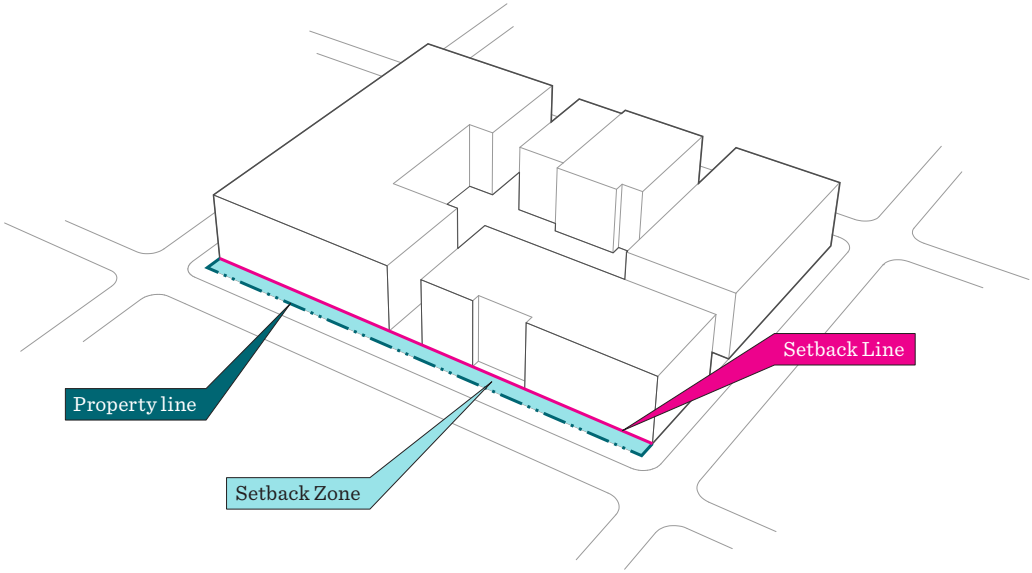
Transition Area

A transitional space between the public sidewalk and a setback building facade. Depending on circumstances, it may consist of plantings, paved areas along the building facade, or courtyards open to the street.



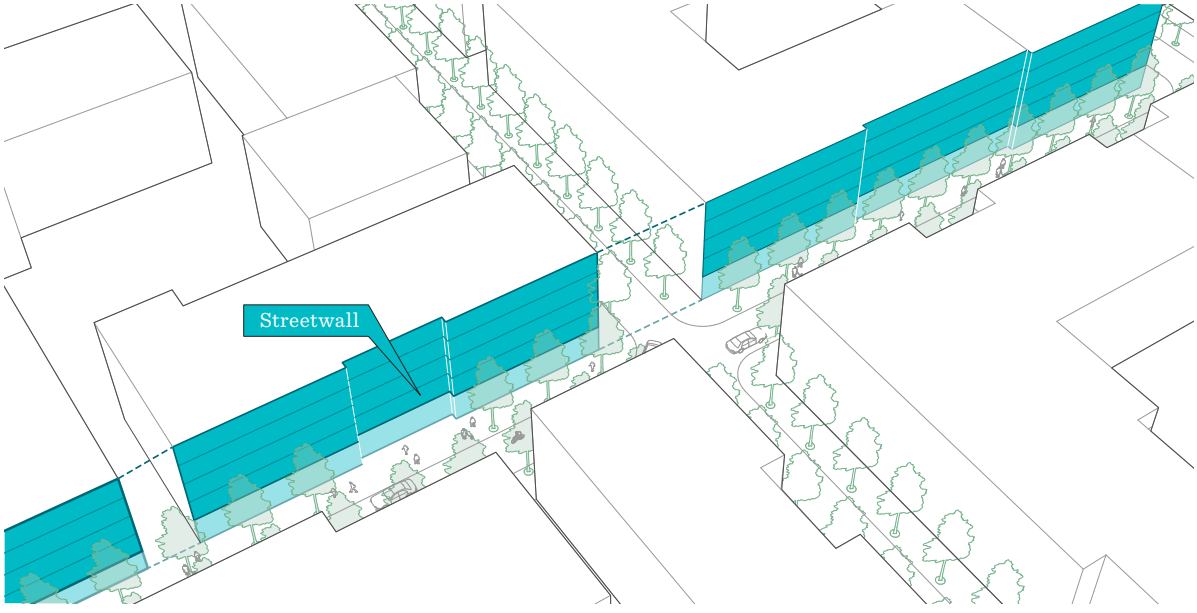
Setback Line and Setback Zone

A setback line runs parallel to a parcel's property boundary and establishes the minimum allowed distance between the public right of way and the building facade. The setback zone is the area between the property line and the setback line.



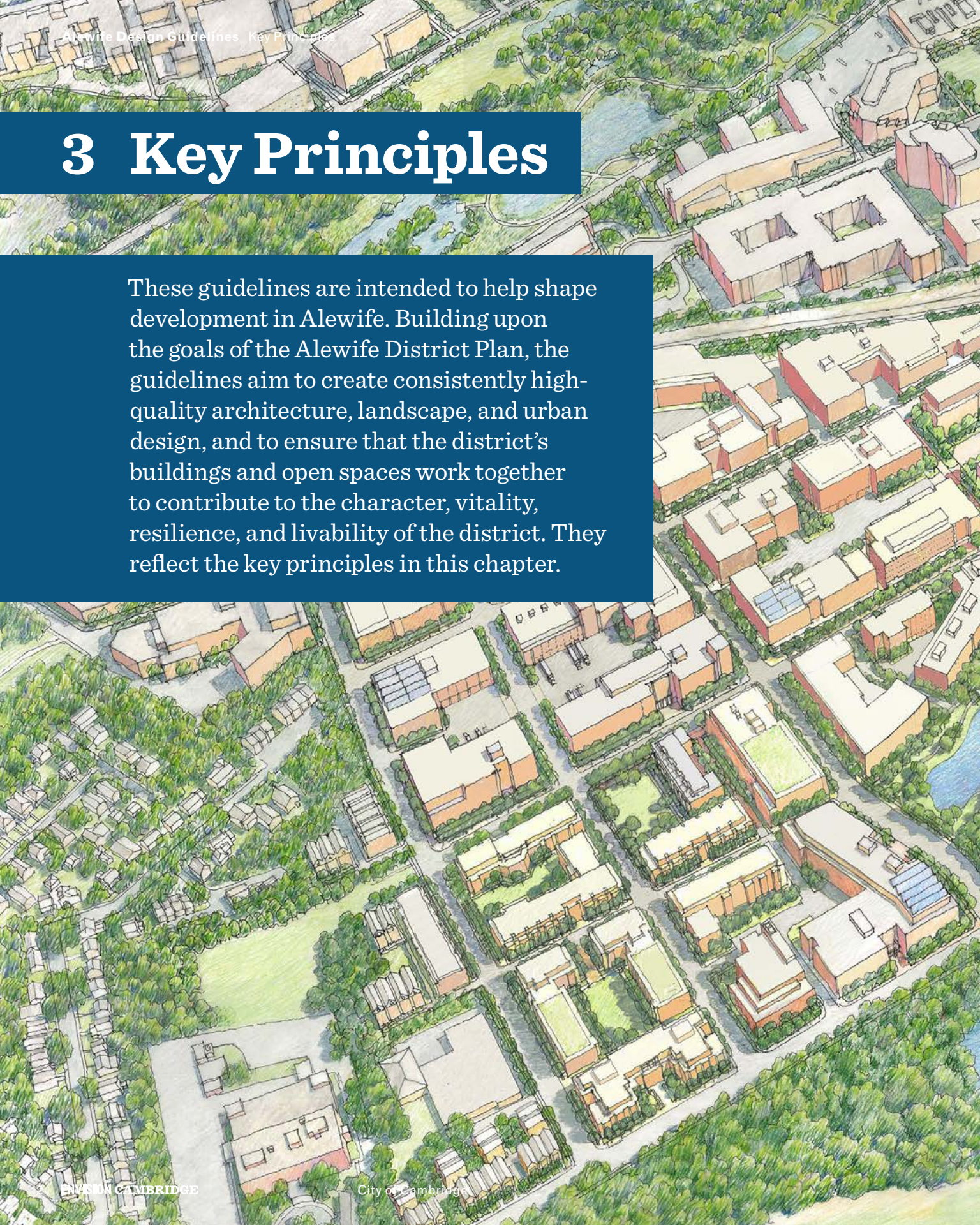
Streetwall

The building facade or elevation above the level of the pedestrian zone, aligned along a street or public open space, and generally located on the inner edge of the sidewalk. The streetwall's civic responsibility is to define and visually enrich the public realm; it should have a scale and level of detail appropriate to the size and character of the street or other public space it addresses.



3 Key Principles

These guidelines are intended to help shape development in Alewife. Building upon the goals of the Alewife District Plan, the guidelines aim to create consistently high-quality architecture, landscape, and urban design, and to ensure that the district's buildings and open spaces work together to contribute to the character, vitality, resilience, and livability of the district. They reflect the key principles in this chapter.



Key Principles

Sense of Place
Create meaningful and memorable streets, parks, and squares, scaled to the pedestrian experience and framed by walkable urban blocks.

Elements of Design
Demonstrate excellence in architectural design and the design of the public realm.

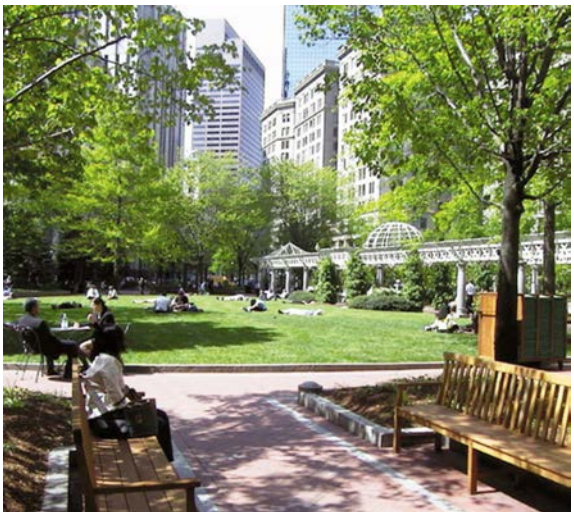
Pedestrian Friendly Streets
Create active pedestrian streets that are rich with visual interest and beauty.

Parks and Squares
Foster well-connected, programmatically rich, and environmentally beneficial parks and squares.

Sustainability and Resilience
Integrate sustainability and resilience into the design of buildings, parcels, and public open spaces.

Large Development Sites
Integrate large development sites into the surrounding community context.

3.1 Sense of Place



Create meaningful and memorable streets, parks, and squares, scaled to the pedestrian experience and framed by walkable urban blocks, by:

1. Framing the public realm with architectural streetwalls that create room-like public spaces.
2. Reinforcing and complementing the spaces of the public realm with landscape design.
3. Designing buildings that relate to the pedestrian scale.
4. Enlivening streets and squares with building uses.
5. Promoting small blocks and pedestrian scaled streets.

3.2 Elements of Design

Demonstrate excellence in architectural design and the design of the public realm by:

1. Creating an interconnected system of streets, parks, and squares.
2. Shading open spaces and corridors between and among buildings.
3. Configuring the massing and facades of commercial, retail, and residential buildings to create legible, room-like public spaces by architecturally framing the public realm; and reserving expressions of iconic exceptionalism for building types of commensurate civic importance.
4. Delineating facades into horizontal zones – base, middle, and top – to break down buildings' scale.
5. Incorporating vertical articulations and changes of material or color to reduce the visual bulk of large buildings.
6. Incorporating variation in facade treatment and carefully considering materials, textures, and details.

3.3 Pedestrian Friendly Streets

Create active pedestrian streets that are rich with visual interest and beauty by:

1. Activating building ground floors and providing frequent entrances where reasonably possible.
2. Providing substantial transparency into retail or other active ground floor uses.
3. Incorporating canopies and awnings on first floor facades facing primary streets.
4. Shading streets and sidewalks with continuous street trees.
5. Designing and programming sidewalks, and providing street furniture, lighting, street trees, and other landscape elements that anticipate and foster activity appropriate for the street type.

3.4 Parks and Squares

Foster well-connected, programmatically rich, and environmentally beneficial parks and squares by:

1. Providing open spaces of diverse character, scale, and amenities to serve a wide range of uses.
2. Prioritizing a safe and comfortable environment for residents and visitors.
3. Including focal points that foster community.
4. Planting and nurturing canopy trees.
5. Integrating art into the public realm.

3.5 Sustainability and Resilience

Integrate sustainability and resilience into the design of buildings, parcels, and public open spaces by:

1. Protecting buildings and occupants from flooding.
2. Mitigating the urban heat island effect.
3. Supporting ecological diversity and resilience by providing a variety of species of vegetation, and where appropriate providing understory vegetation and ground cover in addition to canopy trees.
4. Creating energy efficient buildings and reducing greenhouse gas emissions.
5. Controlling stormwater.
6. Incorporating on-site and district clean power generation.

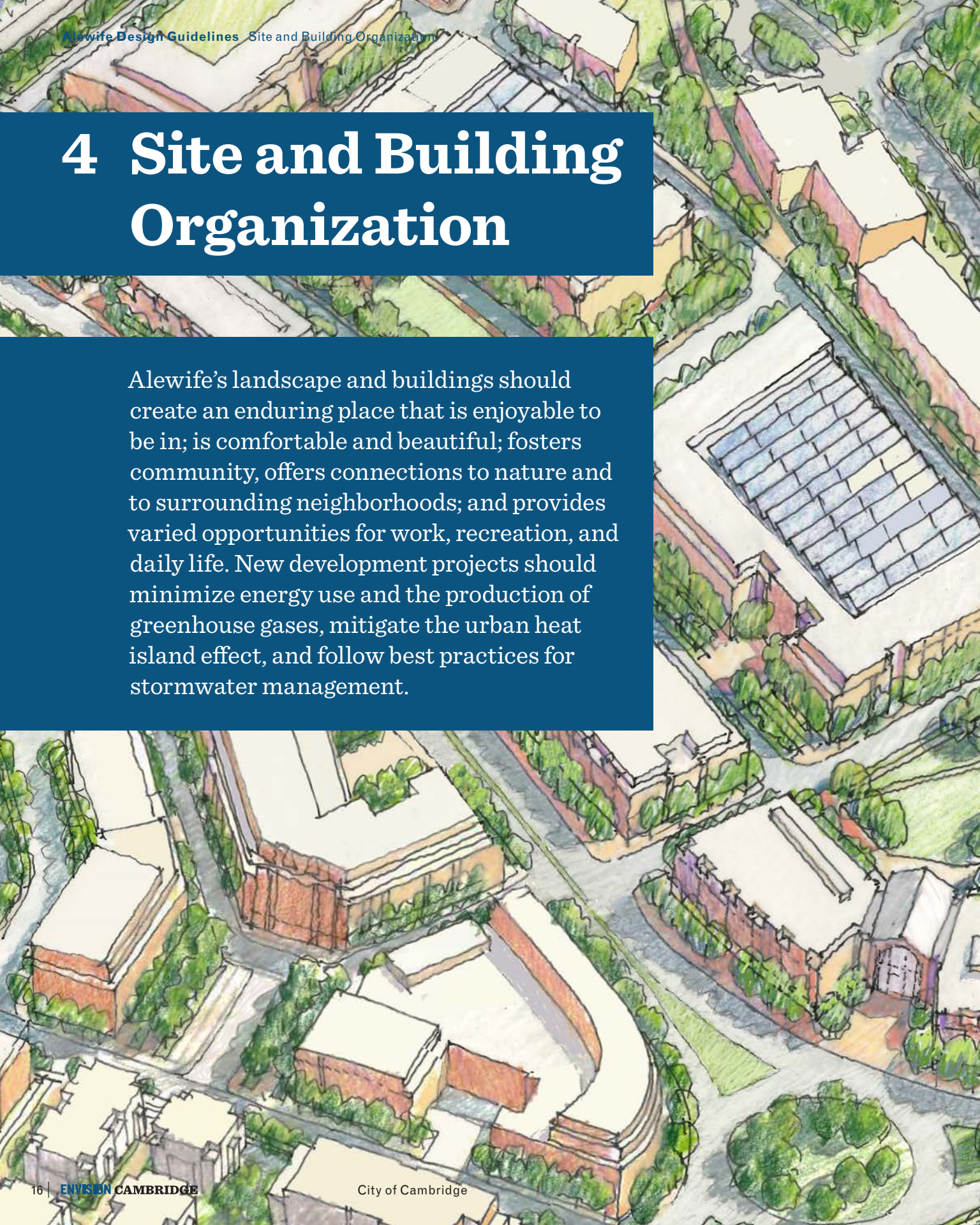
3.6 Large Development Sites

Integrate large development sites into the surrounding community context by:

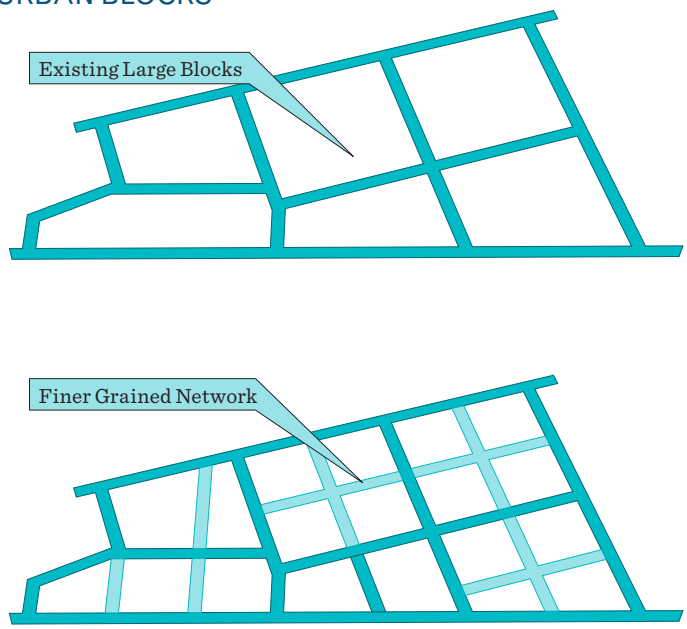
1. Carefully considering the massing and siting of new buildings and developments.
2. Creating new public streets and thoughtfully designed, strategically located parks and squares within large parcels.
3. Managing block size and scale within large parcels to blend in with the fabric of adjacent streets, blocks, and neighborhoods.
4. Consolidating parking, loading areas, service roads, and fire lanes.
5. Planting shade trees within and around service areas and other paved areas to provide additional tree canopy and screening from public spaces.

