



VI – Architectural Building Diagrams

BUILDING FACADE: BASE, MIDDLE, & TOP

FIGURE-A.1

A critical point of emphasis is to express a distinct base, middle, and top. This is accomplished using distinct building material’s that help break-up the overall facade and building mass.

The base or podium of the building is emphasized with rhythms of masonry, precast, and glazing to allow for visual access into the active use/retail and lobbies. Cornices above storefront glazing and punched openings, create a horizontal plane that defines the base.

As masonry extends up-ward it begins to define the middle. To differentiate the middle from the top of the building a cornice was introduced that creates a horizontal plane and a transition point for the cementitious material.

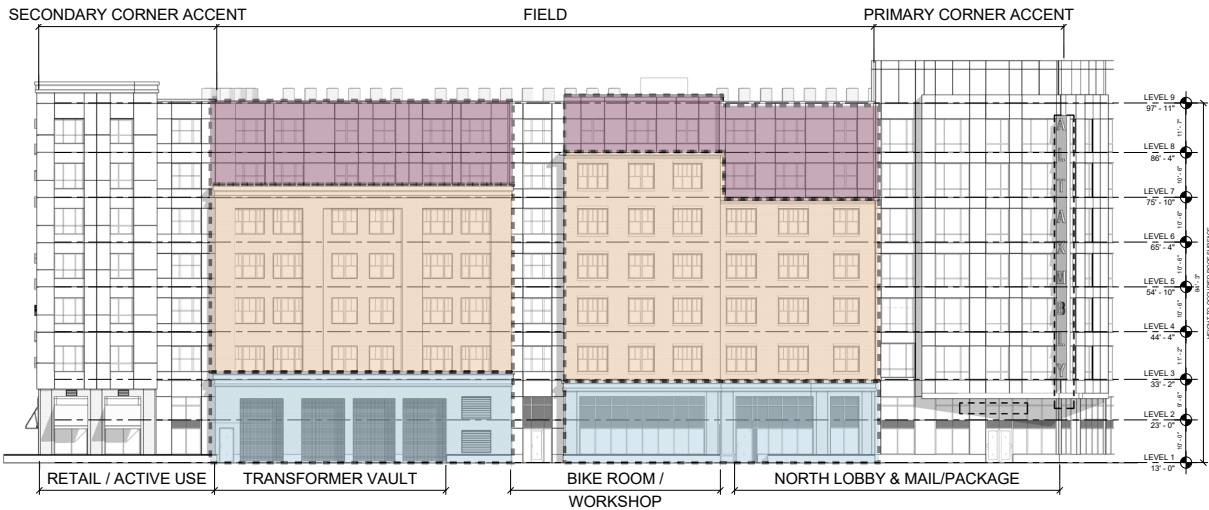
BASE

MIDDLE

TOP



SOUTH ELEVATION - “ROAD K”



EAST ELEVATION - REVOLUTION DRIVE

BUILDING FACADE: BASE, MIDDLE, & TOP

FIGURE-A.1

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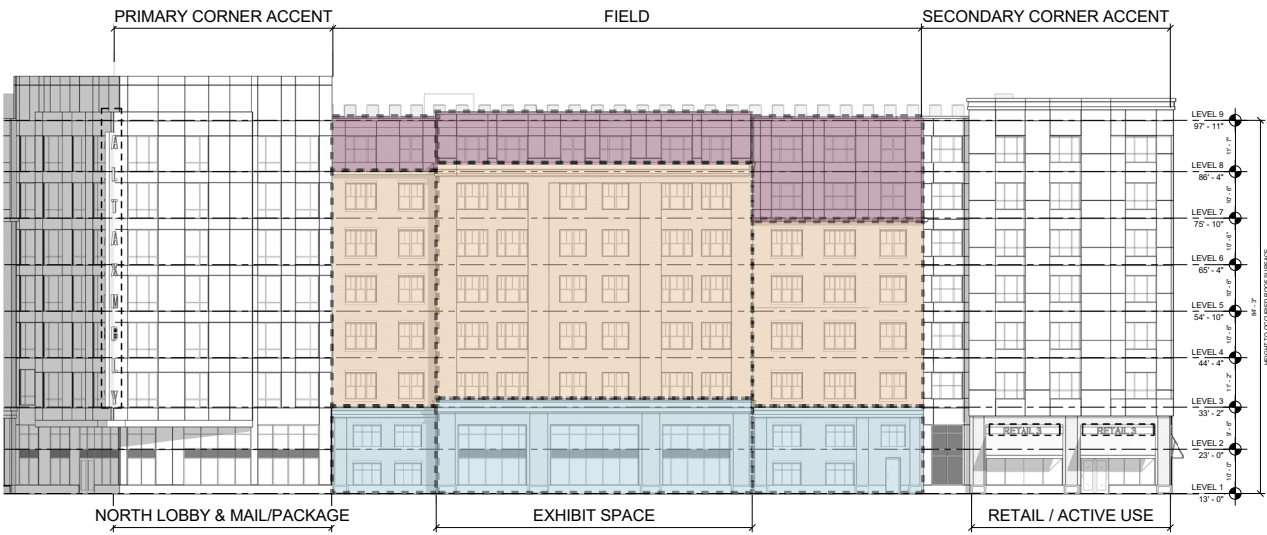
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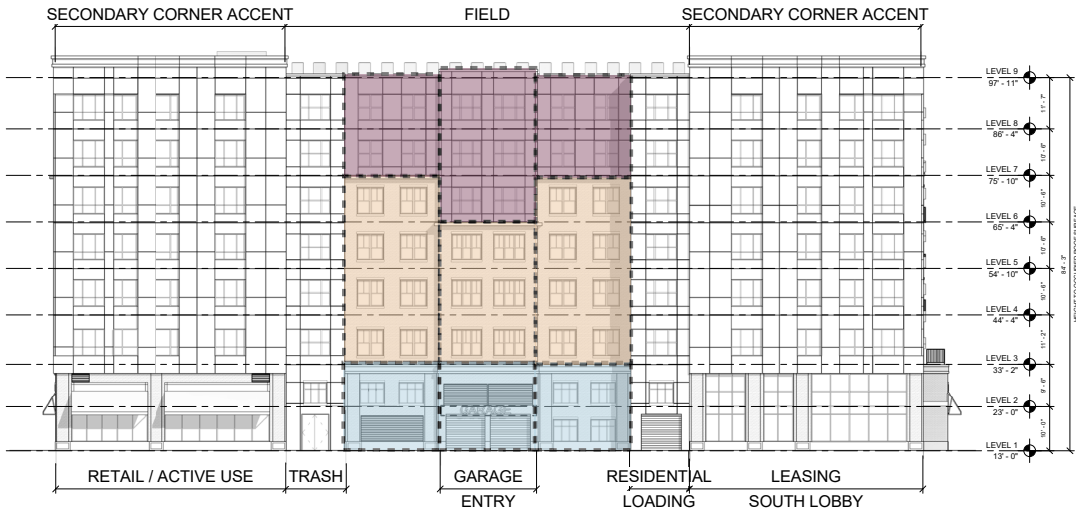
BASE

MIDDLE

TOP



NORTH ELEVATION - GRAND UNION BOULEVARD



WEST ELEVATION - "ROAD L"

