

design guidelines for redevelopment of **Military Housing at Bass Point**



DRAFT
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Conceptual Development Character

general design objectives and principles



The Military Housing Site

The redevelopment of Military Housing at Bass Point should

- Accommodate 28 dwelling units. Additional bonus units may be considered in return for provision of below-grade parking.
- Have affordable units make up at least 25% of total units (7 of 28) including at least two detached units
- Include building massing and layout that respects the character and scale of the neighborhood context:
 - > single family homes along Castle and Gardner roads
 - > attached and/or multifamily homes on the Goddard Road portion of the site
- Ensure the architectural character of buildings and landscape is of high quality, and compatible with Nahant building traditions in terms of materials, bays and massing, roof form, details, degree of variation among homes, and other important design factors
- Provide adequate parking for each unit as well as extra parking spaces for visitors and other uses (2.0 spaces per unit overall). Parking must be carefully integrated as part of the building and open space design, with covered parking (i.e. at basement level) encouraged where possible to reduce the extent of surface parking
- Maintain important views across the site
- Create public trail connection(s) across the site
- Be sensitive to existing slopes on and around the site and protect significant vegetation
- Create a site design that incorporates buildings, parking, open space and public access in a coherent, attractive, creative and efficient manner consistent with Nahant's "village-like" setting.
- Minimize traffic impact and make inviting, convenient pedestrian connections to the neighborhood sidewalk and crosswalk network

design guidelines

SITE PLANNING

A. Site: Overall

CHARACTER AREAS OF THE SITE

The overall site planning must be sensitive to the surrounding context. These guidelines subdivide the site into two distinct character areas according to the surrounding context of a single family neighborhood on one side and natural open space on the other. **(Diagram 1)**

- **Castle/Gardner Road Area** has strong relationship to the single family neighborhood along Castle Road and Gardner Road. In response, this area must be planned as an area for detached, single family dwellings that fit into the existing neighborhood setting. It should accommodate 8 of 28 total residential units within the current site boundary.
- **Goddard Drive Area**, which has strong relationship to the open space context including Golf Course and Bailey's Hill, but has less impact on the surrounding residential neighborhood. It should accommodate 20 of 28 total units and would be an

ideal site for potential multi-family dwellings and/or a mix of attached single-family homes, duplexes and triplexes.

STREET AND VEHICULAR/ PEDESTRIAN ACCESS

The site planning should provide safe and easy access for both vehicles and pedestrians and at the same time, make minimal traffic impacts on the surrounding neighborhoods.

- The new development should provide ADA-compliant access across the site and within individual units in accordance with the town's housing goals.
- These guidelines assume that it makes financial sense to retain existing utilities and their alignment along Goddard Drive, but developer may propose an alternate configuration if desired.
- If a new internal street is needed, it should be extended or integrated into the existing public street system. Any additional street access is encouraged to occur via Castle Road to avoid adding traffic to the Trimoun-

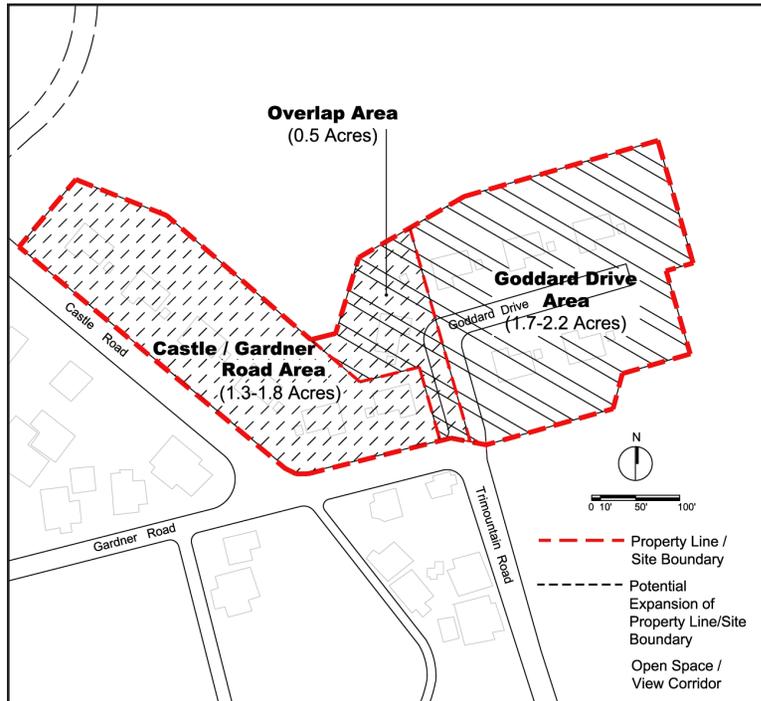


Diagram 1. Character Areas

The overlap area, in whole or part, may be attributed to the Castle/Gardner Road and/or Goddard Drive areas at the discretion of the developer as best helps meet site design and program goals.

tain/Gardner/Goddard intersection where sight lines are impaired (see traffic analysis)

- Orient fronts and entrances of units toward the adjacent street (Castle Road, Gardner Road and streets internal to the site) for address and access.
- Minimize curb cuts along Castle Road, Gardner Road and streets internal to the site to reduce impacts on sidewalk and appearance; provide shared driveways and/or alleys instead.
- Reinforce view corridors along and from streets that provide significant near and long-distance views to pedestrians and drivers.
- Enhance the streetscape of the existing streets for a safe and inviting walking environment: planting street trees along Castle Road, adding sidewalks along Gardner Road and Goddard Drive, and encouraging good-quality private landscaping, etc.
- All sidewalks should be scored concrete or pavers and at least 4 feet in width. Where possible they should be separated from the curb by a planting strip (preferably at least 5 feet wide) covered in grass or other vegetation. In particular, replace the deteriorated sidewalk along Castle

Road, create a new sidewalk along Gardner Road, and provide crosswalks connecting these walks to other area sidewalks.