4 Site and Building Organization

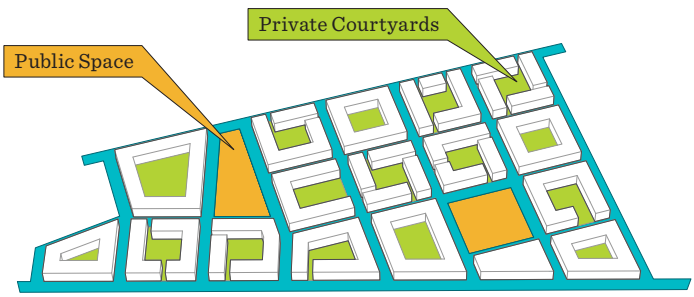
Alewife's landscape and buildings should create an enduring place that is enjoyable to be in; is comfortable and beautiful; fosters community, offers connections to nature and to surrounding neighborhoods; and provides varied opportunities for work, recreation, and daily life. New development projects should minimize energy use and the production of greenhouse gases, mitigate the urban heat island effect, and follow best practices for stormwater management.



URBAN BLOCKS



Break up large blocks by creating new streets and pedestrian and bicycle paths.



Buildings should define block perimeters while incorporating courtyards and paths to give the district semi-private spaces, fine-grained porosity, and permeability.

4.1 Urban Blocks and the Public Realm

Building massing and siting should be designed to create coherent and walkable urban blocks, and to frame its streets, squares, parks, and paths. Alewife's streets and other public open spaces should constitute an interconnected network that extends through the district and links it to the surrounding parks and neighborhoods.

Guidelines

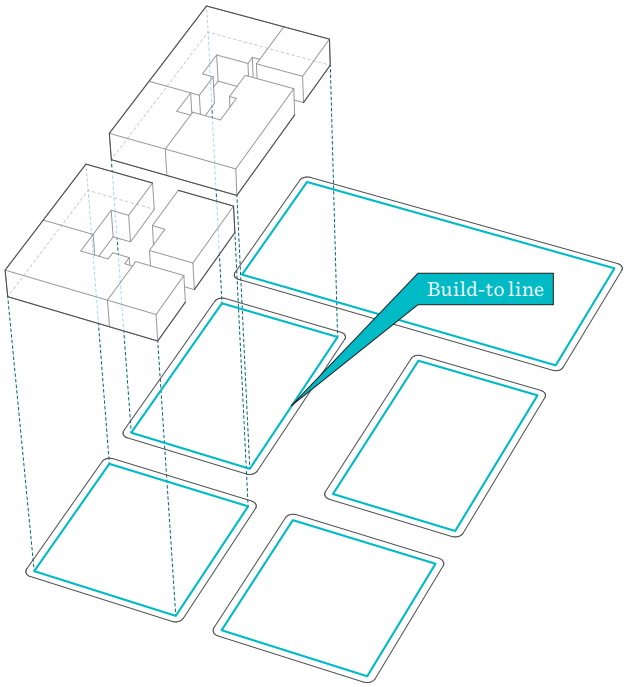
1. Develop blocks with coherent perimeters—streetwalls composed of facades and elevations—along the streets, parks, and squares they border.
2. Arrange building massing and the geometry of floorplates to create urban blocks in accord with the build-to and setback lines for streets recommended in the Alewife District Plan (2019).
3. Create detailed master plans for large properties to delineate streets and other open spaces, guide building massing, and establish building setback and build-to lines.
4. Create a finer grained network of streets and paths to break up the existing large blocks and increase the connectivity of the Alewife District as a whole and of large developments within it.
5. Where possible, divide the bulk of large projects into separate buildings to avoid a monolithic appearance and to create visual and physical connections between the public street and the more private courtyards and other open space areas within the sites.
6. Blocks should generally be no more than 250' wide in their narrow dimension.
7. Buildings with frontages longer than 200' should incorporate courtyards, open to the street, to break up the length of their facades.
8. Buildings should minimize shadows on existing and proposed open spaces.

4.2 Frame the Public Realm

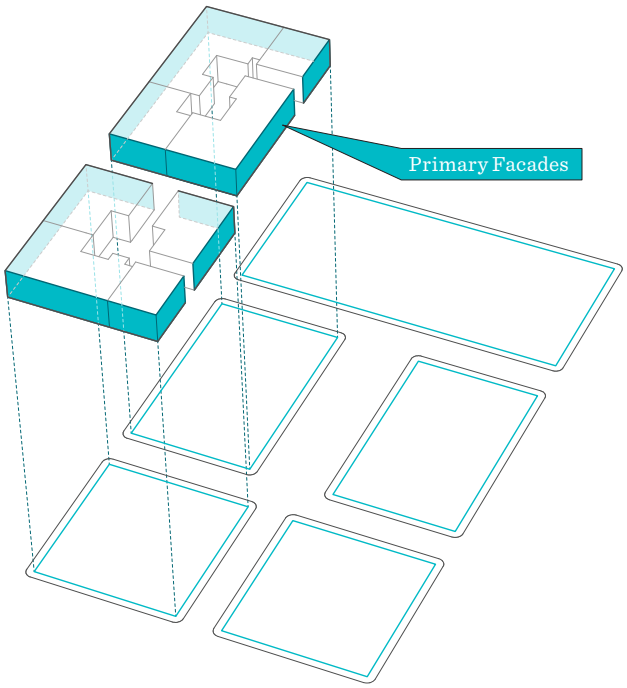
The alignment and continuity of building streetwalls should frame three dimensionally coherent streets, parks, and squares.

Guidelines

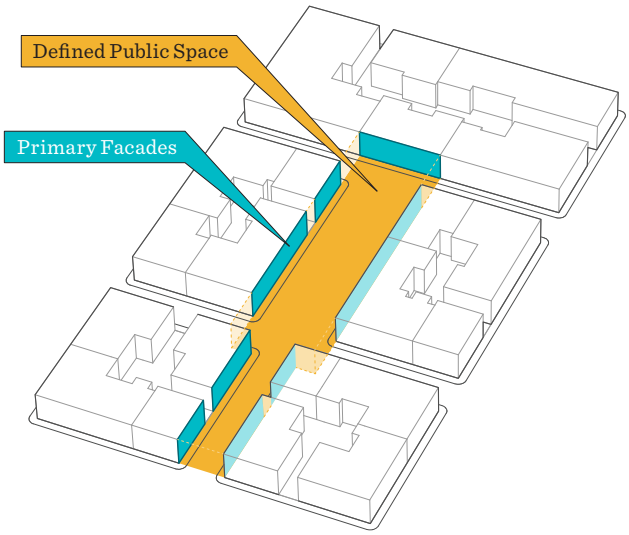
1. Buildings should front onto the street. Their facades should be located on building setback lines recommended in the Alewife District Plan. In areas where the Alewife District Plan does not designate setback lines, facades should generally be located at the back of sidewalk, in alignment with adjoining buildings that will remain in the long term, or on build-to lines established in master plans for new developments.
2. Streetwall facades of large buildings should generally incorporate relatively planar or repetitive areas, designed to frame adjoining public spaces.
3. Building streetwalls addressing public streets or open spaces should be a minimum of three stories above grade or the level of elevated walkways.
4. Top floors of taller buildings should be stepped back or differentiated from the plane of the facade. Where buildings face large open spaces such as Fresh Pond Reservation, or arterial streets such as Alewife Brook Parkway, step-backs may occur at a higher level.
5. The building facade below the step-back should generally emphasize a single primary plane, aligned on the street's build-to or setback line.
6. At second floors and above, projecting elements such as balconies and bay windows should be provided where possible to add variety and interest to facades.



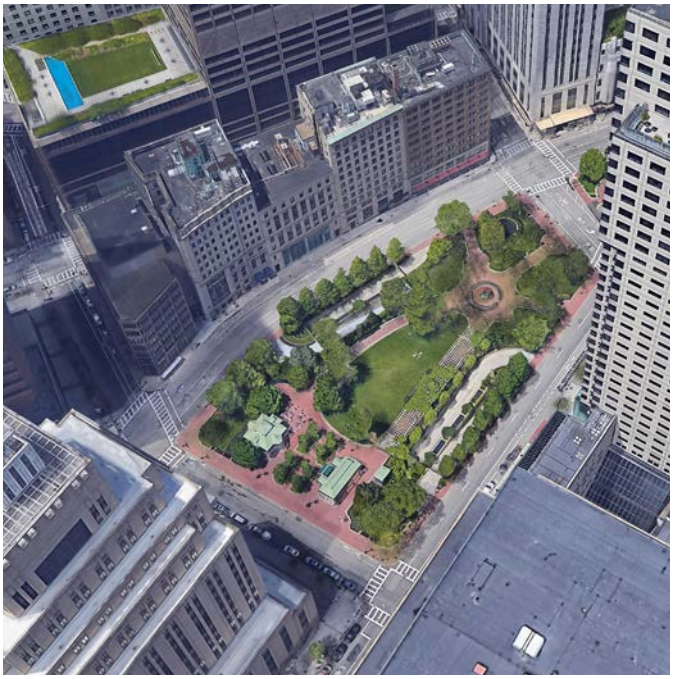
Establish build-to lines to define public space by regulating building footprints.



Define and celebrate important streets and other public open spaces by addressing them with primary facades aligned according to build-to lines.



Locate building massing and primary facades to create legible volumetric public spaces.



Design civic open spaces as public rooms at the scale of the city.

Continuous streetwalls define streets and public spaces. Varied facades visually enrich the streetwall.

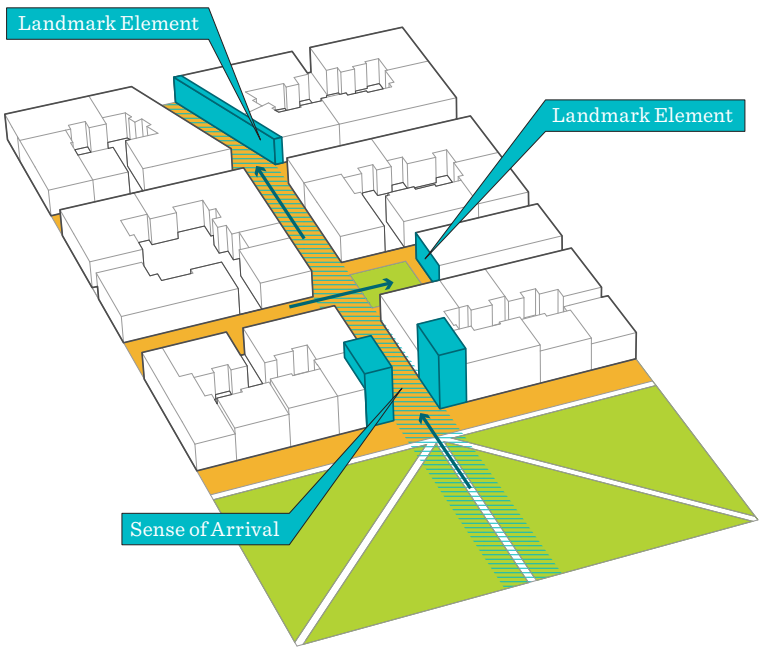
4.3 Articulate the Public Realm

Building facades and massing should respond to the varied conditions of site and context. In contrast to areas of relatively planar or repetitive form that frame the public spaces they address, more unique building elements should provide variety and mark significant connections, junctions, and thresholds of the public realm.

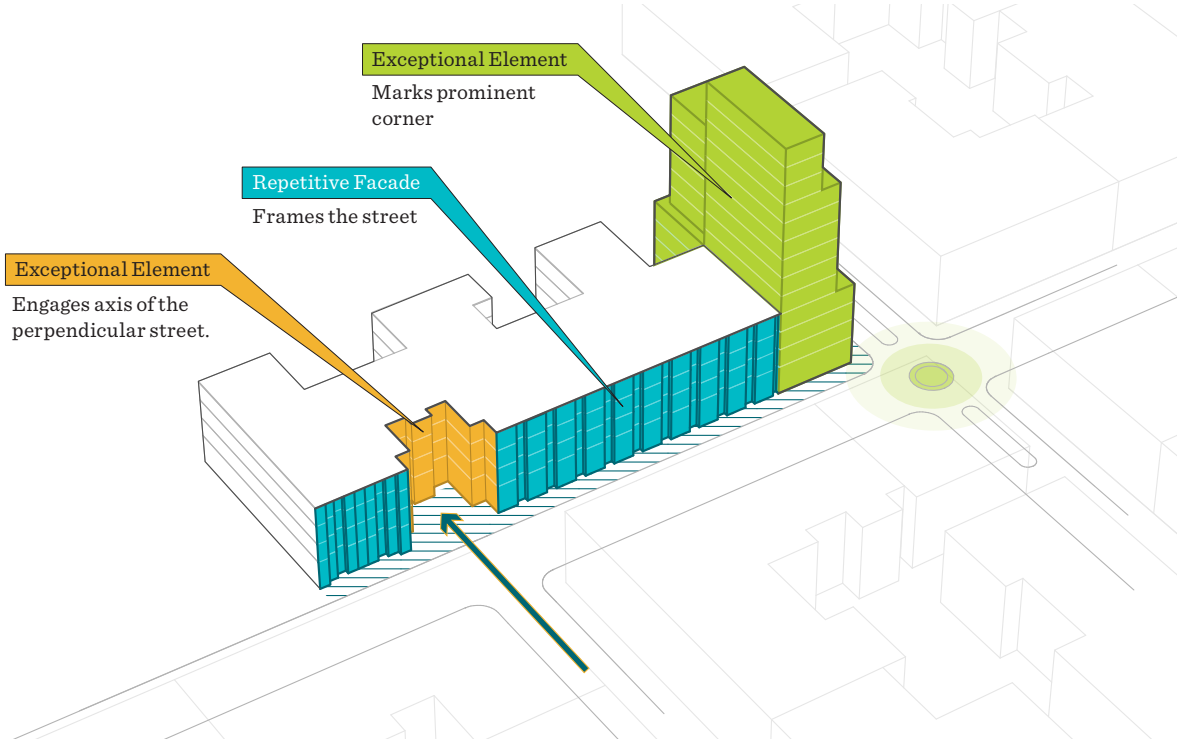
Guidelines

1. Reinforce the different scales and characters of adjoining streets and open spaces by differentiating the massing, scale, materials, color, fenestration, window-to-wall ratios, and bay patterns of the facades that address them.
2. Incorporate exceptional elements in building facades and massing to reinforce views, axes, significant corners, building entrances, courtyards, and other critical points in the district's public realm.
3. Set back portions of buildings from the back of sidewalks, depending on the street and building type, to allow for building entrances, recessed storefronts, cafe zones, residential forecourts, and courtyards.
4. In general, provide streetwall facades on the build-to line at the corners of blocks.

Emphasize the civic importance of primary public spaces by differentiating between front facade and side elevation by means such as contrasting materials, colors, scales, the amount and type of detail and articulation, and compositional formality vs. informality.



Locate exceptional or landmark elements to reinforce the spatial structure of the public realm. Create a sense of entry and arrival into parks and squares.



Massing and facades should define and enliven public space by combining consistency and variety, positioning background elements and unique motifs in response to the urban context.

Differentiated color and modulated massing reduces the building's sense of bulk, while celebrating the street corner.

Emphasized corner helps frame the primary street by reinforcing the importance of the facade that addresses it.

4.4 Sustainable Site Design

Sites should be resilient to the effects of climate change, including frequent flooding due to precipitation and sea level rise/storm surge, and increasing heat. Sites should mitigate stormwater runoff and minimize the urban heat island effect.*

Guidelines

1. Maximize permeable area and vegetated area as specified by the Alewife District Plan.
2. Consult with Department of Public Works and Community Development Department during the process for specific guidance on resilience planning and sustainable site design.
3. Minimize impermeable pavement and maximize permeable surfaces.
4. Incorporate high albedo pavement and surface materials where effective.
5. Detain stormwater on site to slow the rate of runoff.
6. Integrate green infrastructure to capture and detain stormwater, such as bioswales, rain gardens, or dry ponds, into landscape plans.
7. Incorporate underground storage tanks to slow the release of stormwater.
8. Where possible, raise street levels to reduce potential for flooding.
9. Provide vegetative and structural shading for sidewalks and other public spaces, with particular attention to pedestrian, bicycle, and vehicular corridors.
10. Select plant materials that will be resilient to the anticipated hotter and more variable climate, and to saltwater intrusion, where applicable.

*See the Alewife District Plan, the CCPR Alewife Preparedness Plan, and section 5 of these guidelines (Open Spaces) for additional recommendations.

4.5 Entries and Access

Site access and building entries should be designed and located to create an enjoyable, high quality pedestrian realm.

Guidelines

Pedestrian Entrances

Locate pedestrian entrances to engage and activate streets and other public spaces.

1. Frequent entrances to buildings and storefronts should be provided along public ways.
2. Block corners should incorporate storefront entrances.
3. Lobbies for office, laboratory, industrial, and residential buildings should generally be located away from block corners.
4. Pedestrian entrances should be sited in locations easily accessible from transit stops.

Vehicular Entrances and Drop-offs

Design and locate vehicular entrances, driveways, and vehicle drop-offs to minimize their visual and operational impact on the public realm.

1. Driveways and parking entrances should be located on side streets or alleys wherever possible.
2. Driveway widths should be minimized.
3. Driveways should be perpendicular to the street.
4. Curb cuts should be minimized in number and width, and shared wherever possible.
5. Privately owned drives should be designed as streets, with sidewalk widths, planting zones, and bicycle lanes, as appropriate to their use and location.

