



Zoning & Planning Committee **Report**

City of Newton **In City Council**

Monday, April 22, 2019

Present: Councilors Albright (Chair), Brousal-Glaser, Leary, Krintzman, Downs, Danberg, Baker and Kalis

Also Present: Councilors Cote, Crossley, Kelley, Laredo, Gentile, Greenberg, Auchincloss, Markiewicz and Norton

Planning Board: Peter Doeringer (Chair), Kelley Brown, Jim Robertson, Kevin McCormack

City Staff Present: Barney Heath (Director, Planning Dept.), James Freas (Deputy Director, Planning Dept.), Rachel Nadkarni (Long Range Planner), Lily Reynolds (Project Manager, Washington Street project), Marie Lawlor (Assistant City Solicitor)

#220-18 Discussion relative to the Washington Street Corridor Action Plan
DIRECTOR OF PLANNING requesting monthly progress discussions on the Washington Street Corridor action plan.
Action: Zoning & Planning Held 8-0

Note: Barney Heath, Director of Planning, joined the Committee to present the final draft of the Washington Street Vision Plan. There are two documents in this process: The Vision Plan; and the zoning ordinance. The idea is to adopt the Vision Plan first and then continue working with Zoning & Planning Committee on the related zoning. The Principle Group, consultant on this project, has been a great partner and brought the type of expertise that was needed for a successful plan. He thanked the Principle Group team for their collaboration. He also recognized Lily Reynolds, James Freas and Rachel Nadkarni of the Planning Department who provided excellent work, contributing countless hours to bring the project this far. Ms. Reynolds has been the project manager and has done an excellent job keeping the team on task.

Lily Canan Reynolds, Project Manager, joined the Committee. Please refer to the attached presentation for detailed information.

Ms. Reynolds explained that edits made since the Draft 2 Vision Plan resulted from discussions in the Zoning & Planning Committee as well as comments from the community. These changes include a slightly different layout and format for easier reading; more Newton and Massachusetts examples and images have been

included; the draft now includes captions to explain the precedent images; and the height map has been removed. This issue will be discussed in the zoning ordinance portion of this project.

An implementation plan has been added to this draft as well which lays out action items for the next 6-18 months (see attached presentation).

James Freas joined the Committee and noted that Nicole Freedman had given an excellent presentation on the transportation aspect of the project at both Public Safety and Transportation and Zoning & Planning Committees. He added that the Mayor has docketed a request for \$2M for the design of the Washington Street corridor. That scope will include an alternatives analysis to look at the 4 to 3 lane conversion option as well as other options. Those funds will also provide 25% design plans which are necessary to submit this project for regional funding on the Transportation Improvement Program (TIP). The design engineer will look at what opportunities exist to test or pilot various ideas that might be incorporated as part of the design.

The Fiscal Impact Analysis helps staff understand whether proposals are realistic and if the revenues are going to exceed the associated costs. An infrastructure financing strategy is also being undertaken which looks at the options available for financing all the infrastructure proposals within the plan, prioritize those actions and develop a financing strategy.

The associated zoning will provide the details of what can be built on the Washington Street corridor. From those details, a full build out analysis can be created, which can then lead to a fiscal impact analysis. Staff will continue to work with the School Department and the information provided by the demographer to look at the school reconstruction and rehabilitation program. They will bring all these threads to together to find the right numbers in the model for potential school costs. The Chair added that it was difficult to know how to build a test program to decide what the fiscal impact might be because of the uncertainty of final height and density decisions by the City Council. The decision was made to use the methodology that was developed by the consultant and apply it in the fall when the Council is closer to a decision on the zoning. Therefore, numbers are not included in the Vision Plan, just the methodology.

Russ Preston from the Principle Group addressed the Committee. He explained that he was asked to address some of the most common questions related to the zoning. Continue to refer to the attached presentation for illustrations and more detailed information.

Building Height

Building height came up quite a bit but he did not want people to lose sight of the goals. Parts of Washington Street are inhospitable to pedestrians. They have been asked over and over how Washington Street can improve public life on the corridor. Building height is a component of how a street is put together but what is most important is what is seen from the sidewalk, which is about the first 15-20 feet of a building. This is how a sense of place is created overall. The zoning provides a lot of flexibility but should be specific about the types of different buildings and what is allowed for each type. One of the goals expressed and preferred is to have different heights of buildings to avoid the monotonous look of buildings all the same size creating a wall. In order to do that, different floor-to-floor heights are provided and calibrated by building type. These will vary for office, lab and residential buildings based on requirements for HVAC and other utility uses. This will result in

a pattern of development that is predictable but will still provide the type the character that is desirable in neighborhoods.

Roof Types

Roof types play a great part in the variety of buildings. There are 6 different roof types in the zoning and each building type has a set of allowable roof types. The zoning allows creation of organically occurring variety to promote richness in design that results over time. A little bit of flexibility helps that happen so there is not a swath of same height buildings with the same roof.

Neighborhood Stepdown

Another concern was related to the neighborhood stepdown approach to density. Any project needs to behave in a cooperative way to what is next to it. For example, if a project is within 40 feet of a residential district, it must step down to 3 stories. Side yard setbacks for the residential district are utilized as well. If a project is across the street from a residential district, the zoning provides for no more than 3 stories and a certain building type so there is not a huge shift of scale, creating a more gradual transition.

Building Groups

Building Groups are really a way to think of complex projects that involve larger scale properties or square footage. The zoning helps those projects fit into the scale of the area. The types of buildings are controlled. The Courtyard Building Group is about creating additional open, civic space which can be accessed by pedestrian pathways that penetrate into the block. It also controls underground parking. There is also the Connected Block Building Group which is a group of attached buildings located along the same frontage, but on a smaller scale than the Courtyard model. Controls are provided to allow for variety in heights and roofs.

New Streets

The blocks along Washington Street are generally too big to provide a connected network. To correct that, in larger blocks must be subdivided to meet a standard block size, which varies by zone. This will provide new streets to bring down the scale of the blocks for a more pleasant experience. Because of the nature of Washington Street, there is opportunity for several kinds of thoroughfares and those will be determined by a number of factors such as the size of the road, what is being built there, traffic patterns, etc.

The network of open space and plazas is a high priority. The Vision Plan identifies some methods of adding to and improving open space and access to open space. There are a number of types of open spaces, determined by size, with accompanying standards. When projects come forward with a large assembly of land or a certain number of units, they would be required to provide some open space that would enrich the fabric of the neighborhood.

By-Right vs. Special Permit

In determining which projects should be by-right versus special permit, they have looked at the size of buildings and development. It was felt that the smaller scale projects could be encouraged by providing more by-right opportunities with an administrative process that supports them in a straightforward and predictable manner. The more complex building types, parking garages and larger developments would require special permit review.

Air-Rights

There has been much discussion over the years on how to reconnect the north and south sides of Washington Street. Bridging over the highway would provide a means to do that. Finding the appropriate character for that type of project is necessary, therefore, the Vision Plan includes some ideas that were brought forward from the community. These types of projects were made part of the zoning map to guide the partnerships, financing and creativity that will be needed to move air-rights projects forward.

Historic Preservation

Rachel Nadkarni, Chief of Long Range Planning, addressed the Committee. She explained the zoning ordinance for Washington Street includes a proposal for a special permit to add an additional story if a project includes historic preservation. There have been some questions about how this interplays with the National Historic Register District and the Newtonville Historic District. She noted that all rules related to those districts would still apply exactly as they do today. This special permit option is an additional tool in the historic preservation toolkit. The Newton Historical Commission would play a significant role in the process and well as the Newton Urban Design Commission. Please refer to presentation for photographic examples of undesirable and desirable outcomes and further specifications.

Transportation Upgrades/Development

The question has been asked what should come first - transportation upgrades or development? It is a difficult question, but the Vision Plan proposes a lock-step approach. New buildings must provide for transportation solutions. Transportation Demand Management is a wide range of mechanisms and methods to shift transportation behavior and encourage people to use modes other than cars for travel. Different tiers are being proposed and each tier would have different requirements. These tiers are tied to building type and overall size for building groups. Please see presentation for more details.

Zoning Districts

Russ Preston said he has been working on this project for 14 months and the zoning map is a comprehensive vision for the future. Zoning is a tool used to affect the future but is not written in stone. He is excited about the opportunities being provided to affect positive change in the everyday environment for residents of the City. People have told him that they are afraid to cross Washington Street as it is right now. It could become a place that is pleasant for people. The land use might not change, but the idea and feeling of the area can change so much for the better with these proposals. He suggested as time goes forward, to remember to think about Washington Street as a comprehensive vision. He thanked the Committee and expressed his pleasure in working on this project.

Committee Comments/Questions

The Committee thanked Mr. Preston and the Principle Group Team for their work and efforts on behalf of this project.

Relative to the special permit requirements for transportation and the tiers mentioned, It was asked what would happen when the background driving mode share changes. The Citizens Climate Action Plan mentions reducing drive alone mode share and if that happens in the neighborhood, it was asked if the requirements change for special permits. Ms. Nadkarni said this is still a work in progress, but the idea is to have these

projects be good examples going forward. There is a provision that there could be a special permit amendment to change the targets, but overtime they are expected to do better than the rest of the neighborhood. The 5-year mobility plans that are being proposed provide the opportunity to look at the goals to see how projects are doing and ask for plans to continue meeting goals.

There was concern from several Councilors that the Vision Plan is going to be voted on without a substantive discussion on height, density and the fiscal impact. In particular, constituents were expecting information about building heights as there has been much controversy and concern about building heights. Mr. Heath said the zoning conversations will take place over 4-5 months. Building height will be determined by zone so the discussion will take place as the zoning is being determined.

A Planning Board member wondered if there could be an addendum to the Vision Plan that refers to the height issue instead of waiting until the zoning conversations. He said bonuses are an exchange and it might be helpful to have some guidelines and standards that explain that bartering system. Some illustrations might be helpful to demonstrate what it might "cost" in bonuses to create some public benefits. Ms. Nadkarni noted that those types of nuances around height really need to be in the zoning because that is where they can be explored and determined to the necessary level. Mr. Preston said they are trying to make the height predictable. Height has been very targeted to address specific issues and is not just a bonus.

A Councilor asked about parking requirements. Ms. Nadkarni explained that there is no minimum parking in the Vision Plan, which is consistent with the previous draft. They are still waiting for more guidance from the Committee. The Councilor is not in favor of this provision and noted that he has expressed this in the past.

Mr. Preston said the idea is that cities should get out of the business of requiring parking and get in the business of managing transportation. Parking and car use are part of mobility and as more and more places remove parking as a requirement, it is important to think about that as part of a larger system. In the Boston region, there is quite a bit of overbuilding of parking and that has been seen on several projects. People would have other opportunities for transportation along Washington Street other than driving.

The transportation data shows a real tension with people not feeling safe walking and biking. Streets are often designed by engineers without a real connection to the vision of the community and Washington Street is badly designed. The specific issues of throughput need to be analyzed and some issues cannot be compromised. Smart cities are starting to think about all modes of transportation and not just average daily car trips and how commuting traffic is handled. It might take a commuter another minute or two from end to end and the decision that has to be made is, is it worth it in order to gain good pedestrian and bike safety and a good retail environment because people feel comfortable walking to stores.

A Councilor stated that we may end up not having something like a Cabot's to walk to because other owners have sold their businesses because of great offers from developers.

It was asked how new streets might work. Mr. Preston explained new streets would be created to bring mega blocks down to a friendlier scale. There is a map in the Vision Plan that shows areas that might benefit. A large assemblage of buildings would also benefit so that connectivity remains in the streetscape. It will depend on

how things play out over time and the ordinance provides requirements for when new streets and thoroughfares would be necessary.

It was asked what a “Main Street Building” is. Mr. Preston explained that It is a small mixed-use building with commercial on the ground floor and other uses above. Depending on the district, the building could go up to 5 stories. The maximum floor plate is 7,500 square feet. (Trader Joes is at 15,000 square feet, for reference.) It is designed to be a building type one would see in a mixed-use Main Street type of setting. They are difficult to get these kinds of buildings because they are small and expensive to build. The by right option provides an opportunity to encourage this smaller development. The Councilor pointed out that would be a building with a maximum of 37,500 feet (but only in certain districts), by right. The current ordinance requires a special permit for any building over 20,000 square feet, which is a safety net he prefers.

