HELLO WASHINGTON STREET!

Wrap Up Presentation

PRINCIPLE

NEWTON
LIBERTY AND UNION
ADVANTUM
FOUNDED 1630 • INCORPORATED A TOWN 1688 • A CITY 1873

Fiorella's

lumière

OLIVIA'S
BISTRO

SOCIAL
RESTAURANT & BAR

CABOT'S
Ice Cream
& Restaurant
A Newton Tradition Since 1969
Cabots.com

El Basha

NCA
Newton Cultural Alliance

Family ACCESS OF NEWTON
A Center for Comprehensive Education and Support Services

Piano Artists of the Day
Maria Beatriz Arvelo
Melinda Gordon
Jean Gao
Felix Doolittle
Alicia Bowman
Robin Stein

Donato Family Real Estate

new art center

the Y YMCA
FOR YOUTH DEVELOPMENT®
FOR HEALTHY LIVING
FOR SOCIAL RESPONSIBILITY

YCCA
The West Suburban YMCA
Center for the Creative Arts

PRINCIPLE

NEWTON

#fiscalimpact

TischlerBise
FISCAL | ECONOMIC | PLANNING

STREETPLANS
MIAMI SAN FRANCISCO NEW YORK

URBAN ADVISORS LTD

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

Imai Keller Moore Architects

Carrico Illustrations

By Steve Rhode

HOW DO WE CREATE MEANINGFUL PLACES?

Newton Basemap
Washington Street

PARKING LOT
PAVED / RIGHT OF WAY
BUILDINGS
INTERSTATE
RAILROAD
HISTORIC DISTRICT
SURFACE WATER
FLOODPLAIN

THE SQUARE, NEWTONVILLE, MASS. VIEW I

BRACKETT'S MARKET COMPANY.
FISH, OYSTERS, FRUIT & VEGETABLES.
C.W. BUNTING.

CROSSING
HARTNETT.
SANITARY ENGINEER
126

GEO. A. EDMANDS
DRUGGIST
Foxall
DRUGS
EDMANDS
DRUGS
STAR
MARKET
LINCOLN
Brigham's

H&R BLOCK
THE BELLA BOUTIQUE SPA
Project Repeat
IN SHAPE
CVS/pharmac

Custom Blended Frozen Yogurt
Our Crazy World of Ice Cream
Sundaes & Fountain Specialties
Select a Base
Select a Size
Add a Topping
Featured Flavors
Peach
Mint Oreo Fudge
Strawberry Chocolate Chip Chunk Ice Cream
Follow us on Instagram

Los Amigos
NATURAL SENSE

LeDu Thai Eatery
313
GEORGE HOWELL COFFEE

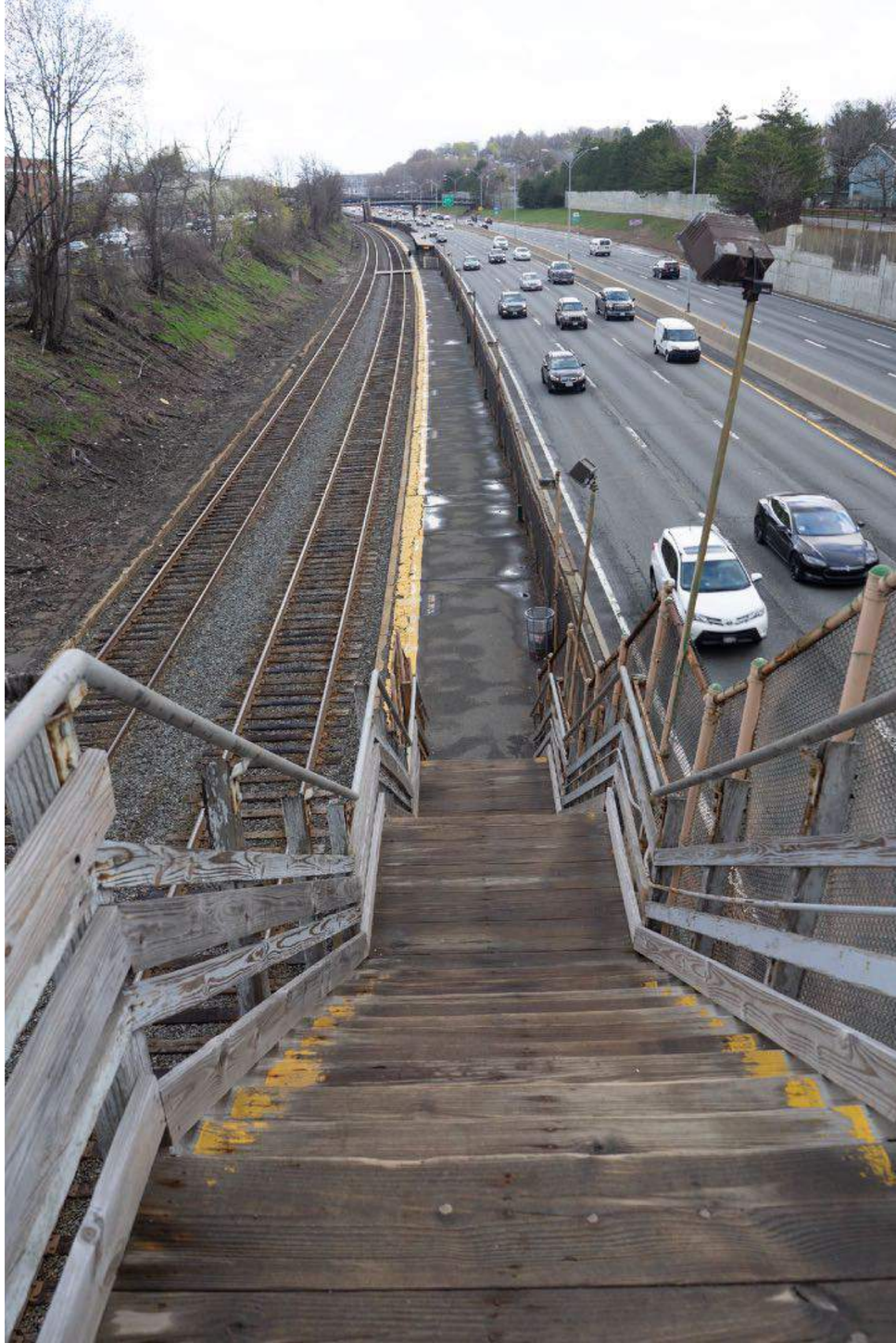
Let's protect our pianos!
If you would like to play the piano, when it is covered, please do so, but just remember to
cover it again
when you are finished to protect it. Thank you!

THE PAPER MOUSE
1274
THE PAPER MOUSE

63.
55.
63.
55.
55.
44.
35.
35.
graphite OBJECT

star market
GORDON'S

BACK



WEST NEWTON
CINEMA
elements massage
U·S·POST OFFIC
BRANCH
WEST NEWTON

CVS
RIGHT TURN ONLY
TURNING TRAFFIC MUST YIELD TO PEDESTRIANS
NO LEFT TURN
LEFT LANE MUST TURN LEFT

CVS/pharmacy
YOGA
Citizens Bank
SPEED LIMIT 25
Bank of America

PRIME inc.

DESIGNER CABINETRY

POLICE

ALPHA CLEANERS
ALPHA
Dry Cleaning
Shirts
Alterations

COORDINATE

+

ENGAGE

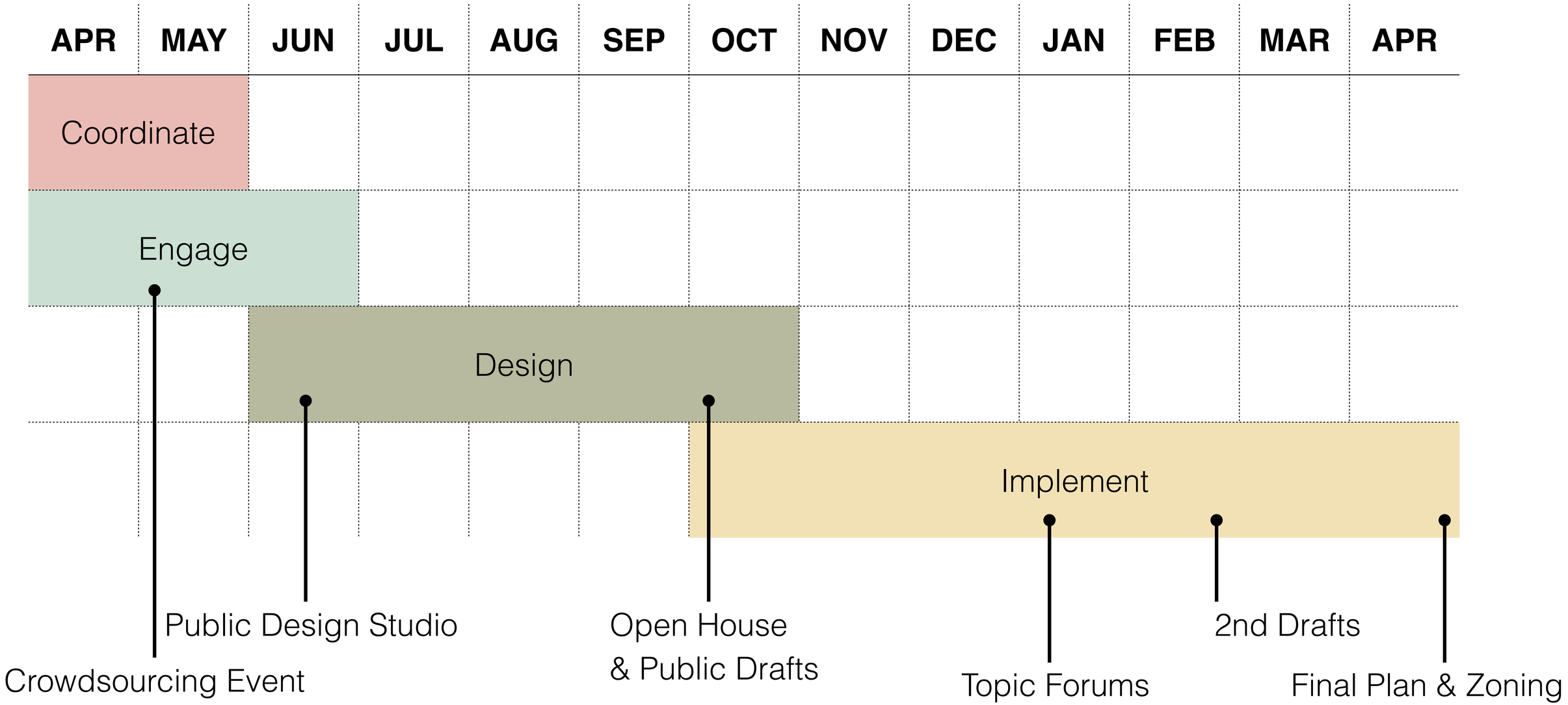
+

DESIGN

+

IMPLEMENT

HELLO WASHINGTON STREET! SCHEDULE



Hello Washington Street!

All hands on deck!
Please attend!
Family friendly!

Help shape the future of Washington Street

Public Design Week!

Pop Up Workspace

WEDS, JUNE 6th—TUES, JUNE 12th

9 AM to 9 PM

Drop in anytime to see work-in-progress and give us your feedback.

1239 Washington Street*

*Wheelchair accessible location. For ADA accomodations, contact Jini Fairley at least two business days in advance: jfairley@newtonma.gov or 617-796-1253. For City's TTY/TDD: 617-796-1089. For TRS, dial 711.

Key Events!

Food Social + Hands-On Workshop

WEDNESDAY, JUNE 6th

5:30 PM Taste of Washington Street
6:00–8:30 PM Workshop
Location: To Be Announced

Community Block Party + Check-In

SUNDAY, JUNE 10TH

2:00–3:00 PM Presentation & Conversation
1:00–4:00 PM Block Party! music, food + games
Location: To Be Announced

Chili Cookoff + Wrap-Up

TUESDAY, JUNE 12TH

6:00 PM Chili
6:30–8:00 PM Presentation & Conversation
Location: To Be Announced

Topic Sessions under Consideration!

Join us for a more focused conversation at the workspace @ 1239 Washington Street*
Schedule to be announced

Walk, Bike, Ride, Drive **

** Optional 1-hour bike or walk tour (BYO bike)

Housing Diversity + Affordability

Parking + Traffic

Understanding Form-Based Codes

Business Roundtable

Favorite Places + Increasing Public Space

Density + Design

Creative Arts + Culture on Washington

For more information visit:
newtonma.gov/washingtonstreetvision
www.facebook.com/HelloWashingtonStreet
t: 617.796.1120

DESIGN WEEK

PRODUCTION

PUBLIC DRAFT

October/November

PUBLIC DRAFT

January/February

FINAL PLAN

April

City Council & Public Hearing

1

2

3

4

5

6

7

8

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11

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13

14

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18

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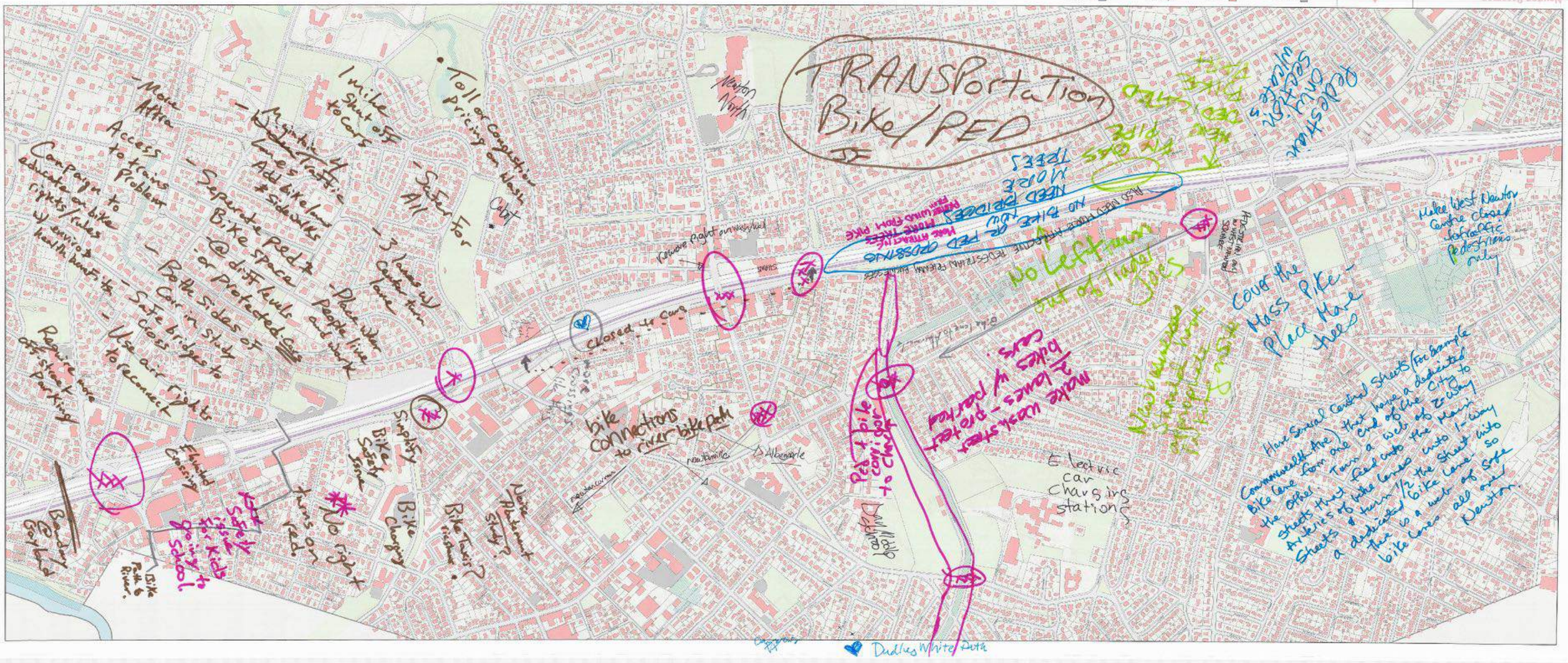
27

28

29

30

• 3 stories Bldg
large mass - don't
• Not have higher bldgs next to
single family homes
pitch roof, steeple are important
ridge. Not allow boxes


TRANSPORTATION
Bike/PED
Toll or congestion pricing on Mass Cpt
1 mile shut off to cars
Safety for All
3 lanes w/ center turn lane
Place where people live and work
Maintain traffic lanes
Add bike lane & sidewalks
Separate ped & bike space or protected
Both sides of Car in study
Safe bridges to cross
Use air rights to reconnect
Require more off-street parking
Campaign to educate on bike rights/rules
Access to trains Problem
Bike safety lane
Bike charging
Bike Transit
Flashing Crossing
Turns on reds
No right
Bike safety is for kids going to school
Bike Path River
Boundary Garland
Closed to cars
bike connections to river bike path
Newton North
Albemarle
Dallin Middle School
Ped + bike corridor
Make walkable streets
Make bikes - protect bikes w/ parking
Electric car charging stations
No Left turn out of Trader Joe's
No bike lane or ped crossing
Make West Newton Centre closed to traffic pedestrians only
Cover the Mass Pike - Place Mass sheds
Commonwealth Ave bike lane
Have Street Central Streets (For Example the other) that have a dedicated bike lane on one end of the city to Arteries to take cars into the main streets & turn 1/2 the street into a dedicated bike lane so there is a web of safe bike lanes all over Newton.
Dudley White Path

Hello Washington Street! Launch Event @ Second Church – Tuesday, May 1

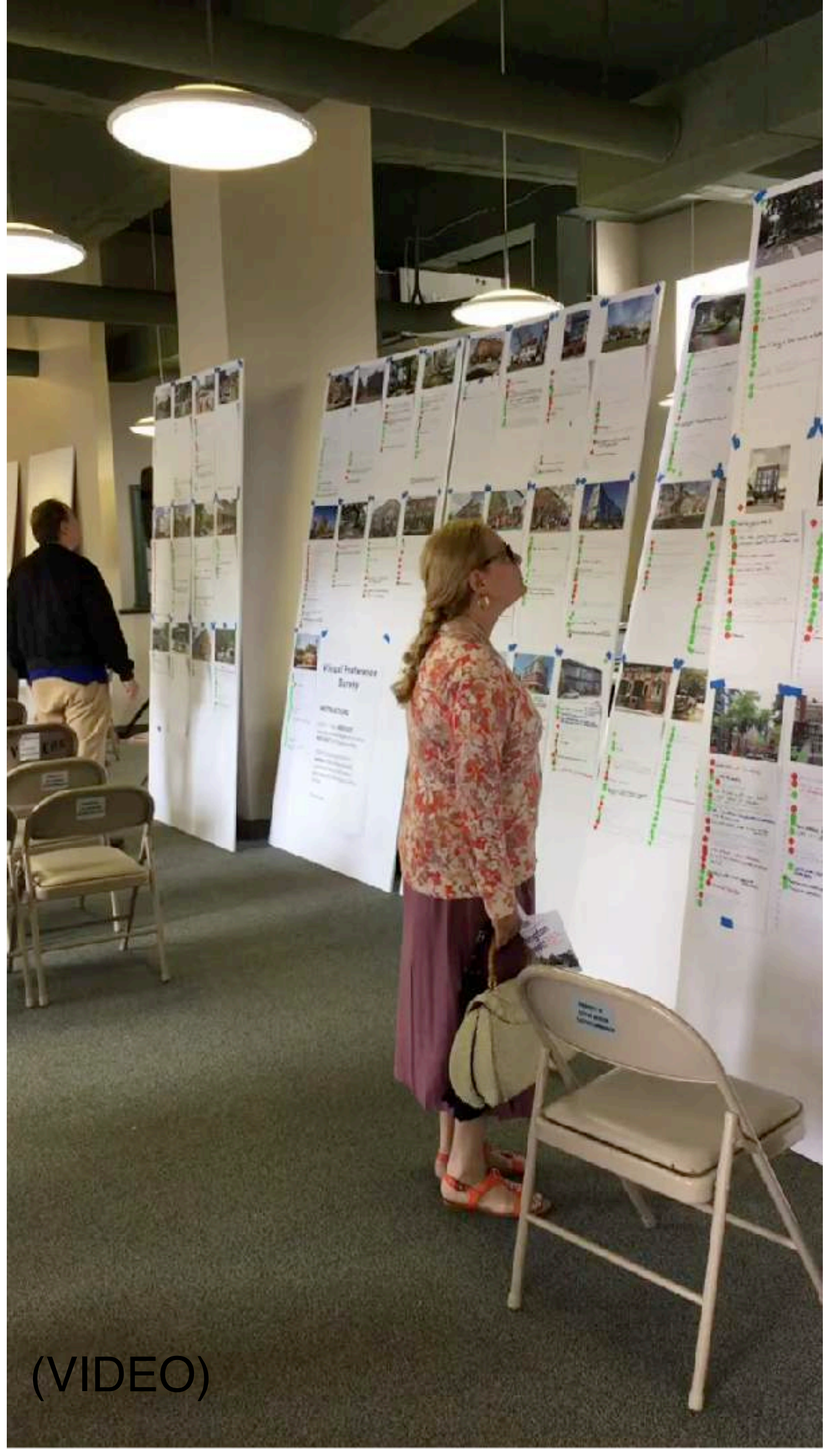
Design Week Kickoff Event & Taste of Washington — Tuesday, June 5

Respect
diversity

STUDIO

- 75 hours of public engagement in 6 days
- 300+ individual visitors

BIG IDEAS WANTED


(VIDEO)

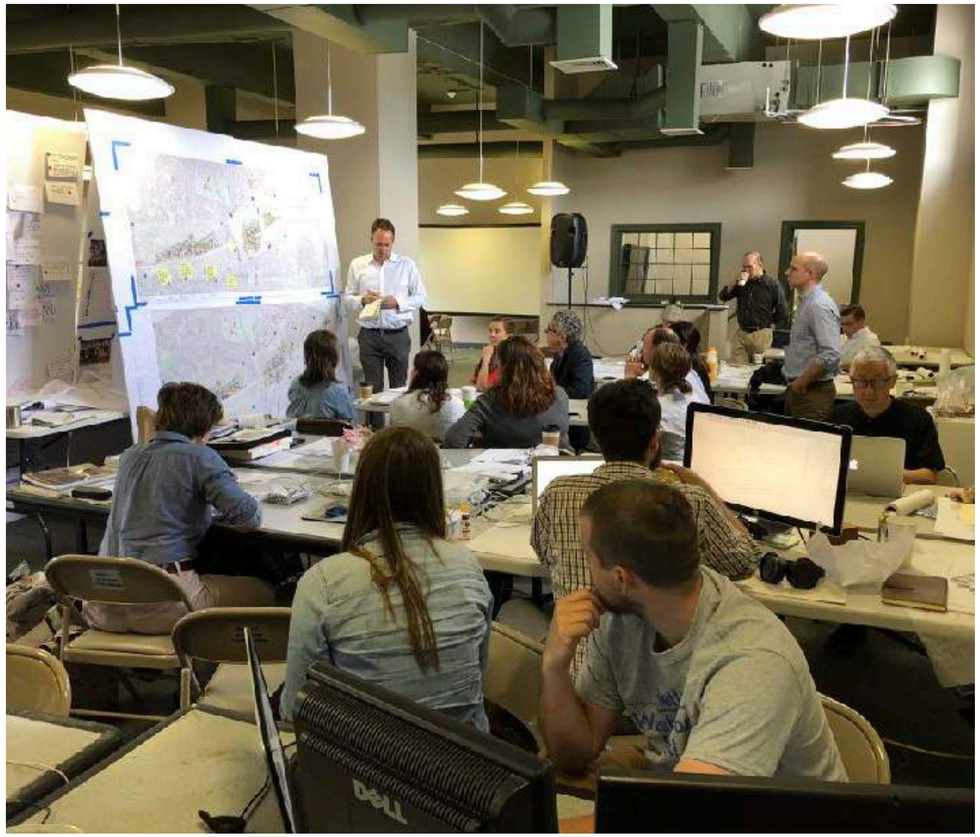
Character District Scenarios
CLERK

EXIT

Visual Preference
Survey
INSTRUCTIONS

KIDS ZONE
Sponsored by
Family ACCESS
NCA
Newton Cultural Alliance
TOOLS
Love! We need open, green spaces!
Otto!
But where would we put it on Harbor?
Work is losing a lane works re: traffic

CD5.4
VILLAGE CENTER SCENARIO 4
CD5.5
CD4.2
GENERAL NEIGHBORHOOD SCENARIO 2
CD5.1
VILLAGE CENTER SCENARIO 1
CD5.3
VILLAGE CENTER SCENARIO 3
TOO TALL!!
NOT TALL ENOUGH



Block Party & Preliminary Presentation

Public Spaces, Social Place

Bike lane along Quinobequin along Charles River connect 16 + Rte 9 / Waban

- Make a Permanent Farmer's Market Locati
- Recover the Green Nugget
- Put Trees Everywhere
- Make Attractive Spaces for Sidewalk Cafes and Restaurants
- Build a Pocket Park or Tot Lot Within 2 ½ minute Walk of Every Resident

PREVENT NEW DEVELOPMENT FROM REPLACING ALL UNIQUE INDEPENDENT RETAILERS WITH GENERIC "CREDIT TENANT" COMMERCIAL

Al Fresco - in the pari

Beer Garden is a GREAT idea

Woodland Playgroun

in West Newton Linec

il Spaces (Beer Garde

Connect to the Charles River

"More

"Name Green

"You car here."

"It took m out the Charles River is so c v do we it life of o c

Essential for cyclists!

Movi and a

Create specific destination nodes along the corridor

K door entertainment

en park

garden

sculpture garden

ACTIVATE USELESS U. NEWTON "COMMON" WITH CAFE - PRIMARILY OUTDOOR SEATING

Do not give up the green space in W. Newton SQ. (Ryan Park)

Human-Scaled Villages

ll, local stores unique destination

- Preserve the Scale and Character of
- Keep Village Centers Unique
- Protect Historic and Iconic Buildings
- Create Tree Canopies and Add Layers of Vegetation
- Balance New Development with Existing Adjacent Neighborhoods.
- Make Room for Wider Sidewalks

Washington St. should not become a "corridor"! It should be a connector between 3 village centers.

t scaling the claim for the

ls of our future

about the architecture. What's important is what is happening at the street level."

"Keep old historic buildings. Integrate them into city planning and design."

"More mixed-us greenspace."

"Adaptive Re-use demolition."

"Plants, trees, give scale and make places fee and inviting."

keep Village feel. We don't need another "The Street" with high end or chain stores.

perfect place for a higher-rise! 13 Border St. So far below street level that it won't look so tall.

Exchange Contributions for apts. bu garages, parks, to patronize stores

Use Setbacks of upper levels + roof gardens to preserve human scale at street

Small Development parcels

Severe Developments

Walk + Bike Washington Street

Village Street lighting - In Winter it starts getting dark at 3. by students Dark empty parks and pools

- Build Protected Bicycle Lanes to Separate Bicyclists from Moving Vehicles
- Design Streets to Equally Prioritize Pedestrians, Bicycles and Cars
- Slow Down Traffic Speeds and Improve Flow
- Design Washington Street With School Children and Elders in Mind
- Make Safe Crossing Locations Every 400' MAX
- Fix Dangerous Sidewalks
- Install a Green Canopy of Street Trees over Washington Street

"The point about Needham and Parker is well taken, but those streets are retail and restaurants on both sides. On Washington, there's things going on on one side but not on the other. It's not comparable to say that Washington Street is the same. There is nowhere to take a turn – you run into a fence."

NO BIKES

"Protected bike lanes are a must. We will never have this opportunity again to take this important step!"

"Less parking, more walking."

"Keep 4 lanes of traffic on Washington Street. Have buildings set back further from road to make room for dedicated bike lanes and wi sidewalk."

Sidewalks on both sides of Washington St.

Garish, too big, too tall.

1. Too big; too much mass
2. IT IS big but have incorporated areas to congregate. Get rid of
3. Not a fit near Washington St. Looks 'big'
4. DOES NOT FIT THE WASHINGTON ST. VIEW
5. To big!! Greenspace okay.
6. Ugly!
7.
8. like the diff ways used-however we arrnt at MIT
9. Too Big for N on design
10. don't like the choice of interesting but not in the — looks like College Campus
11. Good design
12. Like different shapes - good for walking biking
22. TOO BIG FOR MOST SITES
23. much, much too big
24. not attractive
25. Too dense, too much massing, to high, too modern
26. dislike colors used
27. Density ok - height ok - but designed poorly - too massive w/no breaks
28. → GOOD solution to high density
29. Can do several things to breakup + design facade
30. too tall for village
31.

Deeper set backs, variance of facade

Yes to porches!

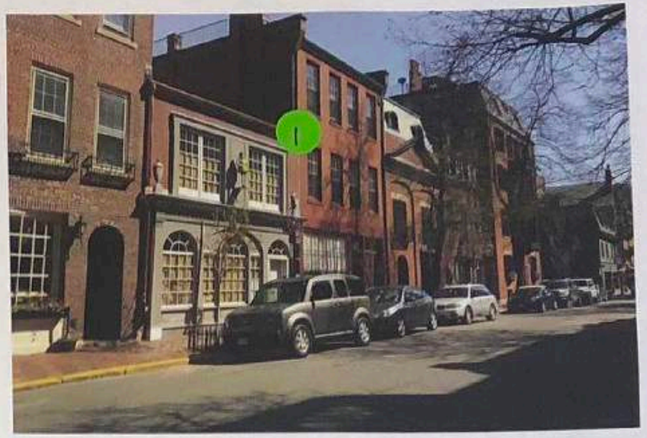
1. Like balconies 2. like set back 3 Good use of brick + non-brick
2.
3. Too fake trying to be old / historic
4. Don't like store level but apartments look great
5. 4 stairs make buildings inaccessible
6. Good use of different materials (brick/panels)
7. Brick is ok. Forget the whole base section.
8. COOL PEDESTRIAN LEVEL FACADE / Building height
9. would prefer all brick
10. OK
11. lets Build up ↑
12. OBNOXIOUSLY AN AMERICAN STREET
21. 21 Love the balconies
22. 22 Eliminate outside steps to make buildings accessible
23. By building up the smaller housing gets diminished
24. Looks like a big city instead of W. Newton historic Village
25. Too dense! Buildings are quite tall and not broken up w/lower buildings/facade
26. more setback wider sidewalks
27. too big for most of Newton, boring design, no setback
28. Too tall
29. Too high
30. looks nice a little too tall keeps wider

1. Some of Newton could use this
2. This is an unattractive high rise Please don't put buildings this tall here! It is Newton not Boston!
3. Too Tall for Newton
4. too tall - too dense a building for a "garden city".
5. unattractive, sterile
6. To tall + modern
7. Soviet era concrete
8. NOPE WRONG PLACE. CHICAGO - YES. WALK ST - NO
9. not appropriate for here / too tall / ugly.
10. horrible high rise does NOT fit in W Newton
11. ugh!!
12. YES FOR MULTI-MODAL TRANSPORT / STREETSCAPE! LOOKS AS INVITING AS A 30 YR OLD FILE CABINET. WIND = MAJOR PROBLEM FOR MOST DENSITY!
21. horrible
22.
23.
24. Too massive, dense, tall. Too much concrete, too urban
25.
26.
27. too tall by 40%
28. This is an ugly bldg, but there is room in Newton for
29. multi-story affordable housing. 5+ floors
30. Why not! We need a few buildings like this - if it's "too tall" we

1. Too bland. No character
2. too mud brick
3. No green space
4.
5.
6. depressing
7. unrelieved
8. windows are tiny — no light inside — graffiti will happen
9. Wow! Really ugly.
10. The electric meters get the best of this street. Too bad no human can spend any time like that to view the neighborhood life.
11. Depressing ugly doesn't fit w/ W. Newton Square
12. Very unappealing!

... Dislike design, materials, ... appears dense due to the design, lack of setbacks
21.
22.
23.
24. Nothing attractive here.
25.
26. BRUTAL, CLUMSY, HORRIBLE — PLEASE NO
27.
28.

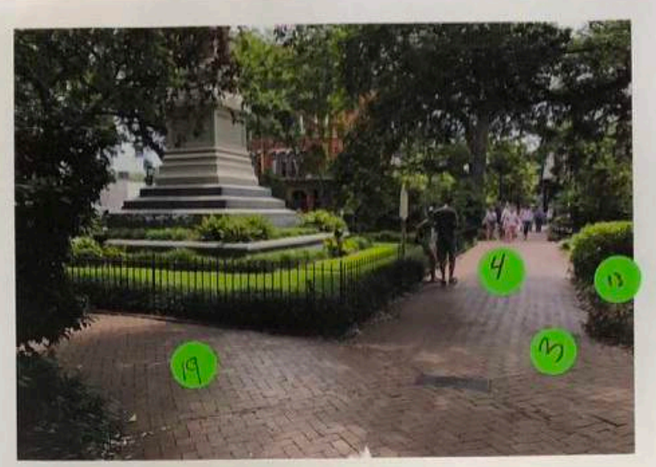
Beautiful colors & design
2. great design
3. too harsh
4. no angles
5. Nice design
6. interesting break up of space
7. Windows and Building entrances
8. too rectilinear
9. Only as part of a mix of styles
10. Cool Architecture / lots of windows + entrances
11. Nice mix of mat... however could feel overused
12. hate this modern high rise for W. Newton Village doesn't fit w/ other buildings
20. Unattractive, stark-like, very modern, urban, no needed setback. Undesirable for Washington St area, since it is too much of a departure from existing neighborhoods villages on Washington St.
21.
22.
23. No character
24. no cute buildings
25.
26.
27.
28.
29.



1. Variety of bldg heights/styles/time period etc — agree
2. like the mix of styles and heights + wide street.
3. Nice mix, could also have commercial
4.
5. like the mix
6. nice bldgs but too much space for cars, not enough for people
7. Variety of bldg styles + heights
8. like the mix of buildings, need wider sidewalk
9. I could live w/ 2-3 stories, not 5-6
10. Excellent varied facades and styles with maintenance of first story heights. Sidewalks need greater width
11. Love it! Yes - varied facades are terrific
12. Good mix of buildings - heights, character but need green space / more trees
20. Better than a monolith!
21. Like the mix and the scale
22. Like architecture + scale
23. Right scale 2 + 3 story
24.
25.
26. Like the scale, historic, varied architecture. Like the design and materials. Would be improved by more trees, shrubs, green space.
27. Would look less dense if more green space were interspersed between the buildings
28.
29.