- Streets and alleys within the site should include a 10' travel lane and shoulder width per Fire Department standards. On street parking for use by residential visitors and members of the general public wishing to

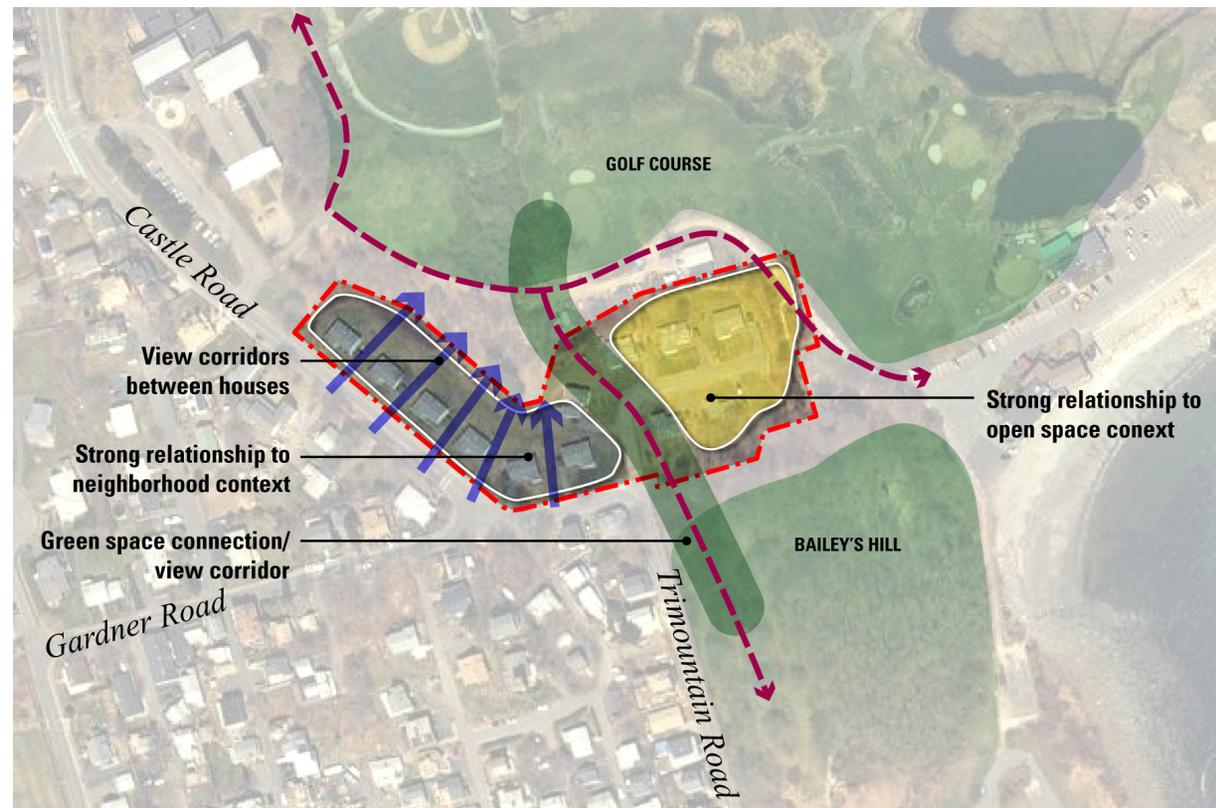


Diagram 2a. Open space, view corridors and trail connections

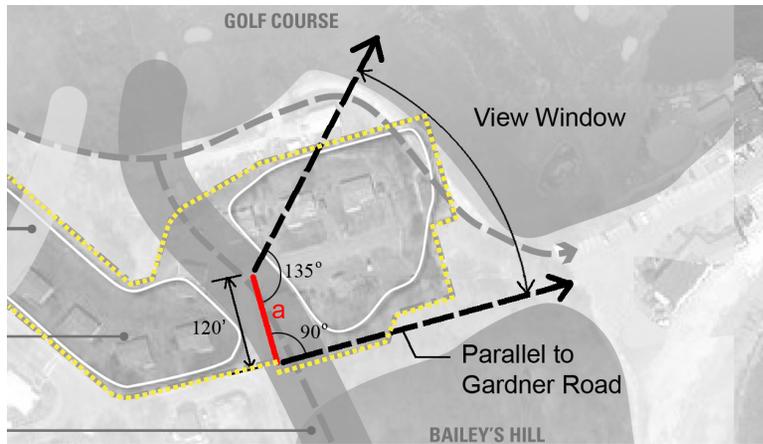
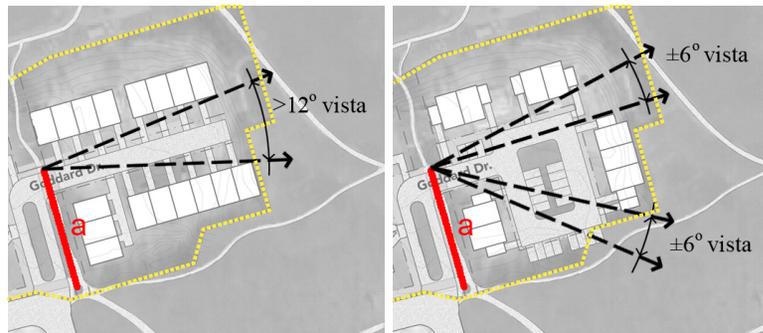


Diagram 2b. Coastal view window



Example A

Example B

access public trails and open space should be considered on all streets. Pavers, crushed stone or other pervious materials are encouraged as alternatives to asphalt.