A Councilor noted that \$2M would be required to get a 25% design plan of Washington Street. He asked who is driving the 4 lane to 3 lane conversion option as a first choice. Once something gets started in a certain direction, it tends to go that way. He would like to keep the options open. He felt it would be aesthetically pleasing to have 2 lanes with turnouts for left turns with a green boulevard down the middle. He would feel better if the process were starting without a biased position towards the 4 to 3 lanes. Mr. Heath said the Vision Plan contemplates the 4 to 3 lane option as a good one for Washington Street, but many options will be studied in the alternatives analysis and by the design engineer. The consultant suggested this option because it has worked well on other similar roadways. The RFQ will be written so that is an examination of all potential alternatives for Washington Street and then there will be a list to study. Public comment as well as Council input will be included in the process. This is a similar process to other streetscape projects that have been undertaken in Newton. The Councilor said that this type of lane conversion was done on Needham Street and has been a total disaster for many years and should not be the priority option. He would like to truly start from ground zero and allow the consultants provide the suggestions.

The Chair of Public Facilities said she would like to know in detail the breakdown of the \$2M appropriation. She would also like design criteria because safety and multi-modality are key drivers.

Another Councilor said she is a huge supporter of multi-modal transportation and would not like to see all the space along Washington Street dedicated to just car traffic.

It was noted that more electric car charging stations should be provided in the City.

A Councilor said a discussion is necessary to determine the metrics for success for the 25% plan before it gets approved. The Council needs to fund a plan that everyone can evaluate equally.

A Planning Board member asked about public/private ownership of the roadways and open spaces and how stewardship would work. Mr. Heath said that it would be reviewed on a case-by-case basis but the concept now is for private stewardship with public access.

A Councilor noted that the School Department demographer report did not include Washington Street. Mr. Heath said some anticipated projects were included such as Northland, Riverside and a couple others that

might come forward. Washington Street was not included in their scope of work because there is no formula yet for what might happen over the next 20 years. Every time a special permit project comes forward on Washington Street, an analysis of possible school enrollment is required and that will continue to be the case for all substantial projects.

It was noted there will be more connectivity between the River and Washington Street. Mr. Preston said that Cheesecake Brook offers some opportunity. All the cycling folks expressed an interest as well. Building out a more comprehensive cycling network is a good idea in general. The River is much closer than a lot of people think and that regional resource can be more incorporated into Newton.

A Councilor said she appreciates the diligent work on the Vision Plan and has found many creative aspects. This is aspirational but it is important to keep in mind the costs. She also has a concern about the affordability of the various units that might be created. Currently, so much of new development is not affordable at all. She would like to be sure there is input from the non-profit developers in the area. She would like to see what more can be done to encourage non-profits to build units. The underlying assumption is that the only acceptable model is many market rate units with a sprinkling of affordable rate units. Cambridge is looking at density bonuses for 100% affordable developments and she would like Newton to explore this as well.

Mr. Heath said there is a bias in the Vision Plan to produce the kinds of buildings that are smaller in scale and more affordable than larger buildings. In terms of attracting non-profit developers, it is hard to underwrite the cost of land in order to have non-profits build affordable housing. There are ways to do that and the City will continue to explore those. By making the project by-right, the overall cost is reduced and might attract more players into the market.

A Councilor noted that the current vision plan calls for a building height of no more than one story more than the maximum height in a neighborhood when a development is adjacent to a neighborhood. Under that assumption, Washington Place would not have been allowed as it is being built. She wanted to understand whether that would be related to the current build out in the neighborhood or what would be allowed under a new zone. She hopes it is the former because there is potentially a big difference. Mr. Heath said if new zoning is adopted, the standards would apply to the new zoning.

She would also like to know how allowing year-round on-street parking can be consistent with decreasing incentives to drive. Even if developments are not given much parking, if people can still park on streets year-round then it will not reduce the incentive to own a car or drive. Mr. Freas said there are many parts of the plan and the year-round parking is just one of those. Another is to manage the on-street parking resource. This would require permits and no permits would be issued to those developments for parking in residential neighborhoods. Another thing to consider is that on-street parking is an existing resource that the City already maintains. When full use is not allowed, people start paving their yards and that adds more asphalt to the City. One of the goals is to keep the asphalt out from under private property. It is also important to pay attention to emergency vehicle access and that can be managed by limiting the number of permits issued. This is all in an effort to manage parking resources in a variety of integrated ways. The piece meal parking plans throughout the City are not working.

A Committee member asked about height bonuses as well as the stepdown to the neighborhood. The heights are going to be more than what is currently allowed. Mr. Preston said the stepdown concept is really meant to create a land area of 40 feet or so between residential districts and mixed-use projects. Whether it is tied to height or number of stories, there is merit for both, but having it be predictable is very important. Trying to use different forms to incentivize various things, then height is one tool. The height bonus has been calibrated so that it is calibrated. The roof types provide no height bonus but instead are tools that result in better architecture. The Councilor said height has been such an issue so there may be other bonuses that could be discussed.

He also noted that there should be far more rigid standard with the TDMs. Ms. Nadkarni said if projects do not meet the required standards, they will be charged a fine of \$300 a day as it is condition of a special permit. The City has to review the TDM Plan every 5 years so if the plan is not working, then adjustments will be made so that the standards are met.

A Councilor said this Council is very environmentally progressive in some areas but continue to force unnecessary parking onto the private sector and then wonder why there is more driving and parking. The Plan is aspirational so the City should be aspiring to reduce single occupancy vehicles because it reduced congestion and pollution and promotes walkability.

It was asked how “retail leakage” as noted in the Vision Plan, can be mitigated by adding more retail. Mr. Preston said local retail has come up a few times now. The goal is to find ways to create village centers that support more commercial space to become destinations that support a greater variety of stores. More and more around the country, shopping has become more of an experience and less of just an errand. To compete in the regional landscape of commercial and retail, more unique, interesting and walkable locations need to be created. Licensing and zoning can make it easier for those businesses to open. There are many ideas in the Vision Plan as well as in the zoning ordinance of how to keep retail here and allow smaller scale stores to be created. In addition, the City has to think about ways to fund support systems for the small businesses in order to protect their livelihood going forward. There is not one solution – this needs to be worked in a variety of ways. To increase commercial tax base with commercial uses, one way to do that is to create more retail frontage and there are a number of creative ways to accomplish that.

The Citizens Climate Action Plan was just released and the design and thinking in the Vision Plan is what is needed to meet the goals of that Plan. Cities have been built around cars and prioritizing single-family homes and that is what has gotten us to this place. This is a plan for a different lifestyle and a more efficient way of living that is less reliant on gas powered engines and gives us more opportunities. The Plan also will help bring the City closer to the community goals of creating more housing and more opportunities for housing.

A Councilor said she would like some very clear metrics on what defines a significant historic building when it comes to determining height and density bonuses for historic façade preservation. She would also like to know who is determining the ultimate outcome. The Historical Commission and the Urban Design Commission should be considered for valuable input.

A Councilor was concerned that there could be spillover impacts elsewhere in the community. He understands that people may drive to parking spaces, but people still need to move around the City. Newton does not have

appropriate mass transit nor does it support full pedestrian and bicycle use. The vision is not going to be successful and he is not comfortable inherent in the zoning. There are elements including the construction of municipal parking garages that he is not committed to. A number of people in the City like the concept of contained parking that is not spilling out into streets.

Many of the Councilors complimented the Planning Department and the Principle Group for the tremendous body of work over such a large area and the robust community engagement process. The Chair thanked all those involved as well. It has been a rich discussion and an interesting journey.

Scheduling

The Chair said there will be at least 2 more meetings to discuss this plan before a Public Hearing and a vote on this Plan. She anticipates a public hearing on the zoning in the fall.

She also noted that there is a City's Climate Action Plan and a Citizens Energy Commission Action Plan. Both will be going to Zoning & Planning as well as Public Facilities Committees. The Chairs will try to determine a convenient date for this meeting.

Councilor Gentile said he would like to coordinate meetings so that Finance Committee can join some of the Zoning & Planning Committee meetings, but the calendar is so busy. He does not understand the rush and now the Council is in budget discussions. With a major change like this, the unintended consequences need to be considered. He would like to see a build out analysis of the current ordinance compared to the proposed ordinance so that he understands the changes, especially on by-right projects.

Meeting adjourned.

Respectfully Submitted,

Susan S. Albright, Chair

Hello Washington Street!

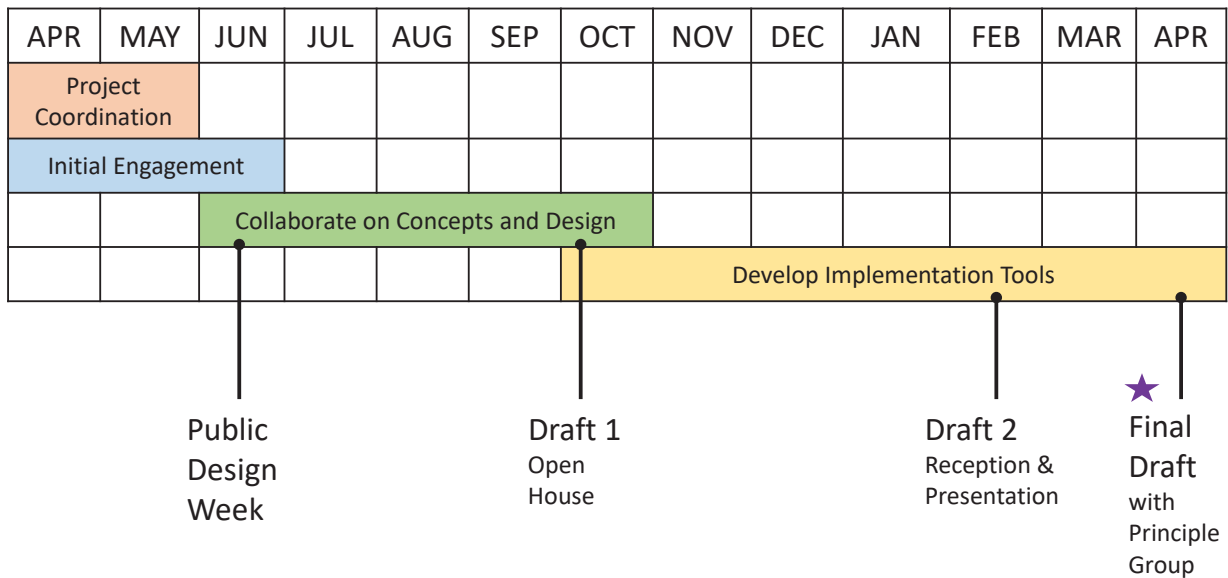
Third Draft Overview Presentation
April 22, 2019



