



**Union Square Revitalization**  
**D2 Design & Site Plan Review Process**  
Neighborhood Meeting #2 | October 17, 2018

# MEETING GOALS

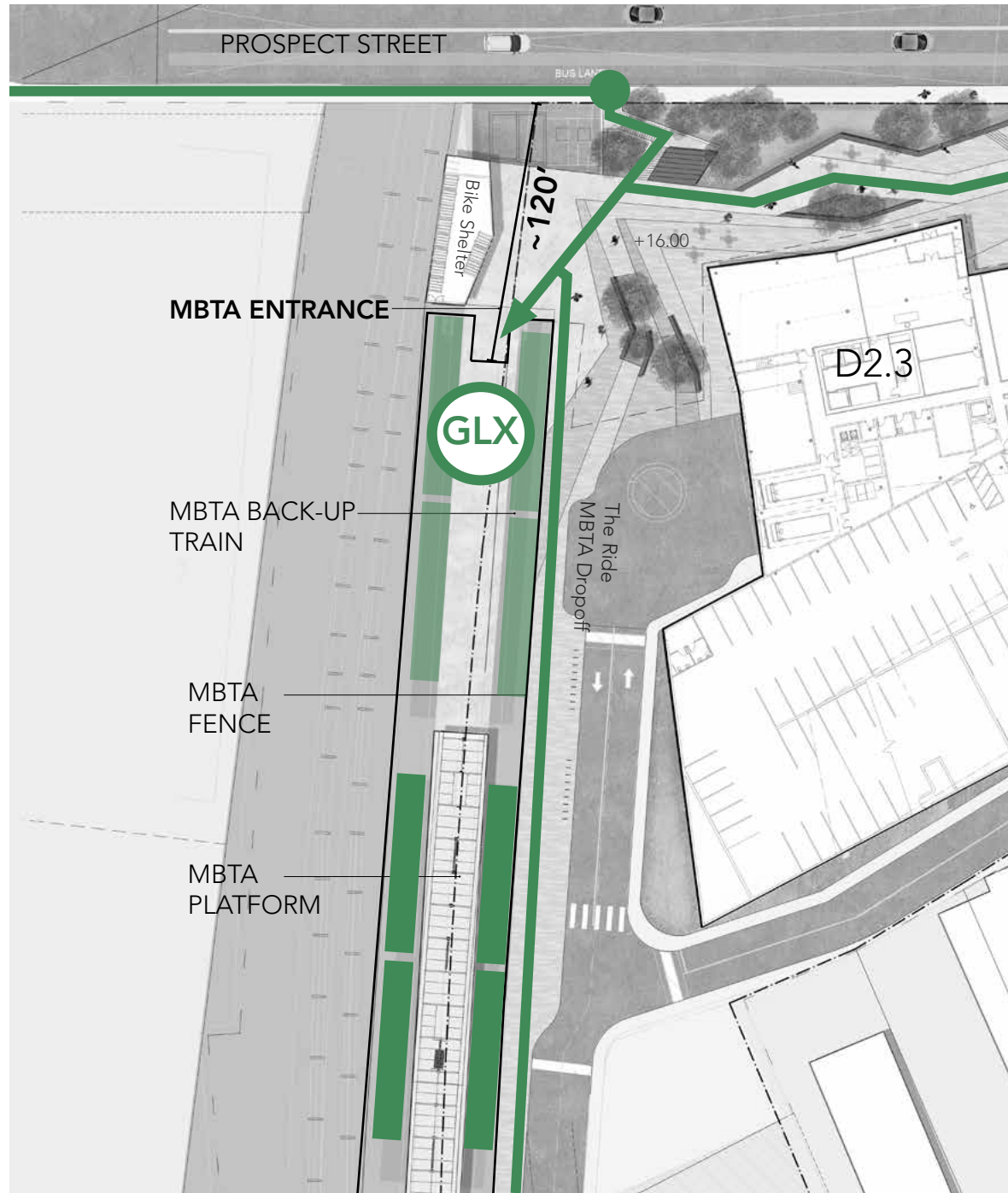
1. PRESENT EVOLUTION RELATIVE TO DRC FEEDBACK THEMES
2. RECEIVE COMMUNITY FEEDBACK ON THE DESIGN PROGRESS TO DATE



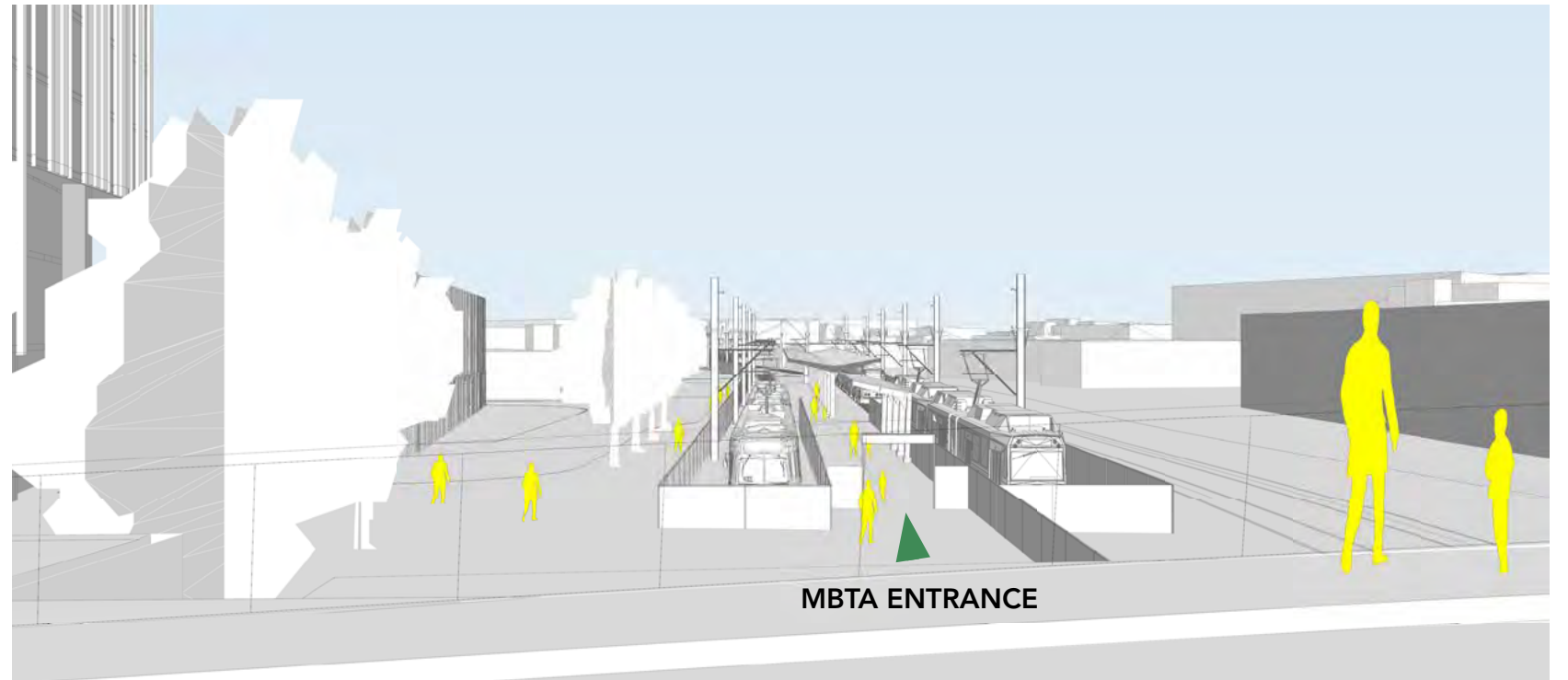


# DRC SUBMITTAL HIGHLIGHTS

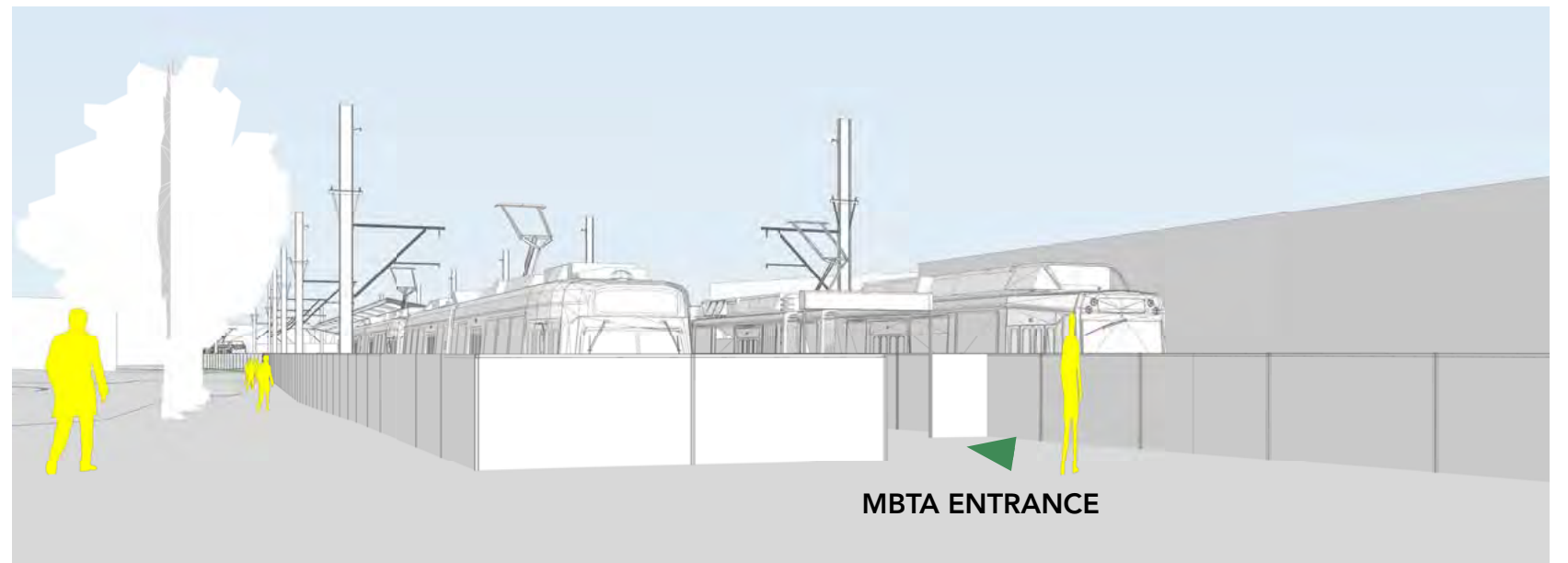




SITE PLAN



VIEW FROM THE PROSPECT STREET BRIDGE

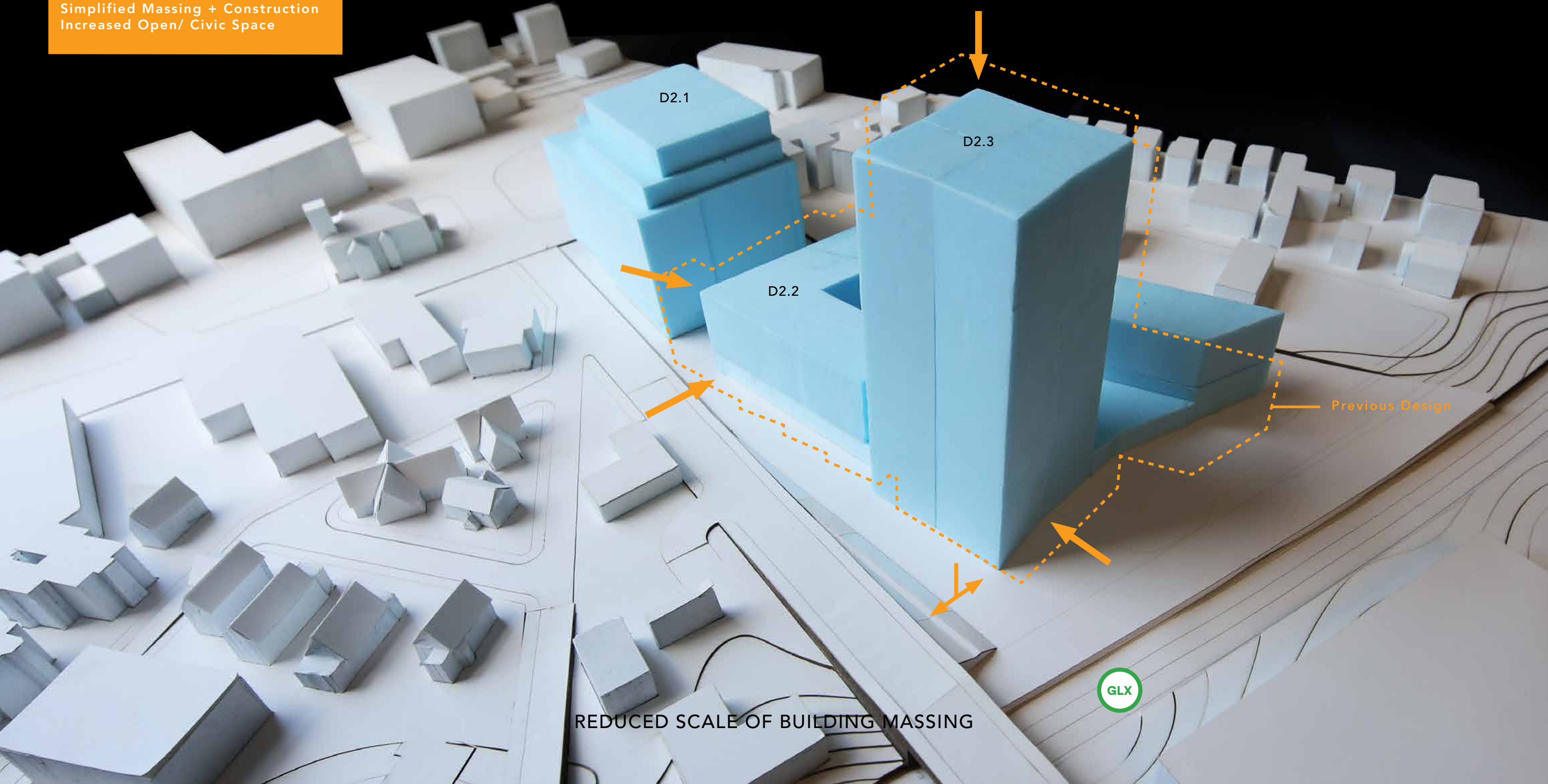


VIEW FROM GRADE LEVEL

MBTA ACCESS



Optimized Scale  
Simplified Massing + Construction  
Increased Open/ Civic Space



D2.1

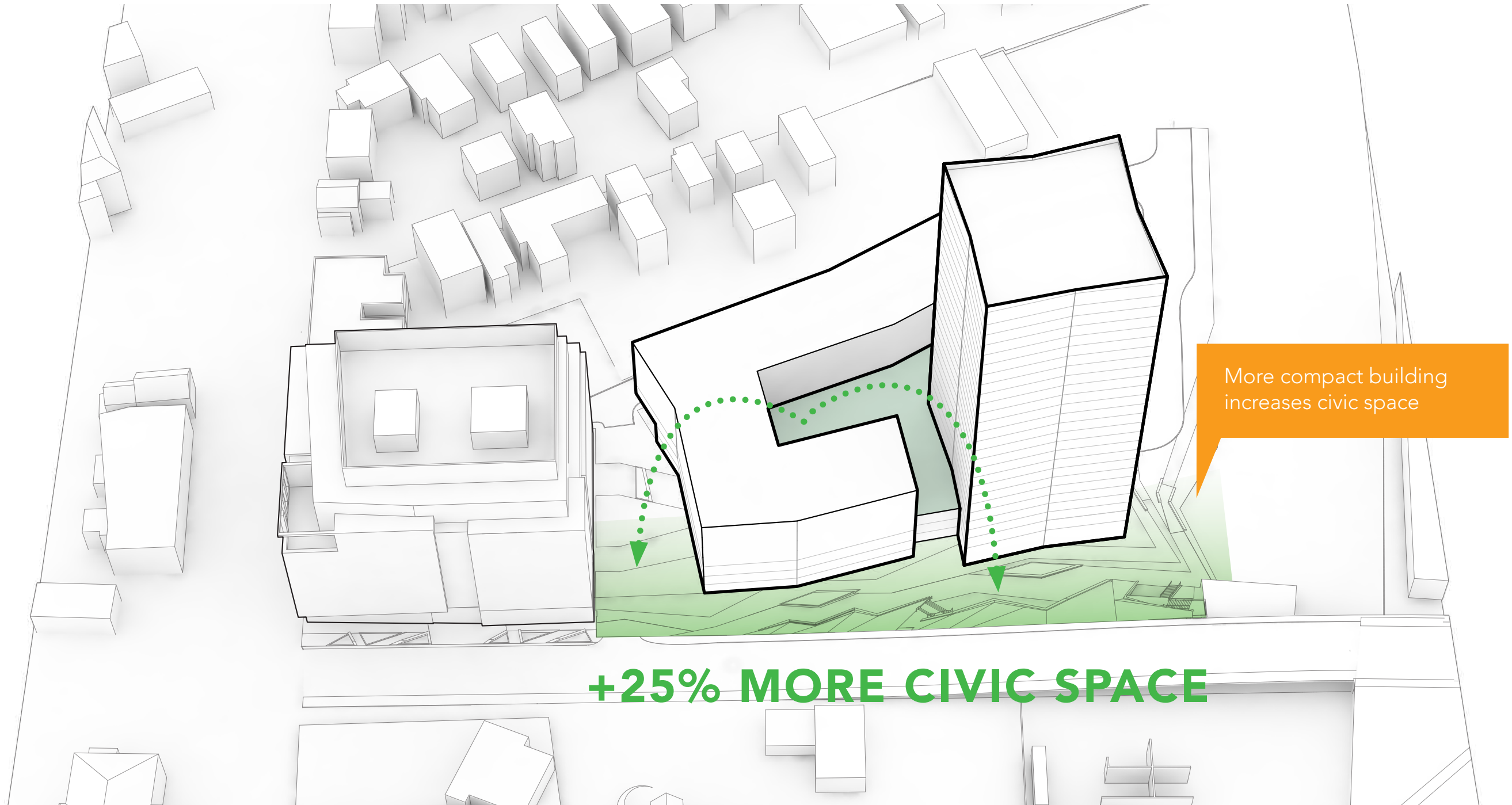
D2.3

D2.2

Previous Design

GLX

REDUCED SCALE OF BUILDING MASSING

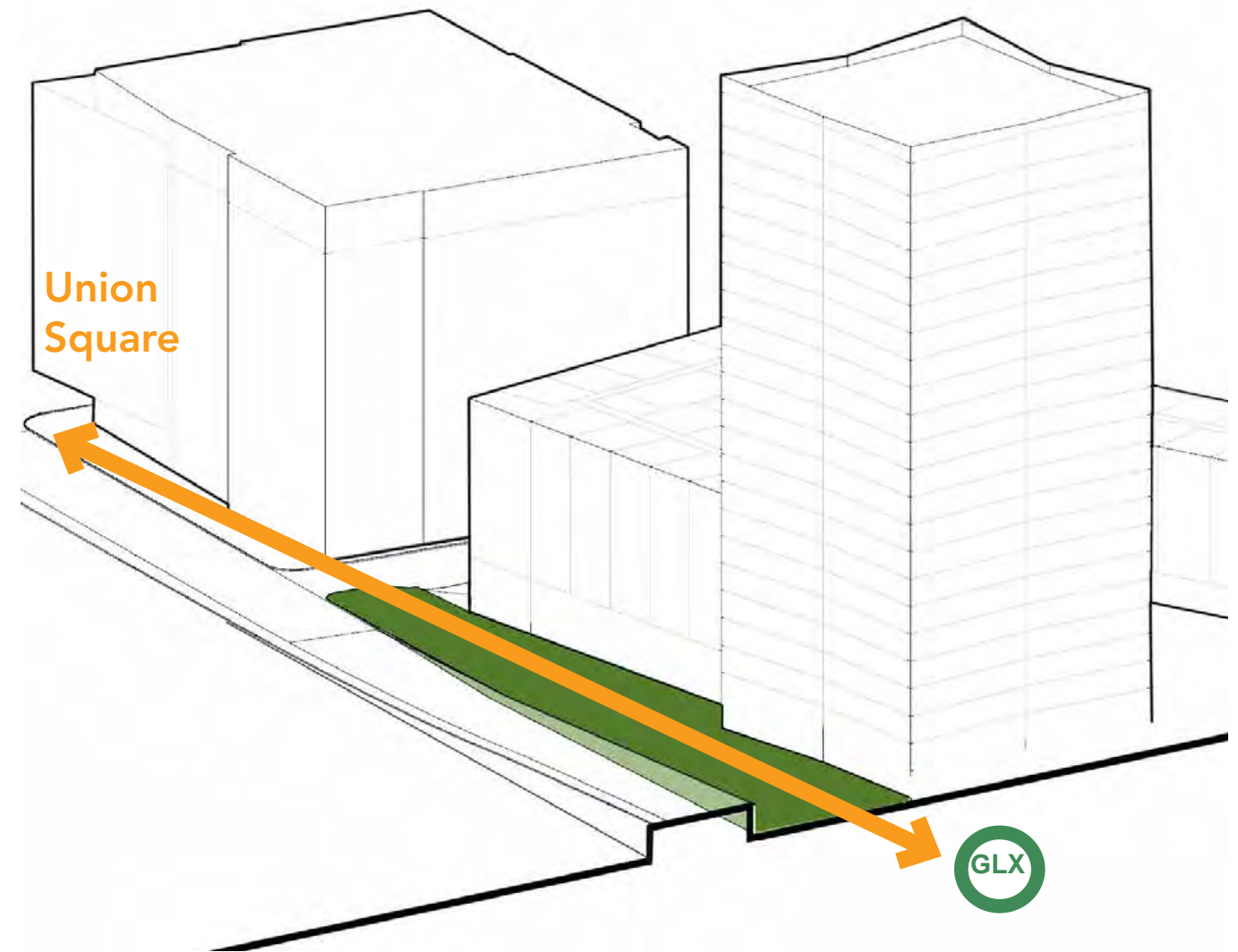
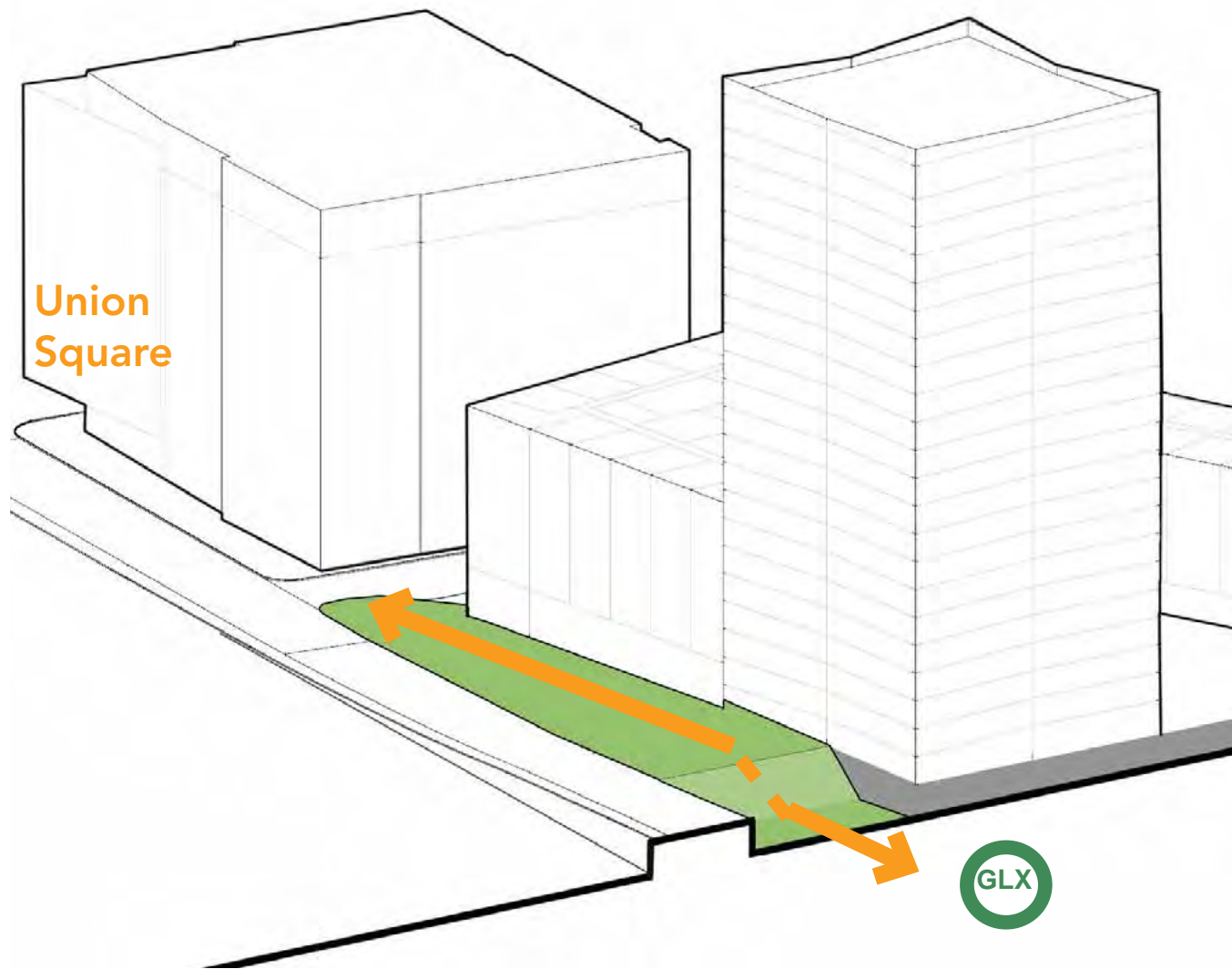


More compact building  
increases civic space

**+25% MORE CIVIC SPACE**





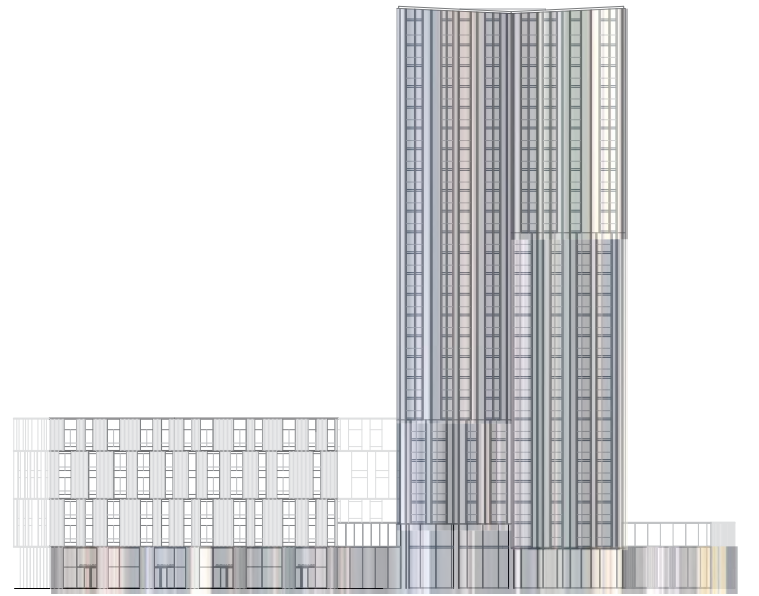
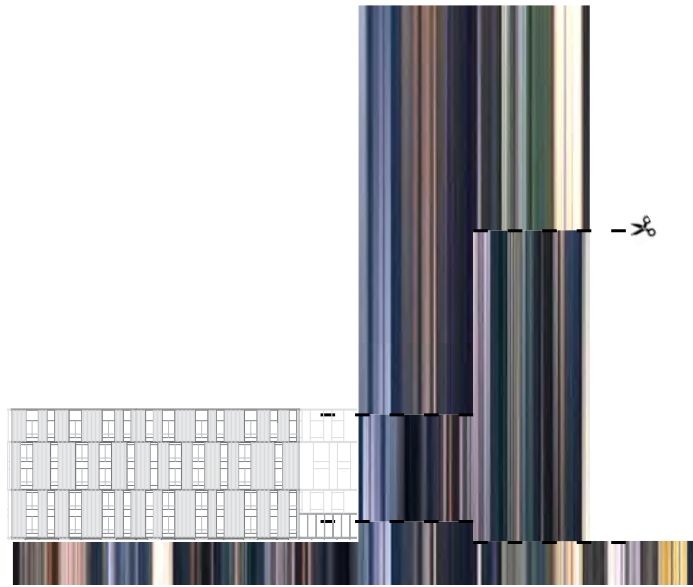


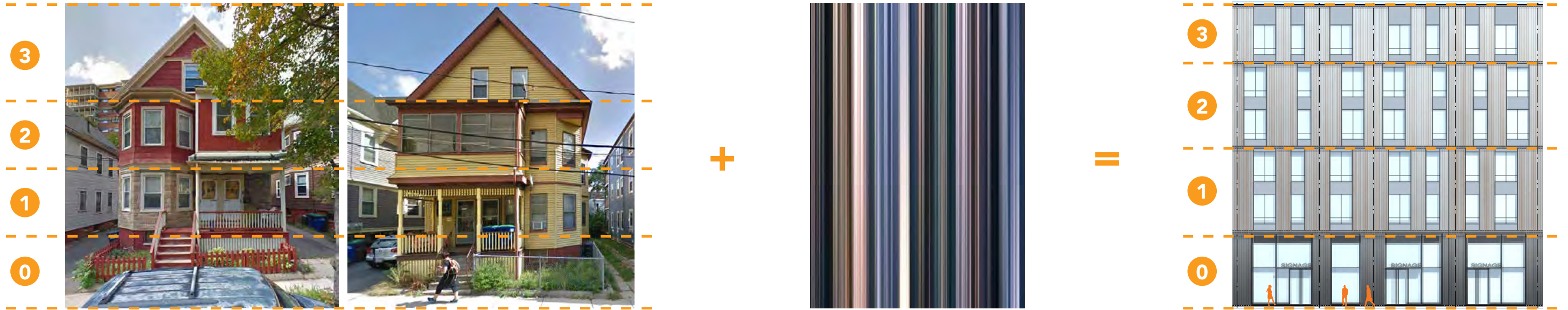
Previous Level of Plaza  
at Prospect St.

