

# ARLINGTON DESIGN STANDARDS



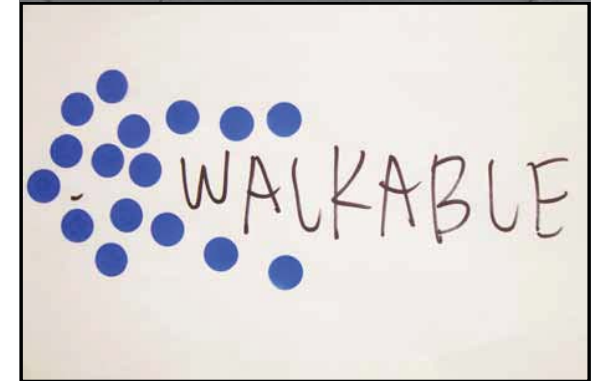
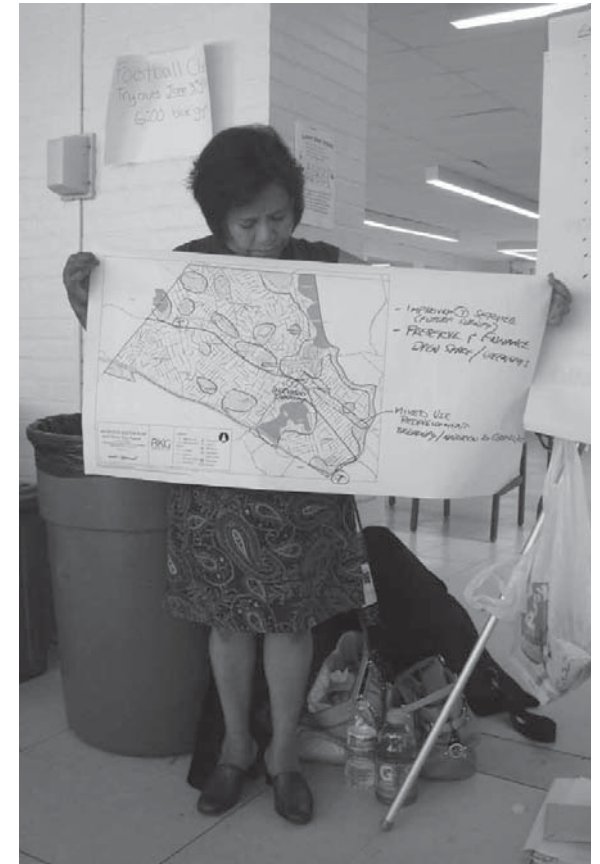
**Public Presentation**  
June 15, 2015  
Arlington Town Hall

architecture  
urban design

**GAMBLE**  
**ASSOCIATES**

# Agenda

1. Overview of Design Standards
2. Framework: A way of thinking about the Town
  - Commercial Corridors
  - Recreational Trail
  - Waterway Network
3. Seven categories
4. A general prototype
5. A specific test-case in Arlington
6. Next Steps and Q+A



A group of people, mostly women, are seated at tables in a meeting room. They are engaged in conversation and looking towards the right side of the frame. The room has large windows in the background, and there are informational posters on the wall. The atmosphere appears to be a public meeting or community feedback session.

# Community Feedback

June 1, 2013 Master Plan public meeting



April 11, 2015 Arlington Business District Walking + Bus Tour



# arlington master plan

YOUR TOWN, YOUR FUTURE



Adopted February 4, 2015  
Arlington Redevelopment Board

prepared for:  
arlington redevelopment board  
master plan advisory committee  
department of planning & community development

**RKG**  
ASSOCIATES INC

in association with:  
Howard/Stein-Hudson Associates, Inc.  
Gamble Associates, Inc.  
Community Opportunities Group, Inc.  
Ezra Glenn, AICP

## HISTORIC & CULTURAL RESOURCES

1. Maintain, protect, preserve, and promote historic and diverse cultural resources in all neighborhoods.
2. Provide attractive, well-maintained spaces for residents to meet, play and grow.
3. Provide space for arts and cultural activities for all ages.

## NATURAL RESOURCES & OPEN SPACE

1. Use sustainable planning and engineering approaches to improve air and water quality, reduce flooding, and enhance ecological diversity by managing our natural resources.
2. Mitigate and adapt to climate change.
3. Ensure that Arlington's neighborhoods, commercial areas, and infrastructure are developed in harmony with natural resource concerns.
4. Value, protect, and enhance the physical beauty and natural resources of Arlington.
5. Treasure our open spaces, parks, recreational facilities and natural areas.

## PUBLIC FACILITIES & SERVICES

1. Coordinate and efficiently deliver town services.
2. Build, operate, and maintain public facilities that are attractive and help to minimize environmental impact and that connect Arlington as a community.
3. Balance the need for additional revenue with ability and willingness of property owners to pay to maintain current services or for new expenditures and investments
4. Guide public facility investments through a long-term capital planning process that anticipates future needs.
5. Expand recreational and athletic facilities, programs, and opportunities, for all residents.
6. Maintain and beautify our public parks, trails, play areas, and streetscapes.

## Key Recommendations

### Land Use

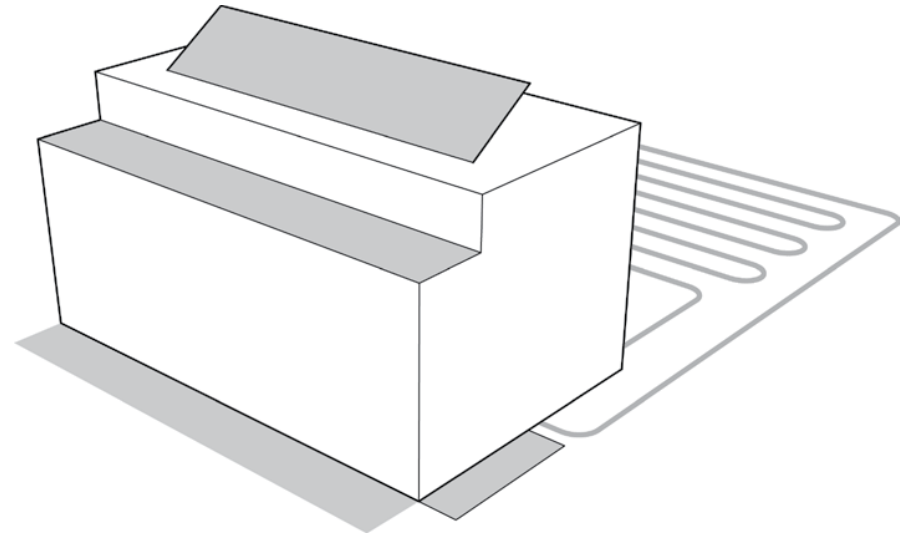
1. **Recodify and update the Zoning Bylaw (ZBL).**  
The text of the ZBL is not always clear, and some of the language is out of date and inconsistent. As a first step in any zoning revisions following a new master plan, communities should focus on instituting a good regulatory foundation: structure, format, ease of navigation, updated language and definitions, and statutory and case law consistency.
2. **Adopt design guidelines** for new and redeveloped commercial and industrial sites.
3. **Reorganize and consolidate the business zoning districts on Massachusetts Avenue.** Zoning along the length of Massachusetts Avenue includes six business zones (B1, B2, B2A, B3, B4, B5) interspersed with six residential zoning districts. Encouraging continuity of development and the cohesion of the streetscape, is difficult. It is difficult to connect the zoning on a given site with the district's stated purposes in the ZBL. As part of updating and recodifying the ZBL, the Town should consider options for consolidating some of the business districts to better reflect its goals for flexible business zones that allow property owners to adapt their commercial properties to rapidly changing market trends and conditions.
4. **Promote development of higher value mixed use buildings by providing redevelopment incentives** in all or selected portions of the business districts on Massachusetts Avenue, Broadway, and Medford Street. Arlington needs to unlock the development potential of business-zoned land, especially around the center of town. Slightly increasing the maximum building height in and near existing business districts, and reducing off-street parking requirements would go a long way toward incentivizing redevelopment, as would a clear set of design guidelines. Applicants should be able to anticipate what the Town wants to see in the business districts and plan their projects accordingly.
5. **Support vibrant commercial areas by encouraging new mixed use redevelopment** that includes residential and commercial uses in and near commercial centers, served by transit and infra-

## Implementation of the Master Plan

**Key recommendations:** Adopt Design Guidelines + promote development of higher value mixed use buildings.

## What they can do:

1. Improve the *character* of new development
2. Articulate *standards of quality*
3. Provide *examples*
4. Represent spatial and dimensional criteria *graphically*
5. Bring *clarity* to the review process
6. *Go too far!*



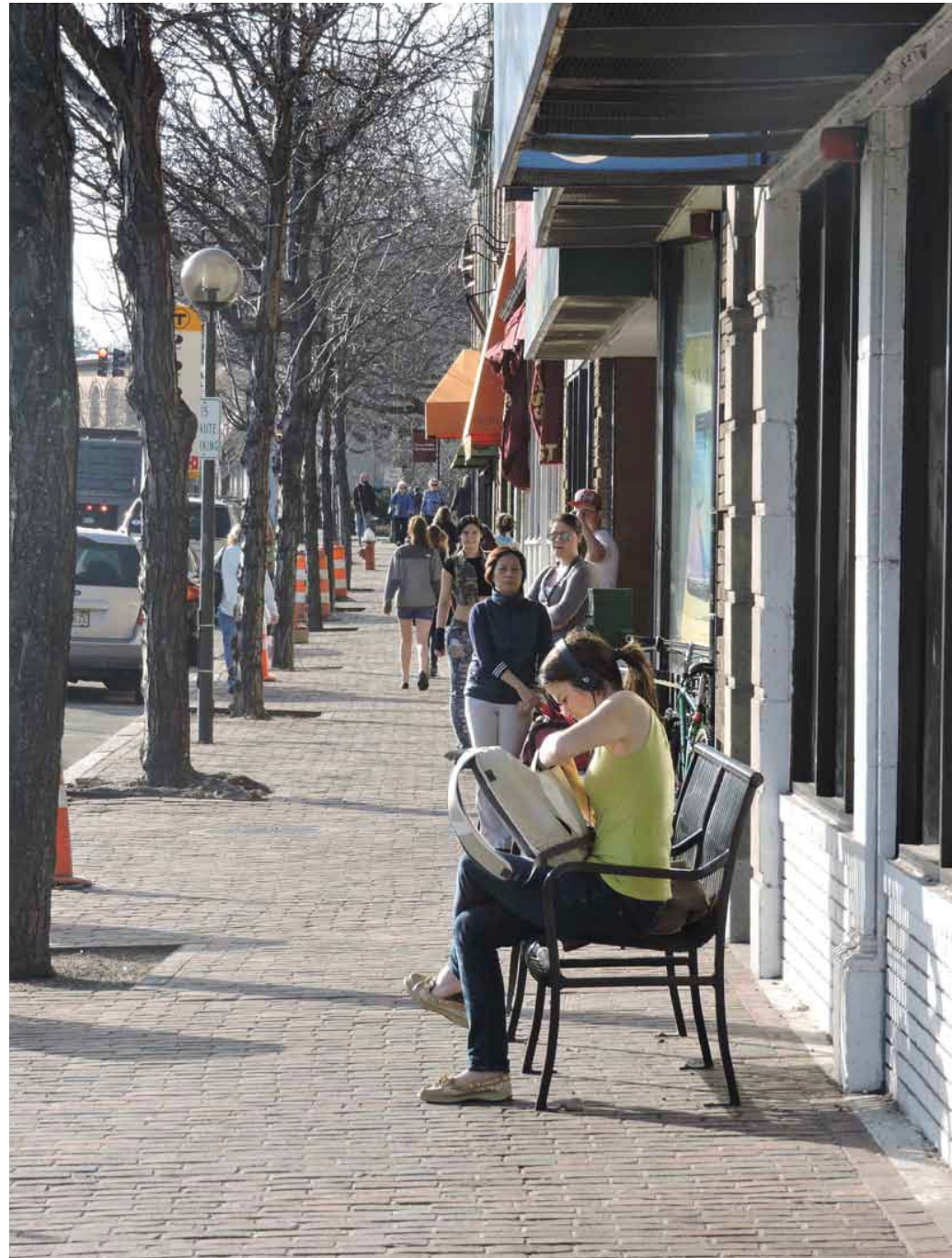
## Seaside, FL



Design Standards that are **too proscriptive** can stymie redevelopment and/or result in a physical environment that appears overtly historical.

