

ATTACHMENT 8 – MASTER SPECIAL PERMIT COMPLIANCE WITH MUOD DESIGN PRINCIPLES

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1. **Natural landscaping** – Do not use any of the invasive species listed by the federal and state environmental agencies, and enhance the landscape with the use of native species. The choices of landscape materials should also consider their value in improving the habitat. Preservation of existing large and specimen trees will require their identification and means to preserve the trees in a healthy state.

Response: The proposed plant list uses a plant palette almost entirely native to the United States, and the native plants are primarily those native to New England. Some of the trees used, such as the dogwood hybrids, are cultivated varieties hybridized with non-native species for disease or pest resistance rather than native species. None of the species used, however, are invasive.

Our planting plan for the buffer plantings draws on the grouping of tree species (and associated shrubs) in native plant communities depending on the desired density and character of buffer, from a dense planting palette reminiscent of farmland hedgerows and windbreaks, through oak-hickory forest and oak savannah communities, to the open lawn-and-tree character of a "mixed floodplain" community. In addition, the buffer is planted with a native field grass mix, both to encourage the protection of the nearby ecosystems as well as to encourage wildlife habitats within the buffer.

Wherever possible, our plan preserves significant existing tree specimens, arborvitae hedges, and woodland edges; in some instances the preservation of specimen trees will require them to be transplanted a short distance.

2. **Reflect natural character in internal open space** - A more natural character to the landscape associated with the edges of the site along and near the Sudbury River should be reflected in aspects of the "common" and other features where appropriate.

Response: The same plant palette is carried throughout the interior of the site. Within the site, the planting is a more traditional landscape arrangement of mixing of species for effect rather than to replicate communities. This will provide a continuity of the character throughout the site while defining a hierarchy of spaces through use of materials.

Significantly, the majority of the current site's existing red maples will be selected for health and character, then transplanted for new use as the site's predominant street tree species, allowing the quicker establishment of a significant canopy and preserving existing trees.

3. **Protection of the Sudbury River** – The design of the landscape treatments should include provisions that protect the Sudbury River, such as native species and drainage controls that maintain the ecology of Great Meadows. Analysis of the Great Meadows is recommended to improve the landscape plan. Use of low, mown grasses within areas adjacent to quality habitat is not recommended.

Response: As noted above, buffer areas around the perimeter of the site will be planted with appropriate field grass mixes that use native species and provide for wildlife habitat. Consistency with the Great Meadows is intended, particularly in the areas of the site which border the Meadows.

4. **Deciduous and evergreen trees** – The use of evergreen trees, while providing a good year-round buffer, must be limited to that normally associated with the distribution of tree species in this area.

Response: The evergreens used are in character for their plant communities and are limited to a spacing and selection appropriate to the region, primarily for screening of the loading and mechanical areas.

5. **Hierarchy** - The site design should create identifiable and practical hierarchies among site elements. The traveled ways and sidewalk designs should distinguish among those intended for principal public access and use, and those that provide for internal circulation or service requirements. Public spaces should range in scale and character, adapted to the active or passive use for which they are intended. Public spaces should be linked by pedestrian access throughout the project and eventually beyond the site boundaries. The features of the pathways should be recognizable primarily to pedestrians but also to drivers.

Response: The site's physical character distinguishes the major pedestrian areas into public sidewalks, pedestrian plazas for seating or restaurant use, open formal spaces as forecourts for significant buildings, and the town common's open green through the scale of the walk, style of paving, regularity and scale of plantings, and so forth. Within the spaces, the scale of the walks and other elements varies to emphasize the hierarchy of the paths. Spaces vary depending on the expected use, and are linked by pedestrian access ways that connect both within the site and out.

The overall town center design relies heavily upon hierarchical principles to establish not only a variety of appropriately scaled buildings but to ensure that they help to define streetscapes and public open spaces that are vibrant, safe and pedestrian-friendly. These pedestrian environments, ranging in character, scale and use, will be the essence of the town center experience and play a critical role in integrating the project with the surrounding community.

6. **Abutting areas** – Comfortable and safe pedestrian, trail and bicycle access from the MUOD into adjacent neighborhoods and the nearby commercial and civic areas should be incorporated into the designs wherever possible. Buffers should be used so long as they do

not create a discernable 'wall' but instead are designed for landscape treatments. However, objectionable features, such as loading docks and mechanical equipment, must be screened.