Current Level of Plaza  
at GLX

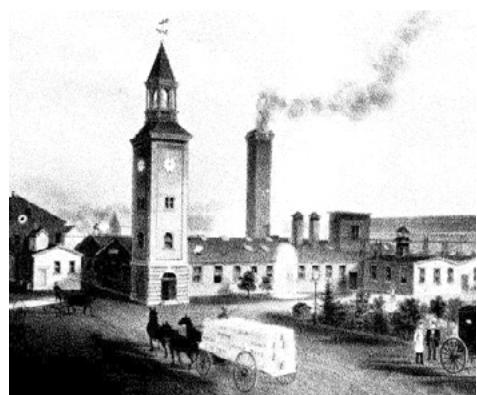
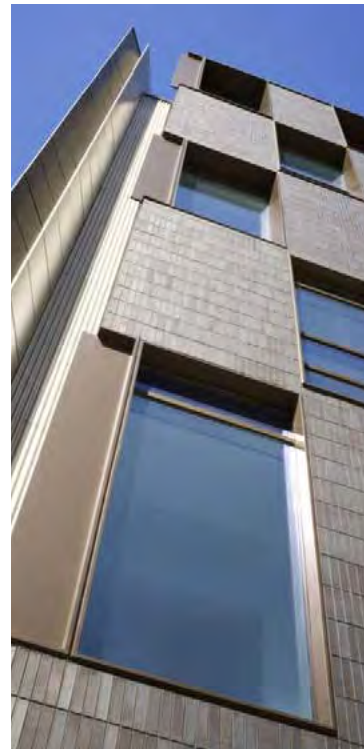
INCREASE IN OPEN SPACE











TRANSFORMATION INTO A VIBRANT EMPLOYMENT CENTER

MODERN EXPRESSION OF THE INDUSTRIAL VERNACULAR

VIEW FROM UNION SQUARE PLAZA





# FOR MORE INFORMATION ON USQ DRC SUBMITTAL

VISIT [HERE](#) FOR SUBMITTAL DOCUMENTS + PRESENTATIONS  
(ACCESS 'DESIGN AND SITE PLAN' TAB)



# TODAY'S AGENDA

## BIG PICTURE

1. D2 should consider the approach of users from all directions
2. How does D2 manage multiple modes and connect to the east?
3. Examine other Civic Space locations

## PEDESTRIAN EXPERIENCE

4. How can we improve the Civic Space's utility as an outdoor room?
5. Consider the user experience of the MBTA station platform

## BUILDINGS

6. How can we activate the zone at the southern edge of D2?
7. D2.3 clearly has a base but needs more definition at the top
8. Explore D2.2's rear facade design in more detail
9. What is the experience as you walk north from the station?
10. Consider redesign of D2.1's south west corner
11. How will the penthouse on D2.1 be designed?
12. What will the view be from Prospect Hill?

## QUESTION + ANSWER

# BIG PICTURE





An aerial photograph of a city street, likely Union Square in Somerville, MA. The street is a multi-lane road with a median and is flanked by buildings and trees. A blue text overlay is centered over the image, containing the text '1. D2 SHOULD CONSIDER THE APPROACH OF USERS FROM ALL DIRECTIONS'.

# 1. D2 SHOULD CONSIDER THE APPROACH OF USERS FROM ALL DIRECTIONS

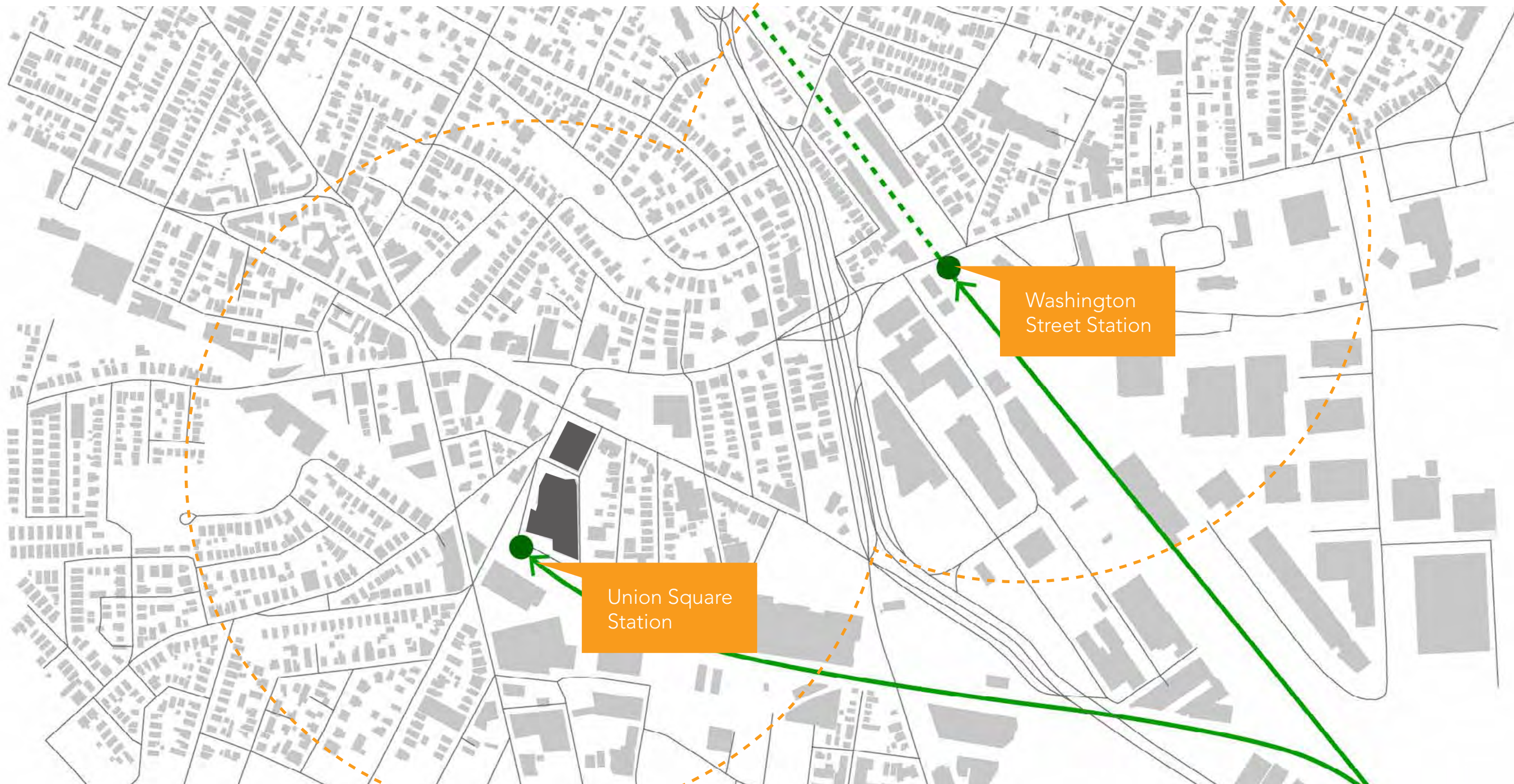








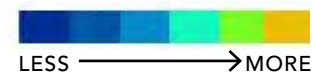






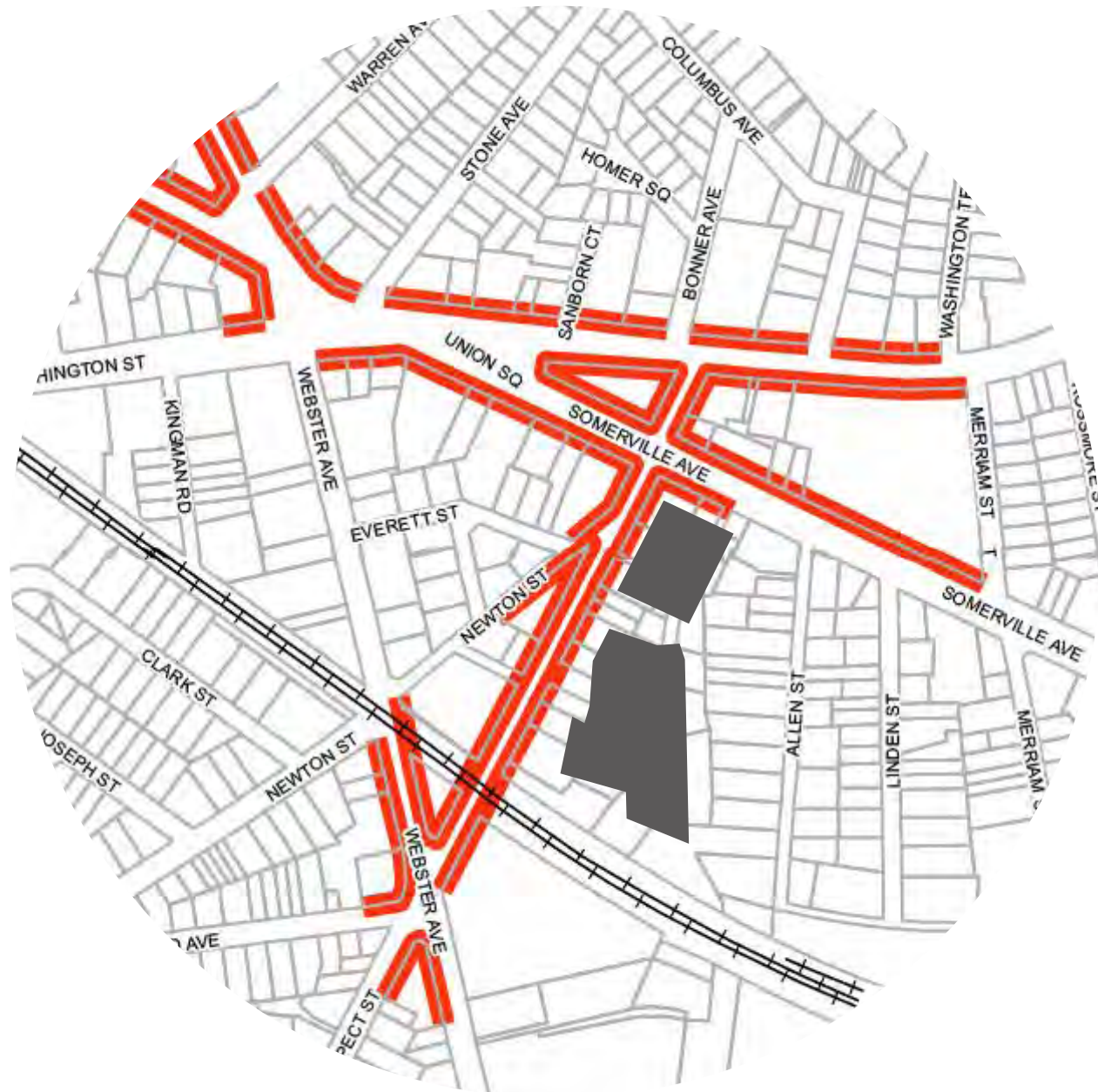




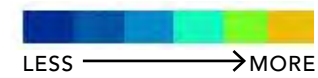


Within a 10-minute walk, the Prospect Street Plaza will provide the shortest path for 86% of the buildings



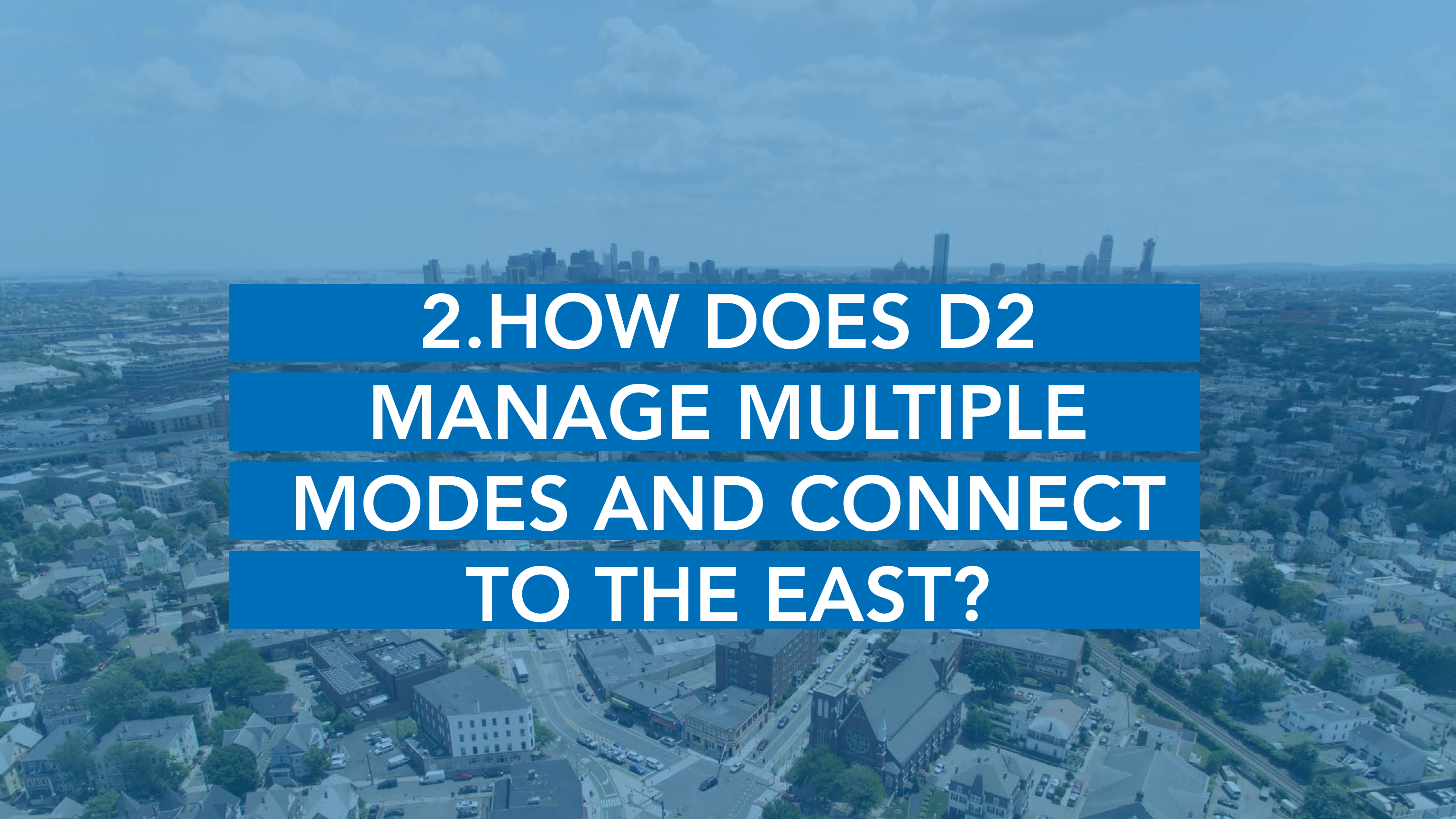


CITY OF SOMERVILLE PROPOSED PEDESTRIAN STREET MAP  
SEPTEMBER 26, 2018



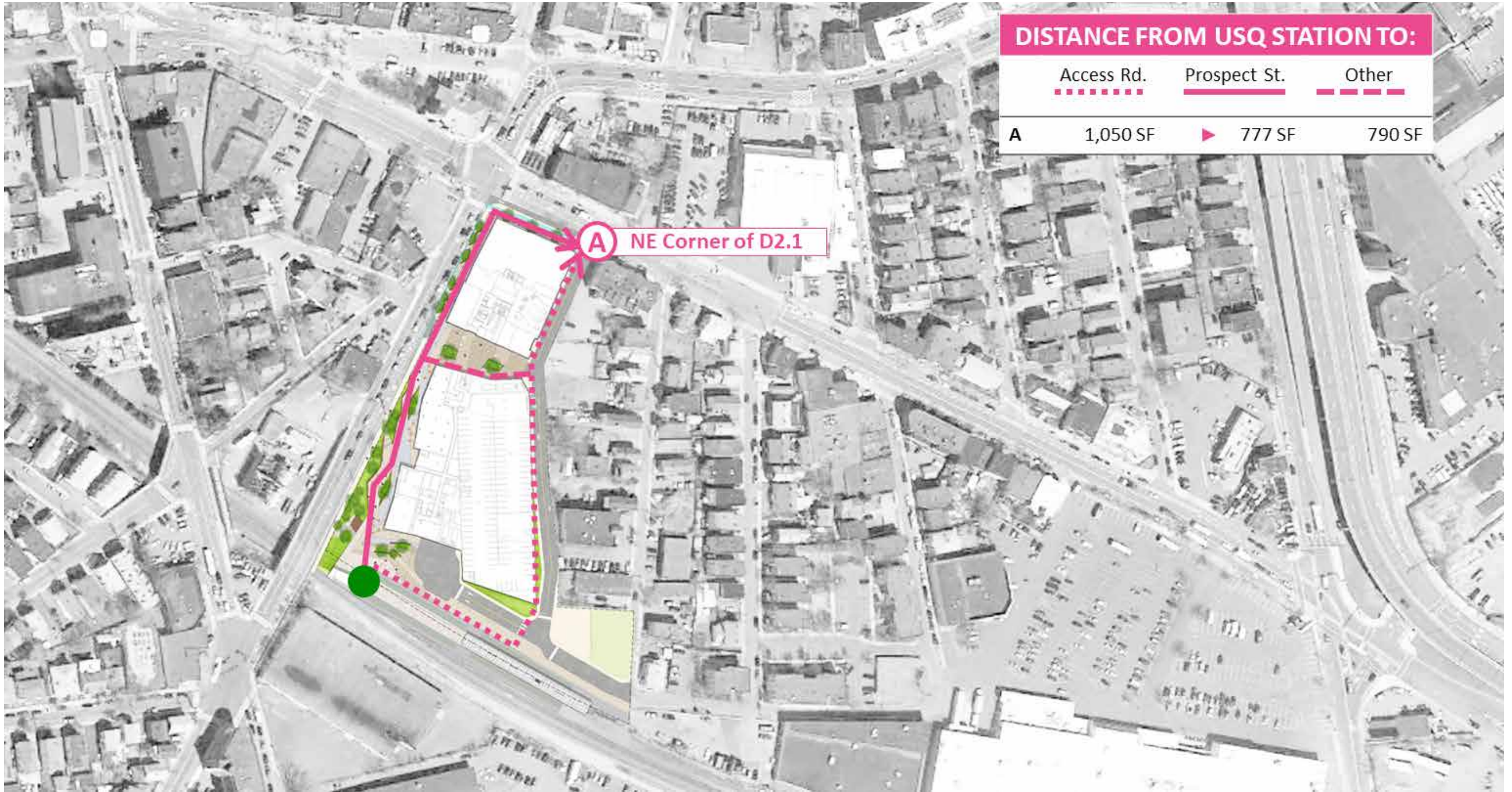
The locations of the more heavily used routes are consistent with the City's proposed plan for Pedestrian Streets



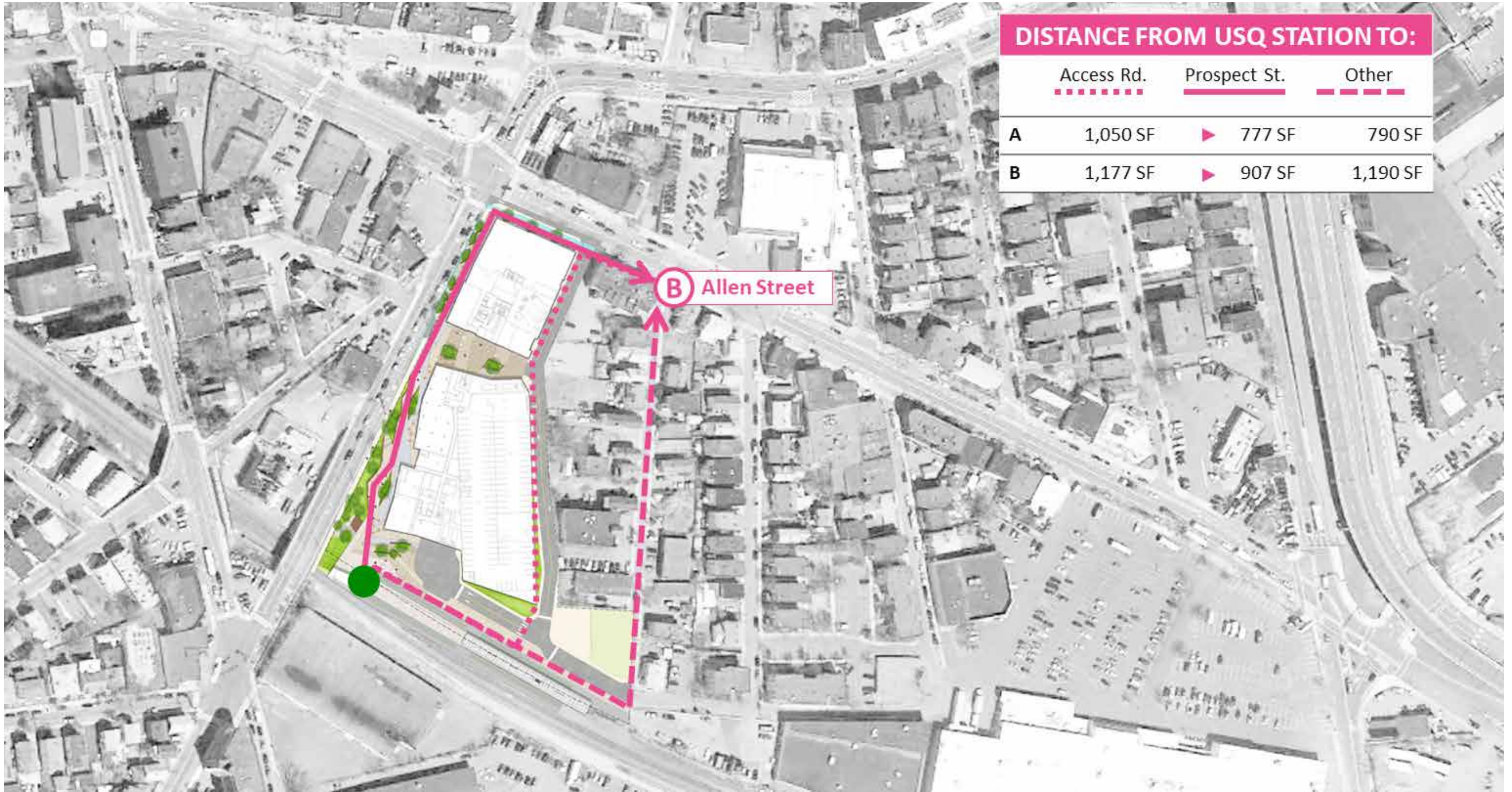
An aerial photograph of a city, likely New York City, with a blue semi-transparent overlay. The text is centered in four horizontal bars. The background shows a dense urban area with various buildings, streets, and a distant skyline with several tall skyscrapers under a cloudy sky.

**2.HOW DOES D2  
MANAGE MULTIPLE  
MODES AND CONNECT  
TO THE EAST?**

















## DISTANCE FROM USQ STATION TO:

	Access Rd. .....	Prospect St. —————▶	Other - - - - -
A	1,050 SF	▶ 777 SF	790 SF
B	1,177 SF	▶ 907 SF	1,190 SF
C	1,343 SF	▶ 1,073 SF	1,305 SF

## WHAT WE LEARNED

When considering all directions of approach to the Union square MBTA Station:

- ① When the shortest path is sought, the Prospect Street Plaza is part of the most expedient route for 87% of area buildings
- ② The access road's geometry makes its route longer than alternative paths
- ③ The southern edge of the site provides the best opportunity to serve pedestrians east of D2







WE'VE HAD SEVERAL MEETINGS WITH REPRESENTATIVES THAT ARE PLANNING THE NEIGHBORHOOD TO THE EAST AND HAVE ADAPTED THE D2 PLAN TO BE FLEXIBLE TO THEIR GOALS.