1.
2. Shade + sun outside gathering + eating spot
3. TREES!
4. Trees + Public Space. Free WiFi/ Internet service?
5. - Place to sit, chat, trees
6. Would be nice to see even more green but I like open space Don't like but trees that are too tall though!
7. Places to sit, walk, hang out
8. nice to give up real estate to peaceful, meeting, quiet space nice brick walk w/ open space
9. Save Capt Ryan park!
10. Great outside space
11.
12. BEAUTIFUL SPILL OUT AREA/CAFE/STREET TREES FOR SHADE

If you can make a space feel like this with the line across the street, you win!

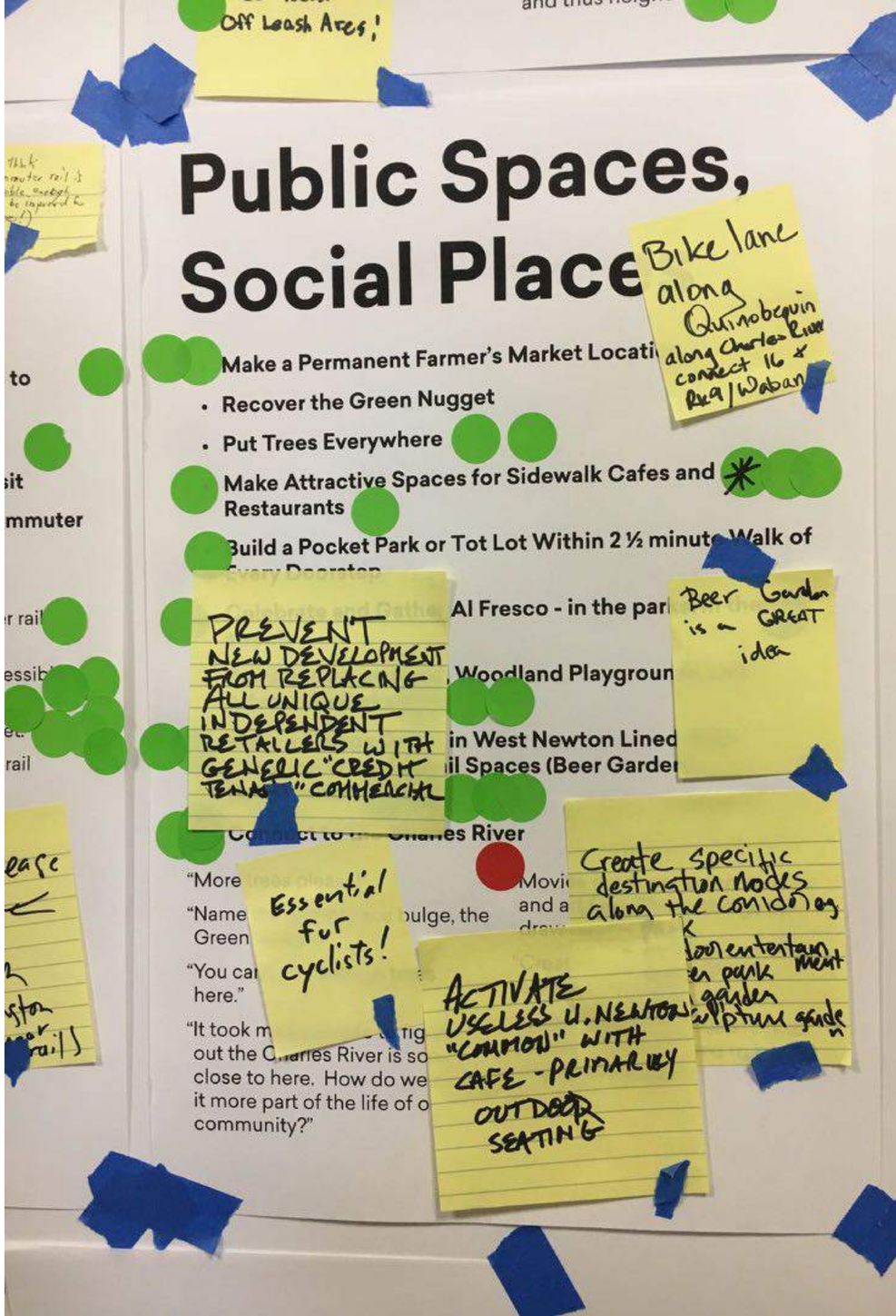


1. Open Space w/ greenery
2. Open Space with walkways + greenery
3. Love this!
4. Keep parks and green spaces!
5. I like the brick walks, but this one need maintenance
6. - Walkable - Prefer more access to grass
7.
8. welcoming walkable space well landscaped.
9. very attractive - needs benches
10. yes! But does need benches -
11. Great for break from buildings surrounding park. Scale of building w/ park does not dominate it
12. Public SPACE / PEDESTRIAN SIDEWALKS / PLAZA
13. GREEN BUFFER FROM STREET

25. too formal No play zone
26. Would love a few pocket parks along the corridor
27.
28.
29. Like the use of plants & multi-level structure
30. pedestrian gathering; green
31.
32. And Bench

1. I like big open space w/ gardens in middle.
2. The trees.
3. Wonderful green space & still room for "lane
4. Like greenspace you can walk in.
5. GREEN AREA
6. green is good!
7.
8.
9.
10.
11.
12. Half-way there. Park is nice for squirrels but humans? How does the green relate to the housing?

23. really lovely gathering place.
24.
25. love space for sitting + enjoying the village
26. Love the trees enclosed outdoor space nice brick
27.
28. GREAT! JUST TRIM TREES BIT HIGHER SO CAN SEE SHOP SIGNS
29. Green community building
30.


Off Leash Area!
Public Spaces,
Social Place
Bike lane along Quinobequin along Charles River connect 16 & Rte 9/Waban
Make a Permanent Farmer's Market Locati
Recover the Green Nugget
Put Trees Everywhere
Make Attractive Spaces for Sidewalk Cafes and Restaurants
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PREVENT NEW DEVELOPMENT FROM REPLACING ALL UNIQUE INDEPENDENT RETAILERS WITH GENERIC "CREDIT TENANT" COMMERCIAL
Essential for cyclists!
Create specific destination nodes along the corridor
ACTIVATE USELESS U. NEWTON "COMMON" WITH CAFE - PRIMARILY OUTDOOR SEATING
Charles River
"More
"Name
Green
"You ca
here."
"It took m
out the Charles River is so
close to here. How do we
it more part of the life of o
community?"
to
sit
mmuter
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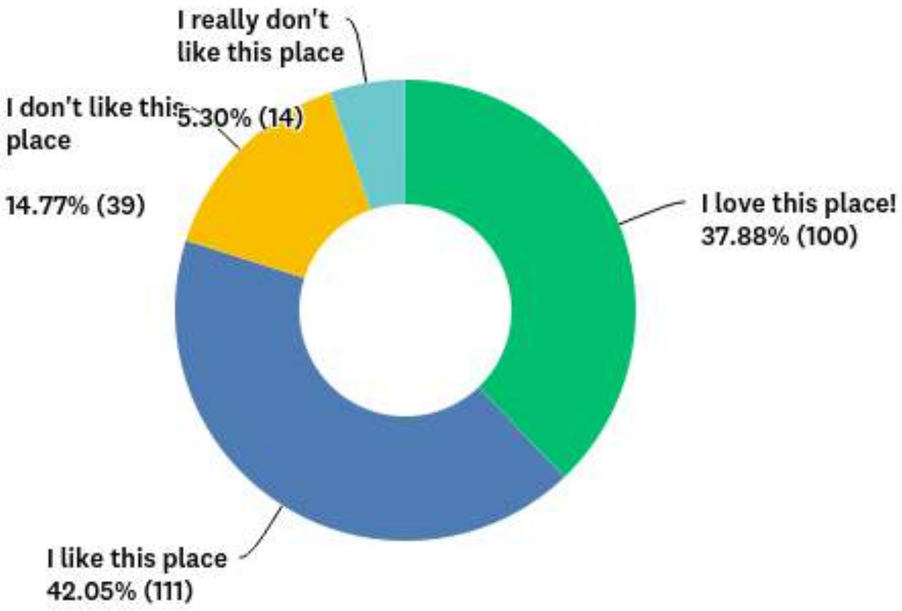
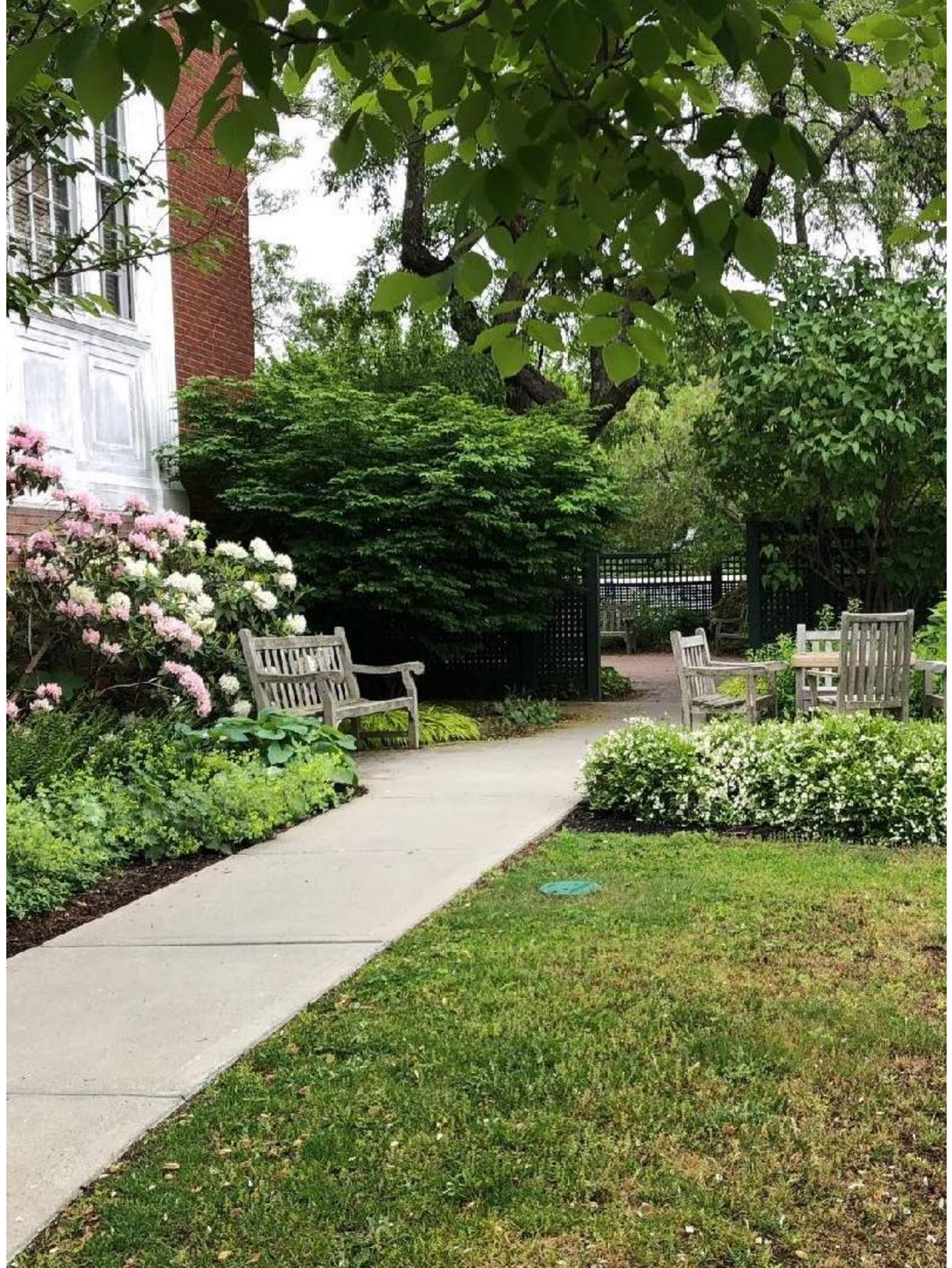
rail
ease
ston
rail

Photo 10

Café Restaurant Pyrenees
Hotel Arlésien


I really don't like this place
5.30% (14)
I don't like this place
14.77% (39)
I love this place!
37.88% (100)
I like this place
42.05% (111)

Pedestrian Friendly Reminds Attractive Lots
Washington Cramped European Food Newton
Intimate Place Active Love Cozy Outdoor
Urban Cafes Human Scale Street Congested Looks
Interesting Nice Small Scale Open Air Mix



SARATO

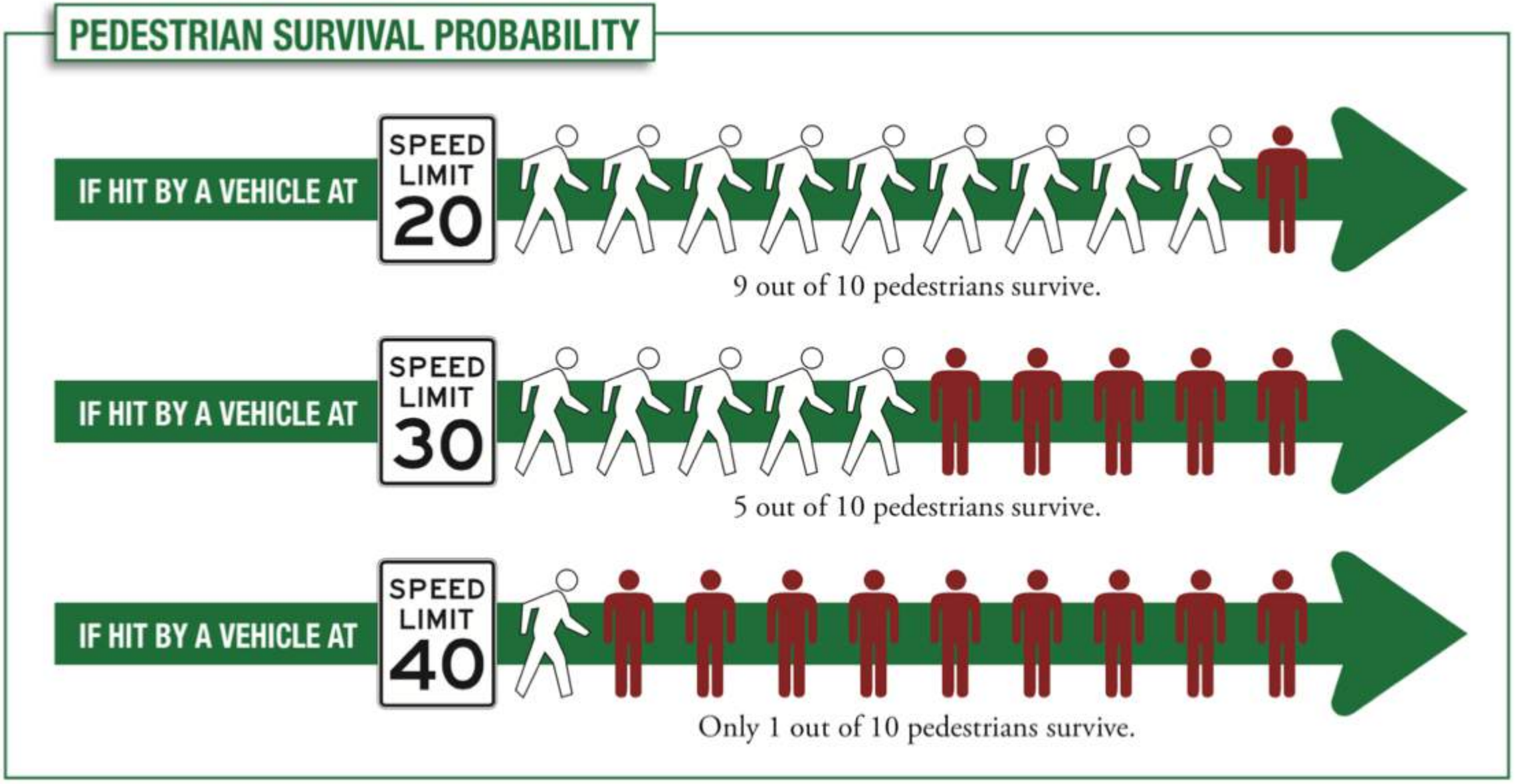
MAX'S

WALK, BIKE, RIDE, DRIVE

Question #1 Traveling About

Watch out. You're going to get yourself killed."

90
504 WATERTOWN EXPRESS
NTBSIC


PEDESTRIAN SURVIVAL PROBABILITY
IF HIT BY A VEHICLE AT
SPEED LIMIT 20
9 out of 10 pedestrians survive.
IF HIT BY A VEHICLE AT
SPEED LIMIT 30
5 out of 10 pedestrians survive.
IF HIT BY A VEHICLE AT
SPEED LIMIT 40
Only 1 out of 10 pedestrians survive.

STOP
Derby St

WALK

Vehicle Crashes

“We are raising our kids in this neighborhood. We like to feel safe and not have them worry about walking the streets.”

“Make public safety more important than speed.”

PREVIOUS STUDIES / PLANS

NEWTON LEADS 2040: A transportation Strategy for Newton Newton in Motion, 2017

STRATEGIES:

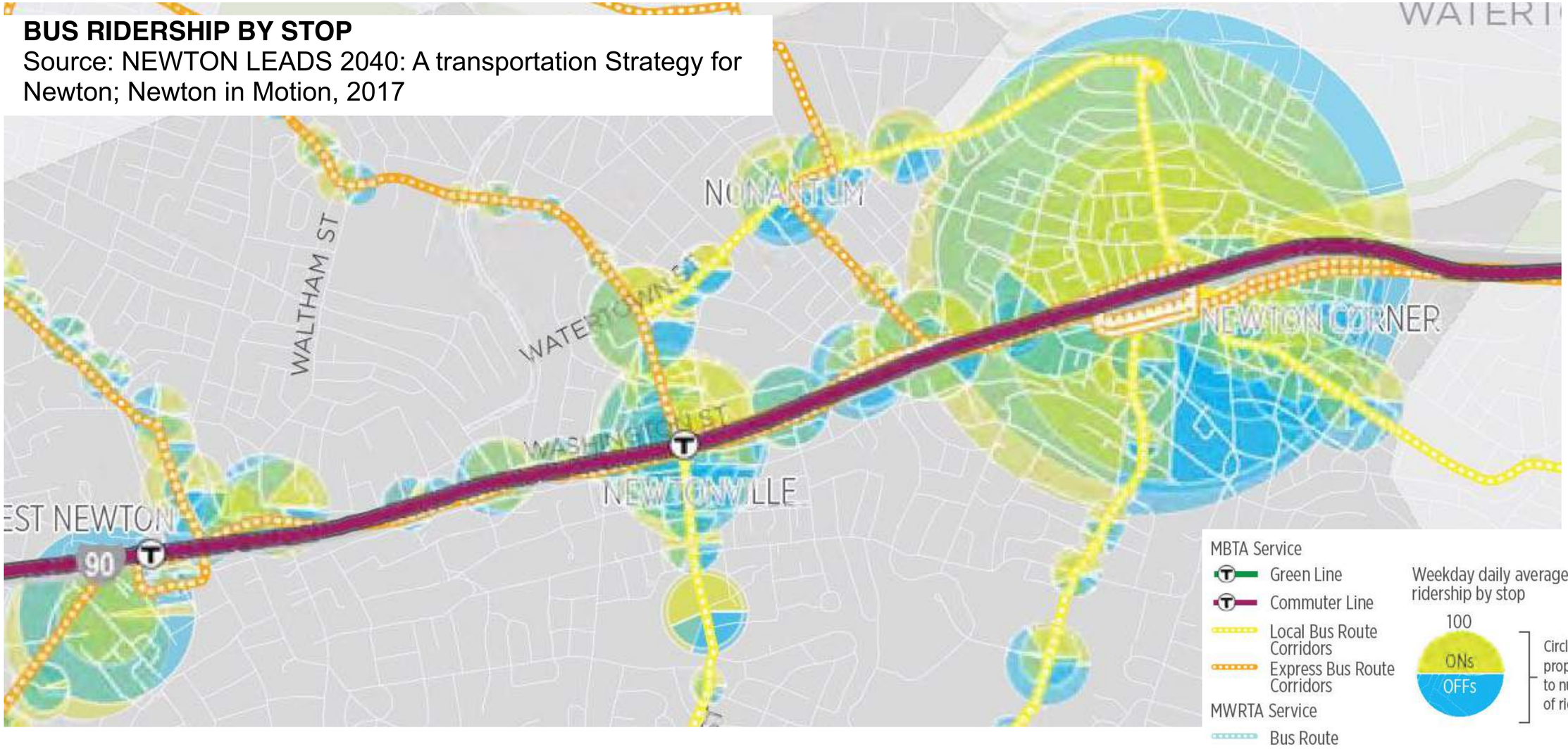
- **SAFE TRAVEL:** Make the transportation network **safe for all users**
- **TRANSIT AND SHARED MOBILITY:** Plan for a **variety of shared transportation** options
- **ACTIVE TRANSPORTATION:** Encourage walking and **bicycling** to support wider economic development, sustainability, and public health goals
- **PARKING:** Actively **manage parking** to support business vitality and balance the need for **driving access** with traffic congestion reductions
- **CONGESTION REDUCTION:** Smart transportation, planning, and land use decisions will enable better travel decisions

Washington Street Sub-regional Priority Roadway Study in Newton – BRMPO, 2015

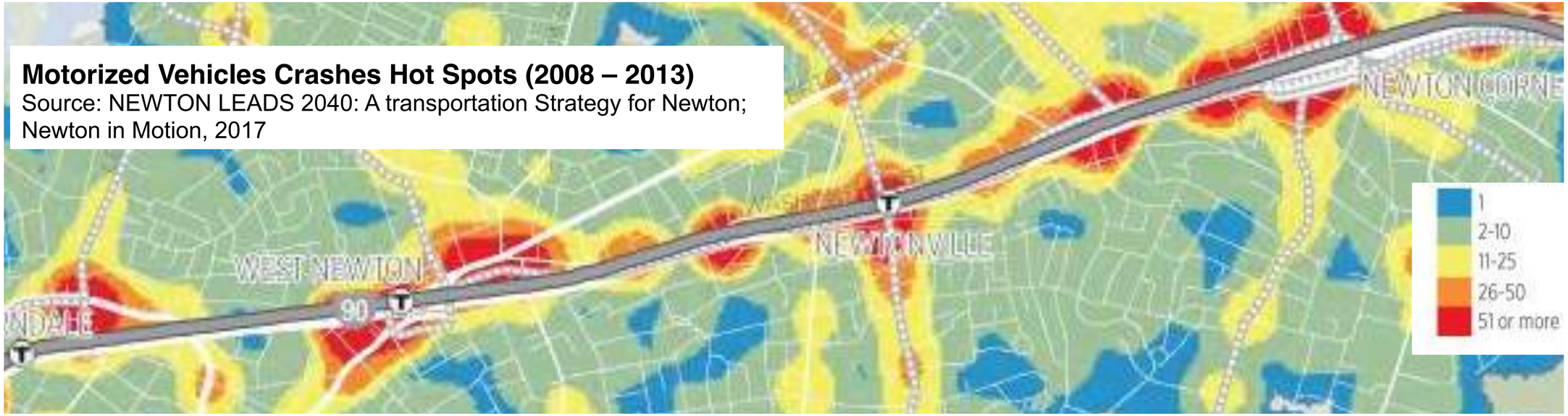
- **Recommends a Road Diet for majority of the corridor with 3-lane cross-section with bike lanes and on-street parking.**

PREVIOUS STUDIES / PLANS

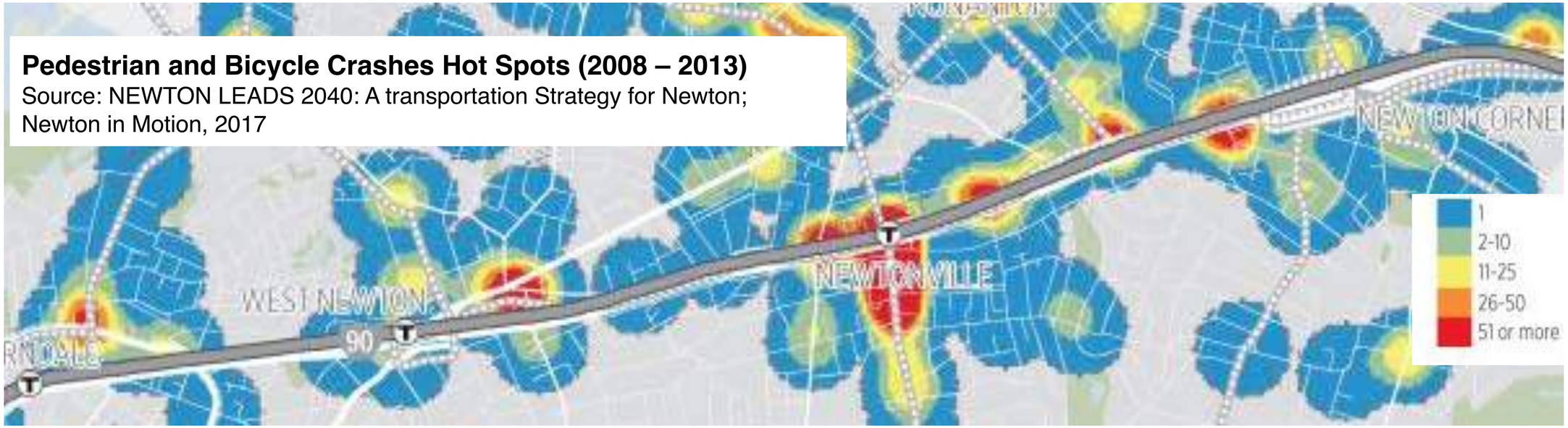
BUS RIDERSHIP BY STOP
Source: NEWTON LEADS 2040: A transportation Strategy for Newton; Newton in Motion, 2017



PREVIOUS STUDIES / PLANS

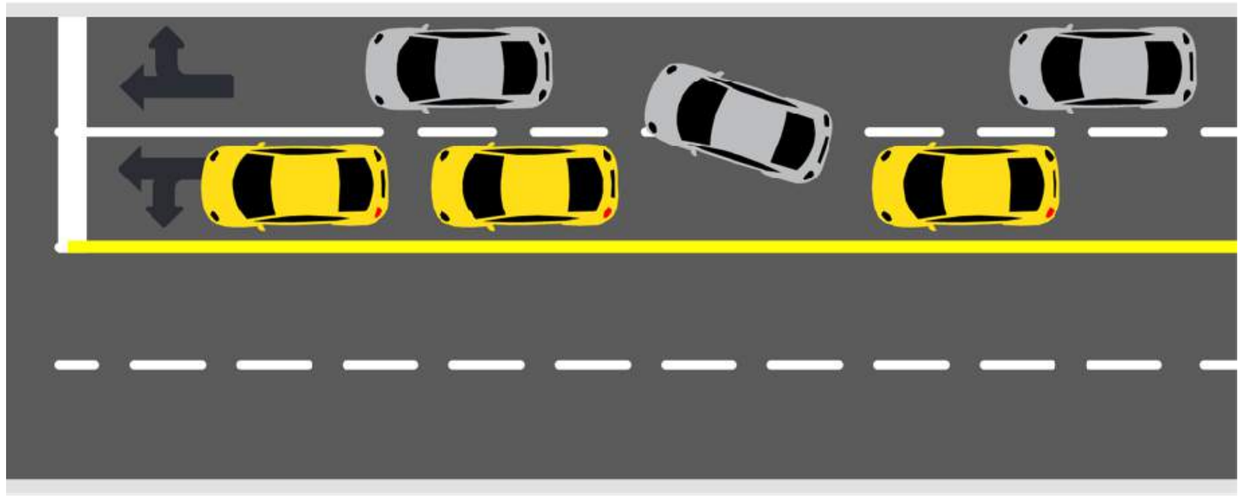


Motorized Vehicles Crashes Hot Spots (2008 – 2013)
Source: NEWTON LEADS 2040: A transportation Strategy for Newton; Newton in Motion, 2017

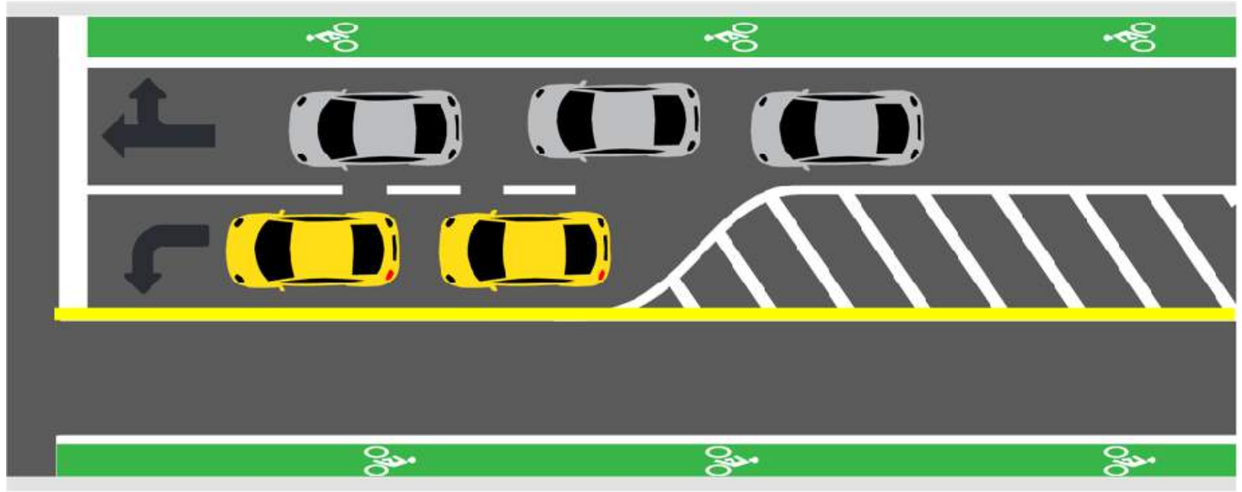


Pedestrian and Bicycle Crashes Hot Spots (2008 – 2013)
Source: NEWTON LEADS 2040: A transportation Strategy for Newton; Newton in Motion, 2017