Response: The site will connect to Routes 20 and 27 via continuous sidewalks and bicycle lanes. Additionally, the plan provides for a strong and welcoming sense of entry at the proposed connection point for the future multi-use path (bicycle path) intended for the MBTA right-of-way, as well as pedestrian connections to existing or future walking trails within adjacent natural areas (including the Great Meadows).

All dumpsters and transformer equipment have been screened with a combination of traditional solid board fences and, wherever feasible, vegetative screening. The loading areas and service sides of the buildings are also screened from neighboring properties, through use of an in-character windbreak-style planting buffer. Parking areas are planted and broken up with islands to ensure a reduction in the overall size and impact of the parking area, as well as to maintain the desired character of the site.

7. **Landscape themes** - Unifying themes and consistent design elements should distinguish the public roadway and the public trails and sidewalks. However, a variety of landscape qualities and characters may be employed to reflect the hierarchy of site elements and uses within the MUOD. Streets provide powerful images that create our impression of a place and the means by which we orient ourselves within it. Buildings and trees give a street shape as well as their own beauty. The contribution of detailed facades or fences, walls, and hedges to the streetscape is highly encouraged. Variety in a street's scenery is often part of its charm.

Response: While the materials palette has not been finalized, a consistent selection of decorative paving styles, landscape walls (where needed), and other elements will be used to create an overall character for the site design that supports a hierarchy and differentiation of spaces, in order to reinforce a sense of place and a visual continuity. Attention has been given to the character of the spaces on all four sides of the buildings, as there are nearly no areas within the commercial center that do not have public access. The spaces between buildings have been envisioned as pedestrian "mews" with varied character and an intimate scale, to provide an appealing connection between the Main Street style of the fronts and the more varied pedestrian spaces that connect the landscaped parking areas with the rear entries to buildings. Seating for moments of pause and gathering spaces have been worked into the mews and the rear spaces, providing a variety of experiences reminiscent of the character of historic town centers.

8. **Landscaping public space** - All types of public space should be landscaped. Plantings should be chosen to withstand weathering and public use, with particular attention to durability and ability to withstand salted runoff from winter roads. Window boxes and potted plants are acceptable to accommodate tight spaces in pedestrian ways. Plantings and landscape treatments adjacent to private buildings at the edge of any open space should be designed to soften but not hide the buildings and encourage public access up to the edge of the public space.

Response: All types of public space will be landscaped. Street trees and parking lot shade trees have been specifically selected from species tolerant of urban stresses, and include red maples currently thriving in similar conditions on the site which will be transplanted. Shrub and perennial selections have not yet been made, but the design team intends to draw on a palette of durable plants tolerant of urban conditions with which we have had success in similar situations. The plants included in that palette provide a variety of textures, colors, and other features. Plantings and other landscape features at the edges of public open space adjacent to private buildings are intended to complement the architecture and define the edges, and will be further developed as the design process moves forward.

9. **Building scale and shapes** - A range of building size and roof forms is considered typical of the New England regional character of village centers that is consistent with the image and history of Wayland. Highly repetitive building forms, sizes or scales are not in keeping with this tradition. Variations in articulation of the facades can also add to the visual interest. However, whereas traditional centers were built with the buildings relating to one another, too highly varied building forms do not create an identity of place. The designers should consider both aspects in the design.

Response: Highly repetitive building forms will be avoided as, by their very nature, they often result in facades and massing that are inappropriate in scale to New England village centers.

10. **Hierarchy** - The design of the buildings and location of uses should create distinctions in use and design. Commercial building elements should allow easy recognition of the uses, entrances and areas that are intended to invite and engage the public and reflect the more traditional New England main street of compact, closely-knit buildings that support a pedestrian environment. Residential buildings should be designed and articulated to suggest a scale appropriate to a suburban and rural area, and provide private views and spaces for the residents. Mixed-use buildings should provide combinations of the use indicators, but focus on the commercial and pedestrian aspects. Entrances, signs and windows are some of the key elements that should distinguish and differentiate the uses and spaces.

Response: Each building in the town center project should have a unique character that not only represents its use, but contributes to defining a holistic and appropriately scaled public realm. Architectural vernacular, proportion and consistency in detailing will all be essential in creating an authentic regional character that draws from both existing and historic images of Wayland.

