

South Weymouth Naval Air Station

7A.3 Master Development Plan Materials

Weymouth, Rockland, Abington

March 03, 2023

Binder D

7A.3 Master Development Plan Materials

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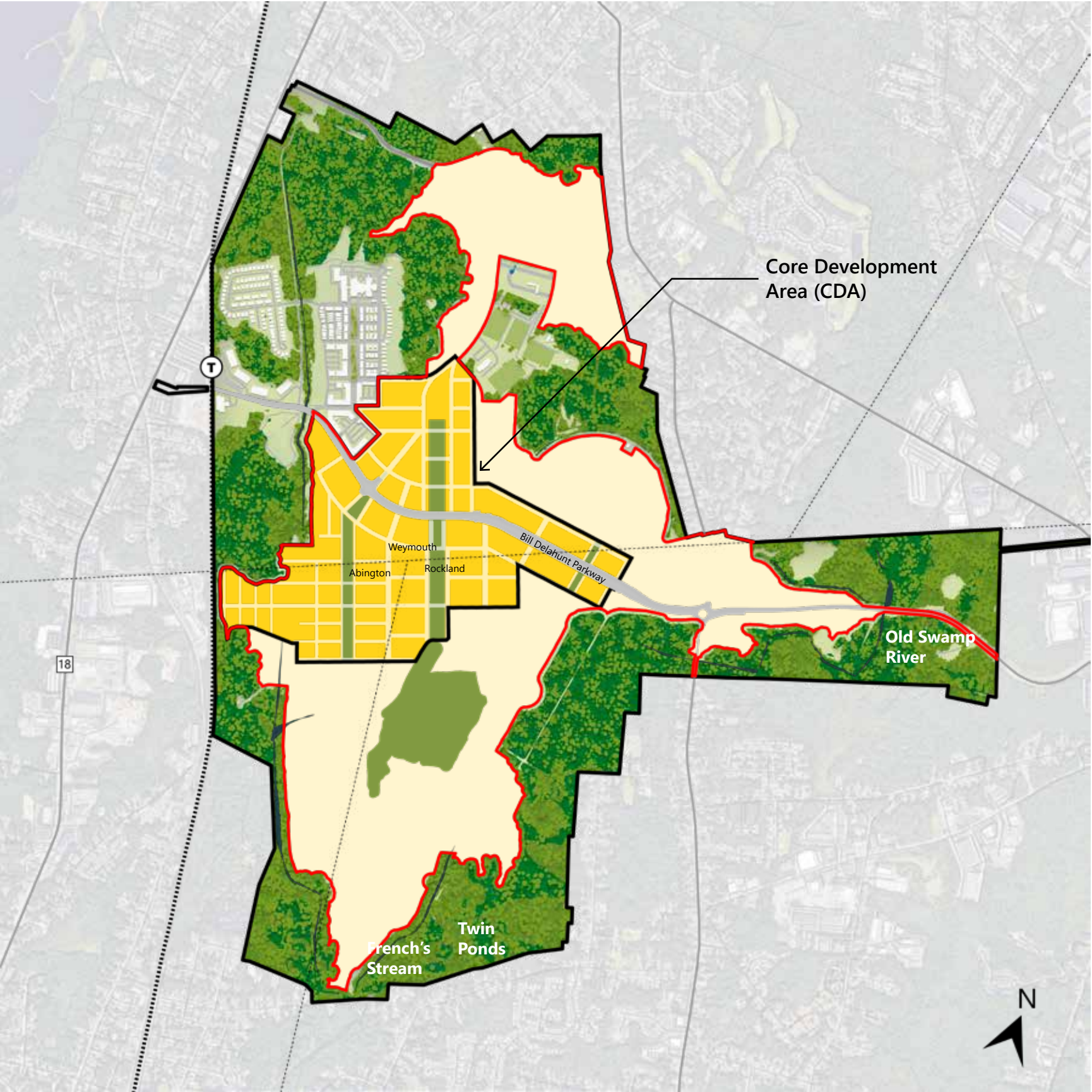
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CDA Location- Conceptual Street and Block Layout

The planning vision for the core development area is to have growth extend organically along the parkways and meadows connecting to the existing development. The organizing principles are runways to greenways, with greenways providing north/south connectors to the larger open spaces, density is clustered around the strength of the infrastructure to support it.

The yellow blocks represent general building locations divided by a combination of conceptual driveways, streets and ways. The final location of buildings, driveways, streets and ways will be determined as lots are created and development progresses in response to market demand.



Additional Notes:

7A.3.2 (a) The location of the CDA, together with the general conceptual location of buildings within that area.

Architecture- General

The architecture of the neighborhoods should be of “New England” style. Simple forms, compact neighborhoods, local materials, are examples of the hallmark and aspiration of a “New England” style community.

Architecture- Apartments and Lofts

Massing of buildings in the high density neighborhoods should be kept simple and elegant. For example, minimal gestures in the massing, setbacks, and bays can be used to articulate the facades without compromising the simplicity of the overall massing form.



Additional Notes:
The imagery set forth above is for illustrative purposes to provide general guidance regarding architecture of development within the MUDD.

7A.3.2 (a) The location of the CDA, together with the general conceptual location of buildings within that area.	Sheet no.
	7A.3.2 (a) (2 of 5)

Architecture- Townhouses

Massing should be kept simple. Minimal gestures in massing, setbacks, and bays can be used to articulate the facades but without compromising the simplicity of the overall massing form. Special attention should be paid to the scale, and proportions of openings, building elements such as balconies, bays, canopies, verandas, and entrances. Simple pitched and flat roof massing is encouraged.

Subtle variety among town house groupings is encouraged to maintain cohesion between townhouses on successive blocks.



Additional Notes:
The imagery set forth above is for illustrative purposes to provide general guidance regarding architecture of development within the MUDD.