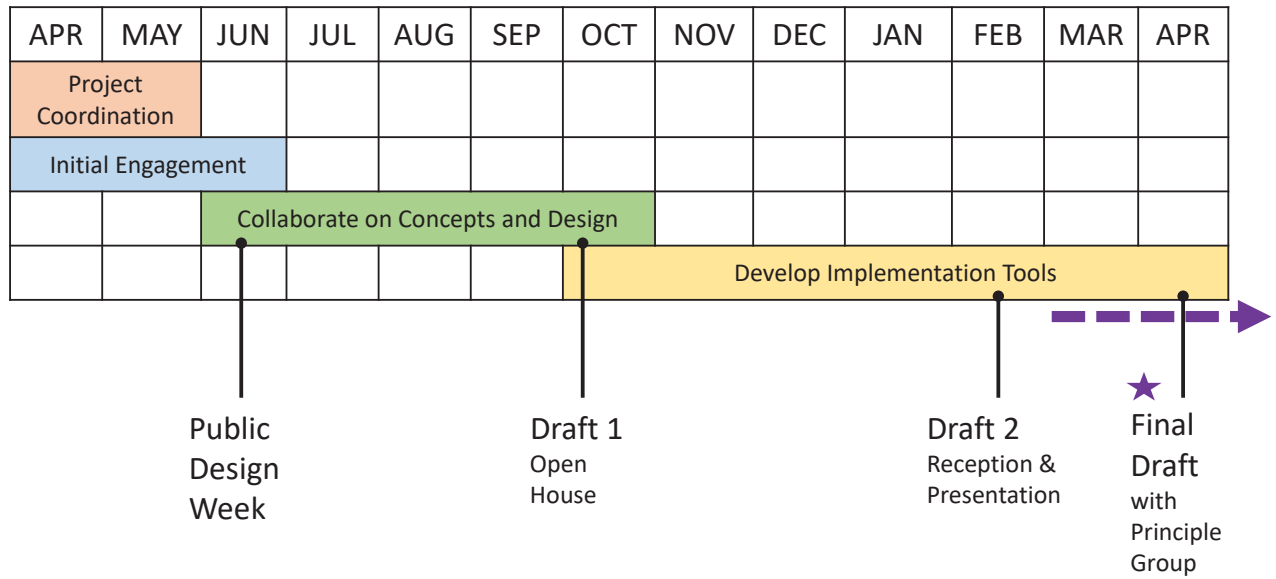
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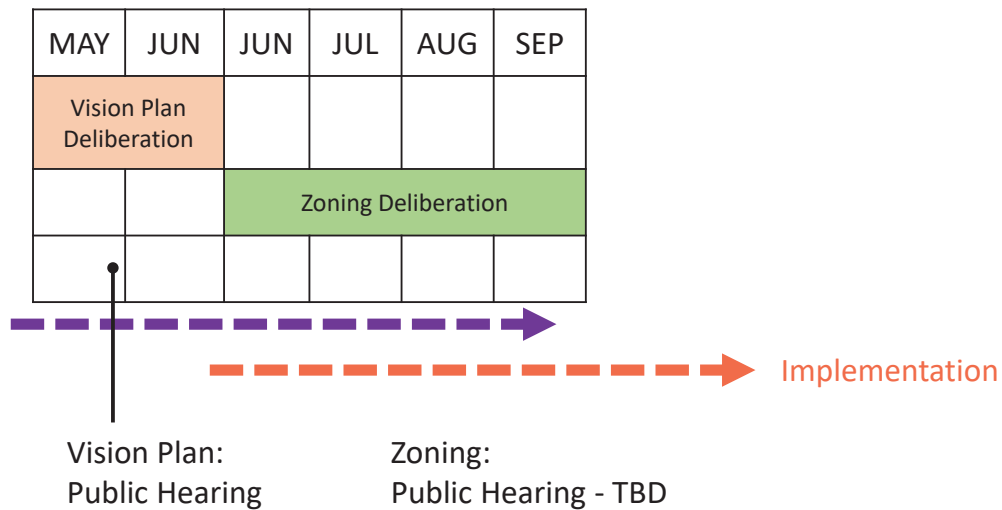
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Schedule



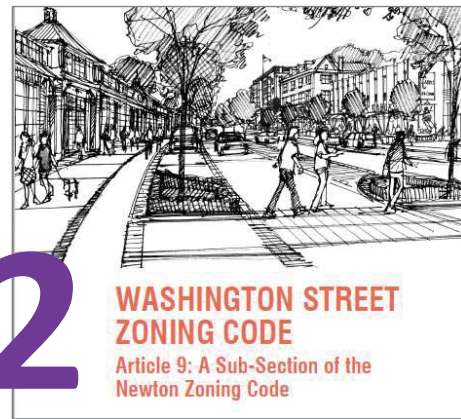
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Council Adoption Process

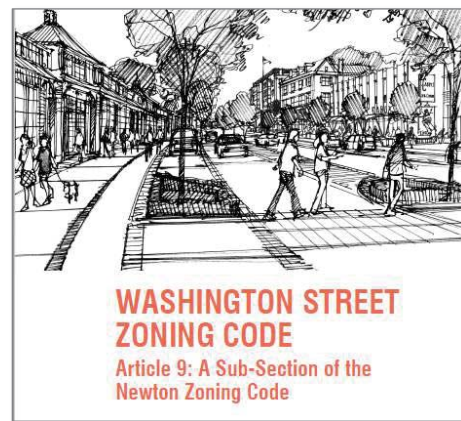


The Vision Plan is anticipated to be an amendment to the Comprehensive Plan paralleling the Needham Street Vision Plan



The Draft Zoning is anticipated as an amendment to establish new districts and specific rules for those districts

Reading Draft 3



Chapt. 1: **Introduction**
 Chapt. 2: **Big Ideas & Actions**
 Chapt. 3: **Design & Development Objectives**
 Chapt. 4: **Street Repair**
 Chapt. 5: **Running the Numbers**

9.1: **General Standards**
 9.2: **District Standards**
 9.3: **Building Standards**
 9.4: **Use Standards**
 9.5: **Site Standards**
 9.6: **Definitions**

Edits based in Council & Community Comments

- Readability - layout changes
- More Newton & Massachusetts examples, images
- Captions to explain precedent images
- Height map removed - zoning discussion will tackle this



Principle Group
Public Document Comments

Washington Street Zoning Code - Draft Two



Chapter 1: Introduction

What's Changed since Draft 2?

- Expanded discussion on why Newton is undertaking this plan now
- 1 page: What is a Vision Plan?
- 2 pages: Community Planning Process
- 2 pages: Implementation

Chapter 1:
Introduction

#220-18

Hello Washington Street!
A Community Planning Process

The Hello Washington Street! planning process spanned an entire year and has involved hundreds of Newton residents in developing ideas and refining the Vision Plan. Community members have participated in large events, small meetings, and by providing feedback online.

TIMELINE OF COMMUNITY INVOLVEMENT:

- May 1, 2016 – Launch Event at Second Church in West Newton
 - Surveys gathered responses online through late June; 1,345 surveys completed
- June 5 – 12, 2016 – Public Design Week several events and open-studio in West Newton
 - Over 75 hours of public engagement; 400+ individual visitors
- October 24, 2016 – First Draft released at the Plan Open House at Newton North High School
 - Month-long comment period; 2,672 comments from 377 individuals
- November 2016 – Four open drop-in sessions at City Hall
- February 11, 2017 – Second Draft released at City Council and community preview event
 - Month-long comment period; 1,017 comments from 57 individuals & 30+ emails/letters
- March 2017 – Three drop-in sessions at City Hall



13

1 – INTRODUCTION

WASHINGTON STREET VISION PLAN - DRAFT 04.22.17

13

Chapter 1:
Introduction

#220-18

Implementation

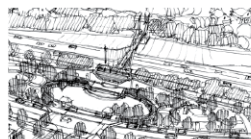
The Washington Street Vision Plan is intended to guide and inform future decisions in order to make progress toward the objectives outlined in the plan. With this in mind, implementation of the plan is viewed as a framework for action rather than a step-by-step list. Not only will this document be used to guide future decisions, but key metrics regarding implementation will be tracked to determine if the City is making progress toward the plan. The Vision Plan [has been] adopted as an amendment to the City of Newton's Comprehensive Plan in order to ensure that all administrative staff, commission, and other decision-making bodies of the City are clear about the direction adopted by the City Council in this document. The direction and guidance provided by the Vision Plan will be influenced by further study and details of any particular project.

Infrastructure Projects

Throughout the Vision Plan, readers will find ideas for infrastructure projects to improve the quality of life along Washington Street. These include transportation projects, public space projects, and investments in City owned buildings. These projects are envisioned as public investments and it is clear that an early step is for the City to develop financing strategies to make these investments happen in the course of the next 20-30 years.

In order to move forward with any of these projects, whether it's a small investment in an existing space like Walker Park, or a full-scale upgrade to the commuter rail system, these projects all need more detailed study and design development. The following steps are needed to implement any of the infrastructure investments described in this plan.

- Conceptual Design with project specific community engagement
- Budget estimating and financing strategy
- Detailed engineering and detailed budgeting
- Partnerships with appropriate agencies like the MBTA/MassDOT



Sketch of proposed improvements at Walker Park, including a new pedestrian and bicycle bridge connecting over the Mass Pike between Brookside Ave to the north and Mt Vernon Street to the south

Development Objectives

The Vision Plan also includes numerous objectives for private real estate development, some related to the design of particular sites and others related to the types of buildings that the City would like to see constructed. These development objectives will be implemented in two ways: first, through the Washington Street Zoning Districts, and second, through individual special permit projects.

One of the biggest benefits of putting the development objectives together in both text and illustrative site studies is that the design graphics can be shown to private land owners to demonstrate the City's goals as they are crafting their site designs and project budgets.

Steps have been and will be taken to ensure that the development objectives in the vision plan are thoroughly considered in any new development.

- Draft Washington Street Zoning language should be considered in the context of the development objectives
- Special Permits should consider the broader development objectives and those for the particular site being considered
- The Vision Plan should be utilized by the Planning Department and Department of Inspectional Services when reviewing by-right projects for permits
- Each special permit will still require studies of transportation and other issues to ensure projects appropriately respond to the City's goals

Implementation
Early Actions 6-18 months

While much of the vision plan will play out over the next 20-30 years, there are some key early actions that the City of Newton will be undertaking to make progress on the objectives in the plan in the short term. These include:

1. ADOPT WASHINGTON STREET ZONING LANGUAGE

Already well on its way at the point that the Vision Plan [was adopted], the City Council, with the assistance of the Planning Department will work toward the adoption of specific zoning to implement the ideas about building shape, size, and form and related performance standards for new construction. Some companion zoning amendments will be made to the entire zoning ordinance in conjunction with the Washington Street zoning to clarify the allowed commercial uses, update the inclusionary housing section, and to improve upon the language related to sustainable building technologies.

2. CONCEPT DESIGN FOR WASHINGTON STREET ENHANCEMENTS: STREET, SIDEWALK, LIGHTING, & FURNITURE

The City of Newton has proposed \$2 million to develop a concept design for Washington Street itself. The intent is that this concept plan along with the finance strategy below will give the City a clearer understanding of how to proceed with the street repair objectives outlined in the vision plan. Completing the concept design may unlock significant state funding through the TIP process that could be used for construction. When possible, planned improvements should be first installed as a long-term trial (minimum 6 months) so designs can be tested and adjusted for optimal performance.

The West Newton Square & Walnut Street Enhancements projects will both move into construction in 2019-2020. Any future roadway or sidewalk work will be coordinated with these current investments.

3. PREPARE FINANCE STRATEGY FOR WASHINGTON STREET INFRASTRUCTURE & PUBLIC SPACES

The City of Newton has applied for a grant from MassDevelopment to create a finance strategy for the infrastructure and public spaces shown in the plan. [If the grant is received], this strategic effort will explore the financing tools described in the Vision Plan and guide the City in budgeting for these investments.

4. CONVENE A COMMUTER RAIL CONFERENCE

The City of Newton will work together with Newton government leaders at the state and federal levels to convene a discussion on how to move the commuter rail vision forward to implementation.

5. POP-UP RETAIL PAVILIONS TRIAL

The City of Newton will create a pathway for testing pop-up retail pavilions along Washington Street.

6. PARKING MANAGEMENT STRATEGIES FOR WEST NEWTON AND NEWTONVILLE

Effective public parking management is an ongoing task that is never finished, and that means early and continuous action is needed to bring parking policies closer into conformance with the rest of the city's transportation goals.

7. WALKER PARK: DESIGN IMAGINATION DAY

In this project, it became clear that Walker Park (located along the Mass Pike across from Walker St) could be an amazing neighborhood resource. In this early action time frame, the City of Newton will host an "Imagination Day," at Walker Park to bring local families and children into the idea development phase of the design.

8. INCORPORATE THE VISION PLAN INTO ONGOING CITYWIDE STRATEGIES

The City of Newton is currently developing an Arts and Culture Master Plan and working on implementing the Economic Development Strategy. In the *Hello Washington Street!* process, it became clear that supporting artists and small businesses in Newtonville and West Newton are of vital importance to the community. The findings and ideas developed here will be integrated into these efforts along with other city initiatives like the City's Street Tree Program.

23

1 – INTRODUCTION

WASHINGTON STREET VISION PLAN - DRAFT 04.22.17

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Chapter 1: Introduction

#220-18

EARLY ACTIONS: 6-18 MONTHS

Implementation	Implementation Early Actions 6-18 months
• Adopt Washington Street Zoning • Concept Design for Washington Street Enhancements: Street, Sidewalk, Lighting, & Furniture • Finance Strategy for Street Infrastructure & Public Spaces • Convene a Commuter Rail Conference • Pop-Up Retail Pavilions Trial • Parking Management Strategies for West Newton & Newtonville • Walker Park: Imagination Day • Incorporate the Vision Plan into ongoing Citywide Strategies	While much of the vision plan will play out over the next many years, there are several key early actions that the City can take to move the vision forward. 1. ADOPT WASHINGTON STREET ZONING Already well on its way at the point that the Vision Plan (now adopted), the City Council, with the assistance of the Planning Department will work toward the adoption of zoning needed to implement the ideas about building shape, size, and form and related performance. 2. CONCEPT DESIGN FOR WASHINGTON STREET The City of Newton has proposed \$3 million to develop a concept design for Washington Street itself. The intent is that this concept plan along with the finance strategy below will give the City a clearer understanding of how to proceed with the street repair objectives outlined in the vision plan. Completing the concept design may unlock additional funding from state and federal sources that is not available at the moment. 3. WEST NEWTON & NEWTONVILLE The West Newton Square & Walnut Street Enhancements projects will both move into construction in 2019-2020. Any future roadway or sidewalk work will be coordinated with these current investments. 4. ADVANCE FINANCE STRATEGY FOR WASHINGTON STREET The City of Newton is currently developing an Arts and Culture Master Plan and working on implementing the Economic Development Strategy. In the Hello Washington Street Vision Plan, the City of Newton will be integrated into these efforts along with other city initiatives like the City's Street Tree Program.



