



To provide comment on the ideas contained within this presentation, please click [HERE](#) to access the on-line comment form.

Thank you to everyone who participated in the Union Square Charrette. Regardless of how much you were able to participate, we are still collecting ideas and want your input. Please review the charrette presentation that can be found on the Union Square page of the Somerville by Design website and let us know what you think. Thanks!





UNION SQUARE

NEIGHBORHOOD PLAN

CHARRETTE PIN-UP



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PRINCIPLE +

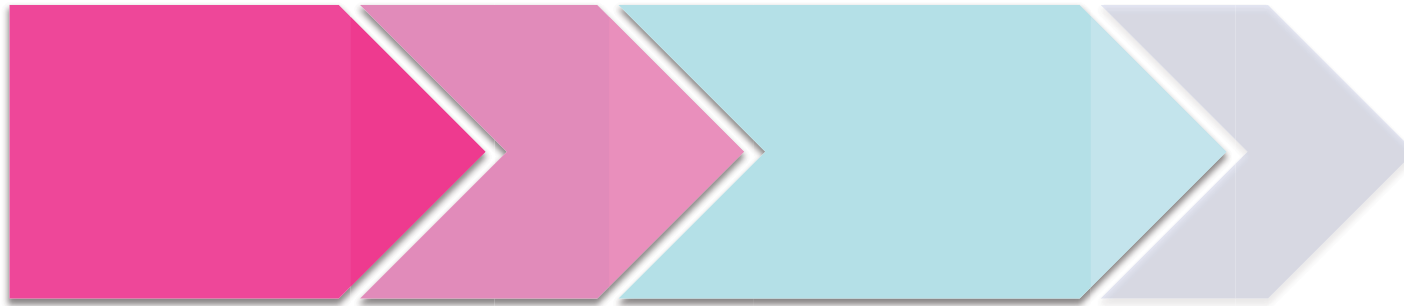
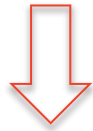
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We Are Here



Visioning

Technical
Workshops

Charrette

Open
House

Draft
Neighborhood
Plan



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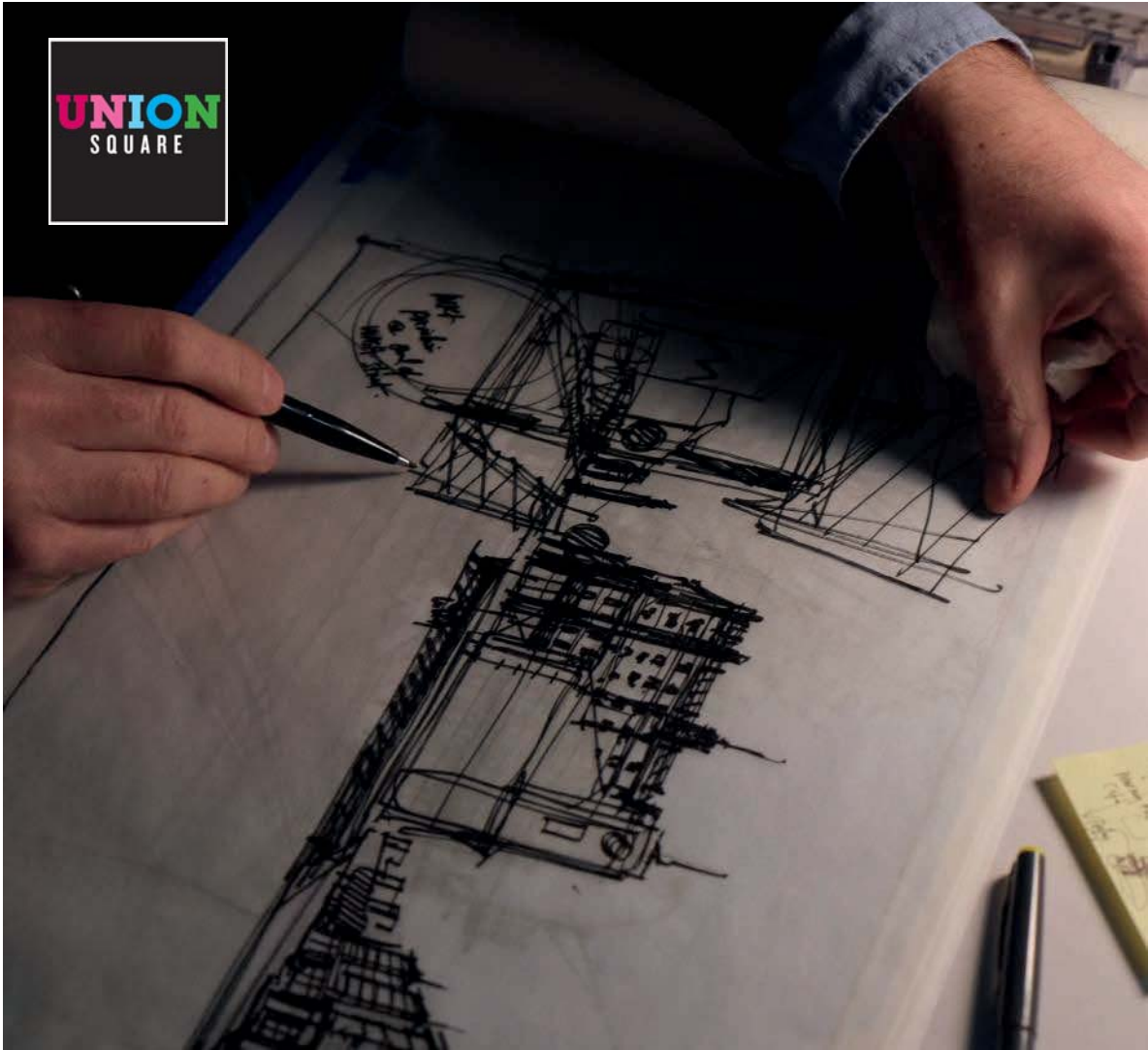


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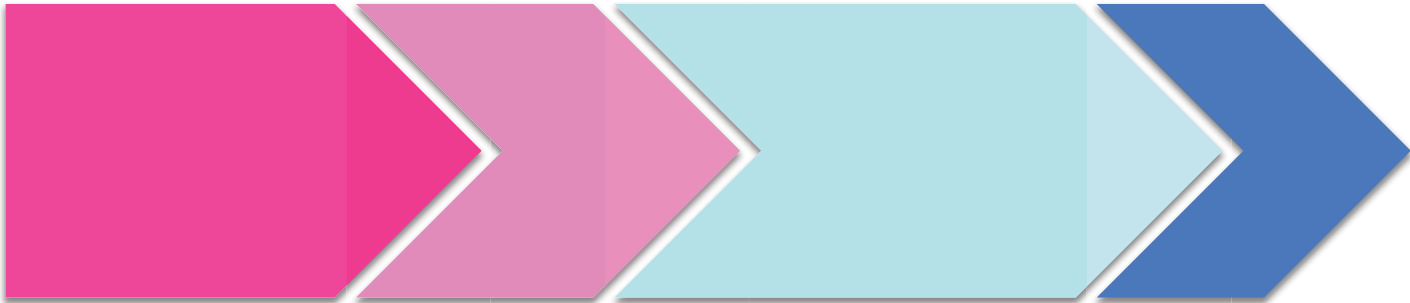
LOWELL STREET STATION AREA PLAN

LOWELL STREET

STATION AREA PLAN

An aerial illustration of the Lowell Street Station Area Plan. The drawing shows a dense urban neighborhood with a mix of residential and commercial buildings. A prominent feature is a large, multi-story brick building with a flat roof, likely a transit station or a major commercial development. The area is interspersed with green trees and smaller houses. A blue swimming pool or park area is visible in the lower-left quadrant of the illustration. The overall style is a detailed, colorful architectural rendering.

Mayor Joseph A. Curtatone
September 2014



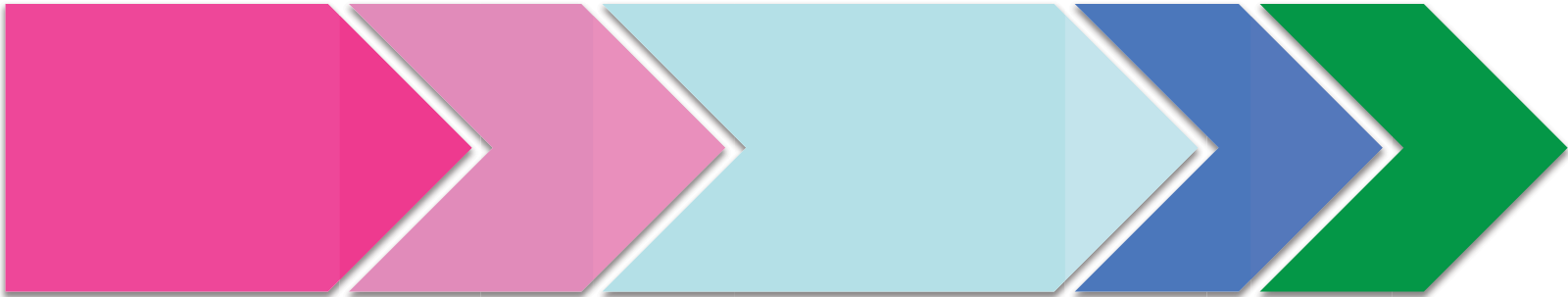
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Visioning

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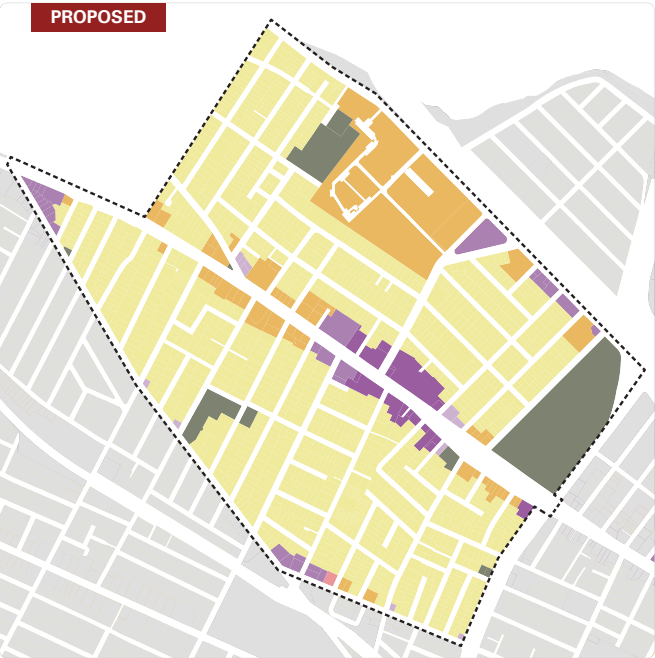
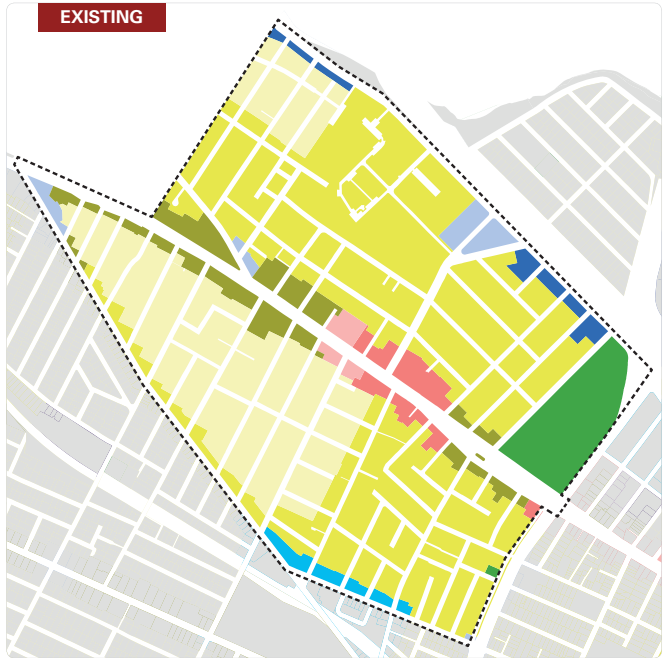
Charrette

Open
House

Benefits
Workshop



WINTER HILL NEIGHBORHOOD PLAN: Zoning Proposal



- Residence A (RA)
- Residence B (RB)
- Residence C (RC)
- Neighborhood Business (NB)
- Business A (BA)
- Business B (BB)
- Corridor Commercial 45 (CCD 45)
- Corridor Commercial 55 (CCD 55)
- Open Space (OS)

- Neighborhood Residence
- Urban Residence
- Low-Rise Mixed-Use A
- Low-Rise Mixed-Use B
- Mid-Rise Mixed-Use
- Civic
- Fabrication



Capital Investment Plan FY2014-2018

Title: Gilman Square Roadway Improvements

Project Description: Improve the intersection of Medford, Pearl, and Marshall Streets and create a square at Gilman Square.



Justification: Improve access, flow, and safety for all modes of transportation (pedestrian, bicycle, MBTA bus, and vehicular) in coordination with the Green Line Extension and create a sense of place and community space through targeted enhancements as developed via community input gathered by Somerville by Design. For more information please see the [draft Gilman Square plan](#).

Operational Cost Impact: Improved landscaping will require a little additional maintenance that can be absorbed by existing staff.

Mayor's Goal:

- 1. Quality of Life

Project Address:

Medford St, Pearl St, and Marshall St. in Gilman Square

	Total Estimated Cost	Prior Years Funding	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Capital Costs:							
Preliminary	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	250,000	-	-	-	250,000	-	-
Land/ROW	-	-	-	-	-	-	-
Construction	2,500,000	-	-	-	-	1,500,000	1,000,000
Equipment	-	-	-	-	-	-	-
Administration	-	-	-	-	-	-	-
Total:	\$ 2,750,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,500,000	\$ 1,000,000
Funding Sources:							
Capital Stab. Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GO Bonds	2,750,000	-	-	-	250,000	1,500,000	1,000,000
CDBG	-	-	-	-	-	-	-
Ch. 90	-	-	-	-	-	-	-
Total:	\$ 2,750,000	\$ -	\$ -	\$ -	\$ 250,000	\$ 1,500,000	\$ 1,000,000



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BUILDING ON STRENGTHS



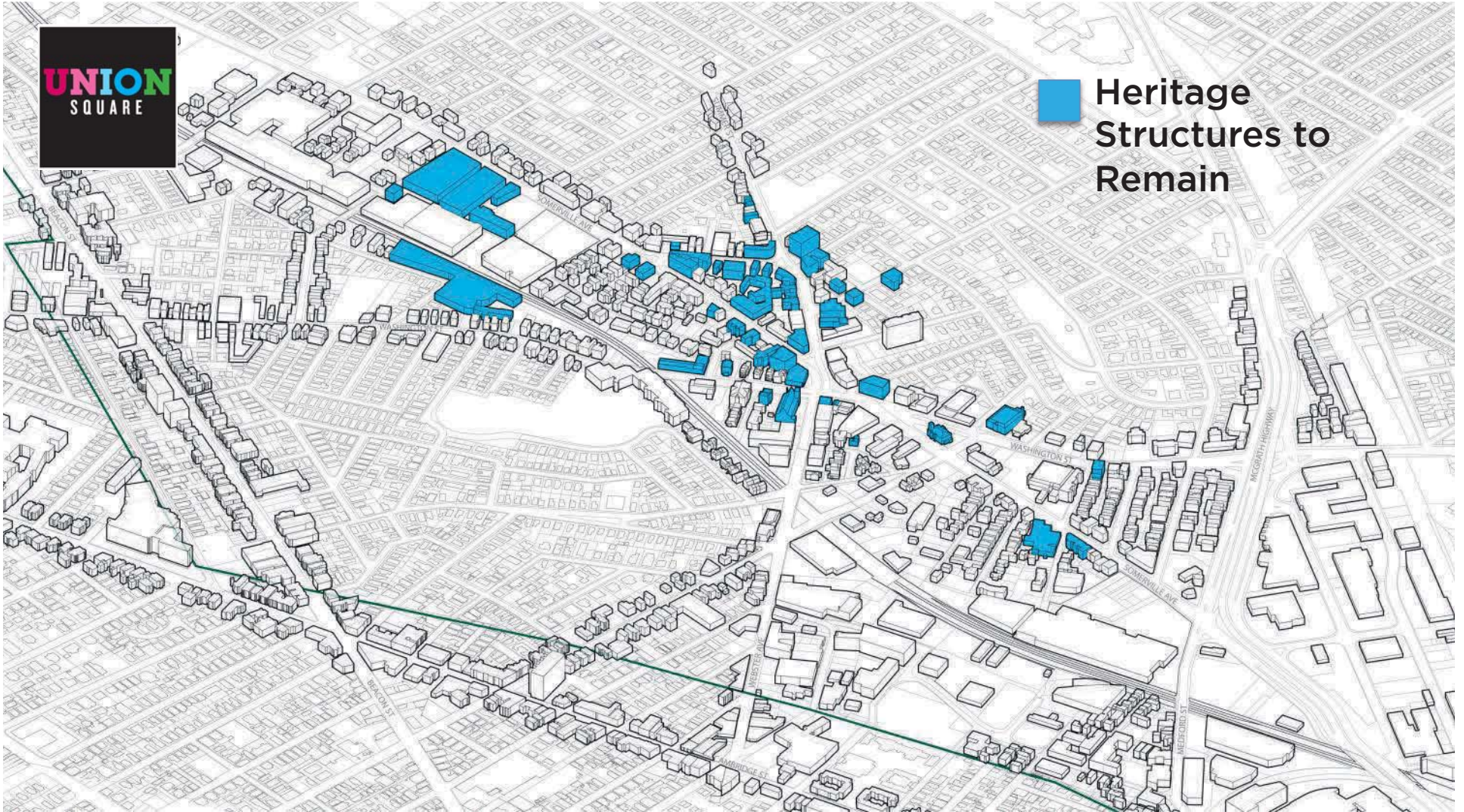
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■ Heritage
Structures to
Remain



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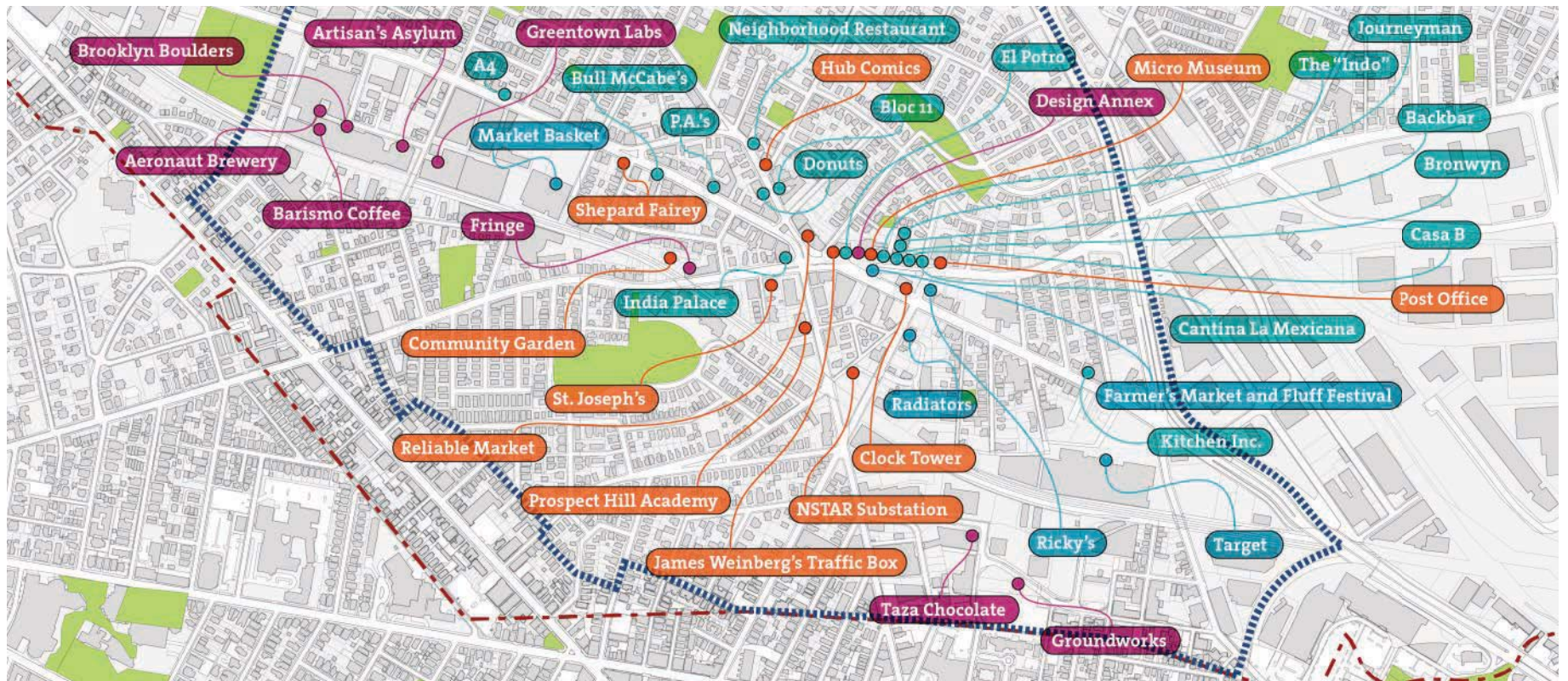
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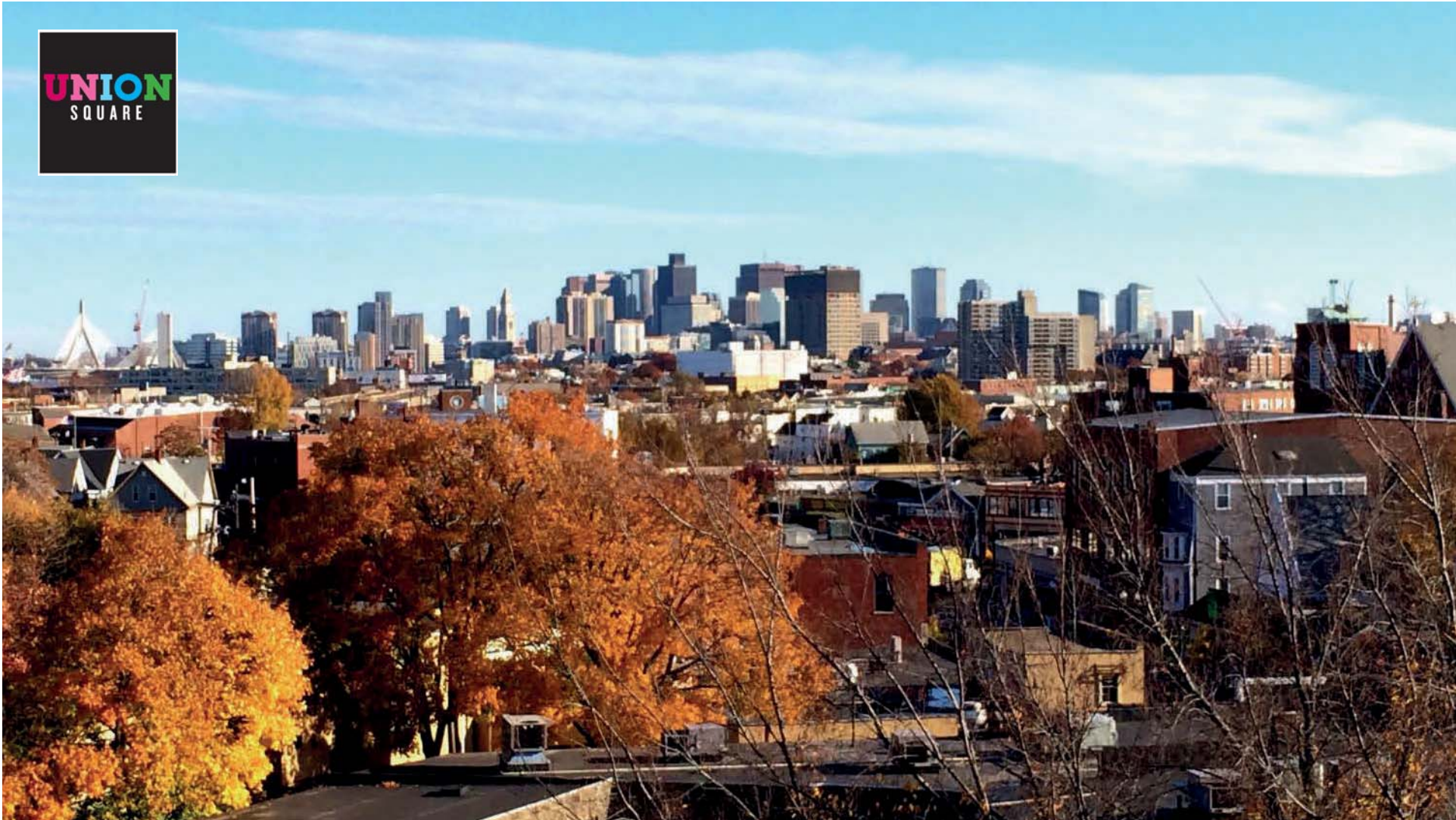
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Attractions



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Samerville
Cleaners

SHERMAN MARKET

DEVELOPMENT
WITHOUT
DISPLACEMENT



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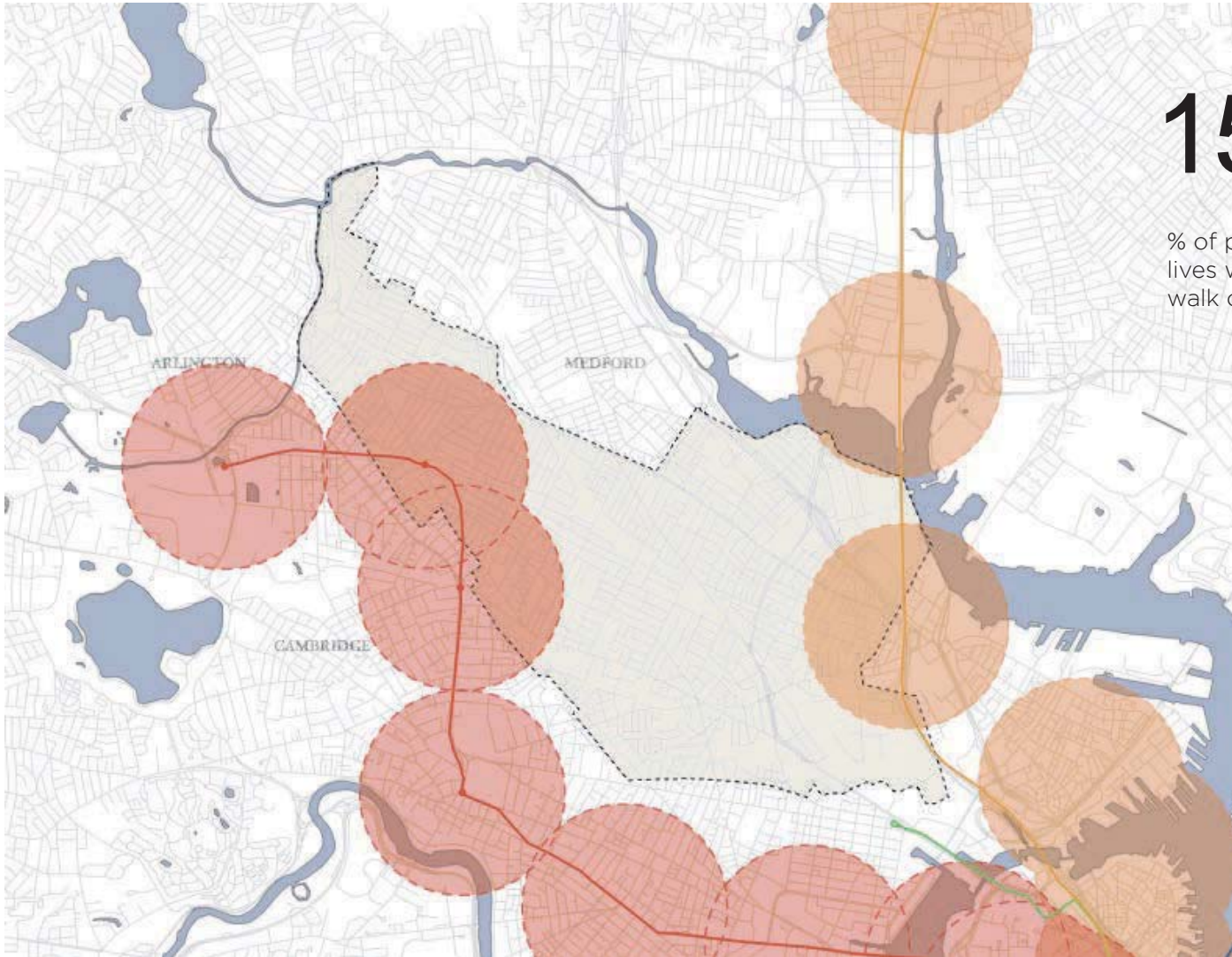
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LEVERAGING WHAT IS HAPPENING



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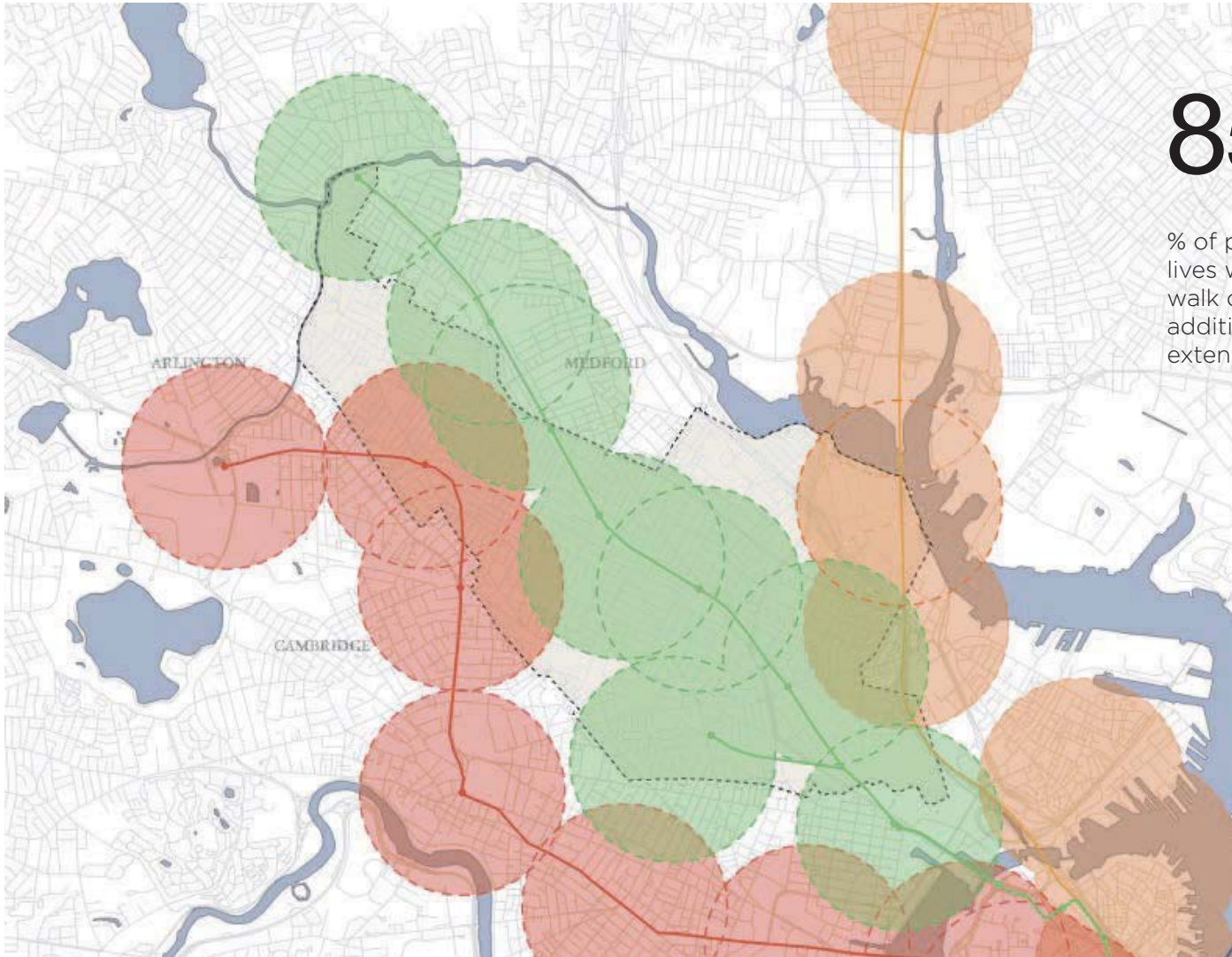
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15%

% of population that
lives within a 10-minute
walk of a T station

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85%

% of population that lives within a 10-minute walk of a T station, with addition of Green Line extension



3,570/day
(Union Square)



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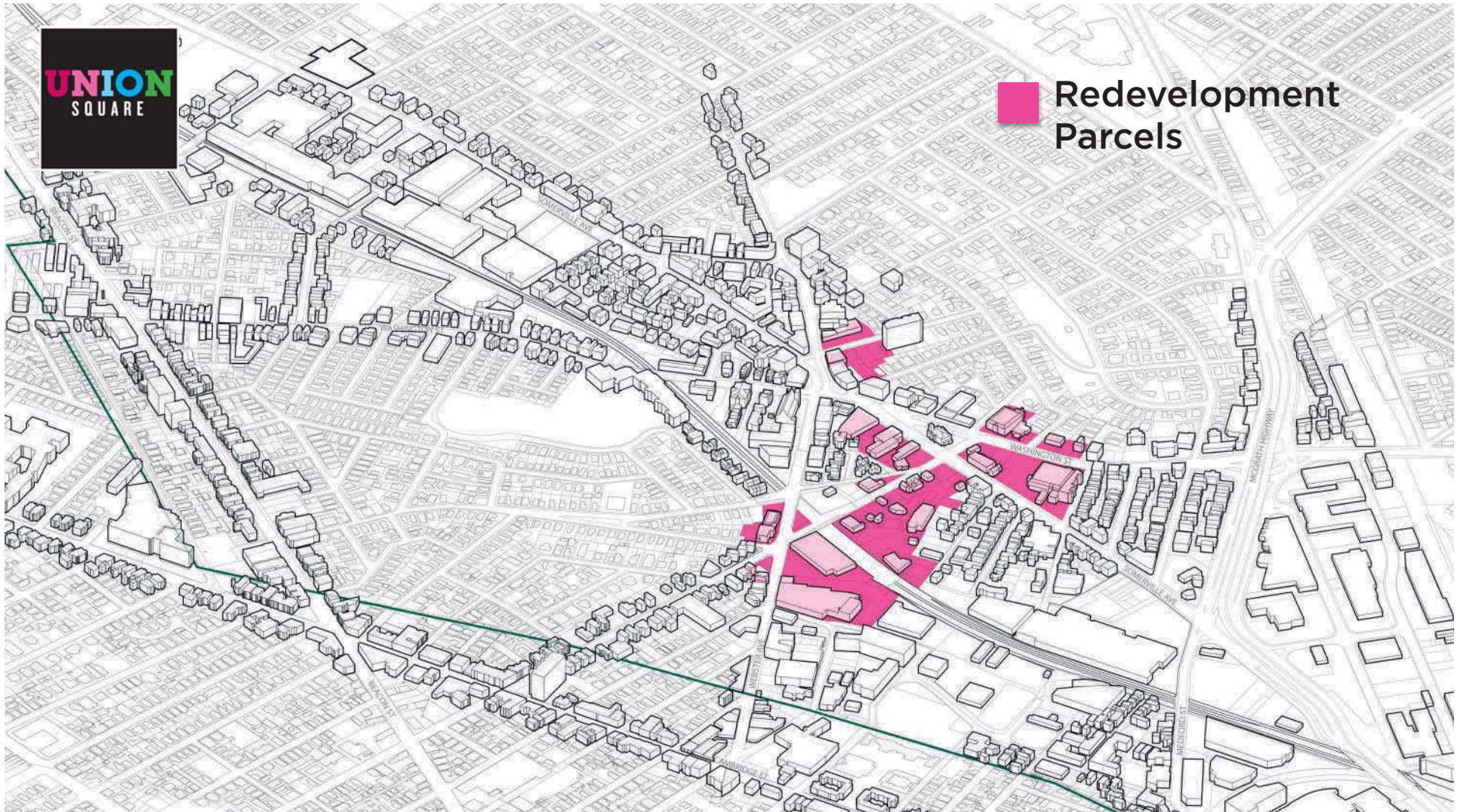
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REVITALIZATION PLAN



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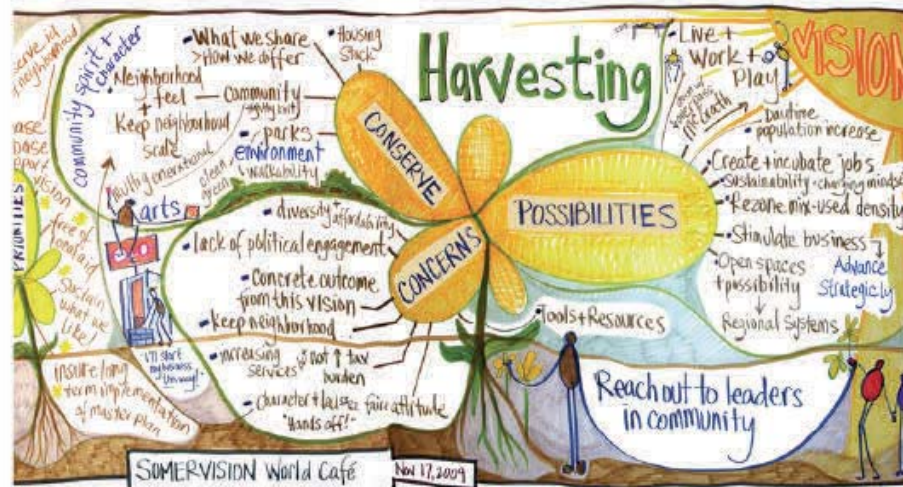
■ **Redevelopment
Parcels**





Somerville Vision

City of Somerville, Massachusetts
Comprehensive Plan | 2010-2030



Endorsed by the
Somerville Board of Aldermen
April 12th, 2012

Adopted by the
Somerville Planning Board
April 19th, 2012

**Somerville: an Exceptional Place to
Live, Work, Play, and Raise a Family**



3. Our Vision: The Somerville Vision Numbers

Somerville Vision *It's all about aspiration.*

Successful communities set goals that are both ambitious and achievable. The Somerville Vision Steering Committee worked to translate shared values into the Somerville Vision Numbers: a series of aspirational targets for economic development, open space improvement, housing growth, transportation and land use. The Somerville Vision Numbers were carefully tested to make sure that they are consistent with the community's shared values: balance, sustainability, affordability and vitality.



30,000 New Jobs as part of a responsible plan to create opportunity for all Somerville workers and entrepreneurs



125 New Acres of Publicly-Accessible Open Space as part of our realistic plan to provide high-quality and well-programmed community spaces



6,000 New Housing Units - 1,200 Permanently Affordable as part of a sensitive plan to attract and retain Somerville's best asset: its people.



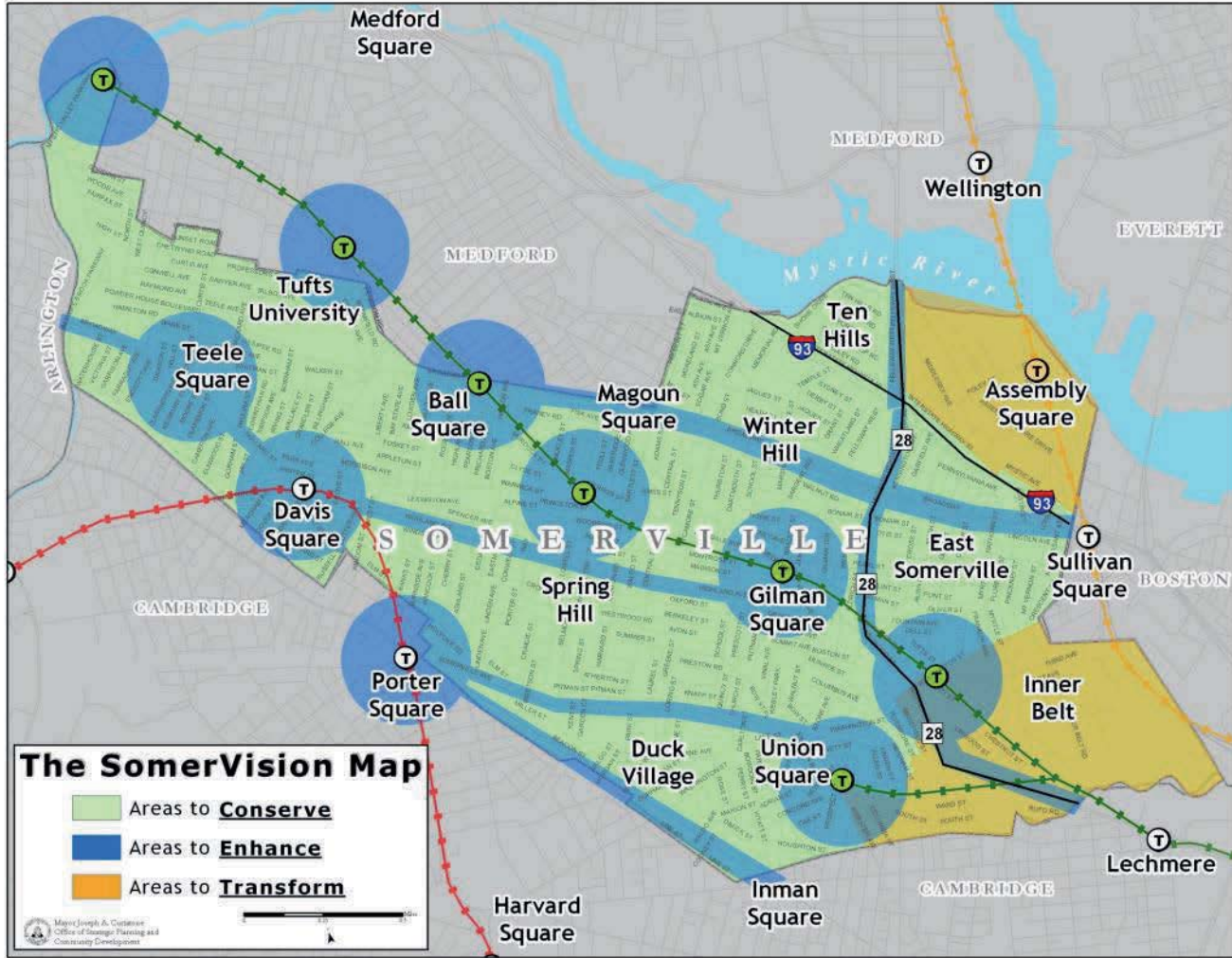
50% of New Trips via Transit, Bike, or Walking as part of an equitable plan for access and circulation to and through the City.



85% of New Development in Transformative Areas as part of a predictable land use plan that protects neighborhood character

The Somerville Vision Numbers cannot be separated into parts and cannot be separated from the Somerville Vision Map in order to advocate for a specific action by the City. They must be viewed in the context of entire Comprehensive Plan including the backup information in Appendix 1 and Appendix 2.

Somerville: an Exceptional Place to Live, Work, Play, and Raise a Family





Appendix 2

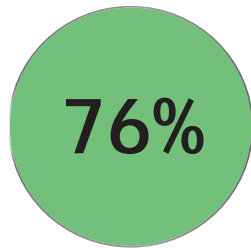
The SomerVision Numbers: Areas to Conserve, Enhance & Transform

Land Area

Somerville only covers about 4 square miles of land area, which translates to roughly 2,640 acres of land. The SomerVision Numbers are based upon the SomerVision Map, which is a simplification of the Future Land Context Map into three key concepts: Areas to Conserve, Areas to Enhance, and Areas to Transform.

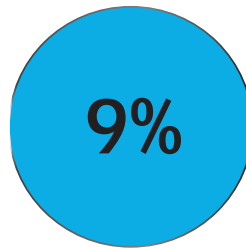
The SomerVision Map identifies Assembly Square, Inner Belt, Brickbottom, Boynton Yards and the southeastern part of Union Square as Areas to Transform. Together, the Areas to Transform cover approximately 365 acres of land, or 15% of Somerville. Roughly 9% of the City is located in Areas to Enhance. The remaining 76% is located in Areas to Conserve. The Comprehensive Plan recommends that 85% of new development over the next twenty years should occur in the Areas to Transform.

Areas to Conserve



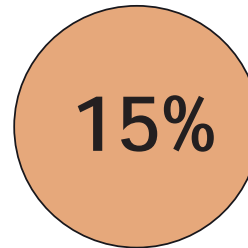
2,000 acres

Areas to Enhance



237 acres

Areas to Transform



365 acres

SomerVision

What's it all about?

The SomerVision Comprehensive Plan is both a neighborhood preservation plan and a plan for growth. The three-year public process confirmed that our residents want to conserve our great residential neighborhoods, enhance our funky squares and commercial corridors, and transform opportunity areas on the City's eastern and southern borders.



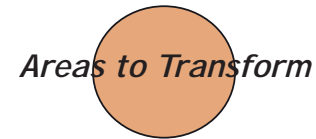


Appendix 2 The SomerVision Numbers: Areas to Transform

Areas to Transform

What's it all about?

Industrial districts on the eastern and southern edges of Somerville represent a major opportunity for our City to achieve its goals of job growth, open space creation, and housing development. By improving infrastructure and updating zoning regulations, the City can help property owners in these areas to realize the full value of their land while steering development pressure away from other parts of Somerville.



Assembly Square	<i>125 acres</i>
Inner Belt	<i>115 acres</i>
Brickbottom	<i>65 acres</i>
Boynton Yards	<i>35 acres</i>
Union Square	<i>25 acres</i>
<hr/>	
Total	<i>365 acres</i>



Appendix 2 The SomerVision Numbers: Share of City Growth

Where does it All Go?

The SomerVision Numbers were developed in a series of meetings with the Comprehensive Plan Steering Committee. The process began with land area. In places Assembly Square, roughly 80% of the total land area can be used for buildings, with 20% reserved for roads, sidewalks and other infrastructure. Based on this buildable area, a proportional share of growth was calculated. These shares add up to 85% of the total citywide growth for 2010 to 2030.

	<i>Land Area</i>	<i>Buildable Area</i>	<i>Share of City Growth</i>
Assembly Square	125 acres	100 acres	29% of growth
Inner Belt	115 acres	92 acres	26% of growth
Brickbottom	65 acres	52 acres	15% of growth
Boynton Yards	35 acres	28 acres	8% of growth
Union Square	25 acres	20 acres	6% of growth
Total	365 acres	292 acres	85% of growth



Appendix 2

The SomerVision Numbers: Share of Job Growth

Job Growth

What's it all about?

Successful cities have a balance between jobs and residents. Today Somerville has 45,000 workers, but only 20,000 jobs. The SomerVision Plan sets a goal of creating 30,000 new jobs to bring these numbers into better balance. Benefits of job growth include adding daytime customers for our great local small businesses, and reducing the tax burden on Somerville's homeowners. Growth will depend on economic factors, as well as needed infrastructure improvements in our Areas to Transform.

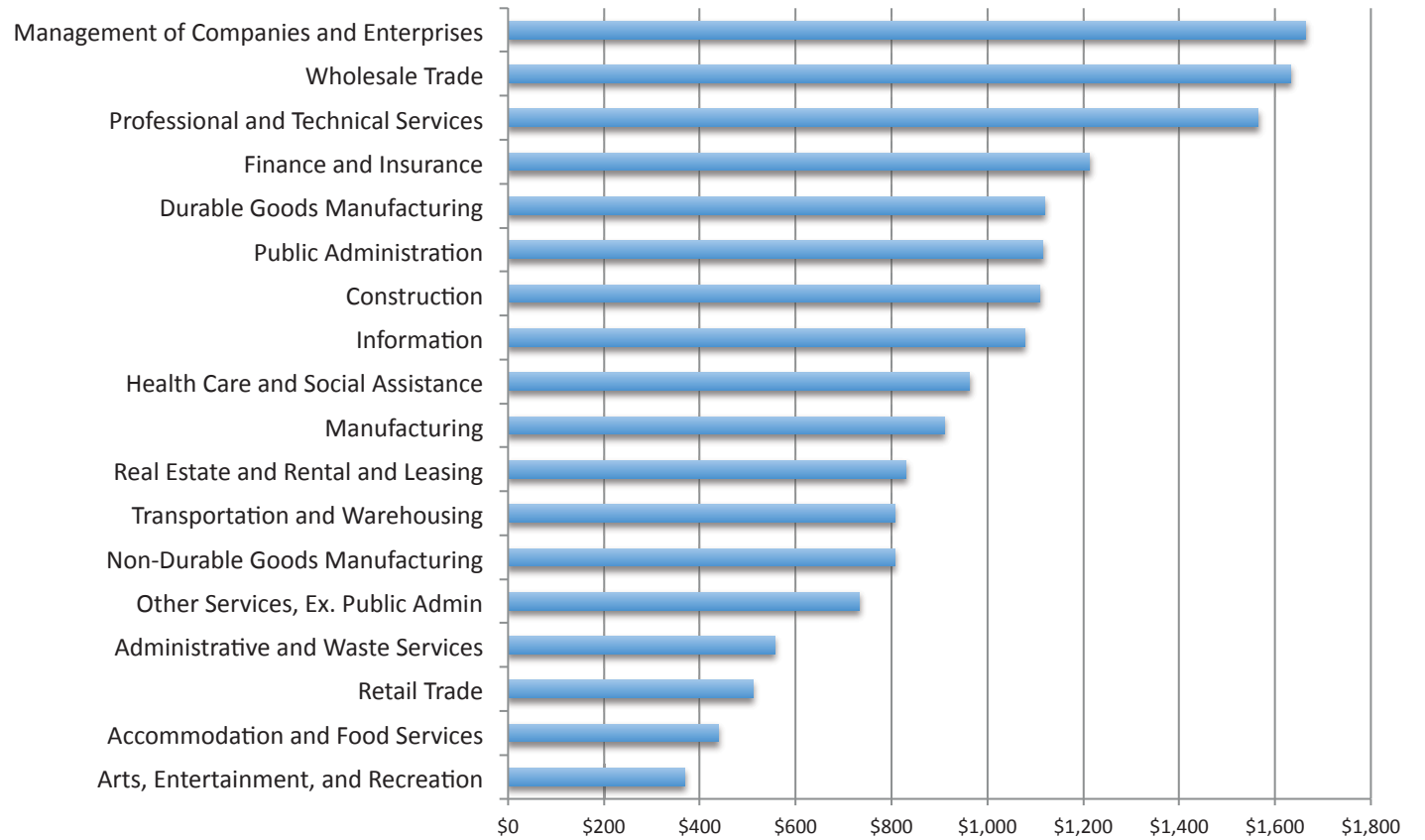
How Much Space per Job?

On average, commercial buildings require about 350 square feet of space per job. Using this conservative estimate, we can calculate the space needed to meet the SomerVision target of 30,000 jobs (roughly 10.5 million square feet). Approximately 9 million square feet should be located in the Areas to Transform. For comparison, University Park in Cambridge currently has roughly 4,000 jobs (2 million commercial square feet) and 400 housing units on 25 acres of land.

	Share of City Growth	New Jobs	New Commercial Square Feet
Assembly Square	29%	8,500 jobs	3 million
Inner Belt	26%	8,000 jobs	2.8 million
Brickbottom	15%	4,500 jobs	1.6 million
Boynton Yards	8%	2,500 jobs	0.9 million
Union Square	6%	1,800 jobs	0.6 million
Total	85%	25,500 jobs	9 million

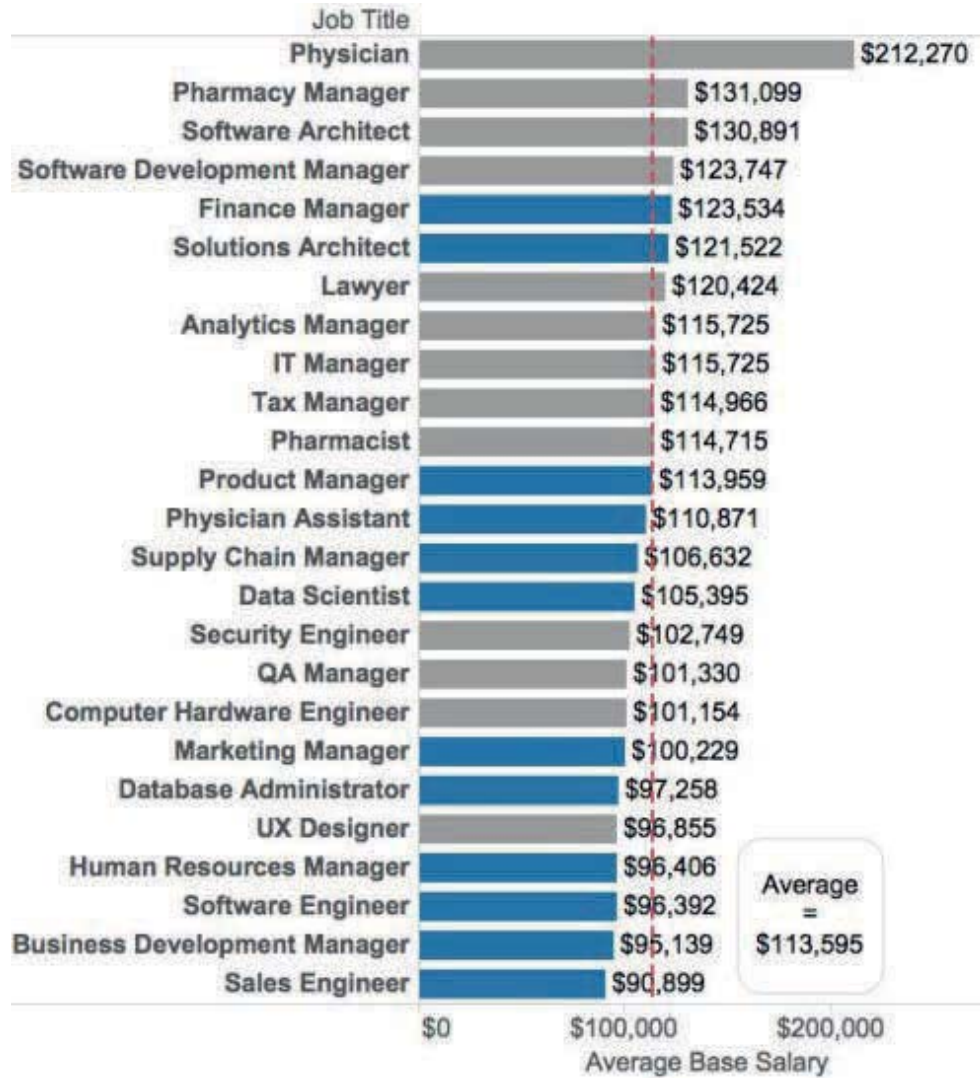


Weekly Salaries by Occupation for Somerville (2014)





Highest Paying Positions by Average Salary (2015)





Appendix 2 The SomerVision Numbers: Share of Housing Growth

How Much Housing?

Housing growth will help us to continue to meet demand and preserve affordability. The SomerVision Comprehensive Plan lays out an expectation that Somerville needs more commercial development than residential development. But the plan also recognizes that our Areas to Transform need housing development to become true neighborhoods with an attractive mix of daytime and nighttime activity. The plan assumes an average of 1,100 square feet per unit. Based on this, approximately 38% of new development should be residential.

	<i>Share of City Growth</i>	<i>New Housing</i>	<i>New Residential Square Feet</i>
Assembly Square	29%	2,500 units	2.75 million
Inner Belt	26%	1,000 units	1.1 million
Brickbottom	15%	750 units	0.82 million
Boynton Yards	8%	500 units	0.55 million
Union Square	6%	350 units	0.38 million
Total	85%	5,100 units	5.6 million

Housing Development

What's it all about?

Our nation is experiencing an urban renaissance, and there is a tremendous demand for housing in places like Somerville. A recent study by the national research group Reconnecting America estimates that market demand for new housing close to rapid transit exceeds 600,000 housing units for metro Boston. That translates to roughly 2,000 new housing units for every station on the MBTA system.



Appendix 2

The SomerVision Numbers: Affordable Housing Targets

Purpose-Built Affordable Housing

What's it all about?



Phase 2 of the Somerville Community Corporation's St. Polycarp's Village, completed in 2011, includes 29 units of purpose-built affordable housing.



The Somerville Housing Authority is currently constructing 60 units of purpose-built affordable housing at the Mystic Valley Waterworks site in West Somerville. These two projects together will total roughly 90 units of purpose-built affordable housing.

How Does Affordable Housing Get Built?

New affordable housing gets built in one of two ways. It can be created by developers of market-rate housing under the City's Inclusionary Zoning Ordinance, or by developers as "purpose-built" affordable housing. The SomerVision plan anticipates that 20% of new units will be affordable (1,200 units). Of this number, the Inclusionary Zoning Ordinance will produce 700-750 units, depending on how it is adjusted, leaving roughly 20-25 units per year to be produced as purpose-built affordable housing.

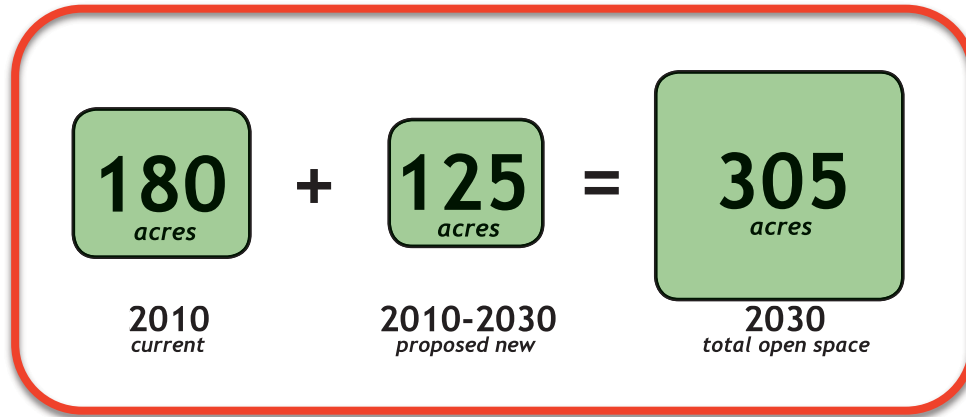
Inclusionary % Requirement	12.5% outside T.O.D.'s (status quo)	15% in Areas to Transform (if proposed under zoning)
All Units	6,000 units	6,000 units
Market Rate Units	4,800 units	4,800 units
Affordable Units	1,200 units	1,200 units
Inclusionary Units <i>based on 4,800 market-rate units</i>	701 units	767 units
Purpose Built Units	499 units	433 units
Purpose Built Units per year	25 units	20-21 units



Appendix 2 The SomerVision Numbers: Open Space Targets

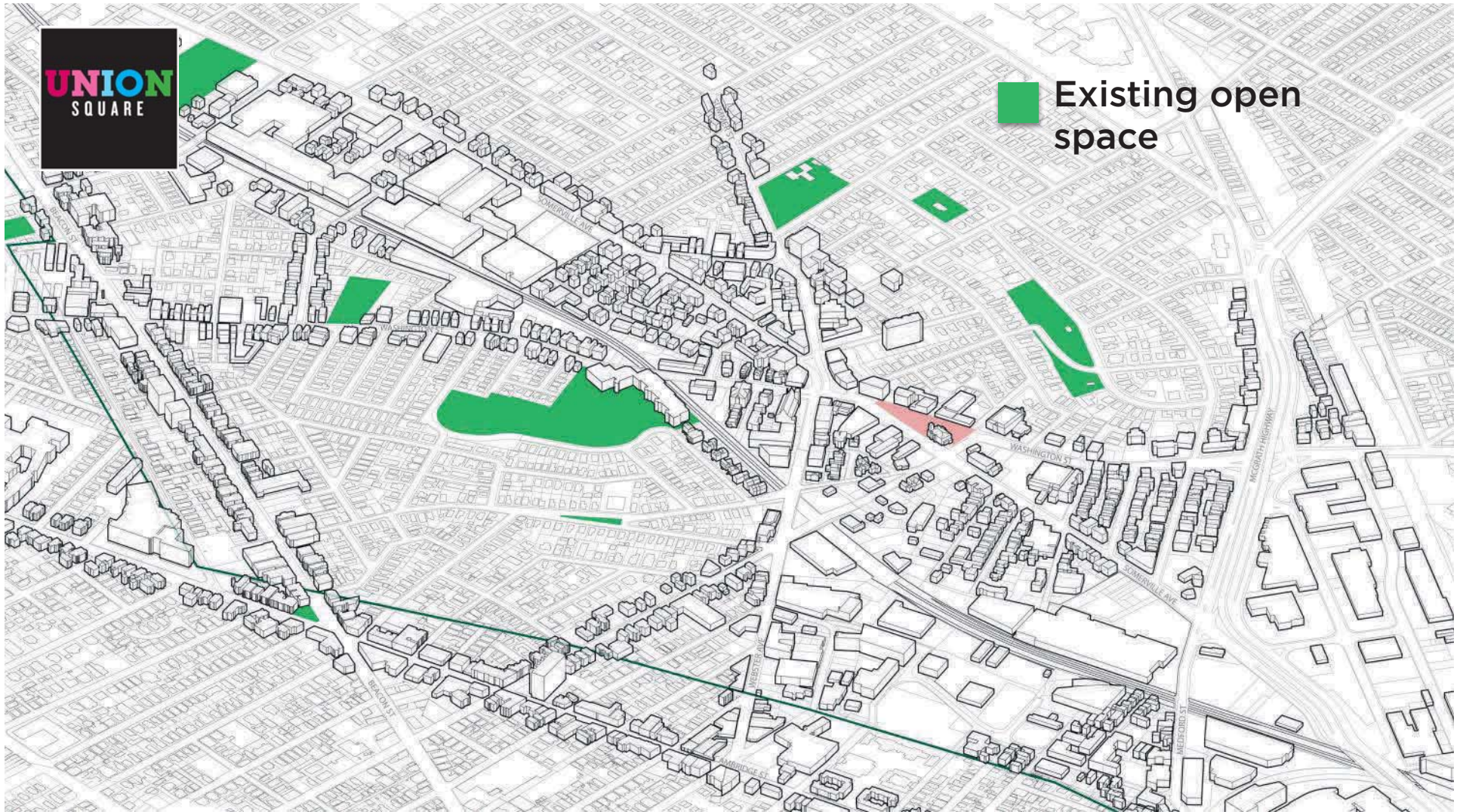
How Does Publicly-Accessible Open Space Get Built?

New open space can also get built in one of two ways. The City builds new parks, at a cost of roughly \$1 million per acre. The second option is for private developers to build publicly-accessible open space. Currently, zoning regulations in Assembly Square and parts of Union Square and Bonyton Yards require developers to reserve 12.5% of their land for publicly-accessible open space. The SomerVision Plan primarily uses a strategy of privately-funded open space creation, but as tax revenues increase from new commercial development, the City will be able to produce more publicly-funded open space as well.



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Existing open space



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A. BUILDING TYPES OVERVIEW

1. ESTABLISHMENT & PERMITTING
 - a. Principal building types are summarized on Table 3.1 Building Types and permitted according to Table 3.2 Permitted Building Types
 - b. See §9.1, Cottage through §9.12, Fabrication Loft for the standards for each type.
2. DETERMINATION OF BUILDINGTYPE
 - a. The Building Official shall classify existing principal structures as a specific building type based on the definition of each type and upon finding that the structure is substantially similar in placement, height, massing, use, and features to one of the permitted building types for the zoning district where the structure is located.
 - b. If the Building Official is unable to classify an existing principal structure as one of the building types of this section, the structure is considered nonconforming and subject to Article 11 Nonconformance.