6. Where fire lanes are required between buildings, they should be shared between adjoining lots and designed as streets or pedestrian/bicycle paths, depending on their connectivity within the overall street system.
7. Drop-off lanes should be avoided.
8. Circular drives and turnarounds should not be created, and existing ones should be eliminated.
9. In areas anticipated to be prone to flooding, provide deployable flood barriers at on-grade entrances.

Loading, Servicing Areas, and Surface Parking

Design and locate loading and servicing areas and parking entrances to minimize intrusion into the public realm.

1. Service and loading areas should be located out of sight from public streets or other open spaces. They should be limited to rear of buildings, secondary streets, and/or alleys.
2. Where possible, consolidate off-street loading areas and service roads serving multiple buildings and multiple parcels.
3. Avoid loading or servicing entrances exceeding two bays or 30 feet wide on public streets except in the industrial subdistrict.
4. Any loading bays facing public streets should be provided with architectural doors designed to complement the overall facade design.
5. Where surface parking cannot be avoided, locate parking areas in block interiors, rather than at locations visible from major public streets.

4.6 Utilities and Mechanical/ Electrical/Data Equipment

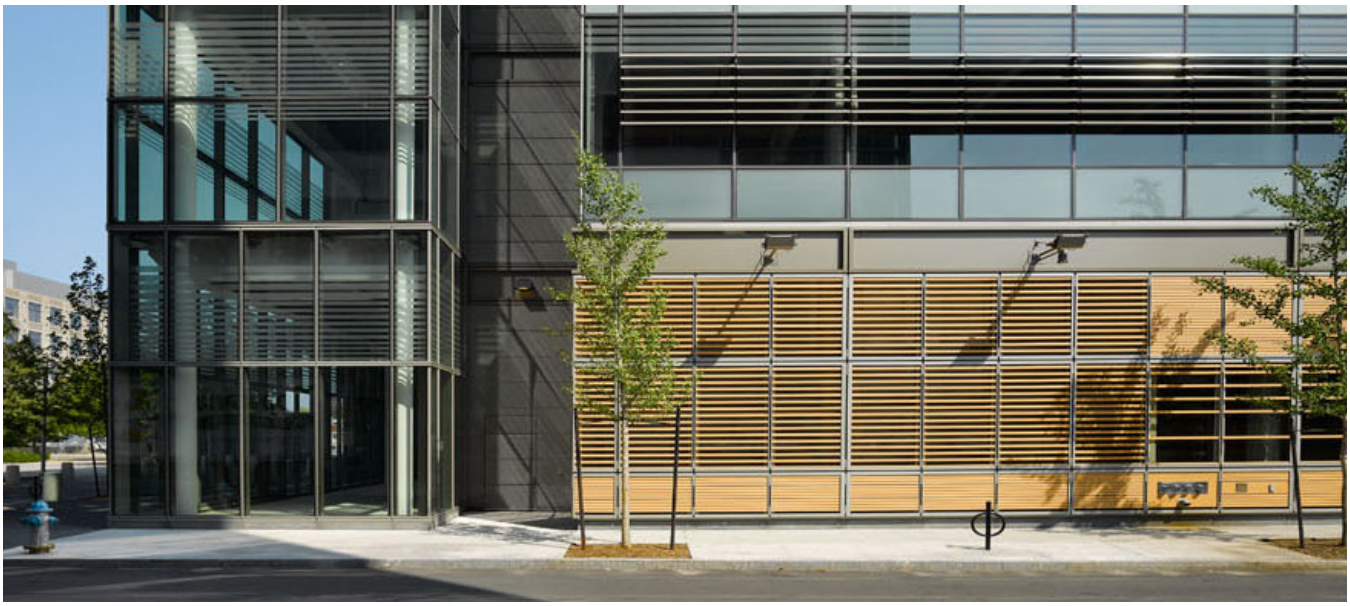
Utilities should be designed and located to minimize their impacts on the pedestrian environment and to be resilient to the effects of climate change.

Guidelines

Mechanical and electrical equipment and gas meters should not be audible or visible from public streets or open spaces.

1. Preference should be given to housing mechanical and electrical equipment within buildings, rather than as site elements.
2. Any site-located electrical equipment should be located on the interior of blocks or screened from view from the public right-of-way, and not located between the building and any public way, or forward of the principal facade.
3. Where site-located mechanical or electrical equipment cannot be avoided, it should be concealed by plantings or attractive enclosures.
4. Mechanical and utility rooms should not be located along major streets. They should be located on minor streets or in block interiors where possible.
5. Mechanical or electrical equipment within buildings that must be located on public ways and needs direct access from the street should be provided with architectural facade treatments that complement the overall facade design.
6. Design and locate building and site utilities to minimize risk and disruption from flooding. Considerations include waterproofing, backflow preventers, and shutoffs, accessible during flood events, for water, gas, electric power, and sanitary sewer.

7. Locate electrical equipment, including transformers, switchgear, generators, and critical communications/data equipment above anticipated flood levels.
8. Locate emergency power equipment and fuels above anticipated flood levels or provide waterproof barriers as indicated.
9. Ensure that fire detection and suppression equipment and communications/data equipment will remain operational during flood events.
10. New electrical and data lines should be underground.
11. To protect tree plantings from conflicts with utilities, locate utilities for new streets (and reconstructed streets wherever possible) under vehicular roadways, rather than under sidewalks,.
12. Incorporate on-site power generation and energy storage and/or utilize district energy systems where feasible.
13. Consider eliminating on-site fuel combustion.
14. Continue to eliminate combined sewers throughout the district.



Locate electrical equipment (e.g. transformers, switch gear) inside buildings with attractive treatment of louvers or blank walls.

Elevated walkways can provide access during flood events.

Climate-resilient development anticipates flooding events and sea level rise in the future.

4.7 Emergency Services and Access During Flood Events

In areas currently or projected to be at risk of flooding, implement systems and programs to facilitate building management and operation during flood events, maintain functionality of critical systems, protect the safety of building occupants and emergency personnel, and expedite quick recovery.

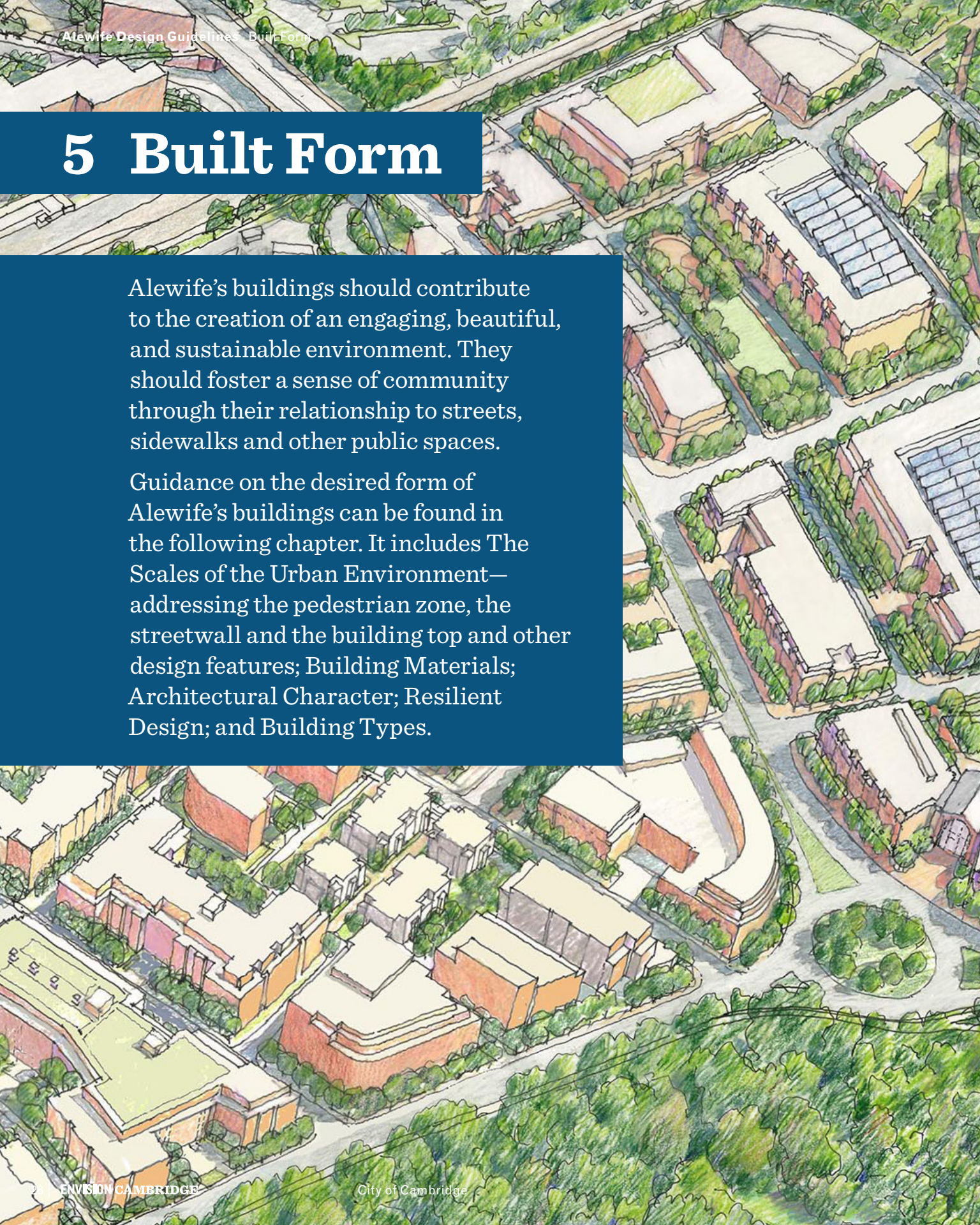
Guidelines

1. Provide "shelter-in-place" facilities and equipment within buildings, including emergency medical and other emergency response supplies, backup electric supply for critical loads, passive thermal comfort (i.e. efficient building or room envelope), and backup communications capacity.
2. Be part of neighborhood resilience networks to enable mutual assistance.
3. Create neighborhood resilience hubs and/or cooling centers. Design free standing community facilities and community facilities in larger buildings to remain functional during flood events and power outages.
4. Develop an action plan for flooding and other emergencies. Address notification, evacuation, meeting places, elevator operation, etc.
5. Provide access points and routes for fire and other emergency personnel, and for evacuation purposes. Exterior stairs to second floors should be considered to facilitate emergency access during flood events.
6. In flood prone areas, provide accessible electrical shutoffs to safeguard emergency personnel.
7. Ensure that fire detection and suppression systems will remain operational during flood events or loss of power.
8. Engage a consultant to advise on best practices for emergency services and access.

5 Built Form

Alewife's buildings should contribute to the creation of an engaging, beautiful, and sustainable environment. They should foster a sense of community through their relationship to streets, sidewalks and other public spaces.

Guidance on the desired form of Alewife's buildings can be found in the following chapter. It includes The Scales of the Urban Environment—addressing the pedestrian zone, the streetwall and the building top and other design features; Building Materials; Architectural Character; Resilient Design; and Building Types.



By combining motifs and details that resonate with each other at a variety of scales, building massing and facade composition mediates between the scale of the pedestrian, the building, the street or square, and the skyline.

5.1 The Scales of the Urban Environment

Alewife's buildings should respond to and mediate between the wide range of scales of the urban environment: the scale of the pedestrian, of the adjacent buildings, of the street or square, and of distant views from neighboring parks and major thoroughfares.

As part of this response, building massing and primary facades should be organized into horizontal zones. The specific characteristics of these zones, their relative sizes and importance, and the amount of differentiation between them, will vary depending on building type and context.

Pedestrian Zone

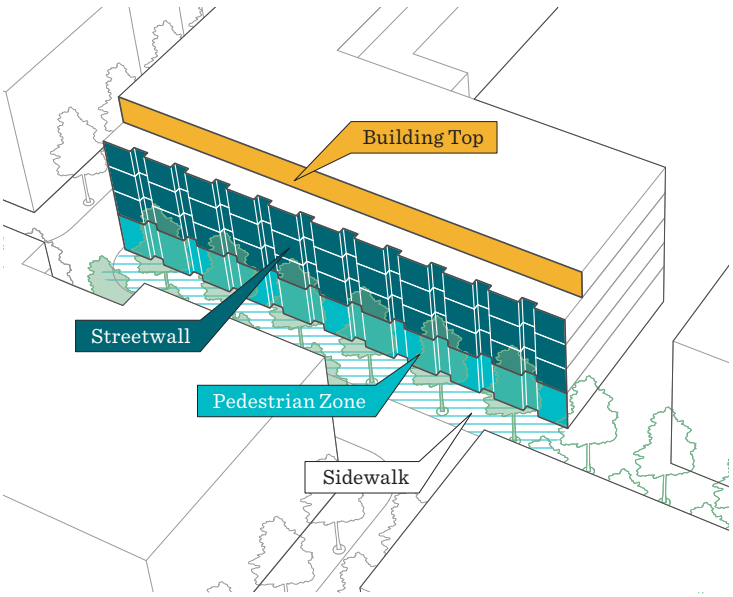
The building's ground floor, and on occasion its second floor, offer amenities, comfort, shelter, and visual enrichment, and accommodate retail and community programmatic uses.

Streetwall

The facade of the building's next three to five floors above the pedestrian zone frames the spatial volume of the adjoining streets, parks, or squares.

Building Top

The top contributes to the building's articulation. Depending on building type, the top may range from a cornice or simple parapet, to a stepped back top floor, to an assemblage of penthouses.



5.1.1 The Pedestrian Zone

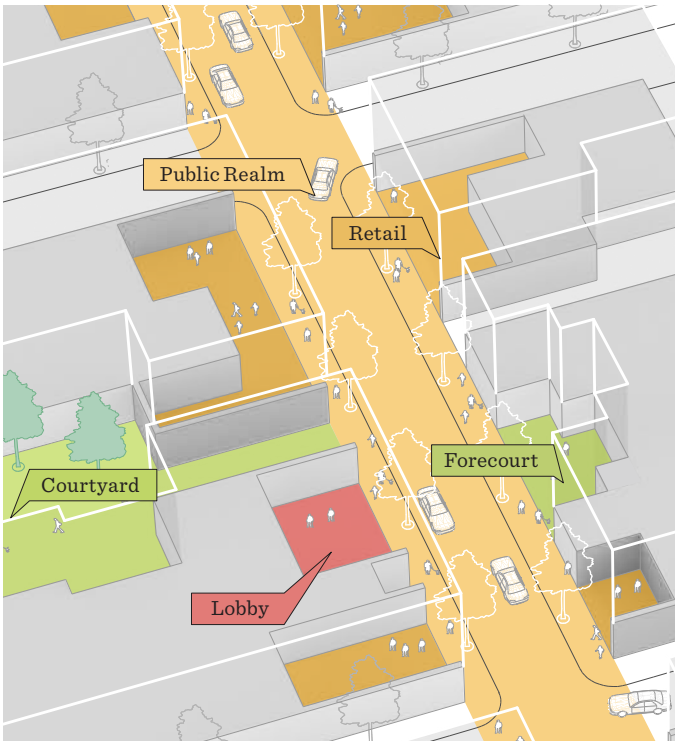
The pedestrian zone provides shelter, accessibility, and visual interest at the pedestrian scale and accommodates active uses that enliven streets and squares. On commercial streets and on streets with ground floor retail, the pedestrian zone's facade should be distinct in character from the street wall floors above. On residential streets, particularly in buildings with first floor residential units, less differentiation between the pedestrian zone's facade and the streetwall above is appropriate.

Guidelines

1. Where possible, buildings should engage and animate the public realm with active uses, such as retail, restaurants, live/work units, flexible office space, amenity spaces, and community spaces.
2. The pedestrian zone should incorporate elements that create a visually rewarding and intimate pedestrian environment. Depending on the character of the street and the ground floor functions, these may include:
    a. Angled display windows, frequent entrances, and recessed entrances,
    b. Awnings and canopies over the sidewalk,
    c. A high window-to-wall ratio,
    d. Variations in mullion patterns, and incorporation of operable windows.
    e. Varied materials or colors,
    f. Higher-quality materials and detailing, with particular attention given to enhancing building entries and openings, and
    g. Residential entrances and stoops.

A distinct pedestrian zone emphasizes the horizontal continuity of the pedestrian realm.

Canopies, awnings, and recessed retail entrances can shelter pedestrians and activate the street.

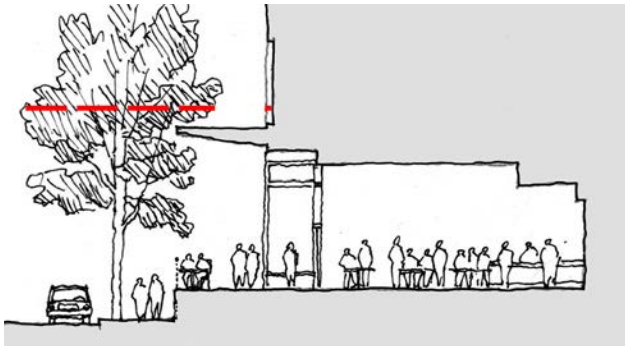


Passages, lobbies, and courtyards create permeable first floors. Semi-public/semi-private interior retail and community spaces further expand the pedestrian realm.

3. The design of first floor facades on commercial/ retail streets should directly engage the pedestrian realm by reducing the distinction between exterior and interior space, revealing the activity within:

    a. On major public streets, including Smith Place, Wilson Road, Fawcett Street, Concord Ave, Cambridgepark Drive, Fresh Pond Parkway, and Alewife Brook Parkway, and the Shopping District, first floor facades should have 60 to 75% transparent glazing. For commercial uses on all other streets, 40 to 60% transparent glazing should be provided.

    b. First floor facades of retail, restaurant, and office space should maximize transparency, particularly between 2 feet to 12 feet above the adjoining sidewalk.