4 LANES → 3 LANES
LEFT TURNING VEHICLES

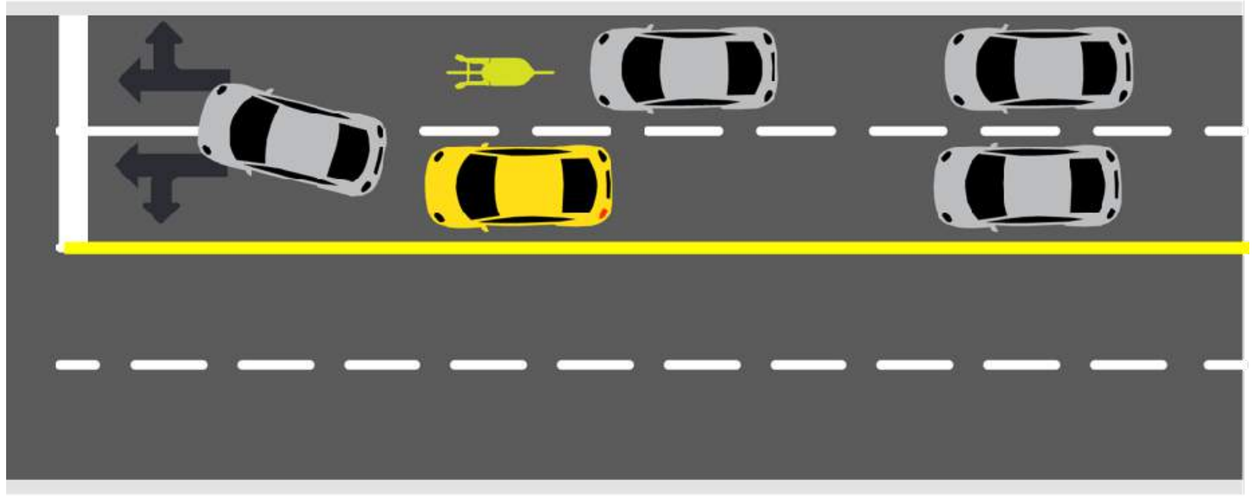


4 Lanes

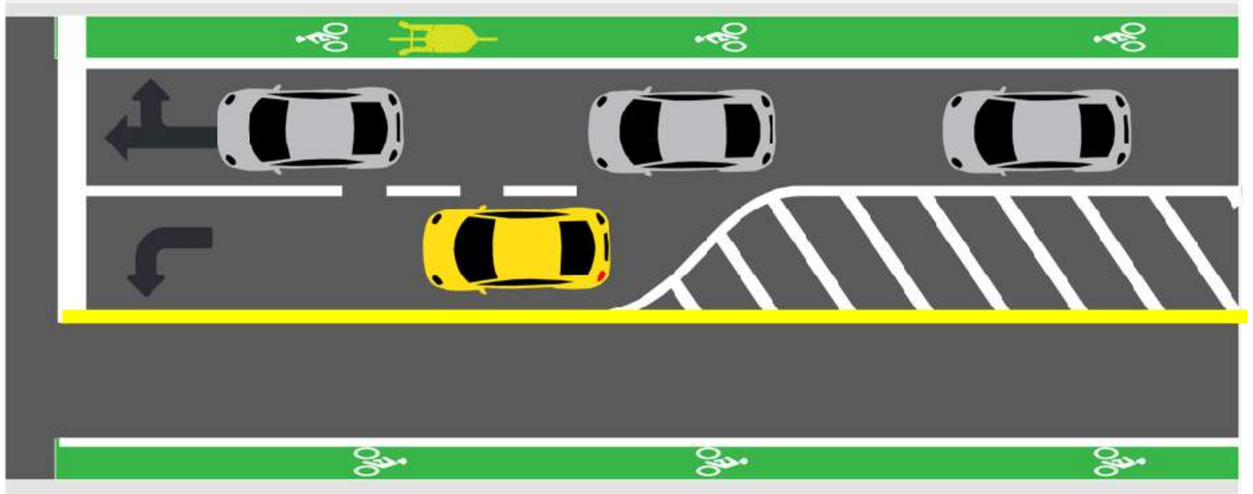


3 Lanes

4 LANES → 3 LANES CYCLISTS

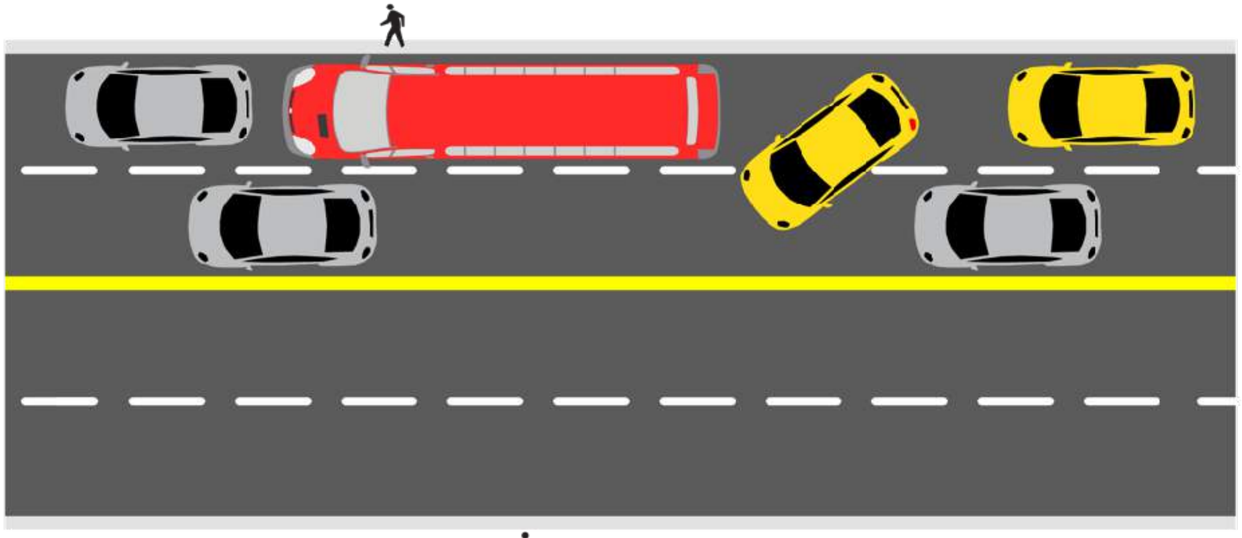


4 Lanes

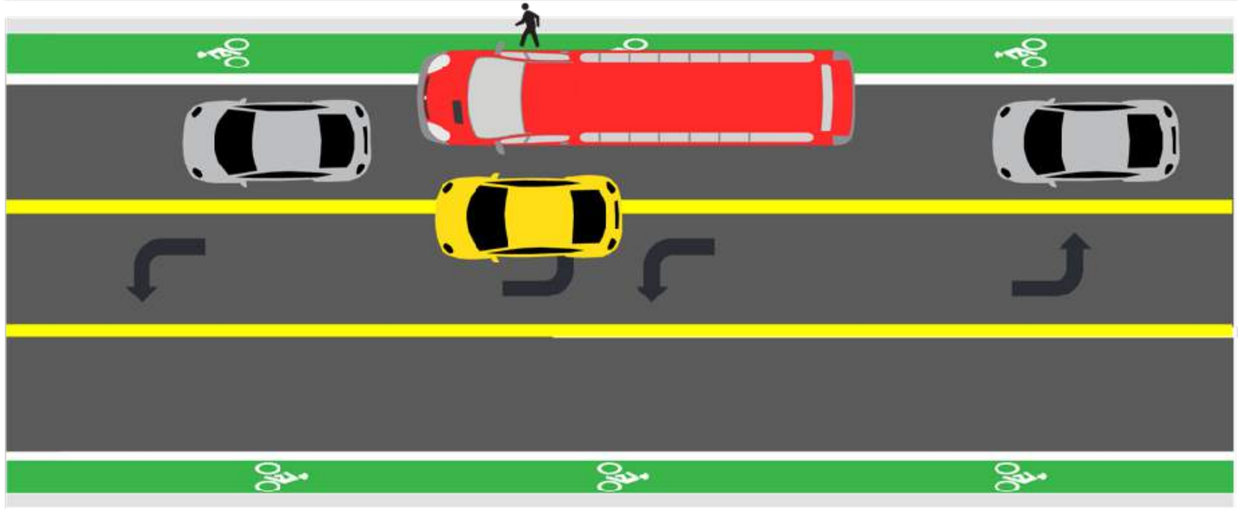


3 Lanes

4 LANES → 3 LANES TRANSIT

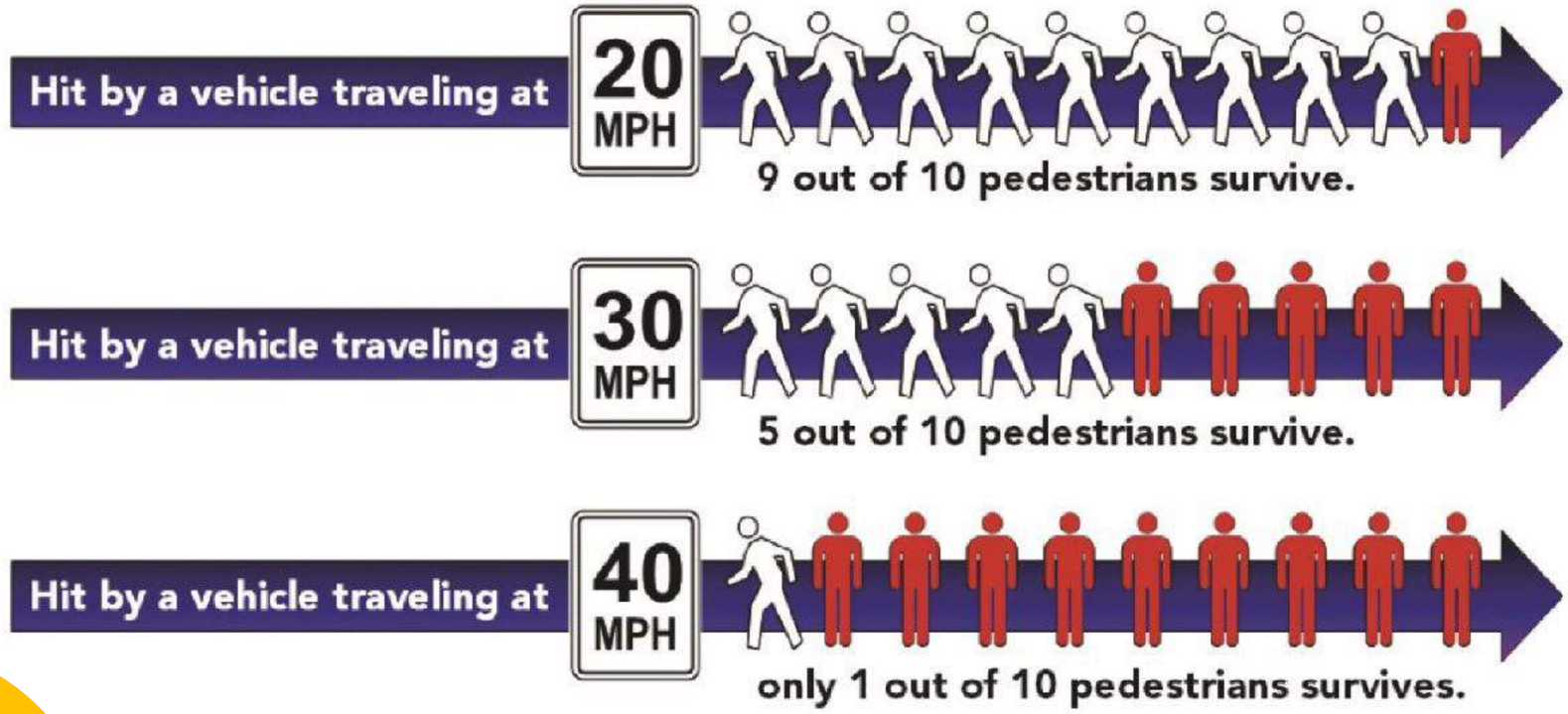


4 Lanes



3 Lanes

SPEED AND PEDESTRIAN SAFETY



Source: *FHWA Pedestrian Safety Strategic Plan: Background Report, 2010*

What does that mean for us?

Washington Street, Newton MA

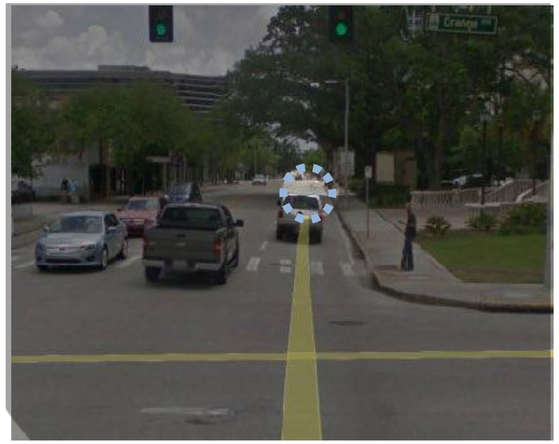
Posted Speed : 35 MPH

85th Percentile Speed Observed : 30 MPH to 39 MPH

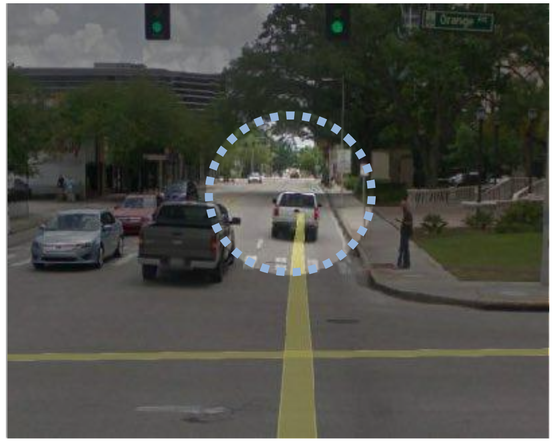
Source: Washington Street Sub-regional Priority Roadway Study in Newton, BRMPO, 2015

So, quite some folks drive almost 40

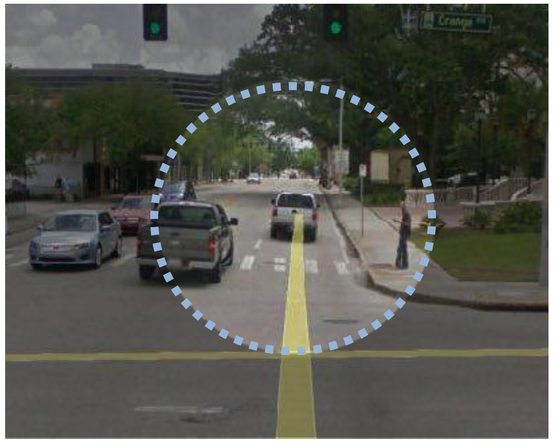
SPEED INFLUENCES DRIVER'S CONE OF VISION



40 MPH



30 MPH



20 MPH

15 MPH

Washington Street

Posted Speed : 35 MPH

85th Percentile Speed Observed : 30 MPH to 39 MPH

Source: Washington Street Sub-regional Priority Roadway Study in Newton, BRMPO, 2015

RANGE OF CHOICES AND ASSOCIATED TRADE-OFFS

LITTLE CHANGE ← → MUCH CHANGE

Maintain /Improve Traffic Flow With Spot Pedestrian Improvements

- Maintain traffic flow with no additional congestion/ travel time
- Keep existing lane configurations and on-street parking
- Little traffic calming
- No dedicated bicycle facilities
- Minor improvements in pedestrian and facilities/amenities

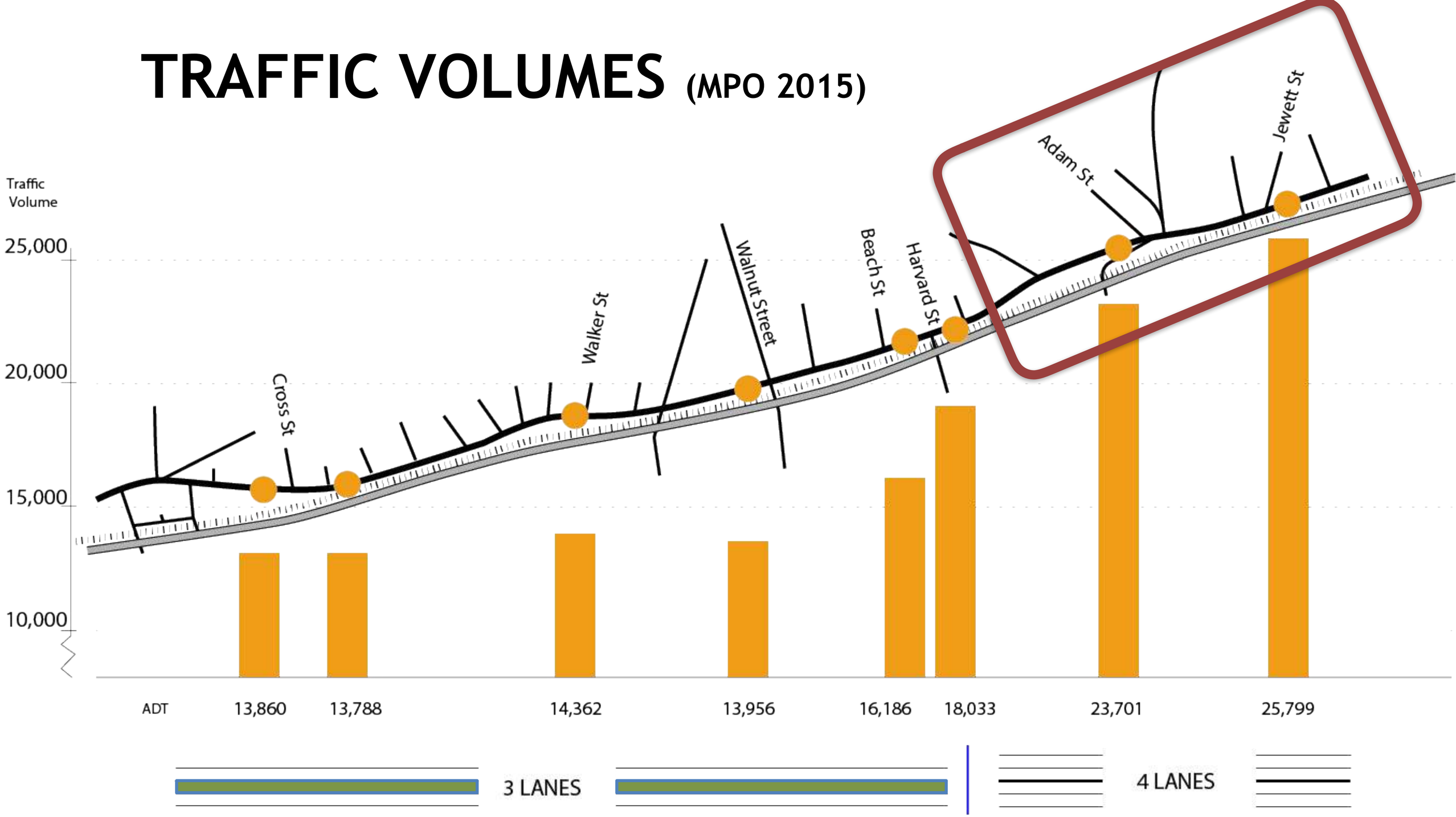
Balance Multimodal Needs

- Balance needs of pedestrians and bicyclists with vehicular traffic
- Road Diet with 3-lane configuration with on-street parking
- Traffic calming wherever possible
- On-street bike lanes / buffered bike lanes
- Improvements in pedestrian amenities

Pedestrian and Bicycle Friendly Street

- Highly prioritize pedestrians and bicyclists.
- May impact current traffic flow and increase congestion
- 2 lane cross-section with on-street parking
- On-street separated bike facilitates / shared use path/wider sidewalks.
- Aggressive traffic calming
- Highly improve pedestrian amenities

TRAFFIC VOLUMES (MPO 2015)



LANE REDUCTION MAKE STREETS AND TRAFFIC BETTER, NOT WORSE

- **Road Diets can be successful for a broad range of traffic volumes. (Less than 10,000 to More than 20,000)**
- **Intersections and signal timing impact true capacity.**
- **Level of service (LOS) and vehicular traffic flow is not the only measure of success.**
- **Introduction of a Two-Way Center Left Turn lane may help emergency vehicle movement.**

Source: FHWA Road Diet Myth busters

LANE ELIMINATION/ ROAD DIETS/ RIGHT SIZING

“Removing travel lane from a roadway and utilizing the space for other users and travel modes”

- Recognized best practice for maintaining vehicle mobility while reducing vehicle speeding
- Most common type is 4 to 3 lanes
- Improved Efficiency
- Demonstrated safety improvement - up to 47% reduction in crashes

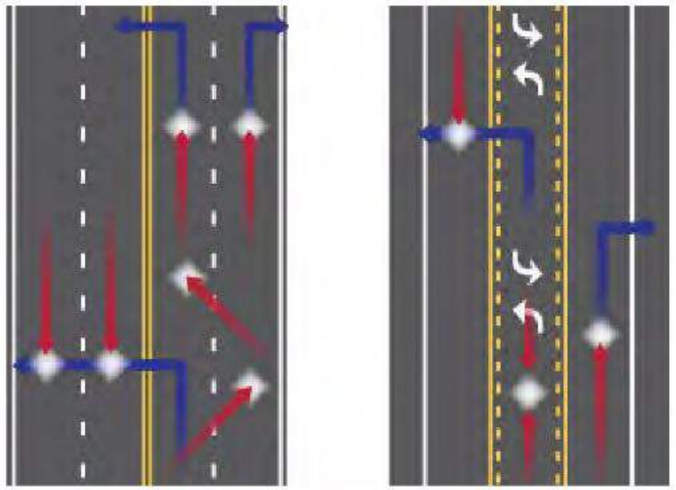
Source: Road Diet Informational Guide, FHWA, 2014

SAFETY BENEFITS OF REDUCING LANES

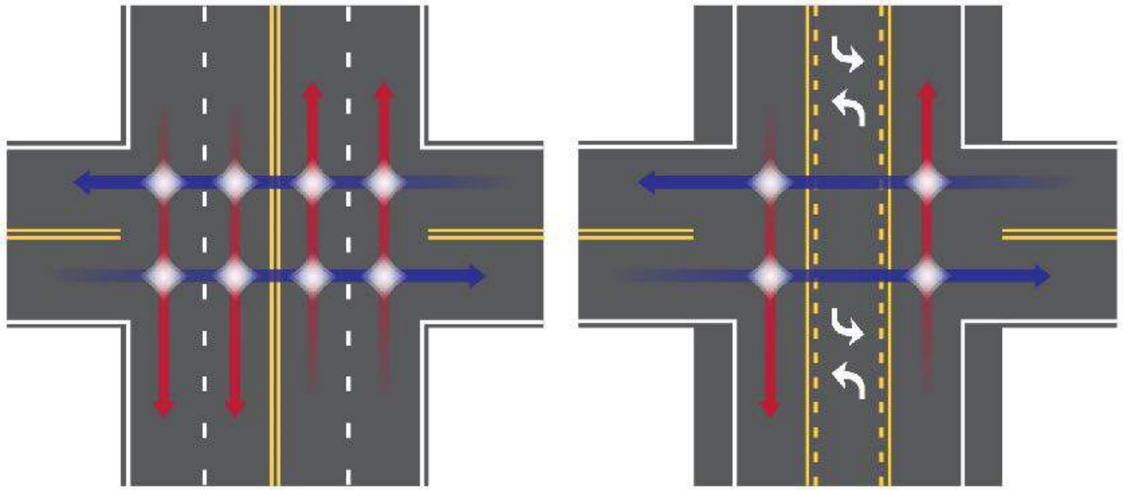
- **Converting from 4 lane undivided to 3 lane with two-way left turn lane - 20% to 30% reduction in crashes**
  - Equates to $5 million to $7.5 million dollars saved over 20 year life of project

- **Converting from 4 lane undivided to 3 lane with two-way left turn lane - 0% to 5% crash reduction**

Four-Lane Undivided **Three-Lane**



Four-Lane Undivided **Three-Lane**



Source: Road Diet Informational Guide, FHWA, 2014

INGERSOLL AVENUE, DES MOINES, IA (2010)

MAINTAINING TRAFFIC VOLUME
4 LANE TO 3 LANE - with paint

Changes

- Traffic volume before Road Diet: 17,000 VPD
- Started as a pilot project
- 4-lane undivided to 3-lanes conversion
- Added bike lanes, wider sidewalks
- Streetscape improvements

Results

- **50 % fewer crashes**
- Majority favored keeping the road diet project
- Traffic calming measures implemented
- Increase in bicycle and pedestrian traffic
- Overall, traffic volumes remained steady

Source: FHWA Road Diet Case Studies

EDGEWATER DRIVE, COLLAGE PARK ORLANDO, FL (2002)

Source: FHWA Road Diet Case Studies

MAINTAINING TRAFFIC VOLUME
4 LANE TO 3 LANE - with paint

Changes

- Traffic volume before Road Diet: 20,500 VPD
- 4-lane undivided to 3-lanes conversion
- Added bike lanes, wider sidewalks

Context

- Mixed-use neighborhood street
- Elementary school, Community Center, Post Office
- Residential low density, detached building type

Results

- **34 % fewer crashes (68% fewer injuries)**
- 10% lower speeds
- 23% overall increase in pedestrian traffic
- 30% overall increase in bicycle traffic.
- Daily volume remained 21,000
- Redevelopment and Economic development

NICKERSON STREET, SEATTLE, WA (2010)

MAINTAINING TRAFFIC VOLUME
4 LANE TO 3 LANE - with paint

Changes

- Traffic volume before Lane Reduction: 18,500
- 4-lane undivided to 3-lanes conversion
- Addition of curb bulb-outs and pedestrian refuge islands
- Addition of Bike Lanes

Context

- Residential neighborhood
- Adjacent parking lots

Results

- **23 % fewer crashes**
- **More than 90% drop in top-end speeders**

Source: FHWA Road Diet Case Studies

OGLETHORPE AVENUE, SAVANNAH, GA

REDUCING TRAFFIC VOLUME BY 40 TO 60
4 LANE TO 2 LANE - rebuild

Characteristics

- Traffic volume ranges from 7,390 to 9,800*
- Abundant Green Space
- Mixed-use (residential and small businesses

*Source: SDRA, Proposal for Whitaker & Drayton Streets, Jan

A Policy Decision - 2/3 Lanes vs 4 Lanes

Reduce Washington to 2 Lanes to make a green, efficient, and safe street for all ages and users.

Features

- Space for green space, walking, car turning, and other safety measures
- Same or more parking
- Slower traffic for safer conditions
- Increased efficiency with center turn lane option
- Fewer crashes between cars, pedestrians, cyclists
- Minimize neighborhood cut throughs by maintaining flow on Washington Street and making neighborhood interventions
- Bike lanes (protected, separated or shared space)
- Increase in bicycle and pedestrian traffic

MAINTAINING 4-LANES
Continue to allow existing volumes of high speed traffic.

Features

- Some small improvements to intersections (curb bulb-outs)
- Overall, traffic volumes remain steady
- Continued incidents of crashes cars and pedestrians and cyclist fatalities
- No bike lanes
- Similar parking capacity
- No substantial new green space
- Minimize neighborhood cut throughs by maintaining flow on Washington Street and making neighborhood interventions

Do protected bike lanes increase ridership?

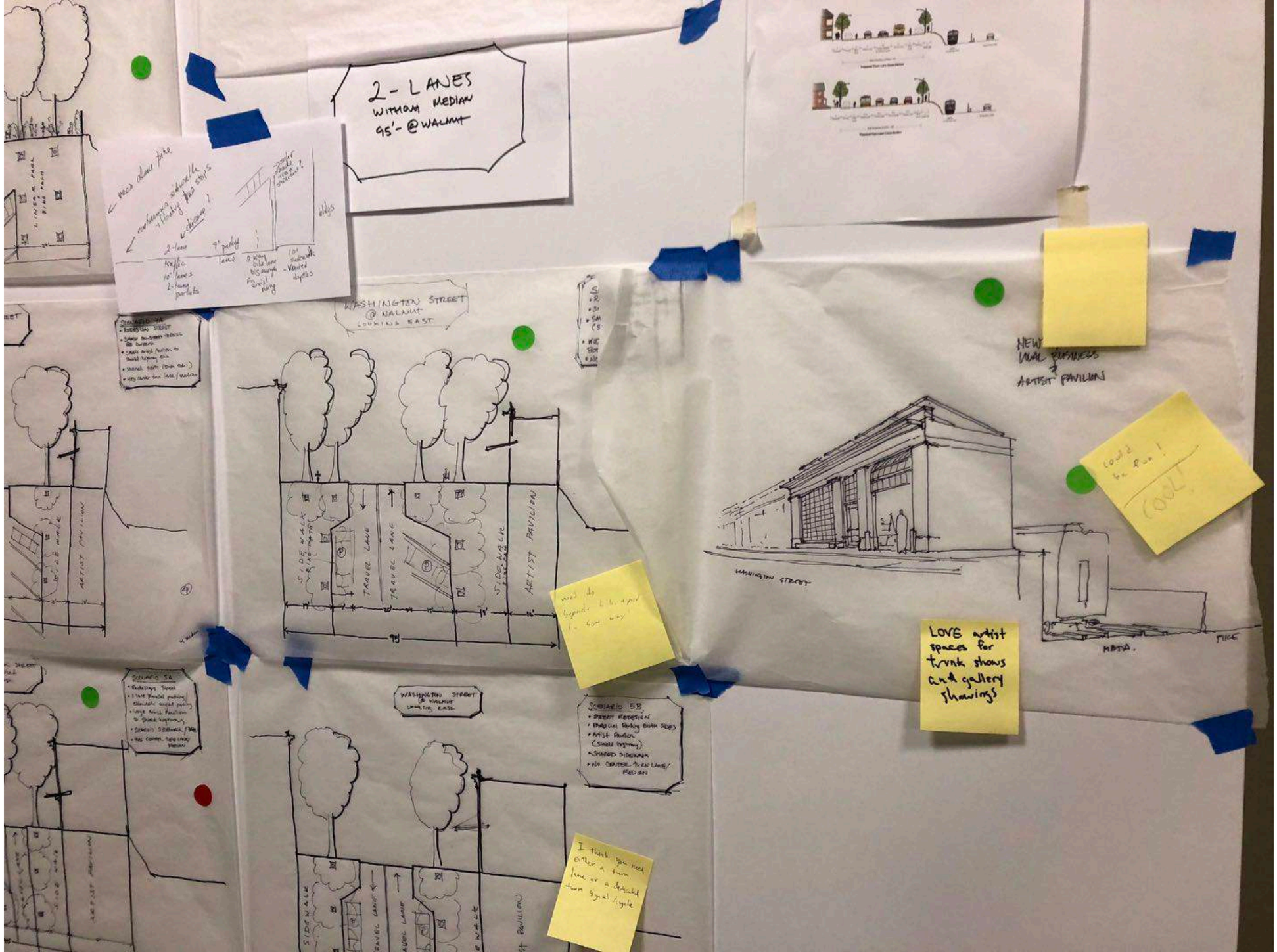
Research out of Portland State University found that new protected bike lanes increased bicycle ridership in 5 major cities from between 21 to 171 percent. About 10% of new riders were drawn to cycling from other forms of transportation.

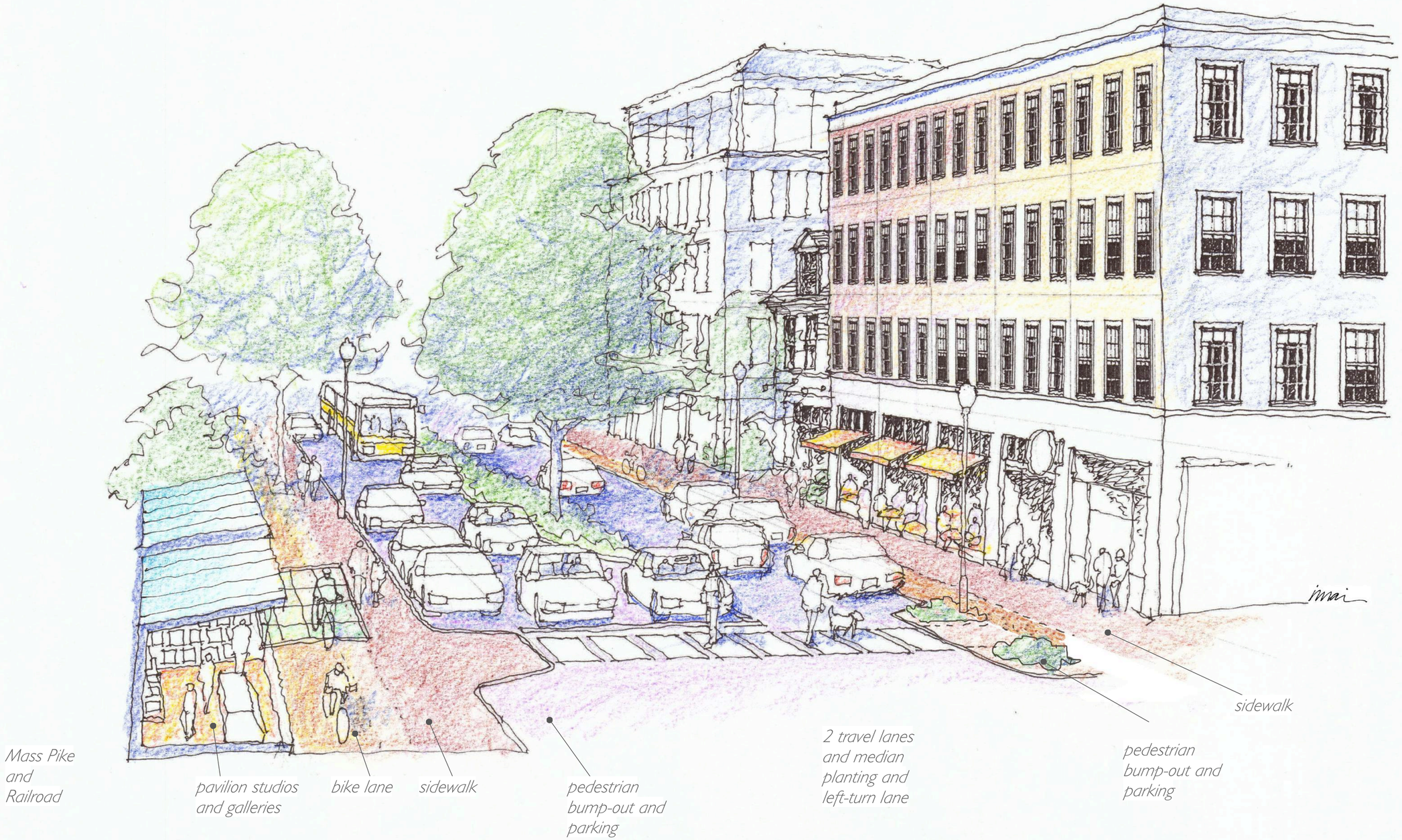
Source: CityLab, https://www.citylab.com/transportation/2014/06/protected-bike-lanes-arent-just-safer-they-can-also-increase-cycling/371958/

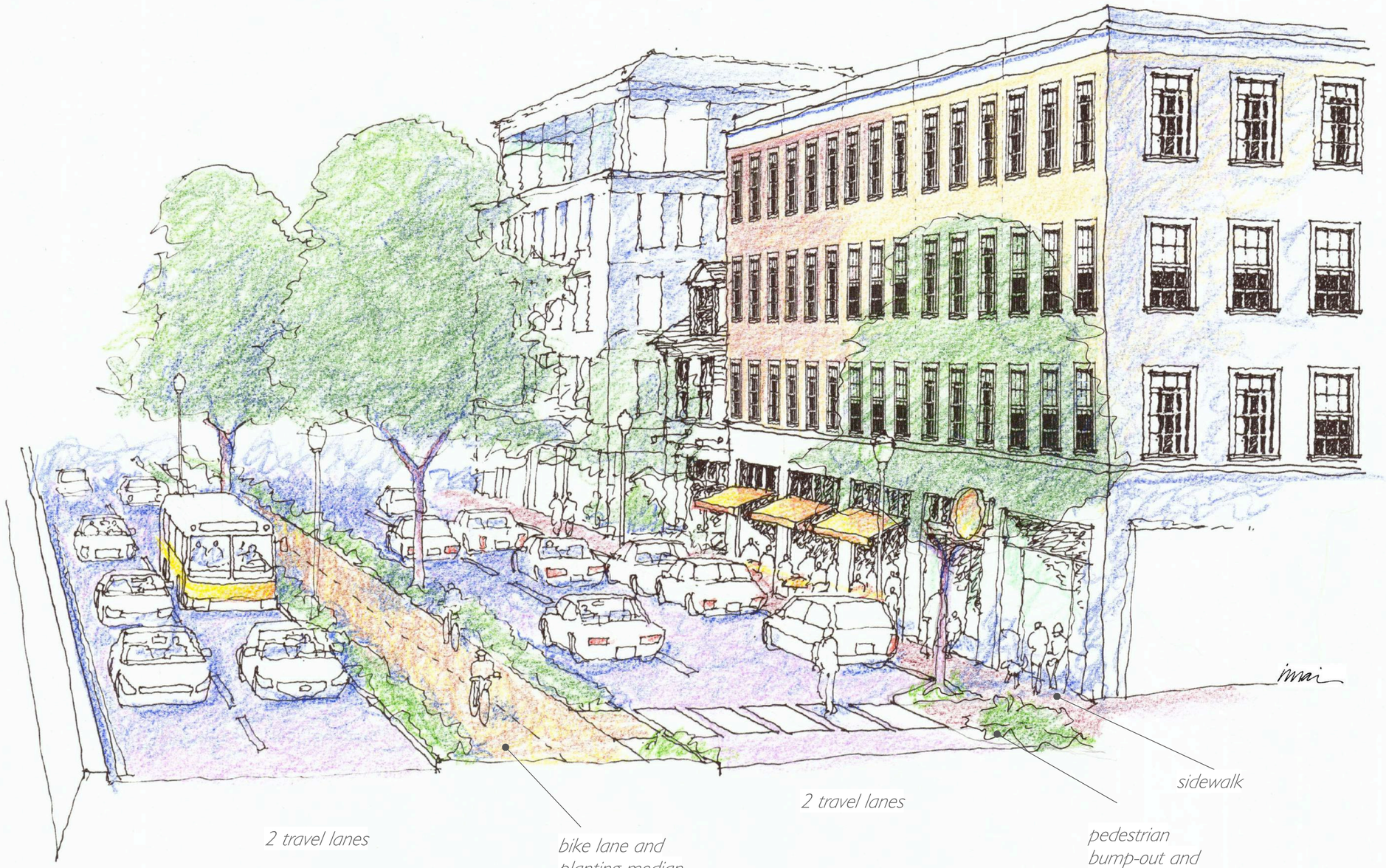
MAY Massachusetts 20
1AD 885

WASHINGTON STREET SECTIONS

Which would you prefer as a model for Washington St?
Boylston St (Rt 9)
Communal Ave
2 car travel lanes
resident & customer friendly
pedestrian crosswalks
turn lanes at lights as needed
Some parking lanes wider
Slower speeds (cycle-parking
bicycle lanes added if need)
4 car travel lanes
Speed
Barriers separate pedestrian
Turn lanes at lights as needed
Some parking lanes bit closer
from passing cars
COFFEE SHOP