11. **Historic context** - "To a great extent, the personality and individuality of a town like Wayland is the result of its early history..." The Applicant is encouraged to examine the historic building patterns, materials, forms and planning principles that guided settlement in Wayland. The Wayland Public Library is a valuable example of a public building. Important historic buildings such as the Knights of Labor/Grange Hall and the Griffin House should be researched for elements applicable to the largest buildings. Beyond respect for indigenous

architecture, applicants are also encouraged to research Wayland's historical past for events which may deserve commemoration. Refer also to the Attachment, Historical Images.

Response: The historical commission and other groups have been very helpful in directing us to relevant historical texts and images - many of which have provided inspiration for our early massing and architectural explorations.

Residential Building designs reflect traditional building forms, materials and details and are laid out to create relationships to the street and public areas that reflect a small town and village feel. Buildings are situated to create spaces between them that contribute to the character and feel of the neighborhood that are scaled for human activities.

- 12. Proportional building heights** - Heights of buildings should be scaled in proportion to the existing and historic character of Wayland. Public buildings and institutions are usually the tallest structures. Traditional and unique architectural elements in the public buildings can establish these buildings as special places. Commercial buildings may typically be one story, but variations in the dimensions created by multiple stories and traditional roof outlines may appropriately add bulk to the building mass.

Response: The retail shops along "Street A" and "Street B," while typically one level tenants, will be designed to incorporate a range of unique storefront elements and varied roof forms that will enliven the pedestrian streetscape. Buildings will vary in height and utilize architectural devices, such as clerestory windows, to create a distinct yet appropriately uniform block.

Elevations vary height at the façade and roof line to create a variety of relationships to the site. The residential Buildings are two stories abutting the north edge Town Green and rise to three stories behind. The West edge of the Green is bordered by a Three-story structure which is designed to appear as a single large residence. There are two distinct designs for the residential buildings and a third for the Clubhouse and the Residential Recreation Center.

- 13. Buildings with individual integrity, not complexes** - Traditional New England communities that should serve as a source for massing were created with separate buildings on individual lots. Rooflines should not imply the character of large connected complexes of uses within more massive, connected structures. While multiple uses and multiple storefronts are traditionally combined within a single building, each building appears to have its own integrity visible in its massing and the sense of distinction that was historically associated with different ownerships.

Response: Similar to the issue of highly repetitive façades, multiple buildings with over-scaled connecting rooflines are not seen to be in keeping with the scale of a village center streetscape.

- 14. Varied roof profiles** - The rooflines should provide a varied profile against the sky as seen from the internal circulation network and as may be visible from surrounding areas.

Response: Variation in roof profiles is essential to creating an appropriately scaled built environment. This requires variation in main and secondary roof heights, orientation, forms and articulation through architectural elements such as dormers.

- 15. Simplicity of forms** - The varied roofline should not be continuous in materials and color over multiple storefronts, unless clearly associated with the building façade. In general, roof forms should be simple and avoid excessive articulation. Avoid the use of applied roofs as merely decorative elements.

Response: Roof forms and elements must be authentic and appropriately integrated into the overall building composition. See elevation drawings.

- 16. Obscuring buildings from the Sudbury River** - Buildings or rooflines should not be visible from the surface of the Sudbury River up to the first riverbank.

Response: Wherever possible, existing vegetation on the site is being protected and preserved, with the intent of allowing the vegetation to continue to screen views of the site from the river. Very little of the proposed buildings will be visible from the river as shown on the photograph in Attachment 14.

- 17. Relationships with public properties** - The on-site municipal building will be integrated by access and position, but will maintain a unique position within the MUOD. Private buildings adjacent to the public open space must present an architectural façade that does not present private garages or private parking as the primary, grade-level use.

Response: The current plan places the municipal building in a site with a strong visual relationship to both the town green and the site entry from Route 20, and provides an opportunity for a plaza in front of the municipal building which anchors the sidewalk between Route 20 and the green.

All buildings, regardless of their use classification, should be adequately scaled to define the public open spaces that they relate to. This is critically important for the buildings defining the edges of the new public green. The municipal building should have a prominent location that helps tie together the town center project and the existing Wayland community. See building elevations.