Transparent first floor facades extend the public space of the sidewalk or elevated walkway into the semi-public/semi-private interior.

    c. Consider incorporating large operable doors or windows in sidewalk-side restaurant dining.

    d. Storage rooms, toilets, restaurant kitchens, and other back-of-house facilities should be located away from the pedestrian zone on primary streets and other public open spaces to maximize facade transparency.

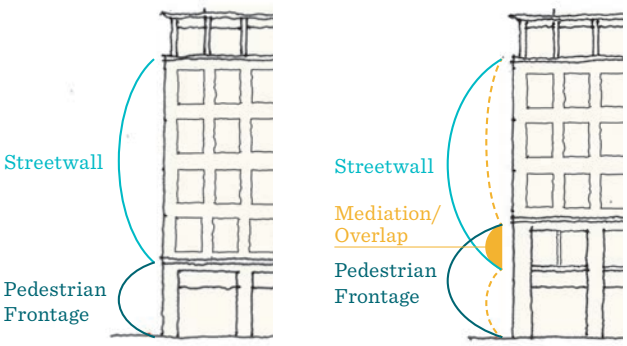
    e. Kitchen exhaust for food service uses should not negatively impact the ground level pedestrian experience. It should be relegated to side streets or back-of-building and be elevated above pedestrian height.

    f. Blank walls on primary streets exceeding 20’ in length should be avoided.

    g. First floors should have a minimum floor-to-floor dimension of 18’.

    h. First floor levels should be flush with or easily accessible from the adjoining sidewalk or elevated walkway.

    i. Where courtyards occur at grade or on upper levels, create visual and physical connections to these spaces.



The pedestrian zone of the facade may be distinct from the streetwall zone above it, or it may be linked to the streetwall zone by designing the second floor facade as a shared mediating zone.

4. Where the facade expression of the pedestrian zone includes the building's second floor, the second floor facade should either be visually integrated with the first floor facade and differentiated from the street wall zone above, or serve as a mediating element linking the first floor and the streetwall zone.
5. On residential buildings with ground floor residential units, less difference is necessary between the facades of the pedestrian zone and the streetwall floors above. Some distinction, however, in material, character of openings, detailing of solid wall, should be provided, to contribute to the pedestrian-friendly scale of the street.
6. Residential buildings with first floor units should have frequent entrances with stoops, landscape plantings, steps, and accessible routes as appropriate to provide access and maintain a sense of privacy.
7. Where buildings with raised first floors are set back from the sidewalk and raised sidewalks are not required, low walls, combined with steps and ramps, should achieve the requisite grade change to first floor level. Sloped berms are discouraged.
8. Where retail or community uses are not provided, first floor spaces on Smith Place, Wilson Road, Fawcett Street, Concord Ave, Cambridgepark Drive, Fresh Pond Parkway, Alewife Brook Parkway, and the Shopping District should be designed to accommodate future active uses.
    a. First floor facades should be readily convertible to retail storefronts.
    b. Venting and exhaust needs of future food service uses should be readily accommodated and directed away from primary streets and the pedestrian level.
    c. Interior power and HVAC systems should be zoned or easily convertible to enable convenient division and sublease of interior spaces to retail tenants. They should be located above future flood elevations.

Where elevated sidewalks are provided, they should be wide and continuous to take precedence over ground level sidewalks.

9. Where 2070 anticipated flood levels are higher than first floor levels, incorporate deployable barriers or other means to ensure that first floors remain dry flood proofed during flood events. See also section 4.4 Resilient Design.
10. On designated streets in the Quadrangle subdistrict, incorporate elevated walkways to provide direct pedestrian access to retail and other public uses on elevated first floors.
    a. Elevated walkways should be built to the 2070 100-year SLR/SS elevation, but no more than 4 feet above grade, flush with first floor building interiors. They should be 12 feet wide, including steps and ramps. They should be sheltered by a projecting canopy for their full 12-foot width, with a minimum vertical clearance of 12 feet.
    b. Elevated walkways should have a minimum width of 5 feet, excluding access ramps and steps.
    c. Elevated walkways should be continuous between adjacent buildings and parcels along streets where possible. Breaks may occur occasionally to accommodate driveways or alleys, but should be minimized.
    d. Particular attention should be given to the design of railings and low walls supporting elevated walkways to ensure that these are attractive elements of the public realm.

Elevated sidewalks extend interior retail space into the public realm while providing access to elevated first floors.

e. Where they occur, elevated walkways should constitute the primary focus of pedestrian life.

f. Elevated walkways should be readily accessible from the sidewalk at street level. Steps and the starting points of ramps to elevated walkways should occur at a maximum spacing of 100 feet along the ground level sidewalk.

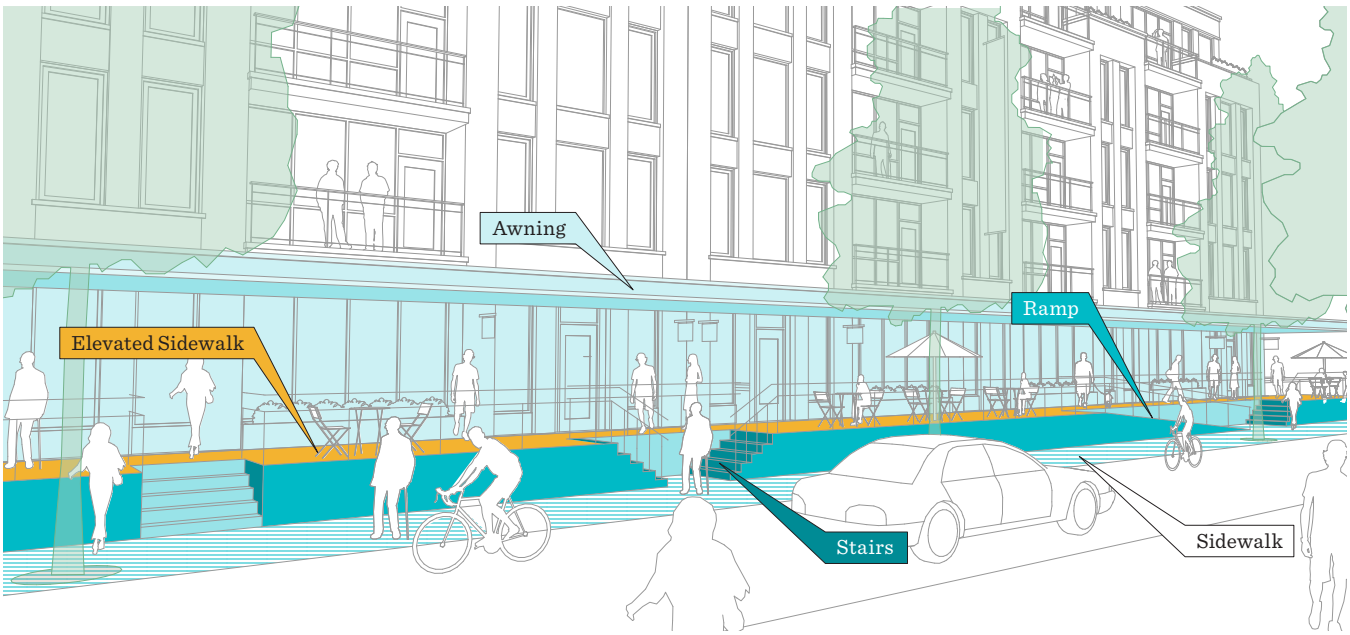
g. Steps and/or ramps should be provided where elevated walkways terminate, and at block corners and at the side boundaries of parcels.

h. Where new curbs and grade level sidewalks do not align with existing ones that will remain in place, provide a transition area that also gives access to the elevated walkway's ramps or steps.

i. When the first phase building of a new development does not extend for the full width of its parcel's street frontage, one of the following strategies should be used to ensure the desired continuity of the elevated walkway in the long term.

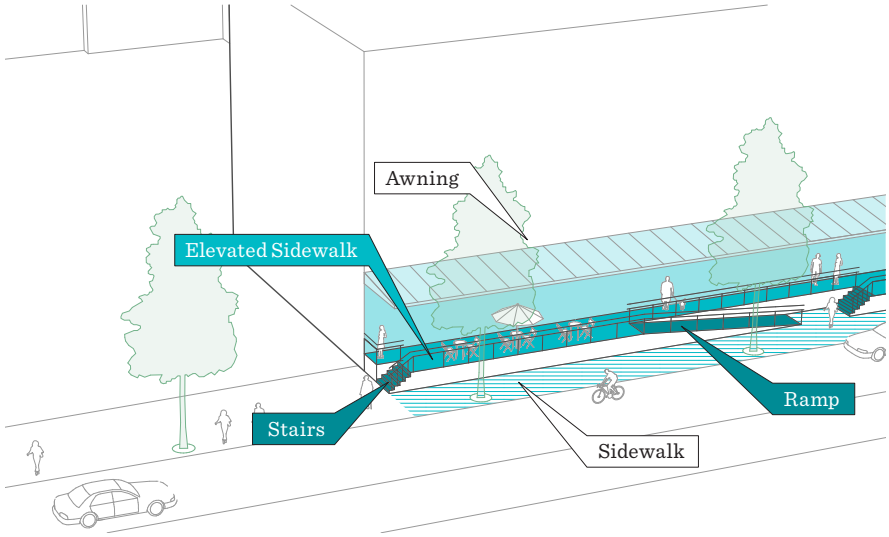
- Terminate the elevated walkway at the end of the first phase building's facade. Incorporate ramps or steps at the termination. Regardless of whether the second phase building is on the same parcel or the adjoining parcel, commit to extending the first phase building's elevated walkway to smoothly join with that of the neighboring building when the latter is constructed.

- Extend the first phase building's elevated walkway, with matching railings, canopy, and rear wall, beyond the building's frontage to the parcel's side lot line. When a second phase building is developed on the parcel, the extended portion of the elevated walkway should be provided with entrances and storefront windows as appropriate. When a building is developed on the adjoining parcel, its elevated walkway should smoothly join with that of the first building.



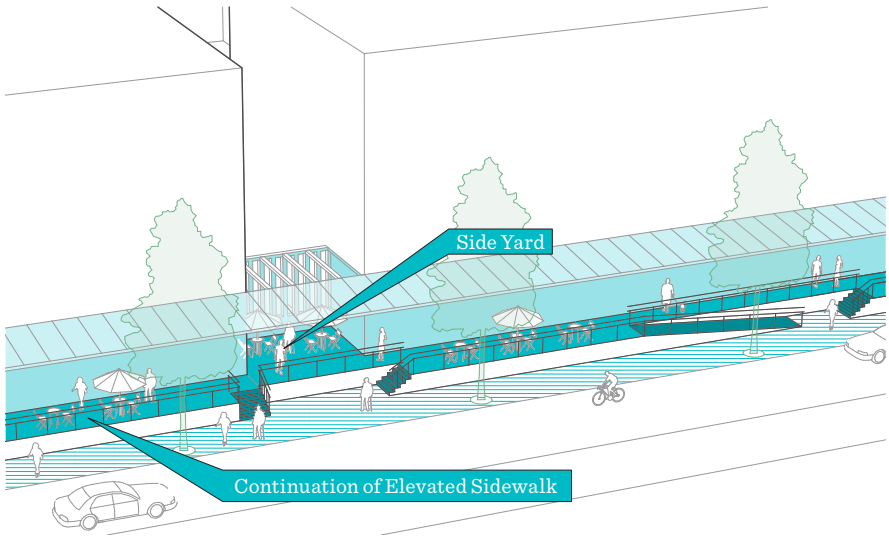
Condition 1: Stand-alone building

Elevated sidewalks should end with steps and/or ramps. They should allow for connection with future elevated sidewalks when adjoining sites are developed.



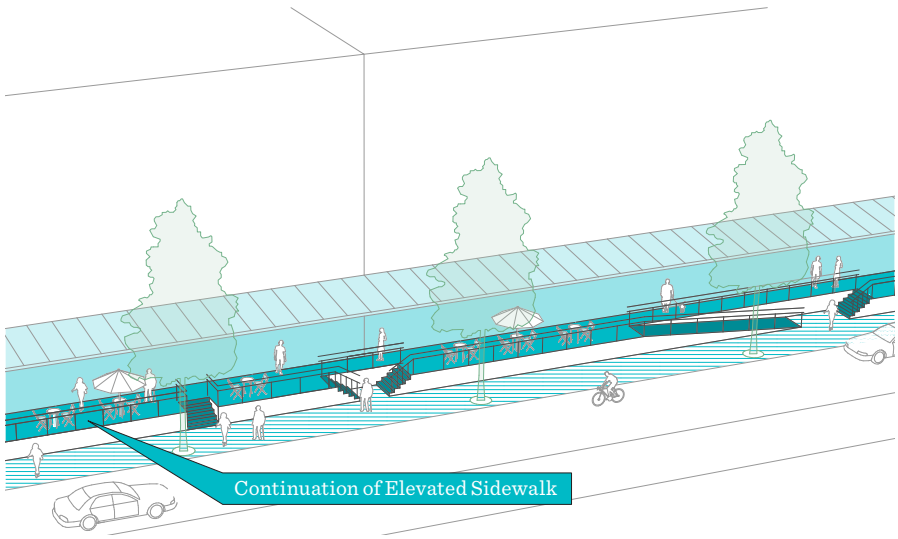
Condition 2: Side Yard

Unless interrupted by a street or service drive, elevated sidewalks are to continue across side yard setback zones.



Condition 3: Adjoining Building

Elevated sidewalks of adjoining buildings should seamlessly connect.

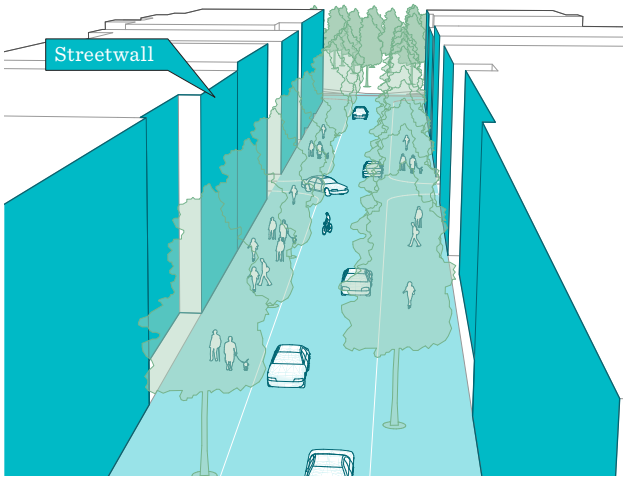


5.1.2 The Streetwall

Streetwalls should create room-like public spaces by framing their three-dimensional volumes.

Guidelines

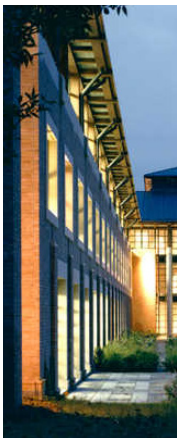
1. Streetwall heights should be in harmony with the widths of the streets and squares they address; they should typically be a minimum of 4 to 5 floors tall. Taller streetwalls may be appropriate where buildings address large open spaces.
2. In general, it is particularly important for the definition of public space that streetwalls be aligned on the property line or setback line at block corners.
3. Streetwalls should be organized by a pattern of expressed structural bays, window openings, and/or surface articulation.
4. Changes of material, scale, or the design and amount of articulation and relief should be used to emphasize the distinction between adjoining streets that differ in size and character.
5. Incorporate focal elements to respond to significant visual axes, to emphasize significant corners, to express changes in interior program, or to articulate primary building entrances.
6. The incorporation of a cornice and/or the elaboration and differentiation of the streetwall's top floor should be considered as a means to frame the spatial volume of the street by emphasizing its upper boundary.
7. Punched windows should be used for commercial and mixed-use buildings.
8. Visible vents (kitchen, bathroom, laundry, etc.) should not be located on streetwalls addressing primary streets or other public open spaces.



Harmony in height, scale, materials, and a shared range of colors gives coherence to the street or square.

5.1.3 The Building Top

Depending on design intent and programmatic use, the massing and facade design of top floors may be differentiated from those of the streetwall floors below, creating a varied profile at the sky-line and helping to frame the street as volumetric space.



Top floors and penthouses may be differentiated to accommodate mechanical equipment or to create an expressive building top.

Guidelines

1. Building tops that are unique in material and design from the facades below should be stepped back a minimum of 10' from the plane of the building facade.
2. Mechanical penthouses and other roofscape elements, should generally be designed integrally with the facade below, or as modulations of the pattern established below.
3. Rooftop mechanical equipment should be screened with a reflective, ventilated screen with a Solar Reflectance Index (SRI) of at least 45 to mitigate the urban heat island effect.

5.1.4 Roofs and Terraces

In addition to their potential as amenities for workers and residents, roofs and terraces will play a significant role in managing stormwater, minimizing the urban heat island effect, and accommodating photovoltaic arrays.

Guidelines

1. A variety of options should be considered individually and in combination for sustainability and energy efficiency, including intensive and extensive green roofs, high albedo roofs (with a minimum of 75% of their area with a Solar Reflectance Index (SRI) of at least 78 for flat roofs and 29 for steep roofs), blue (water retaining) roofs, and photovoltaic arrays.
2. Roofs should be solar ready. Mechanical equipment and penthouses should be compactly arranged and positioned to maximize the contiguous unshaded area available for photovoltaic arrays.
3. Consider the potential of building and parking garage roofs and of terraces at building stepbacks as amenities for the benefit of residents, workers, and the wider public.

