

# DESIGN STANDARDS

FOR THE

# TOWN OF ARLINGTON



Adopted October 19, 2015

architecture  
urban design

**GAMBLE**  
**ASSOCIATES**

# PURPOSE

Arlington’s Design Standards were created to enhance the economic vitality of the Town through attractive and consistent design. They have been created as an outgrowth of economic development goals identified in the **Arlington Master Plan** (adopted February, 2015) that seek to identify areas of “economic underutilization”. These Design Standards are envisioned as a first step in updating the Zoning ByLaw, and they are tailored specifically to Arlington by focusing on the primary corridors unique to Arlington: Massachusetts Avenue and Broadway, the Mill Brook and the Minuteman Bikeway.

By increasing the build-out potential of commercial and industrial properties along these corridors, the Town can leverage economic development to enhance its tax base, improve access to transit and preserve and maintain Arlington’s historic structures and cultural heritage. In this way, Arlington is directing its resources to areas with the greatest need and potential. **Collectively, these corridors function as "priority development areas" within Arlington, helping to focus growth in already developed areas, and diminish development pressures elsewhere in town.**

The Standards articulate fundamental principles that influence the character of buildings and their spaces. The intention of these Standards is to anticipate projects that accommodate a variety of uses and not to preclude them through land use regulation. Addressing building placement and orientation, height and setbacks, parking strategies and signage will help the town regulate form and clarify expectations for both developers and the public at large. By following these Standards, projects will complement one another, resulting in a cohesive public experience.

# PREPARED FOR:

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# COMMENTS/ QUESTIONS:

The Design Standards are intended to be a living document that will evolve over time with the changing needs of the Town. In that spirit, the document invites comments and perspectives that will inform the Town of Arlington as it updates and amends this work.

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# IMPORTANT CONSIDERATIONS

## WHAT ARE DESIGN STANDARDS?

These Design Standards are being developed to address the design of new buildings along the primary commercial and industrial areas in Arlington. They are intended to enhance the architecture, parking and public realm interface.

## WHAT AREAS OF THE TOWN ARE IMPACTED BY THESE STANDARDS?

**Arlington's Design Standards have been developed to provide direction for the design of new development and redevelopment in the commercial and industrial areas.** The Standards focus on Mass Ave and Broadway, the Minuteman Bikeway, and the Mill Brook areas. While there is diversity in the character and density along these corridors, they will all experience development pressures in the future. These areas hold the greatest potential for pleasant transformation and their redevelopment will increase the Town's tax base.

## HOW DO THESE DESIGN STANDARDS FIT INTO THE ARLINGTON MASTER PLAN?

One of the key Land Use recommendations in the Arlington Master Plan is to “adopt design guidelines for new and redeveloped commercial and industrial sites” (Page 11). The adoption of design guidelines was also recognized as a way to “promote development of higher value mixed use buildings ...” by “allowing applicants the ability to see what the Town envisions for their projects.”

## DO DESIGN STANDARDS DICTATE STYLE?

They can, but they shouldn't. Arlington has a rich history that is reflected in the diversity of its architecture. Design standards should not advance a particular design aesthetic but rather encourage a variety of styles while still honoring classic and historic styles. **The goal of the Standards is not to limit creativity but rather recognize the potential for architectural diversity while adhering to overarching principles.** The Standards define expectations for new development while allowing for flexibility and fostering high quality design. Advancing singular design aesthetic is neither realistic nor desirable.

## WHO WILL ENFORCE THESE DESIGN STANDARDS?

Design Standards are ultimately expected to become part of the Zoning Bylaw. When mixed use or other development is allowed by right, the Building Inspector enforces the design standards. In some communities a Design Review process or a Special Permit process is used to implement the design standards.

# 3 PRIMARY TOWN CORRIDORS

**1** COMMERCIAL CORRIDORS

**2** MINUTEMAN BIKEWAY

**3** MILL BROOK CORRIDOR





# 7 CATEGORIES

Arlington's location proximate to Boston, Cambridge, and other job and cultural centers - combined with its history, good schools and open space amenities - signal that it will be an attractive community for development. The Master Plan identified the primary corridors where development is best directed to enhance former industrial areas and enable the town to grow. These Design Standards identify seven concepts that can address aspects of new development and shape the form of the physical environment

## 1

### BUILDING SETBACKS

The distance between a building and the street edge has everything to do with how a space feels. In areas with a lot of commercial activity, it is important to maintain a continuous street wall with modest or few building setbacks. Setbacks that do occur should be used for pocket parks, plazas, seating areas or landscape zones. The appropriate building setback is determined by the character and width of the street, the type of uses on the ground floor of the buildings and the amount of pedestrian activity. **Business districts are most vibrant when the sidewalk meets the streetwall with active ground floor uses.**

While aligning a building's elevation to the property line is most often the appropriate response for a building in a commercial center, there are instances where some spatial relief is necessary and a building setback should be included as part of a property's development. **Each of Arlington's three corridors necessitates a different building setback.** Building step-backs (different than setbacks) help to diminish the scale of building by moving a portion of the upper stories back from the facade. This is typically done at the third or fourth floors.

## 2

### BUILDING HEIGHT

Height constitutes just one aspect of a building's massing but it is the most conspicuous. Heights in Arlington vary, with greater height reserved for civic buildings (like Town Hall), and places of worship. Heights are impacted by a variety of factors including the floor to floor dimensions, the type of construction, the topography of the site and the scale of the surrounding context. Surprisingly, the vast majority of the buildings along Massachusetts Avenue are just one or two stories.

**Greater height in certain locations can be beneficial, and increased height in some areas can offset the need for building in other areas.** The impact of height can be diminished when offset by the inclusion of an open space or a building step-back. A taller building will appear less tall when set back from the street edge. When concerns about density arise as a result of a building's height, the relationship of the building facade to the public right-of-way can have a greater impact than any other dimension. At the same time, what is deemed an appropriate height for a building is relative and depends largely on what is around it.

# 3

## PUBLIC REALM INTERFACE

The relationship of the building to the street and sidewalk plays an essential role in the ability of a development to enhance or detract from the public's experience. Commercial and mixed-use corridors are most successful when the street edge is defined with active ground floor uses and a high degree of transparency via glass windows. A vibrant public realm is essential for a successful community.

How a building relates to the public realm makes an enormous difference in the quality of the development and the degree to which the building contributes to public life. **While the massing of a building and its height, scale and orientation have a significant impact on one's impression of a place, the manner in which it meets the ground is the most critical.** Entrances and ground floor windows along the corridors should be at grade, easily accessible and aid in pedestrian comfort, safety and orientation.

# 4

## PARKING + ACCESS

**Parking is a primary consideration and its location on a site has an impact on the public experience.** When parking is located in front of buildings, it often requires multiple curbs-cuts resulting in an environment that favors parked vehicles at the expense of pedestrians, cyclists, and moving vehicles. Surface parking lots located in the front of commercial corridors sever the connection between the building and the public realm.

Parking is best located on the side, in back of, or under the building, and parking lots should be visually screened by trees and native plants. Consideration should be given to shared parking opportunities where day and night uses do not overlap to reduce the amount of space dedicated to parking. Alternate modes of transit should be encouraged. Development should take into account the pedestrian first, then the bicyclist, transit rider and then the driver.

# 5

## CONNECTIONS + LINKAGES

The three corridors represent Arlington's primary locations for transportation, commerce, recreation, and social interaction. The inter-relationships between them are, therefore, essential. The corridors should not be viewed as separate lines, but rather as areas with perpendicular connections linking them together and to adjoining neighborhoods, open spaces and community assets. **The Design Standards are not intended to address the residential neighborhoods beyond these corridors where development pressures are also present.**

# 6

## FACADE + MATERIALS

The character of a building depends on many factors: the proportion and orientation of doors and windows, the color, material and patterning of the exterior and the relationships between the parts of the project. Durable, high-quality materials will add a level of sophistication to a large and minimally detailed facade whereas inexpensive materials make a nicely-proportioned building look cheap. A building's elevation or facade says a lot about the character of the building. In terms of the cladding of a building, there is a direct connection between material choice and environmental stewardship. **Projects should be built with natural and sustainable materials that are durable and easy to maintain.**

# 7

## SIGNAGE + WAYFINDING

Commercial establishments need to advertise. However, advertising signs should be legible and appropriate to Arlington's historic areas without contributing to visual clutter. **A balance needs to be struck between the desire to call attention to individual businesses and the desire for a positive image for Arlington.** Signs can either complement or detract from that image depending on their individual design, placement, quantity, size, materials, color and condition. Certain types of signs are more appropriate to specific areas than others. What is appropriate for a suburban strip mall, where cars drive by quickly and pedestrians are few, is inappropriate for a commercial center or historic area with many pedestrians and slower moving traffic.

