

STREETSCAPE: PEDESTRIAN PAVING

Pedestrian paving may be differentiated by street types relative to traffic flow and prominence of the streets.

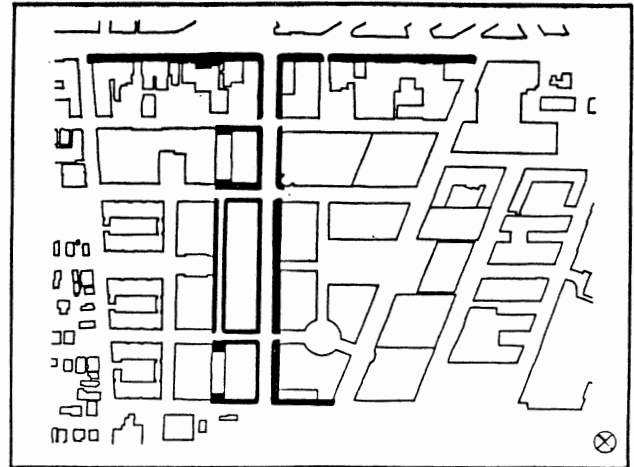
TYPE 1 PEDESTRIAN PAVING

Type 1 pedestrian paving will generally be at least twelve feet in width, inclusive of curb and planting areas, or greater where the angle of the street to the adjacent building face creates varying pavement widths.

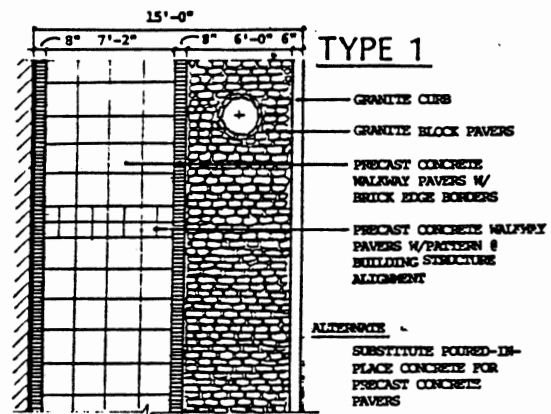
Type 1 pedestrian paving is the most highly articulated and finished. It includes two rows of brick edging, one at the intersection of the sidewalk and building face, a second between the pedestrian and planting "zones"; a pedestrian zone of pre-cast pavers or scored concrete, and a zone of cobblestones immediately adjacent to the curb.

The brick edging provides continuity with building surfaces; the pre-cast pavers or concrete provides the dominant walking surface with a material both visually pleasant and flexible. The pattern of pre-cast pavers or concrete will be articulated in response to building wall modules and further articulated by bricked areas at building entries and connection to pedestrian street crossings. The cobblestone "zone" accepts tree planting and provides a location for the majority of street furniture. Tree grates (not less than four feet square) may be provided as an alternative within the cobbled zones.

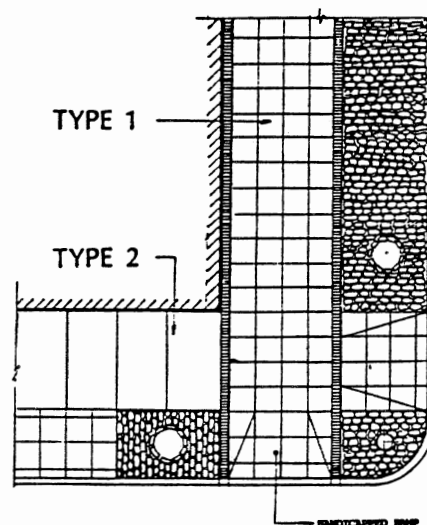
The area of cobbles (and tree grates, if provided) will be continuous so far as is practicable so as to provide water infiltration and root space for the accommodation of tree planting.



TYPE 1 PAVING



ILLUSTRATIVE PLAN



TYPE 1-TYPE 2 CORNER

LIGHTING AT TYPE 1 STREETScape

The widest carriage-ways (36 to 48 feet) require the greatest density of lighting. Consequently, fixtures at Type 1 Streetscape will typically be placed directly opposite one another across the carriage-way width, on a fifty foot grid.