**MILK SQUARE DEVELOPMENT**

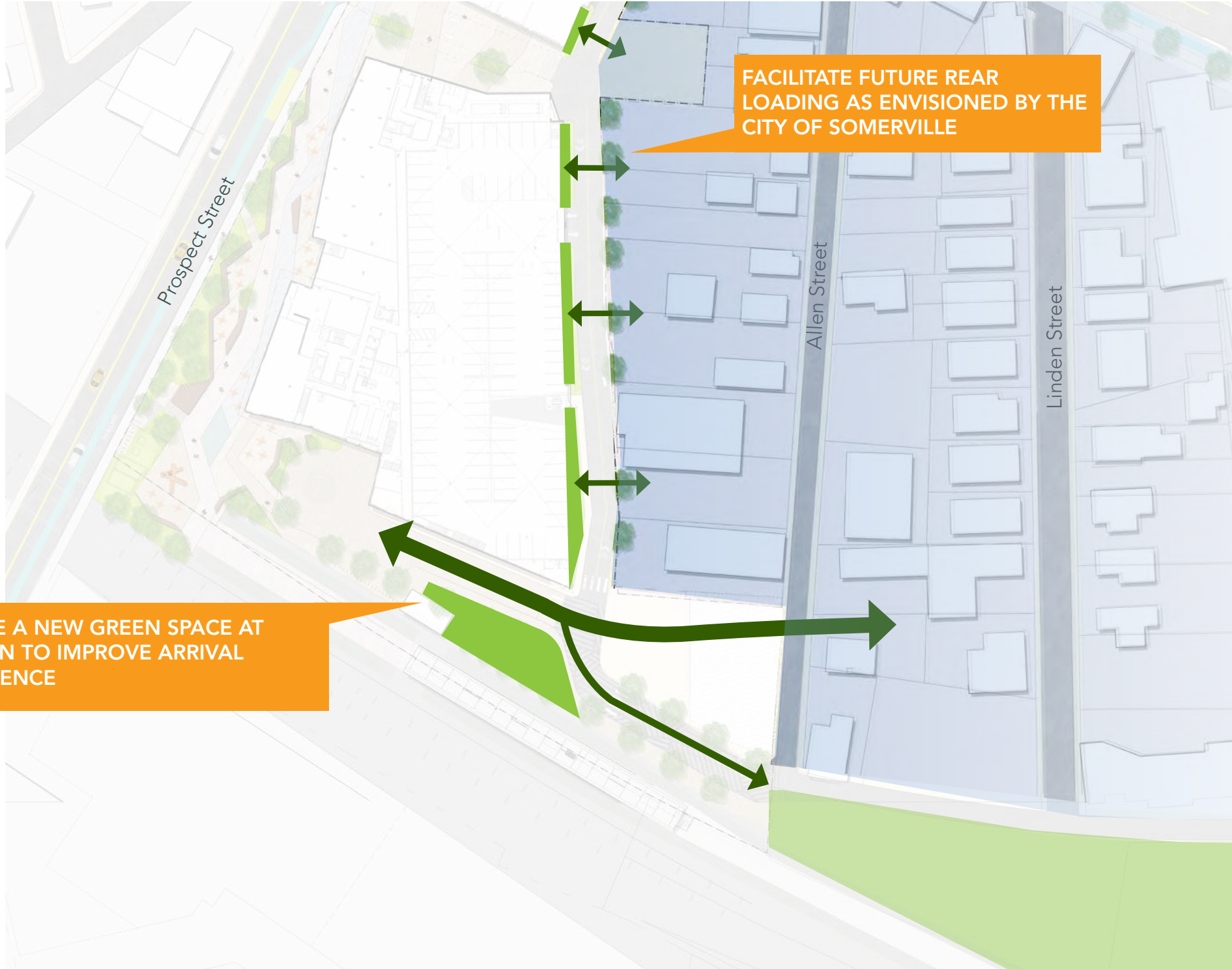




ACCESS ROAD REALIGNED TO OFFER OPTIONS TO CONNECT TO FUTURE CONDITION TO EAST

FACILITATE FUTURE REAR LOADING AS ENVISIONED BY THE CITY OF SOMERVILLE

CREATE A NEW GREEN SPACE AT STATION TO IMPROVE ARRIVAL EXPERIENCE





ACCESS ROAD REALIGNED  
AFTER DRC FEEDBACK  
AND MEETING WITH MILK  
SQUARE STAKEHOLDERS



HAS POTENTIAL TO PROVIDE MORE CONTIGUOUS GREEN SPACE AT SOUTHEAST CORNER OF SITE

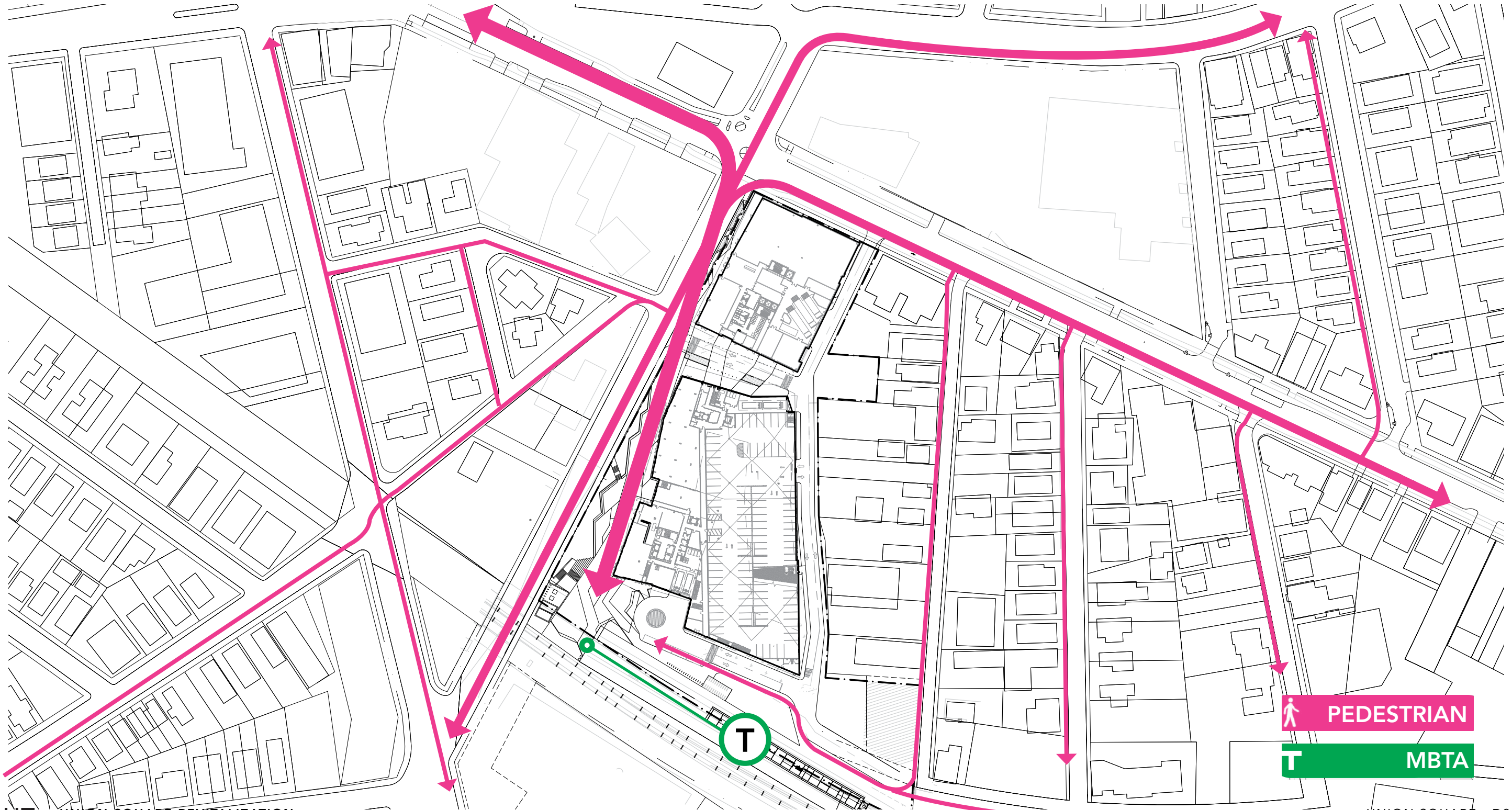


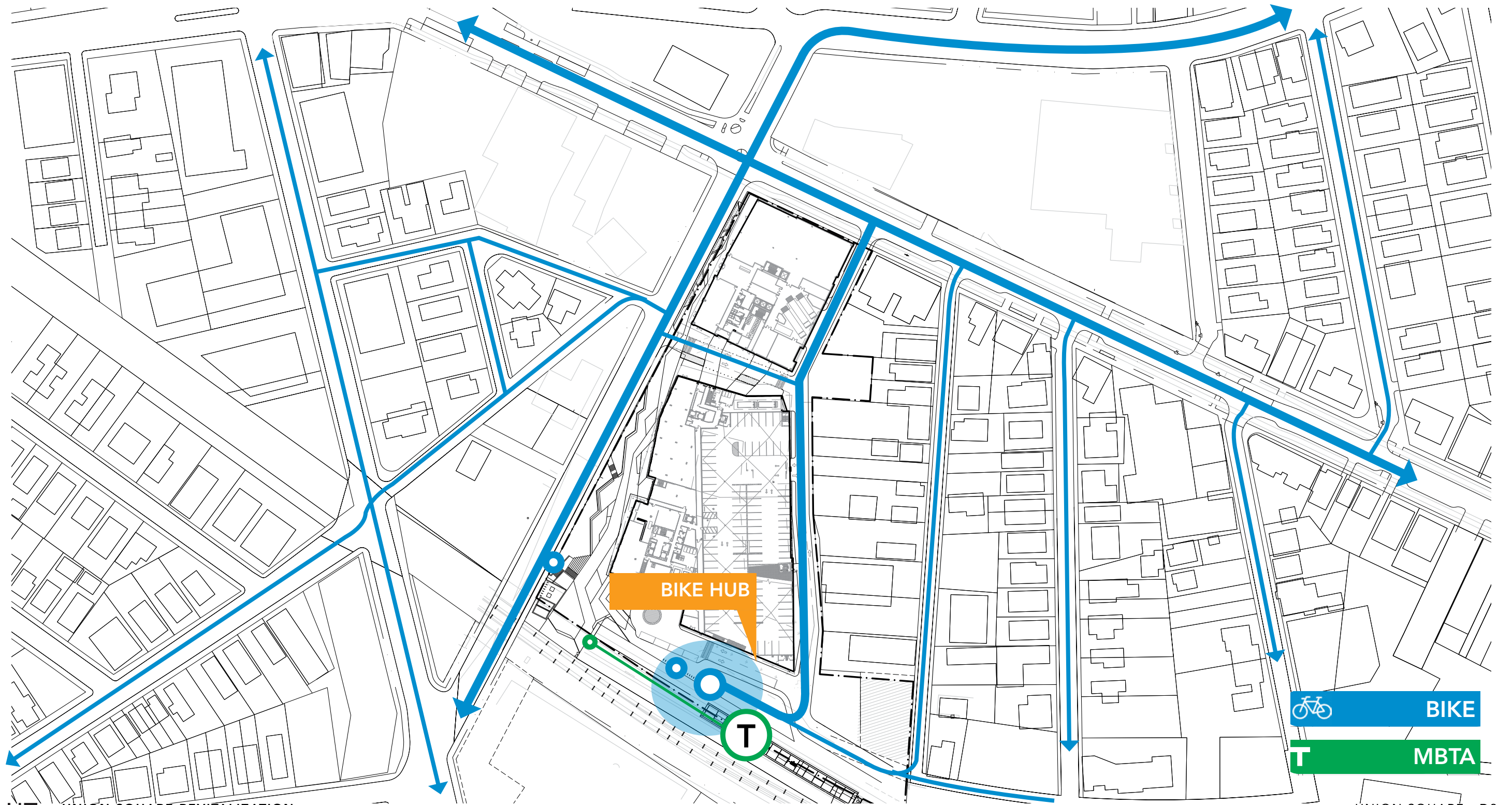


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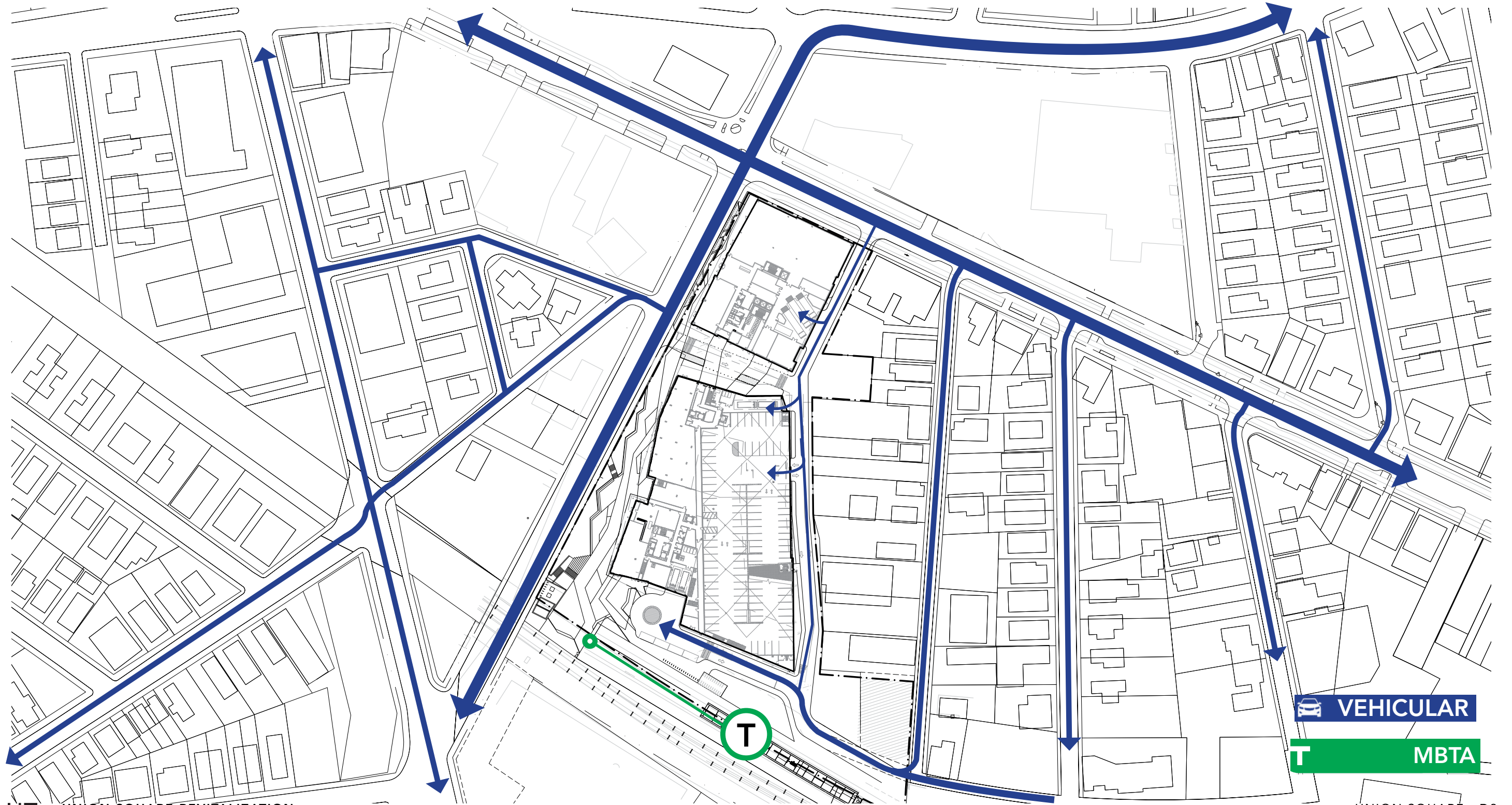












 **VEHICULAR**

 **MBTA**



A background photograph of a street scene. On the left, there are lush green trees and bushes. In the center, a chain-link fence runs across the frame, with three people standing near it. To the right, a white building with horizontal siding is visible. A speed limit sign for 20 mph and a fire hydrant are also present. The sky is clear and blue.

# 3. EXAMINE OTHER CIVIC SPACE LOCATIONS



- D1.2- 1.3 Neighborhood Park
- D2.2- 2.3 Plaza
- D2.4 Pocket Plaza
- D3.1 Pocket Plaza
- D3.2 Pocket Park
- D4.1 Pocket Park
- D4.3 Community Garden
- D6.1- 6.2 Through Block Plaza
- D7 Pocket Park

Civic Space A  
Plaza







- D1.2- 1.3 Neighborhood Park
- D2.2- 2.3 Plaza
- D2.4 Pocket Plaza
- D3.1 Pocket Plaza
- D3.2 Pocket Park
- D4.1 Pocket Park
- D4.3 Community Garden
- D6.1- 6.2 Through Block Plaza
- D7 Pocket Park







STUDY 01- PARKING BELOW GROUND

More civic space located off Prospect Street



STUDY 02- PARKING ABOVE GROUND

Civic space adjacent to Prospect Street



STUDY 03- PARKING ABOVE GROUND

More civic space located off Prospect Street







# Highlights

- Provides for open space away from vehicular pollutants
- Level and continuous ground plane
- Creates landscape connection between D2.1 and D2.2/D2.3
- Considers neighborhood sightlines
- Stair receives transit riders from south
- Stair/amphitheater views station
- Demonstrates parking is a design driver

# Challenges

- Pedestrian routes relationship to MBTA station entry
- Civic space relationship with Union Square plaza - complement or compete?
- Removes peds from City-designated ped street
- Viability of internally facing ground floor uses
- Separated residential buildings create operational challenges
- Tower location
- Cost of underground parking on contaminated site



# Highlights

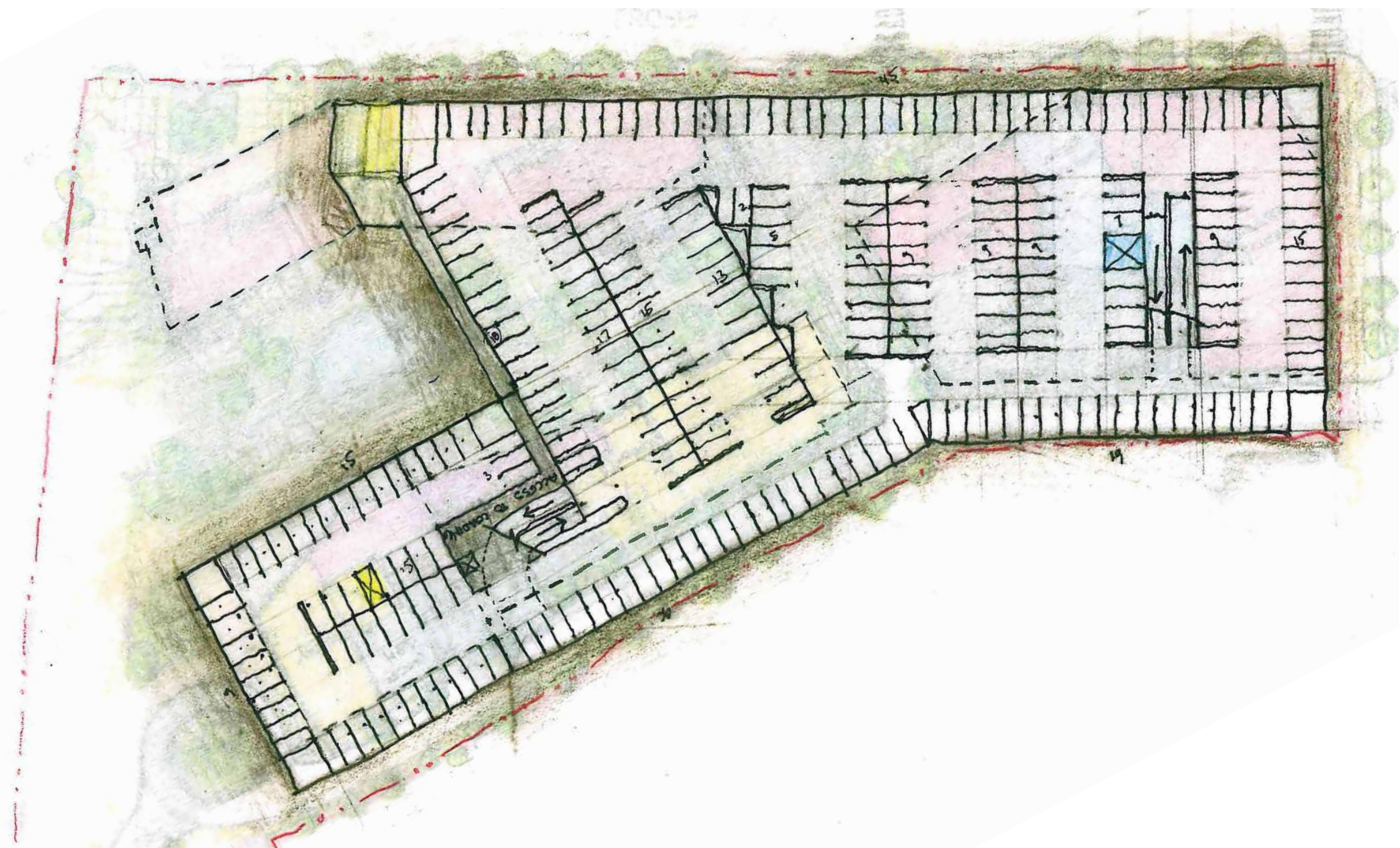
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Key Question:  
What does it take to move the  
parking underground?

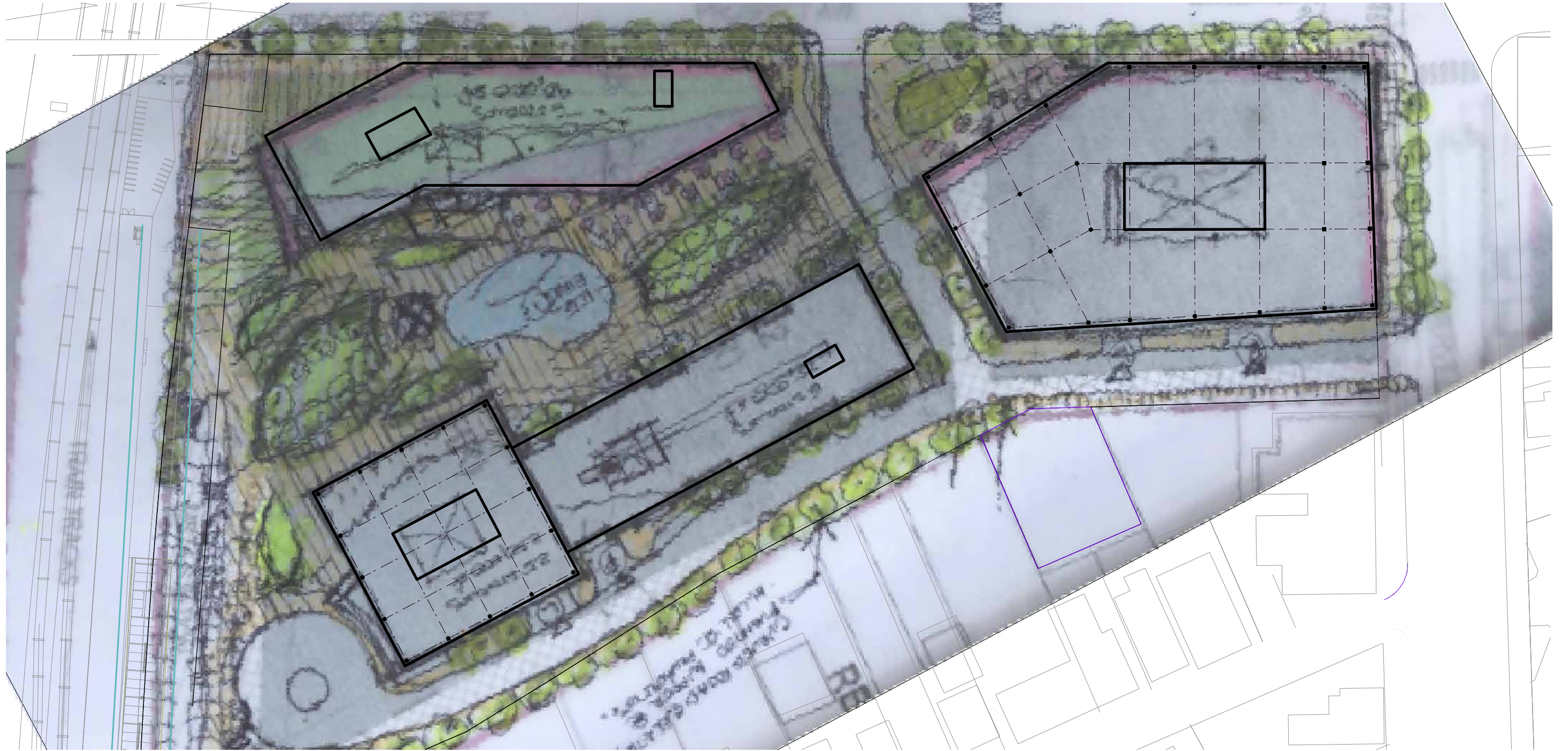
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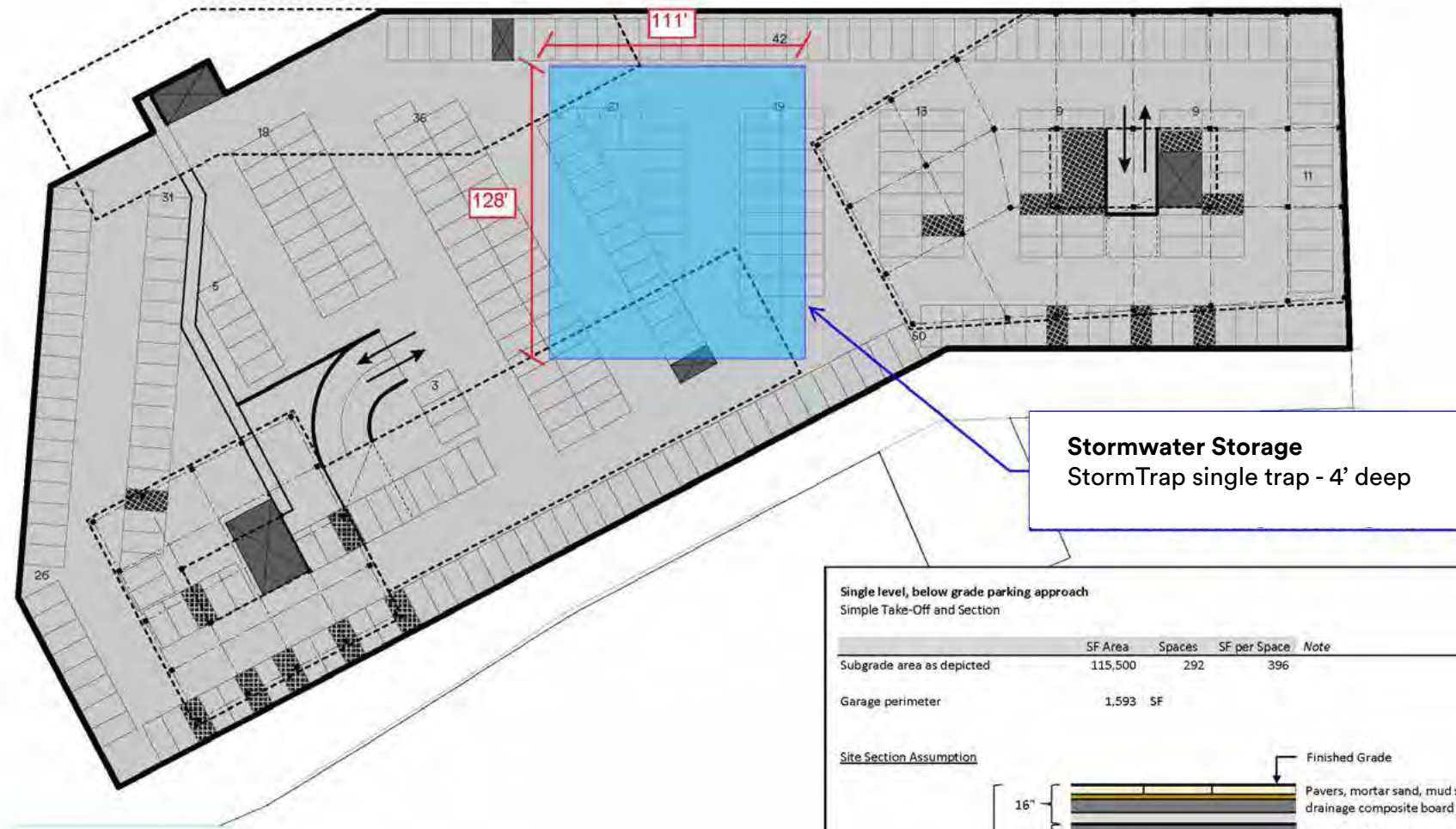












## D2 Basement Parking Plan

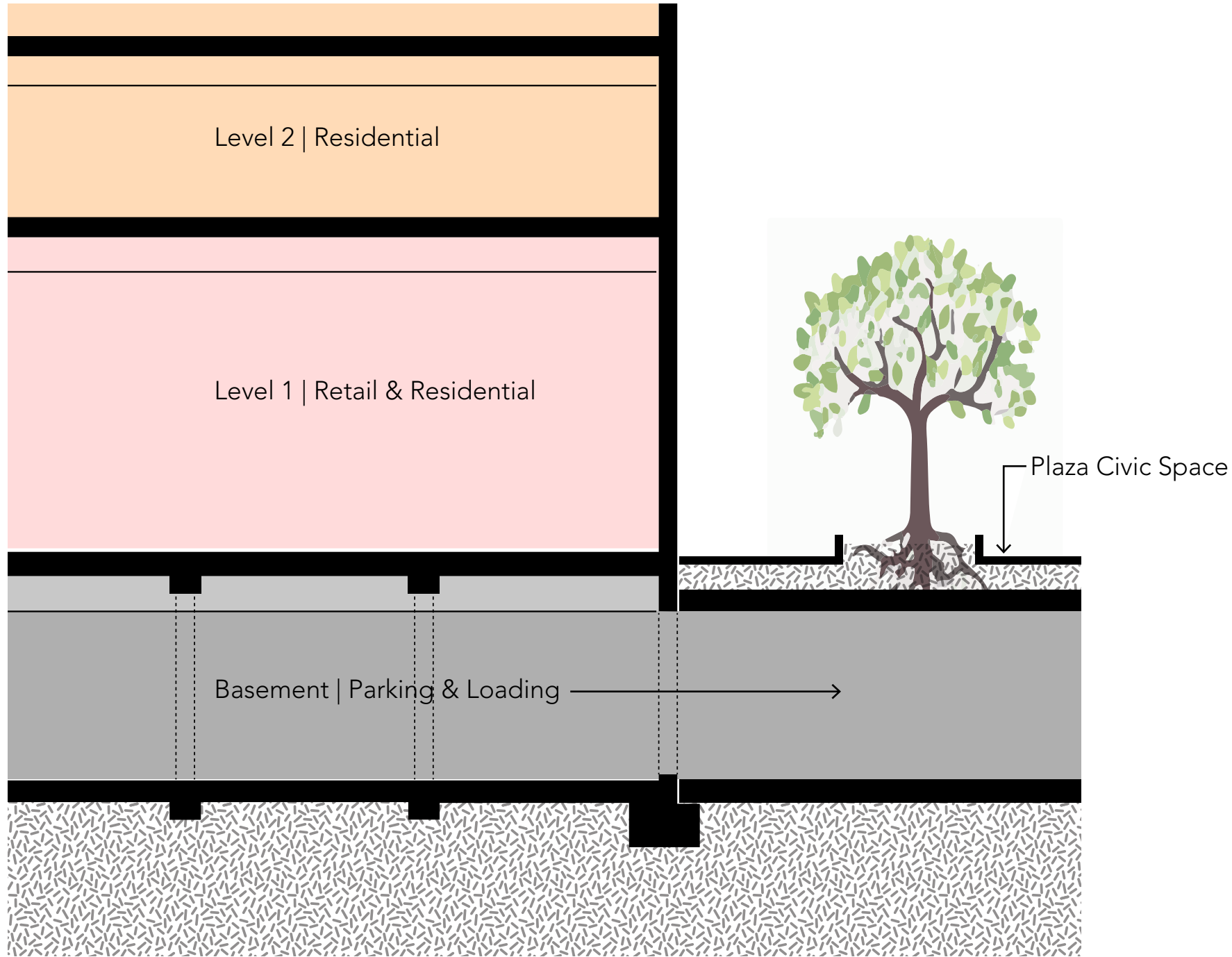
Scale 1" = 50' @ 11x17  
292 Spaces

Single level, below grade parking approach  
Simple Take-Off and Section

	SF Area	Spaces	SF per Space	Note
Subgrade area as depicted	115,500	292	396	
Garage perimeter	1,593	5F		

Site Section Assumption





What are the financial implications of moving the parking underground?

**BENEFITS - COSTS = \$\$**

**BENEFITS (\$)**

**COSTS (\$)**







# What are the financial implications of moving the parking underground?

**BENEFITS - COSTS = \$\$**

**BENEFITS (\$)**

- Additional L1 and L2 rentable SF
- Larger brownfield tax credit

**COSTS (\$)**





# What are the financial implications of moving the parking underground?

**BENEFITS - COSTS = \$\$**



## COSTS (\$)

- Remove significant soil
- Increased environmental cleanup
- Shoring costs due to excavation
- Waterproofing and dewatering
- 4 month longer construction time
- New structural requirements



Shoring



Dewatering & Treatment

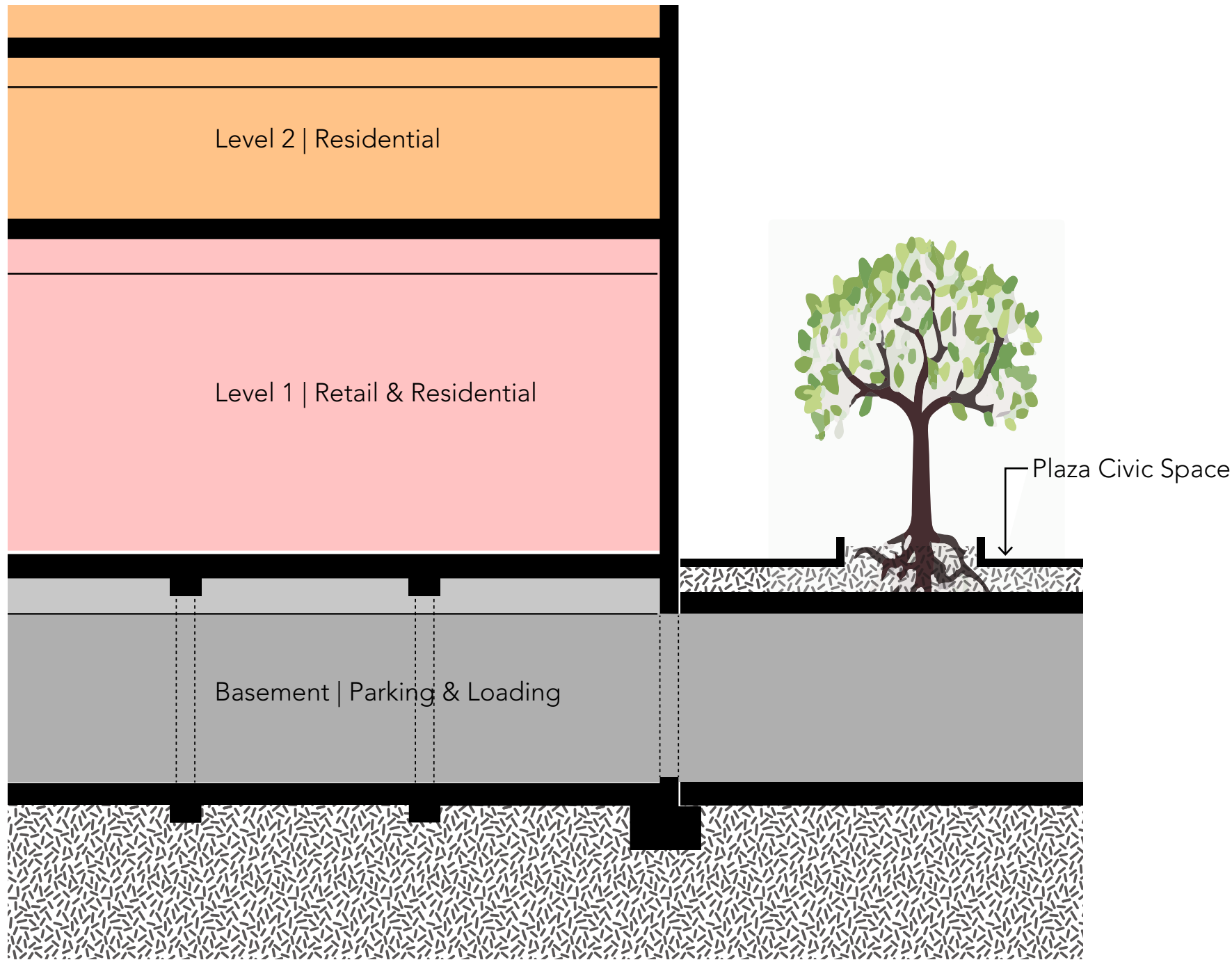


Excavation



Offsite Disposal





# What are the financial implications of moving the parking underground?

**BENEFITS - COSTS = \$\$**

## BENEFITS (\$)

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## COSTS (\$)

- Remove significant soil
- Increased environmental cleanup
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- Waterproofing and dewatering
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- New structural requirements





What does it take to close the financial gap?