OPEN SPACE, VIEW CORRIDORS AND TRAIL CONNECTIONS

The site sits between the Kelley Greens Golf Course and Bailey’s Hill, Nahant’s most significant open spaces. The site planning should protect the natural environment and enhance the open space connections that provides unique recreational and view resources for the Town (**Diagram 2a**):

- The Trimountain Road greenspace corridor must be preserved as a public access and view corridor to provide a physical and visual connection between the golf course and Bailey’s Hill.

- The Trimountain Road corridor should accommodate a recreational trail to link the golf course trail and the proposed Bailey’s Hill trails as part of the Town’s recreational trail plan. The design of the trail should satisfy the Town’s trail design standards and may be integrated with the sidewalk design where appropriate.
- Planting, including trees, within the view corridors must be chosen and maintained to preserve views over the long term (shrubs and trees that grow to a determinate size are encouraged).
- One or more distinct vistas beyond the site, totaling at least a 120 arc in aggregate and directed within the coastal view window shown on **diagram 2b**, must be provided from at least one point along red line “a”, shown in **diagram 2b**. If multiple vistas are provided, each shall be of at least a 40 arc. **See examples A and B.**

B. Castle/Gardner Road Area

ACCESS AND CIRCULATION

- The depth of lots along Castle road allows for the possibility of rear alley consolidating parking access. The use of an alley will reduce or eliminate driveway presence along Castle Road. If an alley is used, screen it from the Golf Course with a fence and/or plantings **(Diagram 3)**
- Alternatively, driveways may be provided along Castle Road if grouped to allow no more than 2 curb cuts per any 3 adjacent units, reducing the impact of curb cuts on the sidewalk and overall streetscape. The ideal is for two adjacent units to share a single curb cut **(Diagram 4)**.
- Enhance the pedestrian network by improving existing sidewalks, tree lawns and crosswalks to have well defined, accessible paths and connections to all adjacent neighborhood streets and recreational trails.
- If the Potential Site Expansion Area is utilized, public access shall be provided for parking access and main entries via new or extended street(s). **(Diagram 5)**

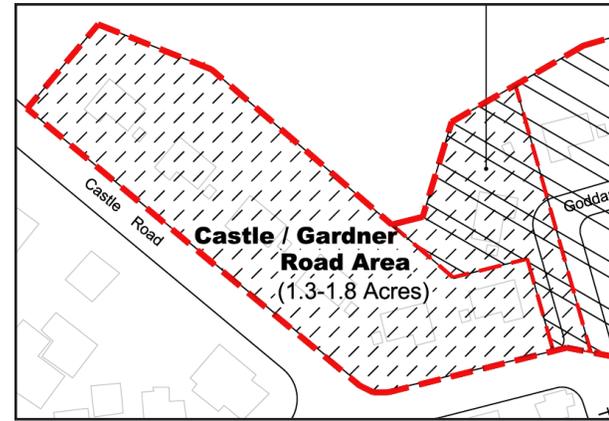
LOT DESIGN AND BUILDING PLACEMENT

This area should accommodate 8 single family detached dwelling units. Varia-

tion of lot design and building placement, within defined parameters can also assure a degree of consistency, is essential to reflect both the diversity and the order typical of the neighborhood context.

The presence of the detached single family units along Castle and Gardner roads has direct impacts on the existing houses located across the road. Site and building design must carefully consider the issues of façade length, build-to lines, solid/void balance and garage frontage to create a defined street edge that feels like a natural continuation of the surrounding neighborhood. The following techniques shall be incorporated into the site design; see **Diagram 5 and 6** for an example of a potential site plan.

- Lot sizes and widths should be varied to create different open space intervals between structures and make certain locations visually prominent, for example, the corner of Castle Road and Gardner Road. Individual private lot areas must be at least 4,500 square feet and no more than 12,000 square feet.
- Incorporate diversity in house form and placement similar to existing houses on the other side of Castle



Castle/Gardner Road Area Map



Site photo showing military housing along Castle Road.