## What they can't do:

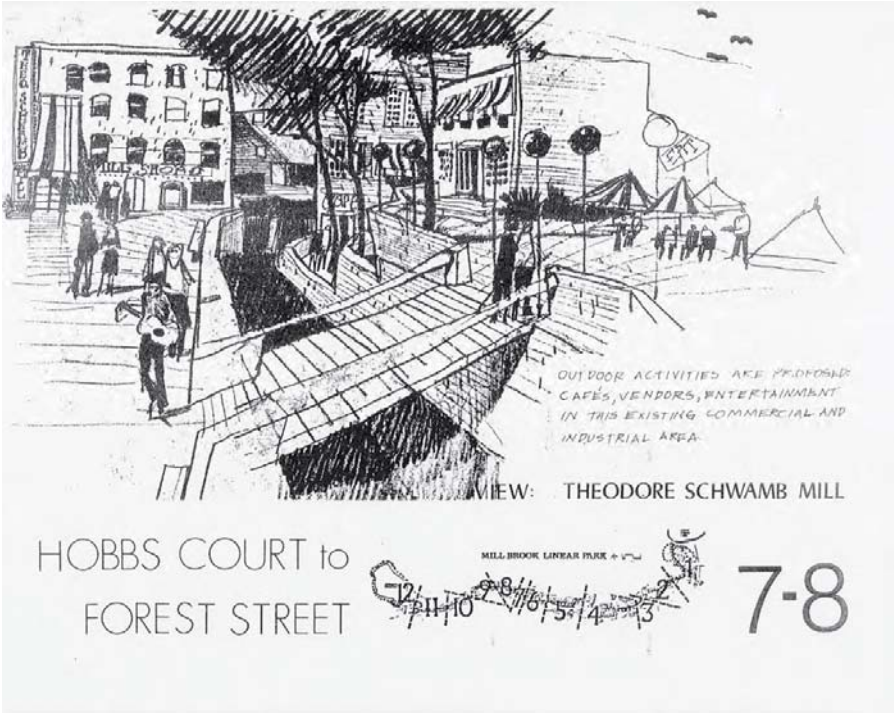
1. Regulate building *use*
2. Replace *zoning* or codes
3. Redesign *streets*
4. *Master Plan* areas







The best planning initiatives build on prior efforts and advance the thinking.



1977 (Tufts University)  
Mill Brook Linear Park Plan



# The Reiterative Nature of Planning

Examples of a few other places that are reinvesting in their infrastructure.



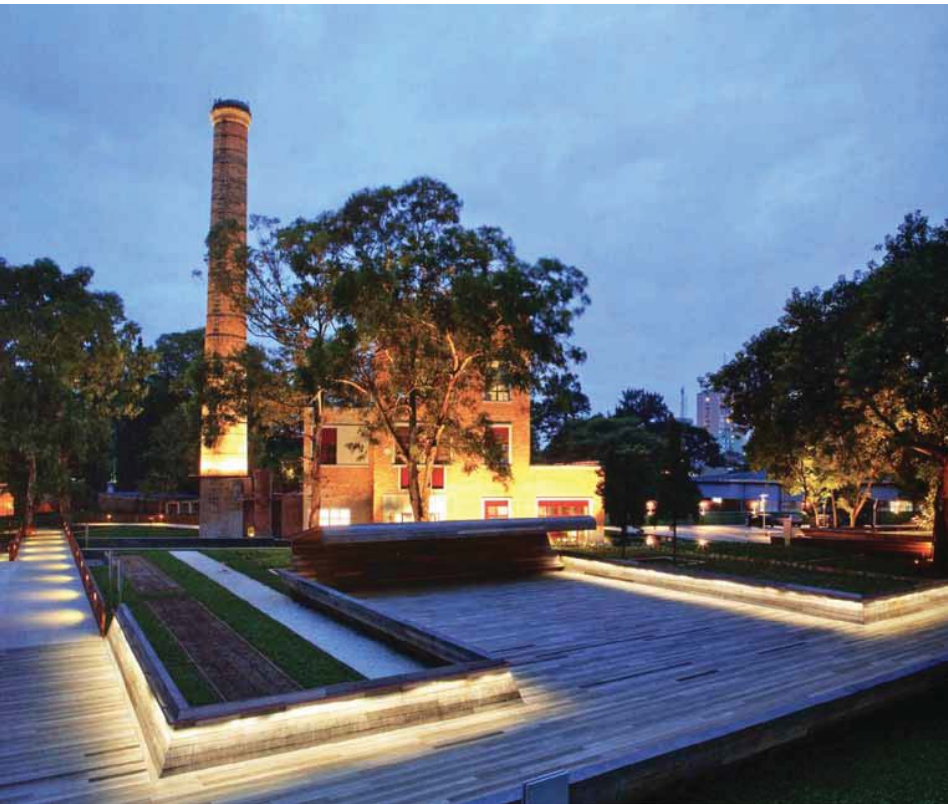
**The Atlanta BeltLine 2005 and today**

Images: Atlanta BeltLine Inc. Ralph Dobbs / Bruce T. Martin



Incremental industrial reuse along the **Atlanta BeltLine** (2015)





New development can *enhance and compliment* Arlington's existing historic character.

# Green Bay CityDeck 2007 and today

Images: Ken Wesely Green Bay Post Gazette / Jeff Mirkes / Mike Roemer

Former dead mall.





Green Bay CityDeck 2013  
Mike Roemer Photography





There are areas in Arlington that can and should have new development.



**Houston Buffalo Bayou in 2001 and 2014:**  
Advocacy and Agency. Images: Buffalo Bayou Partnership/SWA



Houston Buffalo Bayou 2014  
Image: Bill Tatham / SWA



## San Francisco's "Proxy" - Temporary use of space until development pressures emerge.

Mid 1990's (Above) and 2014 Credit: San Francisco Chronical /



San Francisco "Proxy"  
Image: envelope a+d



Greenville, SC Riverwalk

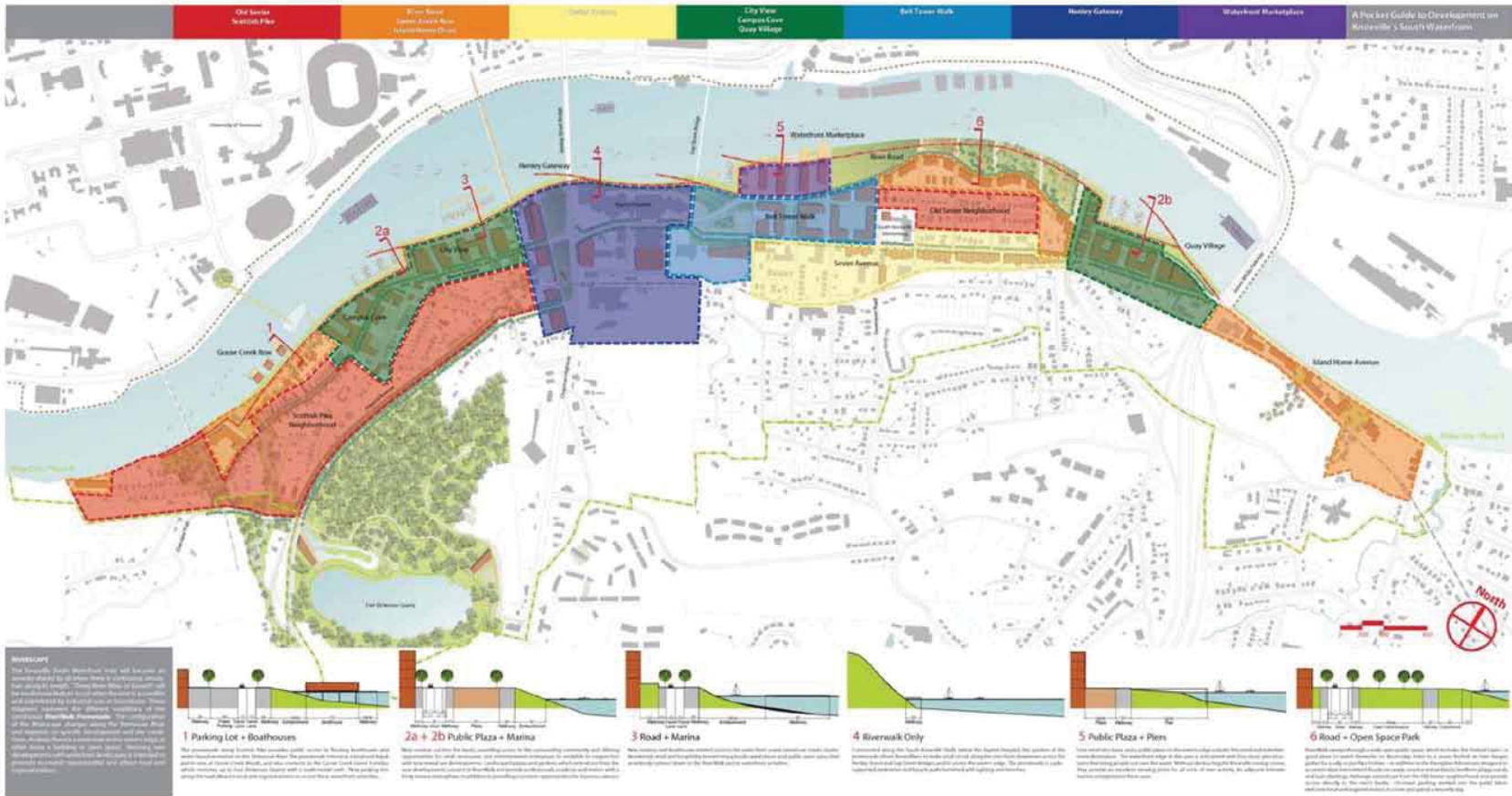


# What are other places doing with Design Standards?

## KNOXVILLE SOUTH WATERFRONT

IMPLEMENTING AN INSPIRATIONAL VISION

DRAFT March, 2007



# Knoxville's Form-Based Code

**A POCKET GUIDE TO DEVELOPMENT ON KNOXVILLE'S SOUTH WATERFRONT**  
DRAFT  
MARCH, 2007

**Form-Based Coding**  
Form-based codes are different than traditional zoning. Traditional zoning regulates development primarily by use (housing, industry, commercial) where districts are filled by a primary use category. This categorization makes mixed-use, pedestrian-oriented development difficult (or even illegal). Traditional zoning results in dispersed land uses with few centers, excessive land consumption and pedestrian unfriendly streets.

**Form-based codes de-emphasize land use in favor of building form and typology.** They encourage a greater mix of uses and housing types and place stronger emphasis on the design of the public realm. In addition, greater public participation in the coding process will enable all parties involved to have a better understanding of the outcome of future development. Form-based codes are also more graphic-intense and easier for the public to understand than traditional zoning. The intent of these codes is to provide a blue print for future development that allows for greater precision in determining the outcome for future development.

**The Knoxville South Waterfront Master Plan on the reverse side of this poster represents a possible vision for future growth.** These codes are written to tailor future development in such a way as to assist in creating an environment that achieves this vision.

The three-mile long Knoxville South Waterfront has been divided into SEVEN DISTRICTS. Each district has its own opportunities, scale and character that should be preserved and enhanced with new development. For example, Sevier Avenue is a different type of street than Chapman Highway and therefore new development in this area requires different guidelines. The following panels describe these seven distinct districts organized by color coded columns.

# Knoxville South Waterfront Form Based Code

(Images :Chan Krieger Sieniewicz, 2007)

**A POCKET GUIDE TO DEVELOPMENT ON KNOXVILLE'S SOUTH WATERFRONT**  
DRAFT  
September, 2006

**Form Based Coding**  
The intent of this Form-Based Code is to facilitate and enable redevelopment in the Knoxville South Waterfront Master Plan.

**What are Form-based Codes?**  
Form-based codes de-emphasize land use in favor of building form and typology. They encourage a greater mix of uses and housing types and place stronger emphasis on the design of the public realm. In addition, greater public participation in the coding process will enable all parties involved to have a better understanding of the outcome of future development. Form-based codes are also more graphic-intense and easier for the public to understand than traditional zoning. The intent of these codes is to provide a blue print for future development that allows for greater precision in determining the outcome for future development.

**The Knoxville South Waterfront Master Plan on the reverse side of this poster represents a possible vision for future growth.** These codes are written to tailor future development in such a way as to assist in creating an environment that achieves this vision.

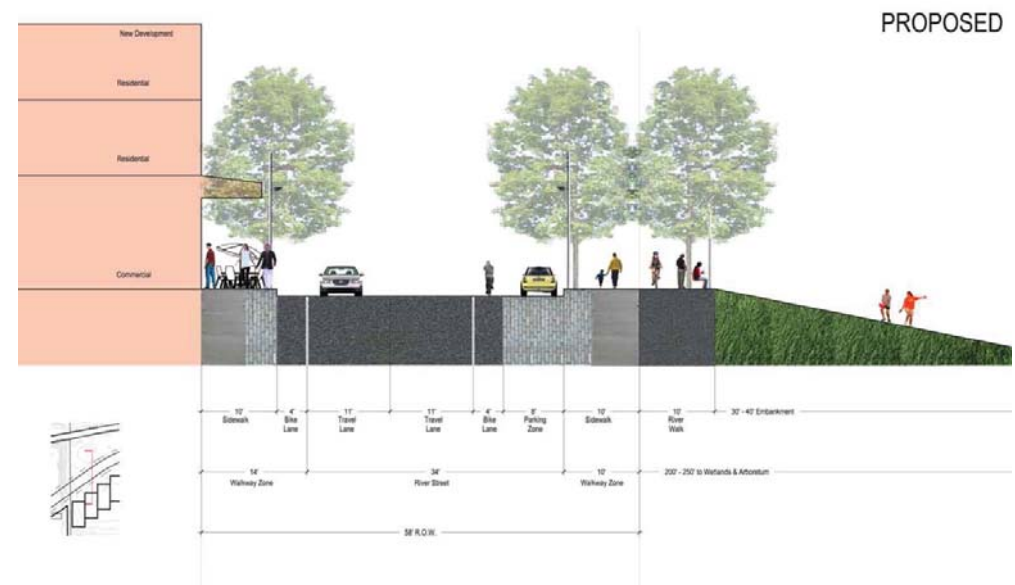
The three-mile long Knoxville South Waterfront has been divided into SEVEN DISTRICTS. Each district has its own opportunities, scale and character that should be preserved and enhanced with new development. For example, Sevier Avenue is a different type of street than Chapman Highway and therefore new development in this area requires different guidelines. The following panels describe these seven distinct districts organized by color coded columns.