MAINTAIN SIGHT LINES

LANDSCAPE CONNECTION BETWEEN D2.1+D2.2

LEVEL AND CONTINUOUS GROUND PLANE

STAIR ORIENTATION TO THE MBTA

STAIR ACCESS FOR TRANSIT RIDERS FROM THE SOUTH

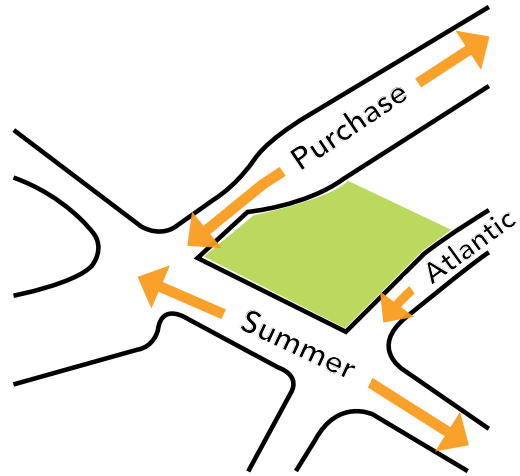
OPEN SPACE FURTHER FROM MAIN STREET

DESIGN FOR PEDESTRIAN MOVEMENT EAST

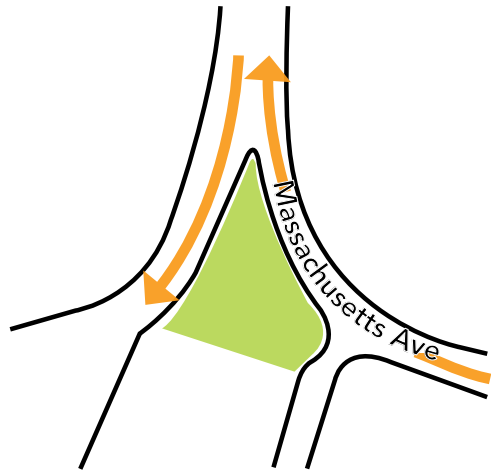
PUBLIC OPEN SPACE CENTRAL TO THE SITE



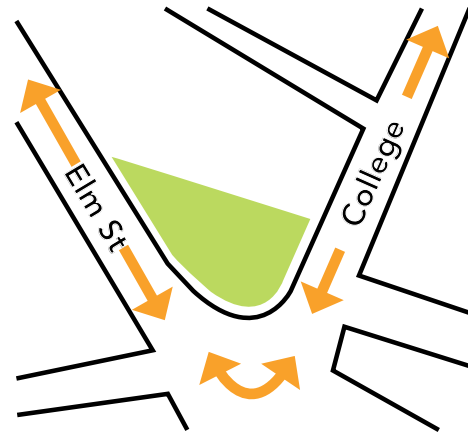




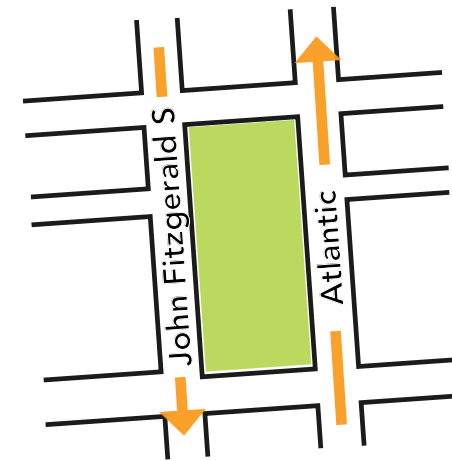
**DEWEY**  
SQUARE



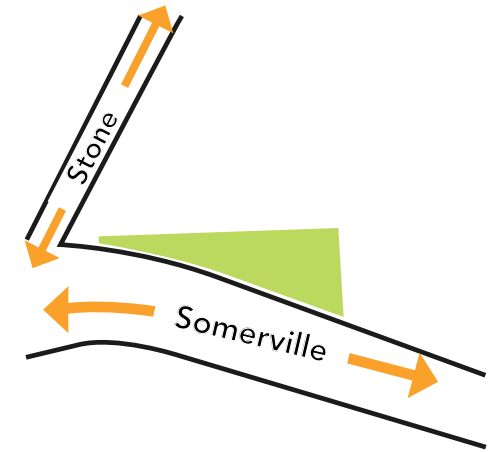
**HARVARD**  
SQUARE



**DAVIS**  
SQUARE



**GREENWAY**



**UNION**  
SQUARE  
PLAZA





# PEDESTRIAN EXPERIENCE

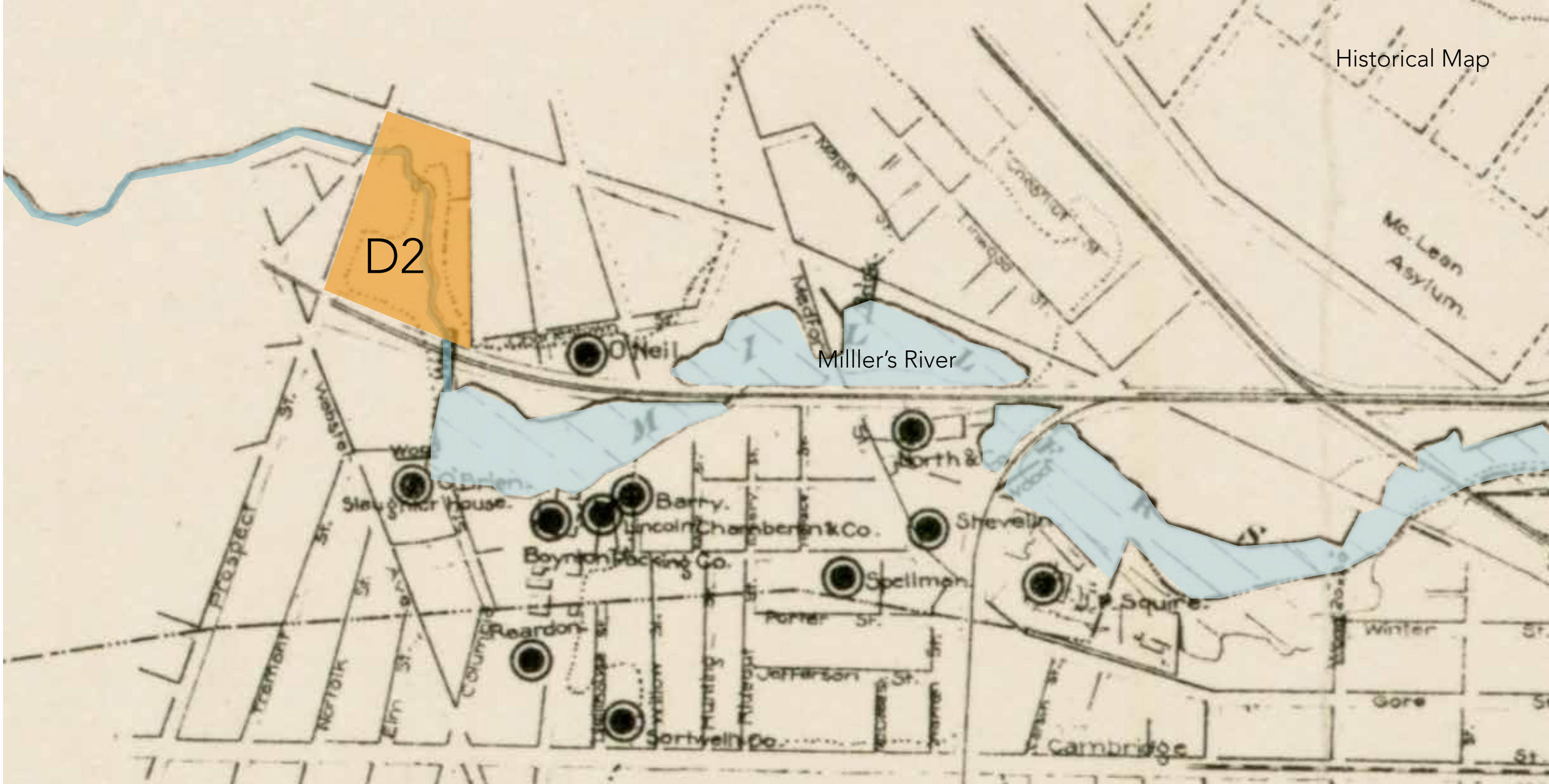




A vibrant outdoor market scene with people walking, trees, and a dog. The image is overlaid with a semi-transparent blue filter. The text is centered in white on a blue background.

**5. HOW CAN WE IMPROVE  
THE CIVIC SPACE'S  
UTILITY AS AN  
OUTDOOR ROOM?**

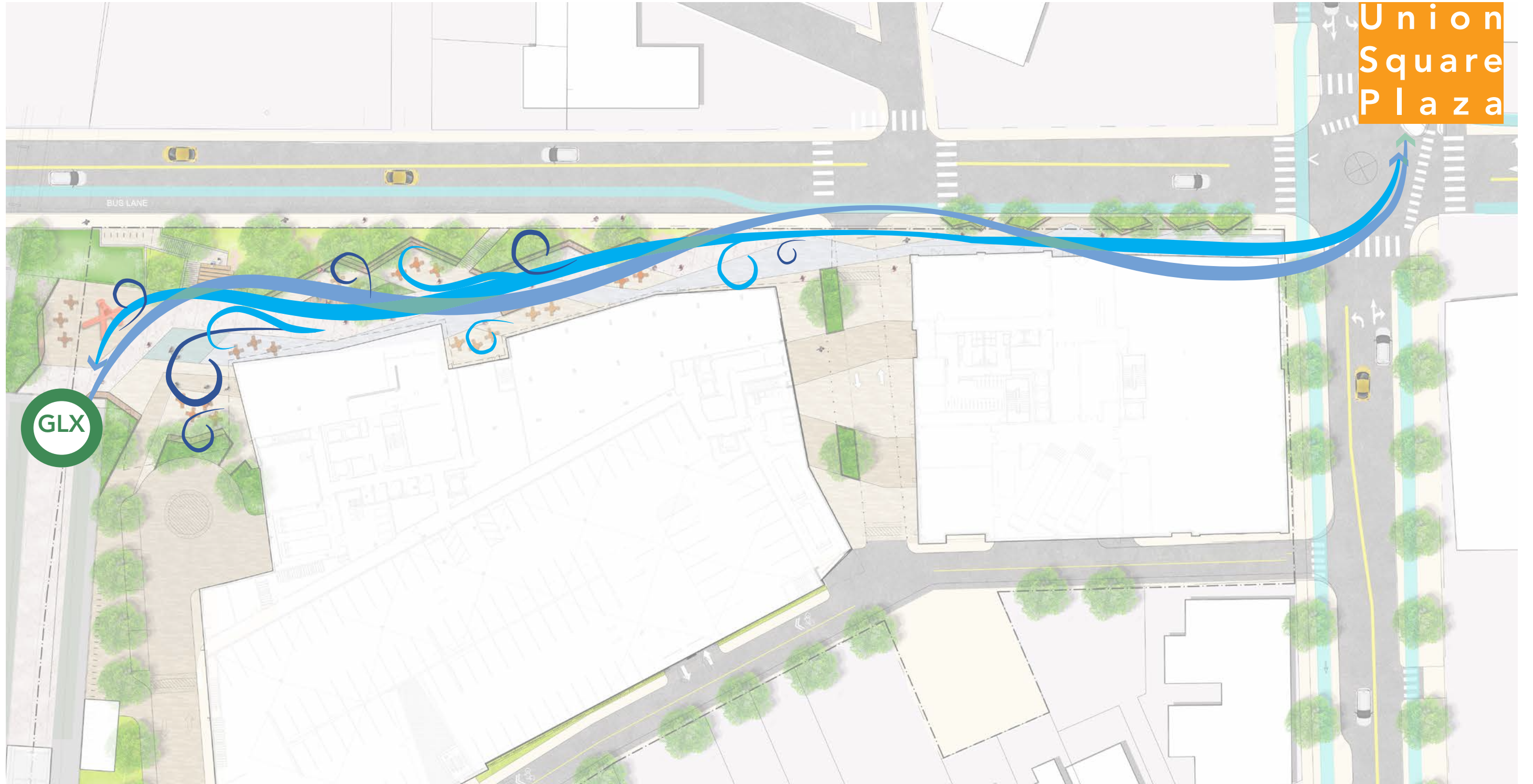




D2

Miller's River

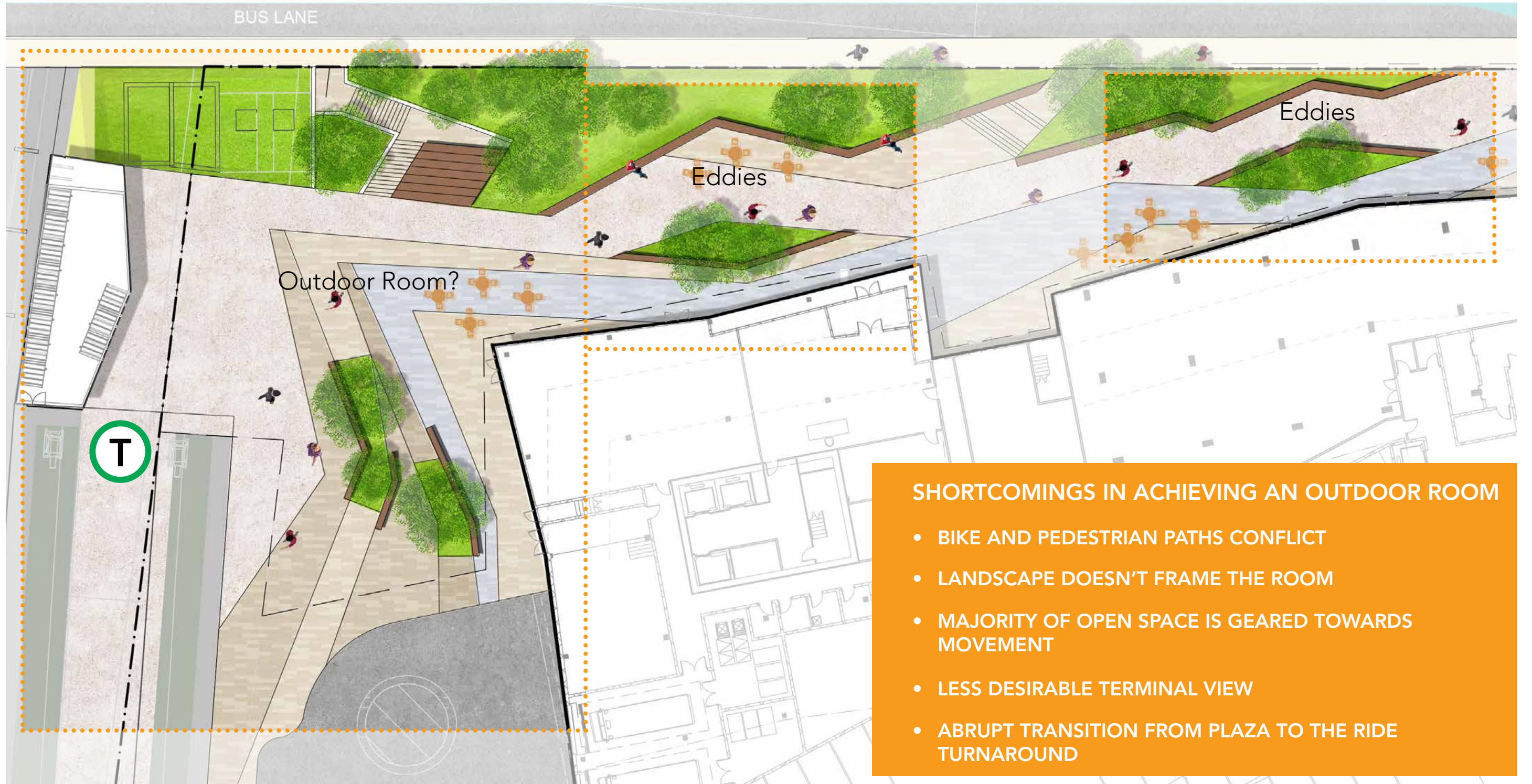




Union  
Square  
Plaza

GLX

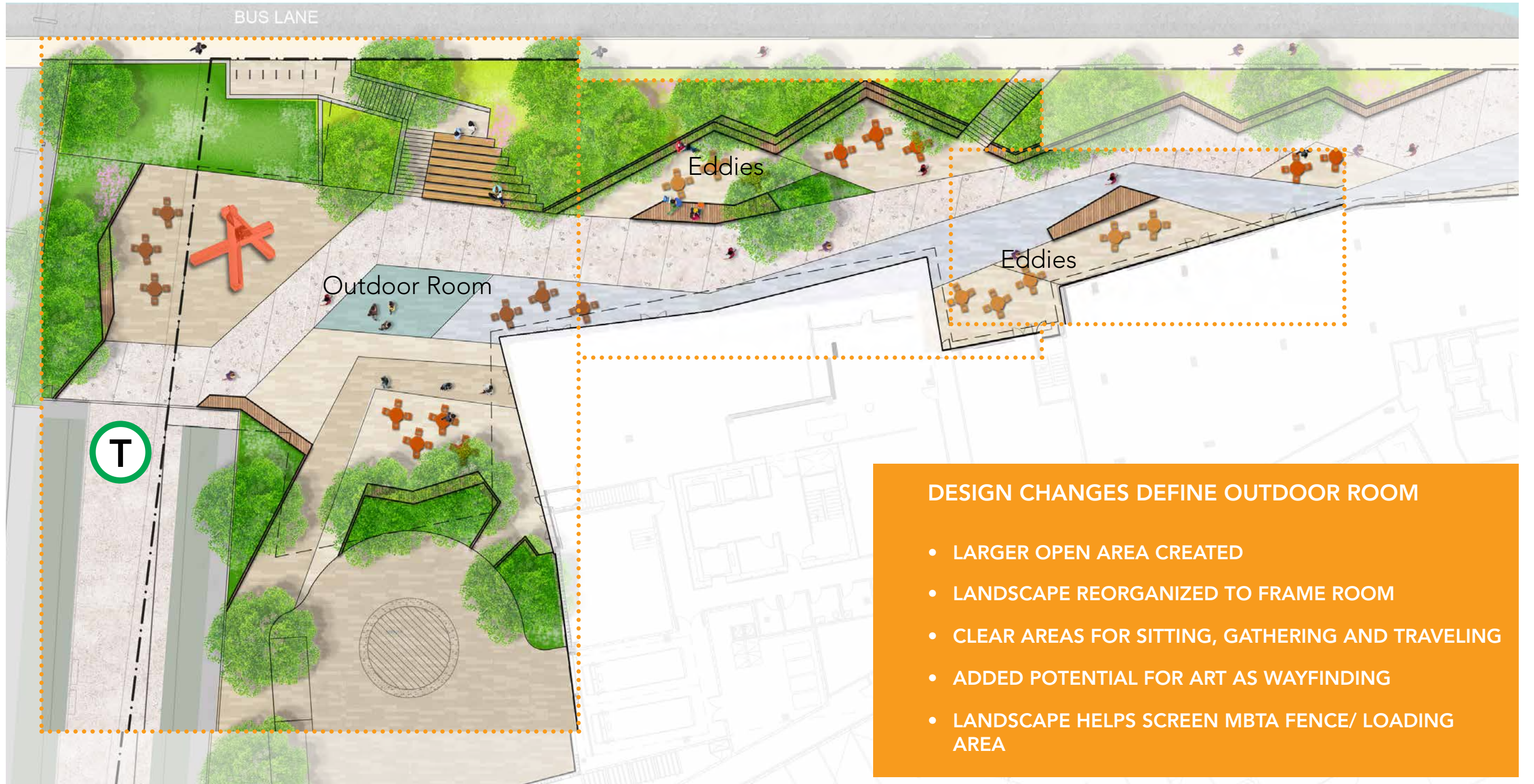




**SHORTCOMINGS IN ACHIEVING AN OUTDOOR ROOM**

- BIKE AND PEDESTRIAN PATHS CONFLICT
- LANDSCAPE DOESN'T FRAME THE ROOM
- MAJORITY OF OPEN SPACE IS GEARED TOWARDS MOVEMENT
- LESS DESIRABLE TERMINAL VIEW
- ABRUPT TRANSITION FROM PLAZA TO THE RIDE TURNAROUND





**DESIGN CHANGES DEFINE OUTDOOR ROOM**

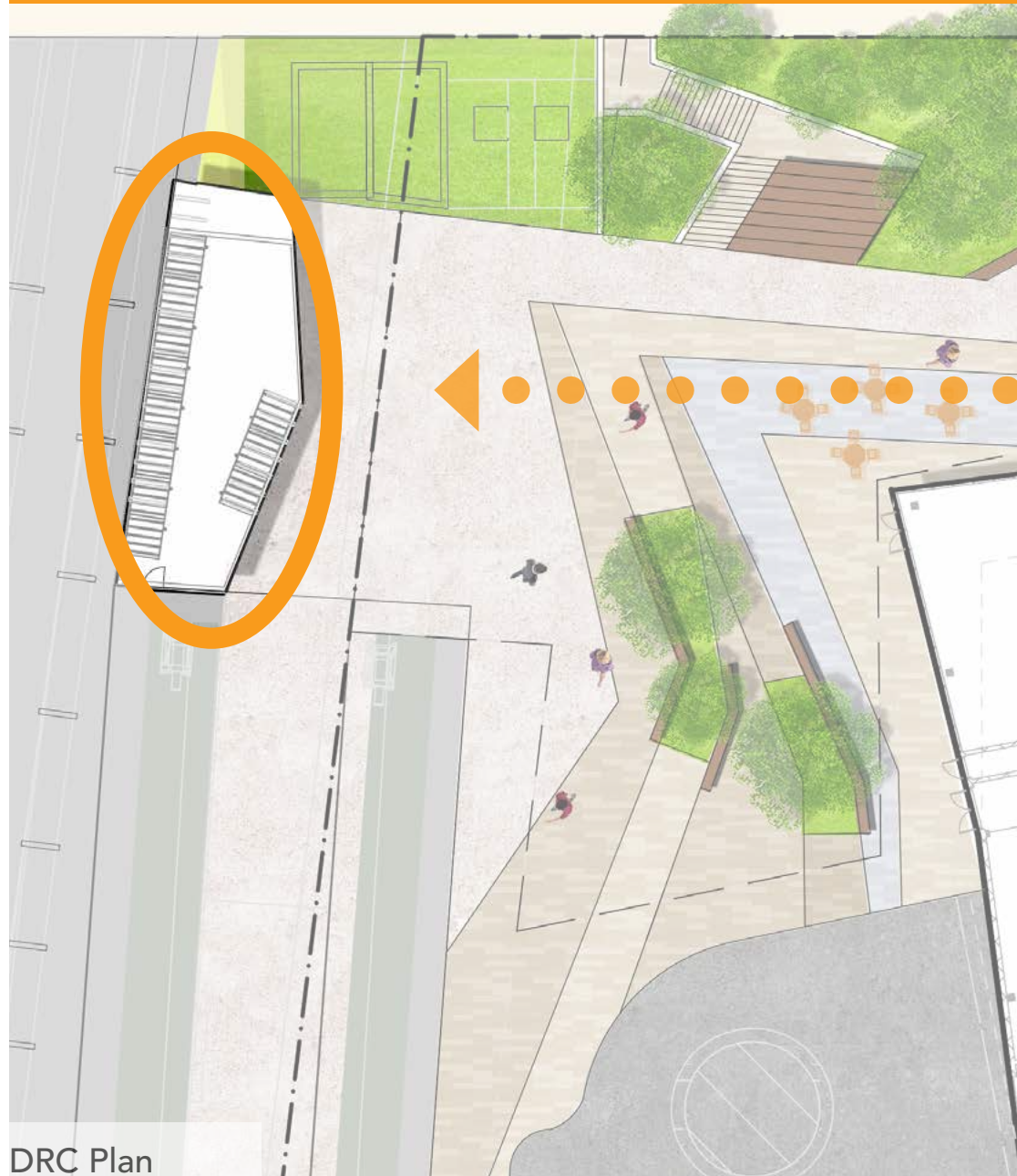
- LARGER OPEN AREA CREATED
- LANDSCAPE REORGANIZED TO FRAME ROOM
- CLEAR AREAS FOR SITTING, GATHERING AND TRAVELING
- ADDED POTENTIAL FOR ART AS WAYFINDING
- LANDSCAPE HELPS SCREEN MBTA FENCE/ LOADING AREA