7A.3.2 (a) The location of the CDA, together with the general conceptual location of buildings within that area.	Sheet no.
	7A.3.2 (a) (3 of 5)

Architecture- Single Family Homes (Attached and Detached)

Variety within the single family is key and important to strengthen the sense of individuality while at the same time keeping some cohesion and continuity on successive site blocks. Keep home and roof shapes simple. The house massing can be a single volume or detached and attached simple volumes.



Additional Notes:
The imagery set forth above is for illustrative purposes to provide general guidance regarding architecture of development within the MUDD.

7A.3.2 (a) The location of the CDA, together with the general conceptual location of buildings within that area.	Sheet no.
	7A.3.2 (a) (4 of 5)

Architecture- Commercial and Retail

Commercial and retail uses will generally be either ground floor uses below residential uses or independent light industrial buildings and retail stores. The core district may also incorporate retail pavilions on the central meadow.



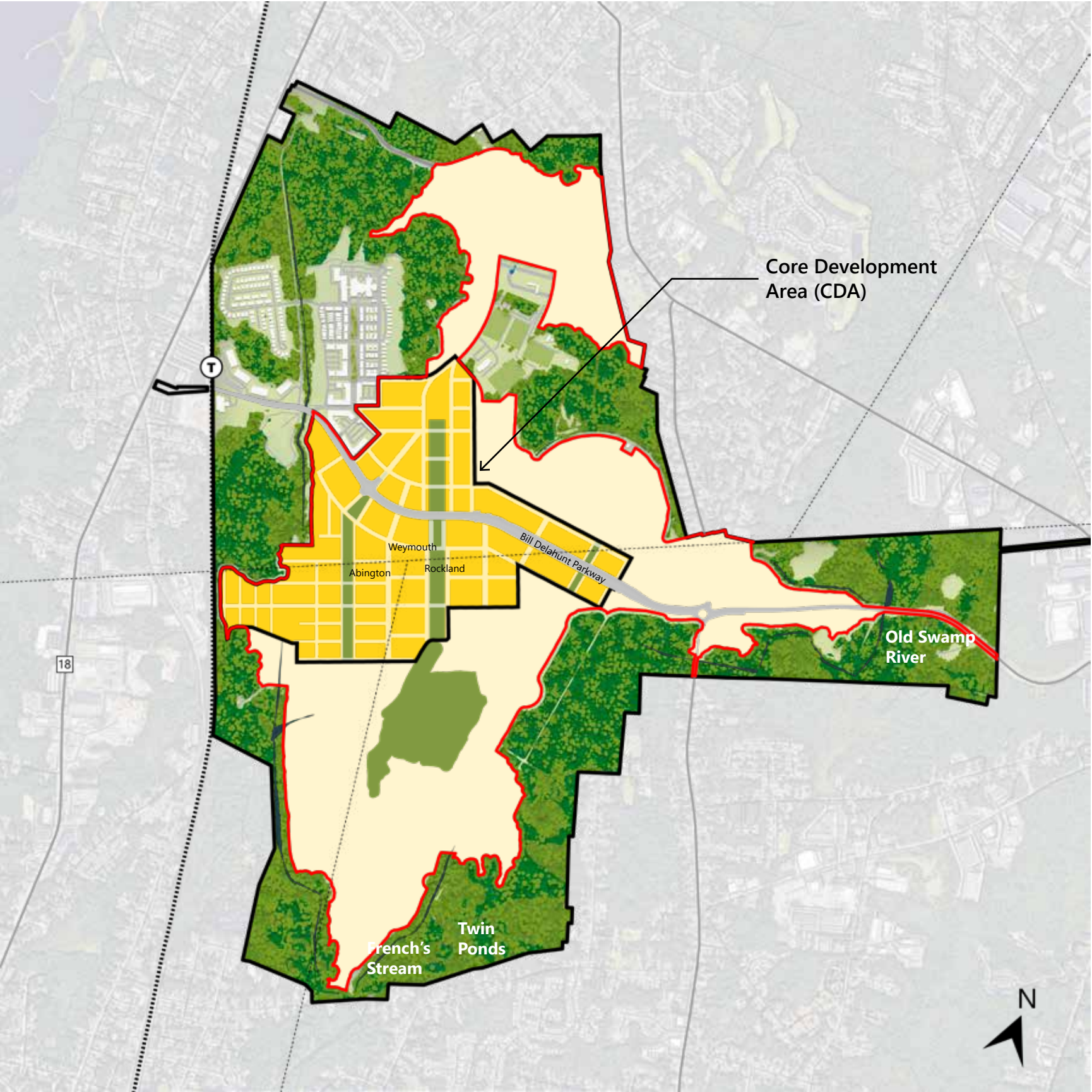
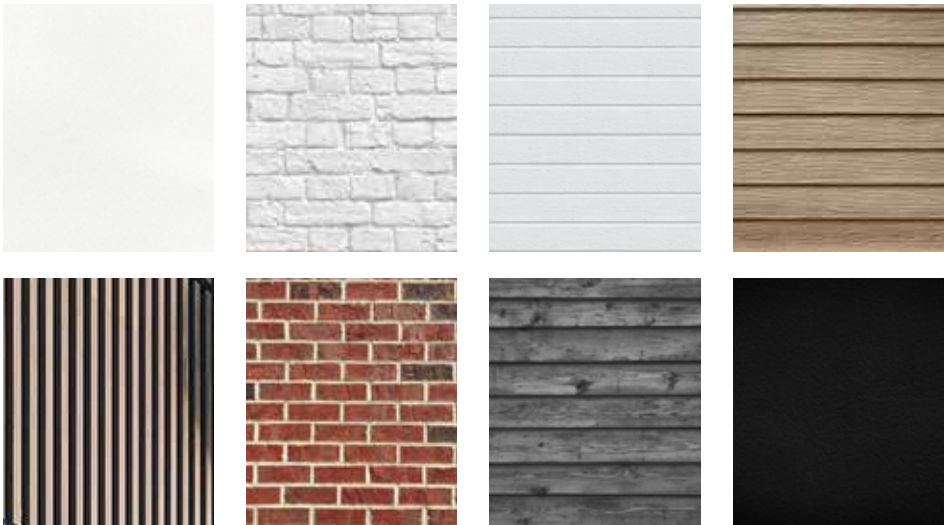
Additional Notes:
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7A.3.2 (a) The location of the CDA, together with the general conceptual location of buildings within that area.	Sheet no.
	7A.3.2 (a) (5 of 5)