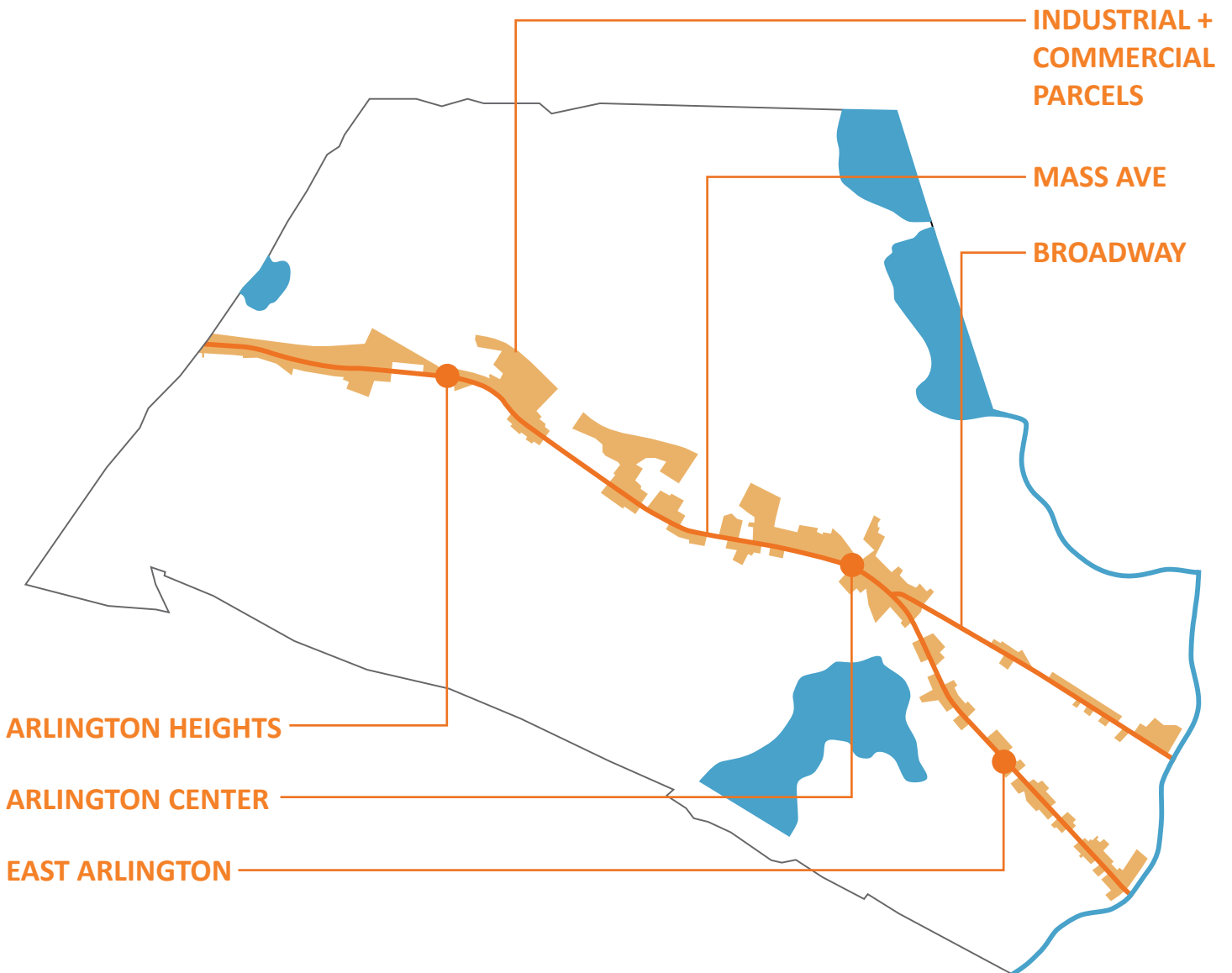


# COMMERCIAL CORRIDORS



MASSACHUSETTS AVENUE IN ARLINGTON CENTER

# ARLINGTON'S ARTERIALS + NODES



Mass Ave. has played a critical role in the evolution of Arlington. It lies at the flatlands and connects the Town east to west, defining each of the Town's commercial centers: Arlington Heights, Arlington Center and East Arlington. It is the primary commercial corridor that draws people from the many residential neighborhoods surrounding it.

Although smaller in scale, Broadway is also a corridor that is advantageous for redevelopment in light of the fact that it, like Mass Ave, is accessible to good public transit. **While Mass Ave. and Broadway are not the same, nor are they uniform, they are both well served by transit and therefore are locations where the greatest height and density are appropriate.**

# 1

## BUILDING SETBACKS

### ENCOURAGE

- An appropriate relationship to the street based on the street size and sidewalk width
- Plazas and open spaces with landscaping and street furniture
- Upper-level step-backs to diminish effect of tall building height

### DISCOURAGE

- The “canyon effect” with large buildings in close proximity to the street
- Surface parking in setback zones
- Large setbacks that disconnect the building from the sidewalk and public realm

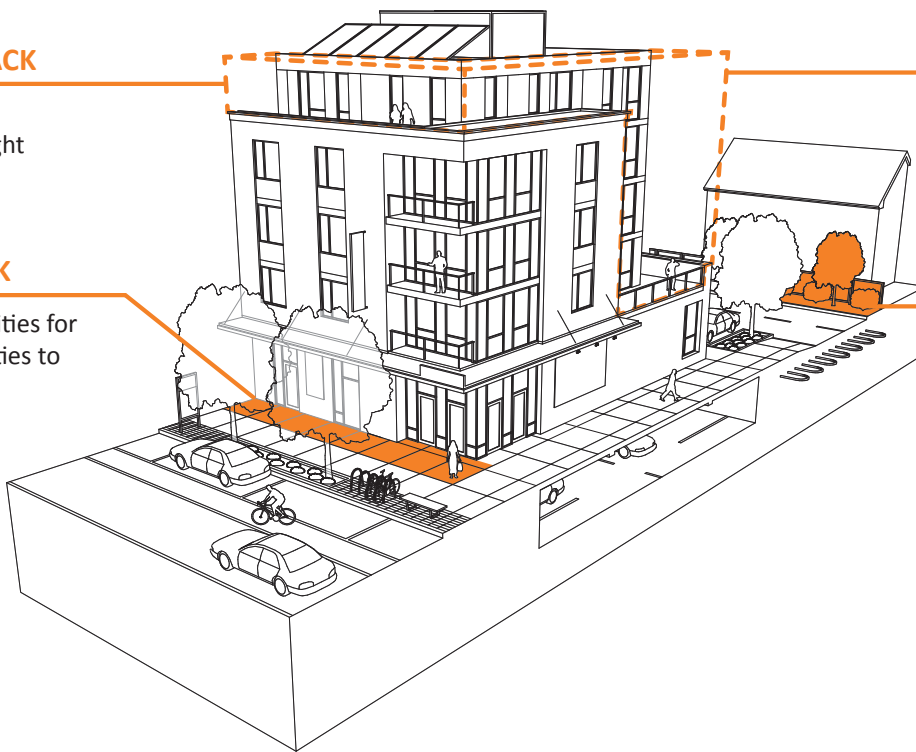
### ELEMENTS

#### FRONT STEP-BACK

Reduces the visual appearance of height

#### FRONT SETBACK

Provides opportunities for ground floor activities to extend outside



#### SIDE STEP-BACK

Helps to mitigate the mass of the building

#### REAR SETBACK

Works to address relationships to existing residential areas

### EXAMPLES



Active plaza uses



Tapered building height



Rooftop terrace



# 2 BUILDING HEIGHT

## ENCOURAGE

- A maximum building height to four (4) stories in the existing business centers, with (5) stories allowable by meeting additional criteria or in special locations
- A variety of building heights for large projects
- Tapering height towards neighborhoods

## DISCOURAGE

- Severe height discrepancies between new buildings and existing neighborhoods
- The “canyon effect” created by a continuous series of buildings close to one another
- Significant shadow impacts created by tall buildings

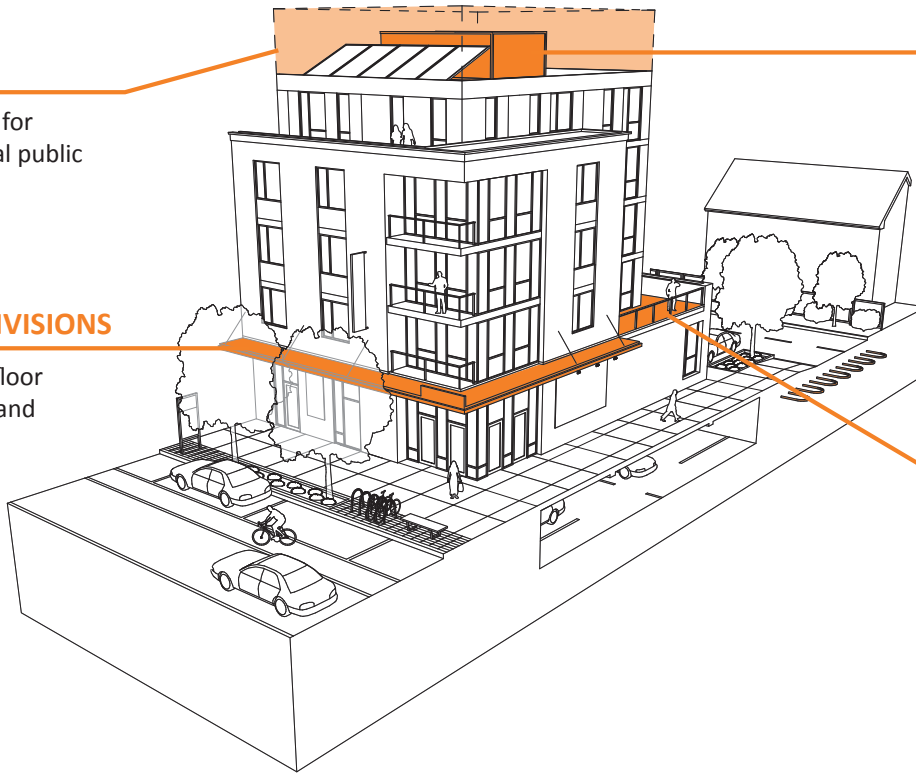
## ELEMENTS

### BONUS HEIGHT

Potential incentive for providing additional public benefits

### HORIZONTAL DIVISIONS

Highlights ground floor commercial space and provides signage opportunities



### MECHANICALS

Screen rooftop equipment from view

### TAPERING HEIGHT

Works to address relationships to existing residential areas

## EXAMPLES



Differentiation of upper story



Cluster housing



Modest building step-backs

# 3

## PUBLIC REALM INTERFACE

### ENCOURAGE

- Inclusion of public spaces from the beginning of the development process
- Active ground floor uses with frequent entry points, windows, and street furniture
- Rain gardens, mature trees, permeable pavers and green infrastructure in plaza spaces

### DISCOURAGE

- Privately-owned public spaces that are uninviting and are disconnected from adjoining sites
- Wide building setbacks along commercial corridors
- Projects that give preference to parking and driving at the expense of walking or biking
- Multiple curb cuts on a single property