- 18. Mix of commercial uses** - The Mixed Use Project should take full advantage of the MUOD bylaw that allows multiple small-scale commercial uses that will be integrated with one medium-scale commercial use within the district. The careful use of signage to distinguish and engage is encouraged to accomplish this integration. Also refer to:
4. Signs, below.

Response: Commercial buildings will comply with the "Aggregate limits on sizes and numbers of individual establishments" table [section 2308.3 of the town zoning bylaw] designed to ensure an appropriate mix of leases. Signs will be scaled accordingly, and in compliance with section 2309.4.

- 19. Integrate the residential areas** - To encourage high quality environments for the proposed uses, different designs for street, access, site plans, and building types and orientations may distinguish the commercial and residential areas. However, there should be an attempt to mix the uses and include features that link separate use areas.

Response: See the site plan and building elevations.

- 20. Historic district buffer** – Provide a visual, landscape buffer towards the adjacent historic district, but do not block qualities that are in keeping with the historic architecture and landscape.

Response: The historic district is buffered by off-site vegetation, particularly within the MBTA right-of-way, and by grade changes. Additionally, buffer plantings in character with appropriate local plant communities are used around the perimeter of the site to screen elements which are not in keeping with the historic architecture and landscape.

- 21. Loading area screening** – All commercial loading areas should be screened with combinations of architectural and landscape elements. The combination must appear to be an integrated part of the building architecture and not an adjunct or add-on to the building.

Response: Commercial loading areas have been screened through buffer plantings in the hedgerow-windbreak plant vocabulary, as well as through the protection and/or transplanting of existing arbor vitae hedges in those areas. Additionally, the loading area for the grocery is further screened by the existing vegetation in and adjacent to the MBTA right-of-way, and by the existing embankment. No architectural elements are anticipated at this time, but if any are included, they will be integrated with the building.

- 22. Historic qualities** – The signage should reflect the historic and architectural qualities of the buildings. Flush signs, blade/projecting signs, and awning signs can be used where appropriate.

Response: As outlined in the tenant sign design criteria book, signs will be designed with appropriate character and materials to compliment the architecture of the town center and the surrounding community.

- 23. Wayfinding** – A comprehensive sign program for wayfinding in the entire district should be created to establish a uniform theme and a common style including size, shape and material.

Response: The character, scale and quality of materials for way-finding signs will be consistent with the architecture and overall environs of the town center project.

24. **Message** - Signs should present a clear message and be compatible in terms of type, size, color, and material with the building they serve.

Response: Agreed. The quality of signs is defined in the tenant sign design criteria.

25. **Placement** - The style and placement should complement the architectural character of the building. Signage that covers or obscures significant architectural details of the building should be avoided.

Response: It is very important that signs be carefully integrated into façades and storefronts so as to compliment the architectural detailing and allow for appropriate lighting.

26. **Multiple storefronts** - In a multiple storefront building, the signage should be of a size, location, material and color that relates harmoniously between bays.

Response: Signs on multiple storefront buildings must be coordinated with each other as well as the building's architecture.

27. **Lighting** – Directly illuminated signage on buildings should be from a series of gooseneck or similar extended arm fixtures, which direct light to the façade and sign and are compatible with the design of the building. Lighting on freestanding signs should include down-lighting for pedestrians.

Response: Building mounted lighting is not part of this contract, building designers should utilize metal halide source for color uniformity through the site.

28. **Application of "Low Impact Design"** – The use of Low Impact Design standards as promoted by the State will satisfy the requirements of this performance standard. This will include, at a minimum, consideration for the use of small, dispersed surface detention areas ('rain gardens'), dispersed under-grade detention structures, separation of roof runoff from pavement runoff, and use of paving materials that reduce the rate of runoff. Additional information may be found at http://www.mass.gov/envir/smart_growth_toolkit/pages/mod-lid.html and <http://www.mapc.org/LID.html>

Response: See Stormwater Report.

29. **Protection of Sudbury River** – The protection of water quality within the Sudbury River will be established with the design and the long-term maintenance of the grades, drainage facilities, and groundcover.

Response: See Stormwater Report.

30. **Hierarchy of travel ways** - The range of travel ways provided should include trails, sidewalks, bikeways, residential streets, commercial streets, and gateways. These will be distinguished with design, landscape treatment, lighting and signage. The ways provided should also enable multiple choices for travel and circulation. The combination of ways and paths should provide continuous access across the property.