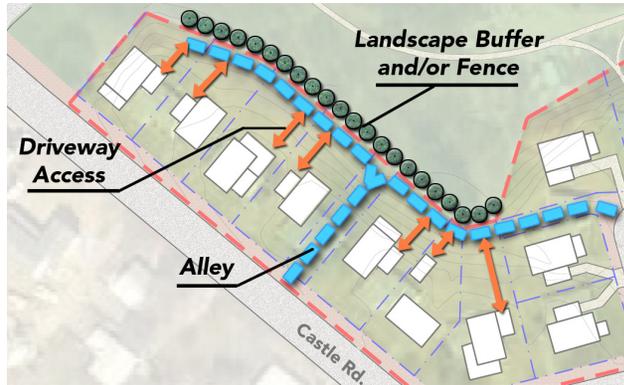


Diagram 3. Location of potential alley

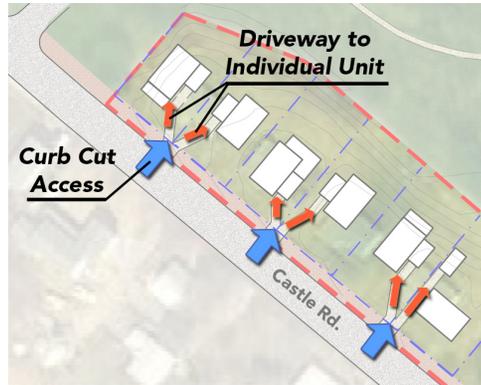
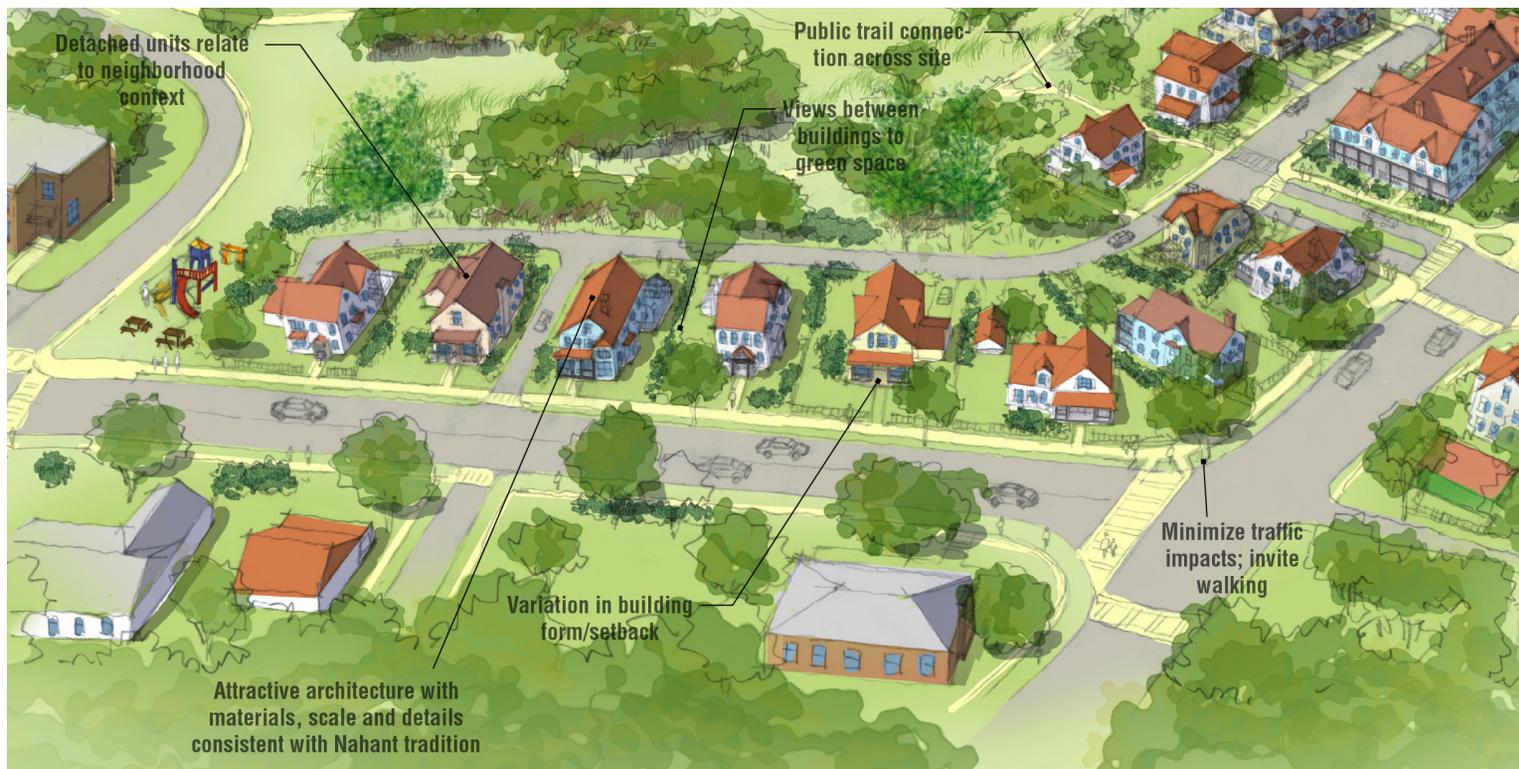


Diagram 4. Coupled curb cuts along Castle Rd.



and Gardner roads. New buildings should be sited to accommodate views from existing homes across Castle and Gardner roads.

- Along both Castle and Gardner roads, main building façade planes shall be located between 15 and 25 feet from the property line. Porches, stoops, bay windows and/or similar elements of intermediate scale shall be used among various houses to avoid the appearance of a sheer street wall from building to building. These elements may project from the main building façade as close as 10 feet from the property line (see **Diagram 5** on next page)
- Site layout must include the following minimum side yard widths accommodating views across and beyond private parcels: along Castle, 25% minimum aggregate open side yards on private parcels. Along Gardner: 35% minimum aggregate open side yards. Side yards must allow views beyond site at and above eye level from positions along the Castle and Gardner Road sidewalks. (see **Diagram 6** on next page)

- The distance between adjoining homes or between homes and garages should vary; a 5' minimum side setback must be observed.
- Vary garage placement and orientation (or locate garage doors to face a rear alley) to prevent street-facing garage doors from overwhelming the streetscape. Any garage doors facing the public street should set back 10' minimum from the main building façade. Additionally, no more than one vehicle bay per parcel may face the public street.