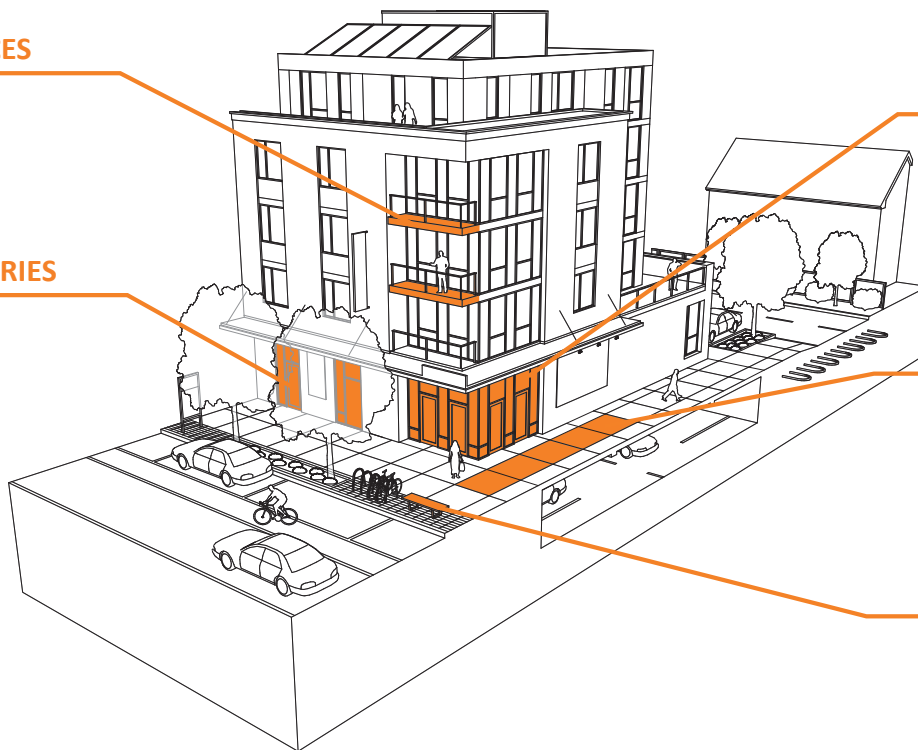
### ELEMENTS

#### EXTERIOR SPACES

Provide depth and shadow to facade

#### FREQUENT ENTRIES

Facilitates public interaction



#### TRANSPARENCY

Increases visual connection to commercial spaces

#### PAVING VARIETY

Creates visual interest and sense of place

#### STREET FURNITURE

Establishes a pedestrian-oriented public realm

### EXAMPLES



Exterior seating areas



High levels of transparency



Foldable doors

# 4

## PARKING + ACCESS

### ENCOURAGE

- Accessible, but not highly visible, parking areas
- Surface parking appropriately buffered with landscaping
- Accommodating bike parking
- Shared parking to reduce over-parking sites
- Underground or below-grade parking where feasible

### DISCOURAGE

- Large surface parking in front of buildings
- Projects which give preference to cars over pedestrians and bicyclists

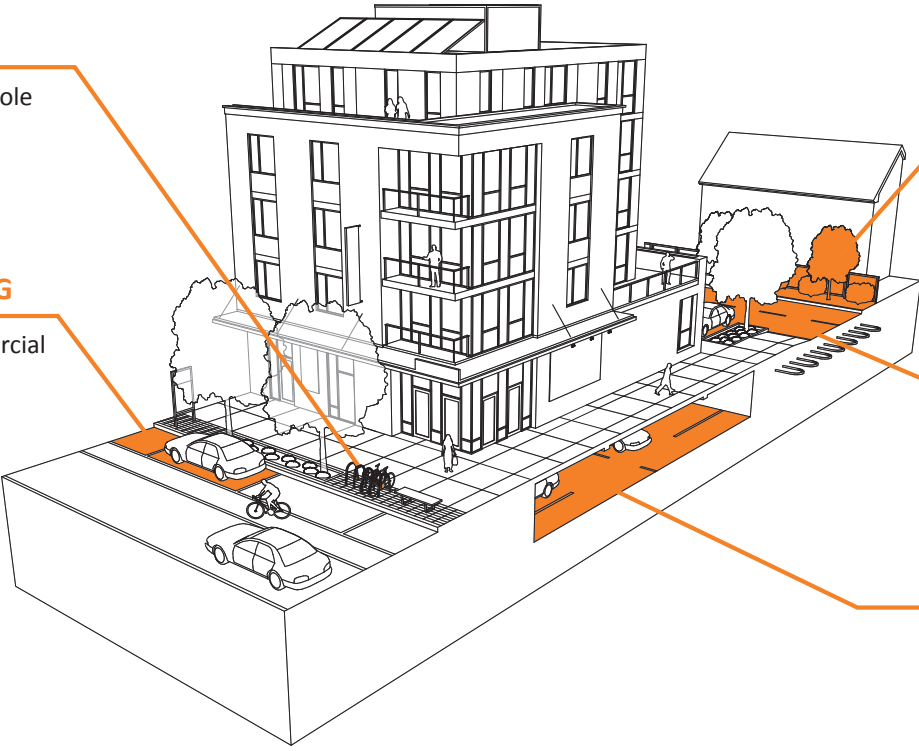
### ELEMENTS

#### BICYCLE RACKS

Anticipate greater role for bike transport

#### STREET PARKING

Encourages commercial activity



#### GREEN BUFFERS

Mitigates relationship of parking areas to abutters

#### SURFACE LOTS

Located to side or rear of property

#### BELOW GRADE

Maximize use of real estate

### EXAMPLES



Porous parking areas



Landscape buffers



Cycle tracks



# 5

## CONNECTIONS + LINKAGES

### ENCOURAGE

- Integration with adjoining residential areas and open space networks
- Connections to adjoining sites and parks
- Pedestrian connections between Mass Ave, the Bikeway and the Mill Brook

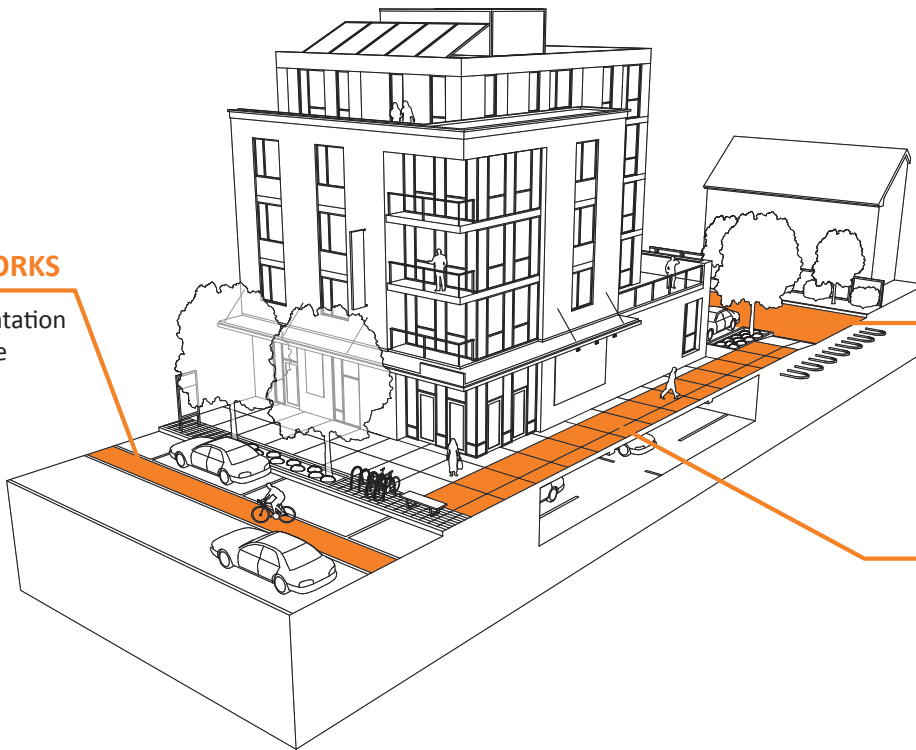
### DISCOURAGE

- Development that limits connections between neighborhoods and corridors
- Auto-centric connections that fail to provide for cyclists and pedestrians
- Inward-focusing development that fails to integrate itself into the fabric of the town

### ELEMENTS

#### BICYCLE NETWORKS

Advance implementation of a comprehensive bicycle network



#### SHARED SPACES

Seek opportunities to foster connections between sites

#### THROUGH SITE LINKS

Anticipate connections to Mill Brook and Bike Path corridors

### EXAMPLES



Tree-lined allee



Curbsless streets / shared spaces



Lush and well-lit linkages

# 6

## FACADE + MATERIALS

### ENCOURAGE

- Ground floor transparency
- High-quality, durable and natural materials
- Variation in building facades by adding bays, balconies and terraces
- Lighting that prevents glare and upward light pollution

### DISCOURAGE

- Cheap building finishes
- Monolithic facade treatments
- Excessively long, uninterrupted building elevations
- Flat, blank walls along street facing elevations
- Parking garages that contain large blank walls facing the street