STREETWALL TYPOLOGY: GROUND LEVEL

FIGURE-A.2
STREETWALL TYPE A

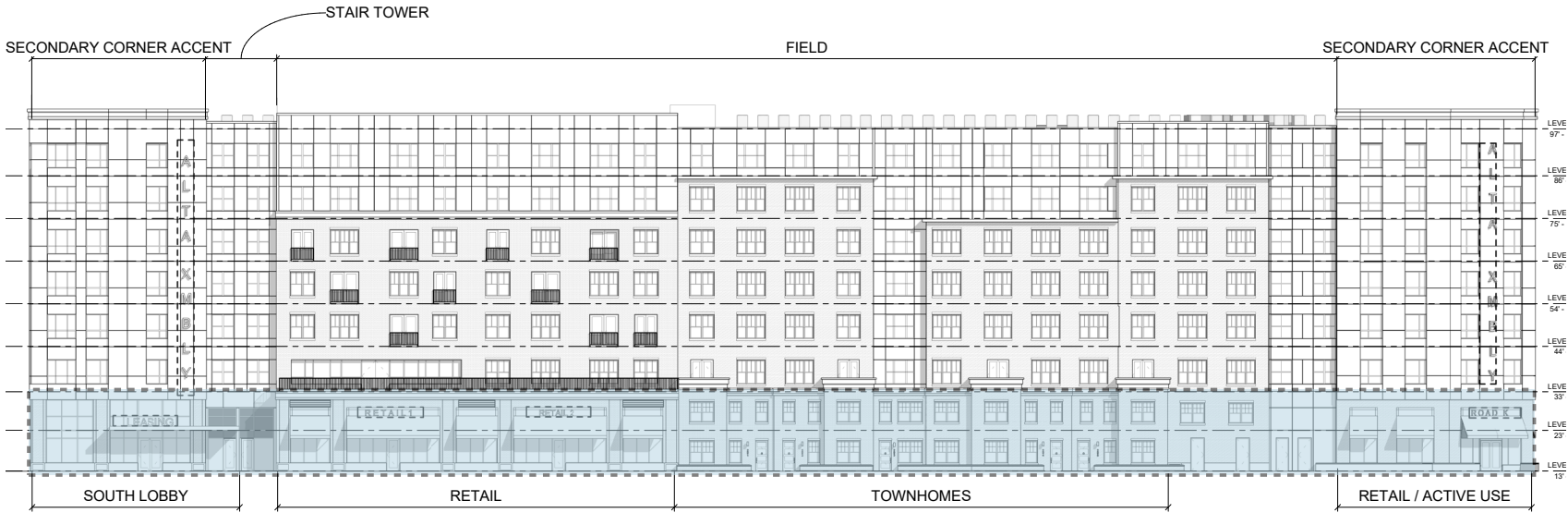
At the ground level, these critical edges are intended to activate the public realm and to frame the site’s most important open spaces. These edge conditions are located primarily along Road K and at the site’s central open space. These streetwalls are encouraged to provide a high level of transparency to offer visual access to building lobbies, retail and active uses. This is accomplished by utilizing storefront glazing. Façades at these locations offer a diverse palette of materials, scale and rhythm which strengthen the pedestrian experience. Masonry piers frame the storefront glazing to highlight points of interest. Along “Road K” the facade is stepped back at the townhouses to create depth, interest, and a sense of privacy.

STREETWALL TYPE B

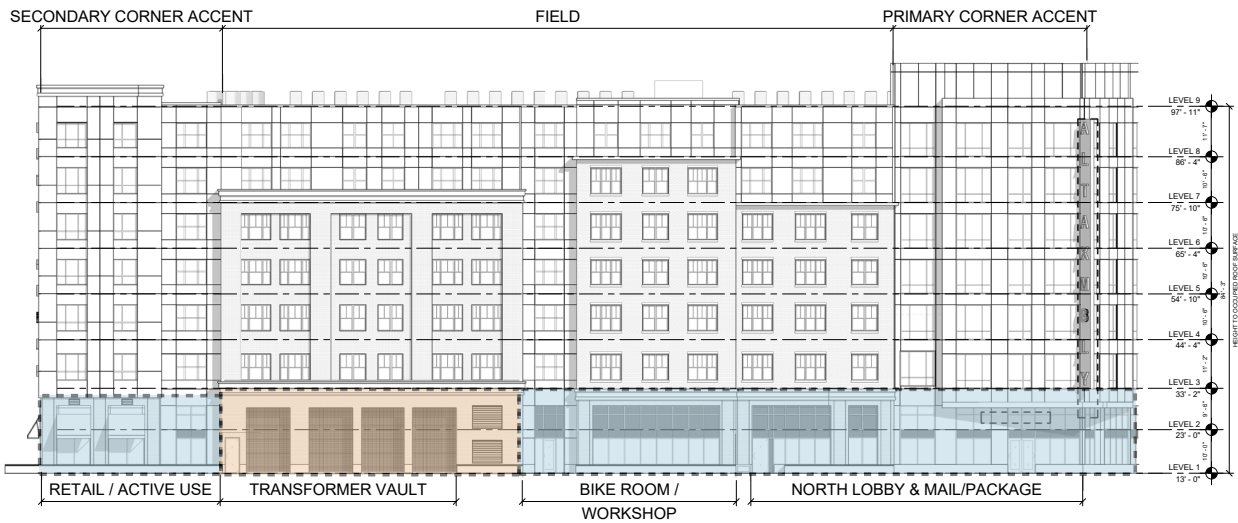
Highlighting important, yet less prominent, edges of the site, the façade language at these moments is intended to express rhythm and scale at the ground plane. Organized and rhythmic fenestration and material patterns are encouraged at these areas to contrast the adjacent iconic moments as defined by Streetwall Type A. These conditions occur mostly at sections of the buildings between corners and entry points and define a supportive architectural expression. Masonry piers continue around the building perimeter which highlight the architectural expression above as well as the secondary building entrances. At the infill locations between the piers masonry walls are inset from the building facade to add relief to the facade.

STREETWALL TYPE C

The streetwall condition in these locations are intended to be secondary and to be oriented towards areas of less frequent pedestrian access. Located primarily along Mystic and Middlesex Avenues, these façades are intended to be deemphasized and to play a secondary role to the more prominent streetwall types. The facade at these locations are driven by function more than aesthetics. The Streetwall Type C facade is located along “Road K” which serves as the entrance to the building garage.



SOUTH ELEVATION - “ROAD K”



EAST ELEVATION - REVOLUTION DRIVE

STREETWALL TYPOLOGY: GROUND LEVEL

FIGURE-A.2
STREETWALL TYPE A

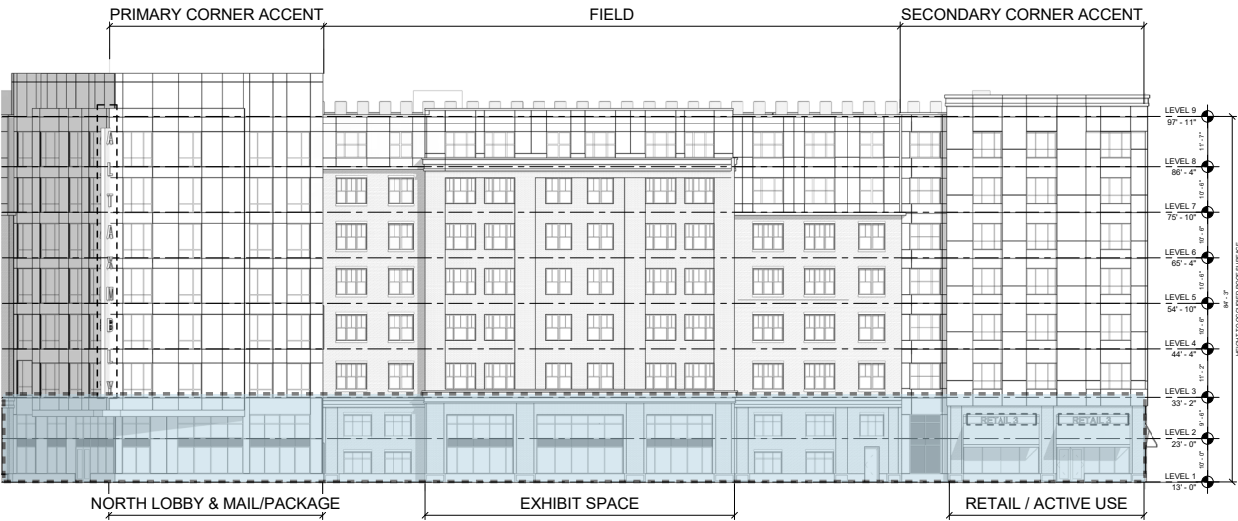
At the ground level, these critical edges are intended to activate the public realm and to frame the site’s most important open spaces. These edge conditions are located primarily along Road K and at the site’s central open space. These streetwalls are encouraged to provide a high level of transparency to offer visual access to building lobbies, retail and active uses. This is accomplished by utilizing storefront glazing. Façades at these locations offer a diverse palette of materials, scale and rhythm which strengthen the pedestrian experience. Masonry piers frame the storefront glazing to highlight points of interest. Along “Road K” the facade is stepped back at the townhouses to create depth, interest, and a sense of privacy.

