SOUTH LINCOLN VILLAGE DISTRICT
DESIGN GUIDELINES

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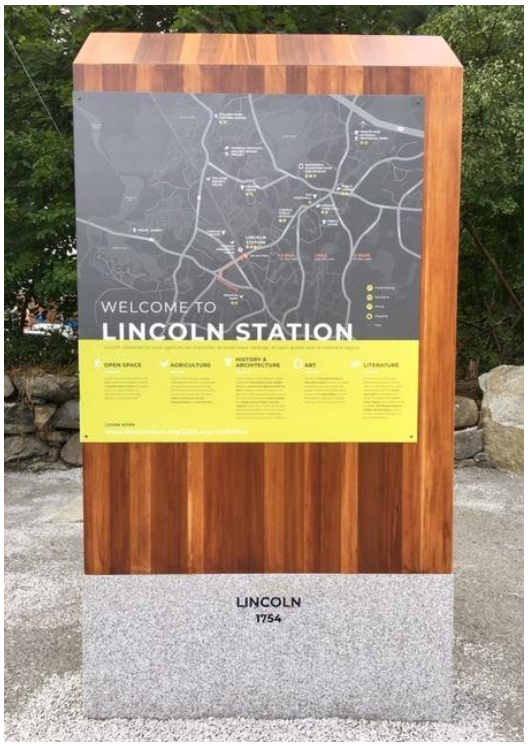
Contents

Introduction

The South Lincoln Village District zoning envisions the area surrounding the Lincoln commuter rail station as a vibrant, mixed-use, pedestrian-oriented district. This vision is based on years of robust planning processes, including the 1998 South Lincoln Planning Study, the 2009 Comprehensive Plan, and the 2014 Lincoln Station Planning Study. The zoning was further informed by the 2018 Lincoln Station Survey and regular input from the South Lincoln Planning Implementation Committee (SLPIC) Village Planning and Zoning Team.



These design guidelines, developed in conjunction with the zoning for the South Lincoln Village District, are intended to supplement and complement the zoning by providing guidance for project planning and design. Their purpose is to provide developers with direction regarding Lincoln's goals for developing this area, and to offer the Planning Board a framework for reviewing proposed projects.

To ensure that new development and redevelopment will be of high quality and help form a cohesive neighborhood through construction of compatible building forms, inviting streetscapes, and other community features, these guidelines shall apply to all new development and redevelopment in the South Lincoln Village District subject to administrative site plan review, Planning Board site plan review or Planning Board special permit review. These guidelines are intended to promote critical design elements that will ensure the area develops according to the Town's vision. Many of these guidelines correspond to the Design Standards outlined within the Zoning Bylaw; these are noted throughout this document.

The South Lincoln Village District zone includes two subareas: the Village Business subarea and the Village Residential subarea. These guidelines apply to both subareas. Where a particular recommendation is specific to only one subarea or type of use, it is noted as a "Subarea Consideration."

Throughout these guidelines, various images are used to illustrate key points. Note that these photos are for illustrative purposes

only and are not intended to represent actual recommendations or proposals.

Principles

As described above, the purpose of these guidelines is to provide guidance on how to promote the Town's goals and objectives for the South Lincoln Village District as expressed through physical design. Together with the regulations of the South Lincoln Village District Zone as specified in Lincoln's Zoning Bylaw, these guidelines will:

- Promote the South Lincoln Village District as a vibrant commercial district and local destination with a mix of uses, services, and amenities, and as a gathering place and center of local public life with active streets and public spaces.
- Encourage increased opportunities to live in Lincoln Center through a variety of housing options for households of all incomes, ages, and sizes, to support the businesses of the South Lincoln Village District and add to the vitality of the area.
- Enhance connectivity in the South Lincoln Village District so that new and existing uses are connected to Lincoln's commuter rail station and robust trail network through safe, pedestrian-friendly streets and trails. Fine-grained interconnectivity across the district will reinforce the sense of a Village Center through texture, form, and scale.
- Ensure new buildings are in keeping with the scale and character appropriate for a village center, and support the high quality of design that Lincoln values.