Material Details of the CDA: Simple, Cohesive, Sustainable

New England is a region well known for it’s historic settlements that continue to influence contemporary developments. Certain precedents from the region have been studied for patterns that make these neighborhoods and towns successful urban developments. Some highlights from these studies are -

- Building forms are generally simple and straightforward. This means that excessive undulations, material changes and/or massing movements are not required.
- Two or three primary building materials and accent materials are the bulk of any particular building construction within the community. These visually binding elements ensure cohesive and distinct buildings in the context of lots and blocks that are yet to be created.
- Architectural details such as doors, windows, balconies, porches, trim, roofs, etc. are simple and in tone with the rest of the building. This simplicity and the Master Developer Design Review Process yields consistency in a variety of building forms, types and choices that are by definition, going to change over time.

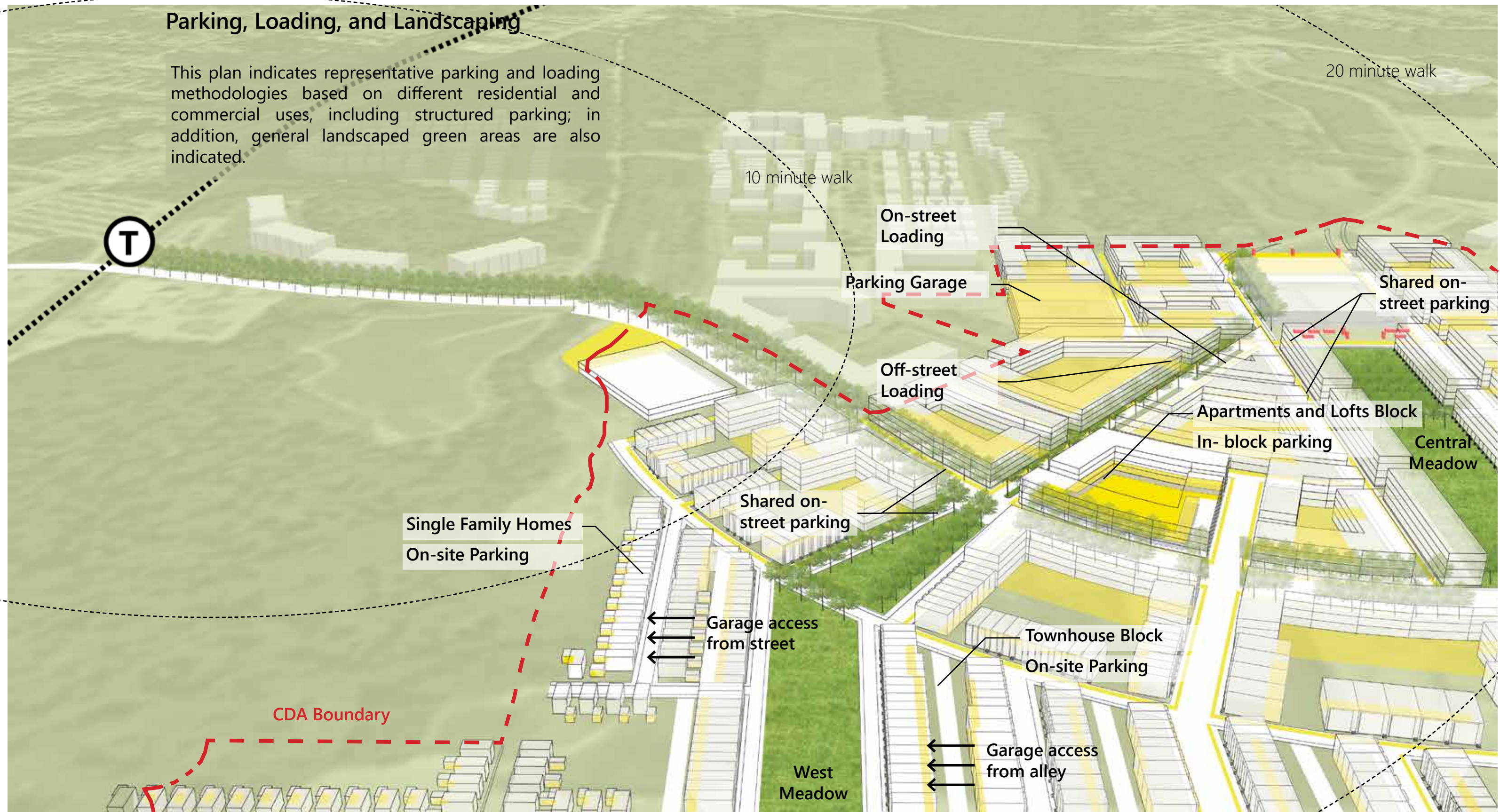


Additional Notes:

7A.3.2 (b) A narrative describing all material details of the CDA	Sheet no.
	7A.3.2 (b)

Parking, Loading, and Landscaping

This plan indicates representative parking and loading methodologies based on different residential and commercial uses, including structured parking; in addition, general landscaped green areas are also indicated.



Additional Notes:
The plan set forth above is conceptual in nature to provide general guidance regarding parking, loading and landscaping within the CDA.