Chapter 2: Big Ideas + Actions

#220-18

- Human-Scaled Villages
- Villages as Cultural Hubs
- Public Spaces, Social Places
- Housing For All
- Walk & Bike Washington St
- Reconcile the 'Pike
- Regional Transit
- Smart Driving, Smart Parking
- Fiscal Strength



Chapter 2: Big Ideas + Actions

What's Changed since Draft 2?

- Reorganized to bring similar ideas together
- Additional images, as many from Newton or Eastern Massachusetts as possible



Chapter 2: Big Ideas + Actions

Introduction

Ideas



Residents across many generations who attended Public Design Week expressed a love for Washington Street's businesses and shared creative ideas for how to enhance the villages they cherish. Creating vibrant and inclusive villages takes an "all hands on deck" approach where leadership, nonprofits, volunteers, and businesses all work together for the good of the community.

Actions

For Public & Private Sectors to
Achieve the Aspirational Ideas

2.1 Vibrant Villages After 8 P.M.

During Public Design Week, residents expressed that they would like more social opportunities, experiences, and nightlife available where they live. Participants described leaving Newton for other communities bustling with nighttime activity, rather than spending time in the Washington Street villages. Community members expressed many ideas for businesses that can provide such activity: beer gardens attached to public spaces, local markets, live performances, theater. The boomer generation, which represents a large portion of Newton's population, is increasingly seeking social interaction and group activities outside the home and in village centers where they can walk from place to place. Business-supportive policies, such as eliminating mandatory off-street parking standards for restaurants, theaters, coffee shops, bars, and other entertainment uses, will help new businesses emerge by removing the costs and physical space requirements associated with providing on-site parking. Allowing public right of way (e.g. sidewalks) to be used for sidewalk cafes and outdoor dining experiences, and providing the most efficient and helpful licensing/permitting procedures for licensing and special events will help encourage vibrancy and cultural programming after 8 p.m. The City could go one step further by implementing an outdoor dining/sidewalk cafe start-up grant or seed funding through an Economic Development initiative to help local businesses add amenities to the street such as planters, furniture, lighting, signage, and public art.

ACTIONS

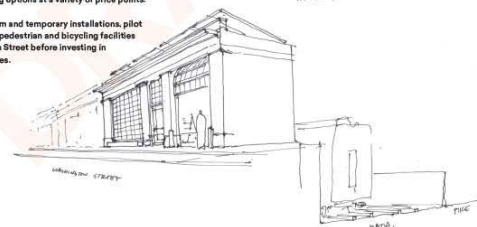
- Eliminate mandatory parking requirements in zoning to support local restaurants, theaters, bars and sidewalk cafes.
- Working with the Newton Economic Development division, establish a start-up fund to support creation of outdoor dining opportunities.
- Boost cultural programming, such as art walks, outdoor concerts, movie nights, and street art festivals for evening hours to create a reason for people to stay and linger longer.
- Consider adopting zoning regulations that allow arts and creative economy uses by-right.

2.2 Build to Attract All Ages

Historically, Newton has been known as a quiet, Garden City suburb with excellent schools – an attractive place to raise a family. Over time, the rate of replenishment of young families to elders has not held steady and today Newton's population, like many cities and towns in New England, is aging. If Newton wants to see a more age-diverse population emerge over the next ten years, deliberate actions should be taken to build the kinds of amenities young people are seeking from the places where they choose to live and work. Recent studies show young people in the Newton/Boston region are interested in public transit and car-free living, often prioritize experiences as opposed to material goods, and are more likely to rent an apartment with roommates as opposed to living alone. Building to attract a young population means investments in streets that prioritize people and high-quality bicycling, frequent transit service, vibrant public spaces, and emerging places to be creative and social. These amenities are also increasingly sought after by older adults who want to remain in Newton as they downsize and age in place.

ACTIONS

- Prioritize the creation of a state-of-the-art commuter rail and bus system.
- Include by-right pathways for the creation of a variety of housing types such as mixed-use and multi-family buildings to provide housing options at a variety of price points.
- Through short term and temporary installations, pilot improvements to pedestrian and bicycling facilities along Washington Street before investing in permanent changes.



2.3 Think Creatively on the Edges: Utilize City Land Along the Turnpike Edge of Washington Street

The Washington Street corridor has a number of remnant strips of public lands that serve little function or purpose. These strips of land could become an interesting promenade with a series of small structures or pavilions that could provide affordable commercial, studio, and/or exhibit space for startups, artists, and entrepreneurs. The pavilions could also serve as structural sound barriers to mitigate turnpike noise, and be constructed to support solar panels and/or perennial vegetative barriers. These multi-use spaces could initially be installed using temporary structures, such as adapted trailers, sheds, or shipping containers to test the idea prior to investment in more permanent buildings; see section 2.6 for more on temporary structures.

ACTIONS

- Implement a redevelopment project to create pavilions screening the Turnpike at strategic locations along the corridor that also provide low-cost commercial and retail spaces.

Chapter 2: Big Ideas + Actions

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2.4 Think Creatively on the Edges: Build Temporary and Pop-Up Spaces Along the Turnpike Edge of Washington Street

Newton has a shortage of affordable space for retail, artists, and entrepreneurs. At the same time, it has plenty of underutilized spaces and gaps between buildings, and a large number of remnant strips of public lands that serve little function or purpose. Small spaces and buildings including semi-permanent pavilions can accommodate artists and entrepreneurs. The City can encourage these artist spaces by establishing a simple set of guidelines and a licensing program to put artist spaces on public or private lands. In such efforts, the City should partner with local arts organizations, the City of Newton's Economic Development Commission and/or other public and private entities to create a start-up fund and launch a pilot program.

The strips of land along the Turnpike could become an interesting promenade with a series of small structures or pavilions that could provide affordable commercial, studio, and/or exhibit space for startups, artists, and entrepreneurs (see sketch, below). Permanent pavilions could also serve as structural sound barriers to mitigate Turnpike noise, and be constructed to support solar panels and/or perennial vegetative barriers. These multi-use spaces could initially be installed using temporary structures, such as adapted trailers, sheds, or shipping containers to test the idea prior to investment in more permanent buildings.

Newton-based companies Flaxtail (shown below) and Up-Nest are part of a growing industry creating pop-up retail spaces. The City of Newton can support new and emerging entrepreneurs and artists while also activating the Turnpike edge by facilitating the installation of temporary pop-up retail facilities until more permanent pavilions can be built.

ACTIONS

- A. Create a streamlined licensing process to allow temporary buildings and moveable structures to be placed temporarily on lots without triggering full site plan review and/or site upgrades.
- B. Create public/private partnerships to fund and launch a pilot program to test the idea on City-owned land, for example near the east bound bus stop at the intersection of Washington Street & Walnut Street.
- C. Work with local property owners to designate several locations or specific sites to prototype this approach and test it with a pilot program.
- D. Implement a redevelopment project to create pavilions screening the Mass Pike at strategic locations along Washington Street that also provide low-cost commercial and retail spaces.

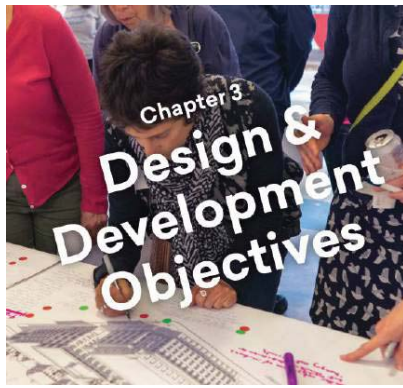
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2.4 Build Temporary and Pop-Up Spaces Along Turnpike Edge of Washington Street

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Chapter 3: Design & Development Objectives

- PART 1: Key Design Considerations
- PART 2: Site Studies & Development Objectives



Chapter 3: Design & Development Objectives

**What's
Changed
since
Draft 2?**

- Highlighted Design Considerations
- Adjusted layout
- Added captions



Chapter 3:

#220-18

Design & Development Objectives

6. Prioritize the Village Feel Through Smaller, Human-Scale Buildings that Vary in Height

Two buildings with the same number of residential units, the same amount of commercial space on the ground floor, and the same number of on-site parking spaces can have two entirely different building scales. The perception of scale of a building is affected by a number of elements working together: the massing, or bulk size of the building, the composition and arrangement of windows and doors, the ratio of wall area that is solid versus the area of openings (windows, storefronts, doors) along the elevations of the buildings, using building materials with a smaller profile or increment (e.g. clapboards and brick versus large fiber cement panels), and the length of the building. For example, large buildings can be designed

to be compatible with surrounding smaller buildings if the lower floors of a building align with adjacent building heights, and upper floors step back. Breaking up the length of a building can also have the effect of reducing the perception of scale. Controlling for scale is essential because it allows for a variety of building types, accommodating a diversity of uses to exist in harmony with one another. Developing zoning code standards that achieve a balance between maintaining existing neighborhoods and allowing transformative development in certain strategic locations will be key to managing economic development along Washington Street.



Old Town Alexandria in Virginia is a great example of an historic center where buildings of different vintages, scales, and styles sit side by side while retaining a harmonious character and vibrant street life.

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3 - A VISION FOR WASHINGTON STREET

7. Focus on Opportunities to Attract Commercial Development

There is an essential relationship between density and rail transit. Newton has an economic development opportunity that is unique in the region, afforded by the multiple commuter rail stations that are within walking distances of areas that could accommodate commercial development. This plan shows options for the redevelopment of two areas with limited, strategically located, taller buildings. The new commercial buildings would be within walking distance of transit as well as village centers. This link between rail improvements and commercial development should be coordinated to assist with financing the rail service upgrades.

Economic analysis of current market conditions reveal that Washington Street is not currently a viable location for office or tech/laboratory. A coordinated approach to increase rail service, development, and public space improvements around train stations will help attract commercial tenants. Many commercial tenants in the

Boston region are interested in locating in neighborhoods that have options for transit as well as housing choices and services within walking distance of their businesses.

A coordinated approach to attracting these commercial businesses and companies through transit and public space upgrades can leverage smart public financing tools that take advantage of the additional tax base created. This approach helps to realize the community's strong desire to improve these stations and transit service at a lower cost to Newton taxpayers.

Critical to the thought process behind several of the plan options is that buildings over seven stories are subject to high-rise construction standards, and as a result, the cost of construction significantly increases. For this reason, the plan recommends taller buildings in strategic locations to maximize public benefit, while also including direction for the appropriate physical form of these taller buildings.



1210 Washington Street is a historic brick warehouse building that now houses the global headquarters of Rockport Shoes along with offices for VideoLink, a national leader in video production.

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Chapter 3:

#220-18

Design & Development Objectives

West Newton: Rockport Block Today

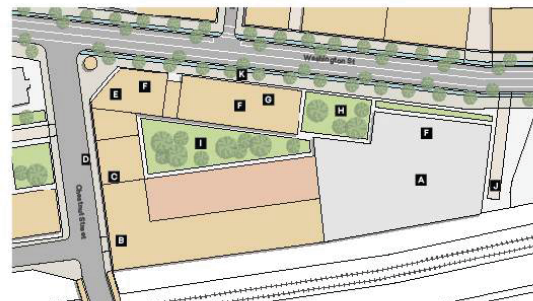


In 2017 Rockport Shoes moved its global headquarters to the historic brick warehouse in this block of West Newton Square.