Site Design

Site design, or how the different pieces of a project are arranged on a particular site, is the foundation of good urban design. A thoughtful site layout can create welcoming open space, encourage walking and pedestrian activity, support healthy and vibrant retail districts, and ensure that new development feels like an integral part of existing neighborhoods.

These buildings are close enough to the street to have a strong relationship to it; the space between the building and the street is well-defined and serves as a public amenity.

Building Location

A building should be deliberately located on the site in such a way that it defines the edges of adjacent open spaces, yards, or sidewalks. In some cases, this may mean that the building is relatively close to the sidewalk in order to allow for the building to become a part of the pedestrian experience. In other cases, particularly if the building is taller than two stories, this may mean a modest setback or front yard to allow for visual relief, public amenity, or privacy for building residents. In all cases, the building should be situated so that the adjacent open spaces are intentional and defined, rather than leftover space.

> **Subarea considerations:** A strong connection between the building and sidewalk is particularly important in the village business subarea, where ground floor retail will benefit from foot traffic and a pedestrian's ability to see the activity happening within the building.

Where more than one building is included on a lot, the buildings should be grouped to have a meaningful relationship to one another. Well-defined, tight building groupings are reminiscent of village centers and can provide small-scale, well-defined open space while also preserving natural landscape outside the building groupings. This is preferred to a scattered or sprawling site plan that is neither village nor rural and that leaves undefined open space between buildings.

If there is more than one building in a development, compact groupings with well-defined open space are preferred.

Building Orientation

A building's main façade should be oriented towards the street. Its primary entrance should be clearly visible from, and accessible from, the street[1] and sidewalk. Because these guidelines recommend that parking be located behind the building, a second entrance that is directly connected to the parking lot may be desirable; if this is the case, the two entrances should work together within the internal building circulation and should complement each other, not compete with each other.

Buildings entrances should be oriented towards the street and sidewalk.

Open Space

Open space of all varieties – from trails to gathering spaces to woodlands - is a valued asset in Lincoln. Where a front yard or other private open space is adjacent to the sidewalk or other public open space, it should relate to the public open space and serve as a visual amenity for all. It is critical that front yards not be treated as leftover space but should be as carefully designed as the building itself.

Site design should incorporate storm water management and green infrastructure techniques, such as bioswales, rain gardens, and reducing the amount of impervious surfaces. See the Lincoln Conservation Department's Ecological Design, Construction, and Maintenance Handbook for more information.

> **Subarea considerations:** In the residential subarea, front setbacks will most likely function as a private yard but should nonetheless constitute a visual amenity for those passing by. In the business subarea, consider whether front setback area could be publicly accessible (see Public Amenity section).

Examples of open space integrated into development. The plaza in the bottom image is clearly publicly accessible. The landscaped area in the top image is private, but still provides a visual amenity for pedestrians.

[1] Any reference to streets in this document is intended to include privately-owned rights-of-way that are used as the primary approach route to a new development. These guidelines envision the South Lincoln Village District as a well-connected neighborhood with pedestrian-friendly access and a strong relationship between buildings and the roads used to approach them, regardless of whether those roads are publicly-owned streets or privately-owned rights-of-way.

Pedestrian Connectivity

Lincoln's extensive trail network is one of the things that makes it special. Any new project should enhance connectivity, both internally and externally. Within the site itself, ensure that all building entries connect to the main sidewalk and as well as any other nearby trails. At the edges of the site, connect to and continue any adjacent pathways. Pay attention to informal use paths through the site; these should be respected and incorporated into the site design. Sidewalks should be provided along all streets, even where they do not currently exist; crosswalks should be provided where paths cross roads or parking lots.

> **Subarea considerations:** In residential areas, residents should be able to enjoy a safe, comfortable route to the nearby retail and commuter rail station. Within the business district, visitors to the South Lincoln Village District should be able to conveniently access the area by train or car, but then find attractive sidewalks and paths that allow for comfortable walking within the station area.

Lincoln's network of pathways and trails is one of its defining features. Connecting to and expanding pedestrian connectivity is critical.

Vehicle Access and Parking

The South Lincoln Village District is envisioned as a pedestrian-friendly neighborhood where residents or visitors arriving by any mode of transportation – rail, walk, car, or bike - can walk safely between points of interest. Those who choose to drive to the South Lincoln Village District should be encouraged to park once and then walk between businesses and public spaces.