7A.3.2 (c) The general conceptual layout of parking, loading, and landscaped areas, and pedestrian and bicycle paths.

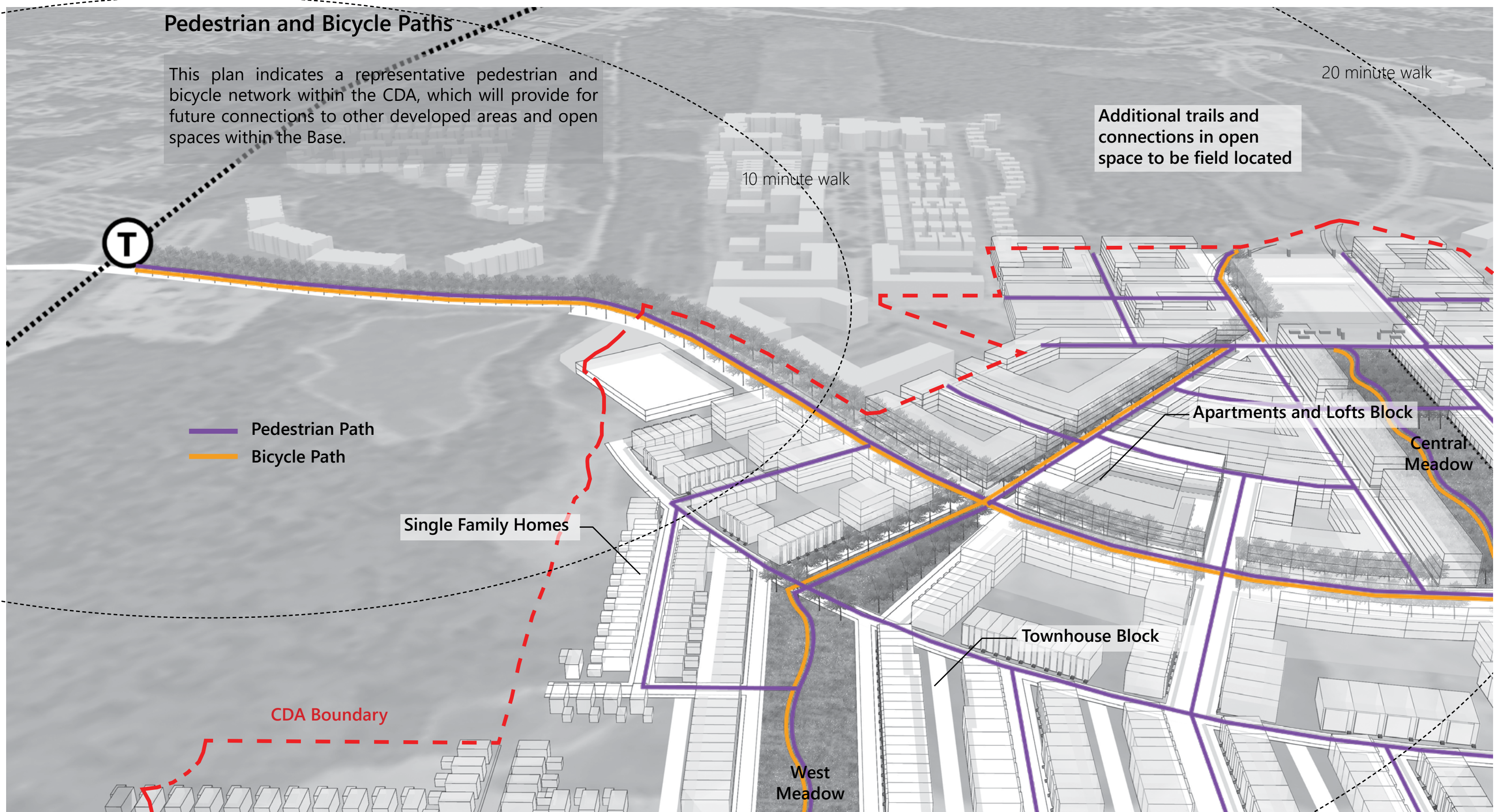
Sheet no.

7A.3.2 (c)

(1 of 2)

Pedestrian and Bicycle Paths

This plan indicates a representative pedestrian and bicycle network within the CDA, which will provide for future connections to other developed areas and open spaces within the Base.



Additional Notes:
The plan set forth above is conceptual in nature to provide general guidance regarding pedestrian and bicycle network within the CDA.

7A.3.2 (c) The general conceptual layout of parking, loading, and landscaped areas, and pedestrian and bicycle paths.

Sheet no.

7A.3.2 (c)

(2 of 2)

Conceptual Roadway and Drainage Infrastructure

The yellow blocks represent general building locations divided by a combination of conceptual driveways, streets and ways. The final location of buildings, driveways, streets and ways will be determined as lots are created and development progresses in response to market demand.

For drainage and utility planning in the core development area a denser layout of streets and blocks were used to maximize runoff assumptions, miles of streets and ways and utility lengths. Refer to the Stormwater and Drainage Report (March 2023) submitted in compliance with Article 7A.3.1(f)(i), which may be found in Binder B.