2 - LANES
WITHOUT MEDIAN
95' - @ WALNUT
WASHINGTON STREET
@ WALNUT
LOOKING EAST
SIDEWALK
TRAVEL LANE
TRAVEL LANE
SIDEWALK
ARTIST PAVILION
NEW
ARTIST PAVILION
WASHINGTON STREET
LOVE artist spaces for trunk shows and gallery showings
WASHINGTON STREET
@ WALNUT
LOOKING EAST
SCENARIO 5B
STREET RESTRIPE
PARALLEL PARKING BOTH SIDES
ARTIST PAVILION
(SMALL OPENING)
SHADED SIDEWALK
NO CENTER TURN LANE/
MEDIAN
I think you need either a turn lane or a detached turn signal/cycle

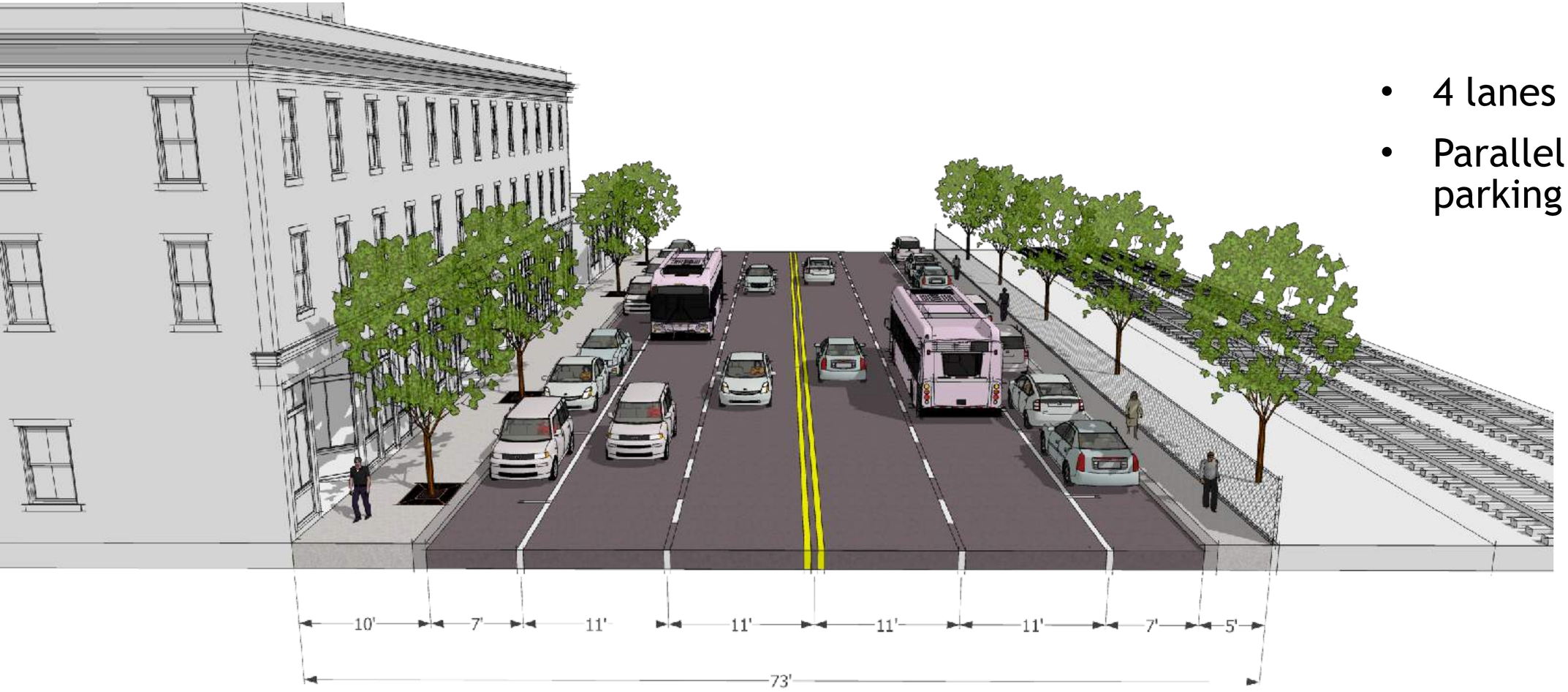

Mass Pike and Railroad
pavilion studios and galleries
bike lane
sidewalk
pedestrian bump-out and parking
2 travel lanes and median planting and left-turn lane
pedestrian bump-out and parking
sidewalk


Mass Pike
and
Railroad
2 travel lanes
bike lane and
planting median
2 travel lanes
pedestrian
bump-out and
parking
sidewalk

WASHINGTON STREET

Existing Typical Section

Looking East (Approximate ROW = 73')



- 4 lanes
- Parallel on-street parking on both sides

3-LANE CHOICES

WASHINGTON STREET

Choice 1A – One-way protected bike lanes

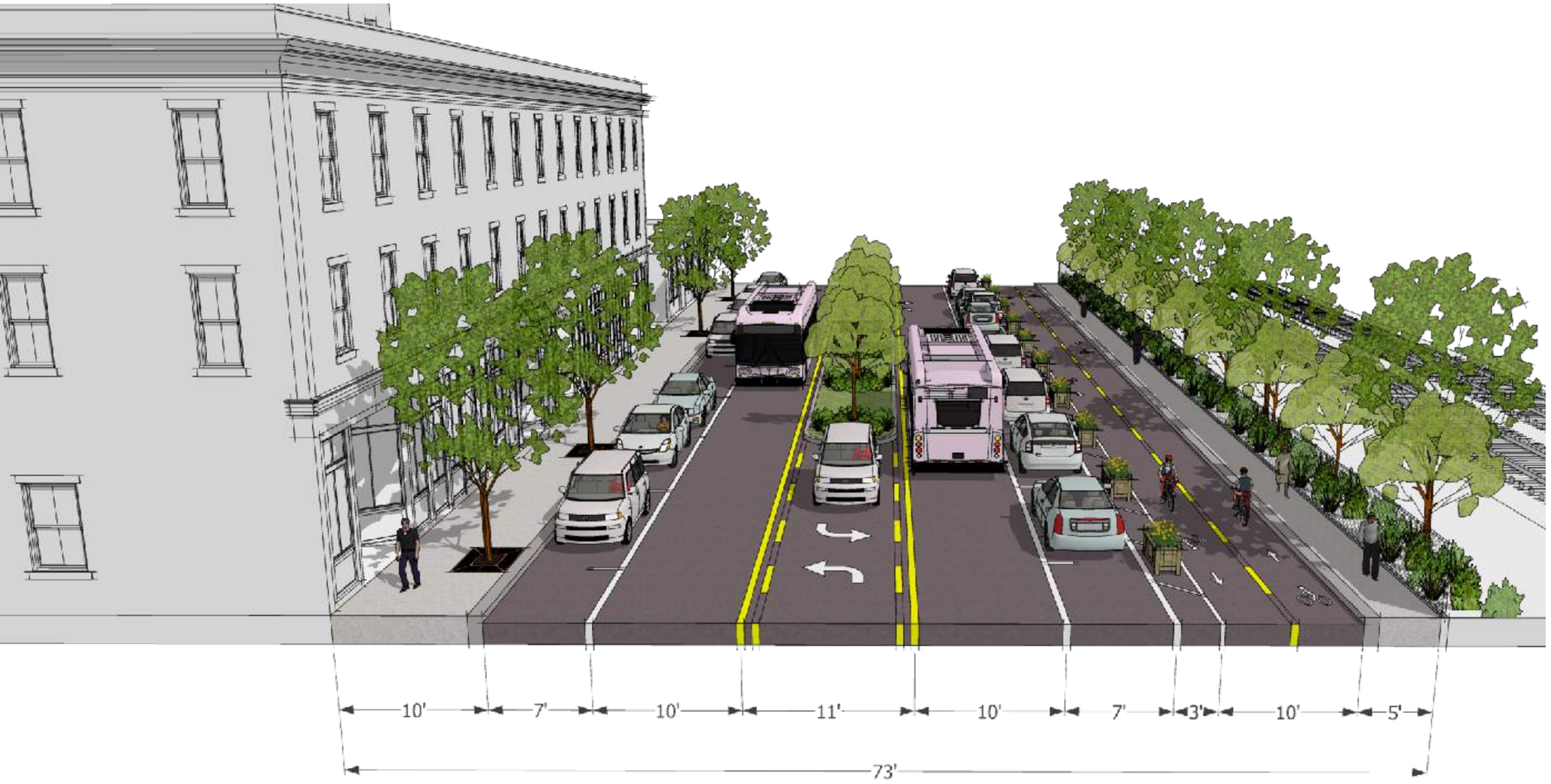
Looking East (Approximate ROW = 73')

- Retrofit existing street
- Restriping/maintain drainage
- Parallel on-street parking on both sides
- Protected bike lanes on both sides
- One lane in each direction
- Two-way center left turn lane with spot landscape medians

WASHINGTON STREET

Choice 1B – Two-way protected bike lanes

Looking East (Approximate ROW = 73')



- Retrofit existing street
- Restriping/maintain drainage
- Parallel on-street parking on both sides
- Two-way protected bike lanes on south side
- One lane in each direction
- Two-way center left turn lane with spot landscape medians

WASHINGTON STREET

Choice 2A – One-way raised cycle track

Looking East (Approximate ROW = 73')

- Reconstruct street
- Parallel on-street parking on both sides with landscaped curb extensions
- Raised one-way cycle track on both sides
- One lane in each direction
- Two-way center left turn lane with spot landscape medians

WASHINGTON STREET

Choice 2B – Two-way raised cycle track

Looking East (Approximate ROW = 73')

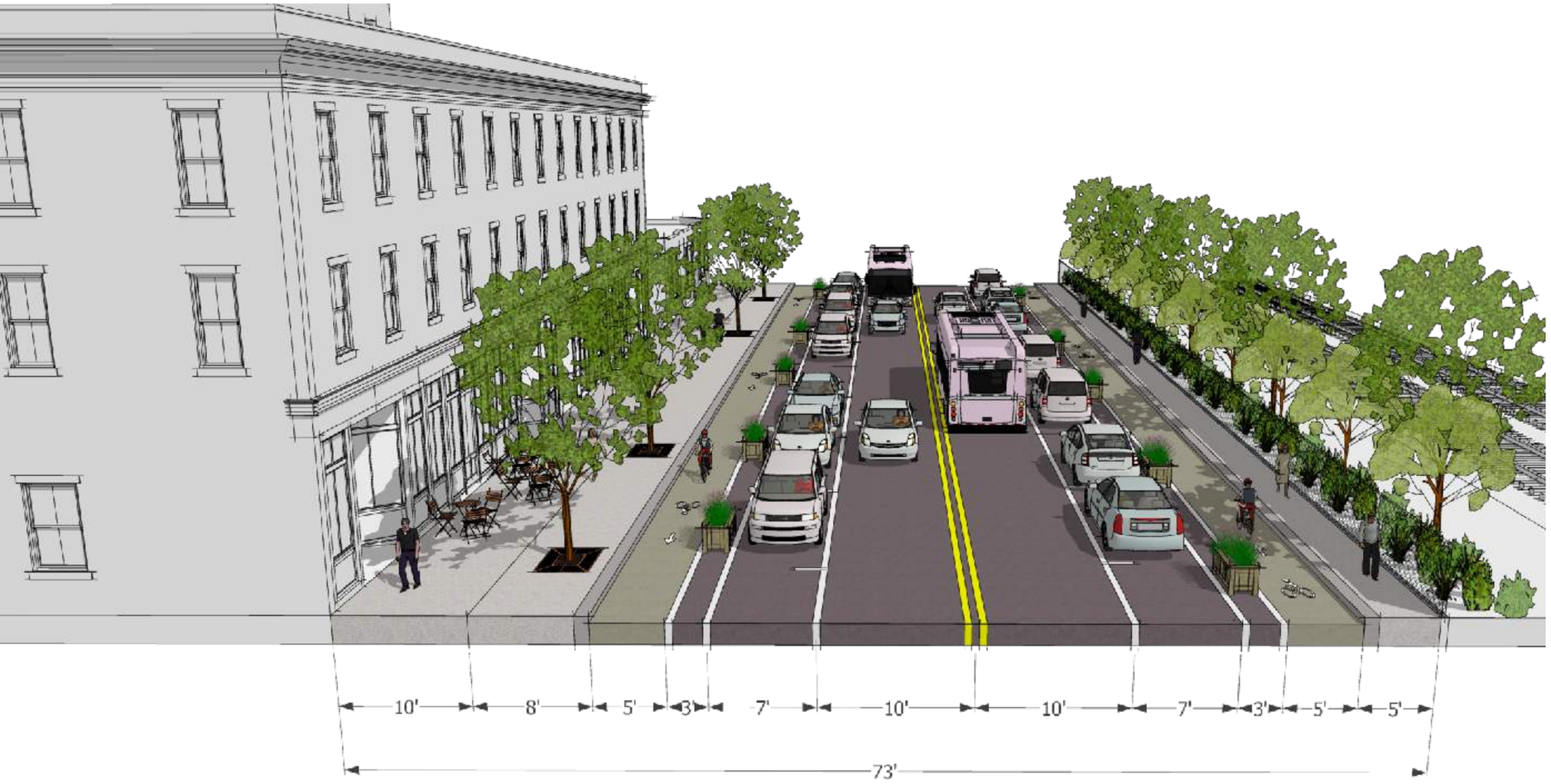
- Reconstruct street
- Parallel on-street parking on both sides with landscaped curb extensions
- Raised two-way cycle track on south side
- One lane in each direction
- Two-way center left turn lane with spot landscape medians

2-LANE CHOICES

WASHINGTON STREET

Choice 3 – One-way protected bike lanes

Looking East (Approximate ROW = 73')



- Reconstruct street
- Parallel on-street parking on both sides with landscaped curb extensions
- Protected bike lanes on both sides
- Widen sidewalk on north side
- One lane in each direction

WASHINGTON STREET

Choice 4 – Linear park in median

Looking East (Approximate ROW = 73')

- Reconstruct street
- Parallel on-street parking on both sides with landscaped curb extensions
- Linear park in wide landscape median with shared use path
- One lane in each direction
- Two-way center left turn lane with spot landscape medians

WASHINGTON STREET

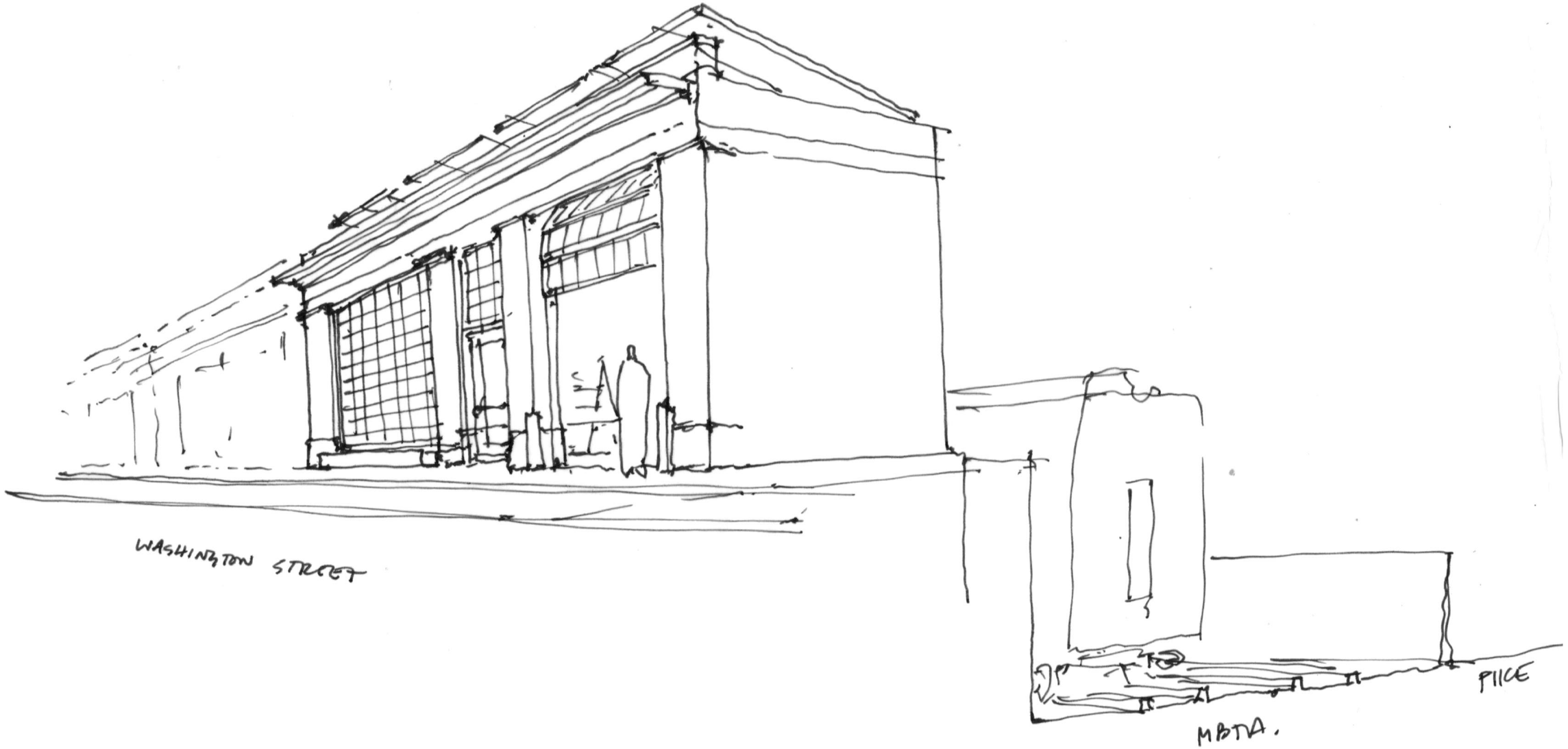
Choice 5 – Linear park on south side

Looking East (Approximate ROW = 73')

- Reconstruct street
- Parallel on-street parking on both sides with landscaped curb extensions
- Linear park with wide Shared use path on south side
- One lane in each direction

OPEN
We Buy
Silver
Coins
&
Watches
POOCHI

NEWTON MADE
LOCAL BUSINESS
&
ARTIST PAVILION

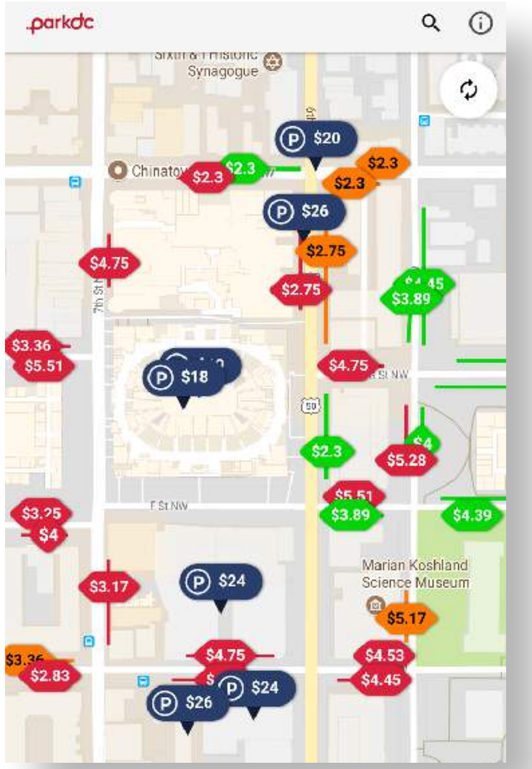


WASHINGTON STREET

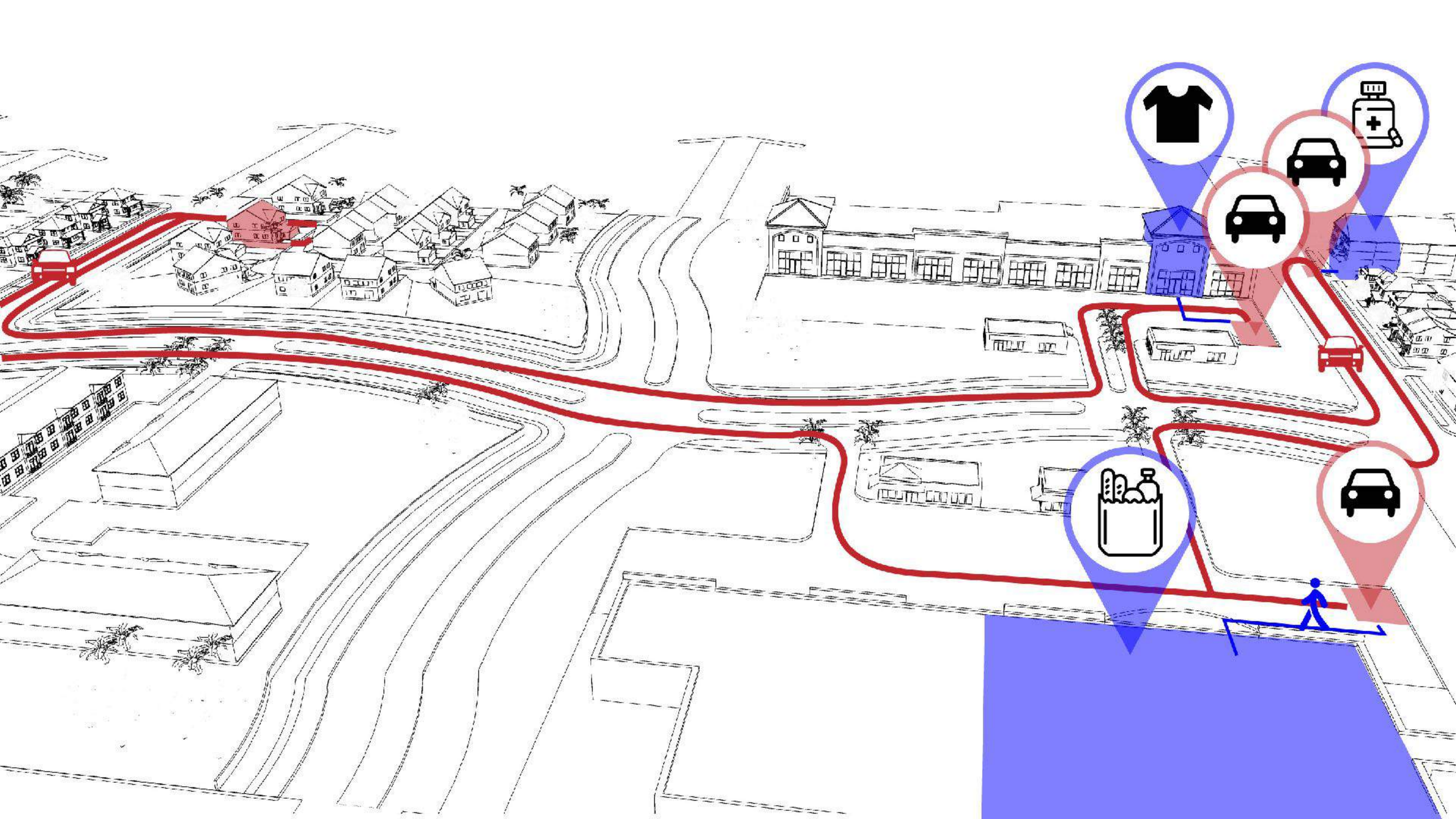
Choice 6 – Artists pavilions

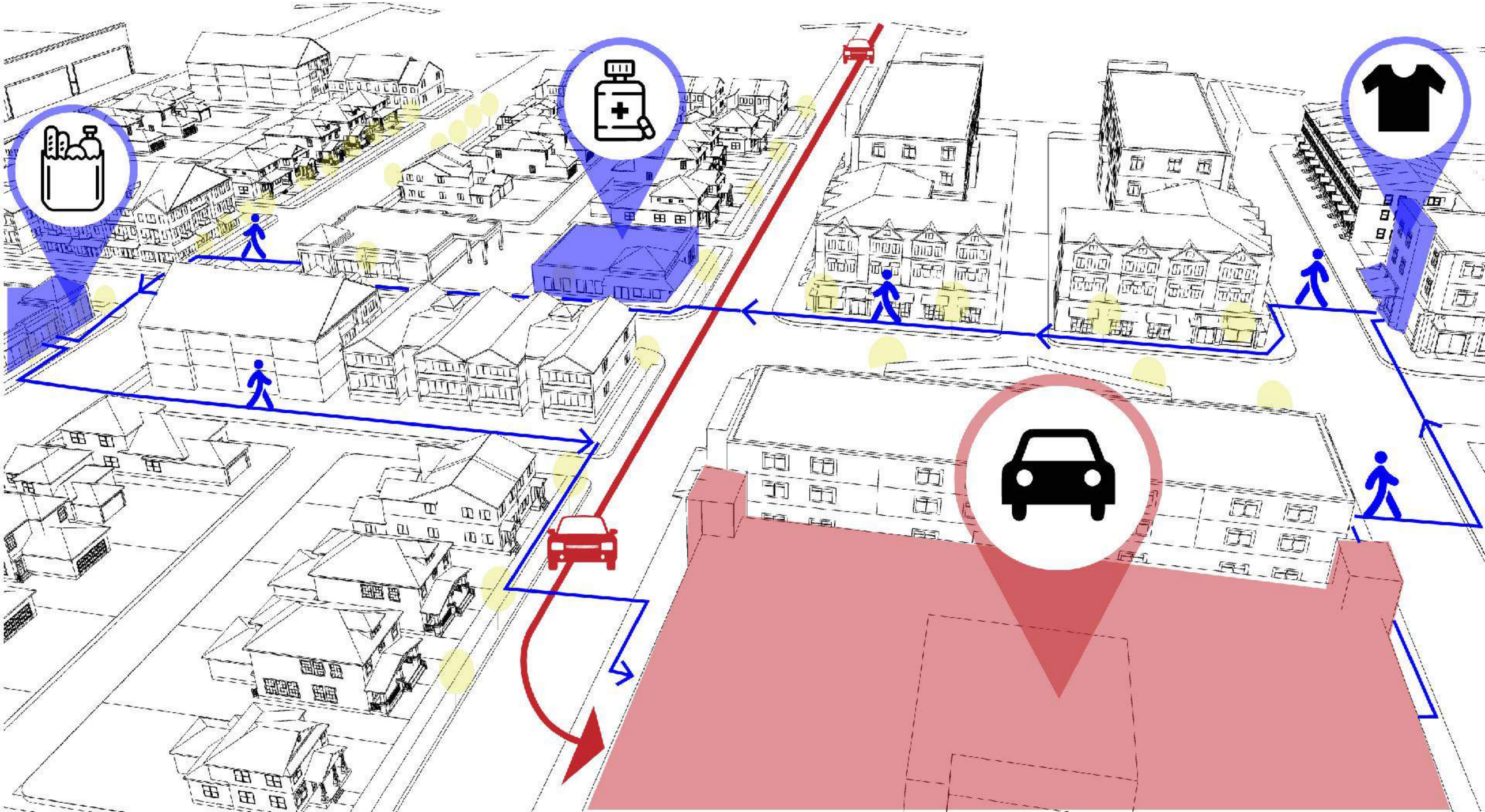
Looking East (Approximate ROW = 73')

- Reconstruct street
- Parallel on-street parking on both sides with landscaped curb extensions
- Widen sidewalk on south side
- Artist pavilions (shields rail/highway) on south side
- One lane in each direction



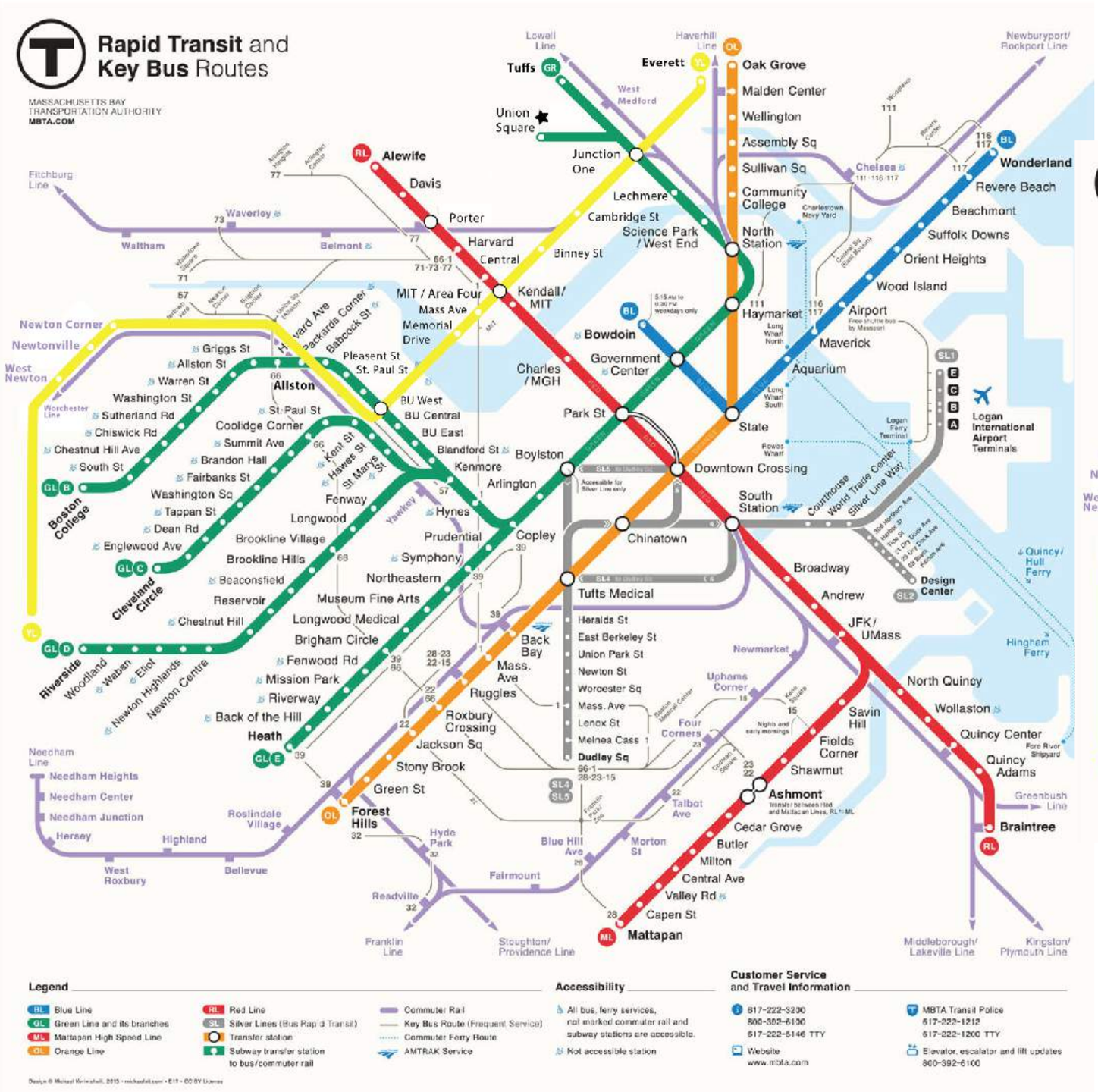
- Dynamic pricing – low tech – few changes
- Pay with phone or at Kiosk
- Public outreach and communications
- Concept also possible off-line (with less dynamic pricing)