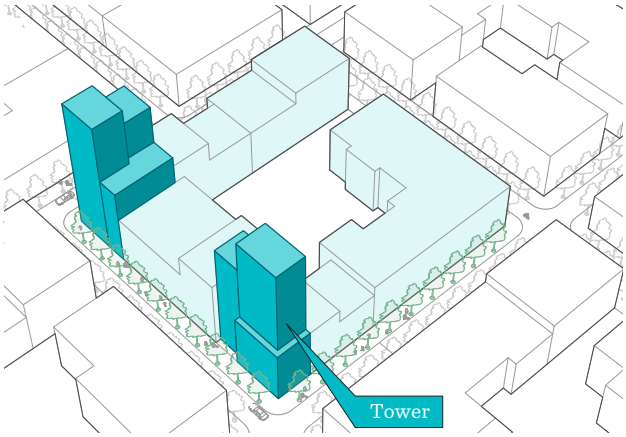
Green roofs, like this one, hide parking garages from sight, provide absorption for stormwater, minimize the urban heat island effect, and provide open space for residents and workers.

5.1.5 Tall Buildings

While Alewife will be predominately mid-rise in scale, taller buildings may be incorporated in certain areas as permitted by base zoning or by the application of development bonus/incentives or transfer of development rights. In the context of Alewife, a "tall building" is any building with a height greater than 85'.

Guidelines

1. Locate tall buildings to provide landmarks from distant vantage points; to relate to larger open spaces in and around the district; and to reinforce a sense of entry to Cambridge by increasing the visual scale at primary arterials. Potential locations include the north end of the East Shopping Center Subdistrict, the east end of the Triangle, and along Alewife Brook Parkway.
2. The upper portions of tall buildings should have a smaller floorplate than the streetwall floors below and should be stepped back from them. See also the discussion of stepbacks in section 3.2 of these guidelines.
3. Break up the massing of tall buildings and articulate their facades to avoid a monolithic appearance, reduce visual bulk, and emphasize slender, vertically oriented proportions. Potential strategies include:
    a. Changes in plane, materials, fenestration, and color.
    b. Forms that present varied profiles from different vantage points.
    c. Orient tall buildings so that their narrower facade faces the primary street or open space.
4. Where appropriate, analyze buildings' shadow, solar reflection and glare, and wind impacts on the public realm and on surrounding buildings, and take measures to ameliorate any negative impacts.



The massing of large towers should be broken up to reduce their visual bulk.

Differentiation of tall buildings into distinct elements and vertically grained facades help reduce their sense of bulk.

High-quality, durable facade materials contribute to a rich visual environment.

5.2 Building Materials

Buildings should be constructed of high-quality durable materials. Materials should create a sense of permanence.

Guidelines

1. Sustainability considerations such as operational energy use and embodied carbon and energy should be a factor in material choices.
2. In general, streetwall facades should be primarily masonry (brick, terracotta, stone, precast concrete, etc.).
3. Large areas of curtain wall, metal panels, or fiber cement siding should be used judiciously, as elements of emphasis in contrast to solid wall surface and more substantial materials.
4. Predominately glass facades should be avoided unless it can be demonstrated through modeling that their energy performance will equal or exceed that of punched window facades.
5. Spandrel glass should be avoided.
6. Vision glass should be clear, with high transparency and low reflectivity. Low iron glass without reflective coatings is preferred for ground floors.
7. Warm colors are encouraged.
8. Light colors are encouraged to minimize heat absorption and the consequent heat load on building systems, and to minimize the urban heat island effect.
9. Panelized systems should be constructed of durable and dimensionally stable materials. Their fasteners should generally be concealed. Joint details should be precise and consistent.

5.3 Architectural Character

Alewife's buildings should create an engaging environment through design variety, with a focus on building facades that define a coherent public realm. Their designs should enrich the district with visual interest, reflecting the unique character of an area with multiple building types.

Guidelines

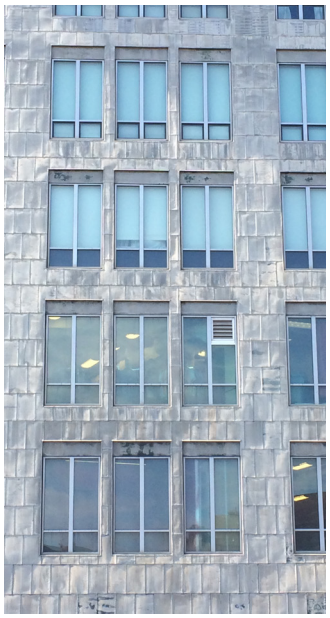
Scale and Detail

1. Details and embellishments should be used to refine and enrich facades. Examples include:
    a. Masonry string-courses, lintels, sills, and trim,
    b. Changes in plane to produce shadow lines,
    c. Variations in texture, color; and joint patterns,
    d. Balcony railings, and
    e. Sun screening devices.
2. Key locations for detailed design focus are the pedestrian zone, building entrances, corners, setbacks, top floors, and silhouettes.

Facade detail, proportion, materials, color, and three dimensional relief contribute to a rich visual environment.

Fenestration

3. Windows should be detailed and articulated to enrich the building's appearance.
4. Variations in mullion widths and pattern, incorporation of solid panels within openings, the articulation of wall surface at the periphery of openings, and the incorporation of shading elements should be considered.
5. Operable windows should be used in residential and community buildings, and where possible in commercial buildings.
6. Horizontal strip windows should be avoided except in industrial buildings.



Patterns of fenestration and modulation of wall surface provide variety.

5.4 Resilient Design

Continue to refer to the City's most current guidance for resilient design standards. These include protecting buildings from flooding, designing buildings to minimize the impact of extreme heat events, and maximizing the use of passive strategies for thermal comfort.

Guidelines

1. Protect buildings from the 2070 10-year flood level, and design them to recover from the 2070 100-year flood level. Use water-safe or easily replaceable materials below the 2070 year level.
2. Where the 10-yr flood level is greater than 4' above adjoining sidewalks, elevate first floors to 4' and protect from flooding above that level by other means.
3. All occupied floors must be at or above the 2070 10-year flood level. All residential floors must be above the 2070 100-year flood level.
4. Provide deployable waterproof barriers for flood-prone entrances that are above the 4' level in the Quadrangle but below the 2070 100-year flood elevation.
5. Elevate critical building mechanical, electrical, and communications systems above anticipated flood levels.
6. Design building envelopes for low heat transmission, low solar heat gain, and natural ventilation.
7. Use energy efficient HVAC systems and consider using all electric HVAC and cooking systems.
8. Consider employing thermal mass strategies to minimize the impact of high exterior temperatures on building occupants and to reduce cooling energy loads.
9. On buildings with ground floor retail or community space, provide awnings or canopies to shade sidewalks and first floors.
10. Use high albedo materials on roof surfaces and paving to reduce heat impact on buildings and public sidewalks and plazas.

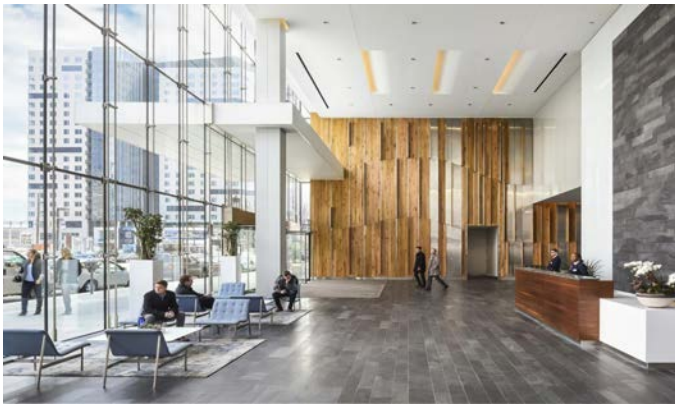
5.5 Building Types

Over time, Alewife may incorporate a broad range of building types: residential, office, research, light industrial, retail, civic, and institutional. While they will vary in form and use, they should all help to create a pedestrian friendly, visually rich public realm, be resilient to the urban heat island effect and flooding, and have a minimal carbon footprint.

5.5.1 Commercial Buildings (Office/ Laboratory/Research)

Guidelines

1. Incorporate first floor retail space where feasible.
2. Where first floor retail space is currently not economically feasible, provide tall first floor heights and facades with multiple entrances appropriate for future retail.
3. Commercial lobbies should occupy no more than 25 feet of frontage on commercial/ main public streets.
4. Structural bays should be expressed and have a dimensional range of 20' to 30'.
5. Top floors of tall buildings should generally be stepped back from the streetwall.
6. Streetwalls should incorporate detail, subtle relief, and carefully considered patterns of fenestration.
7. Organize mechanical equipment and screening relative to building massing and facades; treat them as integral parts of the building design
8. Interior lighting for buildings with late-night uses should minimize light pollution, especially near residential buildings or natural resource areas.



Commercial lobbies should be transparent and extend the public realm into the building.

Mechanical equipment and screening should be integral parts of office building design.

5.5.2 Industrial Buildings

Guidelines

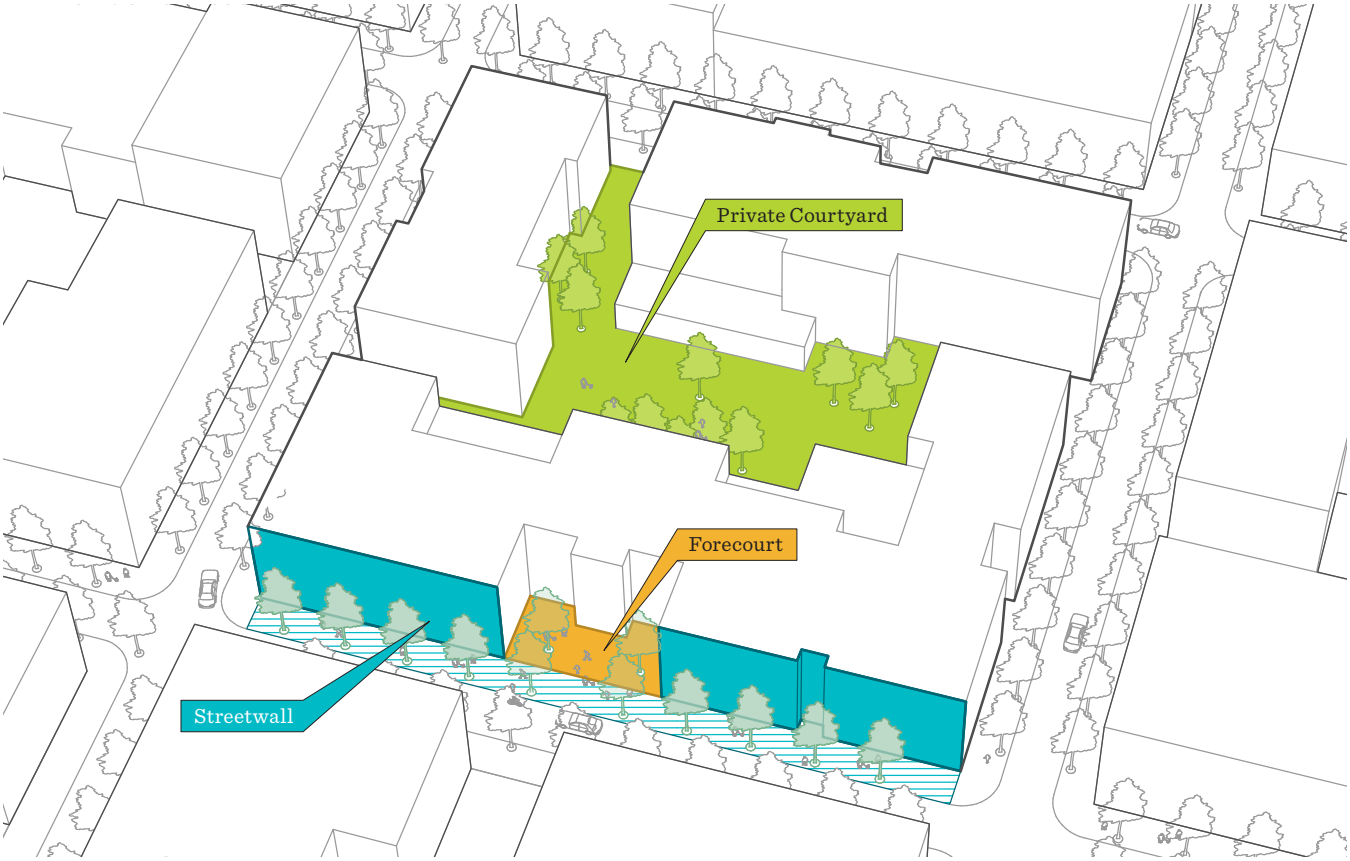
1. On Wilson Road, Adley Road, the east/west portion of Fawcett Street and its westward extension, and Smith Place, incorporate elevated walkways, first floor retail, entrances at frequent intervals, and transparent storefronts. See section 4.1.1 of these guidelines for more detail.
2. Where retail is not feasible, locate front office, reception areas, showrooms, or employee amenities such as dining facilities on street frontages.
3. For large industrial buildings with multiple tenants, provide numerous entries at sidewalk level to help activate the pedestrian environment.
4. Invest in the architecture of street-facing and publicly visible facades, while ensuring that these remain integrated with the design of the rest of the building.
5. Structural bays should be expressed.

Incorporating retail, office, or showroom spaces on the ground floor of industrial buildings renders them more accessible and pedestrian-oriented.

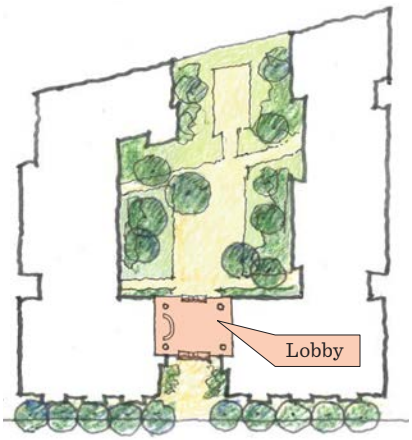
5.5.3 Residential Buildings

Guidelines

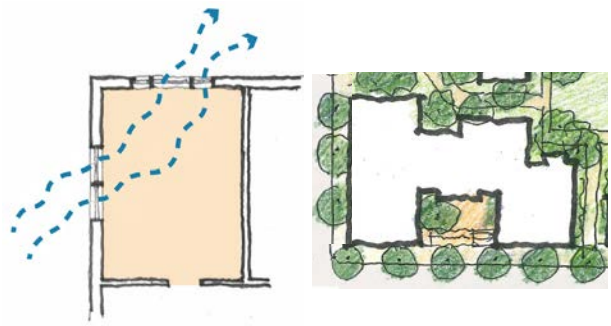
1. Streetwalls should provide sufficient consistency to frame their streets as visually coherent public spaces, yet also be sufficiently varied to provide visual interest.
2. More irregular massing should be considered on block interiors to create smaller scaled or more intimate private courtyards.
3. Streetwalls' level of detail, expression of structural bay widths, and massing should relate both to the civic scale of the street and the residential scale of individual units.
4. Incorporate courtyards, open to the street, to provide semi-public transitional open space and to facilitate ascent to the elevated residential ground floor level.
5. Incorporate recesses, courtyards, and unites with corner rooms to bring light deeper into floorplates and allow cross ventilation.
6. Top floors of street facades should generally be stepped back to reduce the building's visual bulk, and their massing and facade expression should generally be articulated to reflect the scale of dwelling units.
7. Where possible, terraces should be provided at building setbacks as private or communal amenities or as locations for green roofs.



Streetwalls define the boundaries of public streets. Residential forecourts enrich them with variety and semi-public green space. Courtyards within blocks offer private space for residents.



Forecourts and lobbies leading to courtyards give urban blocks a sense of porosity.



Incorporate recesses, courtyards, and units with multiple corners to bring light deeper into floorplates and allow cross ventilation.

8. Locate residential lobbies directly on public streets, or on courtyards that open onto those streets.
9. Facades of large residential buildings should provide visual interest and mediate between the scale of individual units and the civic scale of the streetwall. Potential design strategies and elements include:
    a. The articulation of facades into vertical zones by changes in plane, material, color, fenestration pattern, etc.
    b. Bay windows.
    c. Vertically proportioned recesses.
    d. Double height entries and lobby spaces.
    e. Sheltered and human-scaled balconies, including "Juliet balconies".
10. In addition, streetwall facades should be enriched by fine-grained detail. Examples include:
    a. Balcony railings,
    b. Shading devices,
    c. Bond patterns in masonry and joint patterns in other wall materials,
    d. Mullion patterns in fenestration.

Residential streetwall facades should express residential scale.

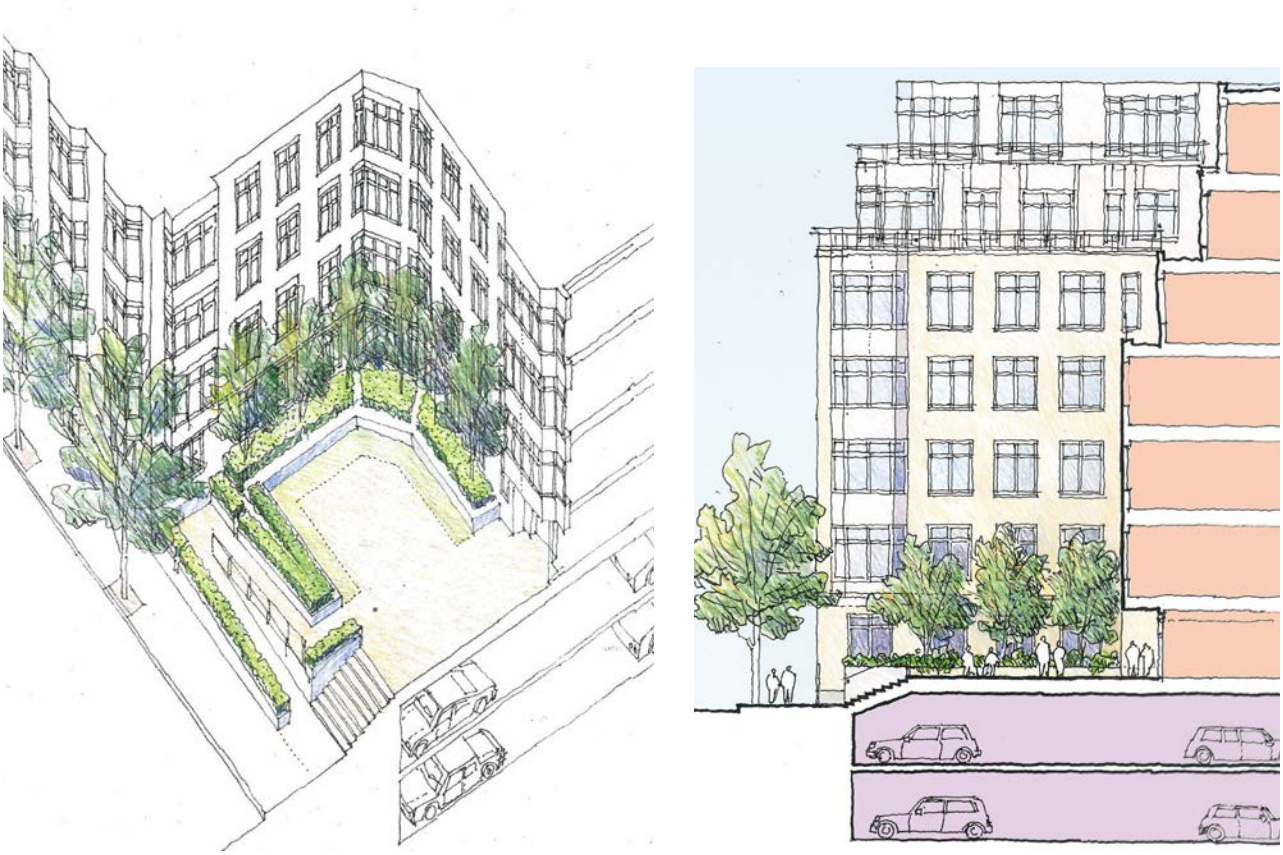
Balconies and sun shading devices can add visual interest.