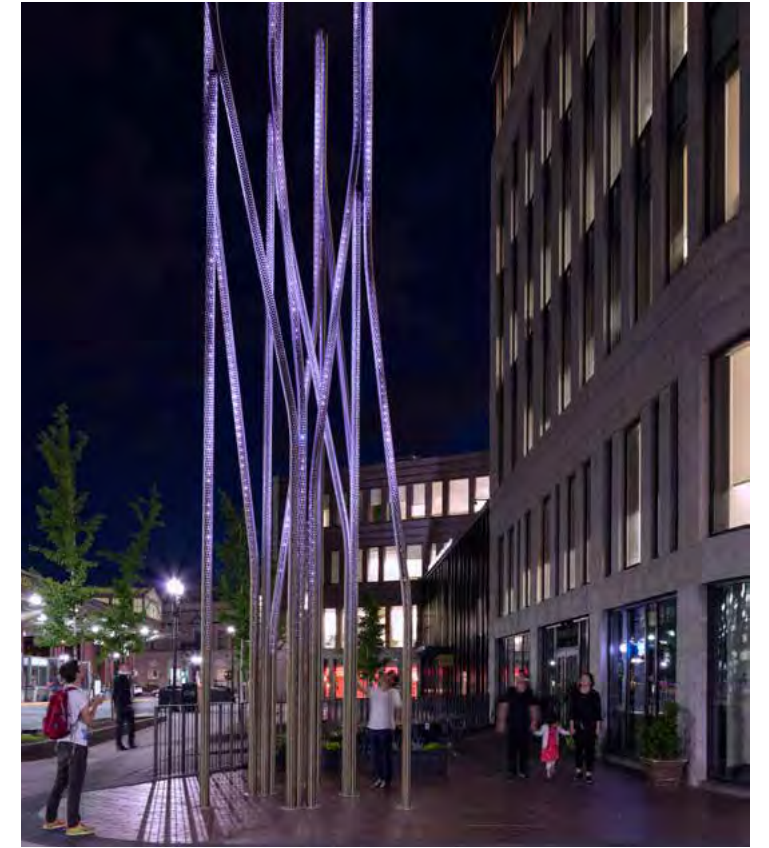
# RELOCATE BIKE SHELTER



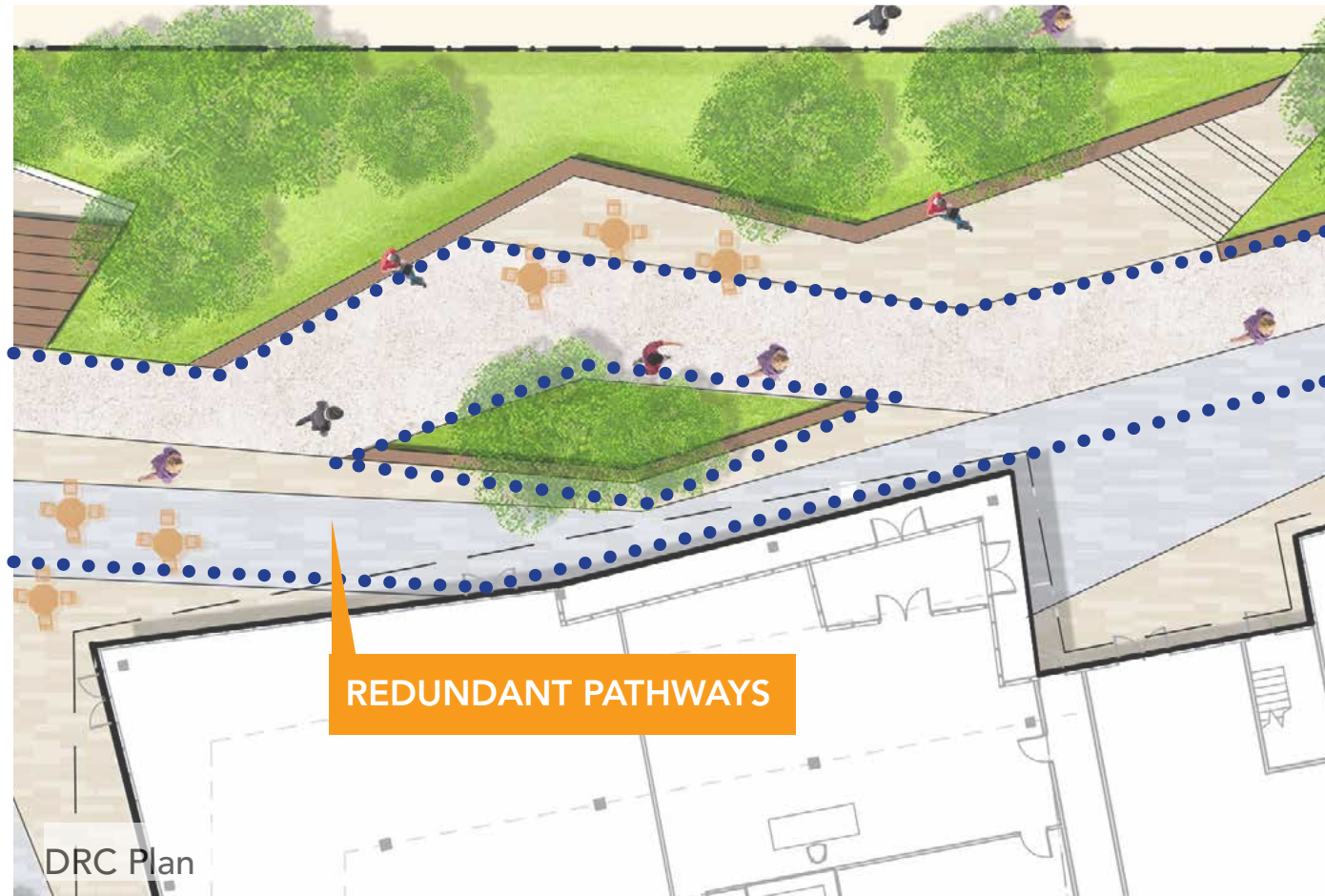
# ART OPPORTUNITY + PLANTING BACKDROP



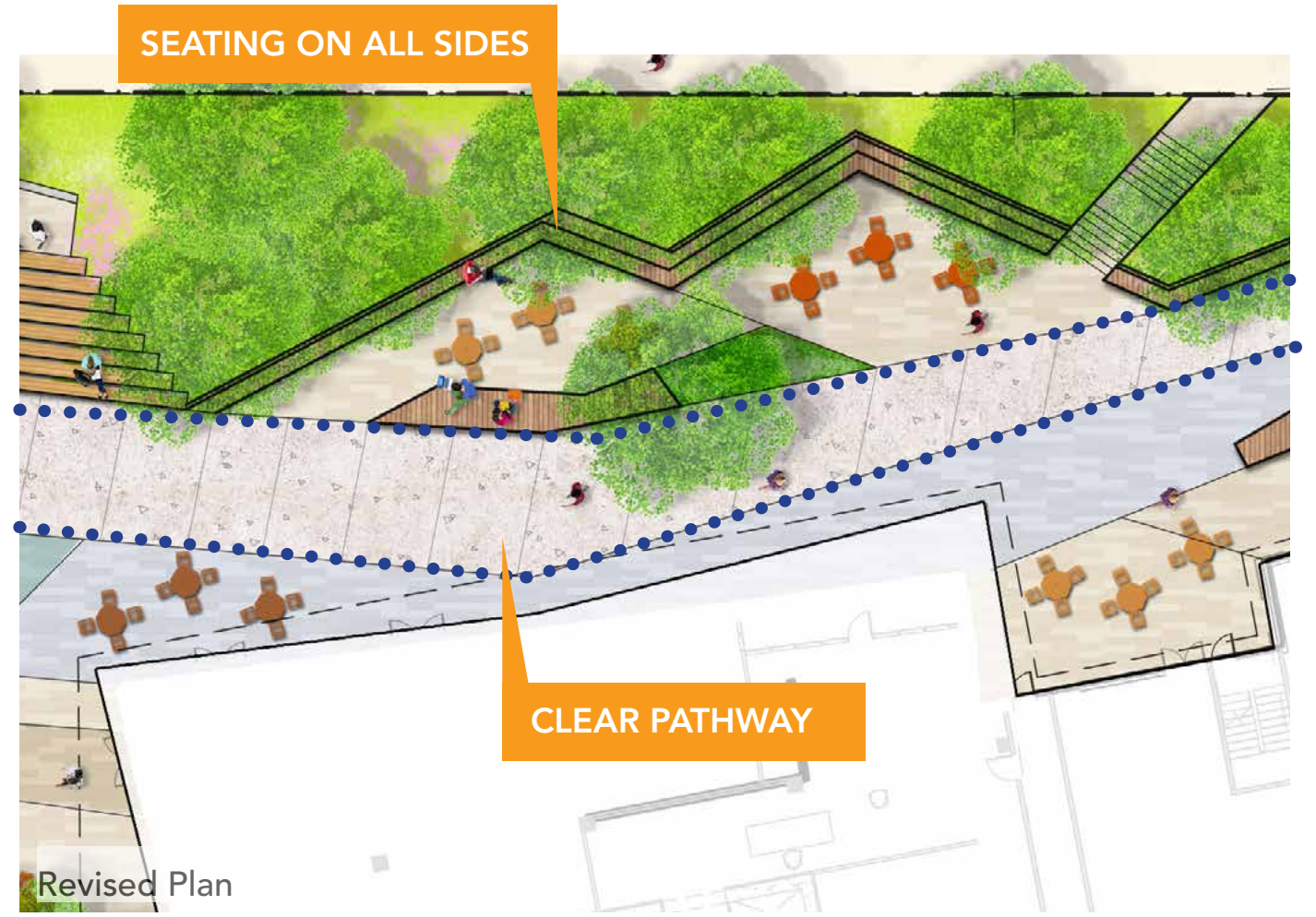






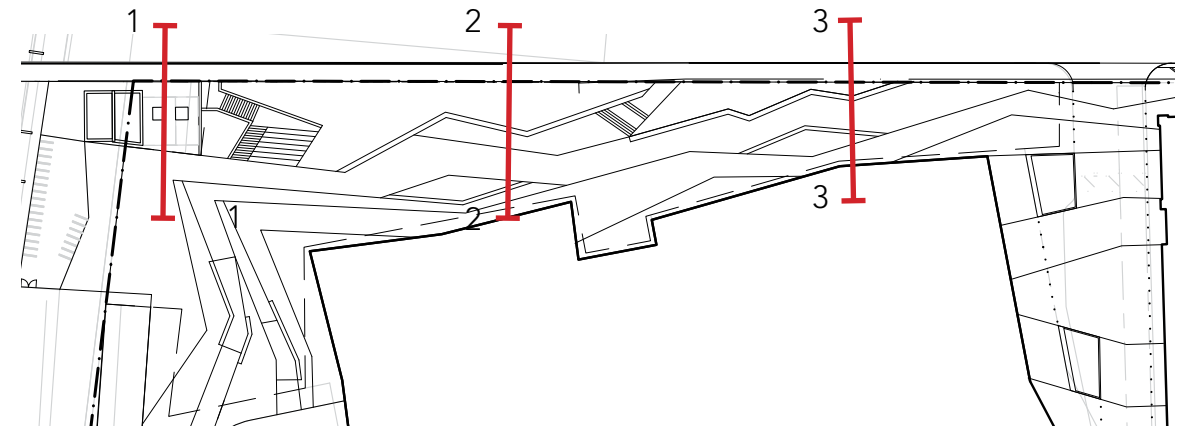
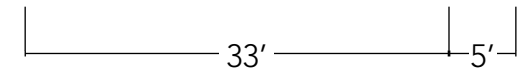
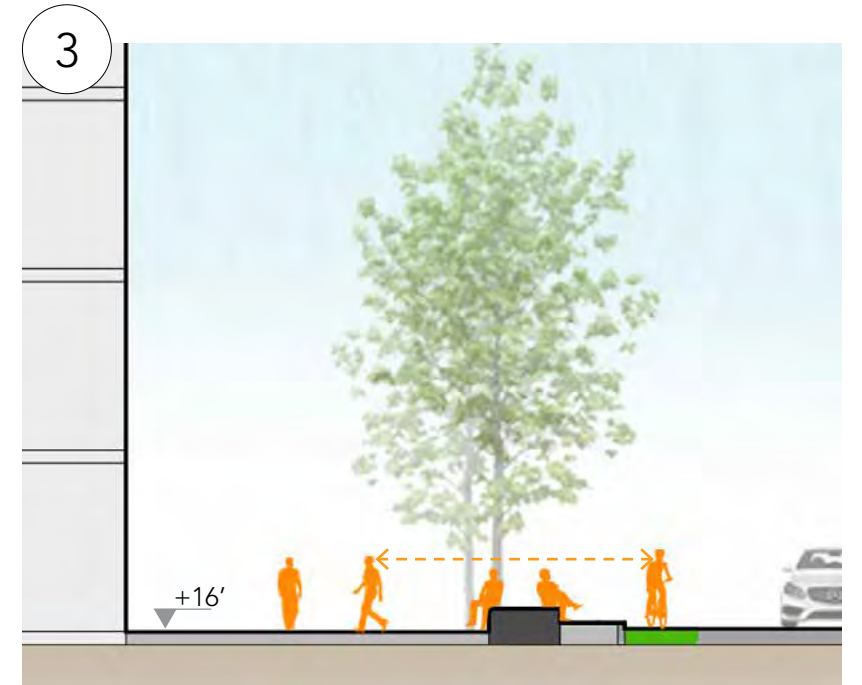
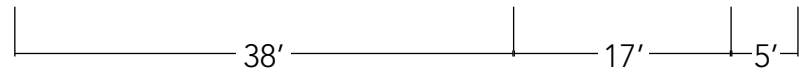
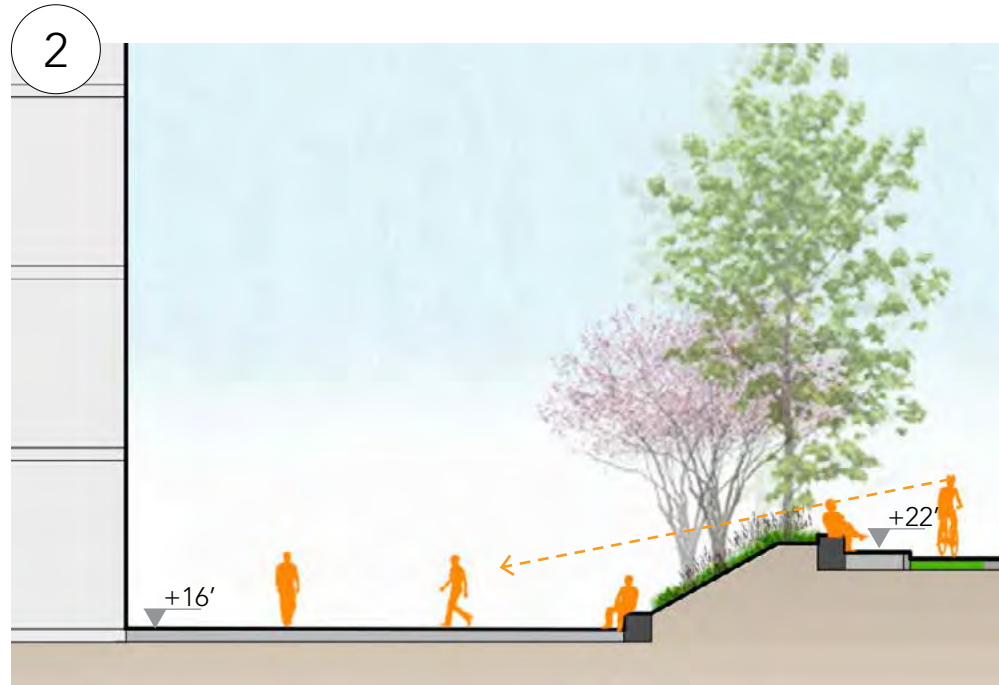
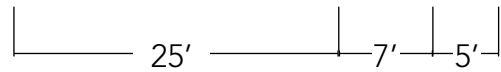
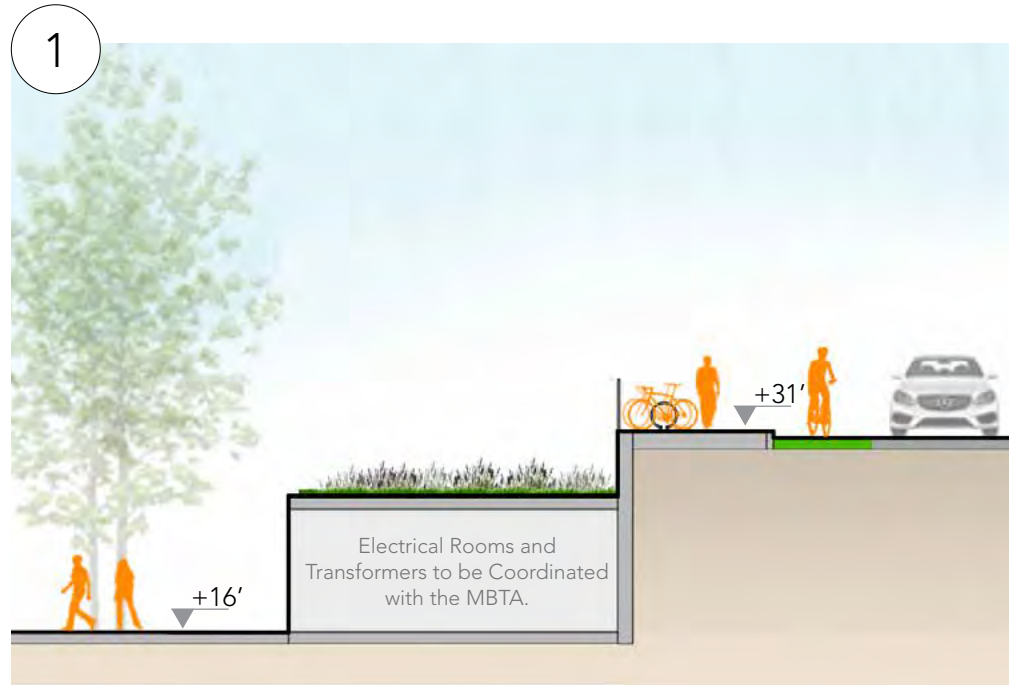


DRC Plan



Revised Plan



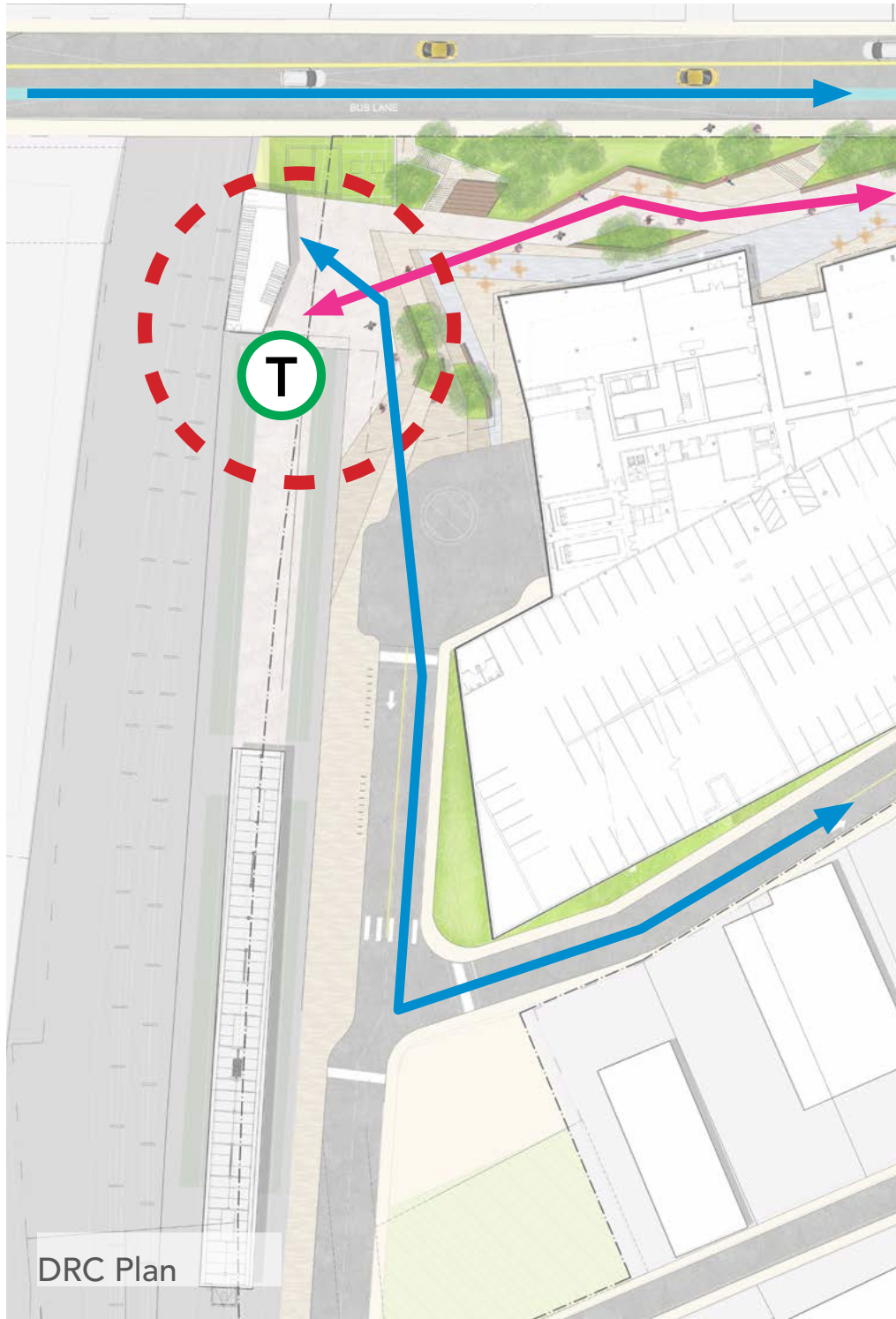




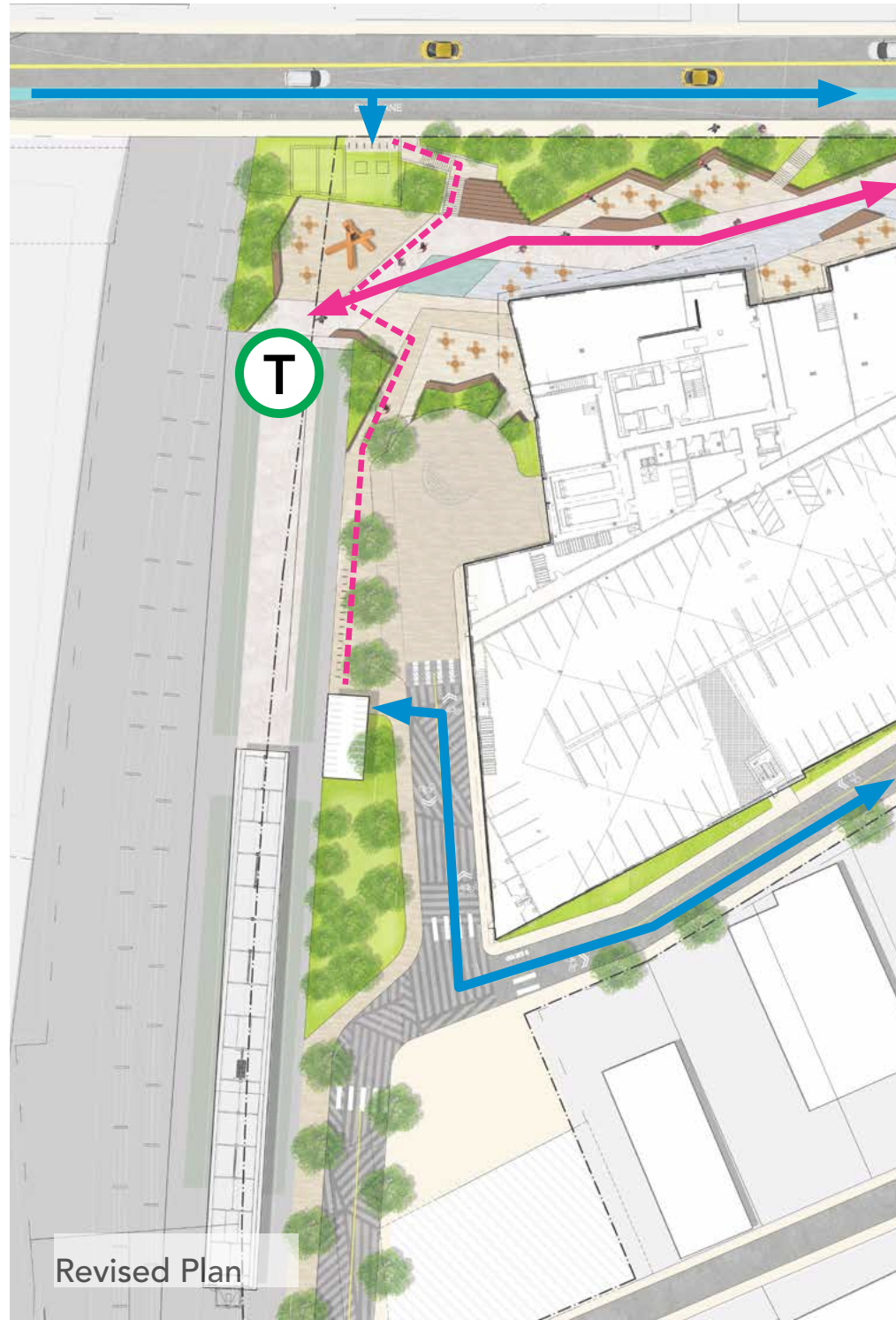
A photograph of a train station platform. In the foreground, a green train with the number 3646 is stopped at the platform. Several people are standing on the platform, some looking at their phones. The background shows a multi-story apartment building and trees. A blue semi-transparent banner with white text is overlaid across the center of the image.

# 5. CONSIDER THE USER EXPERIENCE OF THE MBTA STATION PLATFORM





DRC Plan



Revised Plan





Bike Ramp



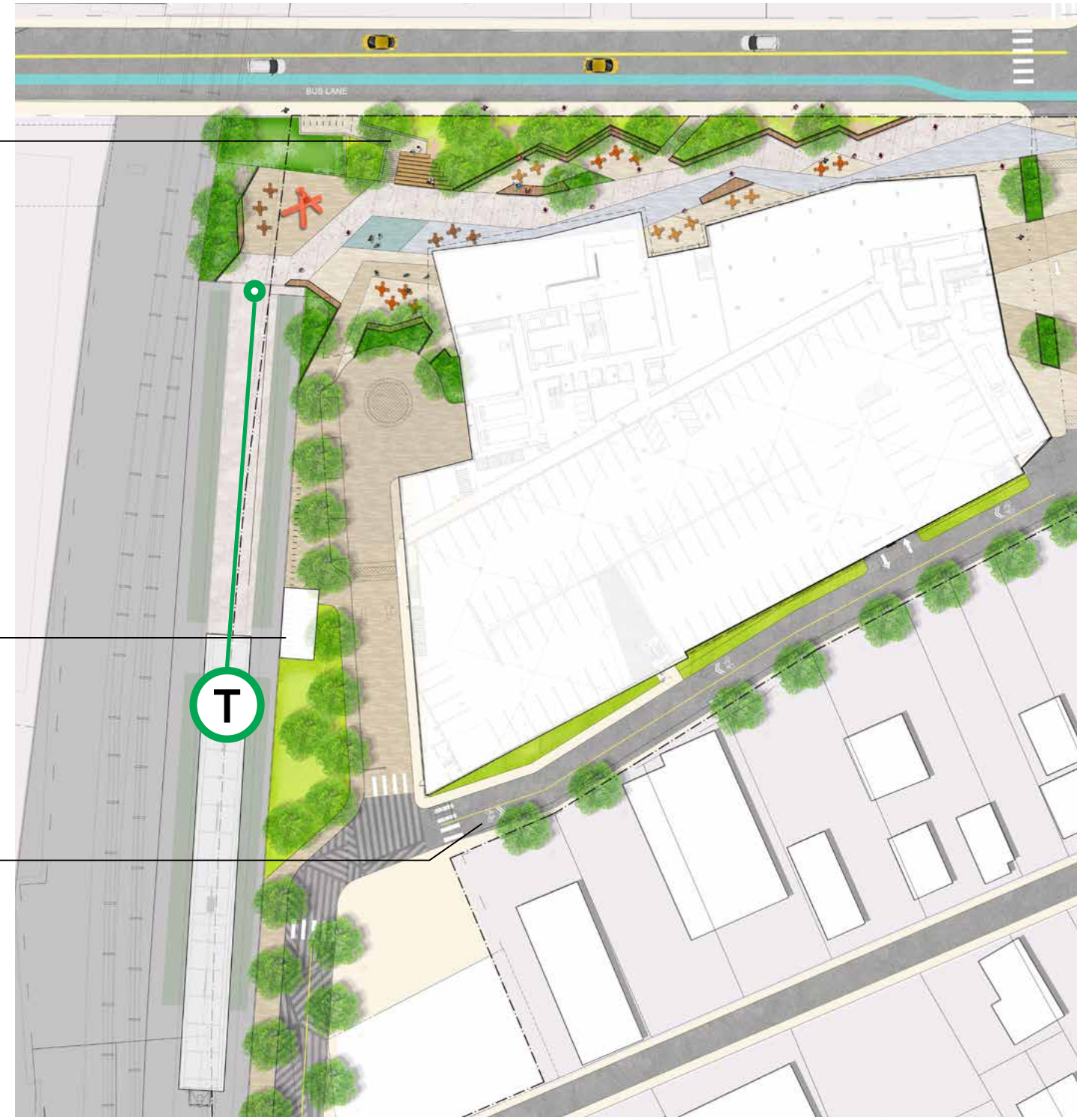
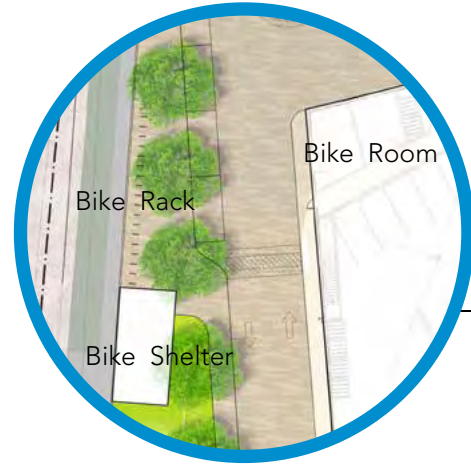
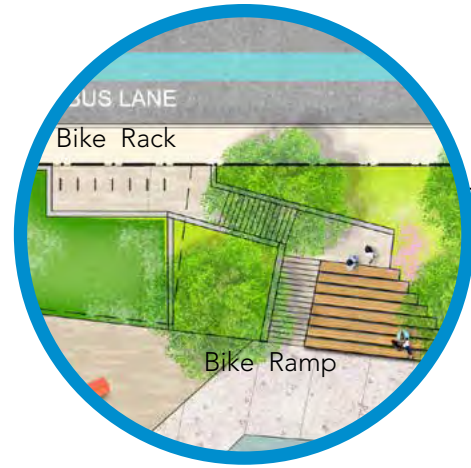
Bike Rack