TABLE 3.1 Buildings Types

<p>Cottage A small floor plate, detached, residential building type with one dwelling unit.</p>	<p>House A moderate floor plate, detached, residential building type with up to two vertically stacked dwelling units.</p>	<p>Paired House A moderate floor plate, semi-detached, residential building type with up to two vertically stacked dwelling units. A paired house is attached on one side to another paired house.</p>
<p>Duplex A moderate floor plate, detached, residential building type with two side by side dwelling units.</p>	<p>Triple Decker A moderate floor plate, detached, residential building type with three vertically stacked dwelling units.</p>	<p>Paired Triple Decker A moderate floor plate, semi-detached, residential building type with three vertically stacked dwelling units. A paired triple decker is attached on one side to another paired triple decker.</p>
<p>Four-Plex A moderate floor plate, detached, residential building type with up to four dwelling units.</p>	<p>Six-Plex A moderate floor plate, detached, residential building type with up to six dwelling units.</p>	<p>Apartment House A moderate floor plate, detached, residential building type with six to ten dwelling units designed to appear as a large house.</p>



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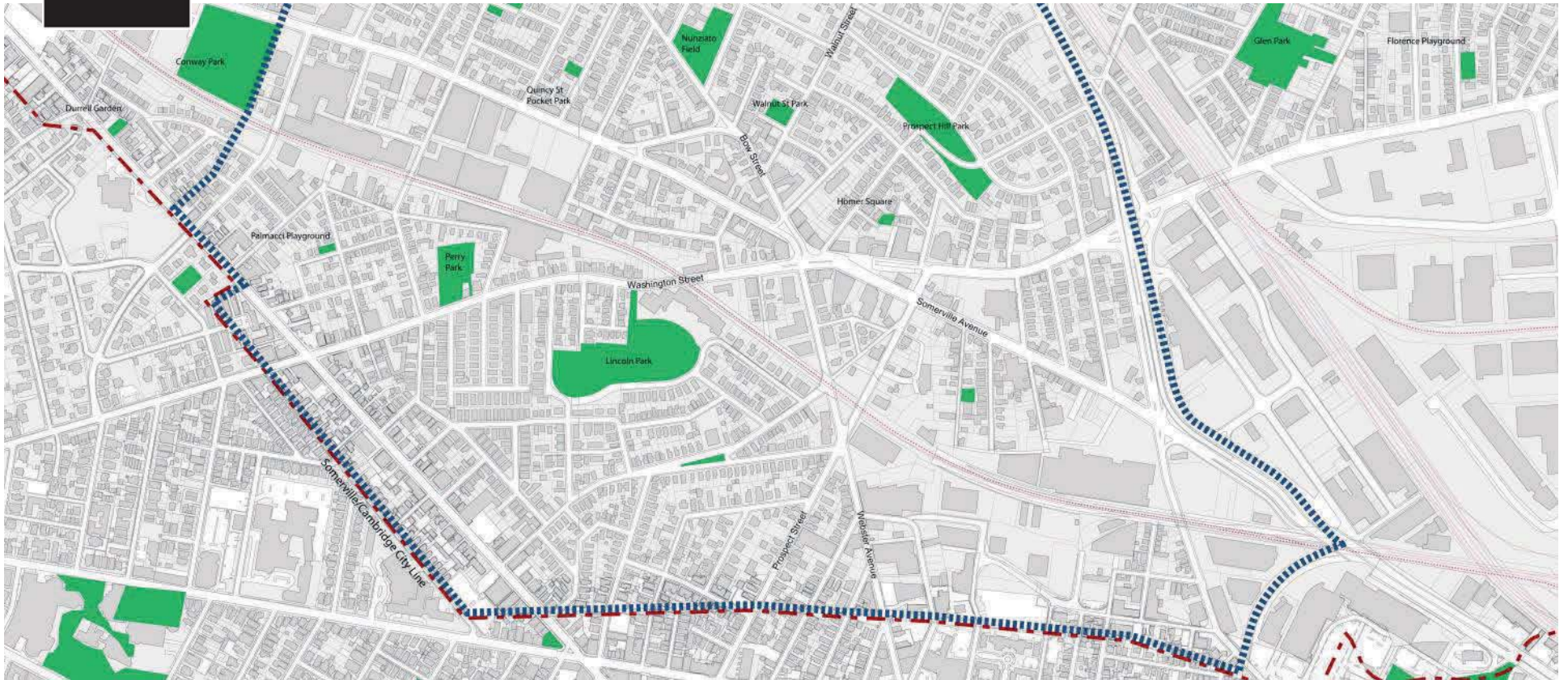
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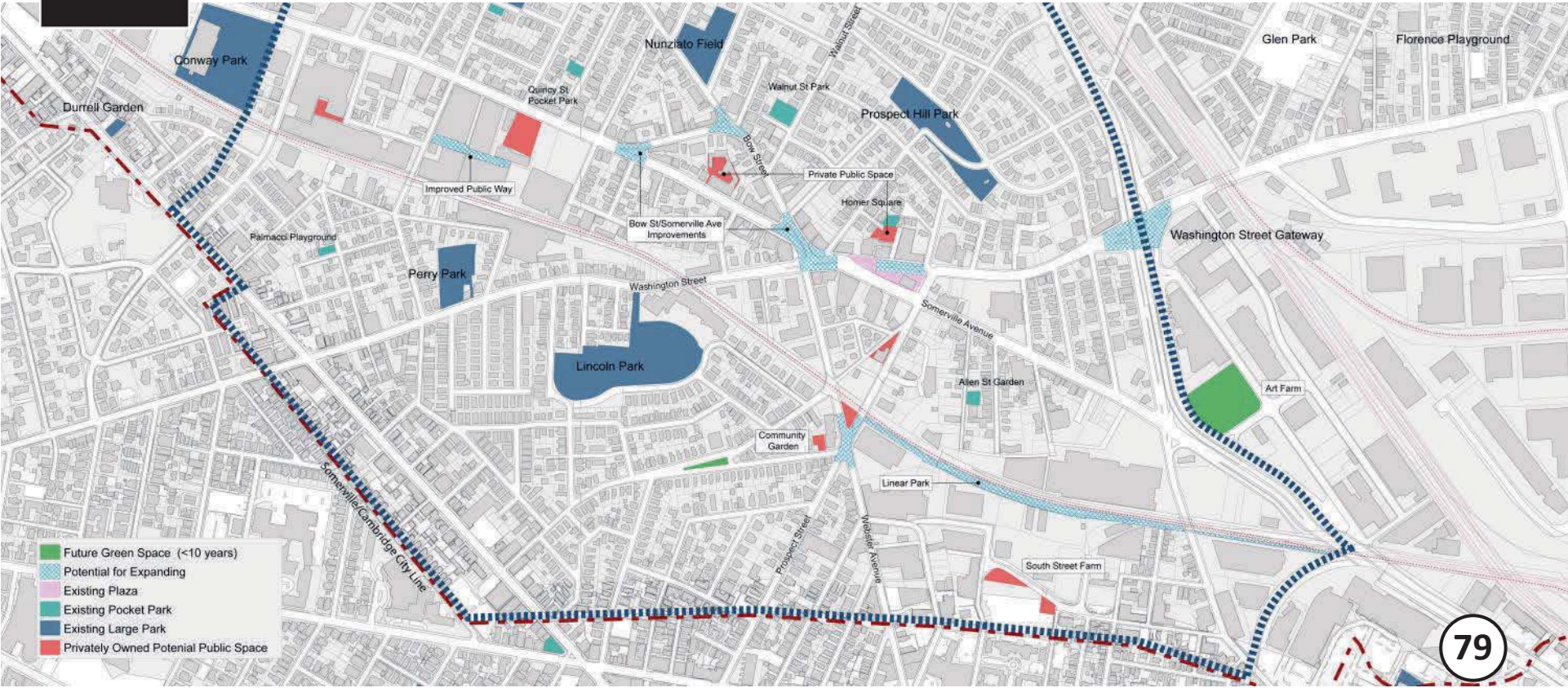


 Existing open space





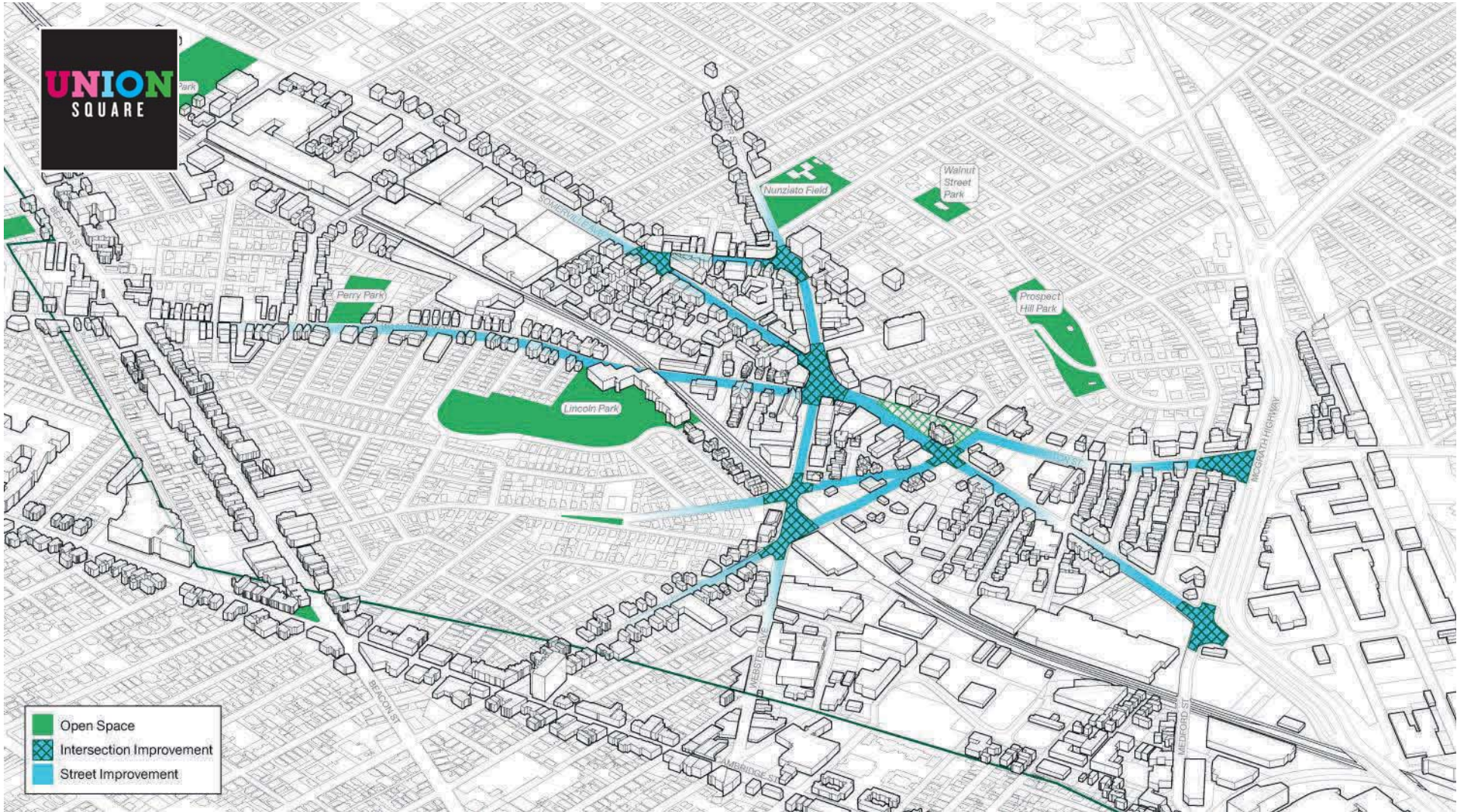
Proposed Open Space Improvements



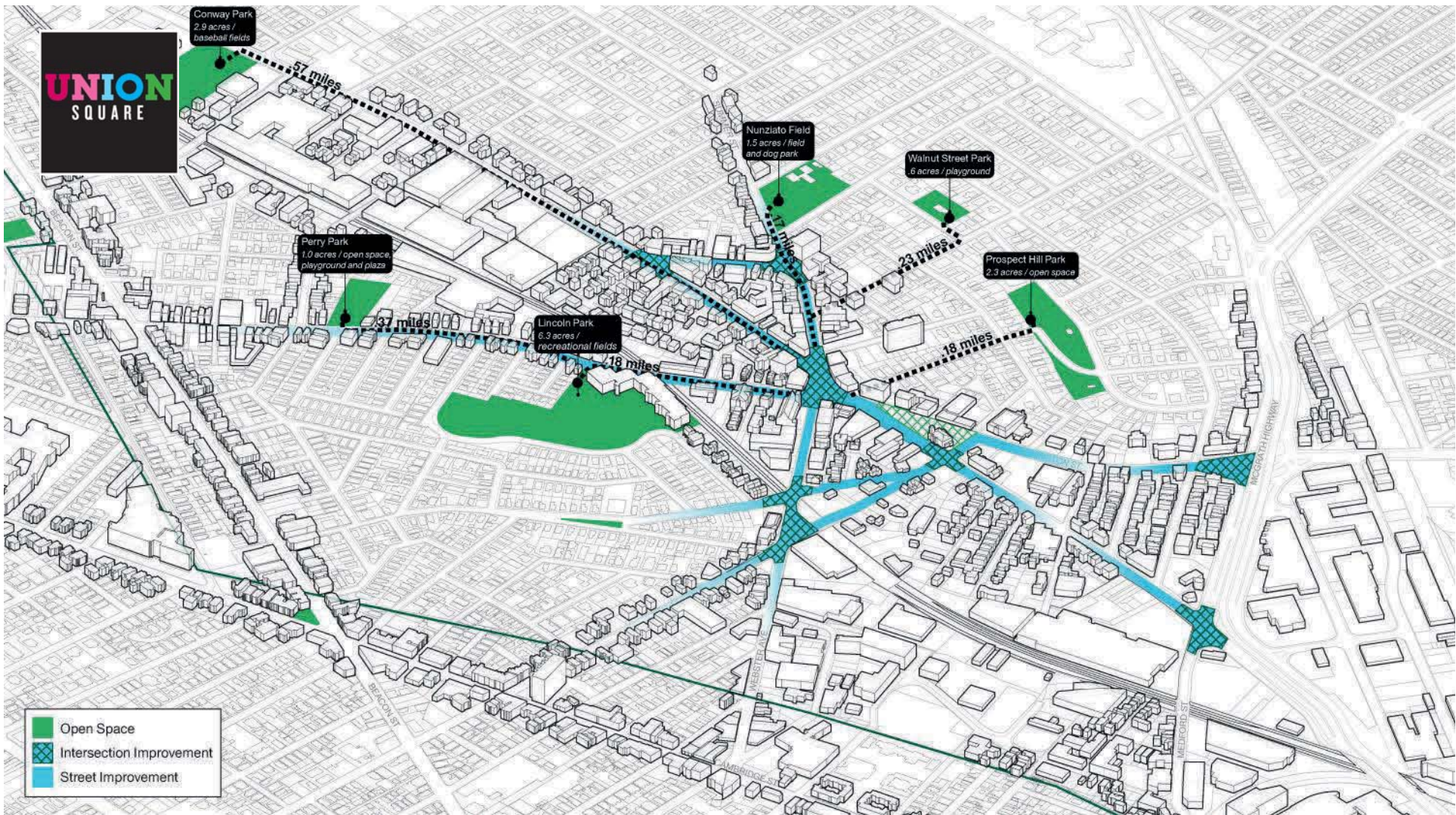
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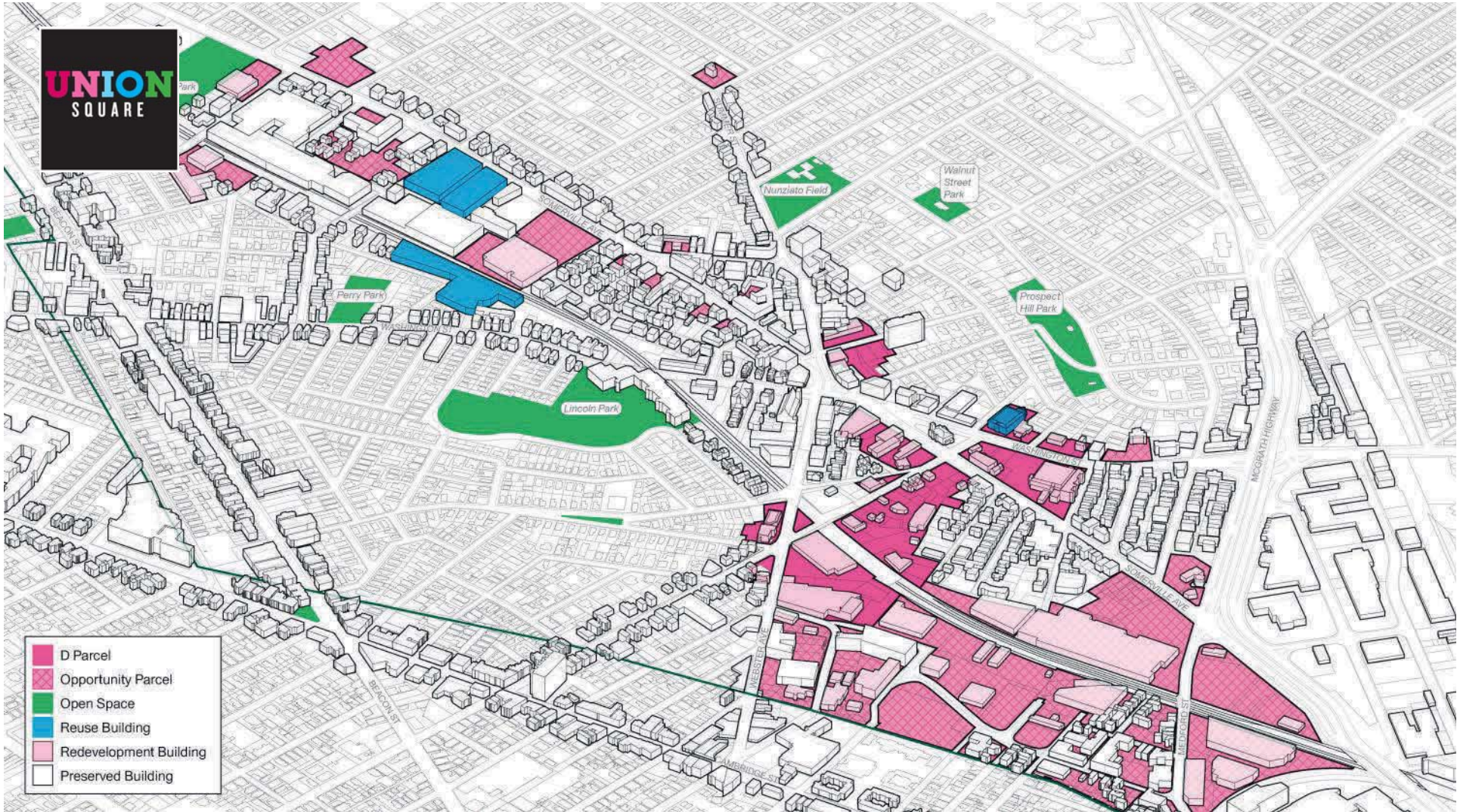
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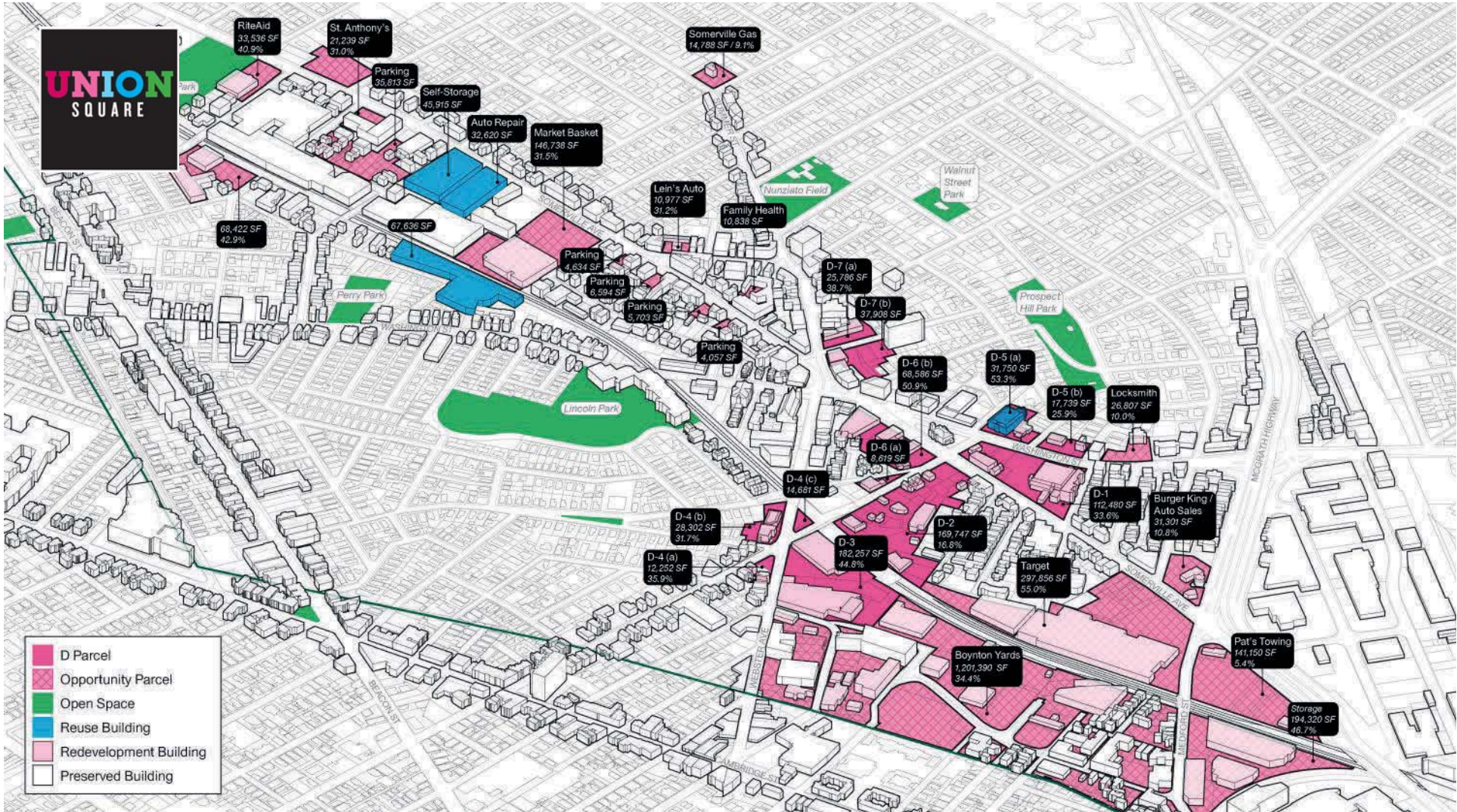
- Open Space
- Intersection Improvement
- Street Improvement



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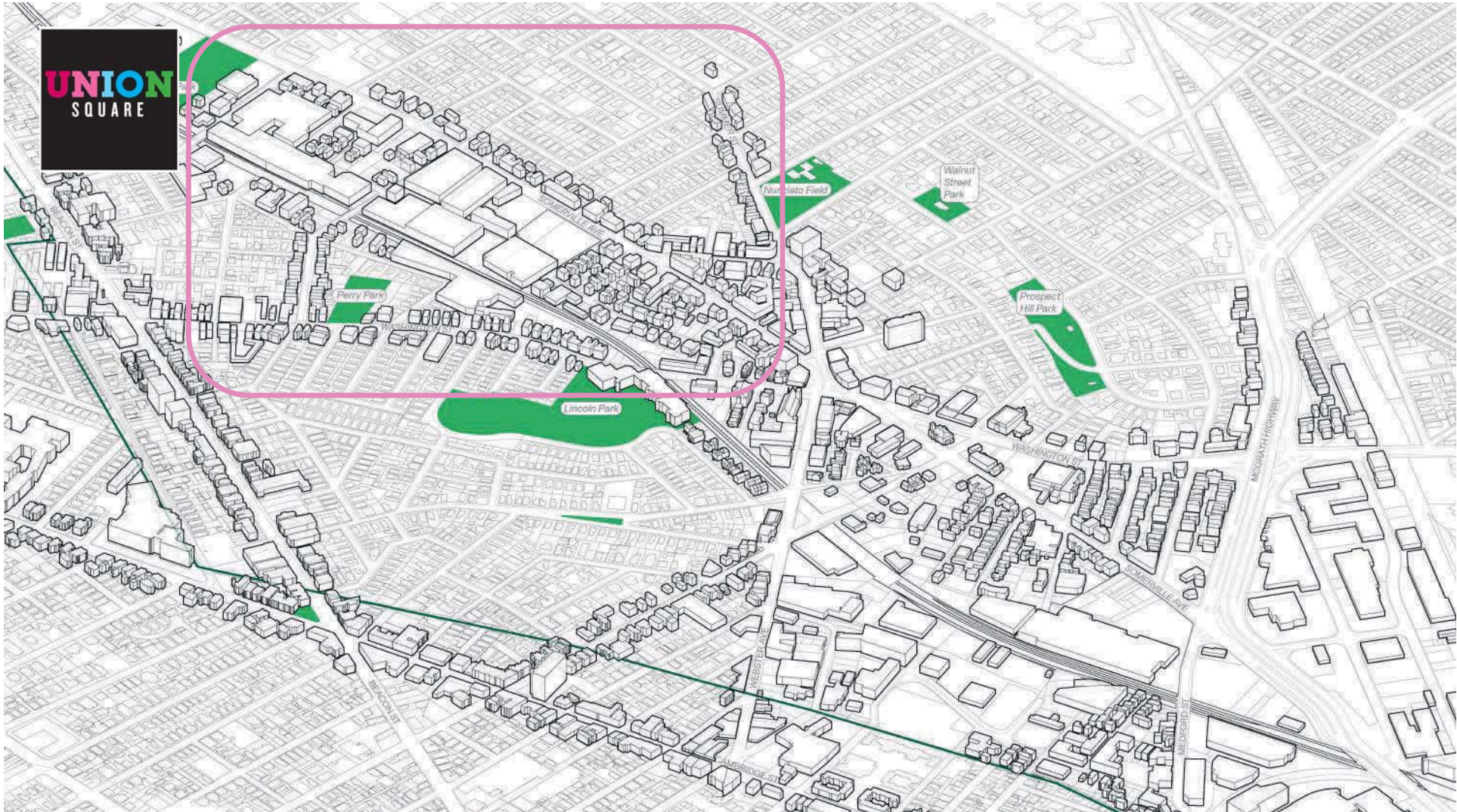
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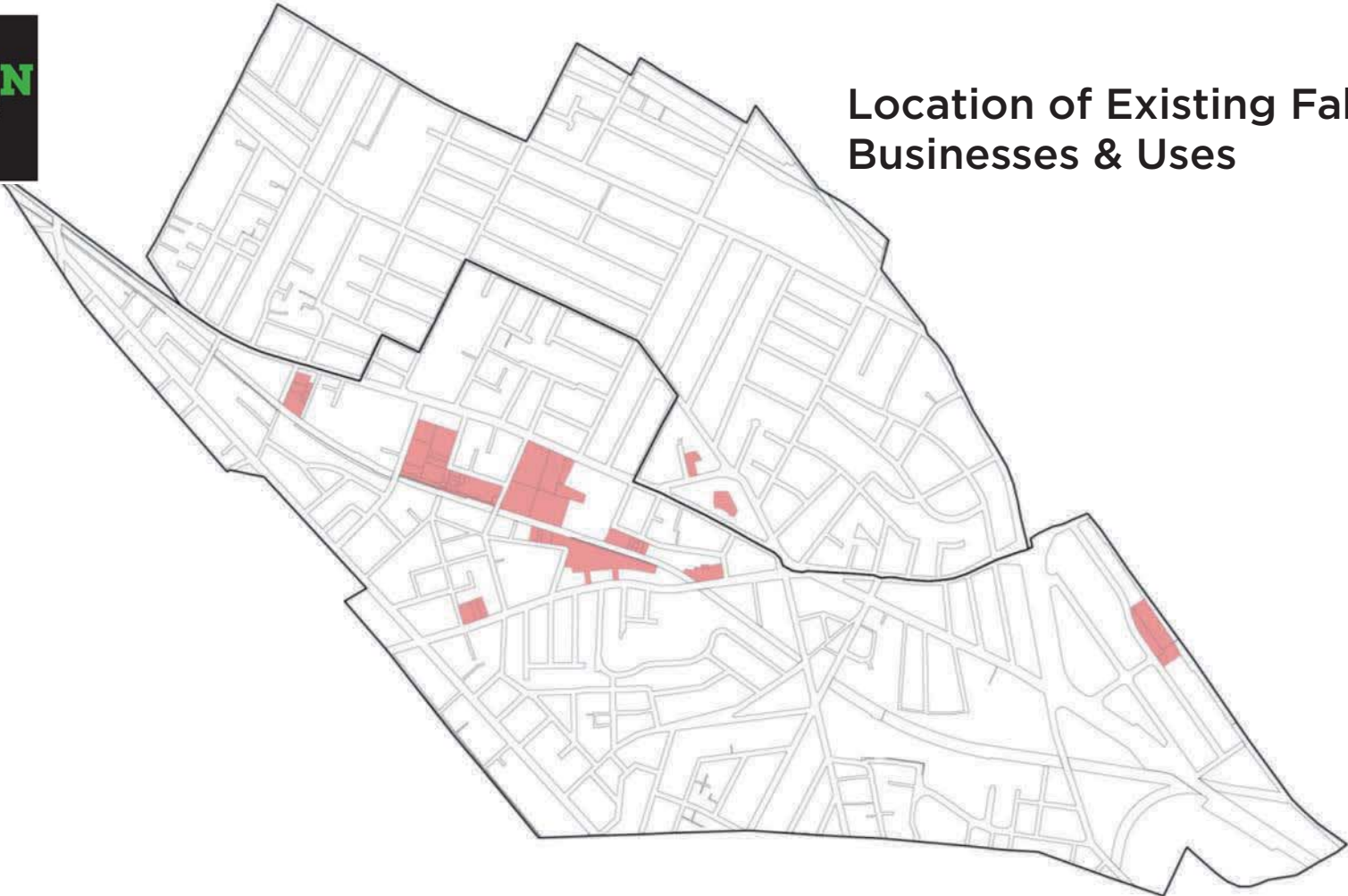
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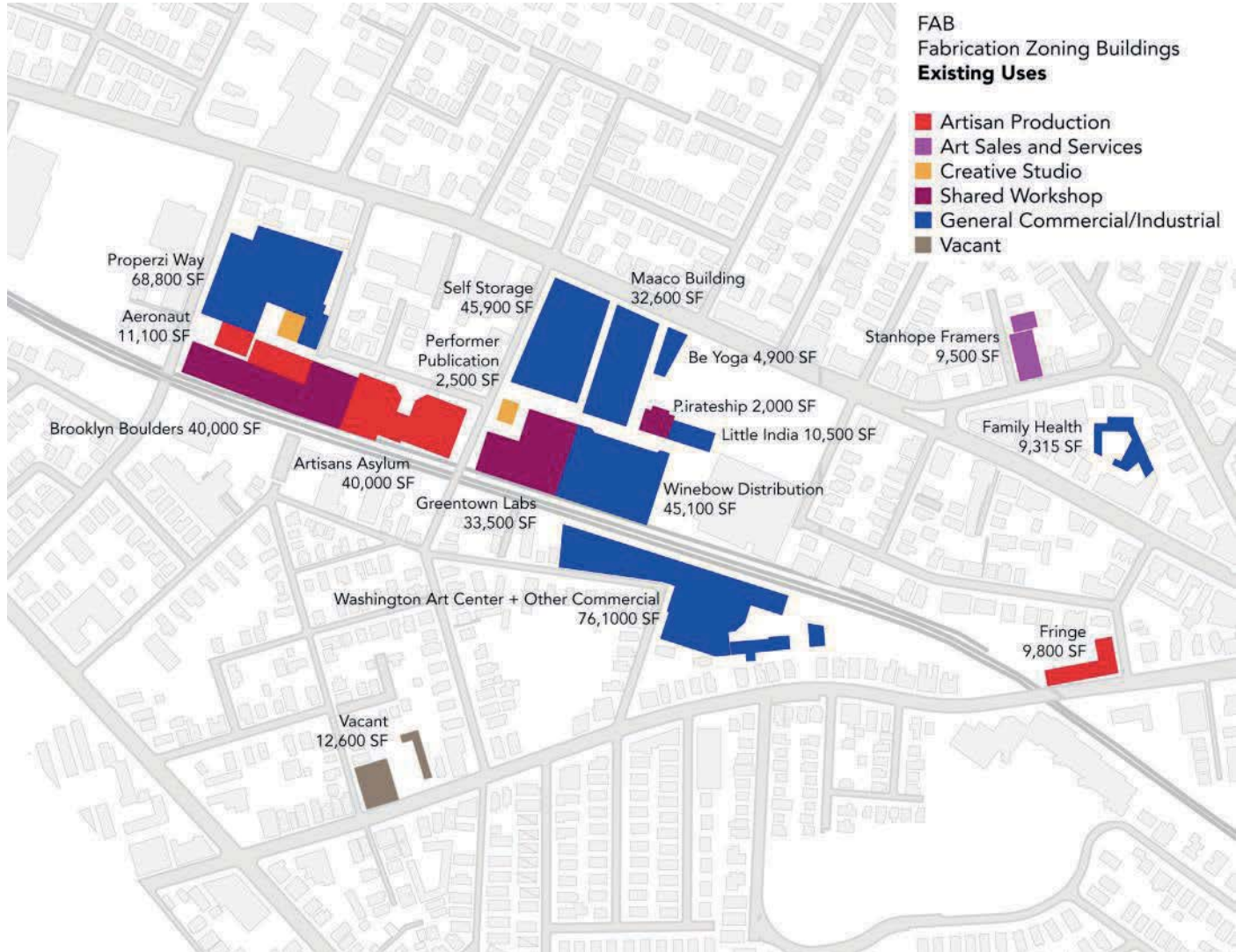
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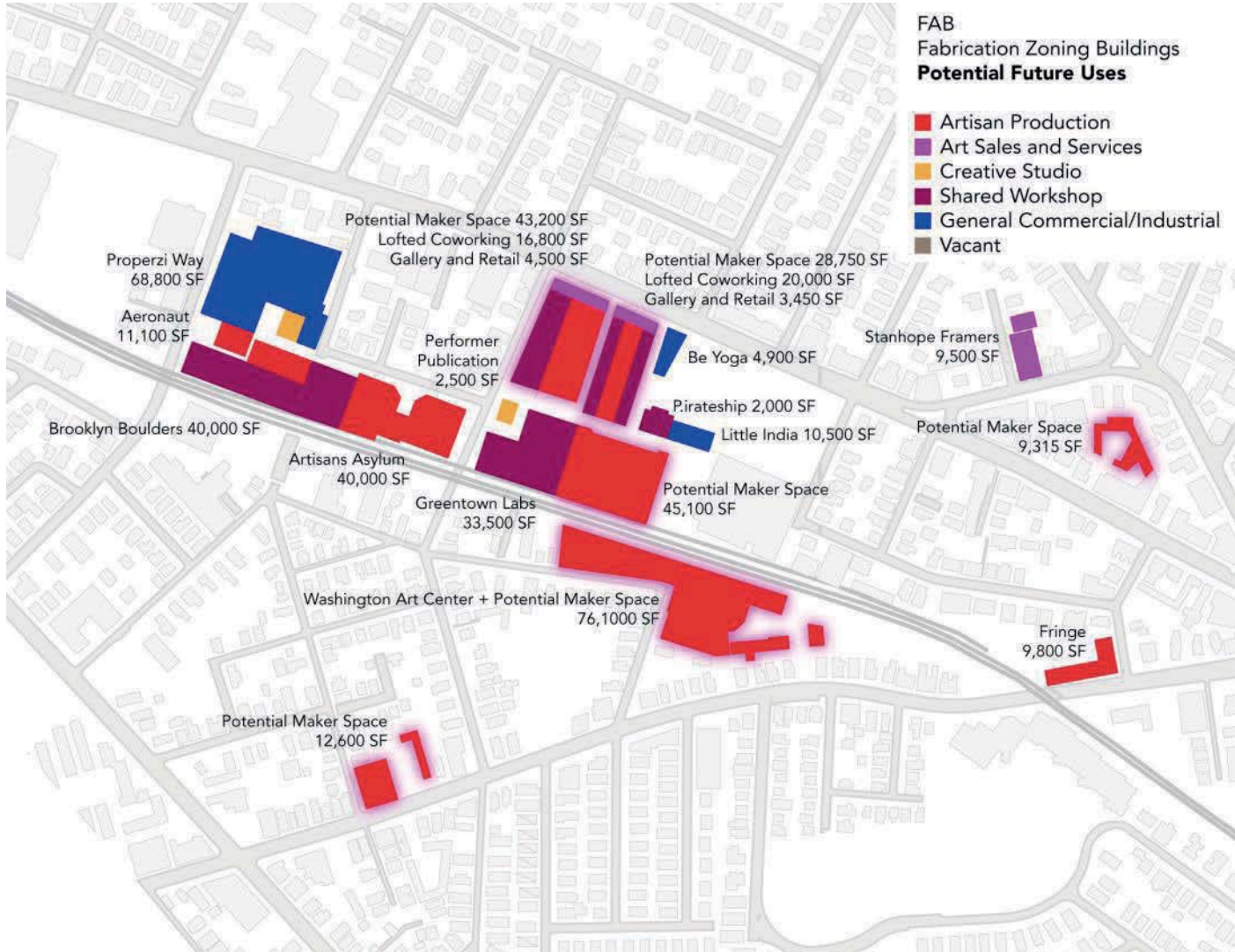




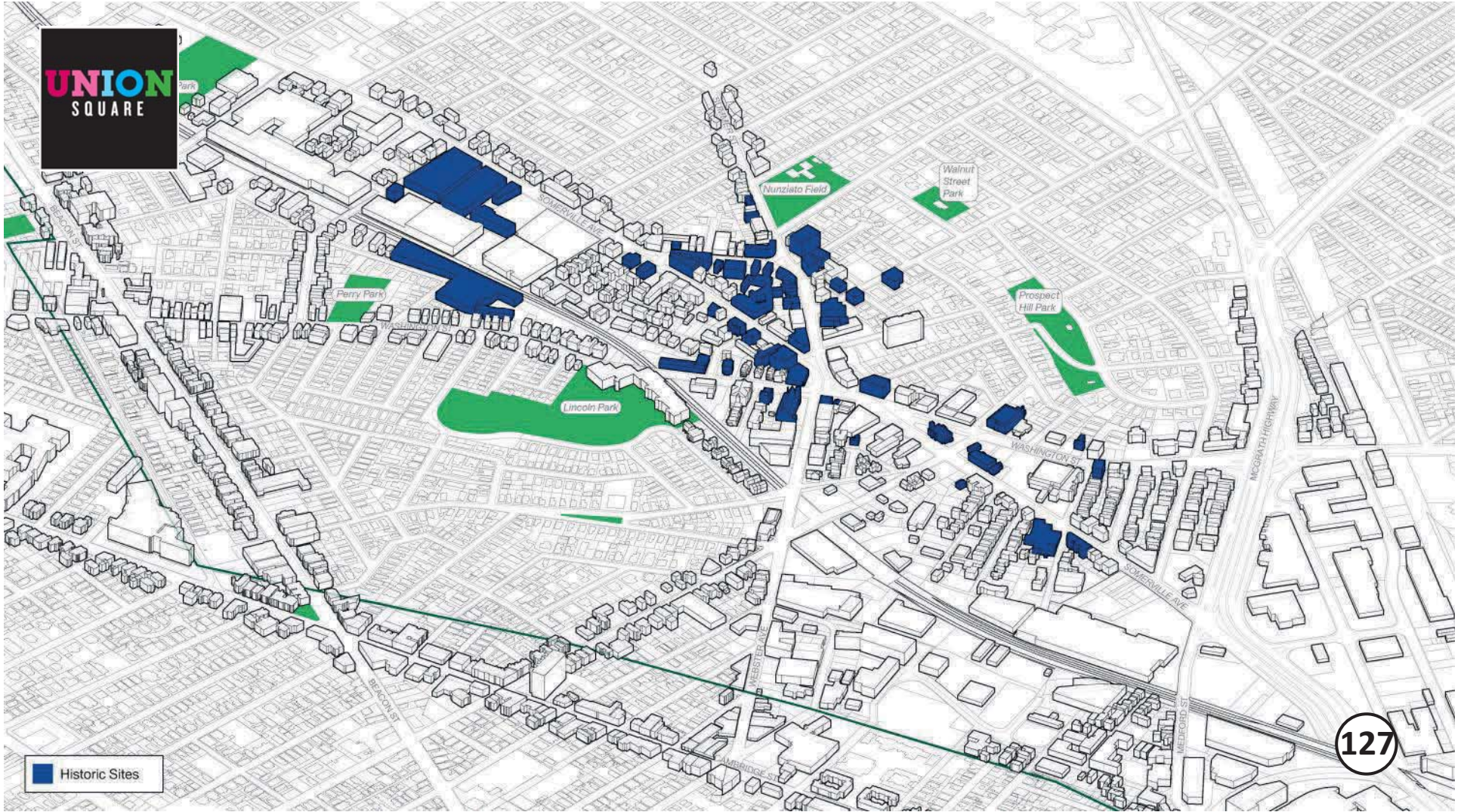
Location of Existing Fabrication Businesses & Uses







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Historic Sites

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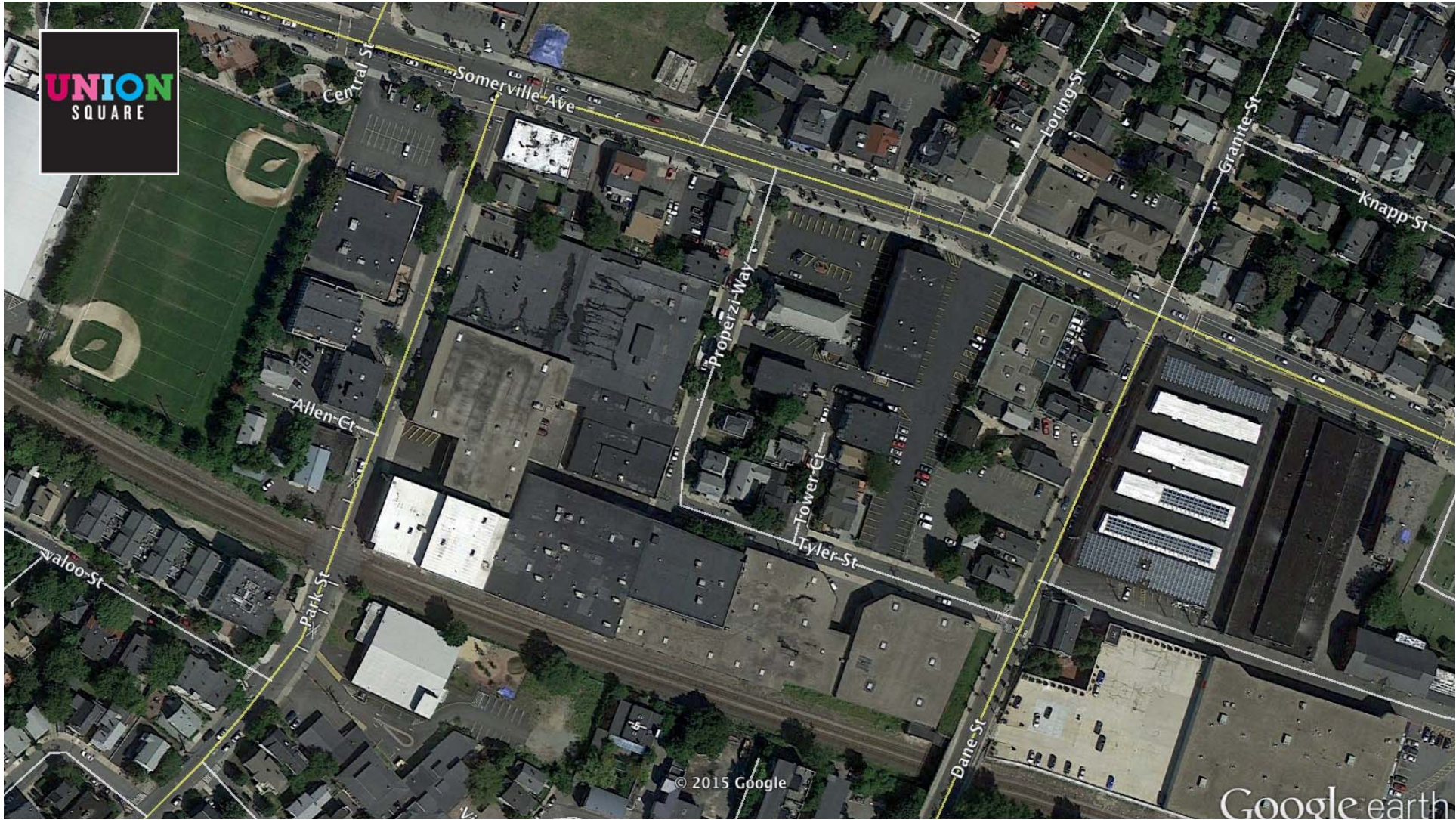
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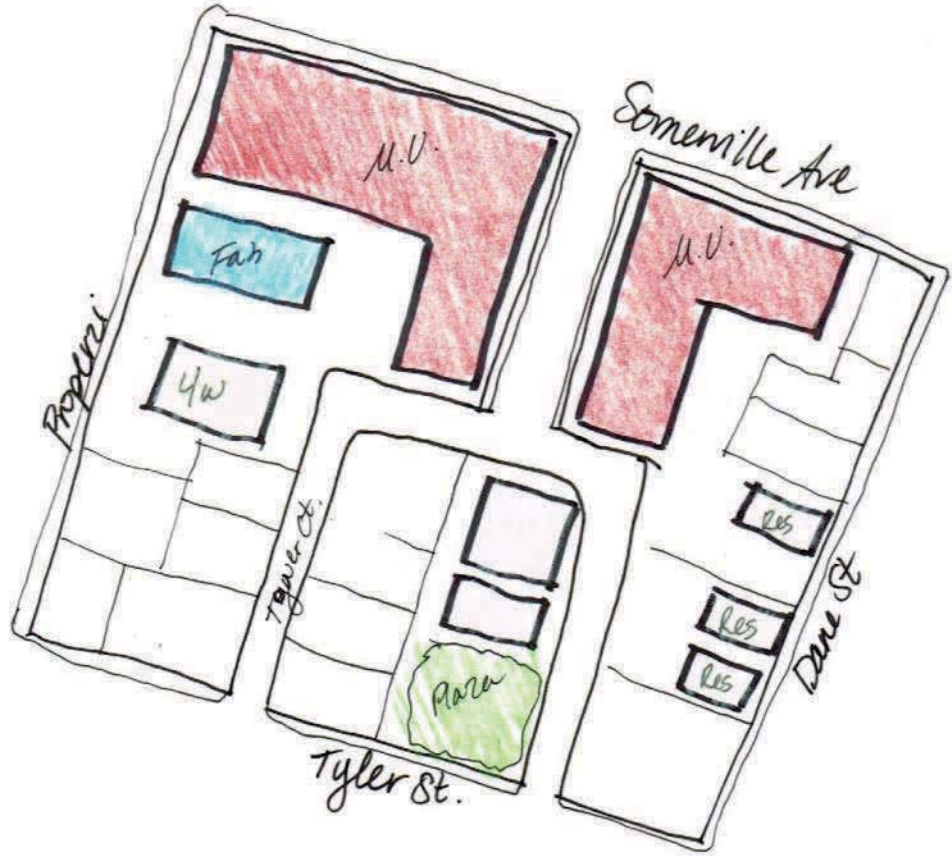
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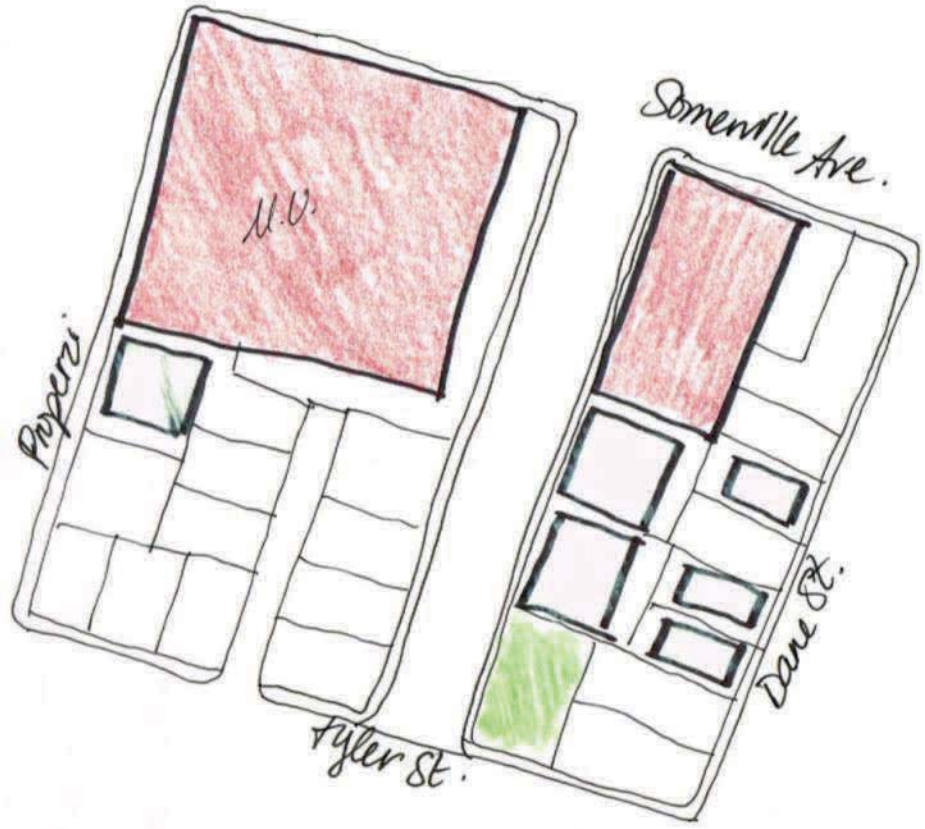


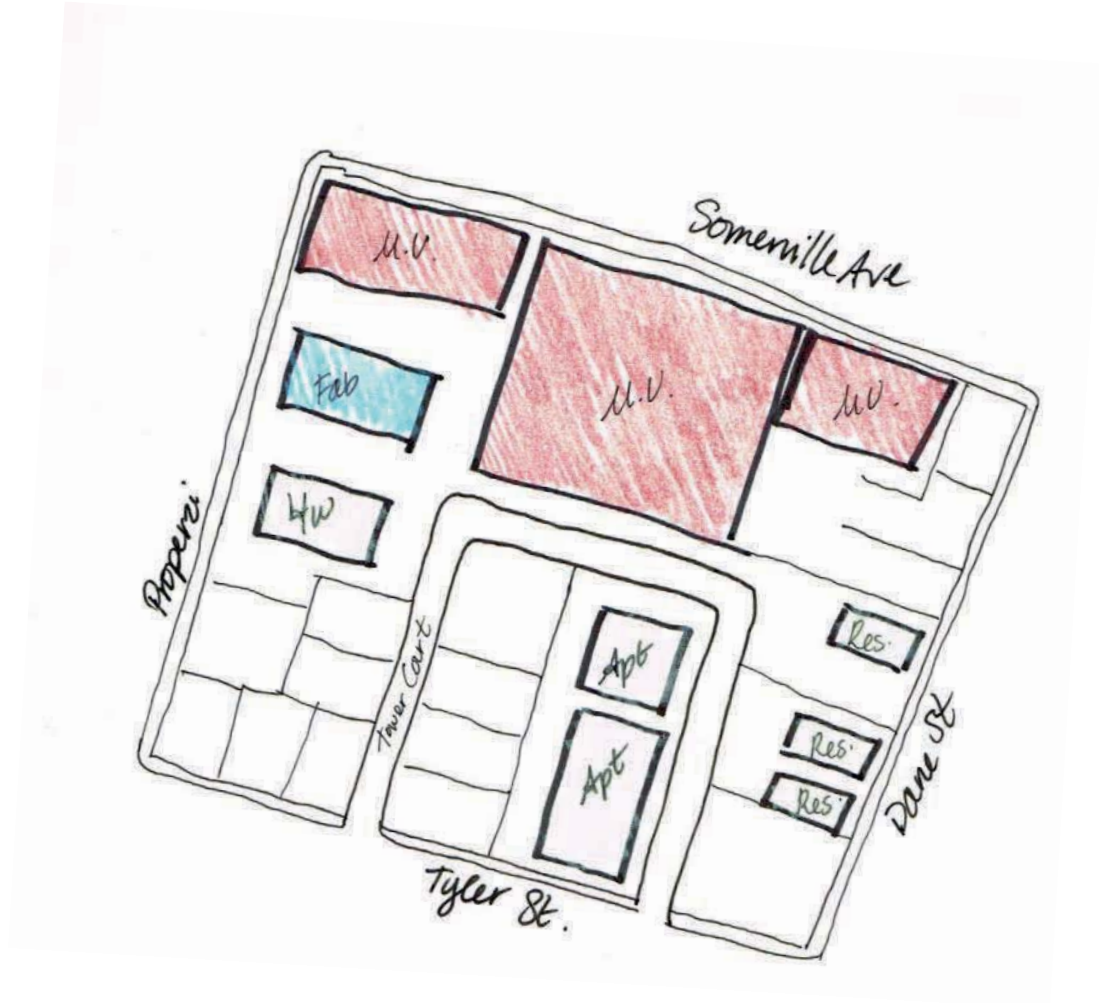
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Google earth







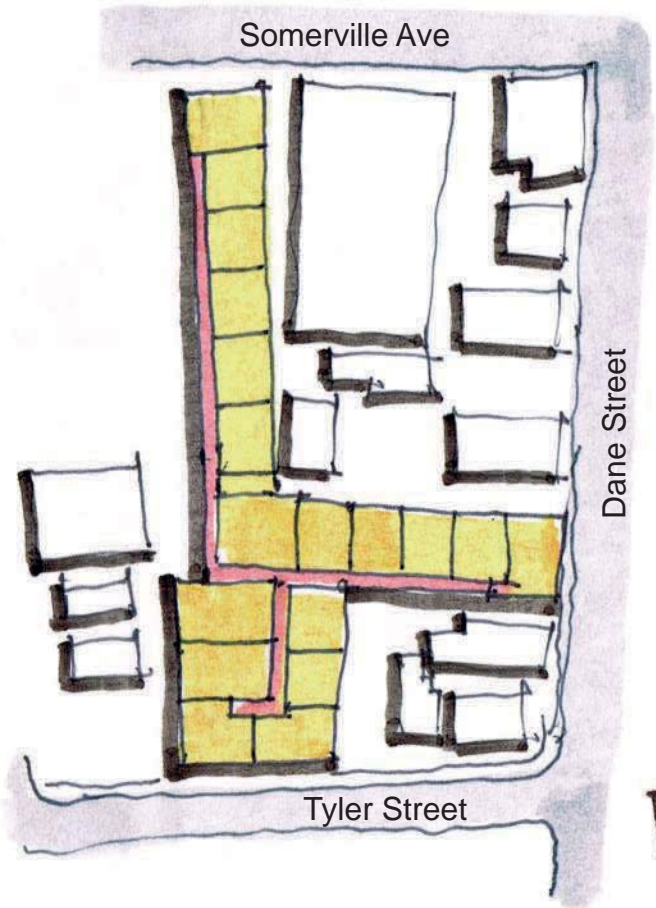


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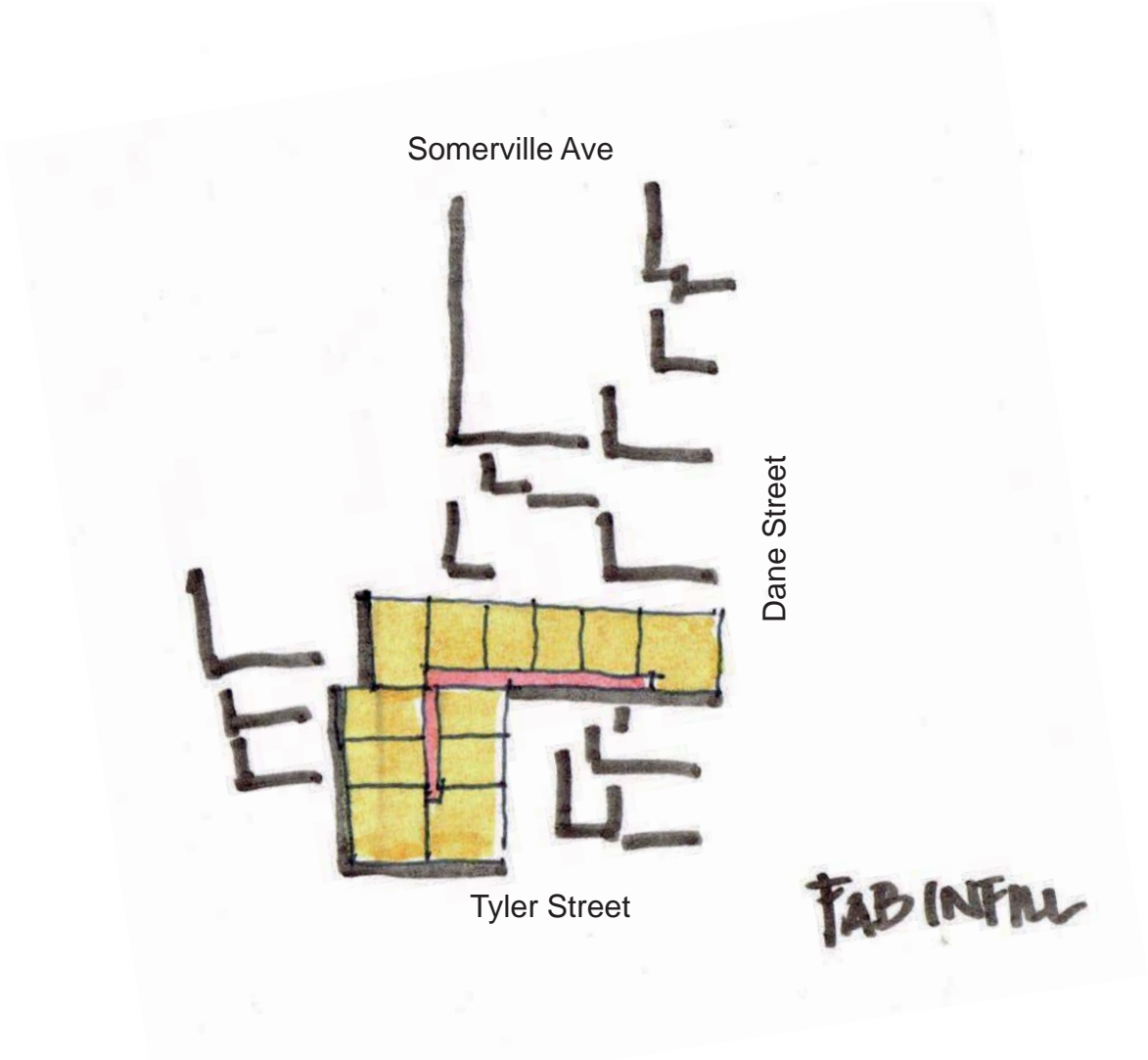
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FAB INFILL





Fab District Parking
Four options to allow fab expansion + cooperative parking



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SQUARE



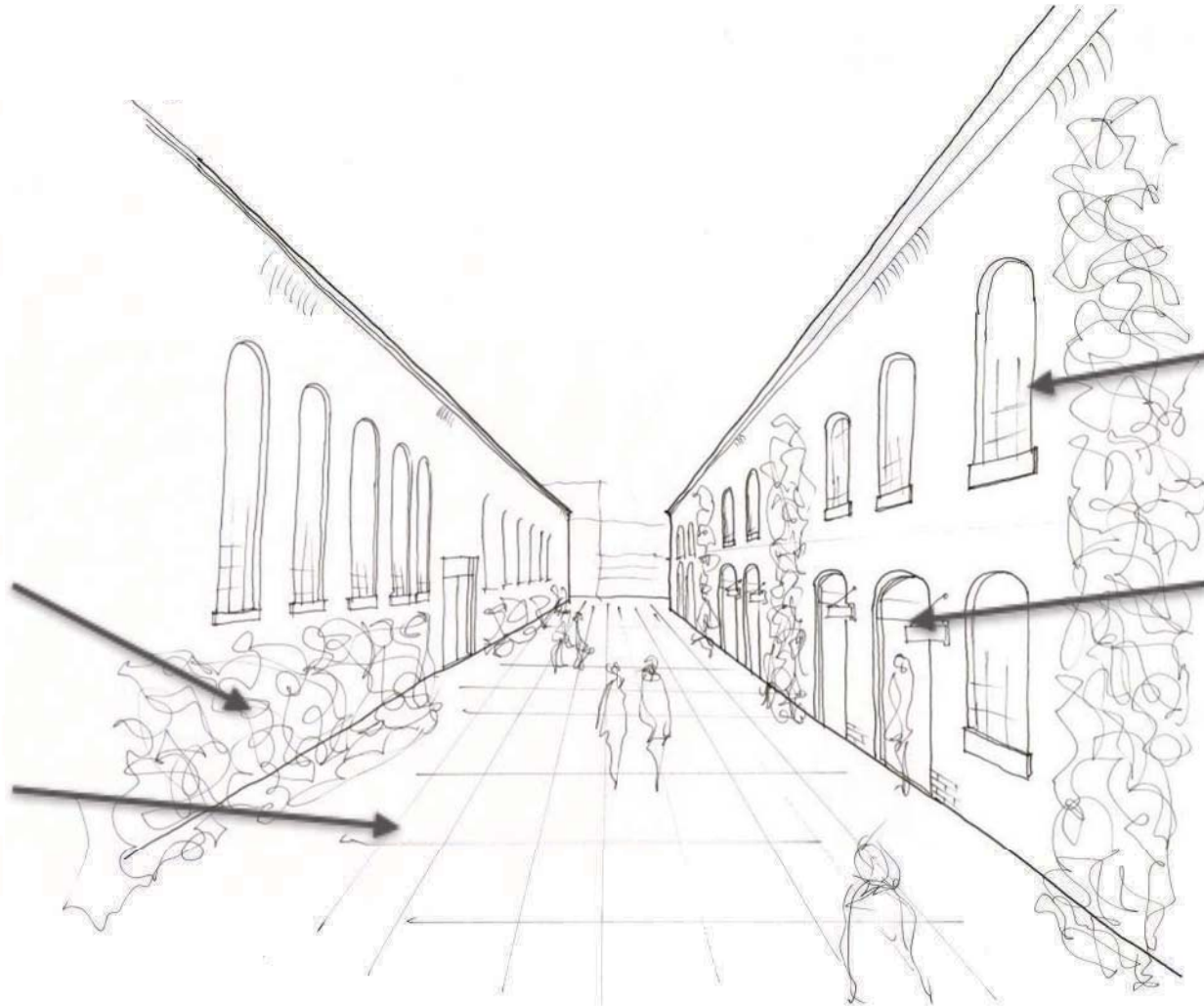
UNION
SQUARE





Add landscaping

Pedestrian improvements for land. (i.e. permeable pavers)



Add operable windows

Add additional entrance from lane with signage

UNION
SQUARE

WENTLOW
KUSTON
31 DAN ST.



Pedestrian and bicycle improvements in lane to encourage more uses than just parking.