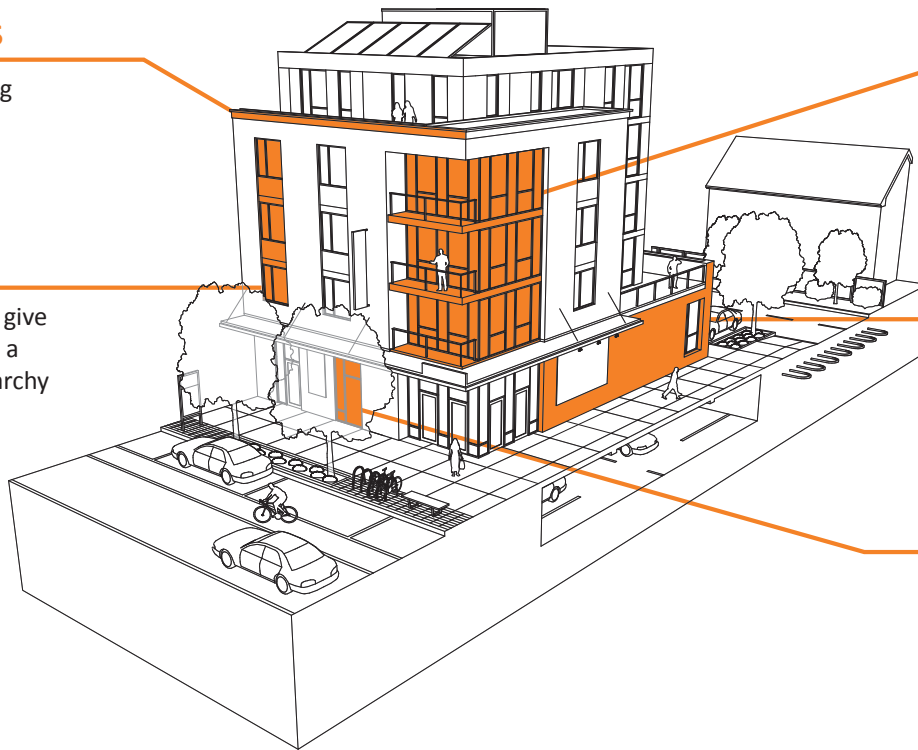
### ELEMENTS

#### TERMINATIONS

Accentuate building roof lines

#### RHYTHMS

Deploy patterns to give building elevations a structure and hierarchy



#### INTERSECTIONS

Celebrate primary building or site corners

#### GROUND LEVEL

Specify long-lasting, natural, and durable products

#### GLAZING

Increase transparency at ground floor

### EXAMPLES



Variation and depth in facade



A variety of cladding materials



Facade articulation

# 7

## SIGNAGE + WAYFINDING

### ENCOURAGE

- A variety of scales that correlate to the building, complex, and street width
- Signage that is integrated into architecture of the building
- Well-designed, tasteful materials

### DISCOURAGE

- Stand-alone signs that are not designed as an integral part of the building
- Internally lit plastic molded signs
- Neon and fluorescent or beacon signs
- Inconsistency among signs in the business district

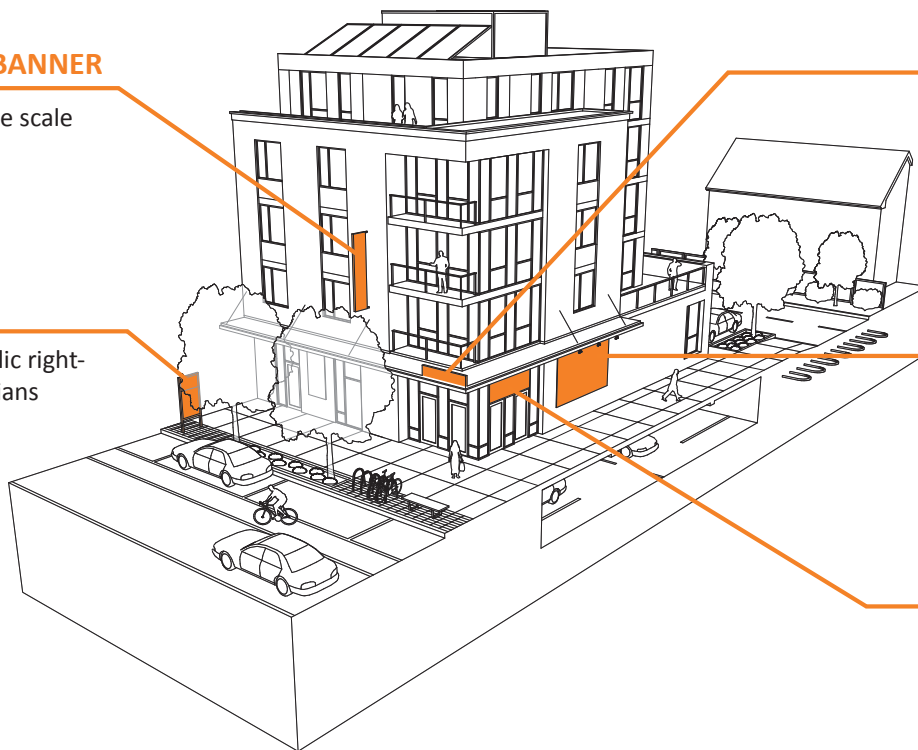
### ELEMENTS

#### PROJECTING / BANNER

Function best at the scale of the building

#### MONUMENT

Located in the public right-of-way for pedestrians



#### CANOPY / AWNING

High-quality fabric materials

#### WALL / DIRECTORY

Useful for buildings with numerous tenants

#### FRIEZE / TRANSOM

Ideal for ground level commercial spaces

### EXAMPLES



Architecturally integrated wall-mounted



Elegant awning signage



Tasteful transom signage





# MINUTEMAN BIKEWAY



MORE THAN JUST A RECREATIONAL PATH, THE BIKEWAY IS ALSO A COMMUTING CORRIDOR

# ARLINGTON'S OPEN SPACES



The Minuteman Bikeway is an open space amenity for Arlington and the entire region. More than just a recreational asset, it continues to emerge as a viable path for commuting and will serve this purpose well into the future. **As a type of transportation route, the trail can support greater density on underutilized properties that abut it, although its interface**

**with new development will be smaller in scale and different than the Mass Ave/ Broadway corridors.** Connections between it and adjoining sites should be enhanced. Nearby amenities include numerous fields and playgrounds, Spy Pond, the Mill Brook, and the Town's three commercial centers.

# 1

# BUILDING SETBACKS

## ENCOURAGE

- An appropriate setback from the trail, with a vegetated buffer
- Pocket parks and recreational amenities to enliven the trail

## DISCOURAGE

- Developments that fail to embrace the Bikeway as an amenity
- Developments that turn their back on the Bikeway

## ELEMENTS

### SIDE STEP-BACK

Helps to mitigate the mass of the building

### SIDE SETBACK

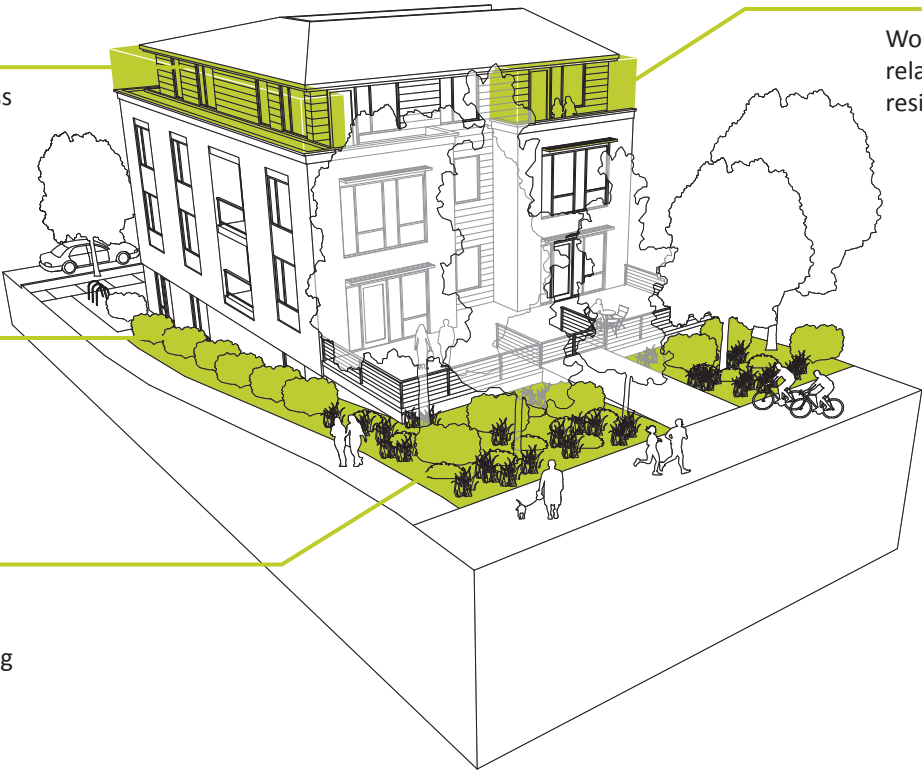
Buffers through-site connections from buildings mass

### REAR SETBACK

Shields the building from the Bikepath and the Bikepath from the building

### REAR STEP-BACK

Works to address relationships to existing residential areas



## EXAMPLES



Development pressure along the Bikeway will continue as it becomes a more attractive alternative for commuters



# 2

## BUILDING HEIGHT

### ENCOURAGE

- Building heights between three (3) and four (4) stories depending on proximity to natural/historic features
- A range of heights that taper towards existing residential areas
- Upper-level step-backs to diminish effect of tall buildings

### DISCOURAGE

- Excessively large building heights in close proximity to the Bikeway

### ELEMENTS

#### MATERIAL CHANGES

Variation in materials helps to break down the building mass

#### ROOF LINES

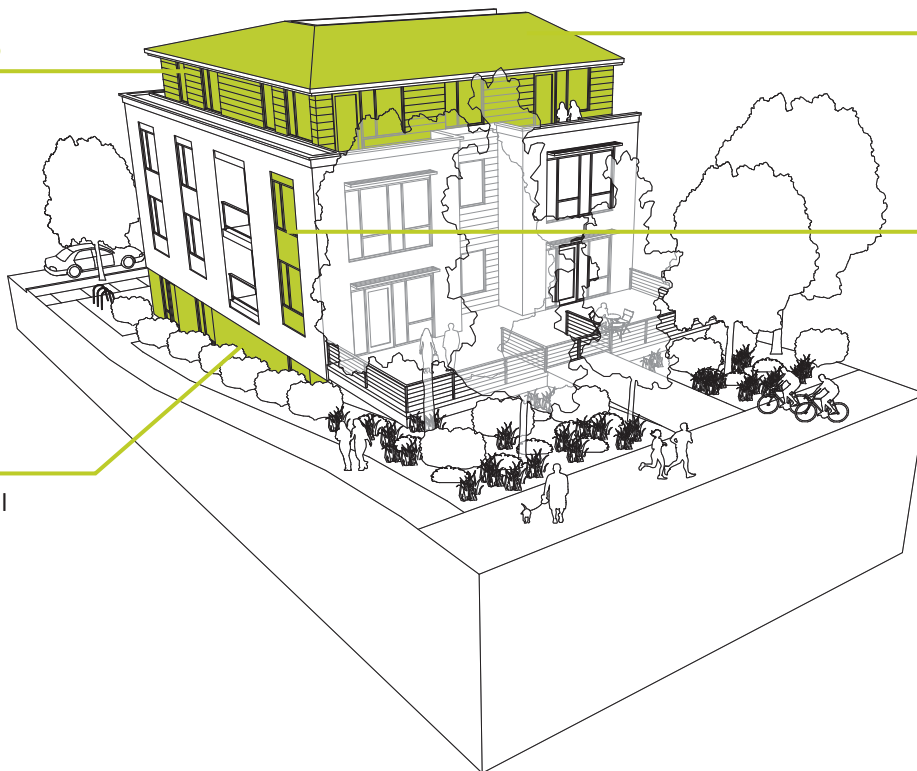
Sloping roofs shed water and relate to Arlington's historical character