Old Sevier   Scottish Pike <i>Reinforcing what is already there</i>	River Road   Goose Creek Row   Island Home Avenue <i>Initiating a new waterfront experience</i>	Public Development <i>Building on the South Waterfront "Public Realm"</i>	
<p><b>Diagrams</b></p> <p><b>Description</b> A. Site Configuration Front Setback: 10'-25' Frontage: 40% minimum Side Setback: 5' minimum Lot Size: 15,000 sq ft maximum (avg existing)</p> <p>B. Building Configuration Building Width: 20' minimum Building Height: 35' and 5 story maximum Entrances: Individual entrances of housing units must be located on principal frontage road</p> <p>C. Parking Location: Garages must be setback from the street 10' further than front building setback. Access is also permitted to garage from rear alley.</p> <p>D. Notes 1. Balconies and porch projections are encouraged. 2. Buildings destroyed by natural causes or fire may be rebuilt on their existing footprints. 3. Gardens are allowed within property boundaries.</p> <p>E. Incentives 1. To Be Determined</p> <p><b>Streetscape</b></p> <p><b>Character</b> Residential areas of the Old Sevier and Scottish Pike neighborhoods have the "feel of a small town". The residential areas identified in this plan should strive to preserve and reinforce this character where it exists with new development at a complementary scale. Uses on these parcels should be residential in nature with garages either setback from the street or accessed from the rear by back alleys. Large-scale assemblage of residential properties in these areas is discouraged.</p>	<p><b>Diagrams</b></p> <p><b>Description</b> A. Site Configuration Front Setback: 10' maximum Frontage: 75% minimum Lot Size: 3 acre maximum</p> <p>B. Building Configuration Building Width: 20'-30' segments Building Height: 25' and 2 story minimum 40' and 3 story maximum Entrances: Individual entrance of ground floor units must be located on principal frontage road.</p> <p>C. Parking Location: Garage or surface parking shall be located to the rear of the property. Parking shall be accessed from a rear alley or principle frontage road.</p> <p>D. Notes 1. Parking is permitted below primary structure in order to raise first floor above flood plain. 2. Balconies, porches, bay windows, or other projections may be incorporated into building setback. 3. Monolithic, unarticulated facades are prohibited.</p> <p>E. Incentives 1. To Be Determined</p> <p><b>Streetscape</b></p> <p><b>Character</b> Residential development along River Road will create a new identity for the Knoxville South Waterfront. Buildings that front this street must be built to the river road property line (10' maximum setback) and have primary entrances on River Road with parking to the rear of the site. Views to the river from Philip Avenue and all north-south streets shall be preserved and/or enhanced. Public access to the river shall be allowed along the axis created by the north-south streets.</p>	<p><b>Diagrams</b></p> <p><b>Description</b> A. Site Configuration Front Setback: 10' maximum Frontage: 70% minimum Lot Size: 3 acre maximum</p> <p>B. Building Configuration Building Height: 25' and 2 story minimum 50' and 4 story maximum Entrances: Shared or individual entrances on Sevier Avenue.</p> <p>C. Parking Location: Structured or surface parking in rear.</p> <p>D. Notes 1. Facades shall be built parallel to principle frontage road. 2. Excessively long facades shall be divided vertically to relate to the proportions of the historic building fabric. 3. On parcels that have a deep lot, additional structures may be located to the rear of the site. 4. Future light rail transit is envisioned for the existing freight rail line.</p> <p>E. Incentives 1. To Be Determined</p> <p><b>Streetscape</b></p> <p><b>Character</b> Sevier Avenue is the historic commercial heart of the Old Sevier neighborhood. It has the potential to play this role in the future. Historically, buildings with a mix of uses were built up to the street edge. New development in this area shall reinforce the continuity of the street-wall and eliminate the suburbanization of the street with buildings that are currently setback from the street with ungraspable surface parking lots. Future parking will be allowed on street or to the rear of the new buildings.</p>	
Public Development	Old Sevier Scottish Pike	River Road GOOSE CREEK ROW Island Home Avenue	Public Development



# A *Form Based Code* differs from traditional zoning by:

1. They encourage greater emphasis on the design of the **public realm**
2. They emphasize **form over use**
3. Increased public **engagement**
4. Highly **graphic**



# ARLINGTON

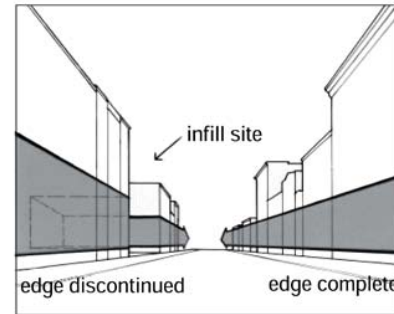
DESIGN STANDARDS PRECEDENT RESEARCH



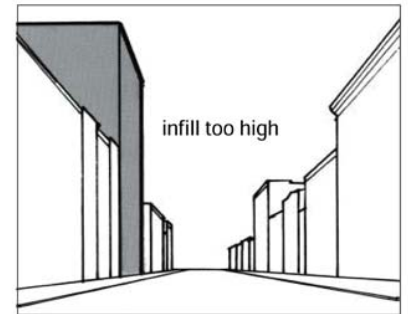
## Milwaukee, WI

### Use 3d modeling to Illustrate Densities

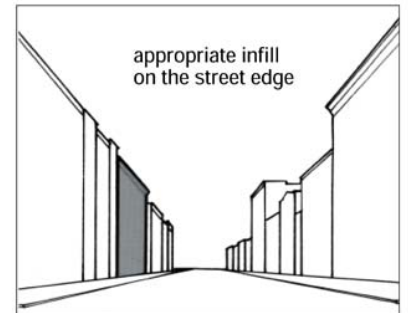
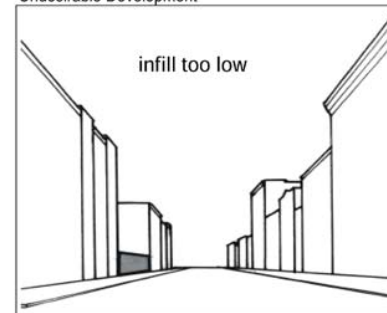
(Images: James Piwoni, AIA)



Existing Vacant Sites  
Undesirable Development



Undesirable Development  
Desirable Infill of Vacant Site



**GAMBLE ASSOCIATES**

Produced for the Town of Arlington Department of Planning + Community Development.  
DRAFT 1 - April 08, 2015

## Chapter 2 SIDEWALKS AND SETBACKS

### A. SIDEWALKS

The City of San Antonio has the opportunity to reinforce downtown as a distinct living and entertaining environment: a pedestrian precinct, where pedestrians share the downtown with automobiles and public transportation. The mix of traffic can provide a sense of excitement and actually enhance the pedestrian's experience if these other elements are kept in balance. Paramount could be providing a sense of comfort for pedestrians. This includes ensuring that sidewalks are designed to facilitate walking and that public spaces are created which are lively and inviting.

*Design sidewalks that are walkable and accommodate a variety of uses.*

1. Provide a minimum 72 inch wide continuous pedestrian path of travel as seen in Figure 2.1.
2. Provide an 18 inch to 24 inch wide access or utility zone next to the curb, which includes the six (6) inch curb and 12 inch wide decorative granite or brick edge band adjacent to the back of curb.
3. Outdoor dining may occur on any portion of the paved sidewalk provided a minimum wide (72 inches) continuous clear path of public travel is maintained and obtain proper permits

*Design sidewalks to accommodate and support large street trees and collect storm water, and allow for continuous parkways where appropriate.*

4. Provide continuous landscaped and hardscaped area, commonly referred to as "parkway," adjacent to the curb on predominantly non-commercial streets. The continuous landscaped and hardscaped parkways should be designed to collect and retain or treat storm runoff.
5. In an ideal urban tree canopy, adjacent trees at street maturity generally touch one another. Therefore, typical tree spacing is generally 30 to 50 feet apart, depending upon the tree species.
6. Plant or replant street trees to shade and shelter the pedestrian from sun, rain and traffic, and to improve the quality of the air and storm water runoff.

*Where it is not feasible to plant street trees in continuous landscaped parkways, (i.e. Ultra Urban Streets such as Commerce Street) provide large street wells with gap-graded soil beneath the sidewalk.*

7. Trees shall be planted in tree wells within tree grates that are at least 5 feet long and a minimum of 5' feet wide.
8. Where tree wells and parkways would conflict with existing basements, underground vaults, historic paving materials, or other existing features



Fig 4.7 Parking Garage Wayfinding Concept

**San Antonio, TX**  
(Images: City Design Center, 2014)

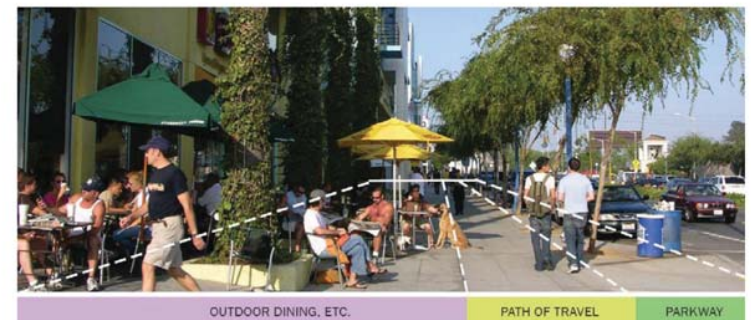


Fig 2.1  
Example showing the parkway along the curb, the clear path of travel and use of the remaining sidewalk for outdoor dining.