UNION
SQUARE

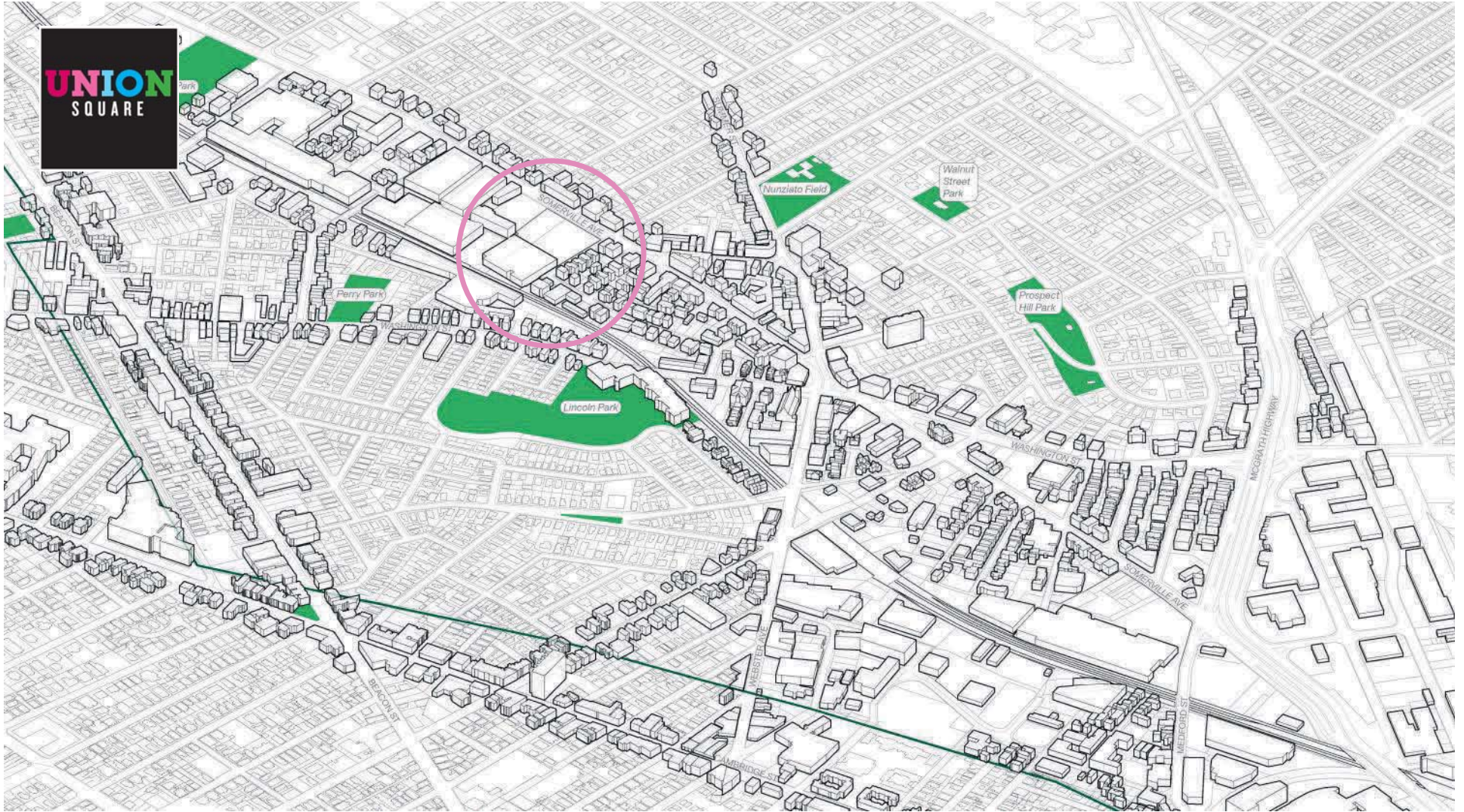


MARKET BASKET

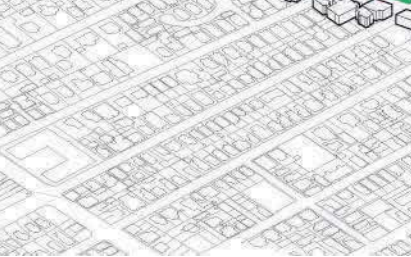
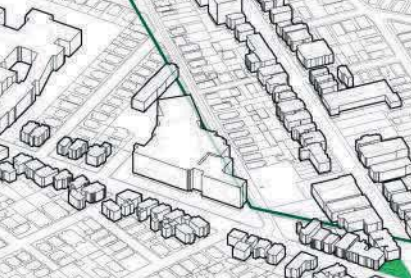
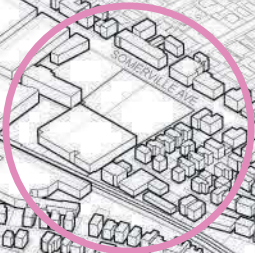


Somerville *by*
DESIGN





UNION
SQUARE



AMBRIDGE ST

WASHINGTON ST

DEARBORN AVE

MENFORD ST

MCGRAW HIGHWAY

SCHOOL ST

WABLER ST

WABLER ST

WABLER ST

WABLER ST

WABLER ST

WABLER ST

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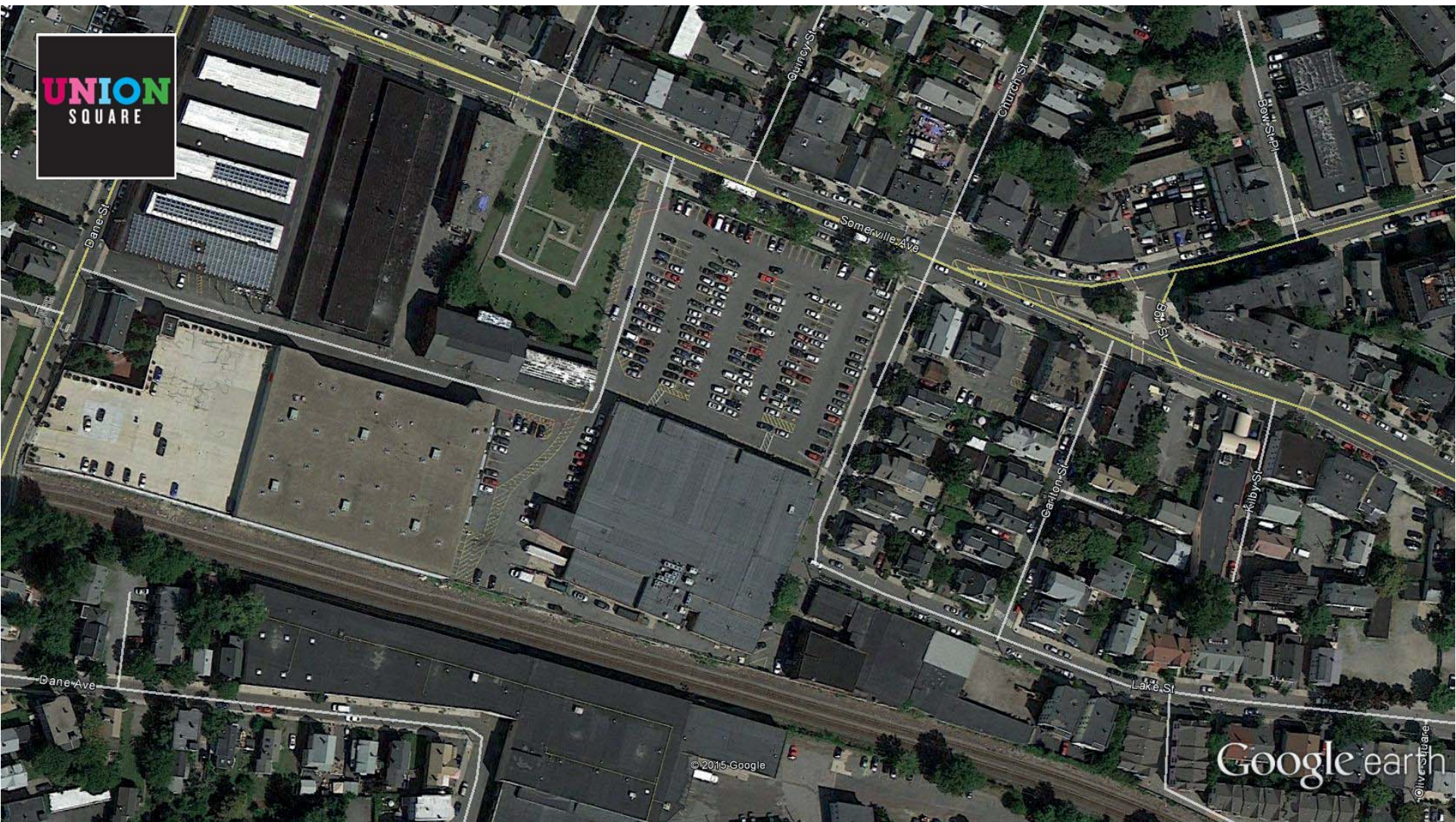
WABLER ST

WABLER ST

WABLER ST

WABLER ST

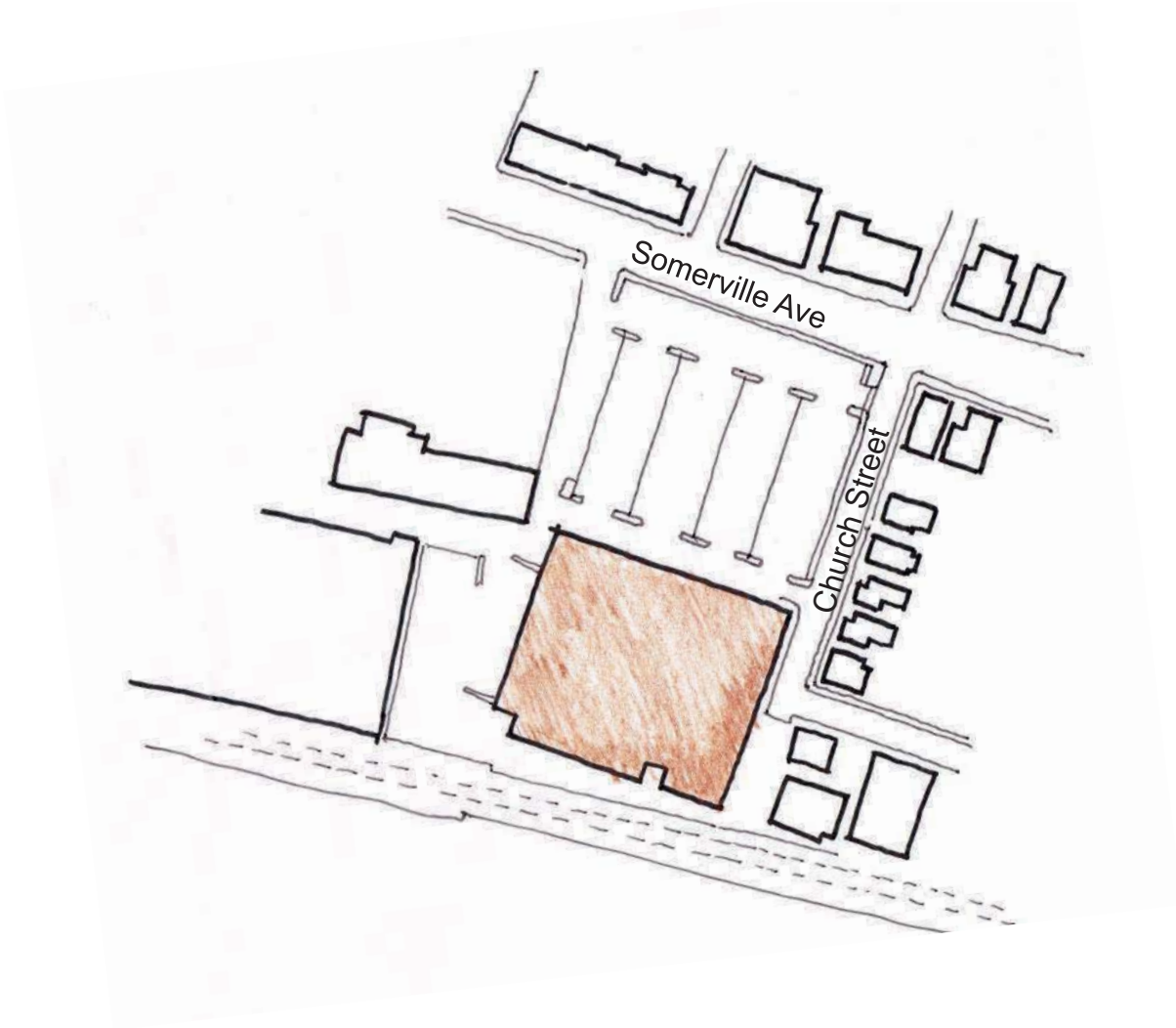
UNION
SQUARE

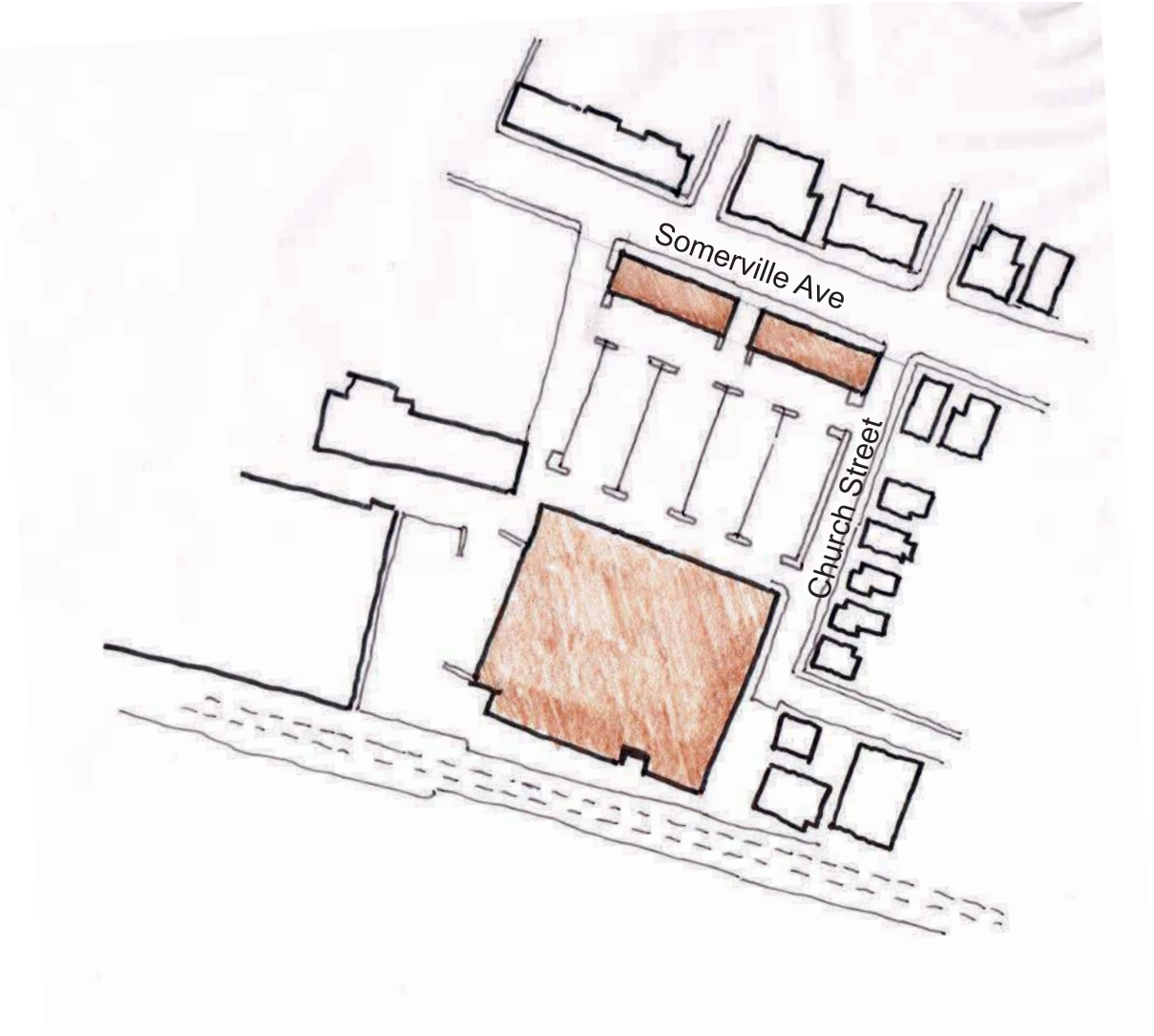


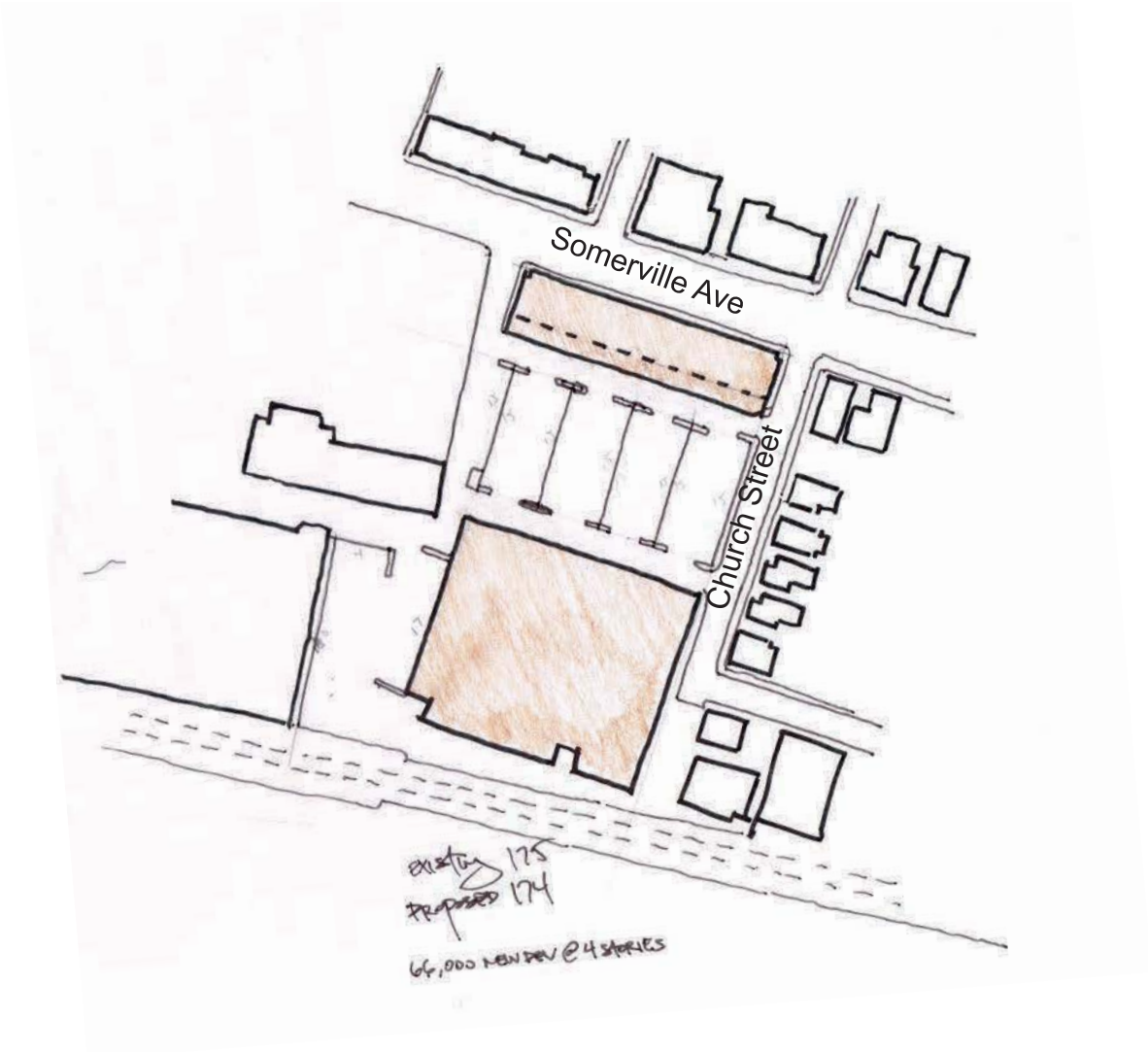
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Google earth

©livestillane







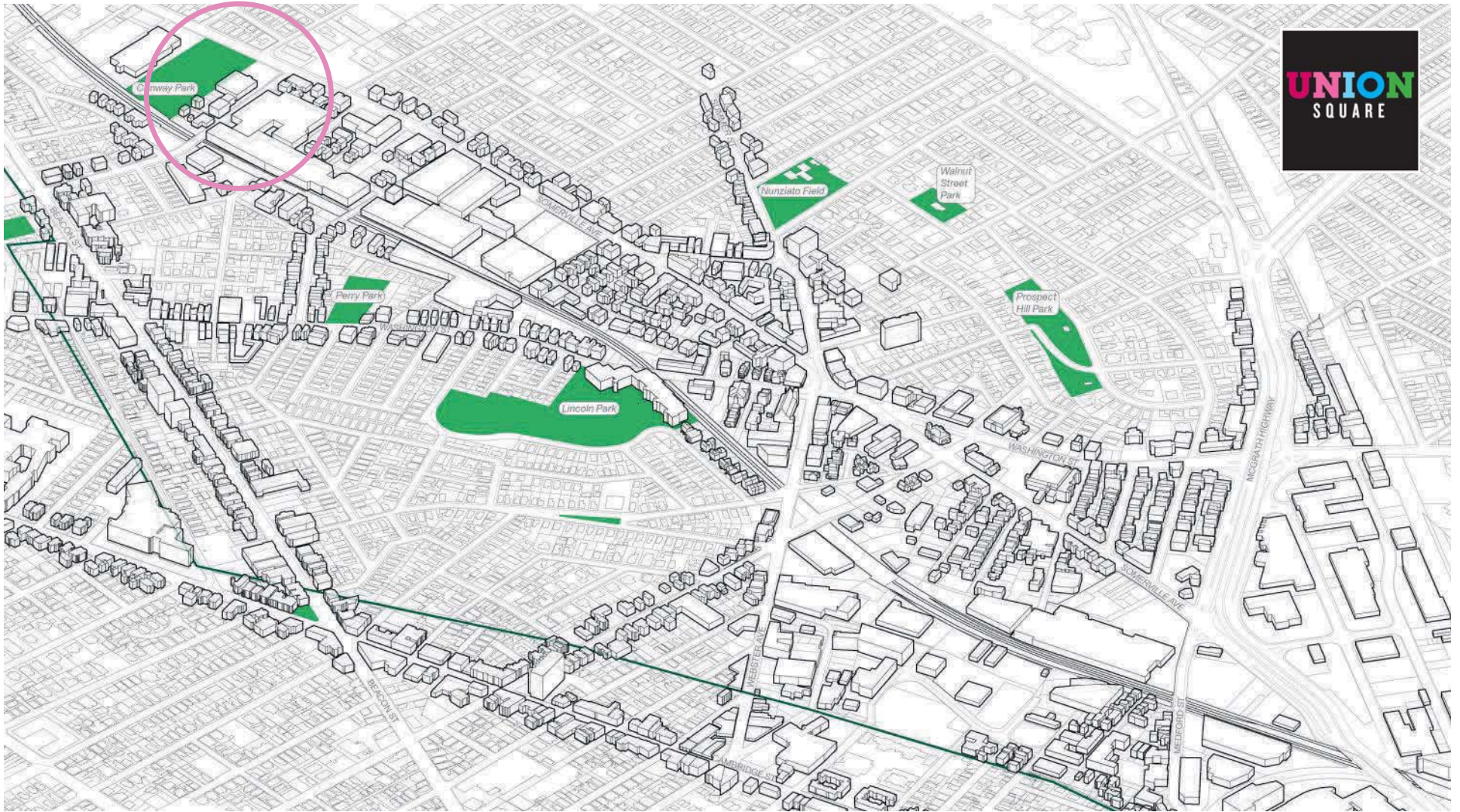
UNION
SQUARE



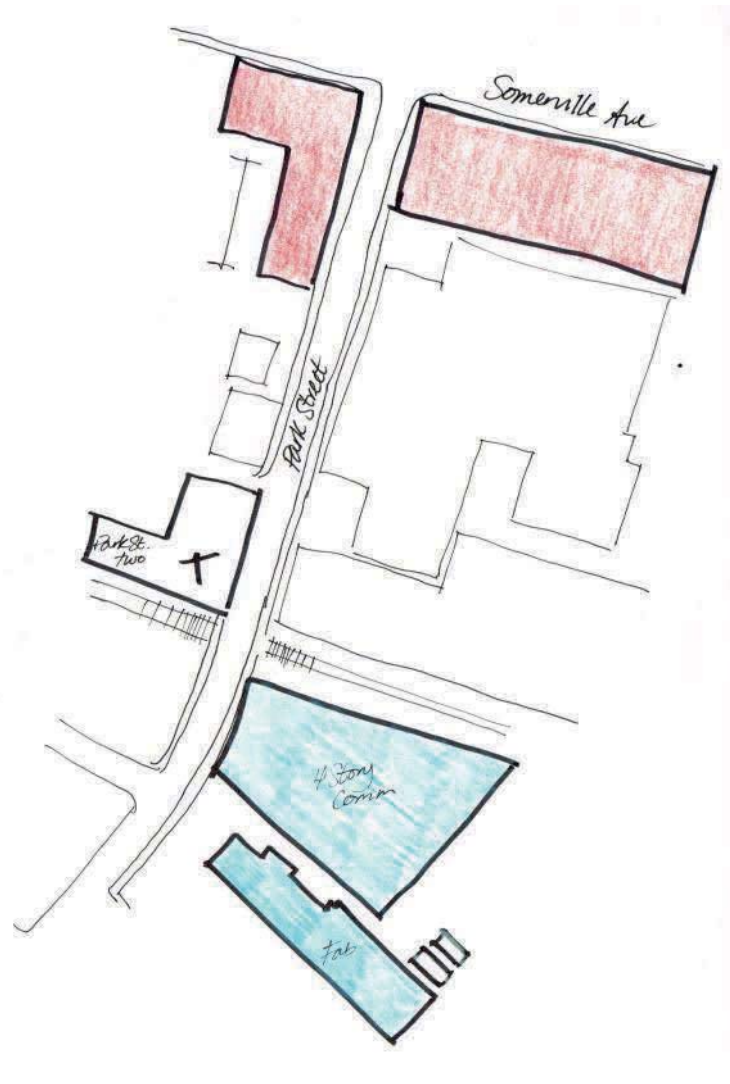
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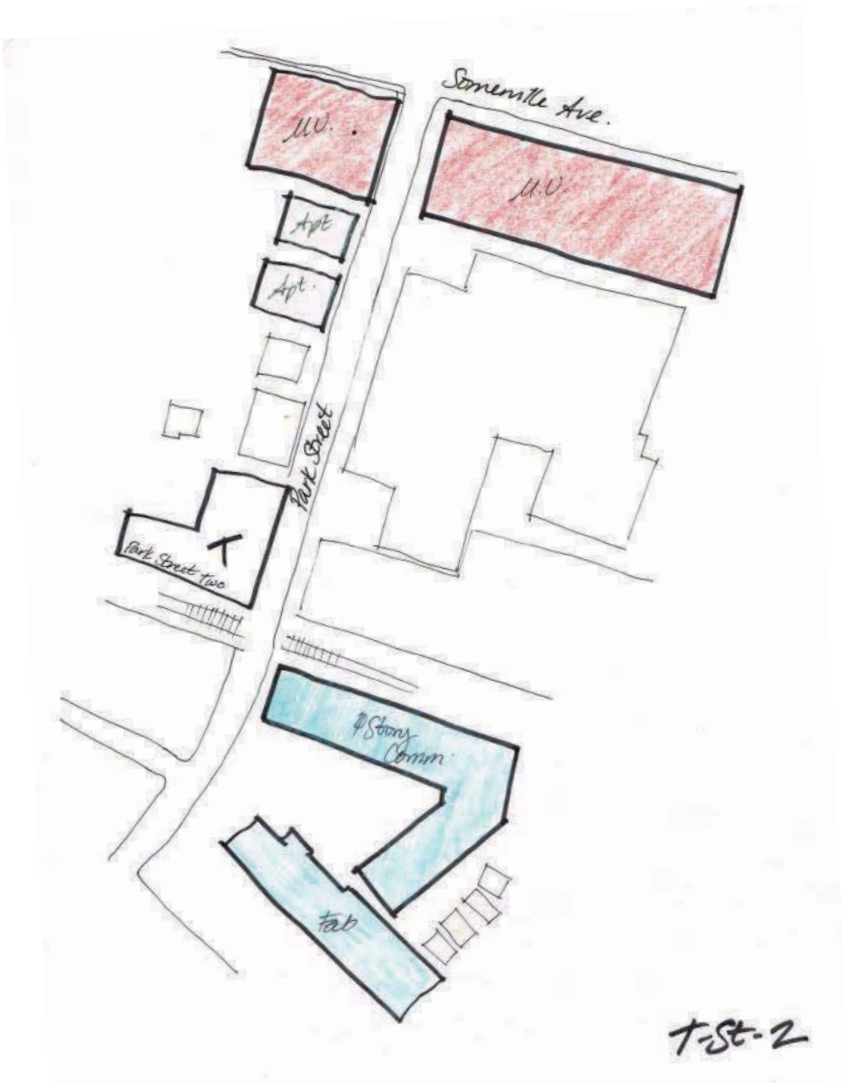


Somerville *by*
DESIGN









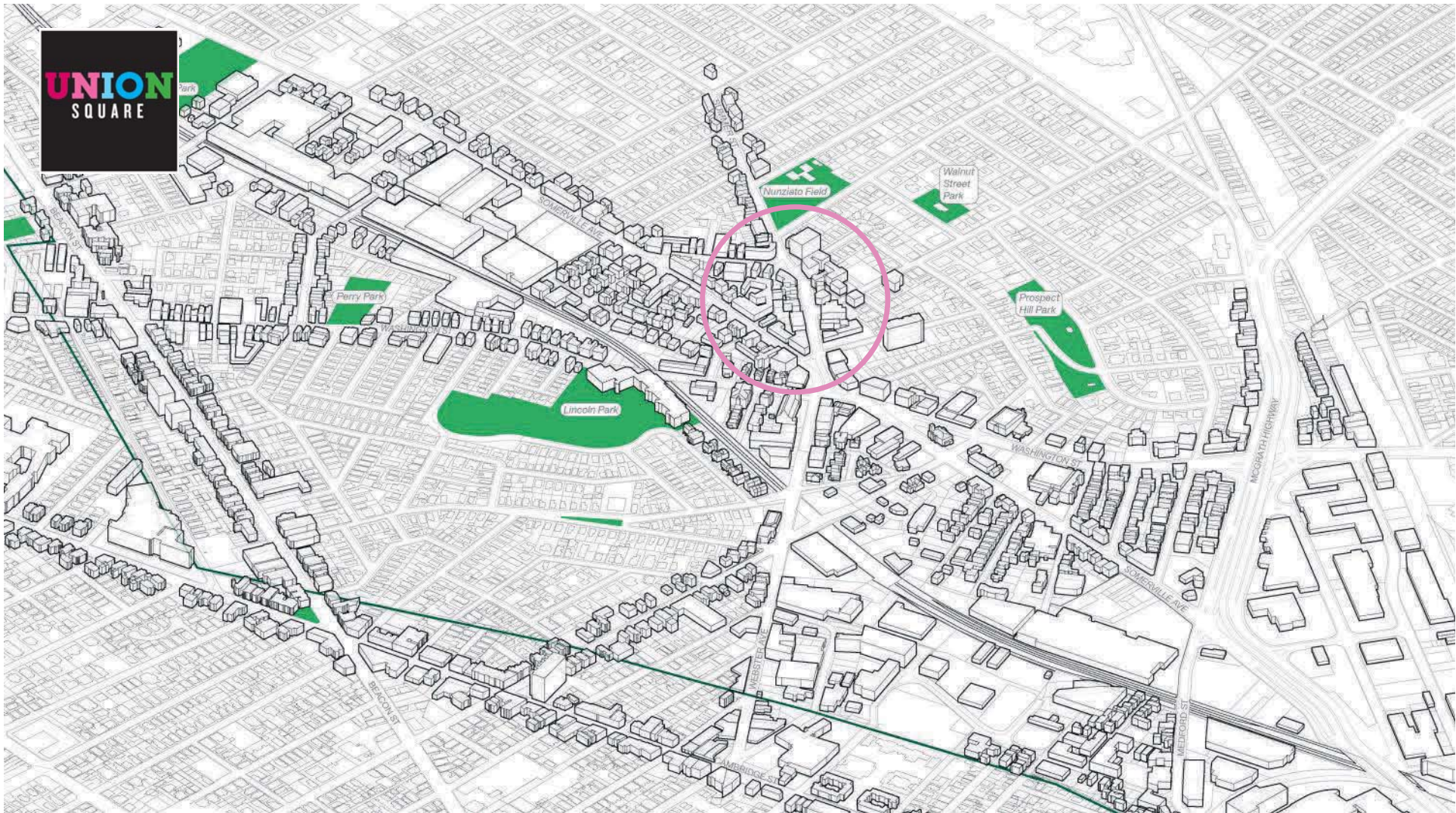


UNION
SQUARE

BOW STREET



Somerville *by*
DESIGN



UNION
SQUARE

Lincoln Park

Perry Park

Nunziato Field

Walnut Street Park

Prospect Hill Park

WASHINGTON ST

DEARBORN AVE

MCGRAY HIGHWAY

AMBRIDGE ST

MENFORD ST

WELLS ST

WELLS ST

WELLS ST

WELLS ST

WELLS ST

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WELLS ST

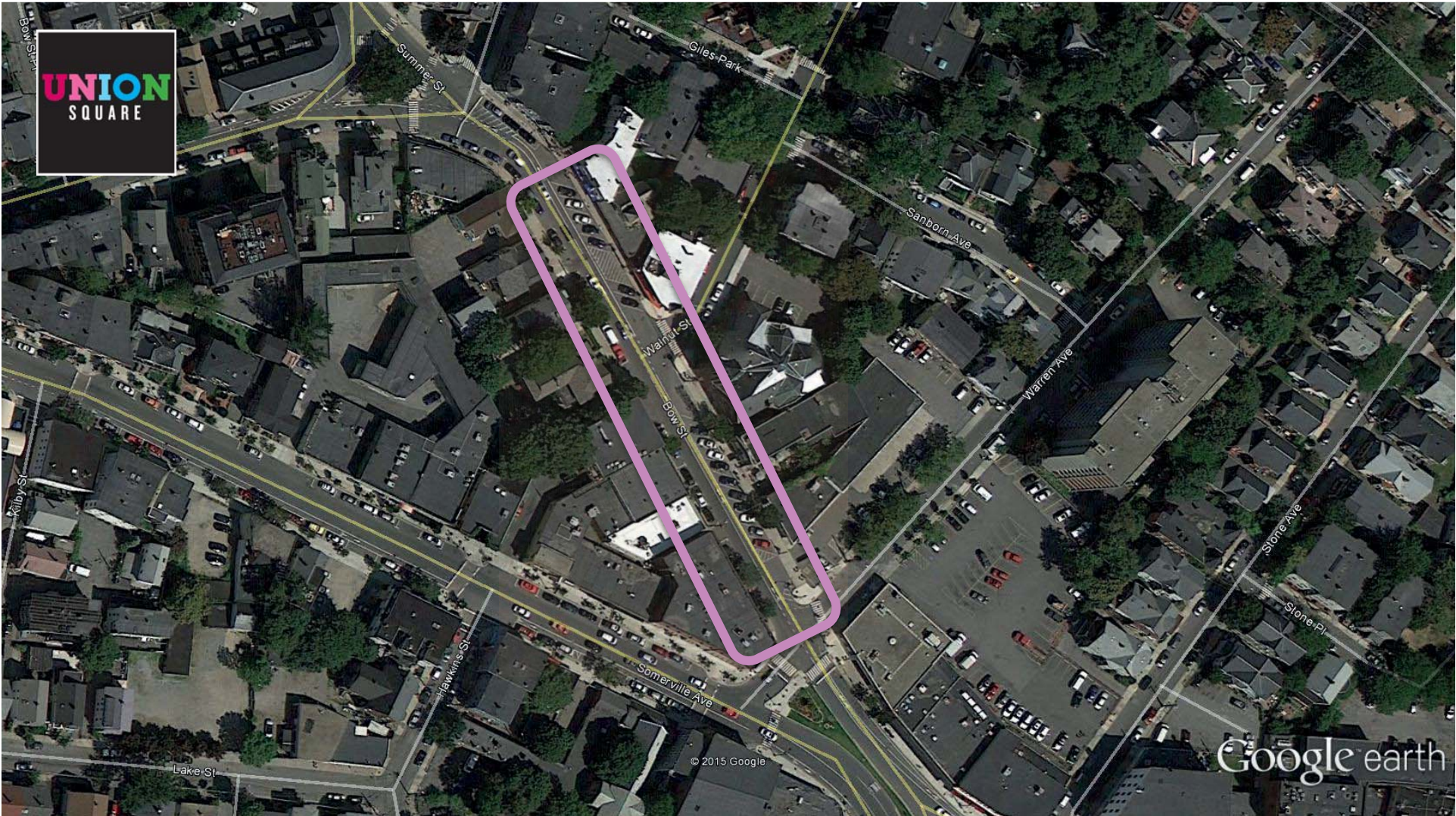
WELLS ST

WELLS ST

WELLS ST

WELLS ST

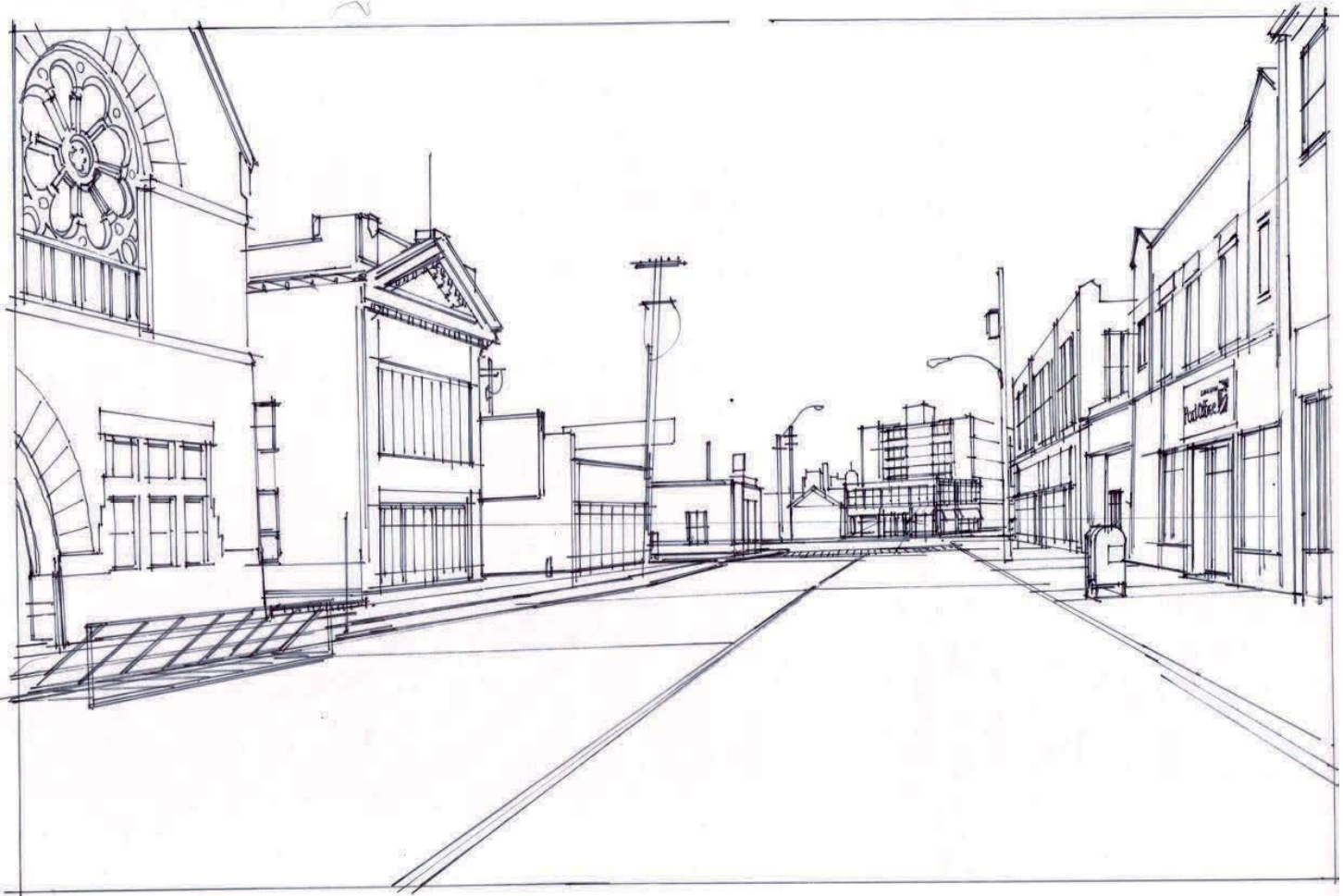
WELLS ST



Cady's Alley, Georgetown

Total Length of Shared Space: 612 feet
Year of Intervention: 1990's
Right of Way Width: 20 feet
Designer: Landscape Architecture Bureau







New Green Space reclaimed from street area.

Shared space design for the street. (i.e. Permeable pavers, no curb height, bollards, etc.)



Additional areas for outdoor seating.

Street redesign to encourage slower moving traffic that comfortable shared the space with pedestrians and bikes.

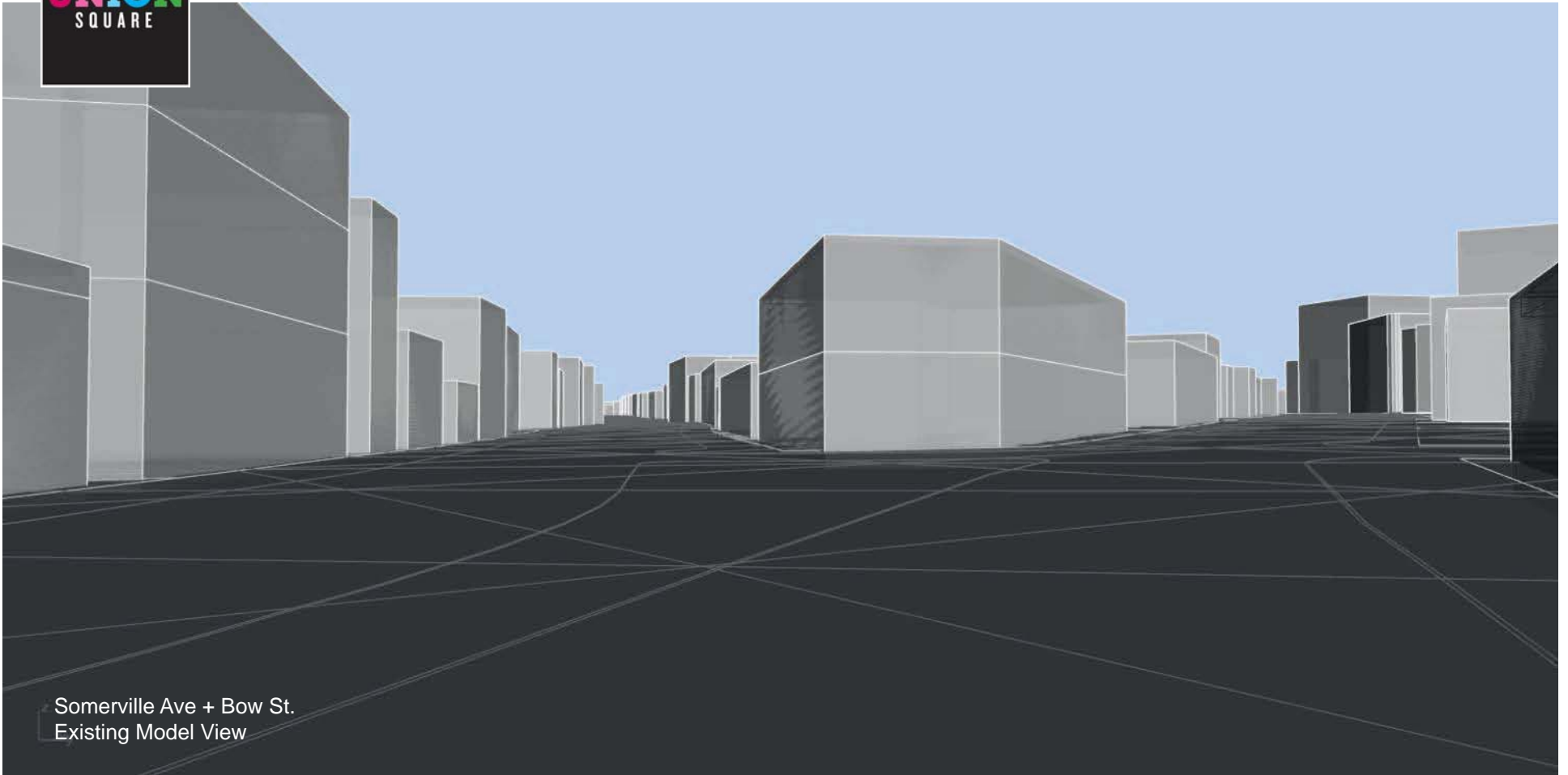


Somerville Ave + Bow St.
Existing Street View

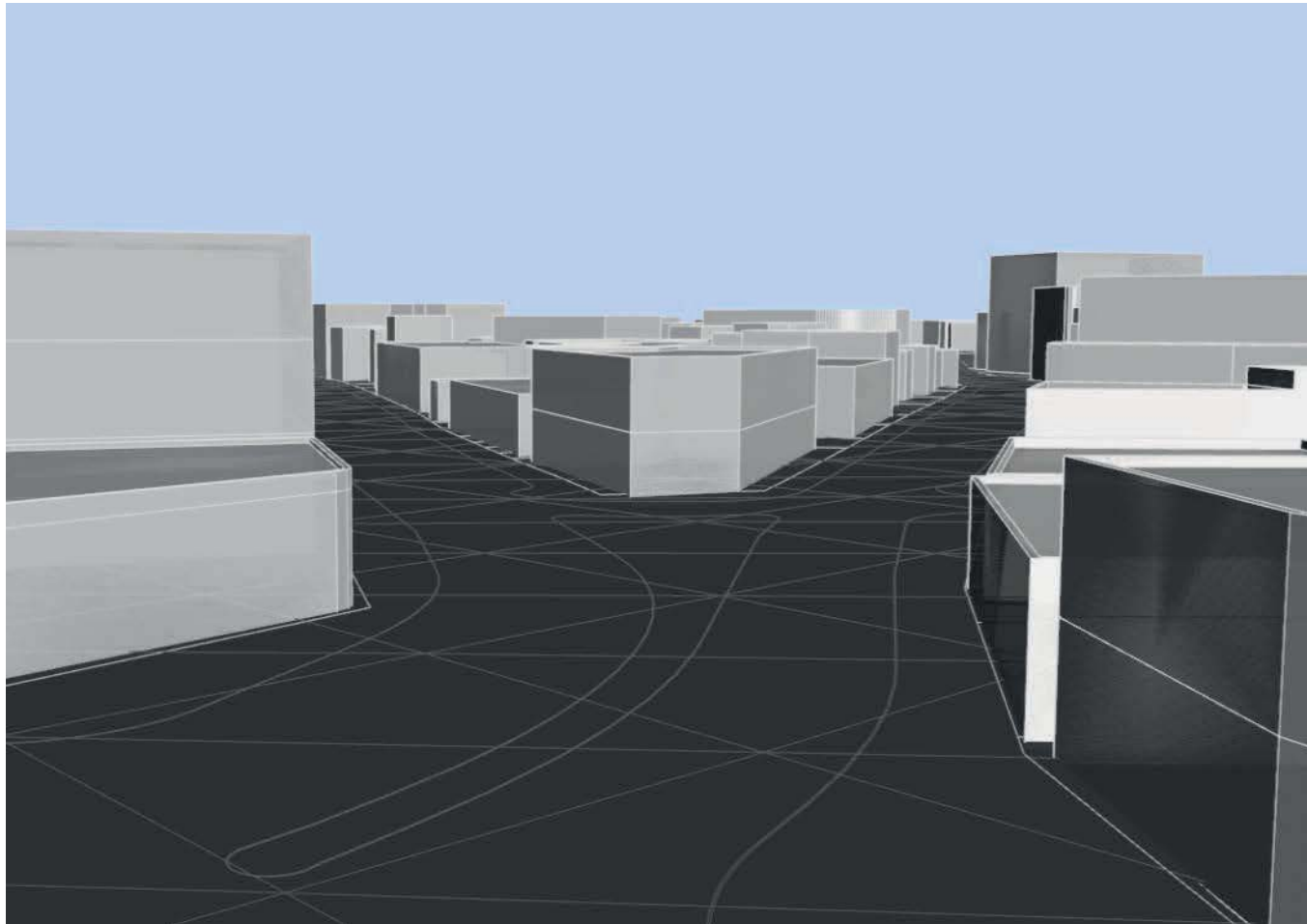


Somerville Ave + Bow St.
Historic Photo

UNION
SQUARE

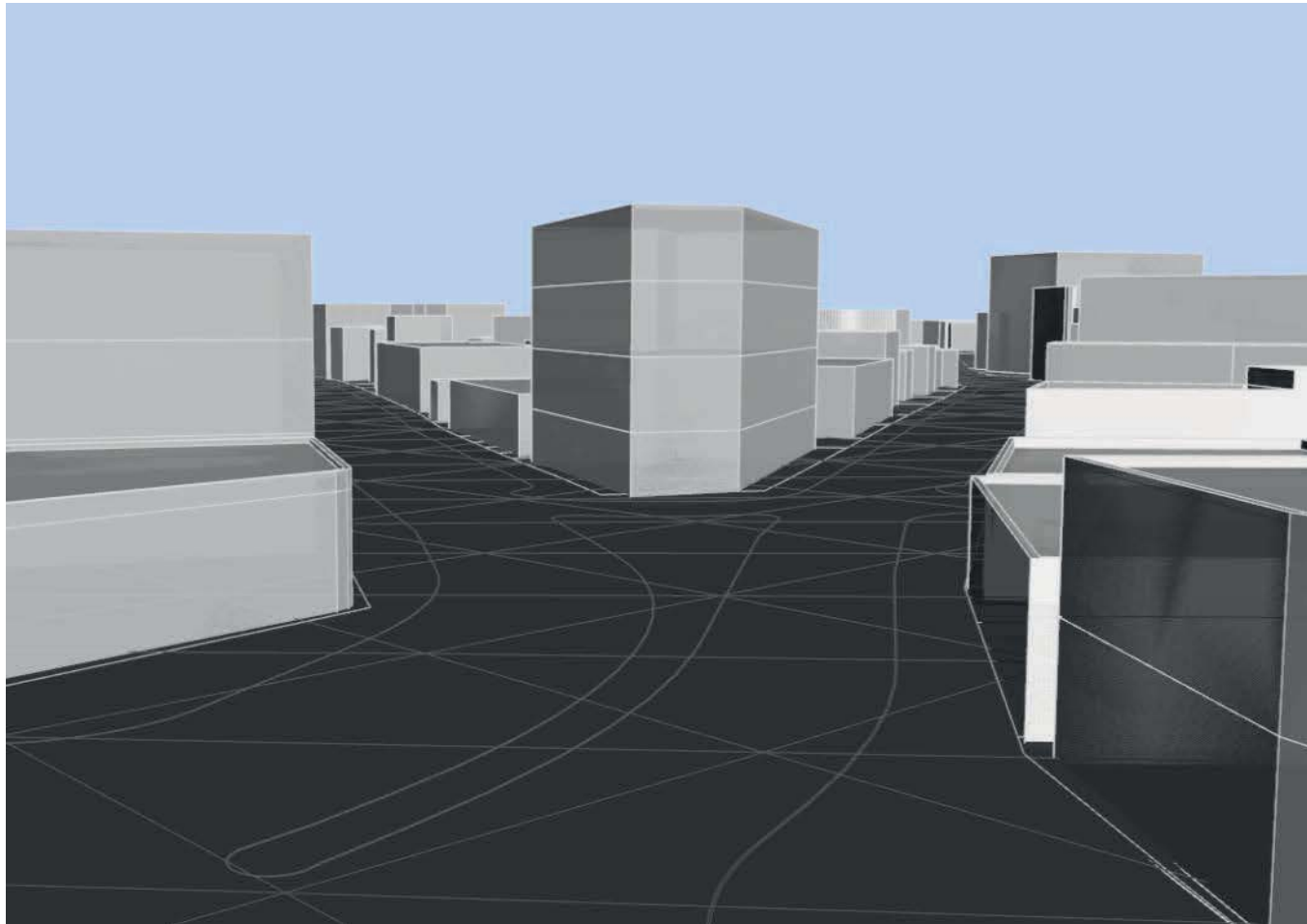


Somerville Ave + Bow St.
Existing Model View



Somerville Ave + Bow St.
Existing Model View

UNION
SQUARE



Somerville Ave + Bow St.
Proposed Model View



UNION
SQUARE

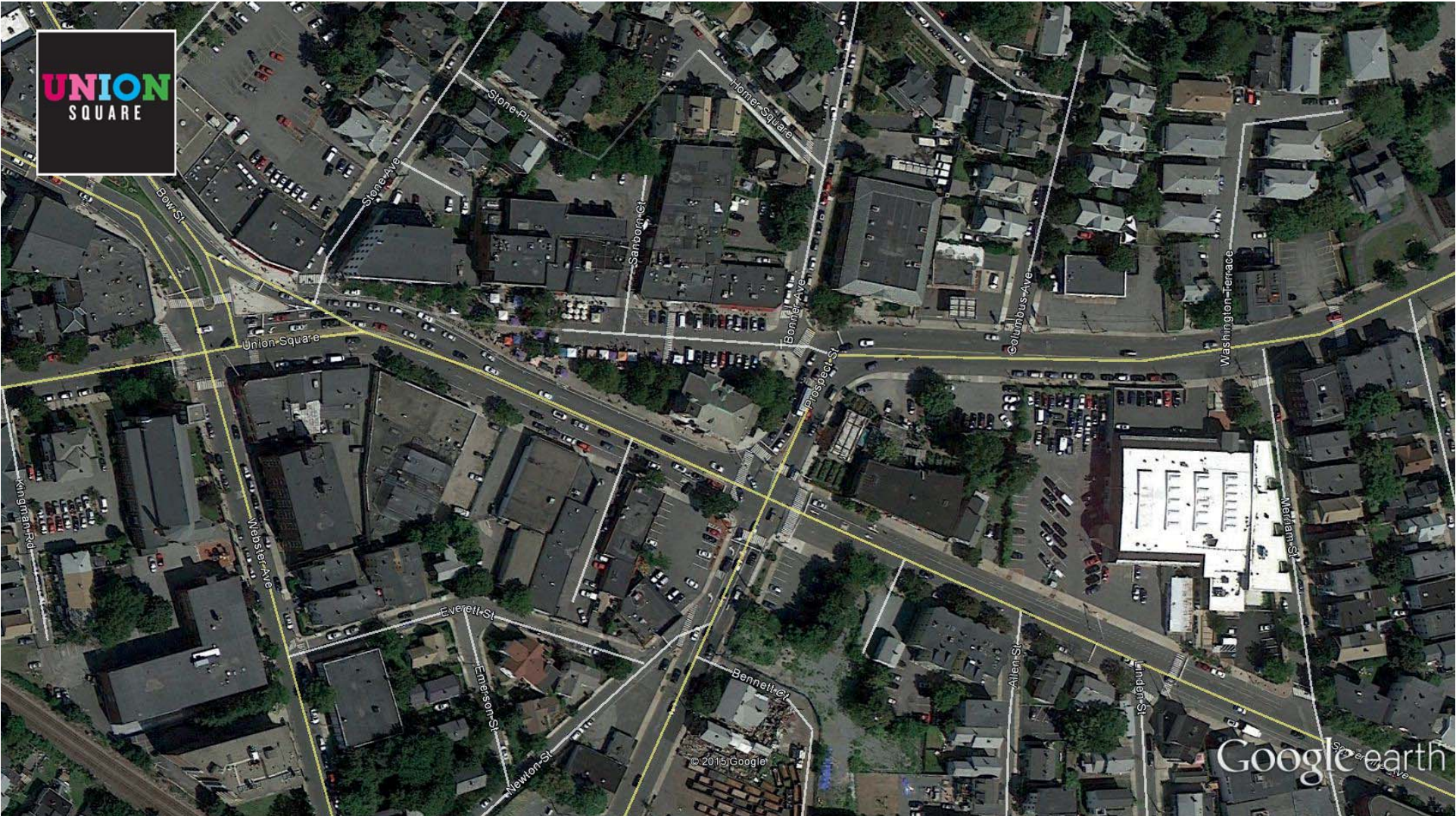
USQ PLAZA



Somerville *by*
DESIGN

UNION
SQUARE





UNION
SQUARE

Google earth

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Street names visible in the image include: Stone Pl, Homer Square, Sanborn Ct, Bonner Ave, Columbus Ave, Washington Terrace, Union Square, Bow St, Webster Ave, Everett St, Emerson St, Newton St, Bennett Ct, Allen St, Linden St, and Meriam St.





Redesign of Somerville Ave intersection at Webster and Washington



UNION
SQUARE

MCGRATH HIGHWAY

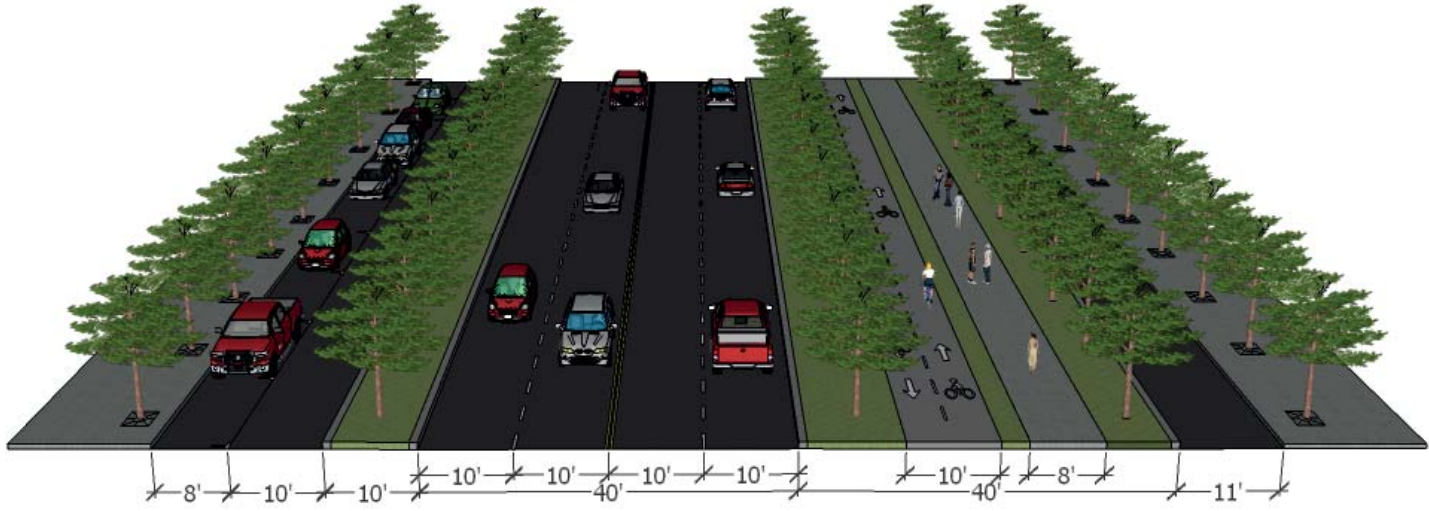


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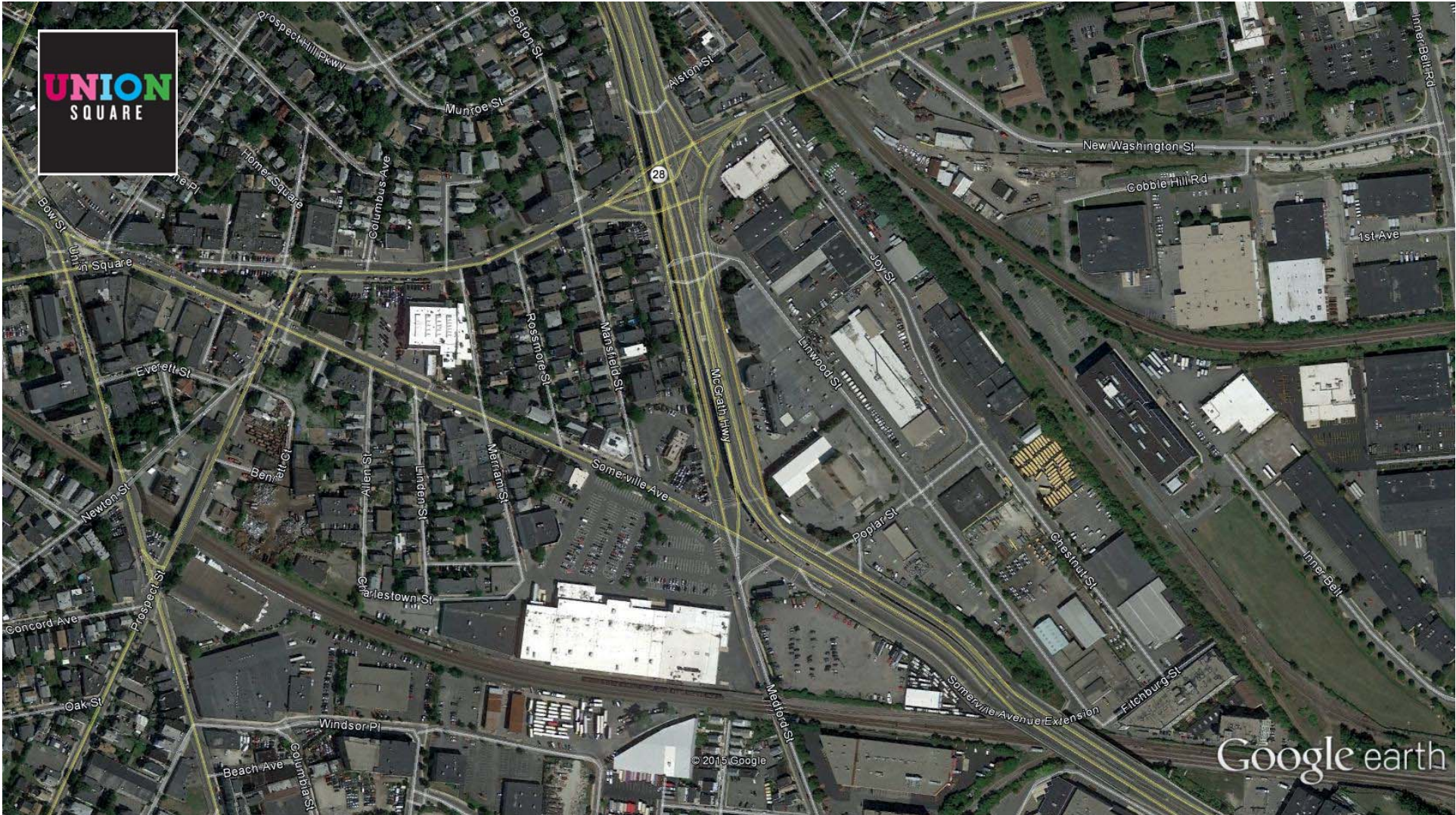
UNION
SQUARE







McGrath Boulevard Option



UNION
SQUARE

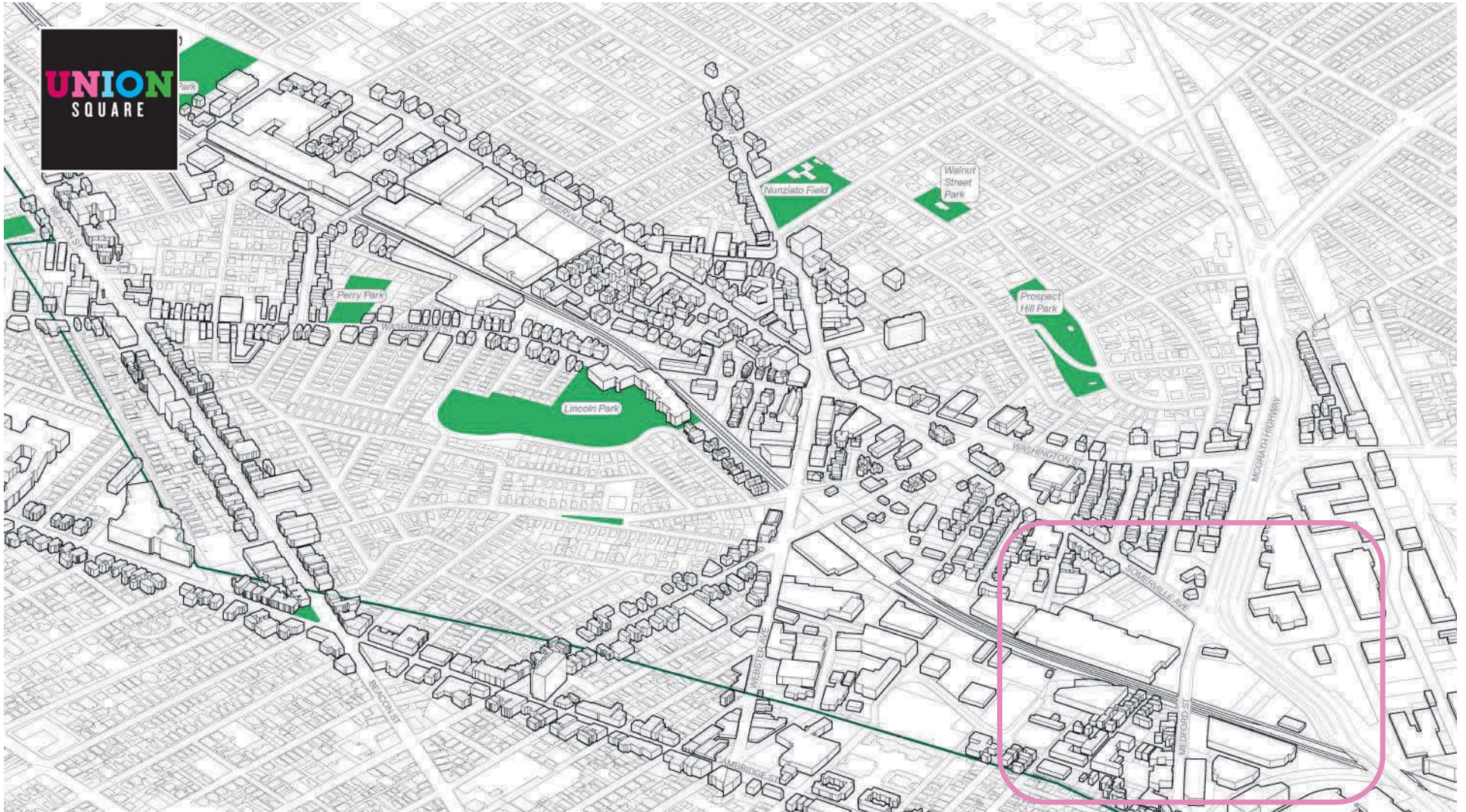


TARGET/GRAND JUNCTION

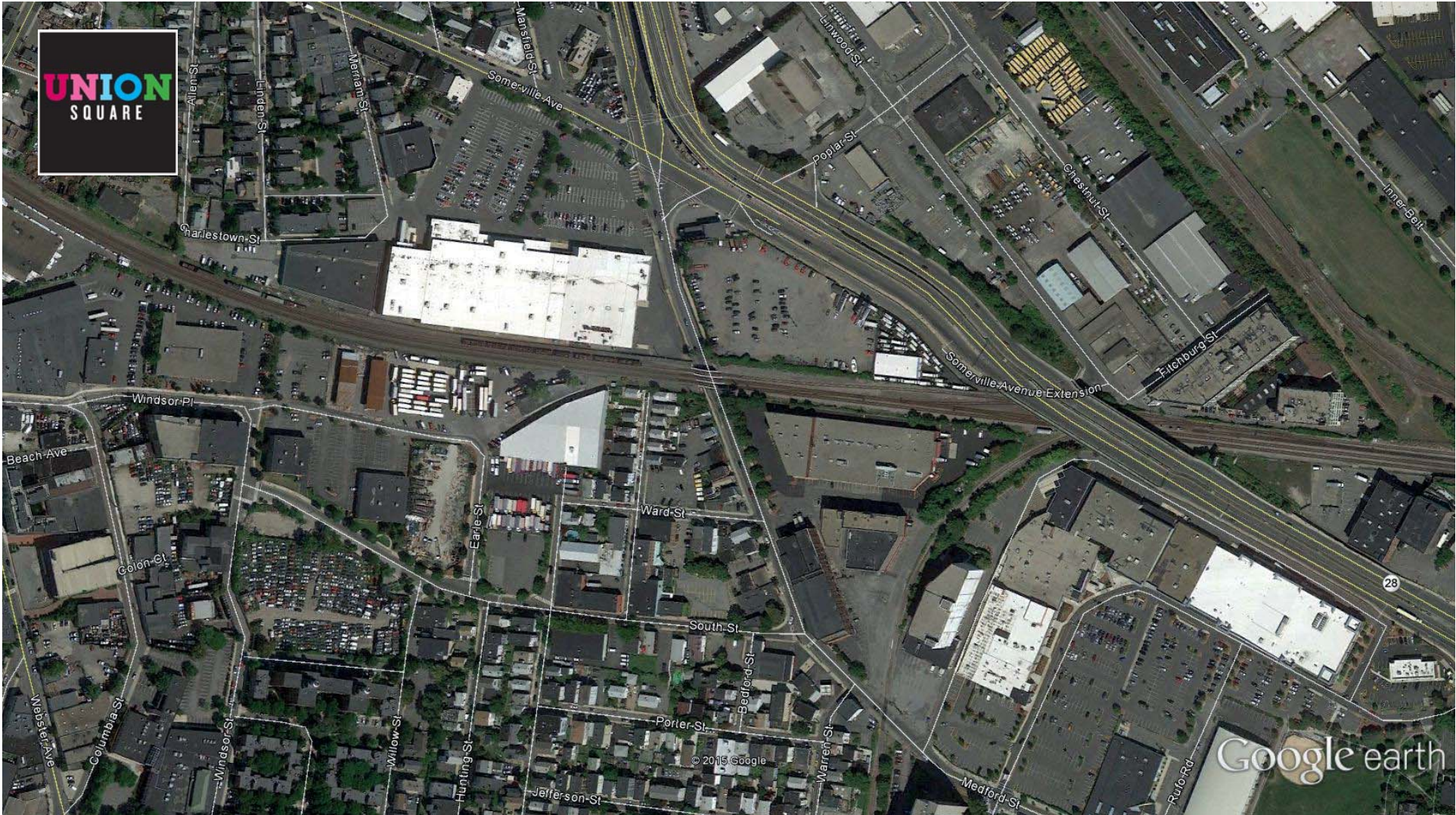


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DESIGN

UNION
SQUARE



UNION
SQUARE



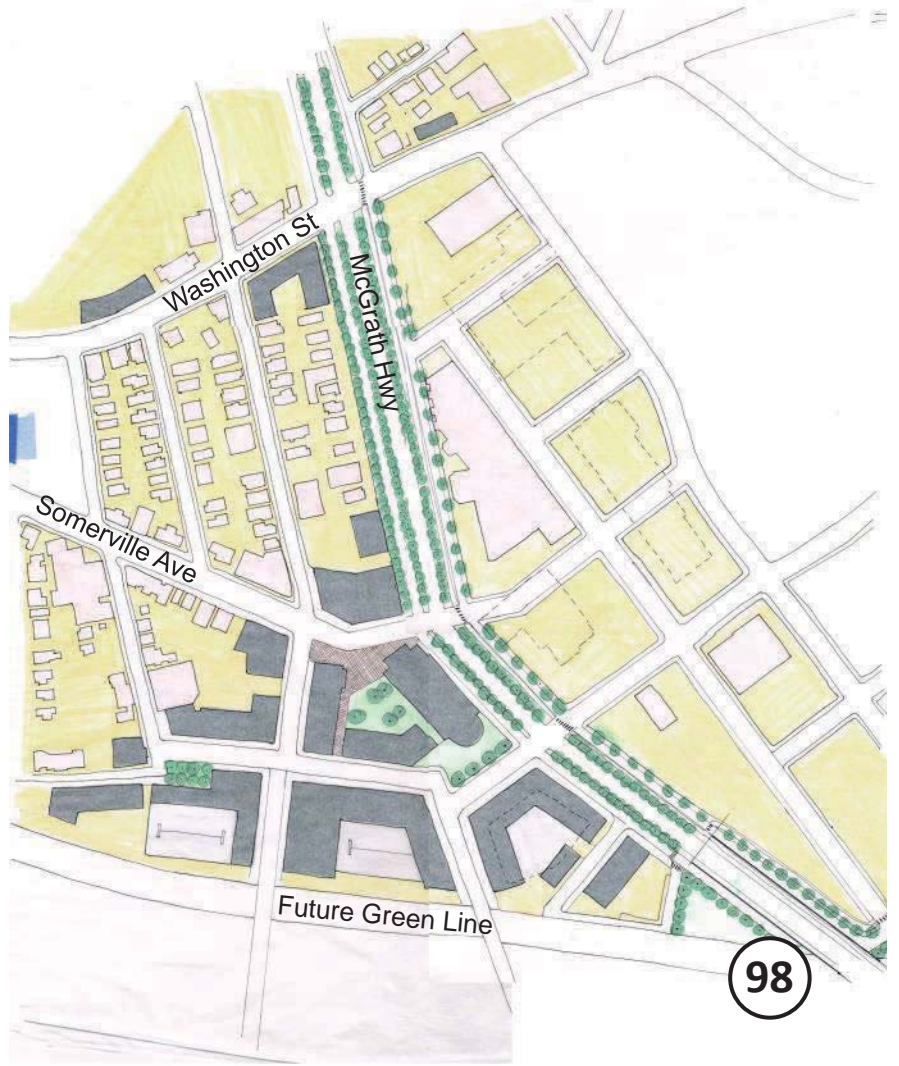
Google earth

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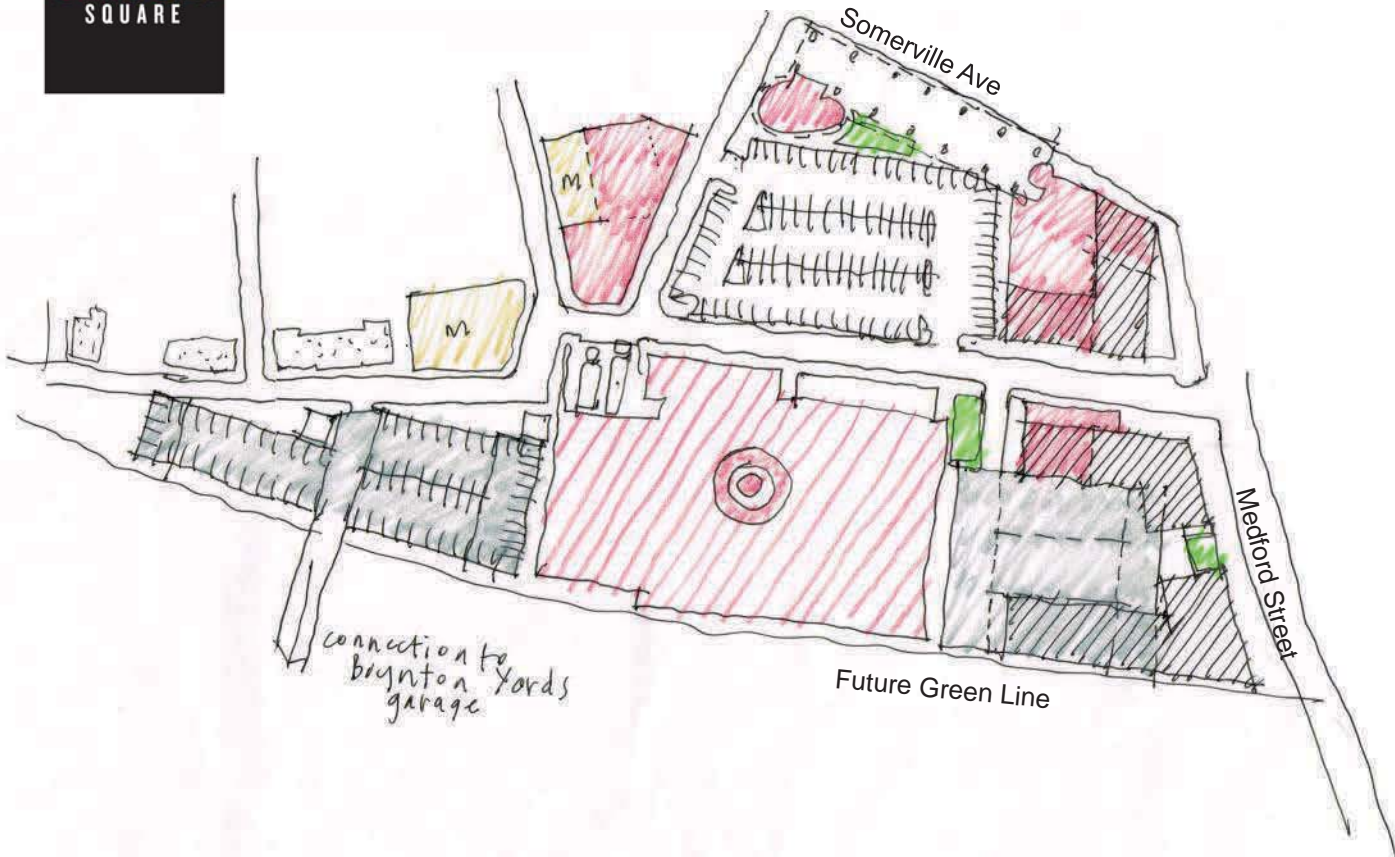
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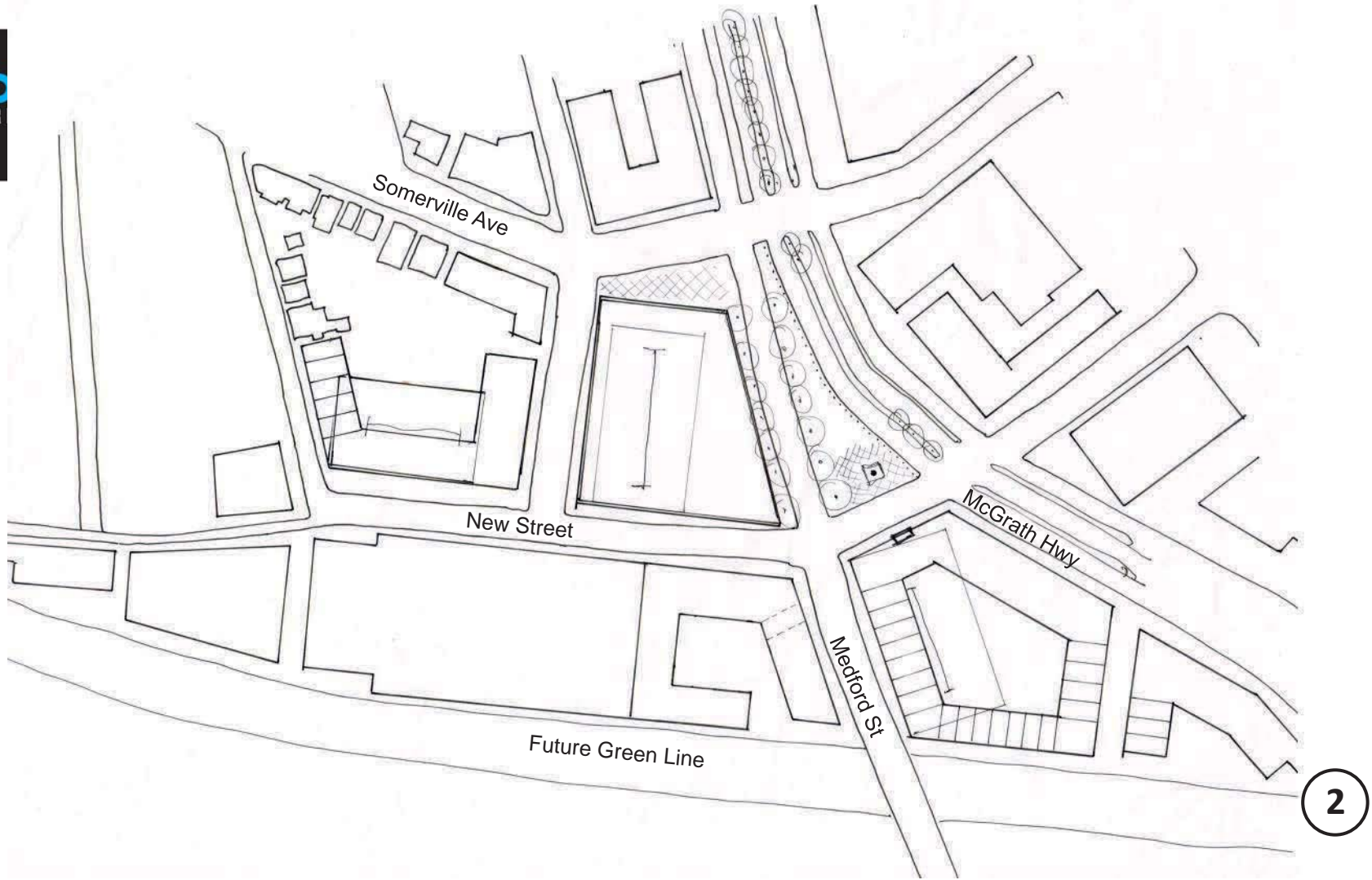
65