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3 - A VISION FOR WASHINGTON STREET

West Newton: Rockport Block Site Study & Development Objectives



DEVELOPMENT OBJECTIVES FOR THIS AREA

- A** The existing mill building remains.
- B** An expanded public parking structure is located parallel to the turnpike with a convenient garage entrance on Chestnut Street.
- C** Active uses line the ground floor and upper floors of the parking garage along the street, producing a better street character for this block of Chestnut Street.
- D** On-street parking is located on Chestnut and Washington Streets.
- E** Infill development with a variety of building heights and ground floor retail replace more automobile-oriented building forms and parking lots along Washington Street.
- F** The diversity of building sizes, heights, and roof types along Washington Street and within the block contributes to the village-scale experience.
- G** Narrow shopfronts on Washington Street promote small businesses and create a character that resembles the existing shopfronts in the village center.
- H** The existing plaza is expanded or enhanced as a public amenity, as well as a space for tenants to enjoy together.
- I** An interior courtyard provides space for office workers, residents, and the public to enjoy retail activity and outdoor dining.
- J** The historic bridge abutment is used creatively, instead of just surface parking.
- K** New development takes advantage of any streetscape improvements and accommodates at least 12 foot sidewalks.

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Design & Development Objectives

West Newton: Cinema Block
Views Today



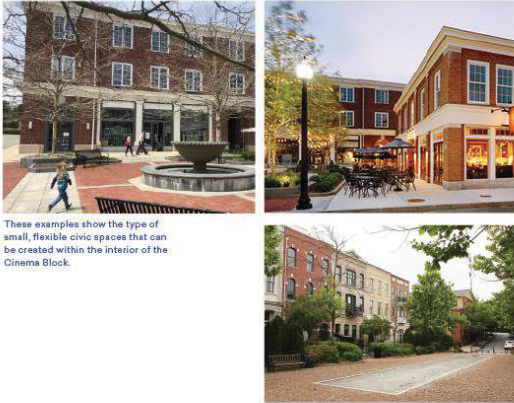
Photos of the existing conditions in the West Newton Cinema Block area. The narrow width of the shopfronts is an important feature to this streetscape.



WEST NEWTON: CINEMA BLOCK TODAY

98 3 - A VISION FOR WASHINGTON STREET

West Newton: Cinema Block
Precedent Images



These examples show the type of small, flexible civic spaces that can be created within the interior of the Cinema Block.



This process sketch shows what it could look like to create a courtyard in the middle of this block.

WASHINGTON STREET VISION PLAN - DRAFT 04.22.19 99



Chapter 4: Street Repair

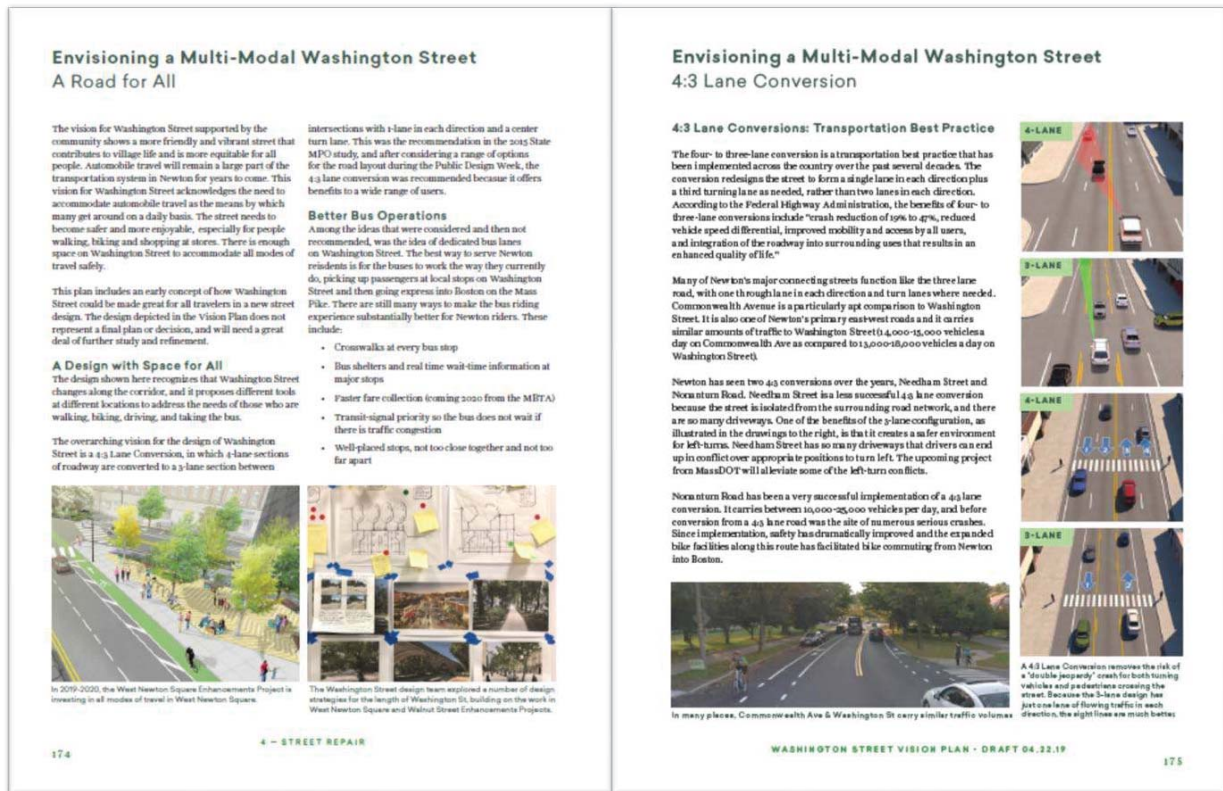
**What's
Changed
since
Draft 2?**

- Designing for the street that you want
- Includes 4:3 lane conversion as an option
- Sets up for \$2M design study to be docketed



Chapter 4: Street Repair

#220-18



Chapter 5: Running the Numbers

#220-18

What's
Changed
since
Draft 2?

- What is Fiscal Impact Analysis
- Financial Planning for Infrastructure
 - Uniting across the Pike
 - Civic Spaces & Transportation
- Fiscal Impact Analysis Methodology
 - Zoning Build Out & Fiscal Impacts



Chapter 5: Running the Numbers

#220-18

Financial Planning for Infrastructure Uniting Across the Mass Pike

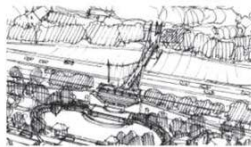
Estimating the Cost for a Pedestrian Bridge

Costs of pedestrian bridges vary greatly depending on intended users, location and design. According to a resource funded by the US Department of Transportation Federal Highway Administration, pedestrian bridges that accommodate bicycles should be approximately 14 feet wide and will be most effective if implemented at street-level grade. The proposed pedestrian/bicycle bridge at Walker Park is estimated at 165 feet in order to cross the tangle and the existing rail lines to Austin Street. The proposed bridge aligns with the intersections of Brookside Avenue to the north and Mt. Vernon Street to the south. Based on comparable structures, a prefabricated bridge could cost between \$234,000 and \$743,000. However, similar examples of pedestrian overpass bridges crossing highways and/or rail lines range from \$3.5 million to \$9.4 million, depending on design.

For example, a conceptual design for the Charles River Pedestrian Bridge which would be movable, curved, and span 175 feet including access ramps has an estimated cost of \$3.5 million. The same architecture firm completed a conceptual design for a pedestrian bridge in New York, scheduled to be completed in 2020, with a cost of \$14 million. Finally, Rosales Partners also completed the design for the Alewife Bicycle and Pedestrian bridge which will cross over rail lines and an MBTA facility. Expected to be completed in 2020, the main span of the bridge is 270 feet long and is estimated to cost \$25 million.

Estimating the Costs for Deck Parks with Private Development at the Edges

Newton has two potential locations for deck parks, one in Newtonville and one in West Newton. Based on the few examples of deck parks built recently, the cost is estimated at \$415 - \$500 per square foot of park. The West Newton deck park, an estimated 3.3 acres, could potentially cost \$48.7 million to \$50.1 million to build out. The Newtonville deck park at 2.2 acres is estimated to cost between \$45.6 million and \$47.9 million. While significant engineering is involved in deck parks, highway decks with development above (e.g. Crown Plaza and Star Market) require significantly more load-bearing capacity. There is a potential location for a 4.4-acre development deck in Newton Corner, which is estimated to cost between \$20.3 million and \$10.4 million. This estimate is to build the deck structure alone and does not consider additional costs for development above.



FISCAL IMPACT OF THE PRIVATE DEVELOPMENT PORTION OVER THE MASS PIKE

It is clear that the City of Newton cannot take on the cost of decking over the Mass Pike by itself. The approach recommended here models the decking project on similar projects undertaken in Boston, Columbus OH, and Dallas TX, involving partners across all governmental levels and in the private sector to make a decking project a success.

One piece of that needs to be understood is the potential fiscal impact of new private development on top of decks over the Mass Pike. The fiscal impact analysis analyzes the potential revenue/costs from a possible development program of liner buildings to the new deck parks. The net cumulative fiscal impact of what is built on top of the decks is analyzed in the same methodology described in the next section to understand what, if any, surplus might be generated from private development could be leveraged toward assisting with the upfront decking costs.



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Financial Planning for Infrastructure Investing in Civic Spaces & Transportation

Cost Estimates for the Public Improvements

The visioning process has suggested a number of public improvements which would help support the implementation of the community's goals. In order to better understand the relationship between the plan, the anticipated revenue surpluses from development, and the costs associated with building desired improvements, the design team has researched and put together a general order of magnitude cost on the big-ticket items central to the vision for each village, presented in the table to the right.

NEW & IMPROVED CIVIC SPACES

Civic space -- including parks, plazas, and even sidewalks -- provides public area for social interactions that do not regularly happen in other places like single-family homes, personal vehicles, and private yards. Newton residents identified a number of potential new civic spaces as well as improvements to existing parks throughout the area.

The City of Newton has estimated that one acre of park redevelopment may cost between \$250,000 and \$1,000,000 per acre, while playgrounds redevelopment, based on the Highlands Playground project redevelopment, may cost between \$250,000 to \$275,000 per acre.

As a point of comparison, the design team reviewed several case studies as well as estimates for planned civic space investments from Somerville, Massachusetts. In Somerville, the low cost estimate, based on the Lincoln Park redevelopment in 2016 was approximately \$1,765,000 per acre and the high cost estimate based on the Otis Street Playground redevelopment was \$4.2,47,000 per acre. The cost to create a new park would need to add the cost of land acquisition, unless space for the new park is given to the City by a landowner.



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Chapter 5: Running the Numbers

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Fiscal Impact Analysis Methodology Zoning Build Out Analysis

The following pages explain the methodology for each piece of the fiscal impact analysis that is being used in the Washington Street zoning process. One of the goals is to perform a conservative fiscal impact analysis, meaning that where there is a range, possible costs are assumed to be the highest in the range, and possible revenues are assumed to be the lowest in the range.

Baseline assumptions

The Washington Street Vision Plan lays out the vision for what Washington Street might look like in 30-50 years.

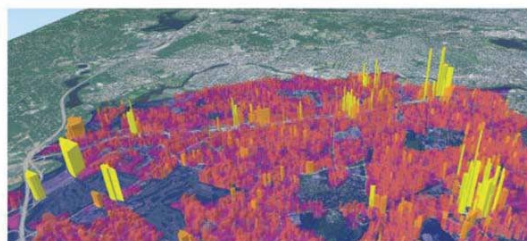
For the fiscal impact analysis in the Washington Street study area all estimates are made for 50 years into the future. It is assumed that the City of Newton will not lower or raise its service levels at any point in the 50 years, meaning that across all available metrics, Newton continues to offer residents the same level of service in schools, parks, library, infrastructure maintenance, etc. that it provides the community in 2019.

Part 1: Estimate the amount of new private development and future service needs, the "Test Program"

The physical planning for Washington Street has been developed in parallel with market research and fiscal impact analysis to help establish a plan for the future that will provide the City of Newton with a net positive financial position. Doing this math helps guide municipal leaders as various elements of this plan are implemented.

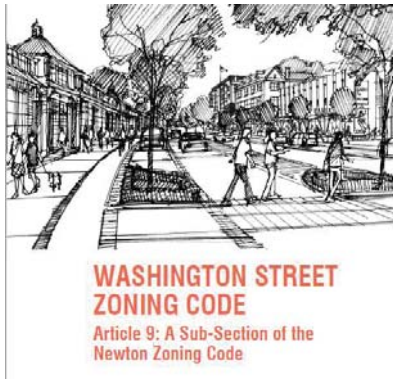
UNDERSTANDING THE ECONOMIC IMPACTS OF THE VISION PLAN

The study area boundary for the fiscal impact analysis is the same as the project boundary for the Washington Street Zoning. The proposed new zoning districts are the basis for calculating the potential development, the "Test Program." The build out analysis calculates potential development using the zoning requirements and building form standards developed through the community process as well as the potential for new development over time based on market demand for various uses.