Response: As noted above, the materials palette has not been finalized, but will include design and materials choices to visually define and distinguish the variety of travel ways within the site. The system of travel ways provide for a wide selection of choices.

A hierarchy of sidewalks, bike paths, vehicular streets and service access-ways must be established to create a safe and vibrant pedestrian environment.

31. **Accessibility across public and private spaces** – All spaces used for pedestrian and bicycle access shall be laid out and equipped with sidewalks, crosswalks, paths, and curb ramps to ensure that they are easily accessible to all pedestrians. In addition, clearly identified, safe and fully accessible pathways shall be provided from the private properties to the nearby and adjacent public properties. Safe and accessible paths will typically include lighted ways, down-lit for safe movement.

Response: All pathways will be accessible to all pedestrians, and shall form a network linking all public spaces as well as through-connections in private spaces. Crosswalks will be clearly identified and differentiated from travel ways, and the dedicated bicycle lanes within the streets will have clear delineations and markings. The lighting plan calls for an adequate and safe level of lighting for the pathways.

32. **Support facilities** - Locations to stop, sit, and rest, and to park a bicycle should be provided at all major activity areas. Signage and clear, safe pathways should be provided in a variety of situations to maintain a flow through the District.

Response: Many of the pedestrian mews and plaza areas are intended to include benches, low seating walls around planters, café seating, and other accommodations for rest points and outdoor enjoyment.

Bicycle parking is provided for each area, at a ratio equal to or better than one bicycle space per 10 automobile spaces, in locations selected to provide convenient bicycle storage distributed through the site, with particular focus on areas of connection to the multi-use path and of projected high interest.

33. **Accessibility** - Public spaces and public travel ways shall be accessible in accordance with the Americans with Disabilities Act and the State Architectural Access Board.

Response: All public spaces and public travel ways will be accessible in accordance with the listed regulations. As building entrances and plans are not yet final, locations of

accessible parking spaces have not been selected, but provision for access aisles is reflected in the parking figures.

34. **Emergency access** – The design should not prevent or inhibit emergency access, but should also consider the context of the overall design.

Response: Two points of access are proposed to serve the site. In the event one is blocked, there is still the second.

35. **Subdivision Standards** – The Town subdivision standards will apply, including the use of context-specific designs and waivers to provide high-quality and safe design that fits with the use of the roads and the elements that surround them.

Response: The subdivision standards do not apply since the roadways will remain private. The design standards for the roadway will comply with industry requirements for roadways to convey the level of anticipated traffic.

36. **Sidewalks and walking paths** – Lighted walkways shall be provided to link buildings with public spaces, parking areas, recreation facilities and sidewalks on adjacent land wherever practical. Where pedestrian connections cross vehicle and bicycle ways, a crosswalk or change in paving shall delineate the pedestrian connection. Sidewalk widths should correlate with the use of the space and adjacent building heights.

Response: Pathways have been provided wherever practical, and will be lighted through a combination of site lighting and building-mounted lighting, with specialty lighting as needed to supplement light levels in particular areas. Pedestrian connections across vehicular travel ways (automotive and bicycle) will be clearly delineated. Sidewalk widths are one of the tools used in the definition of the site's spatial and path hierarchy.

37. **Travel way widths** - Total width of the travel ways should be approximately twice as wide as the adjacent buildings are tall; e.g. 35 ft tall buildings are appropriate next to a 70 ft wide space for a road and sidewalks. Travel lanes shall be appropriate to the intended use and demand as determined by the required traffic study.

Response: The relationship between the width of a streetscape and the height of its defining buildings is critical to defining an appropriately scaled pedestrian environment. There are many factors that determine the appropriate width and character of a town center travel way, including the sizing of travel lanes, accommodation of bicycle ways, parking, landscaping and sidewalks. In addition, building heights should vary to provide a desired level of articulation.

38. **Bicycle lanes and bicycle paths** - Designated bicycle paths, when provided, shall be paved with asphalt or a similar smooth and elastic, monolithic surfacing material. Where bicycle paths cross-traveled ways, a change in paving shall delineate the bicycle route. The overall site design shall include bicycle parking spaces.

Response: Designated bicycle ways have been provided along the major street, and bicycle travel has been accommodated in other areas. Crossings with other travel ways are to be delineated. The overall site plan includes bicycle parking spaces at or greater than the requested ratio of one bicycle per 10 automobile spaces in each area.