#### GROUP ELEMENTS

Create hierarchy and order for building elevations

#### EMBEDDED BASE

Take advantage of natural grade changes



### EXAMPLES



Height is less critical than the character of the architecture and how it interacts with the Bikeway



# 3

## PUBLIC REALM INTERFACE

### ENCOURAGE

- Access points onto the trail from new development that fronts it
- The protection of historical and cultural resource areas
- Active ground floor uses with frequent entry points
- The incorporation of activated public spaces

### DISCOURAGE

- Developments that limit connectivity or diminish the potential for public interaction
- Flat, blank walls facing the Bikeway or street

### ELEMENTS

#### EXTERIOR SPACES

Foster interaction with the outdoors

#### TERRACES

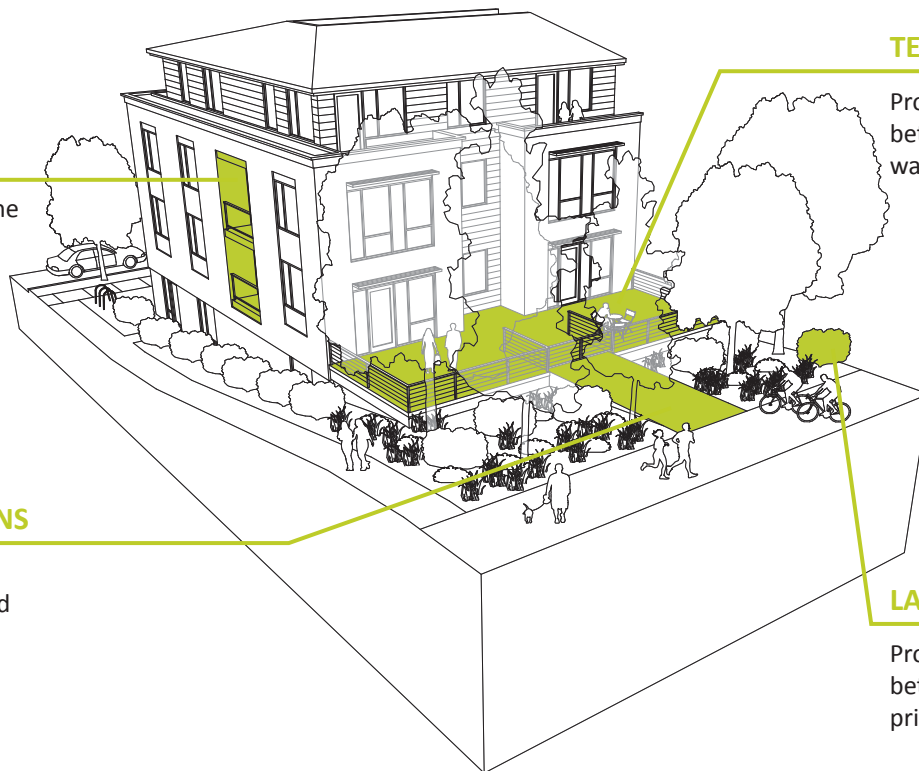
Provide transition between public right-of-way and private property

#### DIRECT CONNECTIONS

Ensure connections between the Bikeway and new construction

#### LANDSCAPE BUFFERS

Provide transition space between public and private realms



### EXAMPLES



The relationship between buildings and the Bikeway will and should be varied along its length

# 4

## PARKING + ACCESS

### ENCOURAGE

- Incorporation of bike and pedestrian amenities including bike parking/storage
- Use of below grade parking for adjacent development

### DISCOURAGE

- Large areas of surface parking
- Car storage directly adjacent to the Bikeway
- Garage doors along public right-of-way or facing the Bikeway

### ELEMENTS

#### STREET PARKING

Encourages commercial activity and buffers pedestrians from street

#### BIKE STORAGE

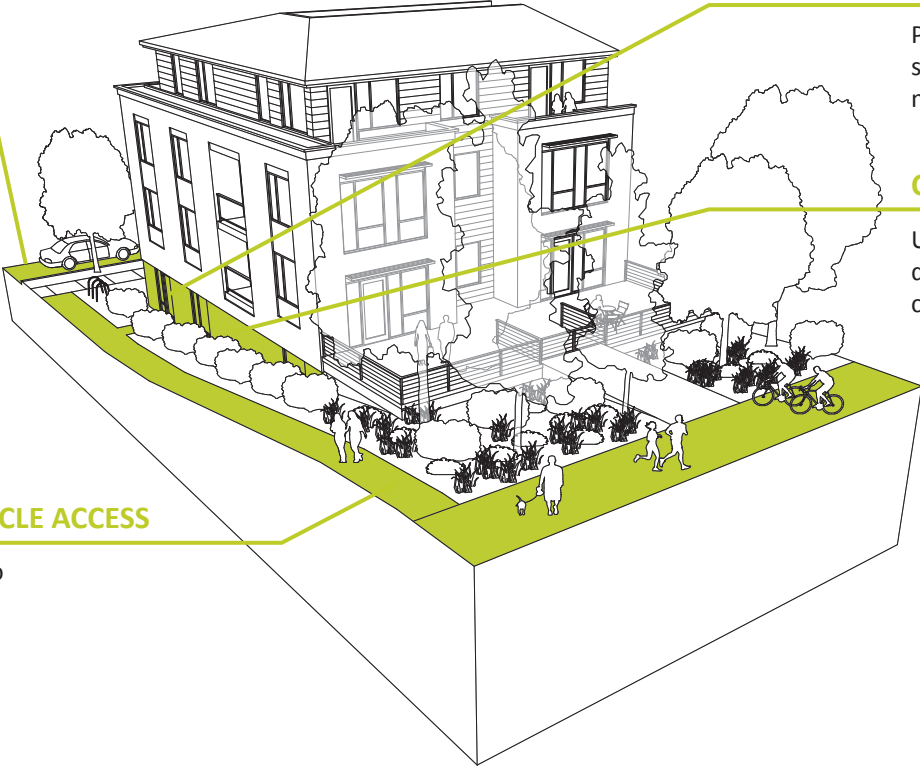
Provide on-site bike storage for alternate modes of travel

#### COVERED PARKING

Utilize topography to diminish presence of cars

#### PEDESTRIAN AND CYCLE ACCESS

Optimize opportunities to foster connectivity



### EXAMPLES



Integrate bicycle parking and storage into the architecture with the same degree of consideration as that for cars

# 5

## CONNECTIONS + LINKAGES

### ENCOURAGE

- Connections between Minuteman Bikeway and commercial districts
- Connections to adjoining sites
- Connections between Mass Ave, the Bikeway and the Mill Brook

### DISCOURAGE

- Developments that limit opportunities to connect places together
- Privatize enclaves lacking public access

### ELEMENTS

#### SIDEWALKS

Link the development into the walking fabric of the town

#### CYCLIST ACCESS

Link new development to the Bikeway in concrete, meaningful ways

#### THRU-CONNECTIONS

Connect the street grid to the bikeway



### EXAMPLES



Create connections between new development, the Bikeway, and the existing streets to anticipate increased cycling in the future



# 6

## FACADE + MATERIALS

### ENCOURAGE

- Ground floor transparency and interaction with the Bikeway
- High-quality, durable and natural materials
- Variation and depth in building facades by adding bays, balconies and terraces

### DISCOURAGE

- Cheap building finishes
- Monolithic facade treatments
- Excessively long, uninterrupted building elevations
- Flat, blank walls facing the street or Bikeway

### ELEMENTS

#### VARY MATERIALS

Diminish the mass of the building by breaking it down into discrete volumes

#### GROUP ELEMENTS

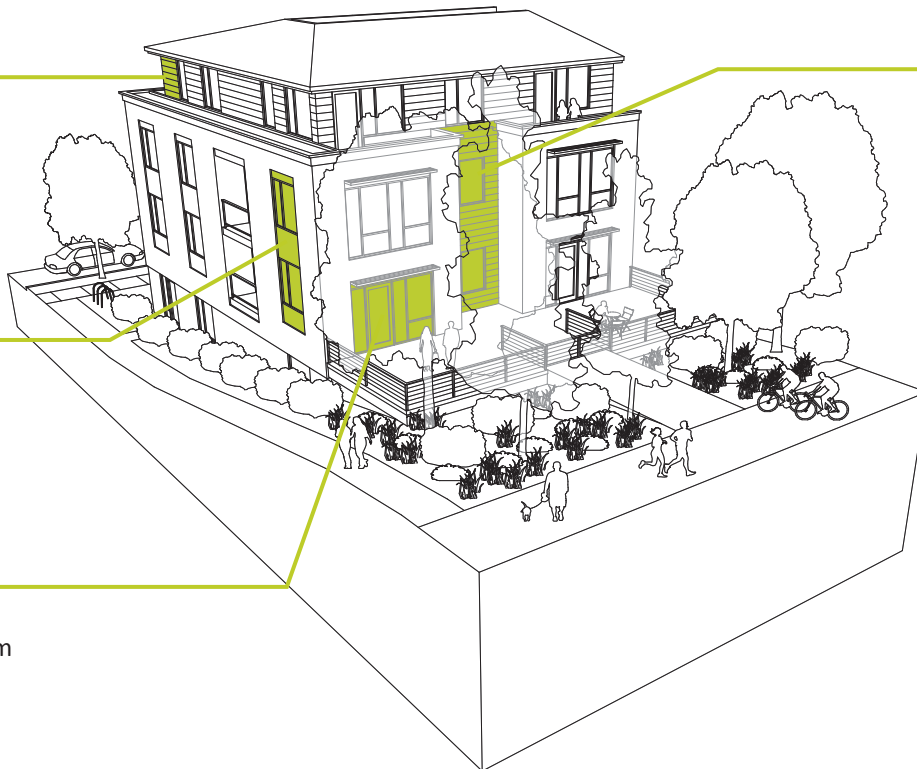
Create hierarchy in building elevations

#### TRANSPARENCY

Take advantage of views towards the Bikeway from living spaces

#### CREATE DEPTH

Helps to break down building mass



### EXAMPLES



Deploying a variety of building materials assist in breaking down the visual mass of the architecture