STREETWALL TYPE B

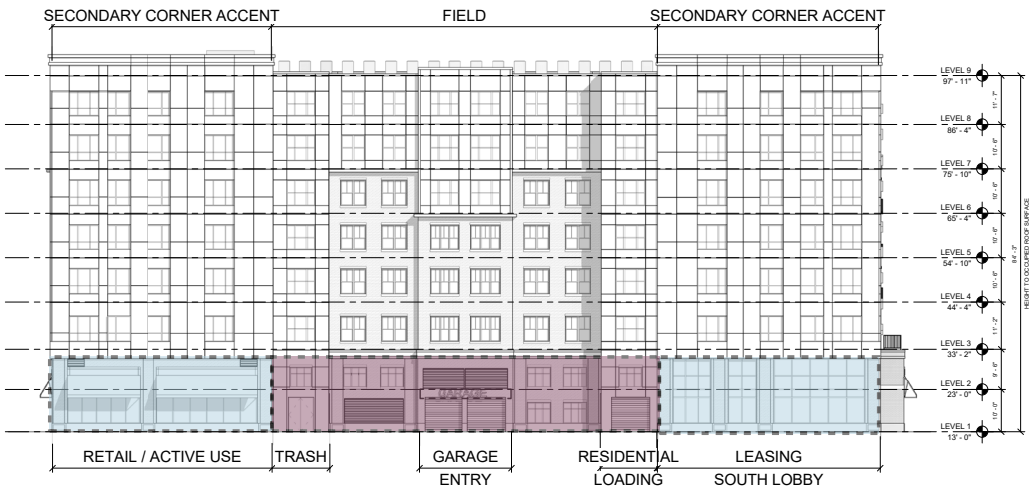
Highlighting important, yet less prominent, edges of the site, the façade language at these moments is intended to express rhythm and scale at the ground plane. Organized and rhythmic fenestration and material patterns are encouraged at these areas to contrast the adjacent iconic moments as defined by Streetwall Type A. These conditions occur mostly at sections of the buildings between corners and entry points and define a supportive architectural expression. Masonry piers continue around the building perimeter which highlight the architectural expression above as well as the secondary building entrances. At the infill locations between the piers masonry walls are inset from the building facade to add relief to the facade.

STREETWALL TYPE C

The streetwall condition in these locations are intended to be secondary and to be oriented towards areas of less frequent pedestrian access. Located primarily along Mystic and Middlesex Avenues, these façades are intended to be deemphasized and to play a secondary role to the more prominent streetwall types. The facade at these locations are driven by function more than aesthetics. The Streetwall Type C facade is located along “Road K” which serves as the entrance to the building garage.



NORTH ELEVATION - GRAND UNION BOULEVARD



WEST ELEVATION - "ROAD L"

STREETWALL TYPOLOGY: UPPER LEVEL

FIGURE-A.3
STREETWALL TYPE A

At the upper levels, these significant building façades are meant to highlight prominent corners and building faces through a strong emphasis on architectural form, material quality and design expression. These streetwalls are primarily oriented towards Road K and the central open space to serve as a backdrop to the site’s most activated areas. These façades are also oriented towards the outer corners of the master plan, offering visual cues to the site’s gateway moments at the larger urban scale.

STREETWALL TYPE B

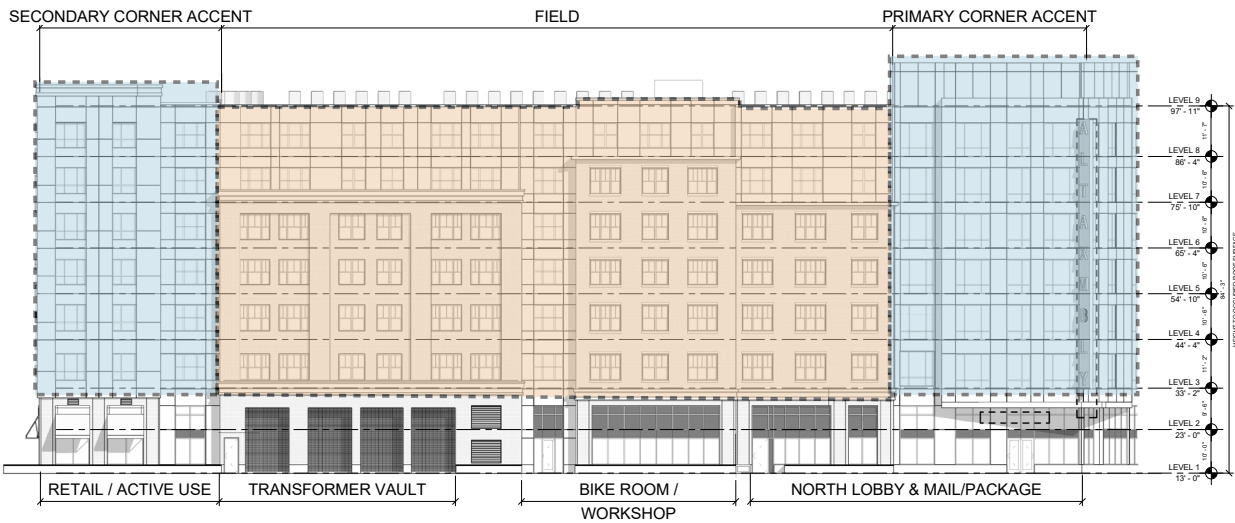
These important, yet less significant, streetwalls are meant to compliment and support the more prominent façade language offered by Streetwall Type A. Calmer fenestration patterns and organized material expression are intended to contrast the iconic language used to highlight the site’s significant edges and corners. At the upper levels, these streetwalls are primarily located between building corners along Foley Street, Grand Union Boulevard and Revolution Drive.

STREETWALL TYPE C

This streetwall condition, located at the building’s more utilitarian edges along Mystic Avenue, Road L and typical inward facing façades, is meant to defer to the more prominent streetwall types.



SOUTH ELEVATION - “ROAD K”



EAST ELEVATION - REVOLUTION DRIVE

STREETWALL TYPOLOGY: UPPER LEVEL

FIGURE-A.3
STREETWALL TYPE A

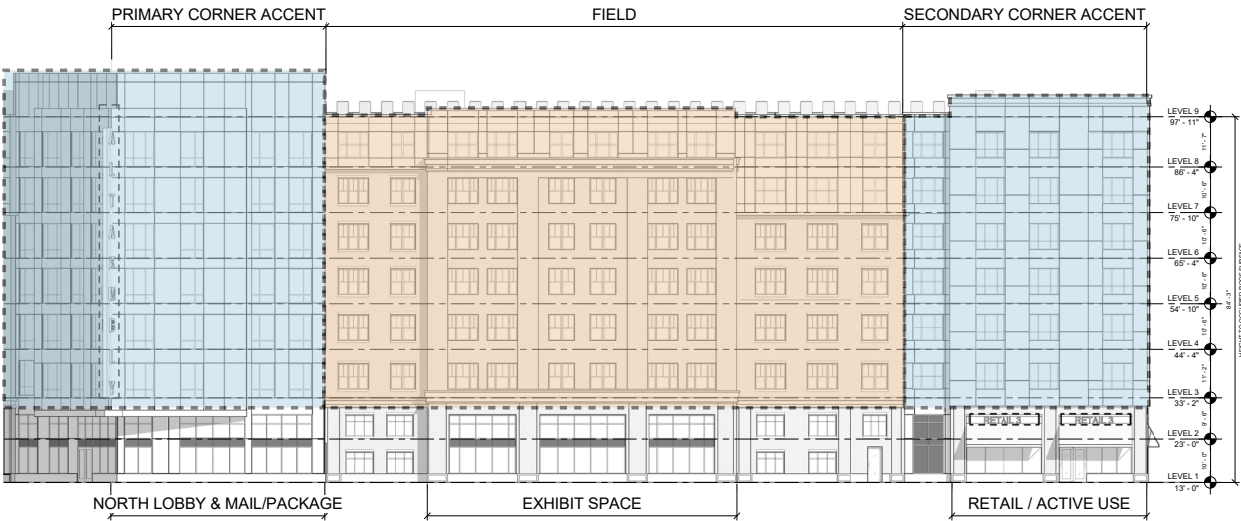
At the upper levels, these significant building façades are meant to highlight prominent corners and building faces through a strong emphasis on architectural form, material quality and design expression. These streetwalls are primarily oriented towards Road K and the central open space to serve as a backdrop to the site’s most activated areas. These façades are also oriented towards the outer corners of the master plan, offering visual cues to the site’s gateway moments at the larger urban scale.