98



- make space
- new retail
- existing retail
- residential (5 over retail or taller TBD)
- existing residential



Somerville Ave

New Street

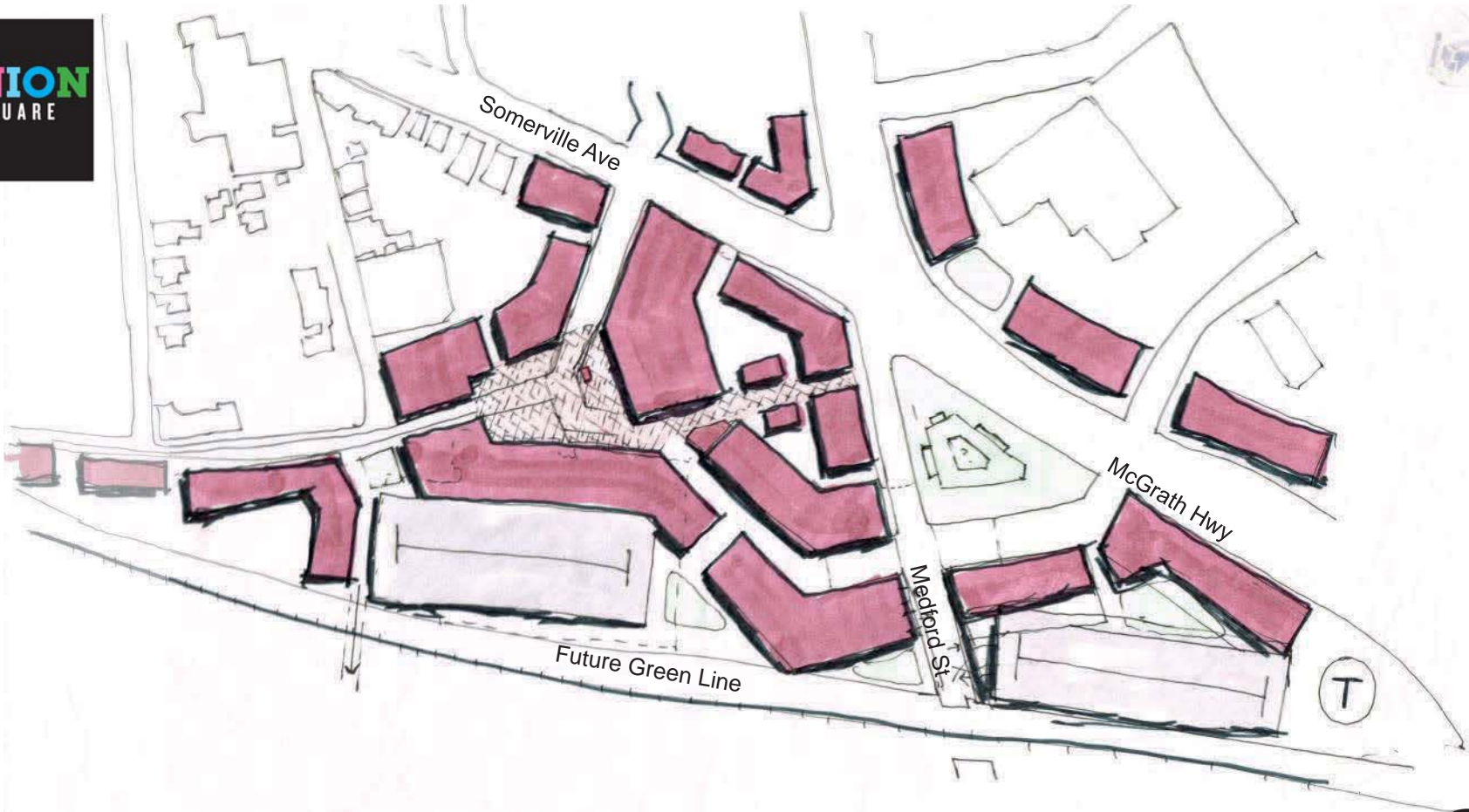
McGrath Hwy

Medford St

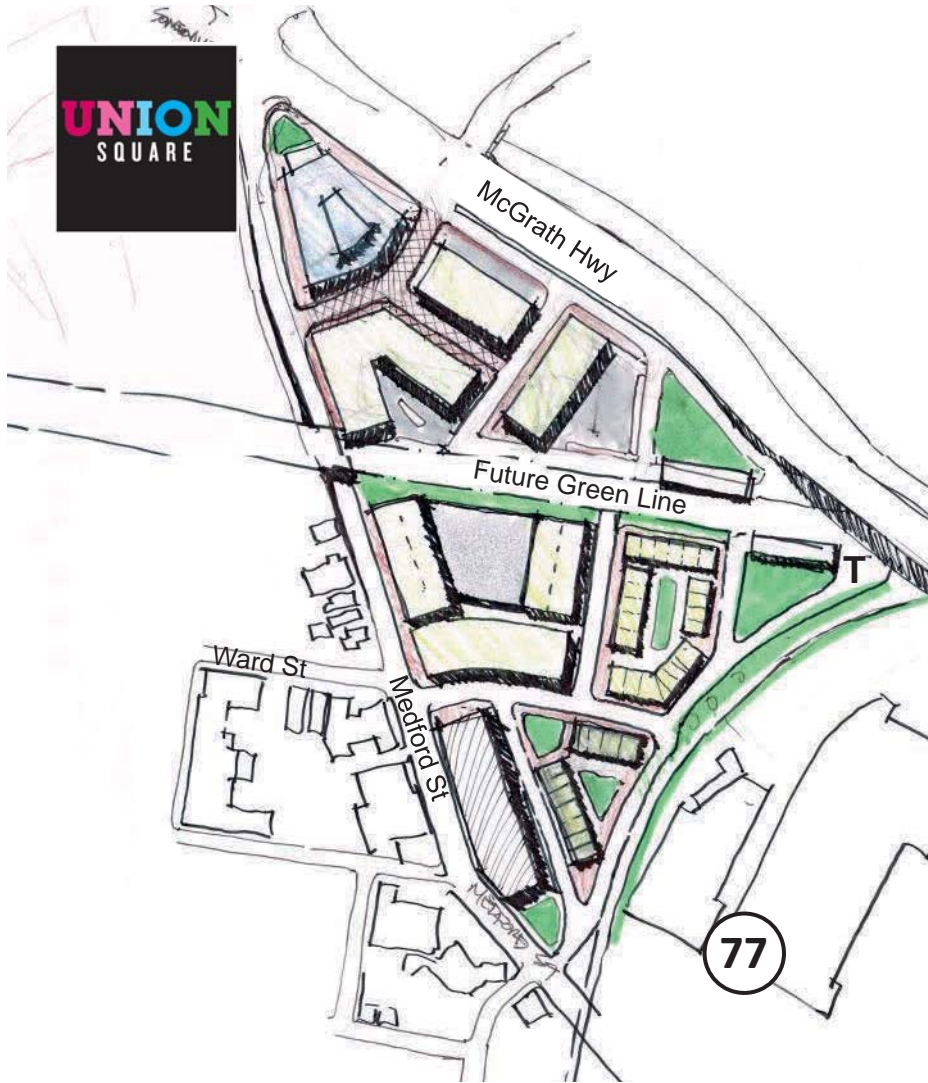
Future Green Line

2





UNION
SQUARE



UNION
SQUARE

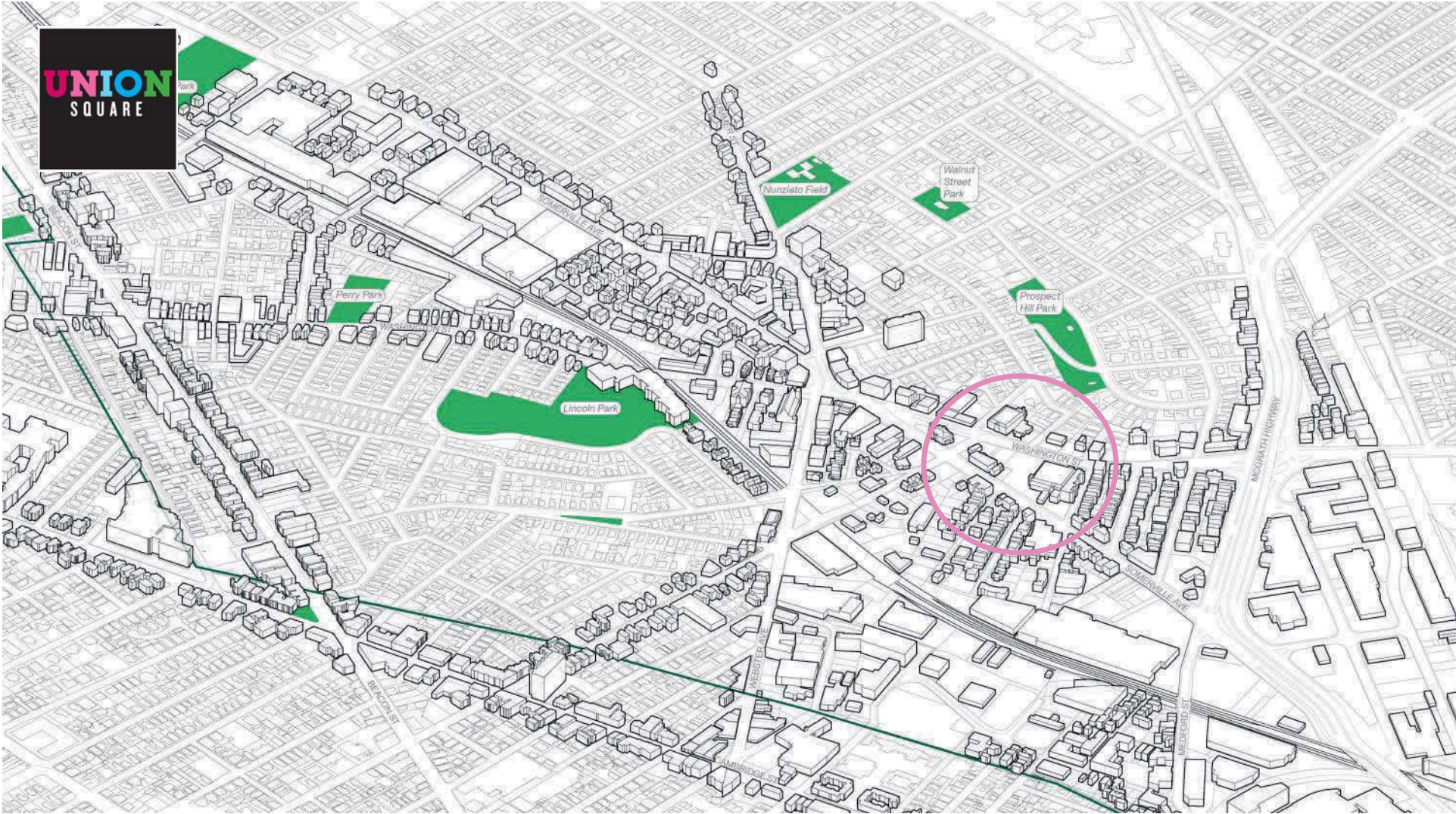


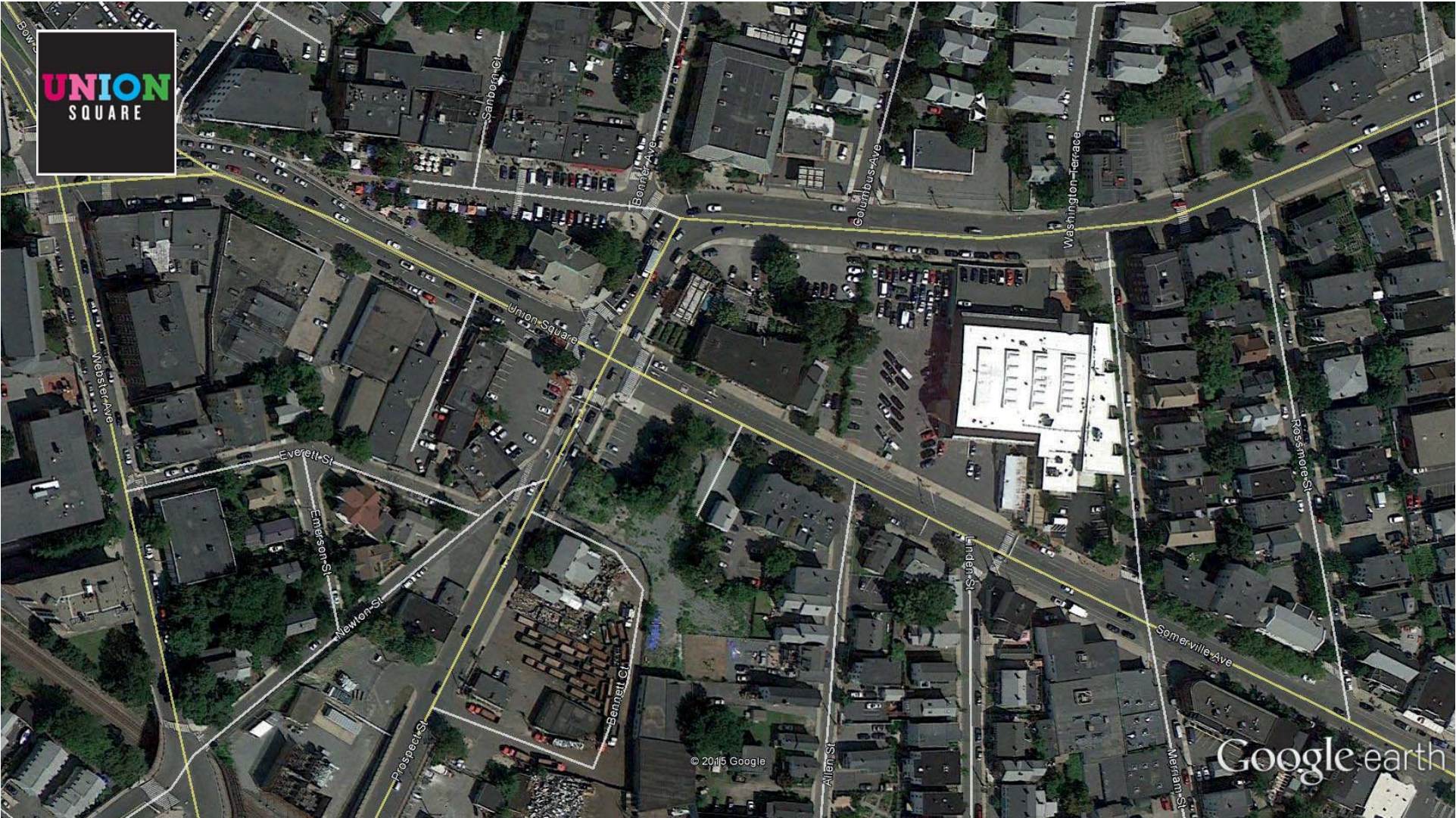
DI



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DESIGN

UNION
SQUARE





UNION
SQUARE

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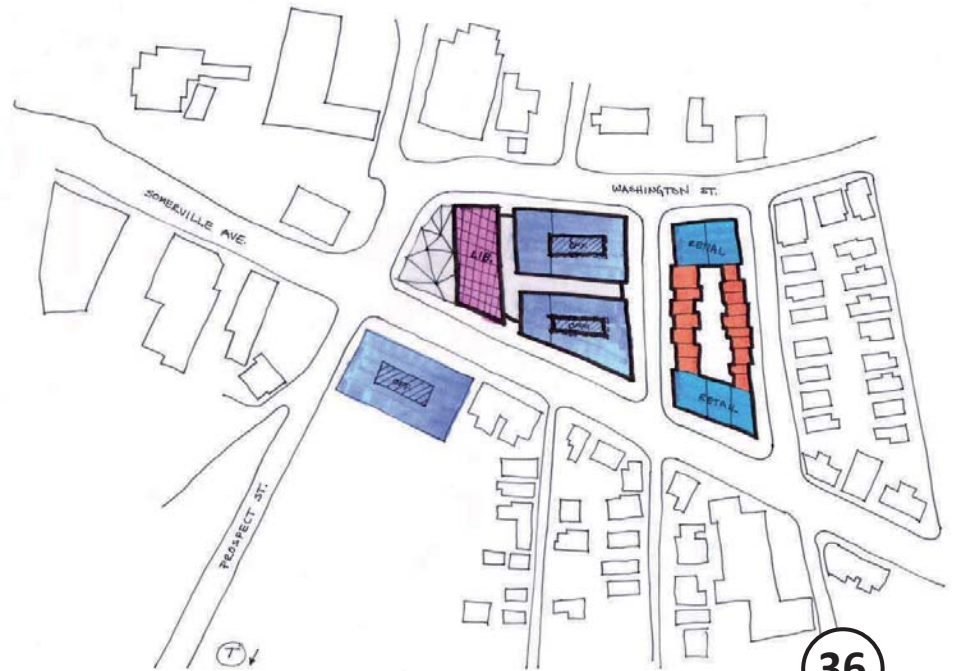
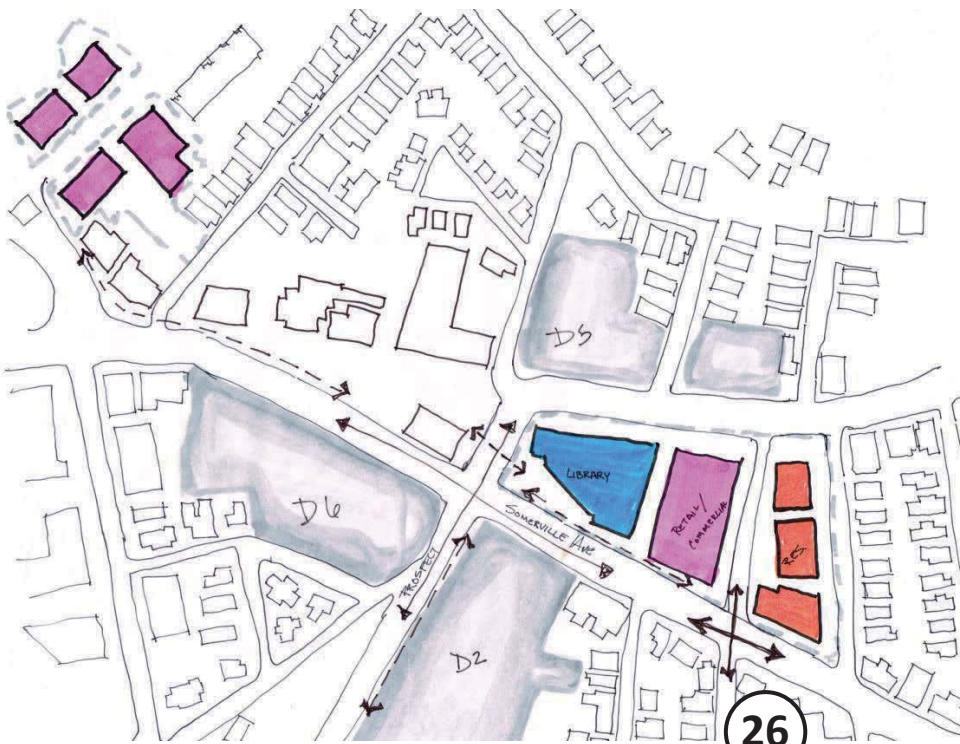
Google earth

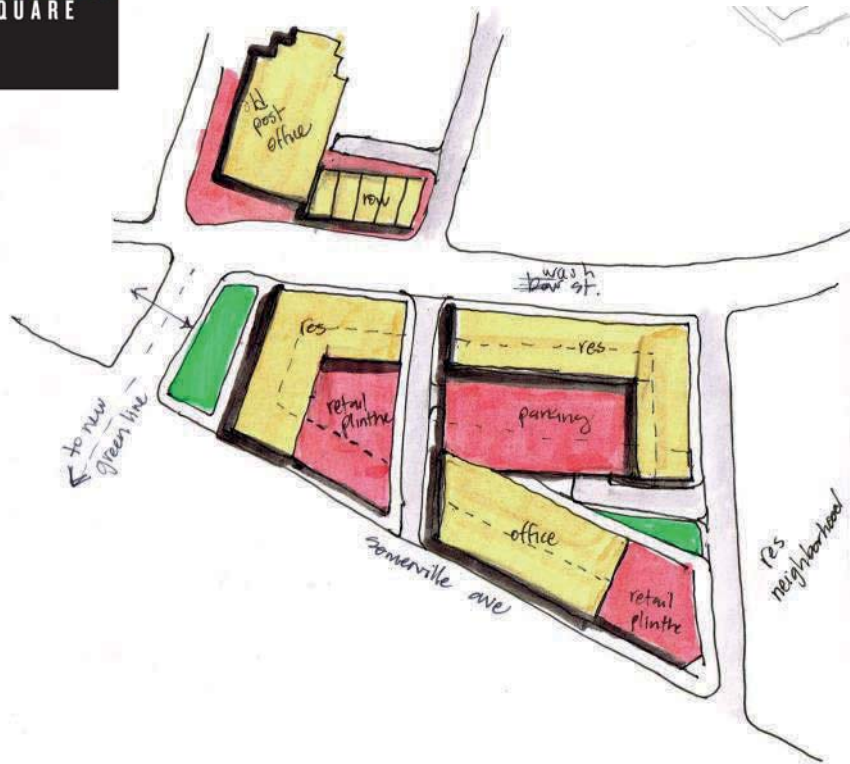


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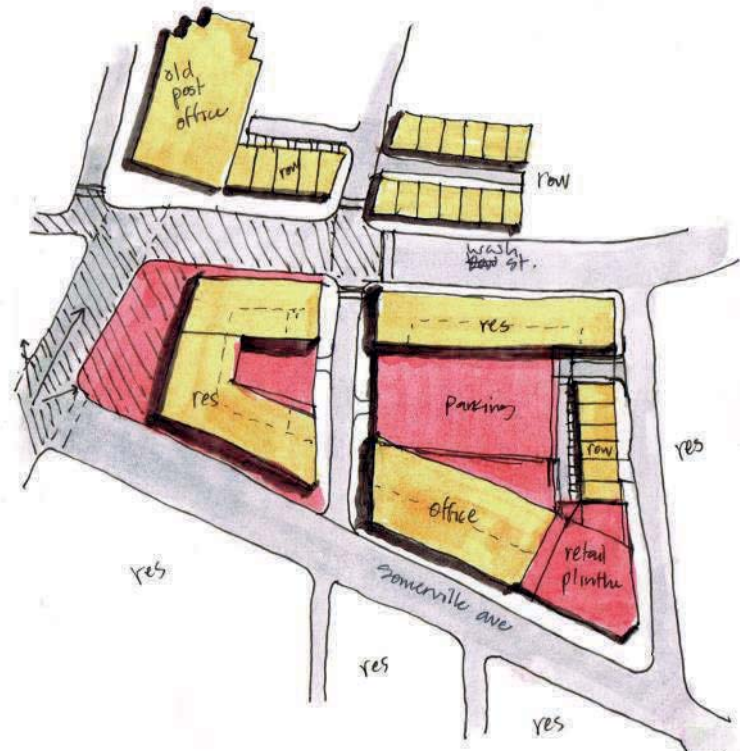
38





1 larger block mixed use

27



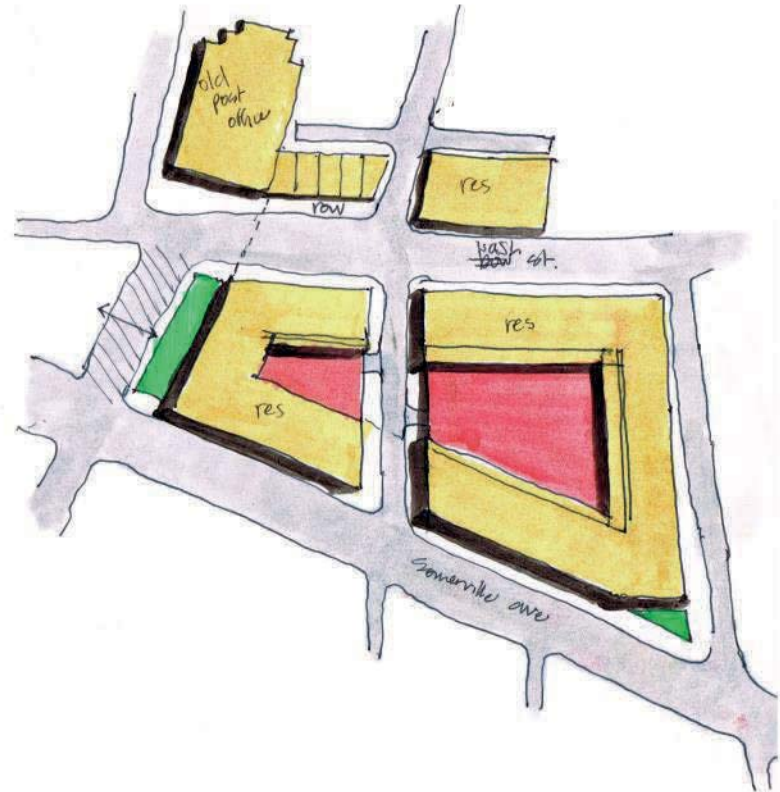
2 scale-appropriate mixed use

28



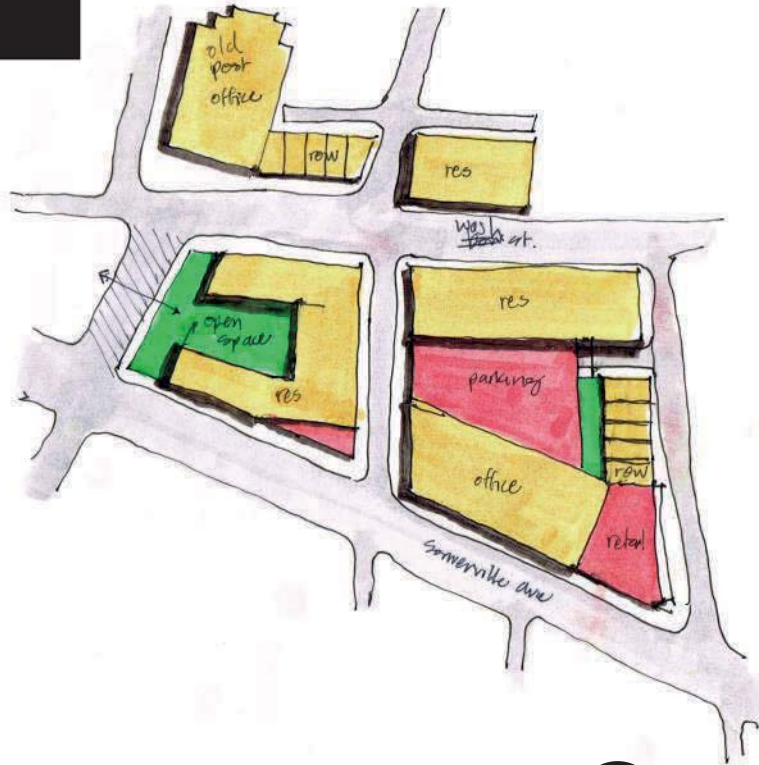
3 office-heavy mixed use

29



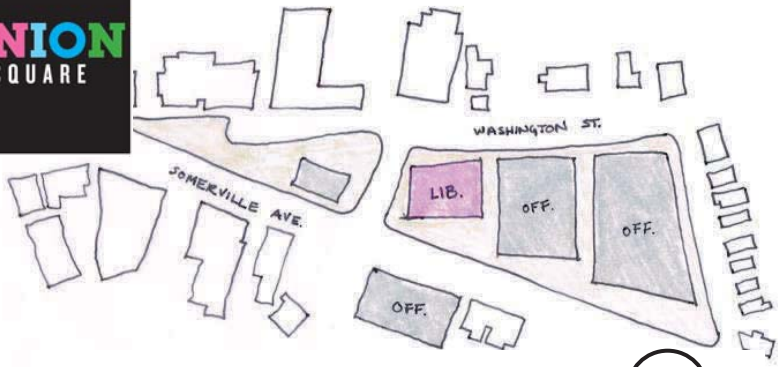
4 residential-heavy diverse

30

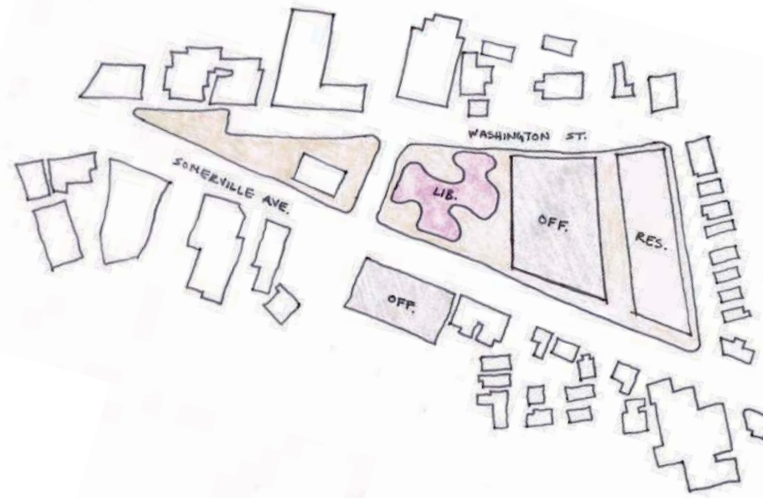


5 inverted courtyard mix

UNION
SQUARE



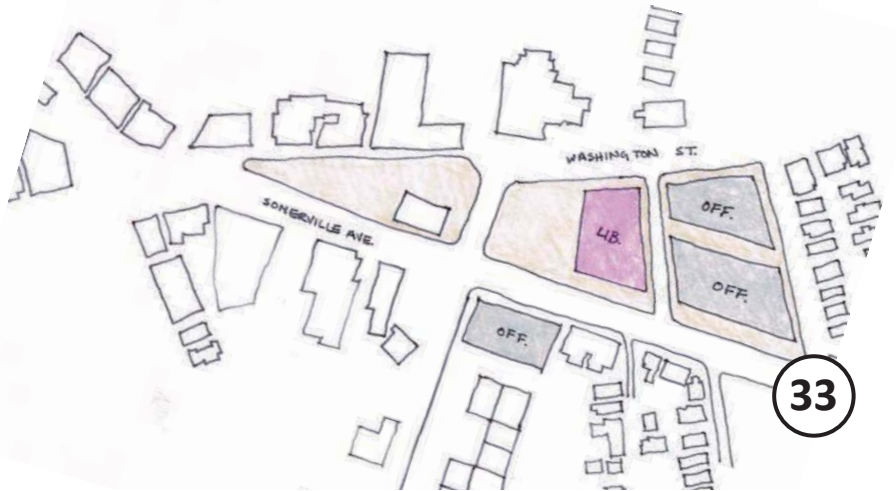
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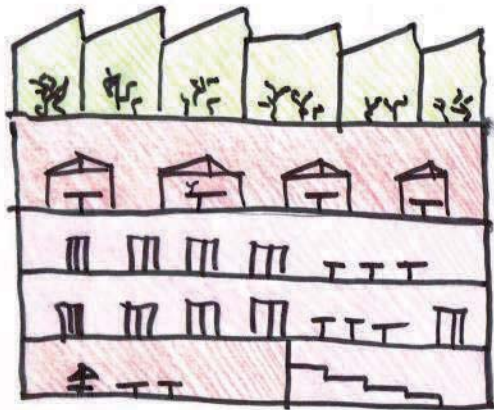
43



39



33



D1

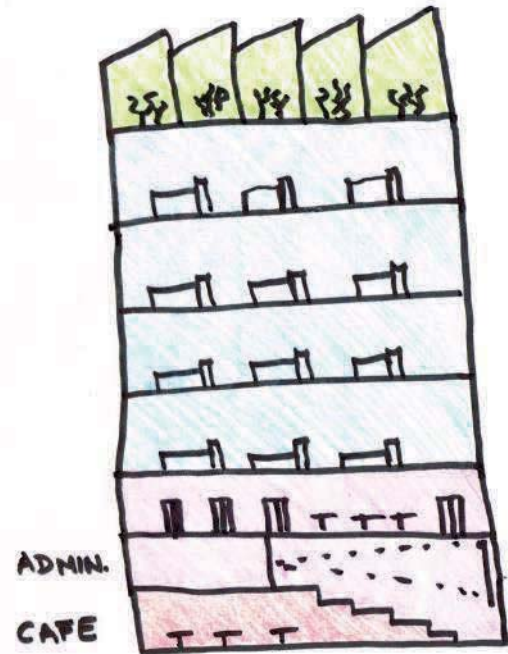
GREENHOUSE

PUBLIC MARKET

BOOKS / READING

BOOKS / ADMIN.

ENTRY / CAFE / AUD.



GREENHOUSE

OFFICE

OFFICE

OFFICE

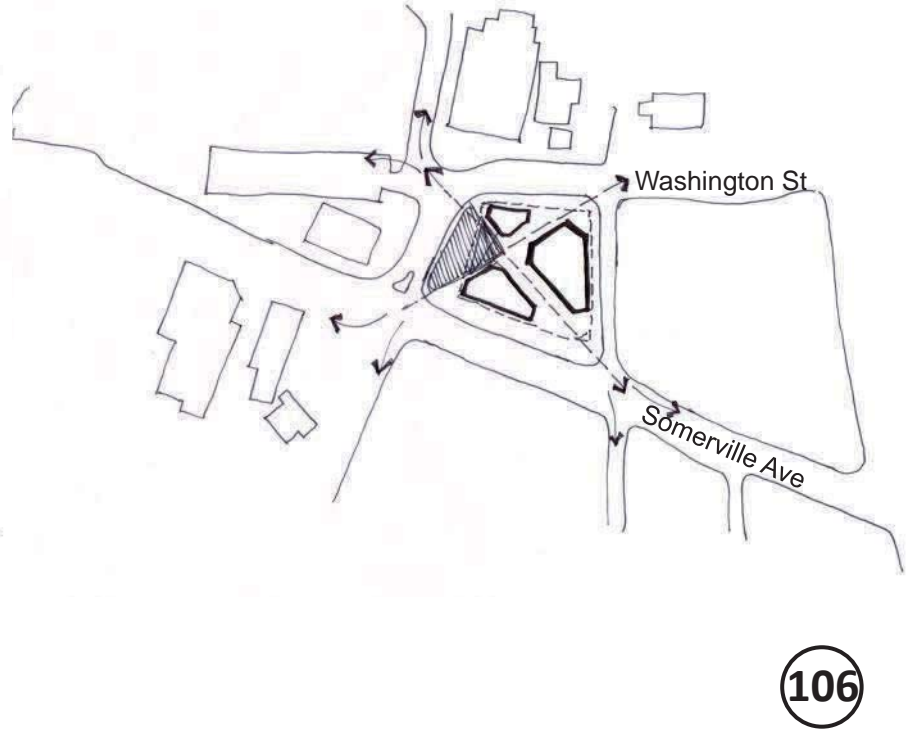
OFFICE

READING / BOOKS

AUD.

ADMIN.

CAFE



UNION
SQUARE

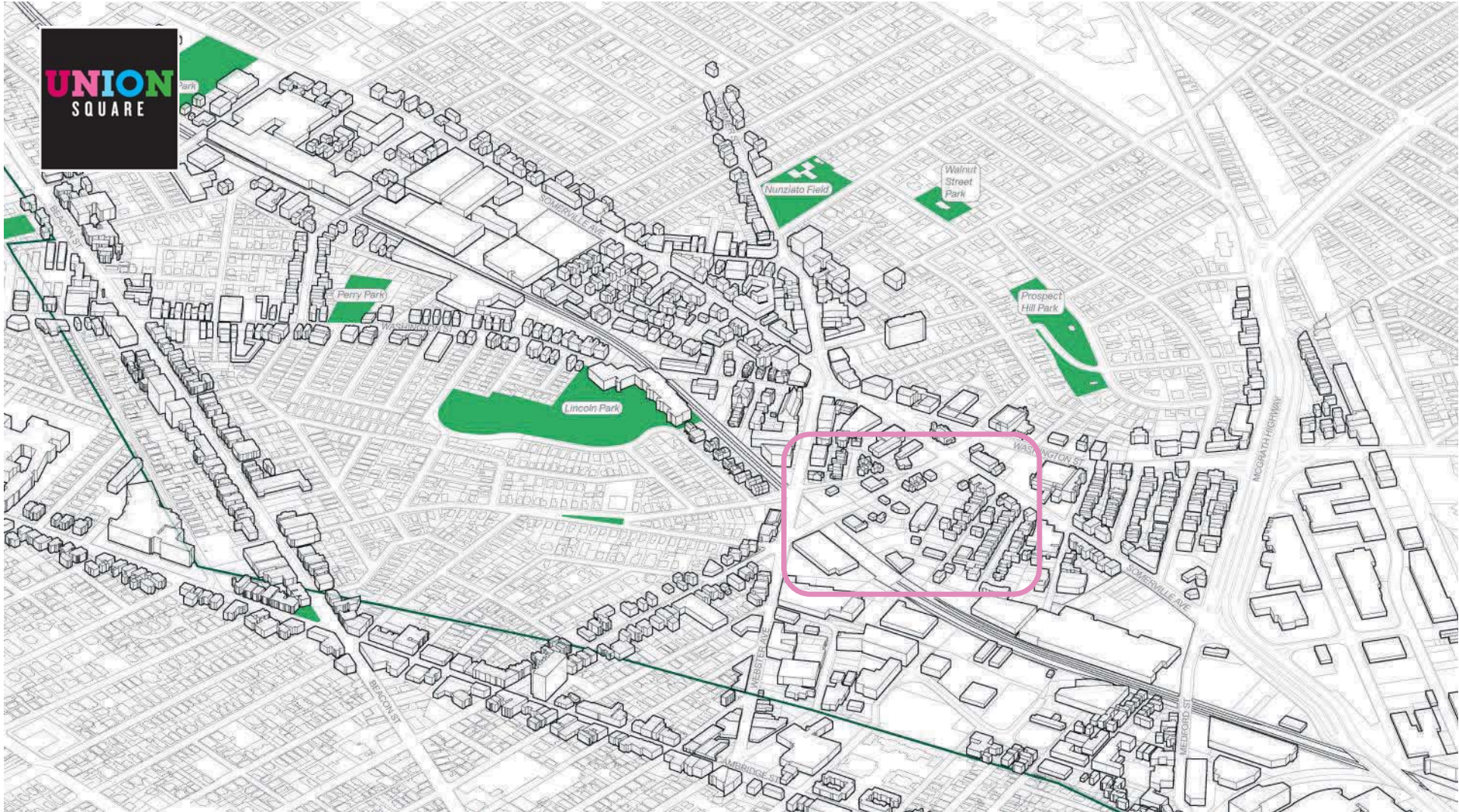


D2

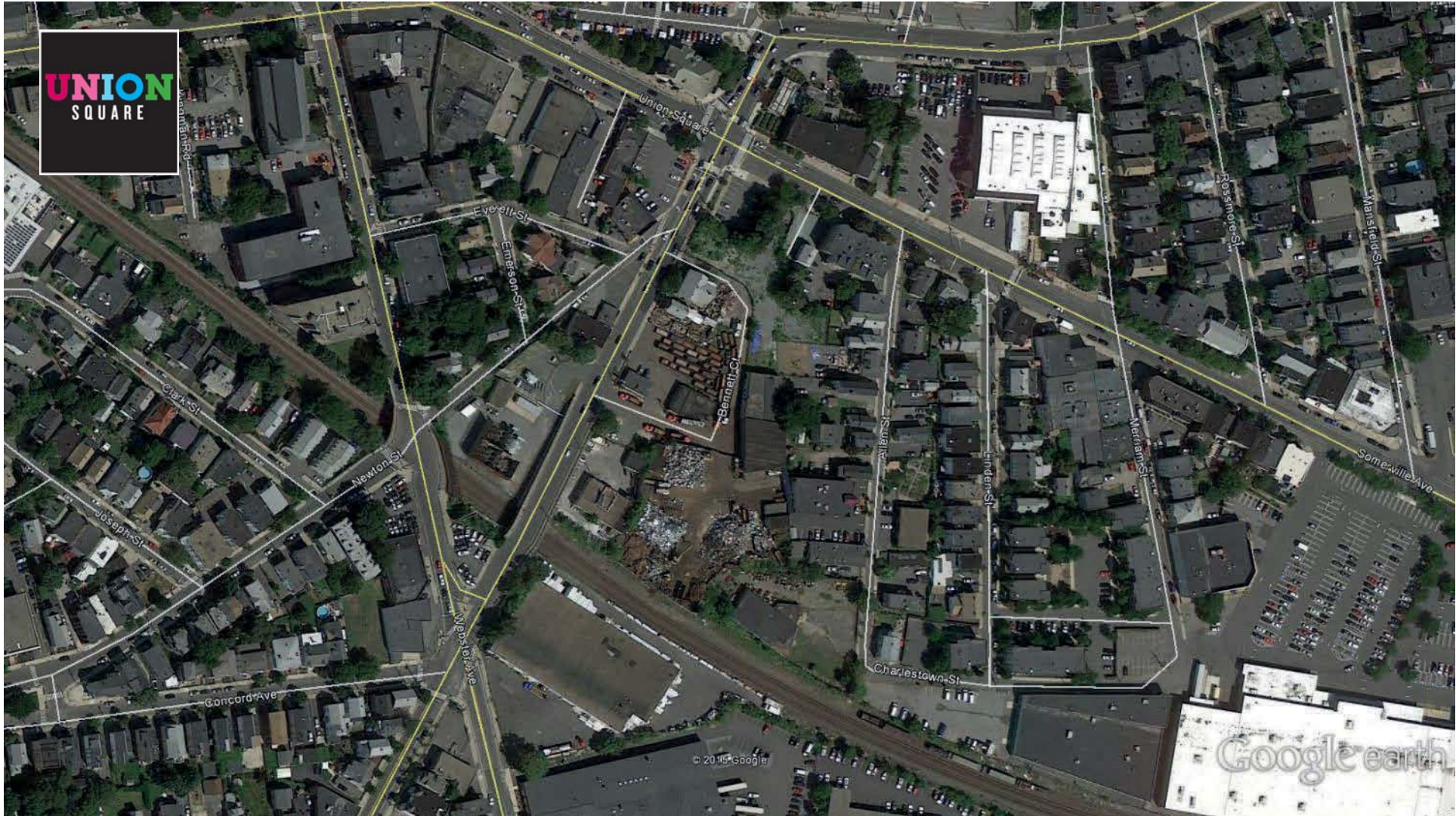


Somerville
by
DESIGN

UNION
SQUARE

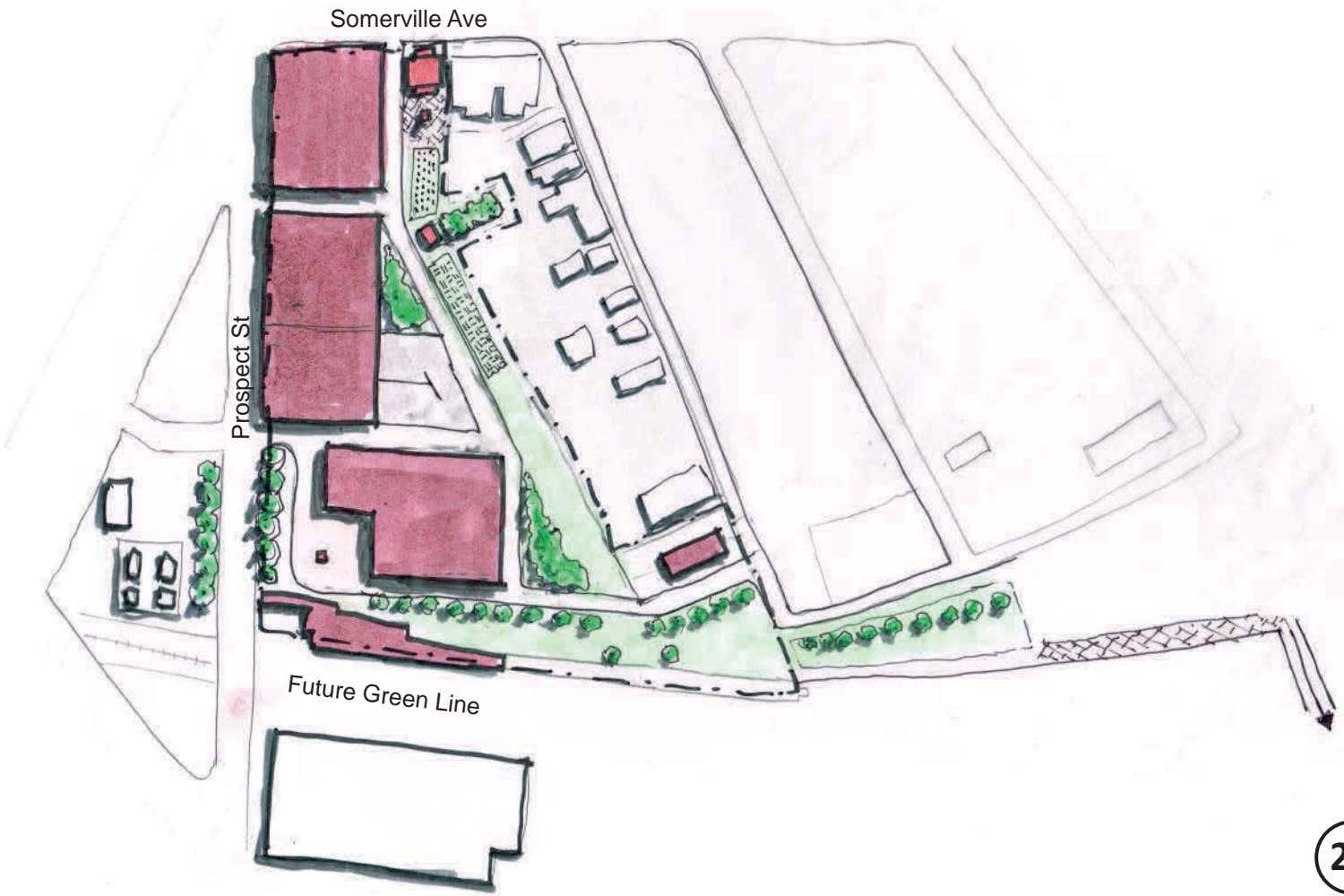


UNION
SQUARE



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D2 AS UNION PARK





D1 Residential over
Retail building

D6 Commercial over
Retail building

D3 Commercial over
Retail building

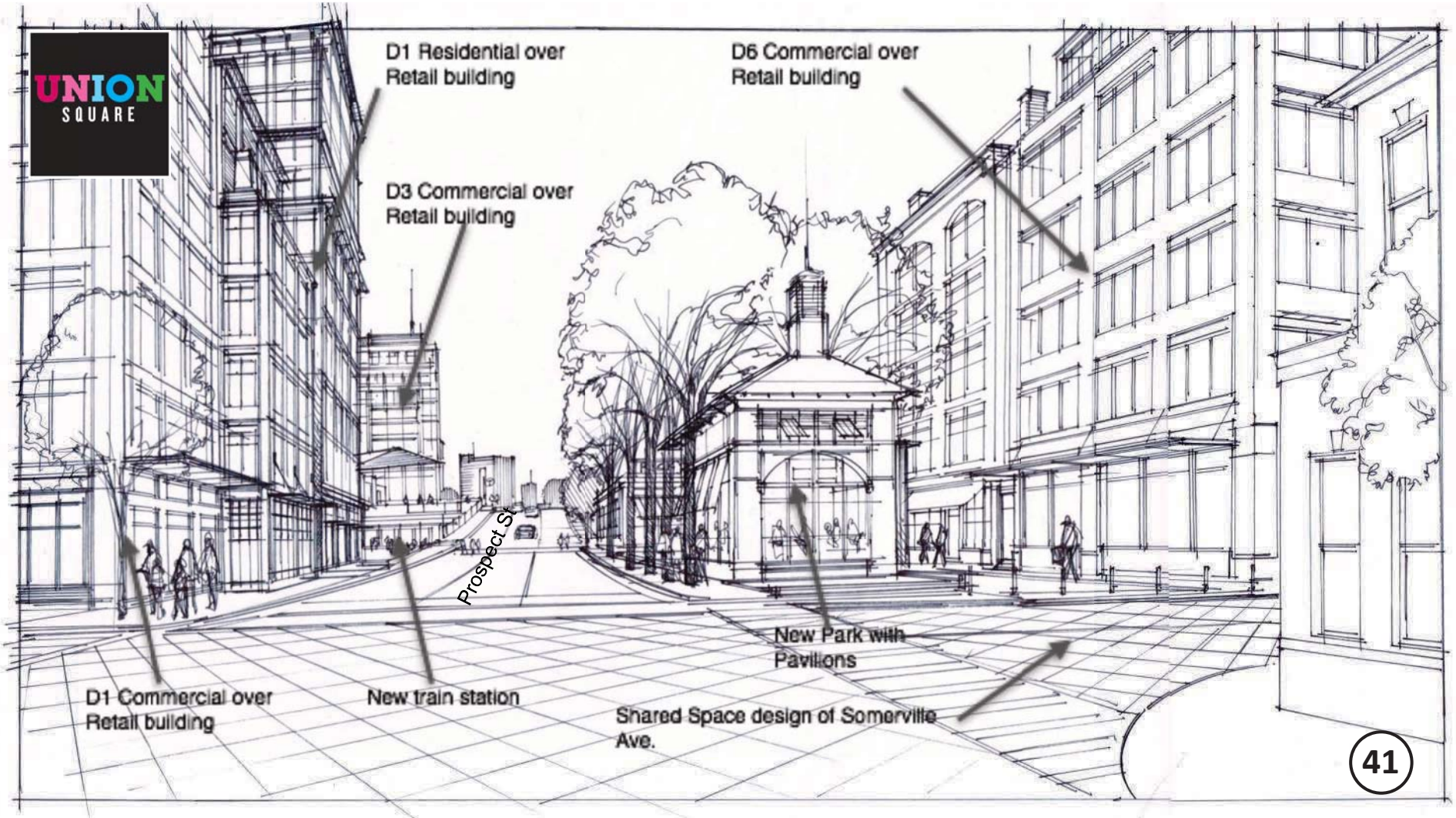
Prospect St

New Park with
Pavilions

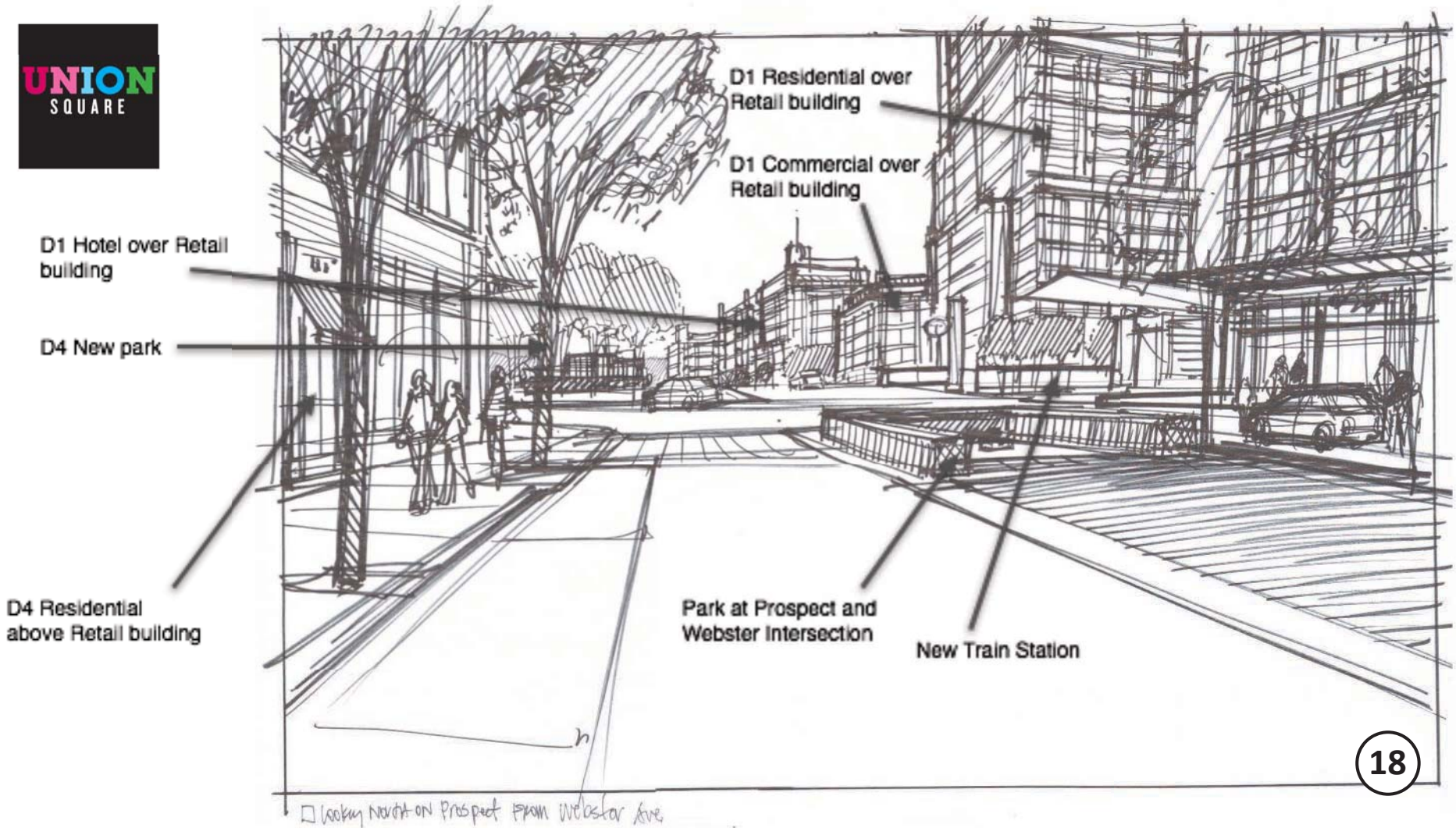
D1 Commercial over
Retail building

New train station

Shared Space design of Somerville
Ave.