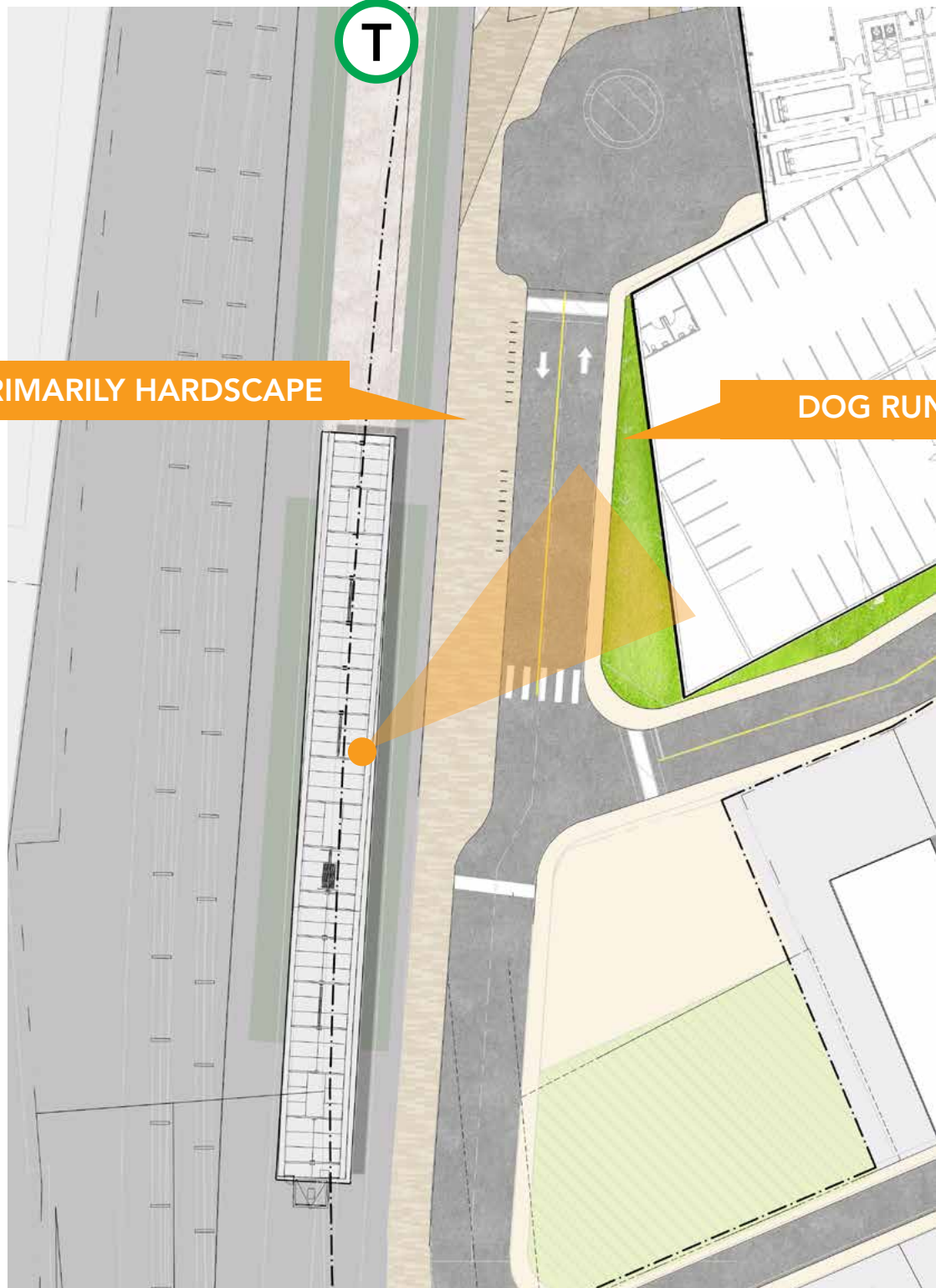
Bike Shelter



Sharrow





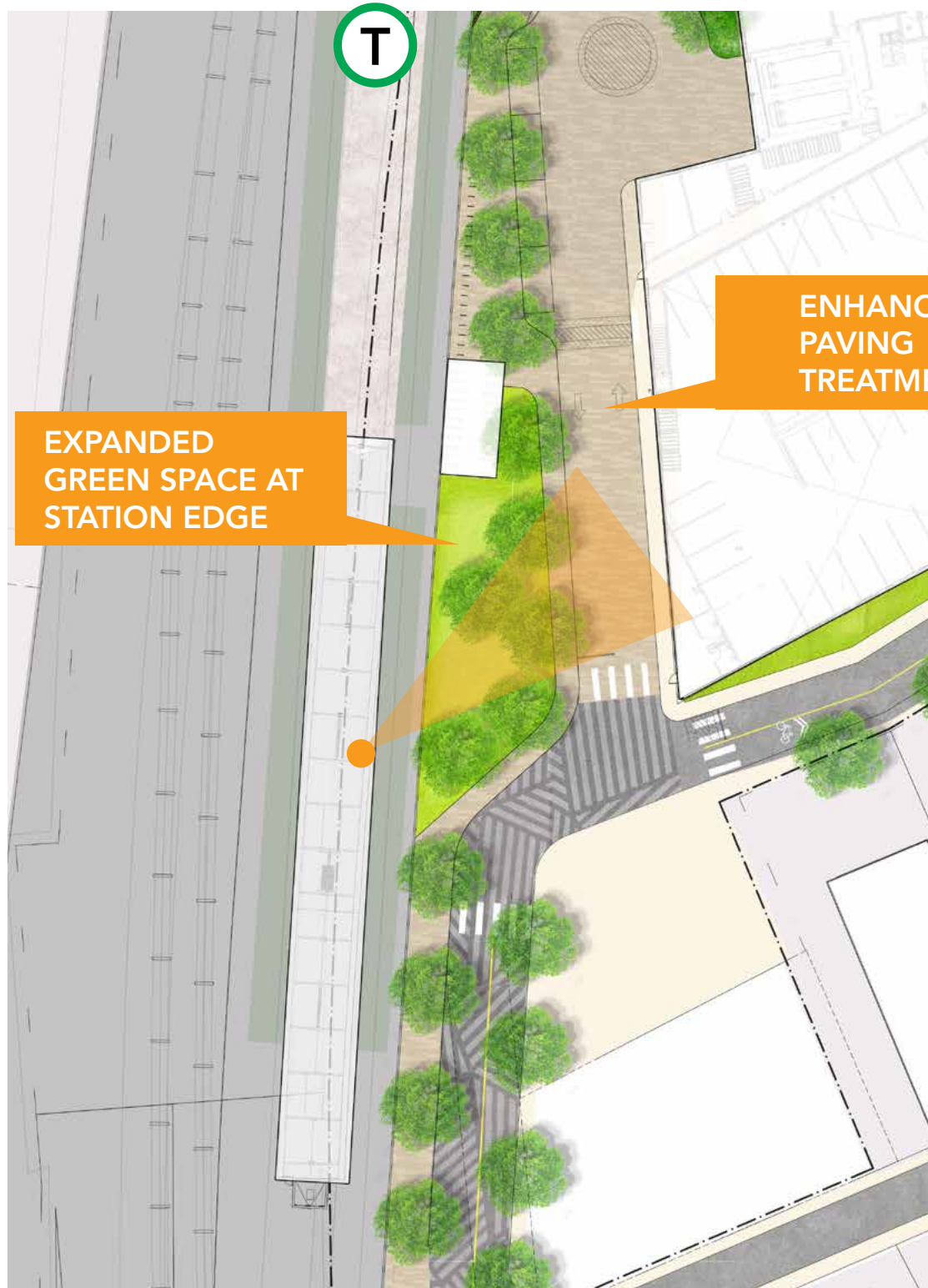


PRIMARILY HARDSCAPE

DOG RUN





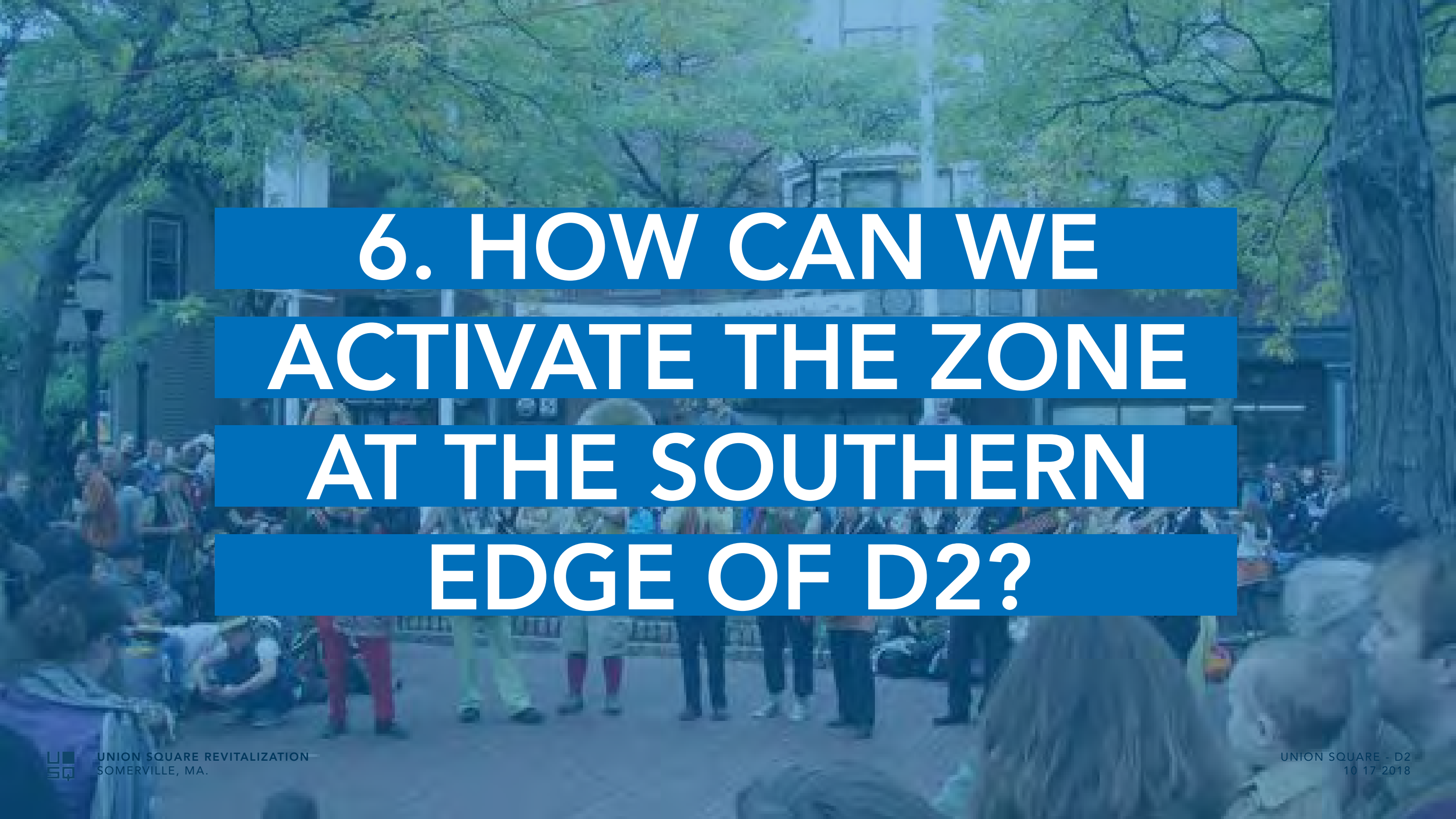




# BUILDINGS

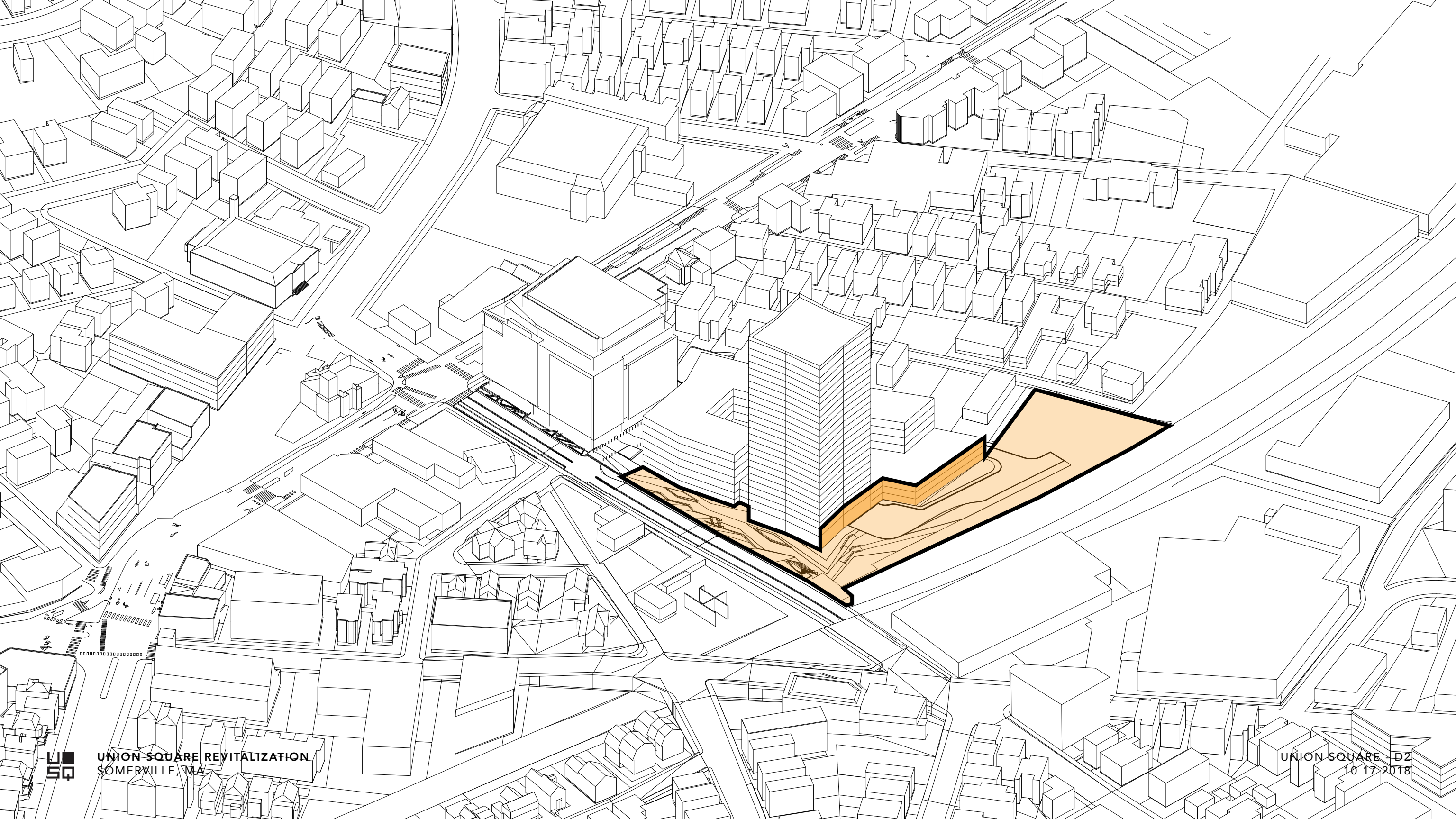






**6. HOW CAN WE  
ACTIVATE THE ZONE  
AT THE SOUTHERN  
EDGE OF D2?**

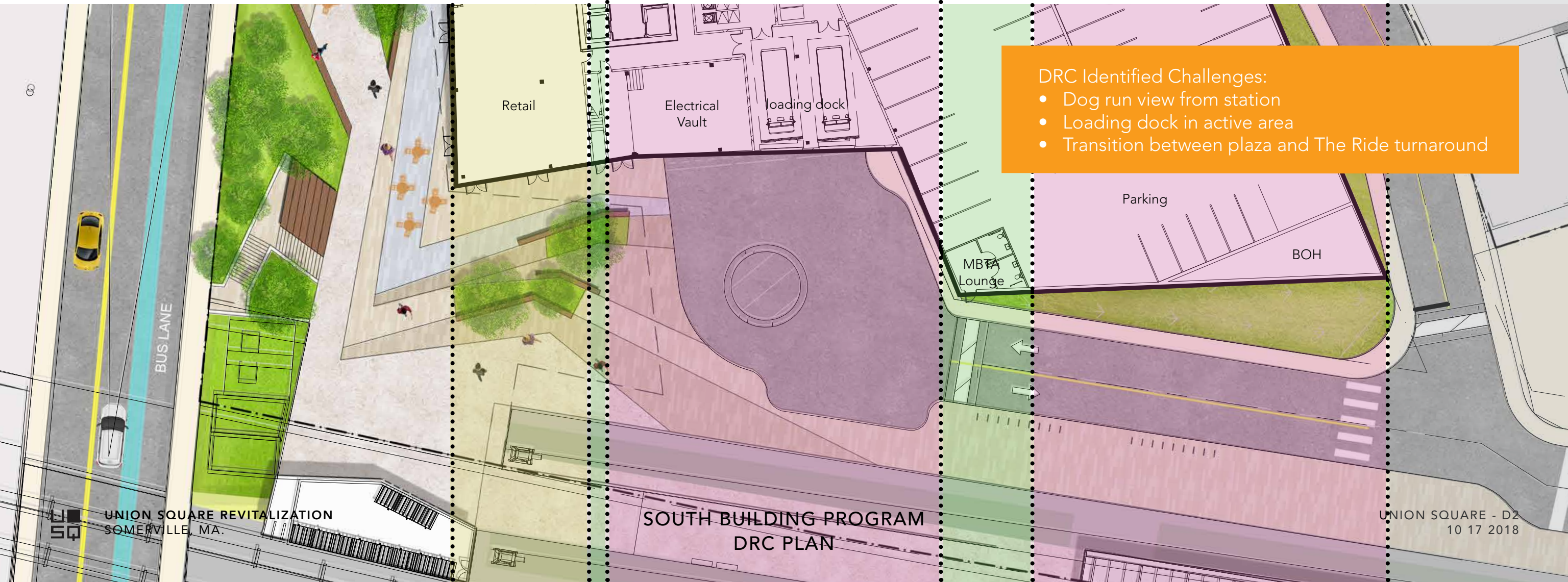












DRC Identified Challenges:

- Dog run view from station
- Loading dock in active area
- Transition between plaza and The Ride turnaround









Improvements:

- More active uses means more transparent facade
- Landscape reoriented to buffer loading dock doors
- More consistent paving treatment across zone

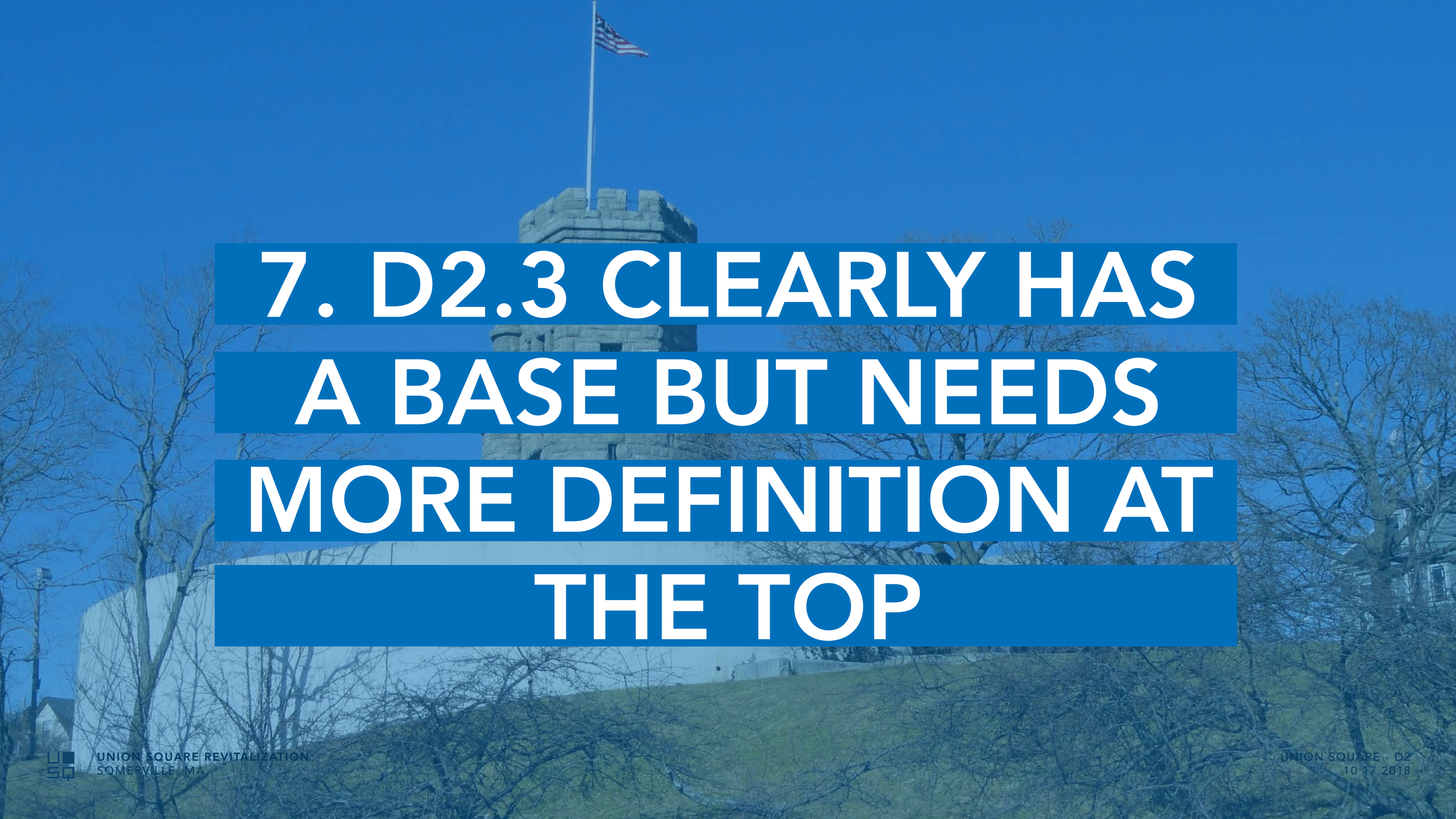




Prioritizing the pedestrian over vehicles

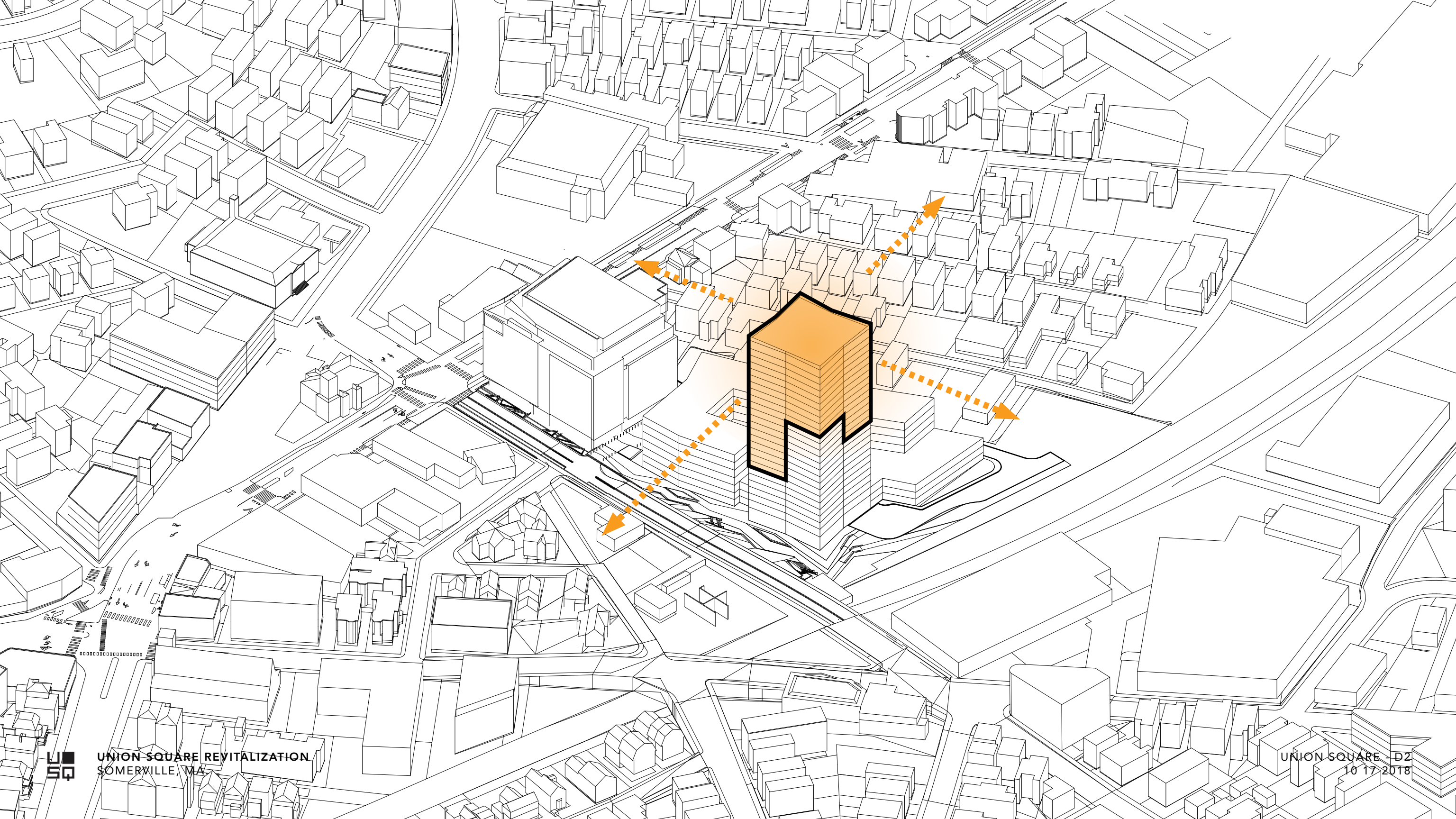






**7. D2.3 CLEARLY HAS  
A BASE BUT NEEDS  
MORE DEFINITION AT  
THE TOP**

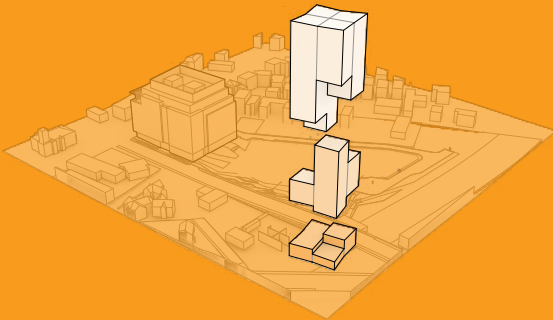








Can we further emphasize the 'puzzle' of base- middle- top?



D2.3 TOWER  
DRC





TOP

MIDDLE

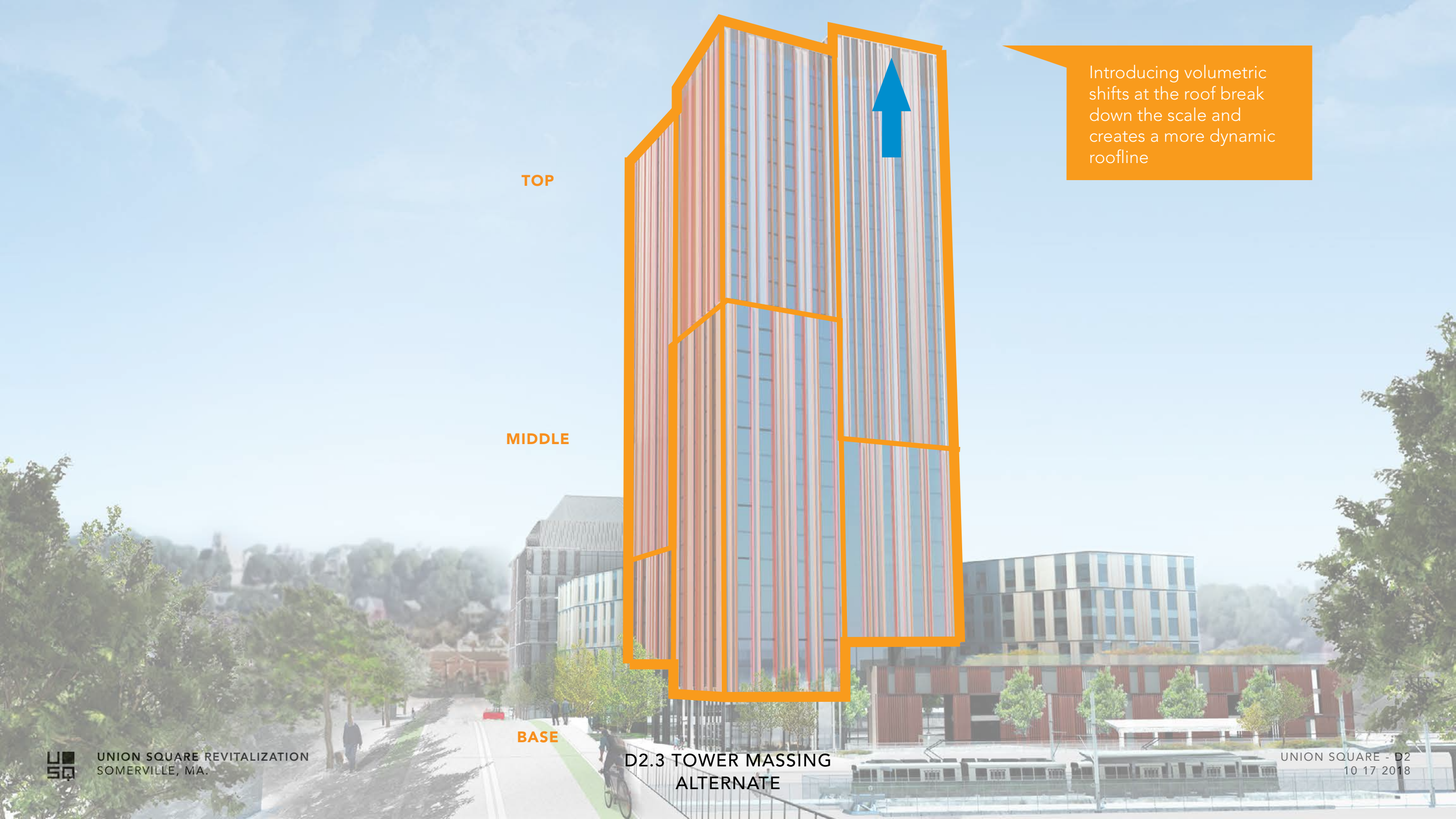
BASE



The ground floor is already stepping to break up the ground level







Introducing volumetric shifts at the roof break down the scale and creates a more dynamic roofline

TOP

MIDDLE

BASE

D2.3 TOWER MASSING ALTERNATE



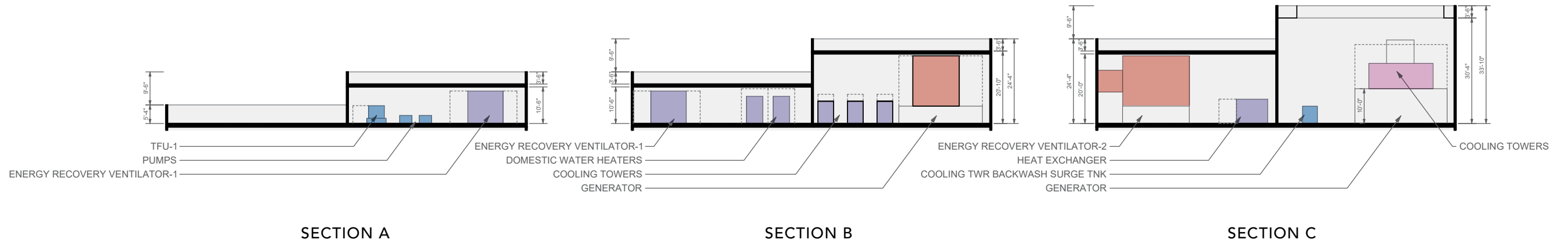
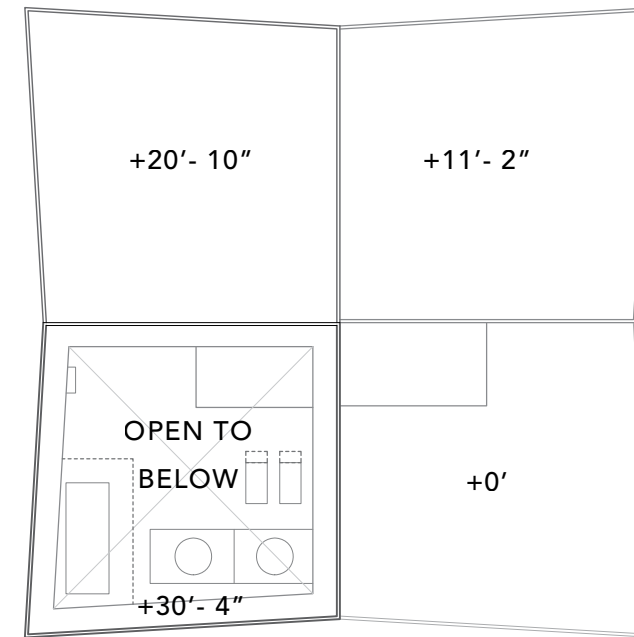




The mechanical penthouse and all utility equipment is screened by the building's facade extending to the roof parapet.

D2.3 TOWER MASSING  
MECHANICAL PENTHOUSE





MECHANICAL PENTHOUSE FLOOR







An aerial photograph of a city street, likely Union Square in Somerville, MA. The image shows a mix of residential and commercial buildings, a multi-lane road with traffic, and railroad tracks on the right side. A large blue overlay with white text is centered over the image.