Map of the Tax Revenue per Acre in Newton - the yellow bars represent properties that produce the most tax per acre. Newton Corner (upper right) and Newton Centre (lower right) jump out on the map with smaller spikes in value in Newtonville, West Newton, and near Riverside station.

- Baseline assumptions
- Methodology
- Model can be updated to track with proposed zoning



Draft Zoning

9.1: **General Standards**

9.4: **Use Standards**

9.2: **District Standards**

9.5: **Site Standards**

9.3: **Building Standards**

9.6: **Definitions**

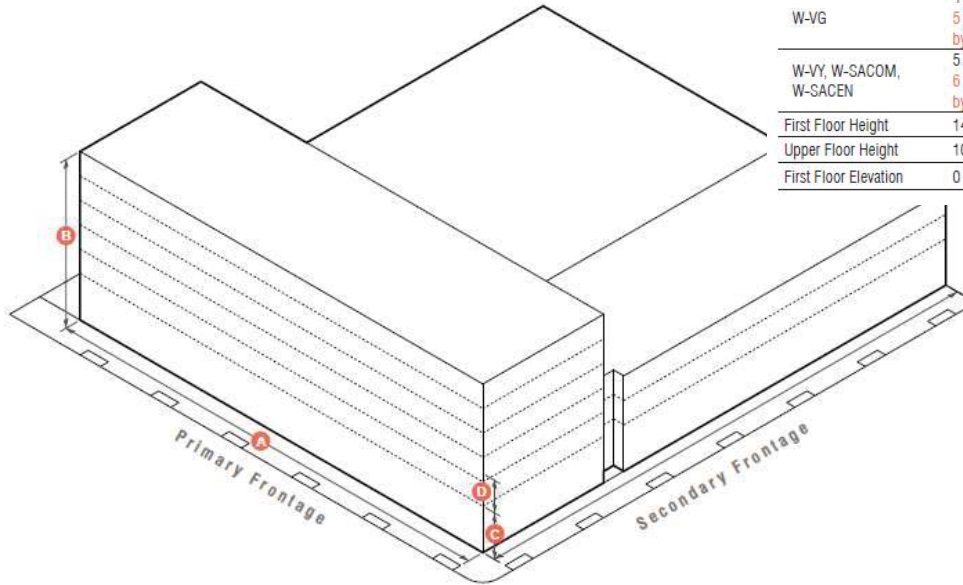
Building Height



Story Height

Each building type includes its own measurements

19. LARGE FORMAT BUILDING



C. BUILDING HEIGHT

Total Stories	4 stories max	B
W-VG	5 stories max with required step back by special permit (i)(ii)	
W-VY, W-SACOM, W-SACEN	5 stories max	
	6 stories max with required step back by special permit (i)(ii)	
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	

Story Height

Existing View



Story Height

Illustrative View



Story Height



Variation in height **between** buildings

Story Height



Variation in height **between stories**
(i.e. ground floor different from upper floors)

Story Height

Consideration for Modern Construction



Historic

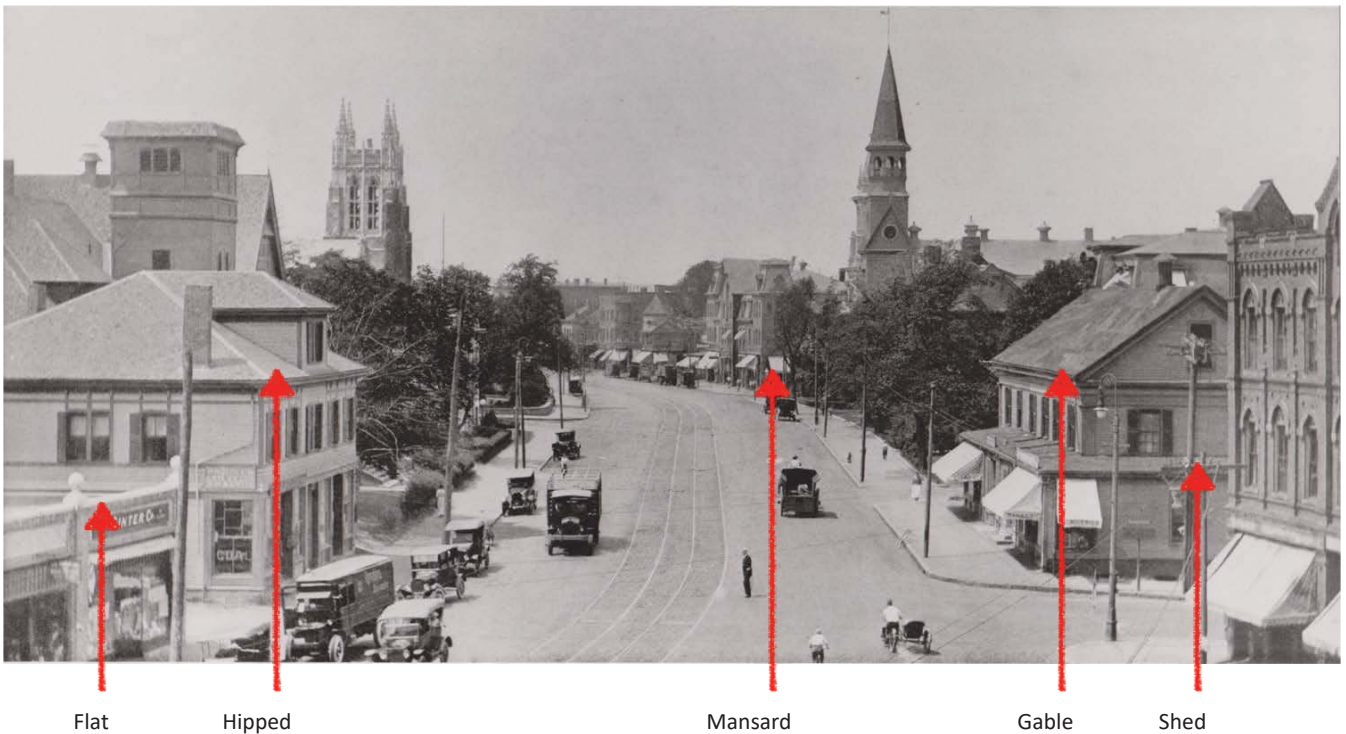


Contemporary

Roof Types

Roof Types

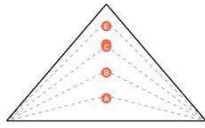
Local Patterns



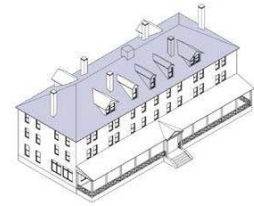
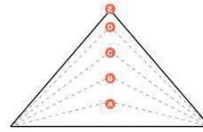
Roof Types

Regulating Form

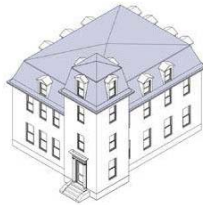
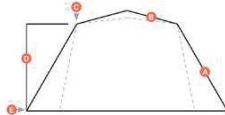
1. GABLE ROOF



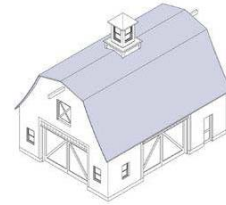
2. HIPPED ROOF



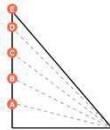
3. MANSARD ROOF



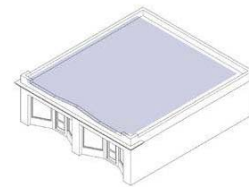
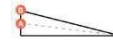
4. GAMBREL ROOF



5. SHED ROOF



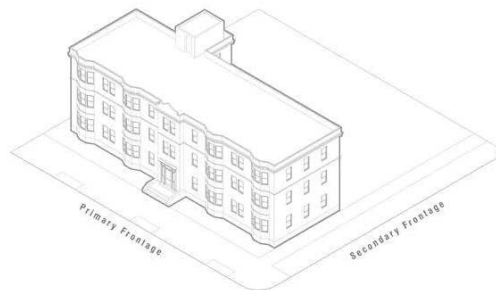
6. FLAT ROOF



Roof Types

Article 9.3 Building Standards // Section B Primary Building Types

11. APARTMENT BUILDING



F. FENESTRATION

Shopfront Fenestration	Not permitted
First Floor Fenestration	20% min
Upper Floor Fenestration	20% min

G. MASSING COMPONENTS

Rear Addition	●
Side Wing	●
Connector	●
Porte-Cochere	●
Tower	●

H. ARCHITECTURAL COMPONENTS

Porch	●
Gallery	●
Stoop	●
Cross Gable	●
Shed Dormer	●
Dormer Window	●
Bay Window	●
Balcony	●
Turret	●

H. ARCHITECTURAL COMPONENTS (Cont'd)

Portico	●
Canopy	●
Deck	●
Roof Deck	●
Cupola	●

I. ROOF TYPE see Article 9.3.E Roof Types

Gable Roof	●
Hipped Roof	●
Mansard Roof	●
Gambrel Roof	●
Flat Roof	●

J. STANDARDS

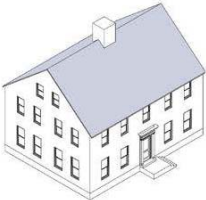
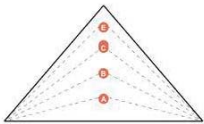
- Permitted
- Subject to special permit

Roof Types

#220-18

Article 9.3 Building Standards // Section E Roof Types

1. GABLE ROOF



A. DEFINITION

A pitched roof that has two sides with the same slope and length, meeting symmetrically at a single ridge-beam.

B. ROOF PITCH BY BUILDING TYPE

Small House	6:12 Min, 14:12 Max	6:6
House	8:12 Min, 14:12 Max	6:6
Duplex	8:12 Min, 14:12 Max	6:6
Apartment House	9:12 Min, 14:12 Max	6:6
Small Apartment Building	9:12 Min, 14:12 Max	6:6
Townhouse	6:12 Min, 12:12 Max	6:6
Shop-house	9:12 Min, 12:12 Max	6:6
Live/Work Flex	6:12 Min, 12:12 Max	6:6
Shop	9:12 Min, 14:12 Max	6:6
Apartment Building	6:12 Min, 12:12 Max	6:6
Main Street Building	6:12 Min, 12:12 Max	6:6
General Building	6:12 Min, 12:12 Max	6:6
Commercial Building	6:12 Min, 12:12 Max	6:6
General Midrise	6:12 Min, 12:12 Max	6:6
Commercial Midrise	6:12 Min, 12:12 Max	6:6
Lab Building	6:12 Min, 12:12 Max	6:6
Fabrication Building	6:12 Min, 12:12 Max	6:6
Large Fermal Building	6:12 Min, 12:12 Max	6:6
Parking Garage	6:12 Min, 12:12 Max	6:6

C. ROOF PITCH BY ACCESSORY BUILDING TYPE

Retail Stand	9:12 Min, 14:12 Max	6:6
Back Cottage	9:12 Min, 14:12 Max	6:6
Carriage House	9:12 Min, 14:12 Max	6:6
Fabrication Shop	9:12 Min, 14:12 Max	6:6
Accessory Shop	9:12 Min, 14:12 Max	6:6

D. ROOF PITCH BY COMPONENT TYPE

Porch	3:12 Min, 12:12 Max	6:6
Gallery	3:12 Min, 12:12 Max	6:6
Side Wing	9:12 Min, 14:12 Max	6:6
Commercial Wing	9:12 Min, 14:12 Max	6:6
Rear Addition	8:12 Min, 14:12 Max	6:6
Cross Gable	9:12 Min, 14:12 Max	6:6
Penthouse	3:12 Min, 14:12 Max	6:6
Window Dormer	3:12 Min, 14:12 Max	6:6
Bay Window	3:12 Min, 14:12 Max	6:6
Porte-Cochere	3:12 Min, 9:12 Max	6:6
Portico	3:12 Min, 9:12 Max	6:6
Canopy	3:12 Min, 9:12 Max	6:6

E. STANDARDS

- Gable roofs must converge, symmetrically, to a single ridge-beam at their highest point.
- Gable ends must be located toward the narrowest building face or component face, except townhouses, live-work/ flex buildings, and bungalows must have a ridge beam that is oriented parallel with the frontage.
- The eaves of gabled roofs may not have pork chop returns. Civic buildings are exempt from roof system regulation, the values presented in this table are guidelines only.
- The roofs of rear additions and side wings may not exceed the roof pitch of the primary building to which they attach.
- A clipped gable is permitted with the following conditions:
 - The pitch of the clipped gable should be the same as the adjacent roof pitch.
 - The clipped gable should be cut no lower than half of the height of the overall end gable, as measured vertically from the eave to the roof ridge.
 - The clipped gable should be employed on both gable ends of the roof.