To encourage an active pedestrian environment, surface vehicle parking should be located behind or to the side of buildings and should be minimally visible from the street; the most visually prominent part of a new development should be the buildings, sidewalks, or open space. Consider wrapping first-floor podium parking with other uses. Avoid placing parking between a building and the street or in such a way that might interrupt pedestrian flow. If parking is located adjacent to the street or sidewalk, it should be buffered with vegetation, street trees, low walls, or other site features. The visual impact of surface lots can also be reduced by integrating vegetated islands into the parking area.

> **Subarea considerations:** While locating parking behind buildings is always preferred, it is particularly critical in the

When parking is located adjacent to the sidewalk, it should be screened with landscape or site features.

business subarea, where a relationship between the sidewalk and storefronts is an important part of encouraging foot traffic to local businesses.

To allow for a more compact development pattern that will support increased activity in the South Lincoln Village District, the amount of space devoted to parking should be minimized. This could be accomplished through shared parking between compatible uses, or by wrapping ground-level parking with retail or residential uses.

> **Subarea considerations:** The Village Business Subarea, which is intended for a mix of uses, is particularly suited for shared parking. Parking should be designed to encourage shared use across tenants and across properties, particularly for mixed uses that might see different peak periods of parking demand. Sharing can be facilitated by providing driveways that connect adjacent parking areas, sidewalks that connect adjacent parking areas, and combining parking access to reduce curb cuts.

Curb cuts disrupt pedestrian and bicyclist path of travel; both their number and width should be minimized. To reduce the number of curb cuts, shared driveways or vehicular access points are encouraged. Where a building fronts more than one street, the curb cut should be located on the secondary street, away from the street corner, to minimize conflicts between vehicles and pedestrians. Every curb cut should provide a continuous and uninterrupted pedestrian walkway, and all curb cuts should be designed so that driveways slope up from the street to the level of the sidewalk.

Placing parking underground or wrapping it with active uses minimizes its impact on the pedestrian environment. In the example above, parking is located underneath and behind the café (top photo), which allows the café to have a sidewalk presence (bottom photo).

Service Areas

Back of house functions, such as trash areas, utilities, loading docks, or mechanical equipment, should be minimally visible from the street. It is preferable for these uses to be located to the rear of the building or on the building roof, so that the building itself screens them from public areas.

When located on the roof, mechanical equipment should be screened from view using architectural forms integrated into the roof design. When located at grade, these features should be screened using vegetation, fencing, landscape feature, or other architectural element so as to not be visible from streets and public spaces. When fencing is used for screening, it should be used judiciously; a continuous tall fence reads the same as a blank wall. In general, landscape is preferred over fencing as a buffer. If fencing is provided, natural or decorative materials are preferred. Chain link fencing is discouraged. If the use that is being screened generates noise, the screening element should incorporate soundproofing.

> **Subarea considerations:** In residential buildings, an often-forgotten service function is storage for building residents. Consider providing residential storage areas in the form of basement storage, sheds, or garages to minimize clutter outside the building.

Service and mechanical functions should be screened with landscape elements or high-quality materials.

Buildings: Scale and Massing

While the South Lincoln Village District zoning is intended to encourage additional housing, mixed use, and retail options, this goal should be accomplished within the context of Lincoln's built character. Architectural elements such as varied heights, bays, or step-backs can be used to reinforce the scale, massing, and proportions of the South Lincoln Village District's traditional patterns of development. A hierarchy of details and forms can draw the eye to important building elements, bringing the building to a human scale and reducing the appearance of height and bulk.

Although this building is wider than the surrounding buildings, the bays and front setback ensure that it is not out-of-scale with its surroundings.

Building Scale

Scale in architecture is a measure of the relative size of a building or building component in relation to its surroundings. The perceived scale of any building is a function of the overall size of the proposed building relative to surrounding buildings, and the visual relationship of the building's façade elements to each other and to those in the surrounding buildings.

Buildings need not be a uniform height to be properly scaled. The height should, however, complement nearby buildings through the use of step-backs or half-stories to break up the building's mass and reinforce the scale and proportions of nearby structures. This is particularly important if the building is located near smaller-scaled structures. Allowable heights in the South Lincoln Village District are either 2.5 stories or 3.5 stories; the half story lends itself to sloped roofs or setbacks, either of which mitigate the perceived scale of the building.