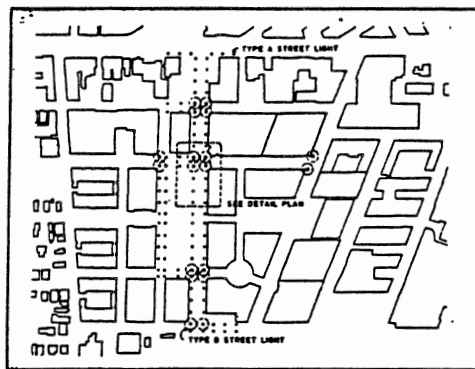
LIGHTING AT TYPE 2 STREETScape

Carriage-ways of lesser width (typically 24 to 32 feet) require a lesser density of light. Consequently, fixtures at Type 2 Streetscape will typically be placed at thirty-two foot

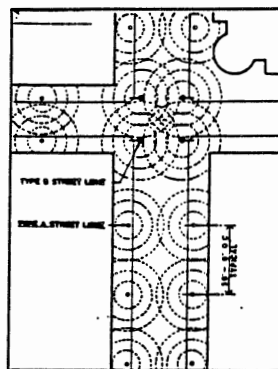
intervals along the length of the street, but in this case will be provided by lights on alternating sides of the street in a staggered pattern, thus typically accommodating a single fixture for every thirty-two feet of length along the carriage-way.

LIGHTING AT TYPE 3 STREETScape

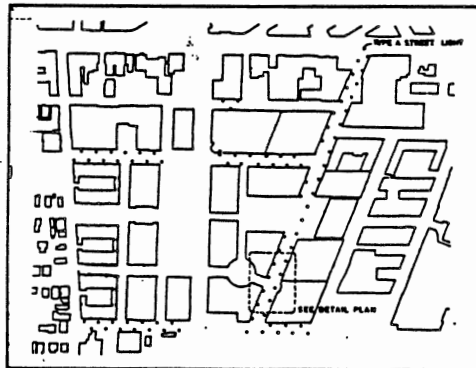
Carriage-ways having the most limited widths require the least density of light. Consequently, Type 2 Streetscapes will be lit by a single row of fixtures, typically at intervals of fifty feet on one side of the street.