UNION
SQUARE



UNION
SQUARE



D3



Somerville
by
DESIGN



UNION
SQUARE

Perry Park

Lincoln Park

Nunziato Field

Walnut Street Park

Prospect Hill Park

WASHINGTON ST

MERRIAM ST

MCCRARY ST

MCCRARY HIGHWAY

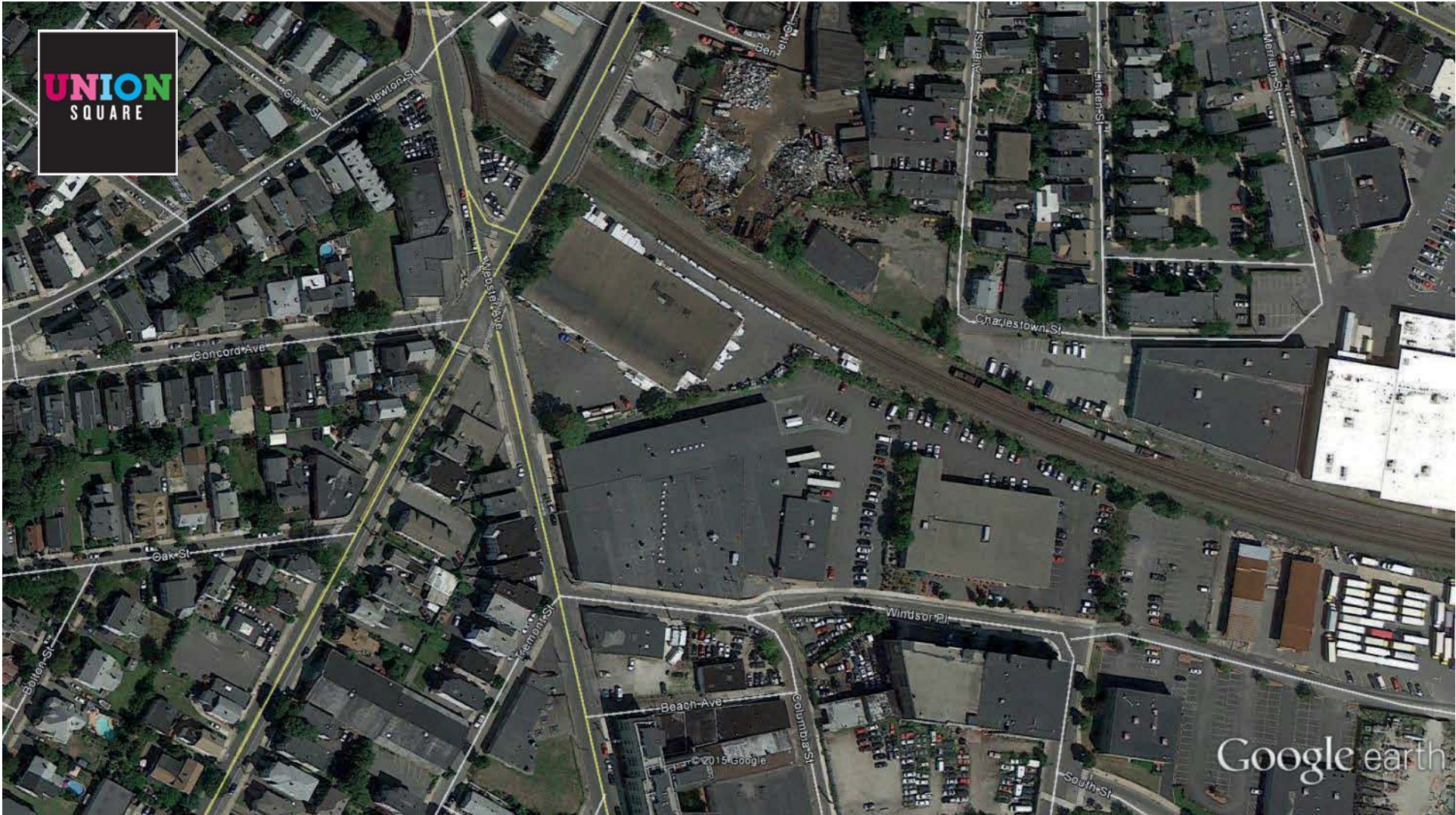
MCCRARY AVE

MERRIAM ST

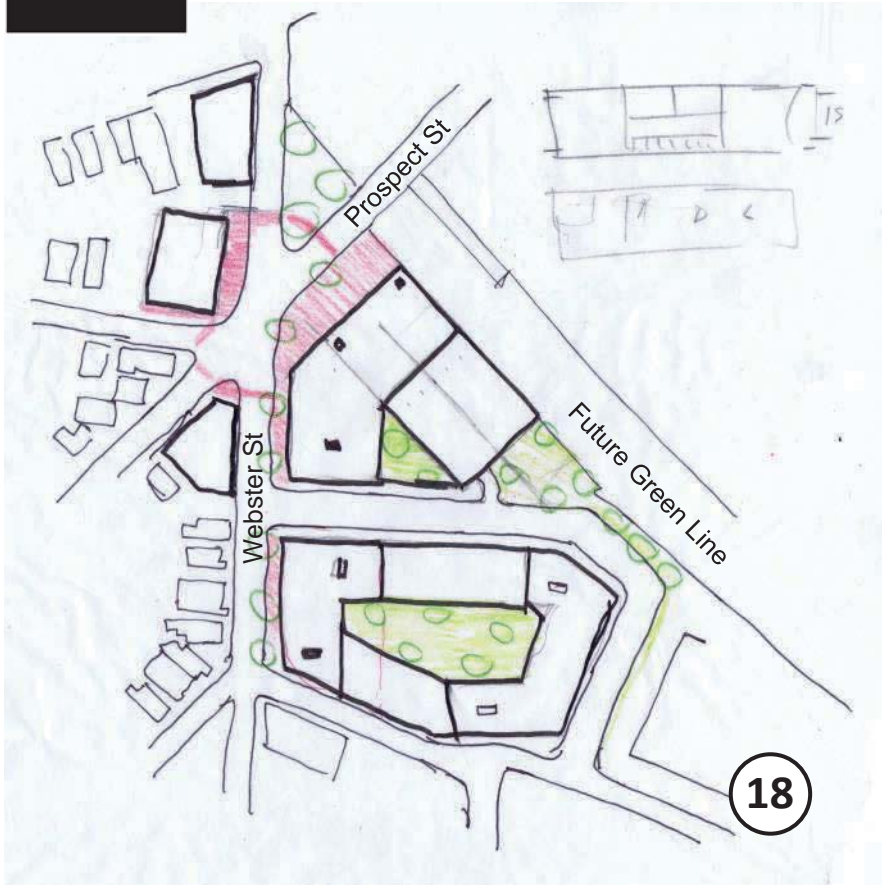
BLISS ST

BLISS ST

UNION
SQUARE



Google earth







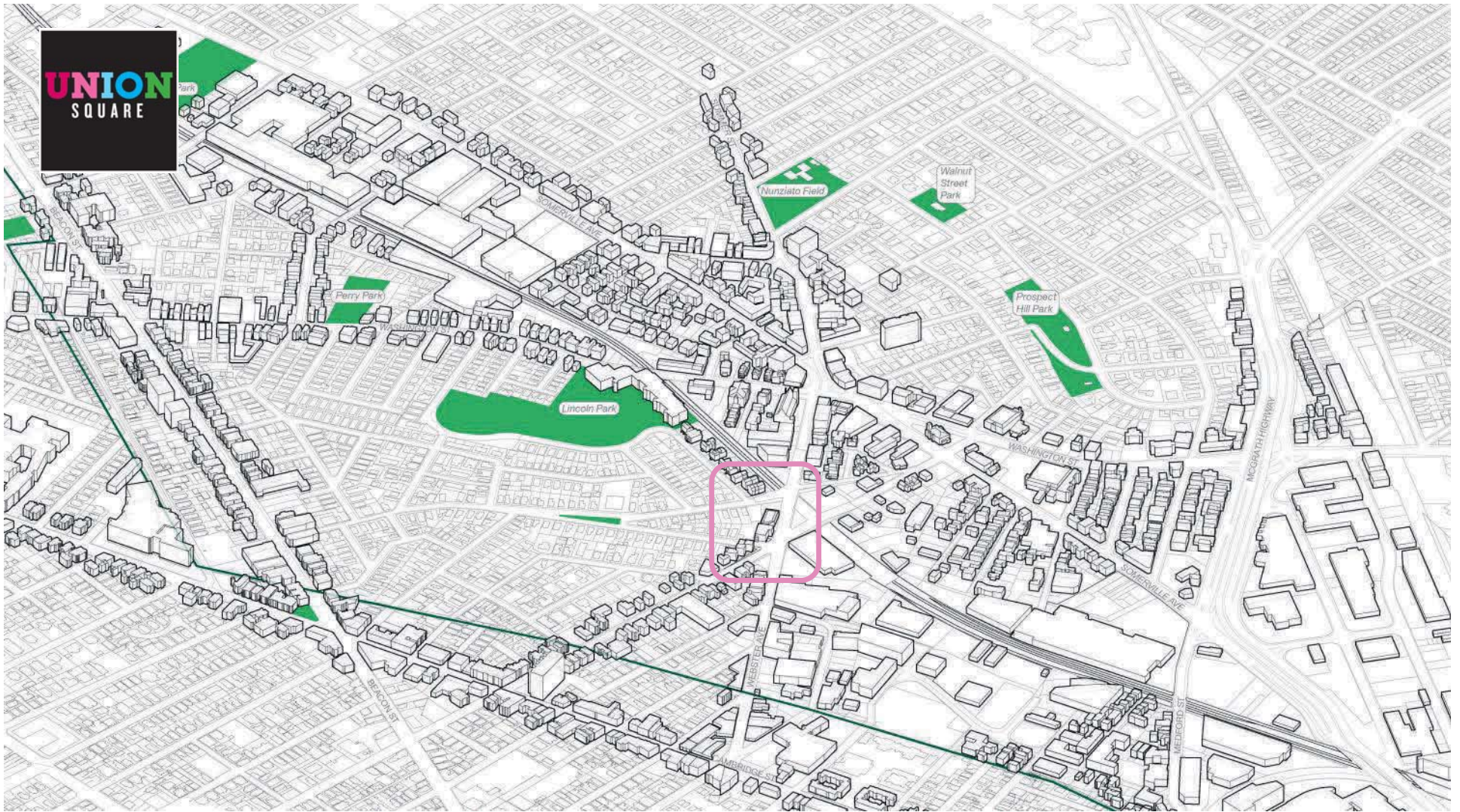
UNION
SQUARE



D4



Somerville
by
DESIGN



UNION
SQUARE

Lincoln Park

Nunziato Field

Walnut Street Park

Prospect Hill Park

Perry Park

WASHINGTON ST

MCGRATH HIGHWAY

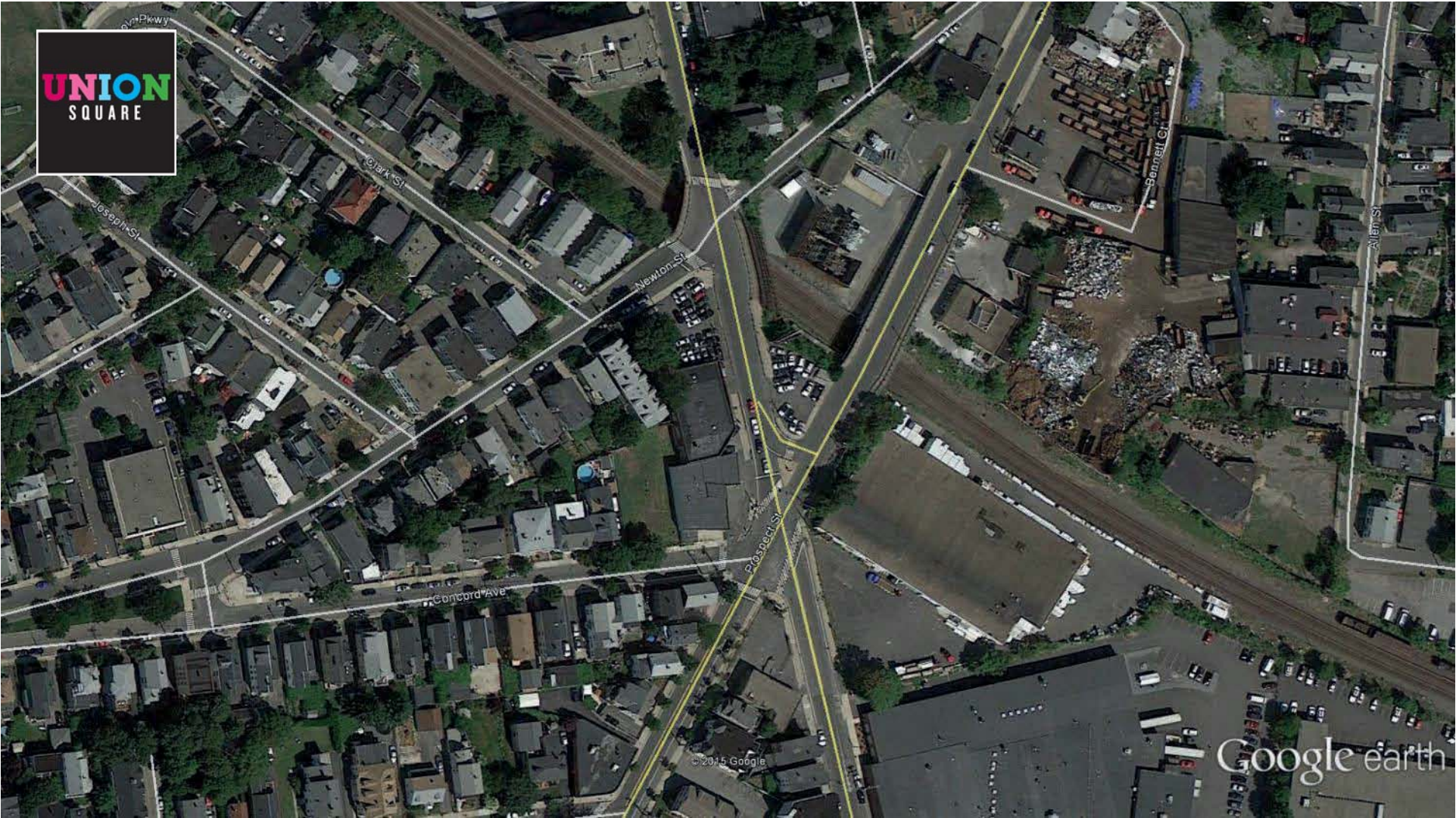
CHARLEVILLE AVE

MENFORD ST

AMBRIDGE ST

SKOON ST

UNION
SQUARE



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Google earth

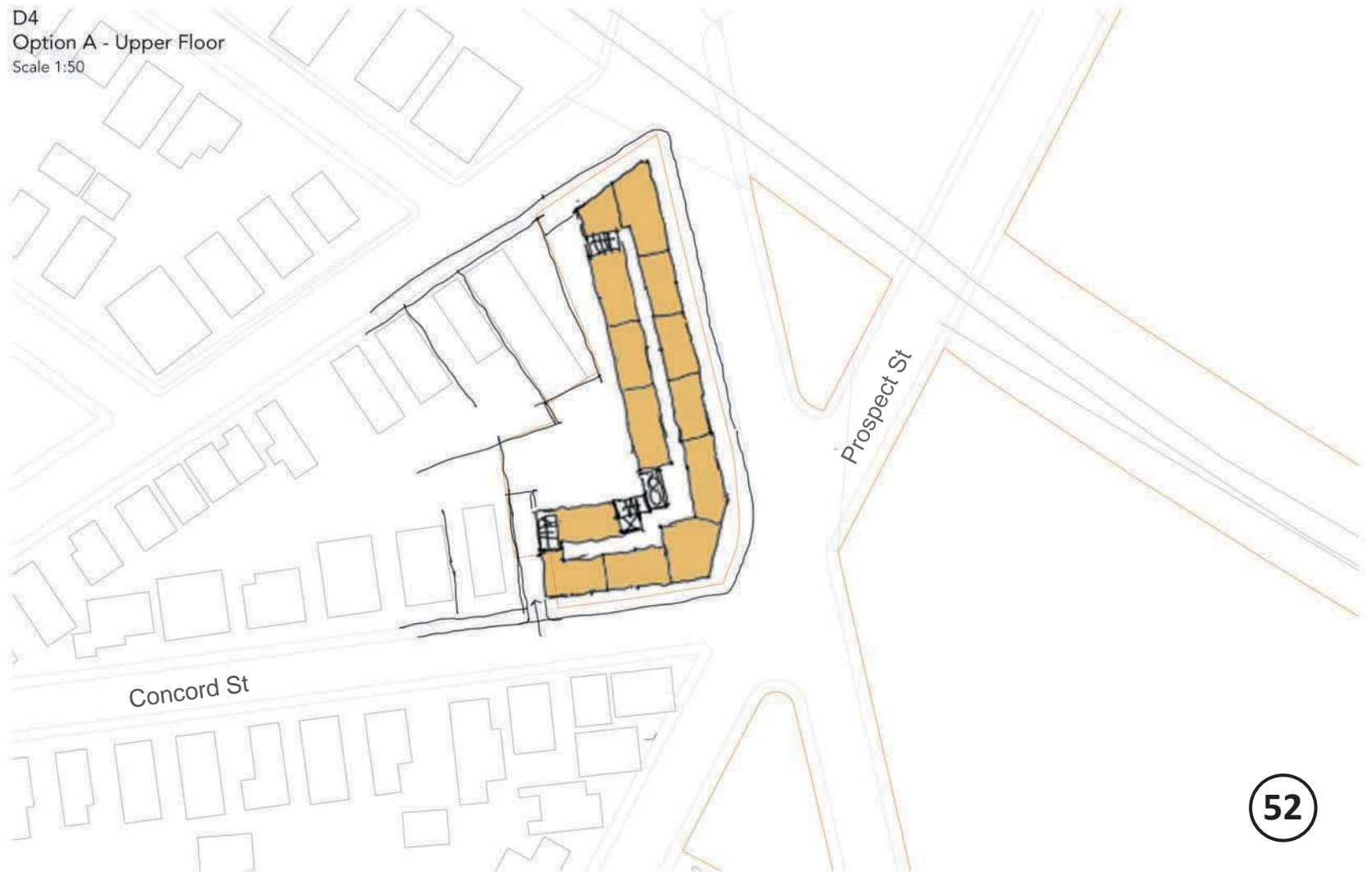


D4
Option A - Ground Floor
Scale 1:50



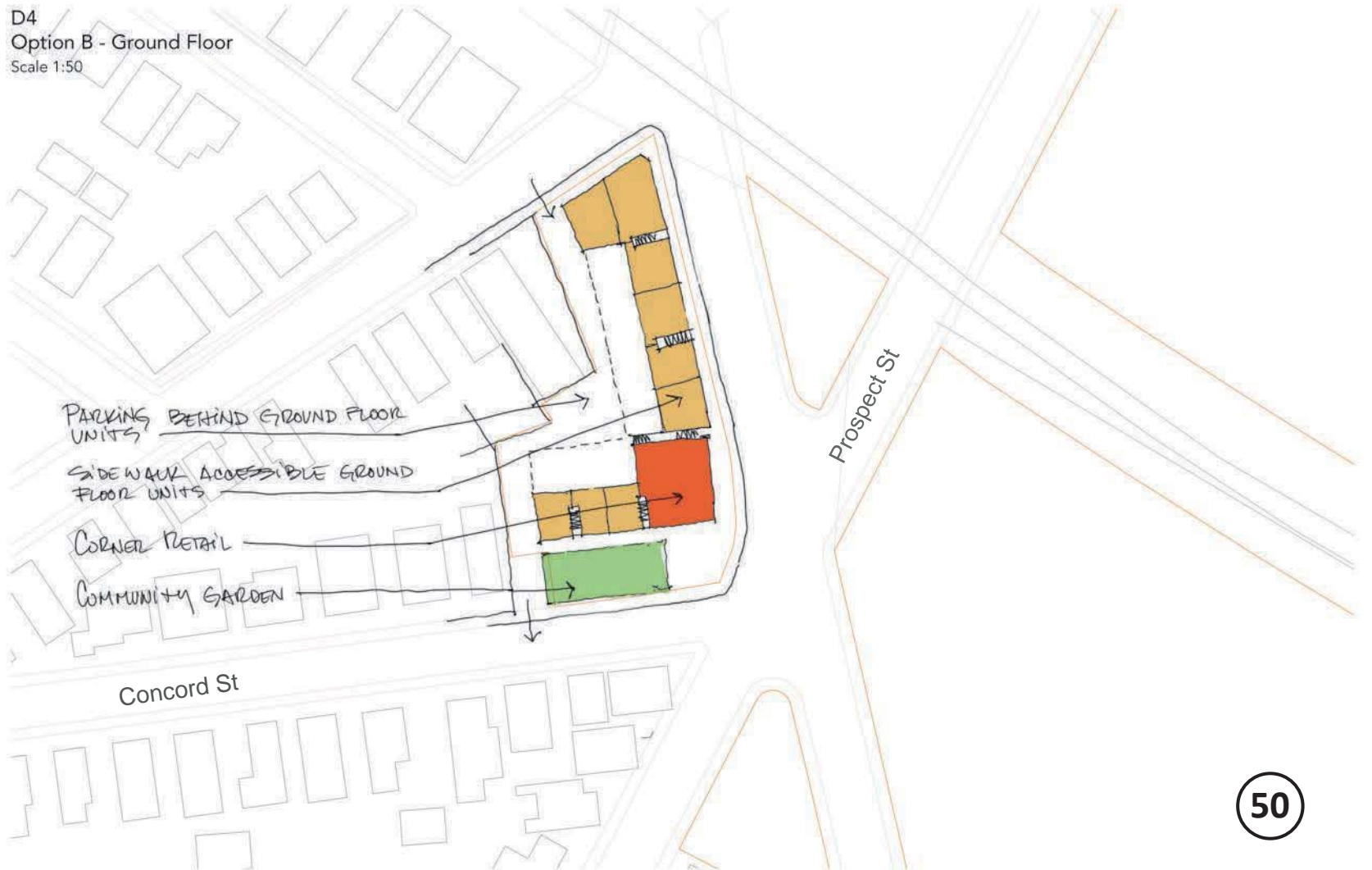


D4
Option A - Upper Floor
Scale 1:50





D4
Option B - Ground Floor
Scale 1:50





D4
Option B - Upper Floor
Scale 1:50



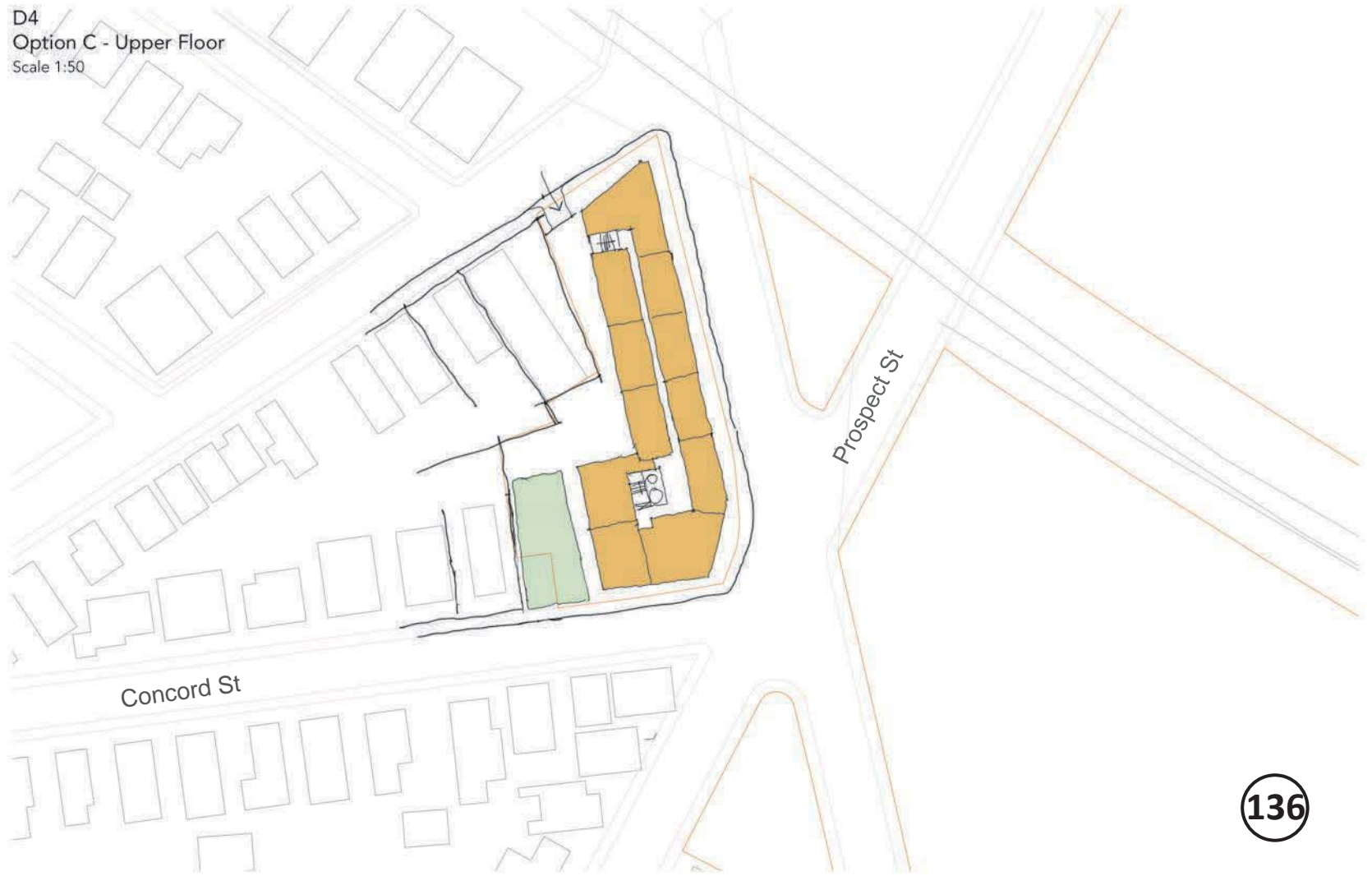


D4
Option C - Ground Floor
Scale 1:50





D4
Option C - Upper Floor
Scale 1:50



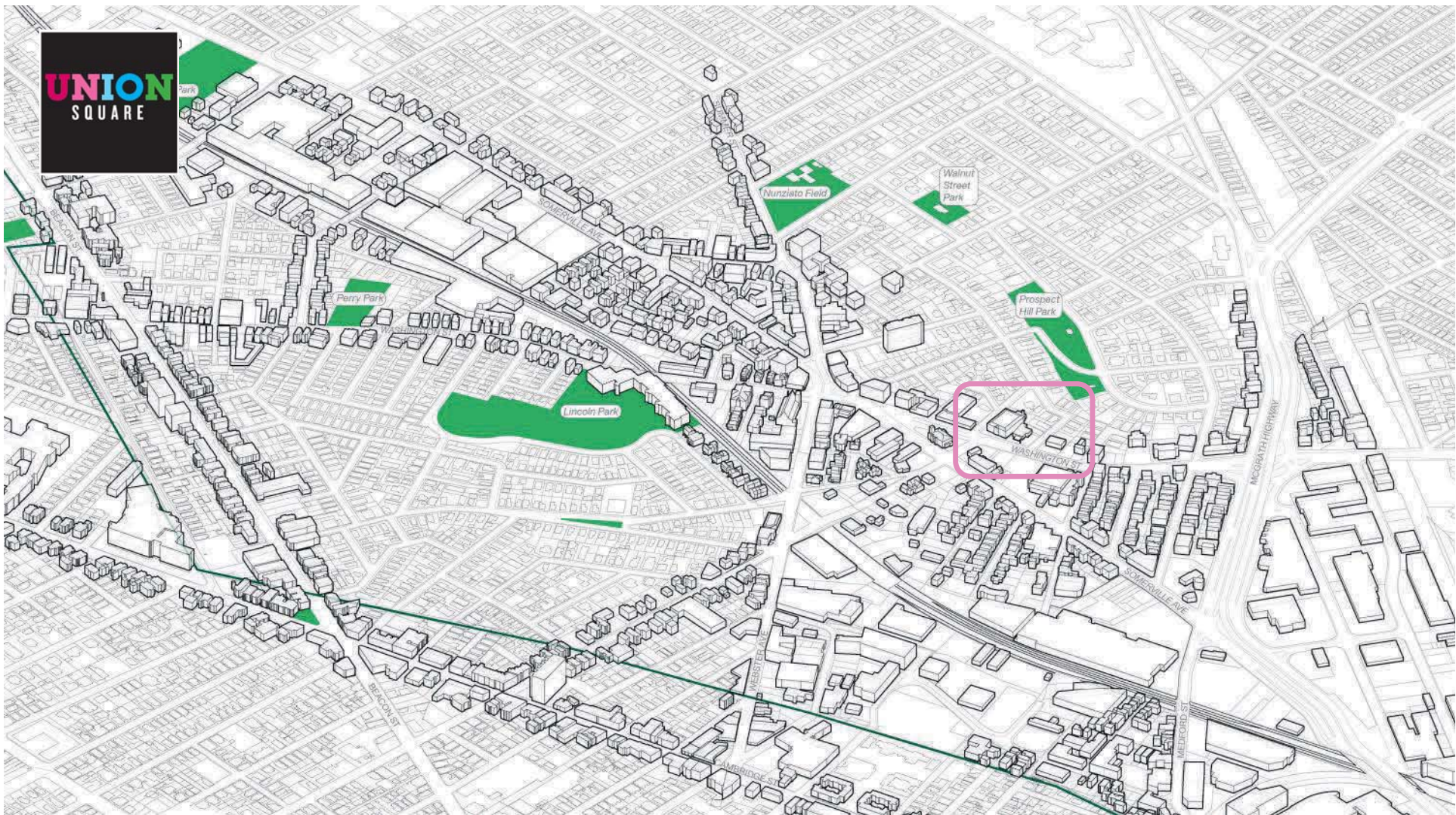
UNION
SQUARE



D5



Somerville
by
DESIGN



UNION
SQUARE

Lincoln Park

Nunziato Field

Walnut Street Park

Prospect Hill Park

WASHINGTON ST

MCGRAW PARK HIGHWAY

MENFORD ST

AMBRIDGE ST

DEARBORN ST

BELMONT ST





D5
Option A - Ground Floor
Scale 1:50



UNION
SQUARE

D5
Option A - Upper Floor
Scale 1:50



55

D5
Option B - Ground Floor
Scale 1:50





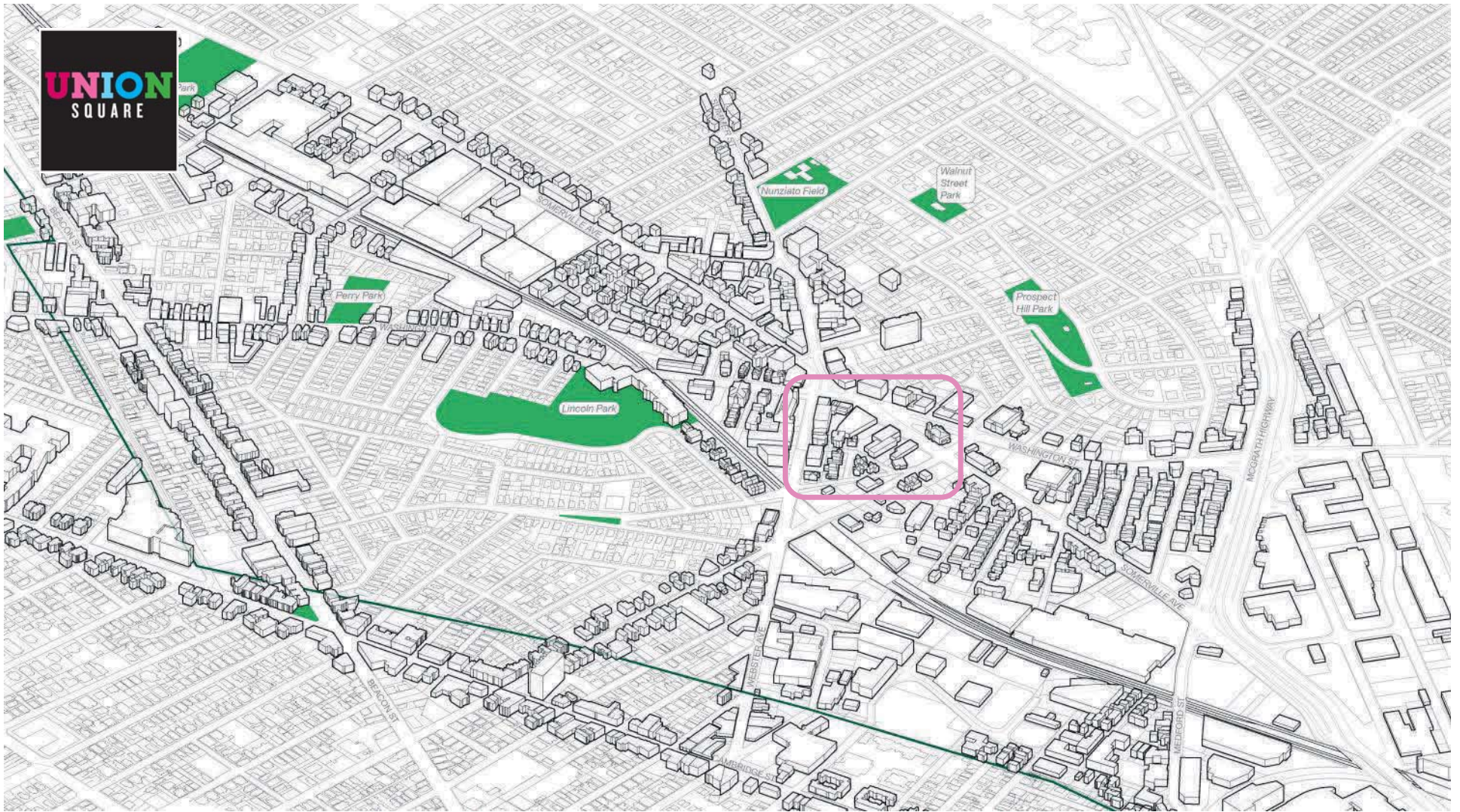
UNION
SQUARE



D6



Somerville
by
DESIGN



UNION
SQUARE

Lincoln Park

Perry Park

Nuzziato Field

Walnut Street Park

Prospect Hill Park

WASHINGTON ST

DEARBORN AVE

MCGRAW HIGHWAY

AMBRIDGE ST

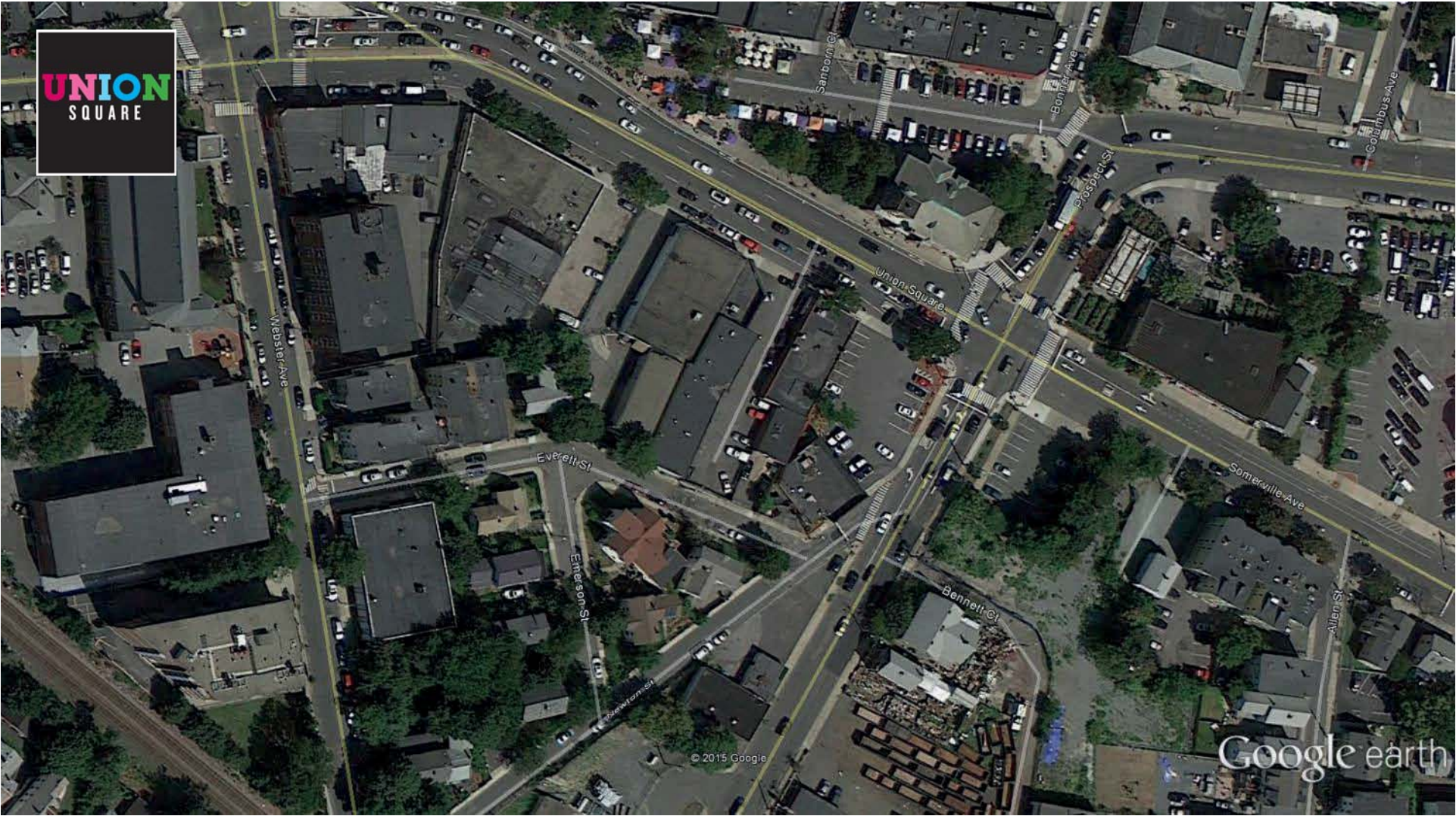
MENFORD ST

SCHOOL ST

UNION
SQUARE

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D6
Option A - Ground Floor
Scale 1:50





D6
Option A - Upper Floor
Scale 1:50



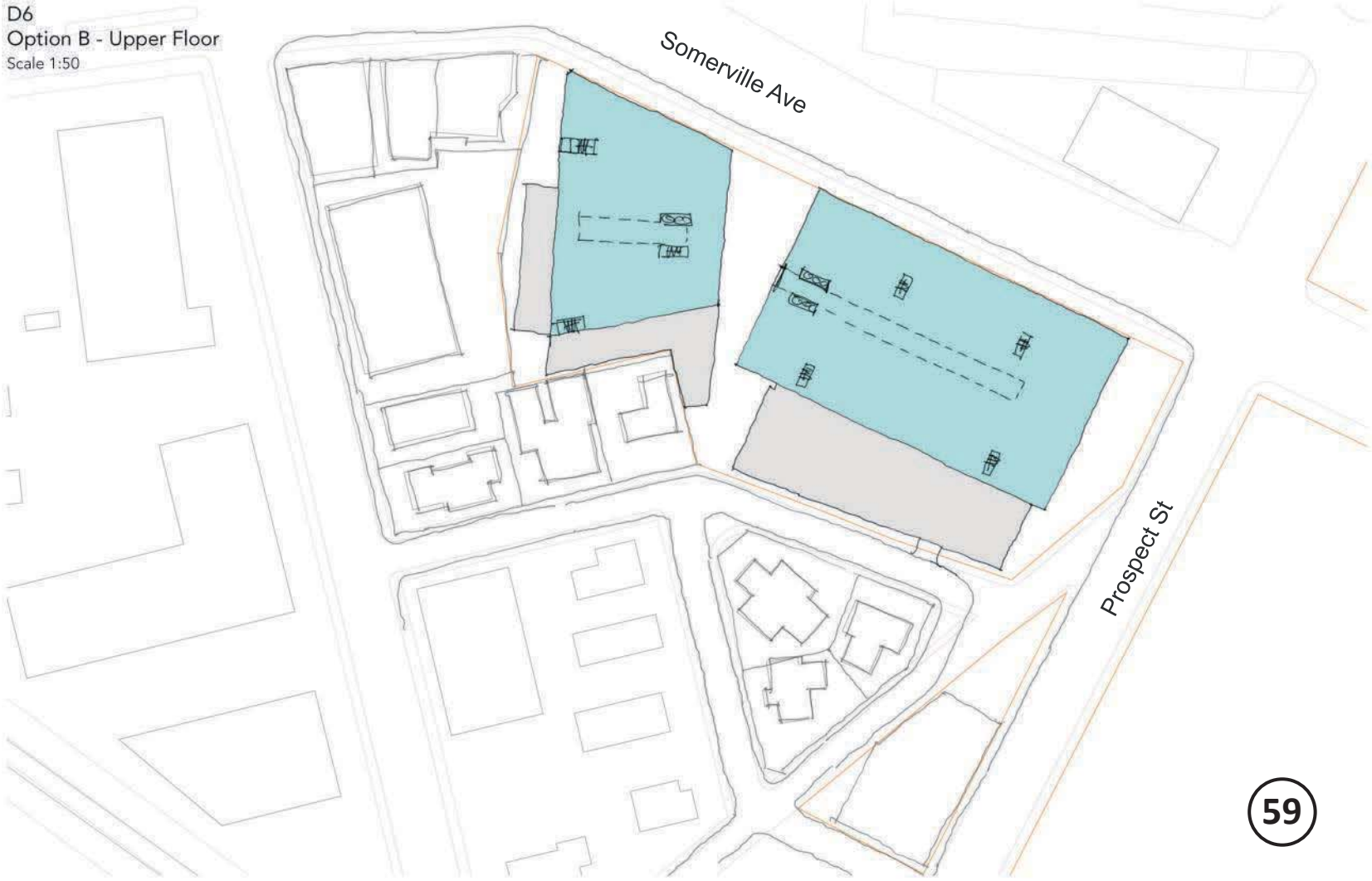


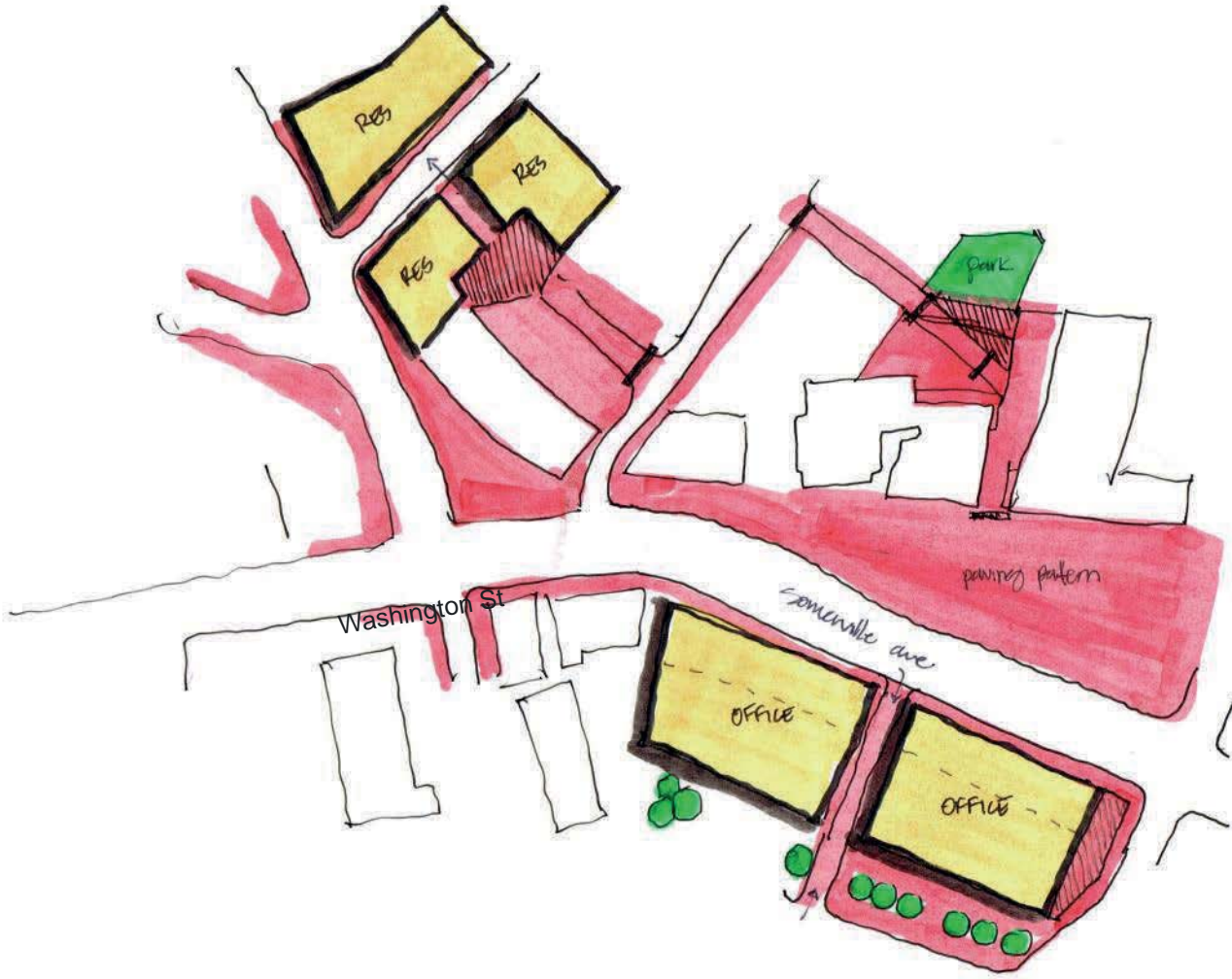
D6
Option B - Ground Floor
Scale 1:50





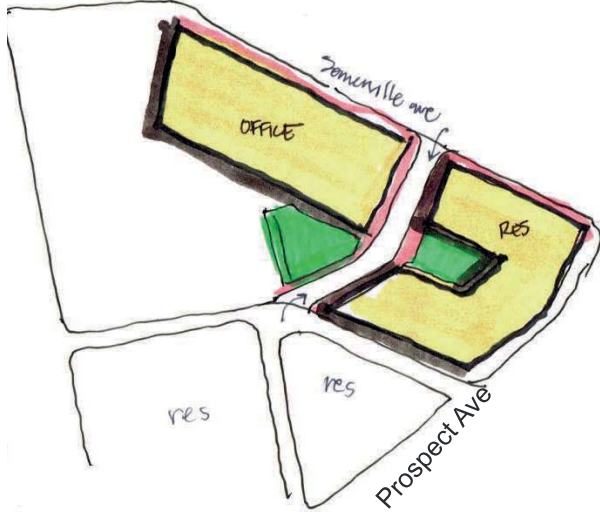
D6
Option B - Upper Floor
Scale 1:50



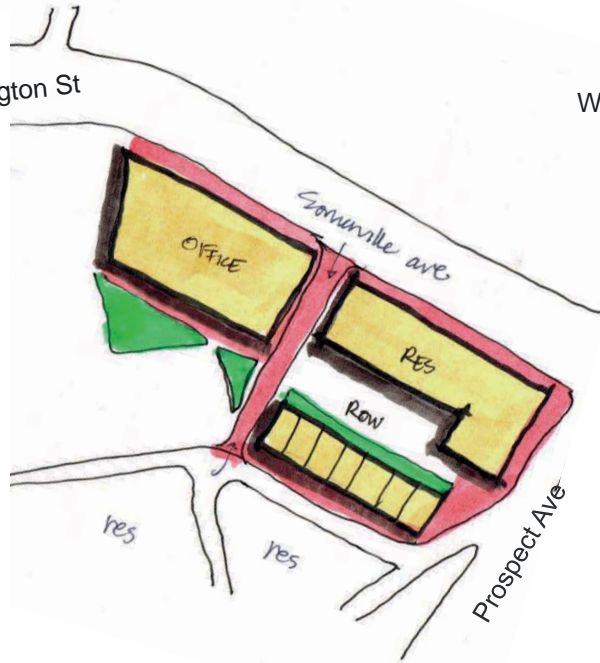




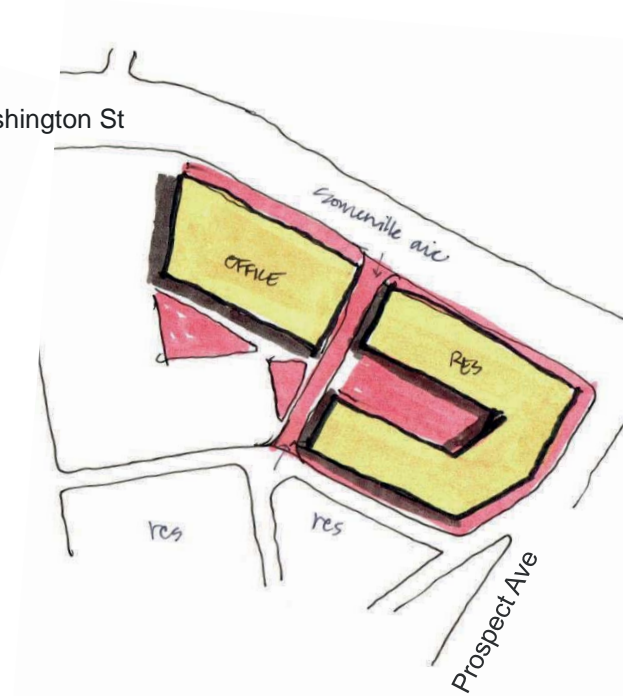
Washington St



Washington St

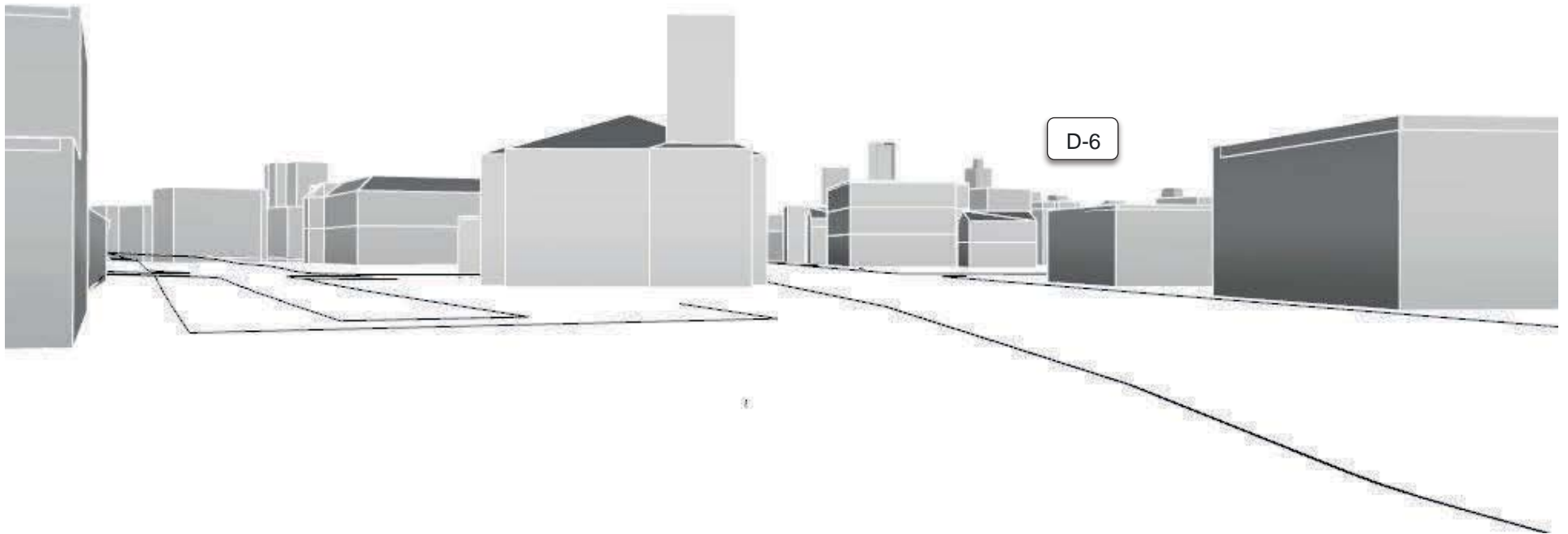


Washington St





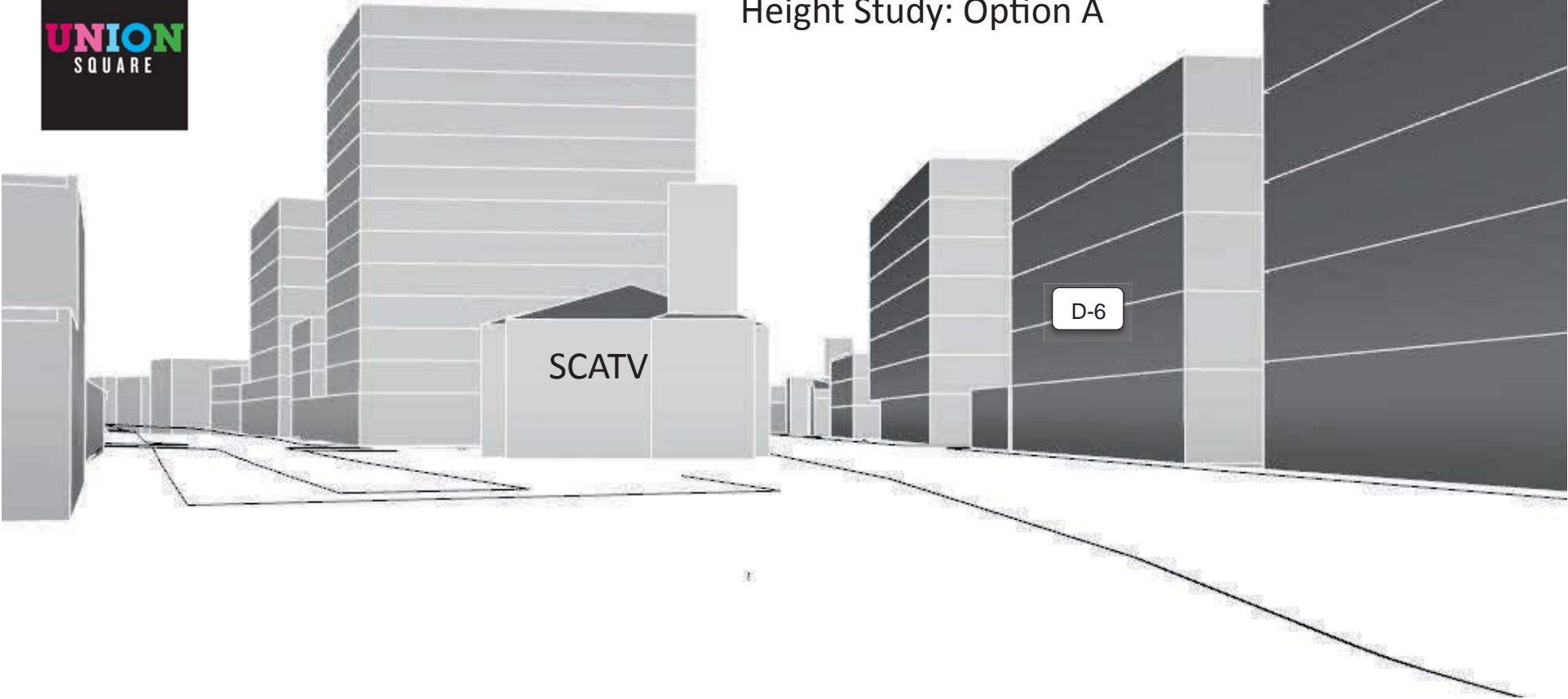
Existing Building Heights viewed from Plaza



View of Plaza



Height Study: Option A





Height Study: Allowed by Zoning

D1: 5 floors allowed

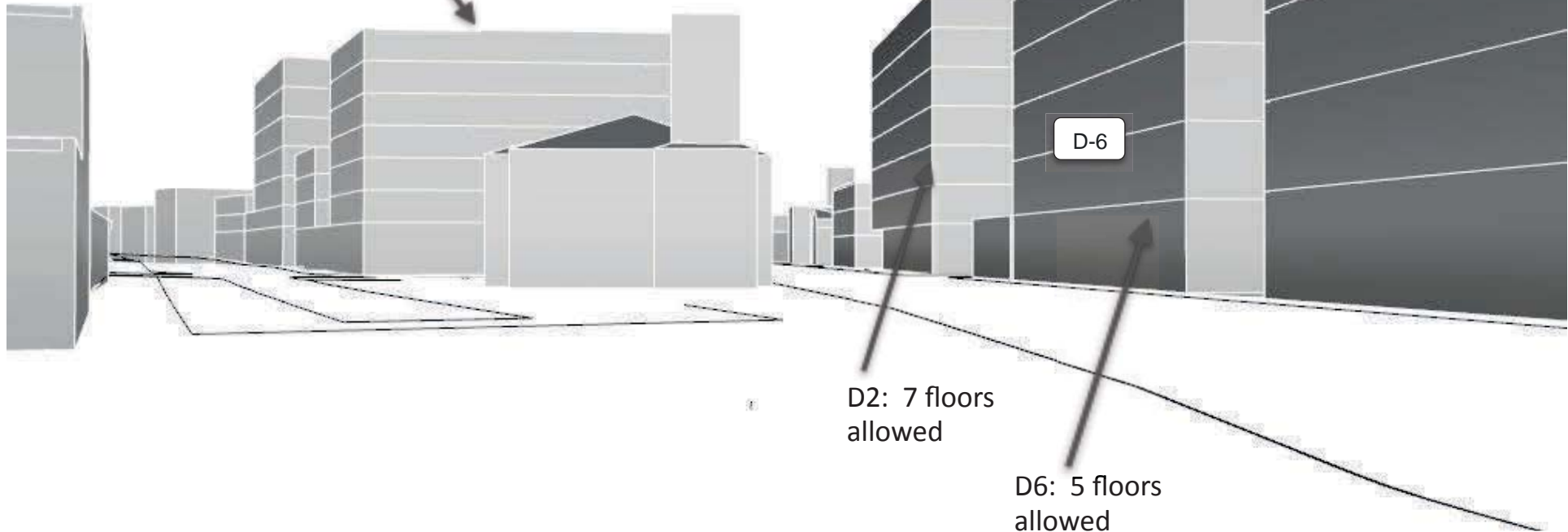


D-6

D2: 7 floors allowed



D6: 5 floors allowed





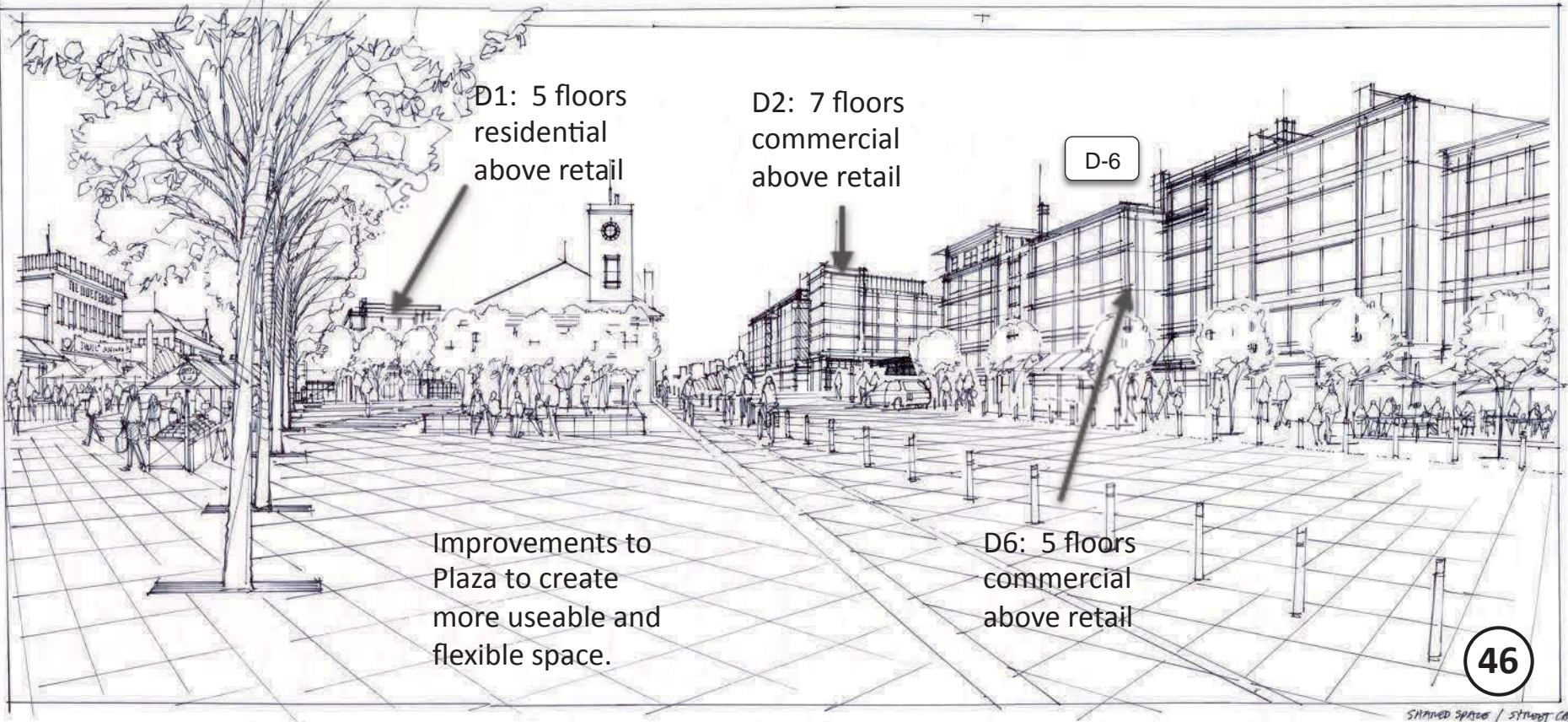
Existing View of Somerville Ave. at Plaza



UNION SQUARE CHARLETTE - SBD 3/9/15

LOOKING EAST ON SOMERVILLE AVE @ OLD FIRE STATION

EXISTING CONDITIONS



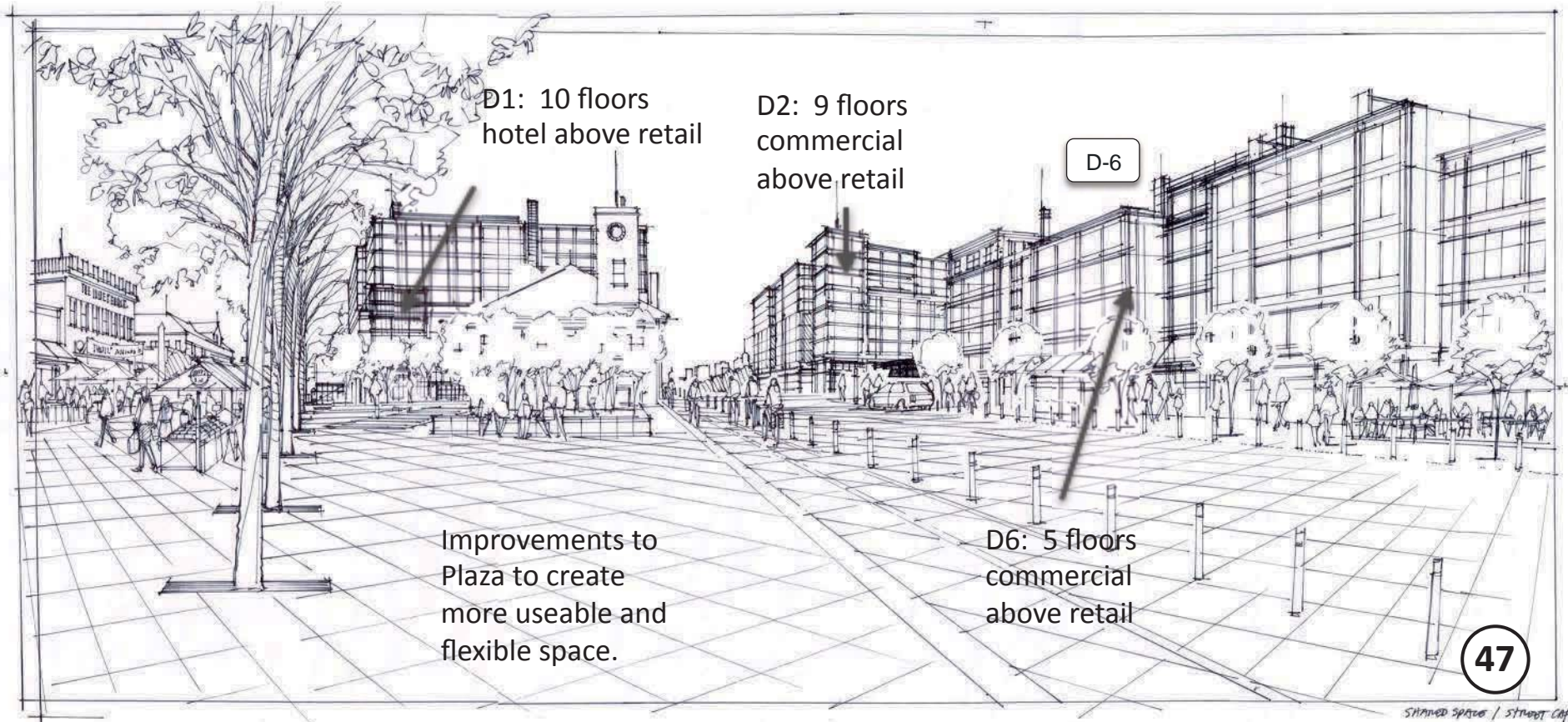
D1: 5 floors
residential
above retail

D2: 7 floors
commercial
above retail

D-6

Improvements to
Plaza to create
more useable and
flexible space.

D6: 5 floors
commercial
above retail



D1: 10 floors
hotel above retail

D2: 9 floors
commercial
above retail

D-6

Improvements to
Plaza to create
more useable and
flexible space.