The degree of variation in house form created by different gables, roofs, and porches here on Willow Road in Nahant sets a good example for the housing site.



Porches, stoops, and landscaping bring intimacy to Maple Avenue, Nahant, MA.



Roofs, porches, and stoops designed with proper scale establish strong character of traditional neighborhood at Habersham, Beaufort, SC.

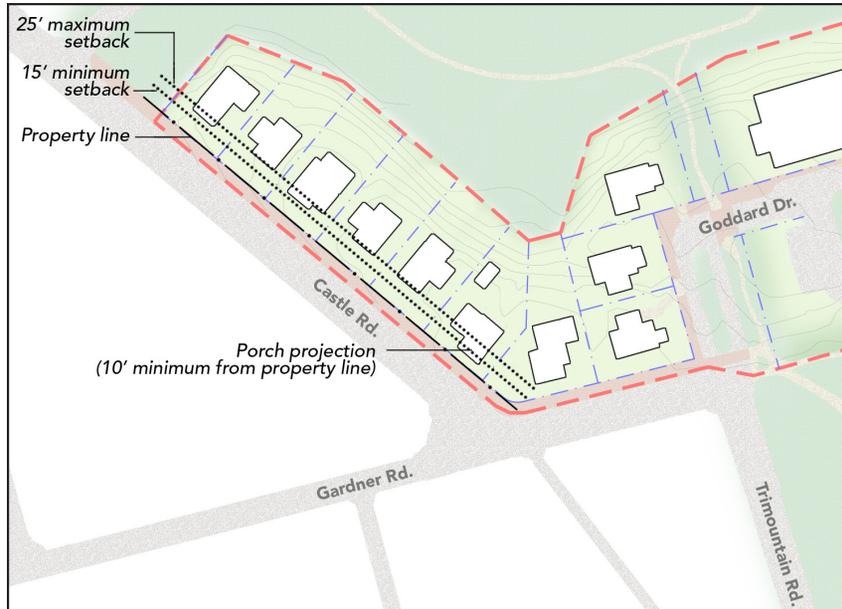


Diagram 5: Build-to line diagram

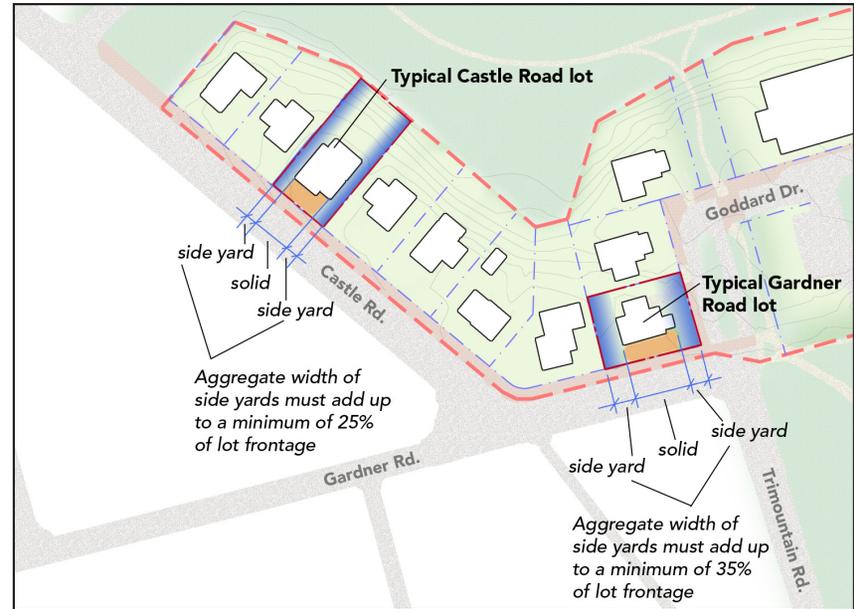


Diagram 6: Minimum width of any side yard is 5 feet. Minimum aggregate side yard widths are required to accommodate views between buildings.

C. Goddard Drive Area

ACCESS AND CIRCULATION

The existing entrance to the Goddard Drive area is the intersection of Gardner Road, Trimountain Rd. and Goddard Drive. It is the only existing entrance to the site and must be improved and emphasized for better access.