- LEGEND
- CORE DEVELOPMENT AREA

PROPOSED DRAIN LINE

EXISTING DRAIN LINE

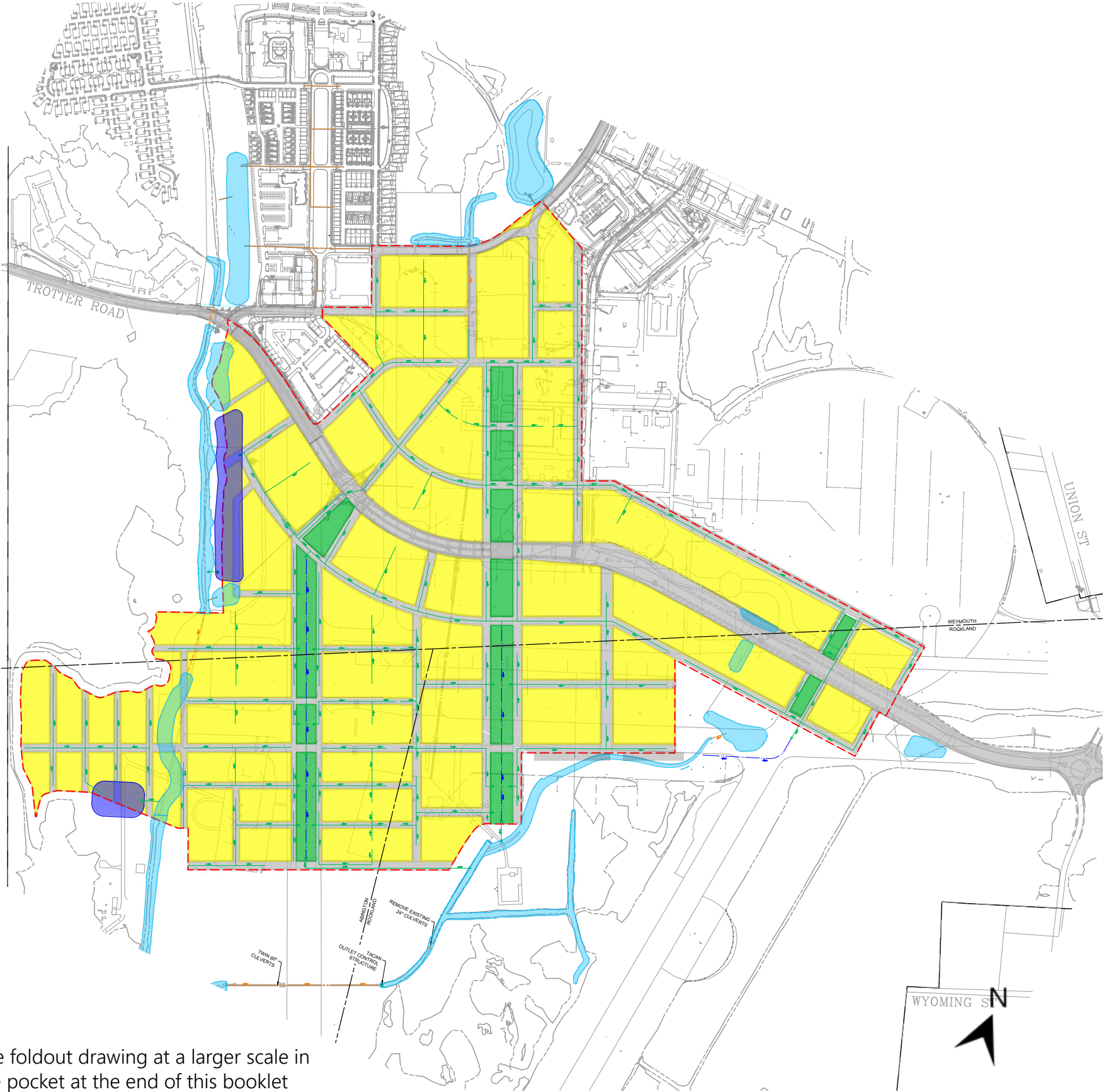
PROPOSED OUTLET CONTROL STRUCTURE

PROPOSED FLOWWAY

PROPOSED STORMWATER BASIN

EXISTING STORMWATER BASIN/STREAM

See foldout drawing at a larger scale in the pocket at the end of this booklet



Additional Notes:
The plan set forth above is conceptual in nature to provide general guidance regarding roadway and drainage infrastructure within the CDA.

7A.3.2 (d) Conceptual roadway, drainage and utility infrastructure servicing the CDA.

Sheet no.