39. **Street parking** – Parallel, on-street parking shall be an acceptable option for a portion of the parking demand adjacent to commercial and mixed-use areas. On streets adjacent to open space areas the parking will be appropriate where it does not conflict with access to the open space. On streets adjacent to residential areas the on-street parking shall be limited to visitor spaces.

Response: On street parking adjacent to the open space does not conflict with pedestrian access at the crosswalk points; curb bump-outs are used to accentuate and protect the crosswalks. On street parking adjacent to residential areas will be used for visitor parking, as the residential units have dedicated parking and garage spaces.

On-street parallel parking will be utilized along the main retail shopping streets and is valued a positive contribution to defining a safe pedestrian environment. Parking will also be provided in a judicious way along three edges of the public green with the intent of facilitating easy access to members of the community. There will be a limited number of parallel spaces provided in residential areas to accommodate visitor parking.

40. **Commercial parking** – The parking areas used for commercial areas should be landscaped and designed to reduce the expanse of pavement used for parking. Landscape islands should be 4 to 6 feet in the smallest width to allow planting of trees. Walkways across the lot should be separate from the planting beds. Landscaping should provide a shield between the parking areas and the sidewalks.

Response: All landscape islands are of a sufficient size to allow planting and healthy establishment of shade trees which are capable of reaching a sufficient size. Parking areas have been oriented to minimize the travel distances required to reach pedestrian-focused walks and spaces. Parking areas are separated by landscape from the street sidewalks, and the pedestrian-accessible areas along the back sides of the commercial buildings will be landscaped to ensure a pleasant environment and comfortable experience.

41. **Entrances** - Buildings should have entrances from sidewalks or public pedestrian areas, and not directly from parking areas.

Response: Public pedestrian areas have been provided on all sides of the buildings, creating public ways that separate the parking areas from the commercial storefronts and provide a variety of possibilities for building entrances as tenants and plans are developed.

The retail shops fronting on village streets will have their primary pedestrian entrances located on the streetscape and not directly from the parking areas. This underlines the importance of well-designed pedestrian mews.

42. **Residential parking** – Where residential parking is provided for a mixed-use building, adjacent parking spaces at half the required number for the residential use may be considered as shared parking spaces.

Response: The application does not have this condition.

43. **Open space and public facility parking** – Adequate provisions for public parking shall be incorporated adjacent to the large open space area and the public building. Expandable, temporary parking areas may be considered to meet the peak demand.

Response: As requested, 100 automobile spaces have been provided adjacent to the public building. Adequate public parking is available in close proximity to the large open space in the commercial parking areas and on street, with strong pedestrian connections back to the open space.

44. **Loading areas** – The required parking and loading study will be used in part to consider locations, access, lighting and buffering of loading areas.

Response: The parking and loading study has been provided. For the smaller commercial buildings, loading will be done via box trucks, eliminating the need for dedicated loading areas. Location, access, lighting, and buffering for the grocery loading area are shown on the plans.

45. **Control of light pollution** - Use outdoor illuminating devices, lighting practices, and systems that will minimize light pollution and conserve energy while maintaining reasonable nighttime safety and security. Lighting should be designed to ensure proper illumination of the transportation network and public spaces.

Response: No lighting will spill onto off site property, utilizing full cut-off fixtures and maintaining low poles will eliminate any light pollution, high efficiency electronic ballast and pulse start lamps are utilized for energy savings.

46. **Shielding** – Direct light emitted by an outdoor light fixture shall not emit directly by a lamp, off a reflector or through a refractor above a horizontal plane through the fixture's lowest light-emitting part.

Response: All lighting fixtures are full cut-off distribution, no direct lamp source shall be visible, with the exception of minimal center main street fixtures that utilize semi cut-off distribution with drop lens for store façade illumination, this area is contained to main street center only and buildings will help cut off any light spill beyond these areas.

- 47. Promote a mix of spaces** - The MUOD should be a positive addition to the cultural, economic and civic character of Wayland. The overall site design within the District shall enhance these civic and social purposes by providing spaces for multiple uses such as outdoor seating areas, including food service and informal meeting areas, and areas for intermittent display of goods.

Response: A wide variety of public open spaces and streetscapes will be provided to accommodate a full range of active and passive activities with a goal of making the town center project a destination for social and cultural exchange for the residents of Wayland.