11. In portions of street level facades that do not include residential units or retail space (e.g. common rooms and lobbies), incorporate 40 to 60 percent transparent glazing.

12. Incorporate individual entries to first floor units or double height loft-style units along street frontages to strengthen the street's residential feel and scale.

13. Where first floor units are elevated above grade and building facades are set back from the public sidewalk, consider creating an elevated walkway in the building setback zone, accessed by ramps and steps up from the public sidewalk, to provide accessible routes to multiple first floor residential entrances.

At residential buildings with front setbacks, landscape should create thresholds of privacy while still allowing visual connection.



Residential forecourts offer transition areas between the public sidewalk and the private building interior, and facilitate access to raised first floors.

Interior courtyards provide private open space, promote social connections, and enhance views from residential units. Their vegetation and the treatment of their ground plane help mitigate the urban heat island effect and absorb stormwater.

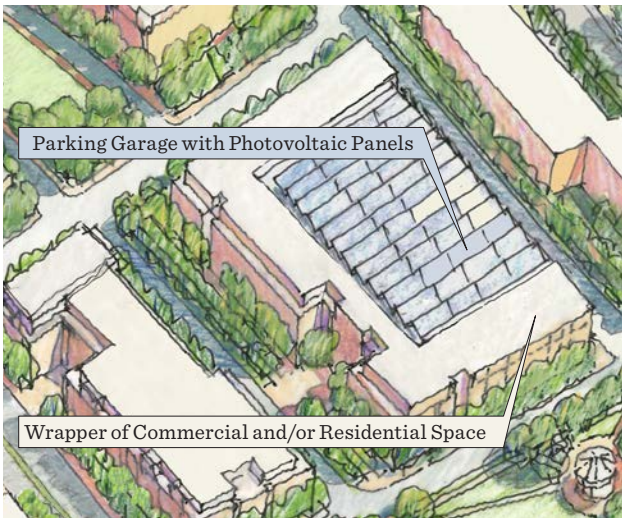
5.5.4 Civic and Institutional Buildings

Guidelines

1. In support of their community roles, a more unique form and appearance may be appropriate for civic and institutional buildings than for other components of the district's built fabric.
2. The design of civic and institutional buildings should combine the expression of the unique character of their meanings and programs with their contributions to the coherence and spatial definition of the streets, parks, or squares they address.

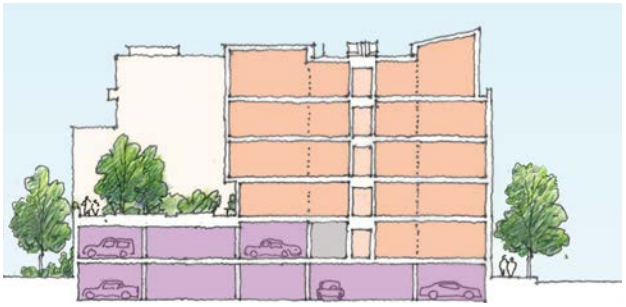
The civic role of institutional buildings may be symbolized by their iconic facades. In this example, a double glazed facade with adjustable shading mechanisms combines energy efficiency with visual openness.

Expressive forms are one means to symbolize civic or institutional importance.



The sides of parking garages that face important public spaces should be wrapped by commercial or residential space. On less significant sides and on the interiors of blocks, they should be screened. Their top levels should be hidden from view from above by photovoltaic arrays or other means.

Entrances to parking garages should be unobtrusive and be integrated into the design of ground floor facades.



The tops of parking garages that are lower than nearby or adjoining buildings should be treated as landscaped terraces. Above-grade parking levels should be hidden from public view by street-facing uses.

5.5.5 Parking Garages

Guidelines

1. Above-grade parking garages should be hidden from view from primary streets. They should be wrapped by commercial or residential uses where they face public streets or other public open spaces.
2. They should include ground floor retail uses where feasible.
3. In locations where garages are visible, they should be provided with attractive facades that screen cars from view. Possibilities include combinations of solid walls, louvers, vegetation, and perforated metal.
4. Pedestrian stairs and lobbies should be highly glazed and visible to the public.
5. Vehicular entrances should be unobtrusive and integrated into the design of ground floor facades.
6. Sloped garage ramps should not be visible from public streets and open spaces.
7. Ventilation openings on streets or other public open spaces should be screened by louvers or other means.
8. Green roofs and usable terraces should hide low parking garages from views from above.
9. The top levels of tall parking garages may serve as locations for photovoltaic arrays.
10. Parking garages should be designed to accommodate alternative land uses in the future, should demand for parking decline.
11. Recharging facilities for electric vehicles should be provided.
12. Below-grade garages should be provided with deployable barriers at entrances and ventilation openings to protect from flooding or wet flood-proofed to allow water to pass through during a flood event.

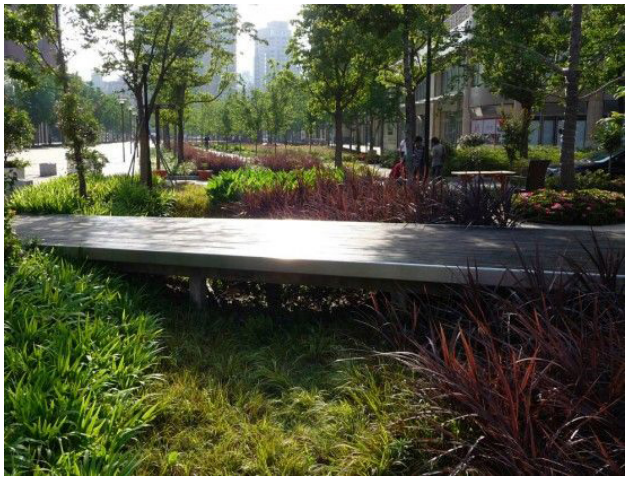
6 Open Space

Alewife's streets, squares, and parks will constitute the district's public realm. They should be beautiful, safe, memorable, and engaging places for public use and enjoyment: in effect they should be public rooms at the scale of the city, defined and enriched by their landscape design, and by the architecture and uses of the buildings that frame them.

As an interconnected system, Alewife's open spaces will organize its built fabric, connect its subdistricts, and connect Alewife to the surrounding neighborhoods.

Flexible clear open spaces, generous plantings, and sky views serve our needs for a connection to nature and outdoor life.

Create "Cool Corridors" on primary streets.



Stormwater mitigation features should be integral parts of landscape design.

6.1 Site Design, Resilience, and Sustainability

As Alewife develops, its existing streets, parks, and squares should be improved, and new ones, with their own characters, sizes, programs, and uses, should be constructed. Their landscape design and open space amenities should create an engaging, programmatically rich, and continuous pedestrian environment.

The district's open spaces should be legible and memorable: coherently framed by building facades and reinforced by the design of their landscapes. They should create usable and enjoyable places, and interconnect to create an integrated system of public paths, streets, and larger spaces.

As elements of a performative landscape that absorbs excess stormwater, improves water and air quality, and provides shade and cooling to reduce the urban heat island effect, they will contribute to creating an environmentally sustainable district.

Guidelines

1. Utilize green infrastructure to reduce flooding impacts from smaller rainfall events and to mitigate the urban heat island effect.
2. Adhere to the city's "25:2" stormwater management policy, under which all redevelopment must store the difference in stormwater volume between the pre-development 2-year, 24-hour storm event runoff and the post-development 25-year, 24-hour storm event runoff.
3. Concentrate the majority of green open space in parks, courtyards, and in the interiors of blocks, rather than in narrow front yard setback zones.
4. Open spaces should provide access to sunlight, sky views, and protection from wind.
5. Open spaces should contain a range of amenities, such as:
    a. Seating and other types of street furniture,
    b. Canopy trees,
    c. Water features,
    d. Areas for multiple uses, exercise, play, events, and locations for food trucks,
    e. Small retail pavilions.

6. Works of public art should be integral to their settings, designed and located as parts of an overall vision for the public place.
7. Wayfinding signage should be provided in large open spaces to facilitate direct and accessible connections.
8. Public bathrooms should be incorporated in high pedestrian traffic areas, based on an evaluation of need as the district develops.

Provide public bathrooms where needed.

Public spaces with robust tree canopies provide an attractive, shaded environment throughout the year.

6.2 Environmental Comfort

Alewife's open spaces should provide a safe and pleasant environment, with shade, shelter, and a connection to nature, and should minimize undesirable environmental impacts.

Guidelines

Cool Spaces

1. The landscape design of public and private development should provide shade and cooling through the planting and concentration of canopy trees.
2. Emphasis should be placed on creating "cool corridors" by shading the primary bus, bicycle, and pedestrian routes within and bordering Alewife.

Lighting

1. Site lighting and exterior architectural lighting should be designed according to Dark Sky principles: low light levels, no glare, no light trespass, no upward directed lighting, and should use fixtures approved by the International Dark Sky Association.
2. Low level lighting should be considered at steps and ramps to elevated walkways.

Noise

1. Mechanical noise should not impact the quality of life, either at ground level in the public realm, or in residences. Design, select, locate, and acoustically screen equipment to protect neighbors from noise.

Shadow, Glare and Wind

1. Where appropriate, analyze buildings' shadow, glare, and wind impacts on the public realm and on surrounding buildings, and take measures to ameliorate any negative impacts.

6.3 Urban Forest

As Alewife develops, its open spaces—both publicly and privately owned—should contribute to Cambridge's urban forest. Benefits will include the public health and wellbeing that comes from a connection with nature, enlarged and enhanced natural habitat, reduced heat island impact, and reduced stormwater runoff.

Guidelines

1. Consideration should be given to the preservation of existing trees, including relocation, if possible.
2. Plant new trees to improve shading, reduce heat island impacts, and enhance areawide stormwater management.
3. Create a connected ecosystem and enhance natural habitat by providing a diverse tree canopy throughout the district's open spaces.
4. Plant shade trees along streets and within and around service areas, parking lots, and other paved areas.
5. Provide productive soil conditions for new street trees, including consistent soil materials, appropriate aeration and drainage, and high nutrient levels.
6. Utilize the tree species, planting standards, and maintenance regimens recommended by the Department of Public Works and the Cambridge Urban Forest Master Plan for streets and other open spaces.
7. Plant flood tolerant species in flood prone areas.
8. Consider diverse plant species to support ecological richness and resilience.

Provide a connected and diverse tree canopy.

6.4 Character and Uses

Open spaces should vary in character and accommodate a wide range of uses and different kinds of events, depending on their size and the needs of the surrounding neighborhood.

Guidelines

1. Provide clear flexible open areas where possible, and also more sheltered intimate places.
2. Provide facilities for both active and passive uses.
3. Provide specialized play and recreational areas and equipment.
4. Activate open spaces with retail activity.

Provide broad open areas to accommodate impromptu uses and organized events.

Play equipment and public events activate open spaces and serve neighborhood needs.

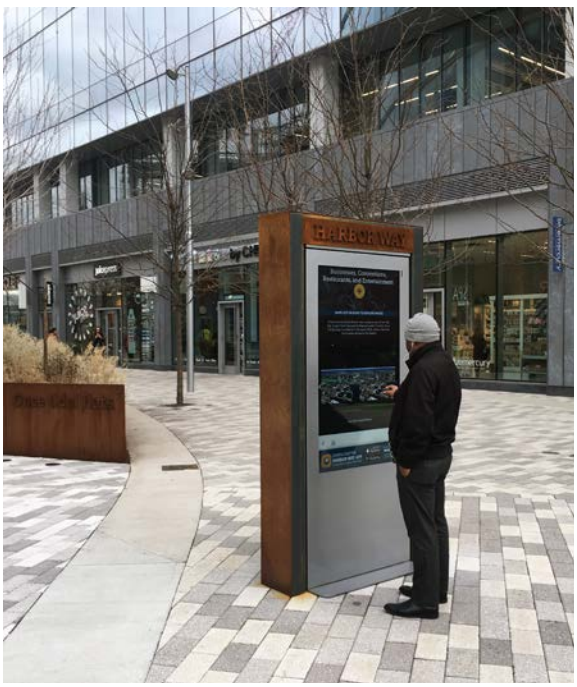
The ground floor uses of adjoining buildings should activate public squares.

6.5 Universal Access

Design the district's public and private outdoor spaces for universal access.

Guidelines

1. Provide wayfinding signage throughout the site and create direct accessible connections.
2. Ensure that streetscape elements do not conflict with accessible parking.
3. Incorporate "visitability" measures in residential buildings.



Incorporate wayfinding signage throughout the district.

6.6 Streets and Paths

New streets and paths should connect Alewife's subdistricts and tie the district as a whole to nearby neighborhoods and parks. Alewife's streets should be welcoming, safe, and enjoyable for bicyclists and pedestrians of all ages and abilities. Primary streets should be designed as "cool corridors," shaded by canopy trees.

Guidelines

1. Streets should be designed as part of Alewife's overall open space system, incorporating continuous street trees, and stormwater mitigation features where appropriate. They should create a network of pedestrian and bicycle routes, connected to the surrounding areas of Cambridge.
2. To enhance the pedestrian experience of the street as civic space and to reinforce the distinctions between the public character of the vehicular street, the more protected character of the pedestrian sidewalk, the semi-public/semi-private character of building front yards and entry courtyards, and the private character of building interiors, the curbs, bicycle lanes, street trees, sidewalk, low walls or planting at parcel boundaries, front yard and foundation plantings, and elevated sidewalks should generally be aligned as a series of layers parallel to the street.

Parallel parked cars and curbside street trees define the sidewalk and separate pedestrians from traffic. Canopies provide shade and provide shelter from rain or snow. Ground floor facades and retail frontage aligned along the edge of the sidewalk activates the public realm.

Mid-block walkways enhance pedestrian connectivity and offer opportunities for active uses.

Pedestrian streets and woonerfs create a more generous pedestrian environment by either eliminating or slowing vehicular traffic.

Transparent storefronts create a spatial and visual connection between interior and exterior spaces.

Canopy trees shade the pedestrian realm and give spatial definition to the city's streets, paths, and other public spaces.

3. To facilitate direct physical and/or visual engagement between building interiors and the public realm on primary commercial streets, sidewalks should generally extend to building facades.
4. Street trees should define space and shelter pedestrians and bicyclists. Street trees should be:
    a. Canopy trees, tall enough once mature to not obstruct ground level views.
    b. Spaced 20' to 30' apart, and consistently aligned.
    c. Located in the sidewalk, adjacent to the curb where possible, or between elevated cycle tracks and the pedestrian sidewalk.
5. Tree wells should be coordinated with zones of paving materials and their joint patterns.
6. Utilities should be located underground and under the vehicular street to avoid interference with tree canopies and root systems.
7. In addition to canopy trees, consider other

Multi-use paths enhance connectivity for pedestrians and bicyclists.

means of shading, including catenary shades spanning across streets.

8. Minimize street widths and curb radii at intersections to slow vehicular traffic and facilitate pedestrian crossing.
9. On-street parking should be parallel.
10. Paving should generally have a high albedo.
11. Consider incorporating brick surfaces in sidewalks.
12. Where front yard setbacks separate buildings from the public sidewalk, elements such as curbs, low walls, hedges or other low planting, or fences should define the front boundary of the yard.
13. On streets with front yard setbacks where building first floor levels are elevated significantly above sidewalk levels, low retaining walls, up to 30" tall, should be provided along the inner edge of the sidewalk to achieve the grade change.
14. Chain link fencing should not be located along public streets.

Where front yards are above the level of the sidewalk, low retaining walls, rather than sloped berms, should be used.

Sidewalks should accommodate pedestrian passage, street trees, street furniture, and where appropriate, seating for cafes and restaurants.

Parks should include open flexible areas that can accommodate multiple uses.

Movable outdoor furniture encourages quiet gathering and relaxation.

Parks should provide appropriate seating.

6.7 Parks

Alewife is bordered by several large parks: Fresh Pond Reservation, Danehy Park, and the Alewife Brook Reservation. These provide a wide range of options for passive and active recreation. Within the district itself, the primary need is for smaller scaled parks, and for connectivity to the adjoining open spaces.

As the district develops, new parks may be created as publicly-owned and privately-owned public spaces. These parks should provide opportunities for a wide range of activities, including quiet enjoyment of nature, recreation, active play, outdoor dining or picnicking, temporary markets, organized public events, and informal gatherings.