An example of the 2.5-story height that is envisioned along Lincoln Street (above), and the 3.5-story height that may be permitted along side streets. In both cases, the half story mitigates the perceived scale of the building.

> **Subarea considerations:** Consistent with the allowable building heights indicated on the Zoning Map, buildings fronting Lincoln Street are intended to reflect the Town's small-scale character. Buildings set back from Lincoln Street or located along side streets are permitted additional height, but their scale and design must be appropriate within the context of the district.

Building Form

Form is the three-dimensional shape that a building takes. Variations in building form can be used to reduce the appearance of larger buildings. Large building masses and volumes greater than 50 feet should incorporate recesses and projecting forms at intervals appropriate to the surrounding context. These forms could be large-scale, such as a bay that runs the entire height of a building, or smaller-scale, such as projecting windows or dormers.

Roof Form

Because of Lincoln's rich and diverse architectural history, different roof forms may be appropriate: pitched, gabled, mansard, or flat. It is most important that whichever roof form is selected be consistent with the overall architectural style of the building, serves to visually cap the building, and is proportionally scaled to the building overall. If a building includes a pitched roof, steeper angles are preferred to shallow angles.

Examples of varying building and roof forms.

Ground Story

Most traditional mixed-use buildings feature a taller ground story to accommodate commercial uses. Active ground floor uses are strongly encouraged and should be clearly visible to contribute to district vibrancy.

Subarea considerations: In the business subarea, the zoning bylaw requires that all developments containing multi-family dwelling units must include active uses on the street-facing side of the first floor. A taller ground story is especially appropriate in buildings that have retail or office uses on the first floor; these uses typically consist of larger interior spaces which need a higher ceiling to feel proportionately balanced.

While a tall ground story is less necessary for residential ground floor use, it is often still desirable to use increased ground floor height to visually ground the building by emphasizing its base. Additionally, residential buildings have active uses that may be appropriate in visually prominent areas; consider placing lobbies, mail areas, community rooms, lounge areas, or other common spaces on the ground floor.

A tall ground story is encouraged for commercial use.

Buildings: Articulation

Building articulation is the way in which various building elements and details come together to form a cohesive whole. In a well-articulated building, the various façade elements are used to reinforce human-scale proportions and reduce the visual impact of larger building massing.

A variety of architectural styles may be appropriate in Lincoln.

Architectural Style

Lincoln has a strong design heritage that ranges from Colonial to Modern. New development need not adhere to any specific architectural style, but should always be complementary to, and specific to, the local Lincoln context. Generic designs should be avoided.

Facades

As the face of the building, the facade should enhance the visual character of the building and the neighborhood. The facade elements of buildings in the South Lincoln Village District should provide visual appeal, avoid monotony, reduce the appearance of bulk, and provide a visual relationship to adjacent buildings. Where more than one façade is visible from the street or a public space, both facades should be treated as primary facades through detailing and materials. Blank wall surfaces greater than 20 feet are not permitted when visible from the street or public pathways.

Bays and projecting forms are used to provide visual appeal and break down building scale.

Facades should not be considered two-dimensional elements but should be enhanced by variations in depth. This may be accomplished through the use of balconies, changing materials, or architectural detailing to provide visual appeal and to break down building scale.

Windows

The arrangement, proportion, and style of windows should be consistent with the architectural language of the overall building. Windows are the most common way to relieve blank, uninteresting surfaces and can add depth to an otherwise two-

dimensional façade. Their spacing can a visual rhythm that reinforces the building's forms.

In general, it is preferable that upper story windows be smaller than those on the ground floor, and that windows be taller than they are wide. However, depending on the architectural style and language of the building, this may not always be the case.

Glass in all windows should be clear, not reflective, mirrored, or tinted.

> **Subarea considerations:** Windows are a key element of a well-designed storefront, inviting browsing and encouraging pedestrians to use the adjacent public spaces. Typically, larger windows are desirable for storefronts; however, because of Lincoln's historic character, less glazing at the ground level may be appropriate for the style of the building. In all cases, the storefronts should provide adequate transparency to offer a glimpse of the activity within and should include sufficient glazing to differentiate the commercial storefront from smaller windows associated with residential use. Storefronts can further enliven the sidewalk with the addition of street furniture or displays, described in following sections.