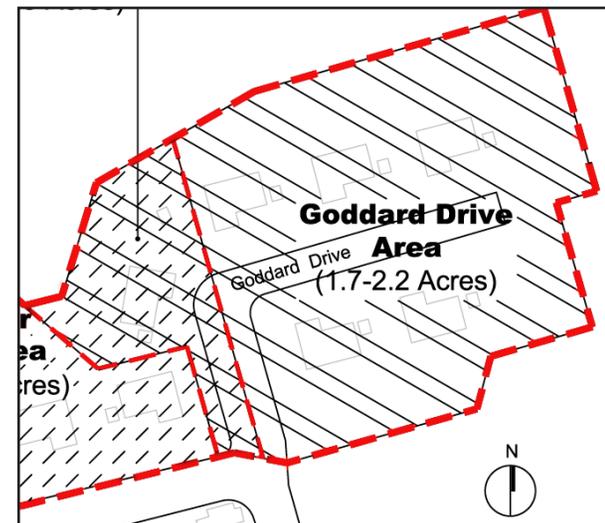
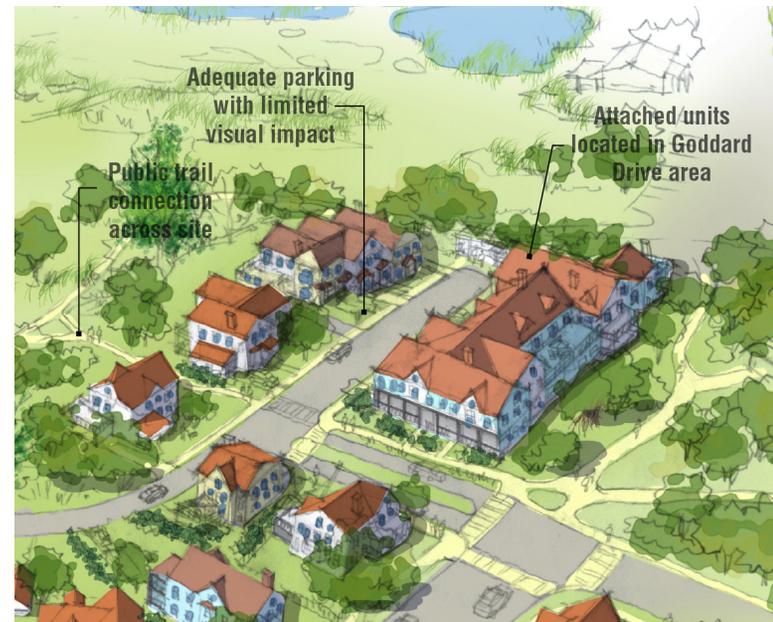
- Create a well defined entry from the Gardner Road/Trimountain Road intersection to the residential units in this area. At least one front building façade and entrance should occur on either side of this entry, and possibly additional access to single family lots;
- Public access to the trails and the view vistas should be enhanced by creating paths, signage, etc. for pedestrians and trail users;
- Continuous direct sidewalk access must be provided to front doors and is strongly recommended for any ground floor units in multi-family buildings;
- Access to buildings should gracefully accommodate grade changes at the site's perimeter.
- While most parking for multi-family structures is anticipate to be at grade, below-grade covered parking spaces are encouraged. The

design review process will consider allowing a bonus of one additional dwelling unit for every two covered parking spaces (beneath occupied building or deck footprint) placed at least 6' below typical grade along public access ways.

OPEN SPACE/VIEW CORRIDOR

The Trimountain Road axis is the key connection that links the Golf Course and Bailey's Hill. It must be preserved as a public amenity for the site and its surrounding neighborhoods (**Diagram 7**).

- Ensure open views and green-space connection between Golf Course and Bailey's Hill with a corridor at least 40 feet wide open to the public;
- Provide direct trail linkage from Golf Course trail to the Bailey's Hill trail;
- Consider including amenities such as benches and preserved open space that can serve the surrounding neighborhood and general public as well as residents of the site;
- Buildings must observe a 15-25 foot setback from the public sidewalk and/or recreational trail in this corridor



Goddard Drive Area Map



Site photo showing Goddard Drive and view to the Golf Course.

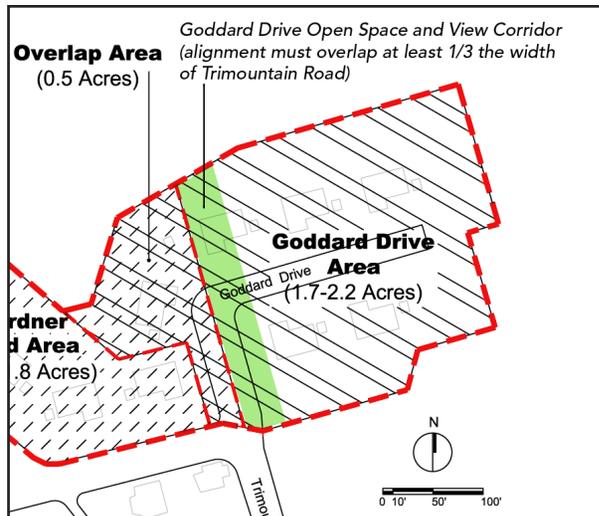


Diagram 7: Goddard Drive Area open space and view corridor

SITE DESIGN AND BUILDING PLACEMENT

This area should be designed to accommodate 20 dwelling units, including a mix of multi-family unit types, associated private and semi-private outdoor space, and parking. **Diagram 8** shows a hypothetical multi-family building, **Diagram 9** shows attached units, and **Diagram 10** is an example of attached dwellings stacked on top of single-level, multi-family units. The general guidelines are:

- Excessive scale should be avoided especially in relation to the steep slopes at north and east sides; building placement must follow **Diagram 11** at steep-slope conditions;
- All buildings shall be set back from the site boundary a minimum of 5’;
- Total building coverage (i.e. overall

- footprint) should not exceed 25% of the site area;
- Open space (exclusive of surface parking) should cover at least 50% of the site area;
- Parking is assumed to be surface parking and/or structured parking below buildings:
 - 1) At-grade, surface parking shall constitute no more than 25% of the site area; consider use of multiple paving materials and/or pervious materials to avoid the appearance of a large parking lot;
 - 2) No more than 6 adjacent parking spaces may be aggregated; use landscaping for visual relief between groups of spaces