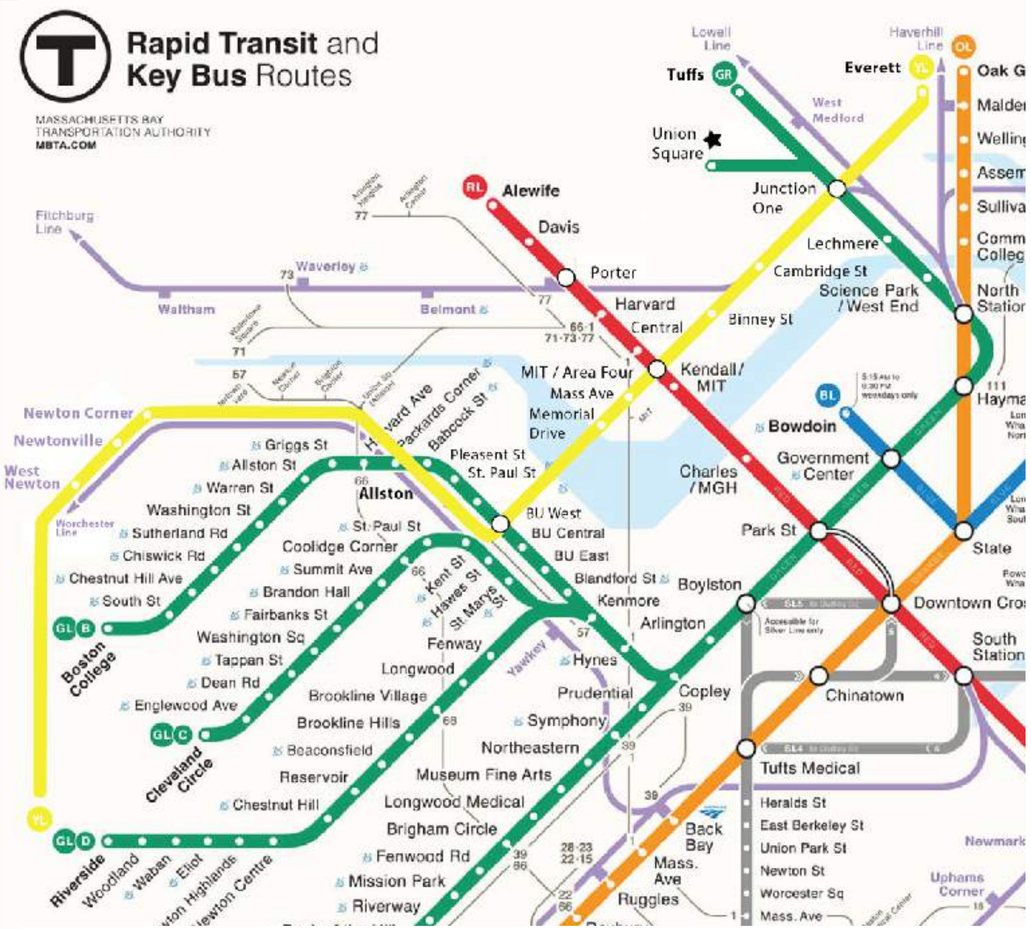




REGIONAL TRANSIT

1 HOUR
PARKING
BEGINS
HERE
We Buy
Silver
Coins
&
Watches
GAS
299


Rapid Transit and Key Bus Routes
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
MBTA.COM
Alewife
Davis
Porter
Harvard
Central
Kendall/ MIT
MIT / Area Four
Mass Ave
Memorial Drive
Charles /MGH
Government Center
Bowdoin
Park St
State
Downtown Crossing
South Station
Chinatown
Tufts Medical
Boylston
Arlington
Copley
Back Bay
Mass. Ave
Ruggles
Roxbury Crossing
Jackson Sq
Stony Brook
Green St
Forest Hills
Oak Grove
Malden Center
Wellington
Assembly Sq
Sullivan Sq
Community College
North Station
Haymarket
Everett
Tuffs
Union Square
Junction One
Lechmere
Cambridge St
Science Park / West End
Binney St
Wonderland
Revere Beach
Beachmont
Suffolk Downs
Orient Heights
Wood Island
Airport
Maverick
Aquarium
Logan International Airport Terminals
Broadway
Andrew
JFK/ UMass
North Quincy
Wollaston
Quincy Center
Quincy Adams
Braintree
Savin Hill
Fields Corner
Shawmut
Ashmont
Cedar Grove
Butler
Milton
Central Ave
Valley Rd
Capen St
Mattapan
Design Center
Newton Corner
Newtonville
West Newton
Allston
Boston College
Cleveland Circle
Riverside
Heath
Waverley
Belmont
Waltham
Fitchburg Line
Needham Line
Needham Heights
Needham Center
Needham Junction
Hersey
Highland
West Roxbury
Bellevue
Roslindale Village
Readville
Hyde Park
Fairmount
Blue Hill Ave
Morton St
Talbot Ave
Franklin Line
Stoughton/ Providence Line
Middleborough/ Lakeville Line
Kingston/ Plymouth Line
Greenbush Line
Newburyport/ Rockport Line
Haverhill Line
Lowell Line
West Medford
Quincy/ Hull Ferry
Hingham Ferry
Legend
Blue Line
Green Line and its branches
Mattapan High Speed Line
Orange Line
Red Line
Silver Lines (Bus Rapid Transit)
Transfer station
Subway transfer station to bus/commuter rail
Commuter Rail
Key Bus Route (Frequent Service)
Commuter Ferry Route
AMTRAK Service
Accessibility
All bus, ferry services, not marked commuter rail and subway stations are accessible.
Not accessible station
Customer Service and Travel Information
617-222-3200
800-392-6100
617-222-5146 TTY
Website
www.mbta.com
MBTA Transit Police
617-222-1212
617-222-1200 TTY
Elevator, escalator and lift updates
800-392-6100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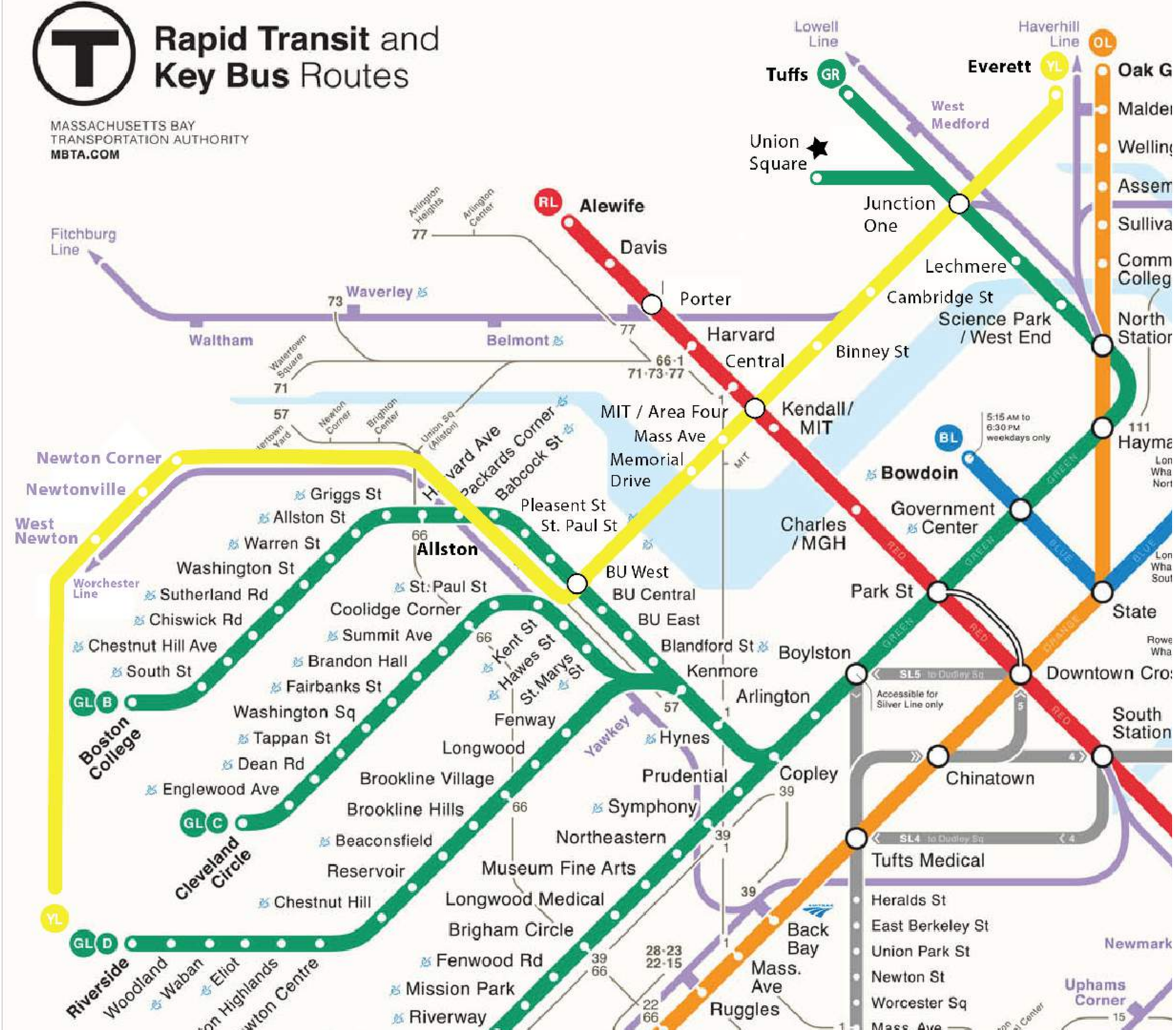
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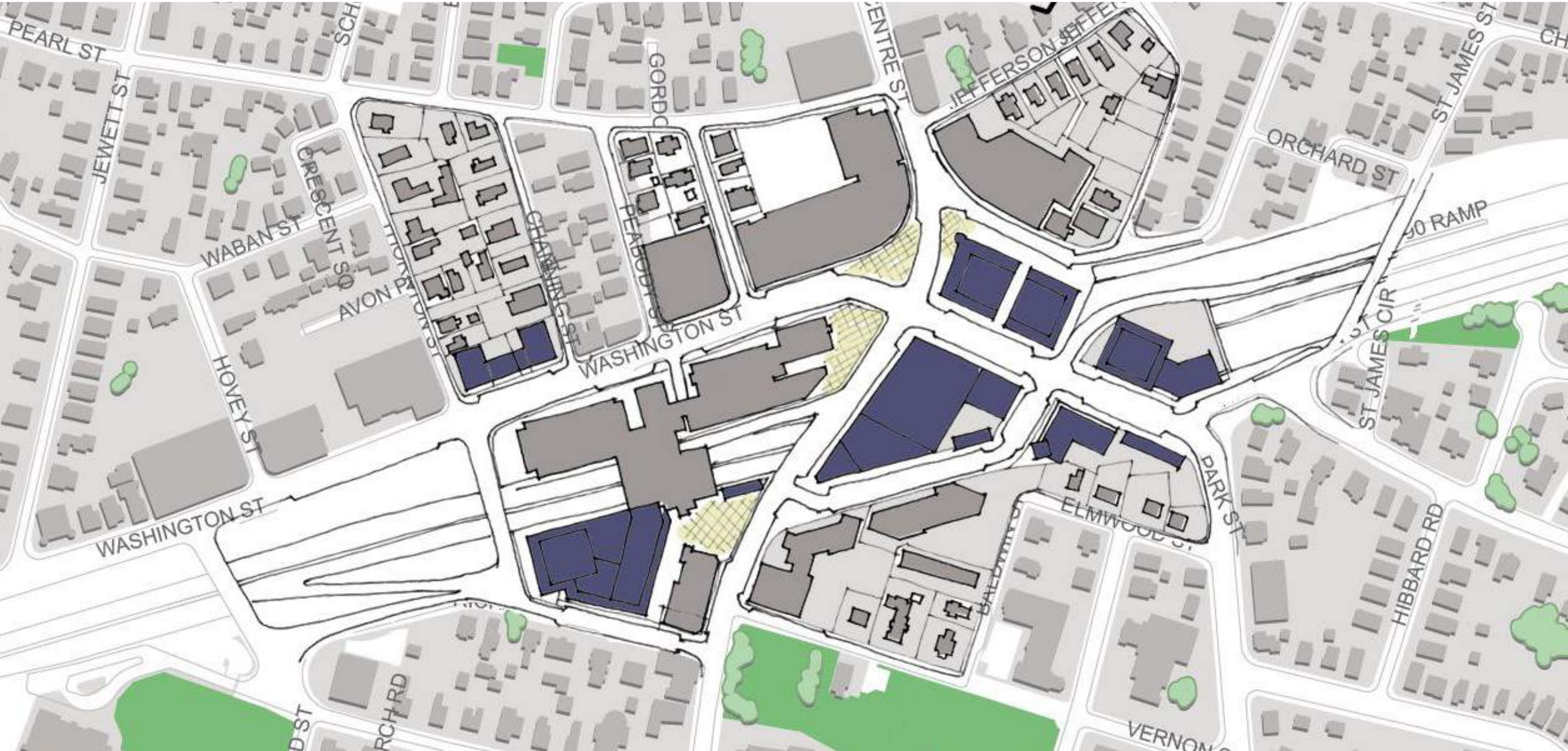
St. Paul St
Charles /MGH
Bowdoin
Government Center
Park St
State
Downtown Cros
South Station
Chinatown
Tufts Medical
Boylston
Arlington
Copley
Prudential
Symphony
Northeastern
Museum Fine Arts
Longwood Medical
Brigham Circle
Back Bay
Mass. Ave
Ruggles
Kenmore
Blandford St
BU West
BU Central
BU East
Hynes
Fenway
Longwood
Brookline Village
Brookline Hills
Beaconsfield
Reservoir
Chestnut Hill
Fenwood Rd
Mission Park
Riverway
Heralds St
East Berkeley St
Union Park St
Newton St
Worcester Sq
Mass. Ave
Allston
Allston St
Warren St
Washington St
Sutherland Rd
Chiswick Rd
Chestnut Hill Ave
South St
Boston College
Washington Sq
Tappan St
Dean Rd
Englewood Ave
Cleveland Circle
Riverside
Woodland
Waban
Eliot
Coolidge Corner
Summit Ave
Brandon Hall
Fairbanks St
St. Paul St
Kent St
Hawes St
St. Marys St
Griggs St
Babcock St
Packards Corner
Harvard Ave
Union Sq (Allston)
Brighton Center
Newton Corner
Watertown Yard
Watertown Square
Arlington Heights
Arlington Center
Waverley
Waltham
Belmont
Fitchburg Line
Newton Corner
Newtonville
West Newton
Worchester Line
Yawkey
Lechmere
Cambridge St
Science Park / West End
Binney St
North Station
Union Square
Junction One
Tuffs
Everett
Lowell Line
Haverhill Line
West Medford
Oak G
Malden
Welling
Assem
Sulliva
Comm Colleg
Hayma
Newmark
Uphams Corner
Dorchester
Lon Wha Nort
Lon Wha Sout
Rowe Wha
5:15 AM to 6:30 PM weekdays only
SL5 to Dudley Sq
SL4 to Dudley Sq
Accessible for Silver Line only

Newton Basemap
Washington Street

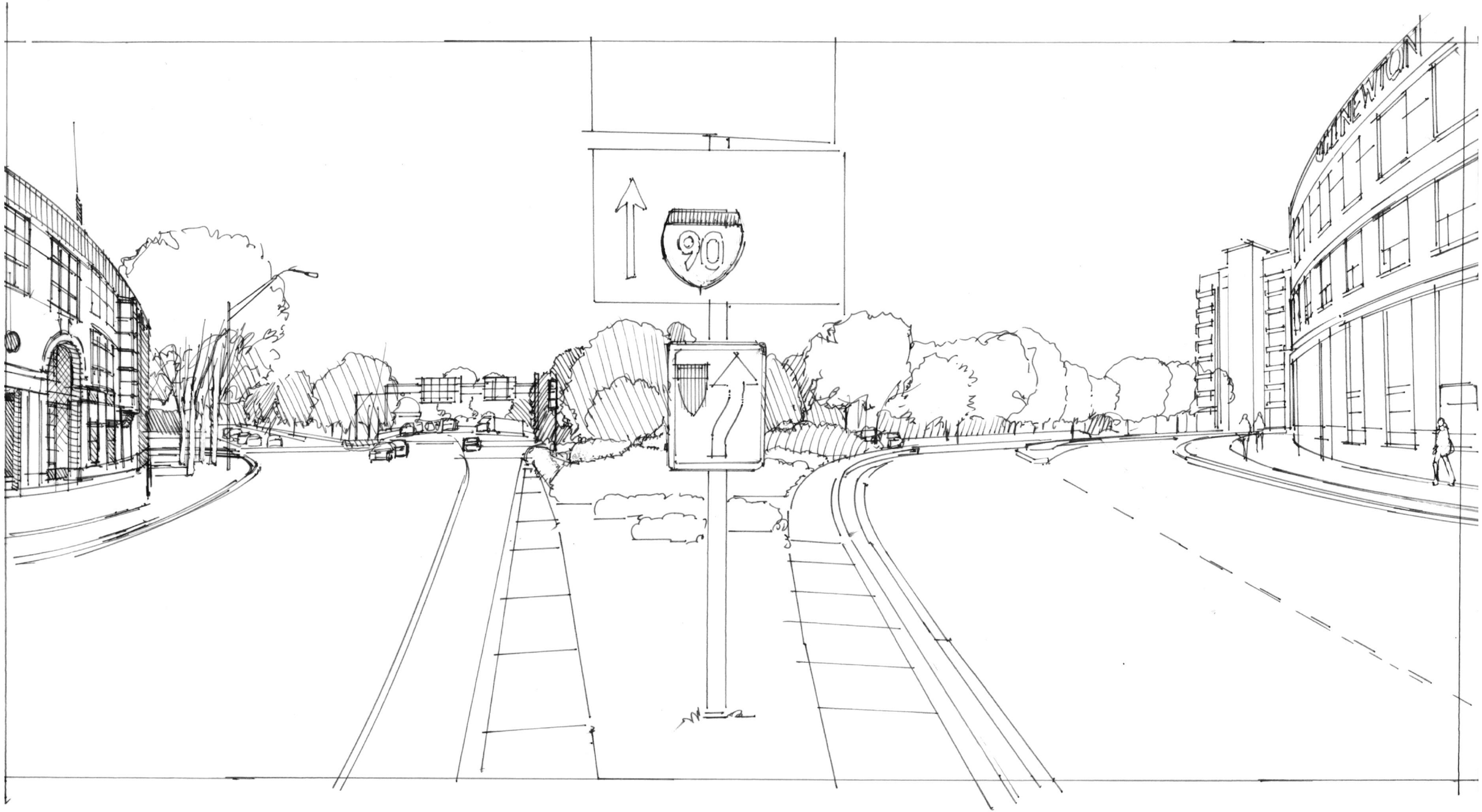
PARKING LOT
PAVED / RIGHT OF WAY
BUILDINGS
INTERSTATE
RAILROAD
HISTORIC DISTRICT
SURFACE WATER
FLOODPLAIN

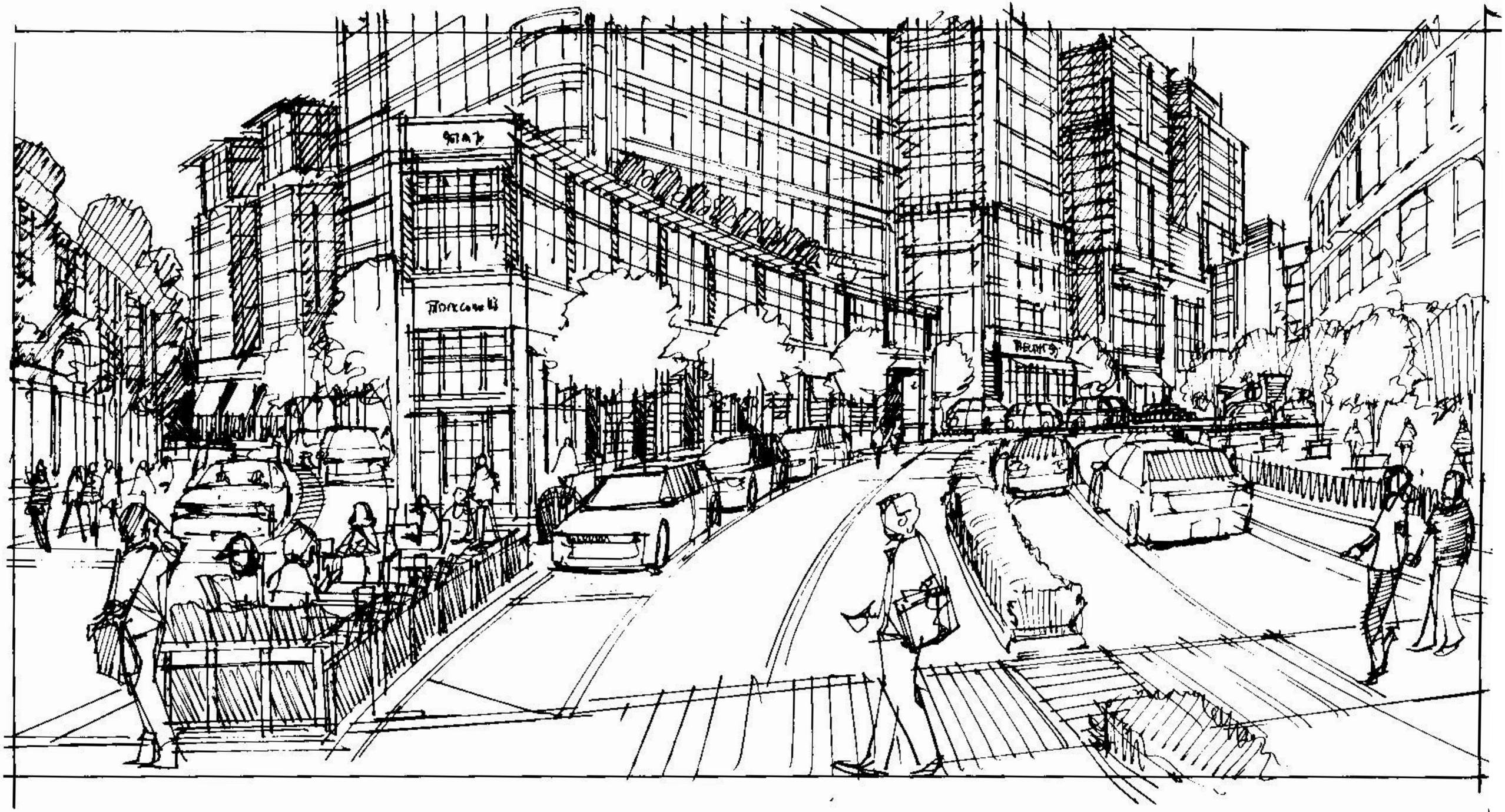
WATERTOWN
METROPOLITAN PARK
NONANTUM SQUARE
NONANTUM HALL
WASHINGTON
TREMONT
CENTRE ST
ELMWOOD
VERNON
CHURCH
RICHARDSON
PEARL
WABAN
GARDNER
BOYD
MAPLE
WILLIAM
HUNNEWELL
ALBANY
ARLINGTON
FARLOW PARK
ELIOT CONG. CHURCH
NEWTON PUBLIC LIBRARY
CHANNING RELIGIOUS SOCIETY
UNDERWOOD SCHOOL
BIGELOW SCHOOL
GRACE EPIS. CHURCH
IMMANUEL BAPT. CHURCH
LINCOLN SCHOOL
Y.M.C.A.
Trs. Newton Y.M.C.A.
Newton Station
Grace T. Whittemore
Richd. O. Rockford
Thos. W. Norman
Albert Brackett
7
1
2
4

NEWTON CORNER



NEWTON
WEST
INTERSTATE
90
MASS
PIKE
ONE NEWTON
CENTRE
corepower
YOGA


90
NEWTON


ONE INTERNATIONAL

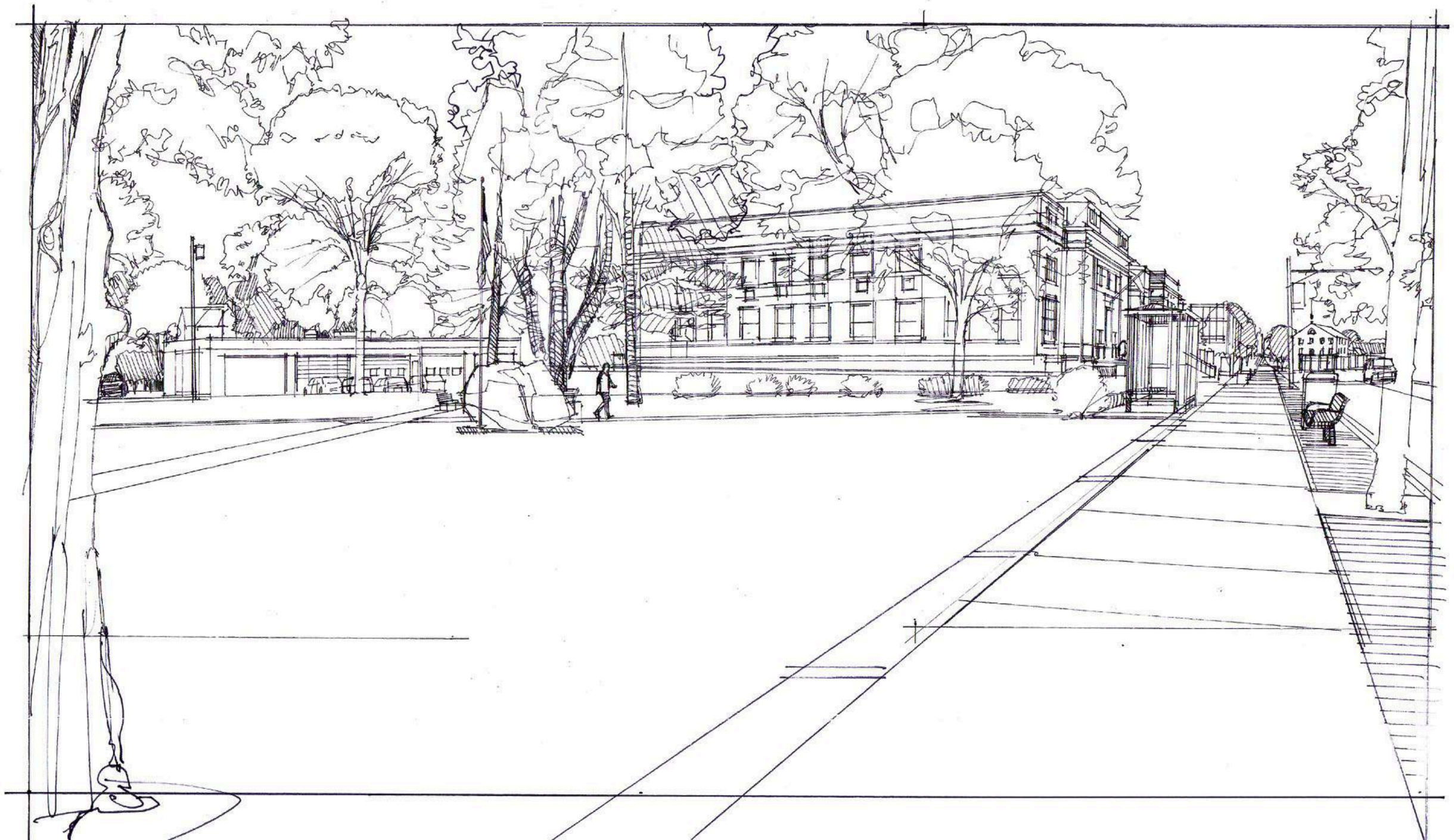
Newton Basemap
Washington Street

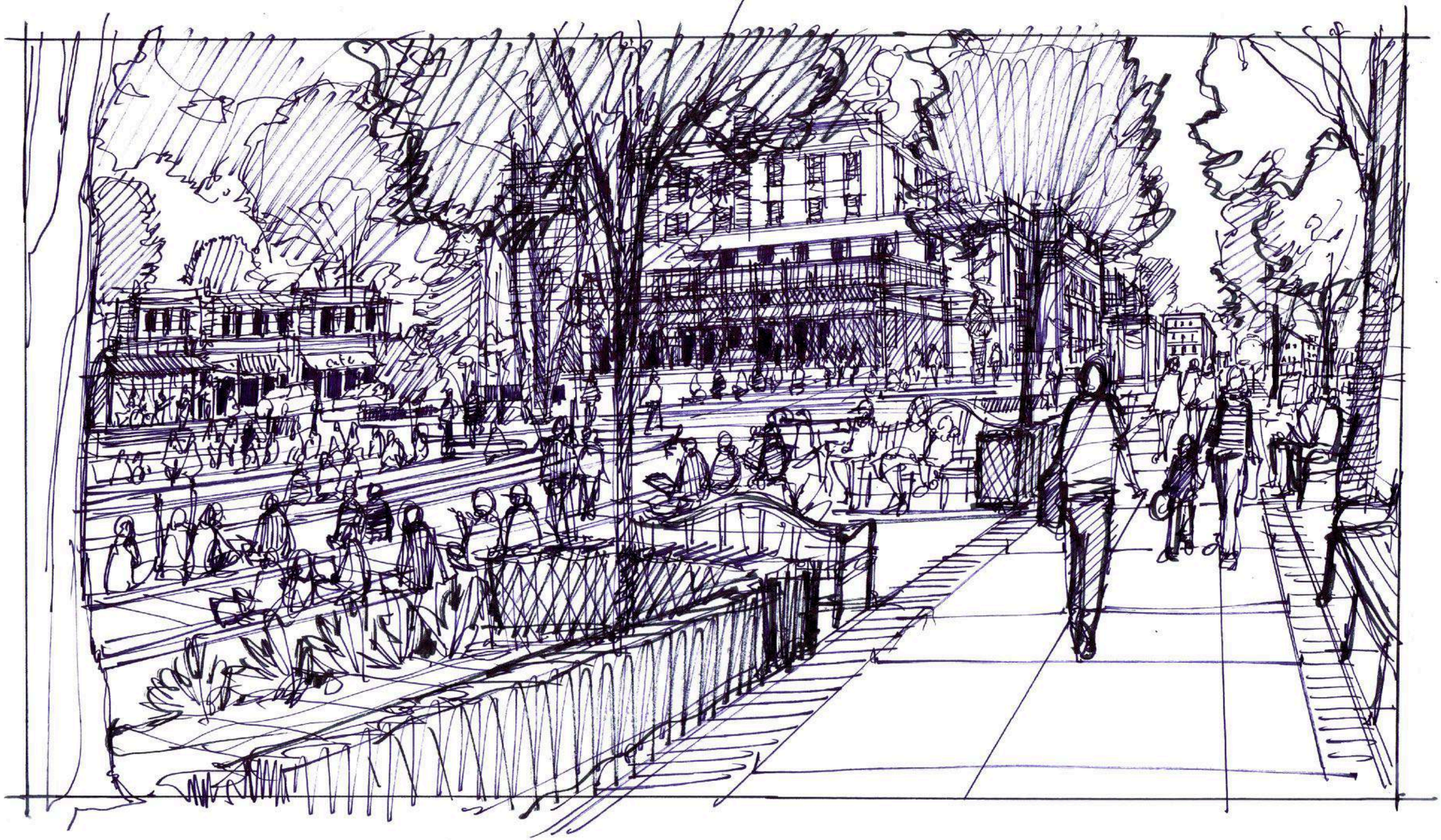
PARKING LOT
PAVED / RIGHT OF WAY
BUILDINGS
INTERSTATE
RAILROAD
HISTORIC DISTRICT
SURFACE WATER
FLOODPLAIN

ALL THE GOODIES

THE MIDDLE GROUND

WEBSTER
WEBSTER ST
WEBSTER
BORDER ST
WASHINGTON ST
WASHINGTON ST
I-90 RAMP
I-90 RAMP
WASHINGTON ST
WASHINGTON ST
HUNTER ST
PROSPECT PL
SIMMS CT
ALLEN