Window arrangement and style should be consistent with the architectural language of the overall building. Upper story residential windows should be differentiated from ground level commercial windows.

Ground-level transparency can enliven the sidewalk and provide a glimpse of activity within.

Entrance

The building entry should be clearly identifiable and should be visible and accessible from the sidewalk and from parking areas. The entry should be both a visual focus point for the building and should be integrated into the overall façade and configuration of the building form. In addition to a prominent location and clear paths, the entrance can be emphasized by adding architectural features, such as overhangs or canopies (discussed further below), or subtracting mass, as in the case of recessed entries.

Recessed entries can add depth to a building façade and create a transition space between indoor and outdoor. At a minimum, entrances located directly on sidewalks or paths should be recessed to a depth equal to the width of the door to prevent doors from swinging into the pedestrian path of travel.

Recessed entries add depth to the façade and create a transition between indoor and outdoor.

Subarea considerations: For mixed use buildings, entrances to upper floor uses should be separate from ground level retail entrances.

For residential buildings, there should be a hierarchy of entrances; the main entrance to an apartment building should be more prominent than the entrance to a townhouse or individual dwelling unit. However, individual unit entries and still be emphasized with stoops, small porches, or other more residential element.

Overhead Coverings

Overhead coverings can highlight a building entry, provide articulation and detail to break up a façade, provide protection from the elements, and create a transition zone between public and private space. They can include awnings, canopies, covered porches and recessed or covered walkways.

Awnings should fit the shape and scale of the window or door, and their style, shape, and scale should be compatible with the overall building design. The color and pattern of the awning should be carefully selected; a facade with minimal architectural detailing can be enhanced with bright colors and patterns, while a more decorated facade may be complemented with a plain, subtle shade.

Subarea considerations: The type of awning can help signal a building's use and will vary depending on whether the building is residential or retail.

Examples of overhead coverings.

Materials

Materials add color, texture, and detail a building's exterior. Materials should provide layers of visual interest, allowing for different characteristics of the material to become apparent whether it is viewed from across the street or from the front entrance. Exterior materials should be high quality and durable. In general, natural materials, such as brick, wood, or stone, are encouraged; however, it is most important that materials selected should be in keeping with the character and style of the building. Artificial, low-quality materials or those that are likely to deteriorate are discouraged.

Materials add color, texture, and detail to a building's exterior.

Subarea considerations: The building materials should be appropriate for its use: some materials, such as clapboard siding, have a distinctly residential feel. Other materials that read as more commercial should be limited to the business subarea.

Details

Architectural details on buildings create interesting facades and reinforce the human-scaled aspects of the building design. Such details may include, but are not limited to, items such as the trim around entrances, corners, eaves, doors and windows; the ways in which different materials interact and overlap; or type and style of windows and doors. These details are particularly encouraged at the ground level to create visual interest where they are most visible.

In addition to an active use, the physical architecture of the ground floor should be distinct and should signal activity. The façade detailing should clearly define the commercial ground floor and differentiate its articulation from residential uses on the upper stories. This articulation of the ground level of a building shall be used to visually anchor the base of the building on the site and to define a human-scaled base at the primary street frontage.

Architectural details add interest to traditional building forms (above); articulation of the ground floor visually anchors the building (middle and lower).

Signage and Outdoor Displays

Signage is needed for businesses to let people know what services they provide. Signage can also be a way to add interest to a building's appearance. Signage in the South Lincoln Village District should fit with and reinforce the architectural character of the building. Signs for buildings with multiple tenants, including directories, shall be coordinated across a building facade to offer clear, orderly, and legible information about the building and tenants. Signage should not be placed on the upper facade above the second story of multistory buildings, unless the business itself is located on an upper floor. If a business occupies a space with more than one façade, signage on both frontages may be considered by the Planning Board. Hanging signs, wall-mounted signage, signage on canopies, and carefully-painted window signs are encouraged. Backlit signs and internally lit signs, including neon signs, are not permitted by Lincoln's Zoning Bylaw.