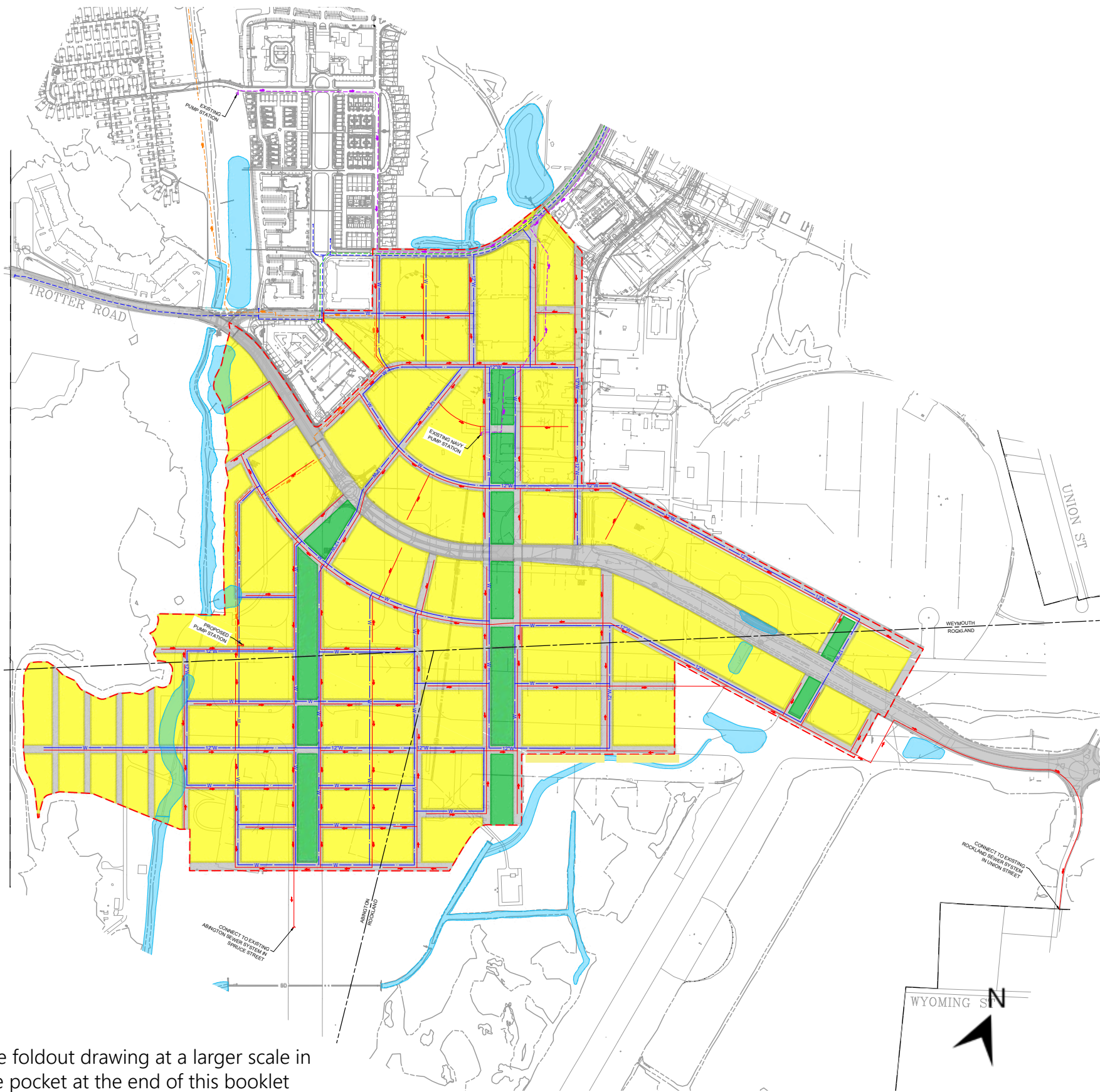
7A.3.2 (d)
(1 of 2)

Conceptual Utility Infrastructure

For drainage and utility planning in the core development area a denser layout of streets and blocks were used to maximize runoff assumptions, miles of streets and ways and utility lengths. Refer to the Utilities Report (March 2023) submitted in compliance with Article 7A.3.1(f)(iv), which may be found in Binder C-1.

- LEGEND
- CORE DEVELOPMENT AREA
- PROPOSED SEWER LINE
- PROPOSED SEWER FORCE MAIN
- EXISTING SEWER LINE
- EXISTING SEWER FORCE MAIN
- PROPOSED WATER MAIN
- EXISTING WATER MAIN
- EXISTING STORMWATER BASIN/STREAM

See foldout drawing at a larger scale in the pocket at the end of this booklet



Additional Notes:
The plan set forth above is conceptual in nature to provide general guidance regarding utility infrastructure within the CDA.

7A.3.2 (d) Conceptual roadway, drainage and utility infrastructure servicing the CDA.