# 8. EXPLORE D2.2'S REAR FACADE DESIGN IN MORE DETAIL





ALLEY

ADJACENT NEIGHBORHOOD TO THE EAST





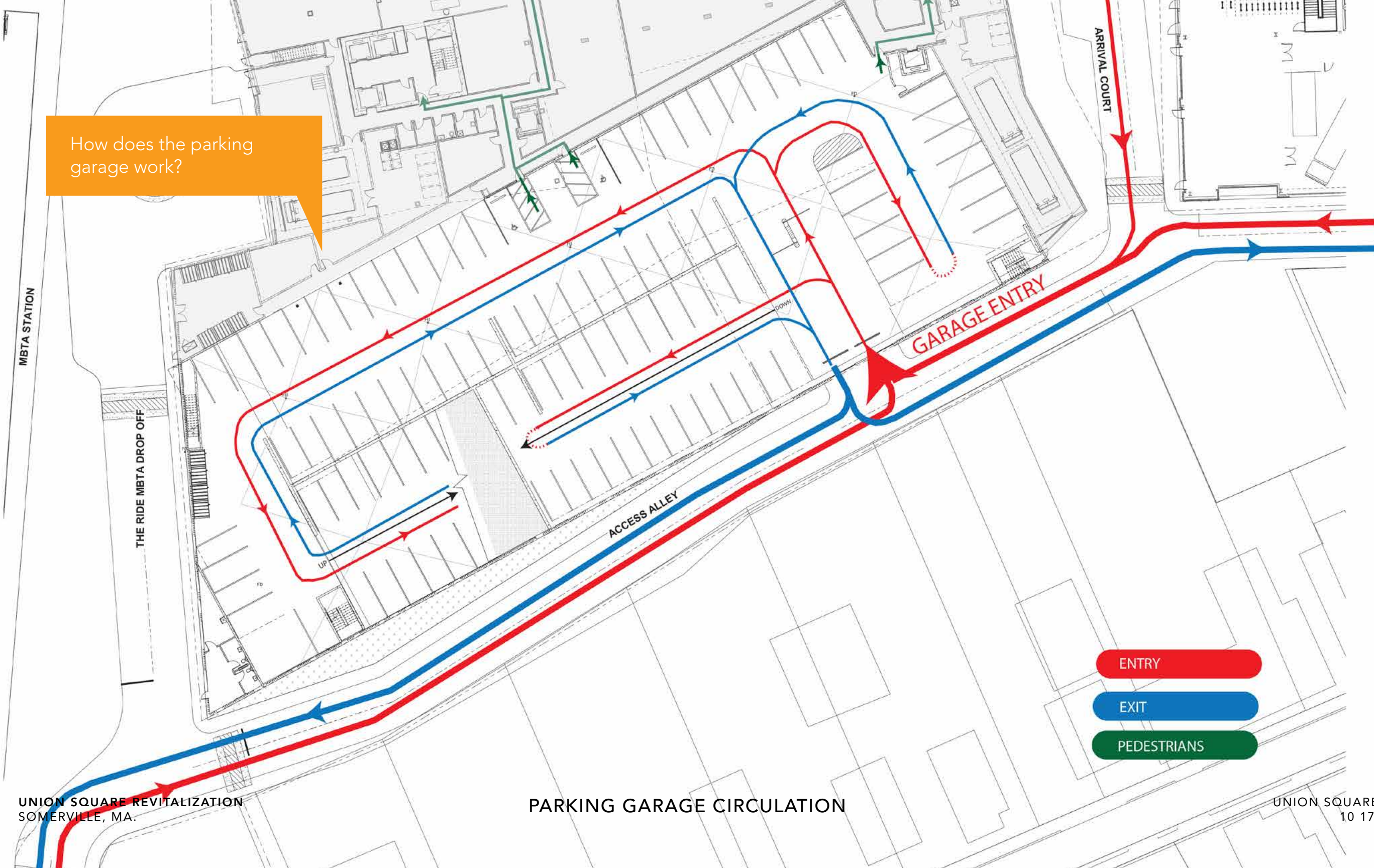
Option 1/ with Sidewalk



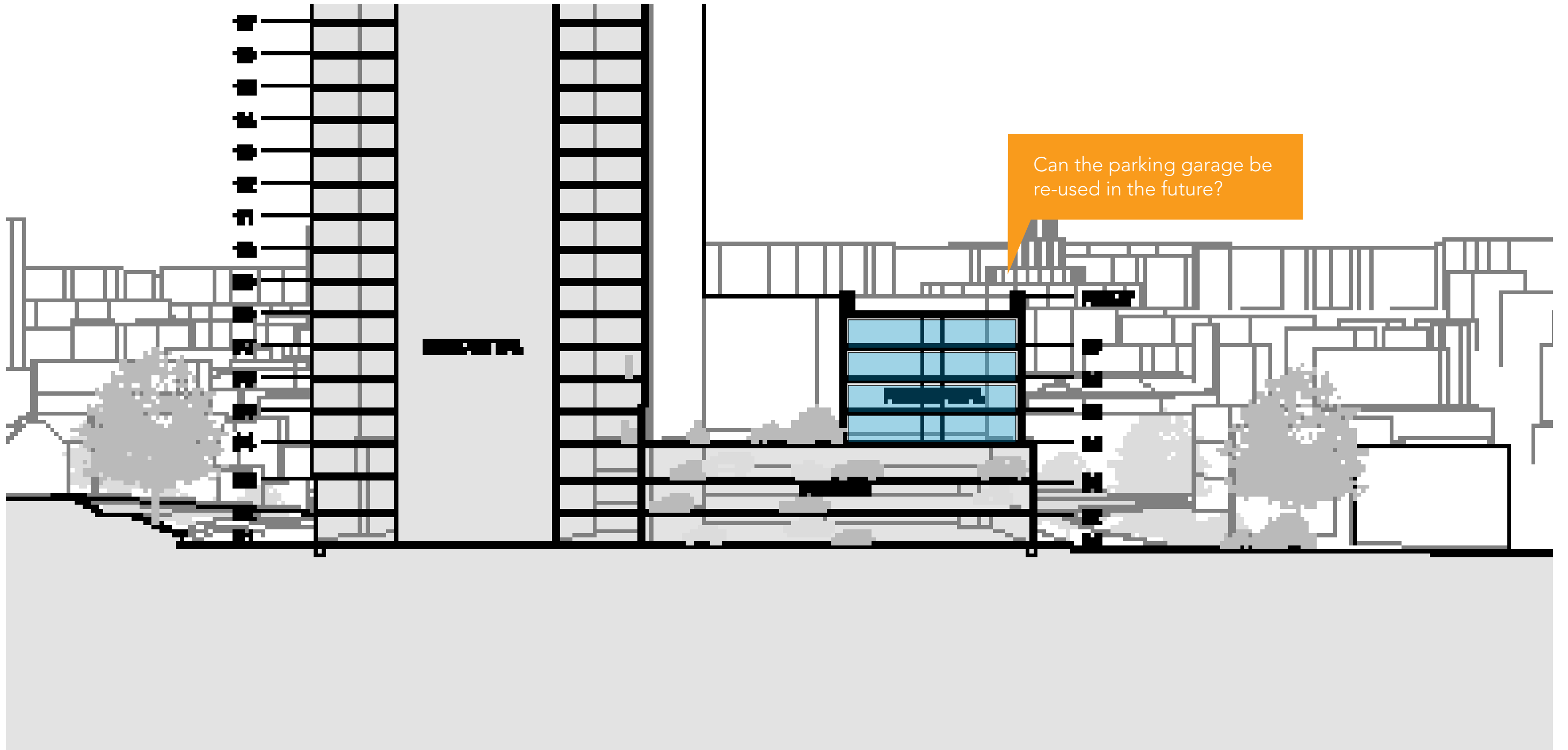
Option 2/ without Sidewalk



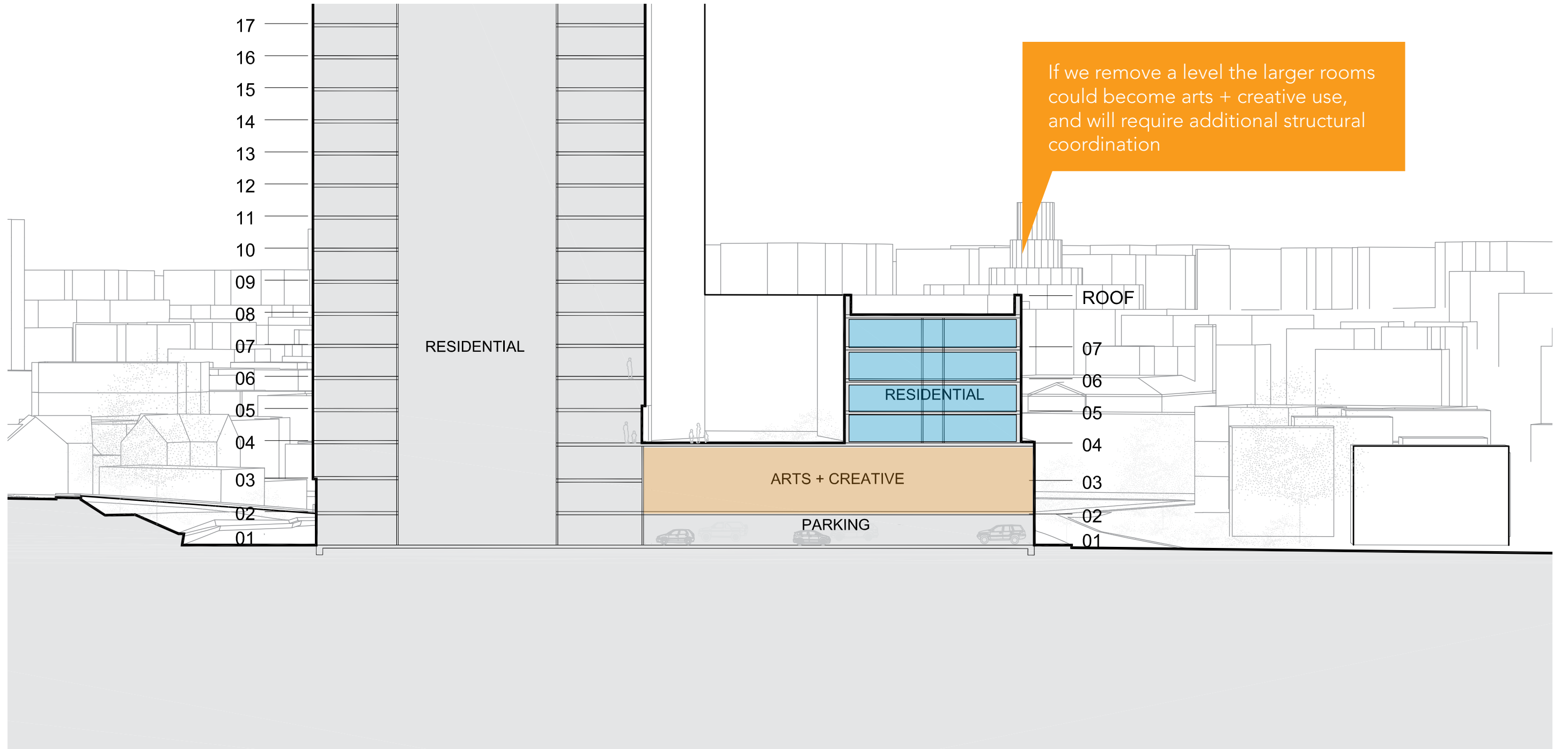
How does the parking garage work?













How can the scale of the building be reduced?





Segmenting the facade helps break down the perceived scale

TOP

MIDDLE

MIDDLE

BASE

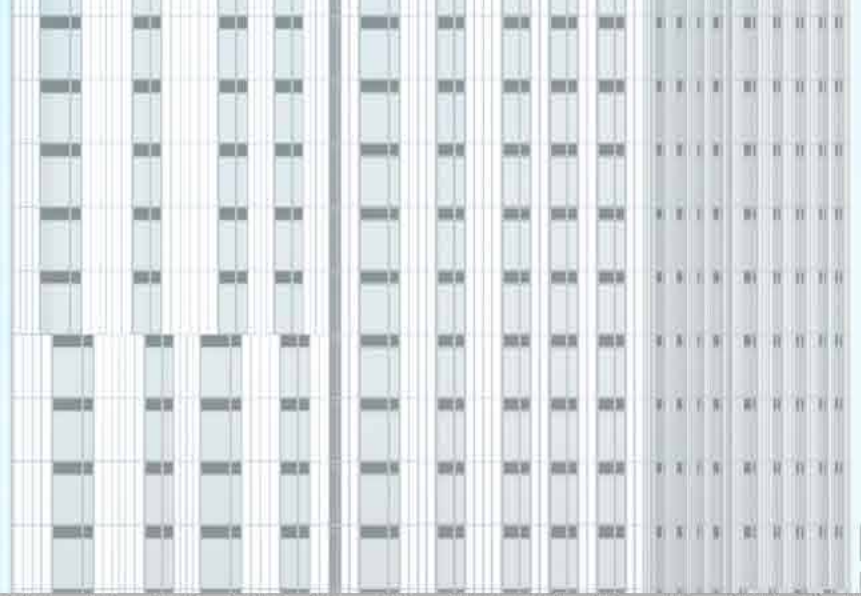
3

2

1

0

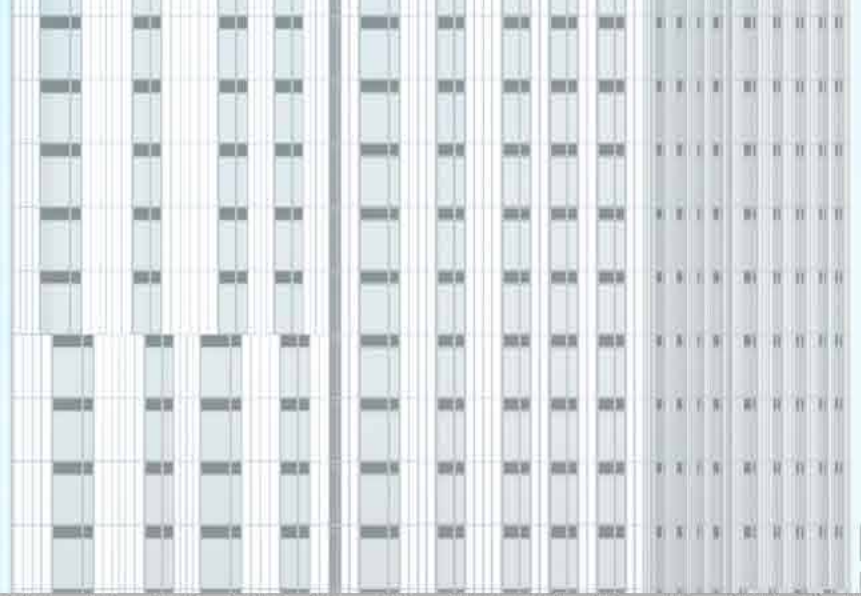




How can the facade engage more with the pedestrian experience?



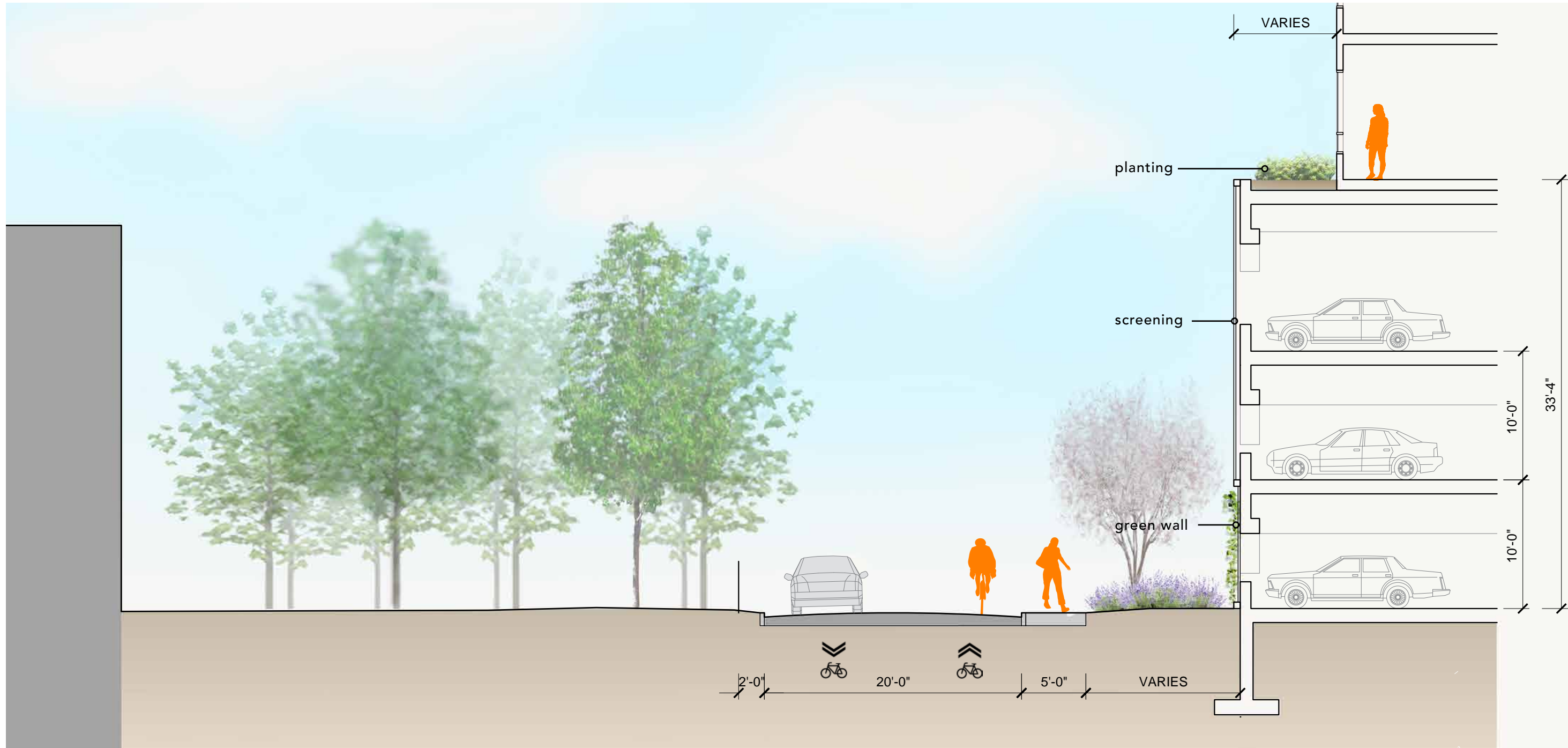




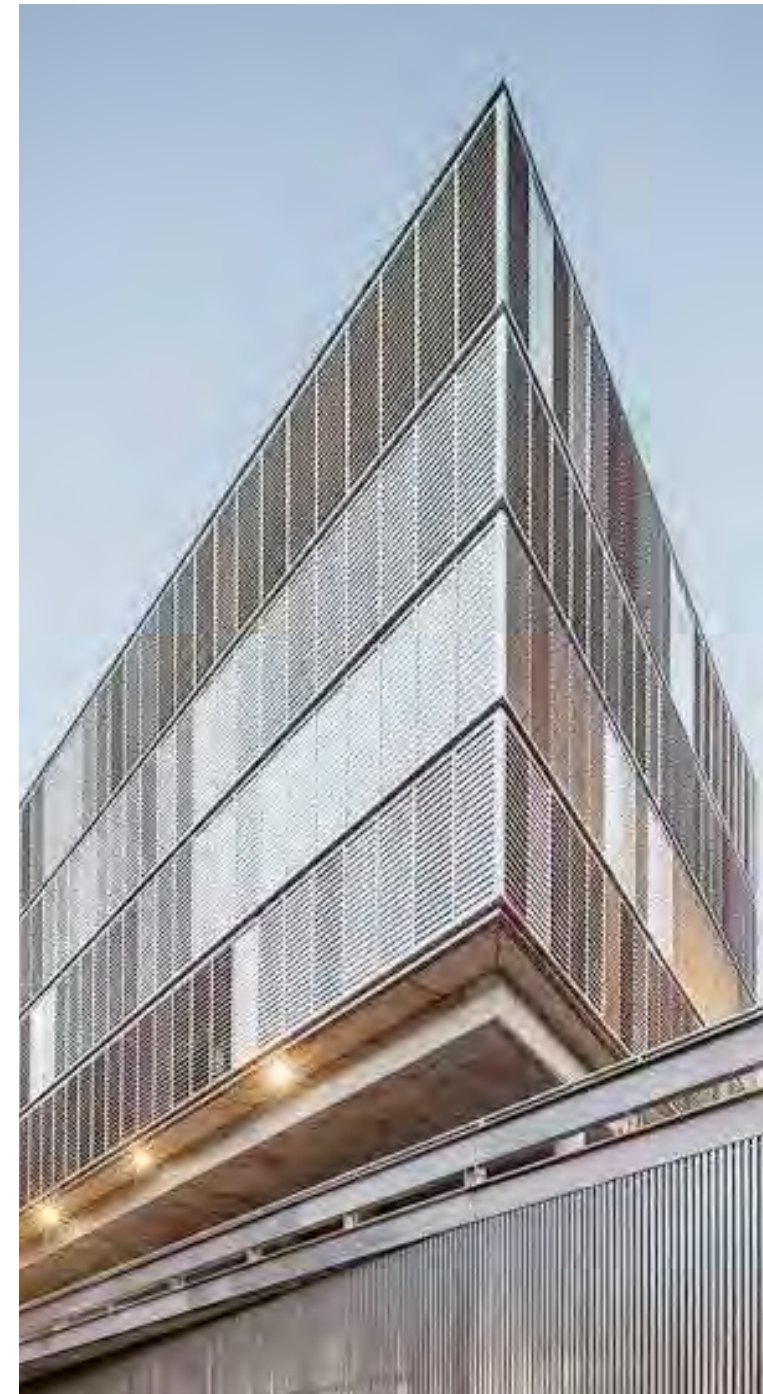
Vegetation softens the finish,  
and provides relief in the  
length of the facade

















An aerial photograph of a city street scene, showing buildings, a road with cars, and a railway track on the right. A large blue text overlay is centered over the image.

**9. WHAT IS THE  
EXPERIENCE  
AS YOU WALK NORTH  
FROM THE STATION?**

















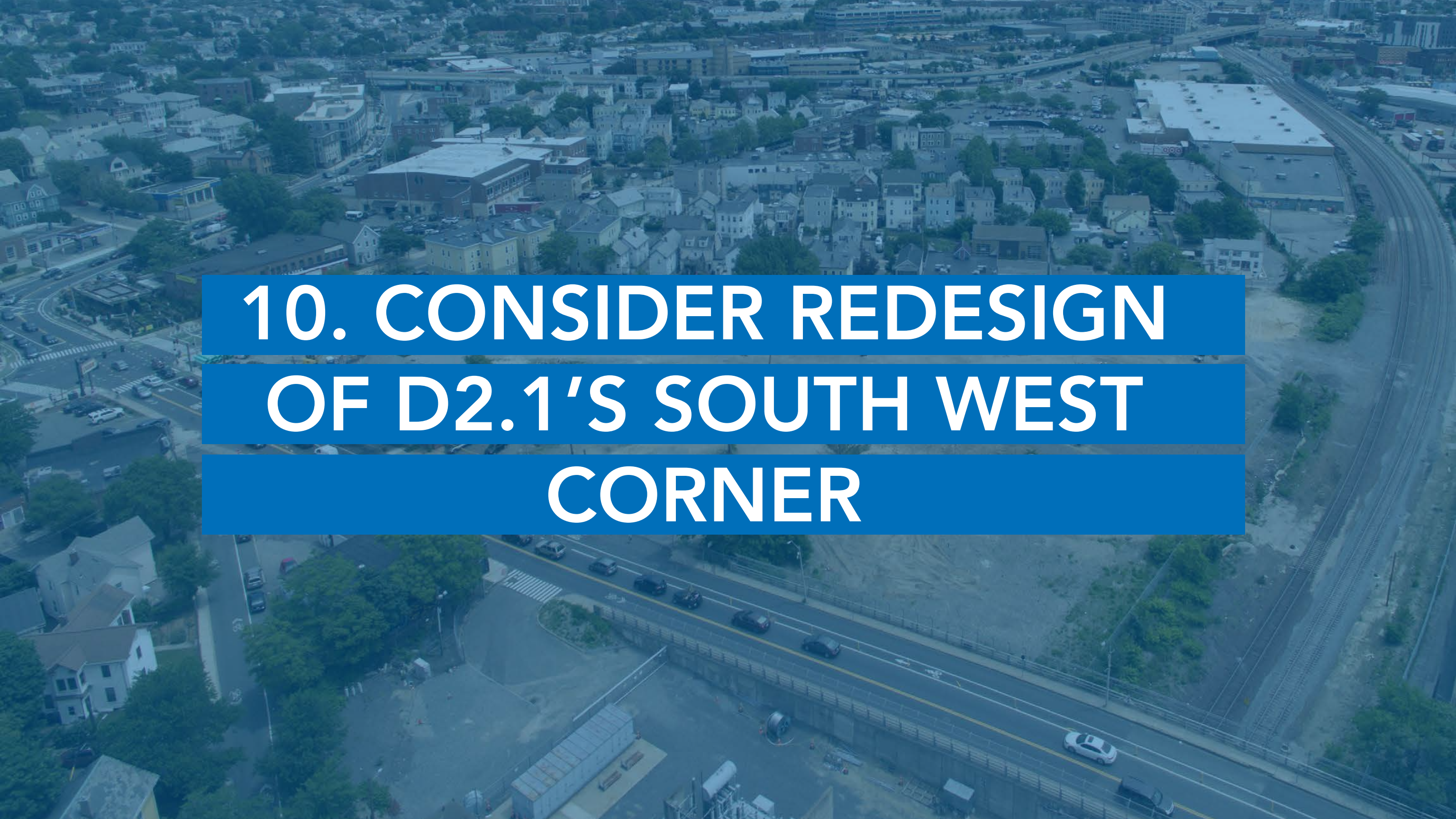










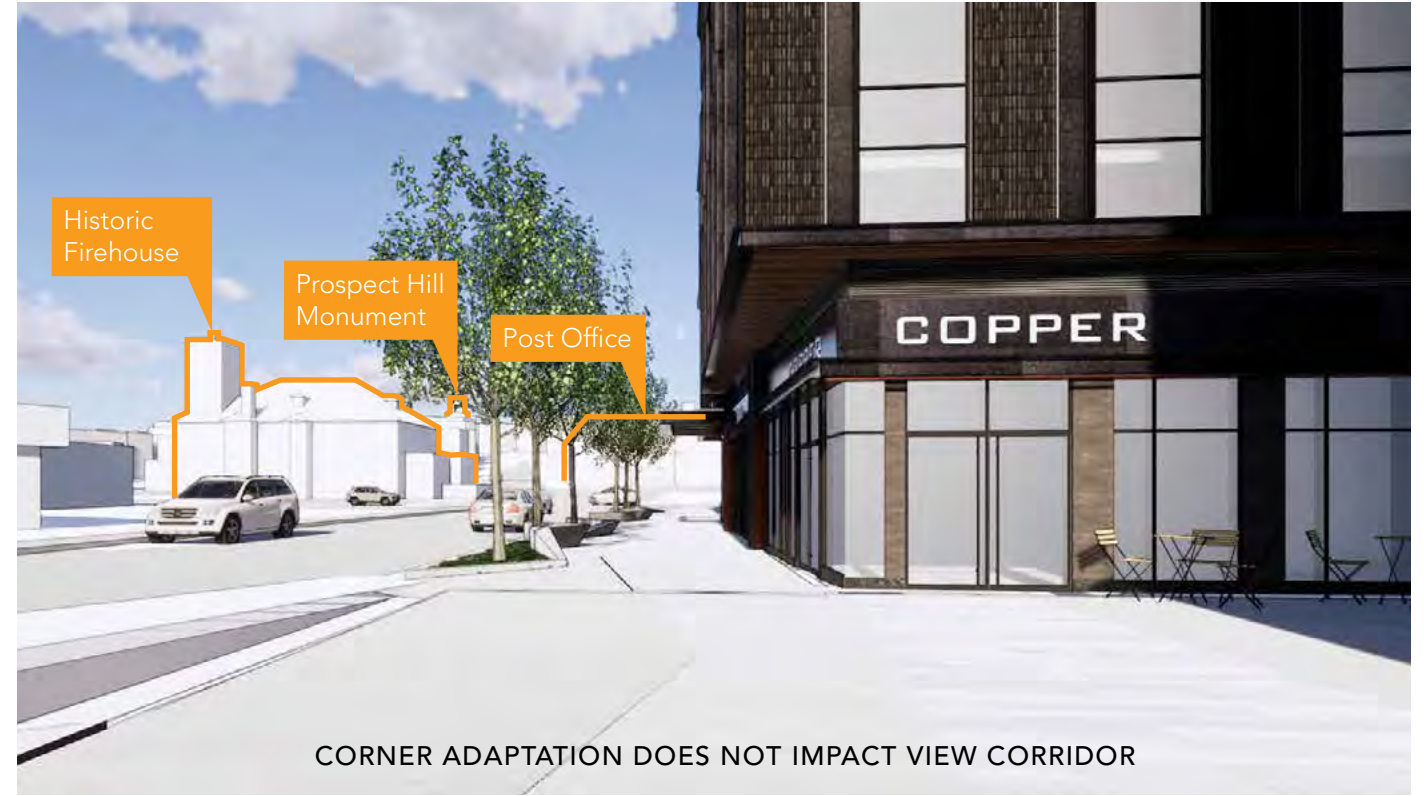
An aerial photograph of a city street corner, showing a mix of residential and commercial buildings, a road with traffic, and a railway track on the right. A large blue text box is overlaid on the center of the image.

**10. CONSIDER REDESIGN  
OF D2.1'S SOUTH WEST  
CORNER**









DRC



ALTERNATE STUDY





Architectural bays vertically expressed and organized to frame storefronts

DRC



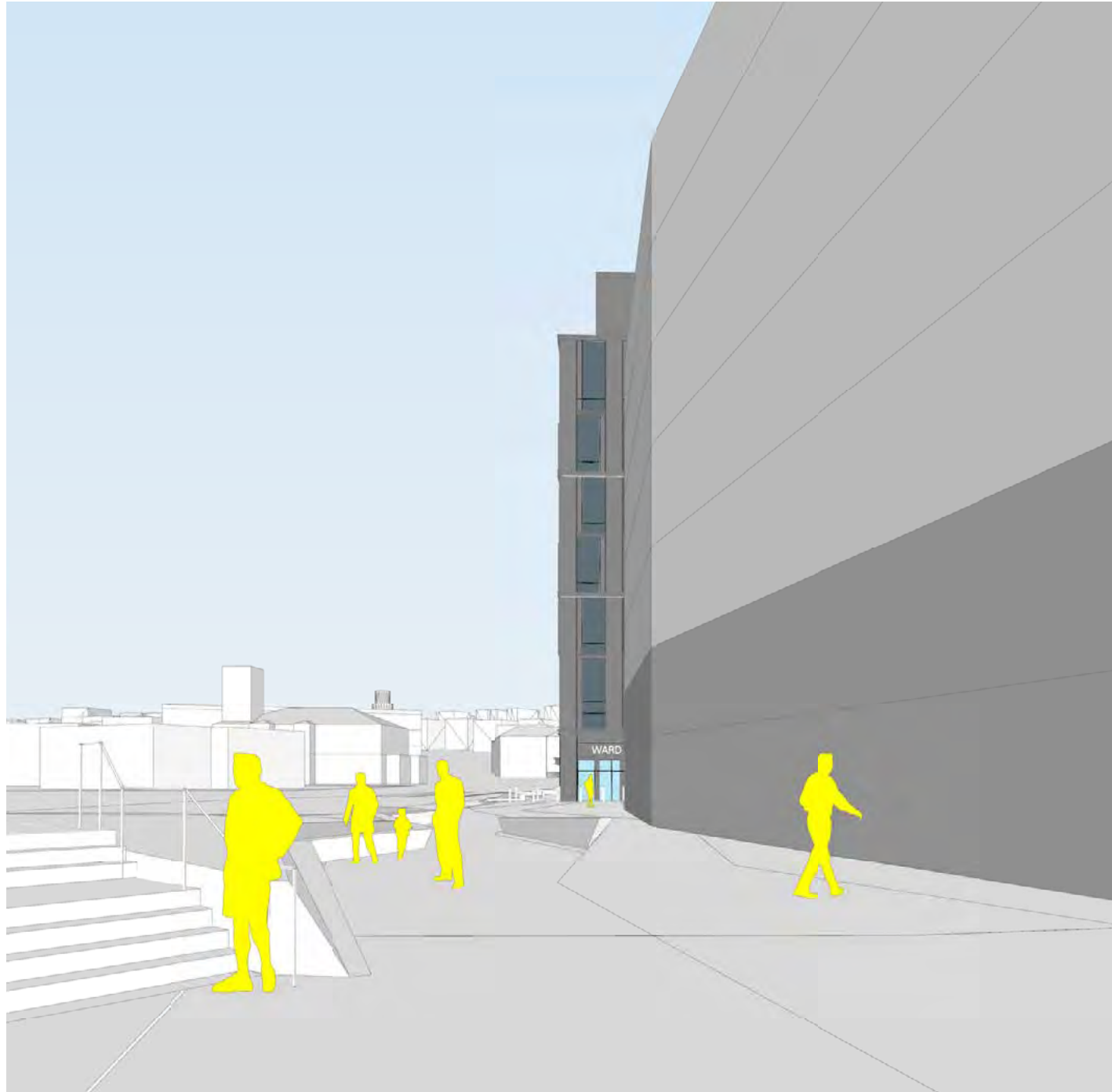
Upper stories and massing appear to be "floating" above the ground floor