D6: 5 floors
commercial
above retail

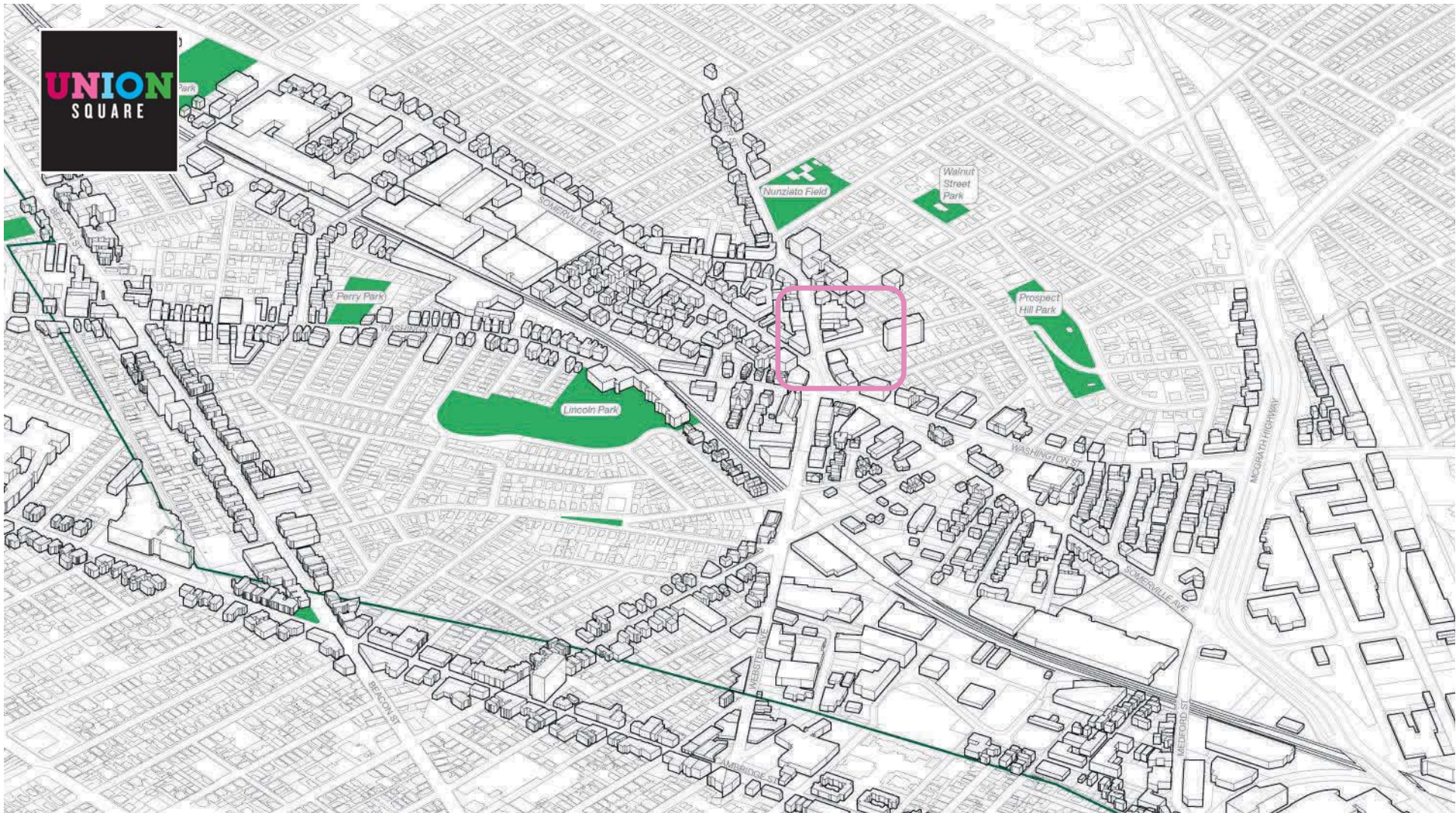
UNION
SQUARE



D7



Somerville *by*
DESIGN



UNION
SQUARE

Nunziato Field

Walnut Street Park

Perry Park

Prospect Hill Park

Lincoln Park

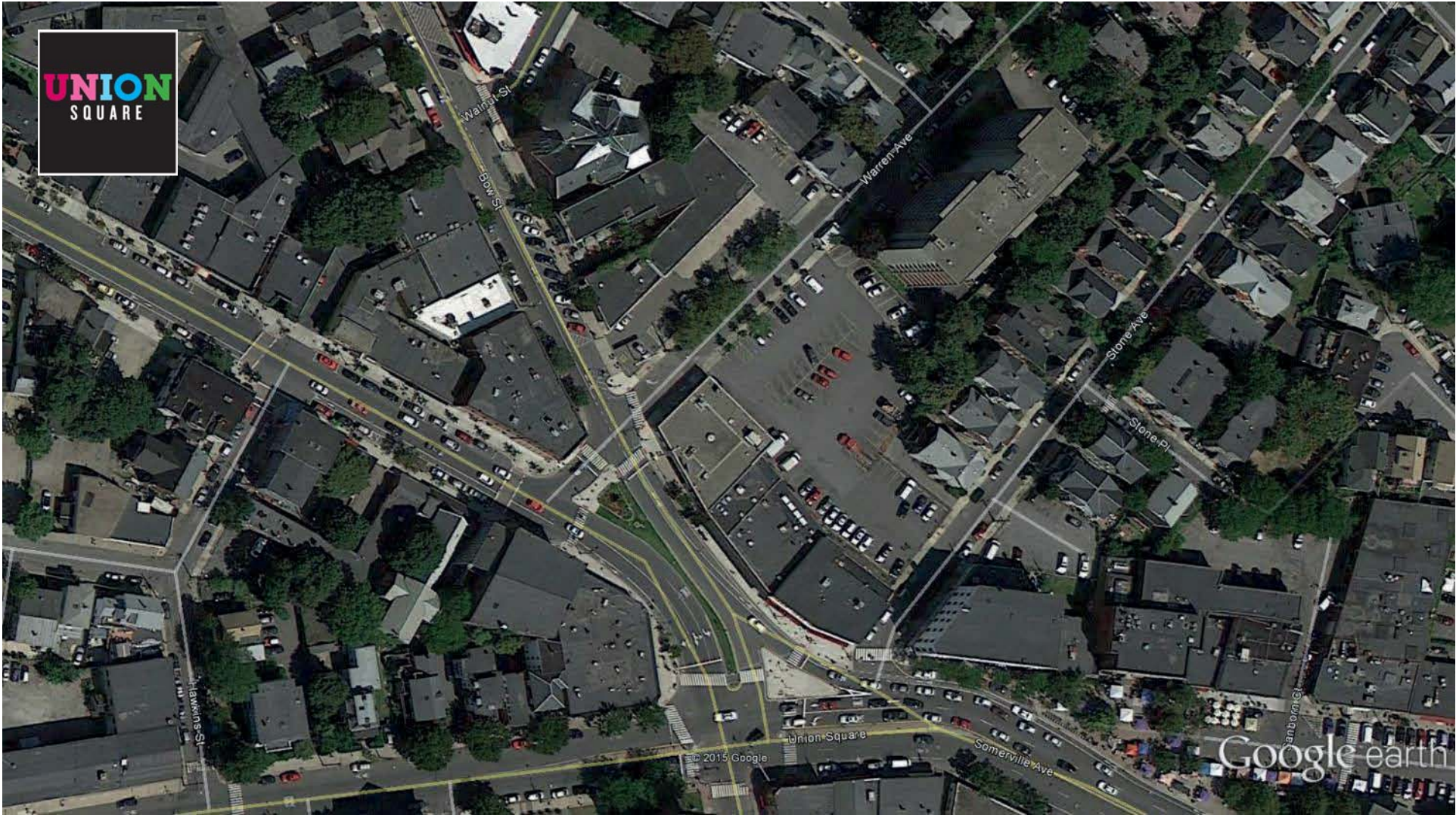
WASHINGTON ST

MCGRATH HIGHWAY

MERRIAM ST

MERRIAM ST

MERRIAM ST



UNION
SQUARE

© 2015 Google

Google earth



D7
Option A - Ground Floor
Scale 1:50





D7
Option A - Upper Floor
Scale 1:50



62



D7
Option B - Ground Floor
Scale 1:50





D7
Option B - Upper Floor
Scale 1:50



UNION
SQUARE



BOYNTON YARDS



Somerville *by*
DESIGN



UNION
SQUARE



UNION
SQUARE





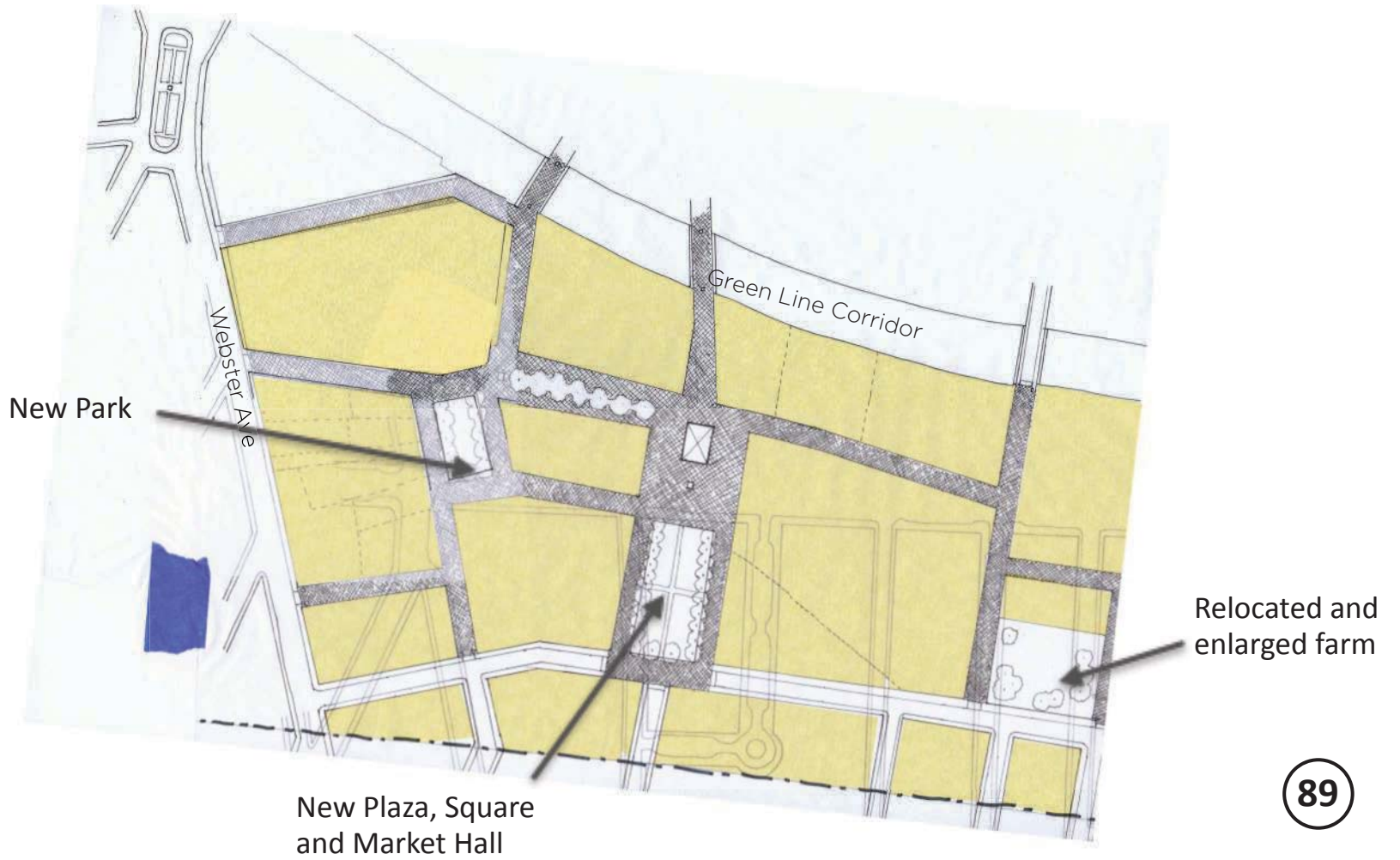


Redevelopment Option "Parallel Streets"

Relocated and Enlarged Farm



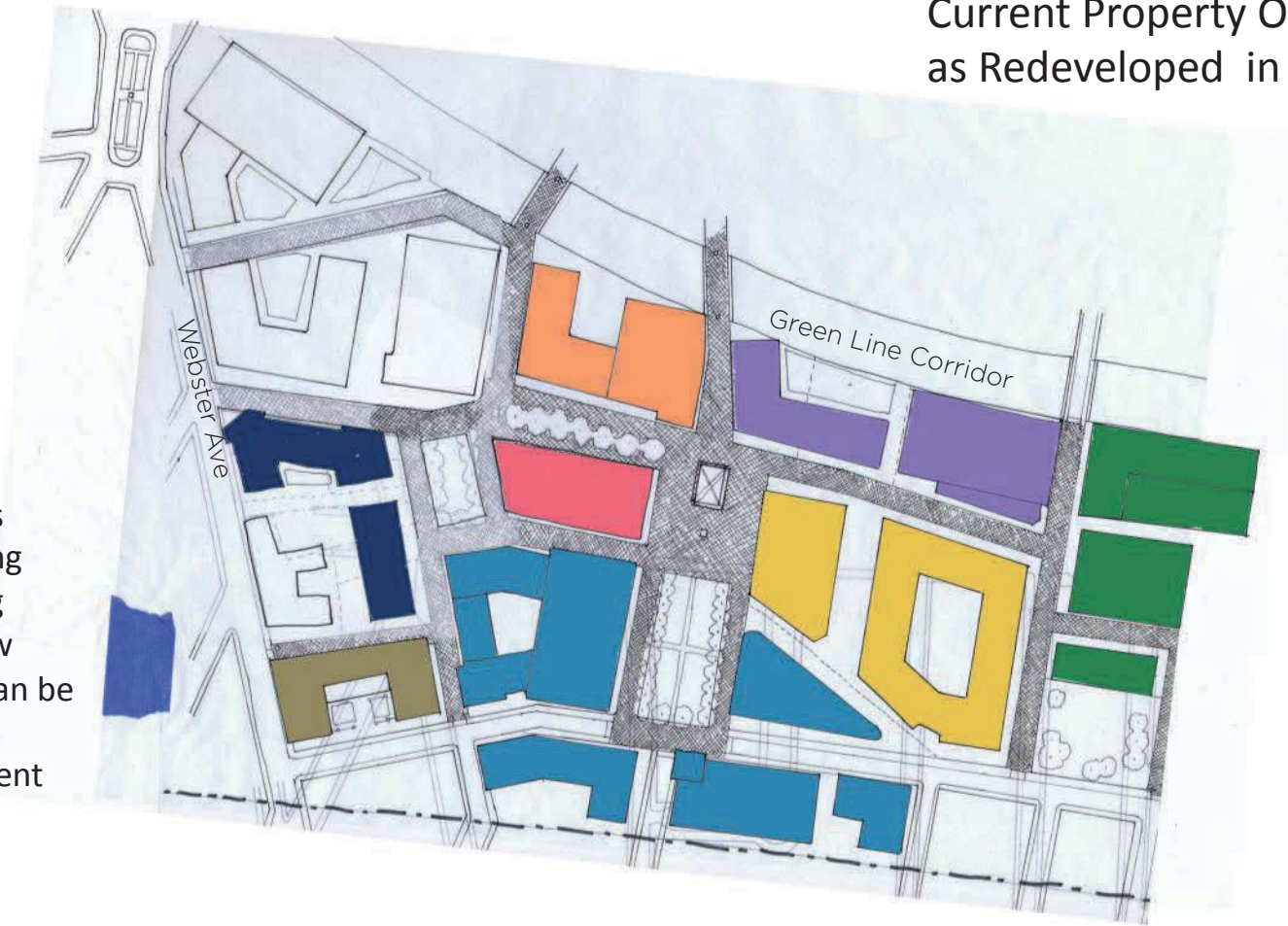






Current Property Ownership as Redeveloped in Unified Plan

Different Colors represent exiting land or building ownership. New public spaces can be created while respecting current property ownership.





Redevelopment Option "Current Land Ownership"





Redevelopment Option "Curved Street"





Redevelopment Option "Existing Rights of Way"





Redevelopment Option "Central Square"





Redevelopment Option “Large Central Square”



Redevelopment Option “Grid of Streets & Squares”



Redevelopment Option "Large Park 1"



Redevelopment Option "Large Park 2"





Proposed Open Space Network



New 4.6 Acre Park above Train Right of Way



UNION
SQUARE



Transportation



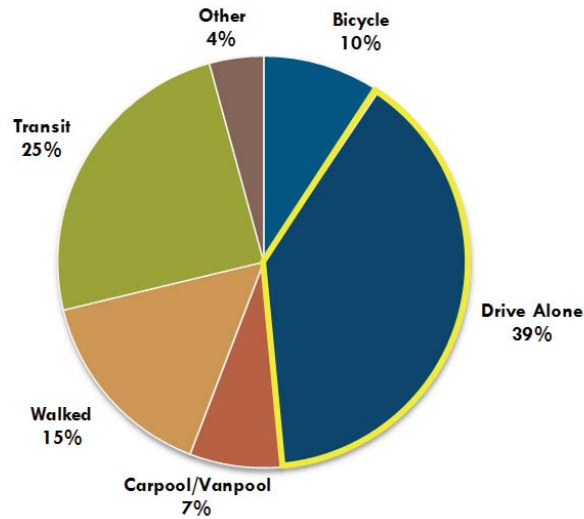
Somerville *by*
DESIGN



Accessed by a Mix of Modes

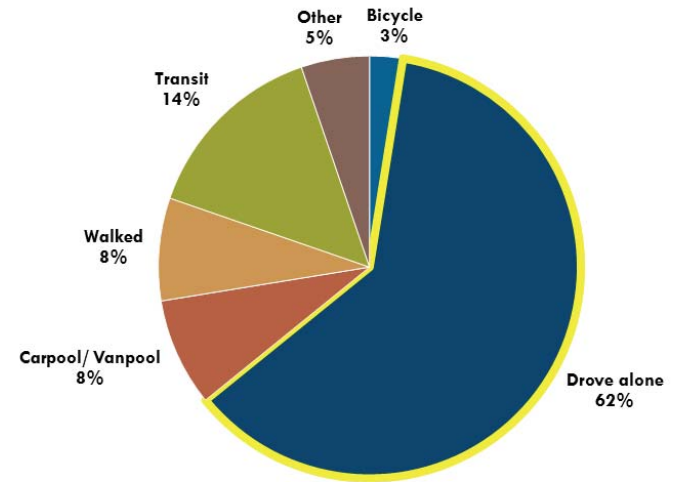
Union Square

Union Square Residents



Data: American Community Survey 2013 5-year estimates

Those Who Work in Union Square



Data: American Community Survey 2006-2010, Extracted through CTPP

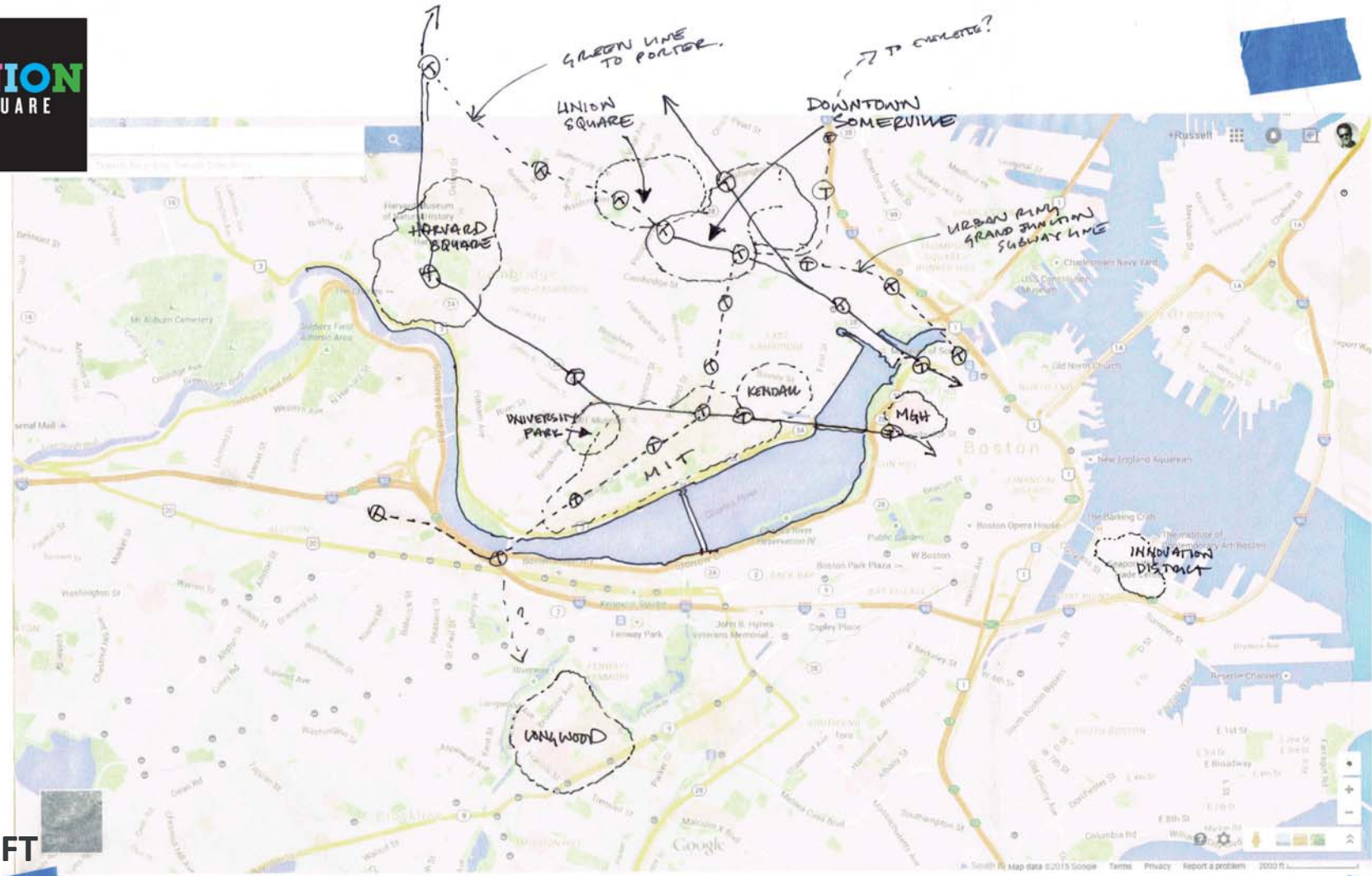
DRAFT



Mix of Uses



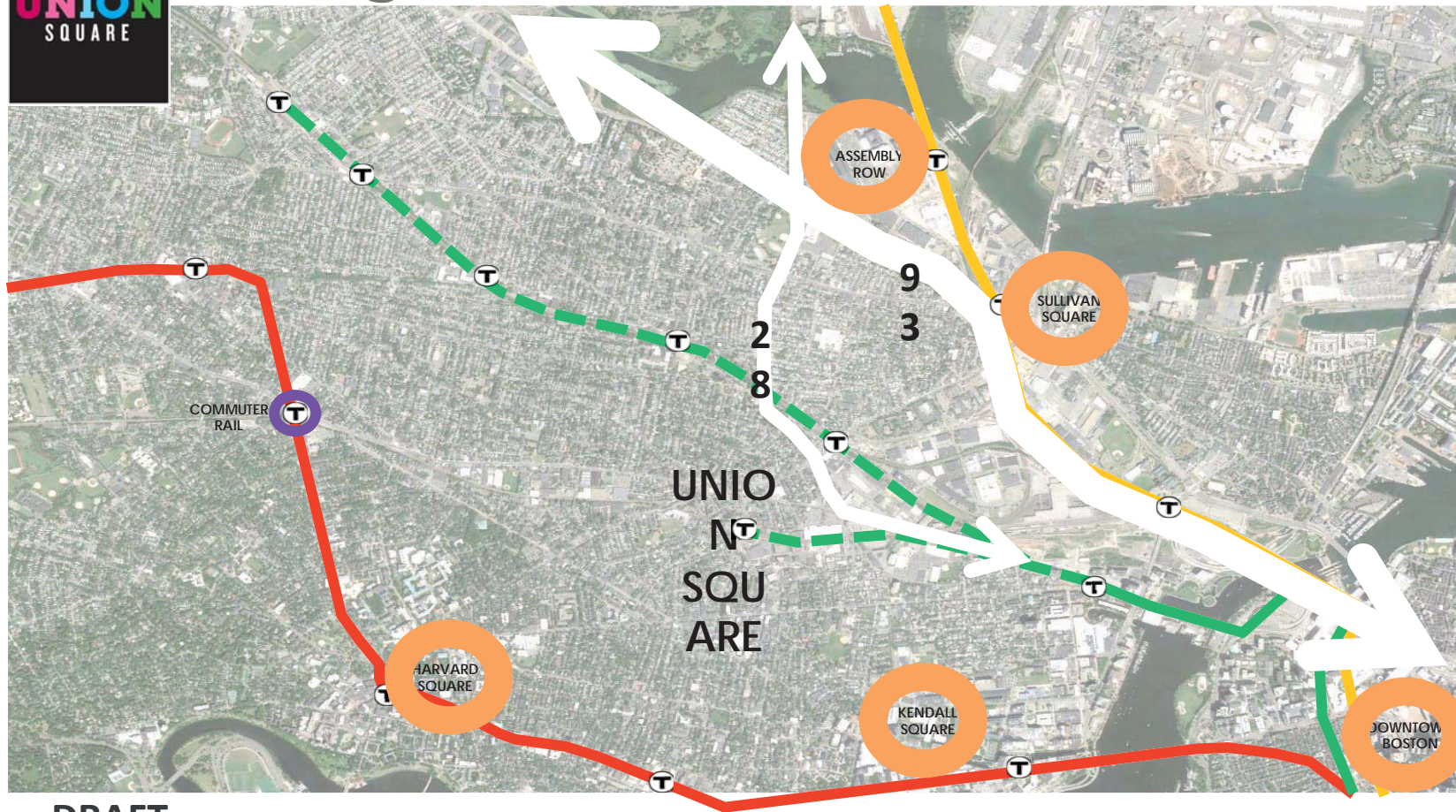
UNION SQUARE



DRAFT



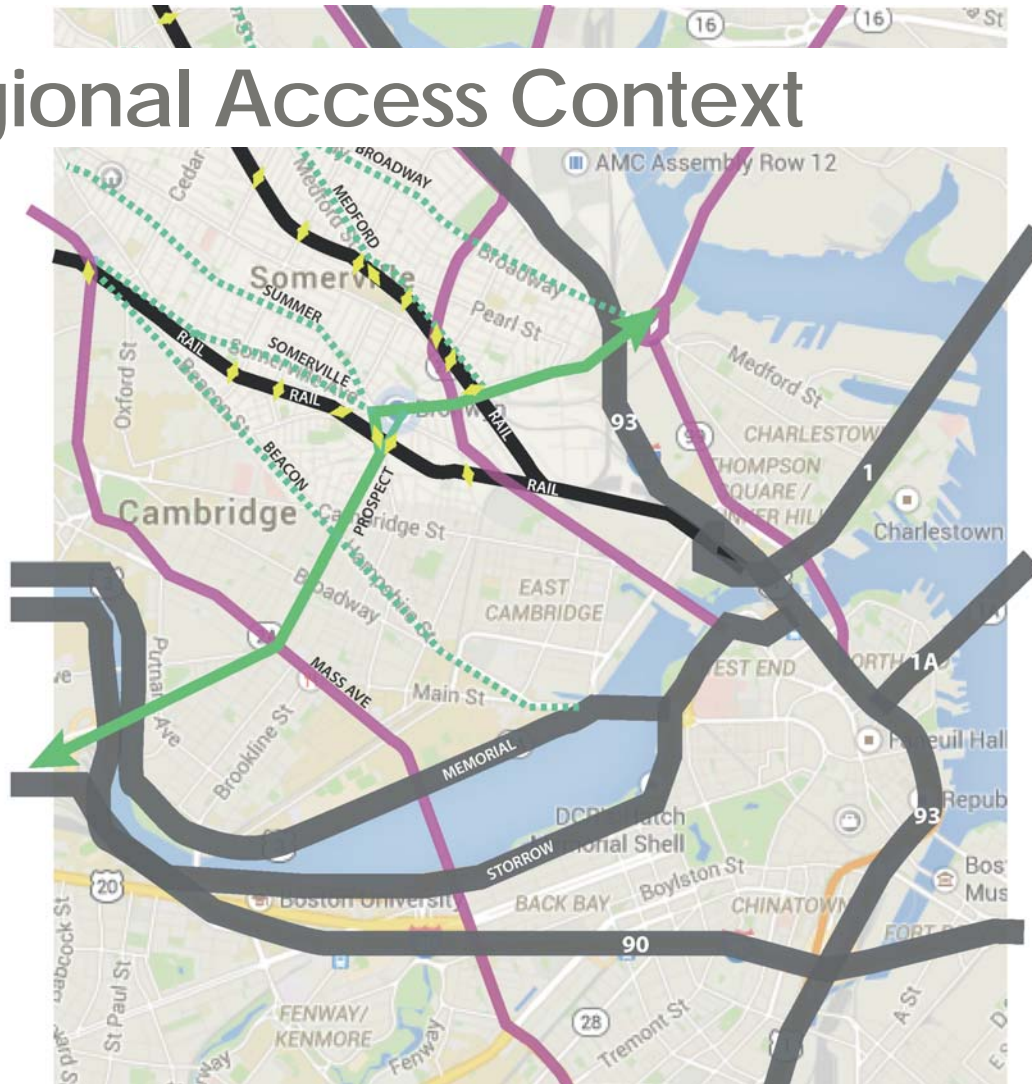
Regional Destinations



DRAFT



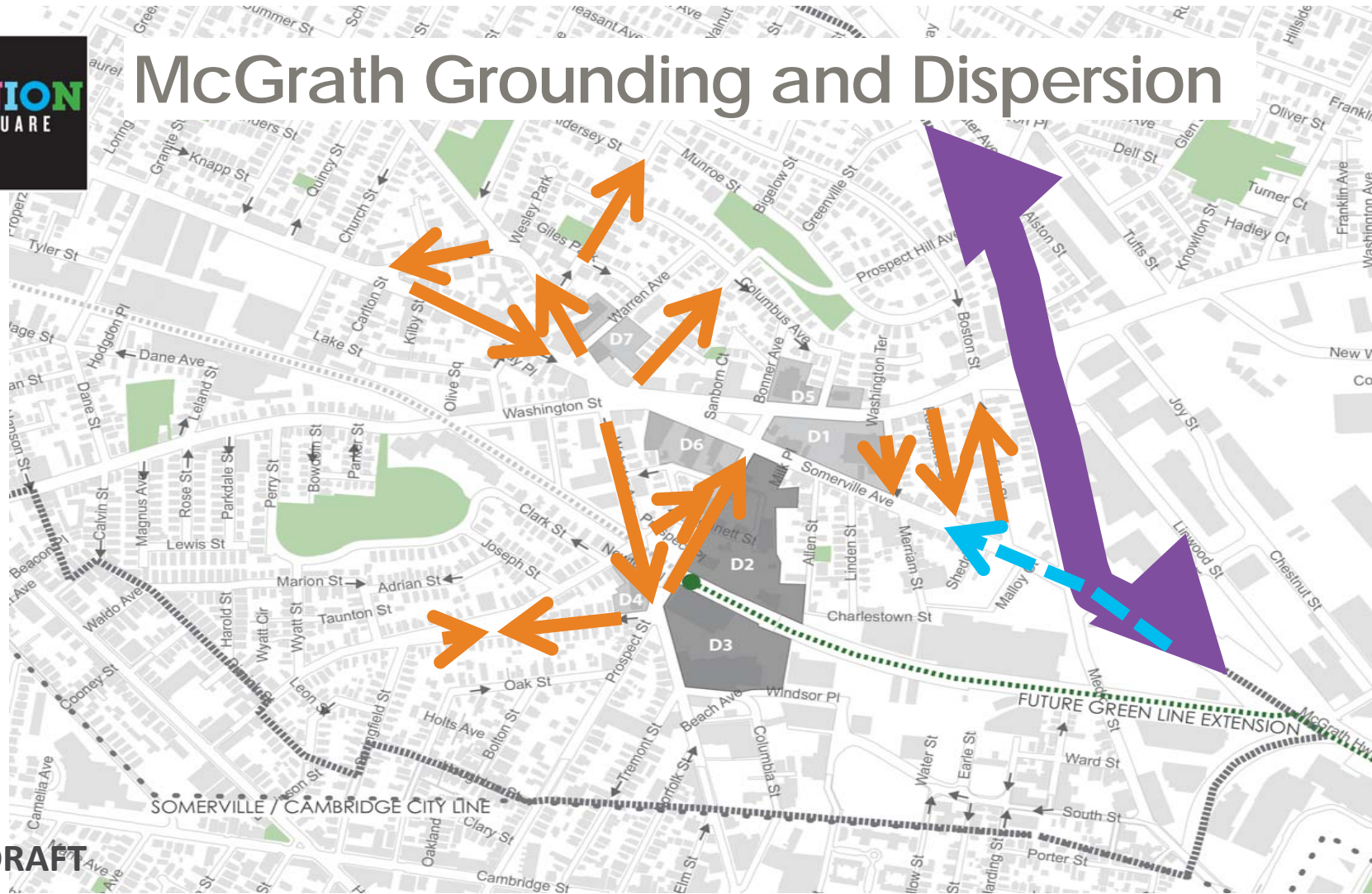
Regional Access Context



DRAFT

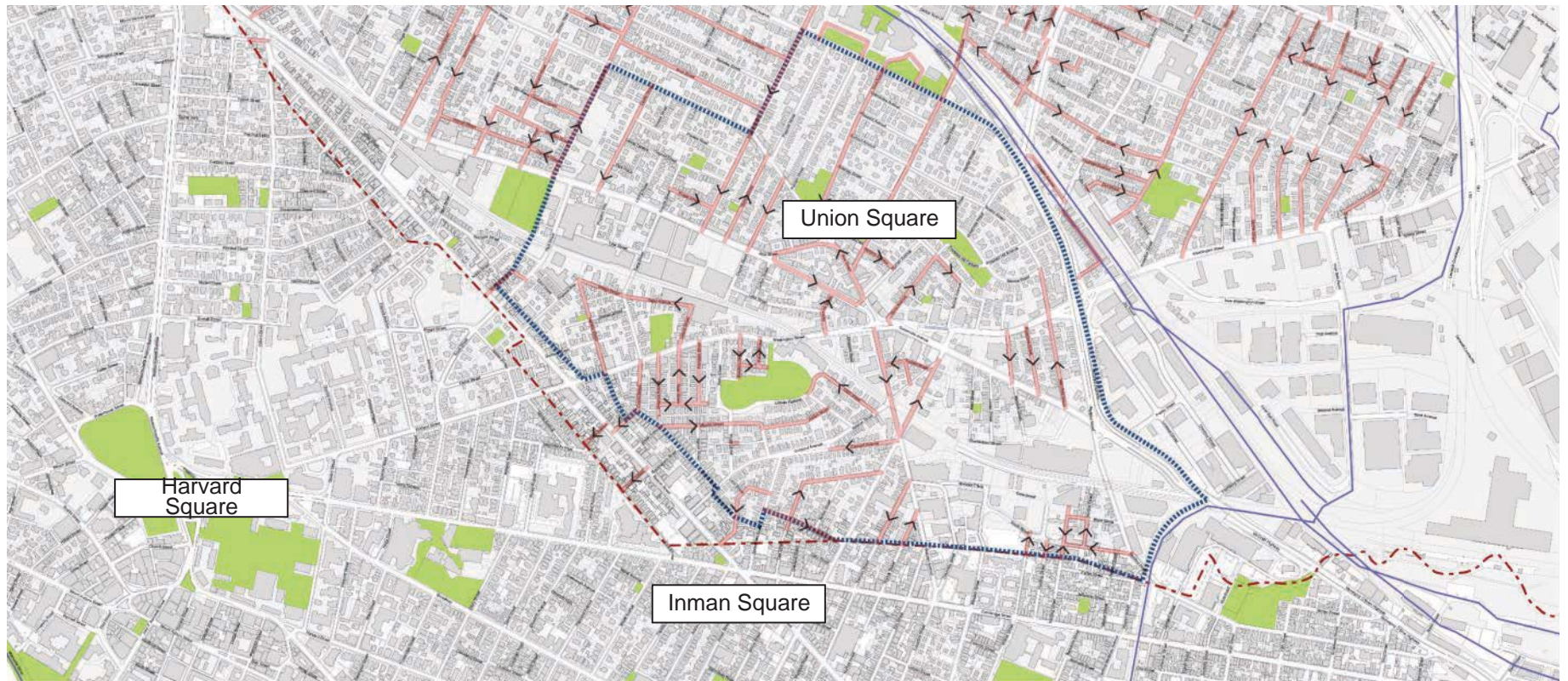


McGrath Grounding and Dispersion



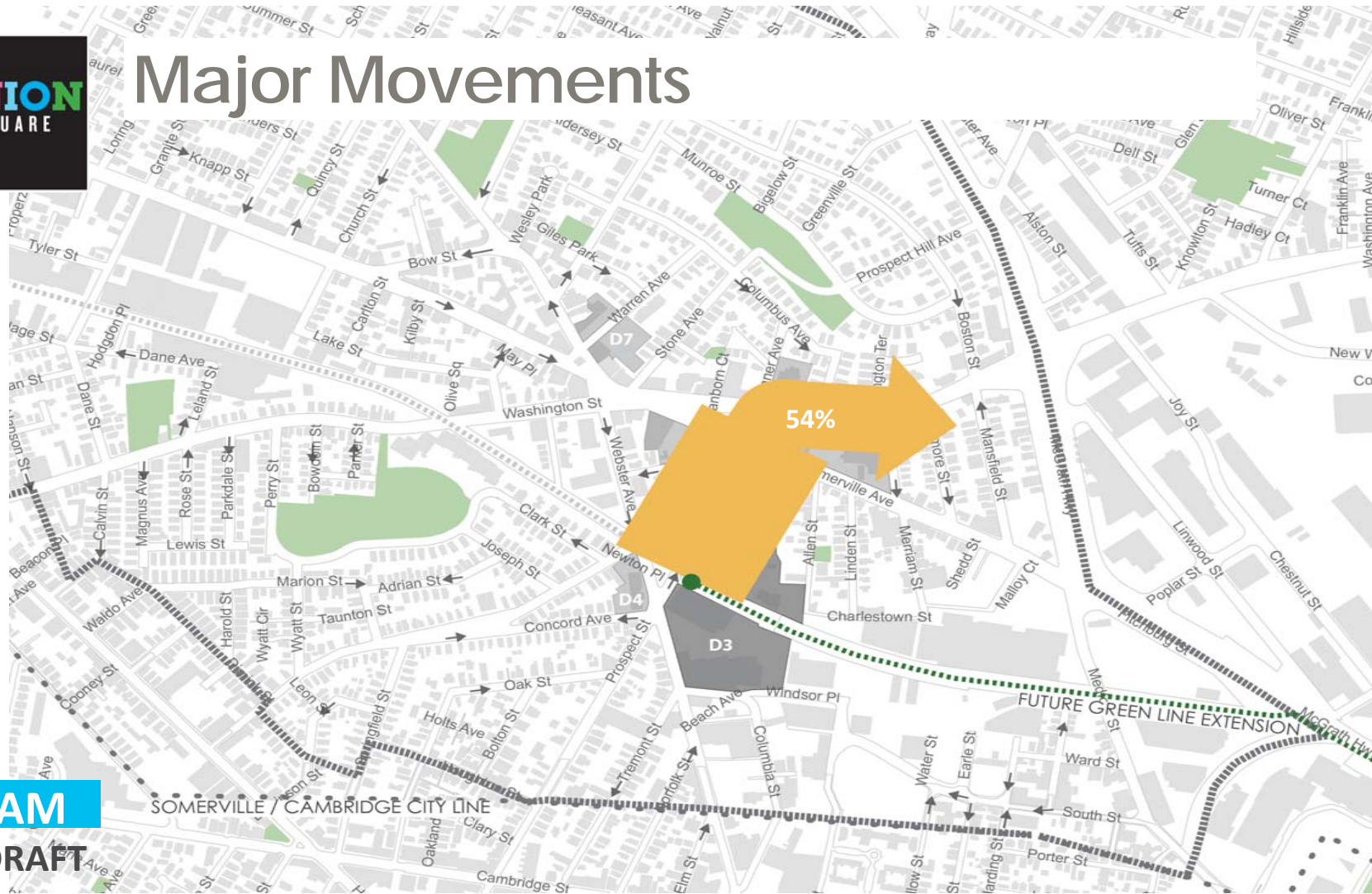
DRAFT

One-Way Streets



UNION
SQUARE

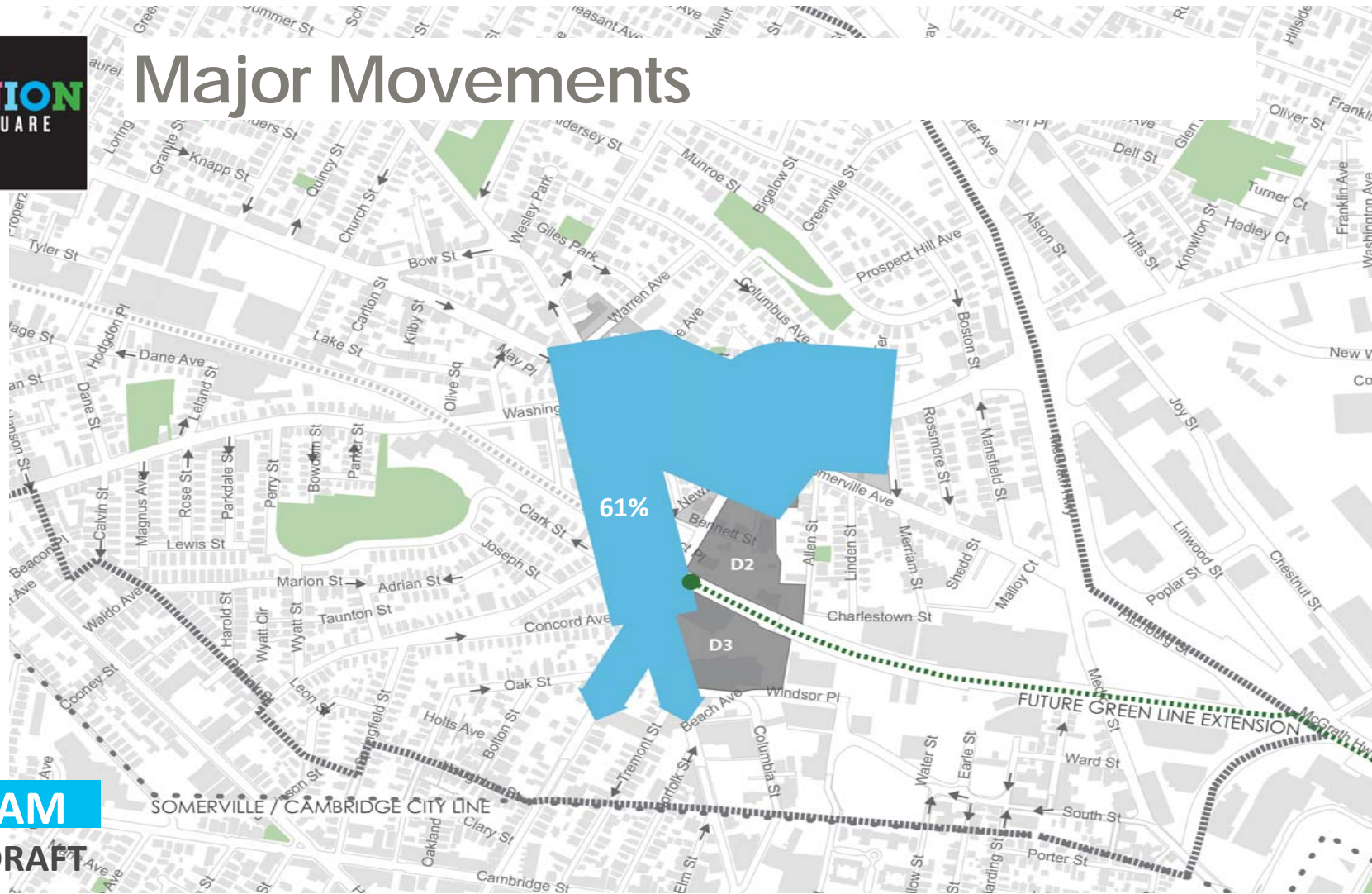
Major Movements



AM
DRAFT

UNION
SQUARE

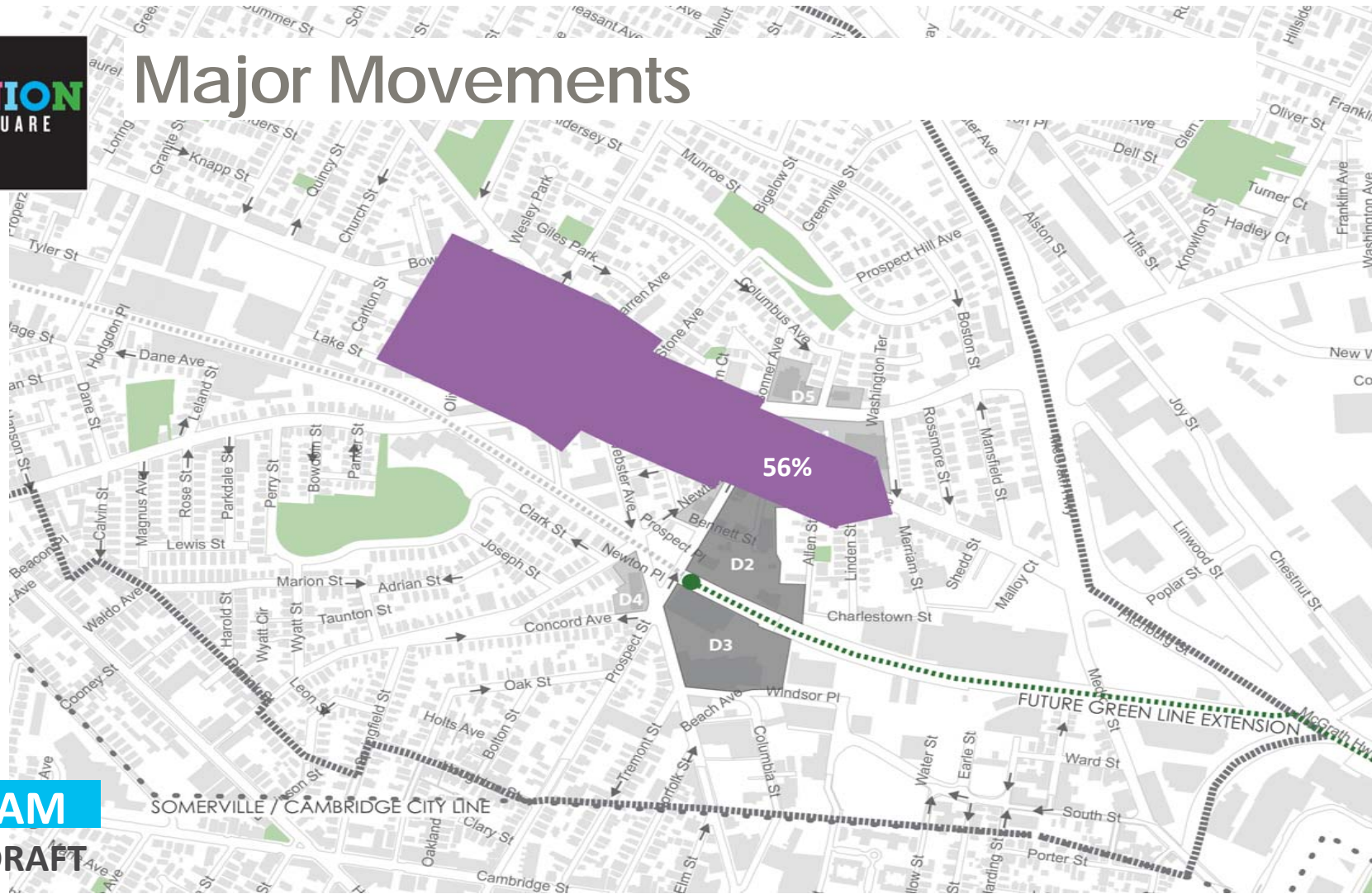
Major Movements



AM
DRAFT

UNION
SQUARE

Major Movements



AM

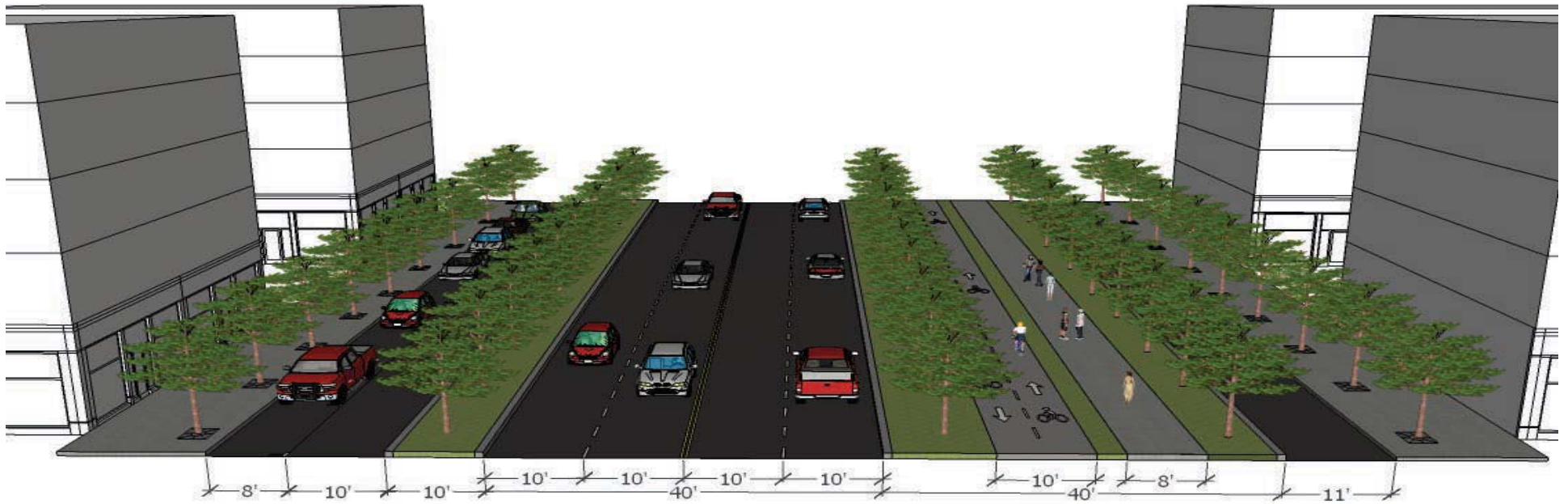
DRAFT

SOMERVILLE / CAMBRIDGE CITY LINE

FUTURE GREEN LINE EXTENSION



McGrath Boulevard Option

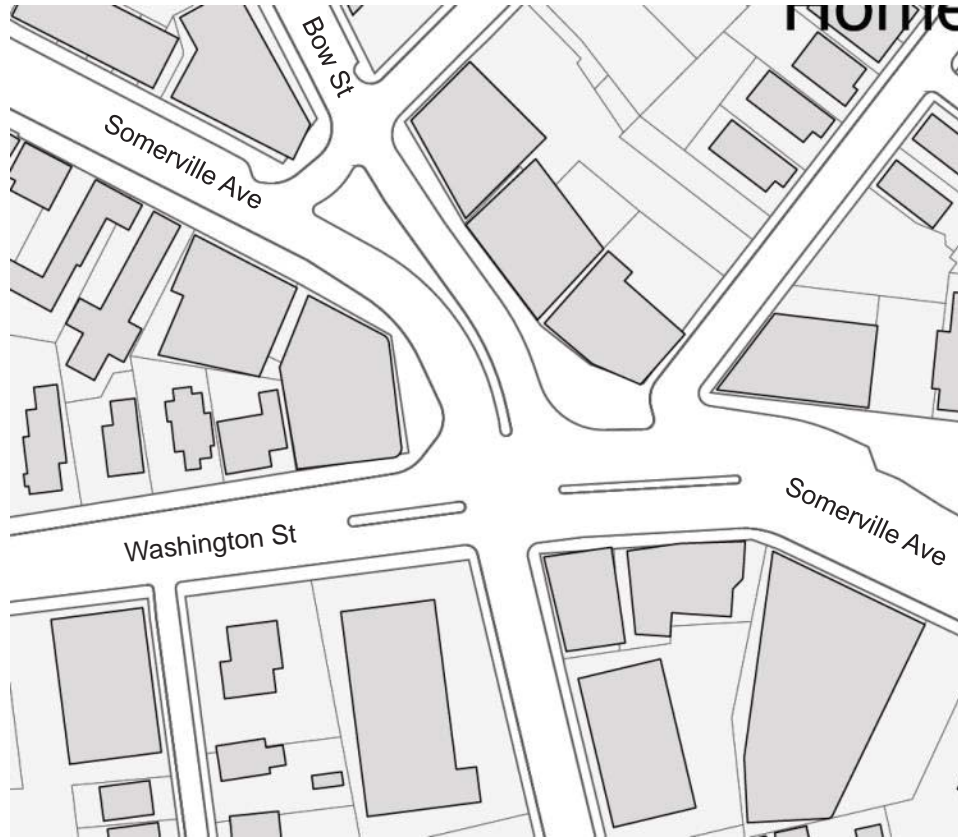


McGrath Boulevard Option

DRAFT



INTERSECTION PROPOSALS

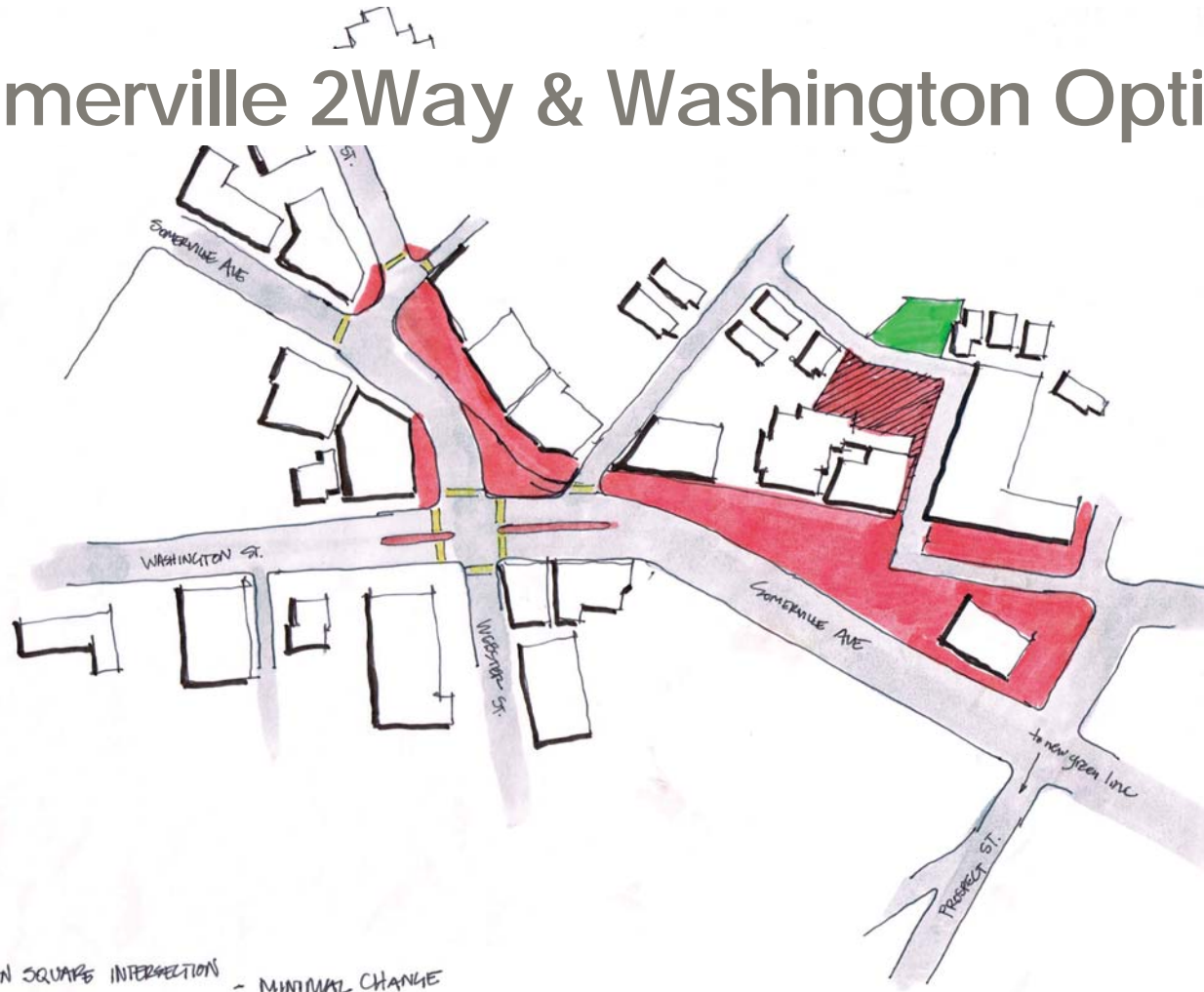


Somerville Ave + Washington St +
Bow St Existing Intersection





Somerville 2Way & Washington Option 1

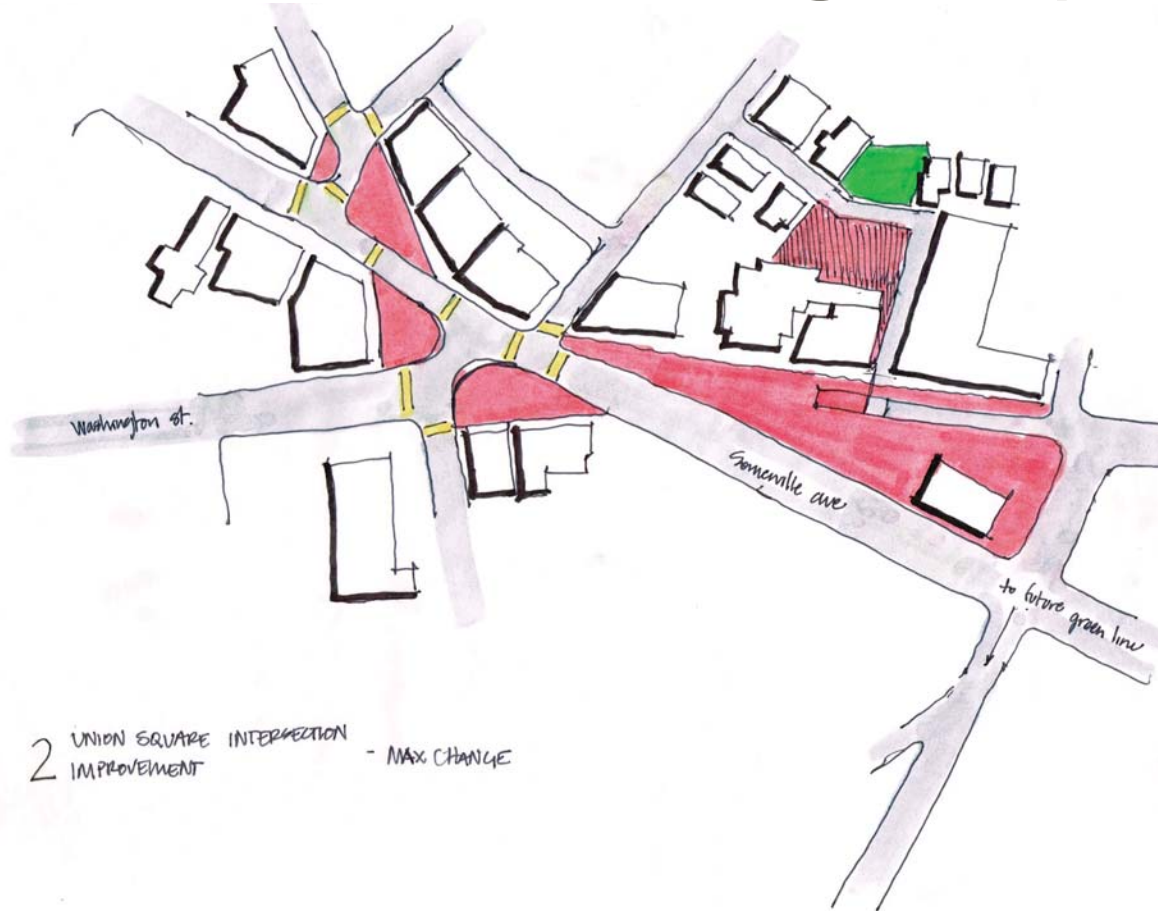


UNION SQUARE INTERSECTION IMPROVEMENT - MINIMAL CHANGE

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Somerville and Washington Option 2



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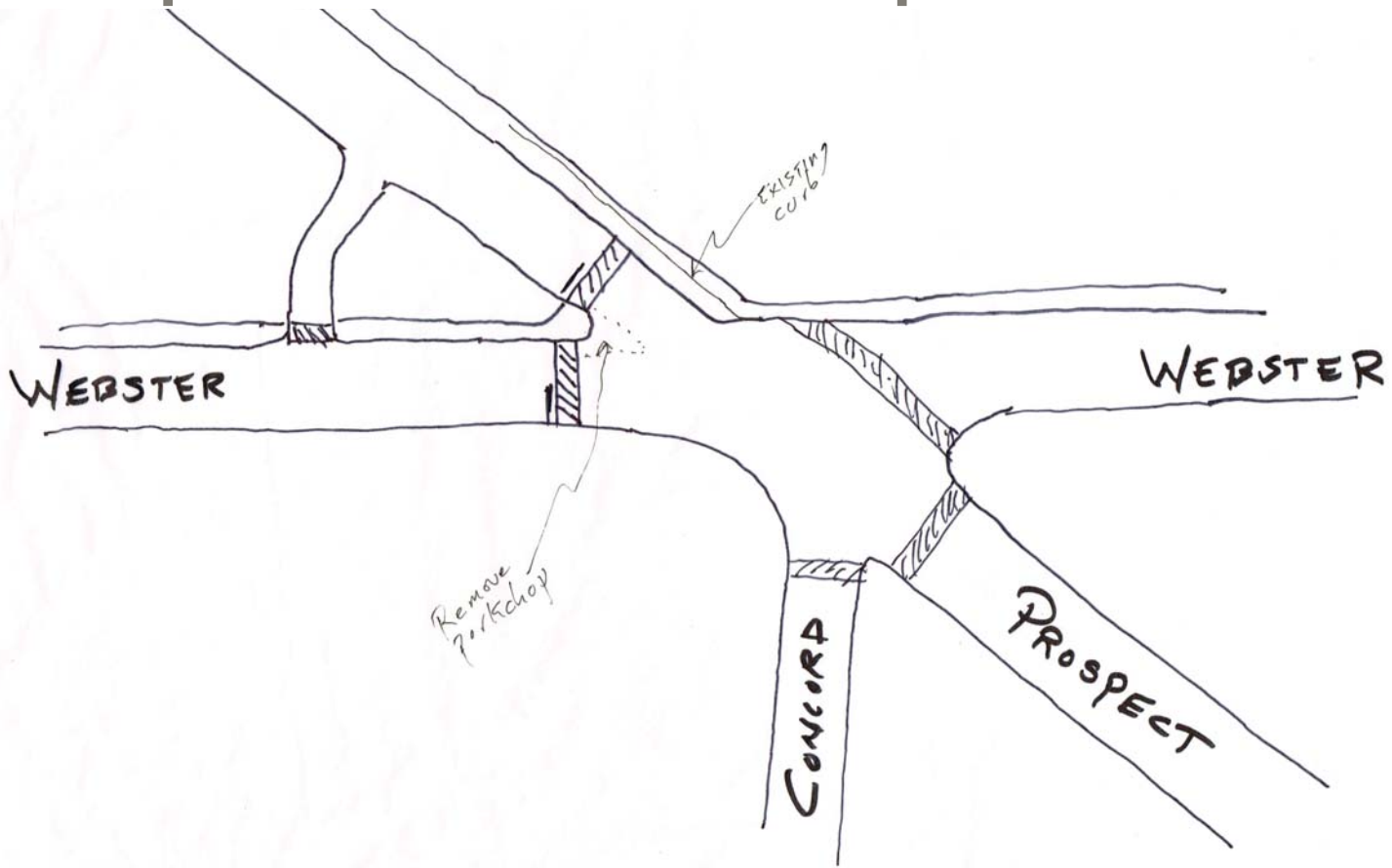
How would Bikes Go?



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Prospect and Webster Option 1



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Prospect and Webster Option 2



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UNION
SQUARE

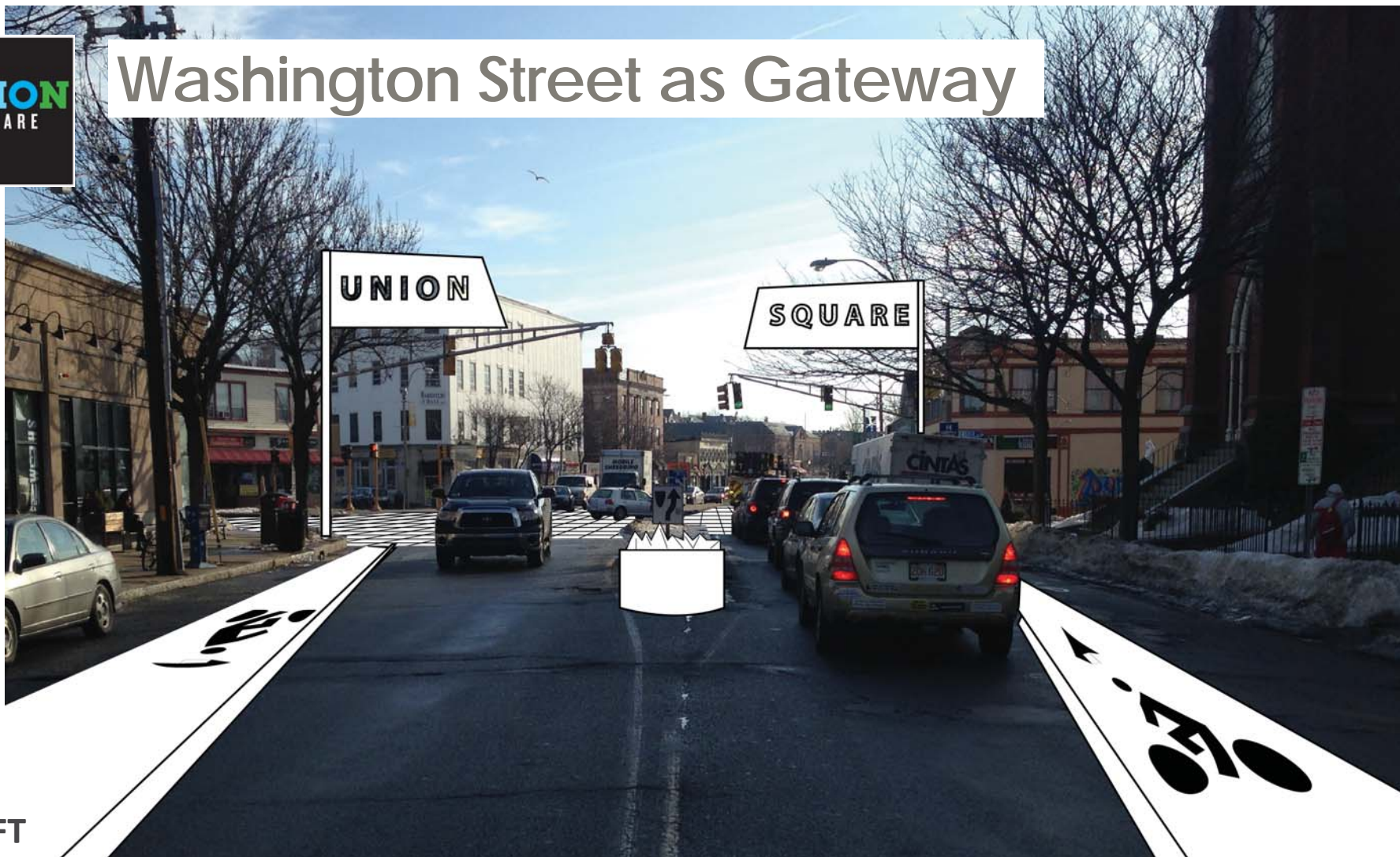
Washington Street Today



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UNION
SQUARE

Washington Street as Gateway



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MULTIMODAL OPTIONS

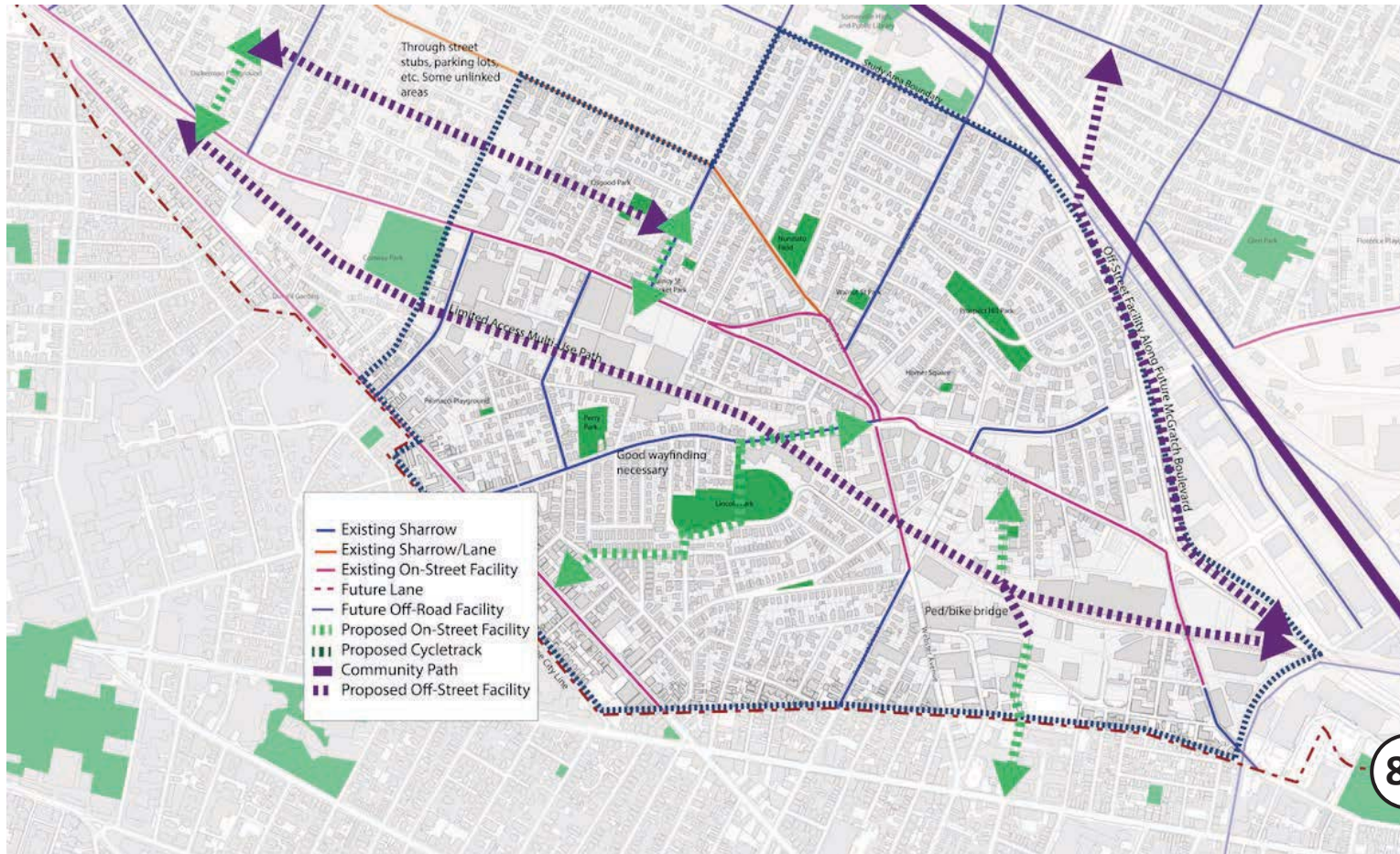
How would Bikes Go, On-Street?



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How would Bikes Go, Off-street?