STREETWALL TYPE B

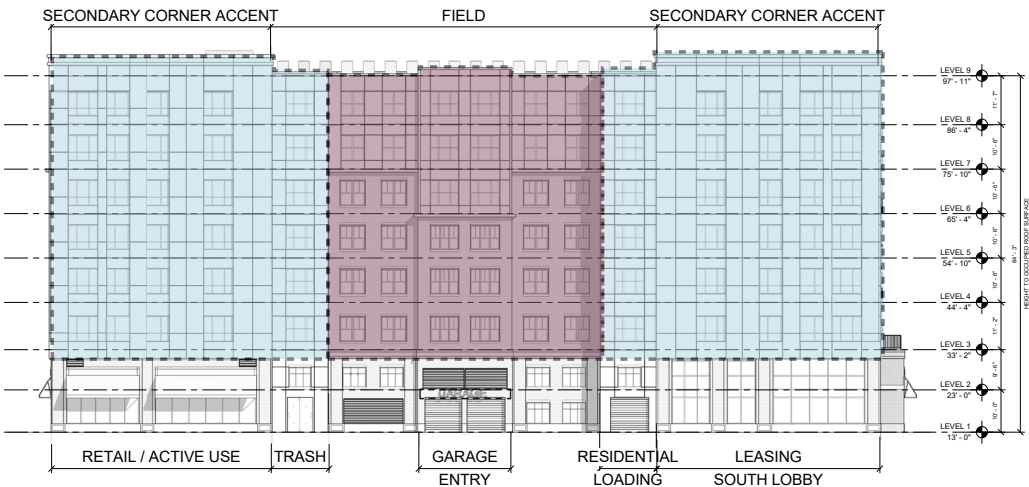
These important, yet less significant, streetwalls are meant to compliment and support the more prominent façade language offered by Streetwall Type A. Calmer fenestration patterns and organized material expression are intended to contrast the iconic language used to highlight the site’s significant edges and corners. At the upper levels, these streetwalls are primarily located between building corners along Foley Street, Grand Union Boulevard and Revolution Drive.

STREETWALL TYPE C

This streetwall condition, located at the building’s more utilitarian edges along Mystic Avenue, Road L and typical inward facing façades, is meant to defer to the more prominent streetwall types.



NORTH ELEVATION - GRAND UNION BOULEVARD



WEST ELEVATION - “ROAD L”

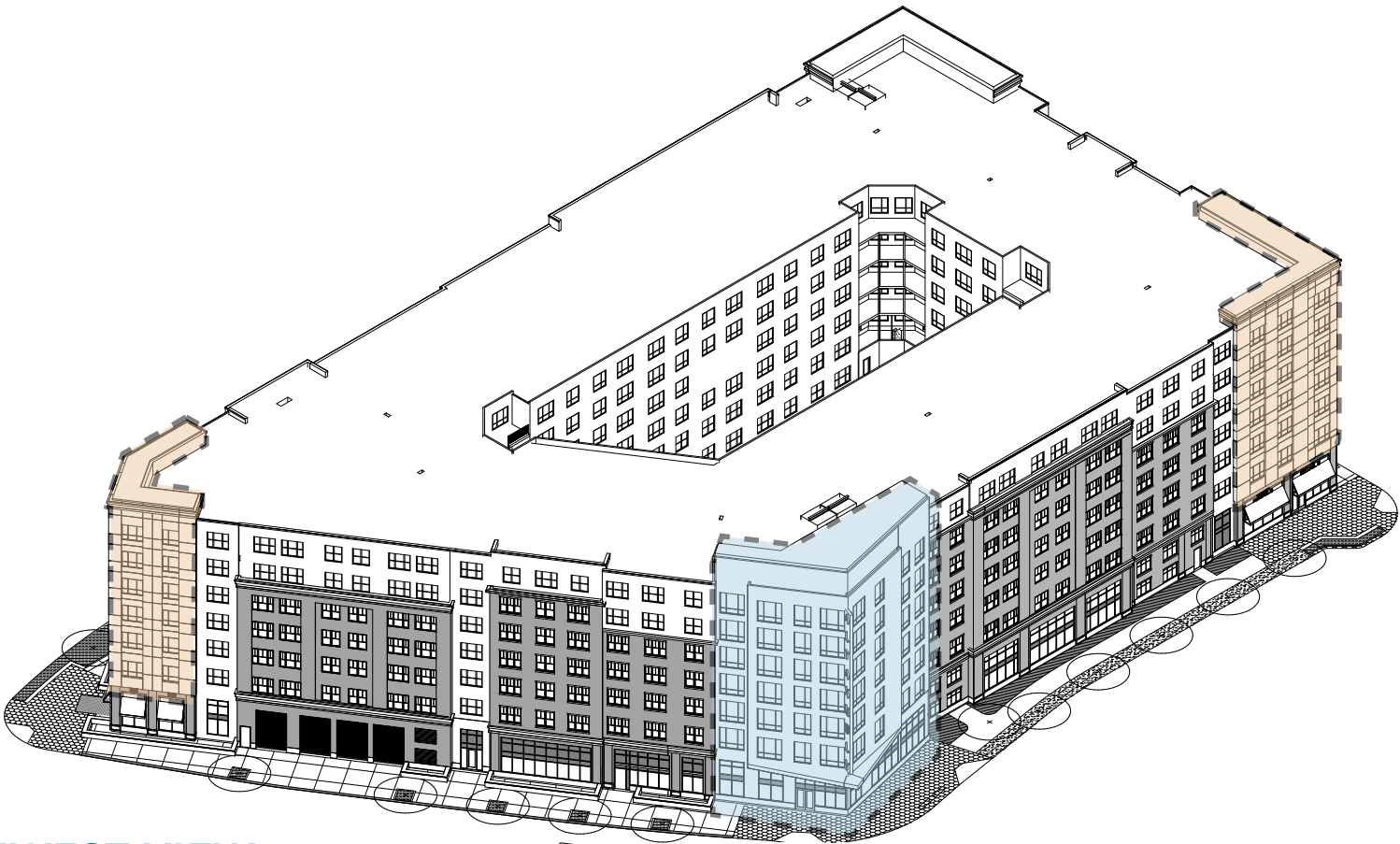
SIGNIFICANT BUILDING CORNERS

FIGURE-A.4
GATEWAY CORNER

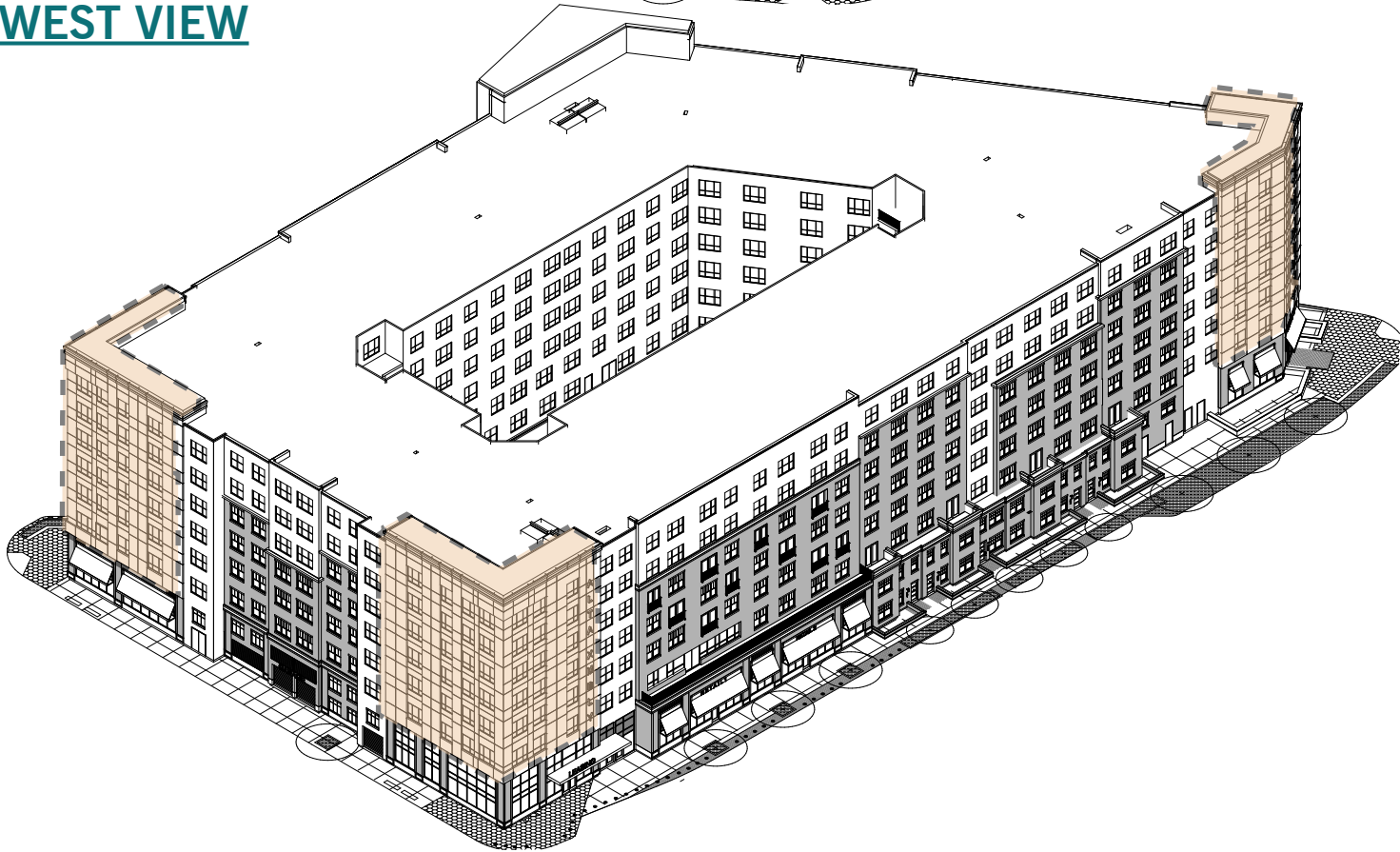
The site’s key entry points have been identified as “gateway corners” and are oriented towards major points of pedestrian access. These include the corner of Grand Union Boulevard and Revolution Drive, which welcomes pedestrians to the site from the nearby MBTA Assembly Station, and the corner of Foley Street and Road K, which invites pedestrians into the heart of the proposed master plan. Building massing, façade articulation and distinct architectural treatment are encouraged for these gateway moments to celebrate entry into the site. The Gateway Corner for Alta XMBLY is located at the intersection of Grand Union Boulevard and Revolution Drive. The architectural design differs significantly at this corner by using large format vertical panels which are further emphasized with the assistance of vertical accent that create the building entry canopy below.