Display areas can activate a street and provide visual interest if they are thoughtful and not haphazard. Displays should be organized and should not add clutter to the sidewalk.

Examples of appropriate signage.

Formula Businesses

Formula businesses have a standard aesthetic and branding across multiple locations. In the South Lincoln Village District, any standardized branding should be subordinate to fulfilling the recommendations in these guidelines. This means that the building design, from site plan to signage, should be of high quality and should be adapted to complement the local character of the district. Standardized, stock designs are strongly discouraged.

Well-organized storefront display.

A formula business that has adapted its standardized design to be consistent with local character.

Sustainability

Images coming soon

All development within the South Lincoln Village District, whether commercial or residential, new construction or renovation, should incorporate sustainable practices to the greatest extent possible. While this should include resource-conserving and energy-reducing best practices such as low-flow plumbing fixtures, enhanced insulation, or LED light fixtures, projects are strongly encouraged to go beyond the basics and push the envelope in advancing environmentally responsible design and construction.

Although sustainability is a standalone chapter here, it is intended that sustainability features be considered and integrated into all aspects of the development. Indeed, many of the design strategies recommended elsewhere in this document or in the South Lincoln Village District zoning bylaw promote sustainability: lower parking ratios to reduce reliance on private vehicles and encourage alternative modes of transportation, shared parking to reduce the amount of impervious surfaces and consequent stormwater runoff, multifamily use with shared walls that naturally minimize energy loss, and compact development footprints that reduce impact to natural open space.

While these guidelines highlight high-level sustainability concepts that should be considered in any development in the South Lincoln Village District, the strategies discussed here are only a start. The field of sustainable development is complex and continually evolving; to ensure projects are addressing the full range of sustainability considerations - energy efficiency, renewable energy, water efficiency and management, sustainable materials, indoor air quality, and new innovations - applicants are encouraged to consult with green design professionals from the outset of project planning, and projects are strongly encouraged to be certifiable by a recognized sustainable building standard such as the U.S. Green Building Council LEED Rating System.

Low-Impact Site Design

Although often described as "green building," sustainable development practices go far beyond the building itself. Low-impact development strategies use careful site design and a variety of stormwater management techniques to reduce the environmental footprint of new development. These should include:

Reduce the amount of hard, impervious surfaces, such as conventional asphalt, that cannot naturally absorb stormwater. At a site plan level, this can be accomplished through a carefully-designed and compact vehicle circulation footprint that minimizes surface area devoted to driveways and parking. Shared parking, which is enabled in the South Lincoln Village District zoning bylaw, can further reduce the amount of space devoted to parking. In addition to a compact layout, some paving materials – such as pervious asphalt or unit pavers - can allow a degree of water infiltration, reducing the volume and speed of stormwater runoff. While pervious parking may not be appropriate for higher-traffic areas like drive lanes, it could be considered for areas like sidewalks or parking spaces.

Maximize on-site stormwater infiltration. In addition to minimizing impervious surfaces, there are a wide variety of techniques that use vegetation and site grading to slow, store, or direct stormwater runoff while naturally filtering pollutants. These include vegetated swales, rain gardens or stormwater planters, rainwater harvesting cisterns, bioretention basins, and underground recharge systems. These features can be used to break up imperious areas such as parking lots, can be strategically placed to work with a site's natural contours and drainage patterns to intercept stormwater flow, or can be an attractive landscape element in their own right. Some of these features may be connected to the site's irrigation system or other greywater system. The location and direction of roof drains and downspouts should be coordinated to direct runoff to these on-site stormwater management features.

Consider native or drought-tolerant plants; these are accustomed to local climate and soil conditions, and are more likely to thrive without extensive irrigation. Be judicious about the use of turf grass, which consumes a high amount of water. Landscape is discussed in greater detail in the following section of these guidelines.

Massing and Roofs

Design the site and building layout to benefit from an effective solar orientation for passive heating and cooling and use of renewable energy sources on site. Buildings should be solar-ready at a minimum, and should incorporate solar panels where feasible. Where flat roofs are used, consolidate roof penetrations so as to maintain adequate space for the eventual installation of solar

panels. For buildings with sloped roofs or stepbacks, where possible orient the primary roof surface towards the south to maximize the potential for solar panels. Buildings' impact on the solar access of adjacent properties should be minimized. Finally, consider solar orientation when designing the layout, size, and type of windows to incorporate passive solar gain and natural lighting. Sunshading, daylighting, and other passive techniques should be seamlessly integrated into the building design.