# Commercial Corridors

Mass Ave. +  
Broadway



# Commercial Corridors:

Mass Ave  
Broadway



# Minuteman Bikeway



# Recreational Trails

## Minuteman Bikeway



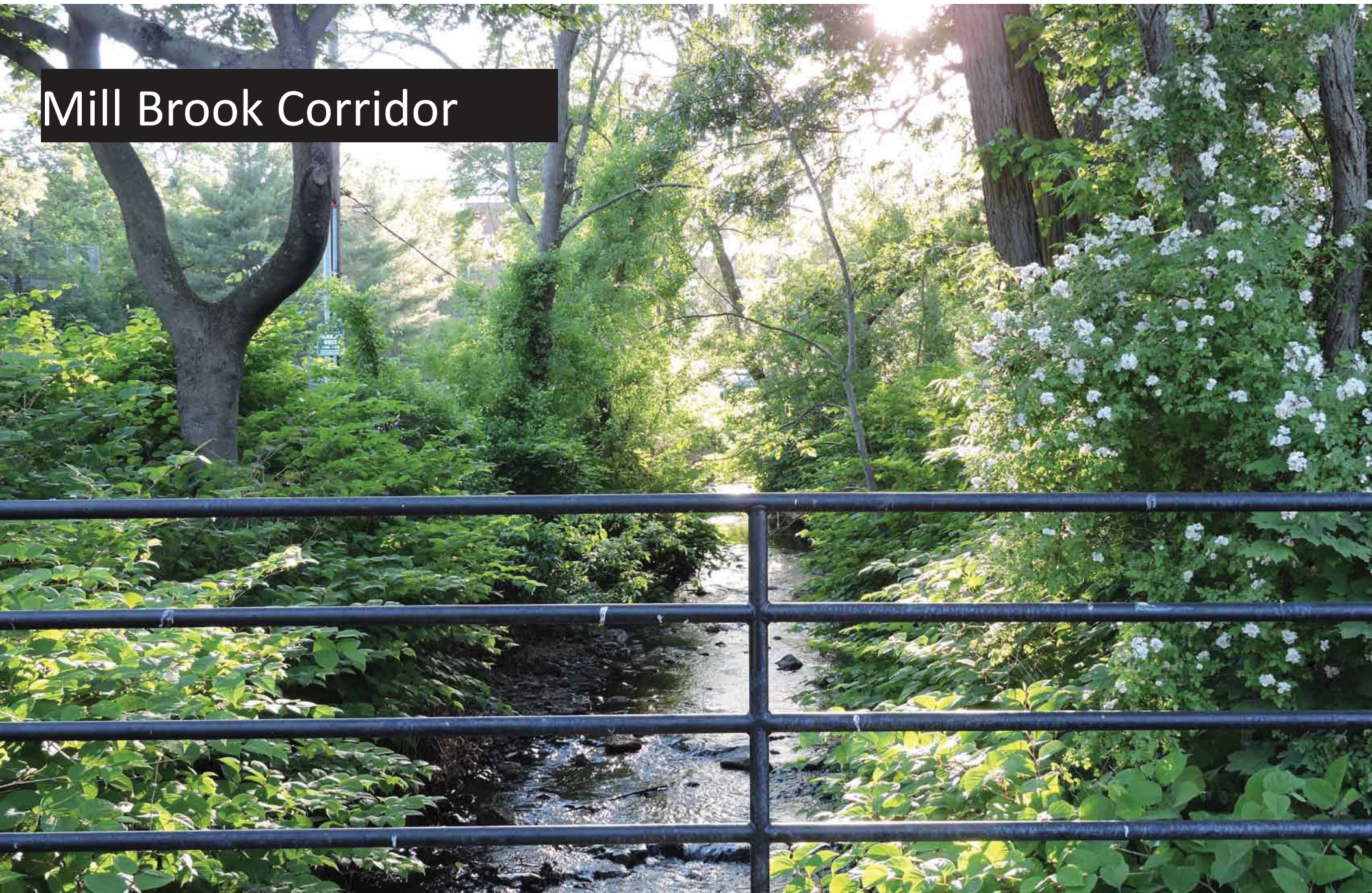
# Waterway Network

## Mill Brook Corridor

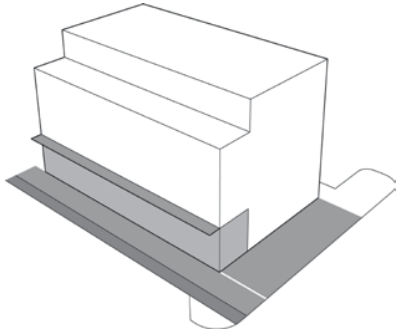




# Mill Brook Corridor



# 1. BUILDING SETBACKS

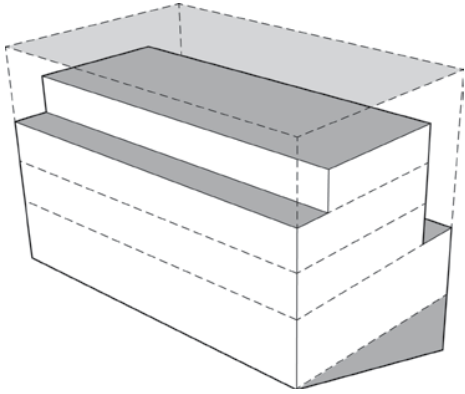




Too much?



## 2. BUILDING HEIGHT



**One story, single use buildings are not appropriate along Arlington's primary commercial corridors.**



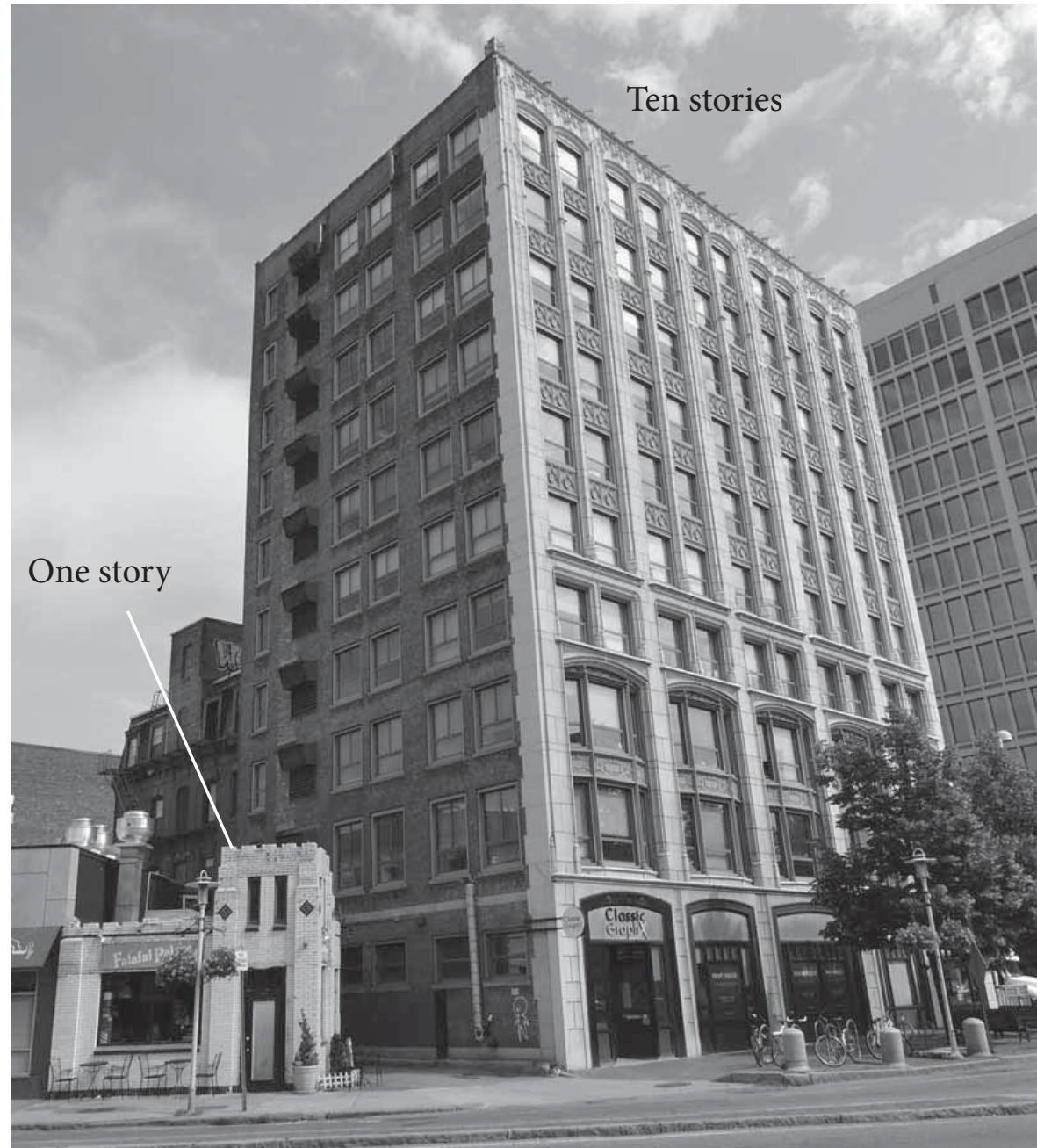
But tall buildings in Arlington don't have to look like these!



# BUILDING HEIGHT

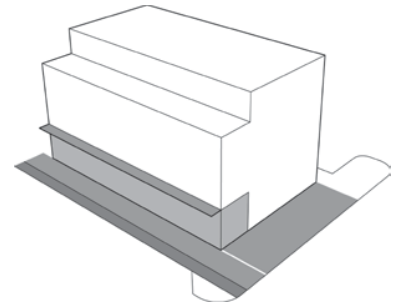


matters ... but not as much as you think.



### 3. PUBLIC REALM INTERFACE

The relationship between the building edge and the right-of-way is most critical dimension to get right.



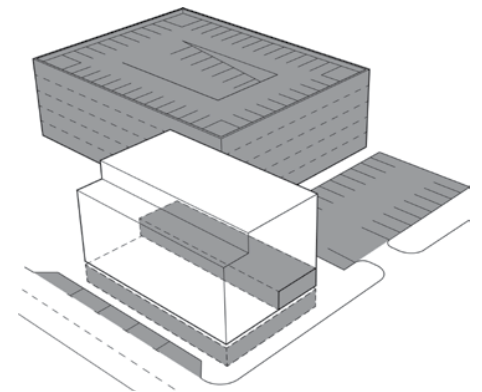




## 4. PARKING + ACCESS



Parking is a primary consideration. At the same time, new development should consider pedestrians first, then bikes, then cars.



Visually buffer existing surface parking lots with native, drought-tolerant landscaping.



Watertown, MA example

## 5. CONNECTIONS + LINKAGES



Connections to the Minuteman Bikeway are **informal and inadequate.**

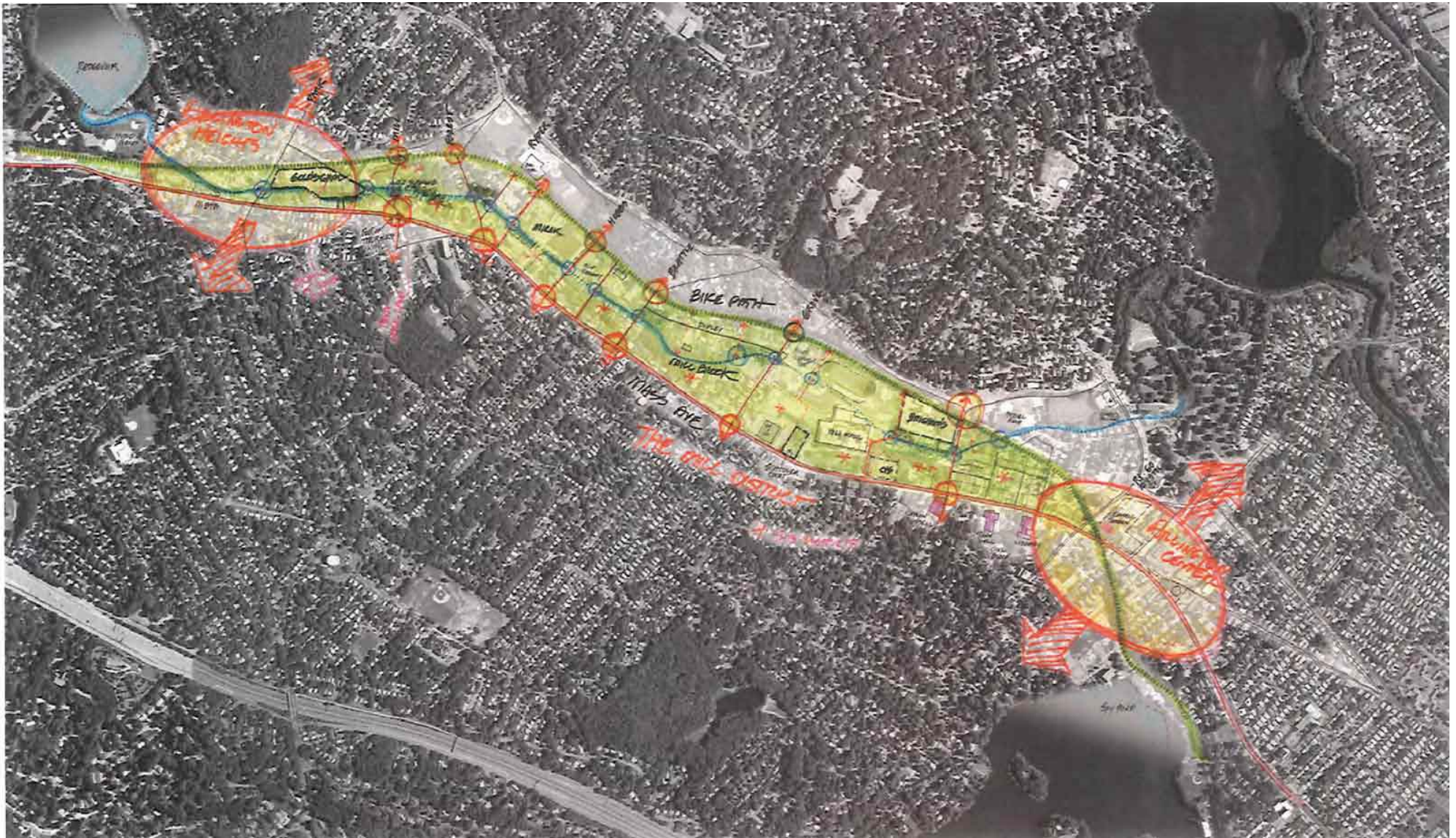
Watertown, The Arsenal



Connections *between* the Minuteman Bikeway, the Mill Brook and the Commercial Corridors are essential.