SECONDARY CORNER

Secondary corners also represent critical moments within the proposed master plan. These corner conditions celebrate the relationships at important intersections and are defined in the following locations; the corner of Road K and Revolution Drive, which frames an important entrance into the site; the corner of Road L and Road K, which establishes an important relationship between future Blocks21 and Alta XMBLY. These secondary corners are emphasized with large format panels. The white panels frame the corner above the ground plane and help emphasize the active use/lobby below. The colored panels inside of the frame wrap around the corner of the building. At the edge of each secondary corner, the colored panels extend to ground the material and help identify the corners at the pedestrian level.



NORTHWEST VIEW



SOUTHEAST VIEW

BUILDING FACADE HIERARCHY

FIGURE-A.5

PRIMARY BUILDING FACADE

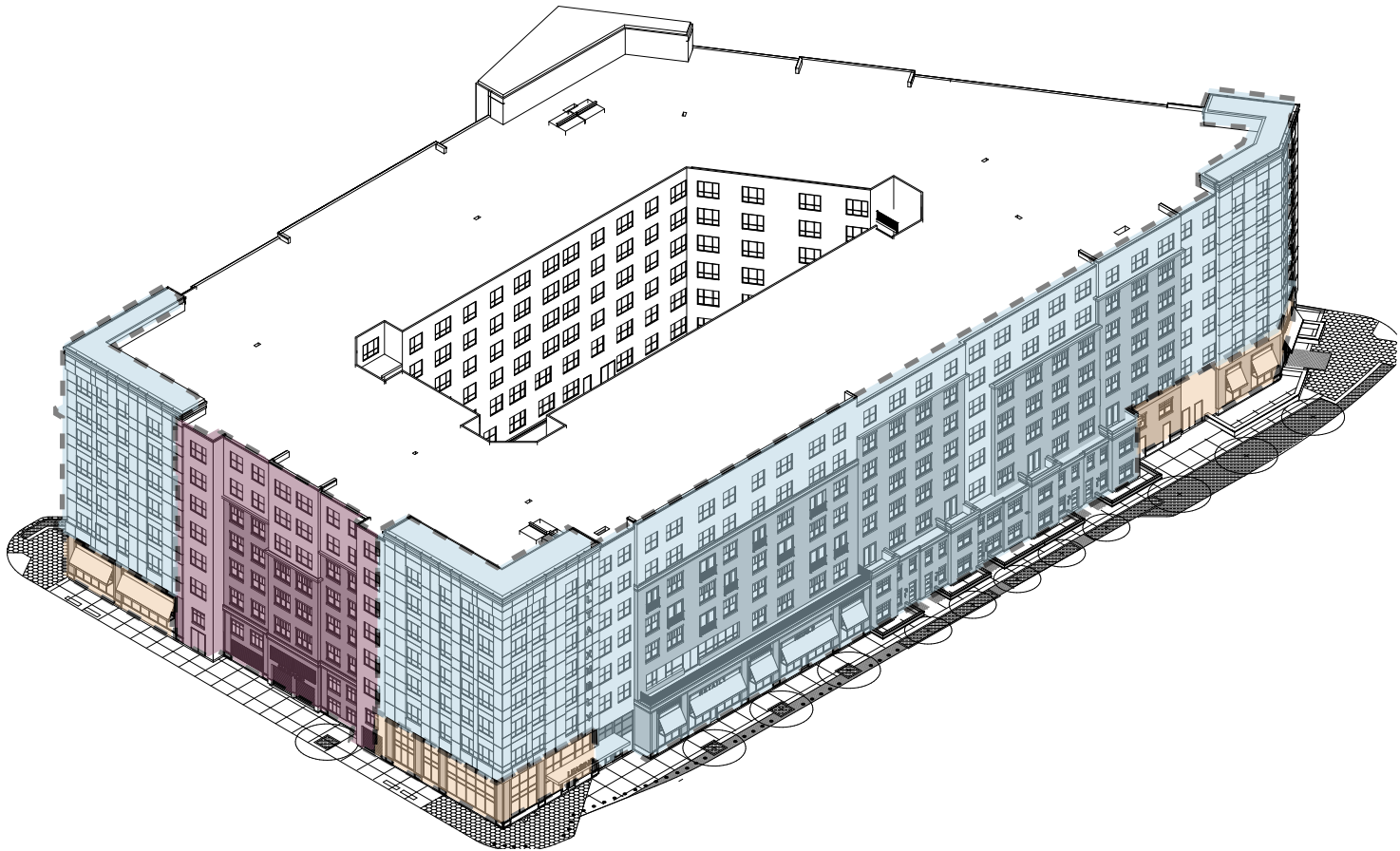
The primary façades are intended to activate the ground level and to visually mark significant moments on the site. At the ground level, these edge conditions are located primarily along Road K. At the upper levels, significant corners, including the entry points at Foley Street, Revolution Drive and Grand Union Boulevard, as well as the site’s internal corners are meant to be emphasized through the architectural expression.