Guidelines

1. Parks should be predominately green, with paths located to facilitate pedestrian and bicycle access, and where appropriate for their character and context, with larger paved areas to accommodate temporary markets and food trucks.
2. Stormwater mitigation features such as bioswales, retention ponds, and rain gardens should be integral parts of their design.
3. Pavement should be high albedo and permeable wherever possible.
4. Parks should provide seating, including benches with backs. Locations should include park entrances and along paths.

Retail pavilions can provide amenities and focal points for activity.

5. Parks should include spaces of differing scales to accommodate a wide range of activities, individuals and groups, including:
    a. Flexible open areas—generally lawns—suitable for a wide range of planned and impromptu activities.
    b. Smaller scaled, more sheltered and intimate spaces offering views of these larger spaces and the activity in them.
6. Park perimeters should be defined by landscape elements.
    a. These should generally be arranged to create a layered series of bordering zones that frame the park's open areas, create a sense of separation from adjoining streets, and create smaller scaled sheltered places to sit or walk.
    b. Examples include allées of trees, bordering paths, hedges and other low plantings, low walls, fences, benches, and structures such as trellises or pergolas.
7. Parks should incorporate multiple entrances, designed to celebrate arrival in the park.
8. Play areas should be located near residential buildings where possible.

Layers of landscape elements that provide visual permeability, such as trees, trellises, loggias, low plantings, paths, benches, etc. frame open areas.

Fences enhance parks by demarcating their perimeters while offering visual connections from the bordering streets.

Kids enjoy protected play areas.

Celebrate park entrances to emphasize the sense of arrival.

Squares should be primarily paved to provide flexible open space suitable for a variety of uses.

The framing of public space by streetwall facades provides a sense of spatial enclosure.

Larger plazas or squares should include a clear ground plane that accommodates multiple uses.

6.8 Squares and Plazas

New squares and plazas should be created as integral elements of development projects. They should be beautiful and welcoming places, foci of community life:. They should be predominately pedestrian, and enlivened by outdoor dining, temporary markets, playful landscape features, public art, outdoor events, and by the retail and community functions of the buildings that frame them.

Guidelines

1. Squares should be framed by building facades and bordered by streets on at least two sides, and wherever possible, active uses in the ground floors of the buildings around them.

2. Squares should be primarily paved to provide flexible open space for a variety of uses.

3. Pavement should be high albedo and permeable.

4. As appropriate to their locations and character, squares, plazas, and courtyards should incorporate trees and other plantings, benches, water features, public art, outdoor seating areas for restaurants, bars, cafes, and the public, and areas for temporary retail—carts, trucks, stands, and tents.

5. Landscape design should complement the sense of spatial enclosure provided by the buildings that frame squares by incorporating bordering shade trees and other landscape elements.

6. Vehicular traffic along or through squares, where it occurs, should be slow.

6.9 Privately Owned Public Spaces

Privately Owned Public Spaces, including parks, squares, and courtyards, will be an important component of Alewife's system of open spaces. Regardless of the specific arrangements for maintenance, funding, security, operation, etc., they should be perceived as fully open to the public, not as privatized spaces.

Guidelines

1. Entrances from public streets should be generous, direct, and unimpeded.
2. Any fences and gates should be open and integral to the design—incorporated into architecture or landscape that frames the space—rather than divisively imposed.
3. Privately owned public spaces should, at least, be open from dawn to dusk.
4. If possible, they should be available for event programming.
5. Landscape design and the provision of amenities should be guided by the same considerations as in publicly owned open spaces.
6. Where possible, the design and location of privately owned public spaces should be designed in coordination with adjoining owners, both public and private, so as to create larger contiguous open spaces where possible, and to distribute smaller ones throughout the district.

Privately owned public spaces, such as this plaza in front of the Marriott Hotel at the Kendall T Station, should be welcoming and integral to the district's public realm.

Privately owned public spaces can be valuable public amenities, such as the skating rink at Termeer Square.

Large developments should include semi-public forecourts to break up long building facades.

Courtyard activated by ground level and second floor retail.

Entry court, visually open to the street, but separated from it by planting and a grade change—a transitional space that is intimate yet also part of the streetscape.

6.10 Entry Courtyards

As semi-public/semi-private spaces, entry courtyards enrich both the public realm and the private spaces within buildings. They should be used to break street facades of long buildings into shorter segments, give light to building interiors, and accommodate steps and ramps from sidewalk level to elevated first floors.

Guidelines

1. Incorporate permeable paving where possible, preferably high albedo paving.
2. Consider providing retail or other activating uses in building first floors around entry courtyards.
3. Incorporate fixed and/or movable seating as appropriate to the adjoining first floor uses.
4. Include trees and other plantings to provide shade and to enhance the privacy of adjoining residential interior spaces.

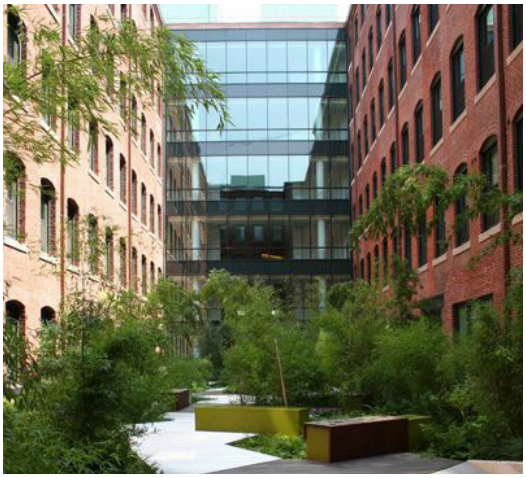
Even small entry courtyards can add beauty and richness to the pedestrian experience.

6.11 Private Open Spaces

Private open spaces, such as setback yards and courtyards within blocks, should be designed to retain and absorb stormwater and minimize the urban heat island effect.

Guidelines

1. Minimize impermeable area and use high albedo paving where possible.
2. Incorporate stormwater mitigation features such as bioswales, rain gardens, and retention ponds where feasible.
3. Incorporate trees to augment Cambridge's urban forest.



Plantings and seating areas enrich the quality of life for residents and workers.

6.12 Public Art

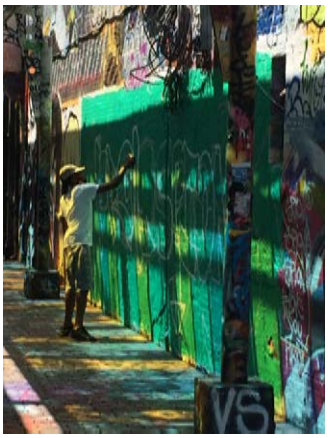
Enrich the visual environment and strengthen the sense of place by incorporating expressions of creativity.

Guidelines

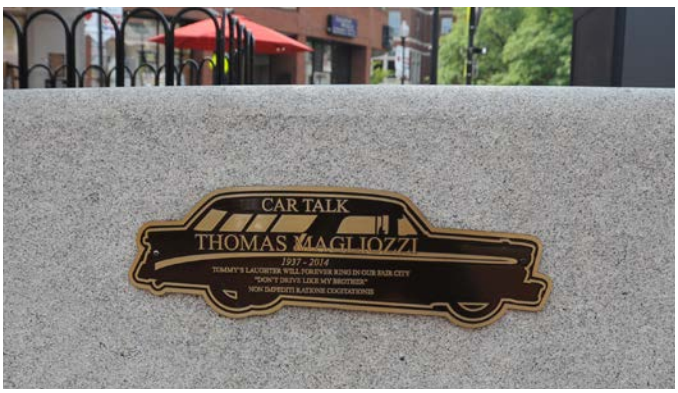
1. Incorporate public art as an integral component of the development's architectural and landscape design.

2. Where possible, integrate arts related uses such as artists' galleries, arts displays, or artists studios on the ground level of affordable housing developments that are located on business and commercial streets.

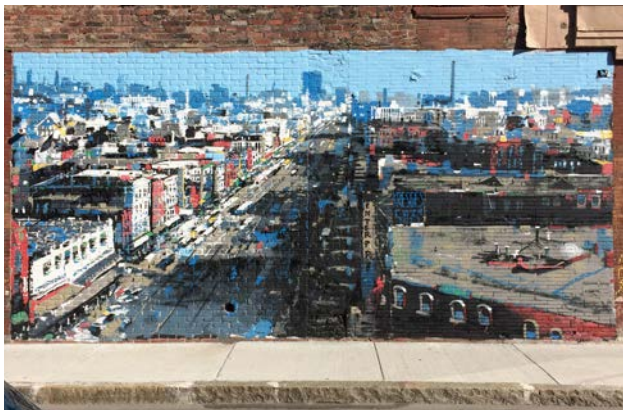
3. Commemorate Cambridge's history.



Opportunities for creation and play engage the public.

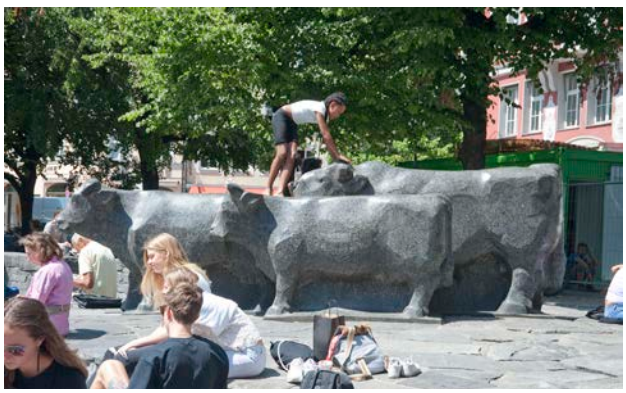


Memorials enrich our sense of community: the Tom Magliozzi plaque at Brattle Square.



The works of local artists enrich public spaces and contribute to the Cambridge community's sense of identity.

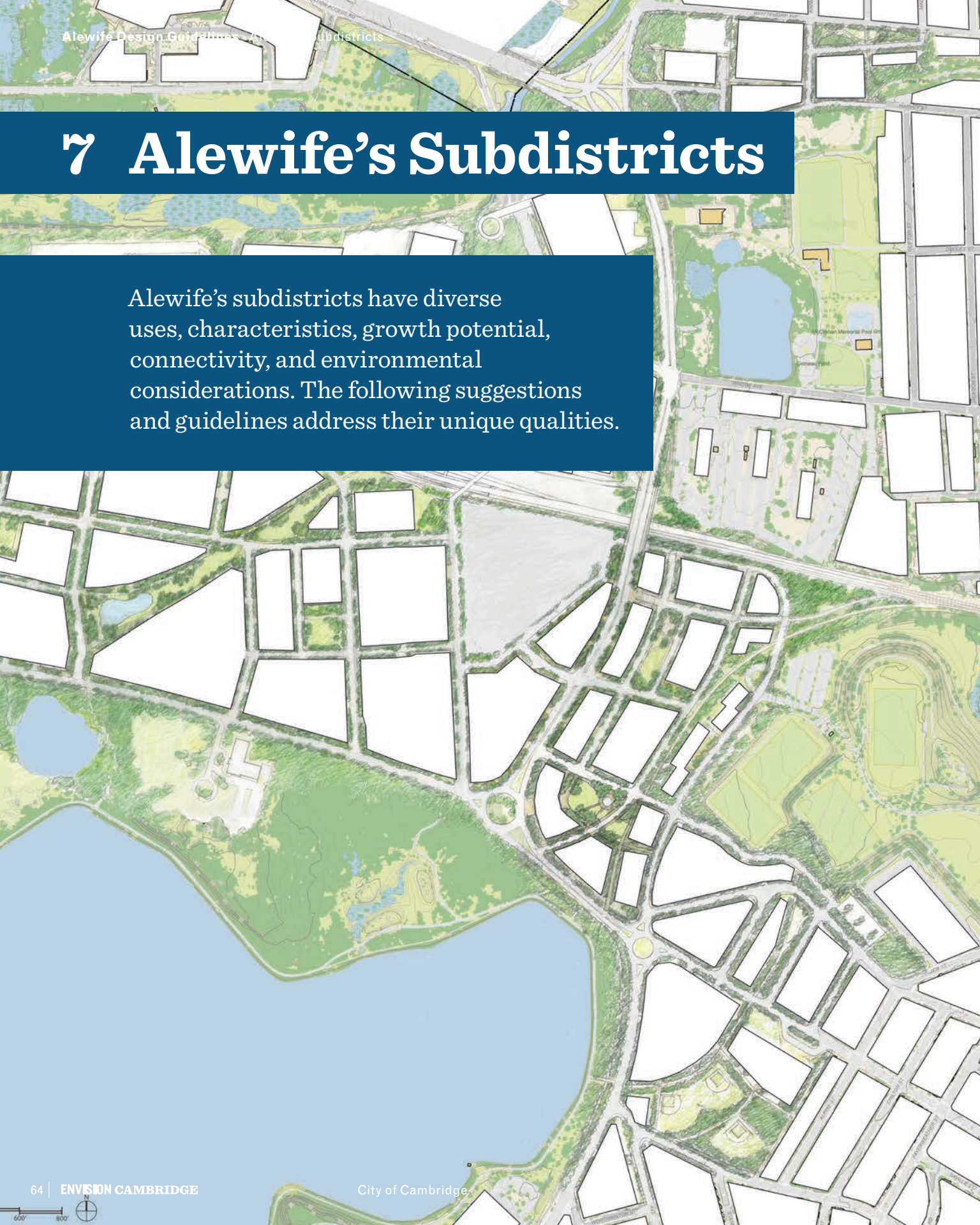
Sculpture can give memorable character and focus to shared spaces.



Climbable sculpture encourages children to think of public spaces as their own.

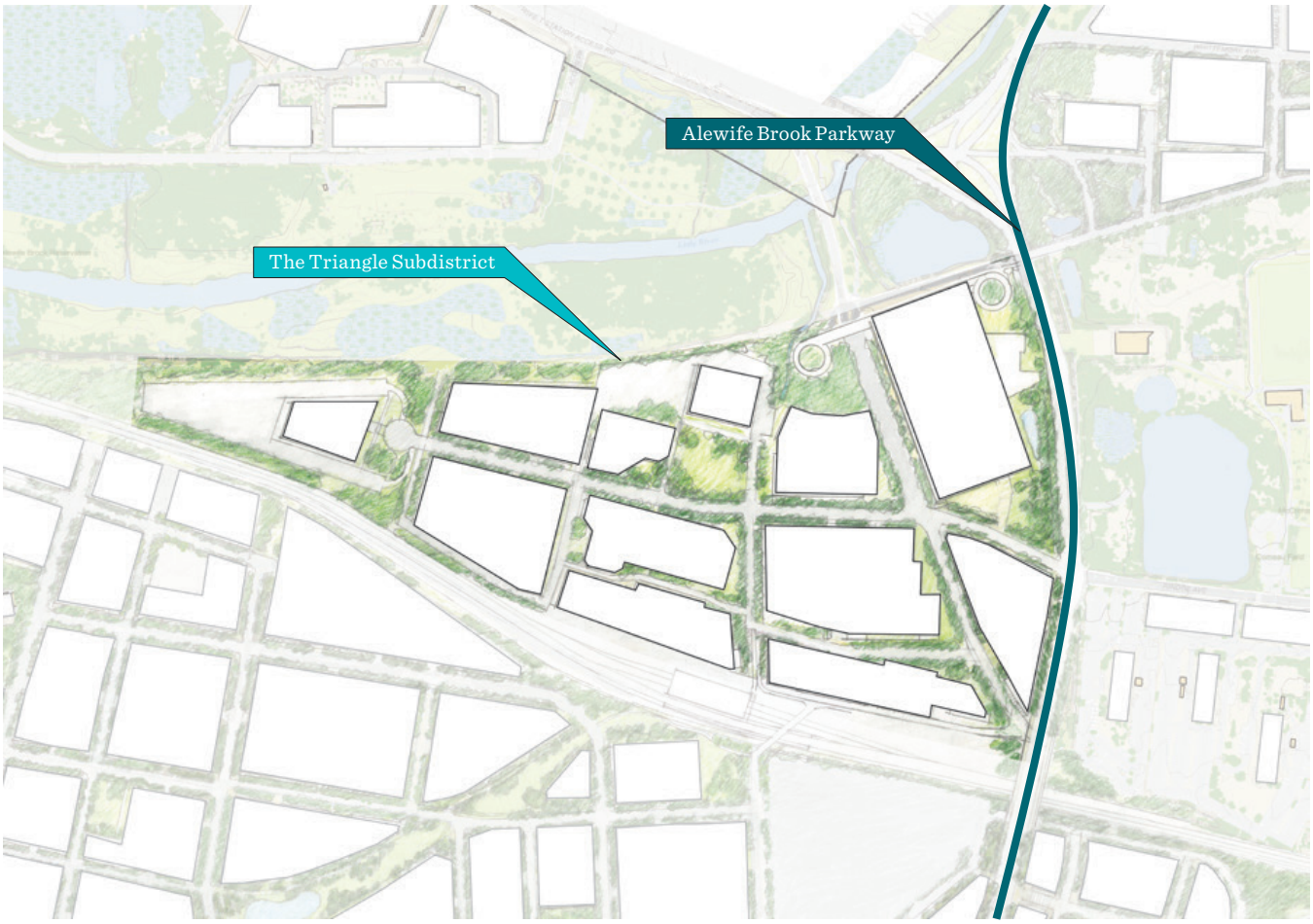
7 Alewife's Subdistricts

Alewife's subdistricts have diverse uses, characteristics, growth potential, connectivity, and environmental considerations. The following suggestions and guidelines address their unique qualities.



