
TO: Yvonne Cruz & Leedara Zola
FROM: John Hammer
RE: Summary of site design standards
DATE: October 15, 2020
MMI #: 5898-08

8.1 Landscaping and Screening

8.1.1 Master Landscape Plan	As shown on Sheet PL-1 for this parcel, the entirety of the 3 acre parcel is master planned and supplements existing and adjacent plantings.
8.1.2 Implementation Timeline	The proposed landscape will be planted all within this phase of work.
8.1.3 Screening	care was taken to park cars parallel to the Lyman Street rear property lines and using parallel cars to block circulating headlights, and additional understory Understory planting along the property line supplements the existing trees and helps block headlights. The dumpster are proposed at the bottom of a slope where sound follows the slope projecting upwards instead of laterally onto facing homes.
8.1.4 Greenspace, seating, circulation	The plan increases greenspace over the existing by nearly 1 acre (40,000SF). Of this acre, approx 8,000SF is dedicated to an open park-type green with seating.
8.1.5 Street Trees	Parking and drive aisles include trees typically considered street trees
8.1.6 Retail and other functions	Not Applicable
8.1.7 Landscaped Parking Areas <ul style="list-style-type: none"> • 1.25 spaces per unit = 75 parking spaces • 1 tree per 5 spaces = 17 trees for 84 spaces • 50SF green space per tree = 850SF 	84 spaces provided 19 trees provided 8,000SF green and 32,000SF of additional green space on the parcel.
8.1.8 Public open space	The provided green space is facing the public point of entry towards Newton Street and future potential developable area which can be experienced by residents of the apartments, visitors, or other Plaza patrons.
8.1.9 Native species	As shown on PL-1, native species are scheduled except Wintercreeper which will be replaced with a juniper ground cover by a plan revision.

8.1.10 Existing Healthy Trees	Trees are annotated and 4 which are all less than 12” are scheduled for removal are replaced with new tree plantings
-------------------------------	--

8.2 Pedestrian circulation

8.2.1 Pedestrian Circulation	The proposed asphalt walk connects this project to the existing business on-site and to Newton street.
8.2.2 New Sidewalks	Proposed sidewalks are not in conflict in with existing sidewalks. The new walks will match existing standards in town including concrete for permanent installations and asphalt for temporary connections.
8.2.3 Amenities	Walks will be lit by proposed lighting or existing on-site lighting. The walks are wider than minimum requirements with generous radii for ease of use and comfort. Amenity space is provided with an outdoor patio. Canopies at entries, plantings, and street trees are all proposed.
8.2.4 Entry orientation	The two main entries are oriented or connected to their outdoor spaces. The the front entry is oriented and connected to the patio and green space and the rear entry is oriented toward the drop-off area and parking.
8.2.5 Well-designed Public Plazas and Open Spaces	The entries are connected to pedestrian ways or spaces. The walks lead to open space on the parcel and to adjacent business, and existing infrastructure. Connection is provided to the Rocky’s Hardware, Dollar General, and the Newton Street sidewalk network including the businesses that front it. Walks are extended to Lyman Street.
8.2.6 Pedestrian Infrastructure Improvements	Newton street has a planned improvement plan with MassDOT that addresses improvements to that infrastructure and is logical in connectivity with the road work. Massworks has a plan put forward for improvements to Lyman street.

8.3 Driveways and Parking

8.3.1 Curb Cuts and Continuity	The parking is internal to the site with the drive access connecting to an existing drive on-site. The parking is aggregated behind the building, screened, and placed on a vacant part of the site with minimal disturbance to the existing parking and no disturbance to the parking associated with Dollar General and Rocky's.
8.3.2 Parking Lot Placement	As noted above, the parking takes access off an existing parking aisle and is in the rear of the site at the bottom of a hill in a corner of the lot.
8.3.3 Parking Lot Aggregation	Parking maximizes the allocated space but balances asphalt with green space per other regulations and is minimized to a single primary access point off an existing parking aisle.
8.3.4 Below Grade Parking is encouraged	Below ground parking is not practical for this plan
8.3.5 Parking Screened from Abutting Residential Lots	The Stonybrook Village Condominium development is over 300' from the edge of the apartment parking. It is screened with existing plantings and a fence. Most of the Lyman Street properties are screened with existing privacy fence and the understory plantings. Areas not screened by fence will be supplemented with additional plantings to fill in gaps.
8.3.6 Shared Parking Plans	There is no need for shared parking
8.3.7 Pedestrian and Vehicular Safety	The access is taken off an internal parking aisle, no new driveway is proposed to Lyman or Newton Streets. Pedestrians are separated from vehicles on the proposed site.

8.4 Alternative Transportation Facilities

8.4.1 Alternative Modes of Travel	The site connects to the existing Newton Street sidewalk network which is being planned for replacement. The current bus stop is marked on a utility pole on Newton street which will have better access with the planned signalization improvements. Cycle racks are provided on site and connectivity provides access to Lyman and Newton Street. To the extent practical, this phase of work provides numerous opportunities for walking and connectivity to other future phases of work by providing sidewalks around the perimeter and adjacent to a future phase.
8.4.2 Bike Racks	As noted above, bike racks are included
8.4.3 Bike Storage	As noted above, bike racks are included for secure storage.
8.4.4 Bus Stops and Shelters	At this time, bus circulation doesn't take place through the site and is accommodated on the public sidewalk for Newton Street.

8.5 Lighting

8.5.1 Façade and Architectural Lighting	Wall sconces and appropriate lighting is proposed to enhance the pedestrian experience
8.5.2 Lighting Street Fronts	The siting of the parcel avoids conflicts with Town infrastructure. Lighting is proposed between trees to avoid conflicts
8.5.3 Lighting in Parking and Side/Rear Building Areas	The lighting proposes zero light trespass.
8.5.4 Public Safety	The lighting plan was designed to meet industry standards for minimum and average light levels.
8.5.5 Signage	Signage will be presented for review at a later date.
8.5.6 Dark Skies Standards	The lighting is dark skies compliant
8.5.7 Prohibited Lighting	No prohibited lighting is proposed

8.6 Utilities

8.6.1 Placement	As noted previously the dumpster is purposefully located to mitigate noise, is enclosed, and screened. Mechanical roof equipment is screened with a parapet.
8.6.2 Screening	See 8.6.1
8.6.3 Shared Elements	For practicality, the dumpsters associated with the residential component are separated from other commercial uses. As noted previously they are purposefully placed for screening and noise attenuation.
8.6.4 No Above Ground Utility Lines	No above ground lines or cables are proposed
8.6.5 Buried Utility Line Requirement	No overhead wires are adjacent to this phase of work.
8.6.6 Noise Mitigation and Screening	Mechanical equipment is proposed on the roof and mitigated with a parapet.
8.7 Drainage and Storm Water Management	
8.7 Drainage/Storm Water Management	This is addressed extensively in the engineering report.
8.8 Development Maintenance	Refer to architecture on sustainability, the site utilizes minimal irrigation, incorporates native plants, anticipating current climate trends and allows ample space for snow storage if needed.

9.0 Signage Design Standards

Signs other than traffic signs are omitted at this time. A sign for the residential portion will be provided in the future which we expect will be addressed at that time.