DRAFT 02.11.2019

Washington Street Zoning Code | 3-127

#220-18

Naturally Occurring Variety



Neighborhood Step Down

#220-18

Neighborhood Stepdown

When a Village District or Station Area District
Abuts a Residential District



Buildings must:

- Be 3 stories or less within 40 feet
- Be no closer than 40 feet (shared rear lot line)

Neighborhood Stepdown

When a Village District or Station Area District or Neighborhood District **Abuts** a Residential District



Buildings must:

- Use side setback standards from Residential District

Neighborhood Stepdown

When Village District or Station Area District is **Across the Street from** a Residential District



Buildings must:

- Contain one residential building (small house, duplex, etc.)
- Not be more than 3 stories in height

Building Groups & Height Variety Requirements

#220-18

Building Groups

Courtyard Block



5 elements:

1. Building lots
2. Buildings
3. Civic space
4. Pedestrian access to the interior courtyard ('crossweave')
5. Underground parking, if provided

Building Groups

Courtyard Block



- At least 3 buildings
- Different height for each building
- Special Permit required
- All one development application, can be built in phases

Building Groups

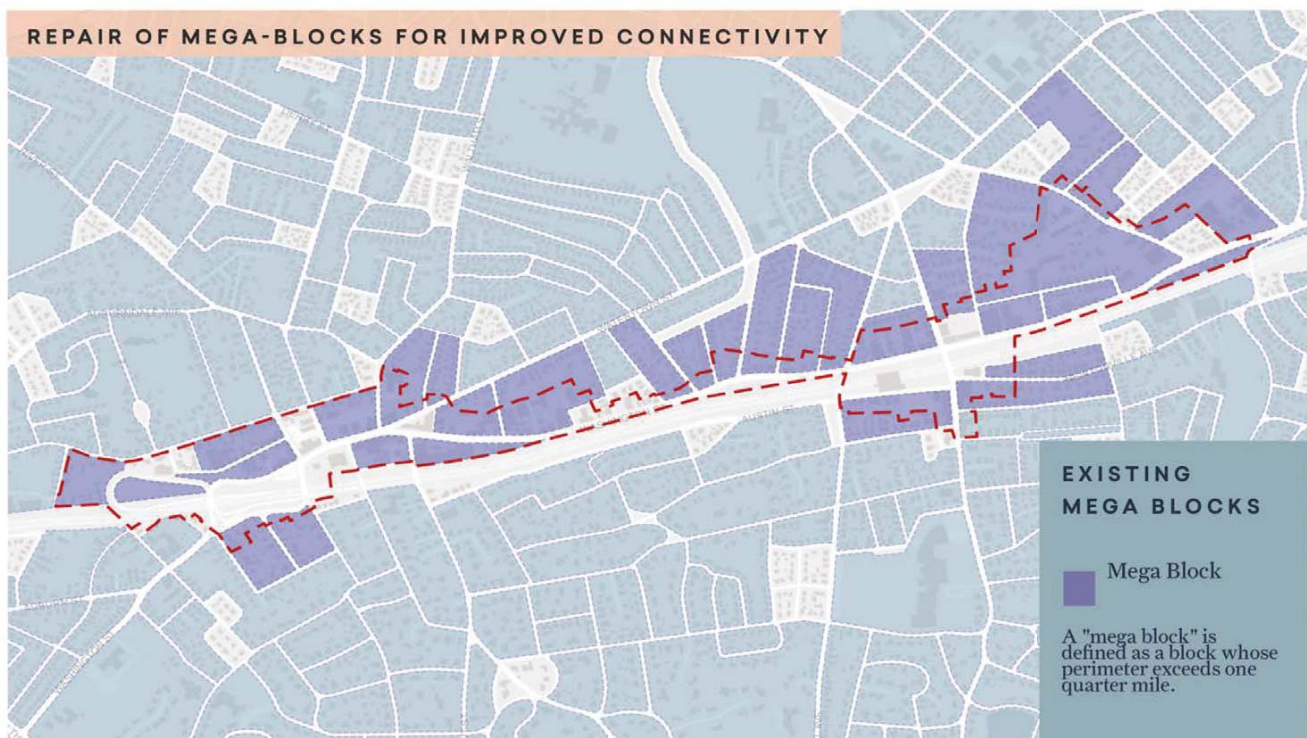
Connected Block



- A group of attached buildings located along the same frontage
- Different height for each building
- Special Permit required
- All one development application, can be built in phases
- Design guidelines require unique materials for each building

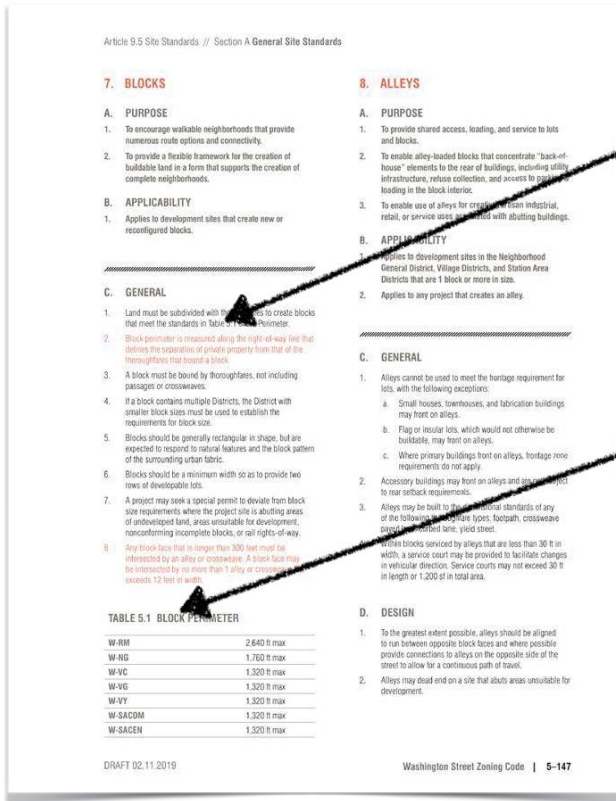
How will new Streets & Civic Space be built?

Walkability & Intersection Density



New Streets

Regulating Form



Land must be subdivided with thoroughfares to create blocks that meet the standards in Table 5.1 Block Perimeter.

TABLE 5.1 BLOCK PERIMETER

W-RM	2,640 ft max
W-NG	1,760 ft max
W-VC	1,320 ft max
W-VG	1,320 ft max
W-VY	1,320 ft max
W-SACOM	1,320 ft max
W-SACEN	1,320 ft max

New Streets

TABLE 5.2 THOROUGHFARES

	FOOTPATH	PAVED LANE	CURBED LANE	CROSSWEAVE	YIELD STREET	NEIGHBORHOOD ST.	COMMERCIAL ST.
W-RM	●	●	◐	◐	●	●	◐
W-NG	●	●	●	●	●	●	●
W-VC	◐	●	●	●	●	●	●
W-VG	◐	●	●	●	●	●	●
W-VY	◐	●	●	●	●	●	●
W-SACOM	◐	●	●	●	●	●	●
W-SACEN	◐	●	●	●	●	●	●

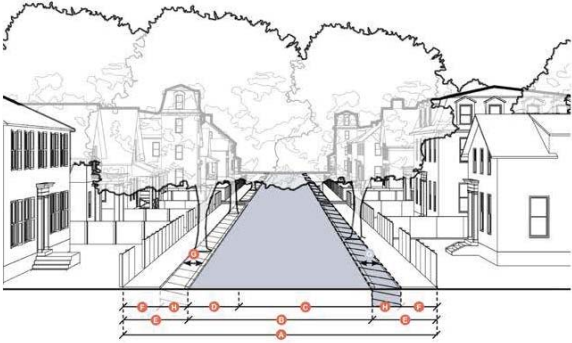
- Permitted
- ◐ Subject to special permit

New Streets

Article 9.5 Site Standards // Section B Thoroughfares

#220-18

5. YIELD STREET



A. DEFINITION

A paved thoroughfare that accommodates slow flow traffic for all modes through residential neighborhoods.

B. ROADWAY

Right of Way Width	21 ft min, 36 ft max	A
Pavement Width	14 ft min, 22 ft max	C
Movement	Yielding	
No. of Traffic Lanes	1 yield lane, unmarked	
Traffic Lane Width	18 ft max	C
Parking Lanes	1 or 2 sides, opportunistic	
Parking Lane Width	8 ft max unmarked	D
Parking Stall Type	Parallel, Opportunistic	

C. CURB & DRAINAGE

Curb Type	Granite or none	
Drainage Type	Gutter or Swale	
Curb Radius	6 ft max	

D. VERGE

Verge Width	optional, 3 ft min, 1 side, or 2 sides	F
Walkway Type	none, or sidewalk on 1 or 2 sides	
Walkway Width	4 ft min	F
Planter Type	none, continuous planter, or tree pits	
Planter Width	3 ft min (i)	F
Furnishing Zone	1.5 ft min	F

i. All required trees and plantings must meet the standards of Article 9.5.A.5 Landscaping

E. STANDARDS

DRAFT 02.11.2019

Washington Street Zoning Code | 5-163

New Civic Spaces

Improve Access to Parks



New Civic Spaces



Existing



Illustrative

Projects may be required to provide small, medium, or large civic spaces based on the District, the size of the project, and proximity to existing civic spaces.

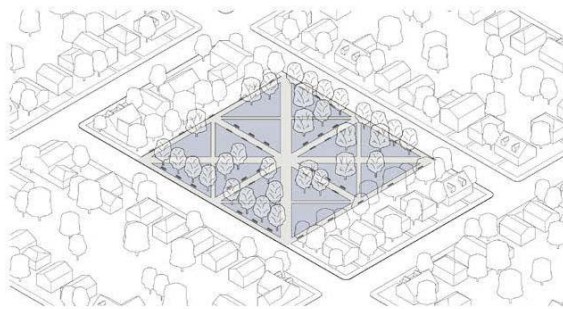
TABLE 5.7 PARKSHED RADIUS

SMALL CIVIC SPACE	1,320 ft max
MEDIUM CIVIC SPACE	2,640 ft max
LARGE CIVIC SPACE	5,280 ft max

New Civic Spaces

Article 9.5 Site Standards // Section D Civic Spaces

2. PARK



A. DEFINITION

A civic space comprised of mostly planted area, but with a significant portion given over to areas outfitted and programmed for specific activities.

B. GROUND COVER

Hardscape	15% min; 50% max
Landscape	50% min; 85% max
Permeable Surface	85% min

C. SIZE CLASSIFICATION

Pocket Park	500 sf min	S
Town Park	1 acre min	M
Regional park	6 acres min	L

D. STANDARDS

1. Pocket parks must share at least one property line with an abutting lot unless occupied by a landmark.
2. Town parks must provide no fewer than 2 accessory civic spaces.
3. Regional parks must provide no fewer than 3 accessory civic spaces.
4. All permanent outbuildings greater in area than 144 square feet must meet the requirements set forth in Article 9.2 District Standards and Article 9.3 Building Standards.