# 7 SIGNAGE + WAYFINDING

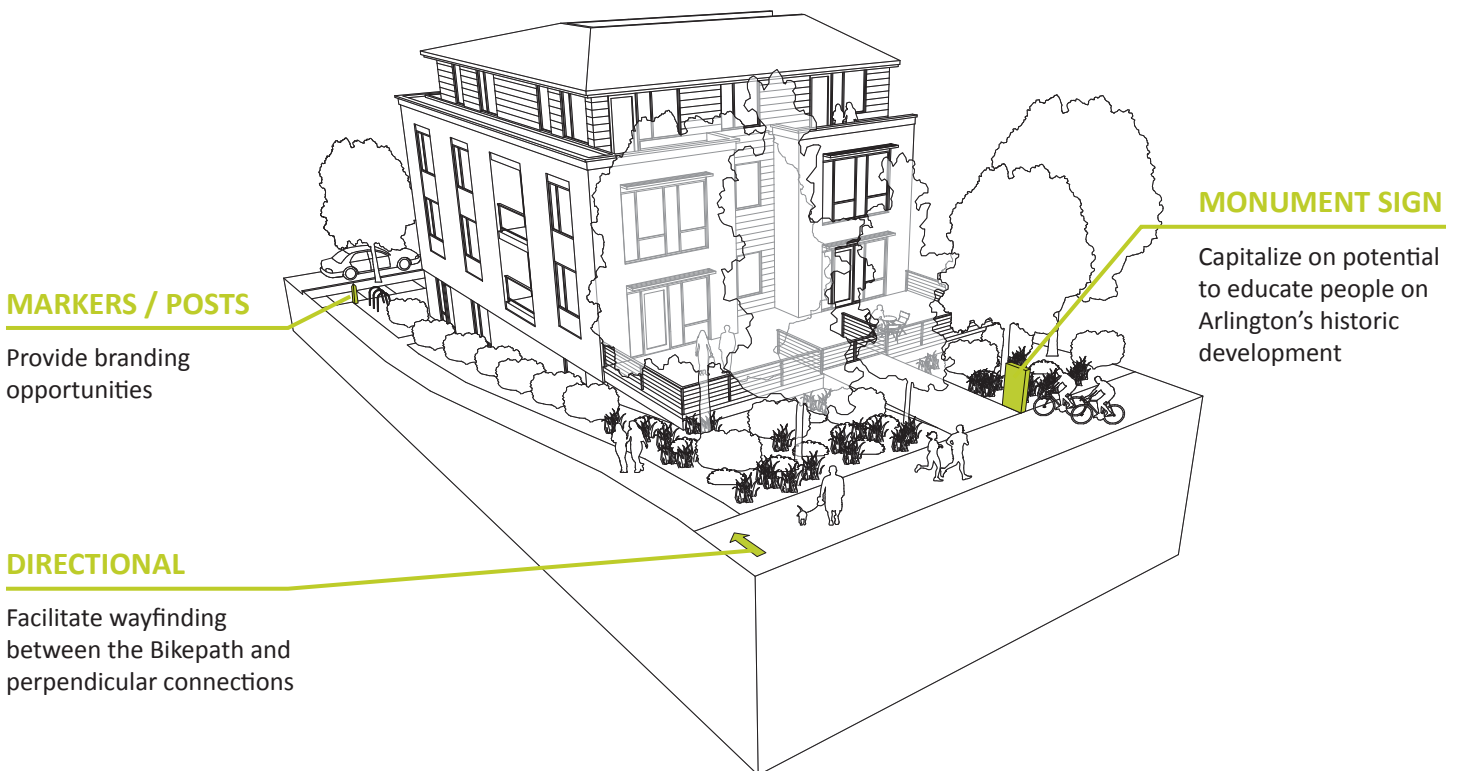
## ENCOURAGE

- Branding of the Bikeway
- Opportunities to interpret history and enhance wayfinding
- Integration of signage into architecture of the building

## DISCOURAGE

- Stand-alone signs that are not designed as an integral part of the building
- Internally lit plastic molded signs
- Neon and fluorescent or beacon signs
- Inconsistency among signs along the Bikeway
- Sign clutter

## ELEMENTS



## EXAMPLES



New development has the potential to build on the identity of the Bike Path

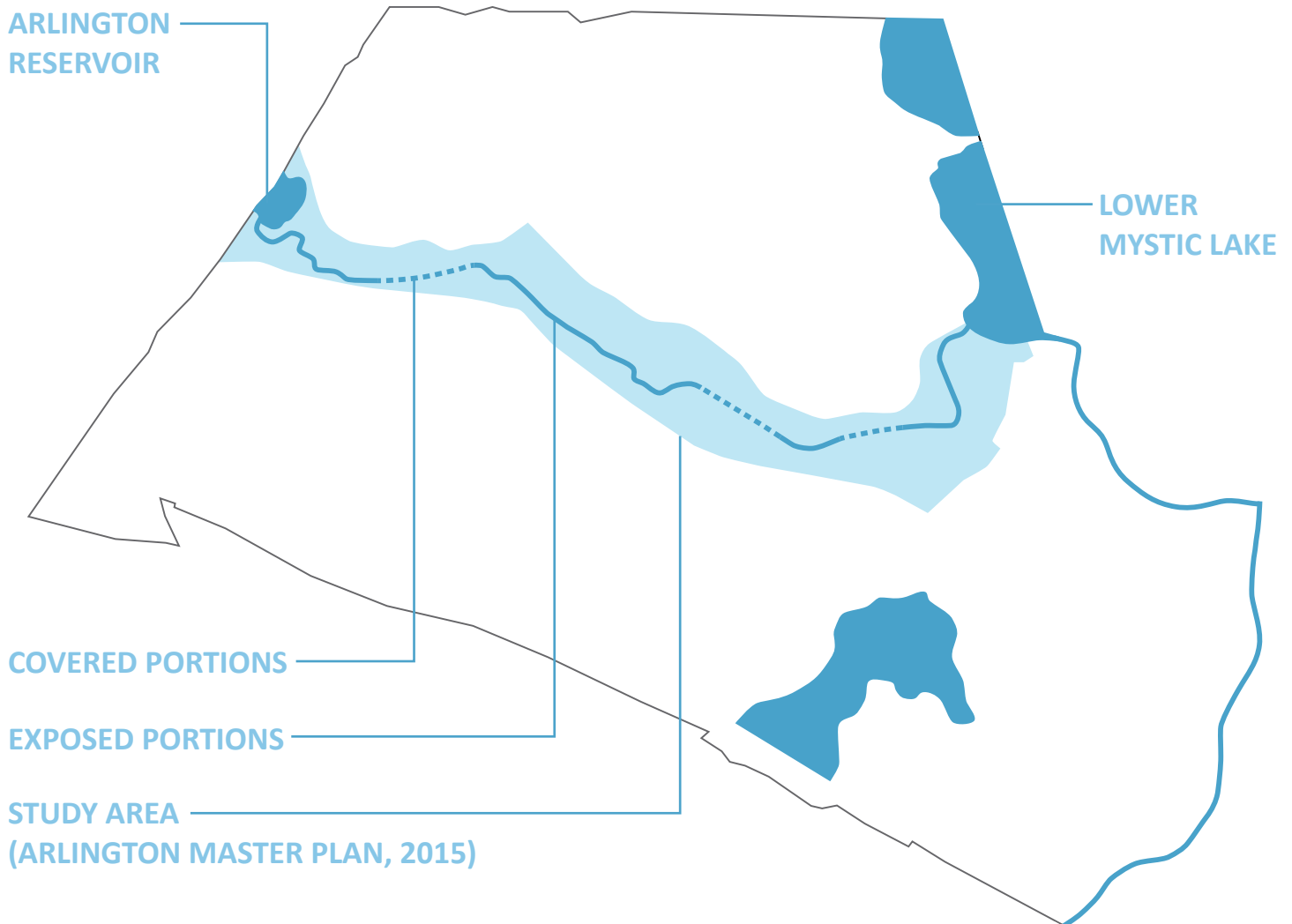


# THE MILL BROOK



THE MILL BROOK AS IT PASSES BETWEEN ARLINGTON CENTER AND ARLINGTON HEIGHTS

# ARLINGTON'S INDUSTRIAL PAST



The Mill Brook is a largely untapped natural resource that is frequently hidden from view. Nevertheless, its long-term potential as a catalyst for redevelopment in Arlington is great, particularly if portions of the brook can be made more visible. **New development on underutilized sites adjacent to the waterway must be designed in a manner that simultaneously capitalizes on its natural beauty, history, and its potential as a publicly-accessible pedestrian corridor, but also protects the site against potential flooding.**

Developing a walking path along the Mill Brook has the potential to relieve some traffic from the Bikeway. In terms of character, the neighborhoods that abut the Mill Brook have a legacy of “working and making” things. It is an eclectic mixture of new and old buildings. This character should be preserved and expanded. Public access to the Mill Brook should be increased and encouraged with pedestrian walkways, restaurants and public amenities.