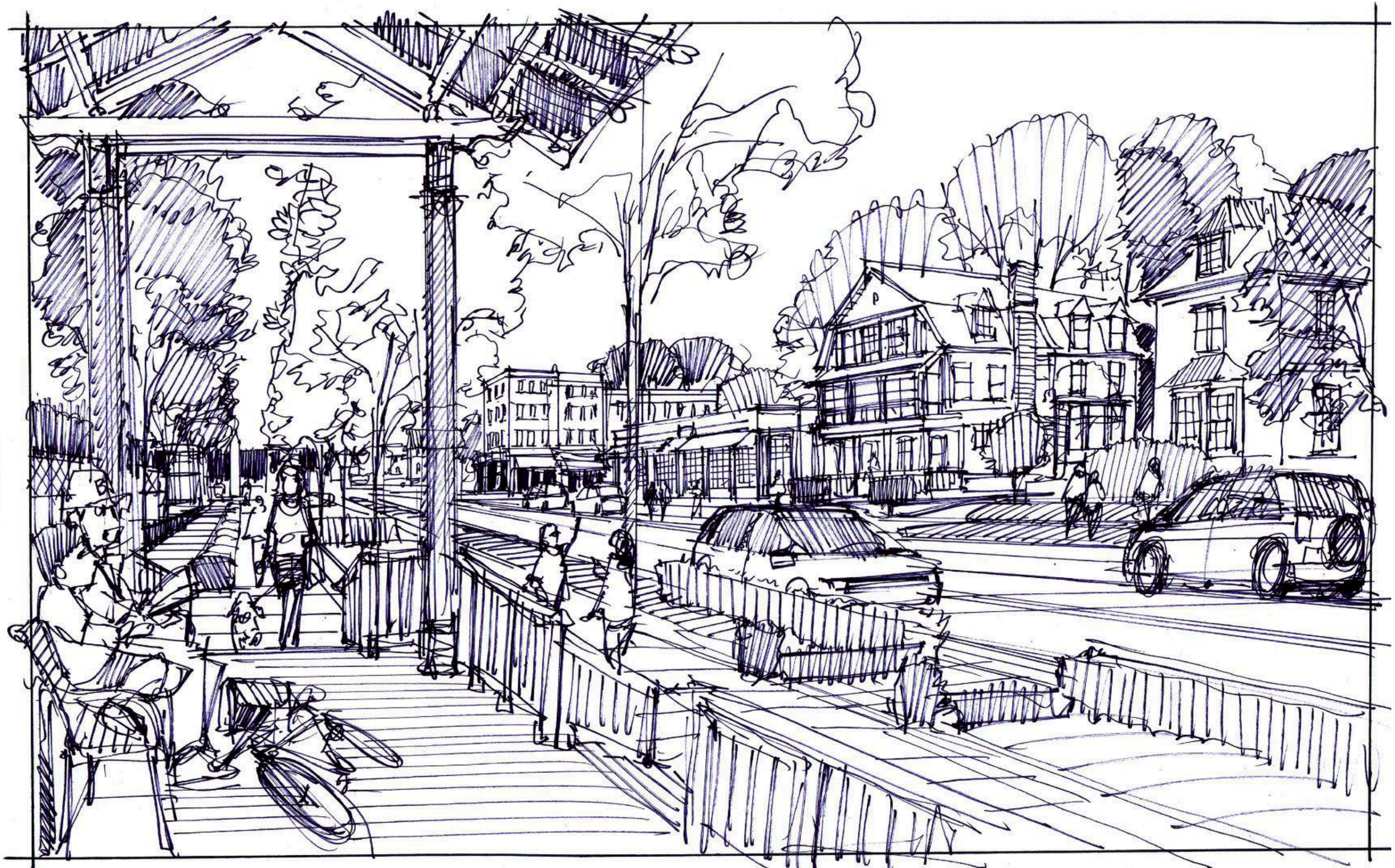

cafe

COLUMB
RENAVE
ED
D
GERARD
ARMORY
NGTON S
HUNTER ST
HILLSIDE TER
ON RD
MER CIR

Newton Basemap
Washington Street

PARKING LOT
PAVED / RIGHT OF WAY
BUILDINGS
INTERSTATE
RAILROAD
HISTORIC DISTRICT
SURFACE WATER
FLOODPLAIN

CLEANERS



CABOT'S
ICE CREAM
RESTAURANT

CABOT'S
ICE CREAM

CABOTS
ICE CREAM
CABOTS
EINZ

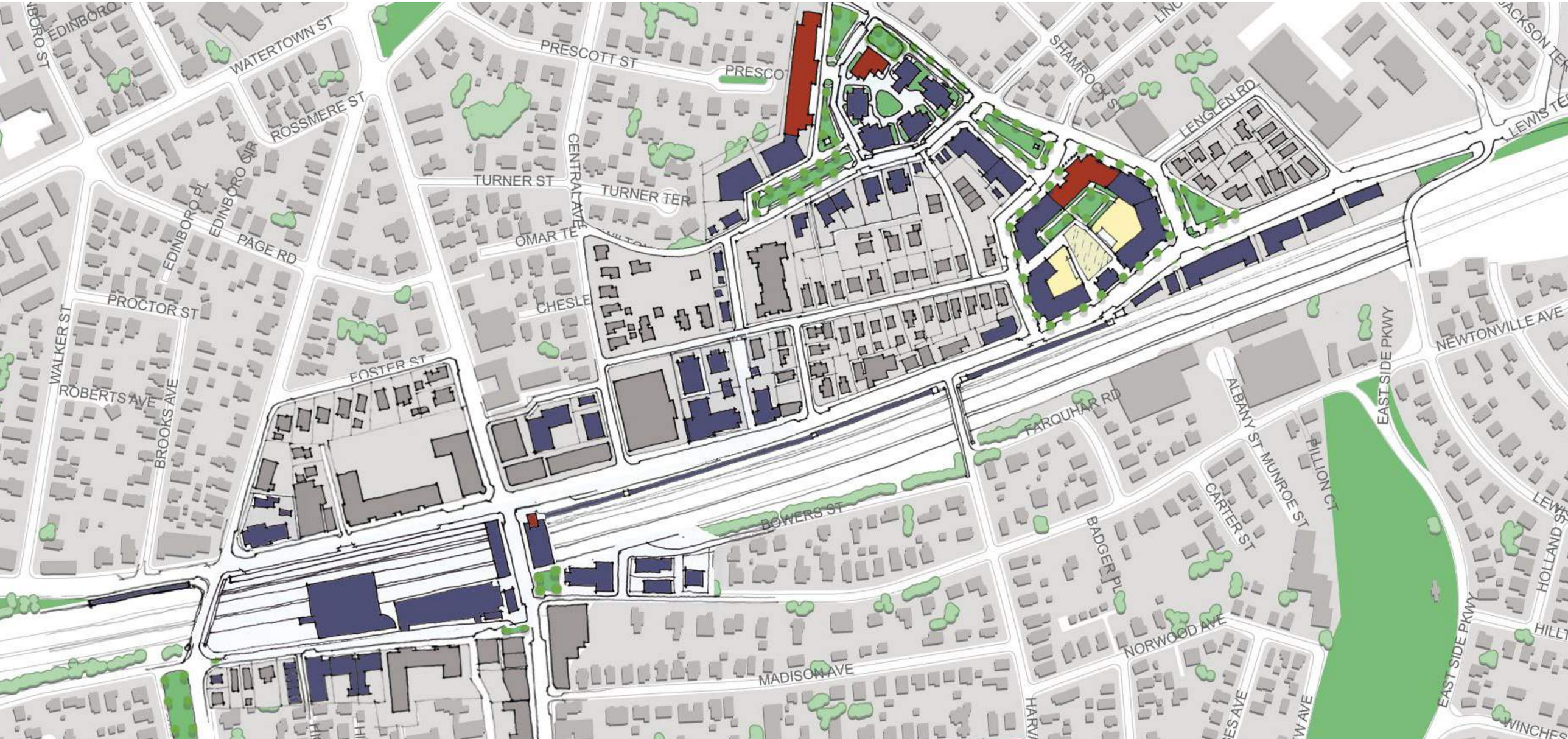
1191

NL ELISTION

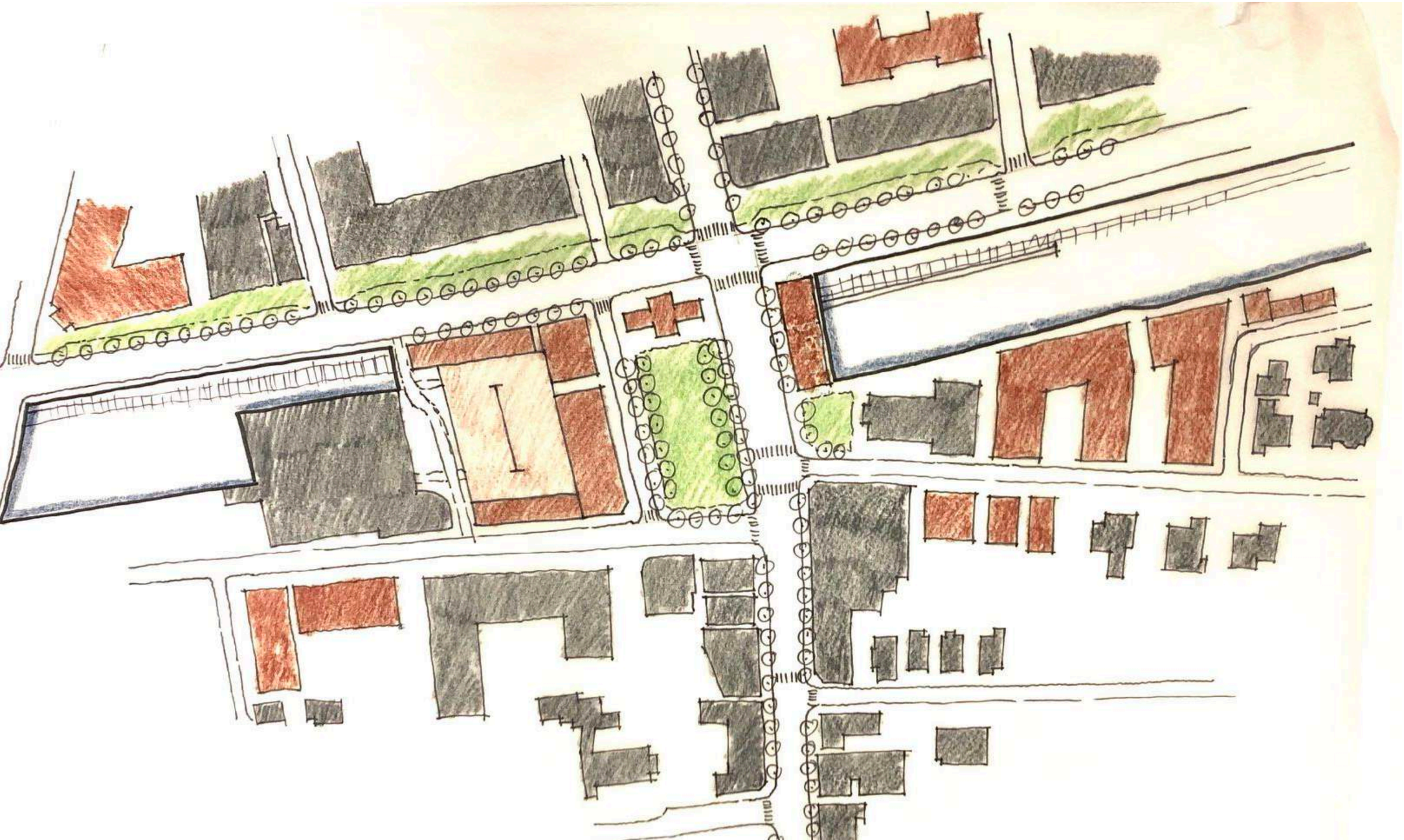
Newton Basemap
Washington Street

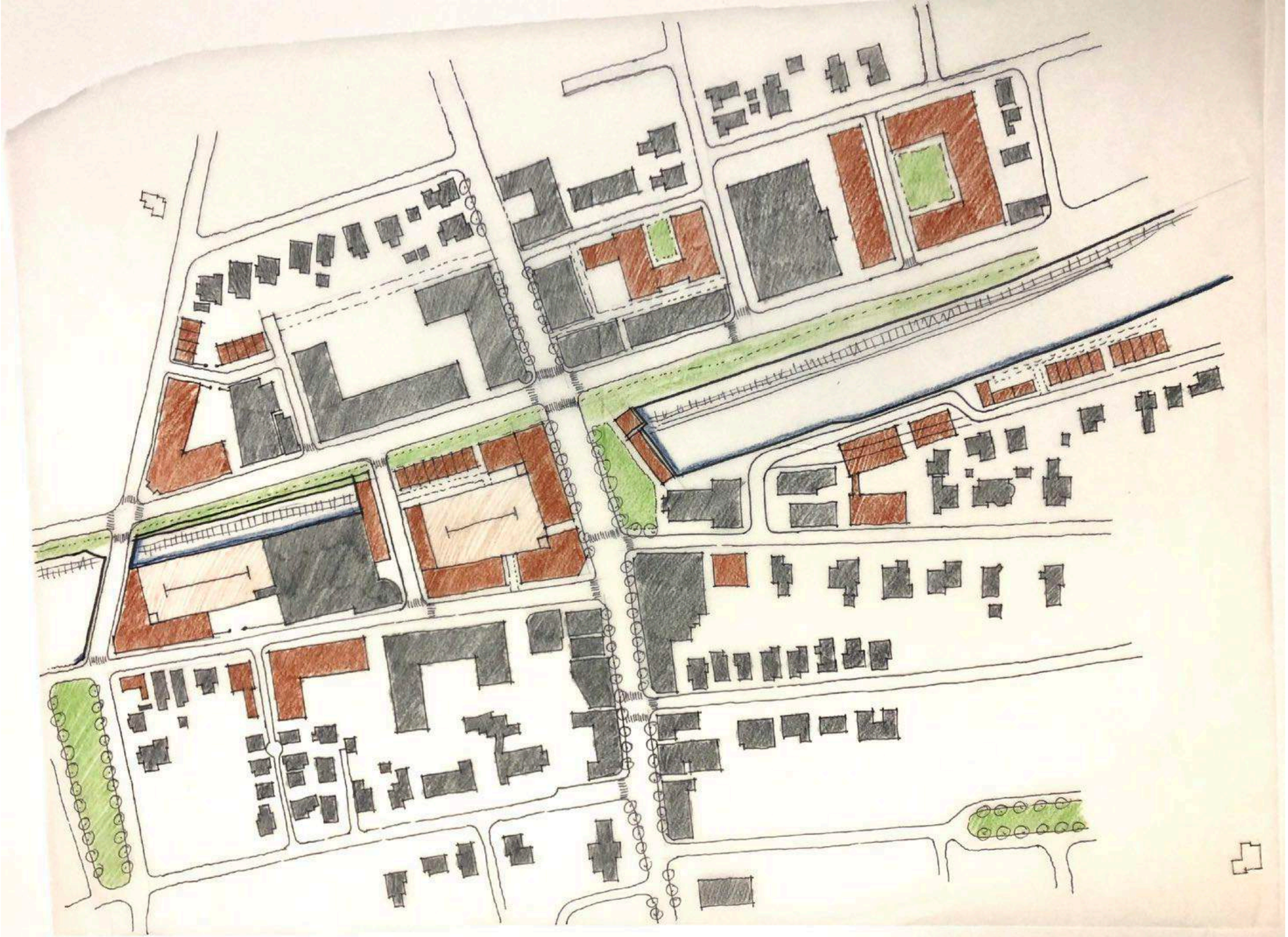
PARKING LOT
PAVED / RIGHT OF WAY
BUILDINGS
INTERSTATE
RAILROAD
HISTORIC DISTRICT
SURFACE WATER
FLOODPLAIN

THE MIDDLE GROUND

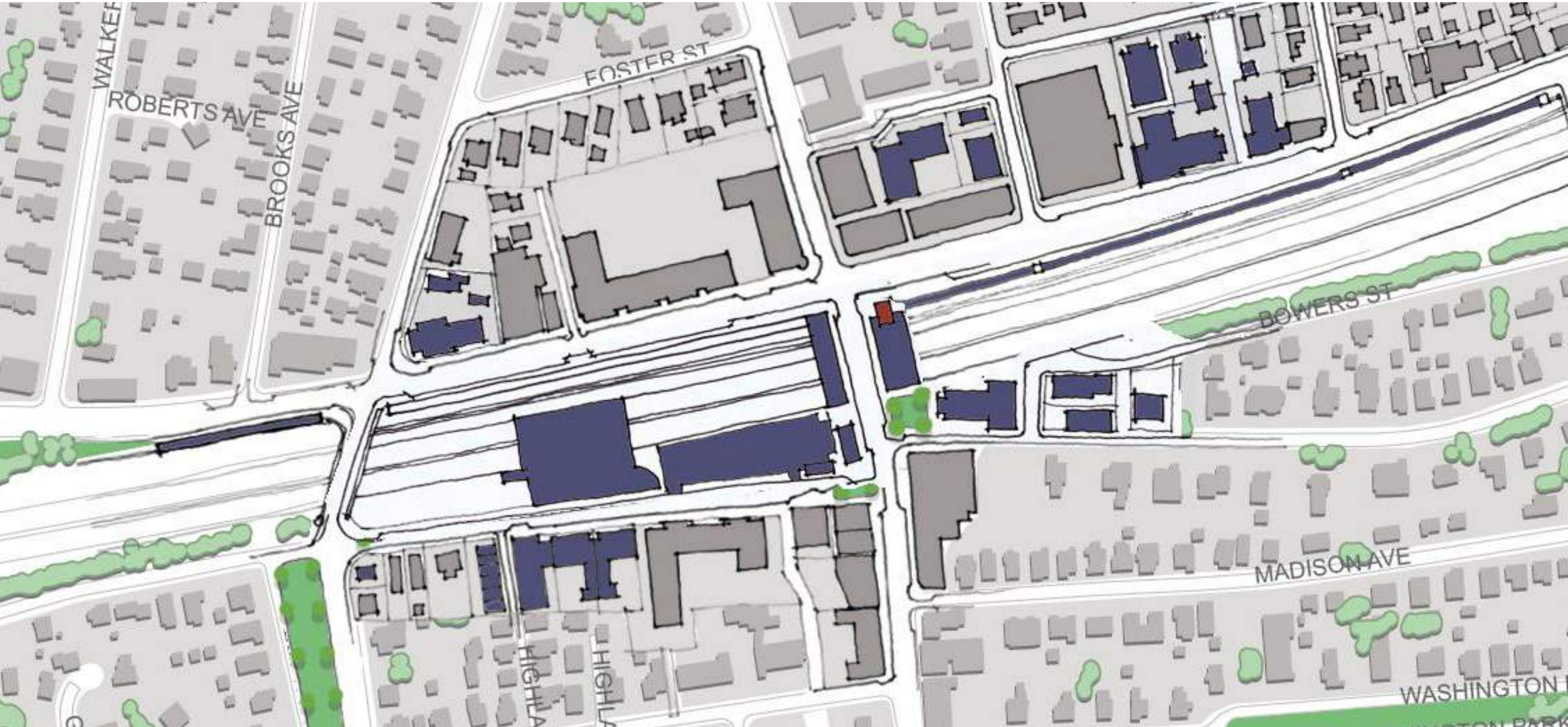


ALL THE GOODIES

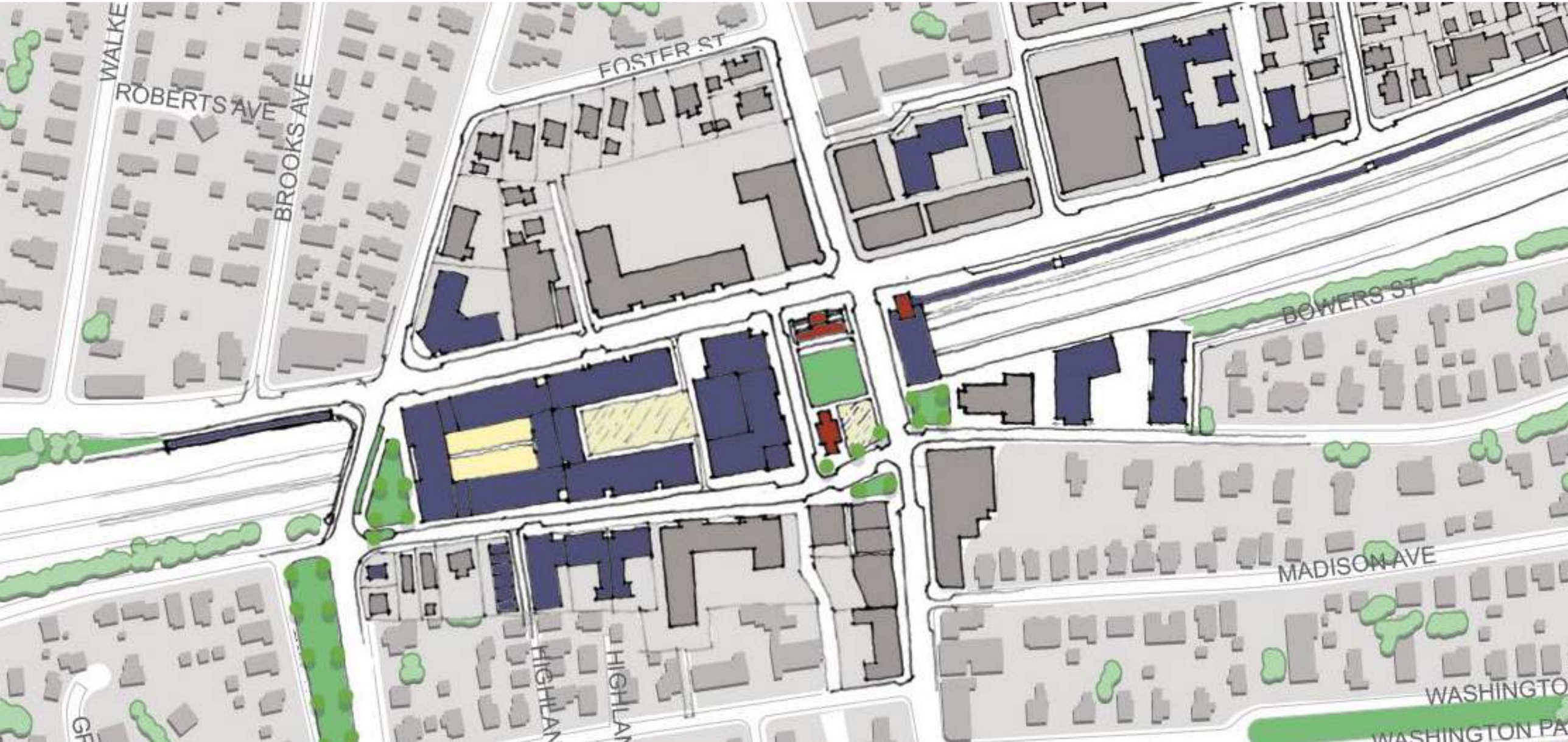




THE MIDDLE GROUND



ALL THE GOODIES



CENTRE ST

PARK 101

THE POTENTIAL

THE HILL

Hillside with Native Plants

Viewing Deck

LA COURTYARDS

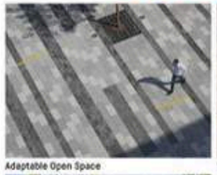
Children's Play Area

Shaded Terraced Seating

Shade Pavillion

Flexible Grass Area

THE PLAZA


Adaptable Open Space

Water Feature

Citywide Events

Bosque

THE MERCADO

Historic/Cultural Events

Patterned Paving

Outdoor Market

Seasonal Festivals

Estolano LeStar Perez · CDM Smith · EMERSON & ASSOCIATES · EPS · John Kaliski Architects · THE ROBERT GROUP · swa

0' 50' 100' 200'

CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING & SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

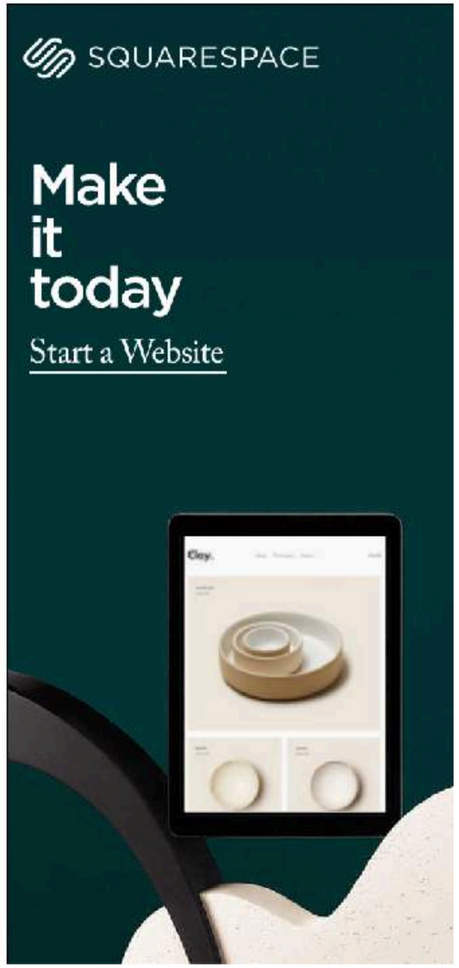
Plan to cap the 101 freeway in Downtown LA with a park moves forward

The four-block park would have space for an outdoor market, viewing deck, and public events

By **Bianca Barragan** | Jun 21, 2017, 10:52am PDT

SHARE

The proposed cap park over the 101 freeway would span four blocks, from Hill to Los Angeles streets. | Courtesy of Friends of Park 101



Samuels proposes $350M mixed-use air-rights project over Mass. Pike

Email | Share | Share | Tweet | Save | Print | Order Reprints

Boston-based developer Samuels & Co. is proposing a $350 million mixed-use air-rights project on Parcel 12, a site on Massachusetts Avenue at the terminus of Boylston and Newbury streets across from the MBTA Hynes Convention Center Green Line station. Boston-based Elkus Manfredi... more

RENDERING COURTESY OF ELKUS MANFREDI ARCHITECTS

By Catherine Carlock – Real Estate Editor, Boston Business Journal

May 17, 2018, 3:07pm

TRENDING

COMMERCIAL REAL ESTATE

Analog Devices to expand, move HQ to Wilmington

COMMERCIAL REAL ESTATE

First look: MassMutual unveils new Seaport office

Condo tower approved for Boylston Street

44

WEINER VENTURES

An artist's depiction of the proposed Boylston Street condo building that won city approval. To the left is the One Dalton tower, which is now under construction.

By Tim Logan | GLOBE STAFF MARCH 16, 2018

SALE

Google
2D

2D

2D

2D

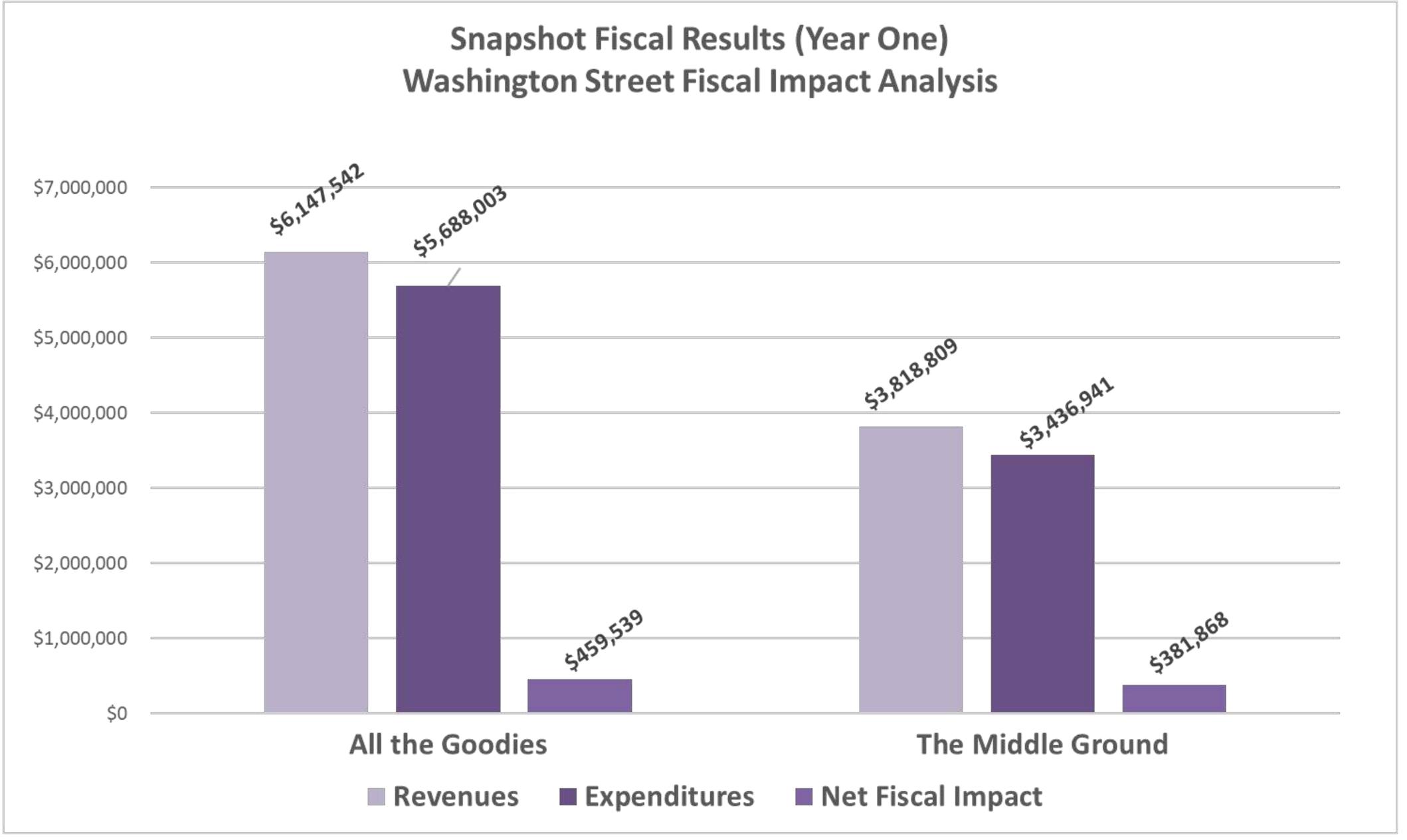
2D

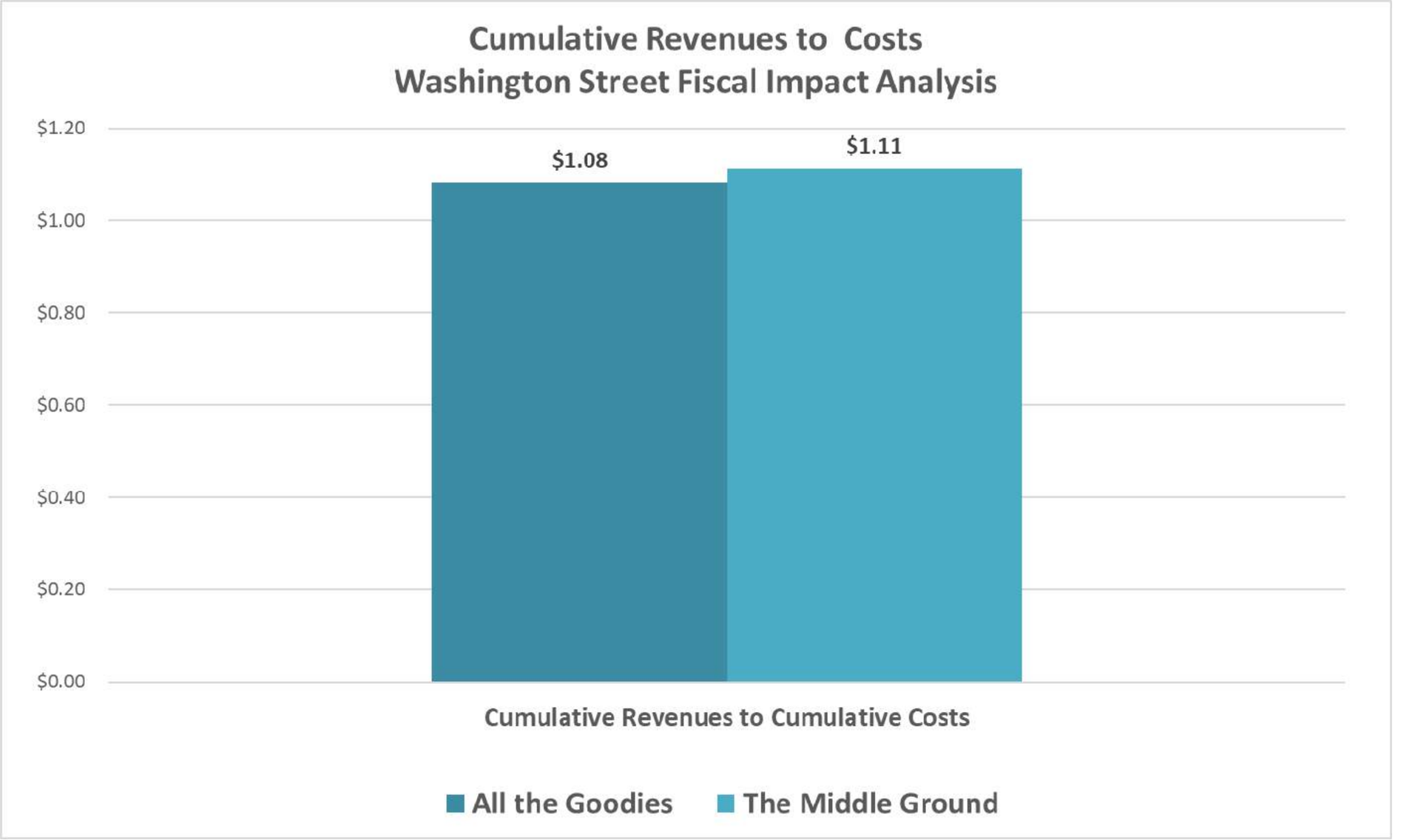
WASHINGTON AT CRAFT STREET

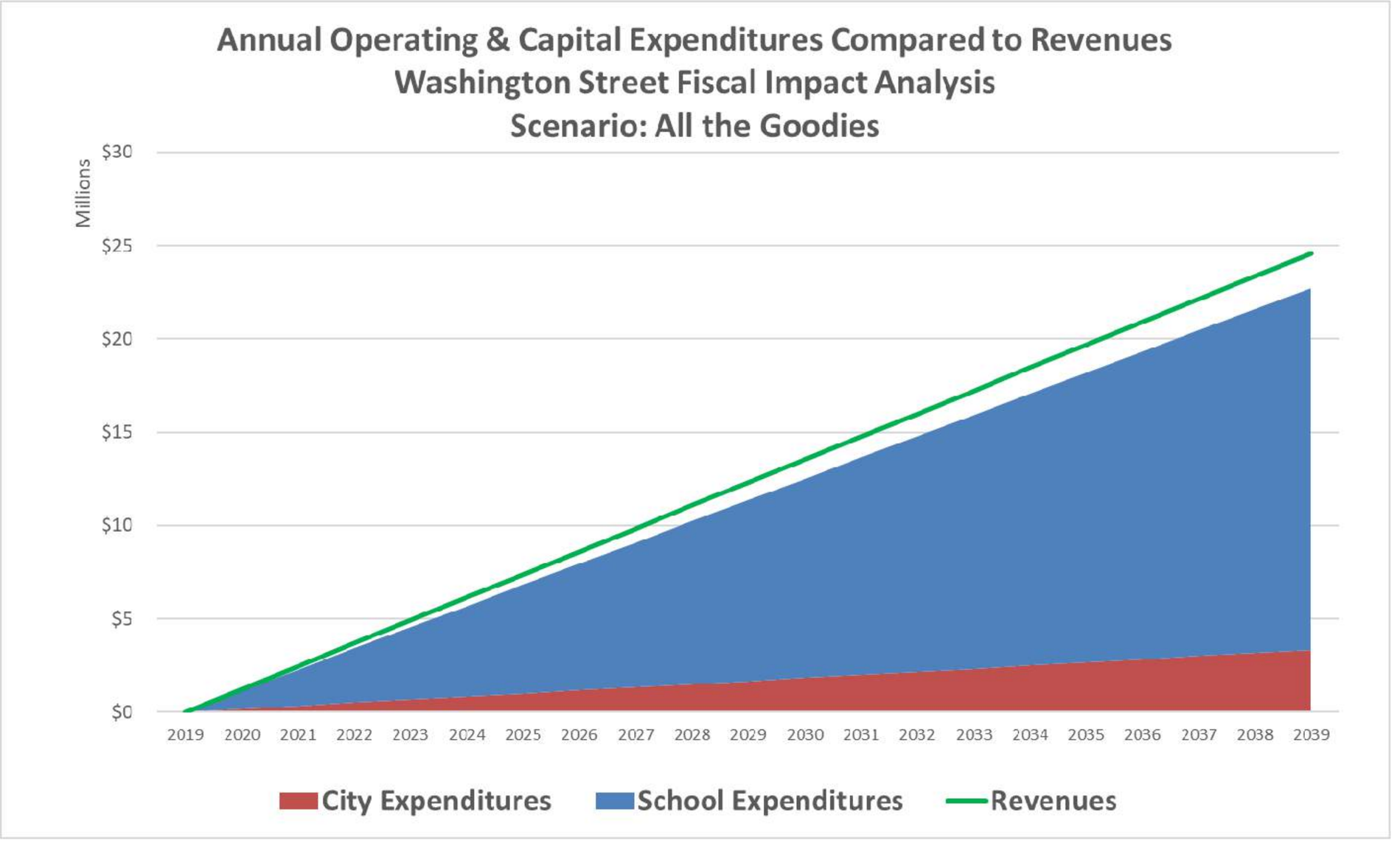
Google

2D
Google

Development Potential
DRAFT
Vacant
less
35
70
140
210
over
Land Value
in USD per
Square Foot


Snapshot Fiscal Results (Year One)
Washington Street Fiscal Impact Analysis
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$0
$6,147,542
$5,688,003
$459,539
$3,818,809
$3,436,941
$381,868
All the Goodies
The Middle Ground
Revenues
Expenditures
Net Fiscal Impact