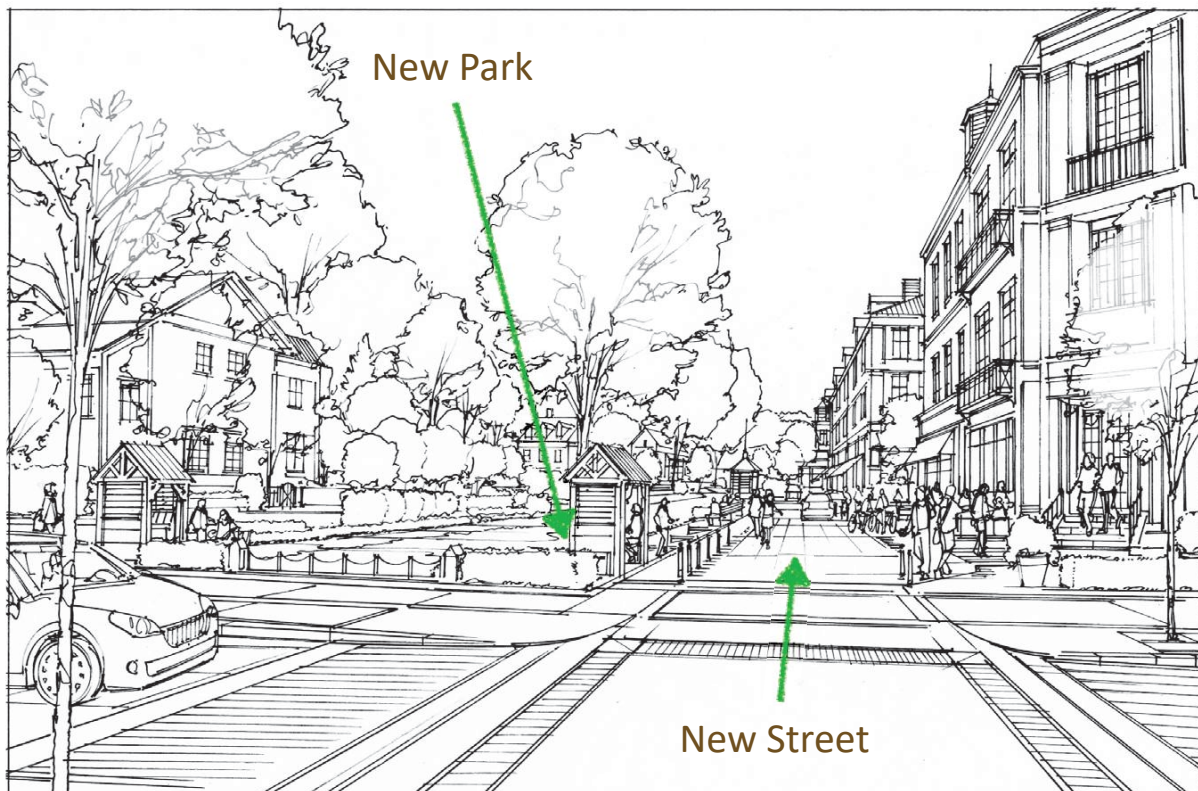
New Civic Spaces

Existing Condition



New Civic Spaces

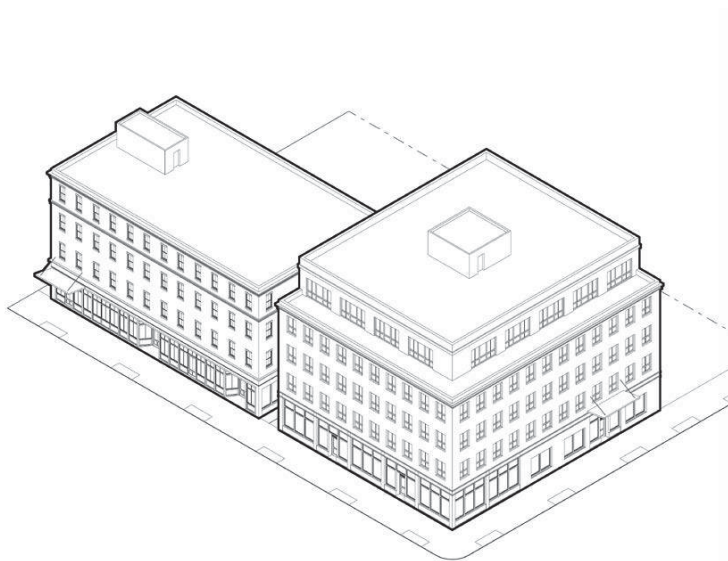
Illustrative Rendering



By-right vs. Special Permit

#220-18

By-Right vs. Special Permit



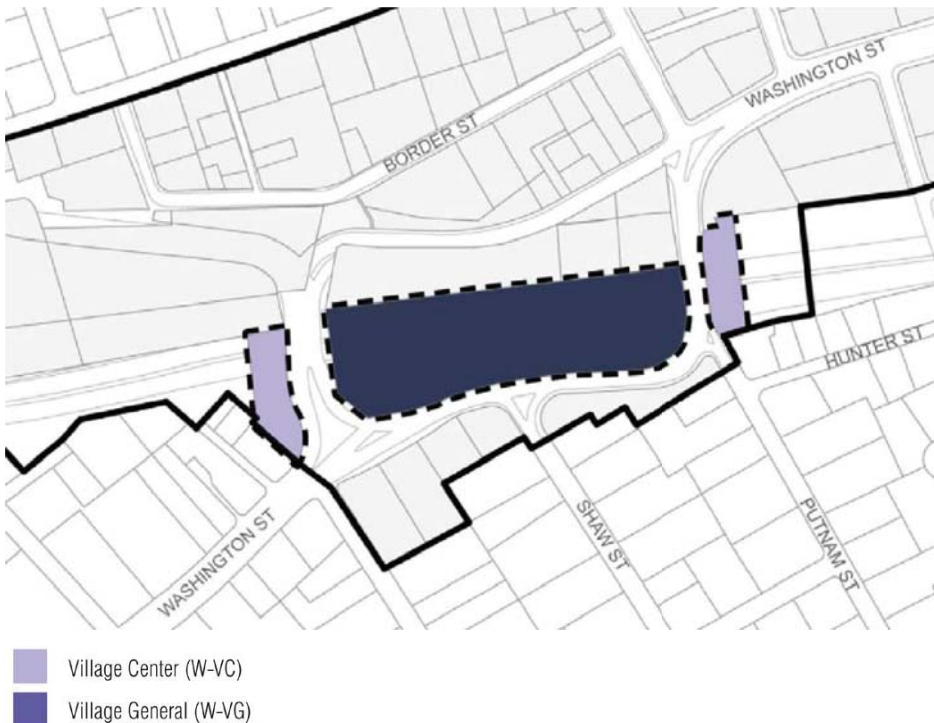
- By-right: Main Street building and smaller.
- Larger and complex building types require a special permit. Ex: Parking garages, large format buildings, and general buildings
- Additional story depending on district, historic facade preservation, and building groups by special permit

Why define zoning districts for the Air-Rights Parcels?

#220-18

Air Rights

West Newton



Air Rights

West Newton



- Village Center (W-VC)
- Village General (W-VG)

How will we preserve historic elements?

All existing historic district rules still apply; add a new tool to incentivize preservation

Historic Preservation

Preserve historic buildings or facade



Purpose

1. To preserve the architectural heritage in the commercial cores of West Newton Square and Newtonville Square

Historic Preservation

Preserve historic buildings or facade



Purpose

2. To allow sensitive redevelopment of properties in the village cores and incentivize the preservation of important architectural features when properties are redeveloped

#220-18



Not appropriate

#220-18



Appropriate

Historic Preservation

Preserve historic buildings or facade



Design must:

- **Preserve** the historically significant portions
- **Highlight** the historically significant portions
- **Protect** the historically significant portions during construction

Historic Preservation

Preserve historic buildings or facade



- Building or façade must be maintained in its entirety and fully restored to its original condition
- 1 additional story of height
- New building must step back 10 ft

Historic Preservation

Preserve historic buildings or facade



PROCESS

- **Newton Historic Commission** must first determine what is significant
- **Newton Historic Commission & Newton Urban Design Commission** provide advisory reports to the Special Permit Granting Authority

**Which comes first,
transportation upgrades
or development?**

AT THE SAME TIME

**Require New Buildings to Provide
Transportation Solutions**

Transportation Demand Management (TDM) ^{#220-18}

Locate
housing near
transit and
jobs

Invest in
walking,
biking, and
transit
infrastructure

Distribute
information
about
transportation
options



Transit Passes

Separate
housing and
residential
parking costs



Bike parking &
locker rooms

Emergency
ride home
programs

On Site
Carshare
(e.g. zipcar)

Transportation Demand Management

Requires New Buildings Provide Transportation Solutions

Tiers:

1. Exempt
2. One-Time Measures
3. Points System
4. Peak Hour Driving Mode Share

Tiers are tied to building type and overall size for building groups

Transportation Demand Management

Tier 1: One-Time Measures



Smaller Projects are required to do one-time investments to contribute to broader transportation goals.

Site layout features:

- Bike racks
- Lighting on the sidewalk
- Street trees

Transportation Demand Management

Tier 2: Points System



Mid-scale Projects are required to more than construction.

Planning Department is developing a point system that requires a mix of site layout and operational incentives.

Operational Features:

- Subsidizing T-Passes
- Charging separately for housing and parking

Transportation Demand Management

Tier 3: Peak Hour Driving Mode Share



Large Projects are required to meet a strict peak-hour traffic goal and report each year.

- Must generate 20% less peak hour traffic than is typical for the surrounding neighborhood
- Annual traffic counts required
- 5-year Mobility Work Plans that must be reviewed by the City of Newton to ensure the goal is being met

Transportation Demand Management

Tier 3: Peak Hour Driving Mode Share

$$\begin{aligned} & \text{(Census Tract Peak Hour} \\ & \text{Driving Mode Share – 20\%)} \\ & \times \text{Total Trips Generated} \\ & = \\ & \text{Total Peak Hour Driving Trips} \\ & \text{Allowed} \end{aligned}$$

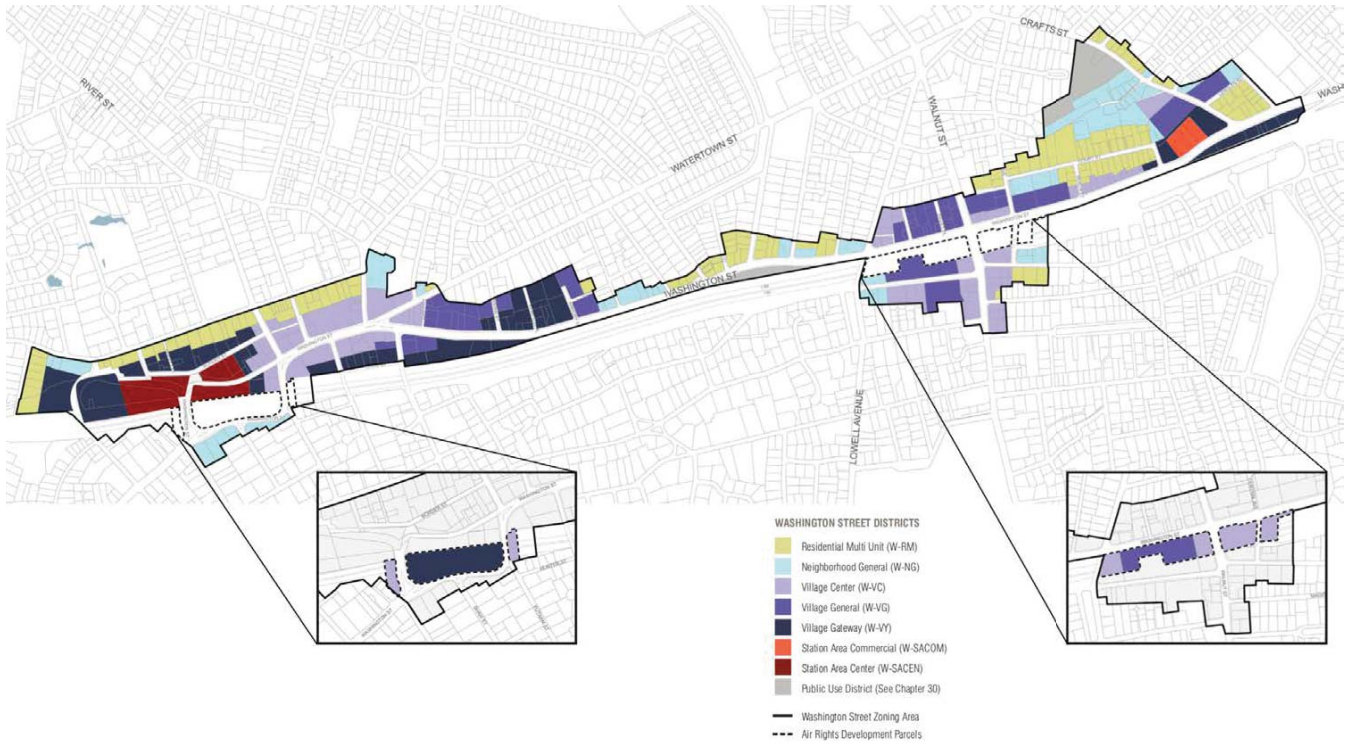
Draft 3 includes

- Methodology to calculate compliance based on annual trip counts
- Methodology to implement a standard qualitative survey to further guide the work plans that will be used to ensure continued compliance

Zoning Districts

Districts

Comprehensive Vision



#220-18



#220-18



#220-18



#220-18