Diagram 8: Multi-family Building Plan

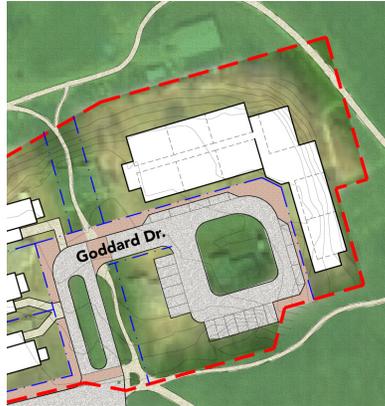


Diagram 9: Attached Units Plan



Diagram 10: Stacked Units Plan

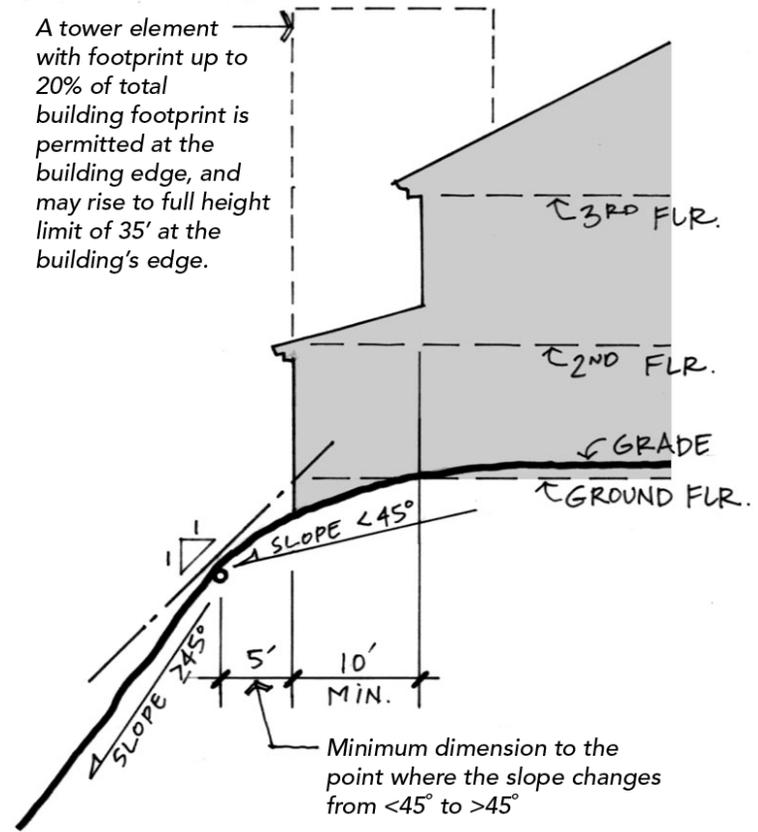
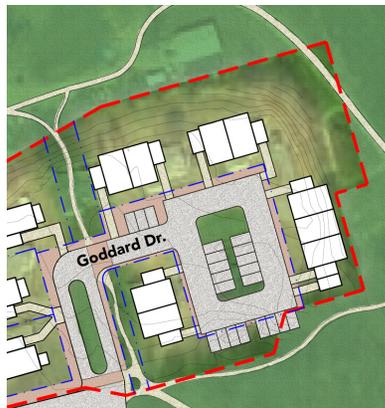


Diagram 11: Dimensional requirements for building placement at grade changes

Good examples of large houses on the island of Nahant, showing architectural elements at a variety of scales—from roof gables to broad porches to entrance canopies to dormer windows—that help break down the scale of larger buildings to relate well to context buildings, landscape, and human scale.



ARCHITECTURE

The design of all the new buildings on the site should be compatible in scale, articulation, style, materials and detail with traditional buildings in Nahant. Buildings should express a degree of architectural consistency in form and style not only among themselves but with the surrounding buildings as well. At the same time, each new dwelling unit – whether detached or attached – should have some level of individual expression that provides a level of variation to the development and distinguishes individual units from one another.

A. Building Height and Volume

The buildings' heights should be limited to 1.5 to 2 stories (30' maximum as defined by the zoning by-law) in the Castle/Gardner road area, and 2 to 2.5 stories (35' maximum as defined by the zoning by-law) in the Goddard Drive area. Buildings at the west edge of the Goddard Drive Area and the east edge of the Castle/Gardner Road Area should be designed to be of similar scale, avoiding abrupt transition between the two areas. Floor areas of proposed buildings shall meet the following requirements:

- For single family detached units, total area of one unit shall not exceed 2,800 square feet with 1,400 square feet the maximum building footprint;
- For single family attached units—including townhouses, duplexes and triplexes—total floor area of one unit shall not exceed 2,800 square feet. Contiguous structure of attached units shall not exceed 17,000 sf aggregate. Total building footprint should not exceed 1,200 square feet per unit, or 8,000 square feet aggregate per contiguous structure;
- For multi-family buildings, the aggregate floor area of each building should not exceed 32,000 square feet, and aggregate floor footprint should not exceed 15,000 sf.

B. Architectural Styles and Elements

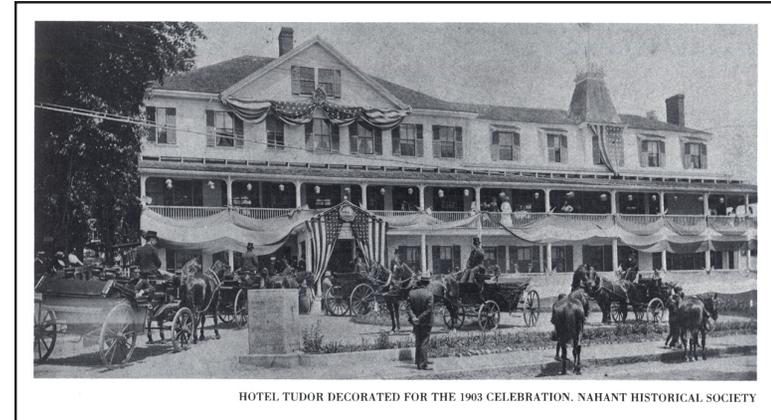
- **Architectural Styles** – Single family detached units should be architecturally consistent with those present along Castle and Gardner roads. **See Sketch 1.** Attached units, duplexes, triplexes and multi-family buildings should be designed to look and feel like large houses or historical hotel buildings on the island of Nahant.