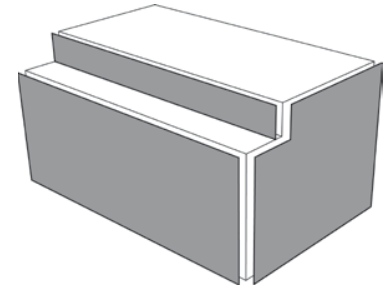


Cambridge, Harvard Square



The "Mill District" Plan (2013)

## 6. FACADES + MATERIALS



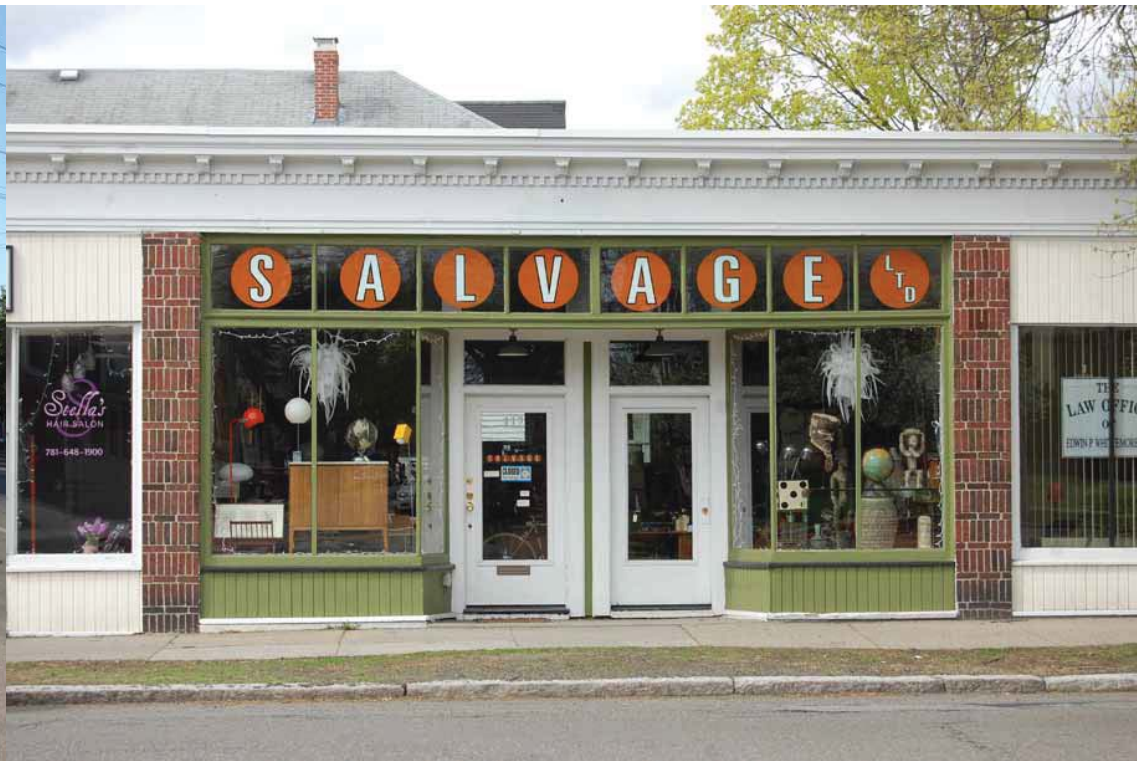
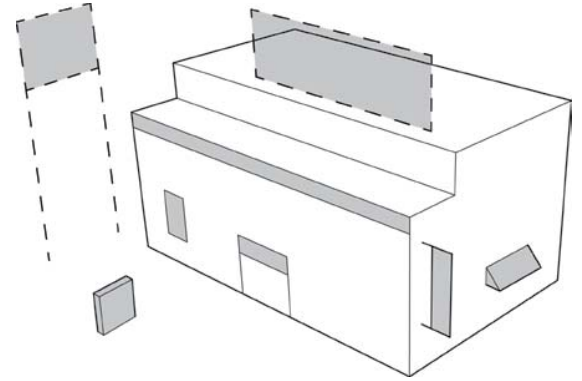
Durable, high-quality materials will add a level of sophistication to a large building.



Inexpensive materials can make a nicely-proportioned building look cheap.



## 7. SIGNAGE + WAYFINDING







The Capitol Theater: the frequency of entries and local stores are important.