SECONDARY BUILDING FACADE

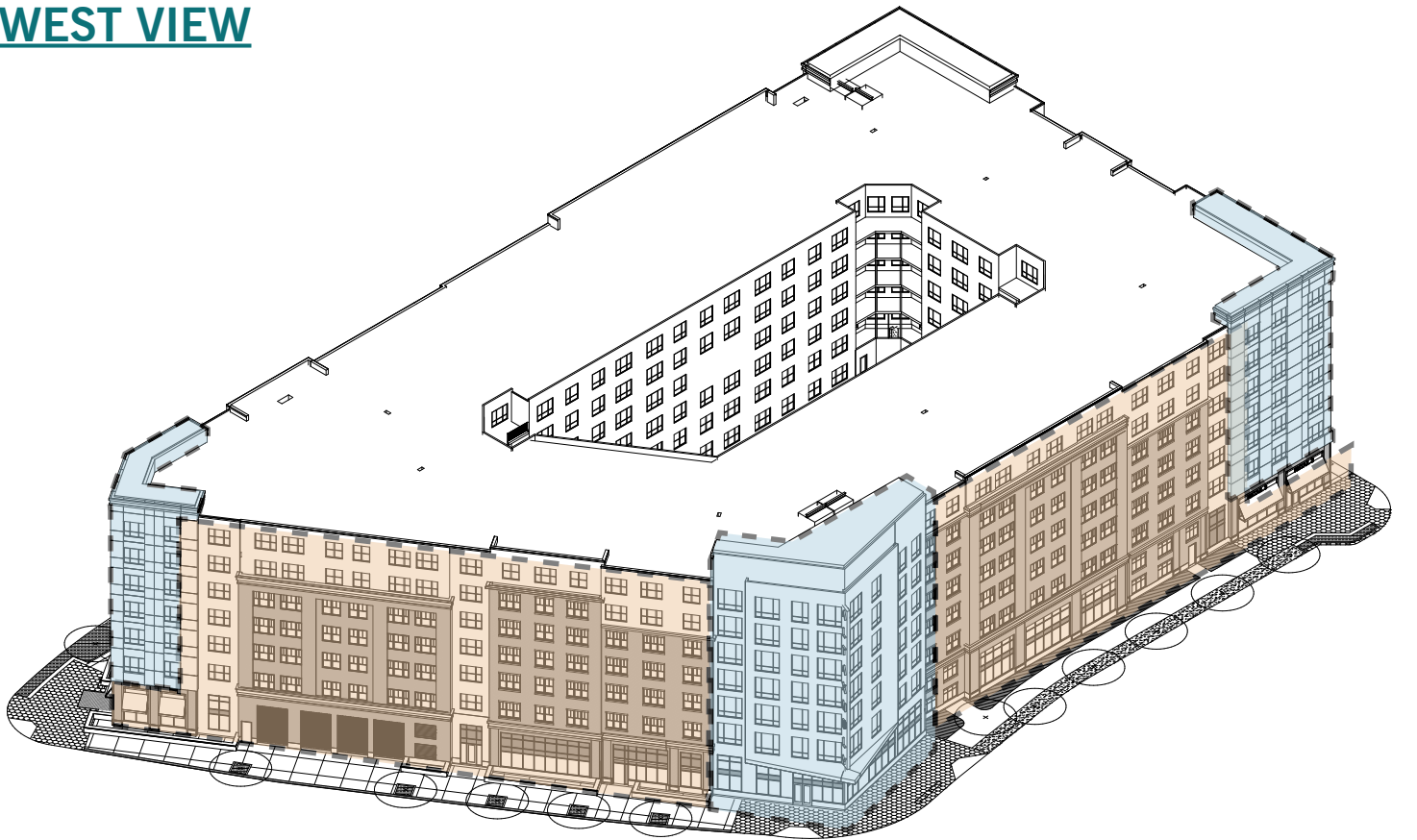
The architectural language at the secondary building façade type is compliment the more prominent expressions offered by the Primary Building Façade type. Organized and rhythmic fenestration and material patterns are encouraged for this façade type, which is intended to be employed at the ground level along Grand Union Boulevard and Foley Street. At the upper levels, this façade type is intended to express the north and east facades and is captured primarily between building corners.

TERTIARY BUILDING FACADE

The tertiary façade type is meant to be secondary and to be utilized on façades which are oriented towards areas of less frequent pedestrian access or visual importance. Architectural articulation for this façade type is intended to be deemphasized and is oriented primarily towards the site’s side streets, including Road L.



NORTHWEST VIEW



SOUTHEAST VIEW

BUILDING FACADE: UNINTERRUPTED FACADE

FIGURE-A.6

The base or podium of the building provides a ground floor design that meets the requirements of providing a facade that is not uninterrupted and un-fenestrated for a horizontal length that exceeds thirty-five(35) feet.

OPENINGS / GLAZING

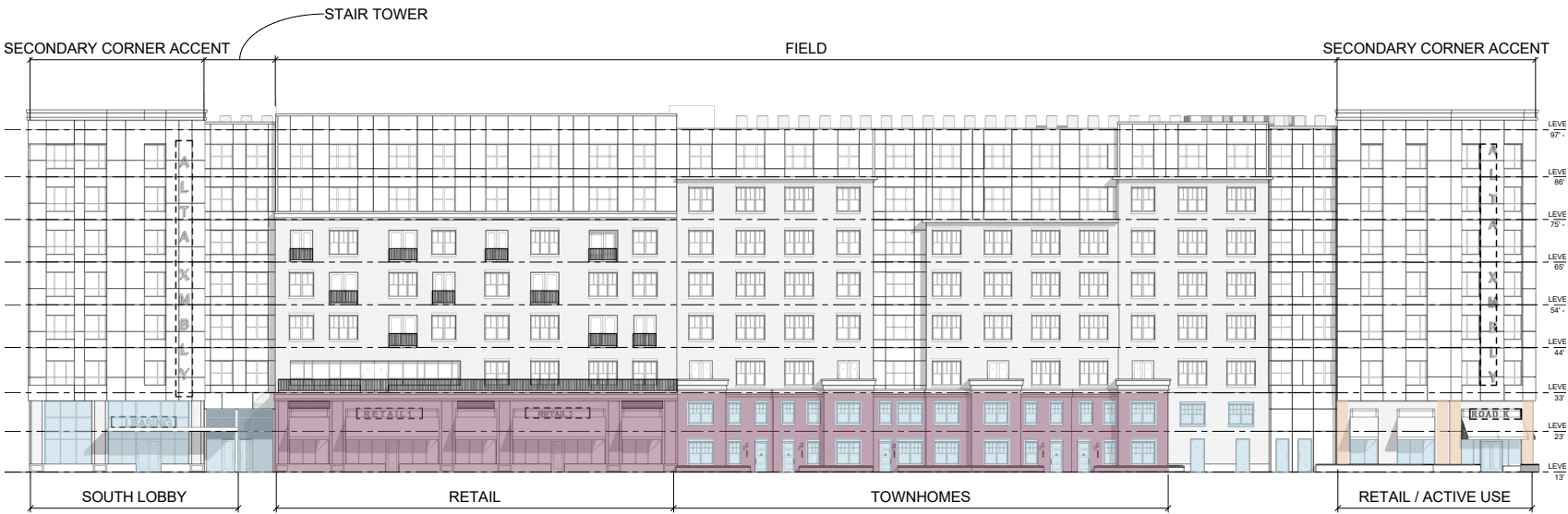
At the ground level, openings and glazing are incorporate around the entire perimeter of the building to allow pedestrian visual access into the building. These design moves help to create a facade that is both inviting and transparent to the public.

RECESSED MATERIAL

To further assist with creating an uninterrupted or un-fenestrated length of façade recessed masonry piers have been added along the perimeter of the building. These piers act as a frame highlighting key programmatic elements.

PLANE PROJECTION

A change in the building plane helps to break down the facade and give hierarchy to the retail and townhome entries that are across from the park / open space.



SOUTH ELEVATION - "ROAD K"



EAST ELEVATION - REVOLUTION DRIVE

Graphic Scale- 0' 35'

BUILDING FACADE: UNINTERRUPTED FACADE

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NORTH ELEVATION - GRAND UNION BOULEVARD



WEST ELEVATION - "ROAD L"

Graphic Scale- 0' 35'

GROUND FLOOR: VISUAL ACCESS AND APPLIED ADORNMENTS

FIGURE-A.7

The base or podium of the building provides visual access and applied adornments around the entire perimeter. This was done to create a ground floor design that adheres to the PUD requirements regarding horizontal length. Facades that face public ways as defined by the XMBLY PUD will meet the minimum requirement of seventy percent (70%) of visual access and applied adornments. Facades along primary and / or secondary streets will meet or exceed the minimum requirement of forty percent (40%) of visual access and applied adornments.