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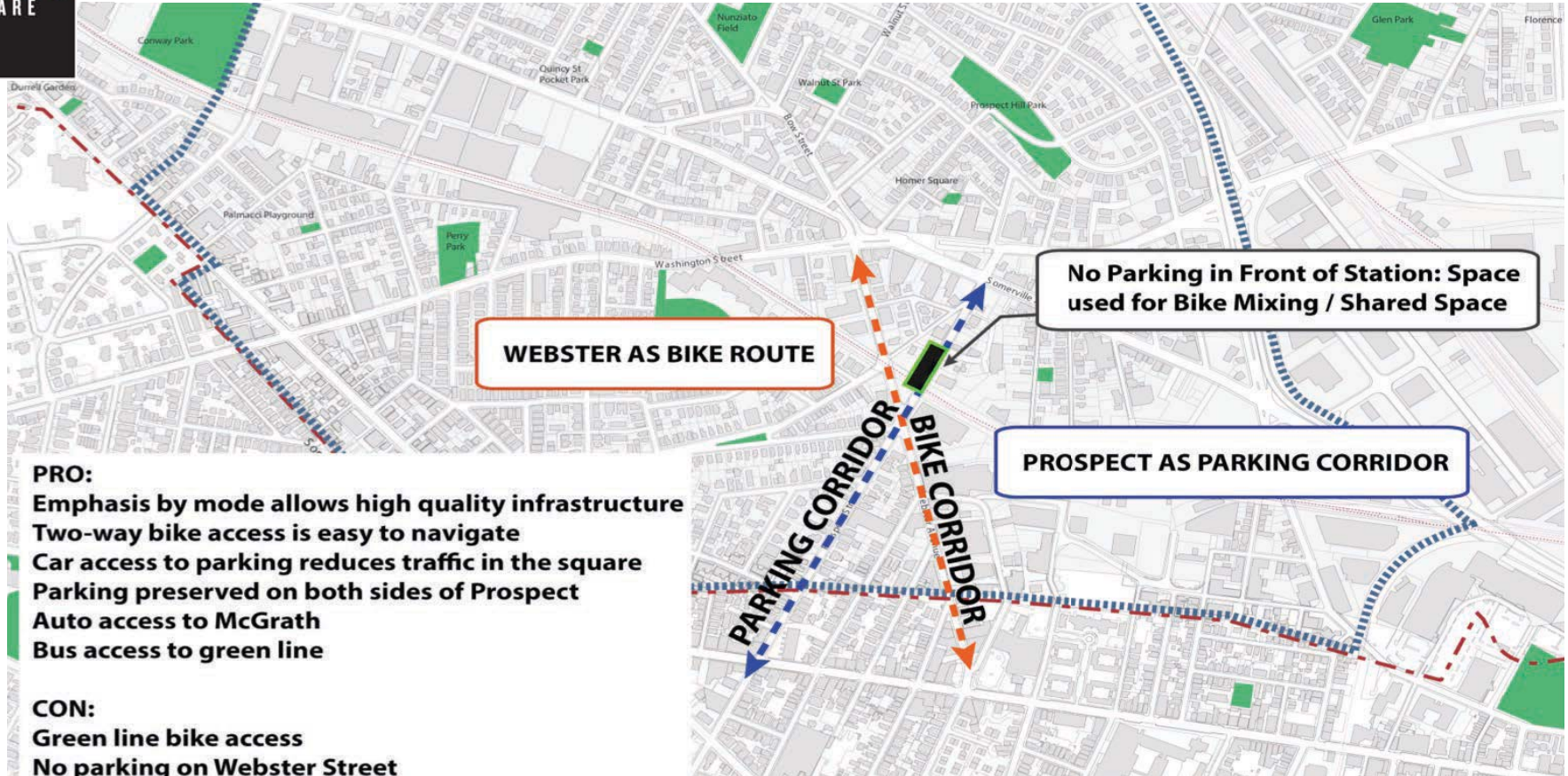


How would Bikes Go?



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Prospect and Webster Corridor Focus



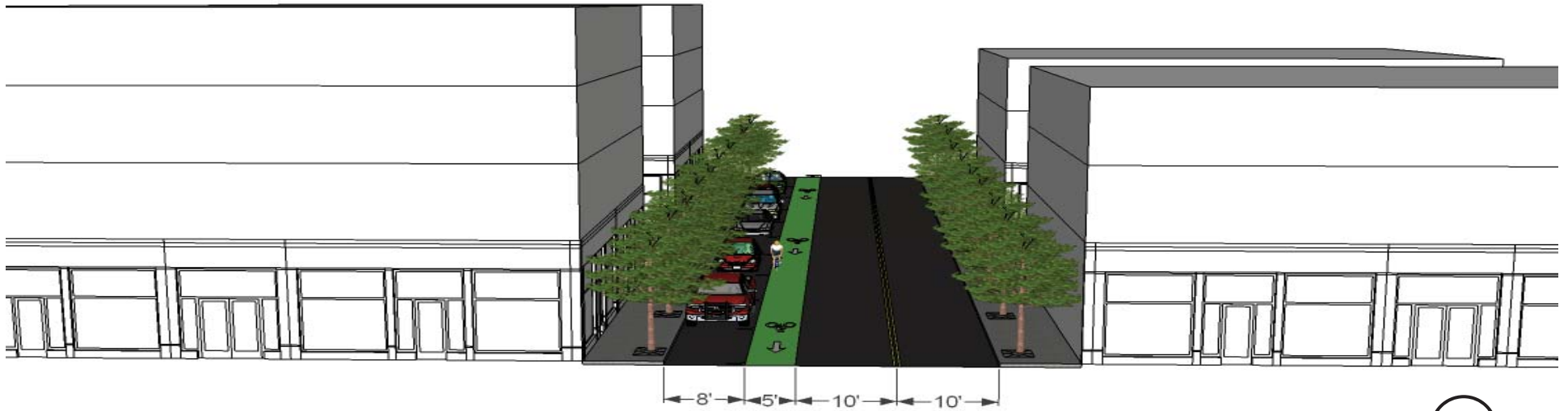
- PRO:**
- Emphasis by mode allows high quality infrastructure
 - Two-way bike access is easy to navigate
 - Car access to parking reduces traffic in the square
 - Parking preserved on both sides of Prospect
 - Auto access to McGrath
 - Bus access to green line

- CON:**
- Green line bike access
 - No parking on Webster Street

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Webster – Early Action



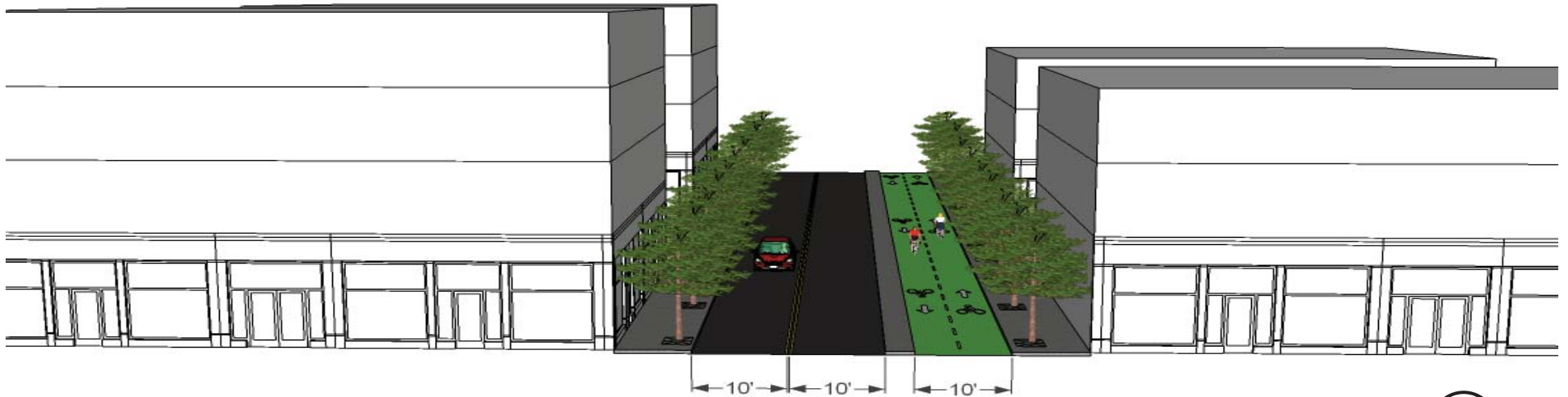
Webster - Early Action
(Looking North)

119

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Webster - Proposed

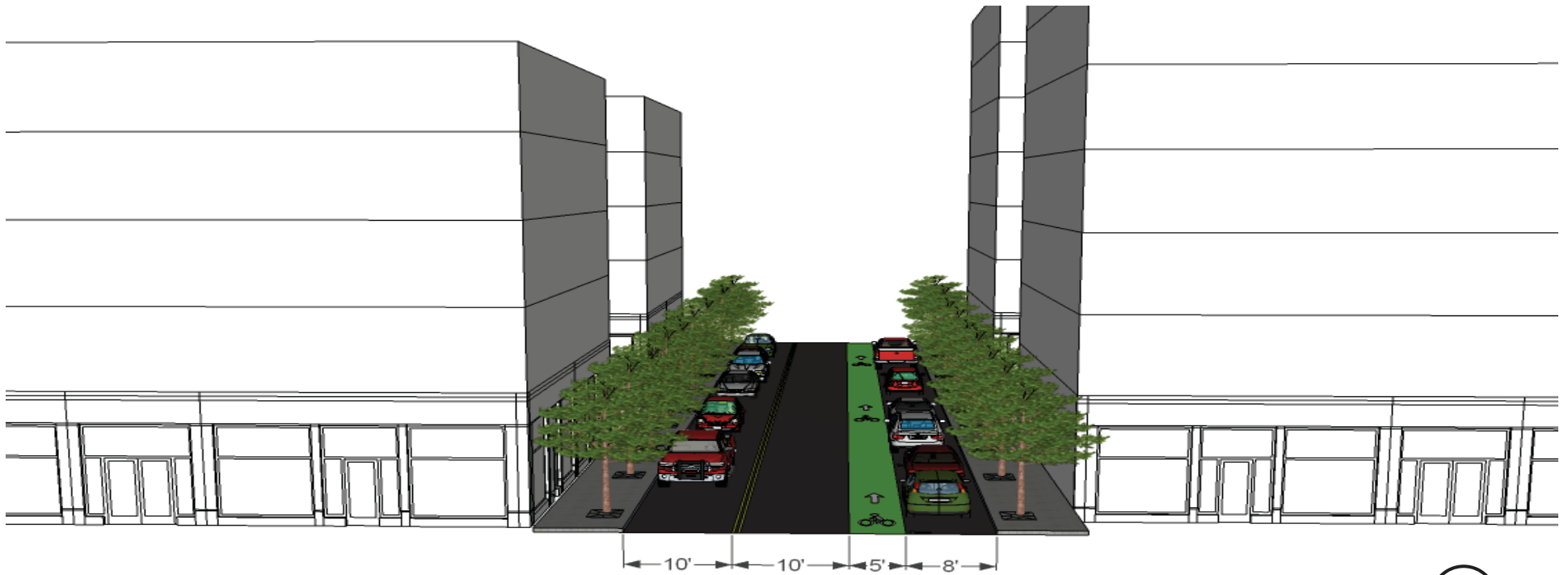


Webster - Proposed - 2-way Cycletrack
(Looking North)

DRAFT



Prospect – Early Action



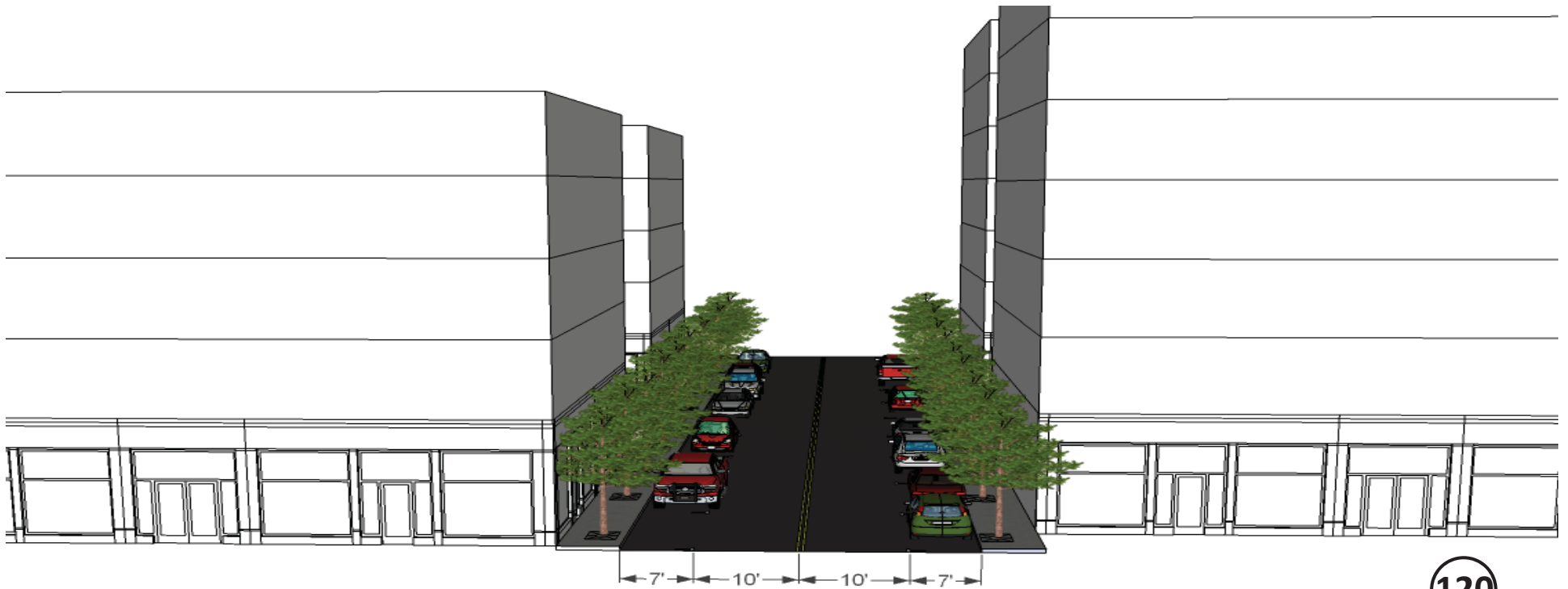
Prospect - Early Action Option
(Looking North)

120

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Prospect - Proposed



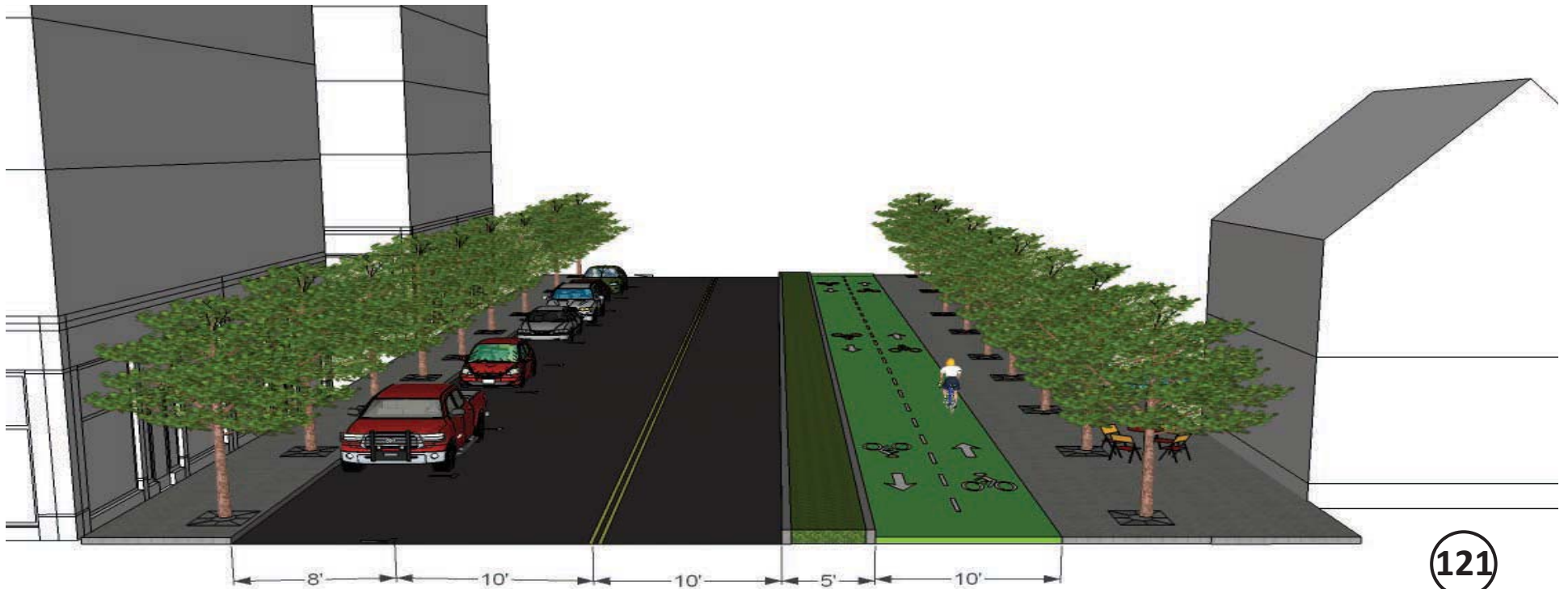
Prospect - Proposed - Sharrows and 2-Sides of Parking
(Looking North)

120

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Somerville, Webster to Prospect, Proposed



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Somerville, between Webster and Prospect - Proposed Option, Looking West



Somerville 2-Way, Bow to Washington/Somerville



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Washington Proposed



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Proposed, Looking West



Bike Intersection Examples



Two-Stage Turn Queue Box - Portland, OR



Two-Stage Turn Queue Box - Vancouver, BC



Credit: NACTO
Two-Stage Turn Queue Box - Chicago, IL



Intersection Crossing Markings - Chicago, IL

Bike Intersection Examples



Bike Box - Tucson, AZ
Photo: City of Tucson Department of Transportation

Credit: NACTO



<http://www.camcycle.org.uk/newsletters/71/images/menagerie-fencauseway.jpg>

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On-Street Bike Parking





Off-Street Bike Parking



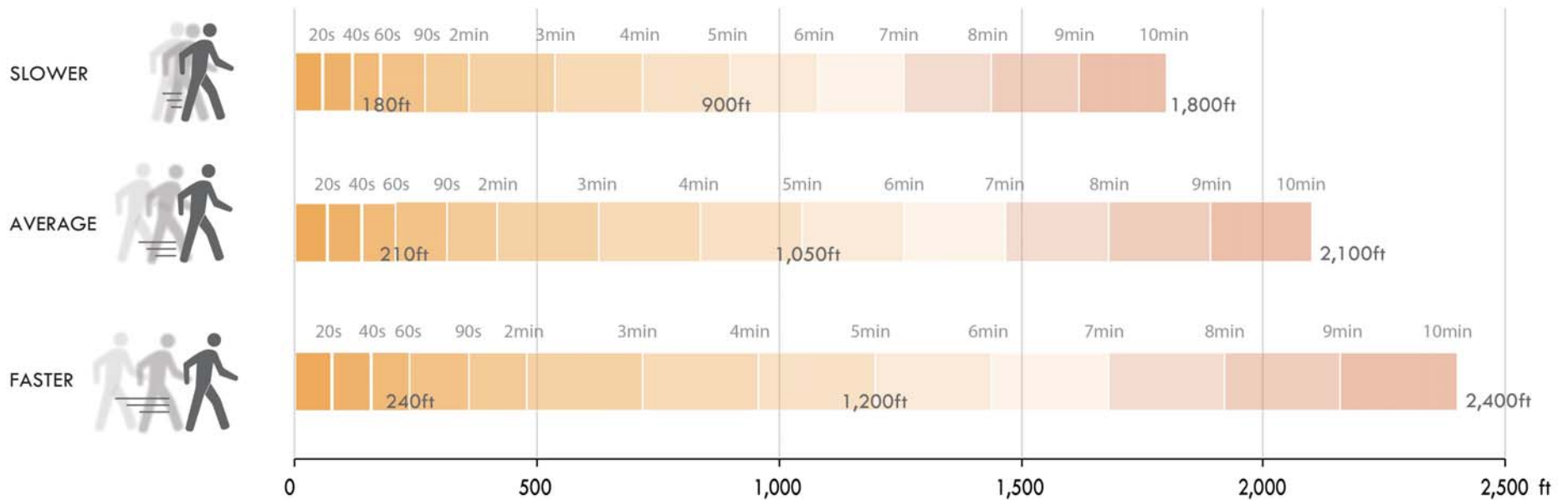
New York, NY



DRAFT

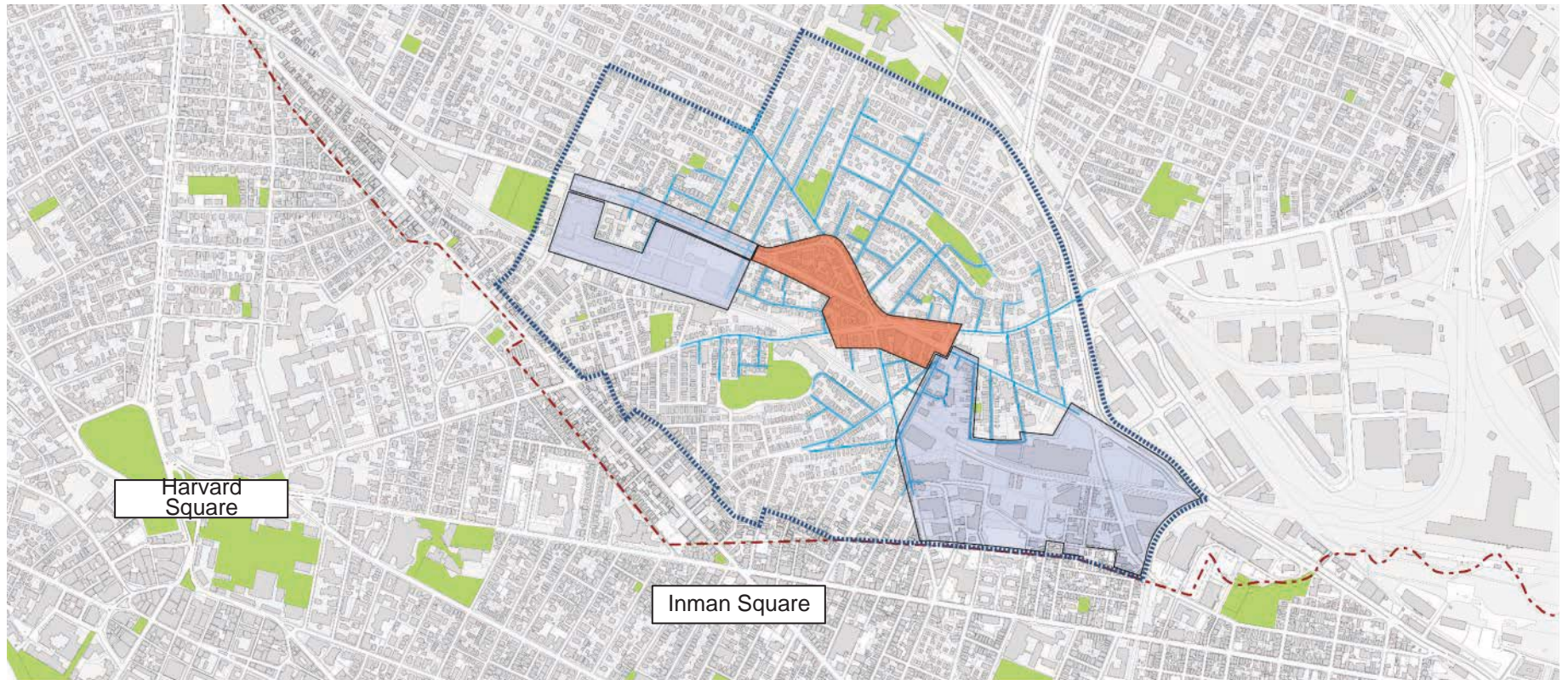


What Station will People Walk to? How does this Shape Urban Design Focus?

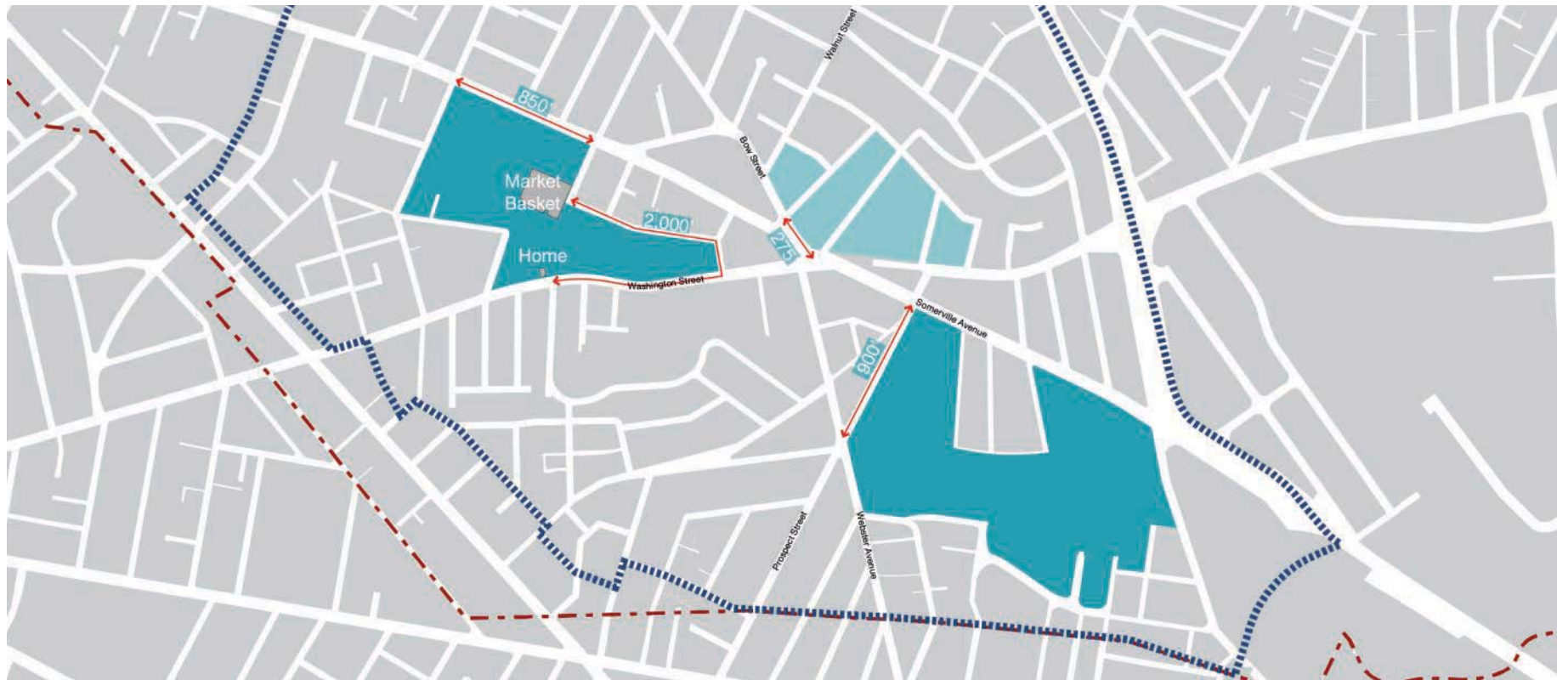


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5 Minute Walking Radius from Edge of the Highlighted Area

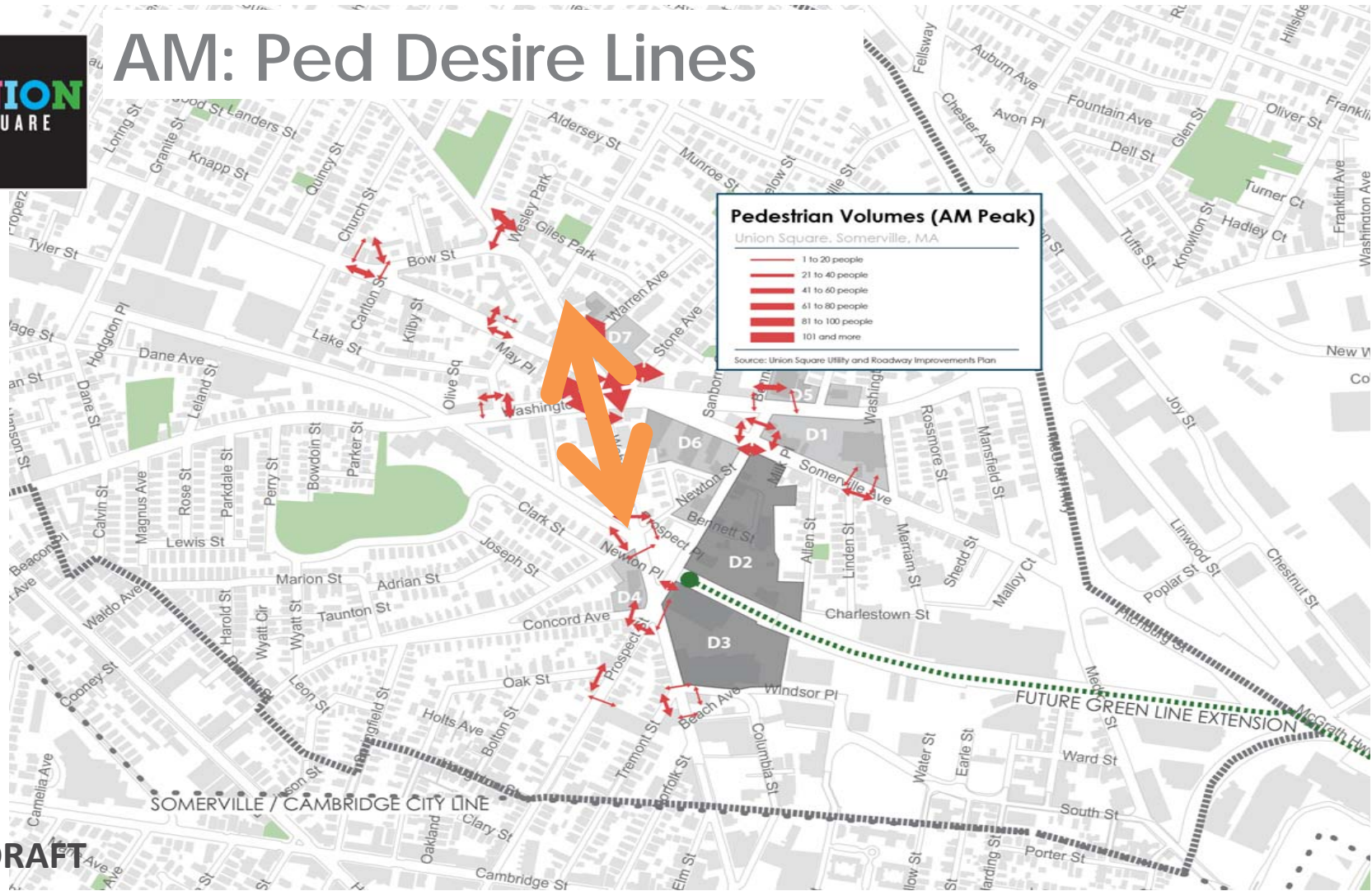


Blocks



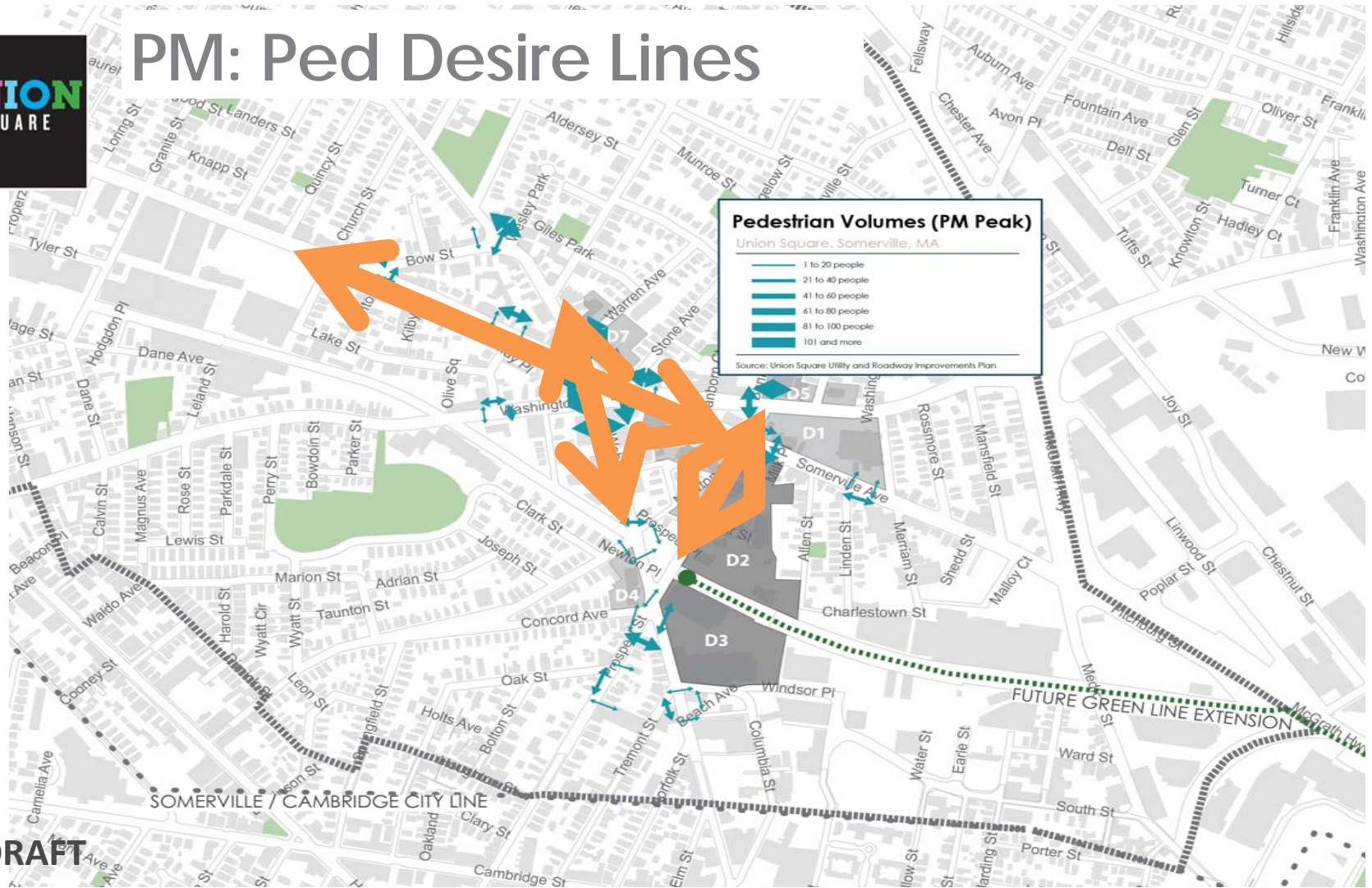


AM: Ped Desire Lines





PM: Ped Desire Lines



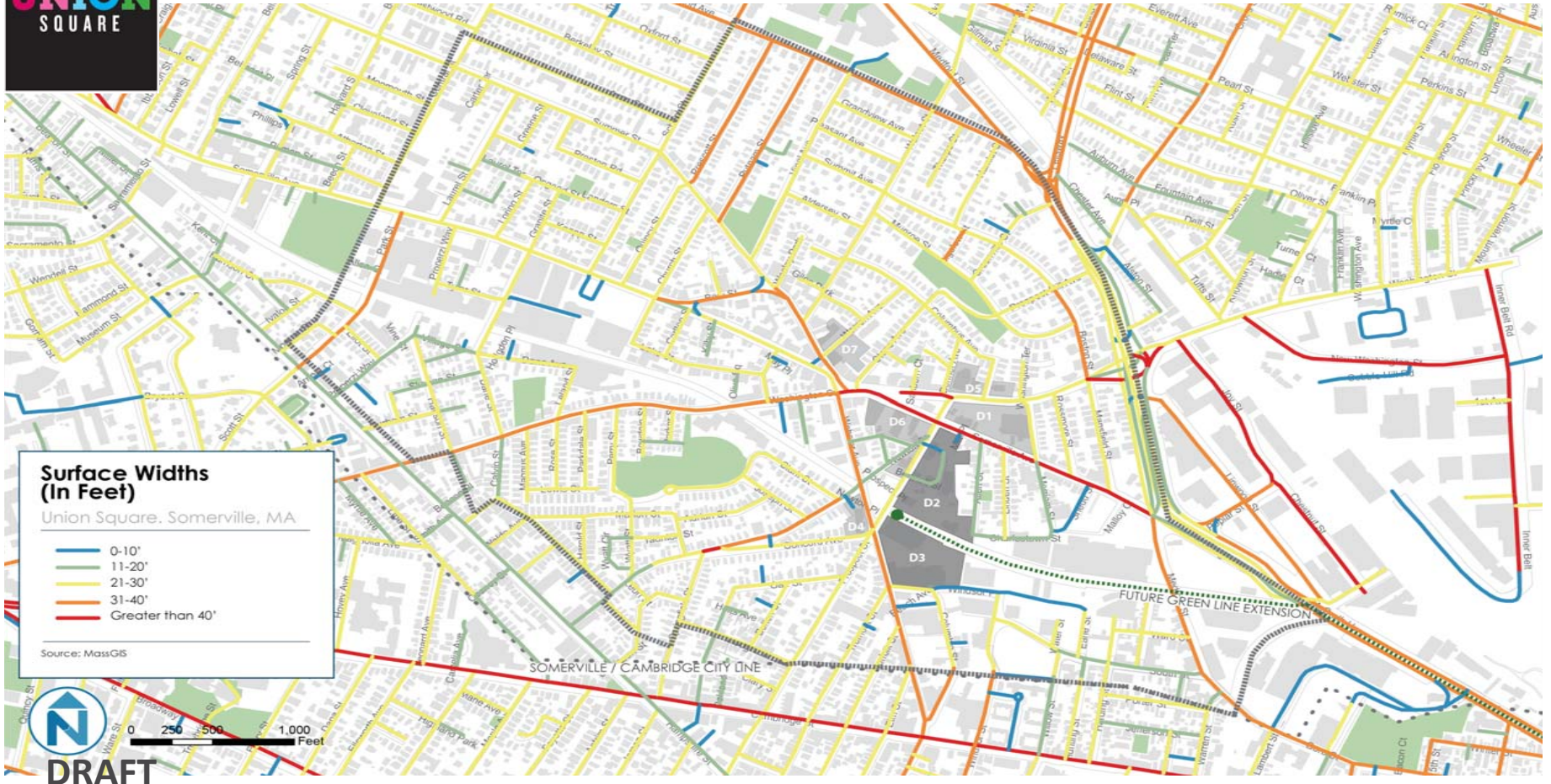
Sidewalk Coverage is Good



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Street Widths are Important for Those Who Walk





Sample Street Widths: Prospect, Webster, & Somerville



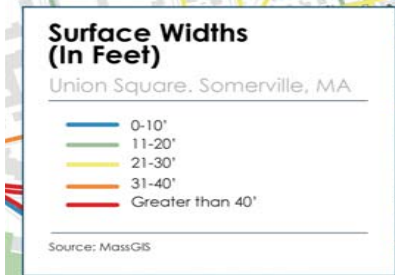
WEBSTER STREET – 33'



PROSPECT STREET – 35'

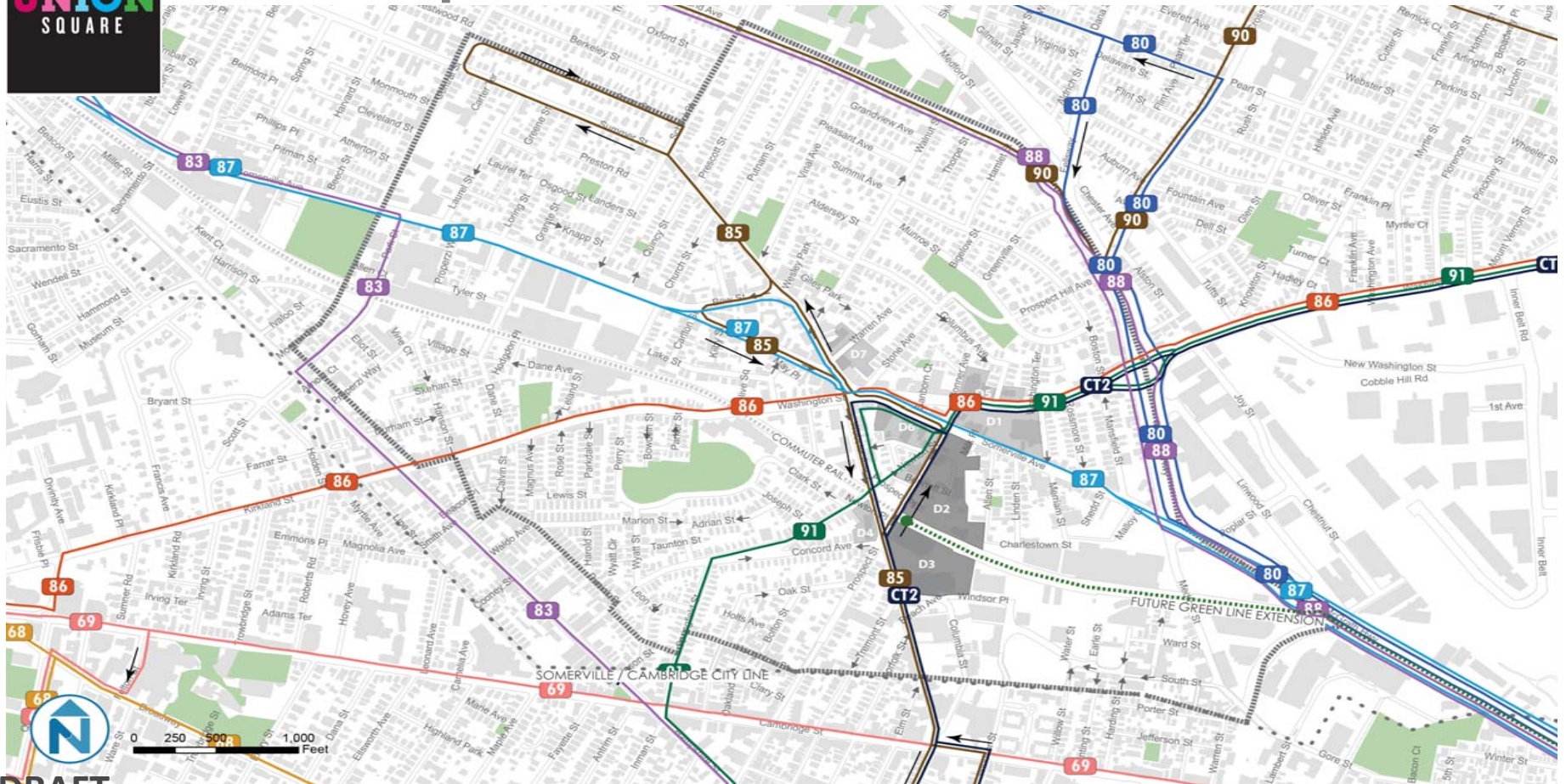


SOMERVILLE AVE - 60' IN SQUARE

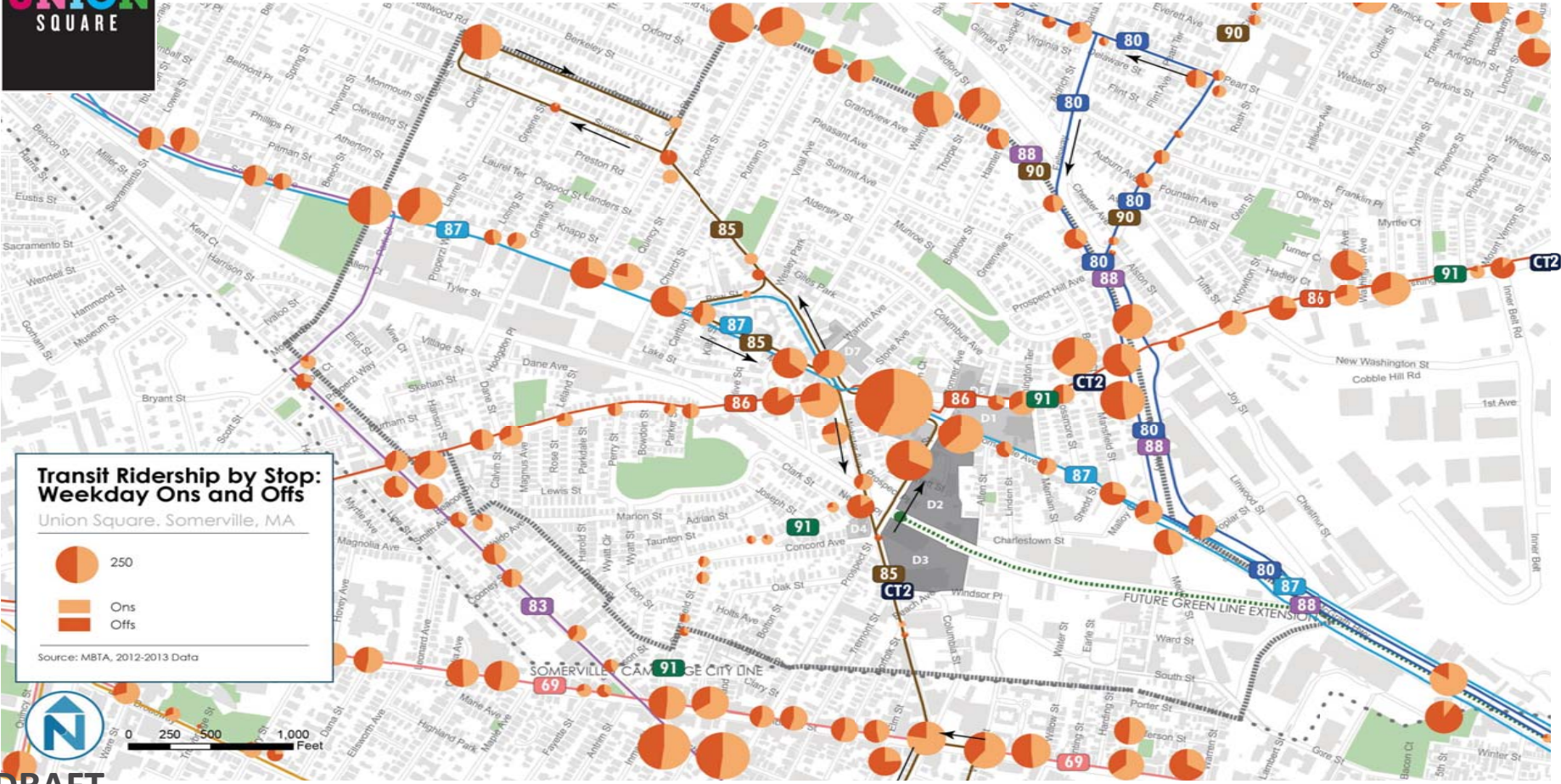




Union Square is a Bus Hub



Ridership is Highest within the Square



**Transit Ridership by Stop:
Weekday Ons and Offs**
Union Square, Somerville, MA

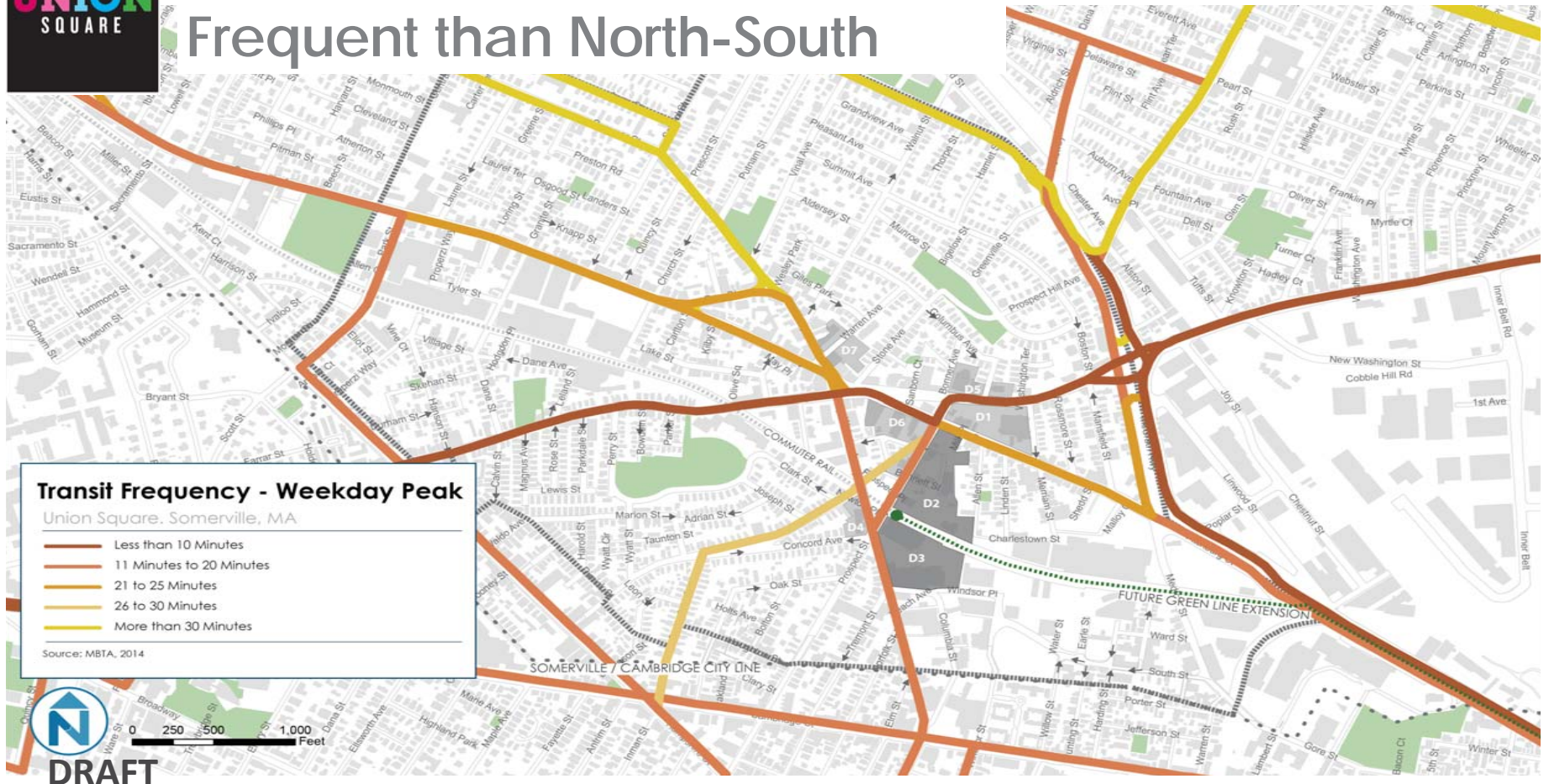
- 250
- Ons
- Offs

Source: MBTA, 2012-2013 Data





East West Bus Service is More Frequent than North-South





HOW MANY
CARS?



Draft Parking and Trip Generation – Boynton Yards

PARKING

Scenario 1: 40% less than ITE if Shared

Scenario 2: 37.5% less than ITE if shared

TRAFFIC

65-50% Less than ITE

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Shared Parking in an Urban Environment

3 parking demand scenarios:

- Low
- Medium
- High



SHARED PARKING REDUCTIONS		
Captive Market Effect		
for commercial land uses	15%	up to 32 % ^(a)
for residential land uses	15%	up to 31 % ^(b)
TDM Program		
impact on employees	15%	up to 24 % ^(c)
impact on residents	15%	up to 30 % ^(d)
Employee Parking Demand		
employee parking share	10%	up to 20 % ^(e)



Boynton Yards

Scenario 1: Somervision

- 2,500 jobs / 625,000 sf office
- 500 residential units
- 60,000 sf retail

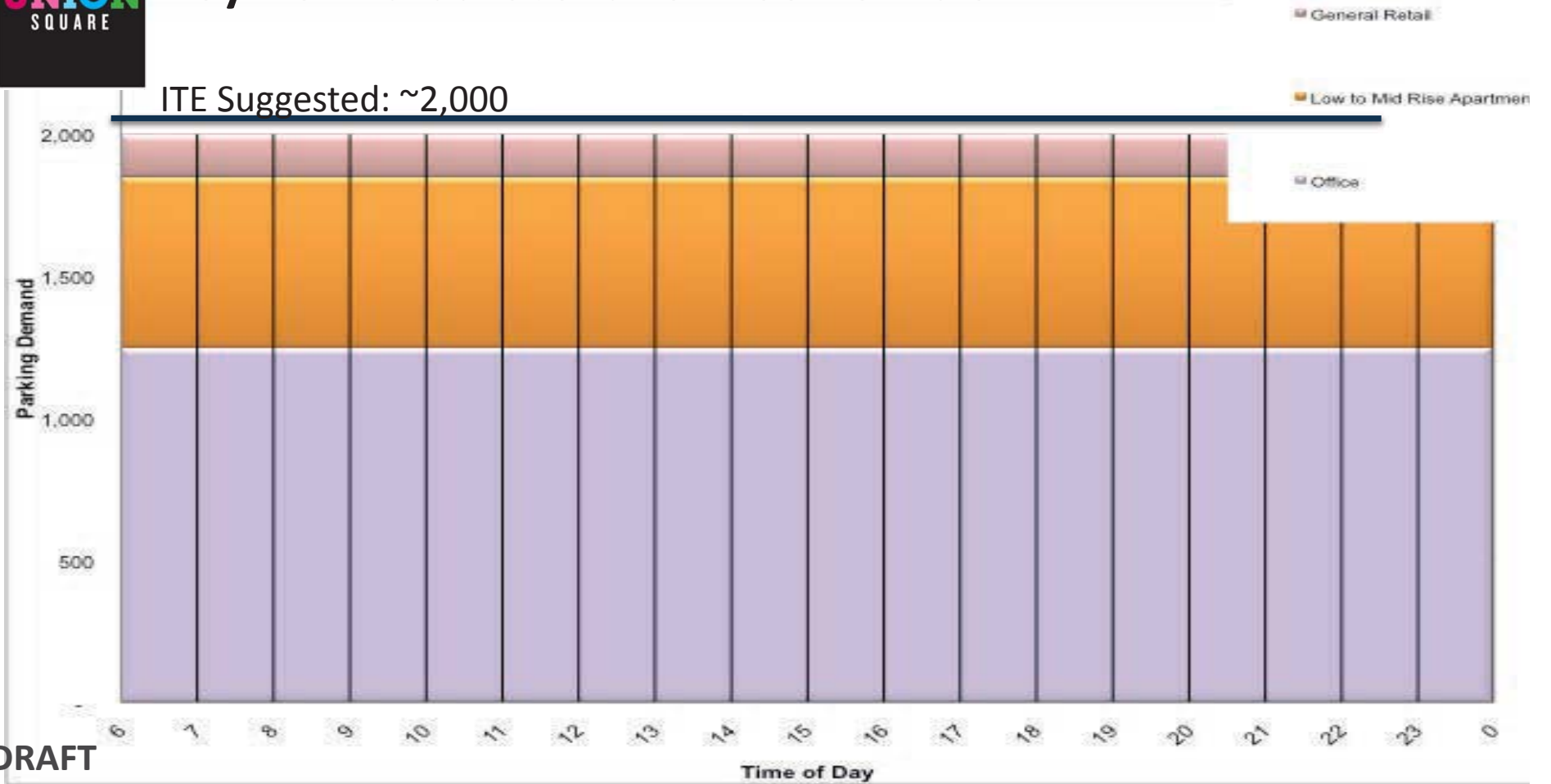
Scenario 2: Somervision + Jobs x2

- 5,000 jobs / 1,250,000 sf office
- 500 residential units
- 60,000 sf retail

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Boynton Yards: Scenario 1: Somervision

ITE Suggested: ~2,000



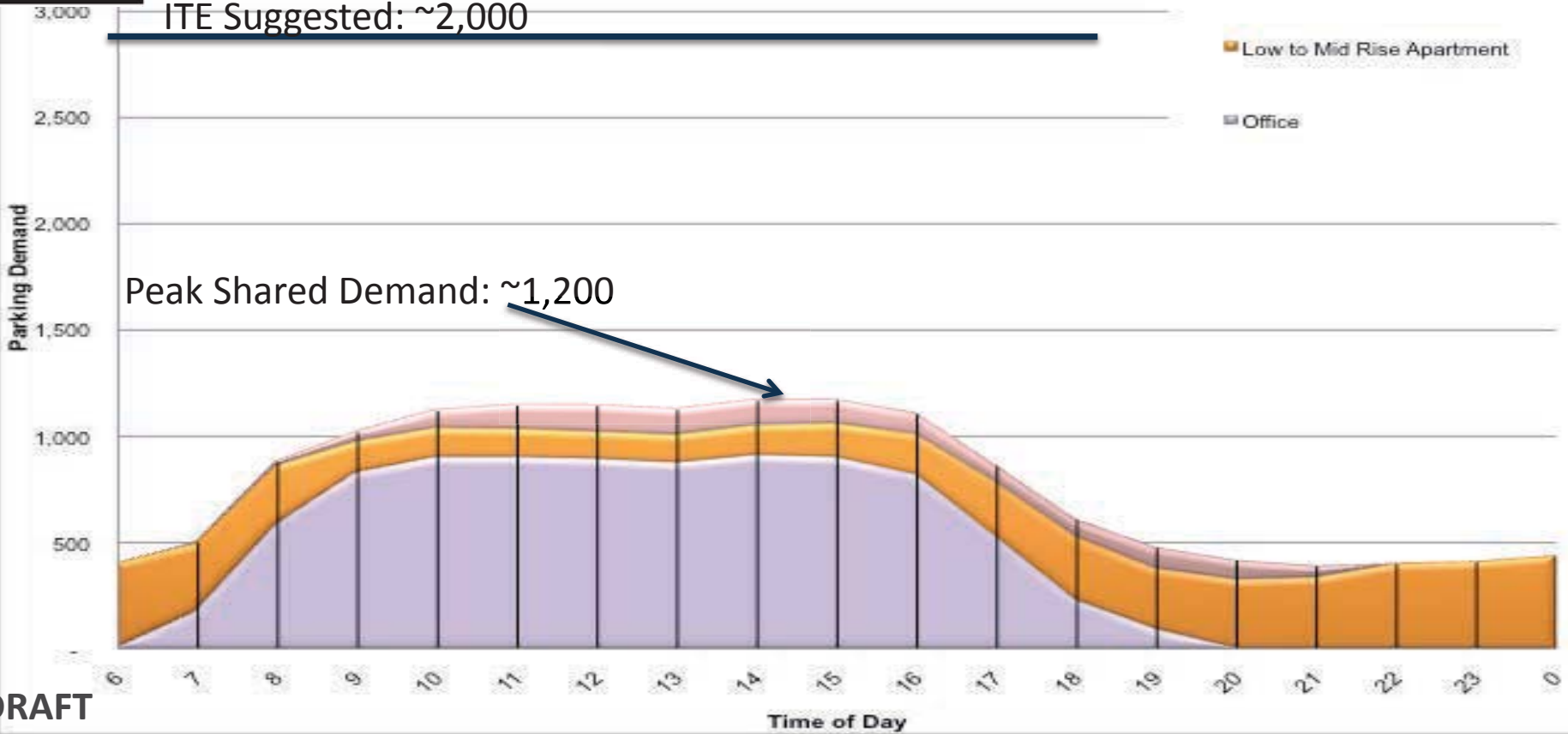
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Boynton Yards: Scenario 1: Somervision

- General Retail
- Low to Mid Rise Apartment
- Office

ITE Suggested: ~2,000

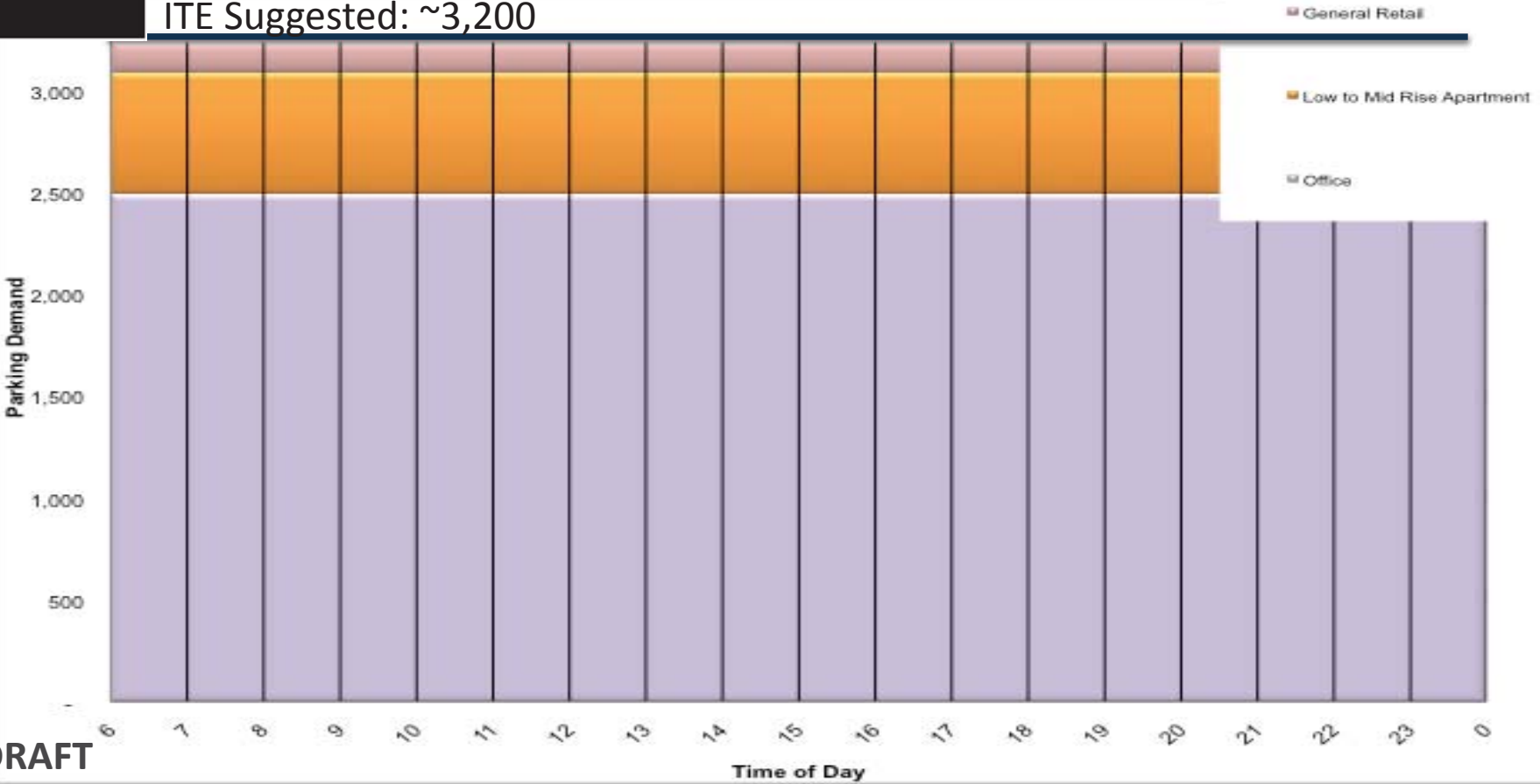
Peak Shared Demand: ~1,200



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Boynton Yards: Scenario 2: Double Jobs

ITE Suggested: ~3,200

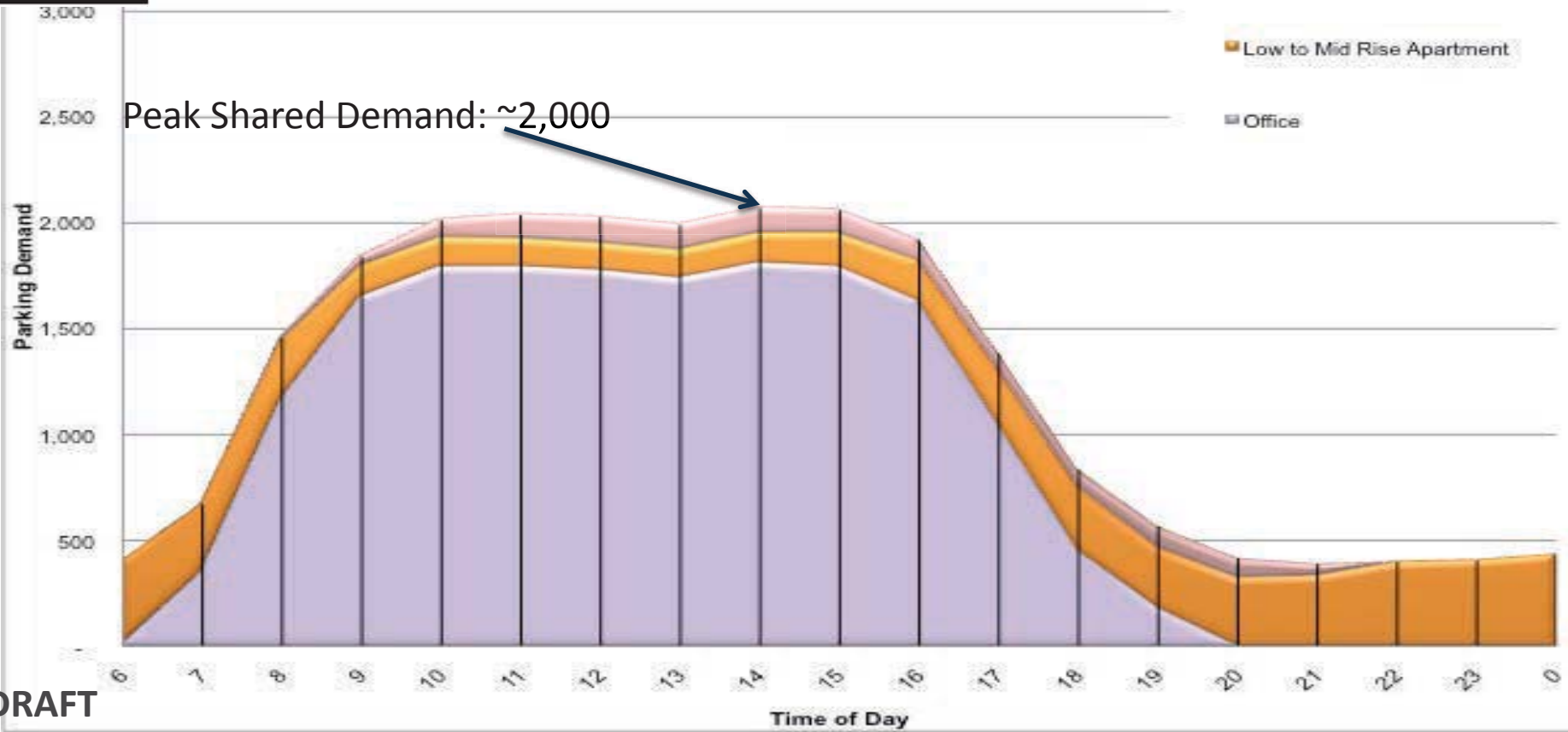


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Boynton Yards: Scenario 2: Double Jobs

ITE Suggested: ~3,200

- General Retail
- Low to Mid Rise Apartment
- Office



Peak Shared Demand: ~2,000

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TRAFFIC CALMING TOOLKIT



DIVERTER



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MINI ROUNDABOUT: SEATTLE, WA