# Three geographies and seven themes.

## PRIMARY COMMERCIAL CORRIDORS



## OPEN SPACE NETWORK + MINUTEMAN BIKEWAY



## WATERWAY NETWORK + MILL BROOK CORRIDOR



### PLEASE LIST:

COMMENTS  
CONCERNS  
ASPIRATIONS

  
COMMERCIAL  
CORRIDORS

  
MINUTEMAN  
BIKEWAY

  
MILL BROOK  
CORRIDOR

**1** BUILDING  
SETBACKS

**2** BUILDING  
HEIGHT

**3** PUBLIC REALM  
INTERFACE

**4** PARKING  
+ ACCESS

**5** CONNECTIONS  
+ LINKAGES

**6** FACADE +  
MATERIALS

**7** SIGNAGE +  
WAYFINDING

6.15.15

6.15.15

**BUILDING HEIGHT**

**SHEILD MECHANICALS**

**STEPBACKS**

**SETBACKS**

**FACADE ARTICULATION**

**VEGETATED  
BUFFERS**

**SIGNAGE**

**GROUND FLOOR RETAIL**

**ALTERNATIVE  
ENERGIES**

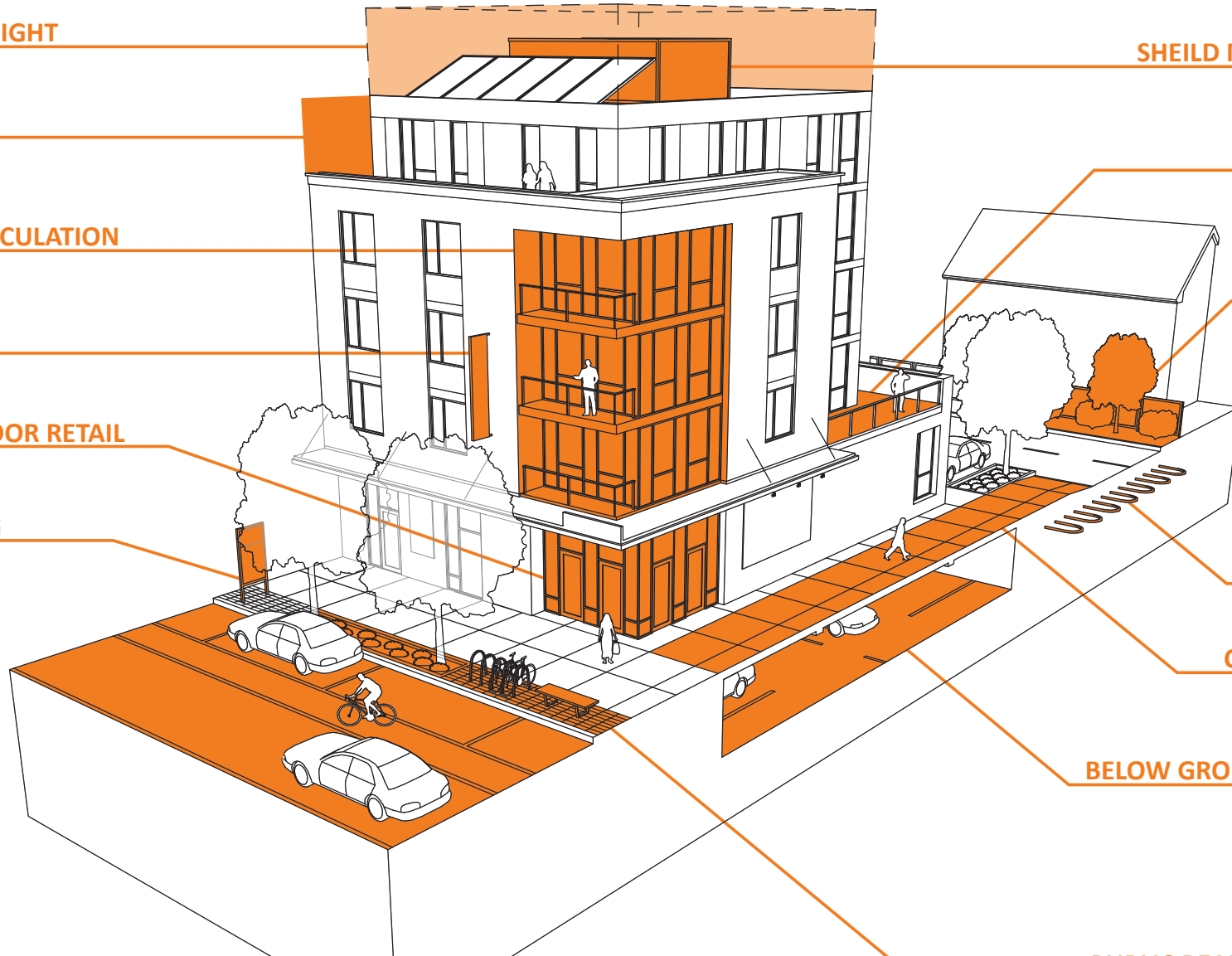
**WAYFINDING**

**CONNECTIVITY**

**BELOW GROUND PARKING**

# COMMERCIAL CORRIDORS

**PUBLIC REALM INTERFACE**



**NATURAL MATERIALS**

**GREEN ROOFS**

**FACADE  
ARTICULATION**

**CONCEALED  
PARKING**

**CONNECTIVITY**

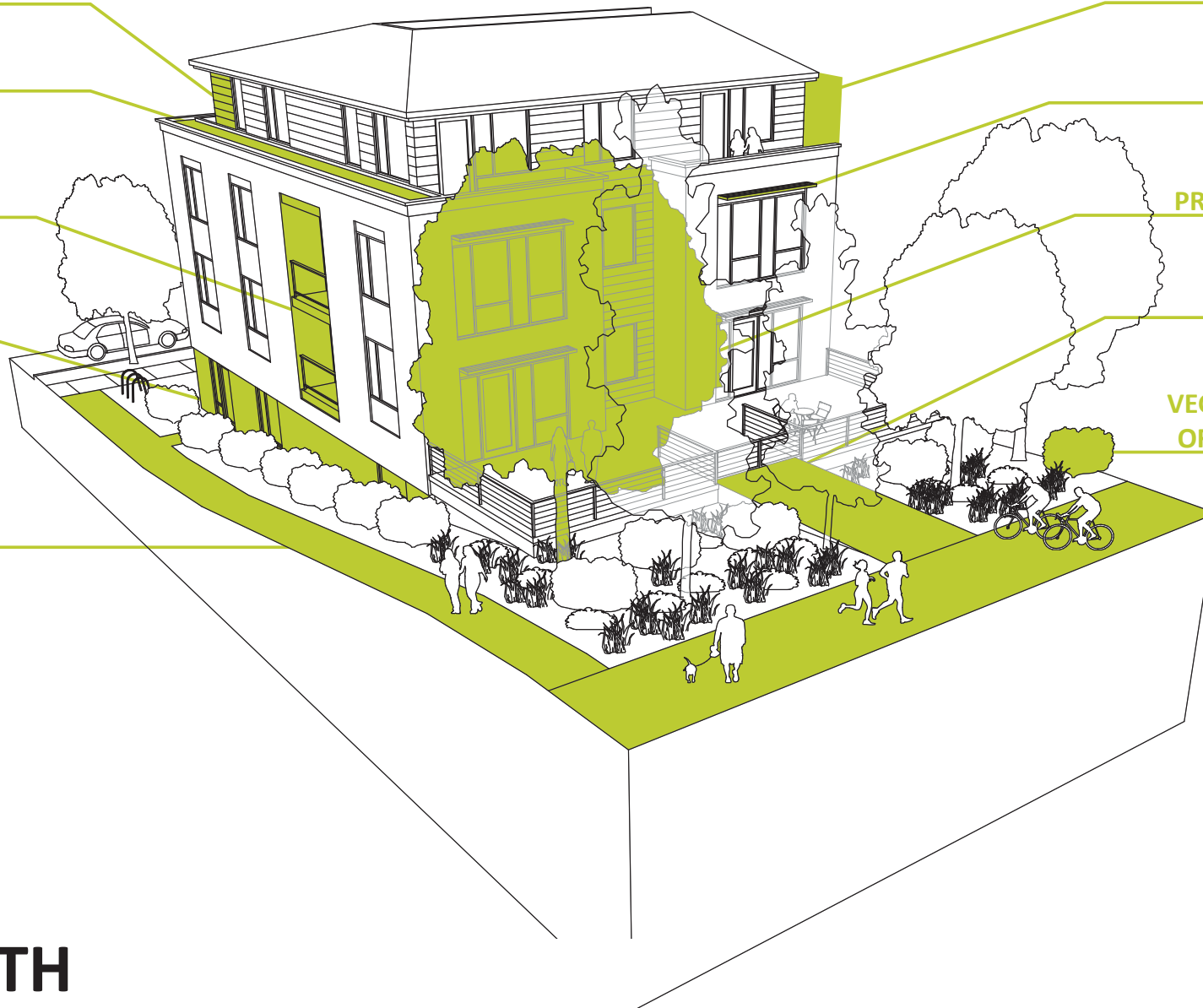
**STEPBACKS**

**SUNSHADING**

**PRESERVE CANOPY**

**ACCESS TO PATH**

**VEGETATED BUFFER  
OF NATIVE PLANTS**



# BIKE PATH

ALTERNATIVE  
ENERGY

STEPBACKS

NATURAL  
MATERIALS

FACADE ARTICULATION

THRESHOLD SPACES

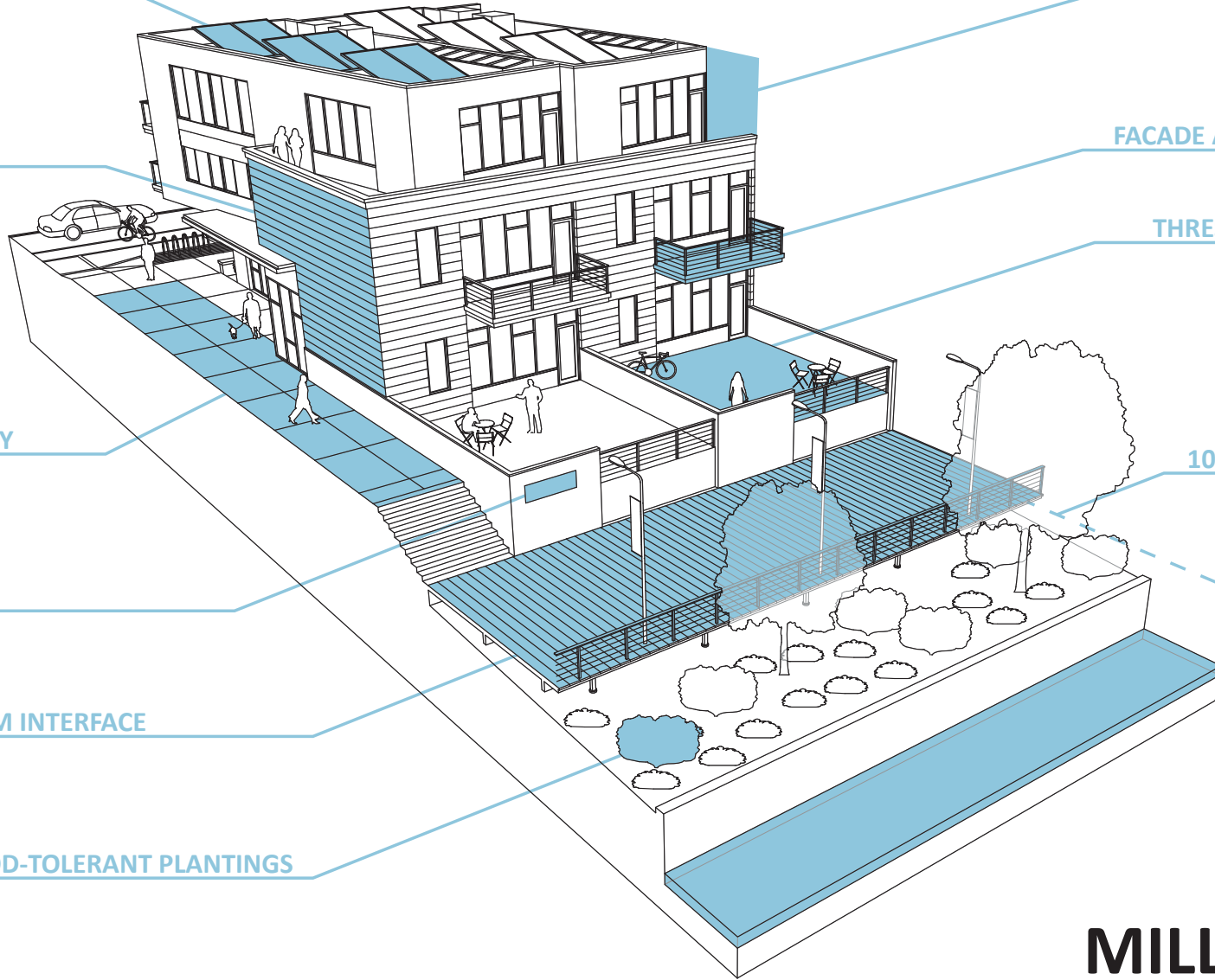
CONNECTIVITY

100-YEAR FLOOD

WAYFINDING

PUBLIC REALM INTERFACE

NATIVE, FLOOD-TOLERANT PLANTINGS



# MILL BROOK

# Arlington Test Case



Note: This is not an *actual development project* but rather a hypothetical example.

View looking south towards Spy Pond

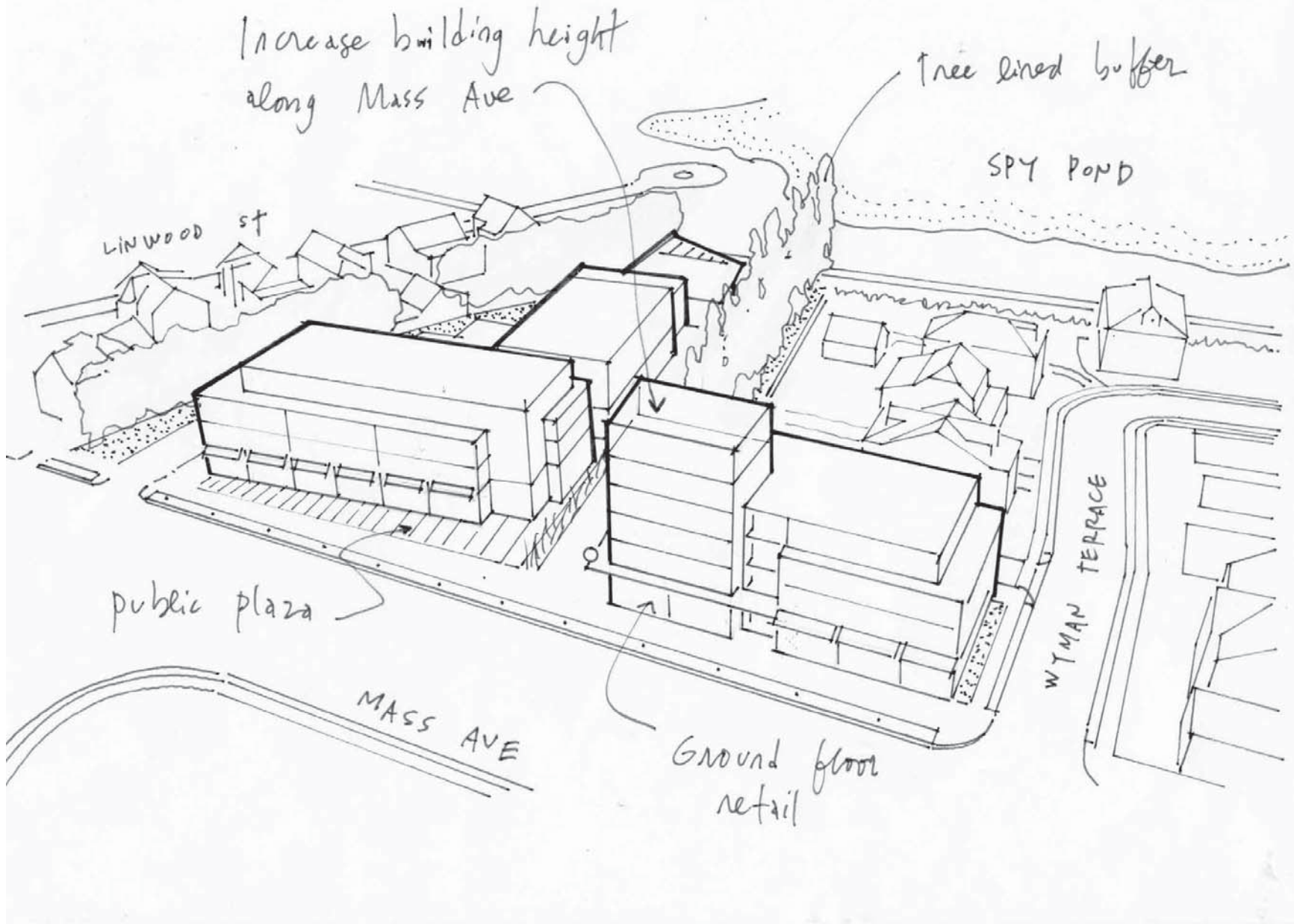


View looking south

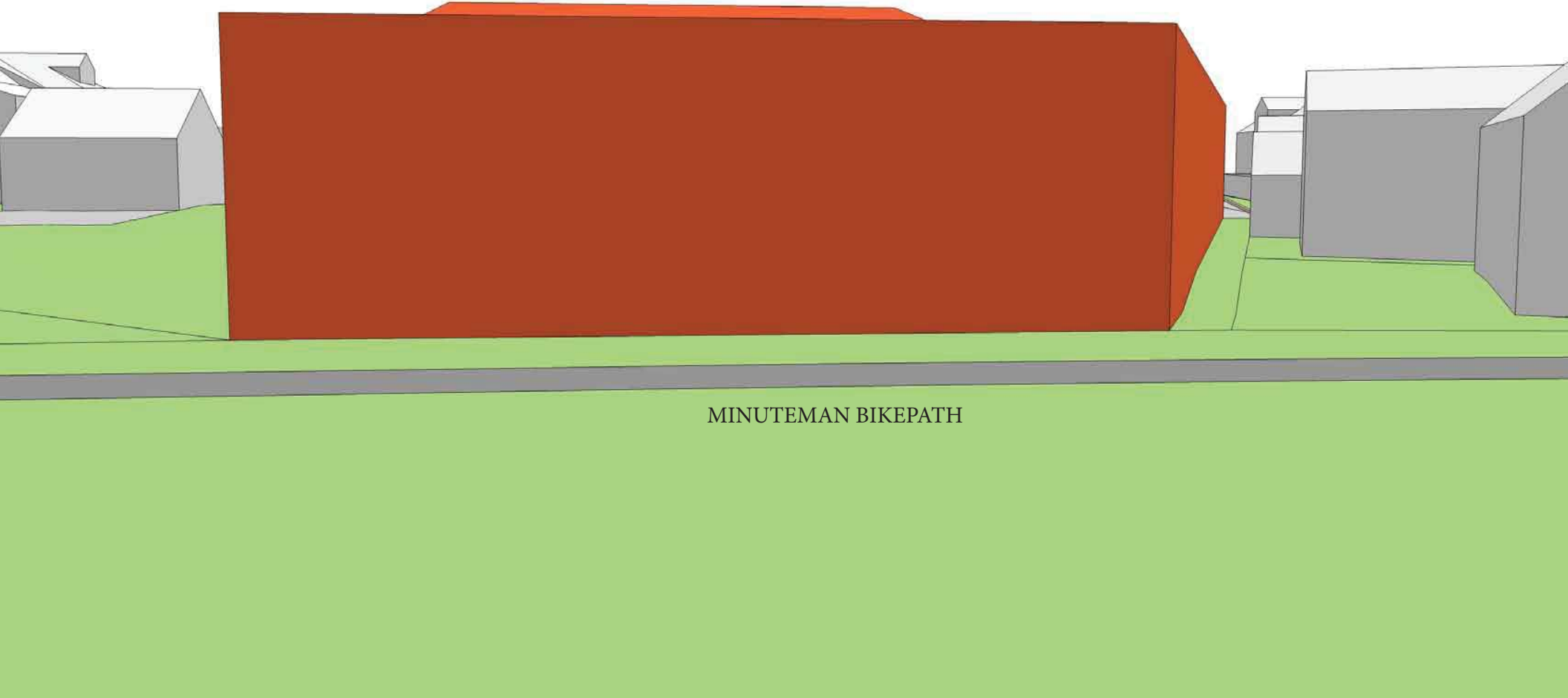




# View looking south



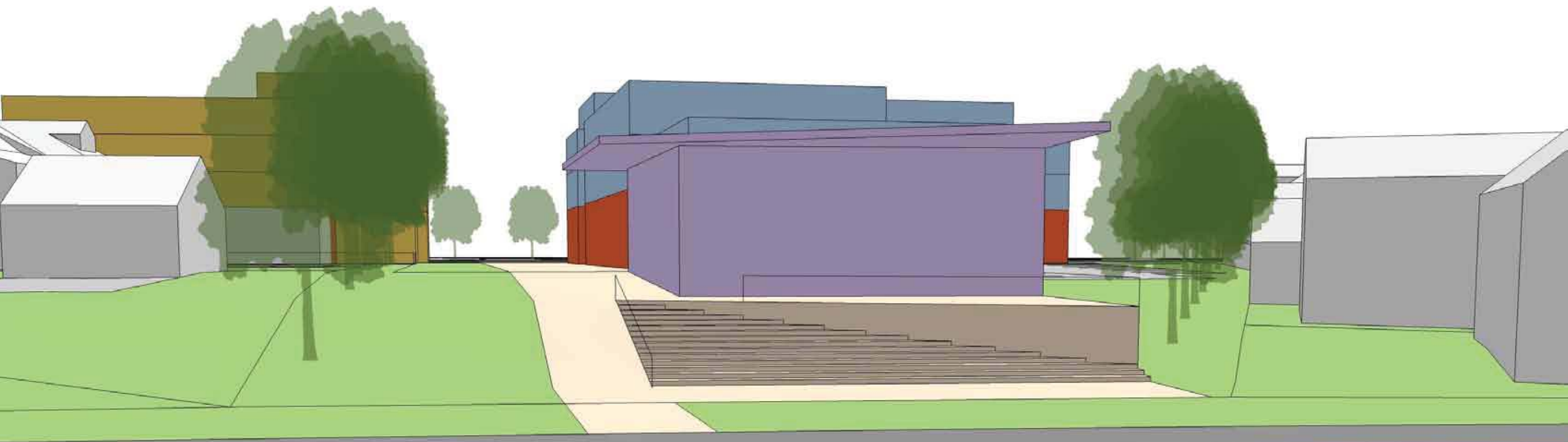
View looking north from Spy Pond towards Mass Ave.