# 1

## BUILDING SETBACKS

### ENCOURAGE

- Open space corridor/ linear parks adjacent to the water way
- Buildings above grade to protect from flooding
- Setbacks to protect wetlands and facilitate public access
- Views of the Mill Brook and historic buildings

### DISCOURAGE

- Excessive shadow impacts on the water system
- Building over the Mill Brook

### ELEMENTS

#### SIDE STEP-BACK

Break down building mass

#### REAR STEP-BACK

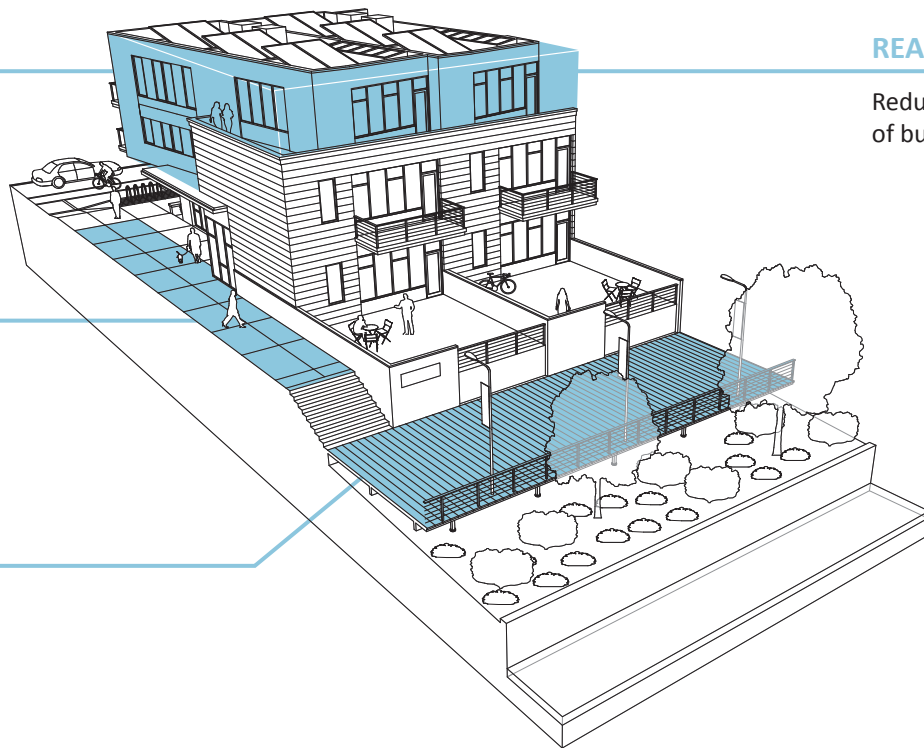
Reduces visual presence of building elevation

#### SIDE SETBACK

Pedestrian corridors to enable passage

#### REAR SETBACK

Fosters transition between public and private space



### EXAMPLES



Upper and lower step-backs



Integration of landscape



The waterway as amenity

# 2

## BUILDING HEIGHT

### ENCOURAGE

- Exterior decks and transition areas between public and private zones
- A variety of building heights between two (2) and four (4) stories

### DISCOURAGE

- Excessively large building heights in close proximity to the Mill Brook
- Shadow impacts on the waterway

### ELEMENTS

#### GROUP ELEMENTS

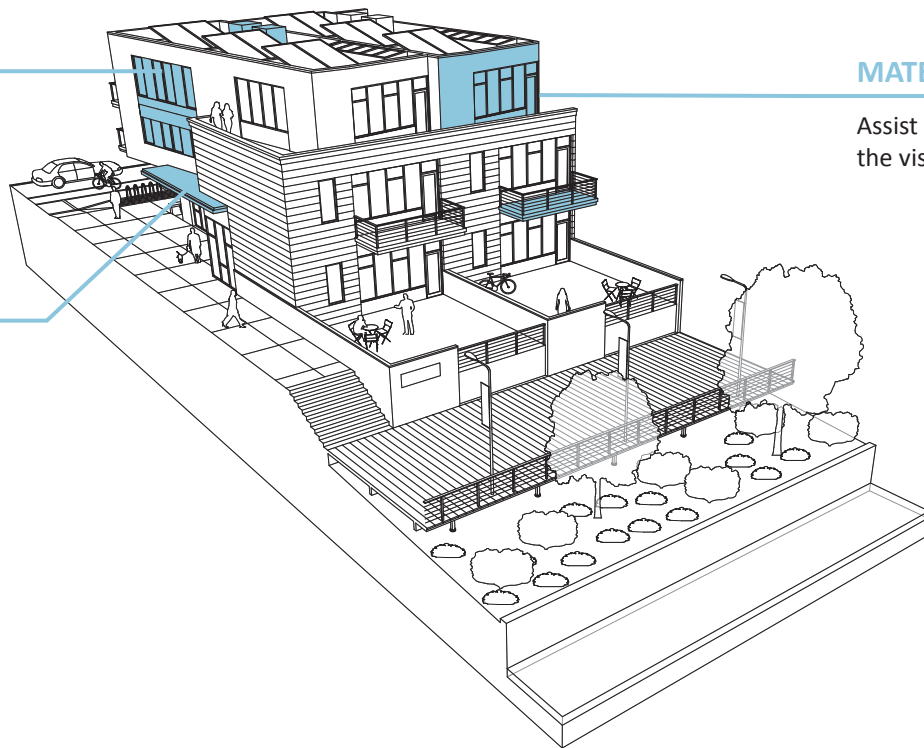
Create hierarchy in building elevations

#### AWNINGS/CANOPIES

Provide signage and wayfinding opportunities

#### MATERIAL CHANGE

Assist in breaking down the visual mass



### EXAMPLES



Incorporating balconies and tree canopies will help to integrate the architecture with the Mill Brook

# 3

## PUBLIC REALM INTERFACE

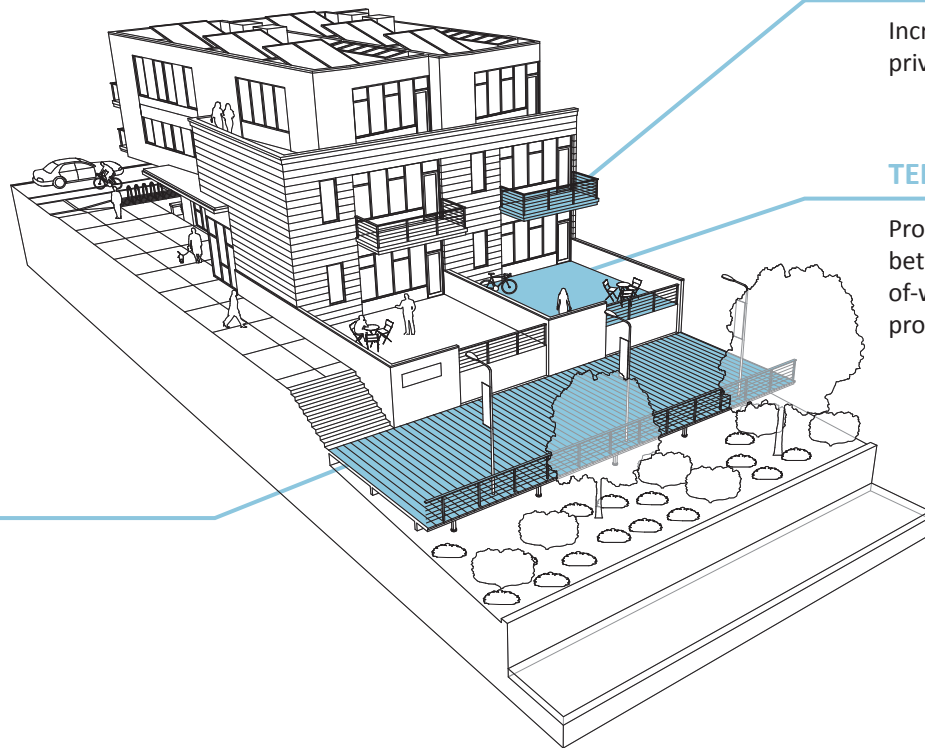
### ENCOURAGE

- Building pass-thrus to increase site accessibility and permeability
- Changes in grade to elevate building ground floors above the flood plain
- Integration of historic buildings into new development plans

### DISCOURAGE

- Developments that limit connectivity or diminish the potential for public interaction

### ELEMENTS



#### BALCONIES

Increase public / private interaction

#### TERRACES

Provide transition between public right-of-way and private property

#### PUBLIC ACCESS

Demonstrates the potential of the Mill Brook to be seen as an amenity

### EXAMPLES



A continuous path along the Mill Brook will build on Arlington's robust existing open space network



# 4

## PARKING + ACCESS

### ENCOURAGE

- Using the topography to park cars below buildings in areas prone to flooding
- Locating surface parking to the rear or middle of blocks and visually buffer with landscaping
- Areas for bicycle parking

### DISCOURAGE

- Large areas of surface parking
- Car storage directly adjacent to the Mill Brook
- Garage doors along public right-of-way