ALTERNATE STUDY

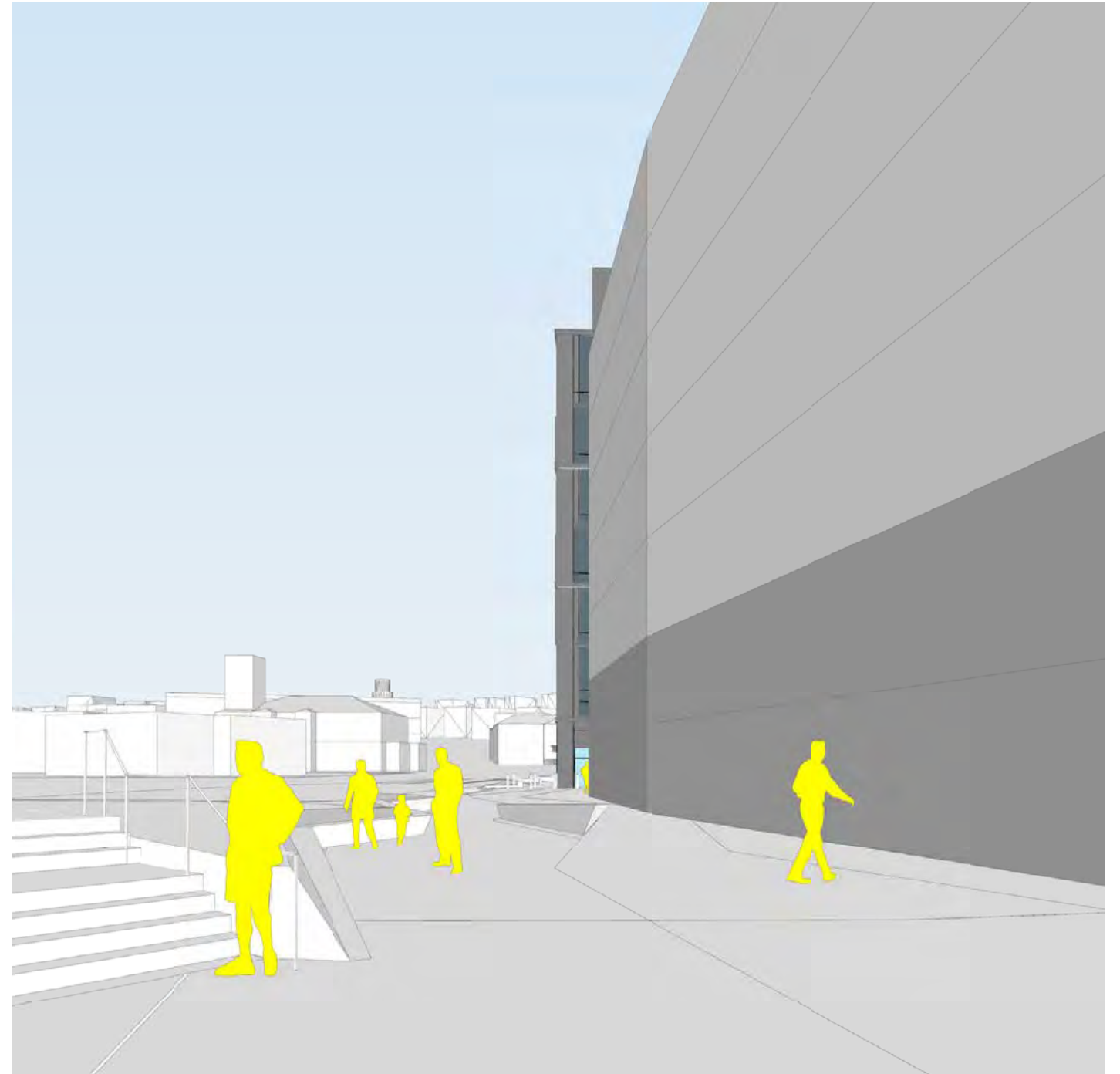








DRC



ALTERNATE STUDY









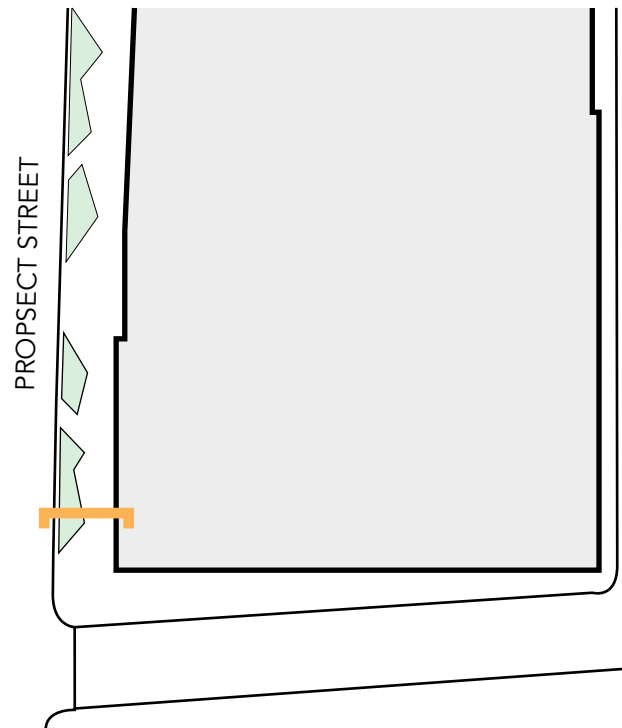
DRC



ALTERNATE STUDY



PARCEL D2.1



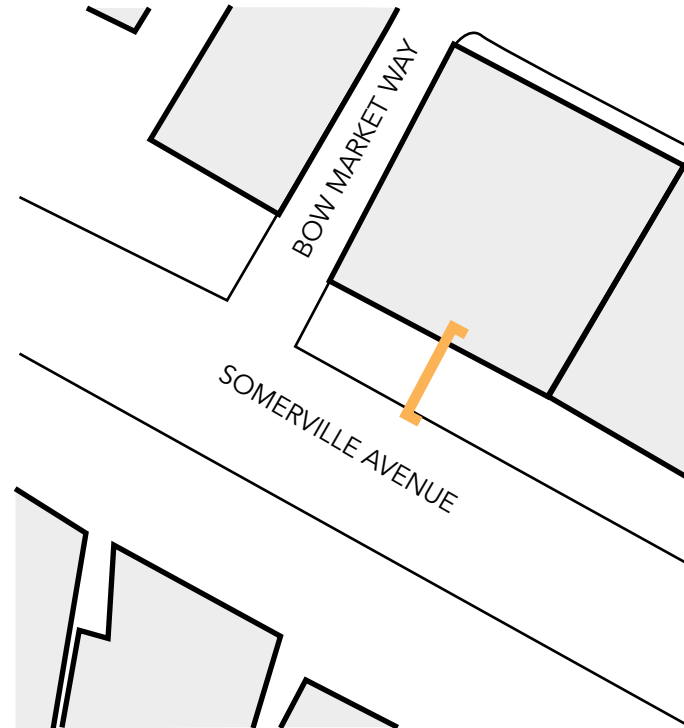
SITE PLAN

DAVIS SQUARE



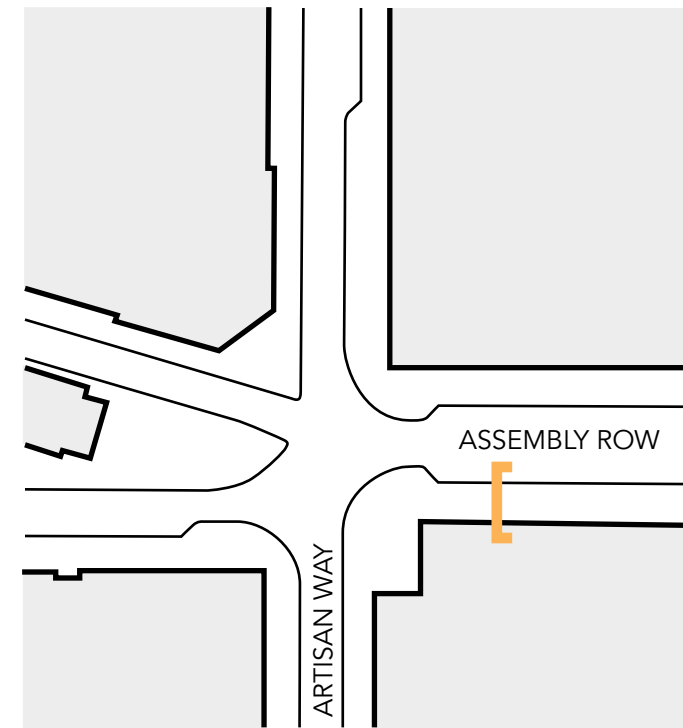
SITE PLAN

UNION SQUARE

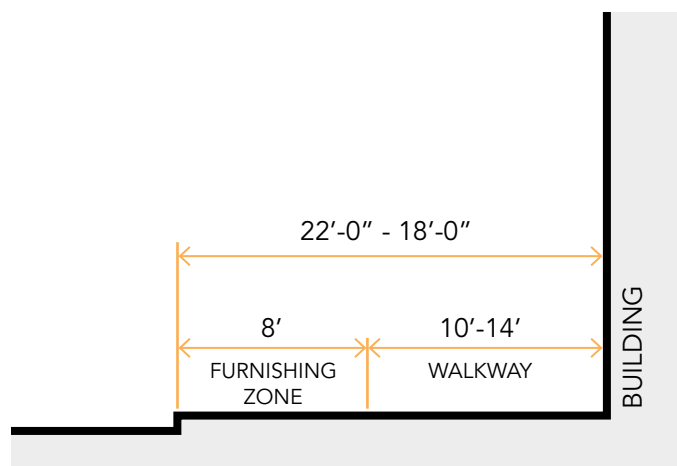


SITE PLAN

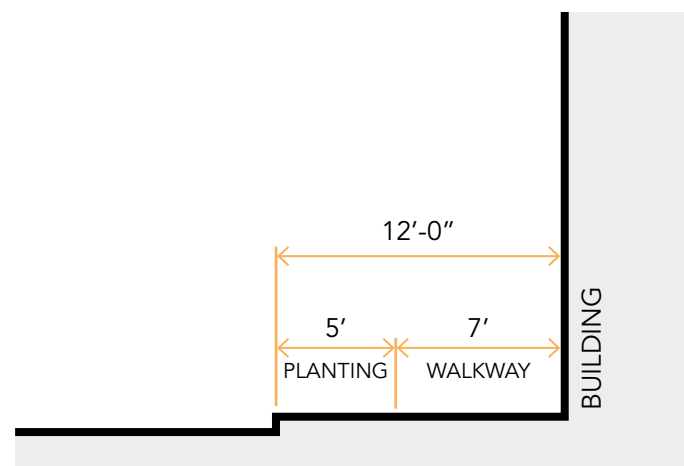
ASSEMBLY ROW



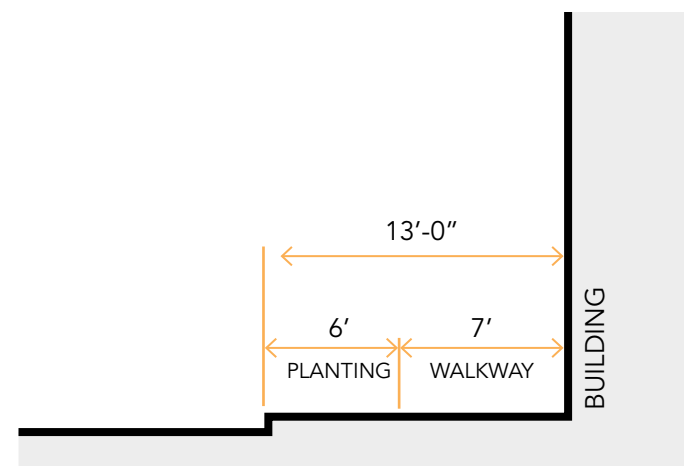
SITE PLAN



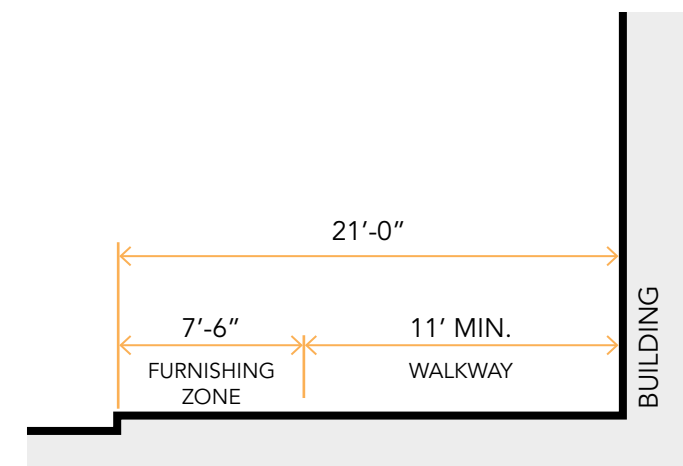
SIDEWALK SECTION



SIDEWALK SECTION



SIDEWALK SECTION



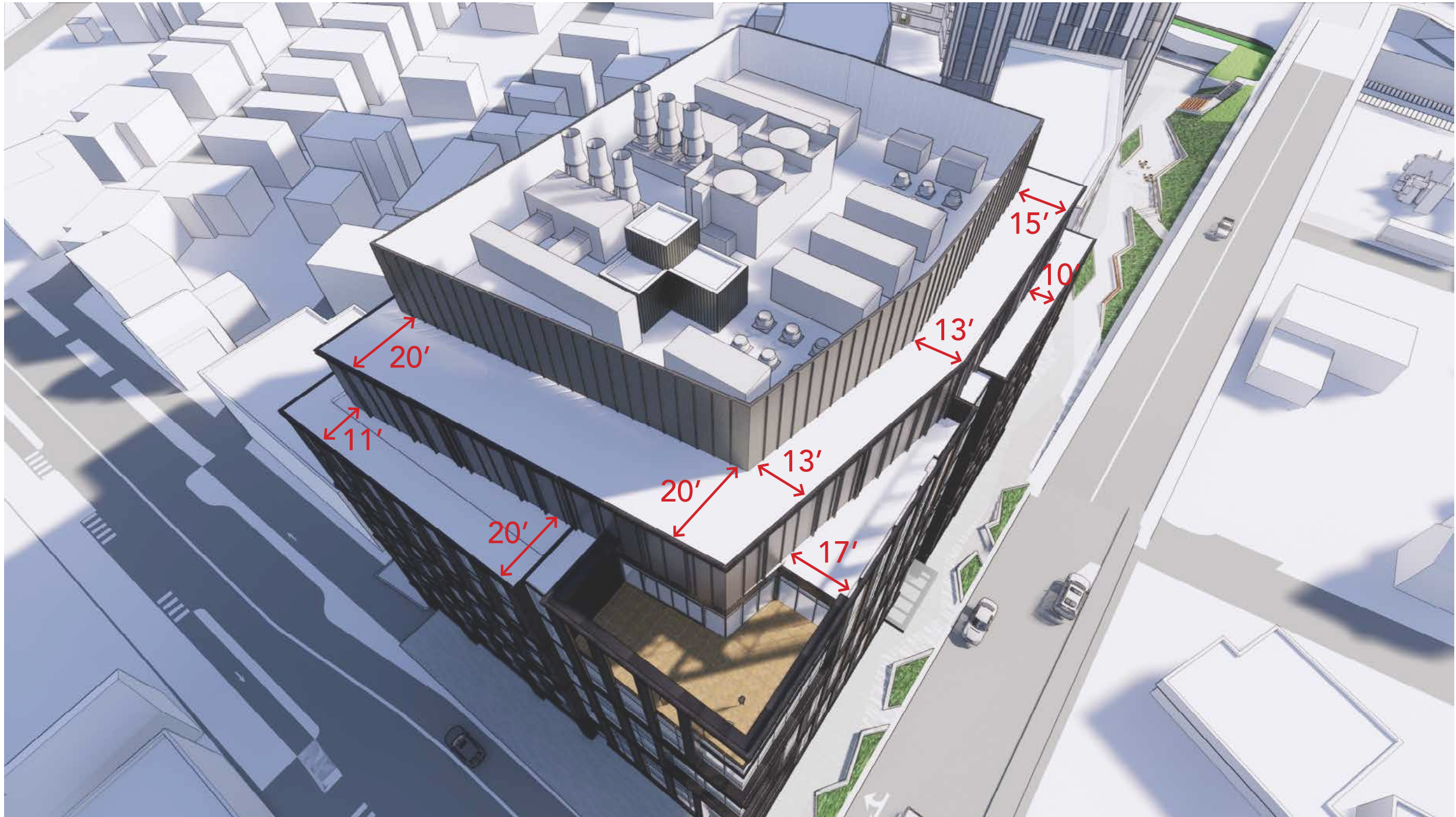
SIDEWALK SECTION



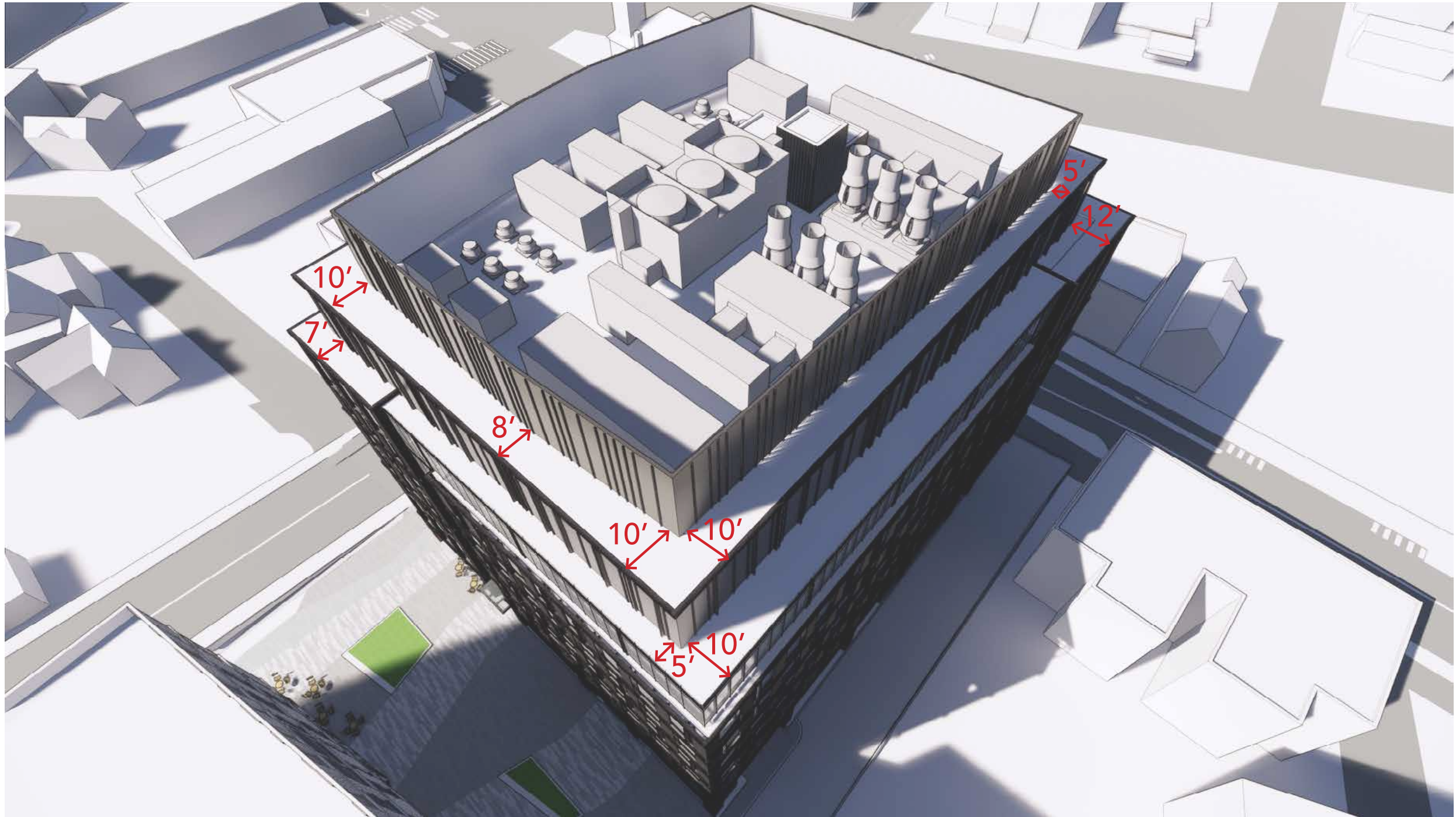
An aerial photograph of a city street scene, showing a mix of residential and commercial buildings, trees, and a road with traffic. A prominent blue horizontal band is overlaid across the center of the image, containing white text. The text is a question about the design of a penthouse for a specific project.

# 11. HOW WILL THE PENTHOUSE OF D2.1 BE DESIGNED?





















CDSP Penthouse Massing











CDSP Penthouse Massing



















PARCEL D2.1

Penthouse massing to minimize visual impact

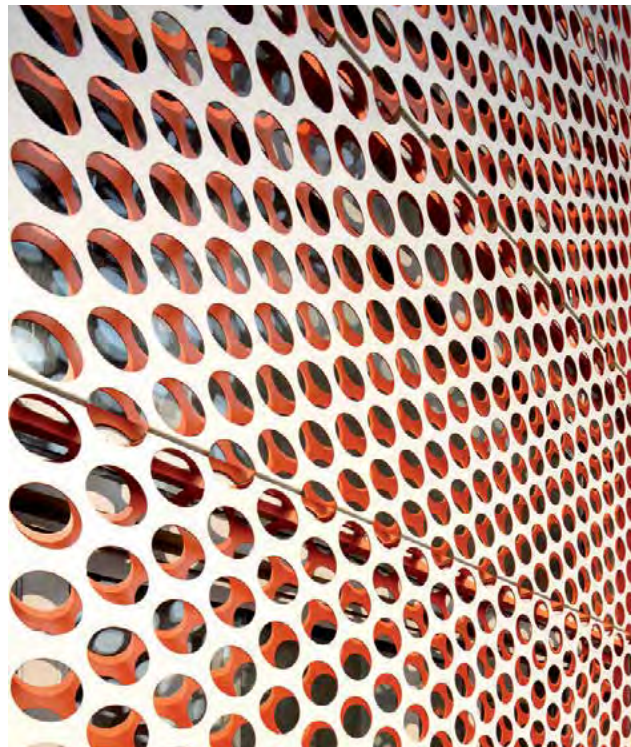
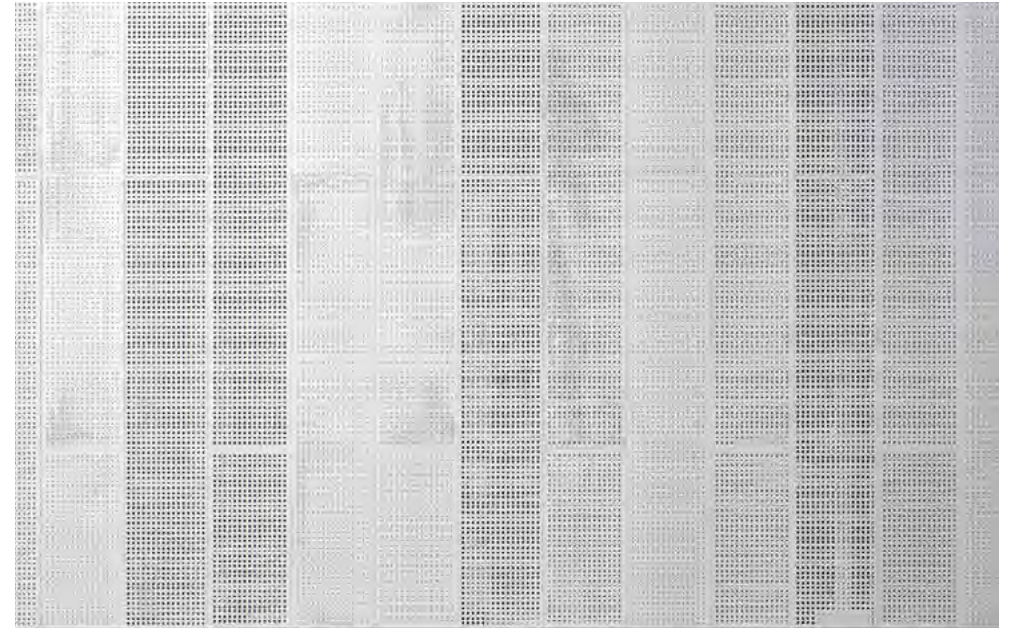
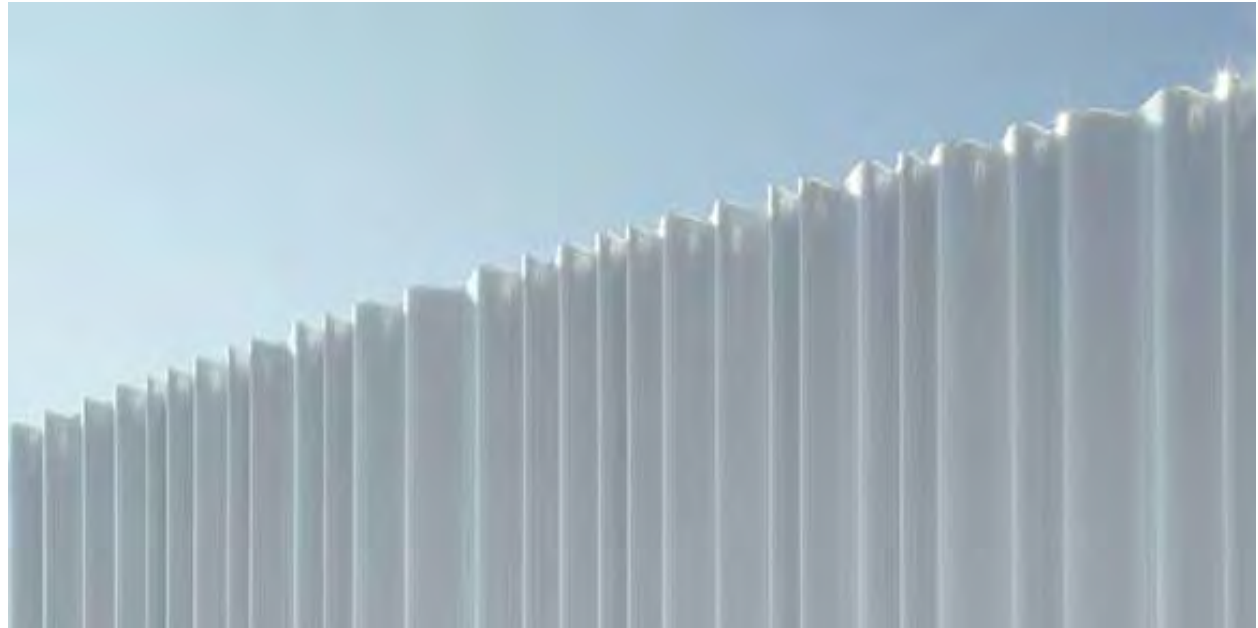




UPPER ROOF SCREEN  
TO INCLUDE VARYING  
PERFORATED PANELS

ARTICULATION TO BUILDING  
FACADE FENESTRATION AND  
ACCENT ELEMENTS



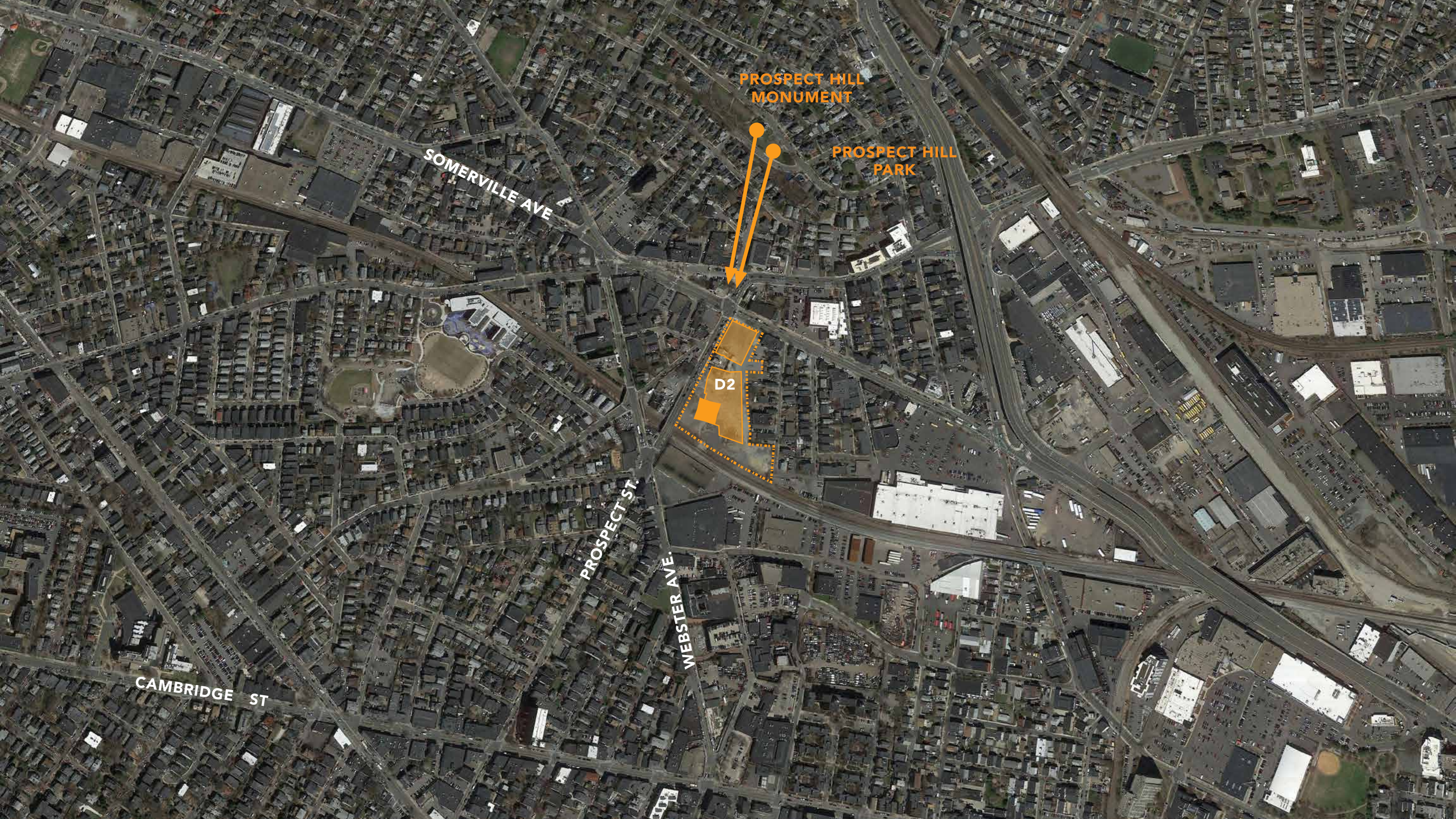




A scenic view of Prospect Hill, featuring a paved road with a metal railing, lush green trees, and a clear blue sky. The foreground shows a grassy slope. In the background, a city skyline is visible through the trees.

**12. WHAT WILL THE VIEW  
BE FROM PROSPECT HILL?**





PROSPECT HILL  
MONUMENT

PROSPECT HILL  
PARK

SOMERVILLE AVE

D2

PROSPECT ST.

WEBSTER AVE.

CAMBRIDGE ST









PROSPECT HILL MONUMENT





PROSPECT HILL PARK



**QUESTIONS?  
COMMENTS?**