MINUTEMAN BIKEPATH

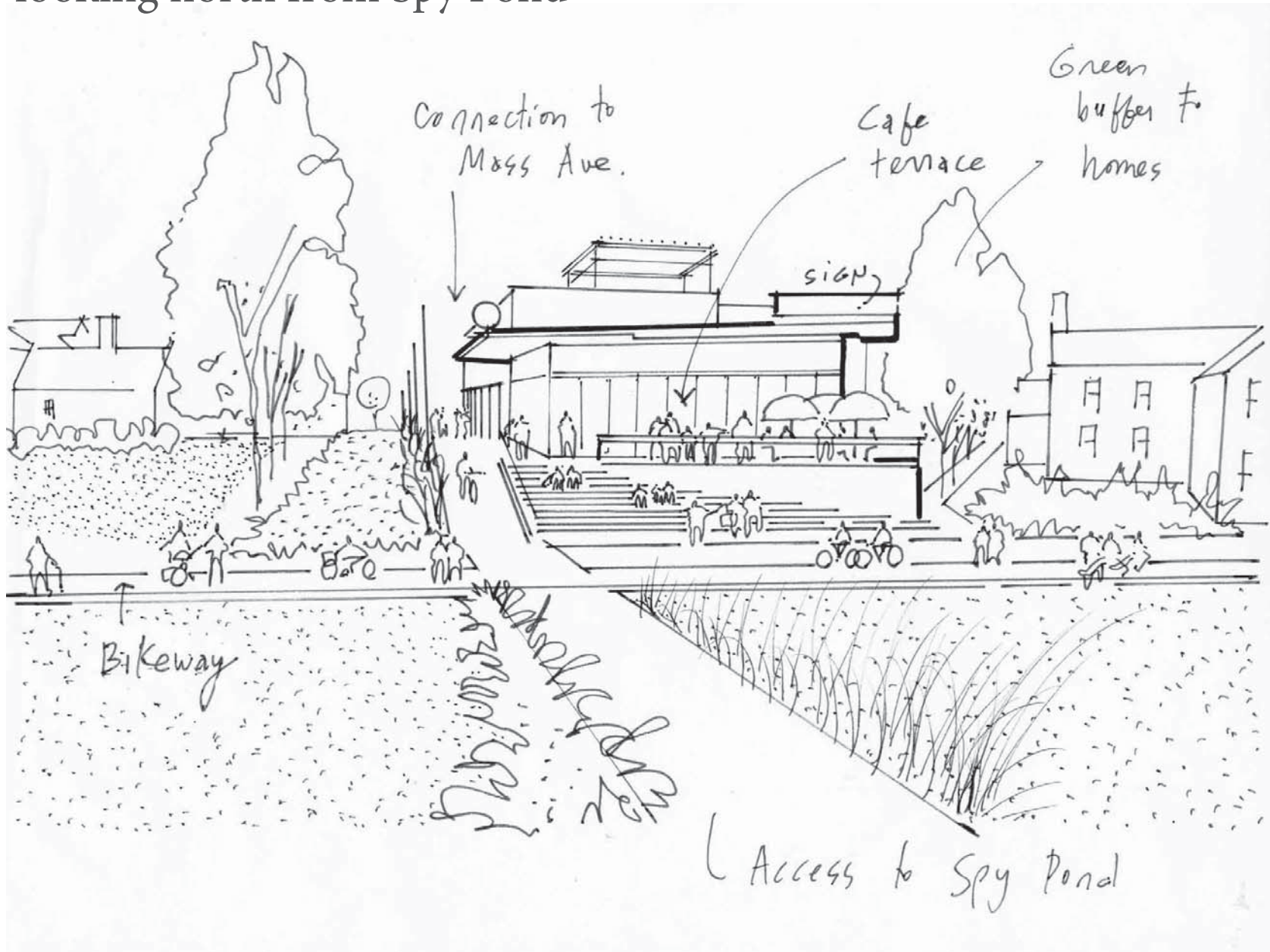


View looking north from Spy Pond

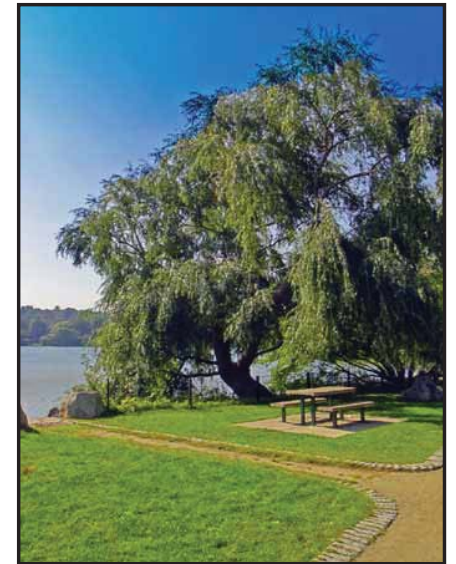


MINUTEMAN BIKEPATH

# View looking north from Spy Pond



View from terrace looking towards Spy Pond



View looking west along Mass Ave. towards Arlington Center



Fire Station



MASS AVE.

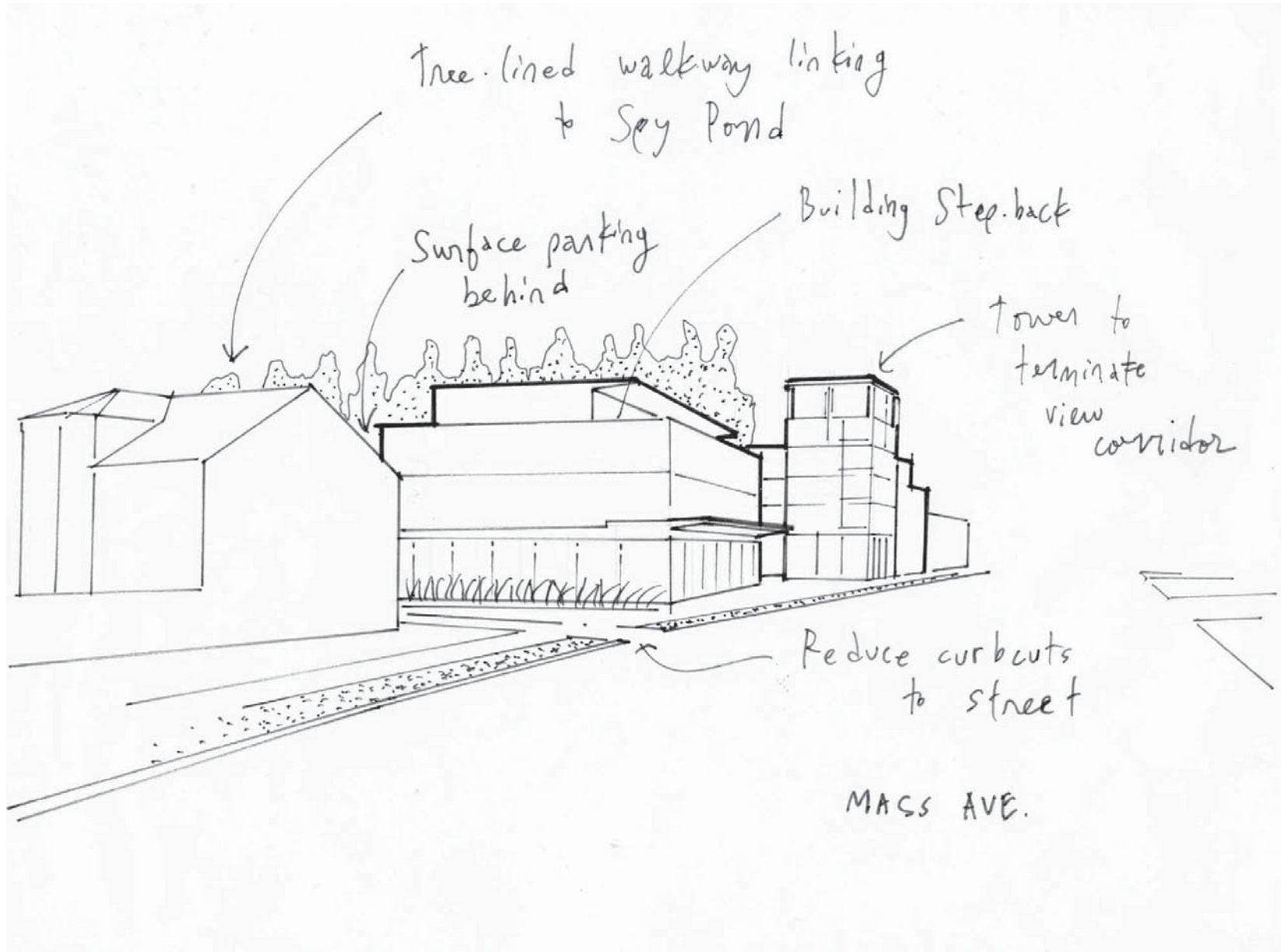
View looking west towards Arlington Center



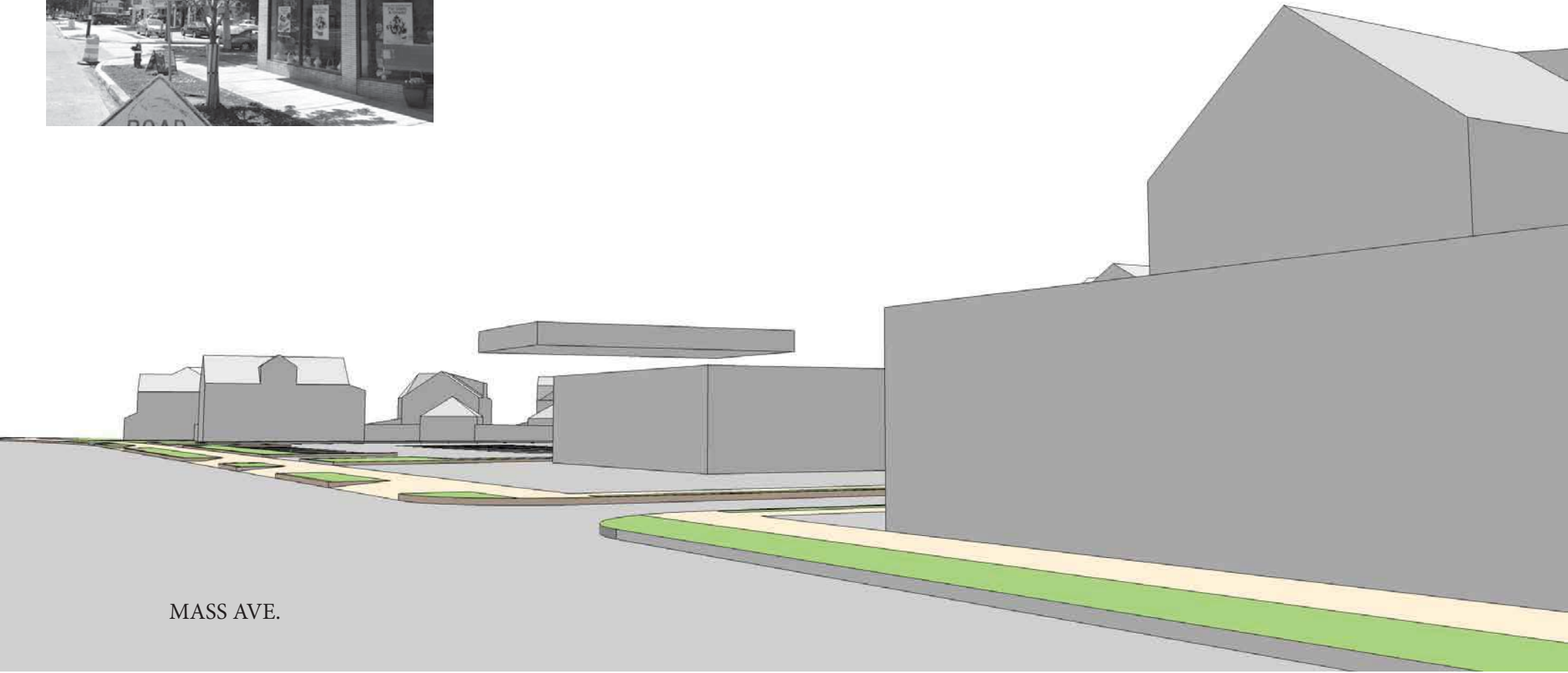
MASS AVE.