Photovoltaic solar panels are only one of many sustainable opportunities afforded by a buildings' roof surface. A solar thermal system, rather than generating electricity, can pre-heat a building's water to reduce the energy needed for water heating. A green or vegetated roof reduces head loads on a building, offers a high level of insulation, and captures stormwater runoff. White or "cool" roofs reflect more light than they absorb, lowering the temperature of the air around the roof and helping to reduce building cooling loads and heat island impacts. Finally, a "blue roof" is designed explicitly to manage stormwater. No matter what system is used, roof surfaces in particular offer a range of sustainability opportunities.

Getting to Net Zero

Development in the South Lincoln Village District is strongly encouraged to minimize its energy consumption to the greatest extent possible. It is expected that development in the district will include standard energy-reducing features such as enhanced insulation and envelope sealing, efficient appliances and systems, LED lighting, and electric vehicle charging stations. Projects are also encouraged to consider more significant energy reduction measures. This could be accomplished through an advanced energy efficiency standard such as Passive House, Living Building, or LEED Zero (with or without formal certification). It could also be achieved through the proactive use or piloting of innovative, holistic, and site-specific mechanisms to reduce energy usage.

Public Amenity

Any vibrant neighborhood includes places for people to gather, whether formally or informally. Lincoln has a strong tradition of fostering public open spaces and trails, and new development should continue this practice. In all cases, providing opportunities for public amenity should be an integral part of site design and should not be an afterthought.

Publicly accessible courtyards or other outdoor space
Within the Village Business Subarea, all new developments should include accessible public space, located on the site to promote pedestrian and shopper accessibility. These areas may include pedestrian-friendly amenities, such as wide sidewalks/pathways, outdoor seating, patios, or courtyards, as well as landscaped/garden areas associated with these pedestrian amenities. It may include landscaped pathways connecting adjacent developments but should not include painted pathways/crosswalks through parking lots.
The design of this public space should clearly communicate that the space is open to the public. Where appropriate, front setbacks should be used to accommodate plantings, public seating areas, outdoor restaurant seating, or similar uses. Landscape is a critical piece of thoughtful public space design; refer to the following section on Landscape for more information.

Examples of accessible public space that serve to enliven the village center.

Accessible public space could also include public paths with landscape and seating walls as shown above.

Public Paths and Sidewalks

As highlighted in the previous section, connectivity should be a defining feature of the South Lincoln Village District. Sidewalks should be included along all streets. Pedestrian paths and sidewalks within the site shall connect with those of adjacent developments and with adjacent Town trails. Any public path, trail, or sidewalk which currently extends through a project site shall be maintained. Any public path that currently terminates within the site or at the site boundary shall be extended so that it continues through the site. These paths shall be publicly accessible.

Sidewalks and paths, and the elements located within them, should foster comfort, safety, and accessibility for all pedestrians. All sidewalks and paths should be a minimum of 5' wide and

Example of a well-marked mid-block crossing.

should be free of obstructions. They should be well-maintained and fully accessible. At street corners or where mid-block crossing is desirable, integrated curb ramps and clearly marked crosswalks should be included. Because of their superior visibility, crosswalks shall be in the continental or ladder style. Crosswalks are particularly important across Lincoln Road to connect the business and train stops on each side.

Sidewalks shall be constructed of high quality, durable materials, such as concrete and stone pavers. Sidewalks must be well-constructed and maintained for smooth and accessible surfaces; this is particularly important if the primary material is brick or unit pavers. If brick or unit pavers are used, the sidewalk must be detailed and maintained to ensure accessibility. If asphalt is used, appropriate edge detailing should be incorporated. If the Planning Board adopts a specific palette of sidewalk materials to create a cohesive district aesthetic, the project's sidewalks must be consistent with that palette.

Where plantings and café seating is provided, the sidewalk is wider to provide adequate clearance for pedestrian circulation.