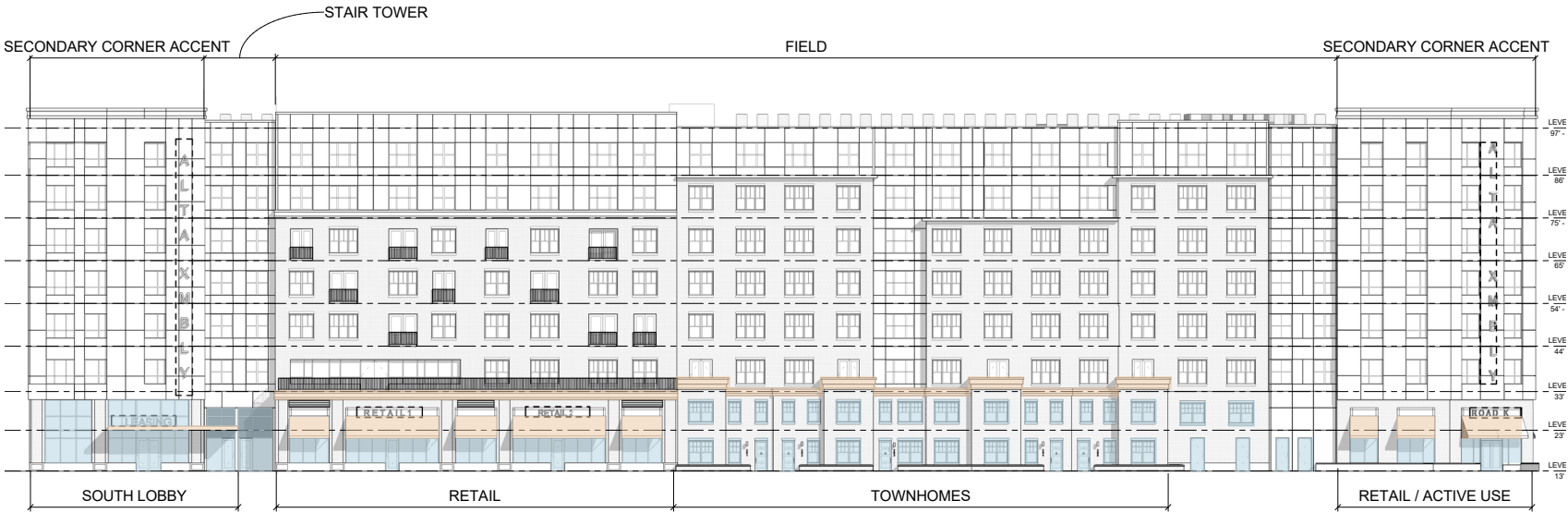
OPENINGS / STOREFRONT



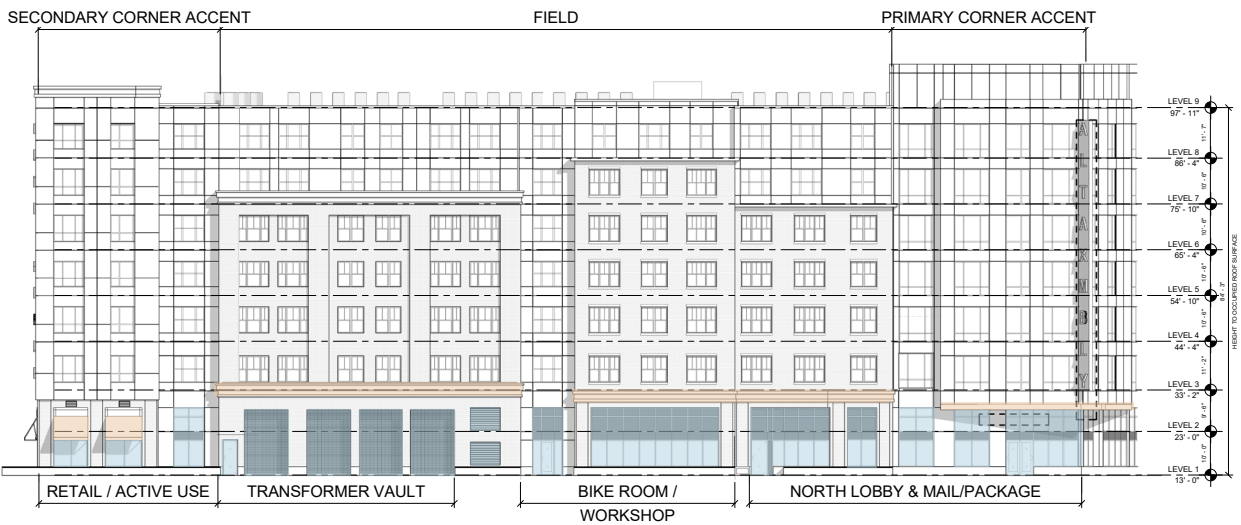
APPLIED ADORNMENTS
(CANOPIES, SIGNAGE,
CORNICES, ECT.)



ROAD NAME	FACADE LENGTH	VISUAL ACCESS/ APPLIED ADORN- MENTS LENGTH	PERCENTAGE %
"ROAD K"	402'-0"	359'-0"	90 %
GRAND UNION	248'-0"	102'-0"	41 %
REVOLUTION	250'-0"	167'-0"	67 %
"ROAD L"	208'-0"	122'-0"	59 %



SOUTH ELEVATION - "ROAD K"



EAST ELEVATION - REVOLUTION DRIVE

GROUND FLOOR: VISUAL ACCESS AND APPLIED ADORNMENTS

FIGURE-A.7

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OPENINGS / STOREFRONT



APPLIED ADORNMENTS
(CANOPIES, SIGNANGE,
CORNICES, ECT.)



ROAD NAME	FACADE LENGTH	VISUAL ACCESS/ APPLIED ADORN- MENTS LENGTH	PERCENTAGE %
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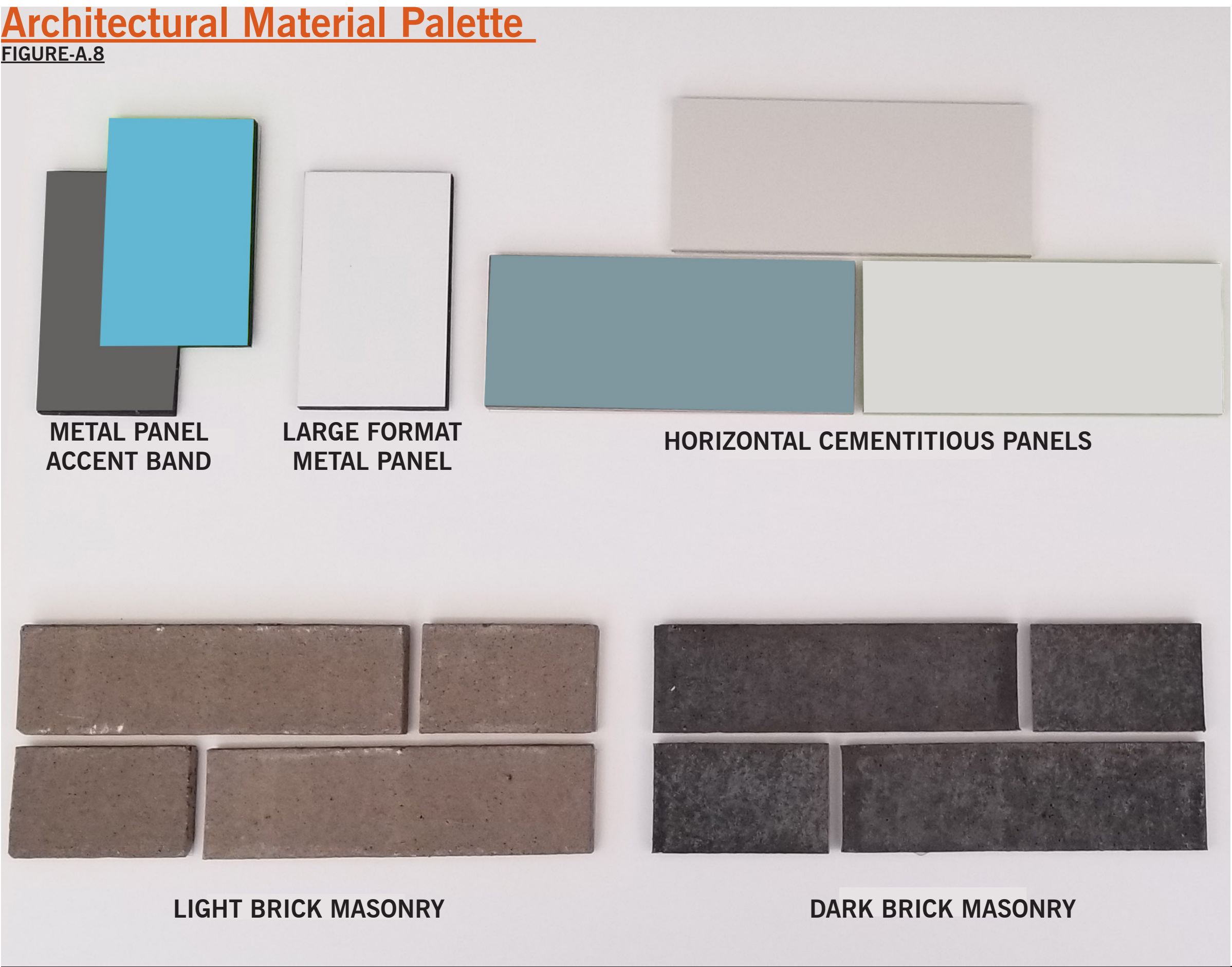
NORTH ELEVATION - GRAND UNION BOULEVARD