# View looking west towards Arlington Center



# View looking east towards gas station



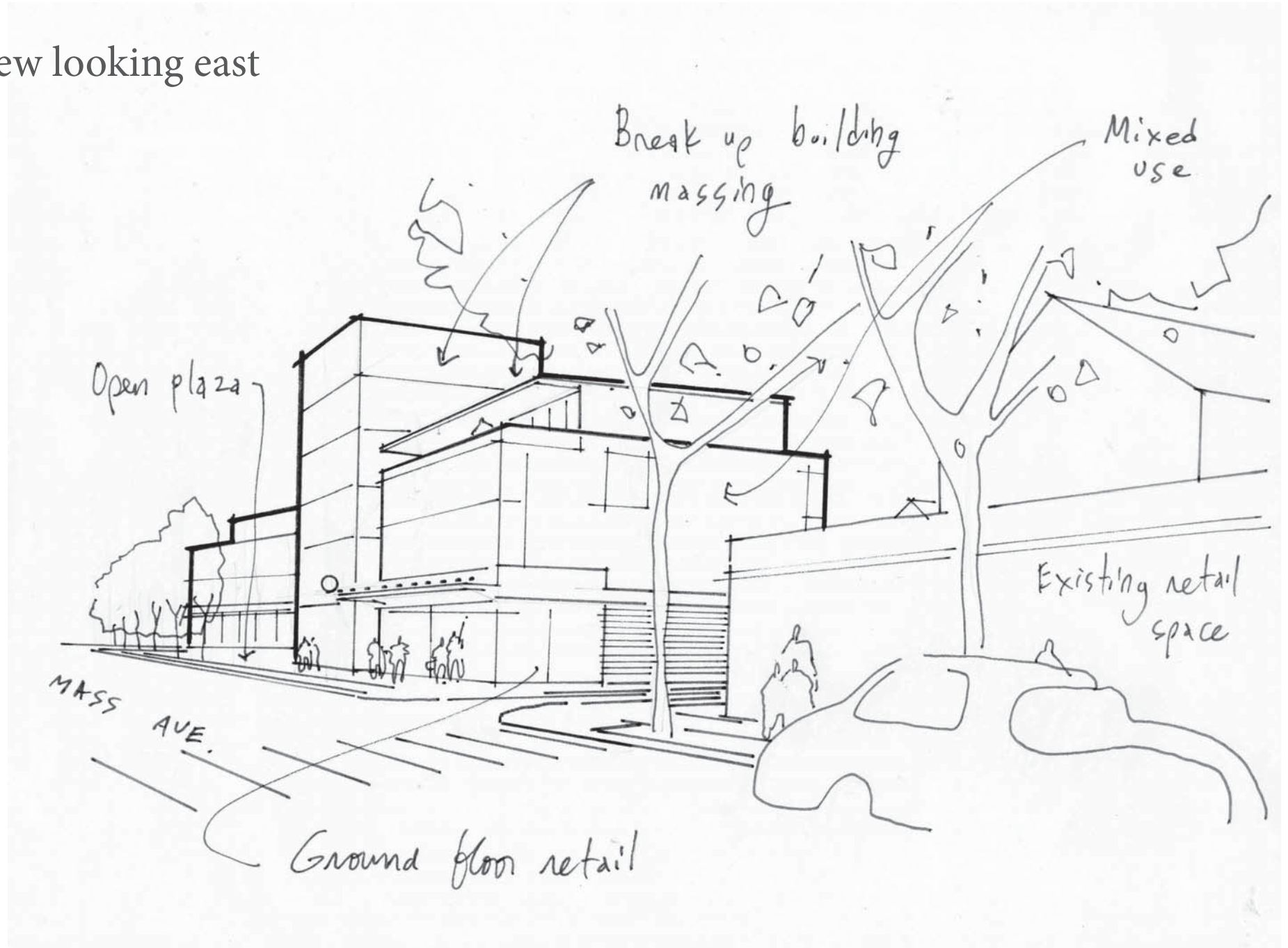
MASS AVE.

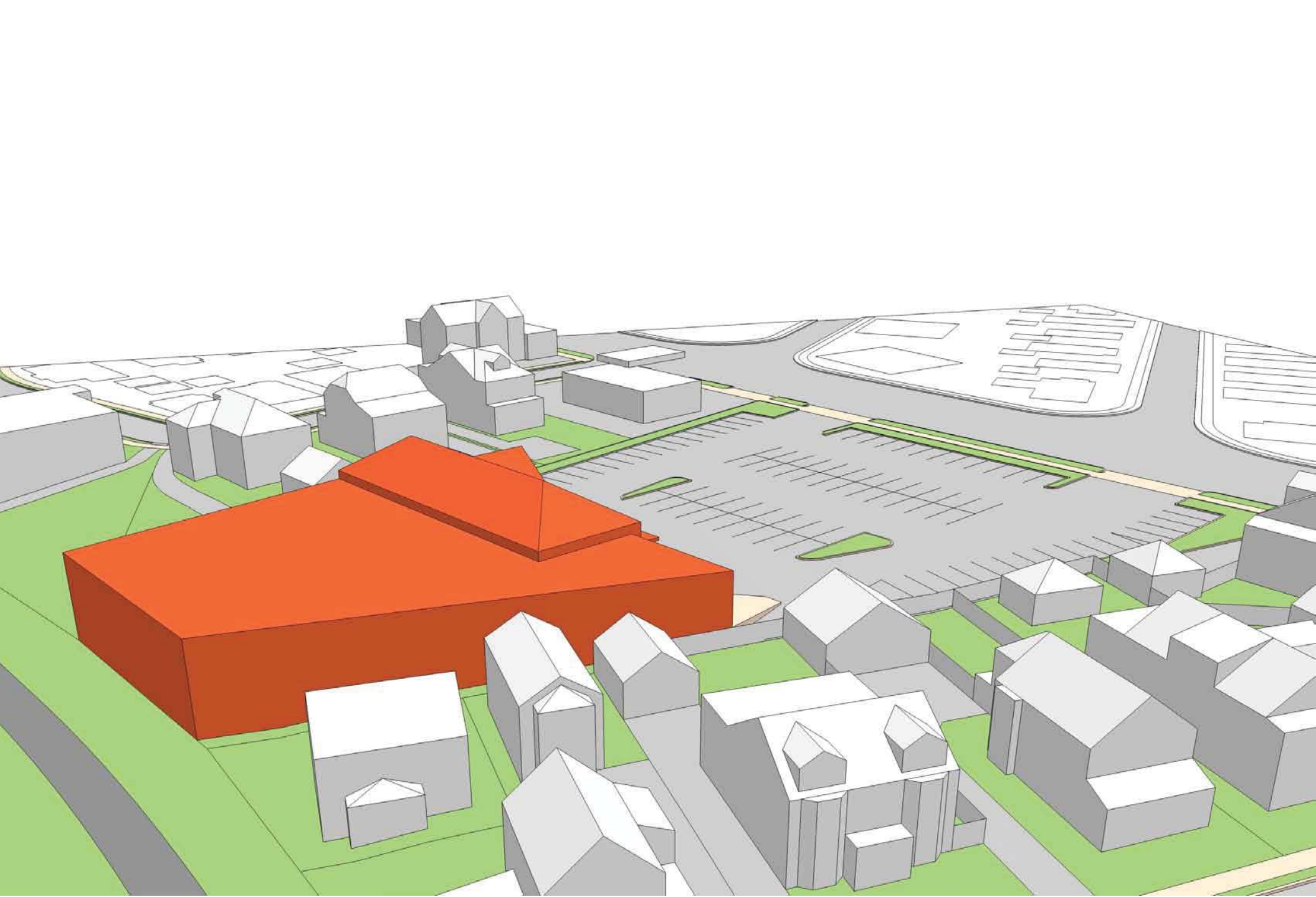
View looking east



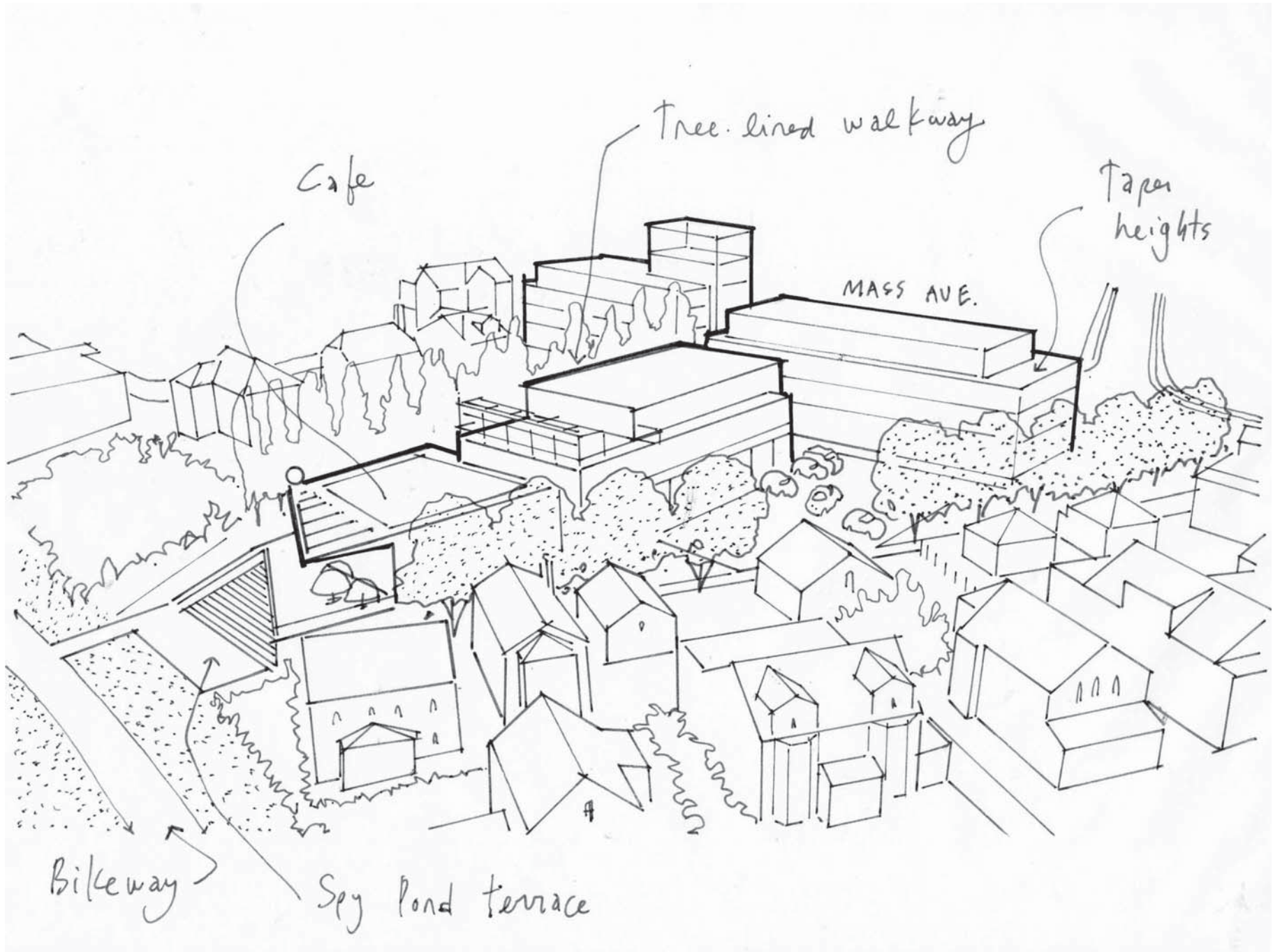
MASS AVE.

View looking east









Cafe

Tree-lined walkway

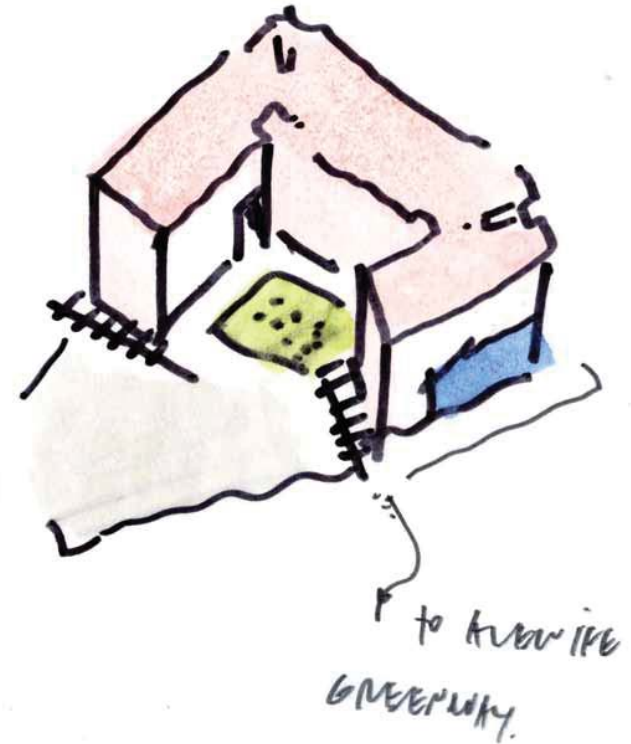
Taper heights

MASS AVE.

Bike way

Sey Pond terrace

# ARLINGTON DESIGN STANDARDS



Public Presentation  
June 15, 2015  
Arlington Town Hall

architecture  
urban design

**GAMBLE**  
**ASSOCIATES**