Apartments & Lofts



Townhouses



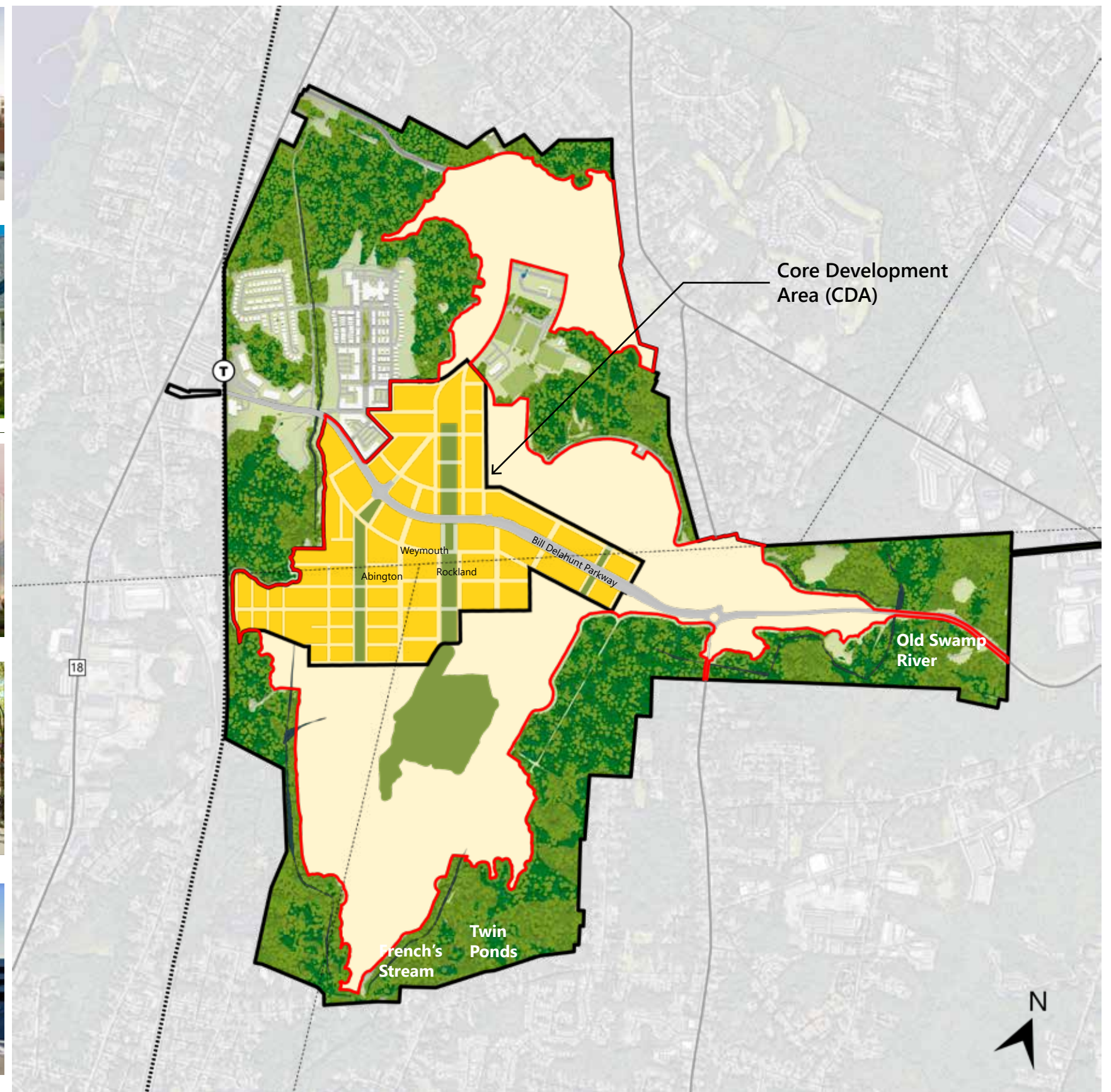
Single Family Homes



Commercial



Parking Structures



Additional Notes:
The imagery set forth above is for illustrative purposes to provide general guidance regarding architecture of development within the CDA.

7A.3.2 (e) Illustrative architectural perspectives of buildings and parking structures.

Sheet no.

7A.3.2 (e)

Residential Buildings Locations

The yellow boxes represent general residential building locations for the different housing types, divided by a combination of conceptual driveways, streets and ways. The final location of residential buildings, driveways, street and ways will be determined as lots are created and development progresses in response to market demand.

Apartments & Lofts

Townhouses

Single Family Homes

Affordable Housing Units and/or Workforce Housing Units shall be provided pursuant to Article 7A.4.5.2 of the By-Law.

Core Development Area (CDA)

Bill Delahunt Parkway

Additional Notes:
The plan set forth above is for illustrative purposes only to provide general guidance regarding residential development within the CDA.

7A.3.2 (f) With respect to any proposed residential development, (i) the general location of residential building(s), and (ii) the number of Affordable Housing Units and/or Workforce Housing Units.

Sheet no.

7A.3.2 (f)

Sustainable Development Measures

The following Sustainability Initiatives could be incorporated into the CDA:

1. SUSTAINABLE SITE PLANNING

Intent: The aim of the roadway system is to provide an efficient, safe, multi-modal network of public streets that accommodates vehicular, pedestrian, and bicycle traffic and encourages transit ridership via the following:

- 1.1 Multi-Modal Transportation Opportunities
- 1.2 Parking Demand Management
- 1.3 Pedestrian and Bicycling Facilities, including sidewalks, trails, and bicycle facilities.
- 1.4 Green Streets, including sustainable stormwater and planting practices to limit irrigation needs.
- 1.5 Pedestrian Access to Open Space, all buildings should connect to public open spaces.

2. NATURAL RESOURCE CONSERVATION AND ENVIRONMENTAL PROTECTION

Intent: The intent of the Sustainability Initiatives is to conserve the energy, water and material resources that will be used in the development of SWNAS and used by its future occupants, as well as to protect environmental quality and human and ecosystem health by avoiding or limiting adverse environmental impacts. Initiatives include:

- 2.1 Construction Waste Management, all applicants should develop a Construction Waste Management Plan which quantifies material diversion goals and methods to recycle and/or salvage construction and demolition materials.
- 2.2 Materials Reuse and Recycled Materials, topsoil removed or disturbed during site preparation and development should be stockpiled for re-use and common sitework (such as roads, sidewalks, sub-base, etc.) should utilize recycled or reclaimed materials.
- 2.3 Water Use Reduction, all buildings shall reduce indoor potable water use by 35% from the calculated baseline indoor water use.
- 2.4 Air Quality Protection, emission controls should be installed on heavy construction equipment associated with the primary infrastructure to reduce diesel pollutants.

- 2.5 Heat Island Reduction, initiatives to reduce heat island should be incorporated, such as by maximizing tree canopy to paving ratio and using light-colored and reflective materials in outdoor surfaces.
- 2.6 Impervious Surfaces and Stormwater Runoff, efforts should be made to minimize impervious paving and to capture stormwater runoff.

3. GREEN BUILDING DESIGN

Intent: The intent of this section of the Sustainability Initiatives is to encourage the construction and operation of high-performance, sustainable buildings. These Initiatives are patterned in part on the local community, state, and LEED silver standards. These Sustainability Initiatives do not require applicants to obtain LEED certification for either buildings or entire developments, but instead are designed to ensure that applicants can obtain needed points under the LEED scoring system if they voluntarily choose to obtain such certification. Initiatives include:

- 3.1 Energy Efficiency, by achieving superior energy efficiency (such as Energy Star recognition), enhanced insulation, incorporation of natural daylight, and/or white/green roofs for flat roof surfaces.
- 3.2 Sustainable Materials, including the following:
 - Building materials that utilize recycled or reclaimed materials
 - Utilizing products that disclose their lifecycle impacts through Environmental Product Declarations (EPD)
 - Utilizing products that inventory their chemical material composition
 - Specifying low or no VOC materials for products including, but not limited to, adhesives, sealants, paints, coatings, carpet, and composite wood products
 - Provision of spaces in buildings/complexes dedicated to the collection of recyclables separate from trash collection
- 3.3 LEED Design, buildings should be designed and constructed in such manner that they may qualify for certification under the current applicable version of LEED Silver or comparable standard