All new sidewalks, paths, and curb ramps shall be designed and constructed to be accessible to persons with disabilities in accordance with applicable laws including the Americans with Disabilities Act and the Rules and Regulations of the Massachusetts Architectural Access Board.

Consistent with the desire for public space, small setbacks to provide space for landscape or seating are encouraged. Where this is provided, the sidewalk or path must provide adequate space for all users and maintain a 5' clearance for pedestrian circulation in addition to any street furniture, trees/plantings, bicycle parking, or restaurant seating.

Landscape

Thoughtfully designed landscape appropriate to the context of the building and the surrounding streetscape is a critical piece of any project's design. Landscape features define edges, frame streets and public spaces, shield negative views, and reinforce the overall village form that is envisioned for Lincoln Station. The streets, plazas, courtyards, and gardens of Lincoln Station are the open space components of village form and their appeal will result in part from the incorporation of appropriate type and location of plantings.

Well-designed landscape defines edges, frames views, and creates welcoming public space.

In general, plantings related to streets and plazas should favor shade and flowering trees with continuity of species within a given area. Trees should be selected for their tolerance of more urban conditions; plants located near streets, driveways, or parking lots should be salt-tolerant. Plantings should not obscure site entrances and exit drives, access ways, or road intersections or impair visibility of commercial storefronts. Tree species should be selected to maintain relatively clear views of the ground floor and adequate height clearances for sidewalk circulation. Plants should be located in open plant beds as opposed to being planted in pavements with tree grates.

Plantings in parking lots should be in islands of sufficient size to provide air and water to reach the root systems.

Plantings in parking lots should be in islands of sufficient size to provide air and water to reach the root systems. Tree species that have smaller leaves that minimize leaf litter should be considered. Irrigation should be considered to help plant survival in this difficult growing environment.

Seasonal plantings should be encouraged, particularly in the form of planters associated with retail shops, cafes, and other public spaces. Tenants should assume responsibility for their care and maintenance. Planters should be of durable materials and of a design quality that compliments the particular setting.

Seasonal plantings associated with retail shops are encouraged.

Plant species should be drought-tolerant and non-invasive. Native plants are preferred, but non-native plants are permitted provided that they are not invasive. When selecting plants, consider the Lincoln Conservation Commission's list of recommended native plants (note that this is one resource of many, and should not be considered exclusive). Artificial plants are not permitted.

Street Furniture

Street furniture describes a variety of pedestrian amenities, including formal seating such as benches or café tables, trash and recycling receptacles, informal seating such as functional walls, bike racks, light fixtures, or planters. All street furniture should be integrated with street and sidewalk circulation to ensure adequate clearances, access, and convenience of the location of these amenities.

Public art is encouraged, especially active art at gathering places. All art installations shall maintain clearances in public spaces, and be constructed of materials that are durable, easily maintained and that do not present safety hazards.

Street furniture that provides places to rest and observe is important for pedestrian comfort.

Bicycle Parking

Bicycle parking is required for new development. Bike parking should be located as close as possible to the building entrance(s). It should be installed in a manner that does not obstruct pedestrian or vehicle traffic. Either traditional or artistic bike racks are allowed if they meet the Guidelines criteria.

Bicycle racks should support an upright bicycle by its frame horizontally in two or more places and be installed on a permanent foundation (e.g., concrete pad) to ensure stability. Racks should be designed to prevent the bicycle from tipping over and support a variety of bicycle sizes and frame shapes. Racks should include space to secure the frame and one or both wheels to the rack with a cable, chain, or u-lock. The diameter of locking pole should be no more than 1.5" and the rack should connect to the ground in such a way as to not collect leaves and debris.

Subarea considerations: For development with retail use, bicycle parking shall be located in a prominent location visible from the main building entrance. Any property owner may elect to establish a shared bicycle parking facility with any other property owner within 250 feet to meet these requirements.

For residential use, bicycle parking may be provided inside the building. If provided outside, covered bike parking is encouraged.

Examples of artistic and traditional (flat black powder-coated) bike racks.

Wayfinding

Any public directional signage could be consistent with the South Lincoln Village District's current wayfinding signage in terms of branding and appearance.

South Lincoln's wayfinding signage.