WEST ELEVATION - “ROAD L”

Architectural Material Palette

FIGURE-A.8



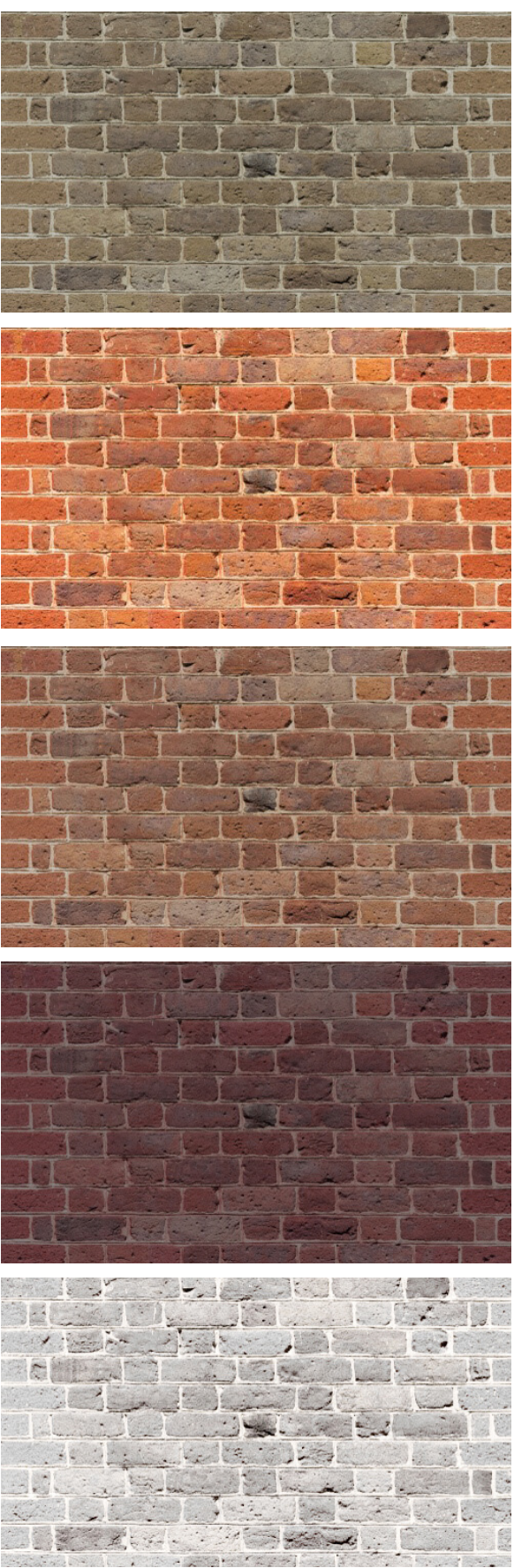
METAL PANEL
ACCENT BAND

LARGE FORMAT
METAL PANEL

HORIZONTAL CEMENTITIOUS PANELS

LIGHT BRICK MASONRY

DARK BRICK MASONRY



BRICK AT TOWNHOUSES



VII – Open Space Plans

Previous XMBLY Open Space Summary 2/21/2018

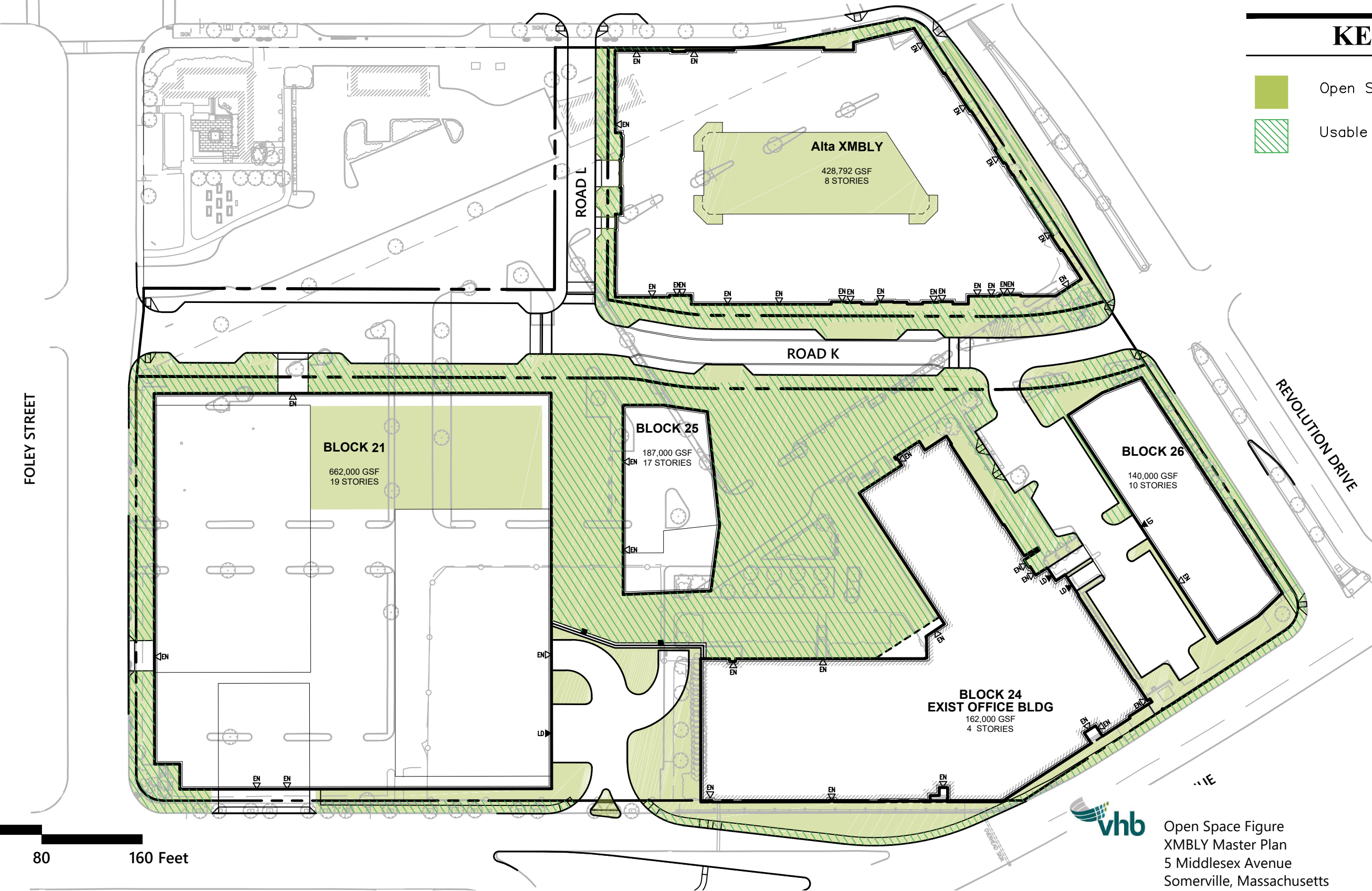
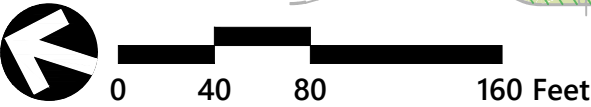
Phase	XMBLY Land Area (sf)	Open Space (sf)	Open Space (%)	Usable Open Space (sf)	Usable Open Space (%)
TOTAL XMBLY	429,375	145,630	33.9	90,840	21.1

Revised XMBLY Open Space Summary 9/26/2018

Phase	XMBLY Land Area (sf)	Open Space (sf)	Open Space (%)	Usable Open Space (sf)	Usable Open Space (%)
XMBLY SITE	371,355	121,230	32.6	70,865	19.1
ROW	58,020	30,650	52.8	25,835	44.5
TOTAL XMBLY	429,375	151,880	35.4	96,700	22.5

KEY

- Open Space
- Usable Open Space



Open Space Figure
XMBLY Master Plan
5 Middlesex Avenue
Somerville, Massachusetts

Figure H-1
September 28, 2018