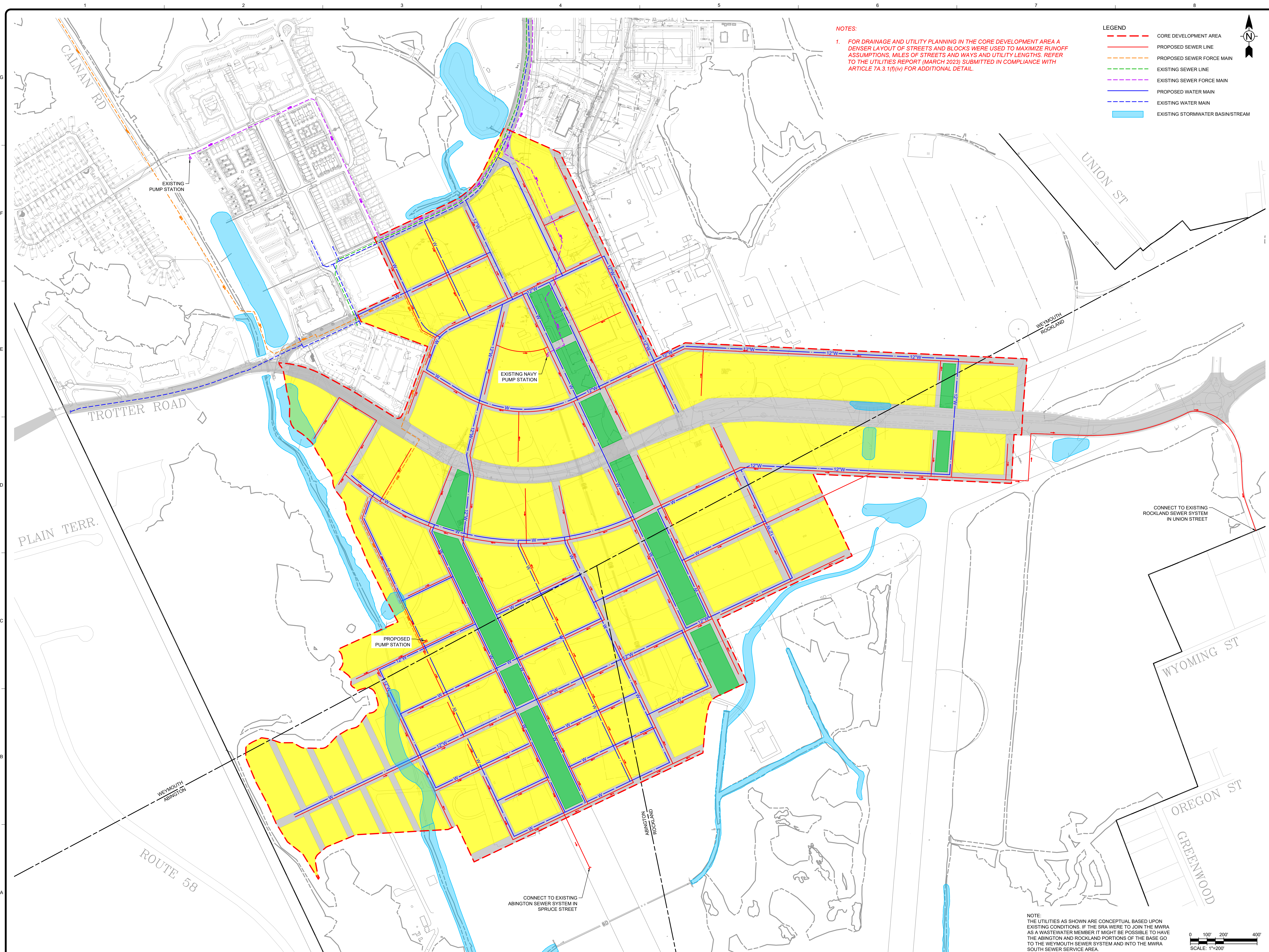
7A.3.2 (g) An initial list of the sustainable development measures likely to be considered in the CDA.	Sheet no.
	7A.3.2 (g)

Title no.	Title	Date
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Article 7A.3.2 (f)	Residential Buildings and Affordable Housing With respect to any proposed residential development, (i) the general location of residential building(s), and (ii) the number of Affordable Housing Units and/or Workforce Housing Units.	03.03.2023
Article 7A.3.2 (g)	Sustainable Development Measures An initial list of the sustainable development measures likely to be considered in the CDA.	03.03.2023
Article 7A.3.2 (h)	Article 7A.3.2 Index of Submittals The titles and dates of all submittals intended to satisfy the requirements of this Article 7A.3.2	03.03.2023

7A.3.2 (h) The titles and dates of all submittals intended to satisfy the requirements of this Article 7A.3.2

Sheet no.

7A.3.2 (h)



NOTES:

1. FOR DRAINAGE AND UTILITY PLANNING IN THE CORE DEVELOPMENT AREA A DENSER LAYOUT OF STREETS AND BLOCKS WERE USED TO MAXIMIZE RUNOFF ASSUMPTIONS, MILES OF STREETS AND WAYS AND UTILITY LENGTHS. REFER TO THE UTILITIES REPORT (MARCH 2023) SUBMITTED IN COMPLIANCE WITH ARTICLE 7A.3.1(f)(iv) FOR ADDITIONAL DETAIL.

LEGEND

	CORE DEVELOPMENT AREA
	PROPOSED SEWER LINE
	PROPOSED SEWER FORCE MAIN
	EXISTING SEWER LINE
	EXISTING SEWER FORCE MAIN
	PROPOSED WATER MAIN
	EXISTING WATER MAIN
	EXISTING STORMWATER BASIN/STREAM

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[illegible]

Client: Brookfield Properties | New England Development
Proj. Loc.: Weymouth, Abington and Rockland

South Weymouth Naval Air Station
Weymouth, Abington and Rockland

Core Development Area

7A.3.2(d) Conceptual Utility Infrastructure

Project No.:	143-33244-2100
Designed By:	TAB
Drawn By:	TAB
Checked By:	SJW

C103

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