- 48. Large public open space** – Provide a landscape that relates to the adjacent natural areas but also provides spaces for gathering on the open space, and provides a visual connection to the nearby public building.

Response: The large public open space is currently left with a flexible program, to be adapted as the needs and desires of the town and the new development are refined during the design process. The space includes an opportunity for a natural amphitheater, and reserves an area for an outdoor ice skating rink in wintertime. The design team suggests that any plantings within the town green draw from the same plant palette as the native-plant communities in the buffer area, accented with trees drawn from the street tree palette where more formal structures of plantings are desired (allees of trees along primary walks, etc).

The green is connected to the municipal building by an open visual corridor and an extended wide greensward that links the proposed small plaza in front of the municipal building with the town green, as well as continuing down to the entry from Route 20. This creates an inviting forecourt to the project, backed by the municipal building and with a strong connection up into the town green.

- 49. Public views** - The public views across the property and natural areas shall be maintained and considered in the design of the site and building layouts.

Response: The location of the large public open space, and the spacing of the buildings that define it, has been carefully crafted to allow for multiple connections to the adjacent natural areas along the Sudbury River. The municipal building will have an important visual relationship to the green and the larger network of public open spaces.

- 50. Design for activation** - The design of publicly accessible uses should provide for a high degree of visibility into those areas from sidewalks and traveled ways on the ground level, and provide variety and interest to encourage use of public places along the streets, and along any other areas intended for public use. The design of the main public green should be shown to allow a variety of passive and active use and recreation. A design for multiple uses of the open space is desired.

Response: The system of public sidewalks, pedestrian mews, small plazas and focus areas, the town green, and the naturalized buffer areas works together to create a highly interconnected network of spaces with a variety of uses and strong inter-visibility. Common themes within a materials palette which allows for differentiation of uses will tie the project into a unified whole while providing variety and interest to the individual elements and establishing a hierarchy of spaces. As noted above, the main public green is currently designed to have a flexible program, allowing its use as both active and passive recreation space as well as allowing for large public gatherings or other uses.

- 51. Other public spaces** – The smaller public spaces should include seating areas, bike parking, and activities that relate to the adjacent buildings and uses.

Response: The smaller public spaces include a variety of elements. Seating areas, outdoor café plaza seating, small gathering nodes, bicycle parking, and inviting routes for circulation have all been provided for where best suited to the intended adjacent buildings and uses.

- 52. Sudbury River** - Where the Sudbury River abuts the District, visual and physical access to the river should only be provided if it entails a very low impact on the natural resources.

Response: Visual access to the river from the site will be limited by the existing screening, which will be left undisturbed to the greatest extent possible. No direct physical access to the river within the site is planned so as to avoid disturbance of the landscape buffer protecting the riverfront, but connections to walking trails in the Great Meadow and via the MBTA right-of-way projected multi-use trail are provided for, which may in turn connect to the riverfront.

- 53. Impervious areas** – Reductions in impervious surfaces should be considered during the sizing of parking spaces and choices of materials for hard surfaces.

Response: We believe the current design is appropriate for a mixed use project.

- 54. AUL's** – The impact of the Activity and Use Limitations (AULs) on design options should be identified.

Response: The existing AULs are expected to be lifted by Raytheon and its LSP, John Drobinsky of ERM under the Massachusetts Contingency Plan process with Massachusetts Department of Environmental Protection. We then expect that a new AUL will be placed on the non-residential portion of the site, including the commercial portion. As a result, the design reflects those expectations by placing the residential use in the areas with no expected AUL.

- 55. Affordable Housing Program** – The Applicant's choice of an affordable housing program to support the project will be considered during the MSP review to determine any appropriate local conditions needed to implement the program.

Response: The Affordable Housing Program will be in accordance with the state and local laws. We will work with the team to ensure that 25% of the residential rental units are designated as affordable and that the program will be implemented as required by law.

- 56. Review “Green Design” standards** – The results of a LEED-type performance and design analysis of the building designs should be submitted to show compliance with this standard.

Response: A review of all buildings to explore LEED-based performance standards will be undertaken, since many of these guidelines represent good standard building practices that will ultimately be beneficial to building performance as well as the environment.

- 57. Underground utilities** – Show why any location of above ground utilities is necessary.

Response: See civil drawings.