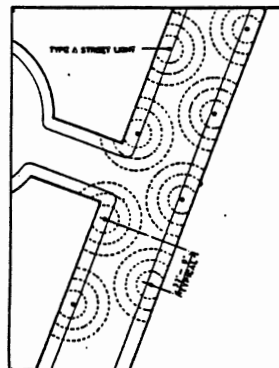
TYPE 1 STREET LIGHTING



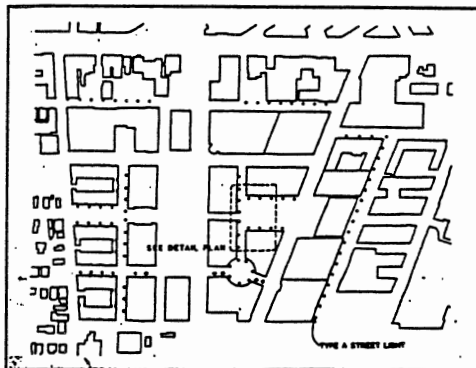
TYPE 1 PLAN DETAIL



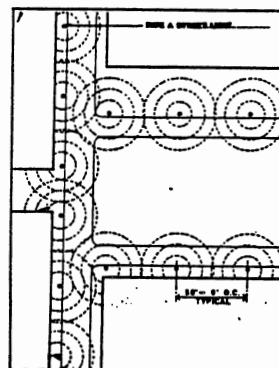
TYPE 2 STREET LIGHTING



TYPE 2 PLAN DETAIL

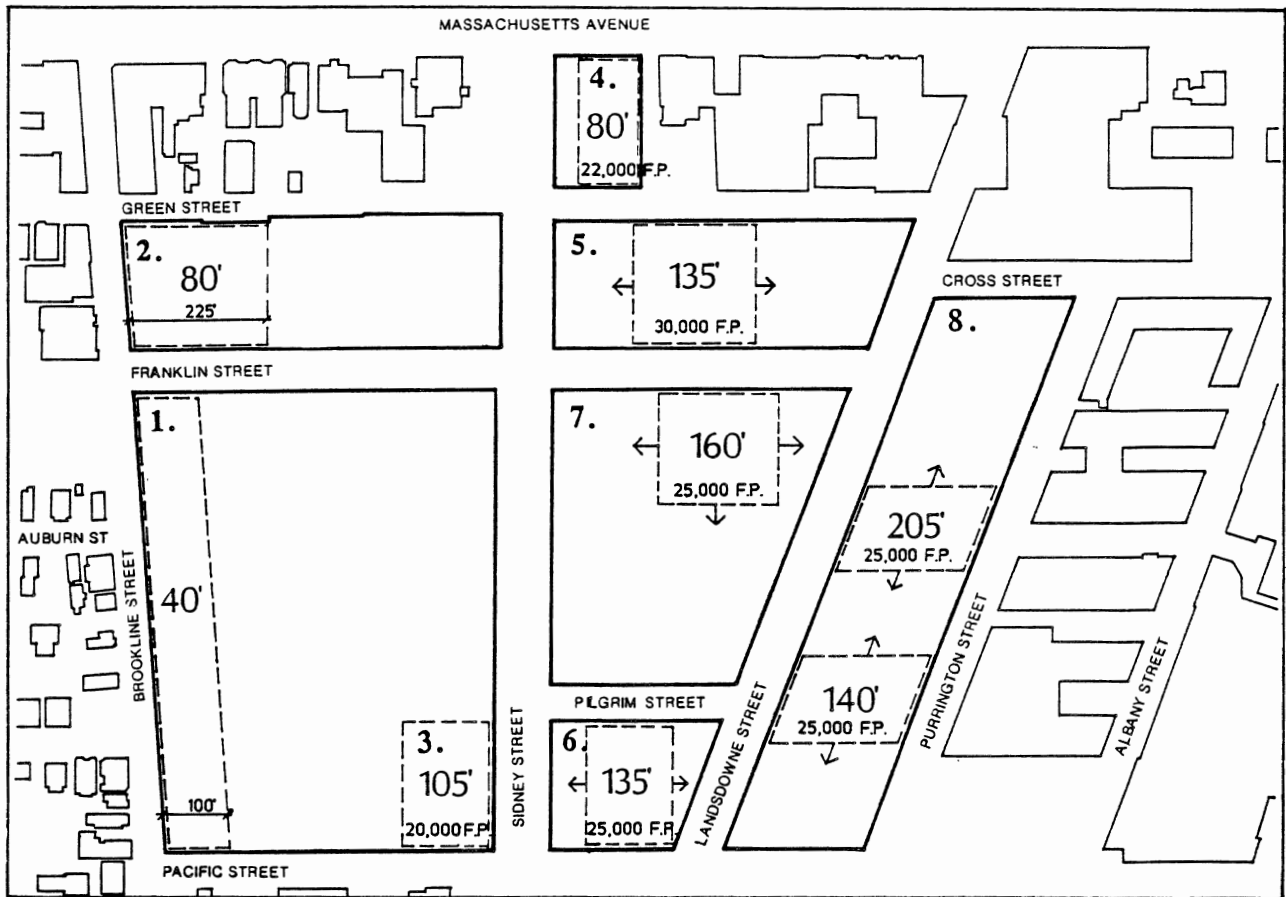


TYPE 3 STREET LIGHTING



TYPE 3 PLAN DETAIL

C. BUILDING HEIGHTS



Building heights in University Park are governed by the Cambridge Zoning Ordinance, which provides for a basic building height limitation of seventy feet with a greater building height allowed in limited instances.

The locations of these higher buildings and other factors with respect thereto have not been finally determined. However, some of the possible locations for buildings in excess of seventy feet are those generally indicated in the diagram above. These sites for higher structures related to the major open spaces of University Park are as follows: At the University Park Common, taller structures are contemplated at the space's northern and southern ends. At these locations, taller buildings would help mark the limits of the Common, while reducing the impact of building shadow patterns on the space and its surrounding buildings. Sites along Landsdowne Street and Massachusetts Avenue are also contemplated for taller buildings. In each case, ease of access and distance from the smaller scale building fabric of the

Cambridgeport residential community are important factors in the selection of these locations. In addition, taller structures in the Landsdowne Street area would serve as important elements of orientation and identification for those approaching the District from the east and south.

As a further elaboration on the intent of the height limitations in the Ordinance, the maximum building height within the District shall be seventy (70) feet with the following exceptions:

1. Within one hundred (100) feet of the easterly sideline of Brookline Street south of Franklin Street the maximum height shall be forty (40) feet.
2. Within two hundred twenty-five (225) feet of the easterly sideline of Brookline Street north of Franklin Street the maximum height shall be eighty (80) feet.