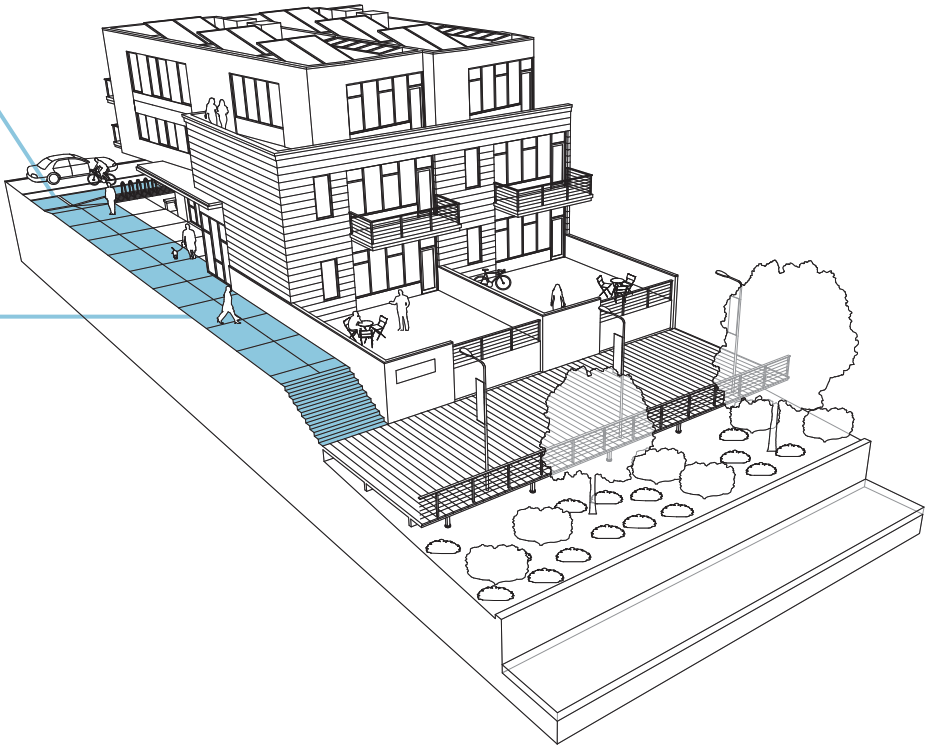
### ELEMENTS

#### STREET PARKING

Encourages commercial activity

#### THRU-PASSAGES

Facilitates connectivity to Mass Ave and the Bikeway



### EXAMPLES



Permeable paving



Parking hidden below building



Bioswales reduce the heat island effect



# 5

## CONNECTIONS + LINKAGES

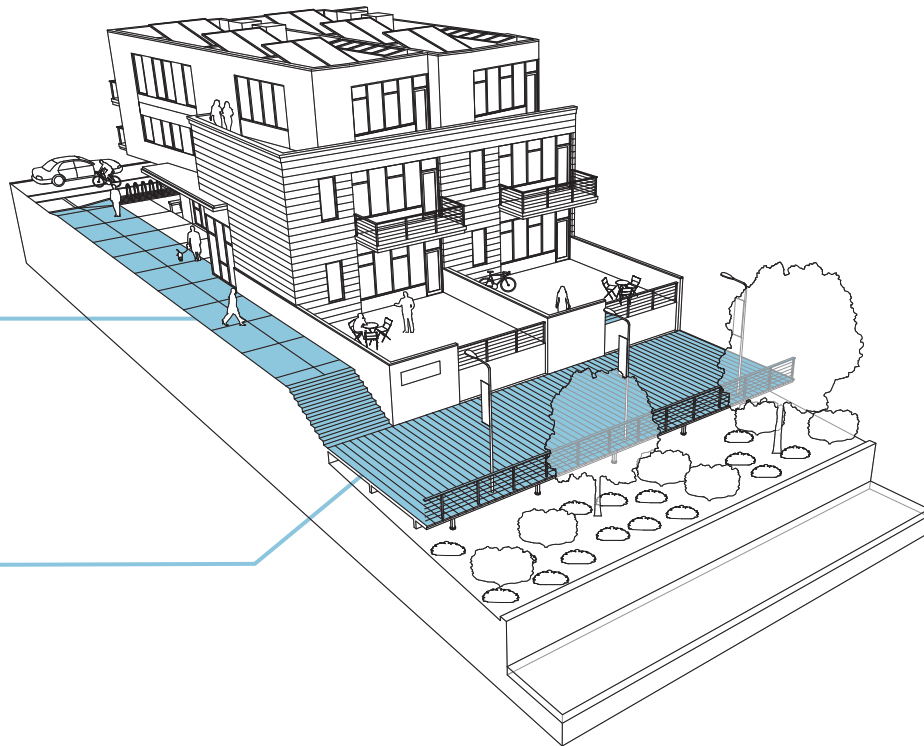
### ENCOURAGE

- Open space buffers to address stormwater runoff and retention
- Sustainable planning and engineering techniques to reduce flooding
- Building and site pass-throughs to increase public access
- Connections between Mass Ave, the Bikeway and the Mill Brook

### DISCOURAGE

- Developments that limit opportunities to connect places together
- Private enclaves
- Development that limits public access to, and visibility of, the Brook

### ELEMENTS



#### PASS-THROUGHS

Anticipate connections to Mass Ave and the Bike Path corridors

#### BROOK BOARDWALK

Enable links to adjoining community assets

### EXAMPLES



Perpendicular connections to adjoining neighborhoods will better integrate the Mill Brook with the town's neighborhoods

# 6

## FACADE + MATERIALS

### ENCOURAGE

- Connections to Arlington’s cultural landscape and industrial past
- High-quality, durable and natural materials
- Variation in building facades by adding bays, balconies and terraces

### DISCOURAGE

- Cheap building finishes
- Monolithic facade treatments
- Excessively long, uninterrupted building elevations
- Flat, blank walls along Brook-facing elevations

### ELEMENTS

#### NATURAL MATERIALS

Deploy durable materials that resist decay

#### PROJECTIONS

Add variety and visual interest to elevations

#### CREATE DEPTH

Helps to break down building mass

#### RIVER VIEWS

Capitalize on added value of the Mill Brook



### EXAMPLES



As the Mill Brook is improved as a resource and not a liability, it holds the potential to orient new buildings towards it

# 7

## SIGNAGE + WAYFINDING

### ENCOURAGE

- Branding of the Mill Brook and linkages to adjoining community assets
- Signage to be integrated into architecture of the building
- Well-designed, tasteful, natural materials
- Interpretive signs about the uses of the Mill Brook over time

### DISCOURAGE

- Stand-alone signs that are not designed as an integral part of the building
- Internally lit plastic molded signs
- Neon and fluorescent or beacon signs
- Inconsistency amongst signs along the Mill Brook

### ELEMENTS

#### PROJECTING

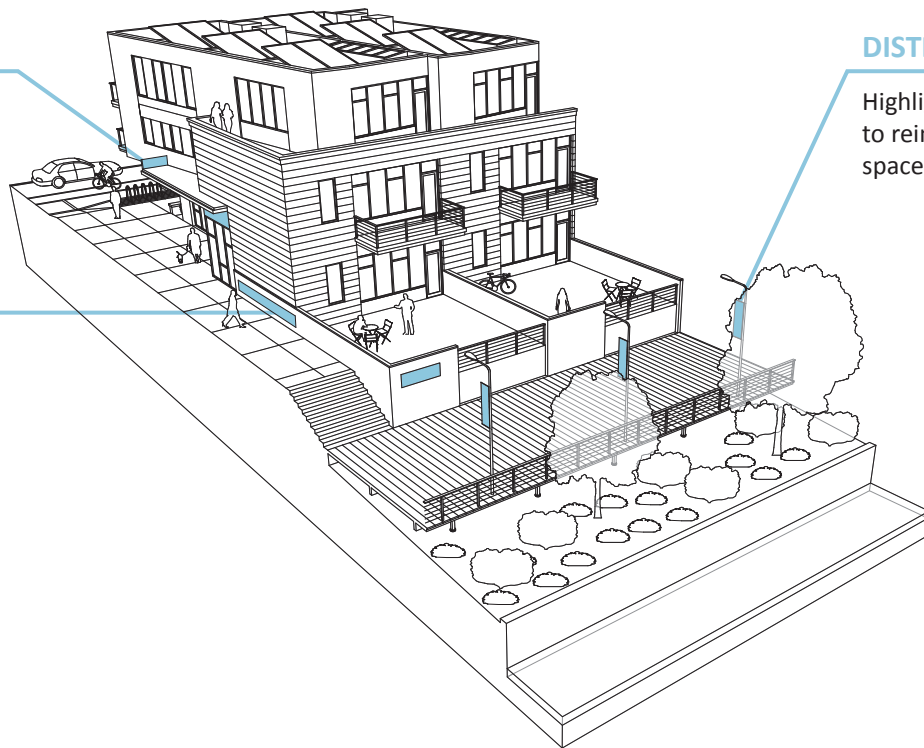
Calibrated to scale of buildings

#### DIRECTIONAL

Used for orientation

#### DISTRICT BRANDING

Highlight opportunities to reinforce the open space network



### EXAMPLES



A more comprehensive branding of the Mill Brook is needed





# GLOSSARY OF TERMS

<b>BALCONY</b>	open exterior space projecting from the side of a building with no supports to the ground
<b>BAY</b>	a projecting portion of a building that typically overhangs the ground below
<b>BIOSWALE</b>	landscape elements designed to remove silt and pollution from surface runoff water
<b>CURB CUT</b>	area of sidewalk where the curb has been removed so cars can cross over from the street
<b>CYCLE TRACK</b>	bike lane located within the sidewalk with markings or bollards to separate it from pedestrians
<b>FACADE</b>	the vertical surface or elevation of a building, there are typically 4 major facades of a building
<b>FRONTAGE</b>	the primary facade of a building that faces the public right-of-way
<b>GEOTHERMAL ENERGY</b>	<b>heating/cooling system using the constant ground temperature to reduce energy needs</b>
<b>GLAZING</b>	portion of a building's facade that is transparent, i.e. clad in a glass curtain wall system
<b>GREEN ROOF</b>	a roof of a building that is partially or completely covered with vegetation
<b>GROUNDWATER</b>	water held underground in the soil or in pores and crevices in rock
<b>LEED</b>	"Leadership in Energy and Environmental Design," a green building certification program that recognizes best-in-class sustainable building strategies and practices
<b>LIGHT POLLUTION</b>	brightening of the night sky caused by street lights and other man-made sources
<b>PATIO</b>	paved ground-level surface primarily intended for human occupation
<b>PERMEABLE PAVING</b>	paving systems that allow for rainwater to infiltrate through and into the ground below
<b>PUBLIC RIGHT-OF-WAY</b>	the publically-owned space between buildings containing the street and sidewalk
<b>RAIN GARDEN</b>	shallow depression that is planted with deep-rooted native plants and grasses
<b>SET BACK</b>	unbuilt space located between a site's property line and the facade of a building
<b>STEP-BACK</b>	reduction in the floor area of a building past a certain floor to reduce apparent height
<b>STORMWATER</b>	rain that flows over land or impervious surfaces and does not percolate into the ground
<b>STREET FURNITURE</b>	benches, signage, planters, bike racks, and similar amenities located along the sidewalk
<b>TERRACE</b>	exterior space created by stepping back a building's facade from one story to the next



MYSTIC POND

SUMMER ST

SPRY POND

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