Credit: Flickr User Dan Reed

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CHOKER



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UNION
SQUARE

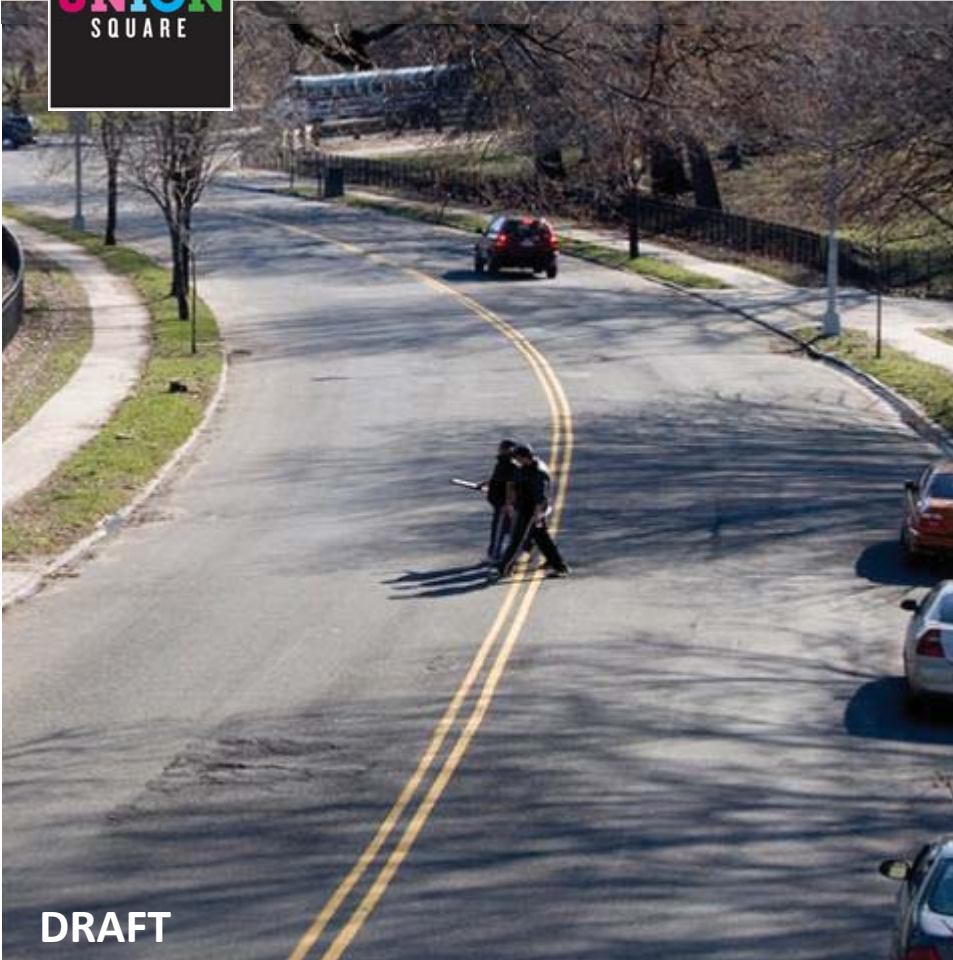
CHOKER



DRAFT skike.org



MEDIAN CROSSING ISLANDS





SPEED HUMPS



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SPEED TABLES



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PAINTED INTERSECTIONS: SEATTLE, WA



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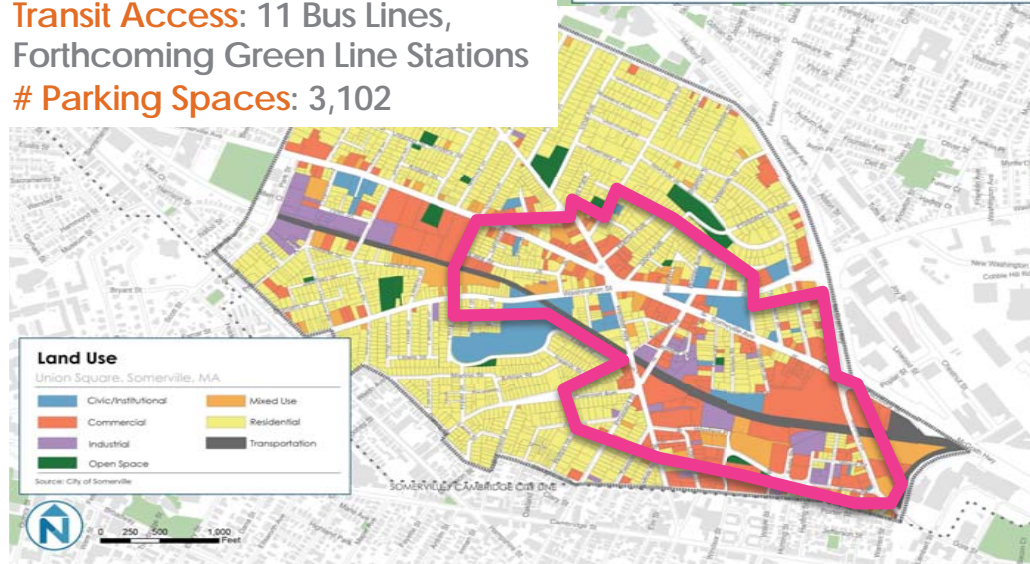


CASE STUDIES



Union Square Today

Land Area of Dev. (In Acres): ~9
Modeshare: 39% Drive, 25% take Transit, 15% Walk, 7% Carpool, 10% Bicycle, 4% Other
Transit Access: 11 Bus Lines, Forthcoming Green Line Stations
Parking Spaces: 3,102



Use	Size
Apartments	1,367 units
Auto Repair	168,155 SF
Bank	33,059 SF
Bar	7,671 SF
Church	51,322 SF
Condo	44 units
Convenience Market	15,743 SF
Donut/Coffee Shop	18,471 SF
Fast Food	11,381 SF
Furniture Store	7,318 SF
Gallery	76,364 SF
Grocery Store	37,262 SF
High-Turnover Sit Down Restaurant	50,296 SF
Light Manufacturing	173,953 SF
Medical Office	115,442 SF
Office	200,505 SF
Quality Restaurant	43,085 SF
School - 1100 k-12	57,200 SF
School - 555 students	110,000 SF
Target Store	130,947 SF
Warehouse	229,549 SF
Cleaners	3,555 SF
Government Office	127,702 SF
Residential in Mixed Use	72,824 SF
Health/Fitness Club	6,065 SF
Recreation Center	13,464 SF
Shopping Center	23,507 SF
General Shopping Center	35,678 SF
TOTAL	1,800,000 SF + 1,400 HU

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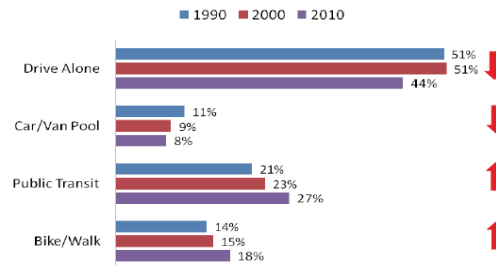


Case Study: Kendall Square, Cambridge

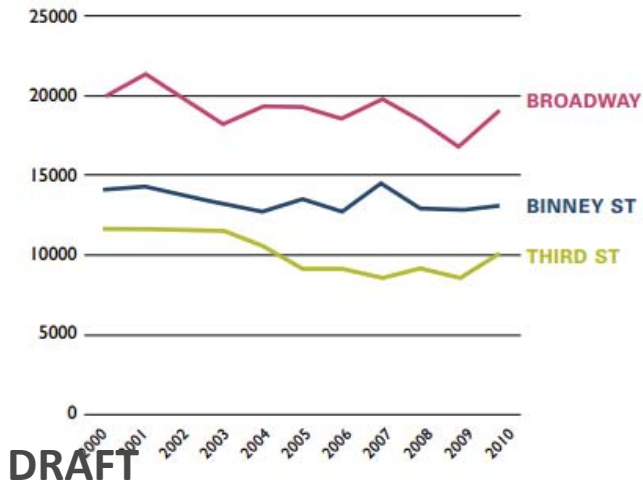


Land Area (In Acres): ~200
 Mix of Uses (S.F.): 4M Sq Ft Added 2000-2010
 (37% Growth)
 Transit Access: Red Line, CT2, Buses

Cambridge Workers Means of Commute to Work

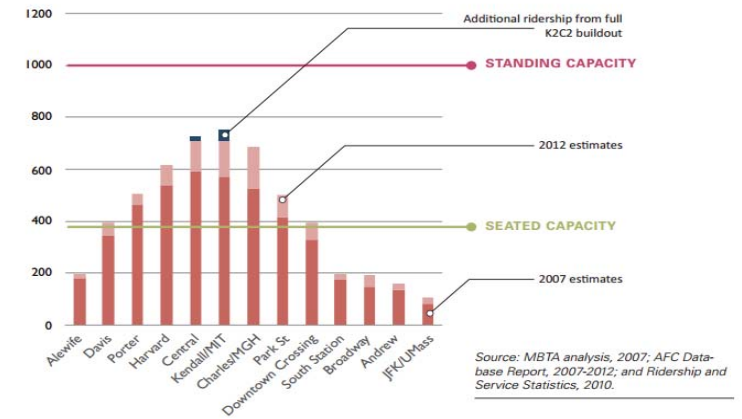


Kendall Square Average Daily Traffic Trend Lines



Source: Cambridge Redevelopment Authority

Average train load - AM peak toward Boston

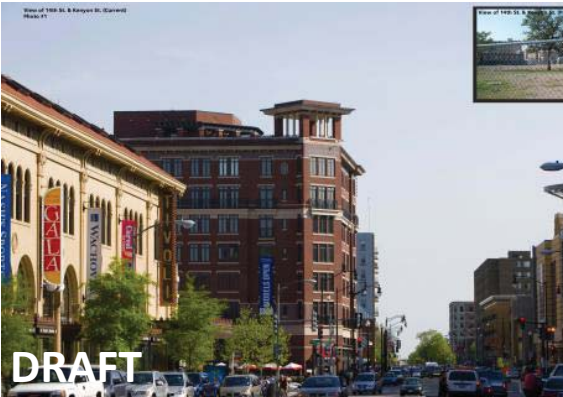
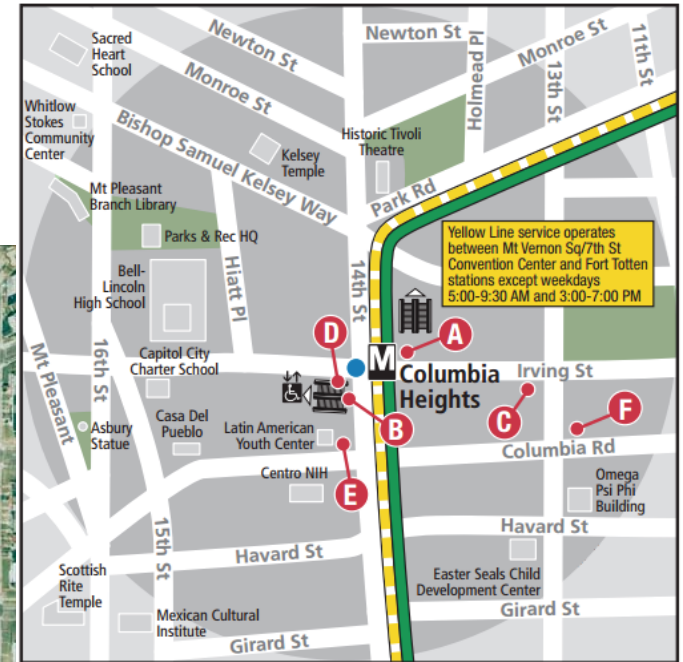


Source: MBTA analysis, 2007; AFC Database Report, 2007-2012; and Ridership and Service Statistics, 2010.



Case Study: Columbia Heights, DC

- Land Area (In Acres):** 4
- Retail Area (S.F.):** 51,700
- # of Residential Units:** 572, incl. 175 affordable
- Transit Access:** TOD, Columbia Heights Metro Station – Yellow and Green Line, DC Circulator Stop, 10 Bus lines
- # Parking Spaces:** 1,000 at Store Complex, 240 at Highland Building
- Other:** Target/Best Buy/Staples Store Complex, Theatre, Carsharing



- You Are Here
 - Bus Stop
 - Elevator
 - Escalator, showing your direction as you step off the escalator
 - Metrorail Station and Lines
 - Place of Interest (see **Other destinations accessible by bus below**)
- 1/4 mile radius walking distance



Issues at Target/BestBuy/Staples Garage:

- 1,000 space garage at Target development built with \$40 Million of taxpayer dollars
- District loses \$100,00 a month on vacant spaces in the garage

Issues with Apartment Parking:

- Has been unable to lease 1/3 of the 240 parking spaces (and all apartments are rented)

At Columbia Heights Mall, So Much Parking, So Little Need



The District has lost nearly \$2 million -- or \$100,000 a month -- since the \$40 million taxpayer-funded garage opened in March 2008. Many of the 1,000 spaces at the garage beneath the mall in Columbia Heights remain vacant. (By Marvin Joseph -- The Washington Post) | Buy Photo

By Paul Schwartzman
Washington Post Staff Writer
Thursday, October 8, 2009

The prediction seemed sound: A shopping mall dropped in the middle of Washington would deliver street-snarling traffic to an otherwise peaceful residential neighborhood.

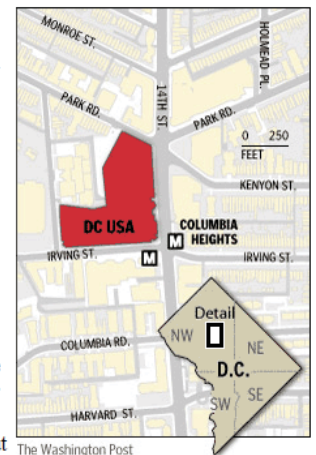
The District's solution was to build a parking colossus, a \$40 million taxpayer-funded garage beneath the Target-anchored mall in Columbia Heights. Yet, even as waves of shoppers come and go, the 1,000-space garage remains empty enough that the operator typically blocks off one of its two sprawling levels.

The District has lost nearly \$2 million -- or \$100,000 a month -- since the garage opened in March 2008, numbers that make Valerie Santos groan when she considers the city's decision to build the structure.

"I don't want to say it's a quote, unquote, mistake. At the time the District did what it had to do to attract a retailer it sorely wanted," said Santos, deputy mayor for planning and economic development. "Am I happy about the operating deficit? Of course not."

top Network News PROFILE

[View More Activity](#)

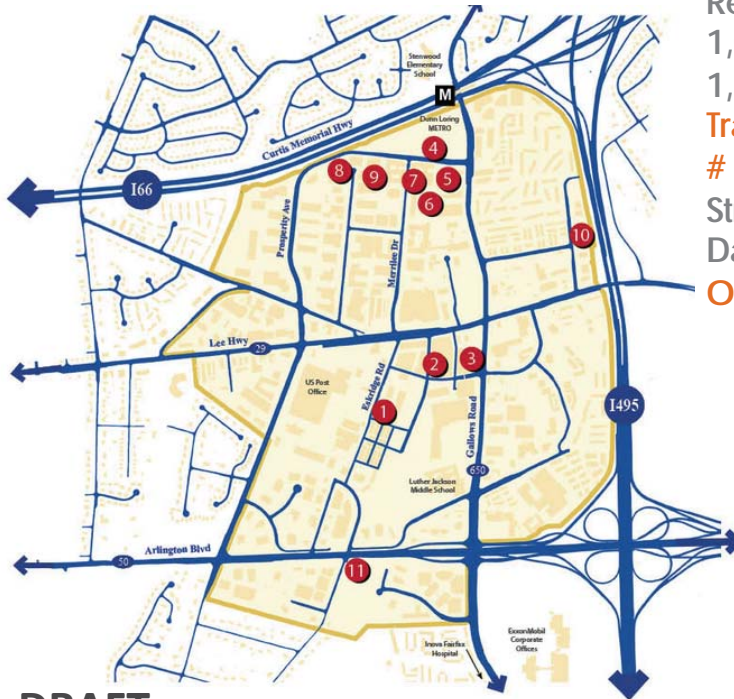


The Washington Post
TOOLBOX

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Case Study: Mosaic District, Merrifield, VA



Land Area (In Acres): 32
Mix of Uses (S.F.): 171,000 Office; 520,000 Retail/Restaurant; 100,000 Hotel; 1,061,000 Residential (TOTAL Approved: 1,894,00)
Transit Access: TOD, Bus, Metrorail
Parking Spaces: 409 Surface, 4,234 Structured, 150 Underground (Total to Date: 2,420)
Other: Bike Paths



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Case Study: Lloyd District, Portland, OR

Land Area (In Acres): 275
(S.F.): 2.5M office space, 1M Convention Center, 1.4M Mall
Transit Access: MAX light rail stations – all 4 lines, TriMet buses, C-Tran Line, Blue, Red and Yellow Line Access
Driving Access: 2 Highways
Other: District has a TMA, Interactive Bike Parking Map, Commuter Rewards, Commuter Store, EV Charging Stations, Emergency Ride Home



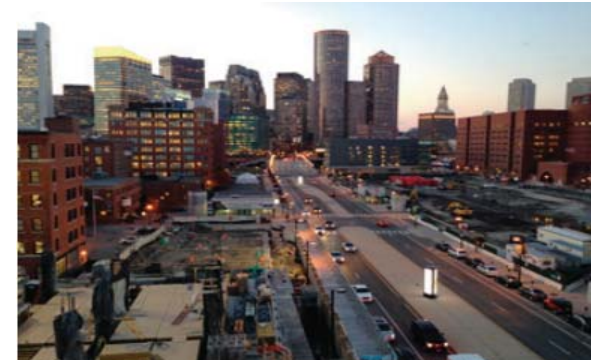
about



DRAFT

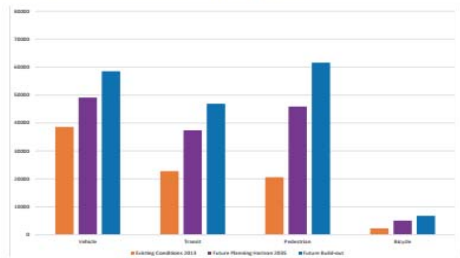


Case Study: Innovation District, Boston



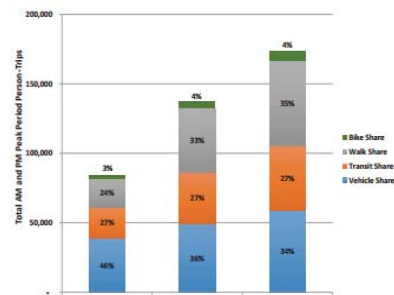
Land Area (In Acres): ~550
Mixed Use Plan (S.F.): 17M SF (6M Office/Research, 1M Port/Maritime, Convention Ctr to Double)
of Residential Units: 5,300 Units to Come
Modeshare: 46% drive, 27% transit, 24% walk, 3% bike
Transit Access: Silver Line, Red Line, Bus lines
Parking Spaces: 16,361 (9,750 to be added)
Driving Access: 1-90 and 1-93

ES-3: Forecasted Peak Period Person-Trips by Mode



By 2035, transit trips will grow by 64 percent, vehicle trips by 27 percent, walk trips by 123 percent, and bicycle trips by 122 percent.

Exhibit ES-4: Existing and Forecasted Person-Trips by Mode



Trips to/from/within the Waterfront are expected to grow by 63% from 2013-2035.



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Case Study: Hammarby Sjöstad, Stockholm

Density: 133 Persons/Hectare

Land Area (In Acres): 494

Commercial Area (In S.F.): 2,152,782 (10,000 Employees)

of Residential Units: 5,171 (All multi-family) – housing 20,000 people

Transit Access: Light rail (4 Stops), 3 Bus Routes, Ferrylink

Parking Provision: .7 / apartment (.25 proposed, 1.0 the norm)

Other: Biogas carpool system, Cycle network, Carshare, Bike/ped bridge, Highway system connected by 2 Ecoducts



Source: City of Stockholm

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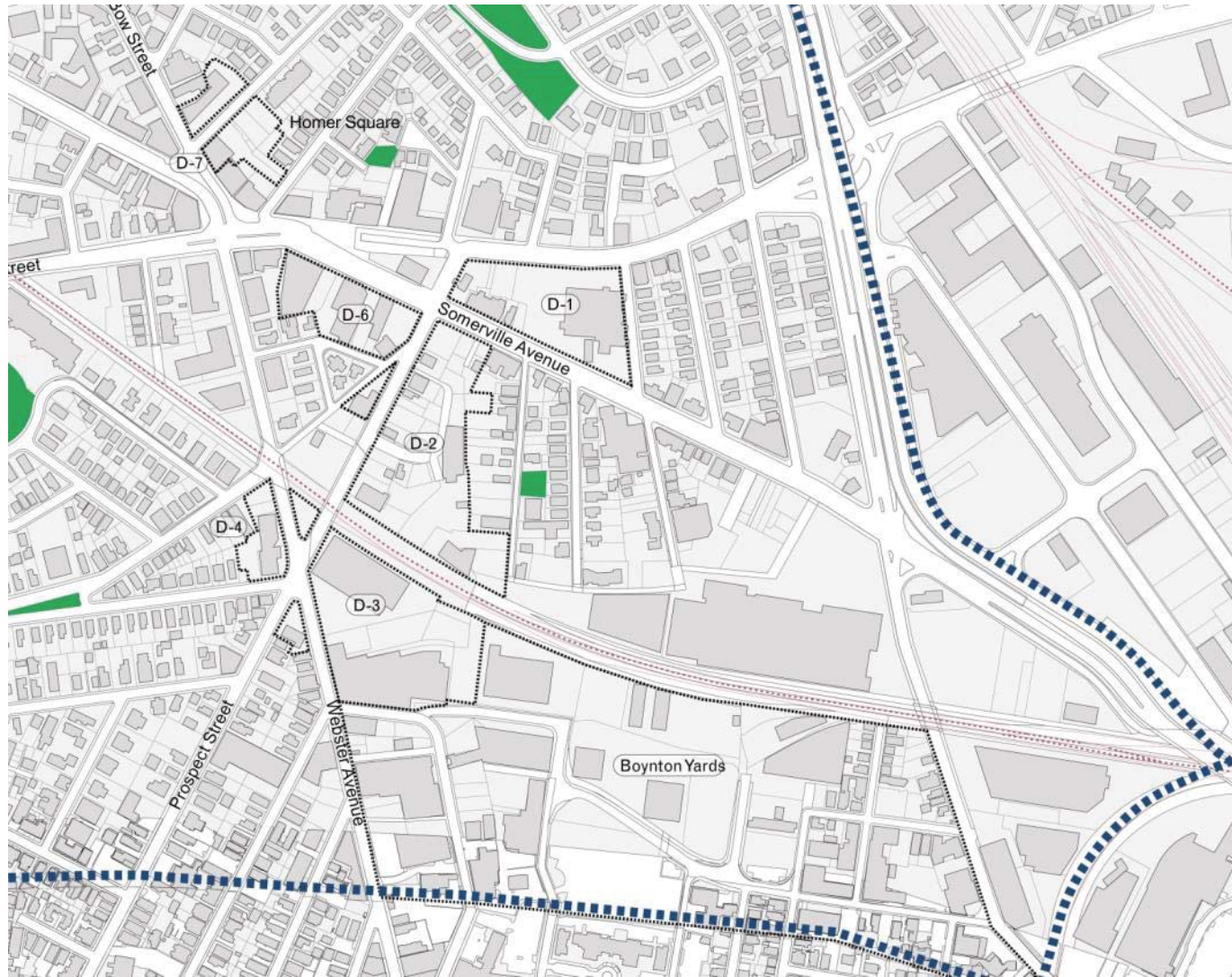


PART 3

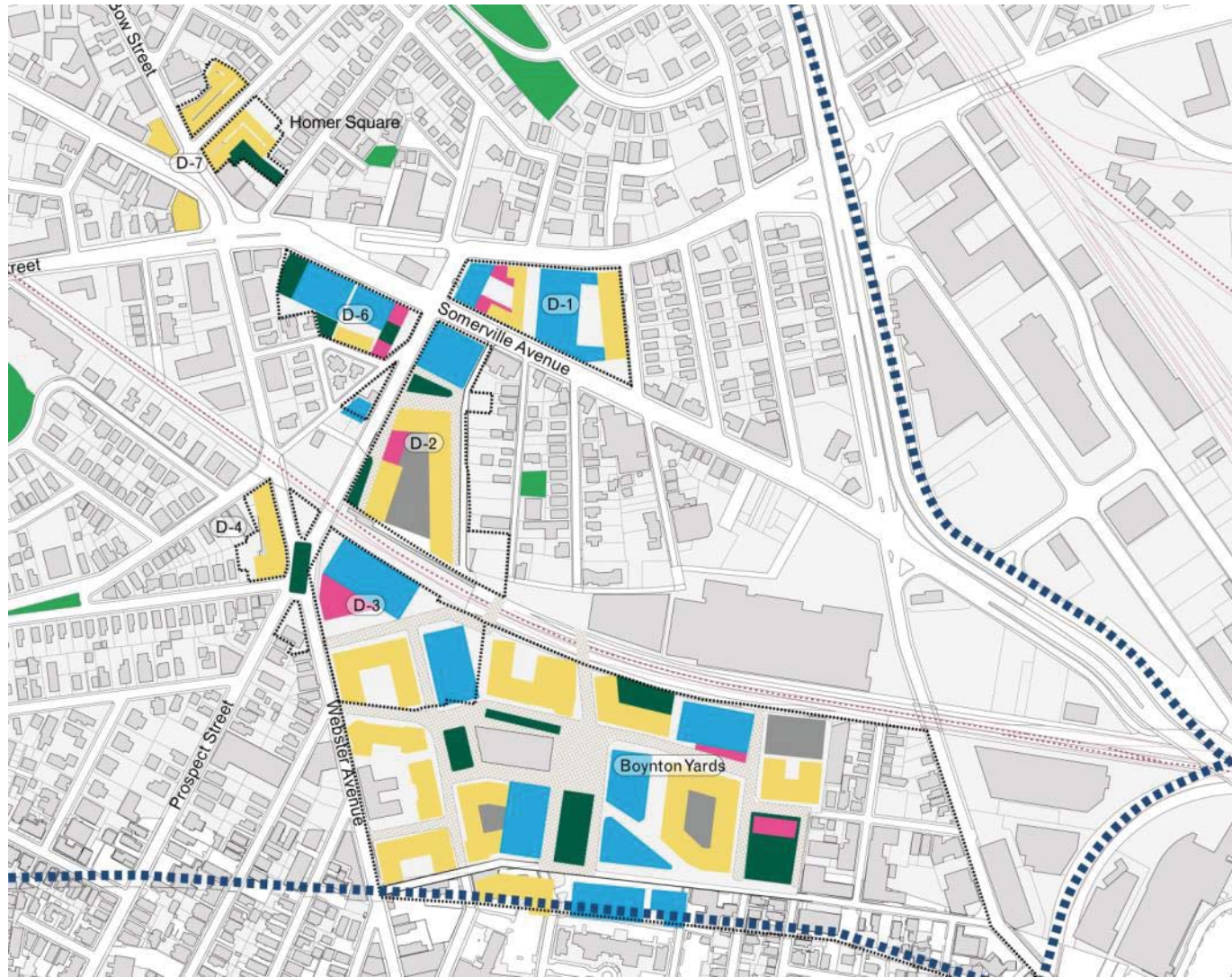


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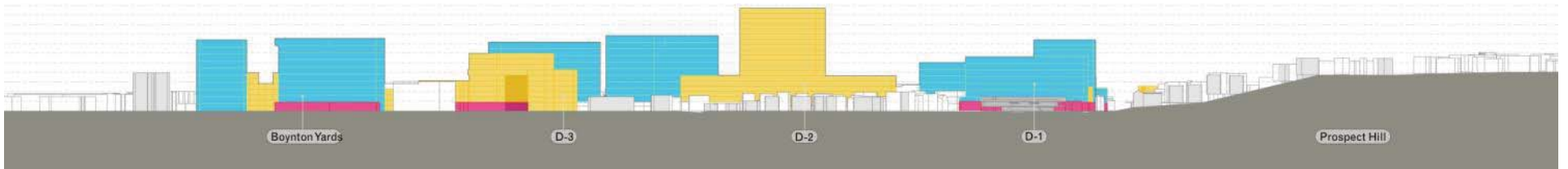




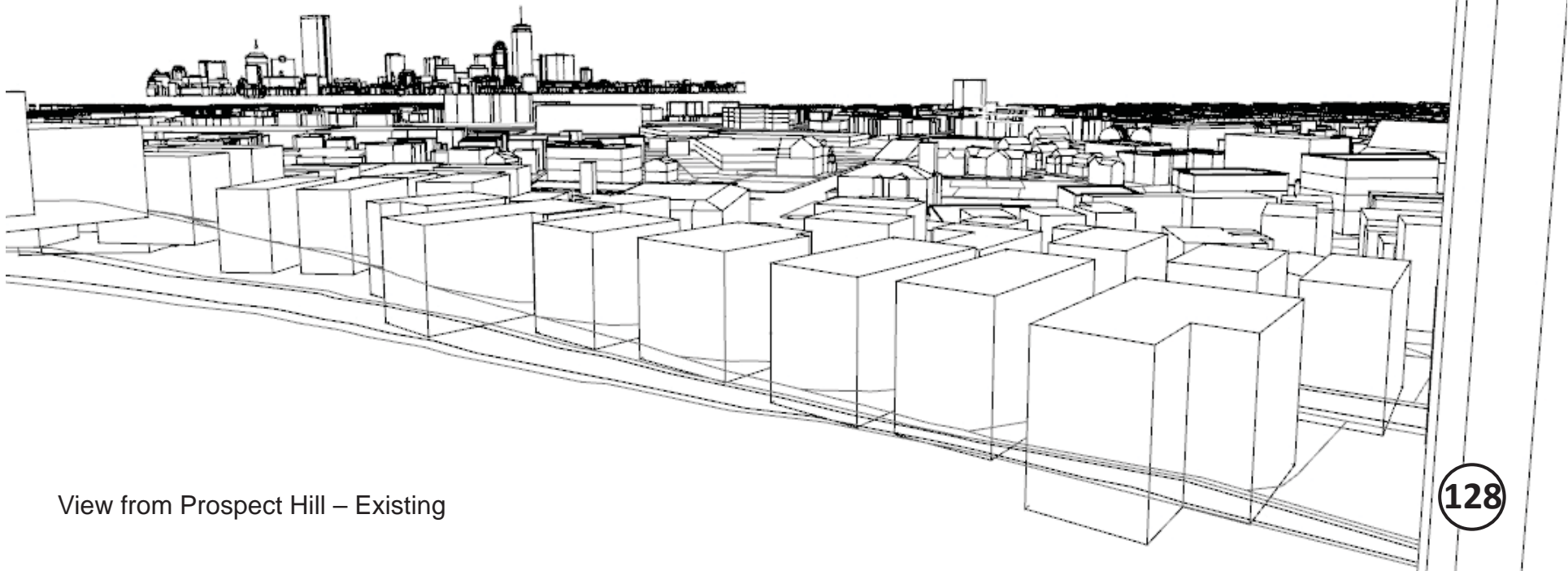
Plan – Existing



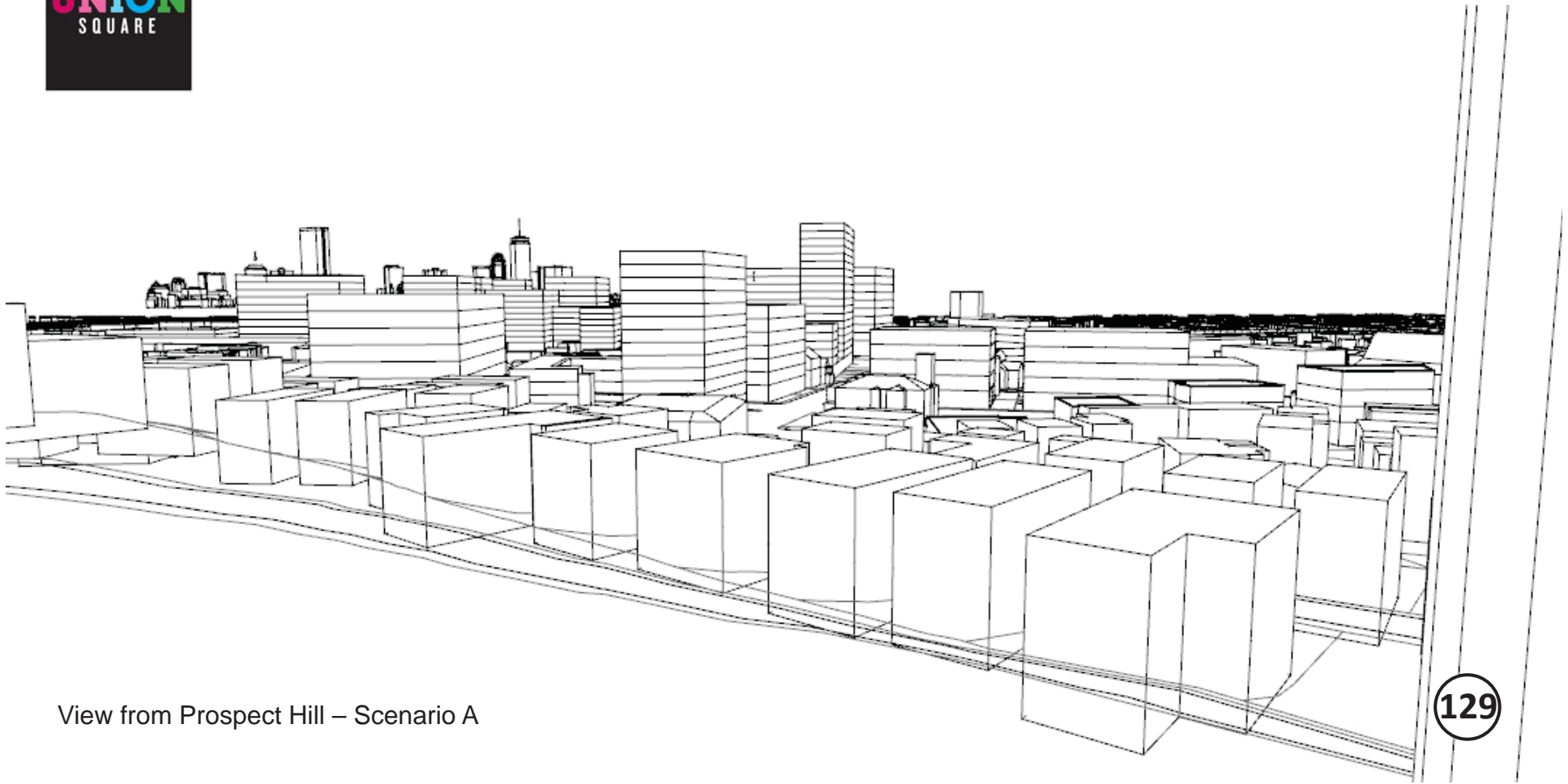
Plan – Scenario A



Section Diagram – Scenario A

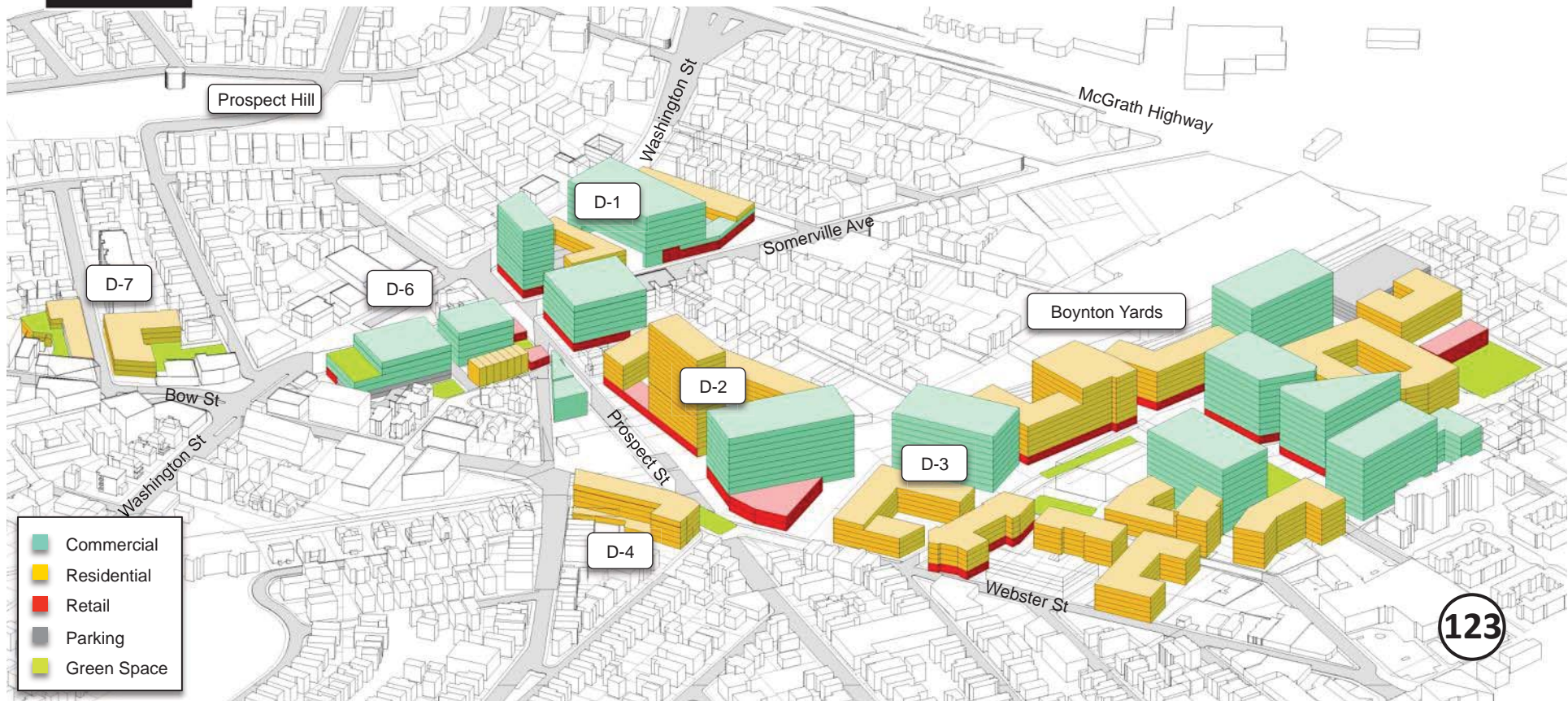


View from Prospect Hill – Existing



View from Prospect Hill – Scenario A

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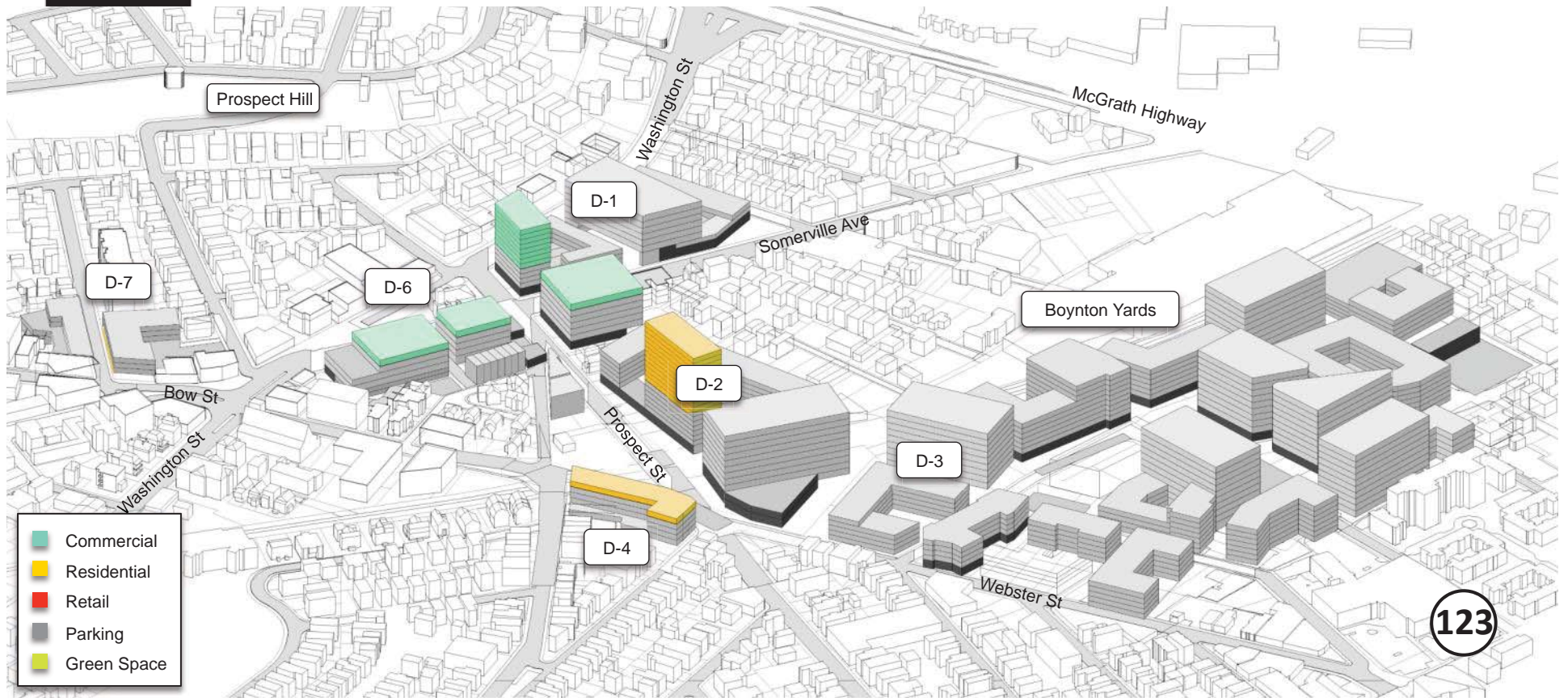
Proposed Height Compared to Zoning Height

Zoning Height for D1 must be determined after Police and Fire Move





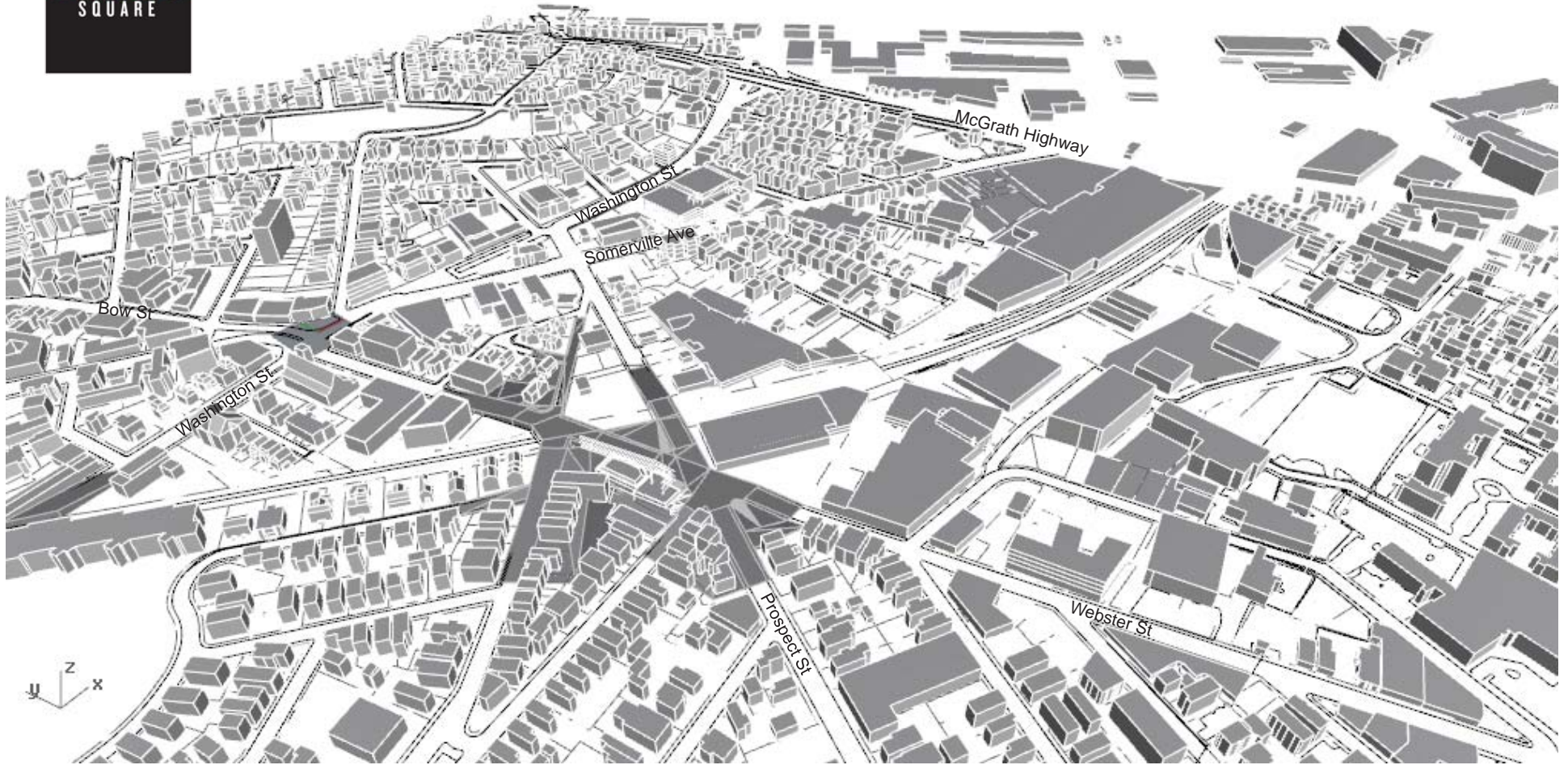
Proposed Uses Above Allowable Zoning Envelope





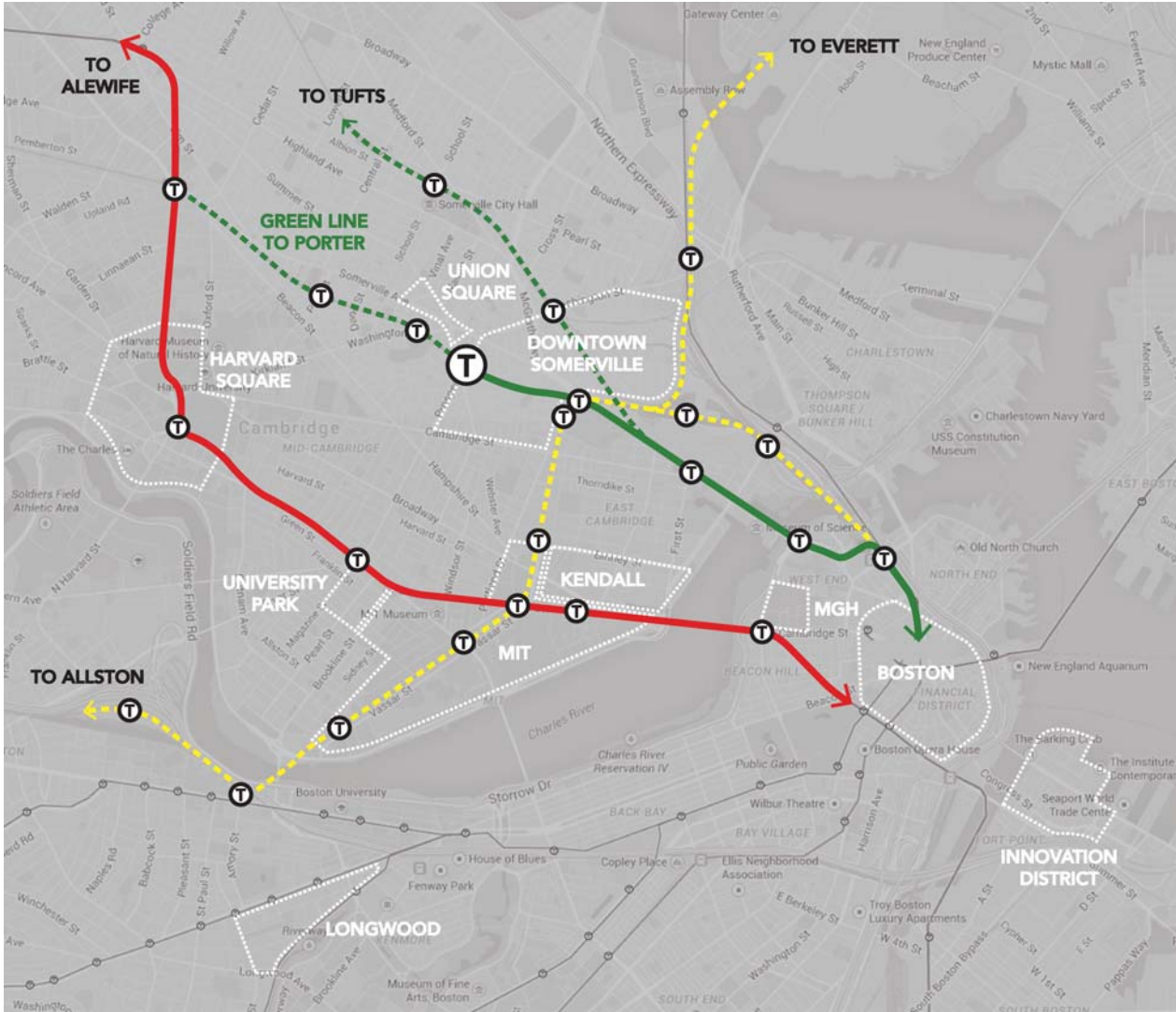
Scenario A Program				
Total Development		3,580,289	Square Feet	
	Square Feet	% of Total		
Office / Lab	2,006,609	56.05%		
Residential	1,207,082	33.71%	1,176	Units
Retail	222,098	6.20%		
Gym/Creative Space	25,000	0.70%		
Maker Space	19,500	0.54%		
Hotel	100,000	2.79%		
Civic Space	149,415			
Parking	577,114		2,016	Spaces
% 3-bed units (min)	14%			
% affordable (min)	20%			

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SCENARIOS



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Block D1 Program				
Total Development		332,000	Square Feet	
	Square Feet	% of Total		
Office / Lab	162,000	48.80%		
Residential	40,000	12.05%	48	Units
Retail	30,000	9.04%		
Hotel	100,000	30.12%		
Civic Space	4,700			
Parking	107,000		330	Spaces

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Block D2 Program				
Total Development		532,050	Square Feet	
	Square Feet	% of Total		
Office / Lab	130,000	24.43%		
Residential	364,400	68.49%	400	Units
Retail	34,650	6.51%		
Maker Space	3,000	0.56%		
Civic Space	25,000			
Parking	78,000		336	Spaces

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Block D3 Program				
Total Development		709,000	Square Feet	
	Square Feet	% of Total		
Office / Lab	544,000	76.73%		
Residential	135,000	19.04%	125	Units
Retail	30,000	4.23%		
Civic Space	16,000			
Parking	51,114		300	Spaces

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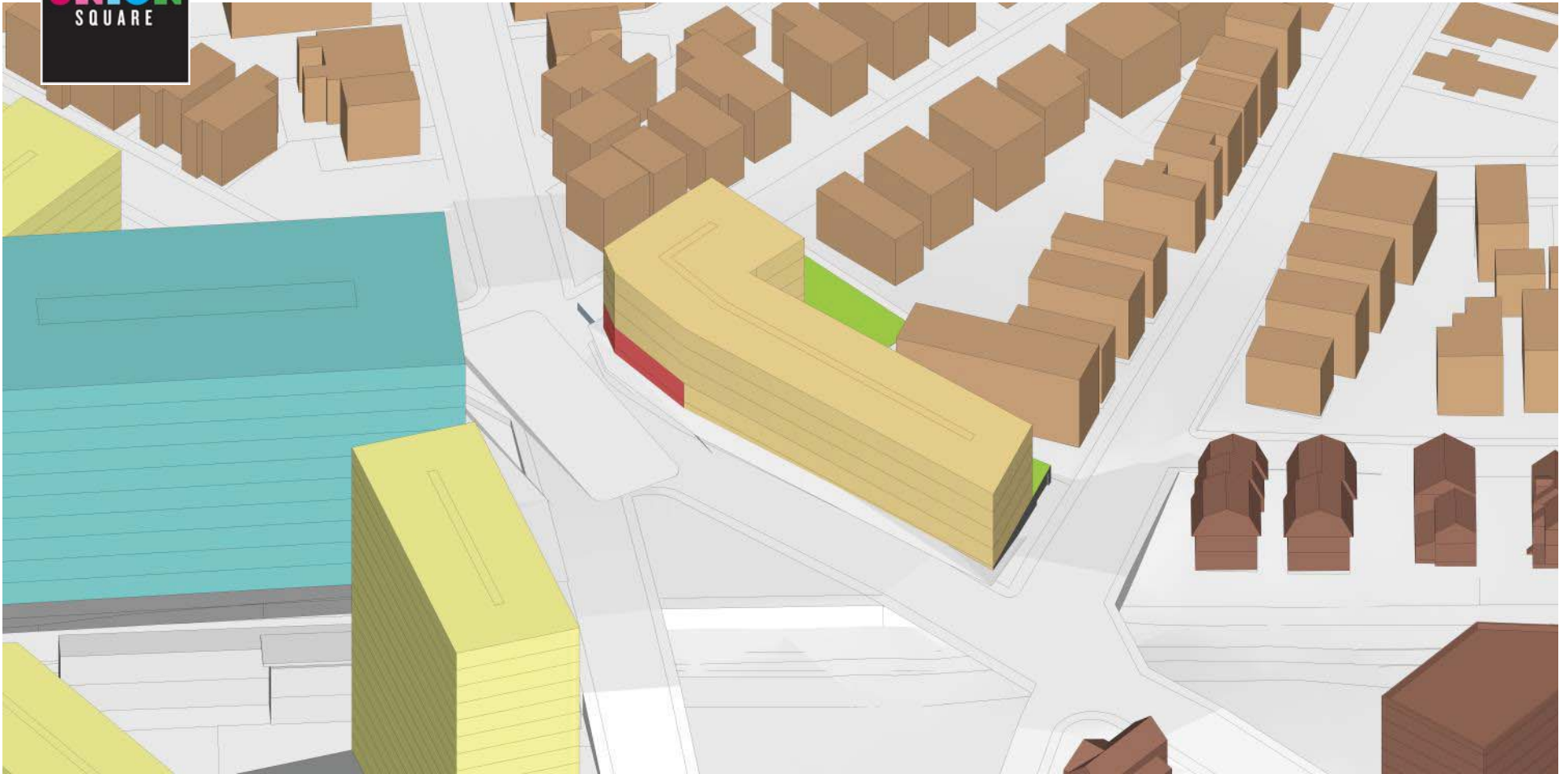




Block D4 - Cross-Fit Program			
Total Development		25,500	Square Feet
	Square Feet	% of Total	
Retail	500	1.96%	
Gym/Creative Space	25,000	98.04%	

Block D4 - Garages Program			
Total Development		66,225	Square Feet
	Square Feet	% of Total	
Residential	63,225	95.47%	42 Units
Retail	3,000	4.53%	
Civic Space	8,000		

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Block D5 Program			
Total Development		30,100	Square Feet
	Square Feet	% of Total	
Retail	3,500	11.63%	
Maker Space	3,000	9.97%	
Event Space	23,600	78.41%	
Civic Space	5,800		

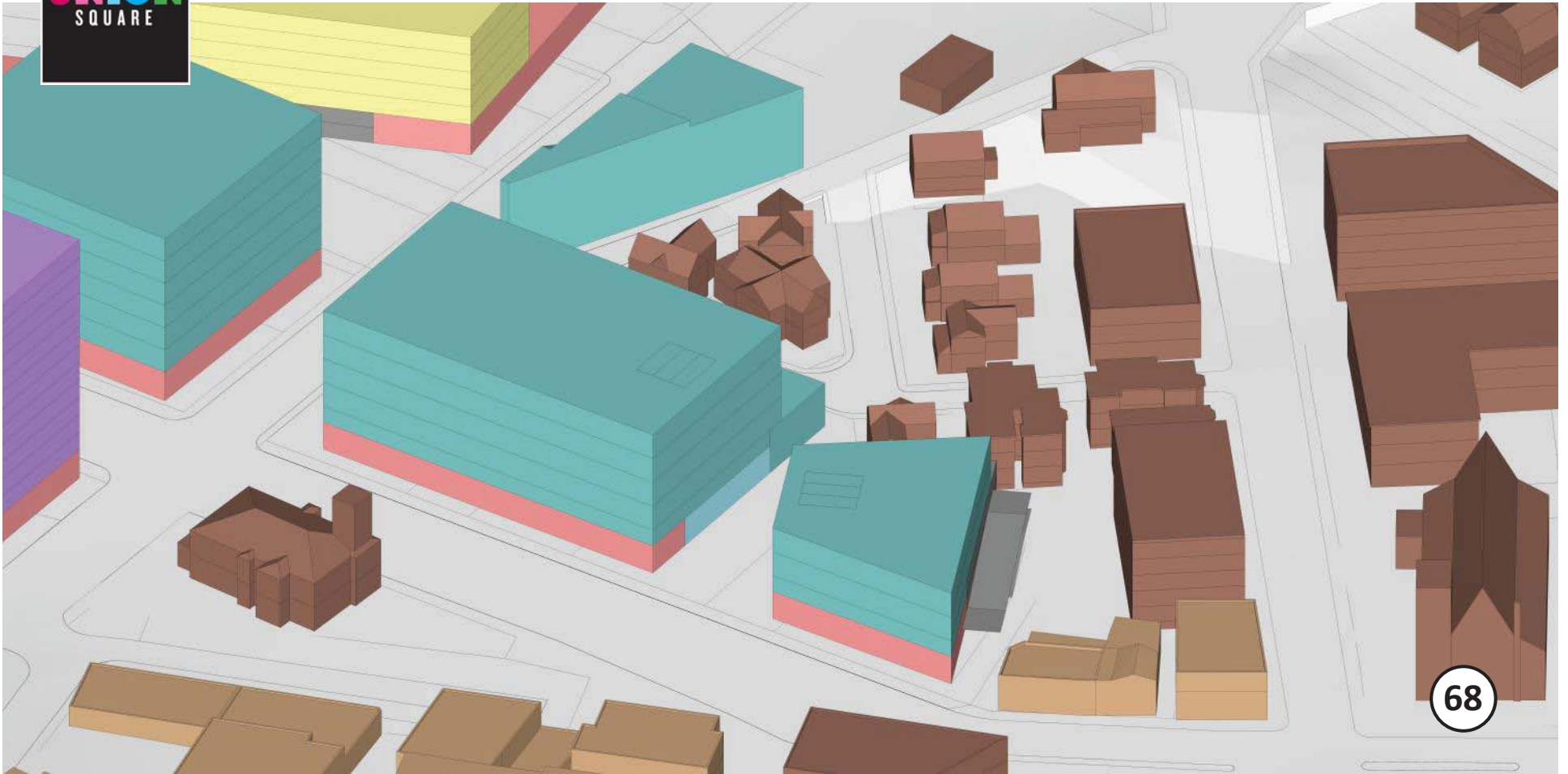
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Block D6 Program				
Total Development		156,357	Square Feet	
	Square Feet	% of Total		
Office / Lab	140,000	89.54%		
Residential	1,357	0.87%	14	Units
Retail	15,000	9.59%		
Maker Space	6,500	4.16%		
Civic Space	3,700			
Parking	14,100		120	Spaces

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Block D7 Program				
Total Development		128,063	Square Feet	
	Square Feet	% of Total		
Residential	107,000	83.55%	96	Units
Retail	21,063	16.45%		
Civic Space	7,445			

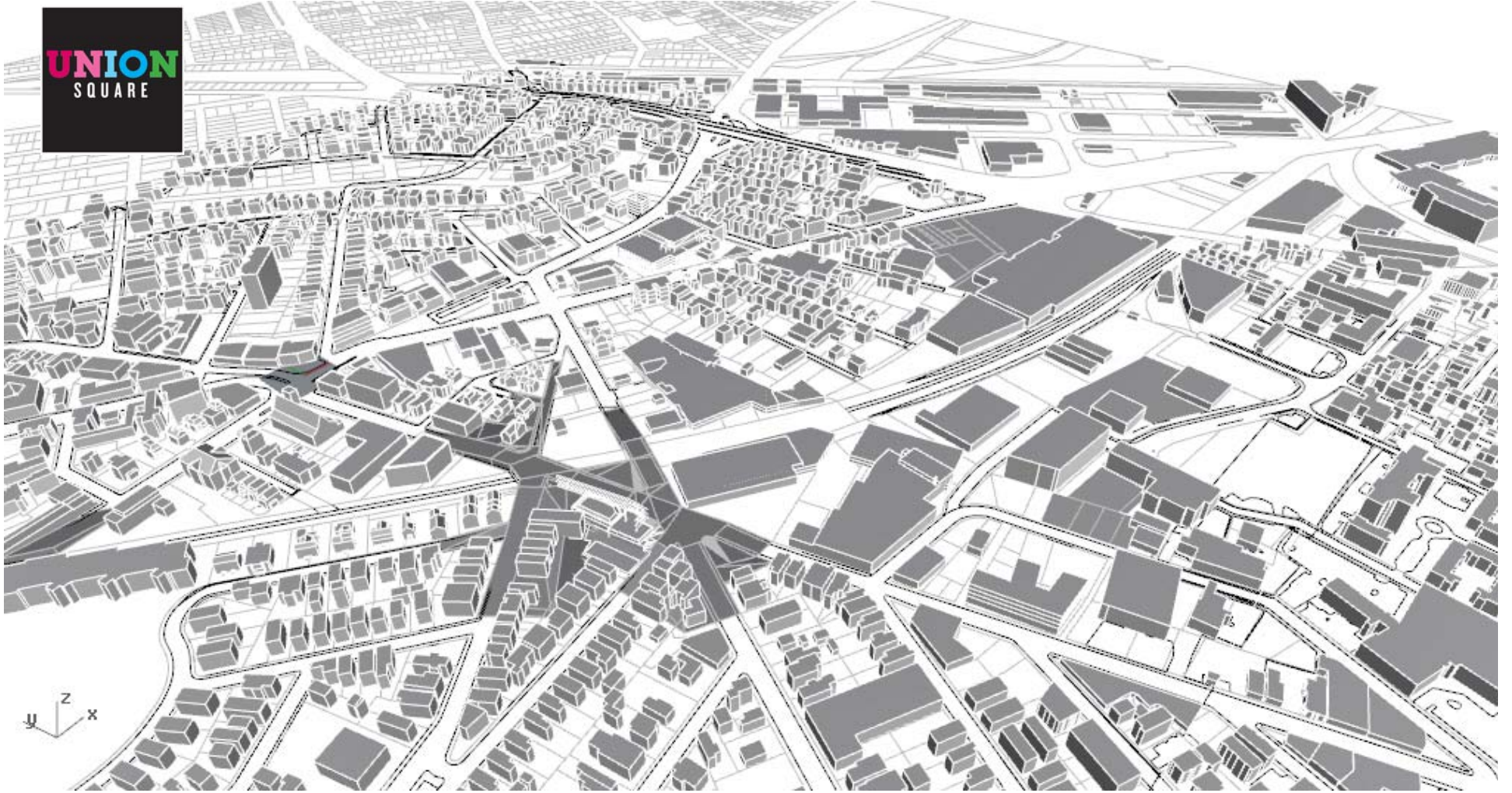
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Boynton Yards Program				
Total Development		1,618,094	Square Feet	
	Square Feet	% of Total		
Office / Lab	1,030,609	63.69%		
Residential	496,100	30.66%	451	Units
Retail	84,385	5.22%		
Maker Space	7,000	0.43%		
Civic Space	78,770			
Parking	326,900		930	Spaces

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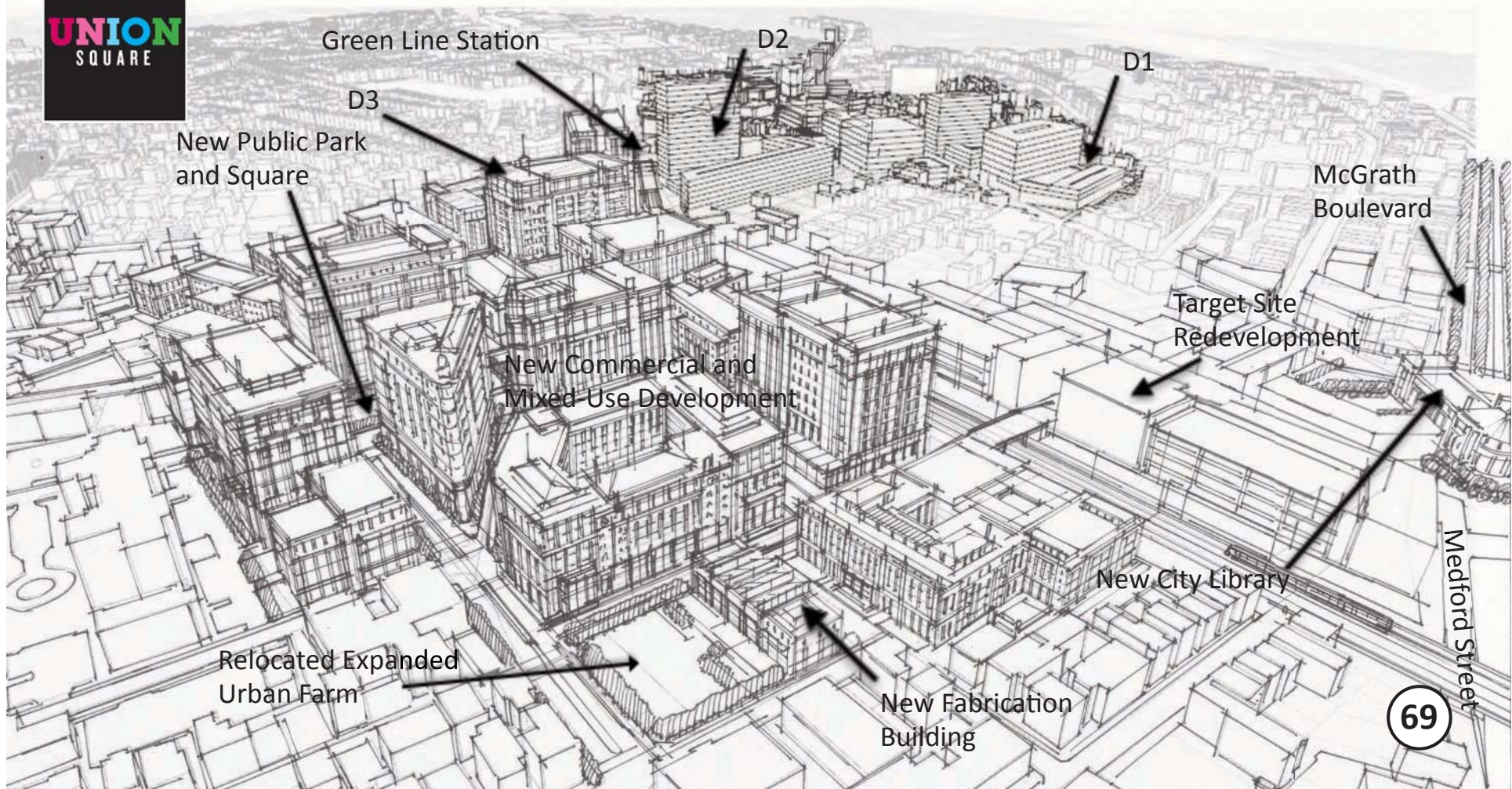


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View Northwest over Boynton Yards to Union Square





#PlanUnionSquare

An aerial photograph of a large, crowded public square, likely Union Square in New York City. The square is filled with people and greenery. In the background, a prominent brick clock tower is visible against a clear blue sky. The overall scene is vibrant and bustling.

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