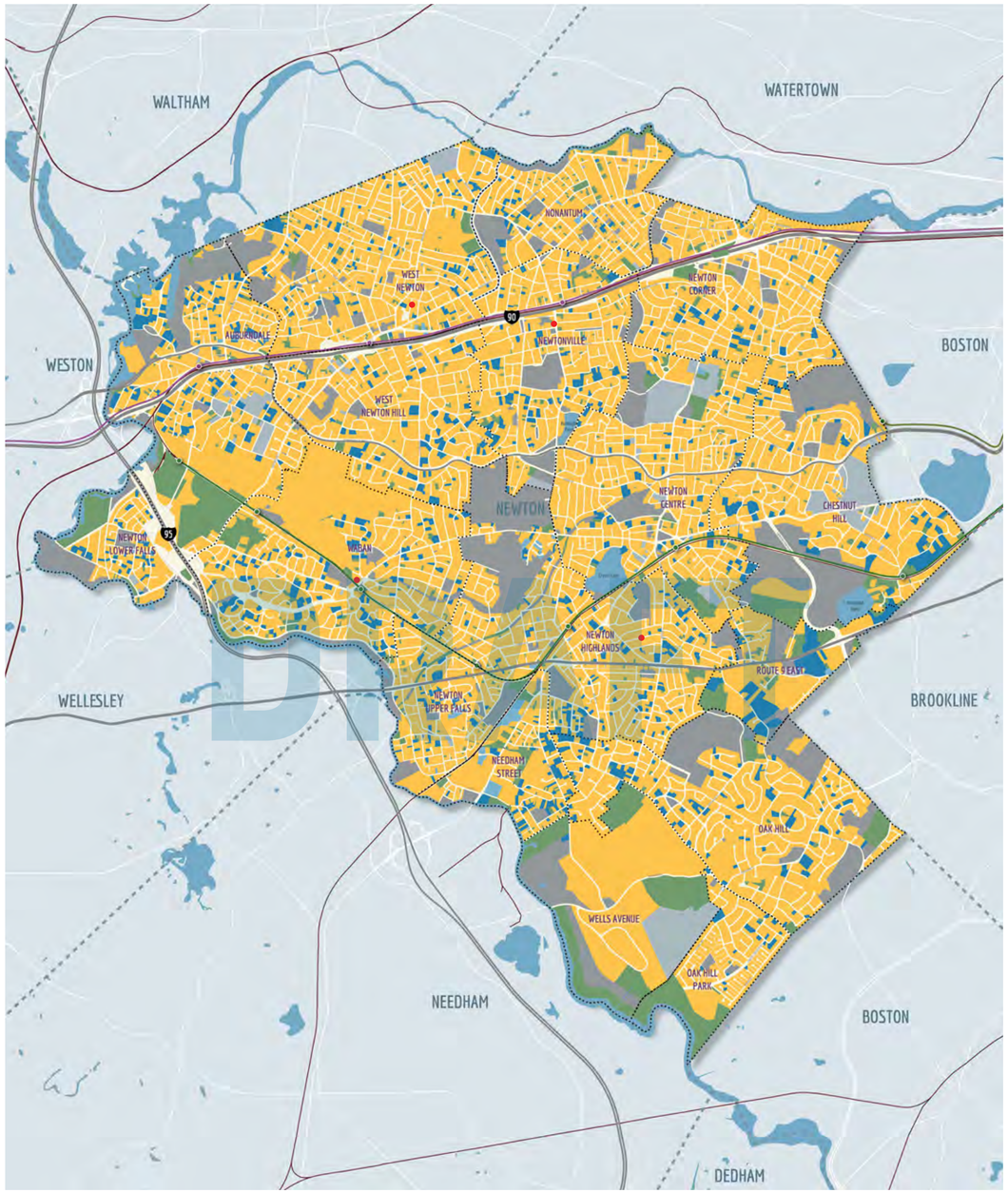

Cumulative Revenues to Costs
Washington Street Fiscal Impact Analysis
$1.20
$1.00
$0.80
$0.60
$0.40
$0.20
$0.00
$1.08
$1.11
Cumulative Revenues to Cumulative Costs
All the Goodies
The Middle Ground


Annual Operating & Capital Expenditures Compared to Revenues
Washington Street Fiscal Impact Analysis
Scenario: All the Goodies
Millions
$30
$25
$20
$15
$10
$5
$0
2019
2020
2021
2022
2023
2024
2025
2026
2027
2028
2029
2030
2031
2032
2033
2034
2035
2036
2037
2038
2039
City Expenditures
School Expenditures
Revenues

ZONING

CINEMA
BOMBSHELL
THE RIDER 1945
MARY SHELLEY
THE CARLYLE
BOOK CLUB
RBG ITZHAK
DISOBEDIENCE
GOSPEL TO ANDRE
THE SEAGULL
CHESIL BEACH
6.15-INCREDIBLES 2
elements
Pizza & Grill
NO LEFT TURN

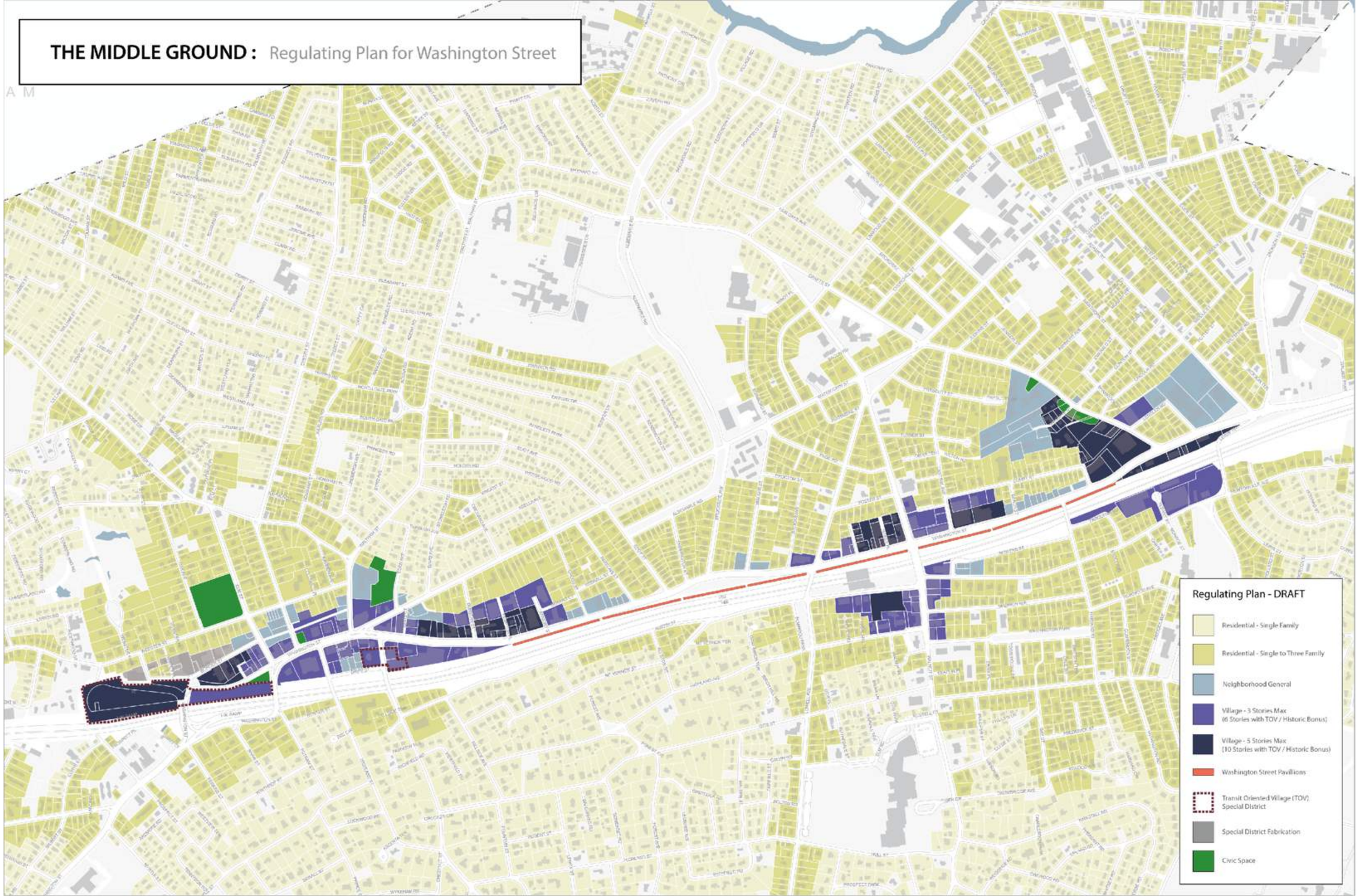
Leave your comments + ideas!

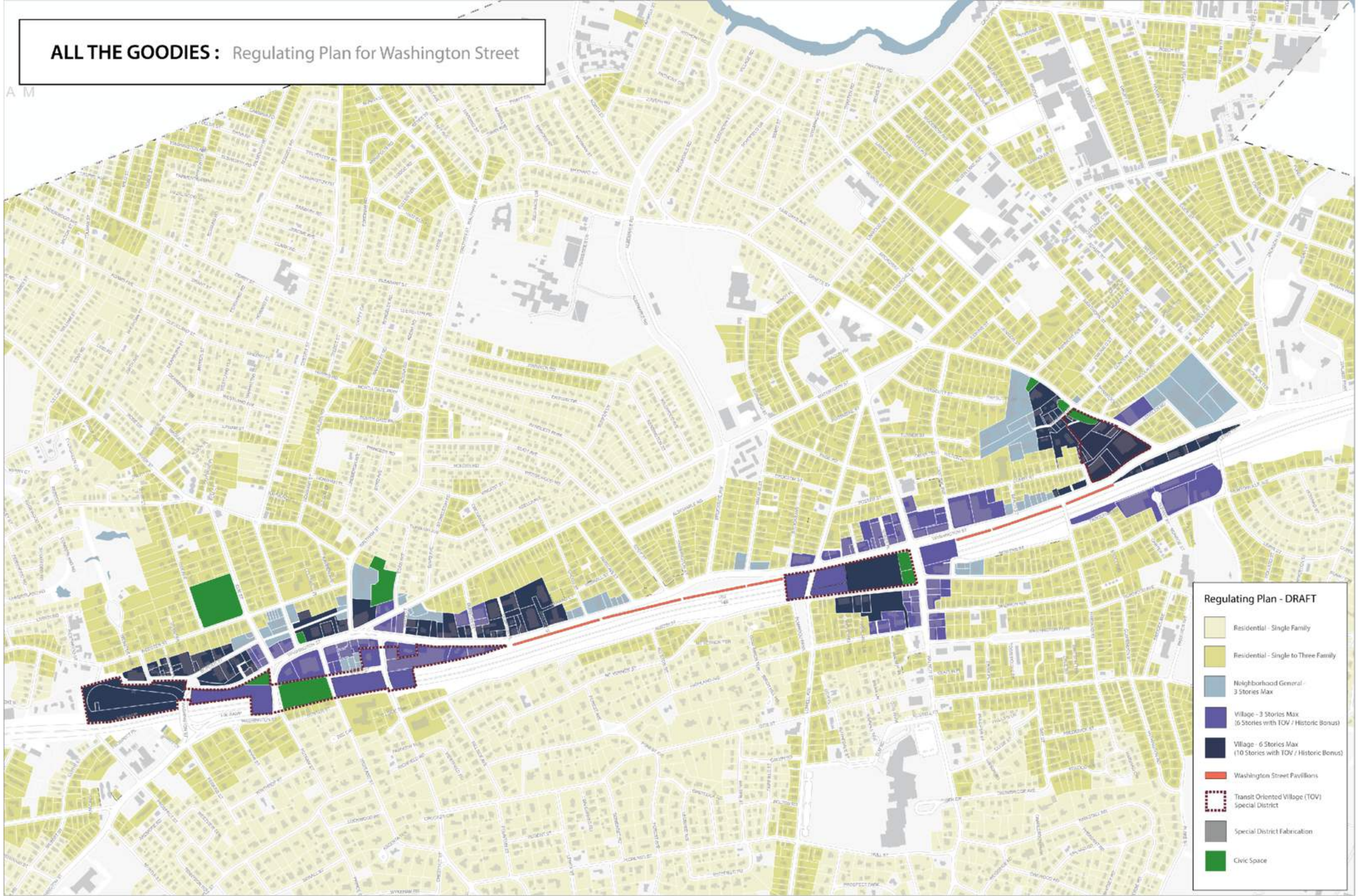


Newton is **87% Non Conforming**

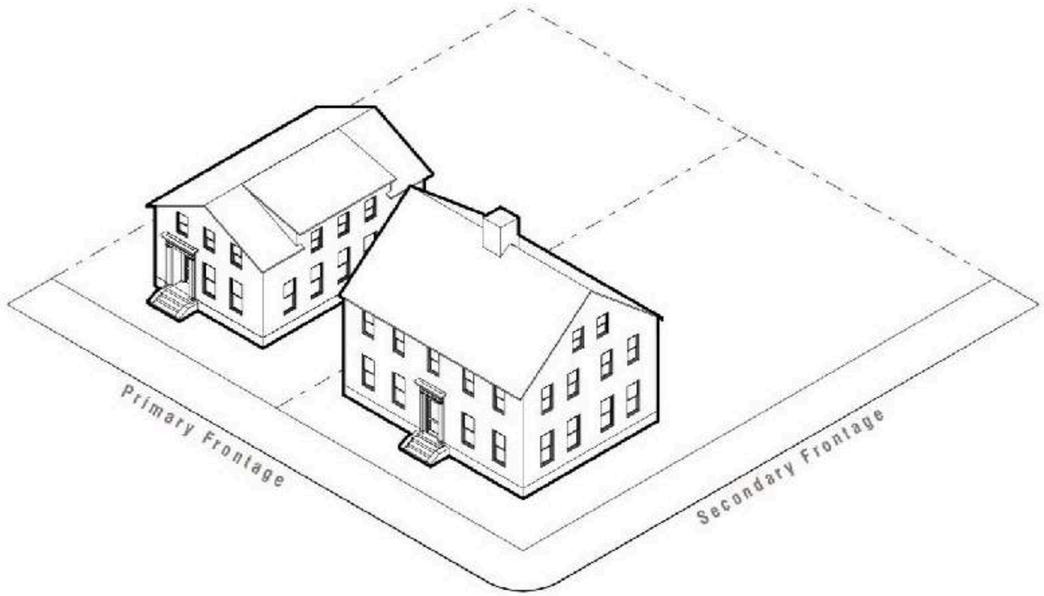
CHANGE THE CULTURE OF PLANNING BY SPECIAL PERMIT

“Missing Middle” Housing


THE MIDDLE GROUND : Regulating Plan for Washington Street
Regulating Plan - DRAFT
Residential - Single Family
Residential - Single to Three Family
Neighborhood General
Village - 3 Stories Max
(6 Stories with TOV / Historic Bonus)
Village - 5 Stories Max
(10 Stories with TOV / Historic Bonus)
Washington Street Pavilions
Transit Oriented Village (TOV)
Special District
Special District Fabrication
Civic Space


ALL THE GOODIES : Regulating Plan for Washington Street
Regulating Plan - DRAFT
Residential - Single Family
Residential - Single to Three Family
Neighborhood General - 3 Stories Max
Village - 3 Stories Max (6 Stories with TOV / Historic Bonus)
Village - 6 Stories Max (10 Stories with TOV / Historic Bonus)
Washington Street Pavilliions
Transit Oriented Village (TOV) Special District
Special District Fabrication
Civic Space

Basic building blocks of the code…



Character Districts (CD)

Building Types

Character District R1 – Single Family Residential Neighborhood

Character District R1 – Single Family Residential Neighborhood

a. DESCRIPTION

The Residential Single Family district has a mix of small, medium, and large single-family houses on medium-sized lots. The district has predominantly narrow, interconnected streets. Attached and detached accessory buildings located toward the rear of the houses are common. Houses have consistent front setbacks that vary from street to street.

b. PURPOSE

1. To accommodate areas of tight-knit residential homes.
2. To reinforce areas of detached, single-family residential homes on large lots.
3. To maintain the scale, rythem, and housing pattern of existing residential neighborhoods.
4. To provide the community with a predictable outcome from development and redevelopment.

Character District R1 – Single Family Residential Neighborhood

c. LOT DIMENSIONS

Width	60 ft min, 100 ft max
Depth	n/a

d. PRIMARY BUILDING PLACEMENT

Primary Front Setback	18 ft min, 40 ft max (1)
Secondary Front Setback	18 ft min
Side Setback	10 ft min (2)
Rear Setback	8 ft min

h. STANDARDS

1. Front setbacks must:
   a. Match the setback of at least one adjacent building.
   b. May be greater or less than the setback range in order to match the setbacks of an adjacent building.
   c. Where no adjacent building is present, the above range must be met.
2. Side setbacks may be variable.

CD R1 – Allowable Building Types

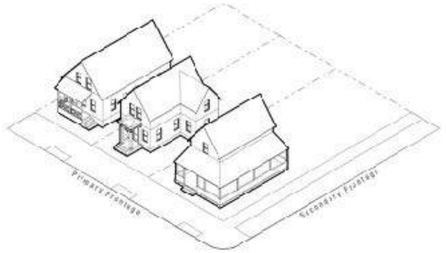
e. BUILDING TYPES	
Cottage	●
Ranch	●
Bungalow	●
House	●
Estate House	●
Civic Building	◐

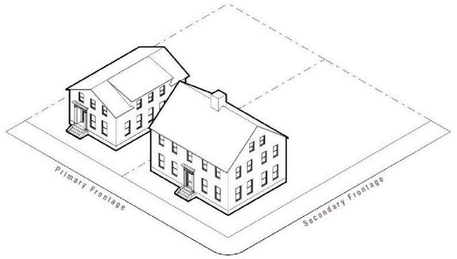
f. ACCESSORY BUILDING TYPES	
Back Cottage	●
Carriage House	●

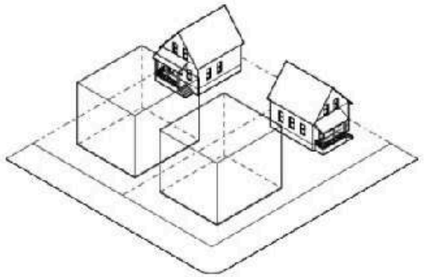
g. BUILDING GROUPS	
Multi-Unit Court	●

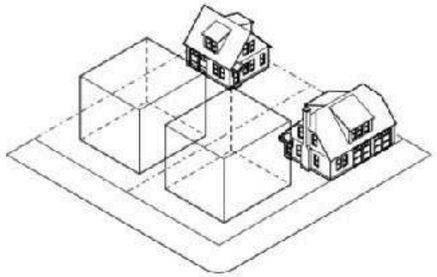
● Permitted

◐ Permitted by special permit

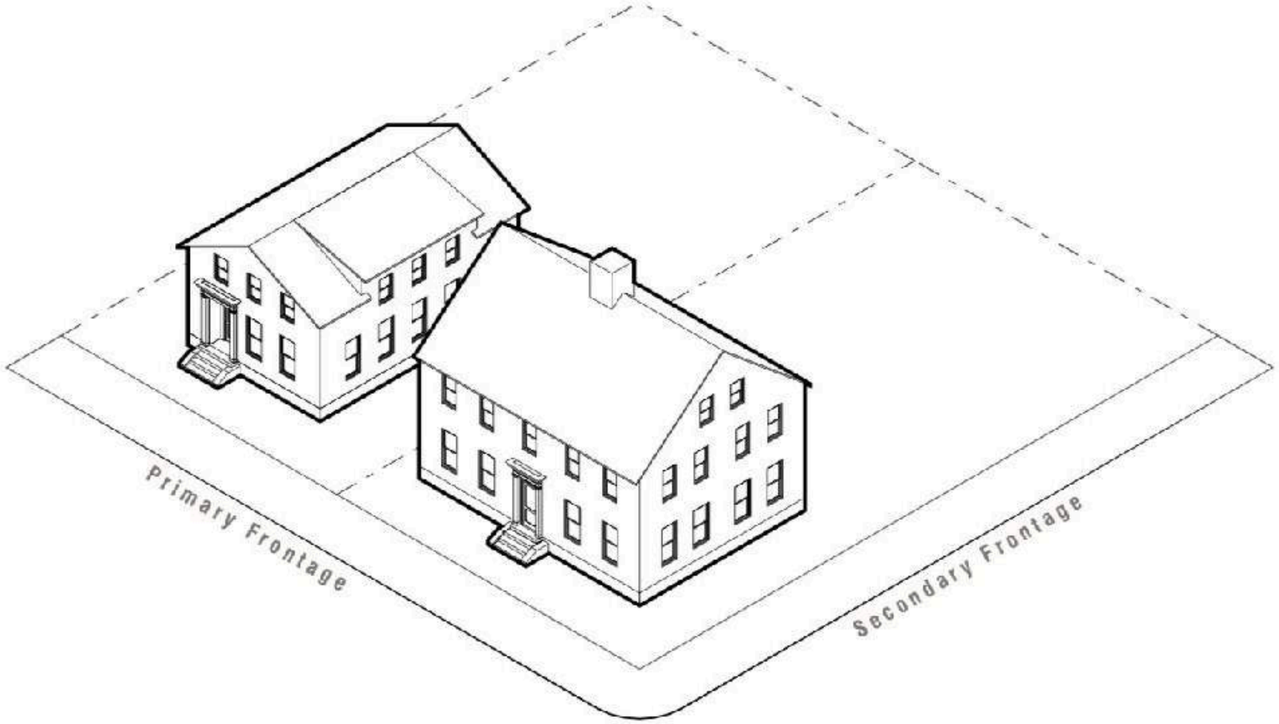








CD R1 — House Building Type



CD R1 – House Building Type

a. DESCRIPTION

A detached building with one unit.

b. BUILDING FORM

Building Width	21 ft min, 36 ft max	A
Building Length	48 ft max	B
Total Stories	2 stories max	C
First Floor Height	9 ft min, 12 ft max	D
Upper Floor Height	9 ft min, 10 ft max	E
First Floor Elevation	2 ft min	
Components	see Article 3.D Components	
Roofs	see Article 3.E Roof Types	
Attachments	none	

c. ALLOWABLE UNITS

1 unit max

d. FENESTRATION

First Floor Fenestration	20% min
Upper Floor Fenestration	20% min

e. STANDARDS

1. A porch or gallery may be built on the third floor of a primary frontage provided that there is only one porch or galley below it on either the first or second floor.

House Building Type

g. ARCHITECTURAL COMPONENTS	
Porch	●
Gallery	●
Stoop	●
Cross Gable	●
Shed Dormer	●
Dormer Window	●
Bay Window	●
Balcony	●
Turret	●
Portico	●
Canopy	●
Deck	●
Roof Deck	●
Cupola	●

f. MASSING COMPONENTS	
Rear Addition	●
Side Wing	●
Connector	●
Porte-Cochere	●
Tower	●

h. ROOFS	
Gable Roof	●
Hipped Roof	●
Mansard Roof	●
Gambrel Roof	●

● Permitted

◐ Permitted by special permit

Character District — Single to Three Family Residential Neighborhood

a. DESCRIPTION

The Residential Single to Three Family district has a mix of small and medium single- and multi-family residential buildings on small to medium sized lots. Buildings include a range of missing-middle types. Setbacks are shallow and variable. The district has predominantly narrow, interconnected streets. Attached and detached accessory buildings are commonly located toward the rear of primary buildings.

b. PURPOSE

1. To accommodate areas of tight-knit detached and attached residential homes.
2. To promote a mix of housing options on small to medium sized lots.
3. To provide the community with a predictable outcome from development and redevelopment.
4. To enable home occupation and mix of units withing residential buildings.

CD R2 – All Allowable Building Types

e. BUILDING TYPES

Cottage	●
Ranch	●
Bungalow	●
House	●
Estate House	●
Duplex	●
Apartment House	●
Civic Building	◐

f. ACCESSORY BUILDING TYPES

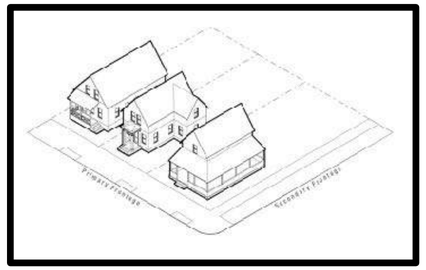
Back Cottage	●
Carriage House	●

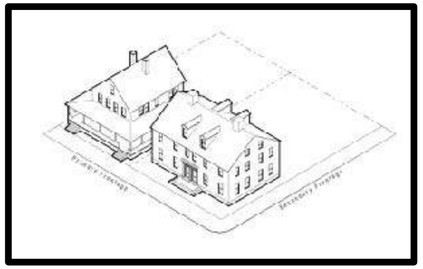
g. BUILDING GROUPS

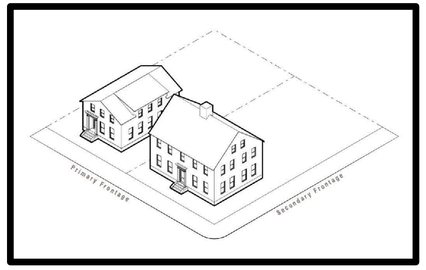
Multi-Unit Court	●

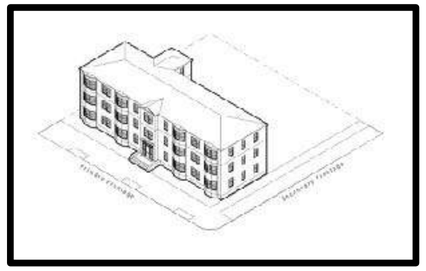
● Permitted

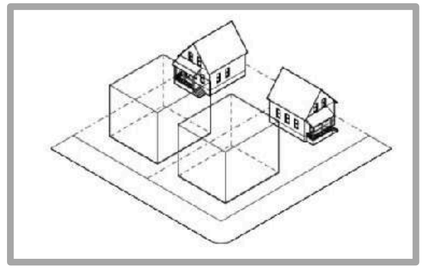
◐ Permitted by special permit



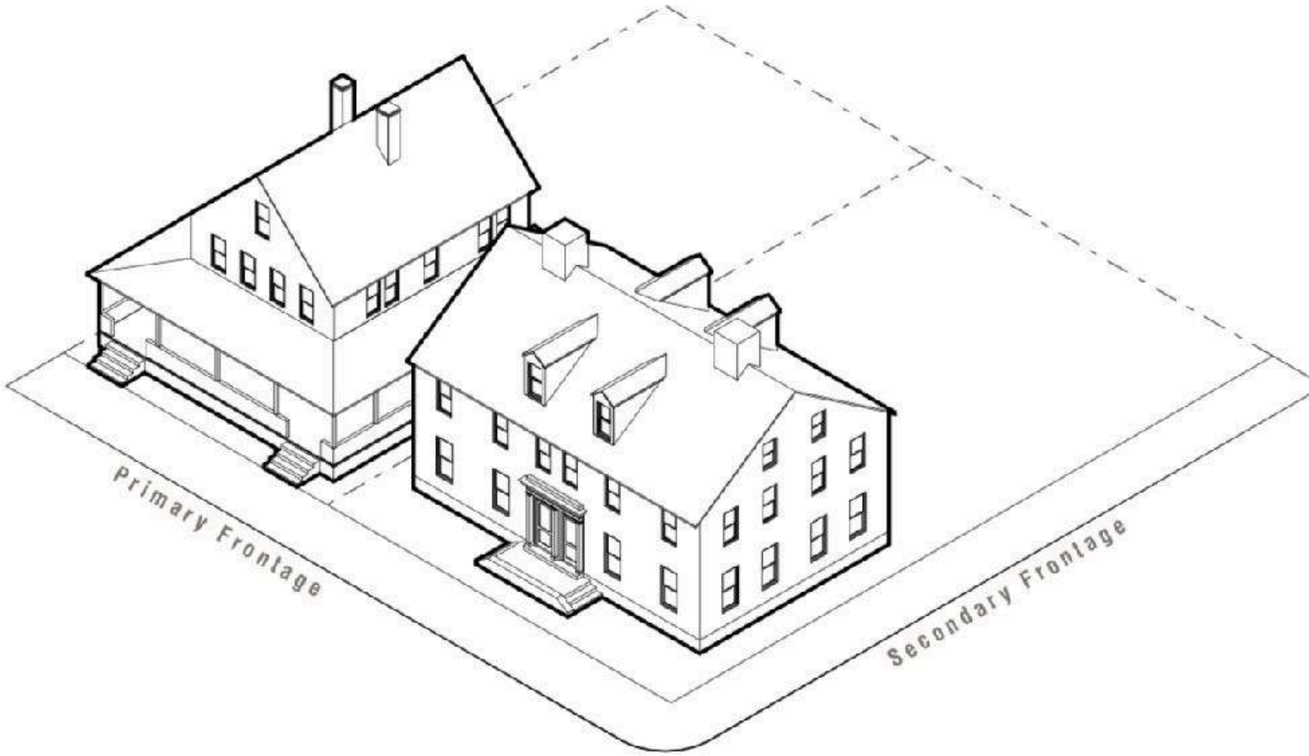








CD R2 — Duplex Building Type



Character District N1 – Neighborhood General

Character District N1 – Neighborhood General

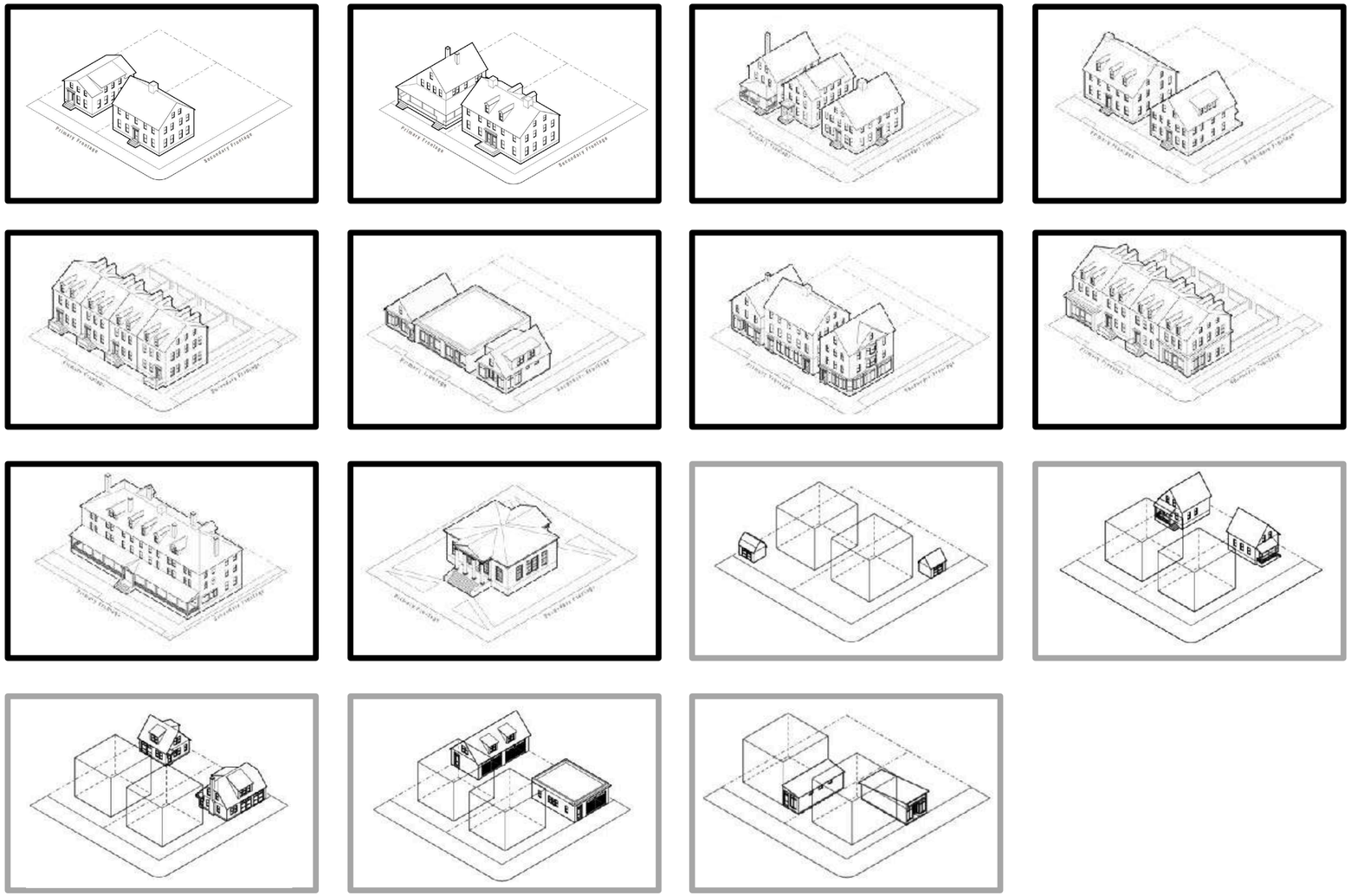
a. DESCRIPTION

The Neighborhood General district consists of a wide variety of building types with a variety of uses and activities. Setbacks are shallow and variable. Streets may or may not have curbs and sidewalks, with medium-sized blocks.