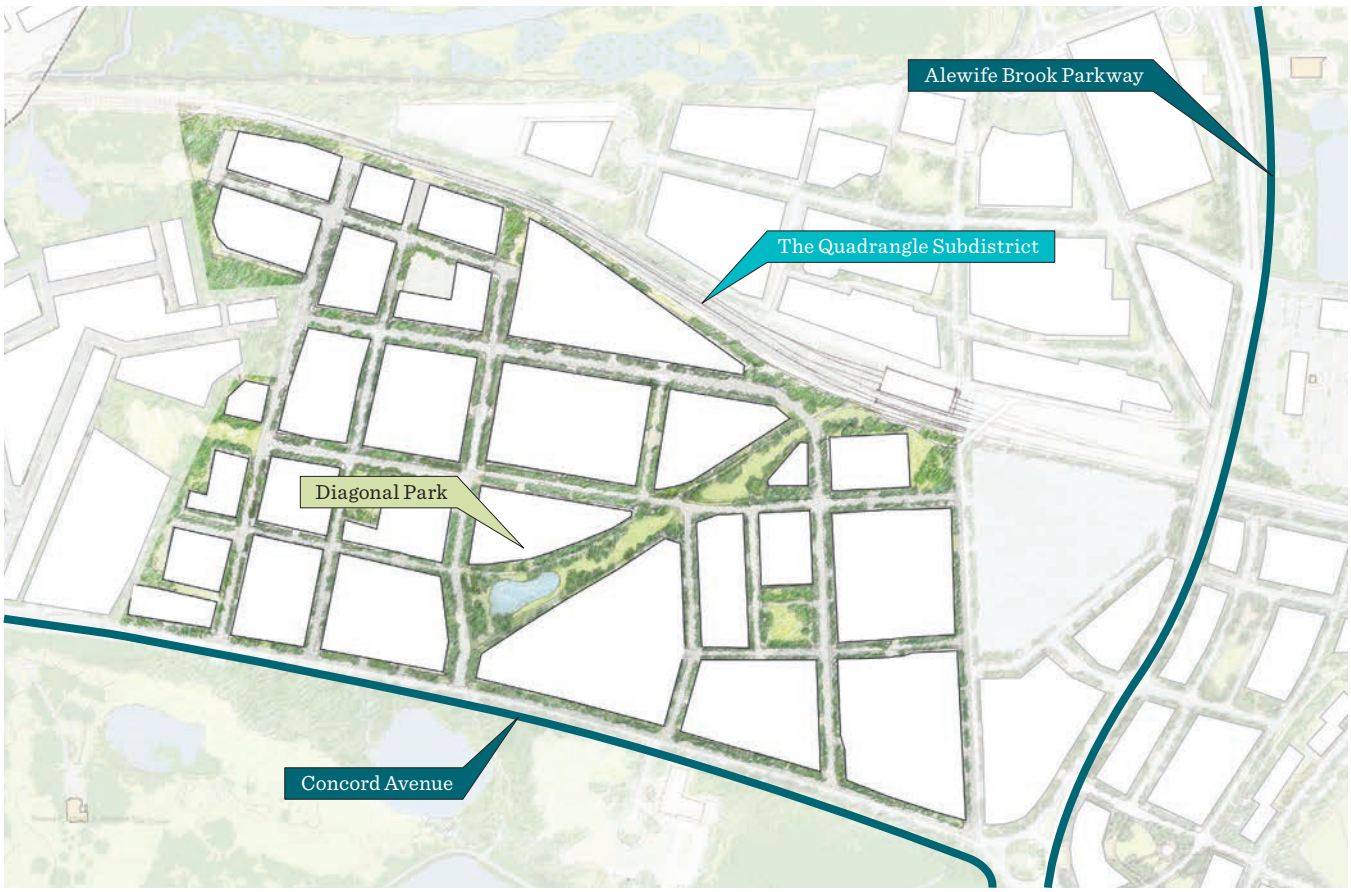
7.1 The Triangle

1. To create a walkable pedestrian environment, existing privately owned driveways should be transformed to look and feel like publicly owned streets. Their sidewalks, street furniture, bicycle lanes, street trees, and other plantings should provide shelter, beauty, and connectivity.
2. Consideration should be given to increasing public access to privately owned open spaces.
3. Provide Alewife Brook Parkway with generous sidewalks, curbside street trees, and streetwall facades with ground floor retail or other active uses. Ground floors of buildings along the Parkway should be provided with entrances at sidewalk level.
4. In the block adjoining the Parkway, consideration should be given to creating an elevated landscaped terrace above structured parking in the interior of the block, with open pedestrian access from the Alewife Brook Parkway's western sidewalk, and to including tall buildings in the block adjoining the Parkway, to create, in conjunction with the residential towers of the Rindge Avenue district, a western gateway to Cambridge.
5. A multi-use path should be created under the Alewife Brook Parkway bridge, connecting to the Rindge Avenue district.



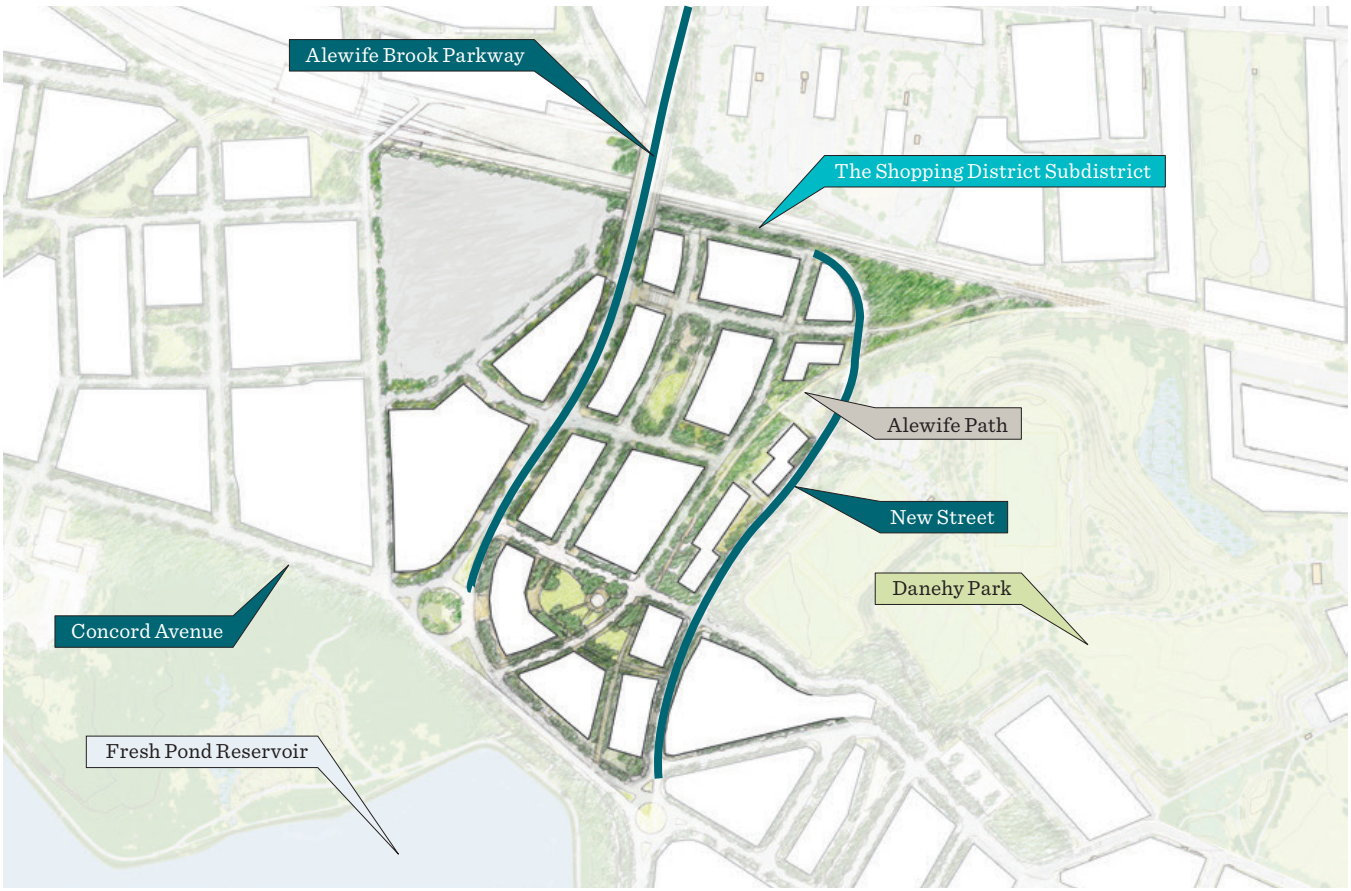
7.2 The Quadrangle

1. As the existing superblocks and large parcels are developed, create additional streets and paths within them to increase the connectivity and permeability of the Quadrangle.
2. Existing or new privately-owned streets should be accessible and pedestrian friendly.
3. Owners of adjoining parcels should coordinate on the location and design of fire lanes and service drives, sharing them to maximize developable area and green space.
4. Transform Concord Avenue into an urban boulevard, lined by street trees, separated bicycle lanes, generous pedestrian sidewalks, landscaped setbacks, substantial building facades, and landscaped courtyards.
5. The proposed linear diagonal park should be framed with building facades. Its paths should connect to the paths from the courtyards of the adjoining blocks.
6. Multi-use paths should be constructed connecting the Quadrangle's streets and bicycle lanes to the pedestrian/multi-use path to be constructed along the south side of the railroad tracks.
7. Avoid the construction of dead-end streets wherever possible.
8. Consideration should be given to creating a green buffer along the tracks.



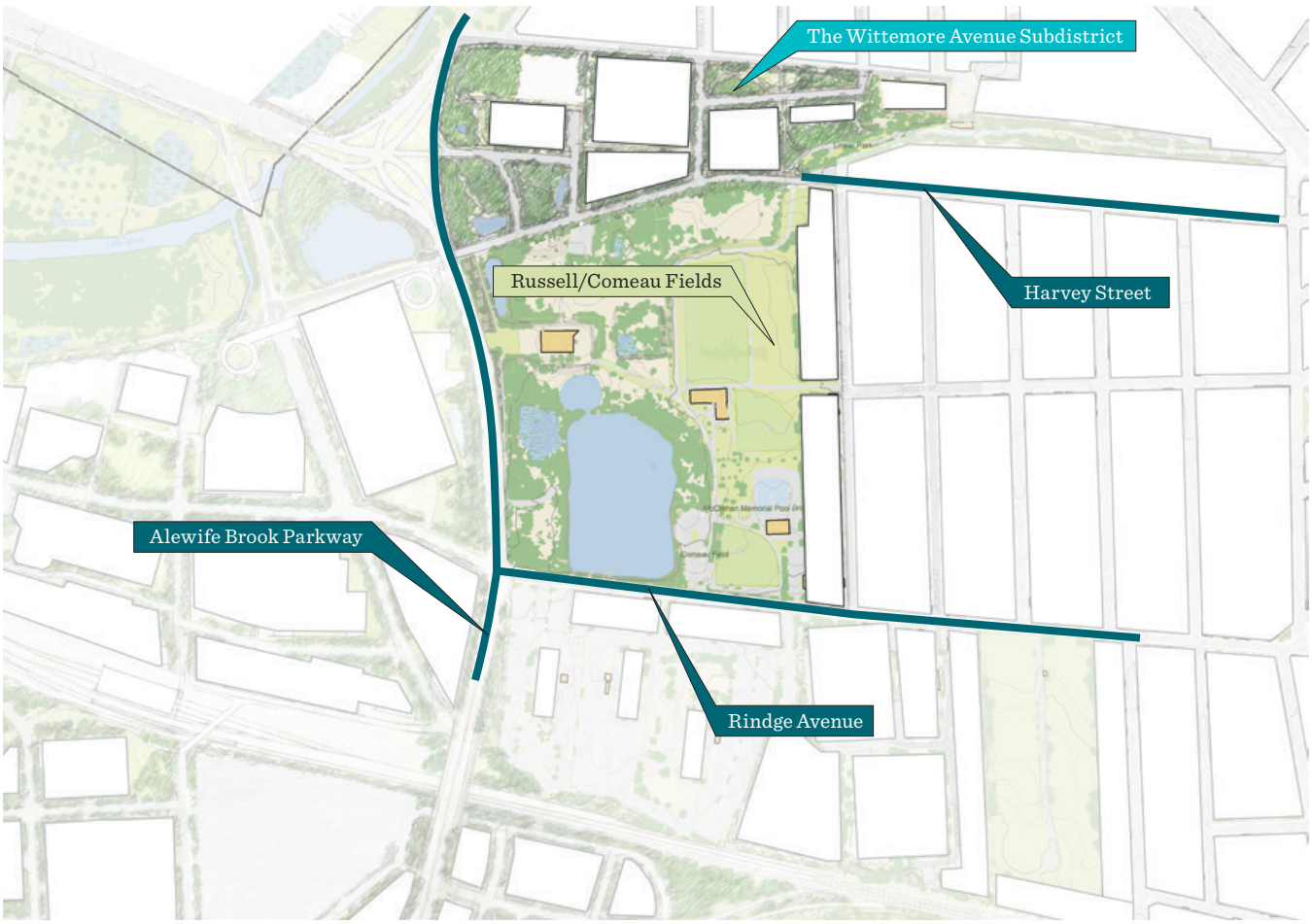
7.3 The Shopping District

1. Create a system of urban blocks, defining a network of streets, squares, and parks.
2. Parking garages facing parks, squares, and major streets should be lined with retail, commercial, or residential space.
3. Consider incorporating pedestrian streets and/or woonerfs.
4. Provide Alewife Brook Parkway with generous sidewalks, curbside street trees, and streetwall buildings with ground floor retail or other active uses that meet the grade of the sidewalk. Include accessible pedestrian routes down to grade from the bridge level.
5. Provide multi-use paths connecting to the proposed Watertown Line trail.



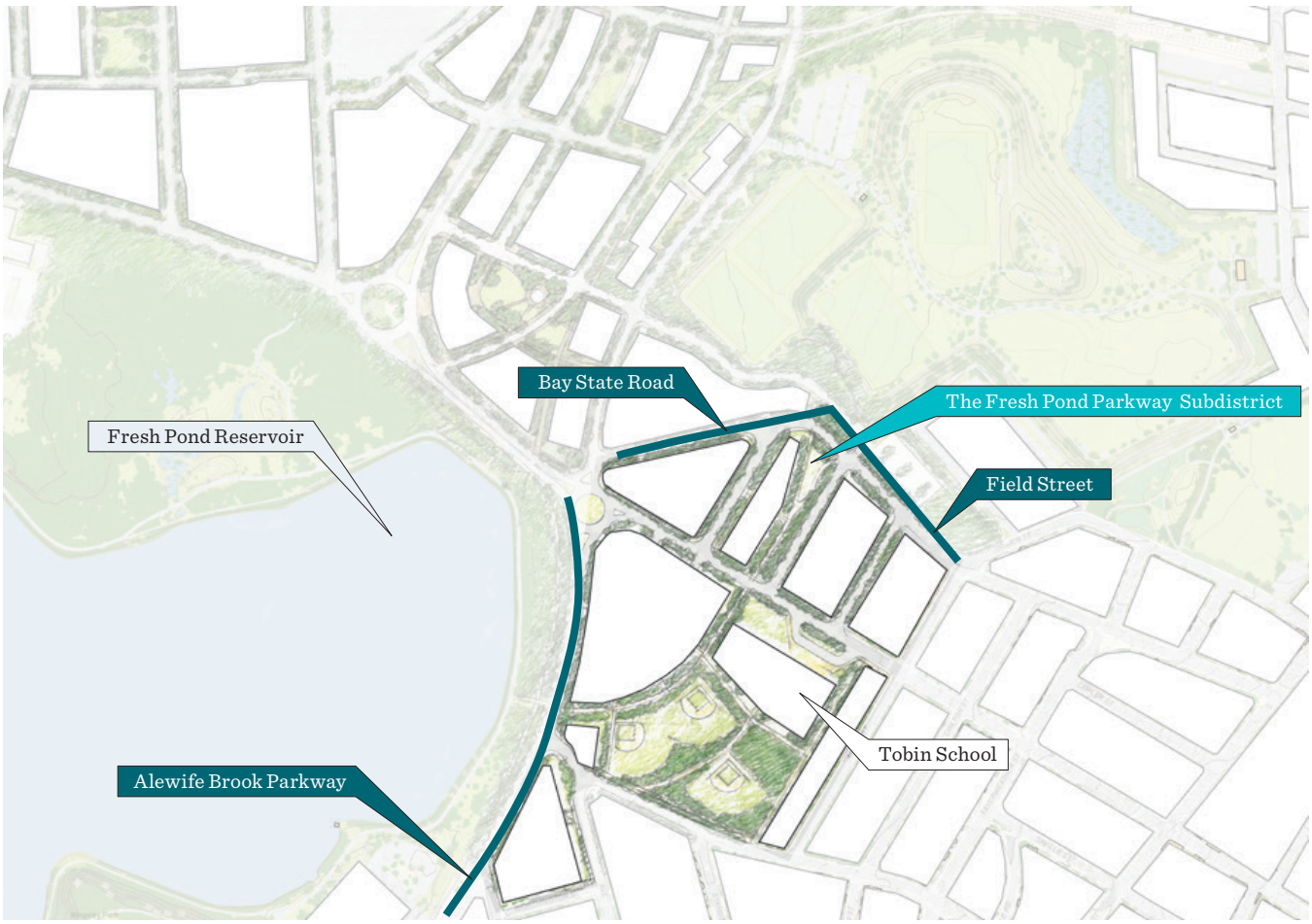
7.4 Whittemore Avenue

1. Pedestrian and bicycle connections should be provided to the extension of the Linear Path along the axis of Harvey Street.
2. Locate and configure buildings to create streetwalls along Fresh Pond Parkway, Whittemore Avenue, and the extension of the Linear Path.
3. Provide pedestrian-friendly sidewalks, lined by curbside street trees.
4. Locate surface parking, if any, on the interior of blocks, or below buildings or landscaped terraces.



7.5 Fresh Pond Parkway

1. Locate and configure buildings to create streetwalls along Fresh Pond Parkway, Lexington Avenue, and Lakeview Avenue.
2. Provide pedestrian-friendly sidewalks, lined by curbside street trees.
3. Locate surface parking, if any, on the interior of blocks, or below buildings or landscaped terraces.



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