Sketch 2 illustrates a multi-family building styled after an historic Nahant hotel. **Sketch 3** illustrates buildings that include attached units stacked on top of flats and scaled to reassemble Nahant’s typical large houses.

- **Porches and balconies/decks** – The front entry of each unit shall be emphasized by an entry canopy, porch and/or stoop. Patios, balconies and decks, which are architecturally important intermediate scale elements, should be integrated into the building’s design.
- **Roofs (Slope/orientation)** – Primary roofs should be pitched 5:12 minimum; porches and other accessory roofs should have a 2:12 minimum pitch. **Diagram 12** shows appropriate roof slopes. Slopes shallower than 5:12 are acceptable only as part of the upper pitch for a mansard roof form. Flat roofs are permissible if used as an occupied roof deck, not to exceed 50% of the overall building footprint.
- **Materials and colors** – Traditional coastal New England style building finishes should be used, especially shingle and wood clapboard and other typical materials found in Nahant.

C. Building Façade

- A full range of proportions shall be represented on facades of all buildings, regardless of size, including:
 - 1) Overall building form;
 - 2) Intermediate-scale elements such as bay windows, doors and similar forms responding to the scale of interior units or rooms;
 - 3) Human scale elements including details of trim, windows, siding etc.
- Attached units, duplexes or triplexes should distinguish individual units but avoid a single repetitive façade module: include at least two primary modules, and provide additional variation with intermediate-scale elements.
- A building of multiple units may be composed as a single structure proportioned like a 19th-century hotel.



Historic hotel on the island of Nahant

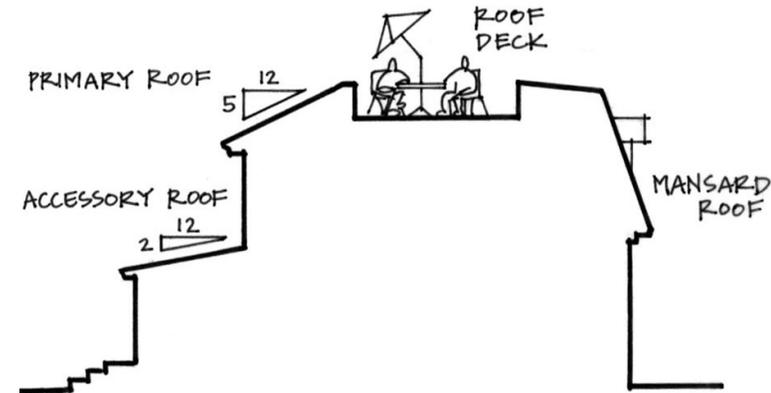


Diagram 12: Diagram of minimum roof slopes.



Sketch 1. Single-family houses along Castle Road.





Sketch 2. Multi family building at Goddard Drive (above)

Sketch 3. Attached units and flats stacked to appear like a large houses along Goddard Drive (right)





Landscaping should be sensitive to grade change.



Yards should be designed as “outdoor rooms.”

LANDSCAPE

A. Grading

- New development should be sensitive to the natural landscape and topography. Grading should be minimized by following the natural contours of the site to the greatest extent possible.
- Do not build on slopes greater than 100% (45 degrees). Where slopes are between 58%–100% (30–45 degrees) consider terracing to provide additional usable outdoor space and planted areas.

B. Garden and Yard – Private Green Space

- On parcels with limited outdoor space, yards should be designed as “outdoor rooms” rather than simple lawn space;
- Locate unit windows and doors carefully to enhance privacy of private outdoor and interior spaces;
- Supplement yard space with balconies and porches on upper floors of units and/or atop garages.

C. Planting

Seek continuity of character with adjacent neighborhood and public open spaces.

- Favor informal tree groupings and specimen trees alternating with open views; avoid regularly spaced plantings.
- New trees should be planted so that they do not obstruct important views
- To help maintain and preserve views across and beyond the site, low vegetation of determinate size should be planted within the site’s established view corridors.



Ensure the limited sight lines where Trimountain Road, Gardner Road and Goddard Drive intersect can accommodate anticipated traffic volume.



Minimize any traffic impacts on Johnson Elementary School, just west of the housing site on Castle Road.

traffic assessment

The Town of Nahant retained the services of Vanasse Hangen Brustlin, Inc. (VHB) to perform a preliminary traffic assessment of the impact of proposed residential development at the Bass Point site. Overall, VHB concluded that the “existing and projected traffic volumes at the study area intersections can be accommodated without any infrastructure improvements or traffic signal installation and no noticeable impacts to the transportation network are expected.”

VHB did identify, however certain considerations that deserve review as part of the evaluation of any development proposal for the site:

- Ensure sight lines at the Trimountain Road/Gardner Road/Goddard Drive intersection are acceptable for anticipated traffic volume
- Coordinate development with the adjacent Johnson Elementary School to minimize any potential impacts or conflicts during construction and final occupancy.