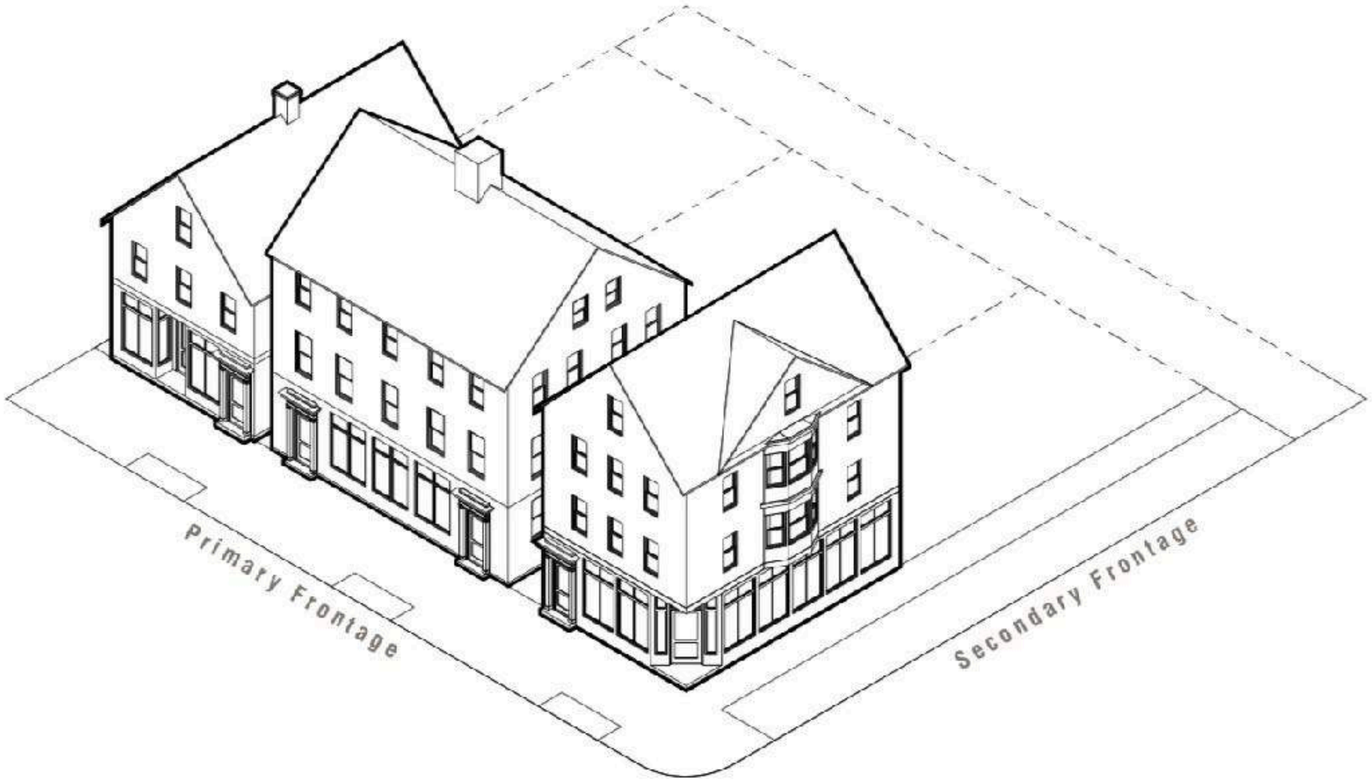
b. PURPOSE

1. To accommodate fine-grained, diverse mixed-use areas that primarily occur in close proximity to a Village Center.
2. To promote a mix of housing options near to a Village Center.
3. To provide the community with a predictable outcome from development and redevelopment.

Character District N1 – Neighborhood General



CD N1 – Shop House Building Type



CD N1 – Shop House Building Type

a. DESCRIPTION

A small building with a shopfront and up to 5 units.

b. BUILDING FORM

Building Width	36 ft max	A
Building Length	60 ft max	B
Total Stories	3 max	C
First Floor Height	12 ft min, 18 ft max	D
Upper Floor Height	9 ft min, 12 ft max	E
First Floor Elevation	0 ft min	
Components	see Article 3.D Components	
Roof	see Article 3.E Roof Types	
Attachments	1 side max	

c. ALLOWABLE UNITS

5 units max

d. FENESTRATION

Shopfront	Required
First Floor Fenestration	20% min
Upper Floor Fenestration	20% min

e. STANDARDS

1. Shopfront fenestration is required on the first floor facade of the primary frontage.
2. A porch or gallery may be built on the third floor of a primary frontage provided that there is only one porch or galley below it on either the first or second floor.

Character District V3 — Village Three Story

Character District V3 — Village Three Story

a. DESCRIPTION

The Village 3 Stories district consists of 1 to 3 story mixed use buildings that accommodate a range of commercial, office, and residential uses. It has a network of streets designed to accommodate all modes of travel, with wide sidewalks to encourage active ground-floor uses such as restaurants and cafes, steady street tree planting, on-street parking, and buildings set close to the sidewalks. Buildings have surface parking, structured parking, or district parking solutions.

b. PURPOSE

1. To accommodate attached and detached mixed use buildings within a Village Center that provide local and regional access to commercial uses.
2. To promote housing on the upper floors of mixed-use buildings.
3. To provide the community with a predictable outcome from development and redevelopment.

Character District V3 — Village Three Story

c. LOT DIMENSIONS

Width	120 ft max
Depth	n/a

d. PRIMARY BUILDING PLACEMENT

Primary Front Setback	0 ft max
Secondary Front Setback	0 ft max
Side Setback	5 ft max
Rear Setback	5 ft min

h. STANDARDS

1. A grouping of attached buildings may not exceed 180 feet in aggregate length along a frontage, at which point the building must be interrupted by a thoroughfare, civic space, or a break of at least 3 ft in width and no greater than 12 feet in width. The break may accommodate pedestrian accessways or narrow side yards.
2. A building or group of attached buildings extending around a corner without a break must provide pedestrian access to the block interior at intervals of no greater than 180 ft. This access may be accommodated through the use of a publicly accessible lobby or a thoroughfare.
3. Where the grade of the thoroughfare at the frontage is greater than or equal to a 10% slope, buildings in this district may set back up to 10 ft in order to provide a sidewalk terrace.
4. In this district the farmstand may only be used as a liner building on vacant lots.

CD V3 — Allowable Building Types

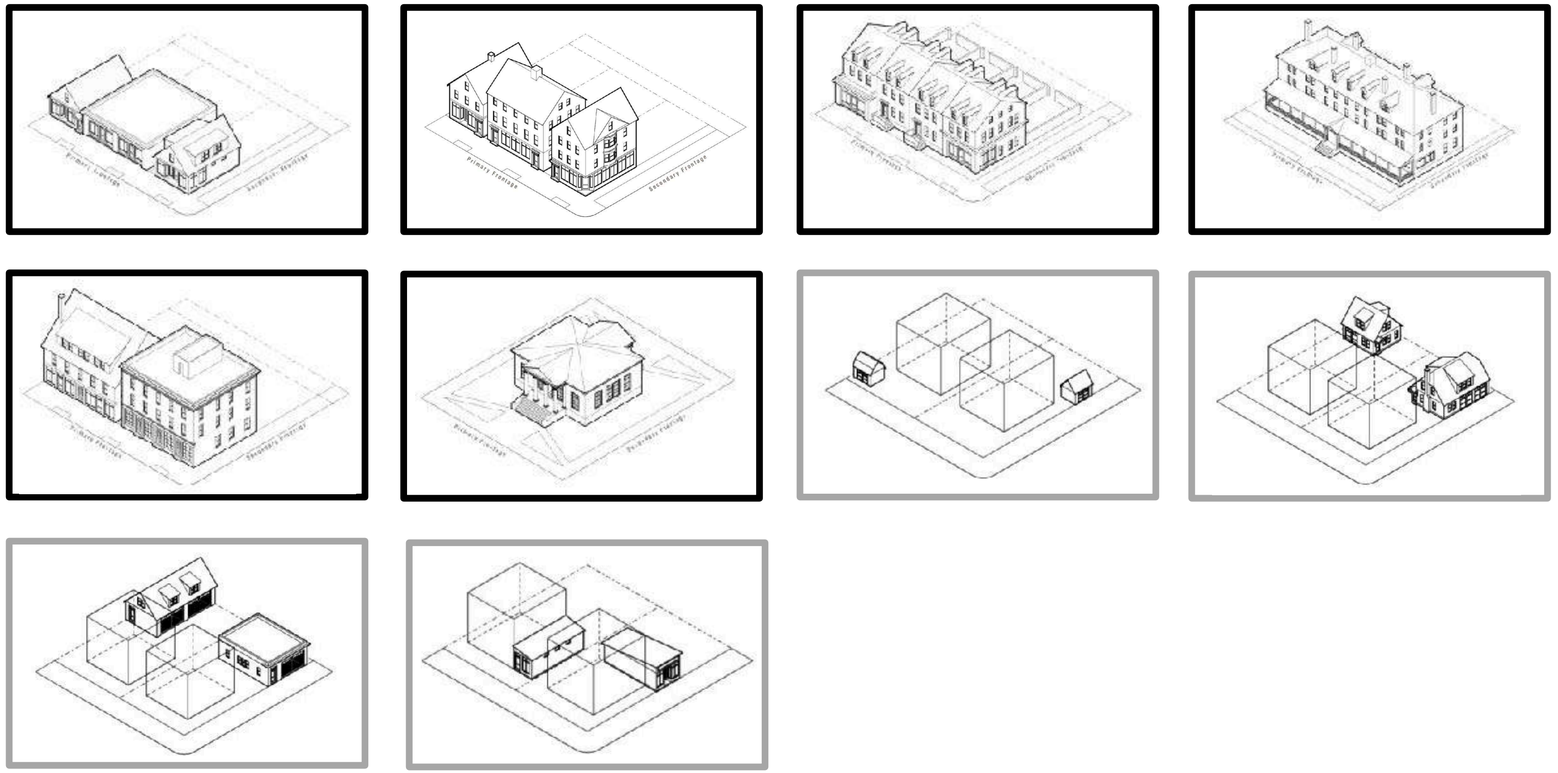
e. BUILDING TYPES	
Live/Work Flex	●
Shophouse	●
Shop	●
Inn	●
Mixed-Use Building	●
Civic Building	●

f. ACCESSORY BUILDING TYPES	
Farmstand	(4)
Carriage House	●
Fabrication Shop	●
Accessory Shop	●

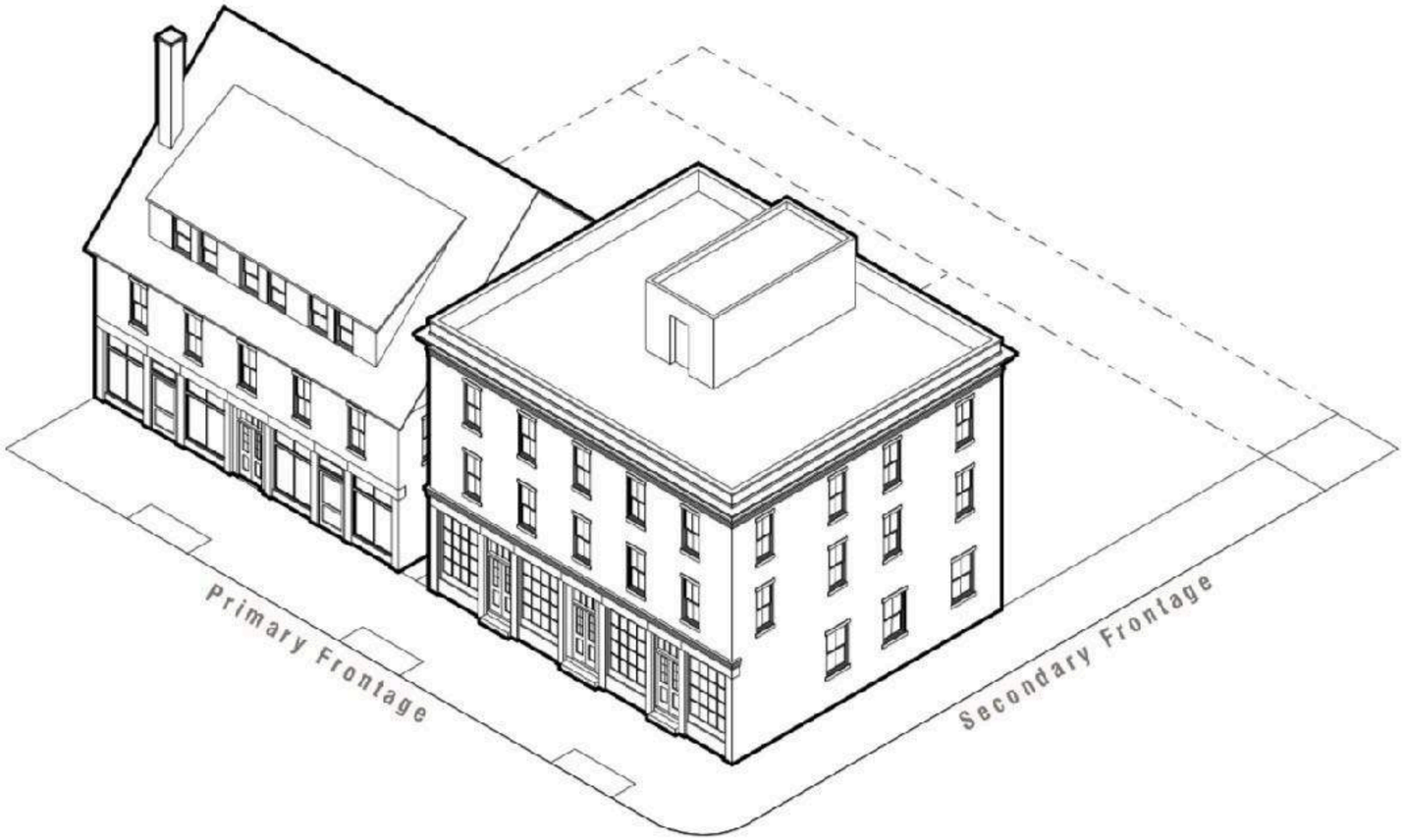
g. BUILDING GROUPS	
Multi-Unit Court	◐

● Permitted

◐ Permitted by special permit



CD V3 – Mixed-Use Building Type



CD V3 – Mixed-Use Building Type

a. DESCRIPTION

A variably-sized building type with a required shopfront providing multiple units.

b. BUILDING FORM

Building Length	100 ft max	A
Total Building Area	20,000 sf max	
Total Stories	3 max	B
First Floor Height	14 ft min, 20 ft max	C
Upper Floor Height	10 ft min, 12 ft max	D
First Floor Elevation	0 ft max	
Components	see Article 3.D Components	
Roofs	see Article 3.E Roof Types	
Attachments	2 sides max	

c. ALLOWABLE UNITS

40 units max

d. FENESTRATION

Shopfront	Required
First Floor Fenestration	30% min
Upper Floor Fenestration	20% min

e. STANDARDS

1. Shopfronts are required on the first floor of the primary frontage.
2. The mixed-use building footprint may not exceed 10,000 sf.

CD V3 – Mixed-Use Building Type

f. MASSING COMPONENTS	
Rear Addition	●
Side Wing	●
Connector	●
Penthouse	●
Extended Shopfront	●

g. ARCHITECTURAL COMPONENTS	
Porch	●
Gallery	●
Stoop	●
Cross Gable	●
Shed Dormer	●
Dormer Window	●
Bay Window	●
Balcony	●
Turret	●
Arcade	●
Portico	●
Canopy	●
Deck	●
Roof Deck	●
Cupola	●

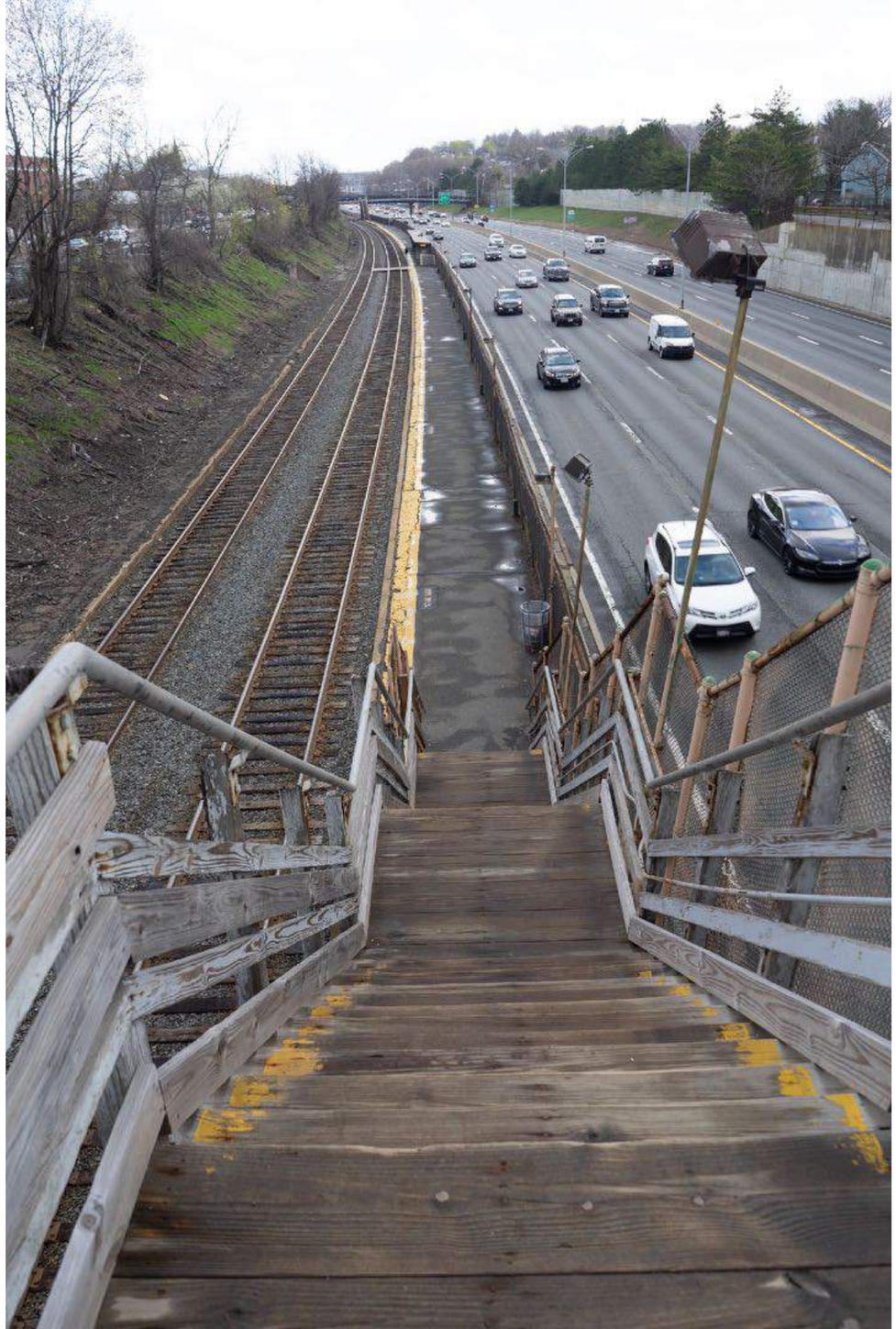
h. ROOFS	
Gable Roof	●
Hipped Roof	●
Mansard Roof	●
Gambrel Roof	●
Shed Roof	●
Flat Roof	●

● Permitted

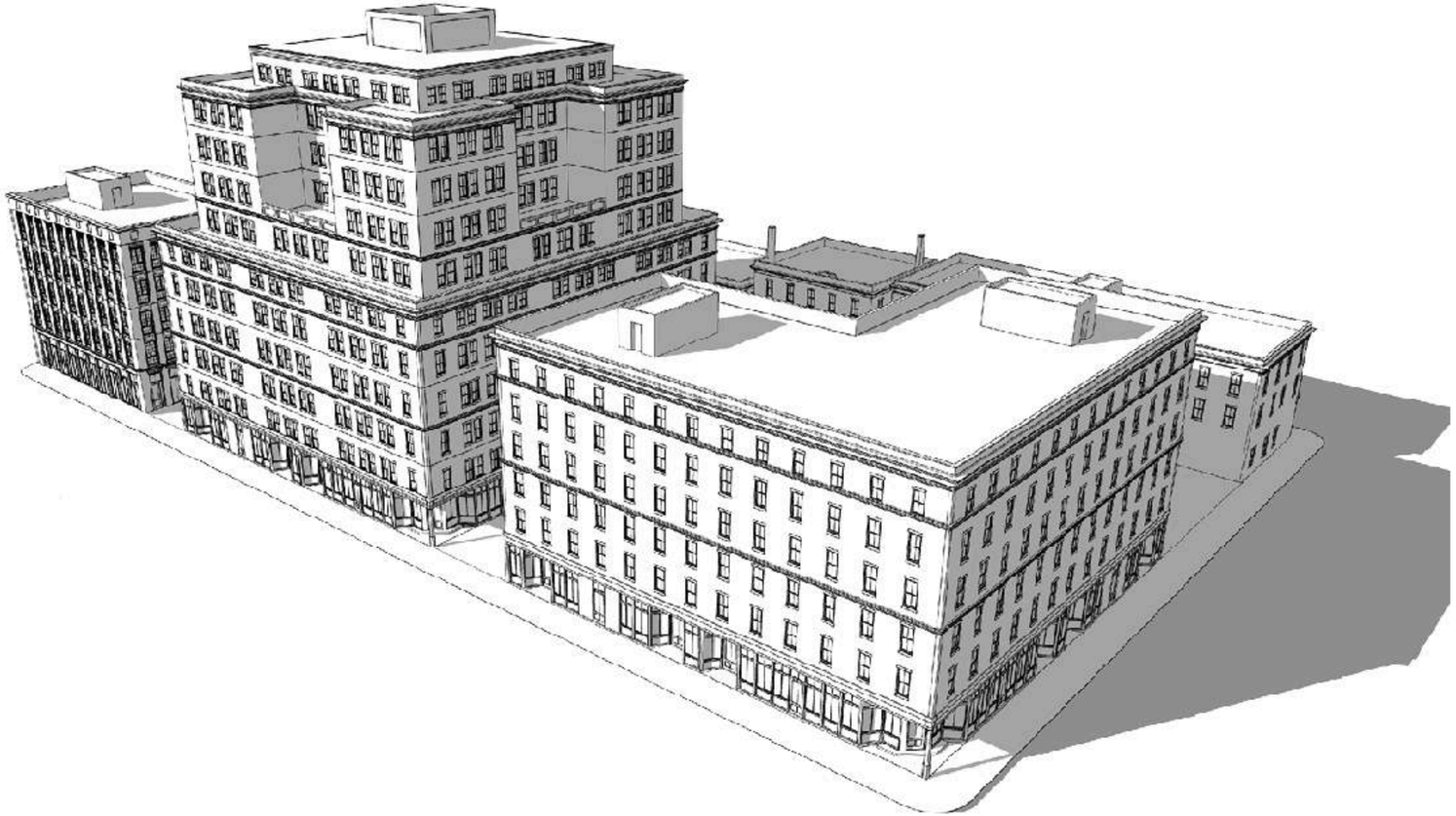
◐ Permitted by special permit

Character District V3 — Village Three Story

Village Center District Illustrative Rendering



Special District Transit-Oriented Village (TOV)



Station Square Forest Hills, NY

Character District V5/6 — Village 5/6 Story

Character District V5/6 — Village 5/6 Story

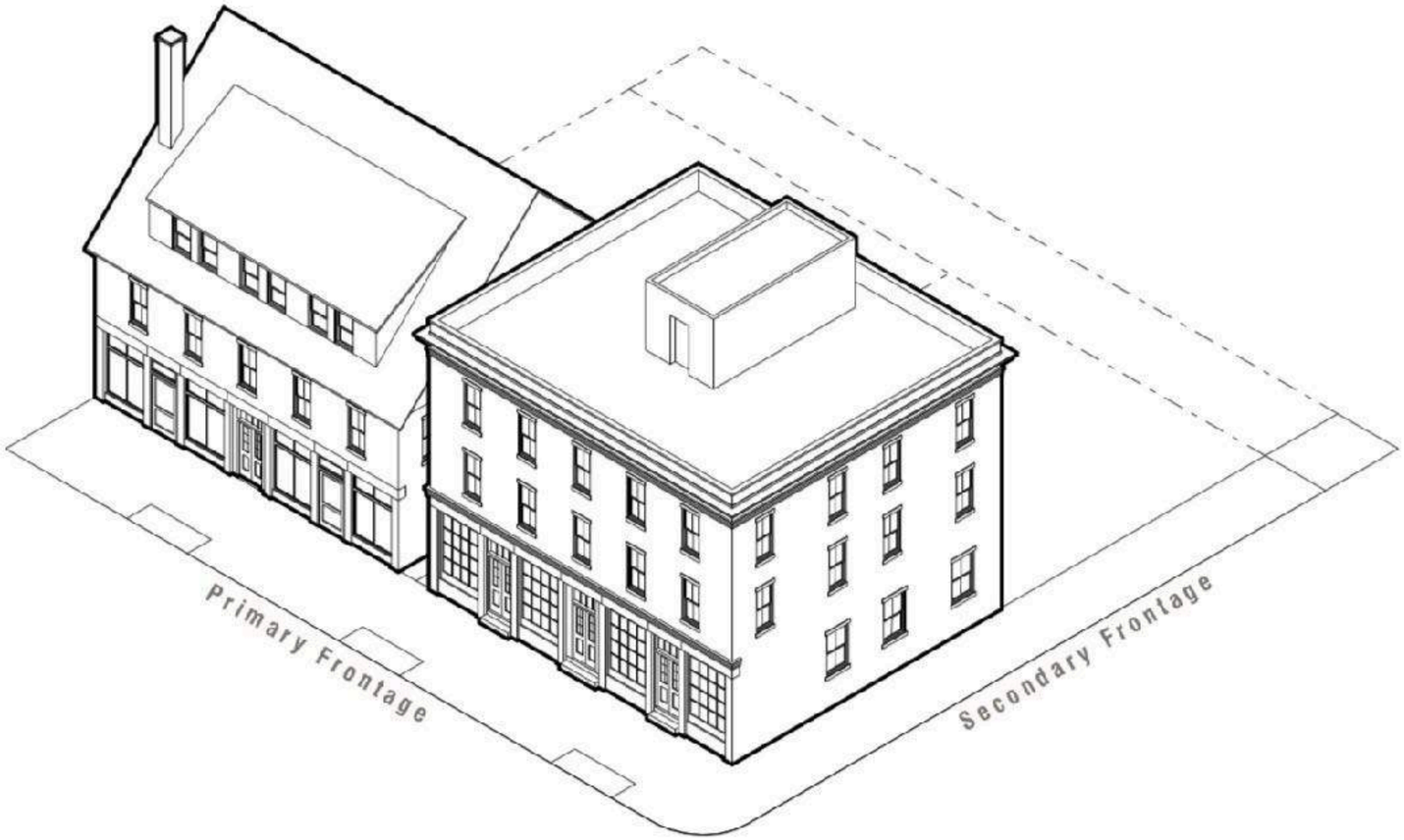
a. DESCRIPTION

The Village 3 Stories district consists of 1 to 3 story mixed use buildings that accommodate a range of commercial, office, and residential uses. It has a network of streets designed to accommodate all modes of travel, with wide sidewalks to encourage active ground-floor uses such as restaurants and cafes, steady street tree planting, on-street parking, and buildings set close to the sidewalks. Buildings have surface parking, structured parking, or district parking solutions.

b. PURPOSE

1. To accommodate attached and detached mixed use buildings within a Village Center that provide local and regional access to commercial uses.
2. To promote housing on the upper floors of mixed-use buildings.
3. To provide the community with a predictable outcome from development and redevelopment.

CD V5/6 – Mixed-Use Building Type

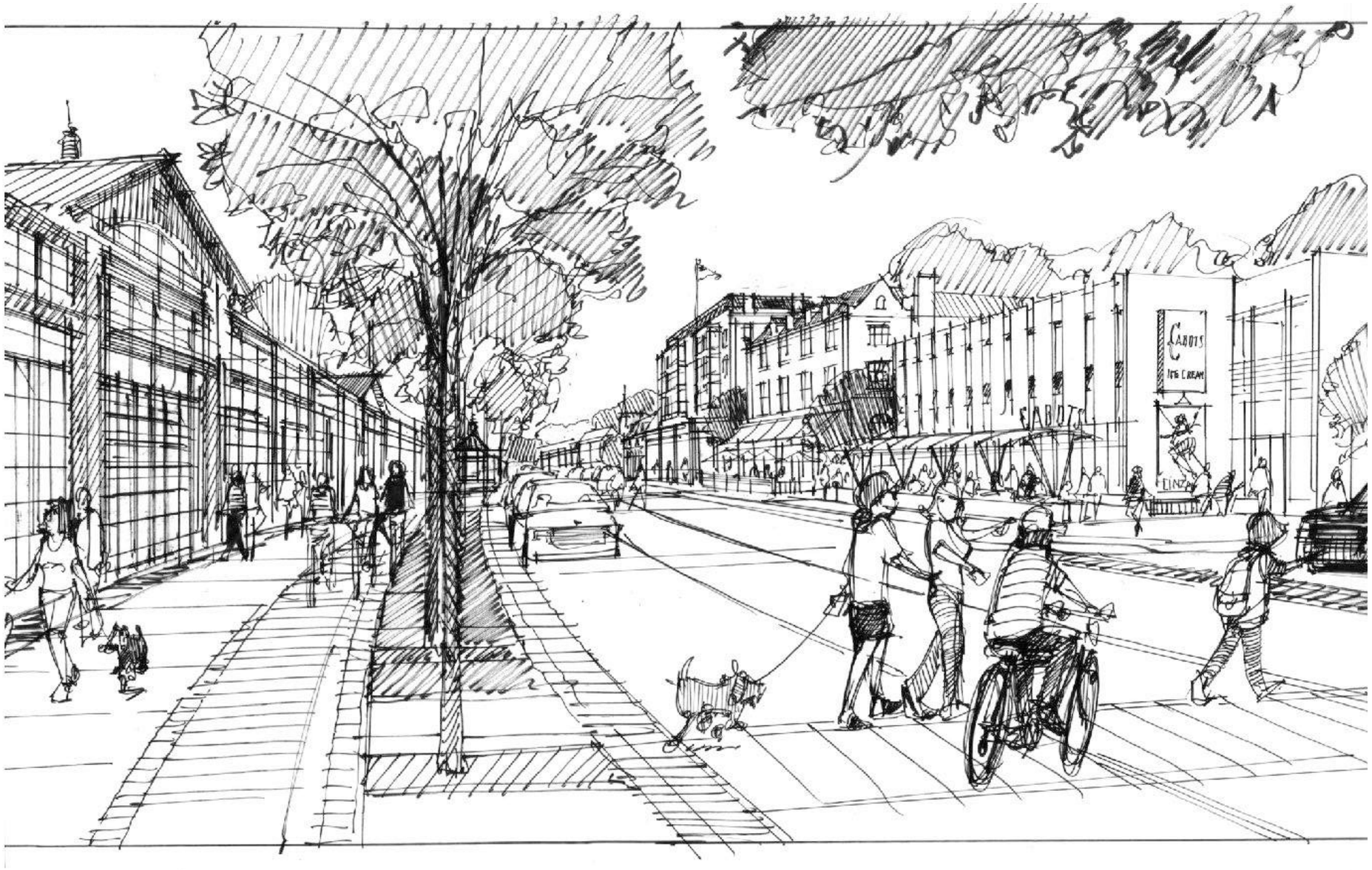


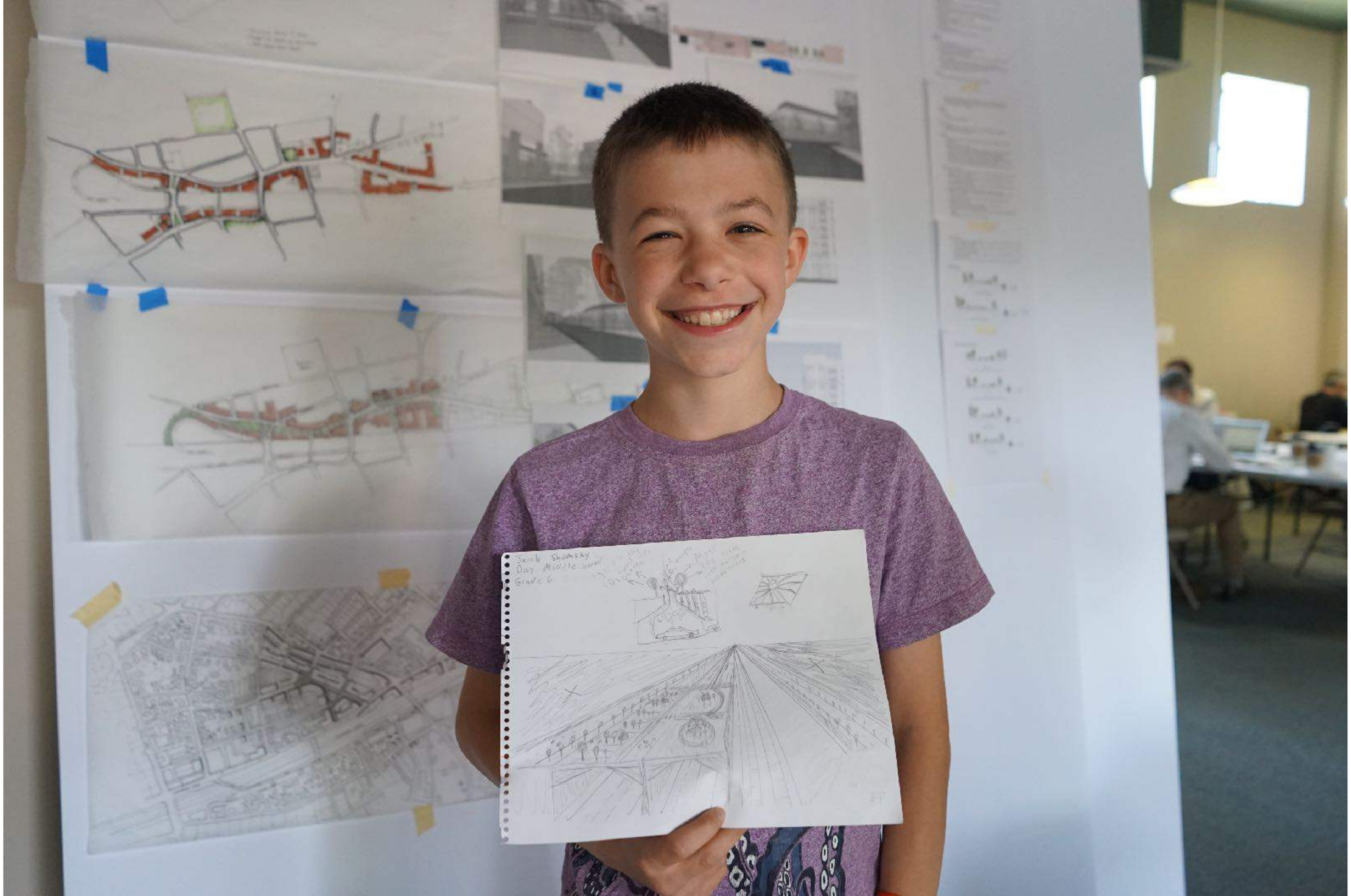
Character District CD V5/6 — Village 5/6 Story

Village Center District Illustrative Rendering

Station Square Forest Hills, NYC

Character District 5/6 – Village Core

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THANK YOU

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